CITY OF CHESTERFIELD
PLANNING COMMISSION MEETING
MONDAY - JANUARY 22, 2007
7:00 PM

AGENDA

I. ROLL CALL

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC HEARINGS

A. **P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road):** A request for a change of zoning from "M3" Planned Industrial to "PI" Planned Industrial District for 23.45 acre tract of land located north of Chesterfield Airport Road, east of Goddard (17V520071)

The public may speak on this item tonight. There will be no vote taken tonight.

V. APPROVAL OF MEETING MINUTES

A. Approval of January 8, 2007 Planning Commission Minutes

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

A. **17 West Drive**: Barn addition behind an existing home zoned "NU" Non-Urban located at 17 West Drive in the Arrowhead West Subdivision.

The Planning Commission may vote on this item tonight.

B. **Spirit West Industrial Park (Crown Industrial Park Plat 8 Lot B) Amended Site Development Section Plan**: An Amended Site Development Section Plan and request for freestanding signage for Spirit West Industrial Park sited on a 6.32 acre parcel zoned "M-3" Planned Industrial District, located on the north side of Edison Road and west of Goddard Road.

The Planning Commission may vote on this item tonight.

C. **Villas at Westmeade (Baxter Crossing, Lot 5) Amended Record Plat**: Amended Record Plat for an 11.795 acre parcel zoned "R-2/R-5/R-8" Planned Environmental Unit (PEU) located south of Baxter Road, north of Wilson 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)

The Planning Commission may vote on this item tonight.

B. **P.Z. 17-2006 13506 Olive (Spirit Energy):** A request for a change of zoning from a "C2" Commercial District to a "PC" Planned Commercial District for a .31 acre tract of land located at 13506 Olive Blvd at the southwest corner of Olive Blvd and Woods Mill Road.

The Planning Commission may vote on this item tonight.

C. **P.Z. 25-2006 Simply Storage (OB Development, LLC)**: 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.

The Planning Commission may vote on this item tonight.

IX. NEW BUSINESS

A. <u>P.Z. 4-2007 Butler Investment Partnership, LP (Saturn of West County)</u>: A request for an amendment to City of Chesterfield Ordinance 2099 to allow for two additional proposed uses for a 15.01 acre "PC" Planned Commercial District located north of Chesterfield Airport Road and west of Long Road at 91 Long Road, 706 Long Road, 707 Long Road and 750 Long Road. (Locator Numbers 17U410094, 17U410104, 17U410072, and 17U410061).

The Planning Commission may vote on a Resolution of Intent to conduct a Public Hearing on this amendment.

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.

IV. A.

Planning Commission Staff Report

Subject: **Rezoning Issues Report**

Meeting Date: January 22, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 17947 Chesterfield Airport Road

Petition: P.Z. 01-2007 Sentrus Place

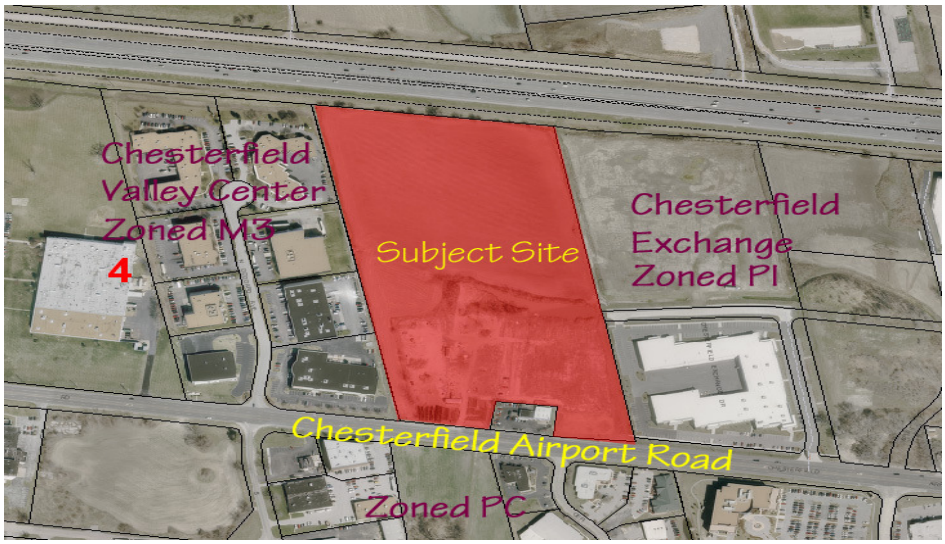
Proposal Summary
Michael Doster, on behalf of Sentrus, Inc., has submitted an application for a change of zoning from "M3" Planned Industrial to "PI" Planned Industrial per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.150. The location of the site is north of Chesterfield Airport Road and west of Long Road Crossing.

Development Process
Change of zoning requests to any planned district is regulated under the requirements of Section 1003.178 of the City of Chesterfield Zoning Ordinance. The City of Chesterfield Zoning Ordinance requires only the following items be shown on a preliminary plan:

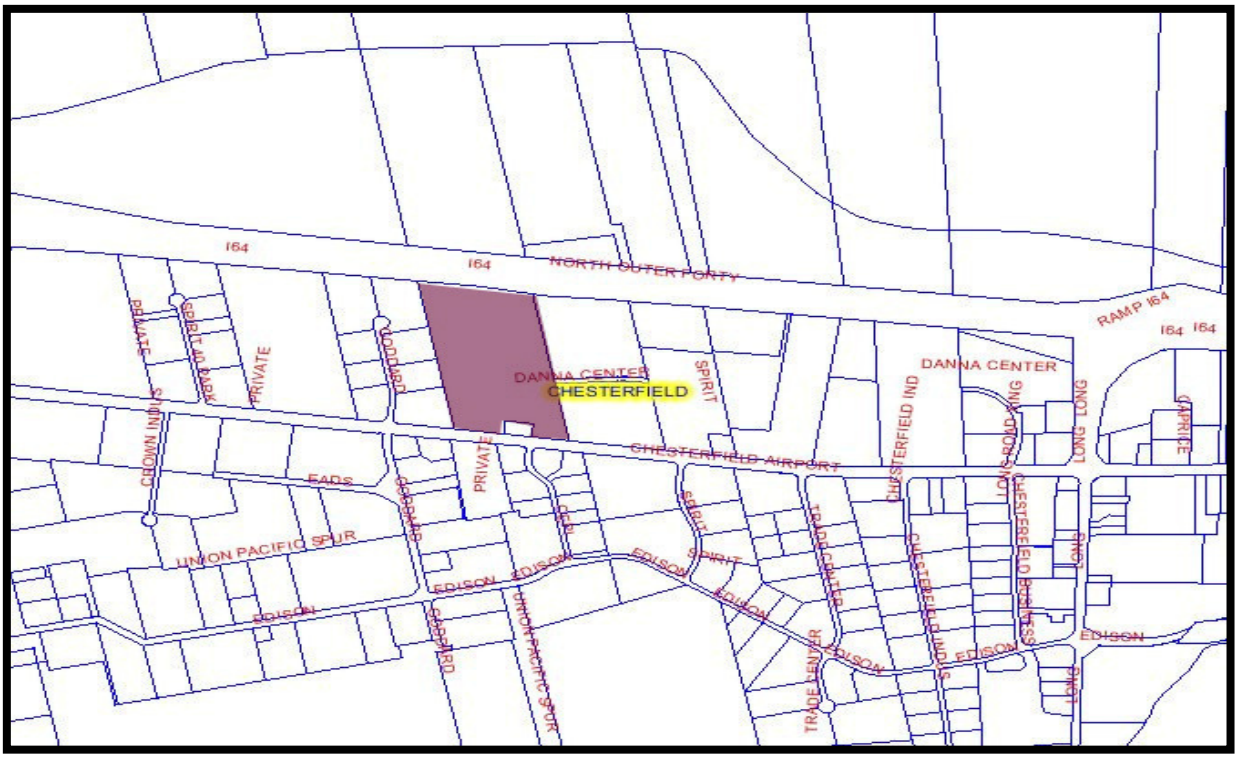
1. Existing and proposed contours.
2. Proposed uses.
3. Location of tree masses.
4. Cross section of the site.
5. Proposed ingress and egress.
6. Sanitation and drainage facilities.
7. Legal description.

Area Land Use

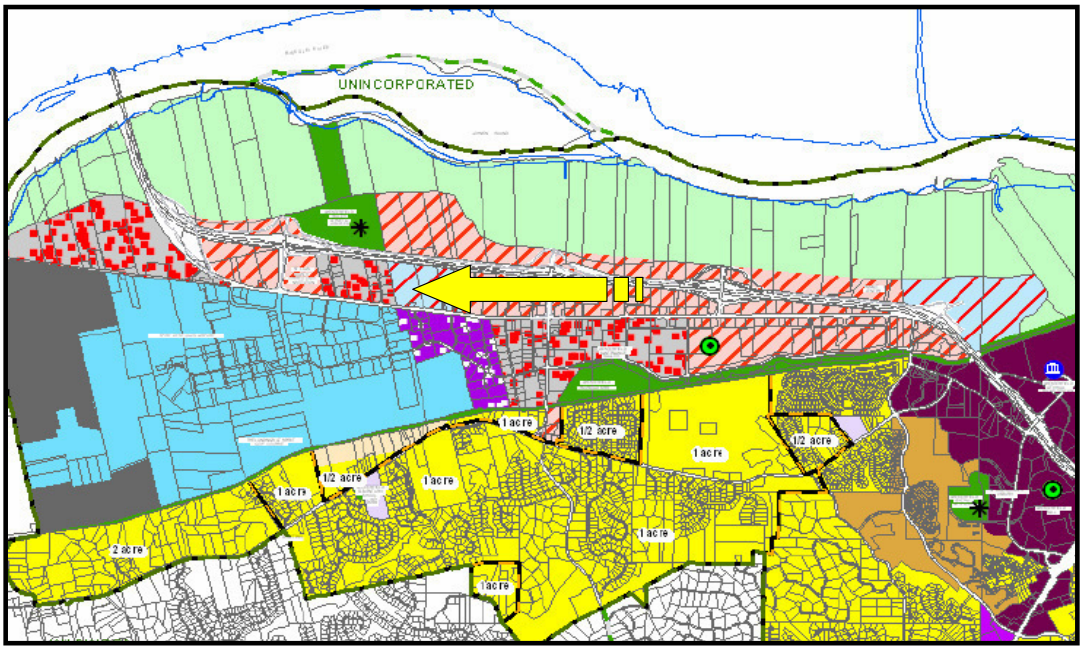
The subject site is located at 17947 Chesterfield Airport Road.



Area map of the sites surrounding the subject site.



Subject site shown on Land Use Map. Office park is shown as the appropriate use for this site.



Issues
Below are the issues thus far identified for this petition.

1. Please advise if a sign package will be requested for this development.
2. Please submit comments from the following agencies: Spirit of St. Louis Airport, Missouri Department of Transportation, Metropolitan St. Louis Sewer District, St. Louis Department of Highways and Traffic, Monarch Levee District and Monarch Fire Protection District.
3. Consider removal of or limiting those uses that are not directly consistent with an office park.

Request
Staff is requesting that additional issues be identified at this time. Agency comments have not been received so a final Attachment A for vote is not yet available.

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration
Attachments
1. Draft Attachment A
2. Preliminary Plan

NOTICE OF PUBLIC HEARING
CITY OF CHESTERFIELD
PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Chesterfield will hold Public Hearings on January 22, 2007 at 7:00 p.m. in the City Council Chambers at Chesterfield City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017.
Said Hearings will be as follows:

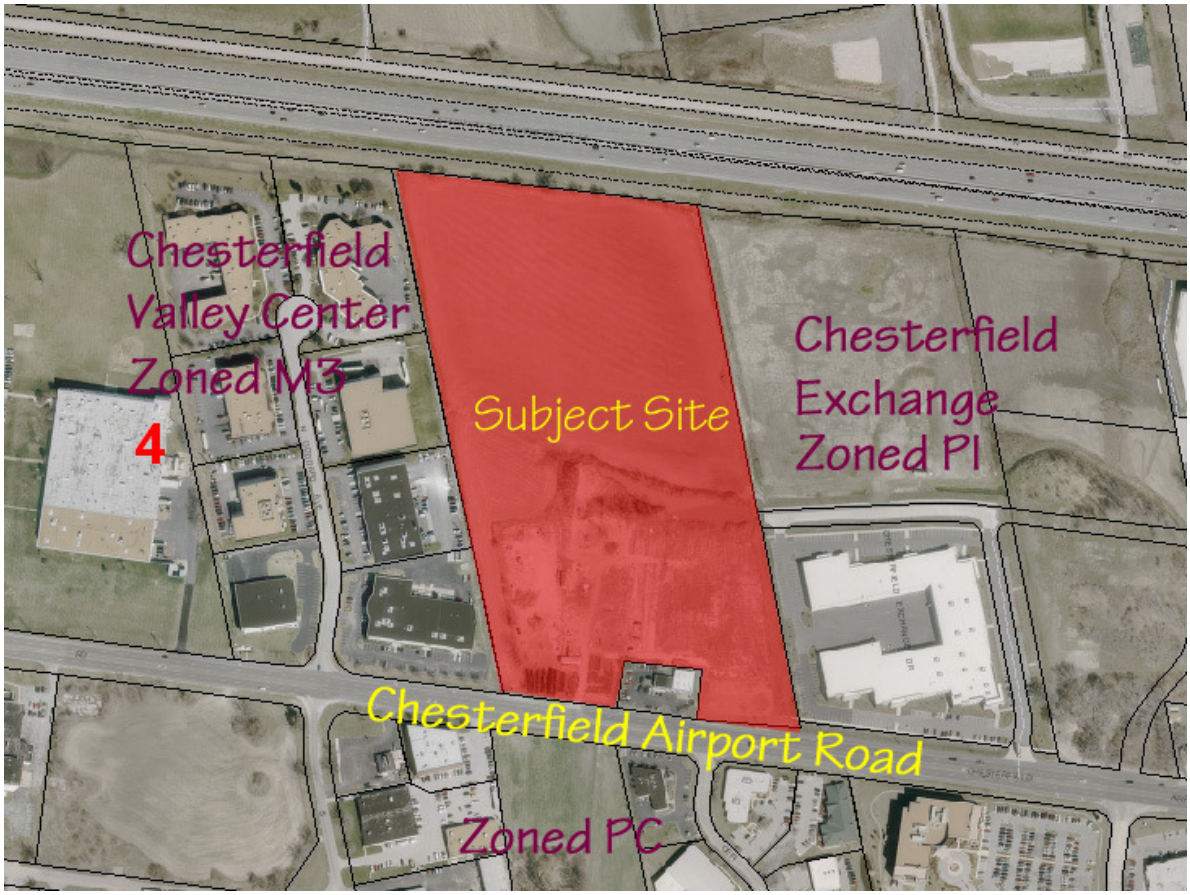
P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road): A request for a change of zoning from "M3" Planned Industrial to "PI" Planned Industrial District for 23.45 acre tract of land located north of Chesterfield Airport Road, east of Goddard (17V520071)

Proposed Uses include:

(j) Business, professional, and technical training schools.
(k) Business service establishments.
(q) Financial institutions.
(ff) Manufacturing, fabrication, assembly, processing, or packaging of any commodity except:
  (i) Facilities producing or processing explosives or flammable gases or liquids;
  (ii) Facilities for animal slaughtering, ~~meat packing~~, or rendering;
  (iii) Sulphur plants, rubber reclamation plants, or cement plants; and
  (iv) Steel mills, foundries, or smelters.
(gg) Medical and dental offices.
(ii) Office or Office Buildings.
(mm) Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.
(oo) Printing and duplicating services.
(uu) Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
(vv) Restaurants, fast food.
(ww) Restaurants, sit down.
(xx) Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
(yy) Sales, servicing, repairing, cleaning, renting, leasing, and necessary outdoor storage of equipment and vehicles used by business, industry, and agriculture.
(iii) 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.
(rrr) Warehousing, storage, or wholesaling of manufactured commodities, live animals, explosives, or flammable gases and liquids. (excluding live animals, explosives, or flammable gases and liquids.)

ANCILLARY USES:

(g) Automatic vending facilities for:
  (i) Ice and solid carbon dioxide (dry ice);
  (ii) Beverages;
  (iii) Confections
(l) Cafeterias for employees and guests only.



Anyone interested in the proceedings will be given an opportunity to be heard. Copies of the request are available for review from the Department of Planning at Chesterfield City Hall, 690 Chesterfield Parkway West, weekdays between the hours of 8:30 a.m. and 4:30 p.m. If you should need additional information about this project, please contact Ms. Aimee Nassif, Senior Planner by telephone at 636-537-4745 or by email at anassif@chesterfield.mo.us.

CITY OF CHESTERFIELD
Maurice Hirsch, Chair,
Chesterfield Planning Commission

For information about this and other projects under review by the Department of Planning, please visit "Planning Projects" at www.Chesterfield.mo.us.

Legal Description

A tract of land in U.S. Survey 150 and being part of Lots 1 and 2 of Subdivision of Richard H. Stevens Farm, Township 45 North, Range 3 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri, being the same property described in a deed to Porntip and Muk Rotrakarn as recorded in Deed Book 7408, Page 170 of the St. Louis County, Missouri, Recorder's Office, and being more particularly described as follows:

Beginning at a point in the North line of Chesterfield Airport Road and the East line of property now or formerly of Insight Holdings L.L.C. as recorded in Deed Book 14162, Page 2719 of the St. Louis County, Missouri, recorder's Office; thence along the Eastern line of said Insight Holdings L.L.C. tract and the Eastern lines of tracts of land described in a deed to The Morgan Group L.L.C. recorded in Deed Book 12954, Page 2509 of the St. Louis County Records, a tract of land described in a deed to 722 Goddard L.L.C. recorded in Deed Book 15145, Page 1684 of the St. Louis County Records, a tract of land described in deed to Chesterfield Valley Centre One, Douglas Development Company recorded in Deed Book 7877, Page 1994 of the St. Louis

County Records, North 10 degrees 52 minutes 14 seconds West, 1402.91 feet to a point in the South line of U.S. Highway Route 40-61, now known as Interstate Highway 64, thence along said Southern line the following courses and distances: South 83 degrees 02 minutes 57 seconds East 574.52 feet (571.94 feet record); thence South 79 degrees 14 minutes 14 seconds East 213.17 feet; thence leaving said Southern line, along the western line of a tract of land described in a deed to Danna Development L.L.C. recorded in Deed Book 12836, Page 324 of the St. Louis County Records and the prolongation thereof and the western line of a tract of land described in a deed to Chesterfield Exchange L.L.C. recorded in Deed Book 13894, Page 1623 of the St. Louis County Records, South 10 degrees 53 minutes 25 seconds East 1394.01 feet to a point in the North line of Chesterfield Airport Road, thence along said North line North 82 degrees 38 minutes 38 seconds West 269.36 feet to a southeast corner of a tract of land described in a deed to DMT L.L.C. recorded in Deed Book 13004, Page 982 of the St. Louis County Records, thence leaving said North line, along the Eastern, Northern and Western line of said DMT L.L.C. tract the following courses and distances: North 07 degrees 21 minutes 22 seconds East, 123.00 feet, thence North 82 degrees 38 minutes 38 seconds West 200.00 feet, thence South 07 degrees 21 minutes 22 seconds West 123.00 feet to a point in the aforesaid North line of Chesterfield Airport Road, thence along said North line North 82 degrees 38 minutes 38 seconds West 315.61 feet to the place of beginning and containing 1,021,752 square feet or 23.456 acres more or less, according to the survey by Stock and Associates Consulting Engineers, Inc. during December, 2006.

ATTACHMENT A

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

- 1.4 Quality New Development
- 1.7 Chesterfield Valley
- 6.1 Low Intensity Industrial

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.

C. PERMITTED USES

1. The uses allowed in this "PI" Planned Industrial District shall be:

   a. Business, professional, and technical training schools.

   b. Business service establishments.

   c. Financial Institutions.

   d. Manufacturing, fabrication, assembly, processing, or packaging of any commodity except:
      i. Facilities producing or processing explosives or flammable gases or liquids;
      ii. Facilities for animal slaughtering or rendering;
      iii. Sulpher plans, rubber reclamation plants, or cement plants; and
      iv. Steel mills, foundries, or smelters.

DRAFT

e. Medical and Dental offices.

f. Offices or Office buildings.

g. Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.

h. Printing and duplicating services.

i. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.

j. Restaurants, fast food.

k. Restaurants, sit down.

l. Sales, rentals, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.

m. Sales, servicing, repairing, cleaning, renting, leasing, and necessary outdoor storage of equipment and vehicles used by business, industry, and agriculture.

n. Stores, shops, markets, service facilities, and automatic vending facilities in which good 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.

o. Warehousing, storage, or wholesaling of manufactured commodities, excluding live animals, explosives, or flammable gases and liquids.)

2. The following Ancillary Uses shall be permitted:

a. Automatic vending facilities for:

i. Ice and solid carbon dioxide (dry ice);
ii. Beverages;
iii. Confections.

b. Cafeterias for employees and guests only.

DRAFT

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

1. FLOOR AREA

Total building floor area shall not exceed xxxxx square feet.

2. HEIGHT

a. Any building exceeding thirty (30) feet in height shall be reviewed in accordance with the City's Architectural design review including conformance to the sky exposure plane guideline.

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 (xxxx).

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:

DRAFT

a. Twenty five (25) feet from the northern property line of this development.

b. Twenty five (23) feet from the eastern property line of this development.

c. Twenty five (25) feet from the right-of-way of Chesterfield Airport Road.

d. Twenty five (25) feet from the western property line of this development.

e. There shall be a twenty five (25) foot setback from the northern, eastern, and western property lines bordering 17V520082.

f. There shall be a XXXX setback from the internal road system.

2. PARKING SETBACKS

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

a. Xxxxxxxxx feet from the right-of-way of xxxxxxxxxxx.

b. Xxxxxxxxx feet from the **xxx** boundary of the **XX** District.

c. Xxxxxxxxx feet from the **xxx** boundary of the **XX** District.

d. Xxxxxxxxxx feet from the **xxx** boundary of the **XX** District.

3. LOADING SPACE SETBACKS

No loading space will be located within the following setbacks:

a. Xxxxxxxxx feet from the **xxx** boundary of the **XX** District.

b. Xxxxxxxxx feet from the **xxx**

c. boundary of the **XX** District.

DRAFT

e Xxxxxxxxxx feet from the **xxx** boundary of the **XX** 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. No construction related parking shall be permitted within the Chesterfield Airport Road right of way.

3. No parking shall be permitted on any roadway in or adjacent to the development. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within thirty (30) days of the placement of street pavement.

G. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Tree Manual of the City of Chesterfield Code.

2. Landscaping, if proposed in the right-of-way, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic, or any other applicable agency.

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.
4. 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

DRAFT

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 street approach. The street shall generally align with Cepi Drive, which lies on the south side of Chesterfield Airport Road.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Extend Long Road Crossing Drive from its existing terminus east of the site, providing a connection to Chesterfield Airport Road via public right of way.

2. Provide a forty (40) foot right of way with a minimum of 10 foot roadway improvement, maintenance, utility and drainage easements on both sides for all interior roadways. Minimum roadway sections shall provide a twenty six (26) foot travelway with seven (7) foot shoulders on both sides and appurtenant storm drainage facilities as required by the Department of Public Works.

DRAFT

3. Road improvements shall be constructed prior to or concurrently with construction on the first lot developed and completed prior to the occupancy of any building on that lot. Building permits shall not be issued for more than one lot prior to completion of the road improvements.

4. Provide additional right of way and improvements, including traffic signals, along Chesterfield Airport Road as required by the Department of Public Works and/or the St. Louis County Department of Highways and Traffic.

5. Obtain approvals from the Department of Public Works and the Missouri Department of Transportation for areas of new dedication and roadway improvements.

6. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site and along both sides of all interior roadways. The sidewalks shall connect to the sidewalks constructed with the adjacent development to the east. The sidewalk shall be privately maintained; therefore, no public easements shall be required.

N. MONARCH-CHESTERFIELD LEVEE DISTRICT/HOWARD BEND LEVEE DISTRICT

P. 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.

Q. STORMWATER AND SANITARY SEWER

1. Per the Chesterfield Valley Master Storm Water Plan, a 10 foot wide flat bottom ditch has been constructed along the north property line of this site, with drainage from this site directed to the east to the pump station at Long Road. The developer shall extend the existing ditch on this site to the west to connect to the existing ditch on the adjacent parcel to provide positive drainage. The developer shall coordinate construction of the required storm water improvements with the owners of the properties affected by construction of the required improvements.

DRAFT

2. Provide any additional Chesterfield Valley Storm Water Easement along the north and east property lines as required and directed by the Department of Public Works to accommodate the Chesterfield Valley Master Storm Water Plan channel in that area, and depict the channel on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.

3. All Chesterfield Valley Master Storm Water Plan improvements shall be operational prior to the paving of any driveways or parking areas.

4. 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.

R. GEOTECHNICAL REPORT.

Prior to Site Development Section Plan Approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public 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.

S. 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. Prior to the issuance of an occupancy permit, any existing stormwater channel located on this site and between this site and the pump station to which it should drain shall be regraded to restore the channel to the line and grade of the original design.

DRAFT

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 eighteen (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 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.

DRAFT

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.

DRAFT

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 one (1) foot, 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, the St. Louis County Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.

DRAFT

20. Compliance with Sky Exposure Plane.

V. TRUST FUND CONTRIBUTION

A. The developer will contribute to the XXXXX Trust Fund. This contribution will not exceed an amount established by multiplying the ordinance required parking spaces by the following rate schedule:

Type of Development	Required Contribution
General Office	$xxxxx/Parking Space
Loading Space	$xxxxx/Loading 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, XXXX 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

Roads

Water Main

Stormwater

Sanitary Sewer

VII. RECORDING

DRAFT

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, **{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.

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.

DRAFT

XII. ENFORCEMENT

A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development Concept and Section Plans approved by the City of Chesterfield and the terms of this Attachment A.

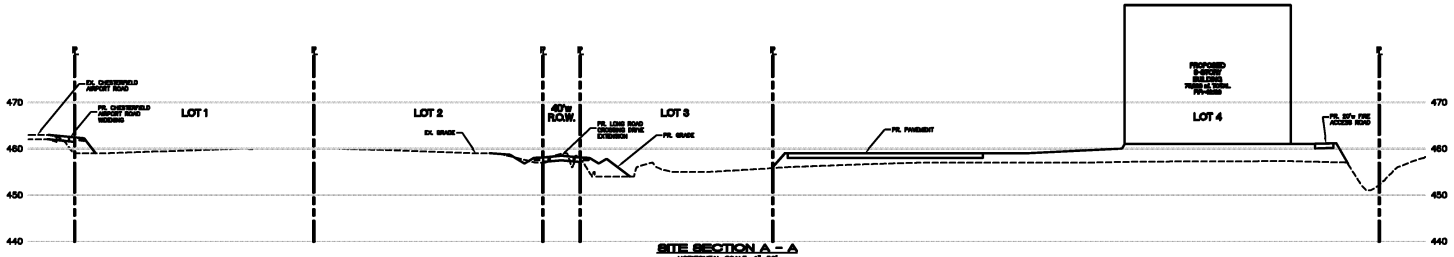
B. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.

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.

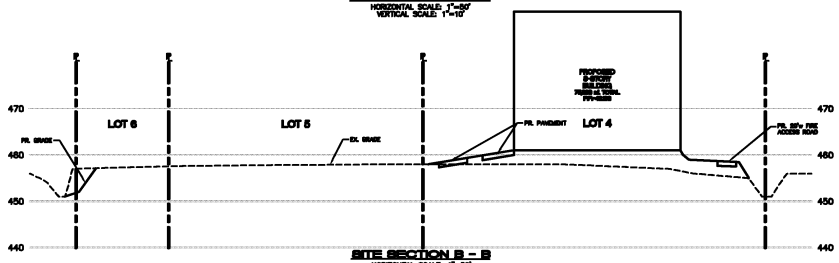
D. Waiver of Notice of Violation per the City of Chesterfield Code.

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.

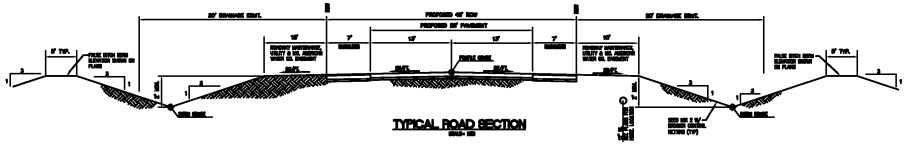
DRAFT



SITE SECTION A – A
HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=10'



SITE SECTION B – B
HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=10'



TYPICAL ROAD SECTION
NTS

PREPARED FOR
Phase II Investments, LLC
c/o Sentrus, Inc.
Attention: Mr. Richard Weinstein
141 Chesterfield Industrial Blvd
Chesterfield, MO 63005

ST. LOUIS CO.
PLAT NO. _____
M.S.D. P# _____
BASE MAP # U-17

SITE DEVELOPMENT CONCEPT PLAN
PHASE TWO INVESTMENTS, L.L.C. – SENTRUS

STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DESIGNED BY	DATE	DRAWN BY	DATE	CHECKED BY	DATE	PROJECT NO.	SHEET
GEORGE M. STOCK E-28116	R.E.S. 01/11/07	G.M.S. 01/11/07				206-4012	2 of 2

PRELIMINARY PLAN/SITE DEVELOPMENT CONCEPT PLAN
SENTRUS PLACE

A TRACT OF LAND BEING LOCATED IN U.S. SURVEY 150 AND BEING PART OF LOTS 1 AND 2
OF SUBDIVISION OF RICHARD H. STEVENS FARM,
TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

LOCATION MAP
(NOT TO SCALE)

GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.

PB. 352, PG. 232

ABBREVIATIONS

C.O. – CLEANOUT
DB. – DEED BOOK
E – ELECTRIC
FL – FLOWLINE
FT – FEET
FND. – FOUND
G – GAS
M.H. – MANHOLE
N/F – NOW OR FORMERLY
PB. – PLAT BOOK
PG. – PAGE
P.O.B. – POINT OF BEGINNING
P.O.C. – POINT OF COMMENCEMENT
P.V.C. – POLYVINYL CHLORIDE PIPE
R.C.P. – REINFORCED CONCRETE PIPE
SQ. – SQUARE
T – TELEPHONE CABLE
V.C.P. – VETRIFIED CLAY PIPE
W – WATER
(86'W) – RIGHT-OF-WAY WIDTH

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 SLOPE, EXCLUDING LANDSCAPING BERMS.
4. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED. SHOULD ANY CONFLICTS BE EVIDENT, THE CONTRACTOR SHALL NOTIFY THE OFFICE OF THE ENGINEER IMMEDIATELY.
5. **ARCHITECTURAL ELEVATIONS, SITE LANDSCAPING PLANS, SITE LIGHTING PLANS AND SITE SIGNAGE PLANS SHALL BE SUBMITTED TO THE CITY OF CHESTERFIELD AS INDIVIDUAL LOTS ARE DEVELOPED ON THEIR SITE DEVELOPMENT SECTION PLAN.**
6. FOR CLARITY, STREET LIGHTS WERE NOT SHOWN ON THIS PLAN. STREET LIGHTS SHALL BE PROVIDED ALONG CHESTERFIELD AIRPORT ROAD, TRADE CENTER BOULEVARD NORTH AND LONG ROAD CROSSING DRIVE AS REQUIRED PER THE CITY OF CHESTERFIELD SUBDIVISION ORDINANCE SECTION 1005.320.
7. ON-SITE STORM WATER DRAINAGE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE PLAN.
8. OFF-SITE GRADING EASEMENTS, IF REQUIRED, SHALL BE EXECUTED AND RECORDED PRIOR TO THE COMMENCEMENT OF ANY OFF-SITE GRADING.
9. CROSS-ACCESS EASEMENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS ARE DEVELOPED.
10. ALL BUILDINGS SHALL BE CONSTRUCTED OF DECORATIVE MASONRY, GLASS TILT-UP CONCRETE AND/OR PRE CAST CONCRETE PANELS. DESIGN TO SIMILAR TO BUILDINGS CONSTRUCTED WITHIN THE SPIRIT TRADE CENTER DEVELOPMENT.
11.
12. PARKING CALCULATIONS:
    PROPOSED LOT 4
    PARKING REQUIRED = 25,000 S.F. @ 3.33/1000 = 84 SPACES (OFFICE)
    = 50,000 S.F. (40 EMPLOYEES) @ 2 SPACES / 3 EMPLOYEES= 27 SPACES (RESEARCH & DISPLAY AREA)
    TOTAL = 111 SPACES
    PARKING PROVIDED = 204 SPACES
13. NO TREES AND LANDSCAPING MAY BE LOCATED WITHIN THE HIGH-WATER LIMITS OF THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE, DITCHES.
14. ALL SIDEWALKS WITHIN THE DEVELOPMENT WILL NOT BE MAINTAINED BY THE CITY OF CHESTERFIELD.
15. PRIOR TO SPECIAL USE PERMIT ISSUANCE BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LINE OF CREDIT, MUST BE ESTABLISHED WITH THE SAINT LOUIS COUNTY
16. IMPROVE CHESTERFIELD AIRPORT ROAD TO ONE-HALF OF A 30' PAVEMENT WITH 6'-10' SHOULDERS.
17. ACCESS TO THIS DEVELOPMENT FROM CHESTERFIELD AIRPORT ROAD SHALL BE VIA ONE ENTRANCE. THIS ENTRANCE IS TO PROVIDE REQUIRED SIGHT DISTANCE AND CONSTRUCTED TO SAINT LOUIS COUNTY STANDARDS AS DIRECTED BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
18. ALL BUILDINGS AND ROADWAYS SHALL BE ELEVATED A MINIMUM 1 FOOT ABOVE THE MAX. HIGH-WATER ELEVATION IN THE CHESTERFIELD MASTER MODEL.
19. STREET TREES SHALL BE PROVIDED ALONG BOTH SIDES OF THE PUBLIC ROAD IN ACCORDANCE WITH SECTION 1004.340 OF THE CITY OF CHESTERFIELD SUBDIVISION ORDINANCE.
20. SLEEVES FOR FUTURE TELECOMMUNICATIONS SERVICES SHALL 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
21. TEMPORARY OFF-SITE GRADING EASEMENTS SHALL BE EXECUTED AND RECORDED PRIOR TO APPROVAL OF ANY OFF-SITE GRADING
22. MAXIMUM HEIGHT OF ALL BUILDINGS, EXCLUSIVE OF ROOF-SCREENING SHALL NOT EXCEED THREE STORIES OR 45 FEET (AS MEASURED FROM EXISTING GRADE) WHICHEVER IS LESS.
23. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
24. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
25. NO SLOPES WITHIN SAINT LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
26. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.

ST. LOUIS COUNTY BENCHMARK

12-171 (460.06) "STANDARD ALUMINUM DISK" STAMPED SL-38, 1990. DISK IS SET IN THE NORTHWEST CORNER OF CHESTERFIELD AIRPORT ROAD AND CAPRICE DRIVE.

MIDWEST TESTING INC. at the request of Phase II Investments, LLC has provided geotechnical services for the project proposed hereon. A geotechnical investigation was conducted during ________ 2007 for the development proposed hereon. Our findings indicate that the earth-related aspects are suitable for the development proposed pursuant to the geotechnical recommendations set forth in our ________ report dated ________.

Date ________

SURVEYOR'S CERTIFICATION

This is to certify that Stock and Associates Consulting Engineers, Inc. has prepared this Amended Plan from a field survey and does not represent a property boundary survey. This Preliminary Plan/Site Development Concept Plan is a correct representation of all existing and proposed land divisions.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
L.S. No. 222-D

By: ________
DONALD W. TAYLOR, Missouri L.S. No. 2041

This Preliminary Plan/Site Development Concept Plan was approved by the City of Chesterfield Planning Commission and duly verified on the ____ day of ______, 2007, by the Chairperson of said Commission, authorizing the recording of this Site Development Section & Concept Plan pursuant to Chesterfield Ordinance Number 200, as attested to by the Director of Planning and the City Clerk.

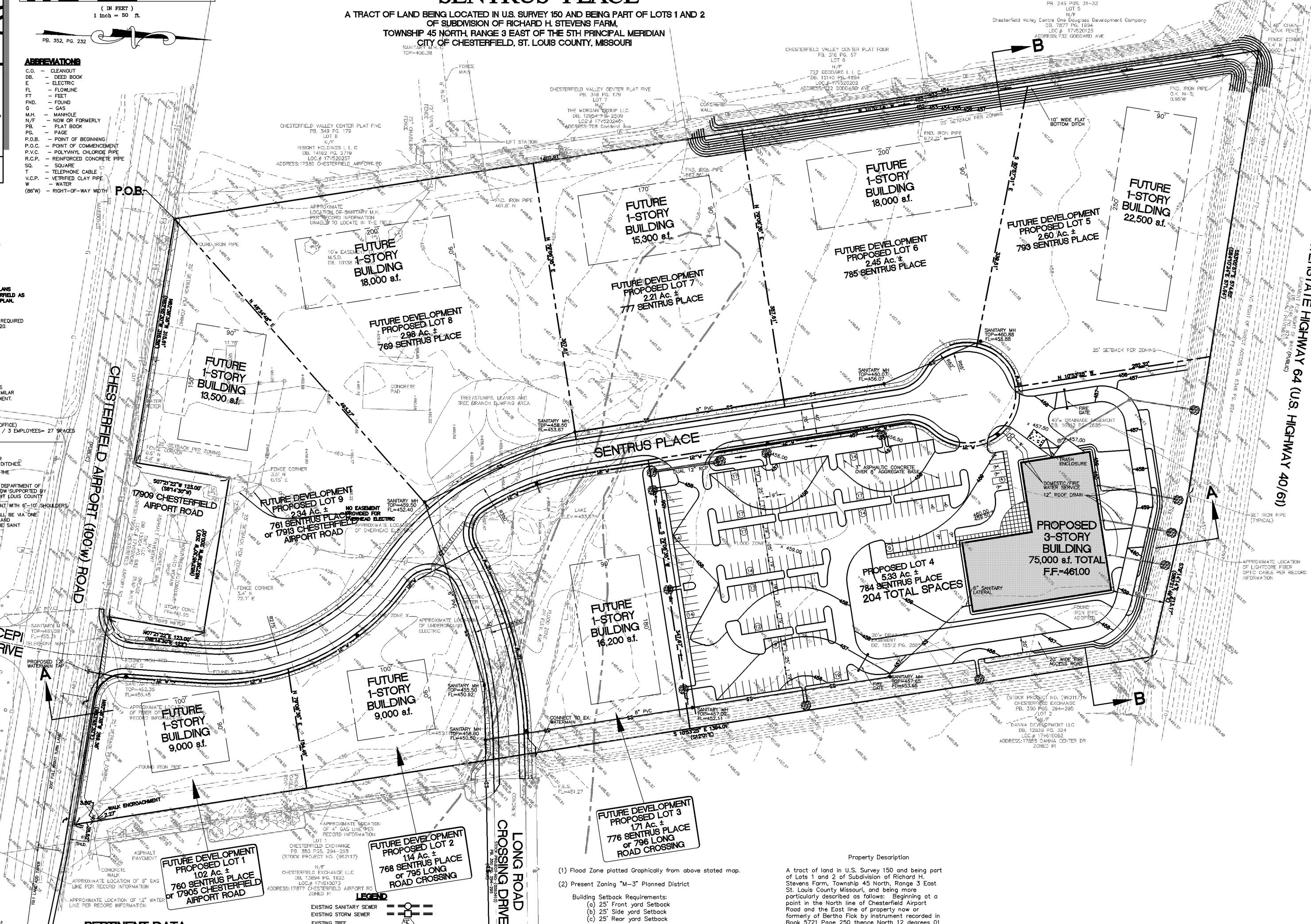
PREPARED FOR:
Phase II Investments, LLC
c/o Sentrus, Inc.
Attention: Mr. Richard Weinstein
141 Chesterfield Industrial Blvd
Chesterfield, MO 63005

PERTINENT DATA

SITE ACREAGE	=	23.456 ACRES
EXISTING ZONING	=	"M-3"
ORDINANCE NO.	=	
AMENDED ORDINANCE NO.	=	
FIRE DISTRICT	=	CHESTERFIELD
SCHOOL DISTRICT	=	ROCKWOOD
SEWER DISTRICT	=	METROPOLITAN ST. LOUIS SEWER DIST.
WATERSHED AREA	=	MISSOURI RIVER
WATER SERVICE	=	MISSOURI AMERICAN WATER CO.
GAS SERVICE	=	LACLEDE GAS
ELECTRIC SERVICE	=	AmerenUE
PHONE SERVICE	=	SOUTHWESTERN BELL
LOCATOR NUMBER	=	17V520071
OWNER	=	N/F ROTRAKARN MUK PORNTIP H/W DB. 7408 PG. 170
ADDRESS	=	17947 CHESTERFIELD AIRPORT RD
WUNNENBERG'S	=	PAGE 20, GRID II-18

LEGEND

EXISTING SANITARY SEWER
EXISTING STORM SEWER
EXISTING TREE
EXISTING BUILDING
EXISTING CONTOUR
SPOT ELEVATION
EXISTING UTILITIES
FOUND 1/2" IRON PIPE
SET IRON PIPE
FOUND CROSS
FOUND STONE
FIRE HYDRANT
LIGHT STANDARD
BUSH
SIGN
NOTES PARKING SPACES
GUY WIRE
POWER POLE
WATER VALVE
DENOTES RECORD INFORMATION
HANDICAPPED PARKING



(1) Flood Zone plotted Graphically from above stated map.

(2) Present Zoning "M-3" Planned District

Building Setback Requirements:
(a) 25' Front yard Setback
(b) 25' Side yard Setback
(c) 25' Rear yard Setback

Note: The above zoning was provided by the City of Chesterfield and to verify the client should obtain a zoning endorsement from their title company.

(3) Underground Utilities and Facilities have been shown from survey and record information, and their location and size should be considered as approximate only.

(4) Subject 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 flood) and Flood Zone "AH" (flood depths of 1-3 feet, usually areas of ponding, base flood elevation = 455) per the National Flood Insurance Program Flood Insurance Rate Map for St. Louis County, Missouri and Incorporated Areas. The map is identified as Map No. 29189C0120 H with an effective date of August 2, 1995 and revised to reflect LOMR Dated April 17, 2000.

Property Description

A tract of land in U.S. Survey 150 and being part of Lots 1 and 2 of Subdivision of Richard H. Stevens Farm, Township 45 North, Range 3 East St. Louis County Missouri, and being more particularly described as follows: Beginning at a point in the North line of Chesterfield Airport Road and the East line of property now or formerly of Bertha Fick by instrument recorded in Book 5721 Page 250 thence North 12 degrees 01 minutes West along Fick's East line 1402.91 feet to a point in the South line of U.S. Highway Route 40, thence South 84 degrees 10 minutes 34 seconds East along the South line of Highway 40 571.94 feet to a point and continuing along Highway 40 South 80 degrees 21 minutes 49 seconds East 213.17 feet thence leaving said South line of Highway 40 South 12 degrees 01 minutes East 1394.01 feet to a point in the North line of Chesterfield Airport Road, thence North 83 degrees 45 minutes 30 seconds West 269.36 feet to a point, thence leaving said road line North 6 degrees 14 minutes 30 seconds East, 123 feet to a point, thence North 83 degrees 45 minutes 30 seconds West 200 feet to a point, thence South 6 degrees 14 minutes 30 seconds West 123 feet to a point in the North line of Chesterfield Airport Road, thence along said road North 83 degrees 45 minutes 30 seconds West 315.58 feet to the place of beginning, according to the survey by Diversified Development Design and Associates during November 1978.

ST. LOUIS CO. H&T NO. ______
M.S.D. P# ______
BASE MAP # U-17

GEORGE M. STOCK E-25116

PRELIMINARY PLAN/SITE DEVELOPMENT CONCEPT PLAN
PHASE TWO INVESTMENTS, L.L.C. – SENTRUS

STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	DATE:	CHECKED BY:	DATE:	JOB NUMBER:	SHEET:
R.E.S	01/11/07	G.M.S.	01/11/07	206-4012	1 of 2

V.A.

PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
JANUARY 8, 2007

The meeting was called to order at 7:04 p.m.

I. PRESENT

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

ABSENT

Mr. Gene Schenberg
Ms. Victoria Sherman

Councilmember Mary Brown, Council Liaison
City Attorney Rob Heggie
Mr. Michael Herring, City Administrator
Mr. Mike Geisel, Acting Director of Planning
Ms. Annissa McCaskill-Clay, Assistant Director of Planning
Ms. Mara Perry, Senior Planner
Ms. Jennifer Yackley, Project Planner
Ms. Mary Ann Madden, Planning Assistant

II. INVOCATION: Commissioner Asmus

III. PLEDGE OF ALLEGIANCE – All

Chair Hirsch acknowledged the attendance of Councilmember Mary Brown, Council Liaison; Councilmember Mike Casey, Ward III; and City Administrator Mike Herring.

PUBLIC HEARINGS - None

V. APPROVAL OF MEETING MINUTES

Commissioner Broemmer made a motion to approve the minutes of the December 11, 2006 Planning Commission Meeting. The motion was

DRAFT

seconded by Commissioner Geckeler and **passed by a voice vote of 6 to 0, with 1 abstention from Commissioner Asmus who was not in attendance at the December 11th meeting.**

VI. PUBLIC COMMENT

RE: Wal-Mart Supercenter Expansion (Chesterfield Commons)

Petitioner:

1. Mr. Mark Woolridge, Wolverton & Associates, 6745 Sugarloaf Parkway, Ste. 100, Norcross, GA stated he was available for any questions.

2. Mr. Brett Martinez, Architect for the Petitioner, 345 Riverview, Ste. 200, Wichita, KS stated he was available for questions regarding the architectural elements and elevations.

RE: P.Z. 5-2005 Winter Wheat Place (Dollar Building Company)

Petitioner:

1. Mr. John Wagner, 17107 Chesterfield Airport Road, Chesterfield, MO gave a PowerPoint Presentation and stated the following:
   - The proposed petition is a rezoning request for a four-acre site from Non-Urban District to E-One Acre Estate for three homes.
   - The subject site is south of the Chesterfield Manors site, on which the Planning Commission recently recommended approval by a vote of 6 to 1.
   - The City's Land Use Plan designates the site as one-acre density.
   - The site is comprised of three lots – two at 1.30 acres and one at 1.40 acres.

In Opposition;

1. Mr. Tom Fleming, Trustee of Wild Horse Ridge Subdivision, 17067 Rooster Ridge, Chesterfield, MO read a letter to the Commission, dated January 8, 2007, which stated the following:

> *"The residents of Wild Horse Ridge Subdivision are 100% opposed to this rezoning petition. On November 27th 2006, this Commission voted in favor of P.Z. 20-2006 Mayer Homes petition for rezoning a four acre lot in our subdivision from NU to E-One, thereby potentially creating a second subdivision. If Winter Wheat Place is approved, based on this precedent, a possible third subdivision could be created, all with only one access through an adjoining subdivision. There are currently six 3-plus acre lots, salt-and-peppered throughout our subdivisions, that are undeveloped. They all represent potential petitions*

DRAFT

waiting to happen, thus leading to the creation of six more mini, separately-named, and planned subdivisions for a grand total of nine.

If this is beginning to sound a little convoluted and an irresponsible development approach, you are correct. This is exactly what happens when spot rezoning occurs. We, therefore, ask the Planning Commission to take into consideration, not only this development, but the reasonable and foreseeable development of our entire subdivision and surrounding properties.

Commissioner Broemmer asked Mr. Fleming how he would like to see the site developed. Mr. Fleming responded that he felt Large-Lot Residential zoning would be appropriate for this site as it would take into consideration the character of the subdivision and surrounding area. He also felt E-2 zoning would be appropriate for the site and felt the residents of Wild Horse Ridge Subdivision would support such a rezoning.

RE: P.Z. 9-2006 St. Luke's Episcopal Presbyterian Hospitals (Parcel D)

Petitioner:

1. Mr. Mike Doster, Attorney for the Petitioner, 17107 Chesterfield Airport Road, Chesterfield, MO gave a PowerPoint Presentation and stated the following:
   - The rezoning request is for Medical Use and pertains to Parcel D of the subject site.
   - They have met with Attorney Steve Kling, representing the residents of Green Trails Subdivision, to address issues raised by the residents.
   - The two open issues pertain to:
     1. The construction of a berm on Parcel D, which would be planted with trees. They have responded, by letter to Steve Kling, to a list of questions from the residents regarding the berm.
     2. The setback from Highway 141. The residents request that the Parcel D setback be 25 feet closer to Highway 141. Under the Medical Use District Ordinance, a 50-foot setback is required from Highway 141. They have been in discussion with City Attorney Rob Heggie about the possibility of obtaining a variance, which poses a technical issue with respect to the timing. The residents would like to have the 25-foot setback approved as part of the rezoning; however, it may not be legally possible to have the setback amended until after the rezoning is approved. The proposed plan being presented depicts the 25-foot setback from Highway 141.

DRAFT

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

- **Regarding a request for a copy of the letter sent to Attorney Steve Kling with respect to the berm:** Mr. Doster will advise Mr. Kling that the Commission has requested a copy of this letter.
- **Regarding the requested 25-foot setback:** The 25-foot setback would affect the view of the buildings in terms of their height. Because of the topography of the site, if the setback is moved 25 feet closer to Hwy. 141, the height of the buildings is lowered. If the 25-foot setback is granted, a variance would then be necessary for Parcel B to move the parking structure closer to Hwy. 141 to accommodate the movement of part of that structure that will sit on Parcel D.

2. Mr. George Stock, Stock & Associates, 257 Chesterfield Business Parkway, Chesterfield, MO stated the following:
   - The presented plan is a reflection of moving buildings D-1, D-2, D-3, and Parking Garage C forward 25 feet closer to Hwy. 141.
   - By moving the buildings forward, they are better screened because the topography of the site drops four feet vertically. The movement also allows the construction of a four-foot high, ten-foot wide berm on the west side that would include plantings.
   - The movement of the buildings improves the sight line for the residents of Green Trails Subdivision.
   - The MoDOT issues outlined in their letter of April 24, 2006 include three minor comments and conditions, which are very easy to address.

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

- **Regarding a change in access to Ladue Farms Subdivision:** The obligation of St. Luke's Hospital was to investigate an alternative access for Ladue Farms Subdivision, which has been done. In 2006, a solution was developed for an alternative access by having a U-turn and a right-in only to Ladue Farms from Hwy. 141. The concept was approved by MoDOT. The City of Chesterfield, as a municipality, has the onus to request a break in access from the Highway Commission, which is now in process. The improvements to Ladue Farms intersection can either be incorporated with improvements of Hwy. 141 by MoDOT at such time as 141 is improved – or the improvements would be triggered by additional development of Parcel A, the main hospital campus.
- **Regarding grading on the western slope of the parking garage:** The limits of disturbance do not change.
- **Regarding construction of the berm:** The berm will be constructed from materials on site.

3. Mr. Rick Clawson, ACI Boland, 11477 Olde Cabin Road, St. Louis, MO stated he was available for questions.

DRAFT

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

In Opposition:

1. Mr. John Burrows, 941 Chesterfield Villas, Chesterfield, MO stated the following:
   - He feels approving the subject petition would be a serious mistake.
   - He has been in the self-storage industry business in Chesterfield for over 21 years opening his business in 1985. His business was seriously affected by the 1993 flood – taking eight years to recover.
   - He does not oppose the petition because of more competition – he has eight locations in four different states with many competitors.
   - He is protesting the approval of the subject petition because the self-storage business is limited. He can determine how many square feet of storage will be needed prior to building a structure.
   - The maximum number of units that he has ever rented in the Chesterfield location is 724. The proposed petition shows 90,000 sq. ft., which could be about 900 units for storage.
   - If the petition is approved, his business and Simply Storage will split whatever business is there.

Petitioner:

1. Mr. Steve Polk, Zavradinos & Polk – Civil Engineers for Simply Storage, 17813 Edison Avenue, Chesterfield, MO gave a PowerPoint Presentation showing the building elevations and stated the following:
   - Since the last presentation, the plans have been changed to square off the back of the building by removing the stairs from the back of the building.
   - The height of the building – 53 sq. ft. – includes the points on the tops of the corners, which are about 8 ft. above the regular parapet wall.
   - In the rear of the building, a mezzanine level has been added between the first and second floors.
   - They have been able to reduce the floor plan of the building while keeping the same overall square footage.
   - A variance will be necessary for the project if the rezoning is approved.

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

- **Regarding the building's distance from Chesterfield Airport Road:** The building is about 80 feet from the road with a 25-foot buffer and parking in front of the building.
- **Regarding the number of floors in the building:** There are three floors in the front of the building. The mezzanine level in the back-half of the building makes the back-half four floors. The addition of the fourth floor has not changed the height of the building since the last presentation.

Commissioner Perantoni expressed concern about entering the building and stepping down approximately 6" without any stairs. Mr. Polk replied that stairs are not required for this area but that handicapped access would have to be provided.

DRAFT

2. Mr. Jared Farmer, Simply Storage, 10154 Sparkle Court, Orlando, FL stated he was available for questions.

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

- **Regarding the types of customers who use self-storage:** They anticipate they will have residential customers, along with commercial customers. Because of the number of businesses in the area, they expect business customers would use the space for file storage, with possible storage use from pharmaceutical representatives and salespersons.

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the mechanical enclosure for a generator. The motion was seconded by Commissioner Banks and **passed by a voice vote of 7 to 0**.

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan. The motion was seconded by Commissioner Perantoni.

Commissioner Asmus stated that during the Site Plan Committee he opposed approval and clarified that he has an issue with expanding the size of a facility while reducing the parking for the site. He also expressed concern about some of the green space being removed with regard to the culvert and how it will involve building closer to Edison Road.

The motion to approve passed by a voice vote of 5 to 2 with Commissioners Asmus and Geckeler voting "no".

DRAFT

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations with the condition of additional screening, as directed by the Planning Department, to be no less than that which is located at the Home Depot store. The motion was seconded by Commissioner Banks.

Commissioner Asmus noted his opposition for the same reasons cited above.

Commissioner Geckler stated her opposition because of the removal of too much green space and planting in front of the building, along with her feeling that the proposal does not maintain the interest on the elevations as it currently exists.

Commissioner O'Connor stated that she is disappointed with the lack of windows on the new eastern section of the building.

The motion to approve passed by a voice vote of 5 to 2 with Commissioners Asmus and Geckeler voting "no".

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Amended Site Development Concept Plan and Concept Landscape Plan. The motion was seconded by Commissioner Banks and **passed by a voice vote of 7 to 0**.

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Record Plat. The motion was seconded by Commissioner Broemmer and **passed by a voice vote of 7 to 0**.

DRAFT

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.

Commissioner Asmus, representing the Site Plan Committee, made a motion to approve the Record Plat. The motion was seconded by Commissioner Perantoni and **passed by a voice vote of 7 to 0**.

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)

Annissa McCaskill-Clay, Assistant Director of Planning, stated that the petition was last on the agenda in February 2006 and asked if there were any questions or directives regarding it.

ISSUES:

1. Show the location of the roads that would offer access to the southern boundary areas - provide a depiction of the overall road system that goes to the south.

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.

Annissa McCaskill Clay stated that the Public Hearing was held on April 14, 2006. The Petitioner proposes expanding upon the campus across South Woods Mill Road (Highway 141).

Setbacks for the MU district require 50 feet from rights-of-way; if a 25-foot setback is allowed, the topography of the site could be used to lower the height of the buildings and to construct a landscaped berm. It was noted that the MU District does not provide a mechanism, such as through good planning practices, to allow the 25-foot setback. The Petitioner is working with City Attorney Heggie to determine if there is a means to allow the 25-foot setback from Highway 141. The Petitioner would have the option of presenting before the Board of

DRAFT

Adjustment for the 25-foot setback after zoning approval, but it would not be guaranteed that the variance would be granted.

ISSUES:

1. Approval from the Fire Protection District.
2. Address the comments from the Traffic Study with respect to receiving comments from the MoDOT about the proposed improvements.
3. Have the residents of Ladue Farms been notified about the proposed 25-foot setback from Highway 141? Mr. Doster stated that the Petitioner is of the opinion that if the buildings are moved 25 feet closer to Highway 141, it will not have a material impact on Ladue Farms. If there is any impact, it will lower the height of the buildings for them as well.
4. How much extra traffic will be generated between the main campus and the expansion across Highway 141? Ms. McCaskill-Clay replied that a traffic report for St. Luke's was done at the initial sites for Parcels A and B. An updated report has since been provided, which will be forwarded to the Commission. The report includes some recommendations for improvements that could be made to the area, which would have to be approved by MoDOT.

Commissioner Banks suggested that the Ordinance Review Committee review the Ordinance for the Medical Use District to determine if it should be amended to allow variances for good planning practices for future petitions.

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.

Ms. Jennifer Yackley, Project Planner, stated that the Public Hearing was held on November 13, 2006.

ISSUES:

1. Parking setback requirement is **37 feet**; the proposed Site Plan shows a setback of **15 feet**. The requested 15-foot setback would need to be approved as a variance by the Board of Adjustment. Chair Hirsch stated that the 37-foot setback is required because of the NU property immediately to the west of the subject site. The NU property is a small piece of land located near the entrance to Highway 40 and Chesterfield Airport Road.
2. Review how the open space was calculated. Is the open space requirement being met?
3. Review the number of parking spaces.
4. Does the square footage of the building consider the four floors to the rear of the building and not just the three floors at the front of the building? Ms. Yackley replied that the square footage includes all four floors.

DRAFT

5. Provide drawings of the Gundaker Building at the same scale as the proposed Simply Storage structure – showing the height of the Gundaker Building. Provide information as to the distance of the Gundaker Building from Chesterfield Airport Road and Long Road.
6. Can the use of "drive-thru" be removed from the "fast food" use?

Chair Hirsch asked if the Commission wanted any further traffic data regarding this petition. No additional data was requested at this time.

Commissioner Broemmer asked if the Commission would be voting on the size of the building at the same time it is voting on the rezoning of the property. Chair Hirsch replied that the site-specific ordinance does refer to the specific height and square footage of the building. While the Commission is not approving a Site Plan or elevations at this time, it is determining the specificity of the size and height of the building.

Commissioner Broemmer expressed concern about reviewing a request for a building, which will require a variance, at the same time the Commission is being asked to review the rezoning request. Chair Hirsch noted that this situation stems from the ordinance that is in place, which does not allow the Commission the leeway to grant a variance to the side parking setback on a PI site next to an NU site. The size of the setback is also caused by the height of the building.

City Attorney Rob Heggie stated that the Petitioner cannot request a variance prior to the site being rezoned to PI. There is no guarantee that the Board of Adjustment would grant the variance. If the variance is not granted, then the proposed building, as depicted, would not be able to be built because it would not meet the requirements of the PI District for this parcel.

Commissioner Broemmer stated that he would have a problem approving the rezoning request with the knowledge that a variance is needed for the proposed building. Chair Hirsch pointed out that the Attachment A includes the required 37-foot parking setback so the Commission would not be approving a setback that is less than the site-specific ordinance. If the variance is not granted by the Board of Adjustment, the square footage of the building has to be decreased.

City Attorney Heggie stated that it takes four votes, out of five, for the Board of Adjustment to grant a variance.

Commissioner Banks asked the City Attorney to comment on what, if any, consideration the Commission can give to the comments made by Mr. John Burrows, who opposes the petition based on his opinion that there is a limited amount of business in the area for self-storage companies. City Attorney Heggie replied that the Planning Commission is not allowed to take into account the effect that competition may have on a particular project. In its deliberations on the rezoning request, he asked that the Commission set aside any thoughts it may have on the economic effect the rezoning may have on any businesses located in Chesterfield.

DRAFT

Chair Hirsch stated that the Planning & Zoning Committee has requested that the use of "automatic vending machines" be made an ancillary use on all petitions – unless the petition is for a major vending center. He asked that this be part of the motion when the petition is voted upon. Ms. Yackley indicated that the Petitioner is not opposed to making it an ancillary use.

Commissioner O'Connor made a motion to hold P.Z. 25-2006 Simply Storage (OB Development, Inc. until the next meeting of the Planning Commission. The motion was seconded by Commissioner Asmus and **passed by a voice vote of 7 to 0.**

IX. NEW BUSINESS

Discussion was held on voting on a rezoning request when it is known that the Petitioner will be requesting a variance after approval. It was noted that some of these situations are caused by site-specific ordinances that do not allow the Commission to grant variances based on good planning practices. However, the Attachment A will have the maximum requirements included. Any variances from the requirements must be granted by the Board of Adjustment. If not granted, the requirements of the Attachment A must be followed.

X. COMMITTEE REPORTS -None

XI. ADJOURNMENT

The meeting adjourned at 8:18 p.m.

_____

David Banks, Secretary

DRAFT

City of Chesterfield

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

VII. A.

January 17, 2007

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

The Planning Commission agenda for **January 22, 2007** will include the following item for your consideration:

17 West Drive: Barn addition behind an existing home zoned "NU" Non-Urban located at 17 West Drive in the Arrowhead West Subdivision.

Dear Planning Commission:

Rich Barr of R. Barr Consulting, on behalf of Ronald and Elizabeth Sherstoff, has submitted for your review, a request for an addition to a residential structure to exceed 500 square feet. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. The property is located along West Dr. in the Arrowhead West Subdivision, and is zoned "NU" Non-Urban.

2. The Petitioner has submitted a letter included in your packet for additional information concerning the consideration of the request.

3. The Addition proposed meets all other ordinance and setback requirements.

CITY OF CHESTERFIELD PROCEDURE

1. Section 1003.126B **"Residential Additions"** states that any addition greater than five hundred (500) square feet shall be approved by the City of Chesterfield Planning Commission. This section also states the following:

   "Residential additions, including the height of all additions, shall be harmonious and compatible with the existing residential dwellings."

2. If the addition request is approved, the building of this structure will be reviewed for approval by the Departments of Planning and Public Works and then forwarded to St. Louis County for permits and inspections.

3. If the addition request is not approved, the Petitioner may apply for a variance before the Board of Adjustment. If approved, the building of this structure will be reviewed for approval by the Departments of Planning and Public Works and then forwarded to St. Louis County for permits and inspections.

SUBMITTAL INFORMATION

The item for consideration before the Planning Commission is for the residential addition to exceed 500 square feet

DEPARTMENTAL INPUT

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

Respectfully submitted,

Charlie Campo
Project Planner

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Site Plan
Letter From Petitioner
Architectural Elevations

January 15, 2007

To the City of Chesterfield,

As proud homeowners in Chesterfield for five years, we seek the city's permission to enhance our property with the addition of a horse barn. The structure will be located in a wooded and pasture area at the rear of our property. The barn we plan to construct is of the finest quality as fabricated by a company, which specializes in top-of-the-line custom barns.

We have pursued this project since the day we learned that the 3-acre lot was for sale and that it was zoned for horse ownership. The barn we have chosen to build is specifically designed for convenience and it's beauty. It will decidedly enhance the overall landscape as viewed from neighboring properties and by travelers of West Drive. Using all natural wood materials will definitely compliment the rich history of our piece of what once was the old Stemme Hog Farm.

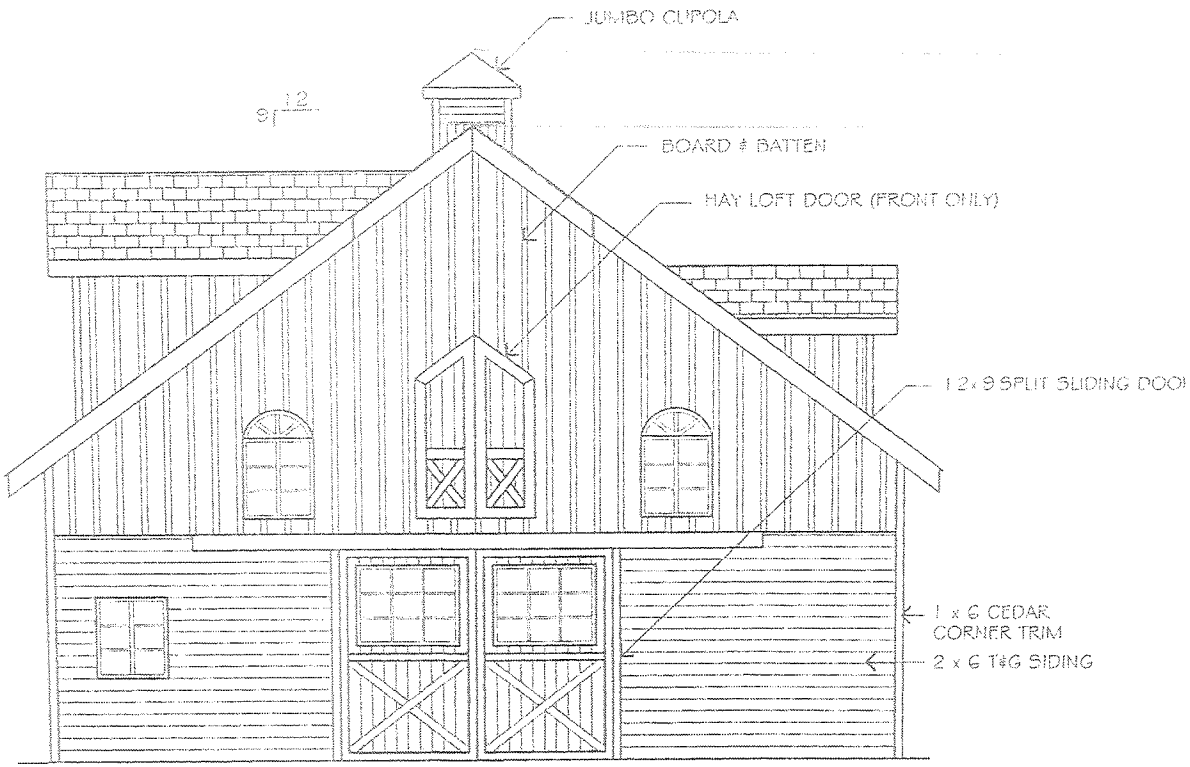
Our goal is to enjoy a slice of country living amid the undisturbed beauty of our unique neighborhood. Having just completed a three-year effort to personally initiate and coordinate all aspects of having the county sewer system extended to serve several homes along West Drive (which were beset with problem septic tanks), we believe we have proved ourselves to be good stewards of the land and members of this community. And we will continue to be.

We look forward to your favorable review of this request.

Sincerely,

Elizabeth & Ronald Sherstoff
17 West Drive

RECEIVED
JAN 15 2007
PLANNING
DEPARTMENT

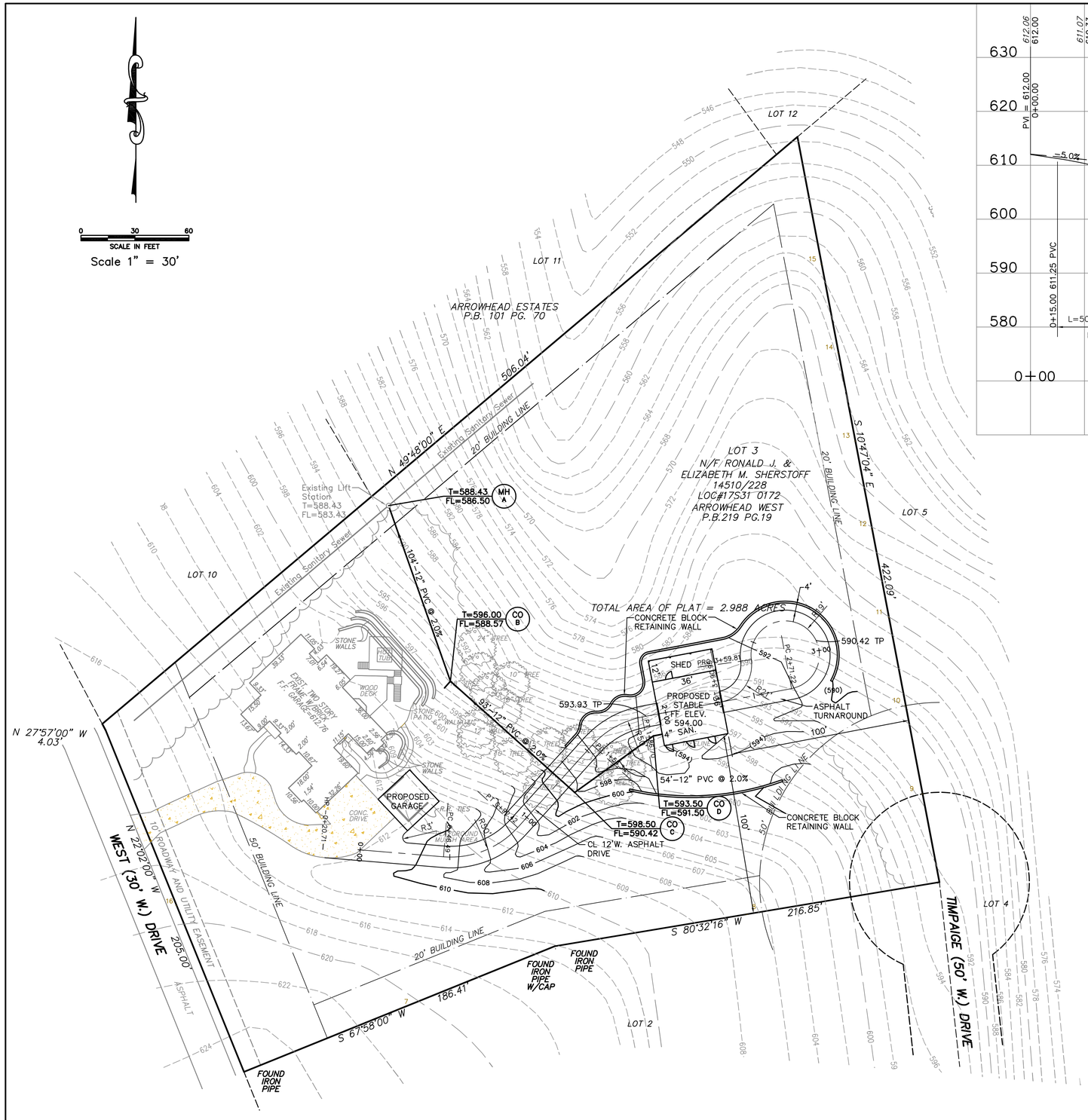


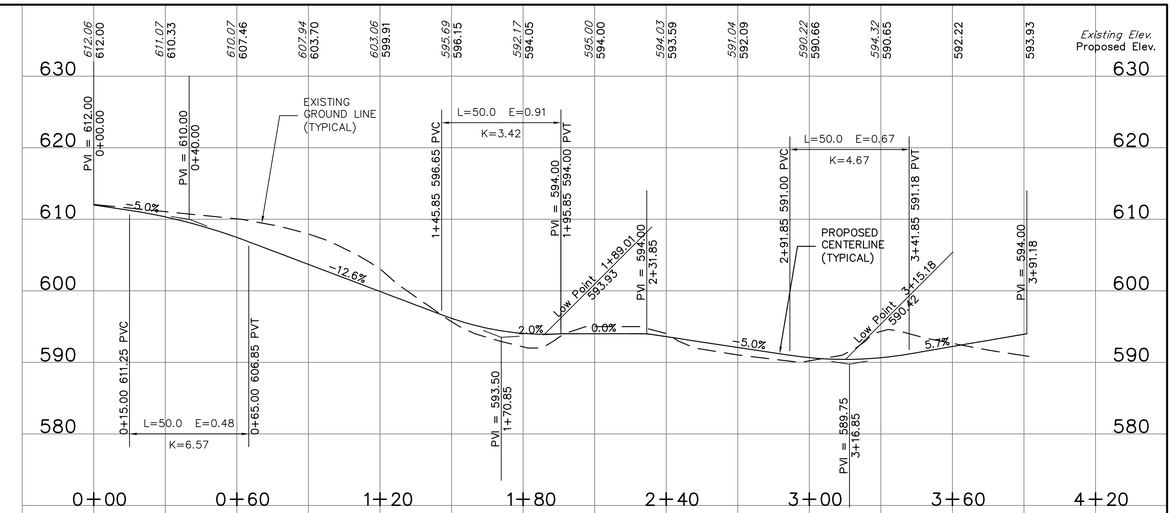
Dover Elite 36

BARN PROS
EQUESTRIAN FACILITIES
NATIONWIDE®
866-844-2276
WWW.BARNPROS.COM

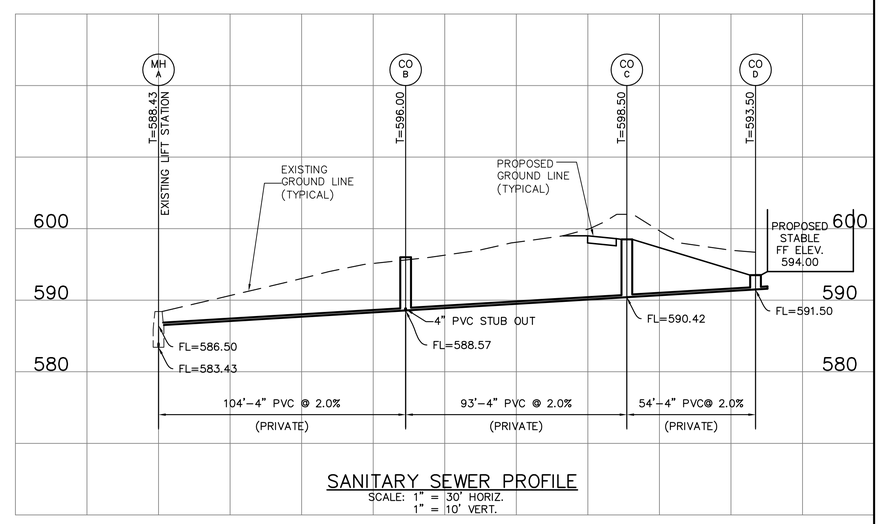
Dover Elite 36

BARN PROS
EQUESTRIAN FACILITIES
NATIONWIDE
866-844-2276
WWW.BARNPROS.COM

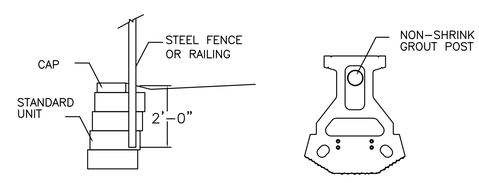




DRIVEWAY PROFILE
SCALE: 1" = 30' HORIZ.
1" = 10' VERT.



SANITARY SEWER PROFILE
SCALE: 1" = 30' HORIZ.
1" = 10' VERT.



TOP OF WALL SECTION
FENCE DETAIL
SCALE: NONE

REVISIONS

SITE / GRADING PLAN
17 WEST DRIVE

Prepared for:
RON & LIZ SHERSTOFF
17 West Drive
Chesterfield, MO 63017
636-537-3834

R. BARR CONSULTING, LLC
CIVIL ENGINEERING • LAND SURVEYING
11920 WESTLINE INDUSTRIAL DRIVE
ST. LOUIS, MISSOURI 63146
(314) 692-8888 FAX: (314) 692-8688
rbarr@nuvox.net

Designed	
Drawn	RKF
Checked	RJB
Date	11/15/06
Project Number	
Sheet Number	1 of 1

F.S. F.B. SUR. FILE: J:\RJBARR CONSULTING\SHERSTOFF\PLANS\SITEPLAN.DWG PLOTTED: 01/16/07 11:11 BY: KRF

City of Chesterfield

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

VII B

January 17, 2007

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

The Planning Commission agenda for **January 22, 2007** will include the following item for your consideration:

Spirit West Industrial Park (Crown Industrial Park Plat 8 Lot B) Amended Site Development Section Plan: An Amended Site Development Section Plan and request for freestanding signage for Spirit West Industrial Park sited on a 6.32 acre parcel zoned "M-3" Planned Industrial District, located on the north side of Edison Road and west of Goddard Road.

Dear Planning Commission:

Don Greer of Sign-A-Rama on behalf of Spirit West Industrial Park has submitted an Amended Site Development Section Plan and one freestanding business sign for your review. The Department of Planning has reviewed these submittals 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 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.

7. Ordinance Number 1430 states that 'The location of all freestanding signs shall be as approved by the City of Chesterfield on the Site Development Plans.'

SUBMITTAL INFORMATION

1. The request is for one freestanding business sign to be located along Edison Ave at Sprit West Industrial Park.

2. The sign will be located along Edison Ave and will be of aluminum construction with no illumination. The overall height of the freestanding signage is 8 feet tall which includes 6 feet high of signage and 2 feet high on the base. The sign will be 8 feet wide, with a 7 feet wide base. The sign face will be 48 square feet.

3. The Spirit West Industrial Park does not have a Sign Package.

DEPARTMENTAL INPUT

Sign Ordinance number 1003.168 C states that, 'The maximum outline area and/or height of any freestanding business sign may be increased to a maximum of one hundred (100) square feet in outline area and/or twenty (20) feet in height above the average existing finished grade elevation at the base of the sign or elevation of the adjacent street, whichever is higher, with no height restriction for the bottom of the sign face subject to Planning Commission approval.'

The submittals were reviewed for compliance with City of Chesterfield ordinances. The Department of Planning requests approval of the Amended Site Development Section Plan and the freestanding business sign.

Respectfully submitted,

Jarvis Myers
Project Planner

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

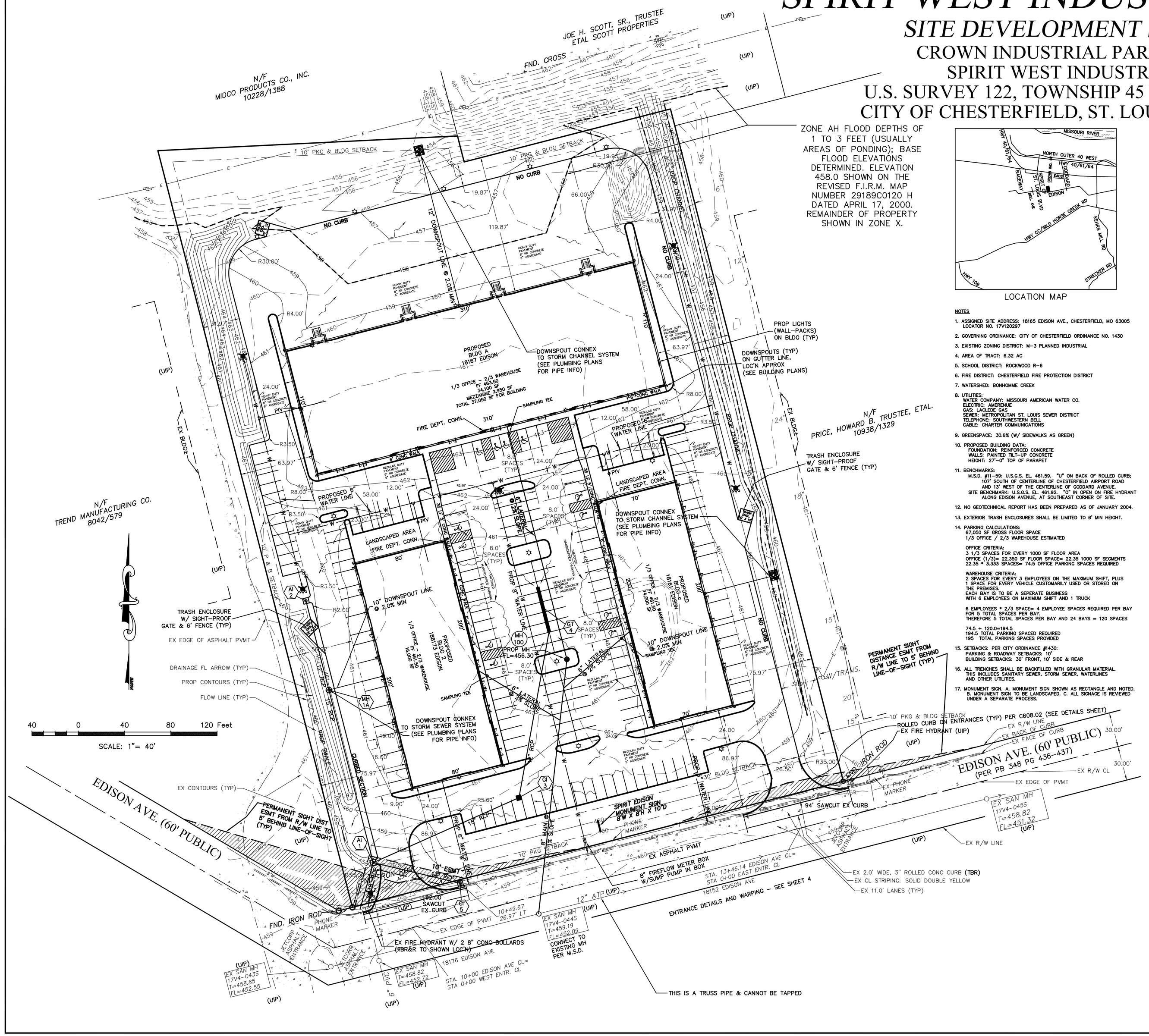
Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Amended Site Development Section Plan
Monument Sign Elevations
Proposed Landscape Plan for Monument Sign

SPIRIT WEST INDUSTRIAL AIR PARK

SITE DEVELOPMENT SECTION PLAN

CROWN INDUSTRIAL PARK - PLAT 8, LOT B
SPIRIT WEST INDUSTRIAL AIR PARK
U.S. SURVEY 122, TOWNSHIP 45 NORTH, RANGE 3 EAST
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



ZONE AH FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY AREAS OF PONDING); BASE FLOOD ELEVATIONS DETERMINED. ELEVATION 458.0 SHOWN ON THE REVISED F.I.R.M. MAP NUMBER 29189C0120 H DATED APRIL 17, 2000. REMAINDER OF PROPERTY SHOWN IN ZONE X.

LOCATION MAP

NOTES

1. ASSIGNED SITE ADDRESS: 18165 EDISON AVE., CHESTERFIELD, MO 63005
   LOCATOR NO. 17V120297
2. GOVERNING ORDINANCE: CITY OF CHESTERFIELD ORDINANCE NO. 1430
3. EXISTING ZONING DISTRICT: M-3 PLANNED INDUSTRIAL
4. AREA OF TRACT: 6.32 AC
5. SCHOOL DISTRICT: ROCKWOOD R-6
6. FIRE DISTRICT: CHESTERFIELD FIRE PROTECTION DISTRICT
7. WATERSHED: BONHOMME CREEK
8. UTILITIES:
   WATER COMPANY: MISSOURI AMERICAN WATER CO.
   ELECTRIC: AMERENUE
   GAS: LACLEDE GAS
   SEWER: METROPOLITAN ST. LOUIS SEWER DISTRICT
   TELEPHONE: SOUTHWESTERN BELL
   CABLE: CHARTER COMMUNICATIONS
9. GREENSPACE: 30.6% (W/ SIDEWALKS AS GREEN)
10. PROPOSED BUILDING DATA:
    FOUNDATION: REINFORCED CONCRETE
    WALLS: PAINTED TILT-UP CONCRETE
    HEIGHT: 27'-0" TOP OF PARAPET
11. BENCHMARKS:
    M.S.D. #11-59: U.S.G.S. EL. 461.59. "U" ON BACK OF ROLLED CURB; 107' SOUTH OF CENTERLINE OF CHESTERFIELD AIRPORT ROAD AND 13' WEST OF THE CENTERLINE OF GODDARD AVENUE.
    SITE BENCHMARK: U.S.G.S. EL. 461.92. "O" IN OPEN ON FIRE HYDRANT ALONG EDISON AVENUE, AT SOUTHEAST CORNER OF SITE.
12. NO GEOTECHNICAL REPORT HAS BEEN PREPARED AS OF JANUARY 2004.
13. EXTERIOR TRASH ENCLOSURES SHALL BE LIMITED TO 6' MIN HEIGHT.
14. PARKING CALCULATIONS:
    67,050 SF GROSS FLOOR SPACE
    1/3 OFFICE / 2/3 WAREHOUSE ESTIMATED

    OFFICE CRITERIA:
    3 1/3 SPACES FOR EVERY 1000 SF FLOOR AREA
    OFFICE (1/3)= 22,350 SF FLOOR SPACE= 22.35 1000 SF SEGMENTS
    22.35 * 3.333 SPACES= 74.5 OFFICE PARKING SPACES REQUIRED

    WAREHOUSE CRITERIA:
    2 SPACES FOR EVERY 3 EMPLOYEES ON THE MAXIMUM SHIFT, PLUS 1 SPACE FOR EVERY VEHICLE CUSTOMARILY USED OR STORED ON THE PREMISES.
    EACH BAY IS TO BE A SEPERATE BUSINESS WITH 6 EMPLOYEES ON MAXIMUM SHIFT AND 1 TRUCK

    6 EMPLOYEES * 2/3 SPACE= 4 EMPLOYEE SPACES REQUIRED PER BAY FOR 5 TOTAL SPACES PER BAY.
    THEREFORE 5 TOTAL SPACES PER BAY AND 24 BAYS = 120 SPACES

    74.5 + 120.0=194.5
    194.5 TOTAL PARKING SPACED REQUIRED
    195 TOTAL PARKING SPACES PROVIDED
15. SETBACKS: PER CITY ORDINANCE #1430:
    PARKING & ROADWAY SETBACKS: 10'
    BUILDING SETBACKS: 30' FRONT, 10' SIDE & REAR
16. ALL TRENCHES SHALL BE BACKFILLED WITH GRANULAR MATERIAL. THIS INCLUDES SANITARY SEWER, STORM SEWER, WATERLINES AND OTHER UTILITIES.
17. MONUMENT SIGN. A. MONUMENT SIGN SHOWN AS RECTANGLE AND NOTED. B. MONUMENT SIGN TO BE LANDSCAPED. C. ALL SIGNAGE IS REVIEWED UNDER A SEPARATE PROCESS.

JOE H. SCOTT, SR. LIVING TRUST DATED SEPTEMBER 3RD, 1987, AS AMENDED
NAME OF OWNER

IN CONNECTION WITH A CHANGE OF ZONING FOR THE FOLLOWING DESCRIBED PROPERTY FROM M-3 INDUSTRIAL TO M-3 INDUSTRIAL.

PROPERTY DESCRIPTION
6.32 ACRES

LOT "B" OF "CROWN INDUSTRIAL PARK PLAT 8" AS FILED IN PLAT BOOK 348, PAGES 436 AND 437 OF THE ST. LOUIS COUNTY, MISSOURI RECORDER OF DEEDS OFFICE.

METES & BOUNDS DESCRIPTION OF LOT B, BASED ON THE RECORDED PLAT

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT B; THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF EDISON AVENUE SOUTH 75°35'22" WEST, 437.94 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE AND ALONG THE EAST LINE OF A TRACT OF LAND NOW OR FORMERLY OF TREND MANUFACTURING CO., PER DEED ON FILE IN BOOK 8042, PAGE 579, NORTH 14°24'38" WEST, 675.34 FEET; THENCE ALONG THE SOUTH LINE OF A TRACT OF LAND NOW OR FORMERLY OF MIDCO PRODUCTS CO., INC., PER DEED ON FILE IN BOOK 10228, PAGE 1388, NORTH 87°11'38" EAST, 259.19 FEET; THENCE SOUTH 14°24'38" EAST, 23.20 FEET; THENCE NORTH 75°35'22" EAST, 184.05 FEET; THENCE ALONG THE WEST LINE OF A TRACT OF LAND NOW OR FORMERLY OF HOWARD B. PRICE ET AL. (TRUSTEE), SOUTH 14°24'38" EAST, 600.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINING 6.32 ACRES, MORE OR LESS. NOTE: THIS METES & BOUNDS DESCRIPTION IS TAKEN FROM THE RECORDED PLAT AS SURVEYED BY MCDANIEL ENGINEERING AND SURVEYING CO., INC., AND IS SUBJECT TO CHANGES AND/OR CORRECTIONS THAT A CURRENT BOUNDARY SURVEY MIGHT INDICATE.

METES & BOUNDS DESCRIPTION OF LOT B, BASED ON RECORDED DEEDS

A TRACT OF LAND BEING PART OF ST. LOUIS AIR PARK, NOW KNOWN AS SPIRIT WEST INDUSTRIAL AIR PARK, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 107, PAGES 42 AND 43, AND BEING IN U.S. SURVEY 150, 122 AND 102, TOWNSHIP 45 NORTH, RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF CHESTERFIELD AIRPORT ROAD, 100 FEET WIDE (FORMERLY OLIVE STREET ROAD AND FORMERLY U.S. HIGHWAY 40TR), BEING THE NORTH PROPERTY LINE OF SPIRIT OF ST. LOUIS AIR PARK WITH THE EAST LINE OF SPIRIT OF ST. LOUIS BOULEVARD (FORMERLY MERCURY BOULEVARD), 160 FEET WIDE: THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE SOUTH 7 DEGREES 30 MINUTES WEST, A DISTANCE OF 226.55 FEET ALONG SAID EAST LINE TO A POINT OF CURVATURE; THENCE 339.43 FEET ALONG THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 1,161.34 FEET TO A POINT; THENCE LEAVING SAID CURVE, SOUTH 82 DEGREES 30 MINUTES EAST, A DISTANCE OF 528.24 FEET TO A POINT; THENCE LEAVING SAID SOUTH LINE OF EADS AVENUE, SOUTH 11 DEGREES 41 MINUTES 30 SECONDS EAST, A DISTANCE OF 568.26 FEET TO A POINT; THENCE NORTH 78 DEGREES 21 MINUTES EAST, A DISTANCE OF 284.05 FEET TO A POINT; THENCE SOUTH 11 DEGREES 41 MINUTES 30 SECONDS EAST A DISTANCE OF 539.80 FEET TO A POINT; THENCE NORTH 78 DEGREES 21 MINUTES EAST, A DISTANCE OF 53.10 FEET TO A POINT; THENCE SOUTH 11 DEGREES 41 MINUTES 30 SECONDS EAST, A DISTANCE OF 675.00 FEET TO A POINT IN THE NORTH RIGHT-OF-WAY LINE OF EDISON AVENUE, 60 FEET WIDE, BEING THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, NORTH 78 DEGREES 21 MINUTES EAST, A DISTANCE OF 437.94 FEET TO A POINT; THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE, NORTH 11 DEGREES 39 MINUTES WEST, A DISTANCE OF 600.00 FEET TO A POINT; THENCE SOUTH 78 DEGREES 14 MINUTES 00 SECONDS WEST, A DISTANCE OF 184.05 FEET TO A POINT; THENCE NORTH 11 DEGREES 39 MINUTES 00 SECONDS WEST, A DISTANCE OF 23.20 FEET TO A POINT; THENCE SOUTH 89 DEGREES 57 MINUTES 53 SECONDS WEST, A DISTANCE OF 259.19 FEET TO A POINT; THENCE SOUTH 11 DEGREES 39 MINUTES 00 SECONDS EAST, A DISTANCE OF 675.00 FEET TO THE POINT OF BEGINNING, SAID TRACT CONTAINING 6.3 ACRES MORE OR LESS. NOTE: THIS METES & BOUNDS DESCRIPTION IS BASED ON THE RECORDED DEEDS OF THE SUBJECT TRACT OF LAND (BK. 8488, PG. 1761) AND SURROUNDING TRACTS, AND IS SUBJECT TO CHANGES AND/OR CORRECTIONS THAT A CURRENT BOUNDARY SURVEY MIGHT INDICATE.

M.S.D. P-26016
M.S.D. BASE MAP NO. 17-V

PICKETT RAY & SILVER
CIVIL ENGINEERS
PLANNERS
LAND SURVEYORS
333 Mid Rivers Mall Drive
St. Peters, MO 63376
Phone (636) 397-1211
Fax (636) 397-1104

SPIRIT WEST INDUSTRIAL AIR PARK
SITE DEVELOPMENT SECTION PLAN
PLAN VIEW

Prepared For:
SCOTT PROPERTIES
18092 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MO 63006
636-532-8050

REVISIONS

NO.	DATE	
1	06-02-04	CHESTERFIELD COMMENT LETTER 04-26-04
2	08-23-04	CHESTERFIELD COMMENT LETTER
3	10-11-04	CHESTERFIELD COMMENT LETTER 09-14-04
4	3-24-05	CHESTERFIELD COMMENT LETTER 03-19-05
5	1-11-06	AMENDED SITE DEVELOPMENT SECTION PLAN
6	4-25-06	REVISED PLAN SHOWING RAMPS
7	1-16-07	ADDED MONUMENT SIGN

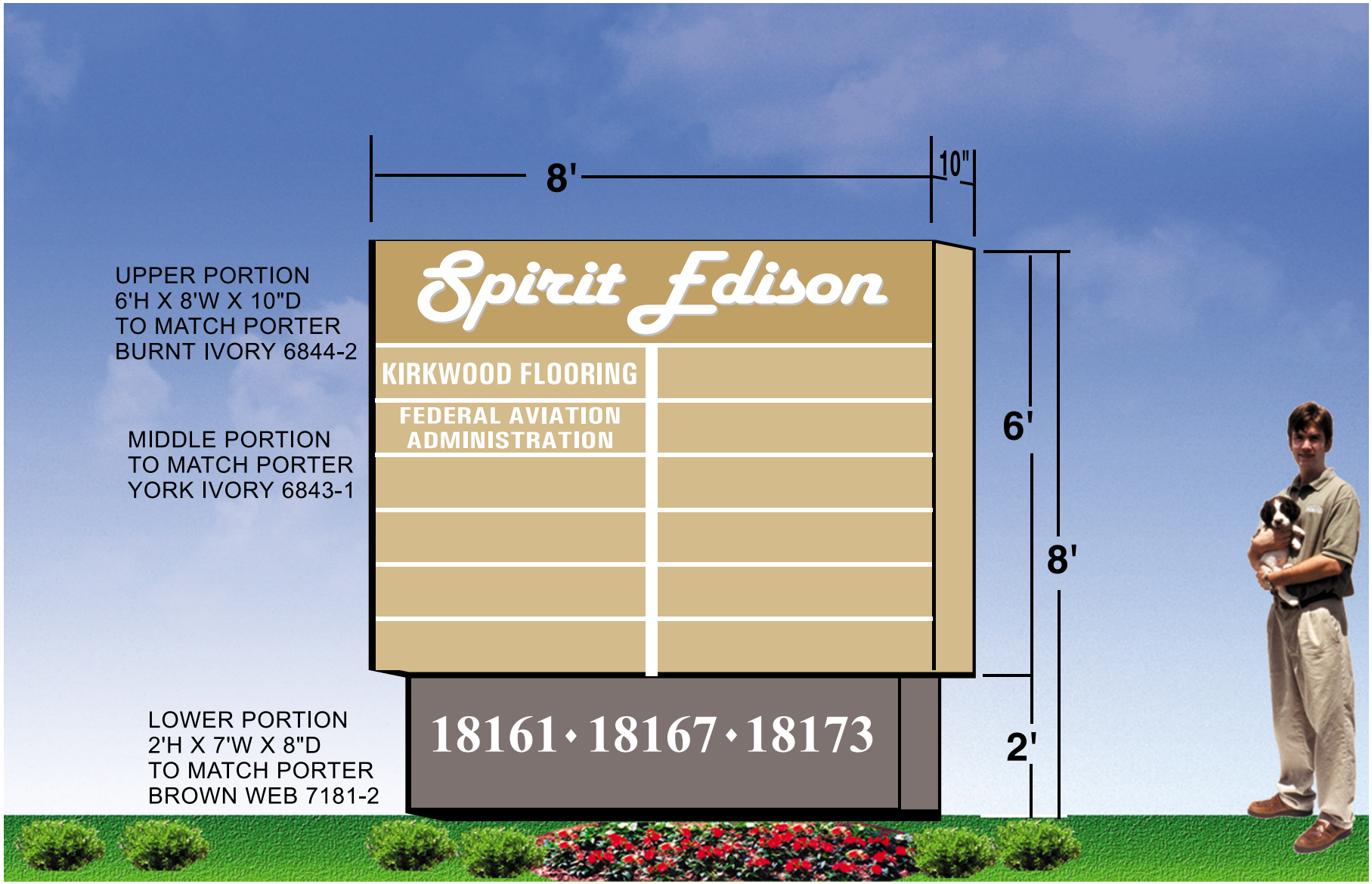
ENGINEERS AUTHENTICATION
The responsibility for professional engineering liability on this project is hereby limited to the set of plans authenticated by the seal, signature, and date hereunder attached. Responsibility is disclaimed for all other engineering plans involved in this project and specifically excludes revisions after this date unless reauthenticated.
PICKETT, RAY & SILVER, INC

DRAWN	DATE
MK	12/17/03
CHECKED	DATE
DST	12/17/03

PROJECT # 03257.SCBR.00R
TASK # 1 FIELD BOOK

SPIRIT WEST IND. AIR PARK
SITE DEV. SECTION PLAN
PLAN VIEW
SHEET 1 OF 1

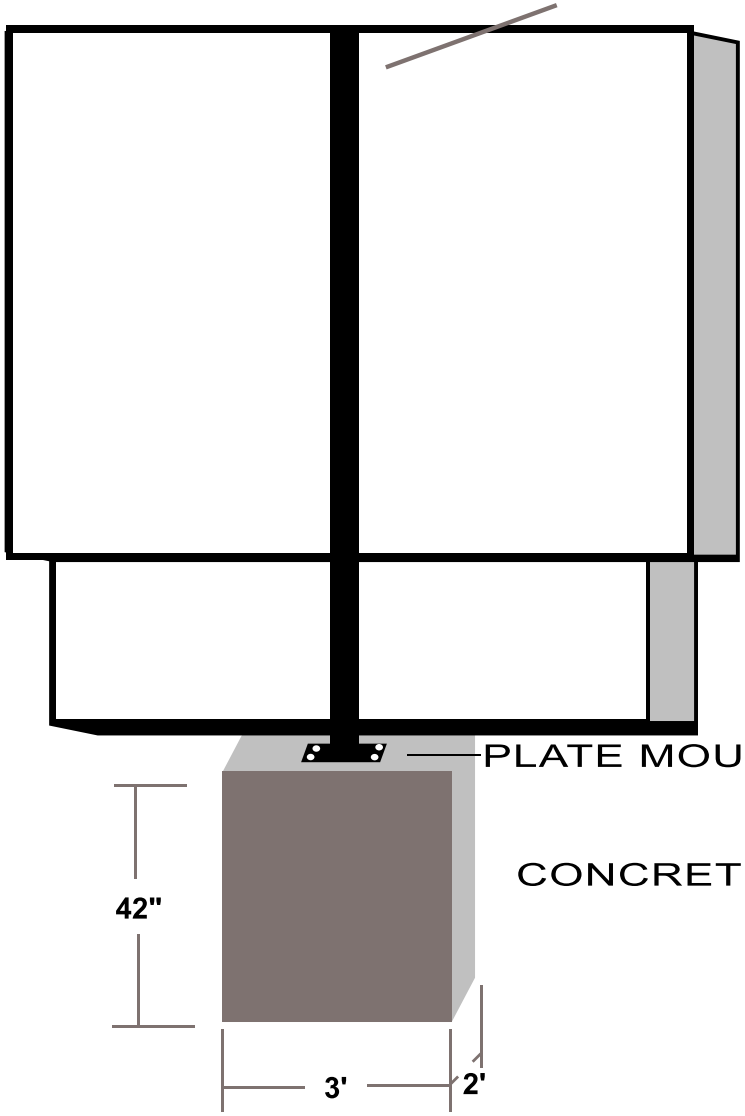
© Copyright 2004 by Pickett, Ray & Silver Inc.


8'
10"
UPPER PORTION
6'H X 8'W X 10"D
TO MATCH PORTER
BURNT IVORY 6844-2
Spirit Edison
KIRKWOOD FLOORING
FEDERAL AVIATION
ADMINISTRATION
MIDDLE PORTION
TO MATCH PORTER
YORK IVORY 6843-1
6'
8'
LOWER PORTION
2'H X 7'W X 8"D
TO MATCH PORTER
BROWN WEB 7181-2
18161 • 18167 • 18173
2'

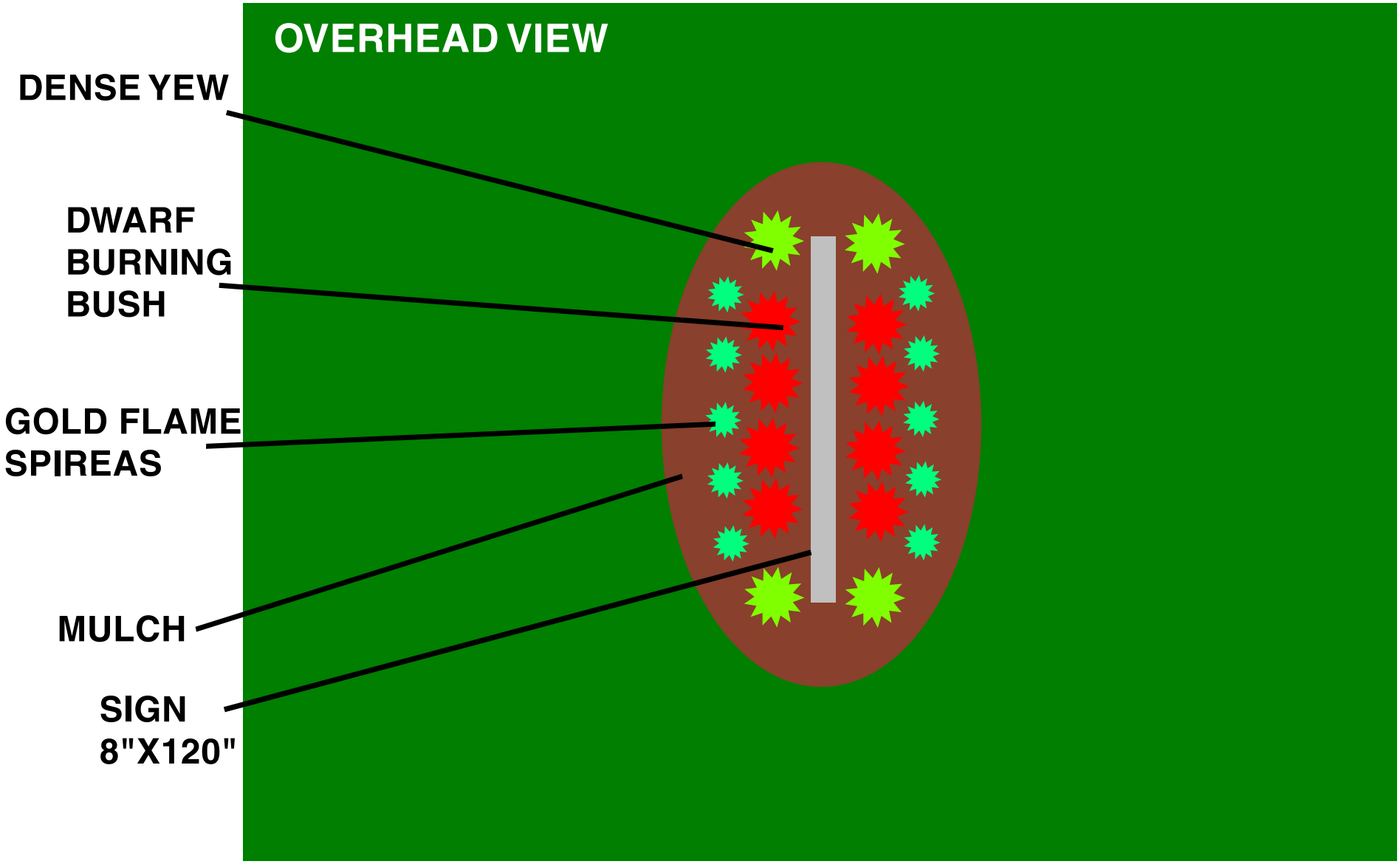
18161 Edison, Chesterfield, MO

UPPER PORTION
6'H X 8'W X 10"D
ALL ALUMINUM CONSTRUCTION
NON-ILLUMINATED

LOWER PORTION
2'H X 7'W X 8"D
ALL ALUMINUM CONSTRUCTION
NON-ILLUMINATED



LANDSCAPING PLANS



City of Chesterfield

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

VII. C.

January 17, 2007

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

The Planning Commission agenda for **January 22, 2007** will include the following item for your consideration:

Villas at Westmeade (Baxter Crossing, Lot 5) Amended Record Plat: Amended Record Plat for an 11.795 acre parcel zoned "R-2/R-5/ R-8" Planned Environmental Unit (PEU) located south of Baxter Road, north of Wilson Road.

Dear Planning Commission:

Stock & Associates, on behalf of McKelvey Homes, have submitted an Amended Record Plat for your review. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. St. Louis County Ordinance 12,755 zoned a larger piece of property, which included the subject site, as "R-1, R-2, R-3, R-4, R-5, FPR-5, R-6, R-6A, R-8".

2. On August 19th, 1996, the City of Chesterfield adopted Ordinance 2021, which created a new Planned Environmental Unit Procedure (PEU) for the properties in St. Louis County Ordinance 12,755.

3. On October 13th, 2003, the Planning Commission approved Areas A and B of the subject site by a vote of 9-0. The Commission also voted, by the same margin, to hold review of Area C to allow for a list of issues to be addressed.

4. An amendment to the plan is on agenda for approval by the Planning Commission

5. The Record Plat for this development was approved by Planning Commission on August 14, 2006 with a vote of 6-0 and approved at City Council on August 21, 2006.

6. The formerly approved Record Plat is being partially vacated and this Record Plat will be replacing the plat for lots 2-33. Changes to these lots have been administratively approved on an Amended Site Development Section Plan include:

    a. Changes to retaining wall locations and easements.
    b. Increased lots sizes for five lots to account for changes to rear easements and additional preservation of existing trees.
    c. A Variance to the subdivision ordinance Section 1005.150 was approved for the minimum width of lot at building line for the five lots to be reduced by 10 feet.
    d. Relocation of easements to allow for the building of rear decks in the future.

PURPOSE

The purpose of the record plat is to subdivide a 10.73 acre tract of land into 32 lots for single-family attached residential use. The subdivision will be named the Villas at Westmeade.

DEPARTMENTAL INPUT

The submittal was reviewed for compliance with all City of Chesterfield ordinances. The Department of Planning requests approval of the Record Plat conditional on the approval by City Council of the Vacation of Subdivision for lots 2-33.

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Amended Record Plat

AMENDED PLAT OF "THE VILLAS AT WESTMEADE"

A RESUBDIVISION OF PART OF LOT 5, BAXTER CROSSING

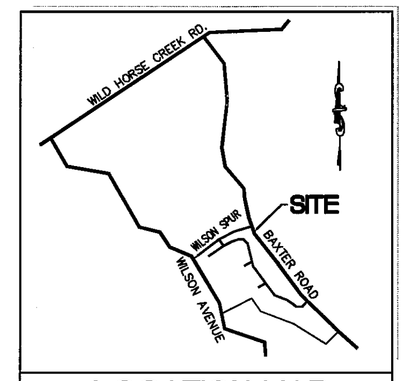
TRACTS OF LAND BEING PART OF LOT 5 OF BAXTER CROSSINGS, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 283, PAGES 87-94, AND BEING LOCATED IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

EXISTING ZONING: PLANNED ENVIROMENT UNIT R 2 AND R 8
THIS PLAT CONTAINS 10.374 ACRES +/-

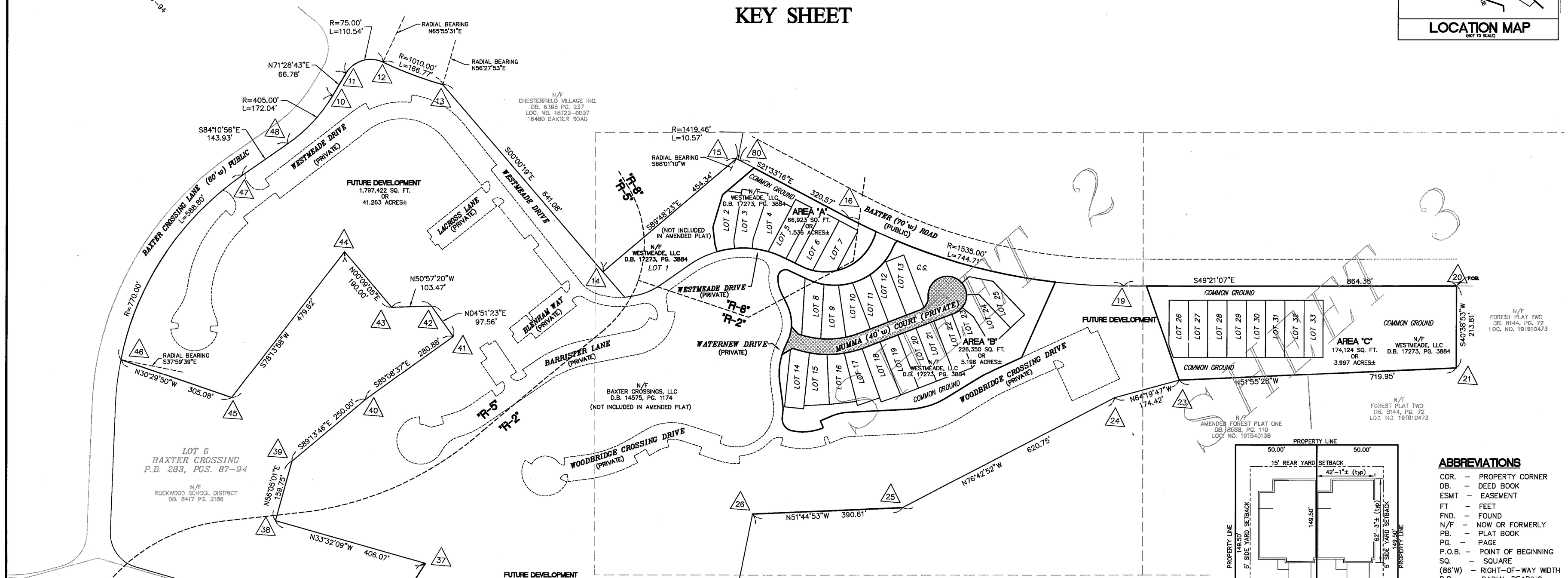
KEY SHEET

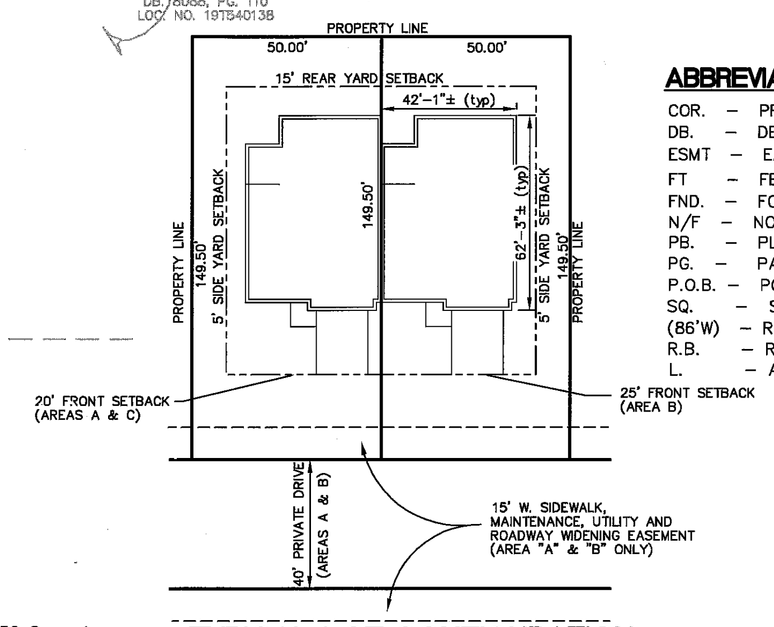
GRAPHIC SCALE
120 0 60 120 240 480
(IN FEET)
1 inch = 120 ft.

PB. 283, PGS. 87-94



LOCATION MAP
(NOT TO SCALE)





TYPICAL LOT CONFIGURATION
(NOT TO SCALE)

ABBREVIATIONS

COR. – PROPERTY CORNER
DB. – DEED BOOK
ESMT – EASEMENT
FT – FEET
FND. – FOUND
N/F – NOW OR FORMERLY
PB. – PLAT BOOK
PG. – PAGE
P.O.B. – POINT OF BEGINNING
SQ. – SQUARE
(86'W) – RIGHT-OF-WAY WIDTH
R.B. – RADIAL BEARING
L. – ARC LENGTH

LEGEND

FOUND 1/2" IRON PIPE o
FOUND CROSS +
FOUND STONE □
DENOTES RECORD INFORMATION ( )
STATE PLANE COORDINATE NUMBER △ 00
LOT ADDRESS (x)
SET 5/8" X 24" REBAR W/ 2" ALUMINUM CAP TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT ■
SET 3/4" X 18" IRON PIPE TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT ●

STATE PLANES COORDINATE TABLE

NO.	Northing	Easting
10	312719.550	242960.145
11	312725.786	242979.519
12	312713.104	243007.500
13	312668.330	243031.432
14	312472.960	243029.131
15	312470.849	243167.584
16	312376.554	243203.556
19	312191.942	243331.736
20	312017.975	243529.563
21	311969.041	243486.531
23	312106.398	243315.422
24	312129.993	243267.787
25	312175.651	243084.192
26	312250.460	242991.586
27	312155.896	242867.280
28	312221.546	242859.774
29	312246.340	242836.158
31	312269.610	242765.669
32	312288.133	242736.000
33	312312.499	242724.257
35	312352.266	242719.006
36	312373.435	242705.334
37	312392.178	242771.230
38	312496.140	242704.088
39	312522.825	242744.811
40	312520.896	242820.979
41	312512.637	242906.184
42	312542.232	242909.053
43	312562.386	242884.799
44	312620.286	242885.639
45	312592.177	242742.193
46	312672.847	242695.960
47	312719.372	242864.776
48	312714.407	242908.360
80	312467.842	243168.744

STATEMENT OF STATE PLANE COORDINATE TIE:

STATION: SL-31
GRID FACTOR = 0.9999076
NORTH (Y) = 312625.353
EAST (X) = 244719.699

NOTE: 1 METER = 3.28083333 FEET
ALL STATE PLANE COORDINATES ARE IN METERS.

STATION: SL-31, ADJUSTED IN 2000

Station SL-31 to SL-31A Grid Azimuth = 38 Degrees 30 Minutes 32 Seconds

The Missouri Coordinate System of 1983 East Zone Coordinate Values reported hereon were determined based upon a field traverse during March, 2006 using a Wild TC-905 Total Station and Trimble 4800 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 283 Pages 87-94. The grid bearing along the Northerly line of "Area" A as shown on this plat is found to be South 89 degrees 07 minutes 35 seconds East. The measured bearing labeled along the same line is South 89 degrees 48 minutes 23 seconds East. The grid bearing from SL-31 to the Northeast corner of Area "A" is South 84 degrees 18 minutes 55 seconds West 1559.786 meters with the scale factor applied.

THIS IS TO CERTIFY THAT THE RECORD PLAT OF "AMENDED PLAT OF THE VILLAS AT WESTMEADE" WAS APPROVED BY THE CITY COUNCIL FOR THE CITY OF CHESTERFIELD BY ORDINANCE NO._____ ON THE_____ DAY OF_____ 2007, AND THEREBY AUTHORIZES THE RECORDING OF THIS PLAT WITH THE OFFICE OF THE ST. LOUIS COUNTY RECORDER OF DEEDS.

_____ _____
MARTY DEMAY, CITY CLERK JOHN NATIONS, MAYOR

THIS IS TO CERTIFY THAT THE RECORD PLAT OF "THE VILLAS AT WESTMEADE" LOTS 2-33, COMMON GROUND AND STREETS RECORDED IN PLAT BOOK 354, PAGES 682-686 WAS VACATED BY THE CITY COUNCIL FOR THE CITY OF CHESTERFIELD BY ORDINANCE NO._____ ON THE_____ DAY OF_____ 2007, AND THEREBY AUTHORIZES THE RECORDING OF THIS "AMENDED PLAT OF THE VILLAS AT WESTMEADE" WITH THE OFFICE OF THE ST. LOUIS COUNTY RECORDER OF DEEDS.

_____ _____
MARTY DEMAY, CITY CLERK JOHN NATIONS, MAYOR

PREPARED FOR:
McKELVEY HOMES INC.
ATTN: MR. PHIL MUMMA
218 CHESTERFIELD TOWNE CENTRE
CHESTERFIELD, MO 63005
PHONE: (636) 530-6900
FAX: (636) 530-6913

① 1/11/07 – REVISED PER CITY AND UTILITY COMMENTS

AMENDED RECORD PLAT
THE VILLAS AT WESTMEADE

STOCK & ASSOCIATES
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	DATE:	CHECKED BY:	DATE:	JOB NUMBER:	SHEET:
DKR/VLW	12/06/06	D.W.T.	12/06/06	202-2710.4	1 of 3

AMENDED PLAT OF "THE VILLAS AT WESTMEADE"

A RESUBDIVISION OF PART OF LOT 5, BAXTER CROSSING

TRACTS OF LAND BEING PART OF LOT 5 OF BAXTER CROSSINGS, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 283, PAGES 87-94, AND BEING LOCATED IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

EXISTING ZONING: PLANNED ENVIROMENT UNIT R 2 AND R 8

THIS PLAT CONTAINS 10.374 ACRES +/-

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

PB. 283, PGS. 87-94

LEGEND

FOUND 1/2" IRON PIPE ○
FOUND CROSS +
FOUND STONE □
DENOTES RECORD INFORMATION ( )
STATE PLANE COORDINATE NUMBER
LOT ADDRESS
SET 5/8" X 24" REBAR W/ 2" ALUMINUM CAP TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT ■
SET 3/4" X 18" IRON PIPE TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT ●

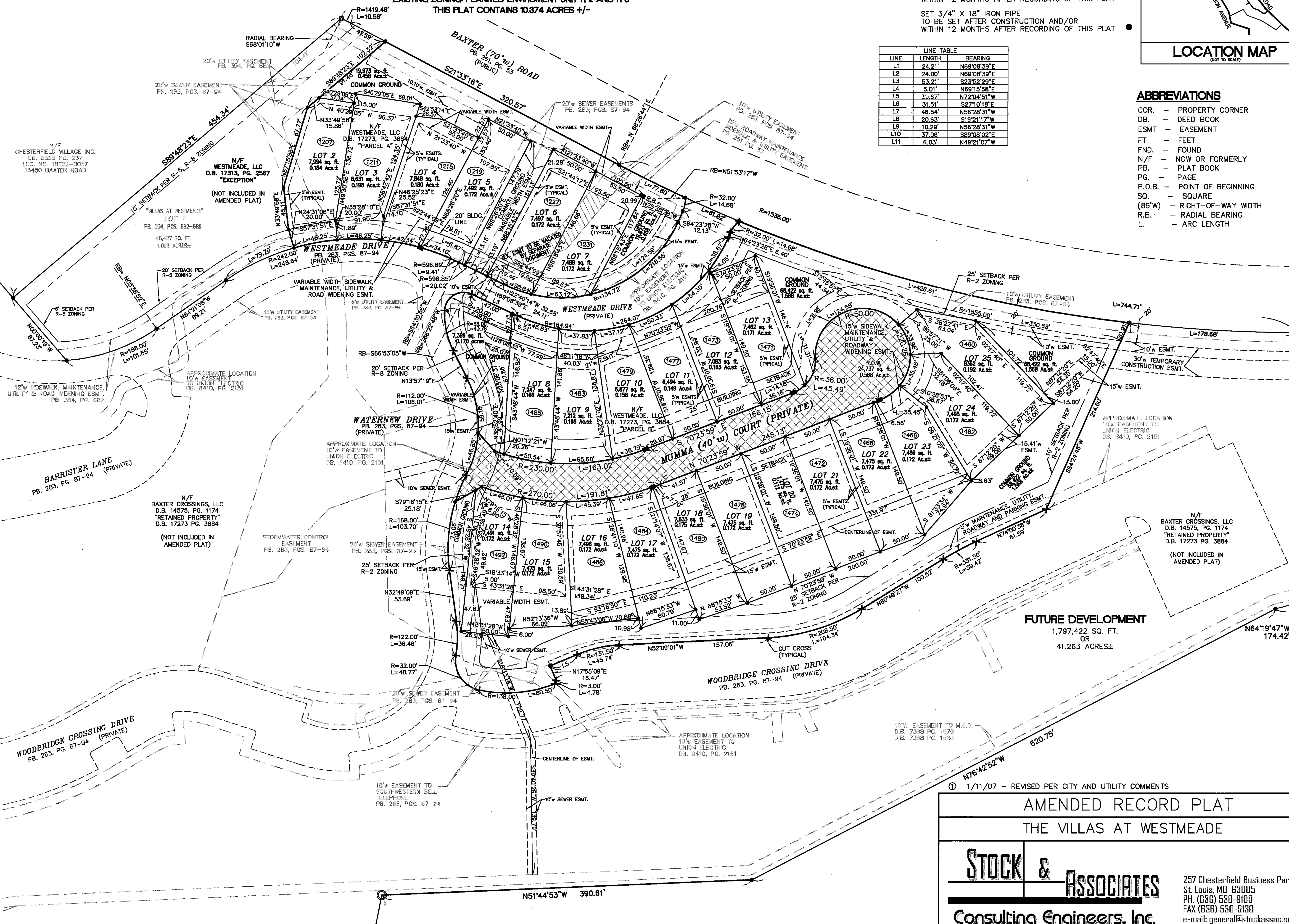
LOCATION MAP (NOT TO SCALE)

WILD HORSE CREEK RD. · WILSON SPUR · BAXTER ROAD · WILSON AVENUE · SITE

LINE TABLE		
LINE	LENGTH	BEARING
L1	24.21'	N69°08'39"E
L2	24.00'	N69°08'39"E
L3	53.21'	S23°52'29"E
L4	5.01'	N69°15'58"E
L5	30.67'	N72°04'51"W
L6	31.51'	S27°10'18"E
L7	46.54'	N56°28'31"W
L8	20.63'	S19°21'17"W
L9	10.29'	N56°28'31"W
L10	37.06'	S89°08'02"E
L11	6.03'	N49°21'07"W

ABBREVIATIONS

COR. - PROPERTY CORNER
DB. - DEED BOOK
ESMT - EASEMENT
FT - FEET
FND. - FOUND
N/F - NOW OR FORMERLY
PB. - PLAT BOOK
PG. - PAGE
P.O.B. - POINT OF BEGINNING
SQ. - SQUARE
(86'W) - RIGHT-OF-WAY WIDTH
R.B. - RADIAL BEARING
L. - ARC LENGTH



① 1/11/07 - REVISED PER CITY AND UTILITY COMMENTS

PROPERTY DESCRIPTION (PARCELS A AND B):

Parcel A:
A tract of land being part of Lot 5 of "Baxter Crossings", a subdivision according to the plat thereof recorded in Plat Book 283 pages 87-94 of the records of the Recorder of Deeds Office in St. Louis County, Missouri, and being located in U.S. Surveys 2002 and 2760, and in Sections 9 and 16, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows: Beginning at a Northeastern corner of Lot 5 of the above said "Baxter Crossings", being a point on a curve on the Western line of Baxter Road, 70 feet wide, as dedicated to St. Louis County in Plat Book 261 Page 53 of the above said records, also being a point on the Southern line of a tract of land conveyed to CHESTERFIELD VILLAGE, INC. by deed recorded in Book 6397 Page 237 of the above said records; thence along the Western line of Baxter Road the following courses and distances: Southeastwardly along a curve to the right whose radius point bears South 68 degrees 01 minutes 10 seconds West 1419.46 feet an arc length of 10.56 feet, the chord of which bears South 21 degrees 46 minutes 03 seconds East 10.56 feet to the point of tangency, South 21 degrees 33 minutes 16 seconds East 320.57 feet to a point of curvature, Southeastwardly along a curve to the left whose radius point bears North 68 degrees 26 minutes 44 seconds East 1535.00 feet an arc length of 77.81 feet, the chord of which bears South 23 degrees 00 minutes 23 seconds East 77.80 feet to a point on a curve on the Northern line of Westmeade Drive, variable width; thence along last said Northern line the following courses and distances: Southwestwardly along a curve to the right whose radius point bears North 51 degrees 53 minutes 17 seconds West 32.00 feet an arc length of 14.68 feet, the chord of which bears South 51 degrees 15 minutes 10 seconds West 14.55 feet to the point of tangency, South 64 degrees 23 minutes 28 seconds West 12.13 feet to a point of curvature; thence Northwestwardly along a curve to the right whose radius point bears North 25 degrees 36 minutes 28 seconds West 134.72 feet an arc length of 218.55 feet, the chord of which bears North 69 degrees 08 minutes 02 seconds West 195.36 feet, North 22 degrees 40 minutes 14 seconds West 32.68 feet to a point of non-tangent curvature, Northwestwardly along a curve to the left whose radius point bears South 66 degrees 53 minutes 05 seconds West 596.85 feet an arc length of 20.02 feet, the chord of which bears North 24 degrees 04 minutes 35 seconds West 20.02 feet to a point of non-tangent compound curvature, Northwestwardly along a curve to the left whose radius point bears South 66 degrees 22 minutes 48 seconds West 596.69 feet an arc length of 9.41 feet, the chord of which bears North 24 degrees 04 minutes 18 seconds West 9,41 feet to a point of non-tangent compound curvature, Northwestwardly along a curve to the left whose radius point bears South 64 degrees 30 minutes 56 seconds West 242.00 feet an arc length of 248.64 feet, the chord of which bears North 54 degrees 55 minutes 06 second West 237.85 feet to a point of tangency, North 84 degrees 21 minutes 08 seconds West 89.21 feet to a point of curvature, and Northwestwardly along a curve to the right whose radius point bears North 05 degrees 38 minutes 52 seconds East 188.00 feet an arc length of 101.55 feet, the chord of which bears North 68 degrees 52 minutes 42 seconds West 100.32 feet; thence leaving the Northern line of Westmeade Drive North 00 degrees 00 minutes 19 seconds West 87.23 feet to a point on the Northern line of the above said Lot 5; thence along last said Northern line South 89 degrees 48 minutes 23 seconds East 454.34 feet to the Western line of Baxter Road and the POINT OF BEGINNING, according to calculations performed by Stock and Associates Consulting Engineers, Inc on August 6, 2003. EXCEPTING THEREFROM a tract of land being Lot 1 of "The Villas at Westmeade", a subdivision according to the plat thereof recorded in Plat Book 354, Pages 682-686 of the records of the Recorder of Deeds Office in St. Louis County, Missouri, and conveyed to Westmeade LLC by instrument recorded in Deed Book 17313 Page 2567 of said records.

Parcel B:
A tract of land being part of Lot 5 of "Baxter Crossings", a subdivision according to the plat thereof recorded in Plat Book 283 pages 87-94 of the records of the Recorder of Deeds Office in St. Louis County, Missouri, and being located in U.S. Surveys 2002 and 2760, and in Sections 9 and 16, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows: Beginning at the point of intersection of the Southern line of Westmeade Drive, variable width, with the Western line of Baxter Road, 70 feet wide, as dedicated to St. Louis County in Plat Book 261 Page 53 of the above said records; thence along the Western of Baxter Road Southeastwardly along a curve to the left whose radius point bears North 63 degrees 14 minutes 29 seconds East 1535.00 feet an arc length of 426.61 feet, the chord of which bears South 34 degrees 43 minutes 14 seconds East 425.24 feet; thence leaving last said Western line South 64 degrees 24 minutes 48 seconds West 214.60 feet to a point on the Northern line of Woodbridge Crossing Drive, variable width; thence along last said Northern line the following courses and distances: North 74 degrees 00 minutes 38 seconds West 81.59 feet to a point of curvature, Northwestwardly along a curve to the left whose radius point bears South 15 degrees 59 minutes 22 seconds West 331.50 feet a length of 39.42 feet, the chord of which bears North 77 degrees 25 minutes 03 seconds West 39.40 feet to the point of tangency, North 80 degrees 49 minutes 27 seconds West 100.52 feet to a point of curvature; thence Northwestwardly along a curve to the right whose radius point bears North 09 degrees 10 minutes 33 seconds East 208.50 feet an arc length of 104.34 feet, the chord of which bears North 66 degrees 29 minutes 14 seconds West 103.26 feet to the point of tangency, North 52 degrees 09 minutes 01 seconds West 157.06 feet to a point of curvature, Northwestwardly along a curve to the left whose radius point bears South 37 degrees 50 minutes 59 seconds West 131.50 feet an arc length of 45.74 feet, the chord of which bears North 62 degrees 06 minutes 56 seconds West 45.51 feet to the point of tangency, North 72 degrees 04 minutes 51 seconds West 30.67 feet, South 17 degrees 55 minutes 09 seconds West 16.47 feet to a point of curvature, Southwestwardly along a curve to the right whose radius point bears North 72 degrees 04 minutes 51 seconds West 3.00 feet an arc length of 4.78 feet, the chord of which bears South 63 degrees 33 minutes 21 seconds West 4.29 feet to a point of compound curvature, Northwestwardly along a curve to the right whose radius point bears North 19 degrees 11 minutes 33 seconds East 138.00 feet an arc length of 80-50 feet, the chord of which bears North 54 degrees 05 minutes 46 seconds West 79.36 feet to a point of compound curvature, Northeastwardly along a curve to the right whose radius point bears North 52 degrees 36 minutes 55 seconds East 32.00 feet an arc length of 48.77 feet, the chord of which bears North 06 degrees 16 minutes 38 seconds East 44.19 feet to a point of reverse curvature on the Southeastern line of Waternew Drive, 24 feet wide; thence along the Southeastern line of Waternew Drive the following courses and distances: Northeastwardly along a curve to the left whose radius point North 40 degrees 03 minutes 35 seconds West 122.00 feet an arc length of 36.45 feet, the chord of which bears North 41 degrees 22 minutes 45 seconds East 36.22 feet to the point of tangency, North 32 degrees 49 minutes 09 seconds East 53.69 feet to a point of curvature, Northeastwardly along a curve to the right whose radius point bears South 57 degrees 10 minutes 50 seconds East 168.00 feet an arc length of 103.70 feet, the chord of which bears North 50 degrees 30 minutes 08 seconds East 102.06 feet to a point of reverse curvature, Northeastwardly along a curve to the left whose radius point bears North 21 degrees 48 a curve to the left whose radius point bears North 21 degrees 48 minutes 54 seconds West 112.00 feet an arc length of 106.01, the chord of which bears North 41 degrees 04 minutes 12 seconds East 102.09 feet to the point of tangency, North 13 degrees 57 minutes 19 seconds East 32.61 feet to a point of curvature, Northeastwardly along a curve to the right whose radius point bears South 76 degrees 02 minutes 41 seconds East 88.00 feet an arc length of 43.75 feet, the chord of which bears North 28 degrees 11 minutes 51 seconds East 43.30 feet to a point of compound curvature, Southeastwardly along a curve to the right whose radius point bears South 47 degrees 34 minutes 0t seconds East 20.00 feet an arc length of 39.68 feet, the chord of which bears South 80 degrees 43 minutes 04 seconds East 33.49 feet to a point on the Southwestern line of Westmeade Drive; thence along last said Southwestern line the following courses and distances: South 23 degrees 52 minutes 29 seconds East 53.21 feet to a point of curvature, Southeastwardly along a curve to the left whose radius point bears North 66 degrees 07 minutes 27 seconds East 164.94 feet an arc length of 264.08 feet, the chord of which bears South 69 degrees 44 minutes 31 seconds East 236.76 feet to a point of tangency, North 64 degrees 23 minutes 28 seconds East 6.40 feet to a point of curvature, Northeastwardly along a curve to the right whose radius point bears South 25 degrees 36 minutes 40 seconds East 32.00 feet an arc length of 14.68 feet, the chord of which bears North 77 degrees 31 minutes 47 seconds East 14.55 feet to the Western line of Baxter Road and the POINT OF BEGINNING, according to calculations performed by Stock and Associates Consulting Engineers, Inc. on August 6, 2003.

PREPARED FOR:
McKELVEY HOMES INC.
ATTN: MR. PHIL MUMMA
218 CHESTERFIELD TOWNE CENTRE
CHESTERFIELD, MO 63005
PHONE: (636) 530-6900
FAX: (636) 530-6913

AMENDED RECORD PLAT

THE VILLAS AT WESTMEADE

STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY: DATE:	CHECKED BY: DATE:	JOB NUMBER:	SHEET:
DKR/VLW 12/06/06	D.W.T. 12/06/06	202-2710.4	2 of 3

DRAWING FILE: O:\DRAW2700\2022710.4\survey\VILLAS-AT-WESTMEADE-RP\Amended RP\2710-VILLAS-AMENDED.dwg LAYOUT: SHEET 2 PLOTTED: Jan 11, 2007 - 4:12pm PLOTTED BY: virginia.winters

AMENDED PLAT OF "THE VILLAS AT WESTMEADE"

A RESUBDIVISION OF PART OF LOT 5, BAXTER CROSSING

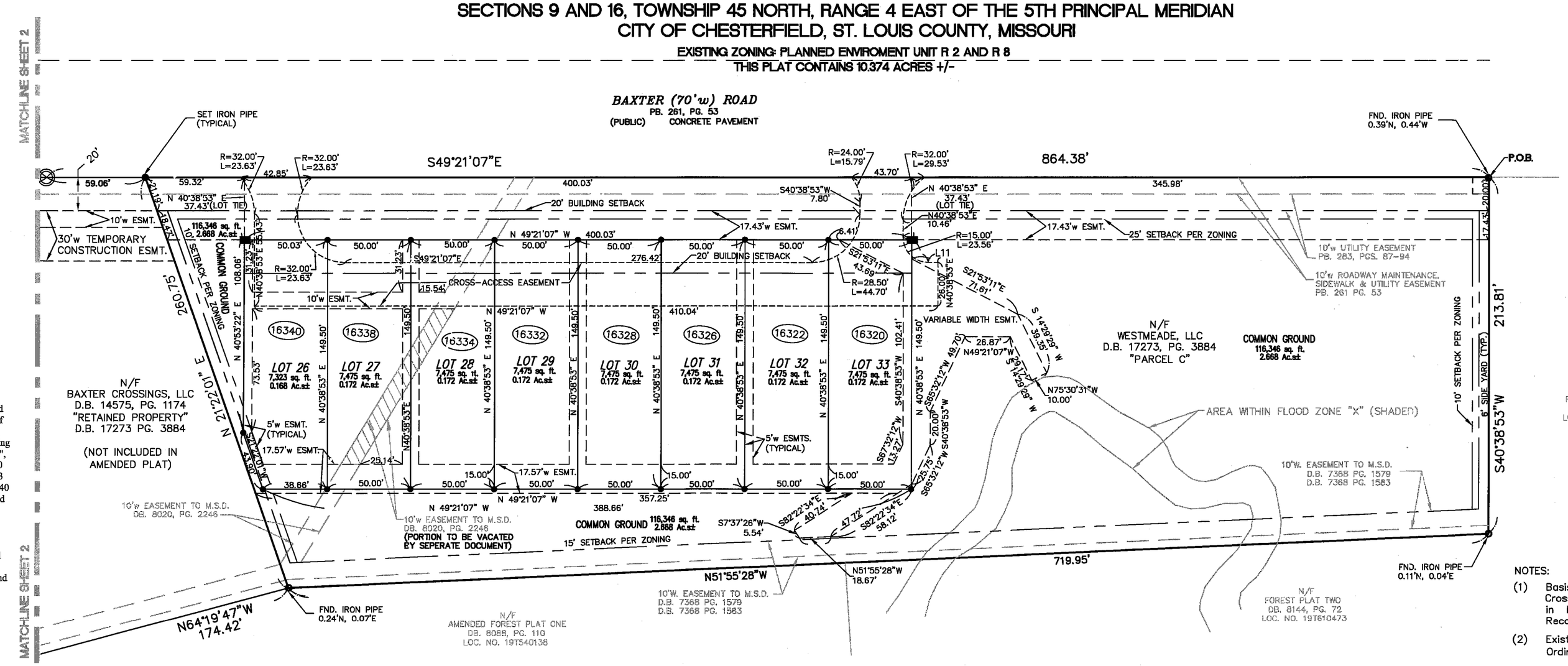
TRACTS OF LAND BEING PART OF LOT 5 OF BAXTER CROSSINGS, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 283, PAGES 87-94, AND BEING LOCATED IN SECTIONS 9 AND 16, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

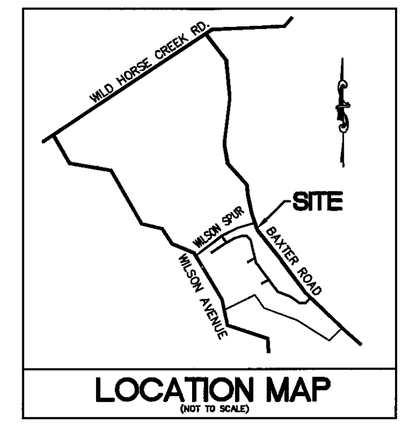
EXISTING ZONING: PLANNED ENVIROMENT UNIT R 2 AND R 8
THIS PLAT CONTAINS 10.374 ACRES +/-

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

PB. 283, PGS. 87-94

LINE TABLE		
LINE	LENGTH	BEARING
L1	24.21'	N69°08'39"E
L2	24.00'	N69°08'39"E
L3	53.21'	S23°52'29"E
L4	6.01'	N69°15'58"E
L5	30.67'	N72°04'51"W
L6	31.51'	S27°10'18"E
L7	46.54'	N56°28'31"W
L8	20.63'	S19°21'17"W
L9	10.29'	N56°28'31"W
L10	37.06'	S89°08'02"E
L11	6.03'	N49°21'07"W





LOCATION MAP
(NOT TO SCALE)

LEGEND

FOUND 1/2" IRON PIPE	o
FOUND CROSS	+
FOUND STONE	□
DENOTES RECORD INFORMATION	( )
STATE PLANE COORDINATE NUMBER	00
LOT ADDRESS	x
SET 5/8" X 24" REBAR W/ 2" ALUMINUM CAP TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT	■
SET 3/4" X 18" IRON PIPE TO BE SET AFTER CONSTRUCTION AND/OR WITHIN 12 MONTHS AFTER RECORDING OF THIS PLAT	●

ABBREVIATIONS

COR. – PROPERTY CORNER
DB. – DEED BOOK
ESMT – EASEMENT
FT – FEET
FND. – FOUND
N/F – NOW OR FORMERLY
PB. – PLAT BOOK
PG. – PAGE
P.O.B. – POINT OF BEGINNING
SQ. – SQUARE
(86'W) – RIGHT-OF-WAY WIDTH
R.B. – RADIAL BEARING
L. – ARC LENGTH

PROPERTY DESCRIPTION (PARCEL C):

Parcel C
A tract of land being part of Lot 5 of "Baxter Crossings", a subdivision according to the plat thereof recorded in Plat Book 283 pages 87-94 of the records of the Recorder of Deeds Office in St. Louis County, Missouri, and being located in U.S. Surveys 2002 and 2760, and in Sections 9 and 16, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri, and being more particularly described as follows: Beginning at the Southeast corner of Lot 5 of the above said "Baxter Crossings", said point also being located on {he Western line of Baxter Road, 70 feet wide, as dedicated to St. Louis County in Plat Book 261 page 53 of the above said records; thence departing said Western line South 40 degrees 38 minutes 53 seconds West along the Southwest line of said Lot 5 a distance of 213.81 feet to the Northwest line of said Lot 5; thence North 51 degrees 55 minutes 28 seconds West along said Northwest line 719.95 feet; thence departing said Northwest line North 21 degrees 22 minutes 01 seconds East 260.75 feet to the Western line of above said Baxter Road; thence South 49 degrees 21 minutes 07 seconds East along said Western line 805.32 feet to the Point of Beginning, according to calculations performed by Stock and Associates Consulting Engineers, Inc. on January 27, 2004.

NOTES:

(1) Basis of Bearings: Bearing system adopted from Baxter Crossings, a subdivision according to the plat thereof recorded in Plat Book 283 Pages 87 thru 94 of the St. Louis County Records.

(2) Existing Zoning: P.E.U. (Planned Environment Unit) R-2, R-5, R-8 Ordinance No. 2021.

(3) Subject property lies within Flood Zone "X" (areas determined to be outside the 500-year floodplain) and within Flood Zone shaded "X" (areas of 500-year flood; areas of 100-year flood with average depths of less than one (1) foot, or with drainage areas of less than one (1) square mile; and areas protected by levees from 100-year flood) according to the National Flood Insurance Program, Flood Insurance Rate Map for St. Louis County, Missouri and Incorporated Areas, per Map No. 29189C0139H with an effective date of August 2, 1995.

OWNER'S CERTIFICATION

We, the undersigned owners of the tract of land platted 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:

"AMENDED PLAT OF THE VILLAS AT WESTMEADE, A RESUBDIVISION OF PART OF LOT 5, BAXTER CROSSING"

Mumma Court, 40 feet wide together with the rounding located at the intersections along with the cul-de-sac's, which for better identification are shown hatchured [xxxxxxxx] hereon are hereby dedicated to the trustees of the subdivision to provide ingress / egress access for each lot owner and to and is hereby dedicated as a PRIVATE drive. Said PRIVATE drive is also hereby dedicated to AmerenUE d/b/a Union Electric Company and its successors and assigns for the purposes of improving, constructing, maintaining and repairing public utilities.

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, 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 improving, constructing, maintaining, and repairing public utilities and sewers and drainage facilities and retaining walls with the 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, drainage facilities and retaining walls.

All Common Ground 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 within a cul-de-sac island or divided street island without authorization by the City of Chesterfield, Missouri through the issuance of a Special Use Permit.

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.

Building setback lines are hereby established and shown on this plat per the current zoning.

All taxes that are due and payable against this property have been paid in full.

This subdivision is subject to Indenture of Trust and Restrictions for the Villas at Westmeade to be recorded simultaneously with this plat.

Lots may be restricted from having structures such as decks, swimming pools, etc. due to infrastructure and easements.

This plat supersedes "Villas of Westmeade" Lots 2-33, Common Ground and Streets recorded in Plat Book 354, Pages 682-686.

OWNER'S CERTIFICATION (CONTINUED)

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.

IN WITNESS WHEREOF, the parties have hereunto set their hand this _____ day of_____ _____ , 2007.

Westmeade, LLC, a Missouri limited liability company

By: _____

_____
Print Name

_____
Print Title

STATE OF MISSOURI)
) SS.
COUNTY OF ST. LOUIS)

On this_____day of_____, 2007, before me personally appeared_____, who being by me duly sworn, did say he/she is the_____ of Westmeade, LLC and that said instrument was signed on behalf of said Limited Liability Company, and that said _____ acknowledged said instrument to be the free act and deed of said company.

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: _____

LENDER'S CERTIFICATION

The undersigned holder of note secured by Deed of Trust in Book 17273 Page 3923 of the St. Louis County Records, joins in and approves, in every detail, this "Amended Plat of Villas at Westmeade".

IN TESTIMONY WHEREOF, we have hereunto set our hand and affixed our corporate seal this ____ day of_____, 2007.

MIDWEST BANK CENTRE,
a banking corporation

By: _____

_____
Print Name

_____
Print Title

STATE OF _____)
)SS.
COUNTY OF_____)

On this_____ day of_____, 2007, before me appeared_____, to me known, did say he/she is the _____ of MIDWEST BANK CENTRE, a Corporation of the State of _____, and that the affixed seal 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 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, the day and year first above written.

My commission expires:_____

_____
Notary Public

_____
Print Name

SURVEYOR'S CERTIFICATION

This is to certify that Stock & Associates Consulting Engineers, Inc. have during December 2006, by order of and for the use of McKELVEY HOMES INC., executed a Property Boundary Survey and Subdivision of a tract of land being in Part of Lot 5 of Baxter Crossings, a subdivision according to the plat thereof recorded in Plat Book 283, Pages 87-94 and being located in Sections 9 AND 16, Township 45 North, Range 4 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 said survey meets or exceeds the current minimum standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter 8, 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, and Professional Land Surveyors.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
LC NO. 222-D

By: _____
Donald W. Taylor, Missouri Number LS-2041

STATE OF MISSOURI DONALD W. TAYLOR NUMBER LS-2041 REGISTERED LAND SURVEYOR

PREPARED FOR:
McKELVEY HOMES INC.
ATTN: MR. PHIL MUMMA
218 CHESTERFIELD TOWNE CENTRE
CHESTERFIELD, MISSOURI 63005
PHONE: (636) 530-6900
FAX: (636) 530-6913

① 1/11/07 – REVISED PER CITY AND UTILITY COMMENTS

AMENDED RECORD PLAT

THE VILLAS AT WESTMEADE

STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	DATE:	CHECKED BY:	DATE:	JOB NUMBER:	SHEET:
DKR/VLW	12/06/06	D.W.T.	12/06/06	202-2710.4	3 of 3

DRAWING FILE: D:\DRAWINGS\2022710.4\survey\VILLAS-AT-WESTMEADE-RPV\amended RPV\2710-VILLAS-AMENDED.dwg LAYOUT: SHEET 3 PLOTTED: Jan 11, 2007 - 4:13pm PLOTTED BY: Virginia Winters

VIII. A

MEMORANDUM

DATE: JANUARY 17, 2007

TO: CITY OF CHESTERFIELD PLANNING COMMISSION

FROM: ANNISSA G. MCCASKILL-CLAY

RE: P.Z. 5-2005 WINTER WHEAT PLACE ROAD SYSTEM

At its January 8, 2007 session, the Planning Commission requested that staff create a map showing the road systems that serve the subject area of the above-referenced petition. Said map is attached for the Commission's review.

Attachments:

1. P.Z. 5-2005 Winter Wheat Place Map
2. January 8, 2007 Staff Report
3. Attachment A
4. Previous Reports
5. Preliminary Plan

AGMC/agmc

WILD HORSE CREEK ROAD
BENTLEY PLACE DRIVE
WILD HORSE RIDGE
MAYER MANORS
4
CRIPPLE CREEK
WINTER WHEAT ROAD
ROOSTER RIDGE ROAD

VIII.A.

City of Chesterfield

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 McCaskill-Clay

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 Adherance 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 intstrument(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:

Type of Development	Required Contribution
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.

MEMORANDUM

DATE: December 27, 2006

TO: Mike Geisel, DPW/CE

FROM: Brian McGownd, 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.

City of Chesterfield

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 JP

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

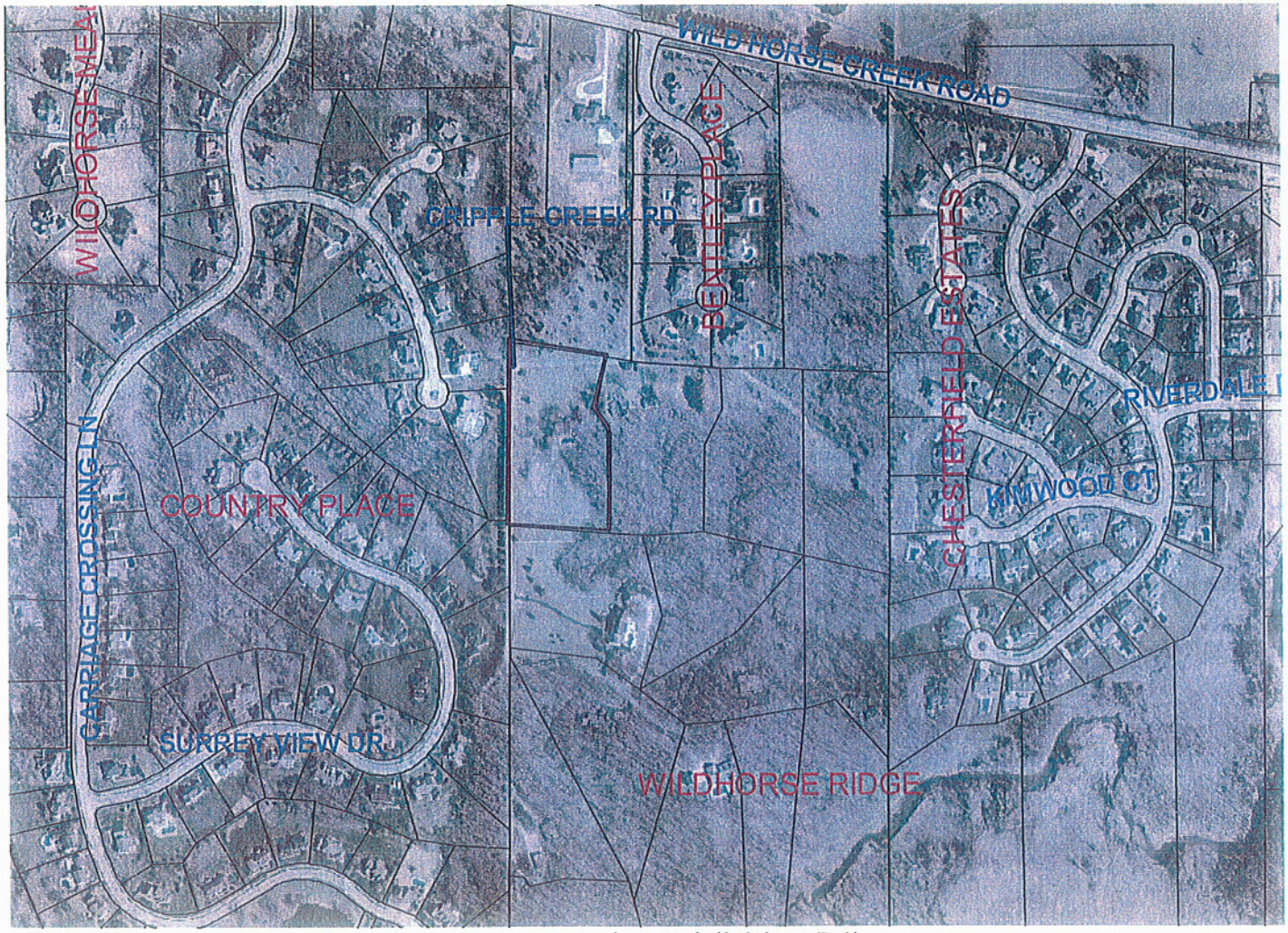
The subject site is located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. They were zoned "NU" Non-Urban District prior to incorporation by the City of Chesterfield.

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.***

Tree Number	*Type*	*Condition*	*Possible Language for Measures Needed to Save*
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*

			the Trees # 3 and 7and their root systems are not negatively impacted. Note: This will likely involve moving the driveway further North.
9	*Silver Maple*	*Fair*	*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.*
11	*Willow*	*Poor*	*There are no protection measures that could save this tree.*
22	*Pin Oak*	*Good*	*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.*
24	*Pin Oak*	*Good*	*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.*

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 there 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 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.

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."

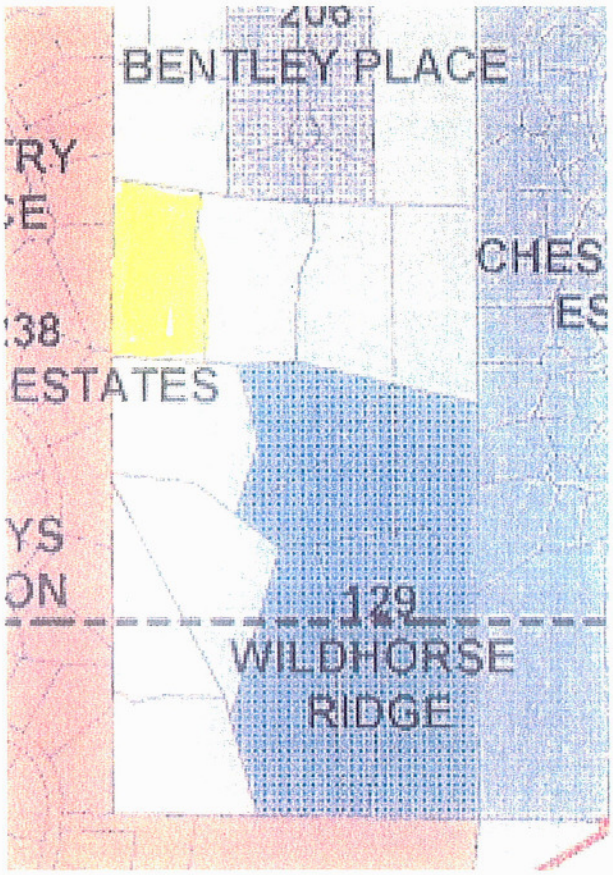
8. Clarify the subdivision map. Explain the map section surrounding area "129" where the City boundary line is.
    - What does "129 Wildhorse Ridge" stand for?
    - Research whether "Wildhorse Ridge" refers only to the areas over "129".
    - What do the dotted lines denote on the map?

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

VIII. B.

City of Chesterfield

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

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

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 there 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.

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 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.
    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.

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.***

ISSSUE 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.***

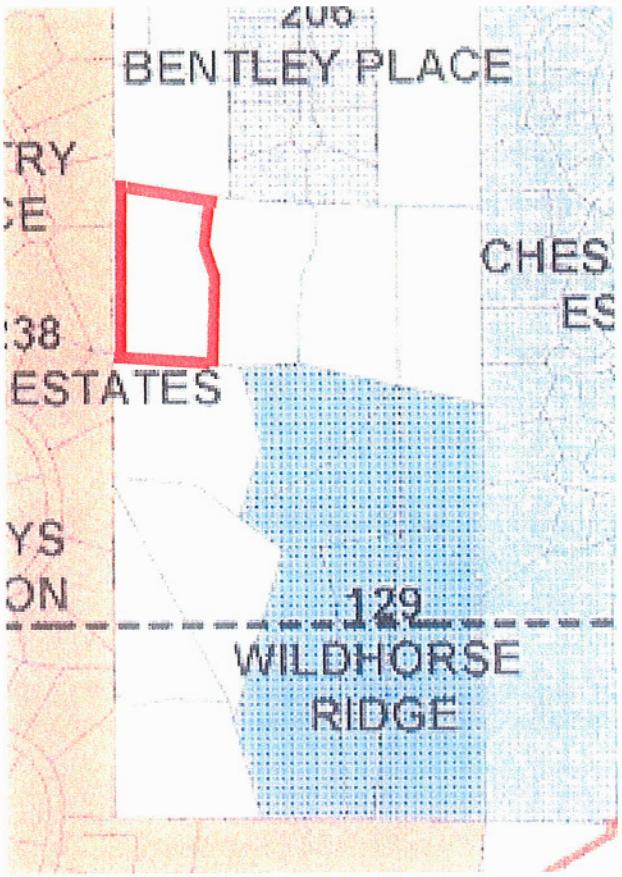
ISSUE HAS BEEN ADDRESSED.

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.

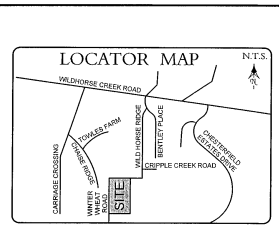
The Department of Planning requests review of issues for P.Z. 5-2005 Winter Wheat Place (Dollar Building Company).

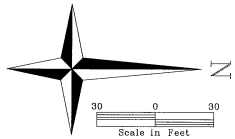
Respectfully Submitted,

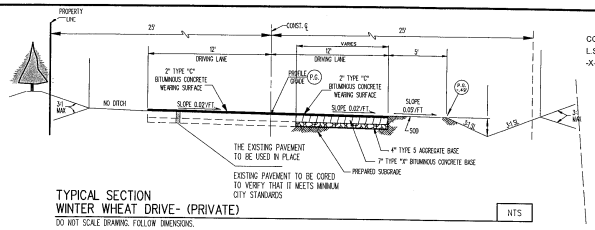
Annissa McCaskill-Clay

Annissa 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







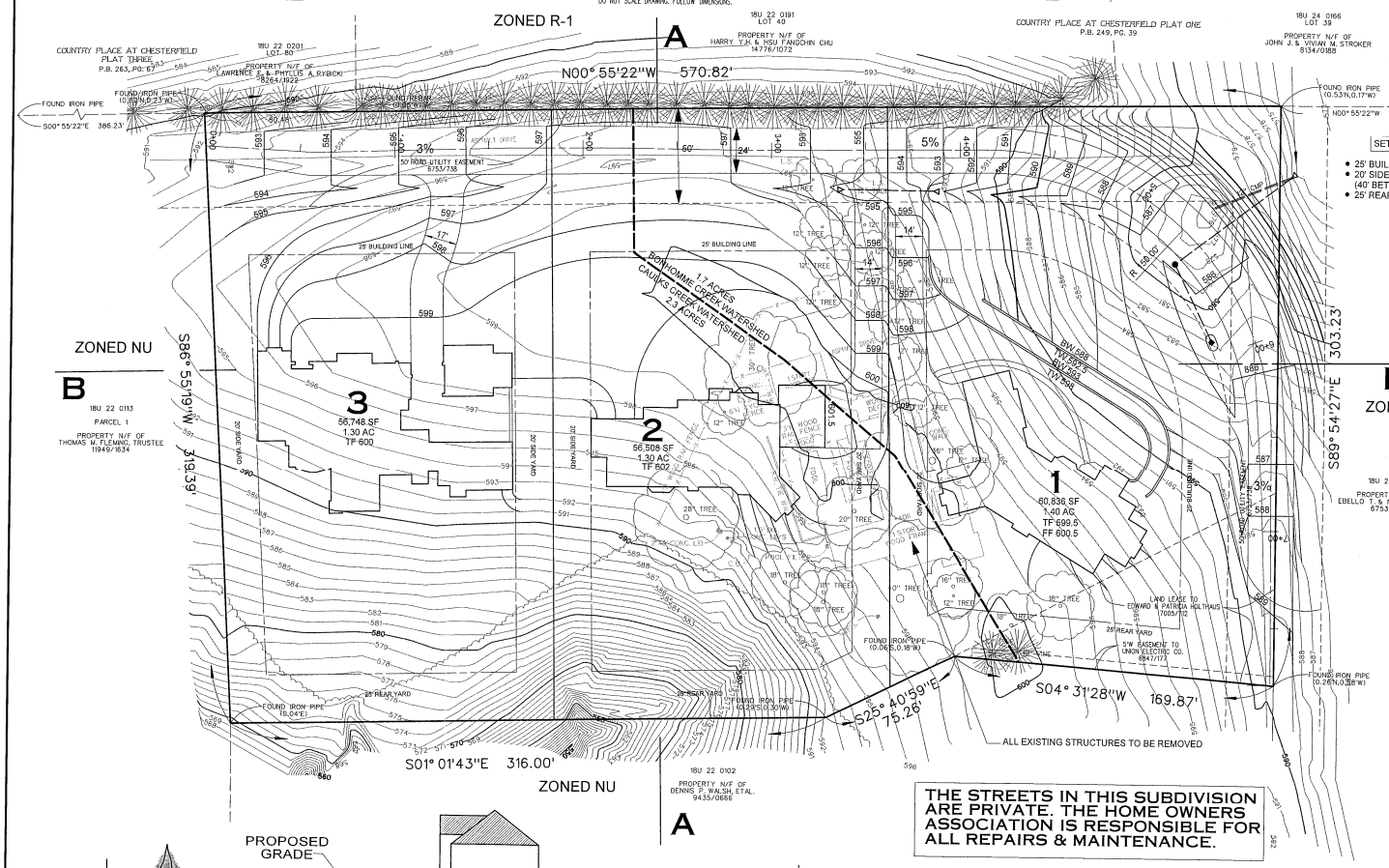
TYPICAL SECTION
WINTER WHEAT DRIVE- (PRIVATE)
DO NOT SCALE DRAWING. FOLLOW DIMENSIONS.
NTS

LEGEND

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

LEGEND

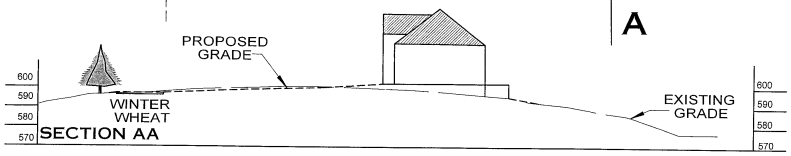
EXISTING CONTOURS	400
PROPOSED CONTOURS	400
EXISTING SANITARY SEWER	
PROPOSED SANITARY SEWER	
EXISTING STORM SEWERS	
PROPOSED STORM SEWERS	
EXISTING TREE	

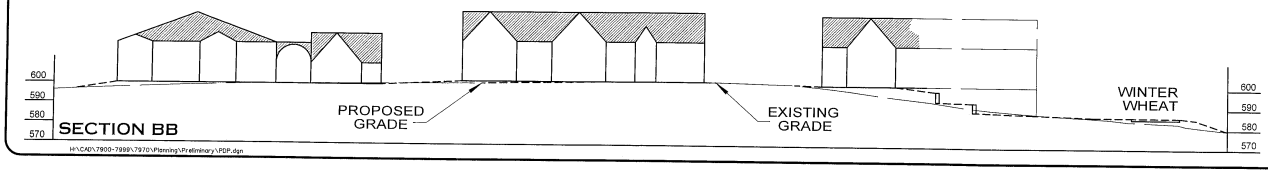


SETBACKS

- 25' BUILDING LINE
- 20' SIDE YARD
  (40' BETWEEN STRUCTURES)
- 25' REAR YARD

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





H:\CAD\7900-7999\7970\Planning\Preliminary\PDP.dgn

LEGAL DESCRIPTION

A TRACT OF LAND BEING PART OF THAT PARCEL CONVEYED TO "THE WILD BUNCH" BY DEED RECORDED IN BOOK 6725, PAGE 634 OF THE ST. LOUIS COUNTY RECORDS, SITUATED IN U.S. SURVEY 896, 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 39 OF "COUNTRY PLACE AT CHESTERFIELD PLAT ONE", A SUBDIVISION ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 249, PAGE 39 OF THE ST. LOUIS COUNTY RECORDS AT THE SOUTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO EBELLO AND NORMA PASIA BY DEED RECORDED IN BOOK 6753, PAGE 750 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG PASIA'S SOUTHERN LINE, SOUTH 89 DEGREES 54 MINUTES 27 SECONDS EAST 303.23 FEET TO THE NORTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO DENNIS WALSH, ETAL, BY DEED RECORDED IN BOOK 9435, PAGE 666 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG WALSH'S WESTERN LINE, SOUTH 04 DEGREES 31 MINUTES 28 SECONDS WEST 169.87 FEET TO A POINT; THENCE SOUTH 25 DEGREES 40 MINUTES 59 SECONDS EAST 75.26 FEET TO A POINT; THENCE SOUTH 01 DEGREE 01 MINUTE 43 SECONDS EAST 316.00 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 11949, PAGE 1634 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG FLEMING'S NORTHERN LINE, SOUTH 86 DEGREES 55 MINUTES 19 SECONDS WEST 319.39 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 263, PAGE 67 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG THE EASTERN LINE OF SAID SUBDIVISION, 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.

PROJECT NOTES

LOCATOR NUMBERS:	18U 22 0092
OWNER OF RECORD:	LOIS H. AND RICHARD L. BOCKENKAMP 406 WINTER WHEAT ROAD CHESTERFIELD, MO 63005
PREPARED BY:	VOLZ INCORPORATED 10649 INDIAN HEAD INDTL. BLVD. ST. LOUIS MO. 63132-1166
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 R.O.W.	.81 AC.
NET AREA OF SITE	3.19 AC.

$\frac{(3.19\ AC)}{(1\ AC)} = 3.19$

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 R6 SCHOOL DISTRICT
MONARCH FIRE PROTECTION DISTRICT
CAULKS CREEK WATERSHED
BONHOMME CREEK WATERSHED

THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:

AMEREN U.E.
CHARTER COMMUNICATION (CABLE TV)
LACLEDE GAS COMPANY
MISSOUR 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 EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE 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 PRIOR TO ANY GRADING, 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 L.L.C., WE HAVE PREPARED A PRELIMINARY DEVELOPMENT PLAN. THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING, 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 AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT, AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

IN THE PREPARATION OF THIS PLAT, 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 BEEN PREPARED 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 IS ASSUMED;AND THE LOCATION, CAPACITY AND AVAILABILITY OF UTILITIES ARE TAKEN FROM 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. WINTERER
NUMBER 27173
STATE OF MISSOURI
12/18/06

TIMOTHY J. WINTERER
12/18/06

STATE OF MISSOURI
12/18/06
LS-143
RICHARD W. NORVELL
NORVELL & ASSOCIATES
PROFESSIONAL LAND SURVEYORS

RICHARD W. NORVELL P.L.S.
MO. REG. P.L.S. #1437

DOLLAR BUILDING COMPANY, LLC
13811 WELLINGTON MANOR COURT
CHESTERFIELD, MO 63017
PHONE: 636-537-1777
FAX: 314-434-8870

VOLZ
10649 Indian Head Ind'l Blvd.
St. Louis, Mo. 63132
Phone:(314) 993-0500
Fax:(314) 993-4250

RECEIVED
12/21/2006

WINTER WHEAT PLACE

PRELIMINARY DEVELOPMENT PLAN

7970

03-00-2005

1

VIII. B.

City of Chesterfield

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

Planning Commission Staff Report

Subject: **Rezoning Vote Report**

From: Jennifer Yackley, Project Planner

Meeting Date: January 22, 2007

Location: 13506 Olive Boulevard

Petition: P.Z. 17-2006 13506 Olive (Spirit Energy)

Speakers: In favor: 0
In opposition: 0
Neutral: 1

Proposal Summary

Spirit Energy, L.L.C. has submitted an application for a change of zoning from "C-2" Commercial District to a "PC" Planned Commercial District per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.140. The location of this site is the southwest corner of Olive Boulevard and Woodsmill Road.

The petitioner is also requesting consideration of a reduction in the open space requirement for this site. The required open space for this site is 40%. The petitioner is requesting a reduction to 17.85%.

Staff Recommendation

The Attachment A for this request meets all of the development requirements of the City of Chesterfield and therefore, Staff recommends approval of the change of zoning from "C-2" Commercial District to a "PC" Planned Commercial District.

Section 1003.140 allows for the open space requirement to be amended if the Petitioner has demonstrated that said amendment would encourage, promote, and reward good architecture and urban planning. A separate two-thirds vote (6) of the Planning Commission would be required.

Staff recommends that Planning Commission approve a reduction in the open space requirement from forty percent (40%) to seventeen (17%) based on the size of the site. The site is .31 acres or 13,526 square feet. Requiring forty percent (40%) open space or 5,410 square feet of open space would leave only 8,115 square feet for development. Currently the site has no open space.

Zoning Analysis

A preliminary plan accompanies all rezoning requests when the change of zoning is to a Planned District. When a vote is taken on a rezoning request, the vote is to approve the change of zoning with an Attachment A. The vote is not to approve the accompanying preliminary plan which is provided for informational purposes only.

The preliminary plan submitted with this rezoning request currently is deficient regarding the City's Access Management Ordinance. The length of the driveway throat for the entrance onto Woodsmill Road is too short. The Access Management Ordinance requires a minimum of eighty (80) feet along arterial roadways. The Department of Public Works is willing to compromise and reduce the requirement to forty-five (45) feet, the minimum distance allowable for collector streets, as measured from the edge of the street to the nearest edge of the first drive. The preliminary plan depicts a distance of twenty-two (22) feet.

During site plan review, if a Site Development Plan is submitted which still does not meet the Access Management requirements, the site development plan will not be considered for approval before the Planning Commission.

In addition, during site plan review, the Site Development Plan will have to adhere to the parking requirements of the City of Chesterfield Zoning Ordinance. Currently, the preliminary plan depicts a 1,630 square foot restaurant which requires a minimum 19 parking spaces and the preliminary plan only provides 9 parking spaces. However, if a similarly sized shop building is constructed on this site, the parking requirement would only be 8 parking spaces.

Surrounding Land Use and Zoning

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

Surrounding Land Use and Zoning

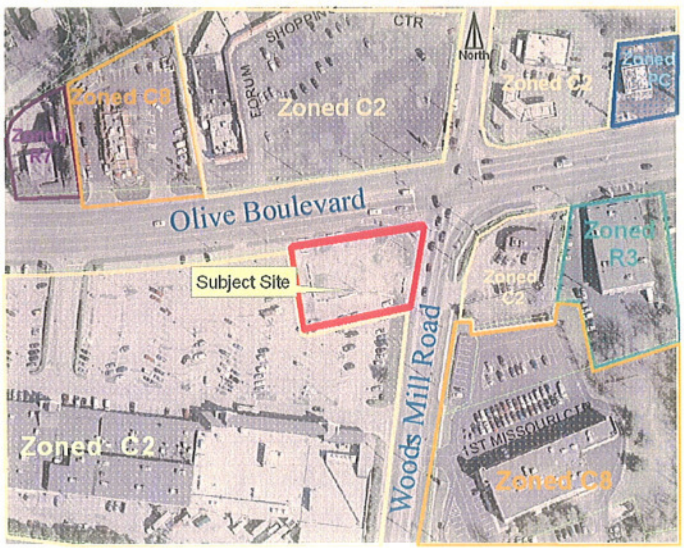
The land use and zoning for the properties surrounding this parcel are as follows:

North: The property to the north is Forum Shopping Center and is zoned "C-2" Commercial District.

South: The property to the south is Four Seasons Shopping Center is zoned "C-2" Commercial District.

East: Jiffy Lube is located across Woodsmill Road to the east and is zoned "C-2" Commercial District.

West: The property to the west is Four Seasons Shopping Center is zoned "C-2" Commercial District.



Looking north, across Olive Blvd.

Looking west across site from Woodsmill Rd.

Looking east, along Olive Blvd.

Comprehensive Plan Analysis
The Comprehensive Plan identifies this area as commercial. This subject site is not located in any sub-area identified by the Comprehensive Plan; therefore there are no additional development guidelines for this site.

Site Area History
In January 1966, St. Louis County issued Conditional Use Permit #17 for a filing station with service bays. In March 1984, St. Louis County amended Conditional Use Permit #17 to allow twenty-four (24) hour a day operations on this site.

Issues
A public hearing was held on this request on August 14, 2006. At that time there was 1 speaker who held a neutral opinion on this matter. The following is a list of issues that arose from previous meetings before the Planning Commission and those raised by Staff:

1. The City of Chesterfield Ordinance Number 1747 requires 40% openspace.

   Petitioner's response: "We know that the site does not meet the 40% open space requirement from the City of Chesterfield Ordinance Number 1747 and are asking for the City to make a concession for this issue."

   Staff Response: Issue is open. This will require a separate two-thirds vote (six) of the Planning Commission.

2. Per the parking requirements in the City of Chesterfield Zoning Ordinance fast food restaurant must have 1 parking space for every 2 seats and 2 spaces for every 3 employees on the maximum shift. The site does not meet this requirement.

   Petitioner's response: "We know that the site does not meet the parking requirements in the City of Chesterfield Zoning Ordinance for a fast food restaurant which must have 1 parking space for every 2 seats

and 2 spaces for every 3 employees on the maximum shift, therefore a variance will be requested."

Staff response: Issue remains open. Section F. "Parking and Loading Requirements" on page 3 of the Attachment A requires the development to adhere to the City of Chesterfield Code.

3. The length of the driveway throat for the entrance on Woodsmill Rd. is too short. The Access Management Ordinance requires a minimum of 45 feet as measured from the edge of the street to the nearest edge of the first drive. The distance measured on the plan is 22 feet.

   Petitioner's response: "The length of the driveway throat for the entrance on Woods Mill Road cannot be 45 feet measured from the edge of the existing street pavement to the nearest edge of the first drive due to the small nature of the overall site."

   Staff response: The plan as shown currently, does not meet the requirements of the City's Access Management Ordinance. The Attachment A requires the site to meet the City's Access Management Ordinance as well as MoDOT's Access Management Guidelines. See Section K "Access/Access Management" page 5 and Section VII. "Enforcement" page 10 of the Attachment A.

4. Provide a traffic study for the intersection of Olive and Woodsmill Road.

   Petitioner's response: A copy of the traffic study that's been done by Crawford, Bunte, Brammeier is enclosed.

   Staff response: Issue has been addressed. A copy of the traffic study has been attached to this report.

2. Provide a queuing study as it relates to the internal traffic and drive-thru for the site.

   Petitioner's response: "For a queuing study as it relates to the internal traffic and drive thru for the site, see the traffic study done by Crawford, Bunet, Brammeier."

   Staff response: Issue has been addressed. A copy of the traffic study has been attached to this report.

3. Explain vehicle egress and ingress for the site based on the plan dated 11/14/06.

   Petitioner's response: "An explanation for vehicle ingress and egress for the site can be found in the traffic study that's been done by Crawford, Bunte, Brammeier."

   Staff response: Issue has been addressed. A copy of the traffic study has been attached to this report.

4. Why are both curb cuts needed for this site?

   Petitioner's response: "Both curb cuts are needed for smoother ingress and egress to and from the site."

   Staff response: Issue has been addressed.

5. Is the turning radius at the corner of Olive and Woodsmill Road sufficient for large trucks to successfully navigate the turn without coming up onto the curb?

   Petitioner's response: "The turning radius at the corner of Olive and Woodsmill Road has been modified to make it easier for large trucks to get around, but in order to keep the new sidewalk in the right-of-way between the new parking lot and the new modified curb, a large truck's trailer wheels may still come up onto the curb. This curb is labeled as a "mountable" curb."

   Staff response: Issue has been addressed.

6. Why is a vertical S curb being installed?

   Petitioner's response: "The "mountable" curb is being installed between the entrance on Olive Blvd. and the entrance on Woods Mill Road at the request of MODOT."

   Staff response: Issue has been addressed. Note that the attached plan indicates that a Type N Mountable Curb has replaced the Vertical S Curb indicated on previous plans.

7. In addition, a vehicle exiting the first parking space located nearest to the Woodsmill driveway would have to back out into the driveway and the drive-thru lane to exit the parking space. As a result, potential traffic conflicts could affect safety at that location and potentially cause traffic to back up on Woodsmill Rd. near Olive Blvd. As indicated at the meeting we had with the petitioner last week, (November 1, 2006) this parking space should be removed or the entrance should be designed as an exit only.

   Petitioner's response: "The first parking space located to the Woodsmill driveway will be designated as an "employee parking space."

   Staff response: Issue has been addressed. Language has been added to Section F. "Parking and Loading Requirement" on page 4 of the Attachment A.

Request

Staff recommends approval of the change of zoning from "C-2" Commercial District to a "PC" Planned Commercial District with the Attachment A as written.

Staff recommends approval of the Petitioner's request for a reduction in the openspace requirement from 40% to 17%. A separate two-thirds vote (6) of the Planning Commission would be required for approval.

Respectfully submitted,

Jennifer L. Yackley

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments

1. Attachment A
2. Agency Comments
3. Issues Report
4. Preliminary Plan

ATTACHMENT A

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

- 1.4 Quality New Development
- 3.1 Quality Commercial Development
- 3.2.2 Community Retail Facilities

I. SPECIFIC CRITERIA

A. Information to be shown on the Site Development Concept 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 "PC" Planned Commercial District shall be:

   a. Restaurant, fast food, with drive-through service.

   b. Restaurant, sit down.

   c. Stores, shops, markets, service facilities and automatic vending facilities in which goods or services of any kind are offered for sale or hire to the general public on the premises.

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

1. FLOOR AREA

   Total building floor area shall not exceed 1,630 square feet.

2. HEIGHT

   a. The maximum height of the building, exclusive of roof screening, shall not exceed twenty-one (21) feet.

3. BUILDING REQUIREMENTS

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

      A minimum of forty percent (40%) 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 (0.1205).

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. Forty-seven (47) feet from the right-of-way of Woods Mill Road on the eastern boundary of the "PC" Planned Commercial District.

   b. Forty-three (43) feet from the right-of-way of Olive Boulevard on the northern boundary of this "PC" Planned Commercial District.

   c. Fifteen (15) feet from the southern property line bearing S 81° 31' 30" W.

   d. Thirty-three (33) feet from the western property line bearing N 08° 28' 30" W.

2. PARKING SETBACKS

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

a. Zero (0) feet from the eastern property line bearing S 09° 30' 26" E.

b. Zero (0) feet from the northern property line bearing N 83° 01' 21" E.

c. Zero (0) feet from the southern property line bearing S 81° 31' 30" W.

d. Ten (10) feet from the western property line bearing N 08° 28' 30" W.

3. LOADING SPACE SETBACKS

No loading space will be located within the following setbacks:

a. Forty (40) feet from the right-of-way of Olive Boulevard on the northern boundary of the "PC" Planned Commercial District.

b. One hundred-fifty (150) feet from the right-of-way of Woods Mill Road on the eastern boundary of this Planned Commercial "PC" District.

c. Thirty-five (35) feet from the southern property line bearing S 81° 31' 30" W.

d. Zero (0) feet from the western property line bearing N 08° 28' 30" W.

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 Olive Boulevard or State Route 141 (Woodsmill Road) right of way.

3. Parking lots shall not be used as streets.

4. The parking space located nearest to the Woods Mill Road driveway shall be designated as an "employee parking space".

G. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere 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 Missouri Department of Transportation.

H. SIGN REQUIREMENTS

1. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the Missouri Department of Transportation, 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 Olive Boulevard shall be limited to one (1) entrance close to the west property line. The location and geometry of the access shall be as directed by the City of Chesterfield and the Missouri Department of Transportation. The west edge of the entrance shall be at least ten (10) feet east of the west terminus of the median on Olive Boulevard. It shall be the developer's responsibility to extend the median if necessary and if approved by the Missouri Department of Transportation.

2. Access to State Route 141 (Woodsmill Road) shall be limited to one (1) entrance close to the south property line. Should alternate access and adequate circulation be made available to the site prior to approval of the Site Development Plan, no direct access to State Route 141 (Woodsmill Road) shall be permitted. Should alternate access be made available after initial development of the site, the access to State Route 141 (Woodsmill Road) shall be removed at such time as a significant change is made to the building or the site layout as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The location and geometry of the access, if permitted, shall be as directed by the Department of Public Works and the Missouri Department of Transportation.

3. 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. The entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Obtain approvals from the City of Chesterfield 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 Olive Boulevard and State Route 141 (Woodsmill Road), as required by the Missouri Department of Transportation.

3. All roadway and related improvements shall be completed prior to final paving of the parking lot for the development.

4. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Olive Boulevard and the State Route 141 (Woodsmill Road) frontage of the site. The sidewalk may be located within State right-of-way, if permitted by the Missouri Department of Transportation, or within a six (6) foot wide sidewalk, maintenance and utility easement.

M. TRAFFIC STUDY

Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, 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.

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 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.

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%) percent 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.

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 City of Chesterfield. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

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 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 eighteen (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.

C. A grading permit or improvement plan approval is required prior to any clearing or grading.

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 two (2) feet and extending one hundred-fifty 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 Spirit of St. Louis Airport and the Missouri Department of Transportation.

23. Compliance with Sky Exposure Plane.

V. RECORDING

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

VI. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

A. Prior to the issuance of foundation or building permits, all approvals from all applicable agencies must be received by the City of Chesterfield.

B. Prior to issuance of foundation or building permits, all approvals from the City of Chesterfield, the Missouri Department of Transportation and the Metropolitan St. Louis Sewer District must be received by the St. Louis County Department of Public Works.

VII. 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.

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Since 1973

December 6, 2006

RECEIVED
PLANNING DEPARTMENT

Mr. J.W. (Jay) Chambers
Real Estate and Construction Coordinator
Spirit Energy, L.L.C.
50 S. Bemiston Road
St. Louis, Missouri 63105

RE: Traffic Impact Study
Proposed Commercial Site – Olive Boulevard at Woods Mill Road
Chesterfield, Missouri
CBB Job No. 197-06

Dear Mr. Chambers:

As requested, Crawford, Bunte, Brammeier has prepared the following traffic impact study pertaining to the development of a commercial property in Chesterfield, Missouri. The site is located in the southwest corner of the intersection of Olive Boulevard (Missouri Route 340) with Woods Mill Road (Missouri Route 141). The general location of the site is shown in Figure 1.

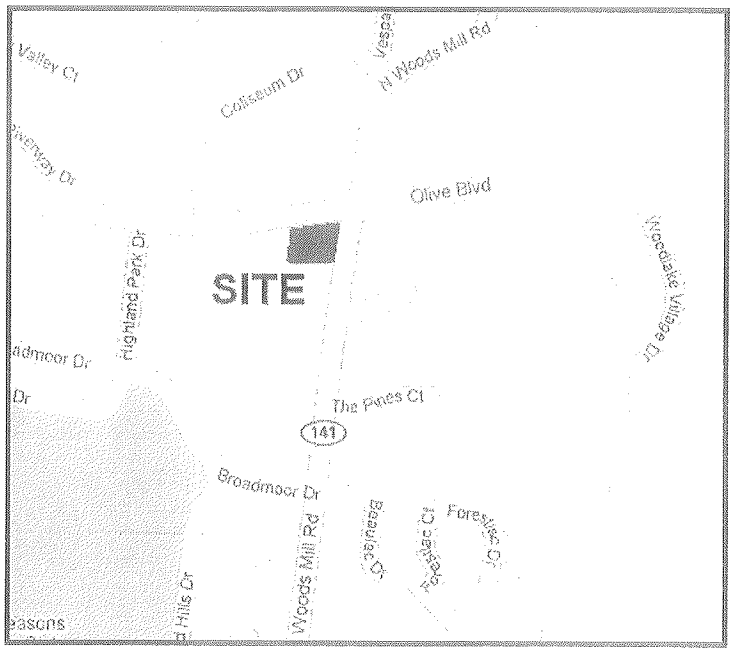


Figure 1: Site Location

450 Cottonwood Road - Suite B
Glen Carbon, IL 62034
(T) 618-656-2612 (F) 618-659-0650

1830 Craig Park Court - Suite 209
St. Louis, MO 63146
(T) 314-878-6644 (F) 314-878-5876
www.cbbtraffic.com

3261 S. Meadowbrook Road – Suite 300
Springfield, IL 62711
(T) 217-546-6433 (F) 217-546-6467

It is our understanding that a 1,630 square foot retail beverage shop is proposed with nine parking spaces and a drive-through window. The site (which is currently vacant) has two existing curb cuts, both of which are restricted to right-in/right-out access due to the presence of medians on both Olive Boulevard and Woods Mill Road.

The purpose of this study was to determine the amount of traffic that would be generated by the proposed development, evaluate its impact upon the adjoining road system and identify the need for roadway and/or traffic control improvements to mitigate those impacts. Specifically, the intersection of Olive Boulevard with Woods Mill Road and the site access intersections were evaluated in order to assess the ability of motorists to safely and efficiently access the site. The focus of our analysis was the a.m. peak period (7:00 – 9:00 a.m.), since that represents the typical peak operations for the proposed use. In addition, the stacking needs for the drive-thru lane were addressed.

Existing Roadway and Traffic Conditions

Olive Boulevard is a five-lane, east-west arterial with auxiliary turn lanes that is owned and maintained by the Missouri Department of Transportation (MODOT). The eastbound and westbound approaches provide at the signalized intersection with Woods Mill Road one left-turn lane, two through lanes and one right-turn lane. Additionally, a raised median is provided on Olive Boulevard immediately adjacent to the site. According to MODOT, Olive Boulevard carries approximately 24,100 vehicles per day (vpd) west of the site and 34,900 vpd east of the site.

Woods Mill Road is a three-lane, north-south arterial roadway with auxiliary turn lanes, also owned and maintained by MoDOT. The northbound approach provides one left-turn lane, one through lane, and one right-turn lane at the signalized intersection with Olive Boulevard, while the southbound approach provides a left-turn lane and a shared through/right-turn lane. Additionally, a raised median is provided on Woods Mill Road immediately adjacent to the site. According to MoDOT, who owns and maintains the roadway, Woods Mill Road carries approximately 20,800 vpd south of the site.

In order to quantify existing traffic conditions near the site, turning movement counts were performed at the intersection of Olive Boulevard with Woods Mill Road during the morning (7:00-9:00 a.m.) peak period of a typical weekday. Based on the count data, the morning peak hour (7:15-8:15 a.m.) was chosen for analysis. The existing traffic volumes are summarized in Exhibit 1.

The a.m. peak commuter period of the adjacent roadway traffic would coincide with the peak trip generation time for the proposed development. Therefore, if traffic from the proposed development can be accommodated at the a.m. peak time, it can be reasoned that adequate capacity would be available throughout the remainder of the day.

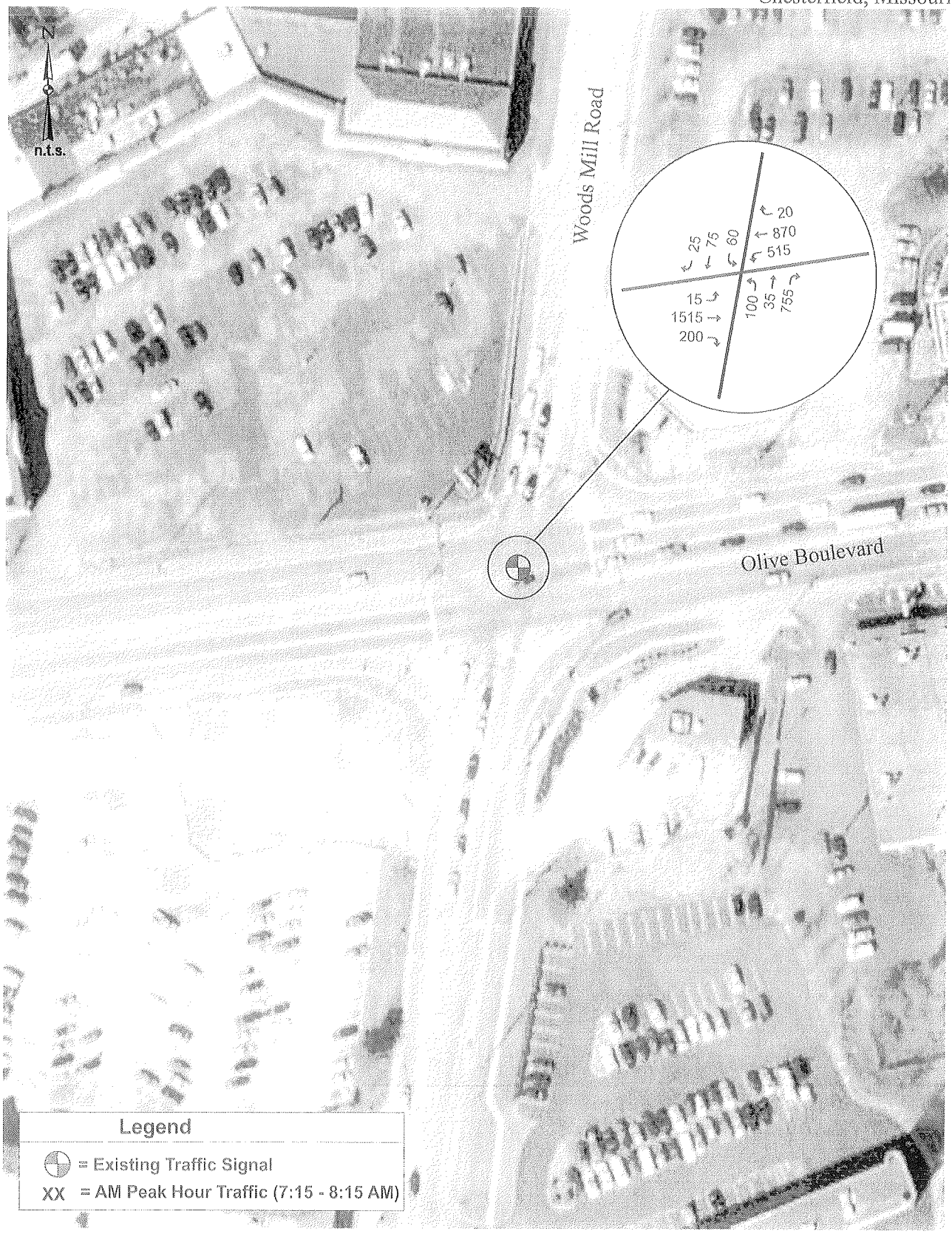


Exhibit 1 : Existing Traffic Volumes

Job # 197-06
12/6/06

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

As can be seen, Olive Boulevard carries heavy volumes entering the intersection with Woods Mill Road both eastbound and westbound. The conflicting eastbound through, westbound left-turn and northbound right-turn movements are all heavy. Olive Boulevard carries 1,730 vehicles per hour (vph) eastbound and 995 vph westbound immediately adjacent to the site, between 7:15 and 8:15 a.m. Woods Mill Road carries approximately 890 vph northbound and 790 vph southbound adjacent to the site during the a.m. peak hour.

Existing Operating Conditions

The existing operating conditions at the intersection of Olive Boulevard with Woods Mill Road were evaluated using study procedures outlined in the "Highway Capacity Manual," published in 2000 by the Transportation Research Board. This manual, which is used universally by highway and traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow") to Level F ("Fully Saturated"). Levels of service are measures of traffic flow, that consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban areas.

It must be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, less delay is usually tolerated in rural regions. Based on the character of this area, we believe that LOS D would be an appropriate target for peak period traffic operations overall.

The thresholds that define LOS are based upon the type of traffic control used at an intersection; i.e., whether it is signalized or unsignalized. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, the delay for each minor movement is determined instead of for the intersection as a whole since motorists on the main road are not required to stop.

LOS is directly related to control delay. At signalized intersections, the LOS criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes and, consequently, may experience greater delay than an unsignalized intersection. Furthermore, motorists are guaranteed service at regular intervals as the signal cycles. Table 1 summarizes the LOS thresholds used in the analysis.

The intersection of Olive Boulevard with Woods Mill Road currently experiences severe delays in the a.m. peak hour due to the heavy conflicting volumes, operating at an overall LOS F. The average vehicular delay for the intersection is 111.6 seconds per vehicle.

Table 1
Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	*Unsignalized Intersections*
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Analyses of the queues on the eastbound approach of Olive Boulevard were performed in order to determine how often access to the site would be hindered. A queue of approximately eight vehicles on the eastbound approach (in the near traffic lane) is long enough to block the proposed site access to Olive Boulevard.

Observations during the a.m. peak period indicated that queues reached or exceeded eight vehicles consistently during this period, which would result in regular blockage of the north driveway. These queues generally occurred in the eastbound through lanes or right-turn lane on Olive Boulevard. However, given that all of the entering and exiting movements at this location would be right turns, such blockages would not be expected to result in any hazards or undue delays to the motoring public. Specifically, any blockage would result in inbound patrons waiting in the eastbound queue from the signal and outbound patrons would wait on-site for the queue to clear.

Forecasted Traffic Conditions

As an initial step in this analysis, the amount of traffic that the proposed development would generate during the peak hour was estimated. Trip generation was evaluated based on data obtained from studying similar retail locations. The trip generation results for these sites were then compared to the traffic volumes of the adjacent roadways in order to determine the effect of background traffic on trip generation. Traffic volumes on Olive Boulevard and Woods Mill Road were then referenced to calibrate the estimates of the site trip generation.

It is important to recognize that not all of the trips generated by the proposed development would represent *new* traffic on the adjacent roadways. Specifically, a substantial portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Woods Mill Road as part of another trip; i.e., "pass-by" and "diverted-link" trips. Therefore, estimates of pass-by trips were developed. A peak hour pass-by trip rate of 75% was utilized for this study since this is a convenience-oriented business.

Table 2 summarizes the projected trips into and out of the development for a typical morning commuter peak hour. In summary, it is estimated that the retail beverage shop would generate approximately 250 total trips during the morning peak hour. While all of the site's trips would create new turning movements at the driveways, only the 60 new trips would represent new traffic traveling on the adjacent state highways.

Table 2
Trip Generation Estimate
Proposed Retail Beverage Shop With Drive-Through
Chesterfield, Missouri

Land Use	*AM Peak Hour*		
	In	*Out*	*Total*
Total Trips	**125**	**125**	**250**
Pass-By Trips	*95*	*95*	*190*
New Trips	30	30	60

The site-generated trips were assigned into and out of the site based upon existing traffic patterns, regional demographic information, and the development's location. As noted above, the development would utilize two right-in/right-out access driveways, one each onto Olive Boulevard and Woods Mill Road. Both driveways have been located as far away from the signalized intersection as physically possible given the size of the site. It was estimated that approximately 30% of new traffic would travel to and from the east and west, each, on Olive Boulevard while 10% and 30% would travel to and from the north and south, respectively, on Woods Mill Road.

Based on these trip generation and directional distribution estimates, the site-generated traffic was assigned to the adjoining road system as shown in Exhibit 2. It should be noted that the site has no direct access for traffic entering from northbound Woods Mill Road or exiting to westbound Olive Boulevard. As such, it was assumed that vehicles that wish to make these movements would utilize alternate paths through other properties to enter and exit the site. As can be seen, the proposed development is expected to create relatively minor traffic increases during the a.m. peak hour.

Forecasted Operating Conditions

The site-generated traffic forecast was aggregated with the existing traffic volumes to produce the total traffic forecast shown in Exhibit 3. Due to the relatively short distance between the intersections of Olive Boulevard with Woods Mill Road and the site's north driveway, the maximum queue that can be accommodated without blockage of the signalized intersection is approximately eight vehicles. It should be reiterated that the proposed driveway locations are located as far away from the signalized intersection as physically possible.

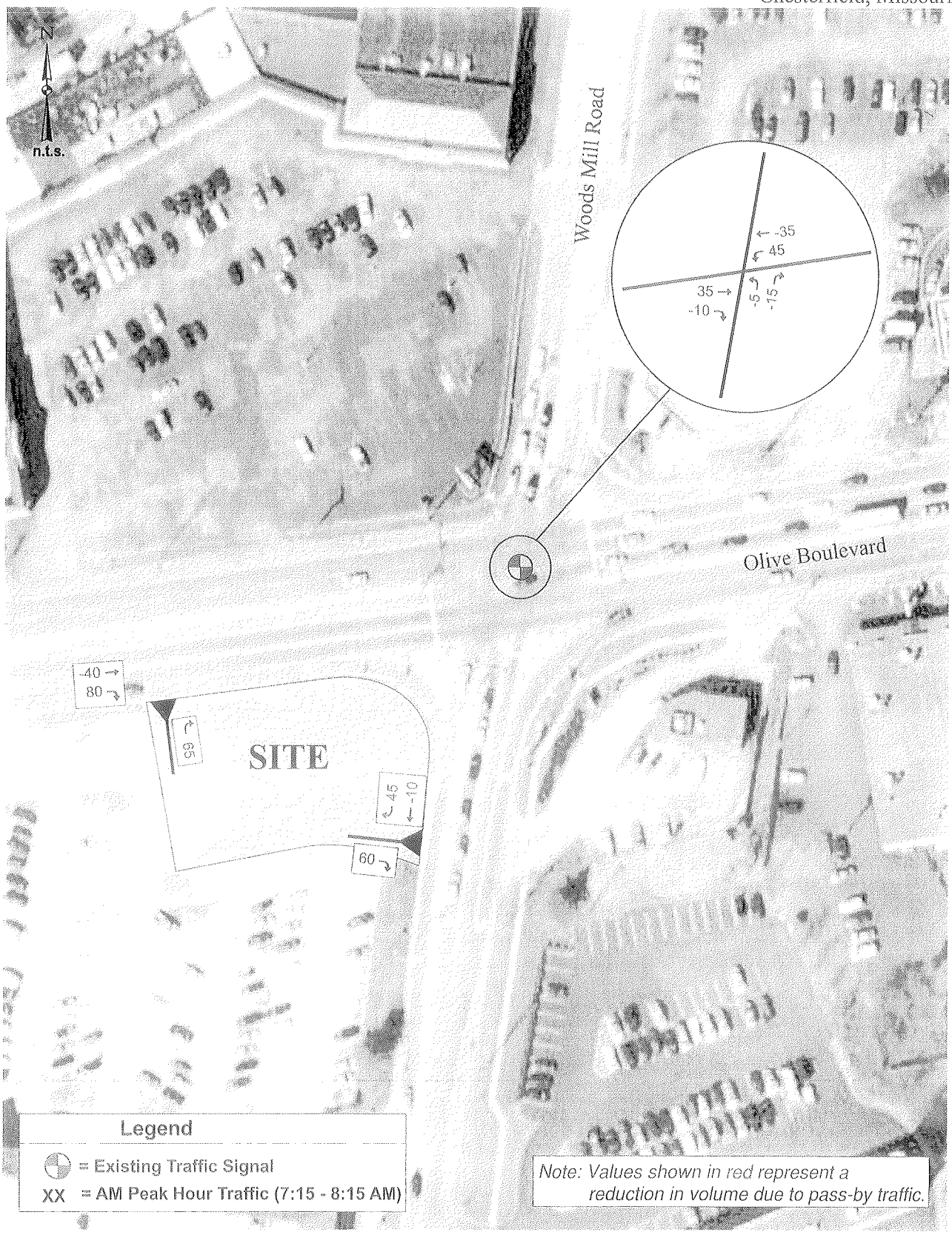


Exhibit 2 : Site-Generated Traffic

Job # 197-06
12/6/06

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

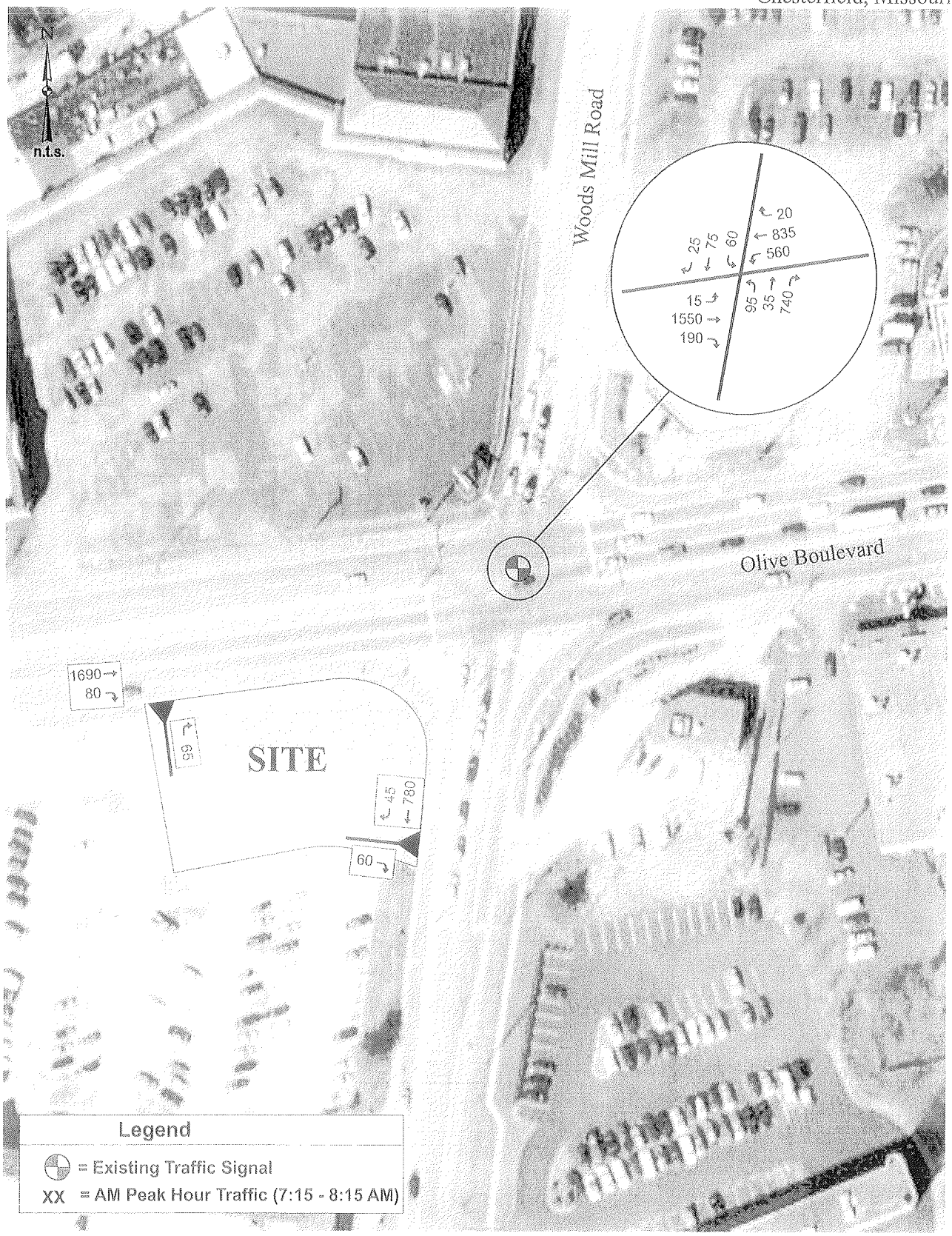


Exhibit 3 : Total Forecasted Traffic

Job # 197-06
12/6/06

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Nevertheless, the queues on eastbound Olive Boulevard will continue to extend beyond the site during the a.m. peak hour, delaying ingress/egress for the site. However, these queues would also exist without development of the site and the delays should not create any hazards, since both movements are limited to right-turns only. It should be noted that right-in/right-out access represents the most efficient form of access as it minimizes conflicts and delays. Thus, it is anticipated that both driveways will operate effectively despite the potential for queuing adjacent to the site.

The capacity analyses were repeated using the forecasted traffic volumes to evaluate the impact of the proposed development on the signalized intersection of Olive Boulevard with Woods Mill Road. It was found that the intersection of Olive Boulevard with Woods Mill Road would continue to experience severe delays. The average vehicular delay for the intersection would increase by 5.6 seconds as a result of this development, from 111.6 seconds per vehicle to 117.2 seconds per vehicle with signal optimization.

Drive-Through Window Operations

In order to assess the queue length likely to be created by vehicles waiting to use the drive-through, queue lengths were measured simultaneous to the trip generation studies at other retail beverage shop locations. Based on these observations, it was determined that the average queue length during the a.m. peak period would be eight vehicles, or approximately 150 to 200 feet (assuming 19 to 25 foot headways). The maximum queue length during the a.m. peak period is expected to be about twelve vehicles, or approximately 230 to 300 feet.

Findings and Conclusions

Based upon the preceding discussion, the following may be concluded regarding the traffic generation and impact of the proposed retail beverage shop:

1. The proposed development would generate approximately 250 trips during the a.m. peak. However, a substantial portion of the traffic generated by the proposed development would be drawn from existing flows on Olive Boulevard and Woods Mill Road, so only approximately 25% of these trips were assumed to be new to the surrounding road system for this study.

2. Both proposed driveway locations are located as far away from the signalized intersection as physically possible. Even so, the queues on eastbound Olive Boulevard frequently extend beyond the site during the a.m. peak hour, hindering access to and from the site. However, any additional delays created by those blockages shall not create any hazards since both movements are limited to right-turns only.

3. Right-in/right-out access represents the most efficient form of access as it minimizes conflicts and delays. Thus, it is anticipated that both driveways will operate effectively despite the potential for queuing adjacent to the site.

4. It was found that the intersection of Olive Boulevard with Woods Mill Road would continue to operate at an overall poor level of service. However, the average vehicular delay for the intersection would increase by only 5.6 seconds as a result of this development, from 111.6 seconds per vehicle to 117.2 seconds per vehicle.

5. It is estimated that the average queue length from the drive through window during the a.m. peak period would be eight vehicles, or approximately 150 to 200 feet of storage required. The maximum queue length during the a.m. peak periods is expected to be about twelve vehicles, or approximately 230 to 300 feet.

We trust that you will find this report useful in evaluating the traffic issues related to the proposed retail beverage shop in Chesterfield, Missouri. Please contact this office with any questions or comments that you may have.

Sincerely,

Lee Cannon

Lee Cannon, P.E.
Associate

RLC:SPD

MEMORANDUM

DATE: January 8, 2007

TO: Jennifer Yackley, Project Planner

FROM: Kimberly McMahan, Civil Engineer

RE: Spirit Energy– 12/27/2006 Submittal – Rev. Prelim. Plan
PZ 17-2006, C2 to PC

This memo replaces the 8/22/2006 memo regarding the above referenced rezoning. The Department of Public Works has reviewed the preliminary plan, received 12/27/2006, for the pending rezoning and recommends the following conditions related to site specific issues be applied to the rezoning petition:

Access

1. Access to Olive Boulevard shall be limited to one entrance close to the west property line. The location and geometry of the access shall be as directed by the Department of Public Works and the Missouri Department of Transportation. The west edge of the entrance shall be at least 10 feet east of the west terminus of the median on Olive Boulevard. It shall be the developer's responsibility to extend the median if necessary and if approved by the Missouri Department of Transportation.

2. Access to State Route 141 (Woodsmill Road) shall be limited to one entrance close to the south property line. Should alternate access and adequate circulation be made available to the site prior to approval of the Site Development Plan, no direct access to State Route 141 (Woodsmill Road) shall be permitted. Should alternate access be made available after initial development of the site, the access to State Route 141 (Woodsmill Road) shall be removed at such time as a significant change is made to the building or the site layout as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The location and geometry of the access, if permitted, shall be as directed by the Department of Public Works and the Missouri Department of Transportation.

Road Improvements

3. Provide any additional right-of-way and construct any improvements to Olive Boulevard and State Route 141 (Woodsmill Road), as required by the Missouri Department of Transportation.

4. All roadway and related improvements shall be completed prior to final paving of the parking lot for the development.

Pedestrian Circulation

5. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Olive Boulevard and the State Route 141 (Woodsmill Road) frontage of the site. The sidewalk may be located within State right-of-way, if permitted by the Missouri Department of Transportation, or within a 6 foot wide sidewalk, maintenance and utility easement.

Parking

6. No construction related parking shall be permitted within the Olive Boulevard or State Route 141 (Woodsmill Road) right of way.

Traffic Studies

7. 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.

Furthermore, the Department of Public Works recommends the following standard general conditions be applied to the petition; no other general conditions apply. Please note, any modification to the standard wording of these general conditions is set in bold font to facilitate identification.

Road Improvements

G-1. See Site Specific Conditions

Storm water

G-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.

G-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.

Geotechnical Report

G-4. 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-5. Prior to Site Development Plan approval, depict existing and proposed contours, at intervals of not more than two (2) feet, extending a minimum of 150 feet beyond the limits of the site as directed.

G-6. 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-7. 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-8. 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-9. Prior to Site Development Plan approval, provide comments/approvals from the appropriate Fire District, **Missouri Department of Transportation**, and the Metropolitan St. Louis Sewer District.

Verification Prior to Record Plat Approval

G-10. **DELETED – did not apply**

Final Release of Subdivision Deposits

G-11. **DELETED – did not apply**

Please be advised, the Department of Public Works has the following comments on the preliminary plan:

1. The length of driveway throat for the entrance on Woodsmill Rd. is too short. The Access Management Ordinance requires a minimum of 45 feet as measured from the edge of the street to the nearest edge of the first drive. The distance as measured on the plan is 22 feet.

cc: Michael Geisel, Director of Public Works/City Engineer
Brian McGownd, Deputy Director of Public Works/Assistant City Engineer
Bonnie Hubert, Superintendent of Engineering

MEMORANDUM

DATE: August 22, 2006

TO: Jennifer Yackley, Project Planner

FROM: Kimberly McMahan, Civil Engineer

RE: Starbucks – 6/15/2006 Submittal
PZ 17-2006, C2 to PC

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.

- It should be made clear that the eastern drive onto Olive Boulevard is to be removed. It is our understanding that the Missouri Department of Transportation has specific concerns about the location and width of the other two drives; therefore, the configuration of these drives may need to be modified.

Please be advised, the Department of Public Works is aware of the following issues/concerns related to the project that, due to their nature, are not specifically addressed by the rezoning conditions developed by this Department:

- It is our understanding that the Department of Planning performed research and found no cross access requirements on the adjacent Capital Land Company tract, and that the developer has been encouraged to look into cross access arrangements and has been unable to reach any such agreement with the owners of the adjacent property. Accordingly, the conditions below are predicated upon cross access not being available from the adjacent site at this time. Should this prove not to be the case, revisions to these comments may be appropriate.

The Department of Public Works recommends the following conditions related to site specific issues be applied to the rezoning petition:

Access

1. Access to Olive Boulevard shall be limited to one entrance close to the west property line. The location and geometry of the access shall be as directed by the Department of Public Works and the Missouri Department of Transportation. The west edge of the entrance shall be at least 10 feet east of the west terminus of the median on Olive Boulevard. It shall be the developer's responsibility to extend the median if necessary and if approved by the Missouri Department of Transportation.

2. Access to State Route 141 (Woodsmill Road) shall be limited to one entrance close to the south property line. Should alternate access and adequate circulation be made available to the site prior to approval of the Site Development Plan, no direct access to State Route 141 (Woodsmill Road) shall be permitted. Should alternate access be made available after initial development of the site, the access to State Route 141 (Woodsmill Road) shall be removed at

such time as a significant change is made to the building or the site layout as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The location and geometry of the access, if permitted, shall be as directed by the Department of Public Works and the Missouri Department of Transportation.

Road Improvements

3. Provide any additional right-of-way and construct any improvements to Olive Boulevard and State Route 141 (Woodsmill Road), as required by the Missouri Department of Transportation.

4. All roadway and related improvements shall be completed prior to final paving of the parking lot for the development.

Pedestrian Circulation

5. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Olive Boulevard and the State Route 141 (Woodsmill Road) frontage of the site. The sidewalk may be located within State right-of-way, if permitted by the Missouri Department of Transportation, or within a 6 foot wide sidewalk, maintenance and utility easement.

Parking

6. No construction related parking shall be permitted within the Olive Boulevard or State Route 141 (Woodsmill Road) right of way.

Traffic Studies

7. 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.

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. DELETED – did not apply

G-4. DELETED – did not apply

G-5. DELETED – did not apply

G-6. DELETED – did not apply

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 two (2) feet, 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, **Missouri Department of Transportation**, 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, **Missouri Department of Transportation**, 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. DELETED – did not apply

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. DELETED – did not apply

Occupancy Permits

G-25. DELETED – did not apply

G-26. The development 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. DELETED – did not apply

Final Release of Subdivision Deposits

G-28. DELETED – did not apply

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. DELETED – did not apply

G-37. DELETED – did not apply

G-38. DELETED – did not apply

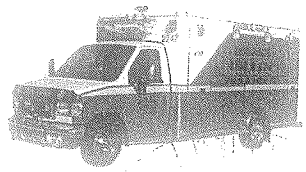
G-39. This development may require an NPDES permit from the Missouri Department of Natural Resources. NPDES permits are applicable to construction activities that disturb one (1) or more acres.

cc: Michael Geisel, Director of Public Works/City Engineer
Brian McGownd, Deputy Director of Public Works/Assistant City Engineer
Bonnie Hubert, Superintendent of Engineering
Teresa Price, Director of Planning

[illegible] Price, T. Yackley, M. Schlotzhauer 8/1/2006 Note: e-mail of this [illegible] /28/2006

MONARCH FIRE PROTECTION DISTRICT
13725 Olive Boulevard
Chesterfield, Missouri 63017-2640
(314) 514-0900
Fax (314) 514-0696

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



FIRE CHIEF
Clifford (Chip) Biele

Serving the Communities of
Ballwin
Chesterfield
Clarkson Valley
Creve Coeur
Maryland Heights
St. Louis County
Wildwood

July 28, 2006

RECEIVED
AUG - 1 2006
PLANNING DEPARTMENT

Ms. Teresa Price, Director
Chesterfield Planning Department
690 Chesterfield Parkway West
Chesterfield, MO 63017

Re: P.Z. 17-2006, Starbuck's, 13506 Olive Blvd (at S.W. corner of Woods Mill Rd)

Dear Ms. Price:

I have reviewed the above site plan and it provides adequate access for our emergency vehicles.

Additional fire hydrants are not required.

Sincerely,

David B. Nichols
Fire Marshal

cc: Marty Coad, Chesterfield Planning Department, via email

[illegible] J. Yackley, M. Schlotzhauer [illegible] 2006

Comments for August 14, 2006 Chesterfield Public Hearing

P.Z. 17-2006 13506 OLIVE (SPIRIT ENERGY)

As no Saint Louis County roadways are affected by this petition, we have no comment at this time. However, it is recommended that Missouri Department of Transportation be contacted regarding Route 141.

RECEIVED
[illegible] 31 2006
PLANNING
DEPARTMENT

Martha Coad - P.Z. 17-2006

From: "Coffelt-Tullos, Enola" <ECoffelt-Tullos@stlouisco.com>
To: "Martha Coad" <MCoad@chesterfield.mo.us>
Date: 7/31/2006 10:11 AM
Subject: P.Z. 17-2006
CC: "Sargent, Liane" <LSargent@stlouisco.com>

RECEIVED
JUL 31 2006
PLANNING
DEPARTMENT

Marty,

Attached are comments for P.Z. 17-2006. Let me know if you need anything else.

Enola

Martha Coad - P.Z. 17-2006 13506 Olive (Spirit Energy)

cc: T. Price, J. Yackley, M. Schlotzhauer 7/27/2006

From: "Eugene Johnson" <EWJOHN@stlmsd.com>
To: "Martha Coad" <MCoad@chesterfield.mo.us>
Date: 7/26/2006 9:02 PM
Subject: P.Z. 17-2006 13506 Olive (Spirit Energy)
CC: "Michael Buechter" <MTBUEC@stlmsd.com>

RECEIVED
JUL 26 2006
PLANNING DEPARTMENT

P.Z. 17-2006 13506 Olive (Spirit Energy): a request for a change of zoning from a "C2" Commercial District to a "PC" Planned Commercial District for a .31 acre tract of land located at 13506 Olive Blvd at the southwest corner of Olive Blvd and Woods Mill Road (Locator Number 16O330902).

The District has No Comment for this requested zoning change

C. Prince, T. Yackley, M. Schlotzhauer 8/9/2006

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

July 31, 2006

City of Chesterfield
Attn.: Mr. Maurice Hirsch – Planning Commission
690 Chesterfield, Pkwy W
Chesterfield, Missouri 63017-0760

RE: P.Z. 17-2006 13506 Olive (Spirit Energy)

Dear Chairman Hirsch:

This letter is in response to your zoning change request for P.Z. 17-2006 from "C2" Commercial District to "PC" Planned Commercial District, for a 0.31 acre tract of land located at 13506 Olive Blvd, at the southwest corner of Olive Blvd. and Woods Mill Road. (16O330902)

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

MISSOURI DEPARTMENT OF TRANSPORTATION
PLANNING AND ZONING COMMENTS

DATE: August 15, 2006

PETITION NO: P.Z. 17-2006

PETITIONER: Spirit Energy

MoDOT ROUTE: 340

MUNICIPALITY: Chesterfield

COUNTY: St Louis

RECEIVED
AUG 1[illegible] 2006
PLANNING
DEPARTMENT

APPROXIMATE LOCATION: At 13506 Olive Blvd at the southwest corner of Olive Blvd and Woods Mill Road.

COMMENTS:

1. Remove the eastern entrance on Olive Street Road, ~~and existing Four Seasons entrance to align with the existing north/south drive aisle~~. Utilize the existing roadway easement to Shell Oil for cross access from Four Seasons to the subject property. In support of Access Management Guidelines, this requirement will eliminate many turning points of conflict within the remaining entrance to Olive Street Road.

2. Remove the existing entrance on Woods Mill road and utilize the existing roadway easement to Shell Oil for cross-access to Four Seasons.

3. We recommend one-way circulation within the property to reduce the potential conflict with the narrow drive thru aisle on the south side of the proposed development.

4. 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. The entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.

VII. A.

City of Chesterfield

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

November 21, 2006

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

The agenda for the Planning Commission meeting on **November 27, 2006** will include the below referenced matter for your review.

P.Z. 17-2006 13506 Olive (Spirit Energy, LLC.): A request for a change of zoning from "C2" Commercial District to a "PC" Planned Commercial District for an approximately 0.31 acre tract of land located at 13506 Olive Blvd. at the southwest corner of Olive Blvd. and Woods Mill Road.

A public hearing was held on August 14, 2006. In response to several issues raised at the public hearing, the petitioner submitted a revised plan to the City of Chesterfield on November 15, 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.

1. Provide revised comments from the Missouri Department of Transportation.

   Staff response: Issue remains open. Staff is awaiting revised comments from the Missouri Department of Transportation based

on the new plan submitted to the City of Chesterfield on November 15, 2006.

2. How will the development affect traffic levels at the intersection of Olive and Woods Mill Road?

   Petitioner's response: "A traffic study is currently being done by Crawford, Bunte, Brammeier and will be forth coming."

   Staff response: Issue remains open. Staff is awaiting the traffic study.

3. Provide a queuing study as it relates to the internal traffic and drive-thru for the site.

   Petitioner's response: "A traffic study is currently being done by Crawford, Bunte, Brammeier and will be forth coming."

   Staff response: Issue remains open. Staff is awaiting the traffic study.

3. The City of Chesterfield Ordinance Number 1747 requires 40% openspace.

   Petitioner's response: "Open space calculations are shown on the cover sheet."

Staff Response: The City of Chesterfield Zoning Ordinance requires an open space percentage of 40% for retail developments adjacent to commercial uses. The petition before you has an open space of 17.85%.

Section 1003.140 allows the open space requirement to be amended if the petitioner has demonstrates that said amendment will encourage, promote, and reward good architecture and urban planning.

This will require a separate two-thirds vote (six) of the Planning Commission.

THE FOLLOWING ISSUES HAVE BEEN ADDRESSED

1. Remove "filling station" as a permitted use.

   Petitioner's response: "Filling Station has been removed as a permitted use."

   Staff response: Issue has been addressed. The use has been

removed from Section C, "Permitted Uses", on page 1 of the Attachment A.

2. Can the curb cuts along Olive and Woods Mill Road be closed? Is cross access available from the neighboring property?

   Petitioner's response: "Cross access is not available from the neighboring property so the existing entrances on Woods Mill Rd. and the western most entrance on Olive will need to be utilized. The most eastern existing entrance on Olive will be closed off and removed.

   Staff response: Issue has been addressed. Language is included in Section K, "Access and Access Management", on page 5 of the Attachment A.

3. Is a loading zone proposed for this site?

   Petitioner's response: "A loading zone is shown on the western side of the development."

   Staff response: Issue has been addressed.

4. The City of Chesterfield Tree Manual requires parking islands at the end of a single row of parking, to be at least 100 square feet in area.

   Petitioner's response: "Parking islands are now shown on the ends of single row parking and are at least 100 square feet each."

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

5. The City of Chesterfield Tree Manual requires two deciduous trees in parking islands at the end of a single row of parking. Trees cannot block the sight distance triangle.

   Petitioner's response: "We will comply with the City of Chesterfield's Tree Manual requiring two deciduous trees in the parking islands."

   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. Provide Floor Area Ratio (FAR) calculation on Preliminary Plan. Note the maximum allowable FAR, per City of Chesterfield Ordinance Number 1747 is 0.25.

   Petitioner's response: "Floor Area Ratio (FAR) calculations are on the cover sheet."

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

7. Provide the building height.

   Petitioner's response: "The building height is stated on the cover sheet."

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

8. Will a sign package be proposed?

   Petitioner's response: "Reference is made in note 2 on the second page of the plans about proposed signage."

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

9. Will the proposed concrete area in front of the building be used as outdoor seating?

   Petitioner's response: "The concrete area adjacent to the proposed building is noted to have outdoor seating."

   Staff response: Issue has been addressed.

10. Will sidewalks be provided for pedestrian access?

    Petitioner's response: "Five foot wide sidewalks are shown on the plan along Olive and Woods Mill Roads."

    Staff response: Issue has been addressed. Language has been added to Section L "Public/Private Road

Improvements, Including Pedestrian Circulation," on page 7 of the Attachment A.

11. Lighting shall be required per the City of Chesterfield Ordinance Number 2228.

    Petitioner's response: "Reference is made in note 1 on the second page of the plans about the City of Chesterfield lighting requirement."

    Staff response: Issue has been addressed. Language has been added in Section I "Light Requirements," on page 4 of the Attachment A.

12. It should be made clear that the eastern drive onto Olive Boulevard is to be removed. It is our (Public Works) understanding that the Missouri Department of Transportation has specific concerns about the location and width of the other two drives; therefore, the configuration of these drives may need to be modified.

    Petitioner's response: "The plan calls for the existing curb along the south side of Olive and the west side of Woods Mill Rd. to be removed and replaced with a new vertical S curb."

    Staff response: Issue has been addressed. Language has been added in Section K, "Access and Access Management", on page 5 of the Attachment A.

13. Remove the eastern entrance on Olive Street Road, and existing Four Seasons entrance to align with the existing north/south drive aisle. Utilize the existing roadway easement to Shell Oil for cross access from Four Seasons to the subject property. In support of Access Management Guidelines, this requirement will eliminate many turning points of conflict within the remaining entrance to Olive Street Road.

    Petitioner's response: "The plan calls for the existing curb along the south side of Olive and the west side of Woods Mill Rd. to be removed and replaced with a new vertical S curb."

    Staff response: Issue has been addressed. Language added to Section K, "Access and Access Management", on page 5 of the Attachment A.

14. Remove the existing entrance on Woods Mill road and utilize the existing roadway easement to Shell Oil for cross-access to Four Seasons.

    Petitioner's response: "The plan calls for the existing curb along the south side of Olive and the west side of Woods Mill Rd. to be removed and replaced with a new vertical S curb."

    Staff response: Issue has been addressed. Language added to Section K, "Access and Access Management", on page 5 of the Attachment A.

15. We recommend one-way circulation within the property to reduce the potential conflict with the narrow drive thru aisle on the south side of the proposed development.

    Petitioner's response: "The plan has been revised to show one-way circulation within the property."

    Staff response: Issue has been addressed. Language added to Section K, "Access and Access Management", on page 5 of the Attachment A.

16. 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. The entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.

    Petitioner's response: "Reference is made in note 3 on the second page of the plans about roadway and related improvements to be completed prior to final paving of the parking lot."

    Staff response: Issue has been addressed. Language added to Section A, "Site Development Plan Submittal Requirements", on page 10 of the Attachment A.

Respectfully Submitted,

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee E. Nassif
Senior Planner
of Zoning Administration

Cc:

1. City Attorney
2. City Administrator
3. Department of Public Works
4. Petitioner

Attachments:

1. Draft Attachment A
2. Comprehensive Plan Worksheet
3. Preliminary Plan
4. Agency Comments

SPIRIT ENERGY, LLC 13506 OLIVE BLVD.

A TRACT OF LAND IN PART OF LOT 2 IN SHARE NO. 1 OF THE PARTITION OF MISSOURI STEVENS ESTATE IN U.S. SURVEY 207 TOWNSHIP 46 NORTH, RANGE 5 EAST CITY OF CHESTERFIELD ST. LOUIS COUNTY, MISSOURI

SPIRIT ENERGY, LLC

IN CONNECTION WITH A CHANGE OF ZONING FOR THE FOLLOWING DESCRIBED PROPERTY FROM "C-2" SHOPPING DISTRICT TO "PC" PLANNED COMMERCIAL P.Z. 04-2005.

A TRACT OF LAND IN PART OF LOT 2 IN SHARE NO. 1 OF THE PARTITION OF MISSOURI STEVENS ESTATE IN U.S. SURVEY 207, TOWNSHIP 46 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

SURVEYED PROPERTY DESCRIPTION OF #13506 OLIVE BOULEVARD:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF OLIVE STREET ROAD, AS WIDENED BY DEED RECORDED IN BOOK 6853, PAGE 1200 OF THE ST. LOUIS COUNTY RECORDS, WITH THE WESTERLY LINE OF A PARCEL DESCRIBED IN DEED TO EQUILON ENTERPRISES LLC RECORDED IN BOOK 11717, PAGE 1152 OF SAID COUNTY RECORDS; THENCE ALONG THE SOUTHERLY AND SOUTHWESTERLY LINE OF SAID OLIVE STREET ROAD THE FOLLOWING BEARINGS AND DISTANCES: NORTH 83 DEGREES 01 MINUTE 21 SECONDS EAST, 117.69 FEET; SOUTH 65 DEGREES 13 MINUTES 43 SECONDS EAST, 38.07 FEET AND SOUTH 09 DEGREES 30 MINUTES 26 SECONDS EAST, 42.35 FEET TO A POINT ON THE CURVED WESTERLY LINE OF WOODS MILL ROAD, WITH VARIABLE WIDTH, AND THE CENTER OF SAID CURVE BEARS FROM SAID POINT SOUTH 79 DEGREES 36 MINUTES 12 SECONDS EAST, 985.72 FEET; THENCE ALONG SAID CURVED WESTERLY LINE OF WOODS MILL ROAD, SOUTHERLY, 30.44 FEET TO THE SOUTHERLY LINE OF SAID EQUILON ENTERPRISES LLC PARCEL; THENCE ALONG SAID SOUTHERLY LINE, SOUTH 81 DEGREES 31 MINUTES 30 SECONDS WEST, 140.85 FEET TO THE WESTERLY LINE OF SAID EQUILON ENTERPRISES LLC PARCEL; THENCE ALONG SAID WESTERLY LINE, NORTH 08 DEGREES 28 MINUTES 30 SECONDS WEST, 95.24 FEET TO THE POINT OF BEGINNING, ACCORDING TO SURVEY NUMBER 181067 EXECUTED BY JAMES ENGINEERING & SURVEYING COMPANY, INC., IN OCTOBER, 2003. BEARINGS ADOPTED FROM PLAT BOOK 341, PAGE 58 OF THE ST. LOUIS COUNTY RECORDS.

SPIRIT ENERGY, LLC, THE OWNER OF THE PROPERTY SHOWN ON THIS PLAN FOR AND IN CONSIDERATION OF BEING GRANTED A PERMIT TO DEVELOP PROPERTY UNDER THE PROVISIONS OF CHAPTER 1003.________ "PC" PLANNED COMMERCIAL P.Z. 04-2005 OF THE CITY OF CHESTERFIELD ORDINANCE #624, DO HEREBY AGREE AND DECLARE THAT SAID PROPERTY FROM THE DATE OF RECORDING THIS PLAN SHALL BE DEVELOPED ONLY AS SHOWN THEREON, UNLESS SAID PLAN IS AMENDED BY THE PLANNING COMMISSION, OR VOIDED OR VACATED BY ORDER OF ORDINANCE OF THE CITY OF CHESTERFIELD.

____
CHRIS KEMPH, PRESIDENT

STATE OF MISSOURI)
) SS.
COUNTY OF ST. LOUIS)

ON THIS ________ DAY OF ______________________, A.D., 2007, BEFORE ME PERSONALLY APPEARED CHRIS KEMPH, TO ME KNOWN, WHO, BEING BY ME SWORN IN, DID SAY THAT HE IS THE PRESIDENT OF SPIRIT ENERGY, LLC, A LIMITED LIABILITY COMPANY OF THE STATE OF MISSOURI, AND THAT THE SEAL AFFIXED TO THE FOREGOING INSTRUMENTS IS THE CORPORATE SEAL OF SAID LIMITED LIABILITY COMPANY, AND THAT SAID INSTRUMENT WAS SIGNED ON BEHALF OF SAID LIMITED LIABILITY COMPANY BY AUTHORITY OF ITS BOARD OF DIRECTORS, AND THE SAID CHRIS KEMPH ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID LIMITED LIABILITY COMPANY.

IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARIAL SEAL AT MY OFFICE IN ST. LOUIS COUNTY, MISSOURI, THE DAY AND YEAR LAST ABOVE WRITTEN.

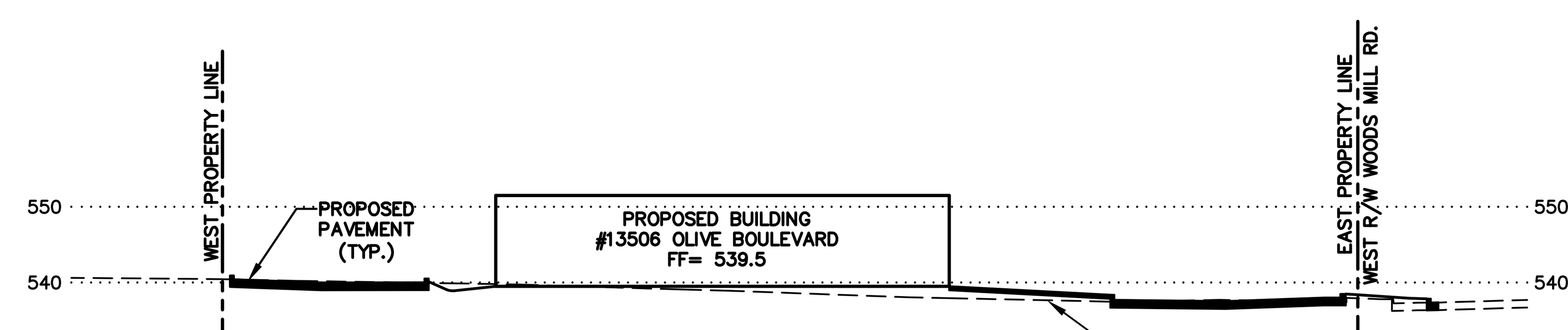
MY TERM EXPIRES:______________ ____________________
NOTARY PUBLIC

THIS SITE DEVELOPMENT PLAN WAS APPROVED BY THE CITY OF CHESTERFIELD PLANNING COMMISSION AND DULY VERIFIED ON THE _____ DAY OF _______________, 2007, BY THE CHAIRPERSON OF SAID COMMISSION, AUTHORIZING THE RECORDING OF THIS SITE PLAN PURSUANT TO CHESTERFIELD ORDINANCE NUMBER 200, AS ATTESTED TO BY THE DIRECTOR OF PLANNING AND THE CITY CLERK.

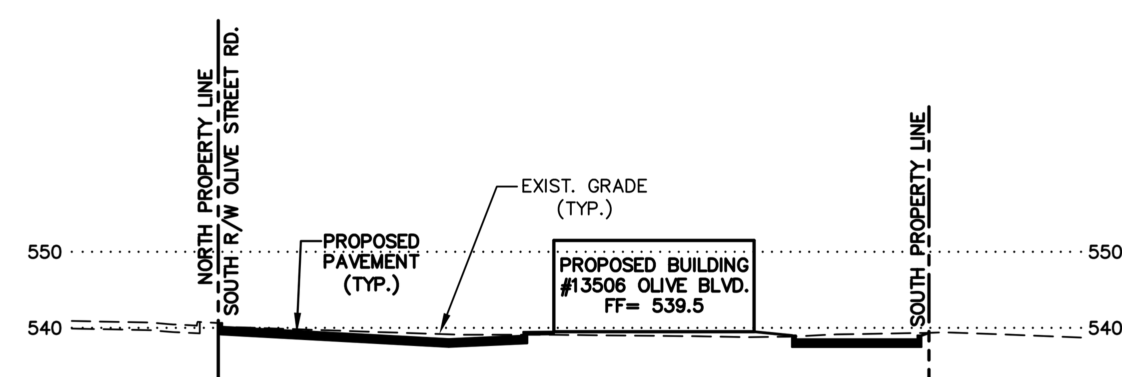
____
DIRECTOR OF PLANNING

____
CITY CLERK

LOCATION MAP
(NOT TO SCALE)



SITE SECTION "A-A"
HORIZONTAL & VERTICAL SCALE" 1" = 20'



SITE SECTION "B-B"
HORIZONTAL & VERTICAL SCALE" 1" = 20'

PARKING CALCULATIONS

1 SPACE FOR EVERY 2 SEATS (20 SEATS INSIDE & 12 SEATS OUTSIDE)....... 32 SEATS TOTAL = 16 PARKING SPACES

2 SPACES FOR EVERY 3 EMPLOYEES ON THE MAXIMUM SHIFT................ + 4 EMPLOYEES = 3 PARKING SPACES

19 PARKING SPACES TOTAL
9 PARKING SPACES TOTAL PROVIDED
10 PARKING SPACES TOTAL DEFICIENT

FLOOR AREA RATIO (F.A.R.) CALCULATIONS

(PER CITY OF CHESTERFIELD ORD. NO. 1747)

$$\frac{\text{BUILDING SQ. FT.} = 1{,}630 \text{ SQ. FT.}}{\text{TOTAL AREA OF SITE} = 13{,}526 \text{ SQ. FT.}} = 0.1205 \text{ F.A.R.}$$

OPEN SPACE CALCULATIONS

(PER CITY OF CHESTERFIELD ORD. NO. 1747)

$$\frac{\text{ALL GREEN \& LANDSCAPED AREAS + PEDESTRIAN ACCESS WAYS}}{\text{TOTAL AREA OF SITE}}$$

$$\frac{1{,}732 \text{ SQ. FT.} + 678 \text{ SQ. FT.}}{13{,}526 \text{ SQ. FT.}} = 0.1782 \text{ OR } 17.82\% \text{ OPEN SPACE}$$

NOTES:

1) GROSS SITE AREA: 13,526 SQUARE FEET MORE OR LESS, OR 0.31 ACRES, MORE OR LESS.

2) PROPOSED USE OF BUILDING: COFFEE SHOP WITH DRIVE THROUGH WINDOW.

3) PROPOSED CONSTRUCTION TYPE:

4) PROPOSED FLOOR AREA = 1,630 SQ. FT.

5) PROPOSED BUILDING HEIGHT: 21 FEET, 25 FEET AT ENTRY LEVEL

6) BUILDING SET BACKS: NONE FOUND

7) NEAREST ELEMENTARY SCHOOL: RIVER BEND

8) NEAREST HIGH SCHOOL: PARKWAY CENTRAL HIGH SCHOOL

9) CURRENT ZONING: "C-2" SHOPPING DISTRICT

10) FIRE DISTRICT: MONARCH FIRE PROTECTION DISTRICT

11) WATER DISTRICT: MISSOURI AMERICAN WATER COMPANY

12) SEWER DISTRICT: METROPOLITAN ST. LOUIS SEWER DISTRICT

13) ELECTRIC DISTRICT: AMERENUE

14) SCHOOL DISTRICT: PARKWAY

15) BENCHMARK: ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS & TRAFFIC BENCHMARK #8-179 - ELEVATION = 560.62 FEET: "L" ON THE SOUTHEAST CORNER OF THE SIGNAL CONTROL BOX IN THE ISLAND AT THE NORTHEAST CORNER OF RIVER VALLEY DRIVE AND OLIVE STREET ROAD.

16) SOURCE OF TITLE: FIRST AMERICAN TITLE INSURANCE COMPANY - FILE NO.: 62-43051, DATED: JUNE 25, 2003. ITEM 9: EASEMENT TO YARHOLA PIPE LINE COMPANY IN BOOK 425, PAGE 52 (AFFECTS LOT 3, SHARE 2) AND ASSIGNMENT TO OZARK PIPE LINE CORPORATION IN BOOK 472, PAGE 14 (INCORRECT BOOK & PAGE) AND MODIFICATION THEREOF IN BOOK 5176, PAGE 54 (AFFECTS LOT 5, SHARE 3 AND LOT 3, SHARE 2). ITEM 10: EASEMENT TO LACLEDE GAS COMPANY IN BOOK 4420, PAGE 601 AND 603 (WITHIN THE EXCEPTION AREA NOW PART OF OLIVE BOULEVARD)

17) SOURCE OF BEARINGS: ADOPTED FROM PLAT BOOK 341, PAGE 58 OF THE ST. LOUIS COUNTY RECORDS.

18) SOURCE OF DEED: CONVEYED TO EQUILON ENTERPRISES, L.L.C. IN DEED BOOK 11717, PAGE 1152 OF THE ST. LOUIS COUNTY RECORDS.

19) LOCATOR NO.: 16Q33-0902 ST. LOUIS COUNTY, MISSOURI

20) THE LOCATION OF EXISTING UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION, THEREFORE THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UTILITIES, SHOWN OR NOT SHOWN, AND SAID UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY PROJECT CONSTRUCTION.

21) PRESENT OWNERS: SPIRIT ENERGY, L.L.C.
50 S. BEMISTON
CLAYTON, MISSOURI 63105
(314) 898-9239 FAX: (314) 726-9575

22) DEVELOPER: SPIRIT ENERGY, L.L.C.
50 S. BEMISTON
CLAYTON, MISSOURI 63105
(314) 898-9239 FAX: (314) 726-9575

23) SUBDIVISION DESIGNER: JAMES ENGINEERING & SURVEYING COMPANY, INC.
10811 BIG BEND BLVD.
KIRKWOOD, MO. 63122
(314) 822-1006 FAX: (314) 822-0006

THIS IS TO CERTIFY THAT AT THE REQUEST OF SPIRIT ENERGY, LLC., WE HAVE IN THE MONTH OF JANUARY, 2007, PREPARED A PRELIMINARY SITE DEVELOPMENT PLAN OF A TRACT OF LAND IN PART OF LOT 2 IN SHARE NO. 1 OF THE PARTITION OF MISSOURI STEVENS ESTATE IN U.S. SURVEY 207, TOWNSHIP 46 NORTH, RANGE 5 EAST, IN THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI.

IN WITNESS WHEREOF, I HAVE SIGNED AND SEALED THE FOREGOING PLAT THIS ___ DAY OF JANUARY, 2007.

JAMES ENGINEERING AND SURVEYING COMPANY, INC.

____
PHILLIP J. WURM, MO REG. LS-2278

MISSOURI ONE CALL SYSTEM, INC. 1-800-344-7483 Dig Safely - CALL BEFORE YOU DIG!

1-800-DIGRITE: 1-800-344-7483
MODOT U.G. LOCATE PHONE NUMBER: 314-340-4100

LEGEND

- EX. TRAFFIC SIGNAL
- EX. TRAFFIC CONTROL BOX
- EX. UTILITY POLE
- EX. UTILITY POLE
- EX. GUY ANCHOR
- EX. WATER METER
- EX. MONITORING WELL
- EX. GAS DRIP
- EX. WATER MAIN
- EX. GAS MAIN

REVISIONS

NO.	DATE	BY	DESCRIPTION:
1	7/26/06	JNW	REMOVED PROPERTY DESCRIPTION PER TITLE COMMITMENT
2	8/9/06	JNW	REVISED ACREAGE IN NOTE NO. 1.
3	11/1/06	JNW	NEW SITE LAYOUT/ADDED IMPRVMNTS. WITHIN 150 FT. OF SITE
4	11/6/06	JNW	REVISIONS PER CITY OF CHESTERFIELD
5	11/14/06	JNW	REVISIONS PER CITY OF CHESTERFIELD
6	12/22/06	JNW	REVISIONS PER CITY OF CHESTERFIELD & MODOT

SPIRIT ENERGY, LLC
13506 OLIVE BLVD.
CHESTERFIELD, MO
63017

PRELIMINARY DEVELOPMENT PLAN

PREPARED FOR: SPIRIT ENERGY, LLC
50 S. BEMISTON AVE.
ST. LOUIS, MO 63105
ATTN.: JAY CHAMBERS
314-898-9239 314-726-9575 (FAX)

JAMES ENGINEERING & SURVEYING CO., INC.
Engineers Planners Surveyors
10811 Big Bend Boulevard Kirkwood, MO 63122
Phone: (314) 822-1006 Fax: (314) 822-0006

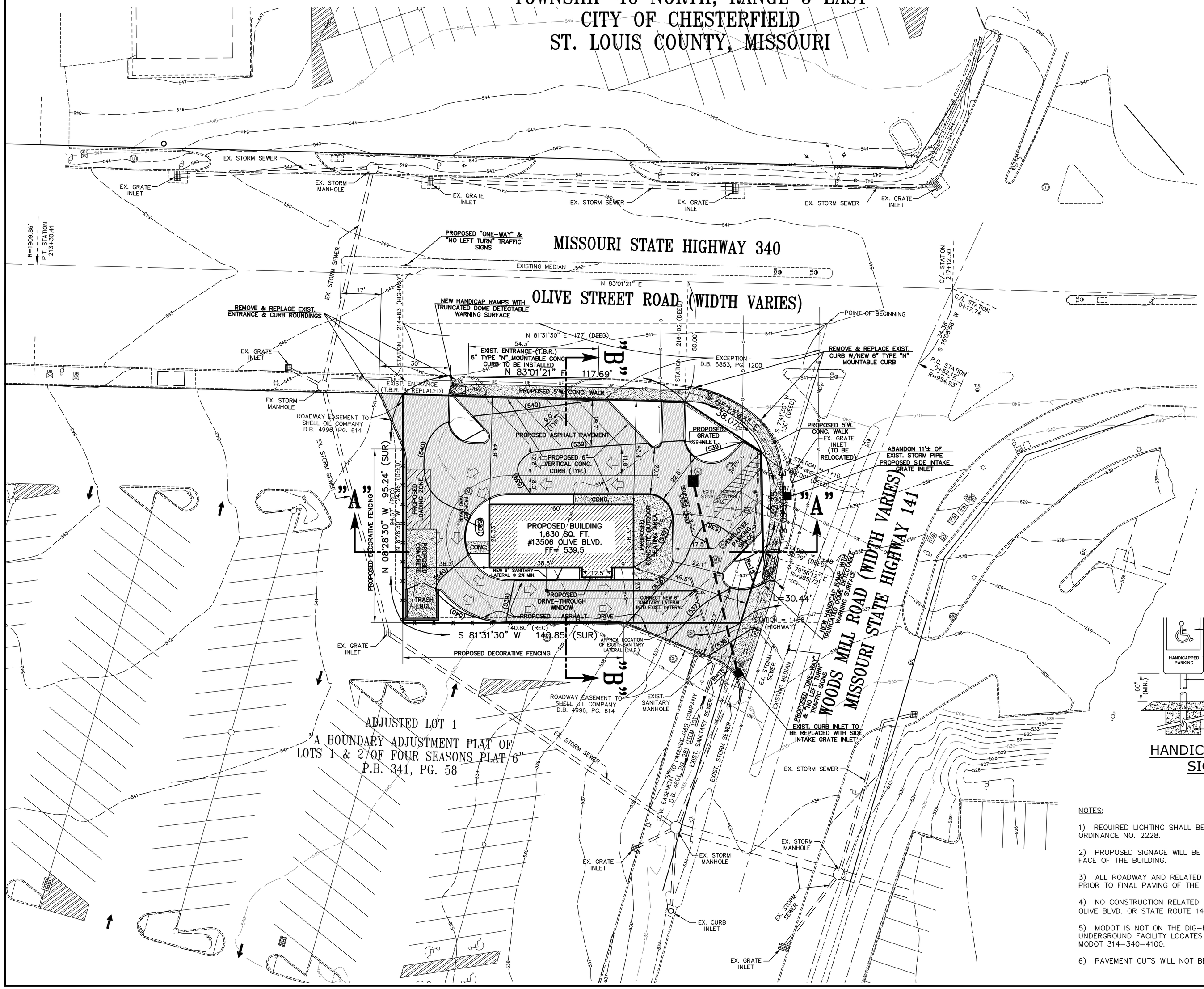
Sur.	RS	Scale:	Survey No.	181067
Drw.	JNW	Vertical: 1" = 20'		
Chk.	CLS	Horizontal: 1" = 20'	Date:	5/2/06

N:\Engineering Projects\181067\dwg\181067-PDP.dwg 1/3/2007 11:23:50 AM CST

1

SPIRIT ENERGY, LLC 13506 OLIVE BLVD.

A TRACT OF LAND IN PART OF LOT 2 IN SHARE NO. 1 OF THE PARTITION OF MISSOURI STEVENS ESTATE IN U.S. SURVEY 207
TOWNSHIP 46 NORTH, RANGE 5 EAST
CITY OF CHESTERFIELD
ST. LOUIS COUNTY, MISSOURI



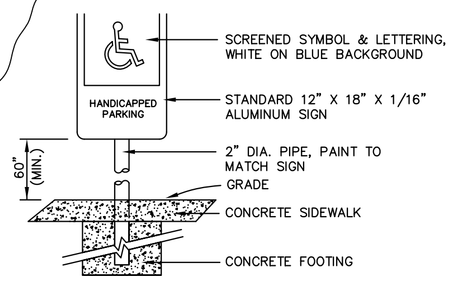
LOCATION MAP

N

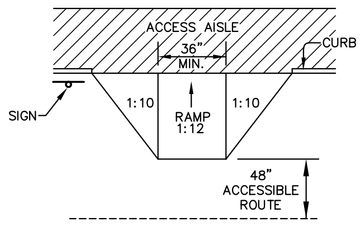
GRAPHIC SCALE

20' 0 10' 20' 40' 80'

(IN FEET)
1 inch = 20' ft.



HANDICAPPED PARKING SIGN DETAIL



HANDICAPPED CURB RAMP DETAIL

MINIMUM WIDTH: 36", MAXIMUM RAMP SLOPE: 1:12, MAXIMUM SLOPE OF FLARES: 1:10

NOTES:

1) REQUIRED LIGHTING SHALL BE PER THE CITY OF CHESTERFIELD ORDINANCE NO. 2228.

2) PROPOSED SIGNAGE WILL BE WALL MOUNTED ON THE EXTERIOR FACE OF THE BUILDING.

3) ALL ROADWAY AND RELATED IMPROVEMENTS SHALL BE COMPLETED PRIOR TO FINAL PAVING OF THE PARKING LOT FOR THE DEVELOPMENT.

4) NO CONSTRUCTION RELATED PARKING SHALL BE PERMITTED WITHIN OLIVE BLVD. OR STATE ROUTE 141 (WOODSMILL ROAD) RIGHT-OF-WAY.

5) MODOT IS NOT ON THE DIG-RITE ONE-CALL SYSTEM. FOR UNDERGROUND FACILITY LOCATES WITHIN THE RIGHT-OF-WAY, CALL MODOT 314-340-4100.

6) PAVEMENT CUTS WILL NOT BE ALLOWED FOR NEW WATER SERVICE.

LEGEND

- EX. TRAFFIC SIGNAL
- EX. TRAFFIC CONTROL BOX
- EX. UTILITY POLE
- EX. UTILITY POLE
- EX. GUY ANCHOR
- EX. WATER METER
- EX. MONITORING WELL
- EX. GAS DRIP
- EX. WATER MAIN
- EX. GAS MAIN

NO.	DATE	BY	DESCRIPTION:
1	7/28/06	JNW	REMOVED PROPERTY DESCRIPTION PER TITLE COMMITMENT
2	8/9/06	JNW	REVISED ACREAGE IN NOTE NO. 1.
3	11/1/06	JNW	NEW SITE LAYOUT/ADDED IMPRVMNTS. WITHIN 150 FT. OF SITE
4	11/6/06	JNW	REVISIONS PER CITY OF CHESTERFIELD
5	11/14/06	JNW	REVISIONS PER CITY OF CHESTERFIELD
6	12/22/06	JNW	REVISIONS PER CITY OF CHESTERFIELD & MODOT

REVISIONS

SPIRIT ENERGY, LLC
13506 OLIVE BLVD.
CHESTERFIELD, MO
63017

PRELIMINARY DEVELOPMENT PLAN

PREPARED FOR: SPIRIT ENERGY, LLC
50 S. BEMISTON AVE.
ST. LOUIS, MO 63105
ATTN.: JAY CHAMBERS
314-898-9239 314-726-9575 (FAX)

JAMES ENGINEERING & SURVEYING CO., INC.
Engineers Planners Surveyors
10811 Big Bend Boulevard Kirkwood, MO 63122
Phone: (314) 822-1006 Fax: (314) 822-0006

Sur. RS Scale: Survey No. 181067
Drw. JNW Vertical: 1" = 20'
Chk. CLS Horizontal: 1" = 20' Date: 5/2/06
W:\Engineering Projects\181067-PRP.dwg 1/23/2007 10:50:44 AM CST

2

City of Chesterfield

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

VIII. C.

Planning Commission Staff Report

Subject: **Rezoning Vote Report**

From: Jennifer Yackley, Project Planner

Meeting Date: January 22, 2007

Location: 17555 and 17551 Chesterfield Airport Road

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

Speakers: In favor: 0
In opposition: 1
Neutral: 0

Proposal Summary

OB Development, Inc. has submitted an application for a change of zoning from "NU" Non-Urban to a "PI" Planned Industrial District per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.150. The site is located approximately 100 feet east of the intersection of Long Road and Chesterfield Airport Road.

Staff Recommendation

The Attachment A for this request meets all of the development requirements of the City of Chesterfield and therefore, Staff recommends approval of the change of zoning from "NU" Non-Urban to a "PI" Planned Industrial District.

Zoning Analysis

A preliminary plan accompanies all rezoning requests when the change of zoning is to a Planned District. When a vote is taken on a rezoning request, the vote is to approve the change of zoning with an Attachment A. The vote is not to approve the accompanying preliminary plan which is provided for informational purposes only.

The preliminary plan submitted with this rezoning request currently does not adhere to the side yard setbacks for internal drives set forth in the City's Zoning Ordinance Section 1003.150. Section 1003.150 requires a twenty-five (25) foot setback for internal drives when a Planned Industrial District abuts a Non-Urban District.

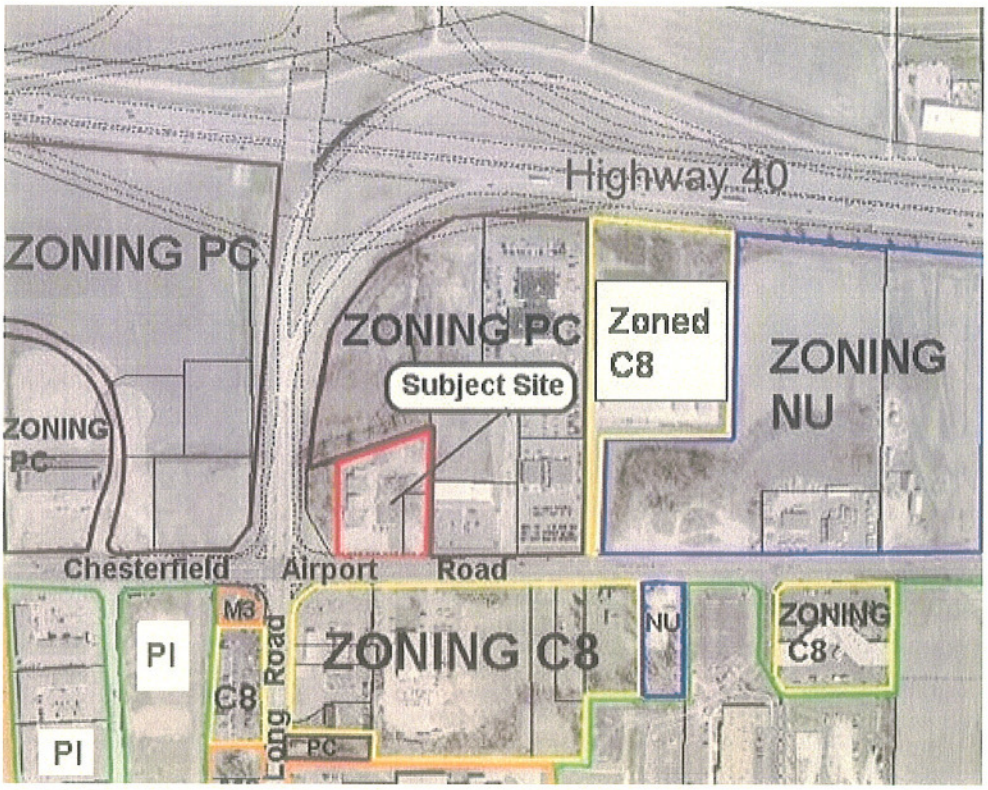
The Section also requires an additional one (1) foot setback for every two (2) feet of building height greater than thirty (30) feet. The Zoning Ordinance allows the petitioner to seek a variance from the Board of Adjustment.

The proposed building is fifty-three (53) feet and the site abuts a Non-Urban parcel to the west. Therefore, the minimum western parking setback is thirty-seven (37) feet as reflected in the Attachment A.

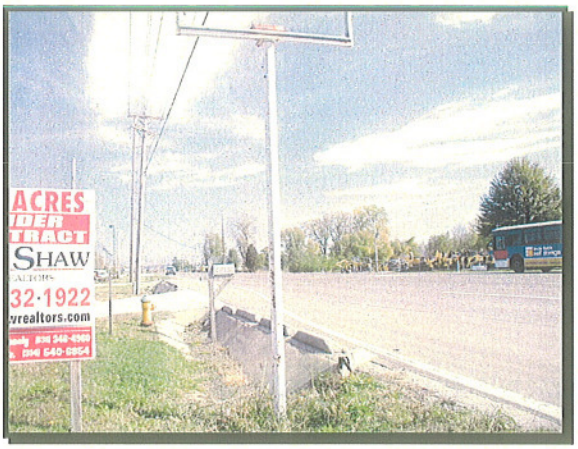
During site plan review, if a site development plan is submitted which still does not meet the requirements set forth in the Attachment A, the site development plan will not be considered for approval before the Planning Commission.

Surrounding Land Use and Zoning
The land use and zoning for the properties surrounding this parcel are as follows:

North: The property to the north is Highway 40 Park and is zoned "PC" Planned Commercial District.
South: McDonald's is located across Chesterfield Airport Road to the south and is zoned "C-8" Planned Commercial District.
East: The property to the east is Highway 40 Park and is zoned "PC" Planned Commercial District.
West: Walgreens is located across Long Road to the west and is zoned "PC" Planned Commercial District.



Looking west along Chesterfield Airport Road.



Looking east along Chesterfield Airport Road

Standing on the site, looking across Chesterfield Airport Road.

Comprehensive Plan Analysis
The Comprehensive Plan identifies this area as mixed commercial. Retail, low-density office and office/warehouse facilities are appropriate land uses for this site. This subject site is located in the Chesterfield Valley and meets the development criteria identified by the Comprehensive Plan for the Chesterfield Valley.

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

Issues
A public hearing was held on this request on November 13, 2006. On December 21, 2006 the City received a letter in opposition to this development. The letter was included in the Planning Commission packets for the January 8, 2007 meeting.

The following is a list of issues that arose from previous meetings before the Planning Commission:

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 thirty-seven (37) foot requirement has been included in Section E. "Setbacks" on page 3 of the Attachment A. Petitioner will seek a variance from the Board of Adjustment.

2. How many parking spaces are provided for the development?

   Petitioner's response: "We have double checked the plans and they correctly reflect 63 spaces as required and that is also shown in the parking calculations."

   Staff response: Issue has been addressed.

3. How many square feet of open space does the development provide?

   Petitioner's response: "We have double checked the calculations for the site and this development has 29,994 s.f. of open space or 30% as required and shown on the plans."

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

4. How many stories is the proposed building?

   Petitioner's response: From Chesterfield Airport Road side, the building will be 3 stories and from the Highway 40 side it will have four. The roof line will be consistent from front to back and the change in the number of stories will be taken care of internally. At the next meeting, we will provide with the power point presentation, a section view through the entire building which should help explain the layout."

   Staff response: Issue has been addressed. Drivers along Chesterfield Airport Road will see a three (3) story building. Internally, the building will have three stories towards Chesterfield Airport Road and four stories facing Highway 64/40. These internal story changes will not be visible on the exterior of the building.

   The building is forty-five (45) feet at the roof line and fifty-three (53) feet at the mansard roof peak. Language has been included in Section D. "Floor Area, Height, Building and Parking Structure Requirements" on page 2 of the Attachment A.

5. How many stories is the Gundaker building?

   Petitioner's response: "Per plans provided by the City of Chesterfield, they show 3 stories. This comparison of buildings will also be included in the power point presentation at the next meeting."

   Staff response: Issue has been addressed. The Gundaker building located at 100 Chesterfield Business Parkway is a three (3) story building. The building is forty-seven (47) feet high at the roof line.

   The building proposed for Simply Storage is comparable in height to the Gundaker building located west of the proposed building.

6. Is the developer willing to remove "drive thru" from the fast food restaurant use?

   Petitioner's response: "The client has indicated that they have no problem removing this item per the City's request."

   Staff response: Issue has been addressed. "Drive thru services" has been removed from the "restaurant, fast food" use in Section C "Permitted Uses" on page 1 of the Attachment A.

Request
Staff recommends approval of the change of zoning from "NU" Non-Urban to a "PI" Planned Industrial District with the Attachment A as written.

Respectfully submitted,

Jennifer L. Yackley

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments
1. Attachment A
2. Agency Comments
3. Preliminary Plan

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.

c. Restaurants, sit down.

d. Stores, shops, markets, service 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 following Ancillary Uses shall be permitted:

   a. Automatic vending facilities for:
      i. Ice and solids carbon dioxide (dry ice);
      ii. Beverages;
      iii. Confections.

3. 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.

   b. Drive-through services are specifically excluded from 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. Open space: Open space includes all areas excluding the building or areas for vehicular circulation

      A minimum of thirty percent (30%) open space 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 (PI) District.

c. Forty (40) feet from the northern boundary of the (PI) District.

d. Fifty-five (55) feet from the eastern boundary of the (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 (PI) District.

c. Eight (8) feet from the northern boundary of the (PI) District.

d. Eight (8) feet from the eastern boundary of the (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 (PI) District.

c. Forty (40) feet from the northern boundary of the (PI) District.

d. Fifty (50) feet from the eastern boundary of the (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 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.

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:

Type of Development	Required Contribution
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. Lois 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 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.

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.

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.

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

cc. J. Yackley, M. Lafond RE: PZ 25-2006 12/6/2006

Charlie A. Dooley
County Executive

Saint Louis
COUNTY
HIGHWAYS & TRAFFIC

Garry W. Earls, P.E.
Acting Director

November 30, 2006

RECEIVED
DEC 6 2006
PLANNING
DEPARTMENT

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

cc: J. Yackley, M. Lafond 12/6/2006 RE: PZ 25-2006

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:

Type of Development	Required Contribution
Commercial	$2.05/sq. ft. of building space
Office	$1.43/sq. ft. of building space
Industrial	$4,937.22/acre

RECEIVED
6 2006
PLANNING
DEPARTMENT

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.

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: Zavradinos & Polk, Inc., 17813 Edison Avenue, Suite 201, Chesterfield, MO 63005
Strickland Construction Company, 720 South Rogers Road, Suite B, Olathe, KS 66062

cc. J. Yackley, M. Lafond 11/7/2006

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.

cc. J. Yackley, M. Lafond, A. McCaskill-Clay, M. Geisel 10/30/2006

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. Terschluse, Treasurer

FIRE CHIEF
Clifford (Chip) Biele

October 30, 2006

Mr. Jim Exler
Zavradinos & Polk
17813 Edison Ave, Suite 201
Chesterfield, MO 63005

PZ 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

FMSM ENGINEERS

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 Zavradinos & 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 (Zavradinos 636-449-0148 fax)

MANTY LOAD
TERESA PRICE (CITY OF CHESTERFIELD)
636-537-4798 FAX

STORAGE MASTERS

December 19, 2006

RECEIVED
DEC 21 2006
PLANNING DEPARTMENT

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

STORAGE MASTERS

RECEIVED
DEC 21 2006
PLANNING
DEPARTMENT

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

City of Chesterfield

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

VIII. C.

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

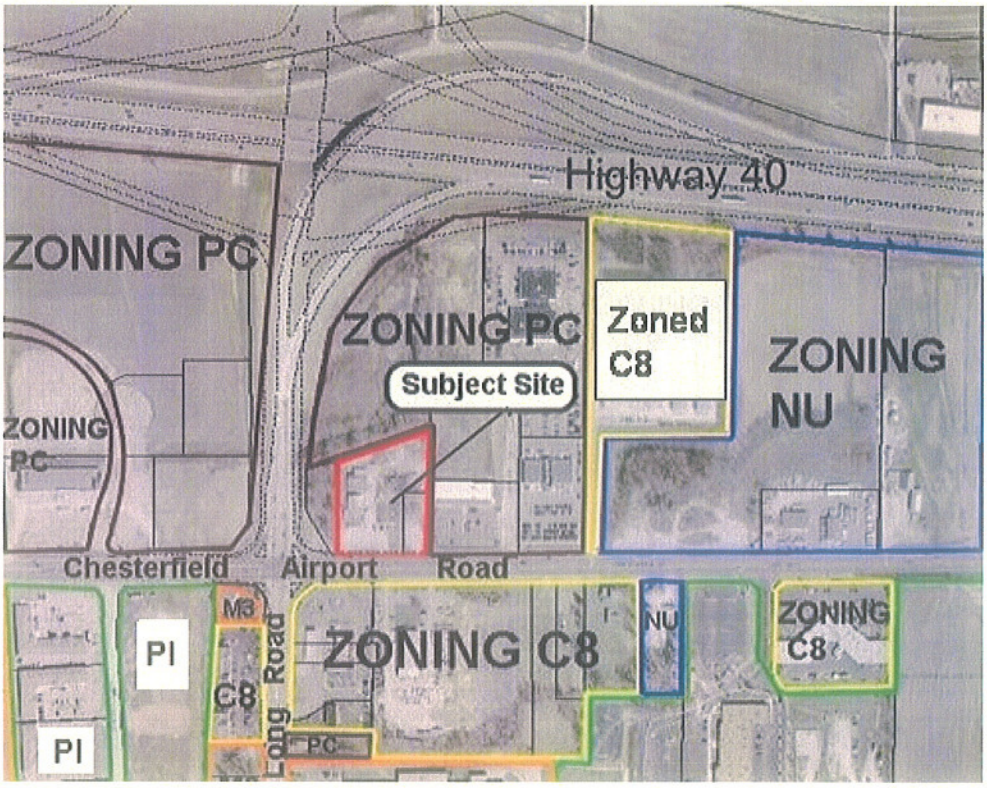
The land use and zoning for the properties surrounding this parcel are as follows:

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. Zavradinos & 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 L. Yackley

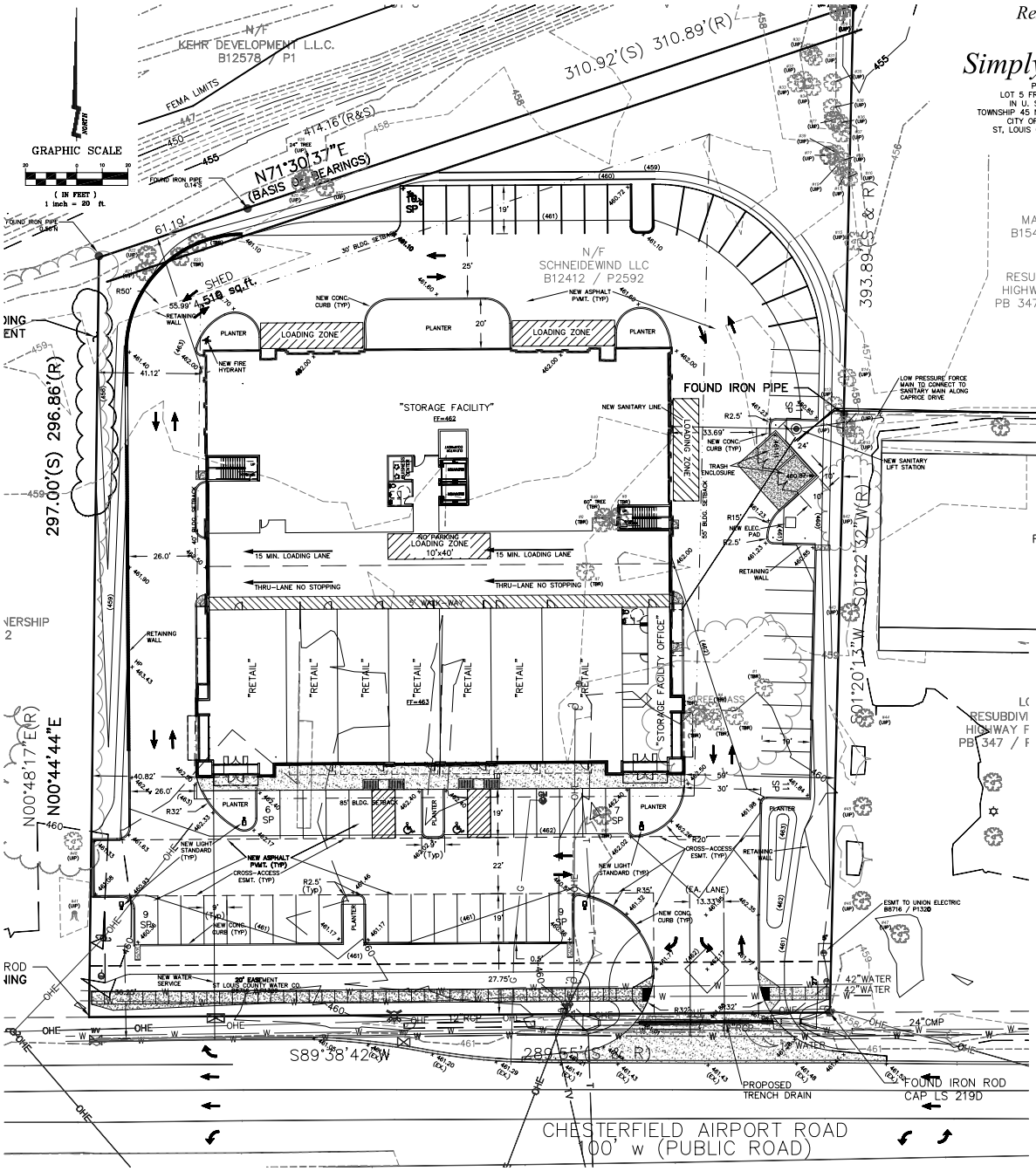
Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner
of Zoning Administration

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



Rezoning
for
Simply Storage

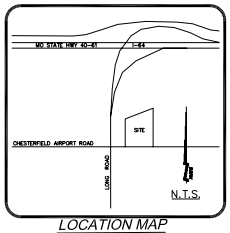
PART OF
LOT 5 FRAZIER ESTATAES
IN U. S. SURVEY 126
TOWNSHIP 45 NORTH, RANGE 4 EAST
CITY OF CHESTERFIELD
ST, LOUIS COUNTY, MISSOURI

PROPOSED SETBACKS:

BUILDING:
30' NORTH PROPERTY LINE
85' SOUTH PROPERTY LINE
55' EAST PROPERTY LINE
40' WEST PROPERTY LINE

PARKING:
10' NORTH PROPERTY LINE
20' SOUTH PROPERTY LINE
10' EAST PROPERTY LINE
10' WEST PROPERTY LINE

NOTE:
WEST PROP. LINE BLDG. SETBACK TO BE 1' PER 2' IN HEIGHT ABOVE 30'
53'-30'=23'
23'/2'=11.5' +36.5' SETBACK FROM WEST PROPERTY LINE
BLDG. IS 40.82' AT CLOSEST POINT



LOCATION MAP

GENERAL NOTES:

1. THE SITE AREA IS; 100,594 S.F., 2.31 AC.

2. PROPOSED USE: EXISTING STRUCTURES ARE TO BE RAISED AND REPLACED BY NEW RETAIL / STORAGE FACILITY.

3. LOCATOR #'S. PARCEL NO. – 17U140263, 17U140203
BK 12412/PG 2592, BK 12412 /PG 2592

4. PROPERTY OWNER/CONTRACT: OB COMPANIES
6216 McGUIRE ROAD
FENTON, MI 48430
(810) 623-4576

5. PROPERTY DEVELOPER: STRICKLAND CONSTRUCTION COMPANY
720 SOUTH ROGERS ROAD, SUITE B
OLATHE, KS 66062
(913) 768-8425

5. CURRENT ZONING: NU NON-URBAN.

6. PROPOSED ZONING: PI PLANNED INDUSTRIAL.
SETBACKS REQUIRED:.....NONE (TO BE ESTABLISHED w/ORDINANCE)
OPEN SPACE:.....30% RQRD. – 30% PROVIDED
BLDG. HGT.:.....53' TO TOP PEAK
BLDG. FOOTPRINT:.....29,754 S.F. OR 30% OF OVERALL SITE
SITE SETBACKS PROPOSED;
REFER TO CHART THIS SHEET;

RECOMMENDED FRONT FOR
ST. LOUIS CO. HWY. DEPT. (LONG ROAD).....45'

OF ENTRANCES ALLOWED FOR STREET FRONTAGE <200' (1).

7. THIS DEVELOPMENT SHALL COMPLY WITH ALL CONDITIONS AS SET FORTH IN ORDINANCES BY THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY AND THE STATE OF MISSOURI.

8. BENCHMARK: (MSD) 12-171, ELEV. 460.06 – "STANDARD ALUMINUM DISK" STAMPED SL-38, 1990. DISK IS SET AT THE NORTHWEST CORNER OF CHESTERFIELD AIRPORT ROAD AND CAPRICE DRIVE.

TEMPORARY SITE BENCHMARK: TOP OF EXISTING CLEAN OUT, ELEV. 458.93, LOCATED SOUTH OF HOUSE, ALONG NORTH PROPERTY LINE.

9. PROPERTY BOUNDARY INFORMATION TAKEN FROM BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY ZAVRADINOS PROFESSIONAL SERVICES, INC., FEBRUARY 2005.

10. UTILITIES/DISTRICT:
CABLE: CHARTER CABLE.....(636) 579-4800
ELECTRIC: AMEREN UE.....(636) 992-8902
FIRE DISTRICT: MONARCH FROTECTION DISTRICT.....(636) 514-0900
GAS: LACLEDE GAS.....(636) 978-2663
SANITARY SEWER: METROPOLITAN ST. LOUIS SEWER DIST...(314) 768-6272
SCHOOL DISTRICT: ROCKWOOD SCHOOL DISTRICT.....(636) 938-2200
TELEPHONE: SBC.....(636) 949-1301
WATER: MISSOURI AMERICAN WATER.....(314) 991-3404

11. TRACT IS LOCATED IN:
CHESTERFIELD, MO USGS QUADRANGLE MAP
WUNNENBURG MAP PAGE 20, SECTION HH-18

12. SITE ADDRESS: 17555 CHESTERFIELD AIRPORT ROAD, CHESTERFIELD, MO 63005.

13. BUILDING INFORMATION: RETAIL PORTION
PROPOSED USE – COMMERCIAL

5 SPACE/1000 S.F.
11,196 S.F.; 11.2x5=56 SP

SPACES RQRD. FOR RETAIL=56
SPACES RQRD. FOR HC=2

SPACES PROVIDED=56 REGULAR
2 HC.
58 TOTAL

STORAGE FACILITY PORTION
PROPOSED USE – INDUSTRIAL

NO PARKING REQUIREMENTS
PAST HISTORY DATA FROM
SELF STORAGE GUIDELINES

SPACES RQRD. FOR STORAGE=5/90,000+
89,958=5 SP

SPACES PROVIDED=5 REGULAR

NOTE: PROPOSED PARKING BASED ON CRITERIA PROVIDED BY THE SELF STORAGE ASSOCIATION.

LOADING SPACES;
(PER ORDINANCE)
96,000-144,000 S.F.=4 SP
10'x40' LOADING SPACE

SPACE PROVIDED=4, 10'x40'

TOTAL PARKING PROVIDED;
RETAIL+STORAGE: 58+5=63 TOTAL

14. AREAS CALCULATIONS:
OVERALL AREA: 100,594 S.F. (2.31 AC.)
BLDG. AREAS: 29,754 S.F. 30%
PROPOSED PARKING & SIDEWALKS: 40,846 S.F. 40%
OPEN AREAS: 29,994 S.F. 30%
TOTAL AREAS: 100%

BUILDING SQAURE FOOTAGE;
GROUND FLOOR.....29,879 S.F.
SECOND FLOOR.....13,067 S.F.
THIRD FLOOR.....29,397 S.F.
FOURTH FLOOR.....29,397 S.F.
BUILDING TOTAL SQUARE FOOTAGE= 101,740 S.F.

15. ARCHITECTURAL PLANS FOR NEW FACILITY TO BE PROVIDED TO CHESTERFIELD PLANNING COMMISION FOR ARCHITECTURAL REVIEW AFTER ZONING APPROVAL.

16. ALL PROPOSED UTILITIES TO BE PLACE UNDERGROUND.

17. ALL SIGNAGE FOR SITE/BUILDING TO REQUIRE SEPARATE REVIEW, APPROVAL AND PERMITS.

18. ENTRANCE AT CHESTERFIELD AIRPORT ROAD TO FOLLOW ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC STANDARDS AND SPECIFICATIONS.

19. REFER TO SHEET 2, 3 & 4 FOR ADDITIONAL NOTES AND DETAILS.

20. ALL IMPROVEMENTS WITHIN ST. LOUIS CO. R/W TO CONFORM TO ST. LOUIS CO. CAPITAL IMPROVEMENT PROJECT NO. AR-863.

21. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH ST. LOUIS CO. & MSD STANDARDS.

22. NO SLOPES WITHIN CO. R/W TO EXCEED 3:1.

23. STORM WATER TO BE DISCHARGED AT THE PERIMETERS OF THE PROPERTY IN ADEQUATE DRAINAGE CHANNELS. REFER TO PLANS.

24. ALL SIDEWALKS TO CONFORM TO ST. LOUIS COUNTY, CITY OF CHESTERFIELD AND THE CURRENT APPROVED ADA STANDARDS. SIDEWALK WILL BE DEDICATED TO THE CITY OF CHESTERFIELD.

25. PROPOSED 1 1/4" LATERAL LOW PRESURE FORCE MAIN TO NEW VALVE VAULT TO BE "PRIVATE".

26. FLOOD INFORMATION:
THE PROPERTY SURVEYED LIES WITHIN ZONE – SHADED "X", AREA PROTECTED BY A 100 YEAR LEVEE, PER FIRM MAP 29189C0140 G, COMMUNITY NO. 290896, COMMUNITY – CHESTERFIELD MO, MAP NO. – 0140, SUFFIX – H.

27. FIRST FLOOR ELEVATION: 464.00.

28. ELEVATION CERTIFICATE TO BE PROVIDED TO THE OWNER/DEVELOPER AND THE CITY PRIOR TO ANY OCCUPANCY PERMIT.

29. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERN LINE OF THE TRACT OF LAND DESCRIBED IN A DEED TO SCHNEIDEWIND LLC AS RECORDED IN BOOK 12412, PAGE 2592 OF THE ST. LOUIS COUNTY RECORDS.

30. LIGHT STANDARDS ARE SHOWN IN THE ISLAND AREAS. OWNER WILL TRY TO INCORPORATE THE LIGHTING FOR THE PARKING AREA AND GENERAL BUILDING, ON THE BUILDING ITSELF, UPON SUBMITTAL TO CITY FOR IMPROVEMENT PLANS, SITE LIGHTING WILL BE FINALIZED.

31. REFER TO SHEET 4 FOR DEMOLITION PLAN, ADDITIONAL SITE & GRADING NOTES.

LEGEND

- *Sanitary Sewer (Proposed)*
- *Sanitary Sewer (Existing)*
- *Storm Sewer (Proposed)*
- *Storm Sewer (Existing)*
- *Water Line and size*
- *Tee and Valve*
- *Fire Hydrant*
- *Cap*
- *Existing Fence Line*
- *Existing Tree Line*
- *Existing Contour*
- *Proposed Contour*
- *Lot or Building Number*
- *Street Sign*
- *Power Pole*
- *Guy Wire*
- *Light Standard*
- *Gas Line*
- *Electric Line*
- *Telephone Line*
- *Overhead Power Line*
- *Gas Valve*
- *Gas Meter*
- *Water Valve*
- *Water Meter*
- *Found Old Iron Pipe*
- *Found Old Iron Rod*
- *Found Old Stone*
- *Benchmark*

C.P.	Concrete Pipe
R.C.P.	Reinforced Concrete Pipe
C.M.P.	Corregated Metal Pipe
P.V.C.	Polyvinyl Choride Pipe
C.I.P.	Cast Iron Pipe
V.C.P.	Vitrified Clay Pipe
E.P.	End Pipe
F.E.	Flared End Section
C.O.	Clean Out
V.T.	Vent Trap
M.H.	Manhole
C.I.	Curb Inlet
D.C.I.	Double Curb Inlet
A.I.	Area Inlet
D.A.I.	Double Area Inlet
G.I.	Grate Inlet
C.C.	Concrete Collar
U.I.P.	Use In Place
T.B.R.	To Be Removed
T.B.R.&R.	To Be Removed & Relocated/Replaced
Set I.R.	Set Iron Rod with Cap
C.M.	Concrete Monument
O.I.P.	Old Iron Pipe
O.S.T.	Old Stone
O.I.R.	Old Iron Rod
	Existing Stump
	Existing Tree
	Existing Evergreen

STRICKLAND CONSTRUCTION COMPANY

The Professional Engineer's and/or Professional Land Surveyor's responsibility is limited to plans and other documents or instruments which are sealed by the Engineer and Surveyor hereby disclaim responsibility for:
* Plans and other documents or instruments not sealed prior to receipt of all review agency approvals.
* Plans and other documents or instruments not signed.
* Plans where a revised sheet is issued.
* Plans that use of any sheet that is part of a set of plans.
This applies to all plans and other documents associated with this project whether this statement appears on them or not.

No.	Date	Revision/Issue
1	12-19-06	City comments

Simply Storage, Chesterfield
Rezoning Site/Grading Plan

Zavradinos & Polk inc.
engineers surveyors
17313 Edison Ave. Suite 201 • Chesterfield MO 63005
636 - 946 - 5500 • 636 - 449 - 0140 Fax • www.zavradinos.com

Client
Strickland Construction Co.
720 S. Rogers Road, Suite B
Olathe, KS 66062
(913) 764-7000
Rogers Strickland

City/County Job No:
MSD P-
BASEMAP 17-U-4

Proj Manager
JRE
jime@zavradinos.com

CAD Filename

Original Issue Date
8-15-06

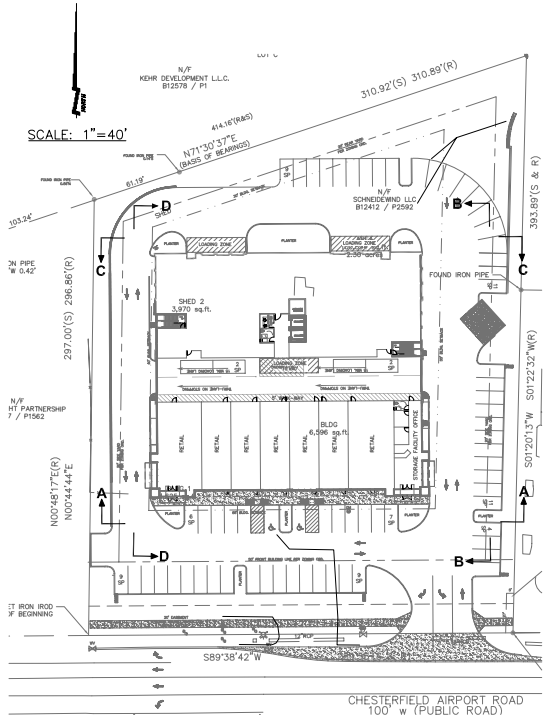
Project No. 05217
Sheet 1

OVERALL PARCEL DESCRIPTION

PROPERTY DESCRIPTION

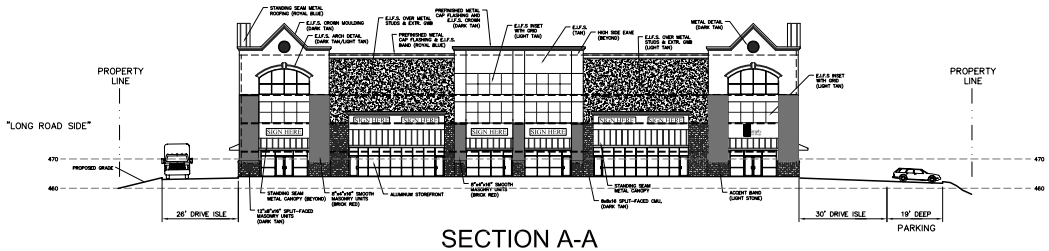
A TRACT OF LAND BEING PART OF LOT 5 OF FRAZIER ESTATES IN U. S. SURVYE 126 IN TOWNSHIP 45 NORTH, RANGE 4 EAST ST. LOUIS COUNTY MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A THE POINT IF INTERSECTION OF THE NORTHERN LINE OF CHESTERFILED 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 FORTY PARK AS REOCRDED IN PLATBOOK 347 PAGES 145 AND 146 OF THE AFROESAID ST. LOUIS COUNTY RECORDS; 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 219D ON THE NORTHERN LINE OF CHESTERFILED 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.



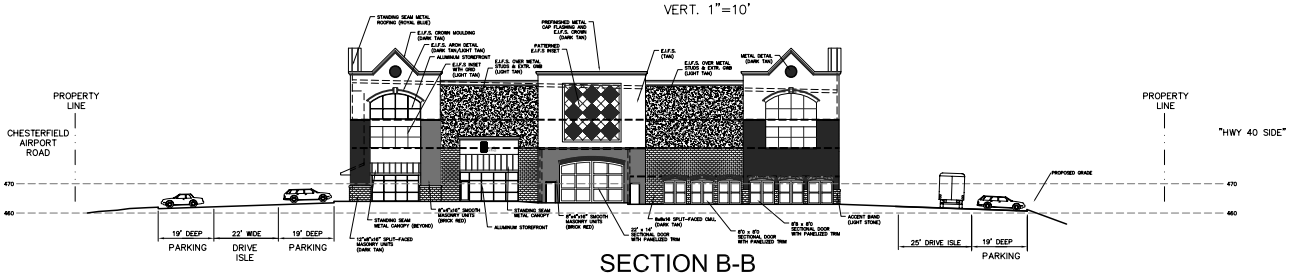
SECTION LOCATIONS

SITE CROSS SECTIONS



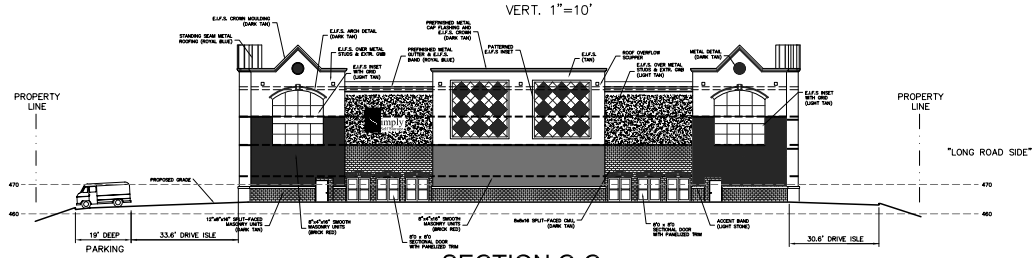
SECTION A-A

SCALE: HORZ. 1"=10'
VERT. 1"=10'



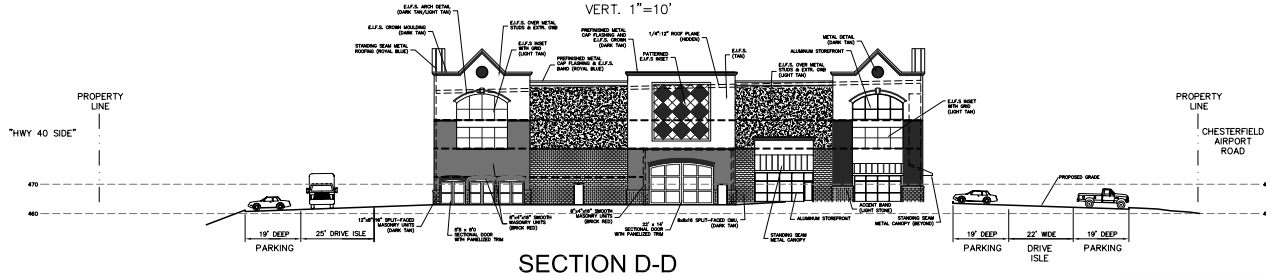
SECTION B-B

SCALE: HORZ. 1"=10'
VERT. 1"=10'



SECTION C-C

SCALE: HORZ. 1"=10'
VERT. 1"=10'



SECTION D-D

SCALE: HORZ. 1"=10'
VERT. 1"=10'

STRICKLAND CONSTRUCTION COMPANY

The Professional Engineer's and/or Professional Land Surveyor's responsibility is limited to plans and other documents or instruments prepared by the Professional Engineer and Surveyor he/she disclaim responsibility for any changes made to such documents or instruments prior to receipt of all review agency approvals.

* All previously issued versions of this object drawing are superseded by this version.
* Individual use of any sheet that is part of a set of drawings is prohibited.

This applies to all plans and other documents associated with this project, whether this statement appears on them or not.

No.	Date	Revision/Issue
1	12-19-06	City comments

Simply Storage, Chesterfield
Site Cross Section Plan

Zavradinos & Polk inc.
engineers * surveyors
17913 Edison Ave. Suite 201 * Chesterfield, MO 63005
636-946-3555 * 888-748-0148 Fax * www.zavradinos.com

Client
Strickland Construction Co.
720 S. Rogers Road, Suite B
Olathe, KS 66062
(913) 764-7000
Rogers Strickland

City/County Job No:
MSD P-
BASEMAP 17-U-4

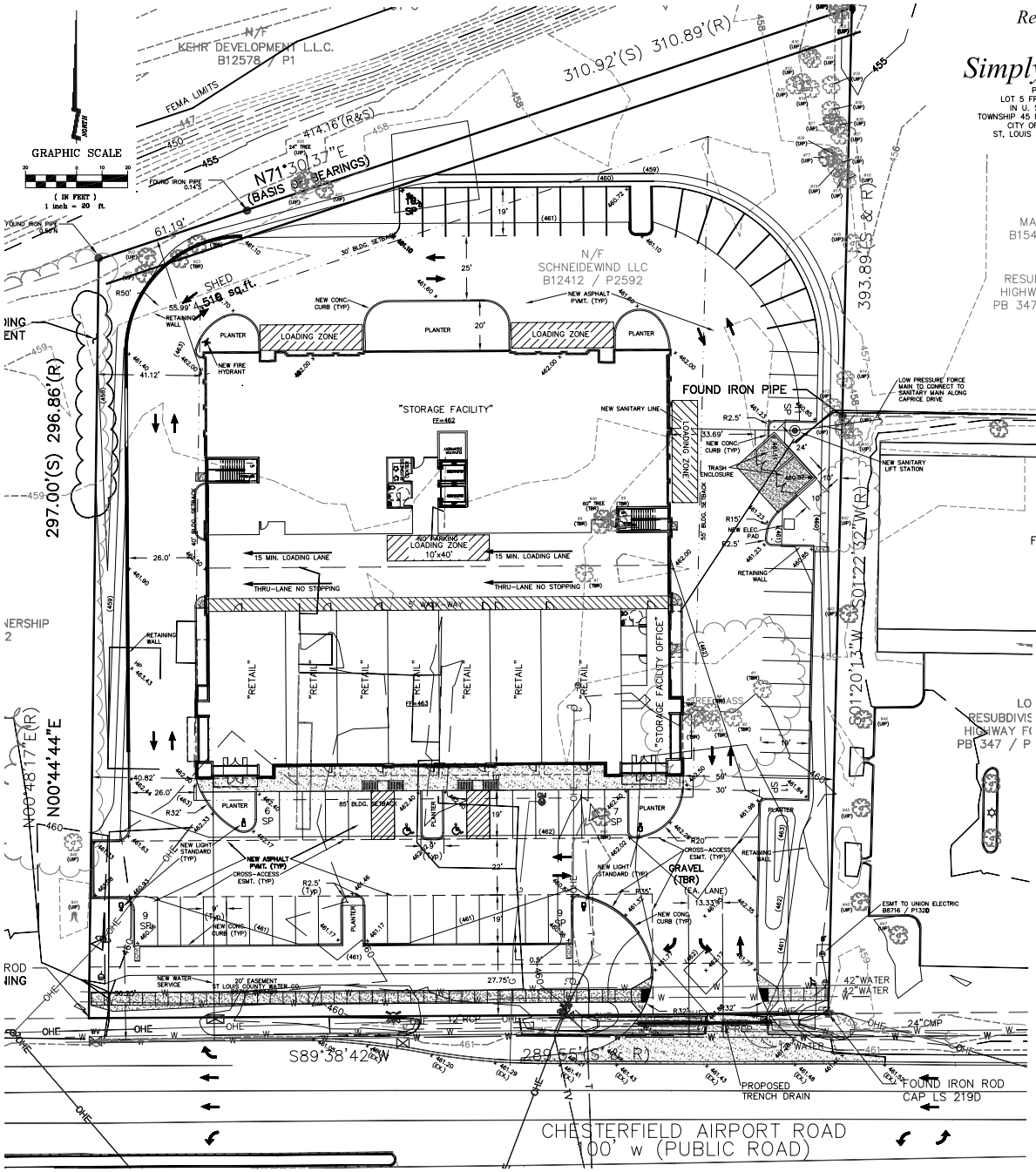
Proj Manager
JRE
jime@zavradinos.com

CAD Filename

Original Issue Date
8-15-06

Project No. 05217

Sheet 2



Rezoning
for
Simply Storage

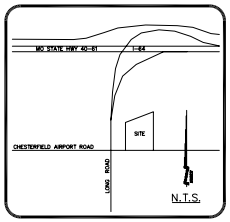
PART OF
LOT 5 FRAZIER ESTATAES
IN U. S. SURVEY 126
TOWNSHIP 45 NORTH, RANGE 4 EAST
CITY OF CHESTERFIELD
ST. LOUIS COUNTY, MISSOURI

N/F
MASON L.L.C.
B15413 / P1397

LOT B
RESUBDIVISION LOT 1
HIGHWAY FORTY PARK
PB 347 / PGS 145–146

TREE AREA CALCULATIONS

AREA OF TREE CANOPY ON SITE.....8,585 S.F.=100%
CANOPY BEING REMOVED.....2,499 S.F.= 29%
CANOPY REMAINING.....6,086 S.F.= 71%



LOCATION MAP

OCULAR ESTIMATE

TREE RATING CHART

TREE #	SPECIES	DBH	HEALTH	CANOPY	ROOTS	SITE	COMMENTS	T.B.R.
1	HACKBERRY	10 DBL	GOOD	GOOD	GOOD	GOOD	–	TBR
2	HACKBERRY	18	GOOD	FAIR	GOOD	GOOD	–	TBR
3	AMERICAN BASSWOOD	6	GOOD	GOOD	GOOD	GOOD	–	TBR
4	AMERICAN BASSWOOD	8	GOOD	GOOD	GOOD	GOOD	–	TBR
5	HACKBERRY	24	GOOD	FAIR	GOOD	GOOD	–	TBR
6	AMERICAN BASSWOOD	12	GOOD	GOOD	GOOD	GOOD	–	TBR
7	SILVER MAPLE	6	GOOD	GOOD	GOOD	GOOD	–	TBR
8	SILVER MAPLE	60	GOOD	GOOD	GOOD	FAIR	–	TBR
9	SILVER MAPLE	36	GOOD	FAIR	FAIR	FAIR	–	TBR
10	SWEET BIRCH	9	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
11	RED MAPLE	12	GOOD	FAIR	FAIR	FAIR	OFF-SITE	UIP
12	SWEET BIRCH	8 DBL	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
13	RED MAPLE	7	GOOD	FAIR	FAIR	FAIR	–	UIP
14	SWEET BIRCH	6	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
15	RED MAPLE	12	GOOD	GOOD	GOOD	FAIR	OFF-SITE	UIP
16	RED MAPLE	7	GOOD	GOOD	GOOD	FAIR	–	UIP
17	RED MAPLE	8	GOOD	GOOD	GOOD	FAIR	–	UIP
18	RED MAPLE	6	GOOD	GOOD	GOOD	FAIR	–	UIP
19	RED MAPLE	6	GOOD	GOOD	GOOD	FAIR	–	UIP
20	RIVER BIRCH	12	FAIR	FAIR	GOOD	FAIR	–	UIP
21	YELLOW BIRCH	6	GOOD	GOOD	GOOD	GOOD	–	UIP
22	YELLOW BIRCH	6	GOOD	GOOD	GOOD	GOOD	–	UIP
23	SILVER MAPLE	8	GOOD	GOOD	GOOD	GOOD	–	UIP
24	SILVER MAPLE	8	GOOD	GOOD	GOOD	GOOD	–	UIP
25	WHITE ASH	30	GOOD	FAIR	FAIR	GOOD	OFF-SITE	UIP
26	WHITE ASH	24	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
27	SILVER MAPLE	6	FAIR	FAIR	FAIR	FAIR	–	UIP
28	PAPER BIRCH	12	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
29	PAPER BIRCH	12	GOOD	GOOD	GOOD	GOOD	–	UIP
30	RED MAPLE	7	GOOD	GOOD	GOOD	GOOD	–	UIP
31	RED MAPLE	7	GOOD	GOOD	GOOD	GOOD	–	UIP
32	RED MAPLE	10	GOOD	GOOD	GOOD	GOOD	–	UIP
33	RED MAPLE	7	GOOD	GOOD	GOOD	GOOD	–	UIP
34	RED MAPLE	13	GOOD	GOOD	GOOD	GOOD	–	UIP
35	SWEET BIRCH	7	GOOD	GOOD	GOOD	GOOD	–	UIP
36	RED MAPLE	18	GOOD	GOOD	GOOD	GOOD	–	UIP
37	RED MAPLE	9	GOOD	GOOD	GOOD	GOOD	–	UIP
38	BIG LEAF MAPLE	7	GOOD	GOOD	GOOD	GOOD	–	UIP
39	BIG LEAF MAPLE	12	GOOD	GOOD	GOOD	GOOD	–	UIP
40	RIVER BIRCH	12	GOOD	GOOD	GOOD	GOOD	–	TBR
41	UNKNOWN	60	STUMP	NON-EXISTENT	DEAD	DEAD	OFF-SITE	UIP
42	WHITE ASH	12	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
43	WHITE ASH	12	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
44	WHITE ASH	4	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
45	PAPER BIRCH	4	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
46	PAPER BIRCH	4	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
47	HONEY LOCUST	4	GOOD	GOOD	GOOD	GOOD	OFF-SITE	UIP
48	SILVER MAPLE	60	GOOD	FAIR	GOOD	GOOD	–	UIP

LEGEND

- Sanitary Sewer (Proposed)
- Sanitary Sewer (Existing)
- Storm Sewer (Proposed)
- Storm Sewer (Existing)
- 8"W Water Line and size
- Tee and Valve
- Fire Hydrant
- Cap
- Existing Fence Line
- Existing Tree Line
- 525 Existing Contour
- (522) Proposed Contour
- 26 Lot or Building Number
- Street Sign
- Power Pole
- Guy Wire
- Light Standard
- G Gas Line
- E Electric Line
- T Telephone Line
- OH Overhead Power Line
- Gas Valve
- Gas Meter
- Water Valve
- Water Meter
- Found Old Iron Pipe
- Found Old Iron Rod
- Found Old Stone
- Benchmark
- C.P. Concrete Pipe
- R.C.P. Reinforced Concrete Pipe
- C.M.P. Corregated Metal Pipe
- P.V.C. Polyvinyl Chloride Pipe
- C.I.P. Cast Iron Pipe
- V.C.P. Vitrified Clay Pipe
- E.P. End Pipe
- F.E. Flared End Section
- C.O. Clean Out
- V.T. Vent Trap
- M.H. Manhole
- C.I. Curb Inlet
- D.C.I. Double Curb Inlet
- A.I. Area Inlet
- D.A.I. Double Area Inlet
- G.I. Grate Inlet
- C.C. Concrete Collar
- U.I.P. Use In Place
- T.B.R. To Be Removed
- T.B.R.&R. To Be Removed & Relocated/Replaced
- Set I.R. Set Iron Rod with Cap
- C.M. Concrete Monument
- O.I.P. Old Iron Pipe
- O.S.T. Old Stone
- O.I.R. Old Iron Rod
- Existing Stump
- Existing Tree
- Existing Evergreen

NOTE:

1. REFER TO SHEET x OF x FOR ADDITIONAL INFORMATION.

2. SILTATION CONTROL AND/OR TREE PROTECTION FENCE TO BE INSTALLED PRIOR TO ANY GRADING OPERATION.

3. ALL SILTATION CONTROL TO FOLLOW THE CITY OF CHESTERFIELD TREE MANUAL AND THE SEDIMENT & EROSION CONTROL MANUAL.

MONARCH TREE: A TREE IN FAIR OR BETTER CONBDITION, WITH A LIFE EXPECTANCY OF MORE THAN 15 YEARS, WHICH IS TO BE GIVEN SPECIAL ATTENTION DURING DEVELOPMENT, AND EQUALS OR EXCEEDS THE FOLLOWING DIAMETER SIZES;

1) FOR HARDWOODS (OAK, HICKORY, MAPLE, ASH, ETC.) – 24" DBH
2) FOR SOFTWOODS (PINE, SPRUCE, FIR, BALD CYPRESS, ETC.) – 20" DBH

A LESSER SIZE TREE CAN BE CONSIDERED A MONARCH TREE IF:

1) IT IS RARE OR UNUSUAL SPECIES, OR
2) IT IS OF EXCEPTIONAL QUALITY, OR
3) IT HAS HISTORICAL SIGNIFICANCE, OR
4) IT WILL BE SPECIFICALLY USED BY THE DEVELOPER AS A FOCAL POINT IN A PROJECT OR LANDSCAPE.

TREE STAND DELINIATION IS FOR EXISTING STATUS ONLY.
TREE PRESERVATION PLAN TO DENOTE THE SURVIVABILITY OF TREES TO BE SAVED AND THE MEASURES TAKEN FOR PROTECTION.

STRICKLAND CONSTRUCTION COMPANY

The Professional Engineer's and/or Professional Land Surveyor's responsibility is limited to plans and other documents and/or data prepared by the Professional Engineer and Surveyor hereby disclaim responsibility for:
* Any alterations to plans and other documents made prior to receipt of all review agency approvals.
* Any alterations made after approval by all agencies.
* This sheet is/was not a revised sheet if it is issued/plotted/used of any sheet that is part of a set of plans.
This applies to all plans and other documents associated with a project to which this statement applies to them or not.

No.	Date	Revision/Issue
1	12-19-06	City comments

Simply Storage, Chesterfield
Tree Stand Delineation Plan

Zavradinos & Polk inc.
engineers surveyors
17313 Edison Ave. Suite 201 • Chesterfield, MO 63005
636 - 946 - 5500 • 636 - 449 - 0148 Fax • www.zavradinos.com

Client
Strickland Construction Co.
720 S. Rogers Road, Suite B
Olathe, KS 66062
(913) 764-7000
Rogers Strickland

City/County Job No:
MSD P–
BASEMAP 17–U–4

Proj Manager
JRE
jime@zavradinos.com

CAD Filename

Original Issue Date
8-15-06

Project No. 05217

Sheet 3

GENERAL NOTES:

1. DO NOT SCALE DRAWING. FOLLOW DIRECTIONS.

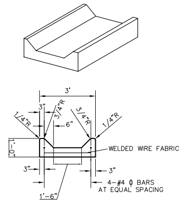
2. REINFORCEMENT END TIE BARS SHALL BE REQUIRED AS SHOWN ON THE PLANS.

3. THE CONTRACTION JOINT FOR THE GUTTER SHALL BE CONSTRUCTED TO A MINIMUM WIDTH OF ⅛" TO A DEPTH OF ¾" GUTTER THICKNESS AT INTERVALS OF 30 FEET AND SEALED.

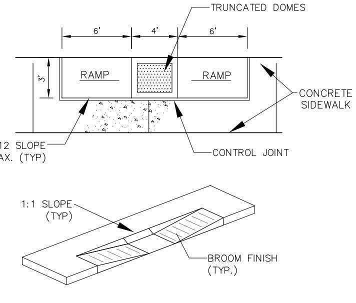
4. WELDED STEEL WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1036.1.3 AND 1036.2 OF STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

5. TOE WALLS SHALL BE CONSTRUCTED AT INLET AND OUTLET ENDS OF BORED DITCHES AND AT 50 FT. MAXIMUM SPACING FOR INTERMEDIATE TOE WALLS.

6. THE DETAILS SHOWN ARE ADAPTED FROM THE MISSOURI DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS.



TYPE A PAVED SWALE
NOT TO SCALE



HANDICAP RAMP DETAIL
NOT TO SCALE

INTERNATIONAL HANDICAPPED SIGN BY SAFETY SIGN CO., CLEVELAND OHIO, CAT. 12-10-252.

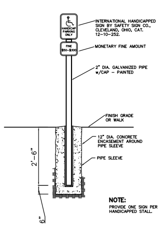
12" X 18" SIGN

HANDICAP PARKING SIGN
NOT TO SCALE

USA-R-103BE5, BY STREET SIGNS USA.

12" X 18" SIGN

LOADING ZONE SIGN
NOT TO SCALE



HANDICAPPED PARKING SIGN
NOT TO SCALE

Install WEBTEC J-2 24" SILT FENCE on posts at 8 foot centers or equivalent product. Install as recommended by manufacturer. If equivalent product is not available, then use installation procedure outlined below.

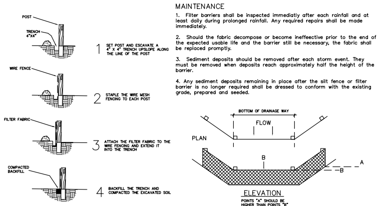
MAINTENANCE

1. Filter barriers shall be inspected immediatly after each rainfall and at least daily during prolonged rainfall. Any required repairs shall be made immediately.

2. Should the fabric decompose or become ineffective prior to the end of the expected usable life and the barrier still be necessary, the fabric shall be replaced promptly.

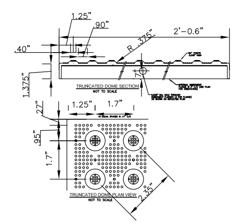
3. Sediment deposits should be removed after each storm event. They must be removed when deposits reach approximately half the height of the barrier.

4. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required shall be dressed to conform with the existing grade, prepared and seeded.



SYNTHETIC FILTER BARRIER
SILTATION CONTROL
NOT TO SCALE

STANDARD SILTATION CONTROL METHOD



TRUNCATED DOME CRITERIA
NOT TO SCALE

GRADING NOTES

1. NOTIFY CITY OF CHESTERFIELD PUBLIC WORKS DEPARTMENT 48 HOURS PRIOR TO THE STARTING OF GRADING AND/OR CONSTRUCTION.

2. ALL FILLS PLACED UNDER PROPOSED STORM AND SANITARY SEWER, PROPOSED ROADS, AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% OF MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. ALL FILLED PLACED IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP. ALL TESTS SHALL BE VERIFIED BY A SOILS ENGINEER CONCURENT WITH GRADING AND BACKFILLING OPERATIONS.

3. EROSION AND SILTATION CONTROL SHALL BE INSTALLED PRIOR TO ANY GRADING AND BE MAINTAINED THROUGHT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER AND/OR CONTROLLING REGULATORY AGENCY AND ADEQUATE VEGETATIVE GROWTH INSURES NO FURTHER EROSION OF THE SOIL.

4. SEDIMENT AND EROSION CONTROL SHALL NOT BE LIMITED TO THE MEASURES SHOWN ON THE PLANS. THE CONTRACTOR, WITH THE APPROVAL OF THE CITY INSPECTOR, SHALL UTILIZE BEST MANAGEMENT PRACTICES TO PREVENT SEDIMENT FROM ENTERING ADJACENT PROPERTIES, ROADWAYS, STORM SEWERS, AND DRAINAGE WAYS.

5. REFER TO SHEETS 1 & 3 FOR ADDITIONAL NOTES AND DETAILS.

6. THE STREETS SURROUNDING THIS DEVELOPMENT AND ANY STREET USED FOR CONSTRUCTION ACCESS THERETO SHALL BE CLEANED THROUGHOUT THE DAY.

7. ALL TRASH AND DEBRIS ON-SITE, EITHER EXISTING OR FROM CONSTRUCTION, MUST BE REMOVED AND PROPERLY DISPOSED OF OFF SITE.

8. DEBRIS AND FOUNDATION MATERIAL FROM ANY ON-SITE BUILDING OR STRUCTURE THAT IS SCHEDULED TO BE RAZED FOR THIS DEVELOPMENT MUST BE PROPERLY DISPOSED OF OFF-SITE.

9. PROPOSED STORM DRAINAGE SHALL COMPLY WITH ALL CITY, COUNTY & STATE STORMWATER MANAGEMENT ORDINANCES.

10. ALL GRADES TO BE WITHIN 0.20± FEET OF PROPOSED CONTOURS AND ELEVATIONS SHOWN ON THE GRADING PLAN.

11. ALL NON-PAVED AREAS OF THIS DEVELOPMENT TO BE SEEDED OR COVERED WITH SOD.

12. ALL EXCAVATIONS, GRADING OR FILLING SHALL HAVE A FINISH GRADE NOT TO EXCEED A 3:1 SLOPE {3 HORIZONTAL TO 1 VERTICAL} (33%) UNLESS SPECIFICALLY APRROVED OTHERWISE.

13. ALL EROSION CONTROL SYSTEMS TO BE INSPECTED AND NECESSARY CORRECTIONS TO BE MADE WITHIN 24 HOURS OF ANY RAINSTORM RESULTING IN ONE-HALF INCH OF RAIN OR MORE.

14. ANY GRADED AREA THAT ARE TI REMAIN BARE FOR MORE THAN TWO WEEKS ARE TO BE SEEDED AND MULCHED.

15. CONTRACTOR TO TURN IN GRADING APPLICATION AND PLANS AFTER ZONING APPROVAL.

SITE NOTES

1. NOTIFY CITY OF CHESTERFIELD BUILDING DEPARTMENT 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

2. ARCHITECTURAL PLANS FOR HANDICAP RAMP AND COMMERCIAL APPURTENANCES TO BE PROVIDED PRIOR TO COMMERCIAL OCCUPANCY.

3. ALL DIMENSIONS ARE TO FACE OF CURB.

4. ALL CURBING TO BE 6" VERTICAL CONCRETE CURB.

5. ENTRANCES TO BE CONSTRUCTED PER CITY OF CHESTERFIELD AND ST. LOUIS COUNTY SPECIFICATIONS.

6. THE SURROUNDING STREETS AND/OR DRIVE FROM THIS DEVELOPMENT USED FOR CONSTRUCTION ACCESS THERETO SHALL BE CLEANED THROUGHOUT THE DAY.

7. ALL TRASH AND DEBRIS ON-SITE, EITHER EXISTING OR FROM CONSTRUCTION, MUST BE REMOVED AND PROPERLY DISPOSED OF OFF SITE.

8. DEBRIS AND FOUNDATION MATERIAL FROM ANY ON-SITE BUILDING OR STRUCTURE THAT IS TO BE RAZED FOR THIS DEVELOPMENT MUST BE PROPERLY DISPOSED OF OFF SITE.

9. NEW LOW PRESSURE SEWER SYSTEM TO BE INSTALLED AND READY FOR CONNECTION BEFORE REMOVAL OF OF EXISTING DRAINFIELD PIPING.

10. ALL STORM DRAINAGE CONSTRUCTION TO COMPLY WITH CITY OF CHESTERFIELD AND MSD STANDARDS AND DETAILS.

11. ALL NON-PAVED AREAS OF THIS DEVELOPMENT TO BE SODDED, LANDSCAPED AND IRRIGATED PER CITY OF CHESTERFIELD ORDINANCES.

12. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO SUBMITTING BIDS.

13. DO NOT SCALE DRAWING, FOLLOW DIMENSIONS.

14. ALL NECESSARY PAVEMENT MARKINGS SHALL CONFORM TO CITY AND COUNTY STANDARDS.

15. PROPOSED SANITARY FORCE MAIN TO BE DESIGNED TO MSD STANDARDS.

16. PROPOSED STORM WATER TO DRAIN FROM LONG ROAD TOP SWALE AT REAR OF PROPERTY.

17. PROPOSED UTILITY CONNECTION LOCATIONS ARE APPROXIMATE ONLY. CONTRACTOR TO VERIFY WITH DIG-RITE PRIOR TO CONSTRUCTION.

18. SEPTIC TANK ABANDONMENT: SEPTIC TANKS SHALL BE ABANDONED IN ACCORDANCE WITH THE M.S.D. STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWER AND DRAINAGE FACILITIES, 2000.

19. ALL SEWER CONSTRUCTION AND MATERIALS TO BE IN ACCORDANCE WITH THE M.S.D. STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWER AND DRAINAGE FACILITIES, 2000.

The Professional Engineer's and/or Professional Land Surveyor's responsibility is limited to plans and other documents displaying his/her signature and seal. Engineer and Surveyor hereby disclaim responsibility for:
* Unauthorized use of plans and other documents prior to receipt of all review agency approvals
* All previously issued versions of this sheet
* This sheet whenever a revised sheet is issued
* Individual use of any sheet that is part of a set of plans
This applies to all plans and other documents associated with this project, whether this statement appears on them or not.

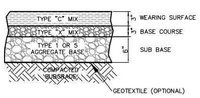
No.	Date	Revision/Issue
1	12-19-06	City comments

Simply Storage, Chesterfield
Rezoning Detail Sheet

Zavradinos & Polk inc.
engineers surveyors
17813 Edison Ave. Suite 201 * Chesterfield, MO 63005
636 - 946 - 5555 * 636 - 449 - 0148 Fax * www.zavradinos.com

Client
Strickland Construction Co.
720 S. Rogers Road, Suite B
Olathe, KS 66062
(913) 764-7000
Rogers Strickland

City/County Job No:
MSD P-
BASEMAP 17-U-4
Proj Manager
JRE
jime@zavradinos.com
CAD Filename
Original Issue Date
8-15-06
Project No. 05217
Sheet 4

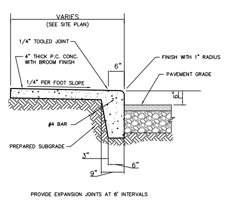


1. AGGREGATE MATERIALS SHALL COMPLY WITH ASTM D 2321.

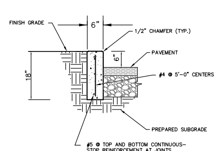
2. OPTIONAL GEOTEXTILE TO BE MIRAFI 600X WOVEN POLYPROPHYLENE GEOTEXTILE AS MANUFACTURED BY NICOLON MIRAFI, NARCROSS, GA OR EQUAL, APPROVED BY ENGINEER.

3. TYPE "C" & "X" ASPHALT MIXTURES TO COMPLY WITH CITY OF CHESTERFIELD SPECIFICATIONS FOR CONSTRUCTION.

ASPHALT SURFACE
NOT TO SCALE



COMBINATION SIDEWALK/CURB
NOT TO SCALE



CONCRETE VERTICAL CURB
NOT TO SCALE

DEMOLITION NOTES

TRAFFIC: CONDUCT SITE CLEARING OPERATIONS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION OR THE OWNER.

PROTECTION: PROVIDE TEMPORARY FENCES, BARRICADES, COVERINGS, OR OTHER PROTECTIONS TO PRESERVE EXISTING ITEMS INDICATED TO REMAIN AND PREVENT INJURY OR DAMAGE TO PERSONS OR PROPERTY. APPLY PROTECTIONS TO ADJACENT PROPERTIES AS REQUIRED.

RESTORE DAMAGED WORK TO CONDITIONS EXISTING PRIOR TO START OF WORK, UNLESS OTHERWISE DIRECTED.

PROTECT EXISTING TREES AND VEGETATION TO REMAIN FROM PHYSICAL DAMAGE. DO NOT STORE MATERIALS OR EQUIPMENT WITHIN TREE DRIP LINE. USE LICENSED ARBORIST FOR TREE DAMAGE REPAIR. REPLACE DAMAGED TREES THAT CANNOT BE RESTORED TO FULL GROWTH, AS DETERMINED BY ARBORIST, UNLESS OTHERWISE ACCEPTABLE TO OWNER.

SITE CLEARING: REMOVE TREES, SHRUBS, GRASS, AND OTHER VEGETATION, IMPROVEMENTS, OR OBSTRUCTIONS AS INDICATED OR WHICH INTERFERE WITH NEW CONSTRUCTION. REMOVAL INCLUDES DIGGING OUT STUMPS AND ROOTS. STUMPS AND ROOTS IN CUT AREAS WILL BE GRUBBED TO A DEPTH OF NOT LESS THAN 12 INCHES BELOW FINISHED GRADE.

STRIP AND STOCKPILE TOPSOIL THAT WILL BE REUSED IN THE WORK.

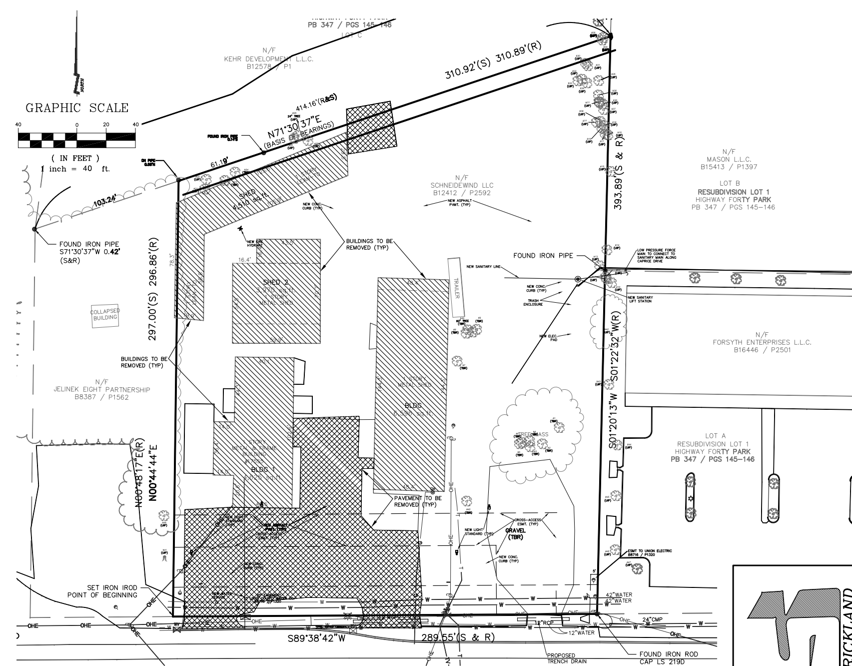
REMOVE EXISTING IMPROVEMENTS, BOTH ABOVE GRADE AND BELOW GRADE TO AN EXTENT INDICATED OR AS OTHERWISE REQUIRED TO PERMIT NEW CONSTRUCTION.

SALVABLE ITEMS: CAREFULLY REMOVE ITEMS TO BE SALVAGED, AND STORE ON OWNER'S PREMISES WHERE INDICATED OR DIRECTED.

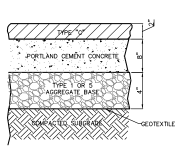
CONTROL AIR POLLUTION CAUSED BY DUST AND DIRT; COMPLY WITH GOVERNING REGULATIONS.

FILL BELOW GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OPERATIONS. USE SATISFACTORY SOIL MATERIALS, PLACED IN 6-INCH DEEP LIFTS WITH EACH LIFT BEING THOROUGHLY COMPACTED. GRADE GROUND SURFACE TO CONFORM TO REQUIRED CONTOURS AND TO PROVIDE POSITIVE SURFACE DRAINAGE.

DISPOSE OF REMOVED AND DEMOLISHED ITEMS, INCLUDING TRASH AND DEBRIS, PROPERLY OFF OWNERS PROPERTY. BURNING OF WASTE MATERIALS ON SITE IS NOT PERMITTED.



DEMOLITION PLAN
NOT TO SCALE



1. AGGREGATE MATERIALS SHALL COMPLY WITH ASTM D 2321.

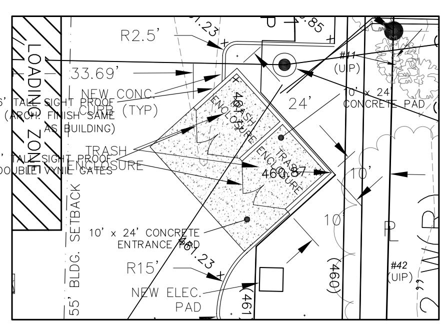
2. CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI.

3. GEOTEXTILE TO BE MIRAFI 600X WOVEN POLYPROPHYLENE GEOTEXTILE AS MANUFACTURED BY NICOLON MIRAFI, NARCROSS, GA OR EQUAL, APPROVED BY ENGINEER.

4. IN RIGHT-OF-WAY: 15' MAX. JOINT SPACING AND LONGITUDINAL TIE BARS @ 30" O.C. SPACING ON A PREPARED SUBGRADE WITH A MIN. COMPACTION OF 90% MODIFIED PROCTOR. COMPACTION CURVES TO BE USED IN SUBGRADE TESTING WILL BE SUPPLIED TO THE CITY ENGINEERING DEPT. BY DEVELOPER. CRACK SEALANT SHALL BE IN ACCORDANCE WITH ASTM 1190 OR AN APPROVED EQUAL.

5. IN RIGHT-OF-WAY: FINES NOT TO EXCEED 0-25% PASSING #30 SIEVE AND 0-8% PASSING #200 SIEVE, UNLESS OTHERWISE AUTHORIZED BY THE CITY.

CONCRETE PAVEMENT
(COUNTY R/W & TRASH ENCLURE)
NOT TO SCALE



TRASH ENCLOSURE DETAILS
NOT TO SCALE

M:\Land Projects\05217, Retail-Storage Facility\dwg\05217-OB-AIRPORT-ROAD-PBS-TOPO.dwg, DETAILS (4), 12/22/2006 11:34:19 AM, rich

PLEASE NOTE:

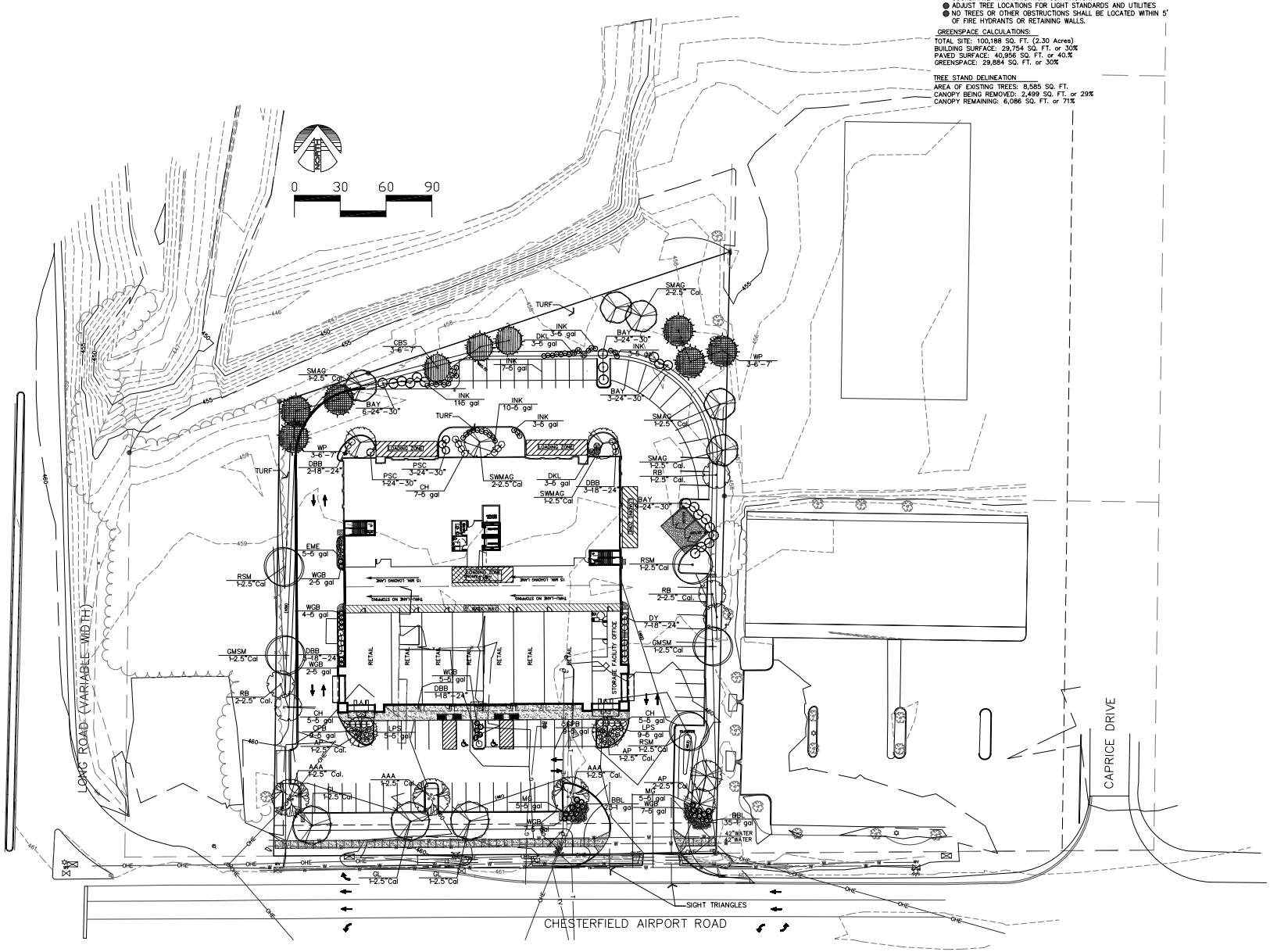
- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH AN AUTOMATIC MECHANICAL IN-GROUND IRRIGATION SYSTEM (By Others). COORDINATE WITH IRRIGATION CONTRACTOR.
- ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UTILITIES
- NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 5' OF FIRE HYDRANTS OR RETAINING WALLS.

GREENSPACE CALCULATIONS:

TOTAL SITE: 100,188 SQ. FT. (2.30 Acres)
BUILDING SURFACE: 29,754 SQ. FT. or 30%
PAVED SURFACE: 40,956 SQ. FT. or 40.%
GREENSPACE: 29,884 SQ. FT. or 30%

TREE STAND DELINEATION

AREA OF EXISTING TREES: 8,585 SQ. FT.
CANOPY BEING REMOVED: 2,499 SQ. FT. or 29%
CANOPY REMAINING: 6,086 SQ. FT. or 71%



REVISIONS	BY

landscape TECHNOLOGIES
67 Jerome Creek Drive
St. Charles, Missouri 63304
(636) 928-1250
Fax: (636) 928-4563

PLANTING PLAN FOR THE PROPOSED

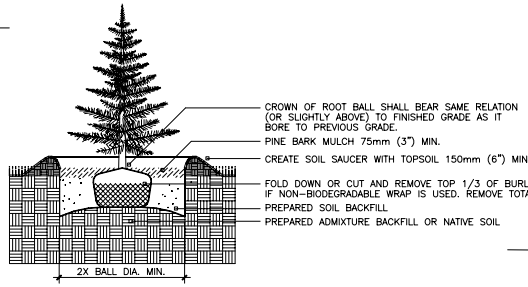
Simply Storage

CHESTERFIELD, MISSOURI

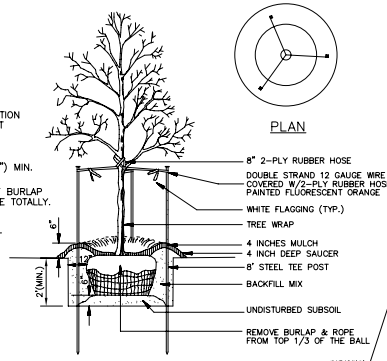
DRAWN	R. MARDIS
CHECKED	RWM
DATE	OCT. 2, 2006
SCALE	1"=30'-0"
JOB No.	2006-204
SHEET	L-1
OF	TWO SHEETS

NOTES:

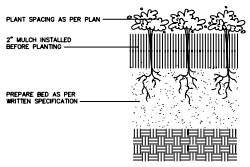
1.) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
2.) 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.
3.) 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).
4.) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions.
5.) 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.
6.) It shall be the landscape contractor's responsibility to:
   A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
   B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
   C.) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect prior to installation.
7.) 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 commencement of work.
8.) 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.
9.) 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.
10.) All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (300# per acre) and bluegrass (18# 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.
11.) 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.
12.) 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.
13.) The minimum setback is 10'-0" from an existing or proposed right of way.
14.) One (1) tree is required for every fifty (50) lineal feet of landscape setback area.
15.) Landscape islands shall be placed at the ends of parking aisles as required by Section 1003.164 of the City of Chesterfield Zoning Ordinance:
   A.) 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.
   B.) At the end of double row parking, a minimum of 210 square feet shall be provided for with a minimum of two (2) deciduous tress per island.
   C.) 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.
16.) Consideration shall be given to the type of grass to be used due to need for drought tolerance in areas without inground 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).
17.) A minimum of sixty percent (60%) of the deciduous trees must be of a species which matures at +35', evenly dispersed throughout the project.
18.) 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.
19.) Upon release of the landscape Installation Bond, a two (2) year Landscape Maintenance Bond shall be required.



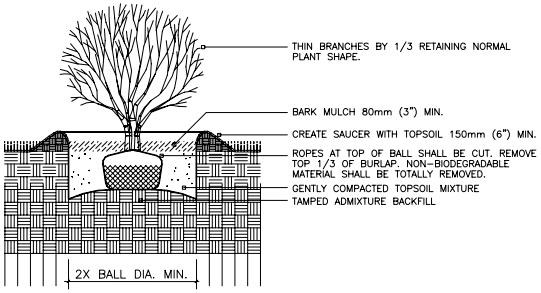
1 / L-2 CONIFEROUS TREE PLANTING
Not To Scale



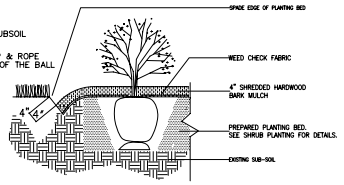
2 / L-1 DECIDUOUS TREE PLANTING
Not To Scale



3 / L-2 PERENNIAL/GROUNDCOVER PLANTING
Not To Scale



5 / L-2 SHRUB PLANTING – BALL AND BURLAP
Not To Scale



4 / L-2 SPADE-CUT EDGE DETAIL
Not To Scale

PLANT SCHEDULE:

TREES	QTY	COMMON/BOTANICAL	SIZE	DECIDUOUS/EVERGREEN	MATURE SIZE
RSM	3	Red Sunset Maple / Acer rubrum 'Franksred'	2.5"Cal	DECIDUOUS	45'+
GMSM	2	Green Mountain Sugar Maple / Acer saccharum 'Green Mountain'	2.5"Cal	DECIDUOUS	45'+
AAA	3	Autumn Applause Ash / Fraxinus americana 'Autumn Applause'	2.5" Cal.	DECIDUOUS	45'+
GL	3	Greenspire Littleleaf Linden / Tilia cordata 'Greenspire'	2.5"Cal	DECIDUOUS	45'+
EVERGREEN TREES	**QTY**	**COMMON/BOTANICAL**	**SIZE**		
CBS	3	Colorado Blue Spruce / Picea pungens	6'-7'	EVERGREEN	45'+
WP	6	White Pine / Pinus strobus	6'-7'	EVERGREEN	45'+
FLOWERING TREES	**QTY**	**COMMON/BOTANICAL**	**SIZE**		
RB	5	Redbud / Cercis canadensis	2.5" Cal.	DECIDUOUS	25'-35'
SMAG	5	Saucer Magnolia / Magnolia soulangiana	2.5" Cal.	DECIDUOUS	25'-35'
SWMAG	3	Sweet Bay / Magnolia virginiana	2.5"Cal	EVERGREEN	25'-35'
AP	4	Aristocrat Flowering Pear / Pyrus calleryana 'Aristocrat'	2.5" Cal.	DECIDUOUS	35'-45'
SHRUBS	**QTY**	**COMMON/BOTANICAL**	**SIZE**		
CPB	18	Crimson Pygmy Barberry / Berberis thunbergii 'Crimson Pygmy'	5 gal	DECIDUOUS	
WGB	27	Winter Gem Boxwood / Buxus microphylla 'Winter Gem'	5 gal	EVERGREEN	
DBB	11	Compact Burning Bush / Euonymus alatus 'Compactus'	18"-24"	DECIDUOUS	
EME	5	Emerald Gaiety Euonymus / Euonymus fortunei 'Emerald Gaiety'	5 gal	EVERGREEN	
INK	37	Compact Inkberry / Ilex glabra 'Compacta'	5 gal	EVERGREEN	
CH	17	China Boy/Girl Holly / Ilex meserveae 'China Boy/Girl	5 gal	EVERGREEN	
BAY	21	Northern Bayberry / Myrica pensylvancia	24"-30"	EVERGREEN	
PSC	4	Purple Sand Cherry / Prunus X cistena	24"-30"	DECIDUOUS	
LPS	14	Little Princess Spirea / Spiraea japonica 'Little Princess'	5 gal	DECIDUOUS	
DKL	6	Dwarf Korean Lilac / Syringa meyeri 'Palibin'	5 gal	DECIDUOUS	
DY	7	Dense Yew / Taxus media 'Densiformis'	18"-24"	EVERGREEN	
ANNUALS/PERENNIALS	**QTY**	**COMMON/BOTANICAL**	**SIZE**		
BBL	58	Big Blue Liriope / Liriope muscari 'Big Blue'	1 gal	DECIDUOUS	
GRASSES	**QTY**	**COMMON/BOTANICAL**	**SIZE**		
MG	10	Maiden Grass / Miscanthus sinensis 'Gracillimus'	5 gal	DECIDUOUS	

NOTE:
TREE CATEGORY MAKEUP CONSISTS OF THE FOLLOWING:
DECIDUOUS TREES ——33%
ORNAMENTAL TREES ——46%
EVERGREEN TREES ——21%

REVISIONS	BY

landscape TECHNOLOGIES
67 Arcadia Creek Drive
St. Charles, Missouri 63304
(636) 928-1250
Fax: (636) 928-4563

PLANTING PLAN FOR THE PROPOSED
Simply Storage
CHESTERFIELD, MISSOURI

DRAWN R. MARCKS
CHECKED RWM
DATE OCT. 2, 2006
SCALE 1"=30'-0"
JOB No. 2006-204
SHEET **L-2**
OF TWO SHEETS

IX. A.

City of Chesterfield

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

MEETING DATE:	JANUARY 22, 2007
TO:	PLANNING COMMISSION
CC:	MIKE GEISEL, ACTING DIRECTOR OF PLANNING
	AIMEE NASSIF, SENIOR PLANNER OF ZONING ADMINISTRATION
FROM:	JENNIFER YACKLEY, PROJECT PLANNER
RE:	P.Z. 4-2007 BUTLER INVESTMENT PARTNERSHIP, LP (SATURN OF WEST COUNTY)

The City of Chesterfield has received an application for an Ordinance Amendment for P.Z. 4-2007 Butler Investment Partnership, LP (Saturn of West County). Per the requirements of Section 1003.178 of the City of Chesterfield Zoning Ordinance, the Planning Department is requesting that a Public Hearing be held on this matter on February 12, 2007.