**CITY OF CHESTERFIELD**
**PLANNING COMMISSION MEETING**
**MONDAY - APRIL 9, 2007**

**7:00 PM**

# AGENDA

## I. ROLL CALL

## II. INVOCATION

## III. PLEDGE OF ALLEGIANCE

## IV. PUBLIC HEARINGS

**A.** **P.Z. 11-2007 J&T Holdings (612 Cepi)**: A request for a change of zoning from an "M3" Planned Industrial District to a "PC" Planned Commercial District for an approximately 0.38 acre tract of land located at 612 Cepi Drive south of the intersection of Chesterfield Airport Road and Cepi Drive.

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

## V. APPROVAL OF MEETING MINUTES

**A.** Approval of March 26, 2007 Planning Commission Minutes

## VI. PUBLIC COMMENT

## VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

**A.** **Arthur Bierbrauer House (16630 Chesterfield Airport Road) Amended Site Development Plan:** An Amended Site Development Plan and request for freestanding business sign for a 0.21 acre parcel zoned "PC" Planned Commercial District, with Landmark and Preservation Area (LPA) located on the south side of Chesterfield Airport Road and east of Baxter Road.

*The Planning Commission may vote on this item tonight.*

B. **Edward Schmidt House (16626 Chesterfield Airport Road) Amended Site Development Plan:** An Amended Site Development Plan for a 0.22 acre parcel zoned "PC" Planned Commercial District, with Landmark and Preservation Area (LPA) located on the south side of Chesterfield Airport Road and east of Baxter Road.

*The Planning Commission may vote on this item tonight.*

## VIII. OLD BUSINESS

A. **P.Z. 16-2006 Conway Point Office Building (Nelson McBride Development):** A request for a change of zoning from a "R-3" Residence District to a "PC" Planned Commercial District for a 1.1 acre tract of land located at 15310 Conway Road, at the southwest corner of Chesterfield Parkway and Conway Road.

*The Planning Commission may vote on this item tonight.*

B. **P.Z. 03-2007 Chesterfield Retail Center**: A request for a change of zoning from an "M3" Planned Industrial District to a "PC" Planned Commercial District for an approximately 2.045 acres of land located at 17670 and 17680 Chesterfield Airport Road east of the intersection of Chesterfield Airport Road and Chesterfield Industrial Boulevard.

*The Planning Commission may vote on this item tonight.*

## IX. NEW BUSINESS

A. **Proposed Amendments to the By-Laws of the Planning Commission**

*The Planning Commission may vote on this item tonight.*

## 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.

**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 April 9, 2007, in the Council Chambers at the City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017.

Said hearings will be as follows:

**P.Z. 11-2007 J&T Holdings (612 Cepi)**: A request for a change of zoning from an "M3" Planned Industrial District to a "PC" Planned Commercial District for an approximately 0.38 acre tract of land located at 612 Cepi Drive south of the intersection of Chesterfield Airport Road and Cepi Drive. (17V330122)

Permitted Uses:
(e) Associate work and storage areas required by a business, firm or service to carry on business operations.
(x) Medical and dental offices.
(z) Offices or office buildings.

Anyone interested in the proceedings will be given an opportunity to be heard. Copies of the request are available for review in the Department of Planning at the Chesterfield City Hall, 690 Chesterfield Parkway West during 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. Jennifer Yackley, Project Planner, by telephone at 636-537-4743 or by email at jyackley@chesterfield.mo.us.

CITY OF CHESTERFIELD
Maurice L. Hirsch, Jr., Chair
Chesterfield Planning Commission

Description of Property

Lot 5A of Resubdivision of Lot 5 of the Amended Plat of Chesterfield Executive Park according to the Plat thereof recorded in Plat Book 231 Page 59 of the St. Louis County Records.

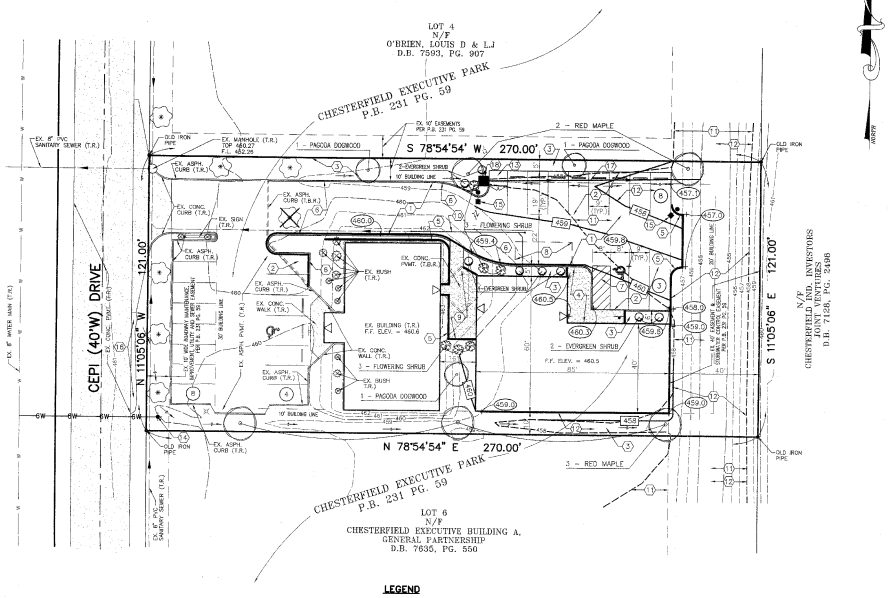
# AMENDED SITE DEVELOPMENT PLAN, LOT 5, CHESTERFIELD EXECUTIVE PARK

## TREE SCHEDULE

| QUANTITY | COMM_NAME | BOT_NAME | SIZE | ROOT_COND | REMARKS |
|---|---|---|---|---|---|
| 4 | Red Maple | Acer rubrum "Red Sunset" | 3"-3 1/2" cal. | B&B | Spring Planting |
| 3 | Pagoda Dogwood | Cornus alternifolia | 2" cal. (min.) | B&B | none |
| 6 | Flowering Shrub | | 2" - 3" spread | pot | none |
| 8 | Evergreen Shrub | | 2" - 3" spread | pot | none |
| | | | | | |

EXISTING TREE (T.B.R.)

EXISTING TREE (T.R.)




## LEGEND

| | |
|---|---|
| N | NORTH |
| S | SOUTH |
| E | EAST |
| W | WEST |
| CONC. | CONCRETE |
| PVMT. | PAVEMENT |
| F.L. | FLOW LINE |
| F.F. | FINISH FLOOR |
| (T.R.) | TO REMAIN |
| (T.B.R.) | TO BE REMOVED |
| (T.B.R.&R.) | TO BE REMOVED AND REPLACED |
| (T.B.Rel.) | TO BE RELOCATED |
| EX. | EXISTING |
| T.W. | TOP OF WALL |
| B.W. | BOTTOM OF WALL |
| ▷ | BUILDING ENTRY |
| ⊠ | EXISTING 30' HIGH SITE LIGHT (T.R.) |

(1) KEYED NOTE DESIGNATOR

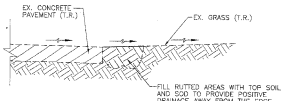
(10) NUMBER OF PARKING STALLS IN A PARKING BANK

+461.0 PROPOSED SPOT ELEVATION

476 EXISTING CONTOUR AT 1' INTERVAL

475 EXISTING CONTOUR AT 5' INTERVAL

459 PROPOSED CONTOUR




RUT DETAIL
NO SCALE

## UTILITY COMPANIES

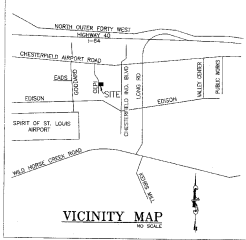
WATER:
ST. LOUIS COUNTY WATER
535 NORTH NEW BALLAS ROAD
ST. LOUIS, MO 63141
(314) 991-3403

TELEPHONE:
SOUTHWESTERN BELL TELEPHONE
14780 MANCHESTER RD.
BALLWIN, MO 63011
(314) 949-1312

STORM & SANITARY SEWERS:
METROPOLITAN ST. LOUIS
SEWER DISTRICT
2100 HAMPTON AVENUE
ST. LOUIS, MO 63139
(314) 768-6200

NATURAL GAS:
LACLEDE GAS COMPANY
720 OLIVE ST., RM. 1408
ST. LOUIS, MO 63101
(314) 342-0685

ELECTRIC:
UNION ELECTRIC
PO BOX 149
ST. LOUIS, MO 63116
(314) 554-4029




VICINITY MAP
NO SCALE

GRAPHIC SCALE
( IN FEET )
1 inch = 80 ft.

## OWNER / DEVELOPER

J.J. & T. ENTERPRISES,
A MISSOURI PARTNERSHIP
612 CEPI DRIVE
CHESTERFIELD, MO 63005

## PETITIONER

SCOTT WOLDING
WOLDING ARCHITECTURE
894 WOODS MILL ROAD, SUITE 200
ST. LOUIS, MO 63011
V: (636) 256-3800 F: (636) 256-3811

## OUTBOUNDARY SURVEY BY

VOLZ ENGINEERING AND SURVEYING, INC.
10849 INDIAN HEAD INDUSTRIAL BOULEVARD
ST. LOUIS, MISSOURI 63132
DATE OF SURVEY: 7/20/85

## TOPOGRAPHIC SURVEY BY

BAX ENGINEERING COMPANY, INC.
530 MADISON STREET
ST. CHARLES, MISSOURI 63301
DATE OF SURVEY: 7/20/85

## A TRACT OF LAND BEING

PART OF LOT 5 OF "DAMIAN KNECHUNCS ESTATE PARTITION" IN U.S. SURVEY 150, T. 45 N., R. 3 E., CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF LOT 5 OF THE AMENDED PLAT OF CHESTERFIELD EXECUTIVE PARK AS RECORDED IN PLAT BOOK 231, PAGE 59 OF THE ST. LOUIS COUNTY RECORDS.

## PROJECT BENCHMARK

CROSS IN CENTERLINE OF PAVEMENT OF CEPI DRIVE AT P.T. OF CURVE STATION 5+46.25 AS ESTABLISHED BY VOLZ ENGINEERING AND SURVEYING, INC. FOR CHESTERFIELD EXECUTIVE PARK, MARCH 9, 1984
ELEVATION = 461.57

## FIRE DISTRICT

CHESTERFIELD FIRE PROTECTION DISTRICT
13225 OLIVE STREET ROAD
CHESTERFIELD, MO 63017
(314) 532-4571

## SCHOOL DISTRICT

ROCKWOOD SCHOOL DISTRICT
111 EAST NORTH STREET
EUREKA, MO 63025
(314) 938-2200

## SITE INFORMATION

| | |
|---|---|
| EXISTING ZONING | "M-3" PLANNED INDUSTRIAL DISTRICT / FLOOD PLAIN DISTRICT |
| TOTAL AREA OF LOT | 32,670 SQ. FT. OR 0.75 ACRES |
| DEVELOPED AREA | 20,331 SQ. FT. OR 0.47 ACRES |
| BUILDING AREA | 3,100 SQ. FT. (EXISTING) |
| BUILDING AREA | 4,200 SQ. FT. (NEW) |
| | 7,300 SQ. FT. (TOTAL) |
| PROPOSED USE | OFFICE BUILDING |

## FLOODPLAIN DATA

THE 100 YEAR FLOOD PLAIN ELEVATION IS 458 PER THE FEMA FIRM NUMBER 29189C0120H, DATED 8/2/95 FOR ST. LOUIS COUNTY, MO AND INCORPORATED AREAS AND REVISED TO REFLECT LOMR DATED 4/17/00.

## PARKING CALCULATIONS

PARKING REQUIRED
3.33 SPACES / 1000 S.F. OF BUILDING AREA
= (3.33 / 1,000) * (7,300)
= 25 SPACES

PARKING PROVIDED

| | |
|---|---|
| STANDARD SPACES | = 24 SPACES |
| VAN ACCESSIBLE SPACES | = 2 SPACE |
| | = 26 SPACES |

## GENERAL NOTES

1. GRADING AND DRAINAGE SHALL BE IN ACCORDANCE WITH ST. LOUIS COUNTY, THE CITY OF CHESTERFIELD AND M.S.D. STANDARDS.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
3. EXISTING UNDERGROUND UTILITIES SHOWN HEREON ARE FROM INFORMATION PROVIDED BY UTILITIES AND MUST BE CONSIDERED AS APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATIONS PRIOR TO COMMENCING WORK.
4. ALL HANDICAPPED AND ACCESS REQUIREMENTS SHALL COMPLY WITH SECTION 512.4 OF THE ST. LOUIS COUNTY BUILDING CODE.
5. SILTATION CONTROL TO BE PROVIDED AT PROPERTY LINES AND SHOWN ON FINAL PLANS.
6. STORMWATER SYSTEMS WILL BE DESIGNED IN ACCORDANCE WITH THE CITY OF CHESTERFIELD AND M.S.D. STANDARDS.
7. SLOPES SHALL NOT EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL), UNLESS SPECIFICALLY APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
8. FINAL UTILITY CONNECTIONS TO BE DETERMINED DURING FINAL DESIGN.
9. ALL WORK IN CEPI DRIVE SHALL BE IN ACCORDANCE WITH THE CITY OF CHESTERFIELD STANDARDS.
10. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE SODDED OR SEEDED.
11. ALL ENTRANCES TO MEET THE CITY OF CHESTERFIELD COMMERCIAL ENTRANCE STANDARDS.
12. SILTATION CONTROL MEASURES ARE REQUIRED AS DIRECTED BY ST. LOUIS COUNTY AND CITY OF CHESTERFIELD.
13. ALL STORMWATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT.
14. PROVIDE ADEQUATE TEMPORARY OFF-STREET PARKING FOR CONSTRUCTION EMPLOYEES. PARKING ON NON-SURFACED AREAS SHALL BE PROHIBITED.
15. GAS, WATER, ELECTRIC, AND TELEPHONE SERVICE CONNECTIONS TO NEW BUILDING SHALL BE THROUGH THE EXISTING BUILDING.
16. THIS PLAN IS FOR PLANNING AND ZONING PURPOSES ONLY AND SHALL NOT BE USED FOR A SITE CONSTRUCTION DRAWING.

## KEYED NOTES

1. NEW PAVED DRIVE AISLE.
2. NEW PAVED PARKING AREA.
3. NEW LANDSCAPE AREA.
4. NEW CONCRETE WALK.
5. NEW RETAINING WALL.
6. NEW 6" HIGH CURB.
7. NEW STRIPED AISLE.
8. NEW 10' X 25' LOADING AREA.
9. NEW PATIO.
10. NEW SANITARY LATERAL.
11. EXISTING 100 YEAR FLOODPLAIN LIMITS.
12. PROPOSED 100 YEAR FLOODPLAIN LIMITS.
13. NEW 6'-0"x6'-6" TRASH ENCLOSURE WITH 6'-0" HIGH CEDAR "SHADOW BOX" STOCKADE FENCE.
14. NEW FIRE HYDRANT.
15. NEW 30' HIGH SITE LIGHT.
16. FILL RUTS WITH TOP SOIL AND SOD PER THE RUT DETAIL ON THIS SHEET.
17. NEW STORM SEWER PIPE.
18. NEW AREA INLET.

RECEIVED
MAY 1 3 2000
PLANNING DEPARTMENT

RECEIVED
MAY 1 3 2000
GRONER ENGINEERING CO.

FARNSWORTH & POLK
Engineers
Surveyors
144 West Lockwood Ave.
St. Louis, Missouri 63119
314/962-7900, 314/962-1253 fax
www.f-w.com
a member of the Farnsworth Wylie Group

STATE OF MISSOURI
DAVID B. HASTY, JR.
NUMBER E-24303
REGISTERED PROFESSIONAL ENGINEER

AUG 2 9 2000
AUG 2 9 2000

CONSULTANT:

PROJECT:
THE HAWLEY BUILDING
612 CEPI DRIVE
CHESTERFIELD, MISSOURI 63005

REVISION:
6/2/00 CITY COMMENTS
7/5/00 CITY COMMENTS
8/10/00 CITY COMMENTS
8/29/00 CITY COMMENTS

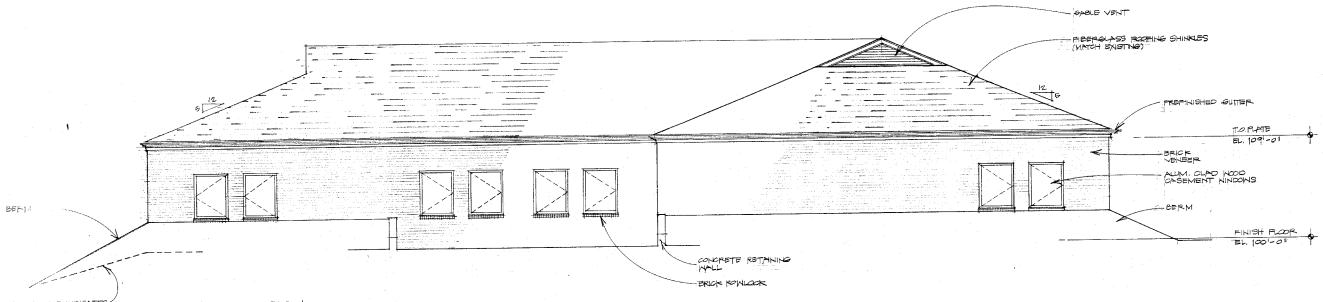
| | |
|---|---|
| DATE: | 2/22/00 |
| DRAWN: | M.J.R. |
| APPROVED: | D.L.H. |
| BOOK NO: | 0 |
| FILE NO: | 200017SDP.DWG |

SHEET TITLE:
AMENDED SITE DEVELOPMENT PLAN, LOT 5, CHESTERFIELD EXECUTIVE PARK

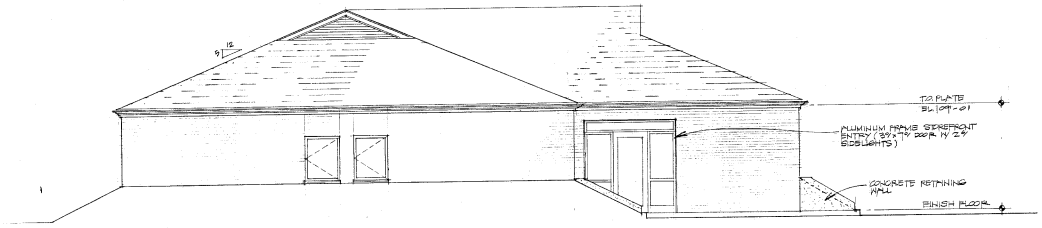
SHEET NUMBER:
SDP-1

PROJECT NO: 200017

BR Mar 1 2000 Tue Aug 29 08:07:02 2000




NORTH ELEVATION
1/4" = 1'-0"




EAST ELEVATION
1/4" = 1'-0"

Date:
Revisions:

Project:
NEW OFFICE BUILDING for
HAWLEY BROKERAGE
612 Cepi Road
Chesterfield, Missouri 63005

Sheet:

volding *architecture*
884 Woods Mill Road
Suite 200
St. Louis, MO 63011
636.256.3800

**V. A.**

**PLANNING COMMISSION**
**OF THE CITY OF CHESTERFIELD**
**AT CHESTERFIELD CITY HALL**
**MARCH 26, 2007**

The meeting was called to order at 7:00 p.m.

**I. PRESENT** **ABSENT**

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

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. Aimee Nassif, Senior Planner
Mr. Charles Campo, Project Planner
Ms. Mary Ann Madden, Planning Assistant

**II. INVOCATION:** Commissioner Perantoni

**III. PLEDGE OF ALLEGIANCE –** All

Chair Hirsch acknowledged the attendance of Councilmember Jane Durrell, Ward I; Councilmember Bruce Geiger, Ward II; Councilmember Connie Fults, Ward IV; and City Administrator Mike Herring.

**IV. PUBLIC HEARINGS –** Commissioner Asmus read the "Opening Comments" for the Public Hearings.

**A. P.Z. 09-2007 City of Chesterfield (Beckemeier Property):** A request for a change of zoning from "NU" Non-Urban District to "PS" Park and Scenic for two (2) parcels located on the north side of Olive Boulevard, directly west of the Mansions at Spyglass Summit Subdivision. Total area to be rezoned: 48.748 acres 14401 and 14415 Olive Boulevard (16R220194 and 16R220206)

Project Planner Charles Campo gave a PowerPoint presentation showing photographs of the site and surrounding area. Mr. Campo stated the following:

- In 1997, Minna Waldmann donated the subject tract of land to the Missouri Department of Conservation. The tract is currently known as the August G. Beckemeier Conservation Area.
- Current zoning for the site is "NU" Non-Urban. The request is to zone the property to "PS" Park & Scenic.
- There are no current plans for development for the site.
- The purpose of the proposed change in zoning is to preserve the site as open space for the residents of Missouri and the City of Chesterfield.
- The Missouri Department of Conservation has been informed of the proposed change in zoning and has issued no objection.
- The Comprehensive Plan shows the site to be bordered on all sides by residential, except for the northwest corner which is shown as agriculture/ flood plain/conservation.
- The "PS" Park and Scenic District is a straight zoning district.
- No preliminary plan is required when rezoning to a straight zoning district.
- This petition is also included on the agenda under "VIII. A. Old Business" so that the Commission may vote on it tonight.

**SPEAKERS IN FAVOR:** None

**SPEAKERS IN OPPOSITION:** None

**SPEAKERS – NEUTRAL:**

1. Mr. Tad Fryer, 14335 Olive Boulevard, Chesterfield, MO stated the following:
   - He and his wife own the property between Spy Glass Summit and the Beckemeier property. The subject property on the east abuts their property and comes right up to their driveway.
   - He asked if they would be advised in advance of any plans for the property that would come near their residence. City Attorney Heggie replied that the Conservation Commission has control of the parcel and they are allowed to develop the property within the restrictions of the Parking and Scenic Zoning. They are not required to come forward to the City with any particular plans. It is his understanding that there are plans to do limited improvements to the property – such as a walking trail.
   - Speaker noted that the subject property has a meadow, which abuts their property. They have been maintaining this meadow since 1985 and he

asked if the Conservation Commission would be responsible for maintaining it and mowing it on a regular basis. City Attorney Heggie felt the Conservation Commission would maintain the site. If a problem arises, Speaker was advised to contact the City's Parks and Recreation Department.

- Speaker stated that there presently is no access to the property. There is an electric company easement that goes over the land, but no road goes to it other than the Speaker's driveway.

City Attorney Heggie indicated that the City would provide Mr. Fryer with the name of a contact person from the Conservation Commission to address his concerns.

**REBUTTAL:** None

**ISSUES:** None

**B.** **P.Z. 14-2007a Wilson Bluffs (SMS Group, L.L.C.)**: A request for a change of zoning from "NU" Non-Urban District to "E-Half Acre" Estate District for a 3.28 acre tract of land located on the west side of Wilson road, directly north of Wilson Manors II Subdivision.

and

**C.** **P.Z. 14-2007b Wilson Bluffs (SMS Group, L.L.C.)**: A request for a change of zoning from "NU" Non-Urban to "LLR" Large Lot Residential for a 3.0 acre tract of land located on the west side of Wilson Road, directly north of Wilson Manors II Subdivision.

Chair Hirsch announced that **P.Z. 14-2007b** has been withdrawn by the Petitioner. The Commission will only be reviewing **P.Z. 14-2007a** at this time.

Ms. Annissa McCaskill-Clay, Assistant Director of Planning, gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. McCaskill-Clay stated the following:

- The petition for zoning from "NU" to "LLR" for the three-acre portion of the site has been withdrawn by the Petitioner.
- The site was posted for Public Hearing on March 9, 2007.
- The Comprehensive Plan designates the subject area as "Single-Family Residential". There are no recommendations for density in this area.
- The Petitioner is proposing two lots on 3.28 acres.
- There are setback requirements for the E-Districts, as well as buffering requirements as outlined in the Tree Manual.
- There will be a requirement of dedication of land for Wilson Road improvements.
- When necessary, the Petitioner will have to provide access to the rear portion of the property.

**PETITIONER'S PRESENTATION:**

1. Mr. Sean Sortor, 15543 Country Ridge Drive, Chesterfield, MO stated the following:
   - He is proposing two home sites on the 3.28 acre parcel. One will have an approximately 60' setback from Wilson Road and a 30' setback from the north side of the property.
   - His personal residence will be built in the center of the property.
   - He was advised by the Planning Staff to apply for E-One-Half Acre zoning. This zoning was necessary due to the required setbacks and buffers.
   - Speaker noted that some of the surrounding properties have half-acre lots.

**SPEAKERS IN FAVOR:** None

**SPEAKERS IN OPPOSITION:**

1. Mr. Nelson Wainwright, 39 Chesterfield Lakes Road, Chesterfield, MO stated the following:
   - He is representing Chesterfield Lakes as a former Trustee and current member of the subdivision's Lake Committee.
   - His home is on the lake directly downstream from the subject property, which drains directly into the lake.
   - The Chesterfield Lakes Subdivision experienced problems with its lakes when the Wilson Manor development was built. At that time, the area was under St. Louis County.
   - A bond was posted with the County for remedial work for any damage to the lakes from the construction activities of Wilson Manors. During development, the lakes were contaminated with siltation because the water was not properly restrained. Soundings of the lake were taken before and after construction of Wilson Manors, which showed that an average of over 2' of silt was deposited into the two lakes. When the Subdivision called in the bond, the Developer felt they had no responsibility since the bond was filed with the County, and now the property belonged to Chesterfield. The matter was finally settled out of court for far less than the damages incurred.
   - They ask that the current Petitioner be required to post a bond in the amount of at least $1 million for any possible damage to their lakes.

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

- **Regarding whether the siltation was removed from the lakes:** The settlement money was used for repairs to the upstream areas and to restore the original shoreline. They were not enough funds available from the settlement to remove the silt from the rest of the lakes. As a result, the lakes are, on average, two feet shallower than they were before the Wilson Manors construction began.

- **Regarding the cost to repair the lakes:** In the mid-1990's, the estimate to repair the lakes was $500,000 per lake. He estimates that repairs would currently cost approximately $700,000 per lake.

2. Mr. William Tandy, 1661 Wilson Avenue, Chesterfield, MO stated the following:
   - His property is on a body of water that is immediately adjacent to the subject property, which will be impacted if the rezoning is approved.
   - He questioned whether the two residences to be constructed will be detached or attached housing. Chair Hirsch stated that, if the request is granted, the Petitioner would be limited to two detached homes.
   - He expressed concern about the request for One-Half Acre zoning and setting a precedent for One-Half Acre zoning in this area.
   - Many of the properties in the area are larger than one-half acre. He and other residents bought property in the area based on the current zoning and they have concerns that their decision to buy in this area will be impacted by the subject petition.
   - He questioned as to how close the two homes would be to each other.
   - He questioned as to what would happen to the property that was withdrawn from the petition.

3. Ms. Marilyn Chandler, 1657 Wilson Avenue, Chesterfield, MO stated the following:
   - She expressed concern that if One-Half Acre zoning is approved for the subject site, it will set a precedent for other property in the area, where density may be higher than the proposed petition.

4. Ms. Donna Thume, 1812 Aston Way, Chesterfield, MO stated the following:
   - She is a resident of Wilson Manors subdivision.
   - She expressed concern about the One-Half Acre zoning request and setting a precedent for such zoning in the area.
   - She suggested that a variance be granted on the north side that would allow One-Acre zoning for the site.

5. Mr. Evan Ballman, 1806 Aston Way, Chesterfield, MO stated the following:
   - He expressed concern about One-Half Acre zoning setting a precedent for the area.
   - He noted that the site is extremely rugged. He feels that there should be a responsibility to the land, the residents, and the community with respect to developing land that is extremely rugged.
   - He pointed out that, at the corner of Wilson Road and Wild Horse Creek Road, issues have risen with the development of the site because of its rugged topography.
   - He would like the Planning Commission to review the difficulties involved in developing the subject site taking into consideration its rugged terrain. He wants to make the sure the land is developed responsibly.

**SPEAKERS – NEUTRAL:**

1. Ms. Margaret Schatz, 1805 Newburyport Road, Chesterfield, MO stated the following:
   - She lives in the Chesterfield Meadows subdivision, which is directly across the street from the subject site.
   - She noted that the site is rugged and is an extremely narrow piece of land.
   - She feels that the integrity of the land should be kept intact with the older trees.
   - She questioned where the road would be put in for access to the two proposed houses.
   - She questioned as to the plans for the property that was withdrawn from the petition.

**REBUTTAL:**

1. Mr. Sean Sortor stated the following:
   - He would agree to zoning the property E-One Acre if it could be done in an easy and timely manner.
   - Regarding the topography of the site, they have it figured out with respect to building the two homes.
   - He will be holding the remaining three acres for his personal investment at this time.
   - He feels that most of the concerns expressed dealt with residents' fear of "losing free privacy". He is developing the property to have some of the same privacy – he does not intend to level the whole site to make it a big field.

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

- **Regarding why he is asking for E-One-Half Acre vs. One-Acre or LLR zoning:** A large setback (approximately 40-60') is required from Wilson Road**;** another setback (approximately 20-30') is required due to the "NU" zoning to the north of the site. The build-able lot size is reduced because of the required setbacks, which does not allow them to meet One-Acre zoning requirements without a variance.

Commissioner Broemmer expressed concern that the E-One-Half Acre zoning could allow six homes on the subject site. Chair Hirsch stated that the site-specific ordinance limits the number of homes on the property.

Mr. Geisel, Acting Director of Planning, pointed out that, in the E-District, the buffers and easements are not allowed to be counted towards the minimum lot size. The yield is reduced by the required setbacks, buffers, and easements.

Commissioner Perantoni wanted language included in the Attachment A to insure that access is provided to the property to the rear of the site. Chair Hirsch stated

that language will have to be included in the Attachment A because access has to be established to property that is landlocked.

Ms. McCaskill-Clay stated that the Tree Manual has requirements for buffering based on the zoning in the area – such as "Residential" against "Residential". As an example, if the back property of three acres were zoned E-One Acre, buffering would be required all around the site because it abuts "Residential". Access would be required and any required infrastructure could not be counted toward lot sizes. The actual yield on the three acres would be based on how much improvement would have to be done in order to develop it.

Commissioner Broemmer asked how providing access would affect setbacks and buffers on the subject petition. Ms. McCaskill-Clay replied that the build-able space is severely diminished so that One-Acre zoning is not workable unless only one house is built on the site. E-One-Half Acre zoning best meets the Petitioner's needs in order to build the two homes he is proposing. No more than two homes could be built on the site because of the narrowness of the site.

**ISSUES:**

1. What is the effect of the proposed development on lakes in the Chesterfield Lakes subdivision? Should soundings be required to establish a baseline? Should a bond in the amount of $1 million be required to protect the lakes?
2. Setting a precedent of E One-Half Acre zoning, specifically for the rear portion of the property that was withdrawn from the petition.
3. Are half-acre lot sizes appropriate for the development vs. full-acre lots?
4. Possibility of providing some contingency to have the buffering not be contingent on the lot size.
5. Alteration of ruggedness of the site – difficulty of developing the site. What would it take to develop the site, taking into consideration the integrity of the trees on the site?
6. Access to both the front and rear portions of the site.
7. Two single-family detached dwellings on the site.
8. How close would the houses be to one another on the site?
9. Since detention is not required, how will runoff be prevented considering the amount of extensive grading that will be necessary?

Commissioner Asmus read the Closing Comments for the Public Hearings.

## V. APPROVAL OF MEETING MINUTES

**Commissioner Broemmer made a motion to approve the minutes of the March 12, 2007 Planning Commission Meeting.** The motion was seconded by Commissioner Schenberg and **passed by a voice vote of 9 to 0.**

## VI. PUBLIC COMMENT

**RE: P.Z. 08-2007 Chesterfield Valley Power Sports (17501 N. Outer 40 Road)**

**Petitioner:**

1. Mr. John Williams, 17501 North Outer 40 Road, Chesterfield, MO stated he was available for questions.

## VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

**A. 1283 Rouge River Court:** Residential Addition on an existing home zoned "R-1A" Residence District located at 1283 Rouge River Court in the Conway Forest Subdivision.

**Commissioner O'Connor, representing the Site Plan Committee, made a motion to approve the Residential Addition**. The motion was seconded by Commissioner Banks and **passed by a voice vote of 9 to 0**.

**B. 1296 Luray Drive:** Residential Addition on an existing home zoned "R-1A" Residence District located at 1296 Luray Drive in the Shenandoah Subdivision.

**Commissioner O'Connor, representing the Site Plan Committee, made a motion to approve the Residential Addition**. The motion was seconded by Commissioner Schenberg and **passed by a voice vote of 9 to 0**.

**C. St. John's Mercy:** A request to approve a Sign Package for the St. John's Mercy Rehabilitation Hospital, at 14561 North Outer Forty Road. A 6.048-acre "PC" Planned Commercial District located south of Conway Road, approximately 900 feet east of Still House Creek Road.

**Commissioner O'Connor, representing the Site Plan Committee, made a motion to approve the Sign Package**. The motion was seconded by Commissioner Broemmer and **passed by a voice vote of 9 to 0**.

## VIII. OLD BUSINESS

**A. P.Z. 08-2007 Chesterfield Valley Power Sports (17501 N. Outer 40 Road):** A request for an amendment to City of Chesterfield Ordinance 1372 to allow for a two-story building in this "C-8" Planned Commercial District. (17U510051)

Ms. Aimee Nassif, Senior Planner, stated that the Public Hearing was held on March 12, 2007. Both the Preliminary Plan and the Attachment A conform to all requirements of the City's Zoning Ordinance, as well as the Comprehensive Plan. The Attachment A also includes language permitting outdoor display of a maximum of six vehicles.

**Commissioner Sherman made a motion to approve P.Z. 08-2007 Chesterfield Valley Power Sports (17501 N. Outer 40 Road).** The motion was seconded by Commissioner Broemmer.

**Upon roll call, the vote was as follows:**

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

**Nay: None**

**The motion passed by a vote of 9 to 0.**

**B. P.Z. 09-2007 City of Chesterfield (Beckemeier Property):** A request for a change of zoning from "NU" Non-Urban District to "PS" Park and Scenic for two (2) parcels located on the north side of Olive Boulevard, directly west of the Mansions at Spyglass Summit Subdivision. Total area to be rezoned: 48.748 acres 14401 and 14415 Olive Boulevard (16R220194 and 16R220206)

**Commissioner Broemmer made a motion to approve P.Z. 09-2007 City of Chesterfield (Beckemeier Property).** The motion was seconded by Commissioner Banks.

**Upon roll call, the vote was as follows:**

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

**Nay: None**

**The motion passed by a vote of 9 to 0.**

## IX. NEW BUSINESS - None

## X. COMMITTEE REPORTS

### A. Ordinance Review Committee

Chair Hirsch announced that three meetings of the Ordinance Review Committee have been scheduled for:

- April 24, 2007 – 3:00 p.m.
- May 1, 2007 – 5:00 p.m.
- May 15, 2007 – 3:00 p.m.

City Attorney Heggie has prepared proposed revisions to the By-Laws of the Planning Commission to bring the By-Laws up to current practice. A meeting will be scheduled 15 minutes prior to the next Site Plan Committee for the Officers, and any other Commissioners who would like to attend, to discuss the By-Laws. The proposed changes will be made available in the next meeting packet.

## XI. ADJOURNMENT

The meeting adjourned at 8:04 p.m.

_____

David Banks, Secretary

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.**

April 4, 2007

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

The Planning Commission agenda for **April 9, 2007** will include the following item for your consideration:

**Arthur Bierbrauer House (16630 Chesterfield Airport Road) Amended Site Development Plan**: An Amended Site Development Plan and request for freestanding business sign for a 0.21 acre parcel zoned "PC" Planned Commercial District, with Landmark and Preservation Area (LPA) located on the south side of Chesterfield Airport Road and east of Baxter Road.

Dear Planning Commission:

Lauren Strutman of Busch-Strutman L.L.C. has submitted an Amended Site Development Plan and one freestanding business sign for your review. The Department of Planning has reviewed these submittals and submits the following report.

## BACKGROUND

1. On May 16, 2005 the City of Chesterfield approved Ordinance 2171 which changed the zoning from "NU" Non Urban to "PC" Planned Commercial and approving a Landmark and Preservation Area (LPA).

2. On April 24, 2006 the Planning Commission approved the Site Development Plan for this property.

## SUBMITTAL INFORMATION

1. The request is for one freestanding business sign to be located along Chesterfield Airport Road.

2. The sign will be of all wood construction with no illumination. The overall height of the freestanding sign is 6 feet tall from the finished grade to the top of the post. The dimensions of the sign face are 3'-0" in height, by 4'-8 ½" wide. The sign face will be 14.125 square feet.

**DEPARTMENTAL INPUT**

1. City of Chesterfield Ordinance 2171, states that 'all signage is subject to review by the Planning Commission for compatibility with the existing historic area.'

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

Respectfully submitted,

Jarvis Myers
Project Planner

Respectfully submitted,

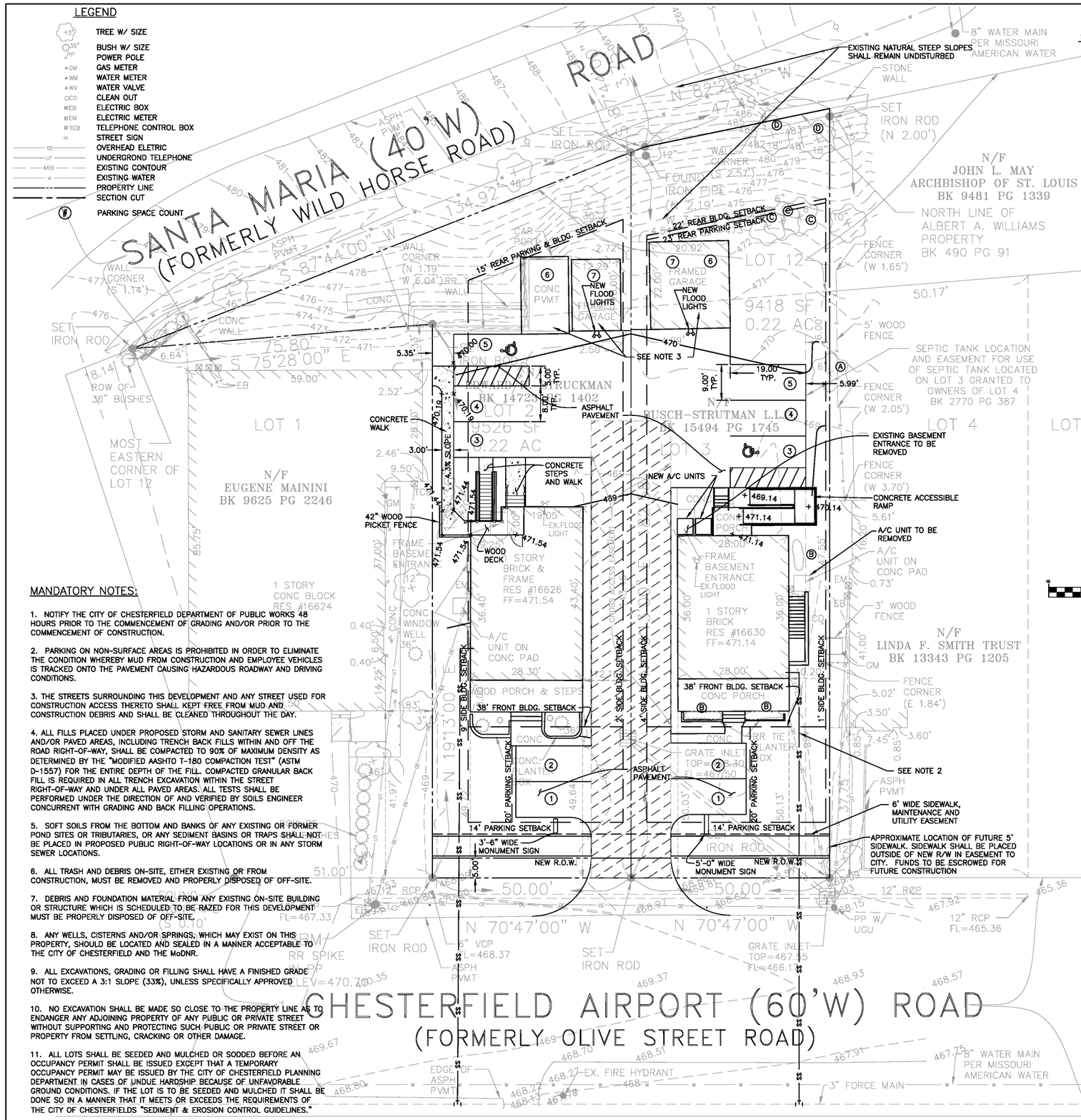
Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Amended Site Development Plan
Monument Sign Elevations

## LEGEND

- TREE W/ SIZE
- BUSH W/ SIZE
- POWER POLE
- GAS METER
- WATER METER
- WATER VALVE
- CLEAN OUT
- ELECTRIC BOX
- ELECTRIC METER
- TELEPHONE CONTROL BOX
- STREET SIGN
- OVERHEAD ELETRIC
- UNDERGROND TELEPHONE
- EXISTING CONTOUR
- EXISTING WATER
- PROPERTY LINE
- SECTION CUT
- PARKING SPACE COUNT




## LANDSCAPING

| SYMBOL | QUANTITY | COMMON NAME |
|---|---|---|
| A | 1 | AMERICAN YELLOWOOD |
| B | - | EXISTING PERENIALS |
| C | 3 | REDBUD |
| D | 2 | SILVER MAPLE |

NO EXISTING TREES WILL BE DISTURBED

## OPEN SPACE CALCS

TOTAL AREA = 0.22 ACRES
BUILDING AREA = 0.04 ACRES
IMPERVIOUS AREA = 0.08 ACRES
PERVIOUS AREA = 0.10 ACRES

OPEN SPACE = 45%

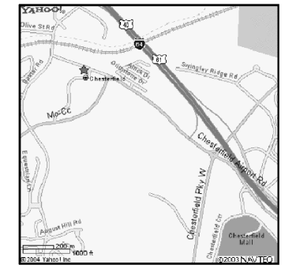
## PARKING CALCULATION

7 SPACES ALLOWED PER P.Z. 23&24-2004

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

16630 CHESTERFIELD AIRPORT ROAD:
2227 SF TOTAL GROSS FLOOR AREA
(ABOVE AND BELOW GRADE FLOORS)
9418 SF TOTAL SITE AREA

F.A.R.= 2227 SF/9418 SF=0.236=24%




LOCATION MAP

## NOTES:

1. SEE SHEET C1-02 FOR SECTION PROFILES.
2. LOT 3 SHALL INSTALL A MYERS MODEL NUMBER WG30H-75H, THREE HORSE POWER, SINGLE PHASE, GRINDER PUMP. THE PUMP WILL DISCHARGE INTO AN EXISTING 3" FORCEMAIN ON THE NORTH SIDE OF CHESTERFIELD AIRPORT ROAD.
3. EXISTING CARPORT AND FRAME GARAGES ARE TO REMAIN IN PLACE AND USED FOR PARKING.
4. NO CONSTRUCTION PARKING SHALL BE PERMITTED ON CHESTERFIELD AIRPORT ROAD.
5. NEAREST EXISTING MAJOR STREET INTERSECTION IS WEST 800 FEET TO BAXTER AND CHESTERFIELD AIRPORT RD.
6. ZONING DISTRICT: PC/LPA (PLANNED COMMERCIAL/LANDMARK AND PRESERVATION AREA)
   TOWNSHIP: 45 NORTH
   RANGE: 4 EAST
   EGQBWQR: 9
   US SURVEY : 2031
   SCHOOL DISTRICT: 110 ROCKWOOD R-6
   FIRE DISTRICT: MONARCH
   WATER COMPANY: MISSOURI AMERICAN WATER
7. ALL UTILITIES WILL BE PLACED UNDERGROUND.
8. ORDINANCE NUMBER: 2171
9. SUBDIVISION NAME: BURKHARDT PLACE SUBDIVISION.
10. PROPOSED USE: OFFICE BUILDING.
11. NEW FLOOD LIGHT FIXTURE SHALL BE MOUNTED TO GARAGE WALL BELOW EAVE NEAR PEAK OF GABLE. AIM LIGHTS DOWNWARD TO PREVENT LIGHT TRESPASS ON TO ADJACENT PROPERTIES.

## MANDATORY NOTES:

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

2. PARKING ON NON-SURFACE AREAS IS 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.

3. THE STREETS SURROUNDING THIS DEVELOPMENT AND ANY STREET USED FOR CONSTRUCTION ACCESS THERETO SHALL KEPT FREE FROM MUD AND CONSTRUCTION DEBRIS AND SHALL BE CLEANED THROUGHOUT THE DAY.

4. ALL FILLS PLACED UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS, INCLUDING TRENCH BACK FILLS 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 BACK FILL IS REQUIRED IN ALL TRENCH EXCAVATION WITHIN THE STREET RIGHT-OF-WAY AND UNDER ALL PAVED AREAS. ALL TESTS SHALL BE PERFORMED UNDER THE DIRECTION OF AND VERIFIED BY SOILS ENGINEER CONCURRENT WITH GRADING AND BACK FILLING OPERATIONS.

5. SOFT SOILS FROM THE BOTTOM AND BANKS OF ANY EXISTING OR FORMER POND SITES OR TRIBUTARIES, OR ANY SEDIMENT BASINS OR TRAPS SHALL NOT BE PLACED IN PROPOSED PUBLIC RIGHT-OF-WAY LOCATIONS OR IN ANY STORM SEWER LOCATIONS.

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

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

8. ANY WELLS, CISTERNS AND/OR SPRINGS, WHICH MAY EXIST ON THIS PROPERTY, SHOULD BE LOCATED AND SEALED IN A MANNER ACCEPTABLE TO THE CITY OF CHESTERFIELD AND THE MoDNR.

9. ALL EXCAVATIONS, GRADING OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%), UNLESS SPECIFICALLY APPROVED OTHERWISE.

10. NO EXCAVATION SHALL BE MADE SO CLOSE TO THE PROPERTY LINE AS TO ENDANGER ANY ADJOINING PROPERTY OF ANY PUBLIC OR PRIVATE STREET WITHOUT SUPPORTING AND PROTECTING SUCH PUBLIC OR PRIVATE STREET OR PROPERTY FROM SETTLING, CRACKING OR OTHER DAMAGE.

11. 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 BY THE CITY OF CHESTERFIELD PLANNING DEPARTMENT IN CASES OF UNDUE HARDSHIP BECAUSE OF UNFAVORABLE GROUND CONDITIONS. IF THE LOT IS TO BE SEEDED AND MULCHED IT SHALL BE DONE SO IN A MANNER THAT IT MEETS OR EXCEEDS THE REQUIREMENTS OF THE CITY OF CHESTERFIELDS "SEDIMENT & EROSION CONTROL GUIDELINES."

City of Chesterfield
DEPARTMENT OF PLANNING
SCRIPT FOR A SITE DEVELOPMENT PLAN

Busch Strutman, L.L.C.
in connection with a change of zoning for the following described property from
NU to PC/LPA.

All of lot 3 and part of lot 12 of Burkhardt Place, a subdivision in U.S. Survey 2031, township 45 north, range 4 east, according to the plat thereof recorded in plat book 12 page 94 of the St. Louis County records and being more particularly described as follows: beginning at a point in the south line of Chesterfield Airport Road, 60 feet wide, (formerly Olive Street Road), distant north 70 degrees 47 minutes 00 seconds west 101.00 feet from the northeast corner of lot 1 of said Burkhardt Place, said beginning point being also the northeast corner of lot 3; thence along the line dividing lots 2 and 3 and along the continuation of said dividing line south 19 degrees 13 minutes 00 seconds west a distance of 182.58 feet to the north line of Santa Maria Road, 40 feet wide, (formerly Wild Horse Road); thence along the north line of the Santa Maria Road, south 87 degrees 44 minutes 00 seconds west a distance of 3.75 feet to its intersection with the north line of property conveyed to Albert A. Wilmas by deed recorded in book 460 page 91 of the St. Louis County records; thence along the north line of the said property so conveyed north 82 degrees 28 minutes 51 seconds west a distance of 47.49 feet to its intersection with the southern prolongation of the line dividing lots 3 and 4; thence along the southern prolongation of the line dividing lots 3 and 4 and along the line dividing lots 3 and 4 north 19 degrees 13 minutes 00 seconds east a distance of 193.54 feet to the south line of Chesterfield Airport Road; thence along the south line of the Chesterfield Airport Road south 70 degrees 47 minutes 00 seconds east a distance of 50.00 feet to the point of beginning. Total acreage is 0.22 acres.

Busch-Strutman L.L.C., the owner(s) of the property shown on this plan for and in consideration of being granted a permit to develop property under the provisions of Chapter 1003.140. PC/LPA, of 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 Council.

Lauren Strutman, Managing Partner,Busch-Strutman, L.L.C.

State of Missouri )
) SS.
County of St. Louis)

On this _____ day of _____, A.D., 20____, before me personally

Lauren Strutman, to me known, who, being by me sworn in,
did say that he/she is the Managing Partner of the Busch-Strutman, L.L.C.
a corporation in the State of Missouri, and that the seal affixed to the foregoing
instruments is the corporate seal of said corporation, and that said instrument was signed on behalf of said corporation by authority of its Board of
Directors, and the said Lauren Strutman 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 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 _____, 20 __, 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

# SITE DEVELOPMENT PLAN

*ARTHUR BIERBRAUER HOUSE*
*(OWNER: BUSCH-STRUTMAN, L.L.C.)*
*16630 CHESTERFIELD AIRPORT ROAD*
*CHESTERFIELD, MISSOURI 63017*


CDI
Civil Design, Inc.
17751 Carondelet Ave. Suite 600
Clayton, MO 63105
314.863.5570


OWNER:
BUSCH-STRUTMAN L.L.C.
16676 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI 63017
OWNER CONTACT: LAUREN STRUTMAN
TELEPHONE: 636-537-0880
EMERGENCY PHONE: 636-532-7908

| ISSUE | |
|---|---|
| AMENDED SITE DEVELOPMENT PLAN | 5/21/07 |

SITE PLAN

| | |
|---|---|
| PROJECT#: | 04-052 |
| ISSUE DATE: | 4/18/06 |
| SCALE: | 1"=10' |

**C1-01**

| | |
|---|---|
| Designed by: | MAB |
| Drawn by: | MAB |
| Checked by: | MJW |

RECEIVED
MAR 28 2007
PLANNING
DEPARTMENT

SIZE: SIGN FACE 3' BY 4' 8 ½" LONG, ¾" THICK
SUPPORTING POST: 6' TALL, 3 ½" BY 3 ½" WIDE

SIGN IS DOUBLE FACED

COLORS: AS PER DRAWING,
HISTORIC FLOOR COMPANY IS METALLIC GOLD
WITH BLACK OUTLINE AND SHADED FONT;
WIDE PLANK WOOD FLOORS IS DARK GREEN
PONE NUMBER IS DARK RED.
BACKGROUND OTHER THAN GREEN PANEL IS A CREAM COLOR.

LANDSCAPING UNDER SIGN APPROXIMATELY 4' 6" BY 2' WIDE FLOWER BED. BED WILL **NOT** EXTEND BEHIND SIGN POST OR IN FRONT OF SIGN EDGE. BED WILL BE FILLED WITH LOW GROWING ANNUALS TO COMPLIMENT SIGN COLORS AND DESIGN. CONSIDERATION WILL ALSO BE GIVEN TO SUN/SHADE CONDITIONS AND PLANTS SURROUNDED BY MULCH.

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.**

April 4, 2007

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

The Planning Commission agenda for **April 9, 2007** will include the following item for your consideration:

**Edward Schmidt House (16626 Chesterfield Airport Road) Amended Site Development Plan**: An Amended Site Development Plan for a 0.22 acre parcel zoned "PC" Planned Commercial District, with Landmark and Preservation Area (LPA) located on the south side of Chesterfield Airport Road and east of Baxter Road.

Dear Planning Commission:

Lauren Strutman of Strutman Architects has submitted on behalf of Edward and Janie Struckman an Amended Site Development Plan for your review. The Department of Planning has reviewed the submittal and submits the following report.

## BACKGROUND

1. On May 16, 2005 the City of Chesterfield approved Ordinance 2170 which changed the zoning of the parcel from "NU" Non Urban to "PC" Planned Commercial and Landmark and Preservation Area (LPA).

2. On April 24, 2006, the Planning Commission approved the Site Development Plan for this property.

## SUBMITTAL INFORMATION

1. The request is to amend the site plan to allow for one freestanding business sign to be located along Chesterfield Airport Road.

2. The request is also to amend the handicap access located at the rear of the building.

3. The business sign has not been submitted at this time. The sign will need to be reviewed by Planning Commission for compatibility with the existing historic area when it is submitted.

**DEPARTMENTAL INPUT**

The submittal was reviewed for compliance with City of Chesterfield ordinances. The Department of Planning requests approval of the Amended Site Development Plan.

Respectfully submitted,

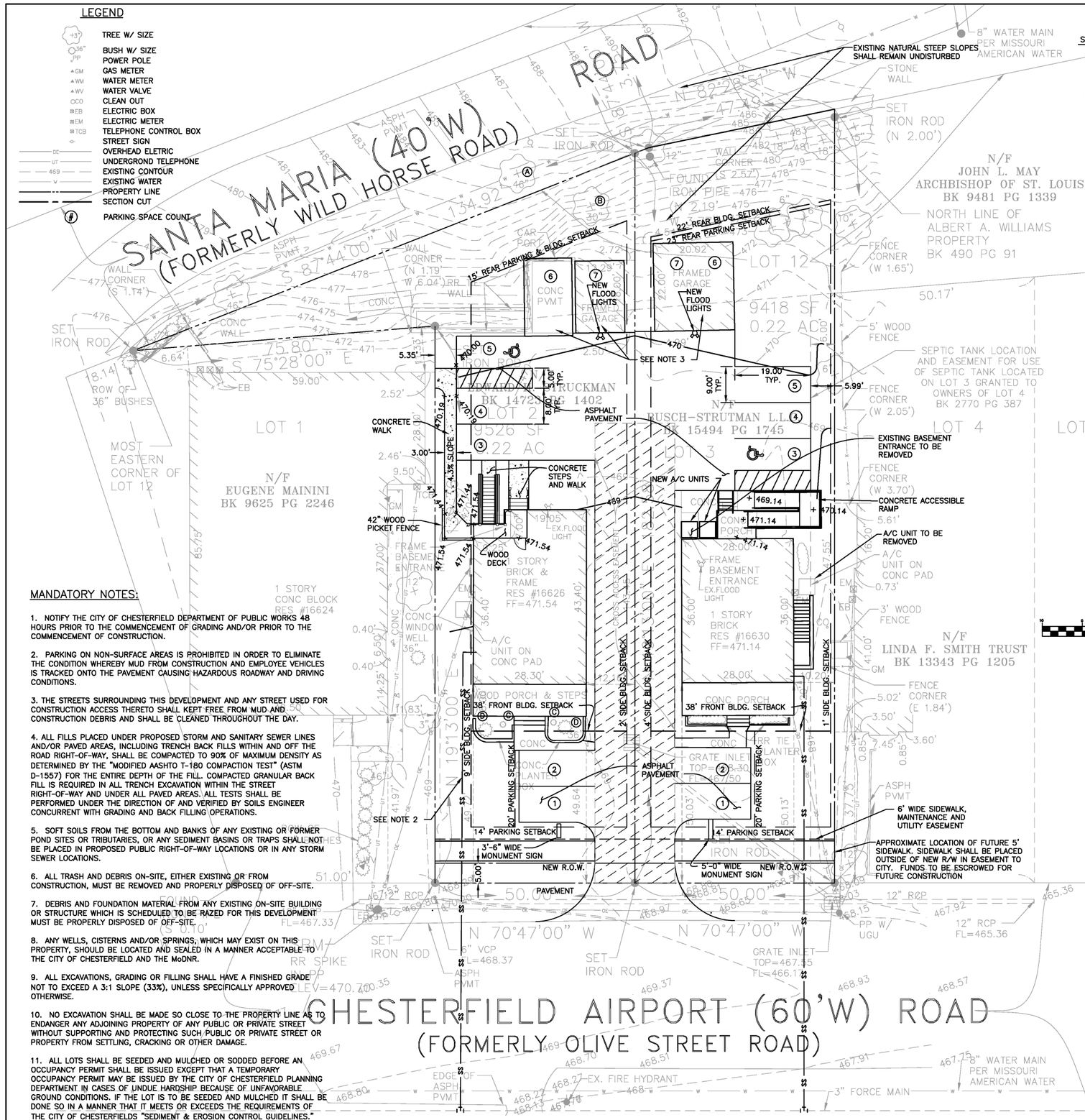
Jarvis Myers
Project Planner

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Amended Site Development Plan




## LEGEND

- TREE W/ SIZE
- BUSH W/ SIZE
- POWER POLE
- GAS METER
- WATER METER
- WATER VALVE
- CLEAN OUT
- ELECTRIC BOX
- ELECTRIC METER
- TELEPHONE CONTROL BOX
- STREET SIGN
- OVERHEAD ELETRIC
- UNDERGROND TELEPHONE
- EXISTING CONTOUR
- EXISTING WATER
- PROPERTY LINE
- SECTION CUT
- PARKING SPACE COUNT

## LANDSCAPING

| SYMBOL | QUANTITY | COMMON NAME |
|---|---|---|
| A | 1 | AMERICAN YELLOWOOD |
| B | 1 | GREEN ASH |
| C | 2 | HOSTA |
| D | 2 | DWARF ALBERTUS SPRUCE |

NO EXISTING TREES WILL BE DISTURBED

## OPEN SPACE CALCS

TOTAL AREA = 0.22 ACRES
BUILDING AREA = 0.04 ACRES
IMPERVIOUS AREA = 0.08 ACRES
PERVIOUS AREA = 0.10 ACRES

OPEN SPACE = 45%

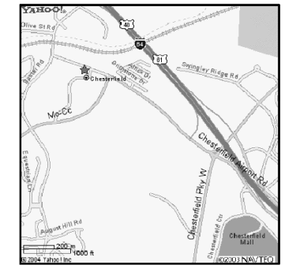
## PARKING CALCULATION

7 SPACES ALLOWED PER P.Z. 21&22-2004

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

16626 CHESTERFIELD AIRPORT ROAD:
2328 SF TOTAL GROSS FLOOR AREA
(ABOVE AND BELOW GRADE FLOORS)
9526 SF TOTAL SITE AREA

F.A.R.= 2328 SF/9526 SF=0.244=25%




LOCATION MAP

## NOTES:

1. SEE SHEET C1-02 FOR SECTION PROFILES.
2. LOT 2 SHALL INSTALL A MYERS MODEL NUMBER WG30H-75H, THREE HORSE POWER, SINGLE PHASE, GRINDER PUMP. THE PUMP WILL DISCHARGE INTO AN EXISTING 3" FORCEMAIN ON THE NORTH SIDE OF CHESTERFIELD AIRPORT ROAD.
3. EXISTING CARPORT AND FRAME GARAGES ARE TO REMAIN IN PLACE AND USED FOR PARKING.
4. NO CONSTRUCTION PARKING SHALL BE PERMITTED ON CHESTERFIELD AIRPORT ROAD.
5. NEAREST EXISTING MAJOR STREET INTERSECTION IS WEST 800 FEET TO BAXTER AND CHESTERFIELD AIRPORT RD.
6. ZONING DISTRICT: PC/LPA (PLANNED COMMERCIAL/LANDMARK AND PRESERVATION AREA)
   TOWNSHIP: 45 NORTH
   RANGE: 4 EAST
   EGQBWQR: 9
   US SURVEY : 2031
   SCHOOL DISTRICT: 110 ROCKWOOD R-6
   FIRE DISTRICT: MONARCH
   WATER COMPANY: MISSOURI AMERICAN WATER
7. ALL UTILITIES WILL BE PLACED UNDERGROUND.
8. ORDINANCE NUMBER: 2170
9. SUBDIVISION NAME: BURKHARDT PLACE SUBDIVISION.
10. PROPOSED USE: MUSIC STUDIO (FOR PIANO LESSONS).
11. NEW FLOOD LIGHT FIXTURE SHALL BE MOUNTED TO GARAGE WALL BELOW EAVE NEAR PEAK OF GABLE. AIM LIGHTS DOWNWARD TO PREVENT LIGHT TRESPASS ON TO ADJACENT PROPERTIES.

GRAPHIC SCALE
( IN FEET )
1 inch = 10 ft.

## MANDATORY NOTES:

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

2. PARKING ON NON-SURFACE AREAS IS 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.

3. THE STREETS SURROUNDING THIS DEVELOPMENT AND ANY STREET USED FOR CONSTRUCTION ACCESS THERETO SHALL KEPT FREE FROM MUD AND CONSTRUCTION DEBRIS AND SHALL BE CLEANED THROUGHOUT THE DAY.

4. ALL FILLS PLACED UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS, INCLUDING TRENCH BACK FILLS 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 BACK FILL IS REQUIRED IN ALL TRENCH EXCAVATION WITHIN THE STREET RIGHT-OF-WAY AND UNDER ALL PAVED AREAS. ALL TESTS SHALL BE PERFORMED UNDER THE DIRECTION OF AND VERIFIED BY SOILS ENGINEER CONCURRENT WITH GRADING AND BACK FILLING OPERATIONS.

5. SOFT SOILS FROM THE BOTTOM AND BANKS OF ANY EXISTING OR FORMER POND SITES OR TRIBUTARIES, OR ANY SEDIMENT BASINS OR TRAPS SHALL NOT BE PLACED IN PROPOSED PUBLIC RIGHT-OF-WAY LOCATIONS OR IN ANY STORM SEWER LOCATIONS.

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

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

8. ANY WELLS, CISTERNS AND/OR SPRINGS, WHICH MAY EXIST ON THIS PROPERTY, SHOULD BE LOCATED AND SEALED IN A MANNER ACCEPTABLE TO THE CITY OF CHESTERFIELD AND THE MoDNR.

9. ALL EXCAVATIONS, GRADING OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%), UNLESS SPECIFICALLY APPROVED OTHERWISE.

10. NO EXCAVATION SHALL BE MADE SO CLOSE TO THE PROPERTY LINE AS TO ENDANGER ANY ADJOINING PROPERTY OF ANY PUBLIC OR PRIVATE STREET WITHOUT SUPPORTING AND PROTECTING SUCH PUBLIC OR PRIVATE STREET OR PROPERTY FROM SETTLING, CRACKING OR OTHER DAMAGE.

11. 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 BY THE CITY OF CHESTERFIELD PLANNING DEPARTMENT IN CASES OF UNDUE HARDSHIP BECAUSE OF UNFAVORABLE GROUND CONDITIONS. IF THE LOT IS TO BE SEEDED AND MULCHED IT SHALL BE DONE SO IN A MANNER THAT IT MEETS OR EXCEEDS THE REQUIREMENTS OF THE CITY OF CHESTERFIELDS "SEDIMENT & EROSION CONTROL GUIDELINES."

City of Chesterfield
DEPARTMENT OF PLANNING
SCRIPT FOR A SITE DEVELOPMENT PLAN

Edward H. Struckman and Janie A. Struckman.
In connection with a change of zoning for the following described property from
NU to PC/LPA.

All of lot 2 and the east part of lot 12 of Burkhardt Place, a subdivision in U.S. Survey 2031, township 45 north, range 4 east, according to the plat thereof recorded in plat book 12 page 94 of the St. Louis County records and being more particularly described as follows: beginning at a point in the south line of Chesterfield Airport Road, 60 feet wide, (formerly Olive Street Road), at the northeast corner of said lot 2; thence along the south line of Chesterfield Airport Road north 70 degrees 47 minutes 00 seconds west a distance of 50.00 feet to the northwest corner of said lot 2; thence along the west line of said lot 2 and its continuation southwardly south 19 degrees 13 minutes 00 seconds west a distance of 182.58 feet to the north line of Santa Maria Road, 40 feet wide, (formerly Wild Horse Road); thence east along said north line of Santa Maria Road north 87 degrees 44 minutes 00 seconds east a distance of 134.92 feet to the most eastern corner of said lot 12; thence along the north line of said lot 12 north 75 degrees 28 minutes 00 seconds west a distance of 75.80 feet to the southeast corner of said lot 2; thence along the east line of said lot 2 north 19 degree 13 minutes 00 seconds east a distance of 139.36 feet to the point of beginning. Total acreage is 0.22 acres.

Edward H. Struckman and Janie A. Struckman, the owner(s) 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, 140, PC/LPA of 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 Council.

_____
Edward H. Struckman and Janie A. Struckman

State of Missouri )
) SS.
County of St. Louis)

On this _____ day of _____, A.D., 20___, before me personally

Appeared Edward H. Struckman, and Janie A. Struckman his wife, to me known to be the person(s) described in, and who executed the foregoing instrument, and acknowledge that he, she or they executed the same as his, hers, or their free act and deed.
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 _____, 20___, 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

# SITE DEVELOPMENT PLAN

*EDWARD L. SCHMIDT HOUSE*
*(OWNERS: EDWARD AND JANIE STRUCKMAN)*
*16626 CHESTERFIELD AIRPORT ROAD*
*CHESTERFIELD, MISSOURI 63017*


CDI
Civil Design, Inc.
17751 Carondelet Ave. Suite 600
Clayton, MO 63105
314.863.5570


OWNER:
EDWARD AND JANIE STRUCKMAN
296 BROOK LANE
O'FALLON, MISSOURI 63368
OWNER CONTACT: EDWARD STRUCKMAN
TELEPHONE: 314-954-2144
EMERGENCY PHONE: 636-300-3595

| ISSUE | |
|---|---|
| AMENDED SITE DEVELOPMENT PLAN | 5/21/07 |

SITE PLAN

| | |
|---|---|
| PROJECT #: | 04-052 |
| ISSUE DATE: | 4/18/06 |
| SCALE: | 1"=10' |

**C1-01**

| | |
|---|---|
| Designed by: | MAB |
| Drawn by: | MAB |
| Checked by: | MJW |

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

# Planning Commission Staff Report

**Subject:** **Rezoning Vote Report**

**From:** Jennifer Yackley, Project Planner

**Meeting Date:** April 9, 2007

**Location:** 15310 Conway Road

**Petition:** P.Z. 16-2006 Conway Point Office Building (Nelson McBride Development LLC)

**Speakers:** In favor: 0
In opposition: 2
Neutral: 0

## Proposal Summary

Nelson McBride Development, L.L.C. has submitted an application for a change of zoning from "R3" Residence 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 Chesterfield Parkway and Conway Road.

The petitioner requests two modifications to the Attachment A:

1. A reduction in the open space requirement.
2. A change in the parking space calculations.

## Staff Recommendation

The Attachment A as currently written by Staff, meets all of the development requirements of the City of Chesterfield and therefore, Staff recommends approval of the change of zoning from "R3" Residence District to a "PC" Planned Commercial District with the Attachment A as written.

Staff recommends against any modifications to the open space and parking space requirements as requested by the petitioner.

**Zoning Analysis**

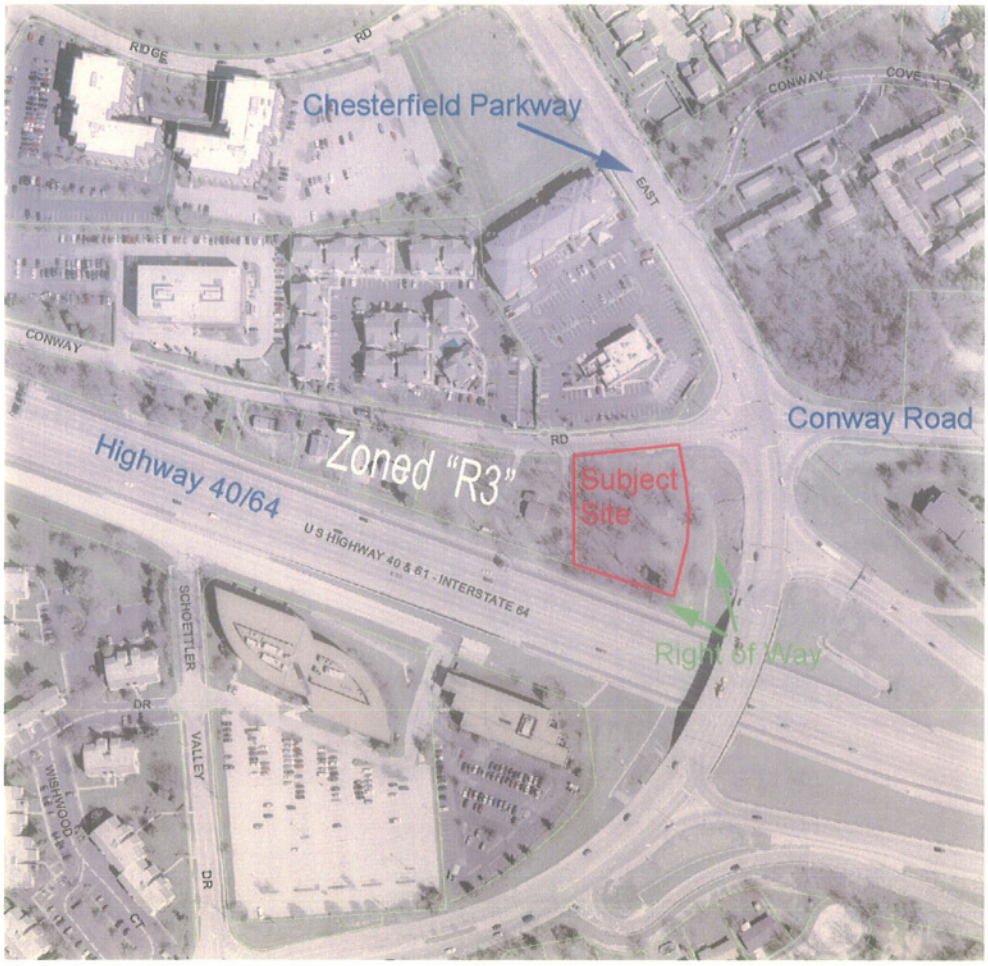
A preliminary plan accompanies all rezoning requests when the change of zoning is to a Planned District. When a vote is taken on a rezoning request, the vote is to approve the change of zoning with an Attachment A. The vote is not to approve the accompanying preliminary plan which is provided for informational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

During site plan review, if a site development plan is submitted which still does not meet the City of Chesterfield Code, 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: Fairfield Suites and Applebee's are to the north and are zoned "C8" Planned Commercial District.
South: Highway 40/64 is to the south of the property.
East: Delmar Gardens Residential facility is located across Chesterfield Parkway to the east and is zoned "NU" Non-Urban.
West: The property to the west is zoned "R3" Residence District.



**Standing on Chesterfield Parkway facing west toward site.**

**View of the site from Highway 40/64.**

**Standing on Conway Road facing south toward site.**

### Comprehensive Plan Analysis

The Comprehensive Plan identifies this area as the Urban Core. 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

The property was zoned "R3" Residence District by St. Louis County prior to the incorporation of the City of Chesterfield.

**Issues**
The petition was before the Planning Commission at its February 12, 2007 meeting for an Issues Meeting. At that meeting, additional issues were identified. The traffic study and the petitioner's responses to the issues are attached.

Be advised that item number 4 in the petitioner's response letter includes information from a conversation the petitioner had with Jim Bodart, an Intermediate Traffic Specialist for MoDOT, regarding the feasibility of allowing left turns onto Conway Road from northbound Chesterfield Parkway. This dialogue is intended for informational purposes only and does not represent the official comments made by MoDOT. MoDOT's official comments as well as those from the St. Louis County Department of Highways and Traffic and the City of Chesterfield prohibit left turns onto Conway Road from northbound Chesterfield Parkway and the Attachment A includes this prohibition.

**Modification Request**
The open space requirement for this site is 45%, per Ordinance Number 1678. The petitioner is requesting a reduction to 37%. In exchange, the petitioner is proposing a 735 square foot rooftop garden and has contacted the Missouri Department of Transportation as well as the St. Louis County Department of Highways and Traffic offering to landscape and maintain portions of their rights of way that abut the site.

The parking space calculations for this site are figured at 4 spaces per 1,000 square feet of gross floor area per Ordinance Number 1678. The petitioner requests that the calculations be changed to one of the following:

1.) 3.3 spaces per 1,000 square feet of gross floor area
2.) 4 spaces per 1,000 square feet of rentable/usable space as defined by BOMA (Building Owners & Managers Association) International.

Ordinance Number 1678 allows for the open space and parking space requirements to be modified 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 for each modification.

Staff recommends against any modifications to the open space and parking space requirements due to the numerous deficiencies shown on the preliminary plan. The deficiencies include:

1. The plan does not meet the 30 foot landscape buffer requirement for commercial developments abutting residential developments in the Tree Manual. The petitioner submitted two variance requests for this requirement. The Department of Planning denied both requests.
2. The plan does not meet the Tree Manual's required 15 foot landscape setback for vehicular areas.
3. The site as shown does not meet the parking setbacks in the City of Chesterfield Zoning Ordinance Section 1003.140.

**Request**
Staff recommends approval of the change of zoning from "R3" Residence District to a "PC" Planned Commercial District with the Attachment A as written, without modification.

In regards to the two modification requests, two separate two-thirds votes (6) of the Planning Commission would be required for approval.

Respectfully submitted,

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments
1. Attachment A
2. Petitioner's Response Letter
3. Traffic Study
4. Preliminary Plan

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## ATTACHMENT A

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

## I. SPECIFIC CRITERIA

### A. PERMITTED USES

1. The uses allowed in this "PC" Planned Commercial District shall be:

   a. Offices or Office Buildings

   b. One (1) parking garage

### B. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

1. BUILDING REQUIREMENTS

   a. A minimum of forty-five percent (45%) open space is required for this development.

### C. 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-five (95) feet from the right-of-way of Conway Road on the northern boundary of this Planned Commercial "PC" District.

   b. Twenty-five (25) feet from any property line adjoining property in the "NU" Non-Urban, "PS" Park and Scenic, or any "R" Residence District. Any structure that exceeds thirty (30) feet in height which adjoins property in the "NU" Non-Urban, "PS" Park and Scenic, or any "R" Residence District must be set back an additional one (1) foot for every two (2) feet in height above thirty (30) feet.

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c. Fifty (50) feet from the southern property line bearing N 70° 04' 17" W.

d. Twenty (20) feet from the eastern property line bearing S 04° 50' 21" E.

2. PARKING SETBACKS

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

a. Eighteen (18) feet from the right-of-way of Conway Road.

b. Twenty-five (25) feet from any property line adjoining property in the "NU" Non-Urban, "PS" Park and Scenic, or any "R" Residence District. Any structure that exceeds thirty (30) feet in height which adjoins property in the "NU" Non-Urban, "PS" Park and Scenic, or any "R" Residence District must be set back an additional one (1) foot for every two (2) feet in height above thirty (30) feet.

c. Eighteen (18) feet from the southern property line bearing N 70° 04' 17" W.

d. Thirteen (13) feet from the eastern property line bearing S 04° 50' 21" E.

**D. 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.

3. Parking lots shall not be used as streets.

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4. No construction related parking shall be permitted within the Conway Road right-of-way.

## E. LANDSCAPE AND TREE REQUIREMENTS

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

2. Landscaping in the right of way, if proposed, shall be reviewed by the City of Chesterfield, the Missouri Department of Transportation and/or the St. Louis County Department of Highways and Traffic.

## F. 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, Missouri Department of Transportation, and/or the St. Louis County Department of Highways and Traffic, for sight distance considerations prior to installation or construction.

## G. LIGHT REQUIREMENTS

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

## H. 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

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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.

**I. ACCESS/ACCESS MANAGEMENT**

1. No direct access to Highway 40/64 or Chesterfield Parkway will be allowed for this development.

2. The property bound by this ordinance shall be allowed one (1) defeasible entrance to Conway Road. The entrance shall be located near the western property line as directed by the City of Chesterfield. The defeasible entrance shall be temporary until such time that the use of the adjoining parcel to the west is revised and installation of a common entrance is practical. The common entrance shall align with the commercial entrance for the Applebee's restaurant in the Fairfield Suites development as directed by the City of Chesterfield. Cross access easements shall be provided by both parcels as directed by the City of Chesterfield. The defeasible entrance shall be removed and relocated within six (6) months of written notice by the City of Chesterfield. A Special Cash escrow for a portion of the common entrance and all work necessary to remove the defeasible entrance will be required prior to approval of the Improvement Plans.

3. Northbound left turns from Chesterfield Parkway East to westbound Conway Road are currently prohibited, and will not be permitted under existing geometric conditions and I-64 ramp location.

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

**J. 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 a four (4) foot wide sidewalk along Conway Road. If the sidewalk cannot be constructed within the existing right of way, provide a sidewalk, maintenance, utility, and roadway widening

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easement as necessary to extend from the right of way to one foot beyond the sidewalk. The easement shall be established prior to approval of the Improvement Plans.

3. Provide the necessary easements and a cash escrow for future construction of an eight (8) foot wide sidewalk, street trees, and street lights along the Chesterfield Parkway frontage of the site in accordance with the City of Chesterfield "Pathway on the Parkway" project. The easements and escrow must be established prior to approval of the improvement plans.

4. Conform to the requirements and/or recommendations of the Missouri Department of Transportation regarding State Route 64/40 in the area.

5. Propose to flatten the embankment along I-64 to be no greater than 3:1 slope.

## K. TRAFFIC STUDY

Provide a traffic study as directed by the City of Chesterfield, St. Louis County Department of Highways and Traffic 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.

## L. 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.

## M. 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

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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. 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 specifications and requirements.

4. Downstream sanitary sewers will also need to be evaluated to ensure adequate capacity. Downstream sanitary sewers may need to be replaced or upgraded.

5. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and zoning setbacks, or fifteen (15) feet from the new or existing right of way line, whichever is greater.

6. Provide adequate detention and/or hydraulic calculations for review and approval of all stormwater that will encroach on MODOT right of way.

7. If stormwater is discharged to the north stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan. If stormwater is discharged to the south detention may be required for the project site such that the release rates will not exceed the allowable release rates for the post developed peak flow of the two (2) year and one hundred (100) year, twenty-four (24) hour storm event. Stormwater must be discharged at an adequate discharge point. Wetland mitigation will not be allowed within the detention basin area. Additional detention may also be required for water quality and channel protection.

## N. 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.

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**O. MISCELLANEOUS**

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.

## 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 change of zoning.

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 change of zoning by the City.

C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning 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.

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## 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 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.

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15. Depict all existing and proposed easements and rights-of-way within one hundred and 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 a Traffic Generation Assessment (TGA) to the Chesterfield Village Road Trust Fund. This contribution shall not exceed an amount established by multiplying the ordinance required parking spaces for the difference between the existing and proposed uses by the following rate schedule:

| Type of Development | Required Contribution |
|---|---|
| General Office | $537.19/Parking Space |
| Loading Space | $2,637.29/Loading Space |

(Parking spaces as required by the City of Chesterfield Code.)
If types of development differ from those listed, rates shall be provided by the Saint Louis County Department of Highways and Traffic.

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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, 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.

Traffic generation assessment contributions shall be deposited with the St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer will provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

## VI. 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.

## VII. 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 the 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.

## VIII. 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.

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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.

LIGHTHOUSE
ARCHITECTS

RECEIVED
MAR 15 2007
PLANNING DEPARTMENT

March 14, 2007

Ms. Jennifer Yackley – Project Planner
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017-0760

RE: Conway Point Office Building (P.Z. #16-2006)

Dear Ms. Yackley,

The following points are written in response to the issues provided in your letter dated February 14, 2007.

I. **ISSUES**

1. Provide a traffic study. **ANSWER: We are submitting with this letter our final copy of the traffic study prepared by Crawford, Bunte & Brammeier for this project.**
2. The proposed development does not meet the required 45% open space. **ANSWER: We are requesting the Planning Commission either reduce the required open space for this site to align with the open space requirements for sites in the Chesterfield Valley area along Interstate 64, or allow neighboring property to be claimed as open space for our project. We are requesting the contiguous property to the east (currently MoDOT and St. Louis County Highway right-of-way property) be credited to the open space requirement for our proposed project. Acceptance of this request would be consistent with other projects in the City of Chesterfield where right-of-way property was credited to the open space requirements of the project (the Drury Inn is the most recent example). Nelson + McBride Development will be making a significant financial investment to landscape and maintain this contiguous property (an additional 24,895 s.f. of area to landscape and maintain – landscape plan to be reviewed and approved by the City of Chesterfield). We are requesting a minimal benefit of crediting 3,567 s.f. of the available 24,895 s.f. of R.O.W. property toward the required open space requirement of our project (we are currently providing 37.3% open space and need 45% open space).**

14323 SOUTH OUTER 40 DRIVE :: SUITE 604 SOUTH :: CHESTERFIELD MO 63017
PH :: 314 579 0655 FX :: 314 579 0439

3. How many square feet is the proposed roof garden? **ANSWER; 735 s.f..**
4. Left turns are prohibited onto Conway Road from northbound Chesterfield Parkway. The response letter dated February 1, 2007 says the visitors will be educated as to alternative acceptable routes to the development. Please elaborate as to how visitors will be educated about acceptable routes. **ANSWER: The major building tenant (Huntleigh Securities) has been an office tenant in the City of Chesterfield for several years and they volunteered to educate their client base and employees as to the lawful and acceptable access to this site. They were quite confident this education process would be easily provided and accepted. That being stated, I would also like to inform the city that during a site visit with a representative from MoDOT (Mr. Jim Bodart) it was suggested by Mr. Bodart that the rather sizeable island currently positioned at the termination point of the existing exit ramp be modified to eliminate the long sweeping right turn onto northbound Chesterfield Parkway from the North Outer Road. It was the opinion of Mr. Bodart that these long sweeping right turns have proven to be dangerous and would no longer be a recommended design solution for this specific condition. His suggestion was to provide a 90-degree turning condition, and this revised geometry would allow stacking for approximately 8-10 cars in a new proposed left turn lane at the signalized intersection of Conway Road and Chesterfield Parkway. This number of stacking spaces (8-10 cars) was also acceptable to Mr. Bodart. The inclusion of a left turn lane onto Conway Road was the suggestion of Mr. Bodart and was readily accepted by the property owner. Mr. Bodart recognized the width of the existing intersection as acceptable (there is currently a left turn lane from southbound Chesterfield Parkway onto eastbound Conway Road and this intersection revision would merely mirror that existing condition). The necessary site improvements would include revising 2 concrete islands, modifying the existing signalized intersection and updating the necessary vehicular signage.**
5. Be advised that the plan as proposed does not meet the 15 foot landscape setback from vehicular areas as required in the City of Chesterfield Tree Manual. **RESPONSE: We understand. A variance will be requested reducing this 15 foot landscape setback to 10'-0". The 10'-0" requested landscape setback is recommended by our landscape architects as a generous environment for the proposed landscaping to thrive (any landscape area wider than 8'-0" is recognized industry-wide as an acceptable environment for plant growth.**
6. Be advised that the plan as proposed does not meet the parking area setbacks required by the City of Chesterfield Zoning Ordinance Section 1003.140 subsection 8 (4). **RESPONSE: We understand.**
7. Be advised that the plan as proposed does not conform to the parking requirements (4 spaces/1,000 square feet of gross floor area) for office developments. **RESPONSE: We are requesting the Planning**

**Commission reduce the parking ratio for this project. The City of Chesterfield, until recently, recognized a 3.3 parking spaces/1,000 gross square feet parking ratio. The 4 parking spaces/1,000 gross square feet is a hardship because it requires the property to provide parking for spaces that are not occupied areas (stairwells, elevator shafts, mechanical shafts, toilet cores, mechanical rooms, electrical rooms, janitor's closets, and the thickness of the exterior wall of the building for specific examples). Our calculations for actual BOMA useable area of the proposed building meet the 4/1,000 ratio. But if we are required to calculate the building construction gross square footage it is more reasonable to revert back to the 3.3/1,000 s.f. ratio previously accepted by the City of Chesterfield.**

8. Be advised that the variance, requested on January 24, 2007, to the landscape buffering requirements for commercial developments abutting non-commercial developments in the City of Chesterfield Tree Manual was denied. **RESPONSE: As mentioned earlier in RESPONSE #6 we will be resubmitting our variance request for consideration since we have received an acceptance letter from the neighboring property owner.**

In closing, I would like to request the kind indulgence of the Planning Committee to accept our proposed rezoning request so this project can move forward to the next step in the City's approval process. We are presenting a simple zoning revision that is consistent with the City of Chesterfield's published land use plan. We have received verbal acceptance from our single neighbor to the west whose property is currently zoned single-family residential, but who is marketing their property for commercial development (again, a copy of this letter from our neighbor is included for your records). We recognize the items discussed in this issues letter will be addressed to the satisfaction of the City of Chesterfield during the site plan review process, and it is our expressed desire to work with staff to satisfy all recognized development guidelines. This project represents a major financial investment in the City of Chesterfield and the design has already been praised as a beautiful gateway into the city. Thank you so much for your consideration of this request.

Please contact me directly if you have any comments or questions regarding this response letter. Thank you in advance for your time and consideration concerning this matter. I look forward to hearing from you as your schedule allows.

Sincerely,

LIGHTHOUSE
ARCHITECTS

Randy Johnston, AIA
*principal*

# the clayton engineering company, inc.

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Residential
Commercial
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MUNICIPAL ENGINEERING
HIGHWAY ENGINEERING
SANITARY ENGINEERING
WATER RESOURCES

March 8, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

Ms. S. Fields
St. Louis County Department of Highways and Traffic
42 So. Central
Clayton, MO 63105

Re: Conway Point Office Building
15310 Conway Road
Chesterfield, MO 63017
CEC# 98218.3

Dear Ms. Fields,

Enclosed is a Site Development Plan for the above referenced Conway Point Office Building.

It is the intent of the owners to proceed with applications requesting vacation of a portion of Chesterfield Parkway right-of-way. We will prepare a plan outlining the portion of right-of-way desired, determine what portion is St. Louis County or State of Missouri, and provide a revised Development Plan and the application as required for your consideration.

Would you please review your plans and determine if this request is reasonable, and let me know.

Thank you for your consideration.

Sincerely,

David J. Bohler
Vice President
The Clayton Engineering Company, Inc.

Cc: J. Yackley – City of Chesterfield
R. Johnston – Lighthouse Architects
J. Bodart – Missouri Department of Transportation (MoDOT)

Enclosure – Site Development Plan

11920 Westline Industrial Drive • St. Louis, MO 63146
(314) 692-8888 • FAX (314) 692-8688 • www.claytoneng.pro

# the clayton engineering company, inc.

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Industrial

MUNICIPAL ENGINEERING
HIGHWAY ENGINEERING
SANITARY ENGINEERING
WATER RESOURCES

March 8, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

Mr. J. Bodart
Missouri Department of Transportation (MoDOT)
1590 Woodlake Drive
Chesterfield, MO 63017

Re: Conway Point Office Building
15310 Conway Road
Chesterfield, MO 63017
CEC# 98218.3

Dear Mr. Bodart,

Enclosed is a Site Development Plan for the above referenced Conway Point Office Building.

It is the intent of the owners to proceed with applications requesting vacation of a portion of Chesterfield Parkway right-of-way. We will prepare a plan outlining the portion of right-of-way desired, determine what portion is St. Louis County or State of Missouri, and provide a revised Development Plan and the application as required for your consideration.

Would you please review your plans and determine if this request is reasonable, and let me know.

Thank you for your consideration.

Sincerely,

David J. Bohler
Vice President
The Clayton Engineering Company, Inc.

Cc: J. Yackley – City of Chesterfield
R. Johnston – Lighthouse Architects
S. Fields – St. Louis County Department of Highways & Traffic

Enclosure – Site Development Plan

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CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers
Since 1973

February 28, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

Mr. Randy Johnston
Lighthouse Architects
14323 South Outer Forty Drive
Suite 604 South
Chesterfield, Missouri 63017

RE: Traffic Impact Study
Proposed Office Building
Chesterfield, Missouri
CBB Job No. 007-07

Dear Mr. Johnston:

In accordance with your request, we have completed the following traffic impact study pertaining to the proposed development of an office building in the northwest quadrant of Interstate 64 and Chesterfield Parkway East, south of Conway Road, in Chesterfield, Missouri. It is our understanding that the proposed development would include a two-story office building with approximately 19,500 total gross square feet. A surface parking lot and additional spaces underneath the building would be provided on the site, providing a total of 66 spaces. A single entrance is proposed for access from Conway Road, located approximately 250 west of the signalized intersection with Chesterfield Parkway East. The approximate location of the site can be seen in Figure 1.

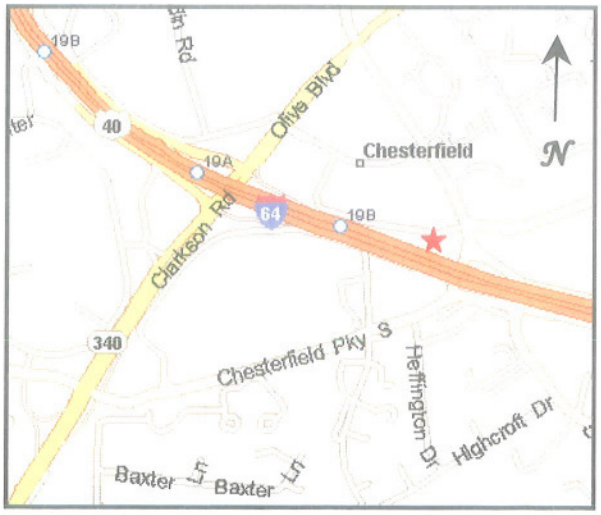



**Figure 1: Site Location Map**

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

The purpose of this study was to determine the amount of traffic that would be generated by the proposed office building, evaluate its impact upon the adjoining road system and identify the need for roadway and/or traffic control improvements to mitigate those impacts. The focus of our analyses were the a.m. and p.m. peak hours of a typical weekday since these represent the most critical time periods with regards to traffic operations for both the proposed office development and existing traffic on the adjoining roadways.

Existing Roadway & Traffic Conditions

Chesterfield Parkway East is a north-south arterial roadway owned and maintained by the St. Louis County Department of Highways & Traffic adjacent to the site. It is generally a four-lane roadway with a raised center median and auxiliary turn lanes at significant intersections. Chesterfield Parkway East provides access to Interstate 64 to and from the east adjacent to the site. The posted speed limit on Chesterfield Parkway East is 40 miles per hour (mph).

Conway Road, west of Chesterfield Parkway East, is a narrow local roadway owned and maintained by the City of Chesterfield. East of Chesterfield Parkway East, Conway Road is an east-west arterial roadway owned and maintained by the St. Louis County Department of Highways & Traffic. Conway Road is generally a two-lane roadway with a dedicated right-turn lane provided in each direction at the signalized intersection with Chesterfield Parkway East. The posted speed limit on Conway Road is 35 mph.

The intersection of Chesterfield Parkway East with Conway Road is signalized. The eastbound and westbound approaches to the intersection each accommodate a shared left-turn/through lane and a dedicated right-turn lane. The southbound approach provides one dedicated left-turn lane, one through lane, and one shared through/right-turn lane while the northbound approach provides two through lanes and one dedicated right-turn lane. The northbound right-turn lane is a continuation of the merge lane for right turns from westbound North Outer Road to northbound Chesterfield Parkway East. Channelized right turns with islands are provided on all four approaches to the intersection. It is important to note that left turns are prohibited on the northbound approach of Chesterfield Parkway East.

In order to quantify existing traffic conditions within the study area, manual turning movement counts were performed at the intersection of Chesterfield Parkway East with Conway Road. The counts were collected during the weekday morning (7:00 to 9:00 a.m.) peak period as well as the weekday afternoon (4:00 to 6:00 p.m.) peak period. Based on these counts, two peak hours were chosen for analysis: the weekday a.m. (7:15-8:15 a.m.) and p.m. (4:45-5:45 p.m.) peak hours. The existing traffic volumes are summarized in Exhibit 1.

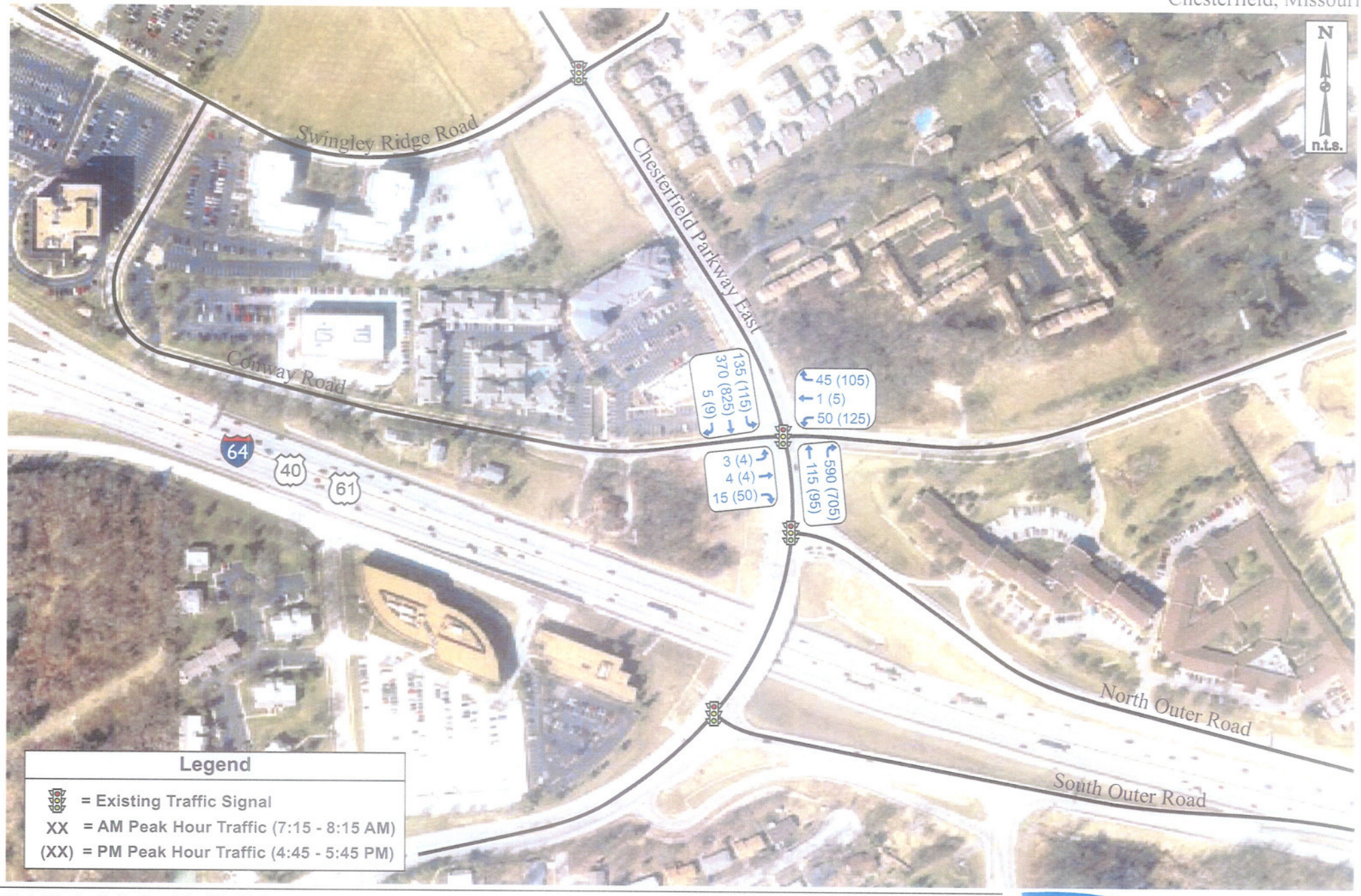



Exhibit 1: Existing Traffic Volumes

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

*Existing Operating Conditions*

The intersection of Chesterfield Parkway East with Conway Road was evaluated to quantify existing operating conditions. The analysis, which was completed using SYNCHRO 6, is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) 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: "Most Desirable" (Level A), to "Fully Loaded" (Level F).

Levels of traffic service are measures of traffic flow, which 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 operating conditions in urban areas.

Level of Service (LOS) and vehicular delay are key Measures of Effectiveness in the analysis of traffic operations. 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 controlled 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 is determined for each minor movement instead of 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. Table 1 summarizes the LOS thresholds used in the analysis.

**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 |

The existing operating conditions at the intersection of Chesterfield Parkway East with Conway Road are summarized in Table 2. As can be seen, all approaches to the signalized intersection operate at an acceptable level of service (LOS D or better). In fact, the overall intersection operates at LOS A during both the morning and afternoon peak hours of a typical weekday.

**Table 2**
**Existing Operating Conditions**
**Chesterfield, Missouri**

| *Intersection/Approach* | *Weekday AM Peak Hour* | *Weekday PM Peak Hour* |
|---|---|---|
| **Chesterfield Parkway East & Conway Road (signalized)** | | |
| Northbound Approach | A (7.8) | B (11.4) |
| Southbound Approach | A (3.1) | A (5.8) |
| Eastbound Approach | B (15.7) | A (9.2) |
| Westbound Approach | B (19.1) | B (19.5) |
| **Overall Intersection** | **A (6.9)** | **A (9.7)** |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Analyses of the queues on the eastbound approach of Conway Road were performed in order to determine how often access to the site would be hindered. Observations during both peak periods indicated that queuing did not occur on the eastbound approach at the signalized intersection.

Trip Generation Characteristics for the Proposed Development

It is our understanding that the proposed development would include a two-story office building with approximately 19,500 total gross square feet. As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed development would generate during each peak period. These forecasts were based upon information provided in the "Trip Generation Manual", Seventh Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

The resulting traffic projection for the proposed office building is summarized in Table 3. The proposed development would be expected to generate a total of approximately 30 trips during each the weekday a.m. and p.m. peak hours. It should be noted that all of these trips would represent new traffic on the adjacent roadways, as office uses do not generally attract "pass-by" trips (i.e., trips captured from traffic already traveling past the site).

**Table 3**
**Trip Generation Estimate for Proposed Office Building**
**Chesterfield, Missouri**

| *Land Use* | *Area/Units* | *Weekday AM Peak Hour* | | | *Weekday PM Peak Hour* | | |
|---|---|---|---|---|---|---|---|
| | | *In* | *Out* | *Total* | *In* | *Out* | *Total* |
| General Office Building | 19,500 s.f. | 25 | 5 | 30 | 5 | 25 | 30 |

The traffic generated by the proposed development was assigned to the adjoining road system based upon the proposed access configuration, existing traffic patterns and anticipated operating characteristics. It was estimated that the new trips generated by the proposed uses would be oriented approximately 40% to/from the east on Interstate 64, 20% to/from the west on Interstate 64, 20% to/from the north on Olive Boulevard, and 20% to/from the south on Clarkson Road.

It is our understanding that left turns from northbound Chesterfield Parkway East to westbound Conway Road will continue to be prohibited after the completion of the proposed office building. Based on the existing street network, it was determined that traffic would access the site using alternative routes including Chesterfield Parkway East or Olive Boulevard to Swingley Ridge Road to Conway Road (on the west end). The distribution of the new trips is depicted in Exhibit 2.

Forecasted Conditions

The site-generated trips were aggregated with the existing traffic volumes on Chesterfield Parkway East and Conway Road to produce the traffic forecast shown in Exhibit 3. Capacity analyses for the intersections of Conway Road with Chesterfield Parkway East and the proposed site driveway were performed using the forecasted traffic volumes to evaluate the impact of the proposed development. The results of these capacity analyses are summarized in Table 4.

As can be seen, all approaches at the signalized intersection of Chesterfield Parkway East with Conway Road continue to operate at an overall LOS B or better during both peak periods, with no overall increase in delay as a result of the proposed office building. All approaches at the intersection of Conway Road with the proposed site driveway would also operate favorably during both peak hours. It is not anticipated that queuing would disrupt operations along Conway Road at Chesterfield Parkway East or the site driveway.

Furthermore, it is not anticipated that the minimal traffic generated by the proposed development would significantly impact operations at the intersections of Swingley Ridge Road with Chesterfield Parkway East, Conway Road, or Olive Boulevard.

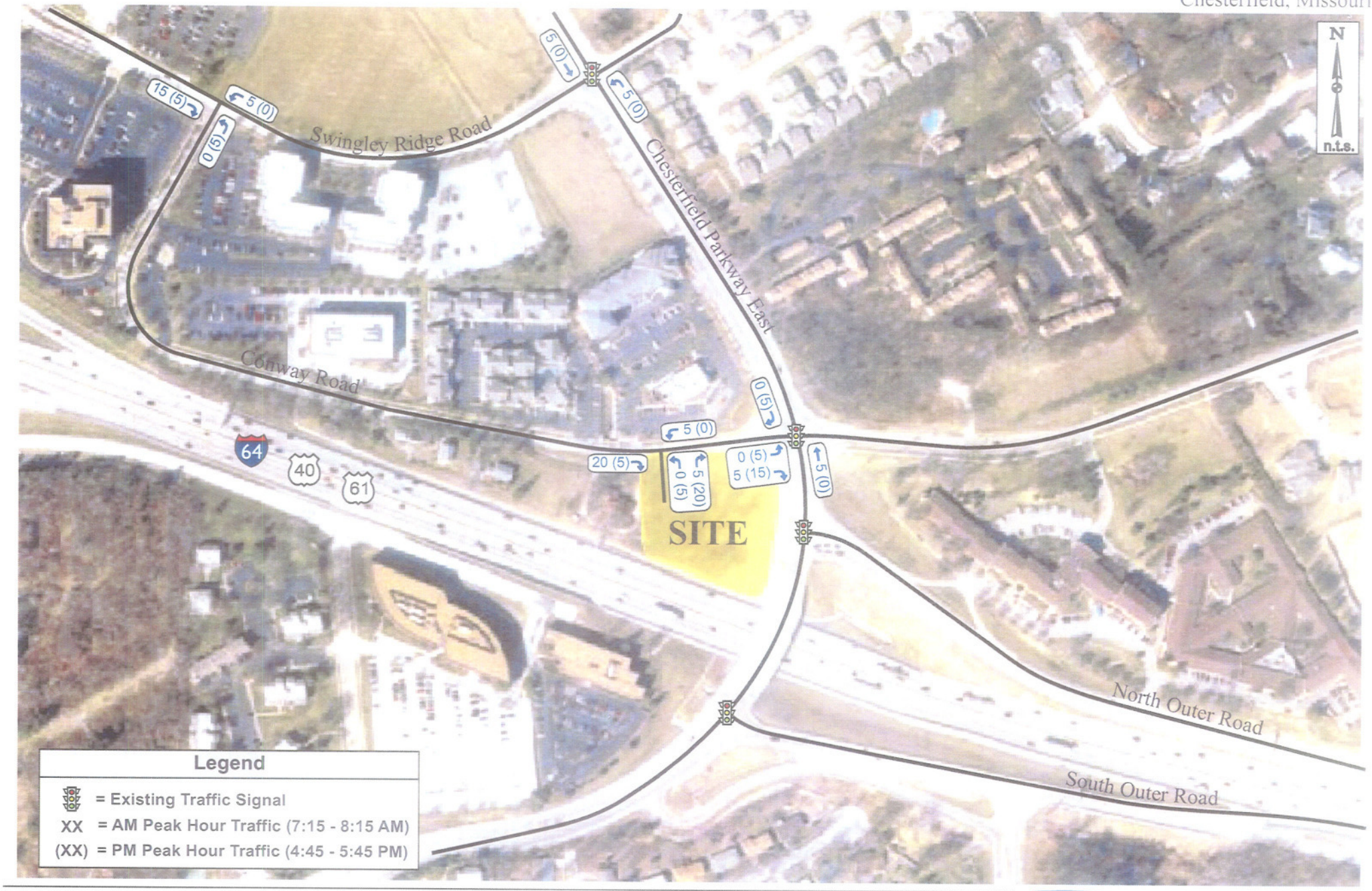



Exhibit 2: Office Development's Site-Generated Traffic Volumes

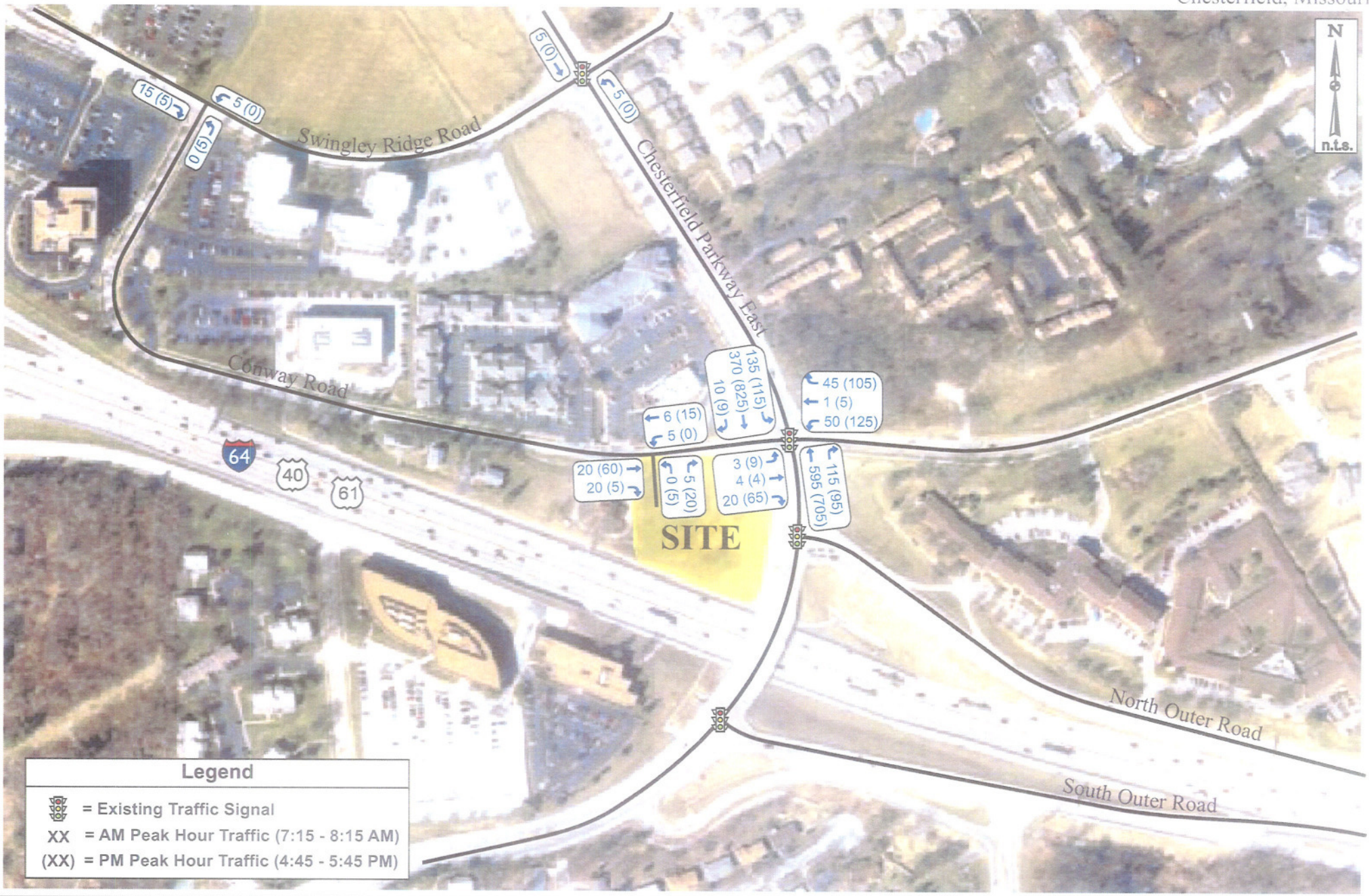



Exhibit 3: Total Forecasted Traffic Volumes

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

| Table 4<br>Forecasted Operating Conditions<br>Chesterfield, Missouri | | |
|---|---|---|
| *Intersection/Approach* | *Weekday AM Peak Hour* | *Weekday PM Peak Hour* |
| **Chesterfield Parkway East & Conway Road (signalized)** | | |
| Northbound Approach | A (7.8) | B (11.4) |
| Southbound Approach | A (3.1) | A (5.9) |
| Eastbound Approach | B (14.2) | A (9.4) |
| Westbound Approach | B (19.1) | B (19.6) |
| **Overall Intersection** | **A (6.9)** | **A (9.7)** |
| **Conway Road & Site Driveway (unsignalized)** | | |
| Northbound Approach | A (8.5) | A (8.8) |
| Westbound Approach | A (3.3) | A (0.5) |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Forecasted Conditions Including Additional Development

In order to assess the impact of traffic associated with the proposed office building after the development of surrounding properties, full build-out traffic projections were evaluated. Based upon discussions with the City Planning Department, it is our understanding that several properties in the vicinity of the proposed development may be developed for office uses in the future.

Specifically, approximately 2.6 acres immediately west of the proposed development on the south side of Conway Road and 6 acres in the northwest quadrant of the signalized intersection of Chesterfield Parkway East with Swingley Ridge Road were identified as potential future office developments. For the purposes of assessing future operating conditions, it was assumed that 28,200 and 65,300 square feet of office space would be developed on the 2.6-acre and 6-acre parcels, respectively (representing 25% building coverage on each parcel).

The ITE "Trip Generation Manual", Seventh Edition, was referenced to determine the trip generation characteristics of these potential future land uses, as summarized in Table 5. As can be seen, this level of development would be expected to generate a total of approximately 145 and 135 trips during the a.m. and p.m. peak hours, respectively. It should be noted that, in an effort to be conservative, the results shown in Table 5 do not reflect any trip reductions due to common and/or pass-by trips. Also, it was estimated that the trips generated by the potential uses would be distributed in a manner similar to the currently proposed office development, as shown in Exhibit 4.

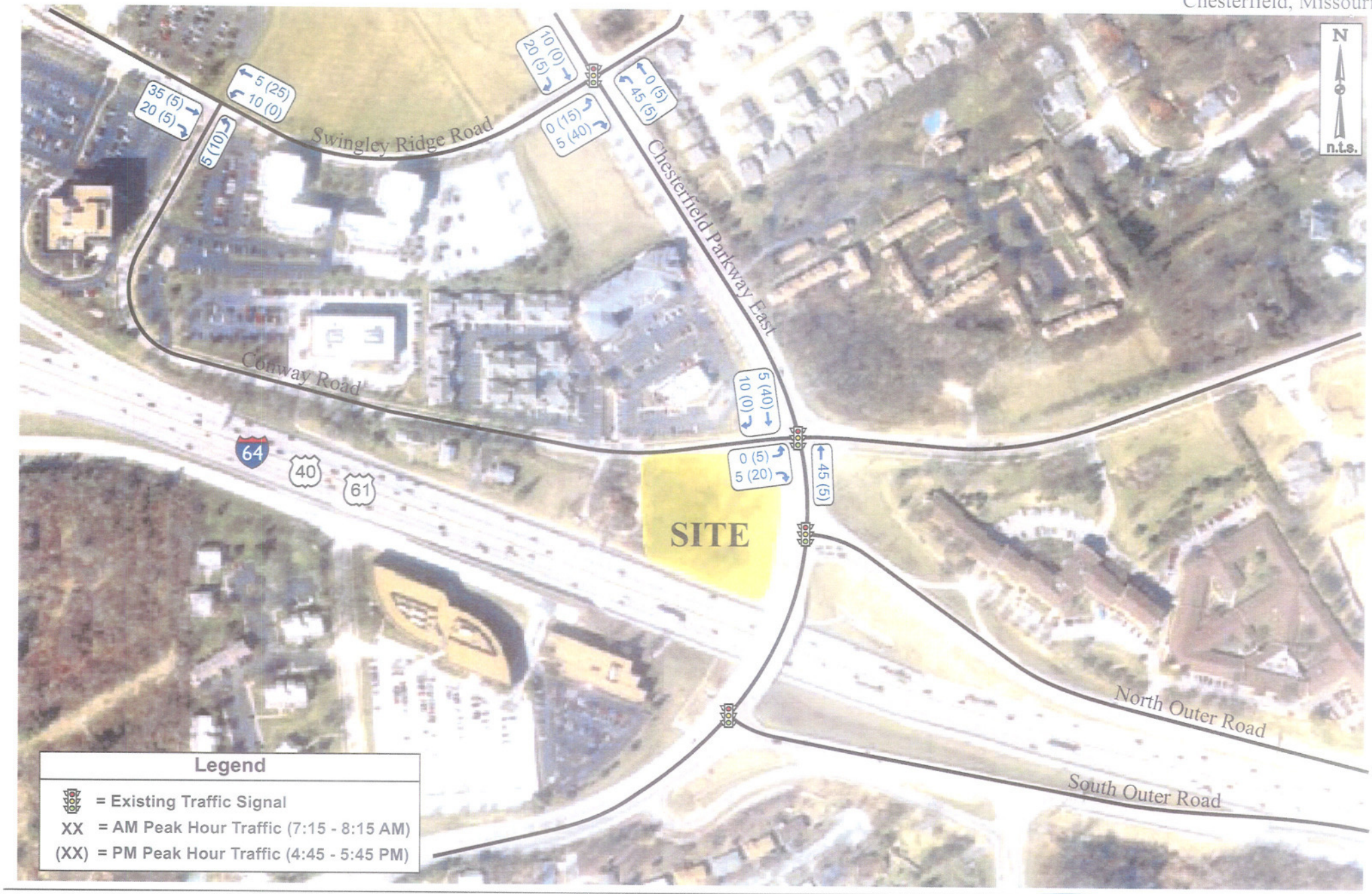



Exhibit 4: Site-Generated Traffic Volumes - Adjacent Tracts

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

**Table 5**
**Trip Generation Estimate for Potential Future Development**
**Chesterfield, Missouri**

| *Land Use* | *Area/Units* | *Weekday AM Peak Hour* | | | *Weekday PM Peak Hour* | | |
|---|---|---|---|---|---|---|---|
| | | *In* | *Out* | *Total* | *In* | *Out* | *Total* |
| General Office Building South of Conway Road | 28,200 s.f. | 40 | 5 | 45 | 5 | 35 | 40 |
| General Office Building North of Swingley Ridge Road | 65,300 s.f. | 90 | 10 | 100 | 15 | 80 | 95 |

The site-generated trips for the potential developments were aggregated with the existing traffic volumes on Chesterfield Parkway East and Conway Road and site-generated trips for the currently proposed office building to produce the traffic forecast shown in Exhibit 5. Capacity analyses for the intersections of Conway Road with Chesterfield Parkway East and the proposed site driveway were then repeated using these new forecasted traffic volumes to evaluate the impact of the proposed development. The results of these capacity analyses are summarized in Table 6.

**Table 6**
**Forecasted Operating Conditions with Additional Development**
**Chesterfield, Missouri**

| *Intersection/Approach* | *Weekday AM Peak Hour* | *Weekday PM Peak Hour* |
|---|---|---|
| **Chesterfield Parkway East & Conway Road (signalized)** | | |
| Northbound Approach | A (8.0) | B (11.4) |
| Southbound Approach | A (3.1) | A (6.0) |
| Eastbound Approach | B (13.4) | A (9.3) |
| Westbound Approach | B (19.1) | B (19.7) |
| **Overall Intersection** | **A (7.1)** | **A (9.7)** |
| **Conway Road & Site Driveway (unsignalized)** | | |
| Northbound Approach | A (8.6) | A (8.9) |
| Westbound Approach | A (1.8) | A (0.5) |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

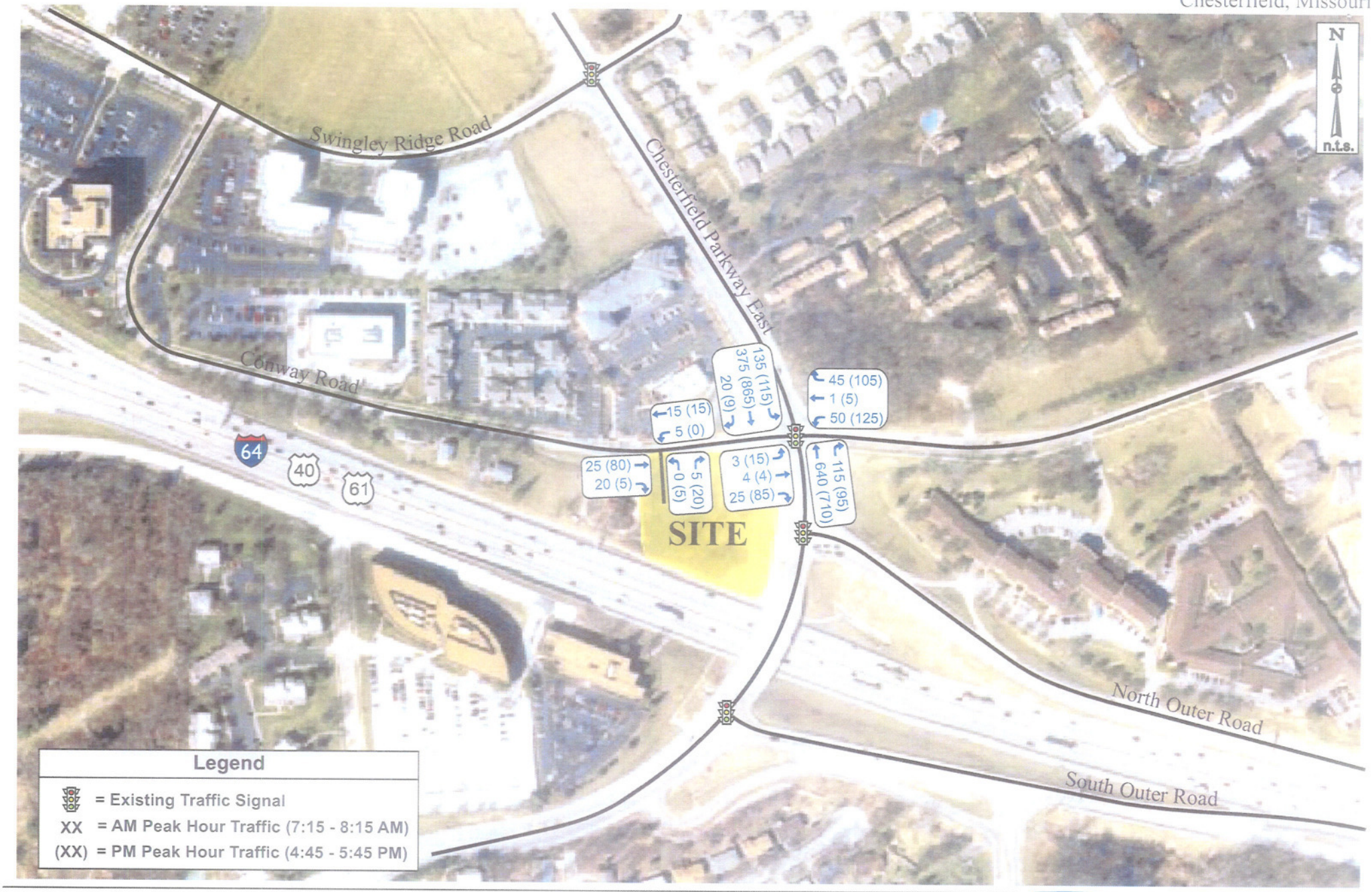



Exhibit 5: Total Forecasted Traffic Volumes with Additional Development on Adjacent Tracts

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

As can be seen, all approaches at the signalized intersection of Chesterfield Parkway East with Conway Road continue to operate at an overall LOS B or better during both peak periods, with minimal overall increase in delay as a result of the additional development. All approaches at the intersection of Conway Road with the proposed site driveway would also continue to operate favorably during both peak hours. It is not anticipated that queuing would disrupt operations along Conway Road at Chesterfield Parkway East or the site driveway.

Additionally, it is not anticipated that the traffic generated by the additional potential developments would significantly impact operations at the intersections of Swingley Ridge Road with Chesterfield Parkway East, Conway Road, or Olive Boulevard.

Findings & Conclusions

Based upon the preceding discussion, the following may be concluded regarding the traffic impact associated with the proposed office building in the southwest quadrant of the intersection of Chesterfield Parkway East and Conway Road, in Chesterfield, Missouri:

1. Existing traffic conditions on Chesterfield Parkway East and Conway Road adjacent to the site are generally favorable, with all approaches to the signalized intersection operating at LOS B or better during both the a.m. and p.m. peak hours.
2. The proposed office building would be expected to generate a total of approximately 30 trips during each the weekday a.m. and p.m. peak hours.
3. It is anticipated that the traffic generated by the proposed office building would have minimal effect on traffic conditions along Chesterfield Parkway East and Conway Road. The signalized intersection would continue to operate at an overall LOS A during both peak periods, with no increase in overall delay.
4. The potential development of 2.6-acre and 6-acre parcels for office uses in the future would be expected to generate a total of approximately 145 and 135 additional trips during the a.m. and p.m. peak hours, respectively.
5. The traffic generated by the potential additions developments would have minimal effect on traffic conditions along Chesterfield Parkway East and Conway Road. The signalized intersection would continue to operate at an overall LOS A during both peak periods, with minimal increase in overall delay.
6. It is anticipated that the proposed access arrangement (as reflected by your current site plan) would allow favorable operating conditions for traffic along Conway Road as well as traffic accessing the site. All approaches to the intersection of Conway Road with the site driveway would operate at LOS A during both the a.m. and p.m. peak hours. While the proposed driveway is only about 250 feet west of Chesterfield Parkway, it is located as far to the west as the property limits will accommodate and queuing is not anticipated.
7. It is not anticipated that the minimal traffic generated by the proposed office building or potential additional developments would significantly impact operations at the intersections

of Swingley Ridge Road with Chesterfield Parkway East, Conway Road, or Olive Boulevard.

8. Overall, it appears that the proposed office building could be accommodated favorably as proposed.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed office development in Chesterfield, Missouri. Please contact me at our St. Louis office should you have any questions or comments concerning this material.

Sincerely,

Julie Nolfo

Julie Nolfo, P.E., PTOE
Senior Traffic Engineer

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

# Planning Commission Staff Report

**Subject:** **Rezoning Issues Report**

**Meeting Date:** February 12, 2007

**From:** Jennifer Yackley, Project Planner

**Location:** 15310 Conway Road

**Petition:** P.Z. 16-2006 Conway Point Office Building (Nelson McBride Development, LLC.)

## Proposal Summary

Nelson McBride Development, LLC, has submitted an application for a change of zoning from "R3" Residential District to "PC" Planned Commercial per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.140. The site is located at the southwest corner of Chesterfield Parkway East and Conway Road.

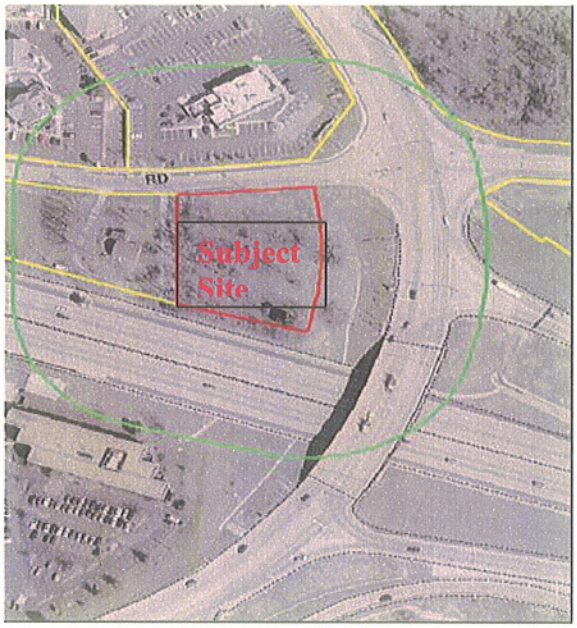
## Development Process

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 15310 Conway Road.




Area map of the sites surrounding the subject site.

Subject site shown on Land Use Map. The site is located within the Urban Core. An office building is an appropriate use within the Urban Core.

**Issues**

A Public Hearing was held on July 10, 2006. At that time several issues were identified. These issues along with the Petitioner's responses are attached.

Below are the issues that remain open at this time:

1. Staff is awaiting the requested traffic study from the Petitioner.
2. City of Chesterfield City Code requires 45% open space for office developments next to residential developments. The site as proposed has 38.8% open space, including the roof garden. The Petitioner is also proposing to use a pervious paving system and requests that this be counted toward open space. Staff is currently reviewing this request.

Staff was asked to provide the following information:

1. The project abuts property owned by MoDOT to the east and south. Staff was asked to provide other instances in the City when MoDOT's easements were used to calculate open space. Staff found one instance, the Drury Plaza Hotel, in which an adjoining MoDOT easement affected the amount of required open space. The Drury Inn proposed a landscaped berm half of which would be in the MoDOT right-of-way. The petitioner was granted permission by MoDOT to provide landscaping on MoDOT's portion of the berm. The City Council approved the open space at 20% open space within the property lines of the development.

The Petitioner has been made aware of the following issues that may arise during the Site Plan Review process:

1. The petitioner requested a variance to the 30 foot landscape buffer requirement for commercial developments abutting residential developments in the Tree Manual. The Department of Planning has denied the request. The Attachment A requires the Petitioner to adhere to the Tree Manual.
2. The plan as proposed does not meet the Tree Manual's required 15 foot landscape setback for vehicular areas. The Attachment A requires the Petitioner to adhere to the Tree Manual.
3. The site as shown does not meet the parking setbacks in the City of Chesterfield Zoning Ordinance Section 1003.140. The Attachment A will require adherence to the parking requirements in the Zoning Ordinance.

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.

**Request**
Staff is requesting that any additional issues be identified at this time.

Respectfully Submitted,

Jennifer L. 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. Preliminary Plan
3. Agency Comments
4. Issues Letter from Petitioner

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PLANNING
DEPARTMENT

February 1, 2007

Mr. Jennifer Yackley
Project Planner
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017-0760

RE: P.Z. 16-2006 Conway Point Office Building

Dear Ms. Yackley,

The following written responses are in reference to the issues provided in your letter dated July 14, 2006. Please feel free to contact me concerning any of the following responses.

**I. Traffic**

1. How will the development affect traffic levels at the intersection of Conway Road and Chesterfield Parkway West, especially the inability to turn left onto Conway Road from northbound Chesterfield Parkway West?
**ANSWER: The firm of Crawford, Bunte & Brammeier is currently completing the traffic study for this proposed project. This study will be provided to the City of Chesterfield for review as soon as it is available. The inability to turn left onto Conway Road from northbound Chesterfield Parkway West has been addressed with the property owner and major building tenant. All parties agree to educate all building occupants and visitors of alternate acceptable routes.**

2. What will traffic patterns be assuming a level of build out on the remaining parcels of land adjacent to the site?
**ANSWER: This proposed building is a professional office building (non medical use) with the majority of vehicular access occurring during the morning and evening commute.**

3. Northbound left turns from Chesterfield Parkway East to westbound Conway Road are currently prohibited, and will not be permitted under existing geometric conditions and I-64 ramp location.
**ANSWER: This matter is understood by the property owner and major building tenant and was addressed with the response provided to question #1 above.**

14323 SOUTH OUTER 40 DRIVE :: SUITE 604 SOUTH :: CHESTERFIELD MO 63017
PH :: 314 579 0655 FX :: 314 579 0439

## II. Landscaping and Tree Requirements

1. Trees of significant size are to be removed. Will trees of similar size be planted to replace the removed trees?
**ANSWER: No, due to the fact that some of the existing trees to be removed are large, it is not cost effective to attempt to relocate and plant trees of comparable size (the survival rate of relocated trees this size is very low). However, the replacement canopy coverage indicated on the proposed landscape plan exceeds the required mitigation percentages.**

2. Provide a Tree Stand Delineation Plan in accord with the criteria set out in the City of Chesterfield Tree Manual.
**ANSWER: We will comply with this request.**

3. Provide a transparent overlay of the Tree Stand Delineation to the same scale and size as the Preliminary Plan.
**ANSWER: We will comply with this request.**

4. Provide a landscape plan separate from the mitigation plan. Address the Comprehensive Plan Policy 10.1.3 regarding landscaping along arterial roadways on the landscape plan.
**ANSWER: This will be provided at a later date (during the site plan review). The submission of a landscape plan is a separate process.**

5. If seeking mitigation, address criteria for mitigation as set forth in the City of Chesterfield Tree Manual Sections X and XI.
**ANSWER: We will comply with this request.**

6. Be advised that mitigation review is a separate process from the Landscape Plan and Preliminary Plan review. The determination for mitigation is decided by the Department of Planning.
**ANSWER: This is understood.**

7. All trees must be taken from the recommended tree list in the Tree Manual.
**ANSWER: We will comply with this request.**

8. All street trees must be taken from the recommended Street Tree list in the Tree Manual.
**ANSWER: We will comply with this request.**

9. Trees on the north side of the property are beyond the property line.
**ANSWER: All trees on the north side of the site will be moved within the property lines.**

10. Preliminary Plan shows open space on the north side of the property between the property line and the curb for Conway Road. Is this area included in the open space

calculations? If so provide documentation allowing use of the easement to the City of Chesterfield.
**ANSWER: No this space was not included.**

11. Will the entrance way be fully landscaped?
**ANSWER: Yes, the entrance will be fully landscaped.**

12. 45% open space is required per Ordinance Number 1678. The Preliminary Plan indicates a "Landscape Area" of 37%. Provide open space calculations with and without the MODOT right-of-way. Open space includes all areas excluding the building, parking and pedestrian circulation areas.
**ANSWER: A "green" building product is being considered for this project (a roof garden system and a pervious paving system – Garden Rood by Hydrotech and Eco-Stone by Uni-Group USA). This product has been considered plaza space in other municipalities due to the pervious nature of the product. This product would modify the previously submitted site area calculations to the follow:**

| | |
|---|---|
| **TOTAL SITE AREA:** | **46,287 s.f.** |
| **BUILDING AREA (previous):** | **8,125 s.f.** |
| **BUILDING AREA (revised w/roof garden):** | **7,390 s.f.** |
| **PAVEMENT AREA (previous):** | **20,899 s.f.** |
| **PAVEMENT AREA (revised w/eco stone pavers):** | **14,572 s.f.** |
| **LANDSCAPE AREA (previous):** | **17,263 s.f. (37.3%)** |
| **LANDSCAPE AREA (revised w/roof garden & pavers):** | **24,325 s.f. (52.5%)** |

13. Will the MODOT right-of way be used in the open space calculations?
**ANSWER: No, it is not necessary with the inclusion of the aforementioned "green" building materials.**

14. Provide examples of other developments in Chesterfield that have used an easement as part of the open space calculation.
**ANSWER: We will not be using easements as part of our open space calculations. It is my understanding that 3 previous projects in Chesterfield have granted the use of a MoDOT easements/right-of-way as part of the open space calculations, but it is not necessary for this project.**

15. If allowed to use the easement, provide a letter from MODOT granting permission to provide landscaping in the easement.
**ANSWER: If it were necessary and if we were permitted to use the MoDOT easement/right-of-way for this proposed project, we will provide the City of Chesterfield with the requested letter from MoDOT granting permission for our client to landscape and maintain this propert.**

16. The City of Chesterfield Tree Manual requires a 30ft landscape buffer.
**ANSWER: A variance has been requested regarding the 30'-0" landscape buffer on our western property line. A conceptual landscape plan was sent with this letter.**

17. The City of Chesterfield Tree Manual requires a 15ft landscape setback from vehicular areas.

**ANSWER: A variance will be requested for this setback guideline.**

18. The City of Chesterfield Tree Manual requires street trees cannot be closer than 3ft to any curb.
**ANSWER: We will comply with this request.**

**III. Floor Area, Height, Building and Parking Structure Requirements**

1. Provide Floor Area Ratio (FAR) calculation on Preliminary Plan.
**ANSWER: The F.A.R. of this proposed project is 42.4%**

**IV. Signage**

1. Will a sign package be requested and included in the Attachment A?
**ANSWER: A sign package will be requested at a future date.**

2. 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.
**ANSWER: We understand and will comply with this requirement.**

**V. Access/Access Management**

1. No direct access to Highway 40/64 or Chesterfield Parkway will be allowed for this development.
**ANSWER: No direct access to Highway 40/64 is desired for this project.**

2. Ingress and egress must conform to MoDOT's Access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right of way will require permit. To the entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.
**ANSWER: We understand, and will comply with all applicable MoDOT standards.**

3. The Preliminary Plan shows curb cuts and a curb line beyond the property line.
**ANSWER: The current location of our curb cut is directed by the current curbline on Conway Road.**

4. The Department of Public Works recommends that the property bound by this ordinance be allowed one defeasible entrance to Conway Road and that the entrance by located near the western property line. The defeasible entrance will be temporary until such time that the use of the adjoining parcel to the west is revised and installation of a common entrance drive is practical. The common entrance should align with the commercial entrance for the Applebee's restaurant in the Fairfield Suites development. Cross access easements will be required from both parcels as necessary. The defeasible entrance will be required to be removed and relocated within six months of written notice by the City of Chesterfield. A special cash escrow for a portion of the future common

entrance and all work necessary to remove the defeasible entrance will be required prior to approval of the Improvement Plans. This requirement has been added to the site specific issues to be applied to the rezoning petition.
**ANSWER: We understand and will comply with this requirement.**

**VI. Public/Private Road Improvements, including Pedestrian Circulation**

1. Provide a sidewalk conforming to Saint Louis County ADA standards adjacent to Chesterfield Parkway East or provide the finish grading therefore and required cash escrow, as directed by the Missouri Department of Transportation, the Saint Louis County Department of Highways and Traffic and the City of Chesterfield.
**ANSWER: The necessary escrow account and property easements will be provided.**

2. The property owner/developer will be responsible for providing the necessary easements and cash escrow for future construction of an 8 foot sidewalk, street trees, and street lights along the Chesterfield Parkway frontage of the site in accordance with the City of Chesterfield "Pathway on the Parkway" project. The easements and escrow must be established prior to approval of the improvement plans. This requirement has been added to the site specific issues to be applied to the rezoning petition.
**ANSWER: The necessary escrow account and property easements will be provided.**

3. Conform to the requirements and/or recommendations of the Missouri Department of Transportation regarding State Route 64/40 in the area.
**ANSWER: We understand and will comply with all applicable MoDOT requirements regarding the Highway 40/64 right-of-way.**

4. Propose to flatten the embankment along I-64 to be no greater than 3:1 slope.
**ANSWER: We have spoken with James Bodart from MoDOT and to ease maintenance conditions, it was requested that the property owner flatten the embankment along Highway 40/64 to no greater than a 3:1 slope. We understand and will comply with this request.**

5. Provide a 4 foot wide sidewalk along Conway Road. If the sidewalk cannot be constructed within the existing right of way, provide a sidewalk, maintenance, utility, and roadway widening easement as necessary to extend from the right of way to one foot beyond the sidewalk. The easement shall be established prior to approval of the Improvement Plans.
**ANSWER: A 4'-0" sidewalk is being provided. An easement is not necessary.**

**VII. Trust Fund**

1. The developer shall contribute a Traffic Generation Assessment (TGA) to the Chesterfield Village Road Trust Fund. This contribution shall not exceed an amount established by multiplying the ordinance-required parking spaces for the difference between the existing and proposed uses by the following rate schedule:

| Type of Development | Required Contribution |
|---|---|
| General Office | $537.19/parking space |
| Loading Space | $2,637.29/loading space |

(Parking Space as required by the site-specific ordinance or by section 1003.165 of the Saint Louis County Zoning Ordinance.)

If types of development proposed differ from those listed, rates shall be provided by the Saint Louis County Department of Highways and Traffic.

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

**ANSWER: A Trust Fund contribution will be provided at the appropriate time.**

2. The amount of the required contribution, 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.

**ANSWER: A Trust Fund contribution will be provided at the appropriate time.**

3. Traffic generation assessment contributions shall be deposited with Saint Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

**ANSWER: A Trust Fund contribution will be provided at the appropriate time.**

## VII. Parking and Loading Requirements

1. 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.

**ANSWER: A note regarding off-street parking has been revised on the Civil Engineering cover sheet. The actual location will be shown on future proposed improvement plan drawings.**

2. The parking area along the west property line does not conform to the City of Chesterfield Zoning Ordinance Section 1003.140 subsection 8 (4).

**ANSWER: A variance has been requested for the parking isle indicated on the western property line.**

## VIII. Stormwater and Sanitary Sewer

1. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MODOT right of way.
**ANSWER: Calculations will be provided, however the differential runoff = 1.34 CFS and detention is not required.**

2. We request that all drainage detention storage facilities be placed outside of the standard governmental agency planning and zoning setbacks, or 15 feet from the new or existing right of way line, whichever is greater.
**ANSWER: See answer above – detention is not required for this project.**

3. Stormwater detention is required for all projects which have a differential runoff of 2 cfs or greater for the 15-year, 20 minute event. The differential runoff is calculated by the Rational Method using PI factors. The preliminary plan does not provide for detention. Please be advised that calculations supporting the omission of the detention will be required as part of the Site Development Plan. In the future it may be necessary to revise the plan if it is determined that detention is required.
**ANSWER: See answer to question #1 above – detention is not required for this project.**

4. Based on the existing topography for this property, all stormwater drainage from the back of the curb on Conway Road appears to drain back onto the property and not onto Conway Road. Based on the preliminary plan it appears that under proposed conditions, portions of the property along Conway Road will drain onto the Conway Road pavement. Drainage onto Conway Road will not be allowed. This issue does not require resolution at this time, but must be addressed during the Site Development Plan process and prior to approval of the Improvement Plans for this site.
**ANSWER: This issue will be addressed on the Site Development Plan**

5. On sheet 1 of 3, portions of the sanitary force main appear to be located outside the existing utility easement. Either the force main alignment will require revision or additional easements obtained. This issue need not be addressed at this time, but will be reviewed in greater detail during review of the Improvement Plans.
**ANSWER: The force main is located within the existing easement and right-of-way.**

6. Based on the preliminary development plan, it appears that the eastern portion of the property that currently drains to what is identified as MH 1-2 is being rerouted under developed conditions to drain to the Highway 40/64 right of way. All drainage divides must be honored and no redirecting of storm water runoff is permitted. This issue will be addressed in greater detail during the review of the Site Development Plan and Improvement Plans.
**ANSWER: This issue will be addressed on the Site Development Plan.**

**IX. Miscellaneous**

1. The dumpster is too close to the building. It must be at least 15 feet away.
**ANSWER: The dumpster has been relocated on the documents.**

2. One additional fire hydrant is required. It is to be located in the island on the east side of the entrance drive off Conway Road.
**ANSWER: The required Fire Hydrant has been added to the documents.**

3. 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.
**ANSWER: We understand and will comply with this request.**

4. 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.
**ANSWER: The required FAA Application will be filed during the Site Development Plan process.**

5. Please revise/remove the structure setback notes on the Preliminary Plan to reflect the 50 ft. right of way setback.
**ANSWER: Structure setback notes have been removed.**

6. Please revise/remove the other structure setback notes. Structure setbacks are established from the building footprint.
**ANSWER: Structure setback notes have been removed.**

7. Please clarify the concrete ditch shown on the Preliminary Plan.
**ANSWER: The existing concrete ditch shall be broken up and used as fill material. Additional fill material will be placed above the existing ditch to align with the proposed contours.**

**X. Lighting**

1. Street lights shall be required per the City of Chesterfield Subdivision Code Section 1005.160.
**ANSWER: We understand and will provide the required street lighting.**

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

<u>Access</u>

1. No direct access to Highway 40/64 or Chesterfield Parkway will be allowed for this development.
**ANSWER: We understand and no direct access to Highway 40/64 is requested.**

2. The property bound by this ordinance shall be allowed one defeasible entrance to Cownay Road. The entrance shall be located near the western property line as directed by the City of Chesterfield. The defeasible entrance shall be temporary until such time that the use of the adjoining parcel to the west is revised and installation of a common entrance is practical. The common entrance shall align with the commercial entrance for the Applebee's restaurant in the Fairfield Suites development as directed by the City of Chesterfield. Cross access easements shall be provided by both parcels as directed by the City of Chesterfield. The defeasible entrance shall be removed and relocated within six months of written notice by the City of Chesterfield. A Special Cash escrow for a portion of the common entrance and all work necessary to remove the defeasible entrance will be required prior to approval of the improvement plans.
**ANSWER: We understand and will comply with this request.**

Pedestrian Circulation

1. Provide a 5 foot wide sidewalk, maintenance, utility, and road widening easement along the Conway Road frontage.
**ANSWER: A 4'-0" sidewalk was requested earlier and the documents have been revised to provide a 4'-0" wide sidewalk.**

2. Provide the necessary easements and a cash escrow for future construction of an 8 foot wide sidewalk, street trees, and street lights along the Chesterfield Parkway frontage of the site in accordance with the City of Chesterfield "Pathway on the Parkway" project. The easements and escrow must be established prior to approval of the improvement plan.
**ANSWER: An escrow account and necessary property easements will be provided at the appropriate time.**

Parking

1. No construction related parking shall be permitted within the Conway Road right of way.
**ANSWER: A note has been added to the Civil Engineering documents complying with this request.**

Traffic Studies

1. Provide a traffic study as directed by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic. 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.
**ANSWER: A traffic study is currently being developed by Crawford, Bunte & Brammeier.**

2. Provide sight distance evaluation report, as required by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic, for the proposed entrance onto Conway 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.
**ANSWER: This request was voided by the September 5, 2006 letter.**

Sanitary Sewers

1. 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 specifications and requirements.
**ANSWER: A grinder pump and force main location are currently indicated on the Civil Engineering documents. They have not been approved by MSD at this time.**

**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. It is not necessary to address each of these issues individually in your Issues Response. Please review these issues and respond only to those to which you are requesting an alternate form of compliance.**

Commencement of Work

G-1. A grading permit or improvement plan approval is required prior to any clearing or grading.
**ANSWER: We understand and will comply.**

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.

**ANSWER: We understand and will comply.**

Road Improvements

G-3. Internal streets shall be constructed in accordance with Section 1005.180 of the Subdivision Ordinance of the City of Chesterfield.
**ANSWER: We understand and will comply.**

G-4. If street grades in excess of six percent (6%) are desired, steep grade approval must be obtained. In no case shall slopes in excess of twelve percent (12%) be considered. Any request for steep street grades must include justification prepared, signed and sealed by a registered professional engineer and include plans, profiles, boring logs, cross-sections, etc., in accordance with the Street Grade Design Policy. The justification should clearly indicated site conditions and alternatives considered. If steep grades are approved for this site, a disclosure statement shall be provided to all potential buyers and a note indicating that priority snow removal will not be given to this site shall be included on the Site Development Plan and Record Plat.
**ANSWER: We understand and will comply.**

G-5. Any request to install a gate at the entrance to this development must be approved by the City of Chesterfield **and the St. Louis County Department of Highways and Traffic.** No gate installation will be permitted on public right of way. A minimum stacking distance of 60 feet from any intersection and a turnaround for rejected vehicles designed to accommodate a single unit truck shall be provided in advance of the gate, as directed by the Department of Public Works **and the St. Louis County Department of Highways and Traffic.**
**ANSWER: We understand and will comply.**

G-6. If a gate is installed on a street in this development, the streets within the development or that portion of the development that is gated shall be private and remain private forever. Maintenance of private streets, including snow removal, shall be the responsibility of the developer/subdivision. In conformance with Section 1005.265 of the Subdivision Ordinance, a disclosure statement shall be provided to all potential buyers. In conformance with Section 1005.180 of the Subdivision Ordinance, signage indicating that the streets are private and owners are responsible for maintenance shall be posted. Said signage shall be posted within 30 days of the placement of the adjacent street pavement and maintained and/or replaced by the developer until such time as the subdivision trustees are residents of the subdivision, at which time the trustees will be responsible for maintenance.
The nearest edge of any drive or intersection street shall be located at least 40 feet from the line of the gate, as directed.
**ANSWER: We understand and will comply.**

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.
**ANSWER: We understand and will comply.**

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.
**ANSWER: We understand and will comply.**

G-9. Detention/retention is to be provided in each watershed as required by the City of Chesterfield. Detention of storm water runoff is required by providing permanent detention/retention facilities, such as dry reservoirs, ponds, underground vaults or other alternatives acceptable to the Department of Public Works. The maximum fluctuation from the permanent pool elevation to the maximum ponding elevation of a basin shall be three (3) feet, as directed. Wetland mitigation shall not be permitted within a detention/retention basin. The detention/retention facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of detention/retention facilities shall be identified on the Site Development Plan.

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.
**ANSWER: We understand and will comply.**

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.
**ANSWER: We understand and will comply – the subsurface study has been provided by Geotechnology, Inc.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

G-15. Prior to Site Development Plan approval, provide comments/approvals from the appropriate Fire District, **St. Louis County Department of Highways and Traffic, Missouri Department of Transportation,** and the Metropolitan St. Louis Sewer District.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

G-18. No grading which results in a change in watersheds will be permitted.
**ANSWER: We understand.**

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.

**ANSWER: We understand.**

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, Missouri Department of Transportation,** and the Metropolitan St. Louis Sewer District.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

Occupancy Permits

G-25. Prior to the issuance of any occupancy permit, floodplain management requirements shall be met.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

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.*
**ANSWER: We understand.**

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.
**ANSWER: We understand.**
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.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

G-38. Ornamental Entrance Monument construction, if proposed, shall be reviewed by **St. Louis County Department of Highways and Traffic and** the City of Chesterfield for sight distance considerations prior to installation or construction.
**ANSWER: We understand.**

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.
**ANSWER: We understand.**

Please feel free to contact me with any comments or questions regarding the content of this letter. Thank you in advance for all your assistance concerning this project.

Sincerely,
**LIGHTHOUSE**
ARCHITECTS

Randy Johnston, AIA
principal

**STORMWATER DIFFERENTIAL CALCULATIONS:**
(15 YR, 20 MINUTE STORM)

EXISTING SITE= 1.06 Ac.x1.7 = 1.80 CFS
PROPOSED SITE = (0.19Ac.x4.2)+(0.47Ac.x3.54)+(0.40Ac.x1.7)=3.14 CFS

DIFFERENTIAL= 3.14-1.80 = 1.34 CFS (LESS THAN 2 CFS)

**NO DETENTION IS REQUIRED**

0 50 100
SCALE IN FEET
Scale 1" = 50'

Project Benchmark: MSD # 12-157 638.32 feet(NGVD 1929) Chiseled "SQ" on curb at center of rounding along island, 60 feet west of Olive Blvd. and 5 feet north of Chesterfield Village Parkway.

`SITE AREA: = 1.06± ACRE (46,287± S.F.)

PART OF FRACTIONAL SECTION 10, TOWNSHIP 45 NORTH, RANGE 4 EAST, CITY OF CHESTERFIELD, ST. LOUIS COUNTY MISSOURI

NO ADVERTISING SIGNS, TEMPORARY SIGNS, PROTABLE SIGNS, OFF SITE SIGNS, OR ATTENTION GETTING DEVICES SHALL BE PERMITTED IN THIS DEVELOPMENT.

NO ON-SITE LIGHT STANDARD SHALL EXCEED 24 FEET IN HEIGHT. THE LOCATION OF THE LIGHT STANDARDS SHALL BE AS APPROVED BY THE PLANNING COMMISSION ON THE SITE DEVELOPMENT PLAN AND SHALL BE IN CONFORMANCE WITH THE CITY OF CHESTERFIELD REGULATIONS.

ALL TRASH ENCLOSURES SHALL BE ENCLOSED BY A SIX FOOT HIGH SIGHT PROOF FENCE AND CONSTRUCTED OF A SIMILAR MATERIAL AS THE MAIN BUILDINGS.

ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.

ROOFING OR OTHER SCREENING AS APPROVED BY THE PLANNING COMMISSION SHALL ADEQUATELY SCREEN ALL MECHANICAL EQUIPMENT.

NO CONSTRUCTION PARKING WILL BE PEMITTED ON THE CHESTERFIELD PARKWAY, OR CONWAY ROAD RIGHT OF WAY.

THE DEVELOPER SHALL BE REQUIRED TO PROVIDE ADEQUATE TEMPORARY OFF-STREET PARKING FOR CONSTRUCTION EMPLOYEES. PARKING ON NON-SURFACED AREAS SHALL BE PROHIBITED IN ORDER 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 PRIOR TO THE END OF EACH WORK DAY.

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

CURRENT PROPERTY ZONING: "R3" – RESIDENCE DISTRICT

PROPOSED ZONING: "PC" PLANNED COMMERCIAL

BUILDING AREA = 1ST FLOOR= 7,749 SF
2ND FLOOR= 7,749 SF
MEZZANINE= 4,000 SF
GROSS FLOOR AREA= 19,498 SF

NOTES:
1. ALL SIDEWALKS TO BE CONSTRUCTED TO ST. LOUIS COUNTY ADA AND CITY OF CHESTERFIELD STANDARDS.
2. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
3. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH ST. LOUIS COUNTY, CITY OF CHESTERFIELD AND MSD STANDARDS.
4. NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT OF WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
5. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
6. ALL DIMENSIONS ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.

LEGAL DESCRIPTION

A tract of land being part of Fractional Section 10, Township 45 North, Range 4 East, situated in the City of Chesterfield, St. Louis County, Missouri and being further described as follows: Beginning at the intersection of the South line of Conway Road as widened by instrument recorded in Deed Book 8572, page 2304 of the St. Louis County Records with the East line of property convey to Raymond L. and Dorothy M. Laux by instrument recorded in Deed Book 2307, page 70 of the St. Louis County Records; thence along said South line of Conway Road, being a curve to the left having a radius of 746.20 feet an arc distance of 77.73 feet (chord of North 86 degrees 51 minutes 20 seconds East, 77.69 feet) to a point of tangent; thence North 83 degrees 52 minutes 17 seconds East, 132.15 feet to the West line of Chesterfield Village Parkway; thence along said West line, South 6 degrees 07 minutes 44 seconds East, 62.80 feet to an angle point therein; thence South 4 degrees 50 minutes 21 seconds East, 57.84 feet to a point of curve; thence along said curve to the right having a radius of 633.94 feet an arc distance of 148.19 feet (chord of South 8 degrees 00 minutes 56 seconds West, 147.85 feet) to a point on the North line of Interstate 64 (former State Route 40TR); thence along said North line, North 70 degrees 04 minutes 17 seconds West, 197.41 feet to the intersection of the East line of Laux, as aforementioned; thence along said East line North 4 degrees 31 minutes 39 seconds West, 181.39 feet to the point of beginning and containing 46,287 square feet (1.063 acres) according to survey by The Clayton Engineering Company July, 1998.

THE CLAYTON ENGINEERING COMPANY
11920 WESTLINE INDUSTRIAL DRIVE
ST. LOUIS, MISSOURI 63141

"APPROVAL OF THIS PRELIMINARY DEVELOPMENT PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. SIGN APPROVAL IS A SEPARATE PROCESS."

## SHEET INDEX:


1. OVERALL PRELIMINARY DEVELOPMENT PLAN
2. PRELIMINARY DEVELOPMENT PLAN
3. PRELIMINARY DEVELOPMENT PLAN CROSS SECTIONS


SOILS ENGINEER NOTES

SCI Engineering, Inc. and the undersigned engineer have not prepared any part of these plans. The seal of the undersigned professional engineer is a professional opinion to indicate that the undersigned has reviewed Sheets ____, relative to geotechnical considerations only, through the date given below and that improvements as shown on these sheets are compatible with the soil and geologic conditions at the site as described in the geotechnical report for the project dated ____. Conditions may vary from those encountered in the explorations or can change due to construction activities or weather conditions. Therefore, SCI Engineering, Inc., must be involved during the construction phase of this project to observe that subsurface conditions are as anticipated from the exploration data and that recommendations relative to construction are implemented. Construction means and methods shall be left to the contractor.

SCI ENGINEERING, INC.

ENGINEER, P.E. DATE

BUILDING HEIGHT = 62 FEET

PAVEMENT AREA = 20,899± S.F.

ON-SITE OPEN SPACE = 17,263± S.F. (37.3 %)

ADJACENT MODOT(CHESTERFIELD PARKWAY) OPEN SPACE = 24,895± S.F.

OPEN SPACE, INCL. MODOT R/W = (17,263+24,895)/(46,287+24,895)= 59.2%

SITE ADDRESS: 15310 CONWAY ROAD

LOCATOR NUMBER: 18S310382

PROPOSED USE: OFFICE

TOTAL PARKING REQUIRED = 65 SPACES

TOTAL PARKING PROVIDED = 66 SPACES

(3.3 SPACES PER 1000 SQUARE FEET GROSS FLOOR AREA)

(INCLUDING 3 HANDICAP SPACES)

(1 LOADING SPACES PROVIDED @ 12' x 40')

FEMA MAP MUMBER = 25189C0145 H

PARKING & LOADING SPACE SETBACKS

1. FIFTEEN (15) FEET FROM THE NEW RIGHT OF WAY OF ALL ROADWAY RIGHT OF WAY.
2. FIVE (5) FEET FROM ALL OTHER PROPERTY LINES.

SITE IS SERVED BY:

CHESTERFIELD FIRE PROTECTION
155 LONG ROAD
CHESTERFIELD, MO. 63005

PARKWAY SCHOOL DISTRICT
455 NORTH WOODS MILL ROAD
CHESTEFIELD, MO. 63017

AMEREN UE
1901 CHOUTEAU
P.O. BOX. 66149 MAIL CODE 200
ST. LOUIS, MO. 63166–6149

SOUTHWESTERN BELL TELEPHONE
164 CRESTWOOD PLAZA RM. 200
CRESTWOOD, MO.
G. MOYLAN (314) 963–3804

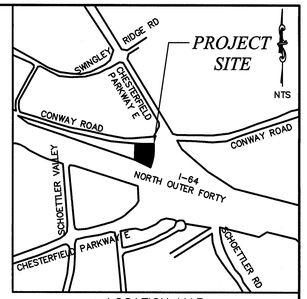
LACLEDE GAS
720 OLIVE ST.
ST. LOUIS, MO. 63101
K. KRAMER (314) 342–0686

MISSOURI AMERICAN WATER CO.
535 N. NEW BALLAS
ST. LOUIS, MO. 63141–6875
B. WEINDEL (314) 996–2464

METROPOLITAN ST. LOUIS SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO. 63103

CHARTER COMMUNICATIONS
2275 CASSENS DR. SUITE 138
FENTON, MO. 63026
(636) 207–7011

CHESTERFIELD MONARCH LEVEE DISTRICT
C/O FULLER, MOSSBARGER, SCOTT & MAY ENGINEERS, INC.
1856 CRAIG PARK COURT
ST. LOUIS, MO. 63146
(314) 878–6800




LOCATION MAP
WUNNENBERG'S 2004 ST. LOUIS CITY & COUNTY STREET GUIDE. PAGE 21, DD–19

## ABBREVIATIONS

| | |
|---|---|
| ATG | – Adjust To Grade |
| B/B | – Back to Back |
| BW | – Bottom of Wall |
| CC | – Canopy Clearance |
| CL | – Centerline |
| DB | – Deed Book |
| EP | – Edge of Pavement |
| FG | – Finished Grade |
| FF | – Face to Face |
| FL | – Flow line |
| HDCP | – Handicap |
| NTS | – Not To Scale |
| OC | – On Center |
| PB | – Plat Book |
| R | – Radius |
| R/W | – Right of Way |
| TB | – Top of Bank |
| TBR | – To Be Removed |
| TBRR | – To Be Removed & Replaced |
| TC | – Top of Curb |
| TP | – Top of Pavement |
| TS | – Toe of Slope |
| TW | – Top of Wall |
| WK | – Top of Walk |
| UIP | – Use In Place |
| AI | – Area Inlet |
| CB | – Curb Inlet / Catch Basin |
| CO | – Clean Out |
| DS | – Down Spout |
| FES | – Flared End Section |
| GI | – Grated Inlet |
| MH | – Manhole |
| CMP | – Corrugated Metal Pipe |
| CP | – Non-reinforced Concrete Pipe |
| DIP | – Ductile Iron Pipe |
| PVC | – Polyvinyl Chloride Pipe |
| RCP | – Reinforced Concrete Pipe |
| VCP | – Vitrified Clay Pipe |

## LEGEND

| | |
|---|---|
| | – Area Light |
| | – Area Light w/110v. Recpt. |
| | – Connection (Proposed) |
| 500 | – Existing Contour |
| (495) | – Proposed Contour |
| + 500.00 | – Existing Elevation |
| 500 | – Proposed Elevation |
| | – Fire Hydrant |
| | – Concrete |
| | – Doorway Entrance |
| | – Drainage Flow |
| | – Swale |
| W.M. W.V. | – Water Meter Or Valve |
| G.M. G.V. | – Gas Meter Or Valve |
| CTV | – Cable TV |
| E | – Electric Service |
| UGE | – Underground Electric Service |
| G | – Gas Service |
| T | – Telephone Service |
| UGT | – Underground Tele. Service |
| W | – Water Service |
| | – Exist. Sanitary Sewer |
| | – Exist. Storm Sewer |
| | – Proposed Sanitary Sewer |
| | – Proposed Storm Sewer |
| | – Utility Pole w/ Guy Wires |
| | – Right Angle |
| | –Handicap Parking Space |
| | – Direction Of Traffic |

Call Before you DIG
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MISSOURI ONE–CALL SYSTEM INC.

MODOT (314) 340–4100

Underground facilities, structures and utilities have been plotted from available surveys, records and information and, therefore, do not necessarily reflect the actual existence, nonexistence, size, type, number of, location or depth of these faculties, structures and utilities.

The Contractor shall be responsible for verifying the actual location of all underground facilities, structures and utilities, either shown or not shown on these plans. The underground facilities, structures and utilities shall be located in the field prior to any grading, excavation or construction of improvements. Should the actual location, size or depth or any underground facilities, structures or utilities differ from those indicated on these plans, the Contractor shall immediately notify Clayton Engineering prior to proceeding with the installation of any proposed improvements in the area where the difference exists. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act, Chapter 319, RSMO.

The signed and sealed original of this drawing is on file at the offices of The Clayton Engineering Company, Inc. The signed and sealed original is the official document and shall take precedence over any digital version.

| | | | |
|---|---|---|---|
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| | | | |
| | | | |
| 1 | 01–09–07 | EAS | 3rd Floor Mezzanine Added, Building SF & Parking Rev. |

REVISIONS

# OVERALL PRELIMINARY DEVELOPMENT PLAN
# CONWAY POINT OFFICE BUILDING

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

Lighthouse Architects
14323 South Outer Forty Drive, Suite 604 South
Chesterfield, MO 63017
314–579–0655


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Clayton Engineering Co.
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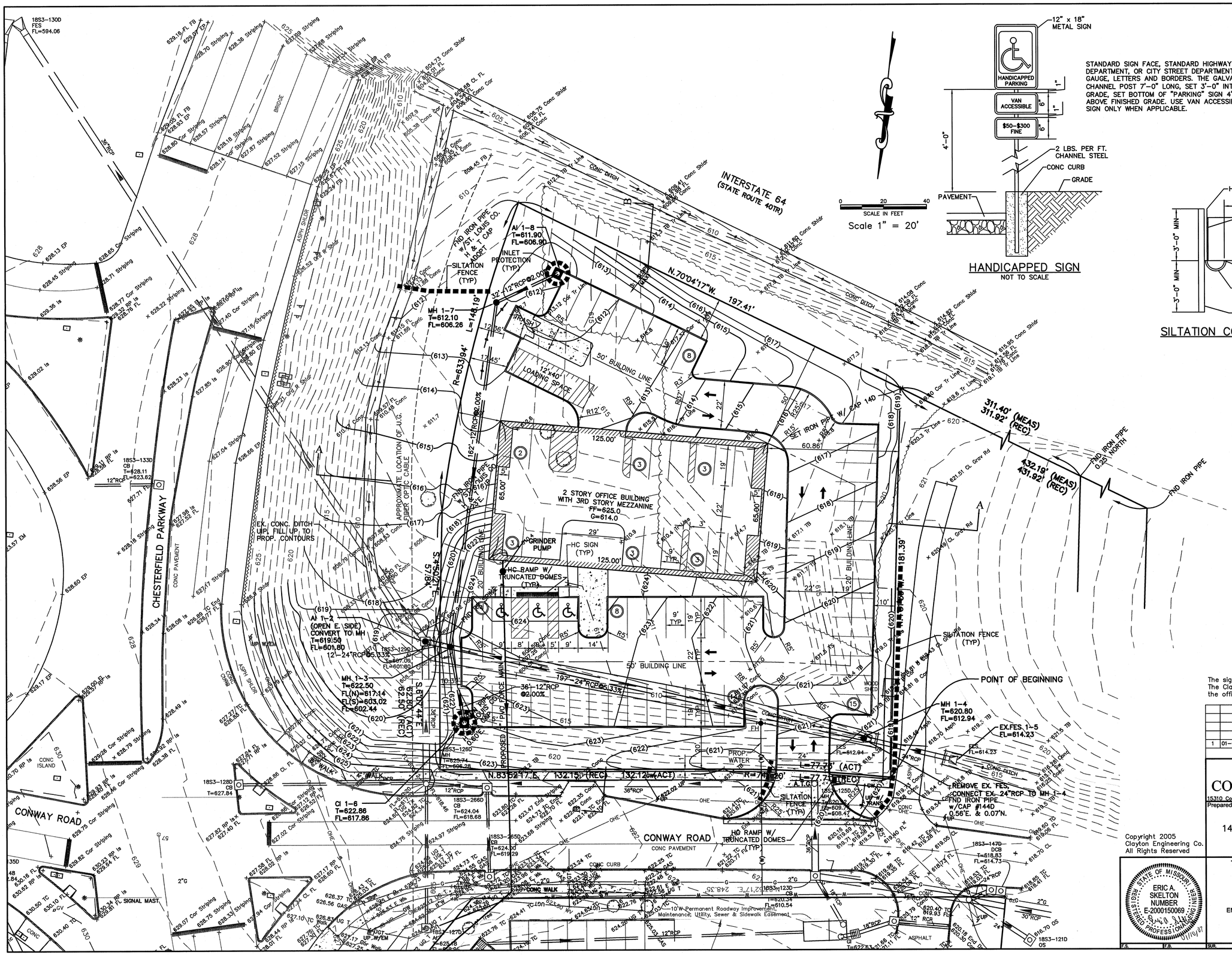
STATE OF MISSOURI
ERIC A. SKELTON
NUMBER
E-2000150069
PROFESSIONAL ENGINEER
01/09/07


the clayton engineering company, inc.
ENGINEERS • SURVEYORS • PLANNERS
11920 WESTLINE INDUSTRIAL DRIVE
ST. LOUIS, MISSOURI 63146
(314) 692–8888 FAX: (314) 692–8688
clayton–engineering.com


| | |
|---|---|
| Designed | SWQ |
| Drawn | SLH |
| Checked | EAS |
| Date | 09/14/06 |
| Project Number | 98218.3 |
| Sheet Number | 1 of 3 |

F.B. P.B. SUR. FILE: G:\98000\98218.3\PRELIM\SITE5.DWG PLOTTED: 01/10/07 14:13 BY: EAS





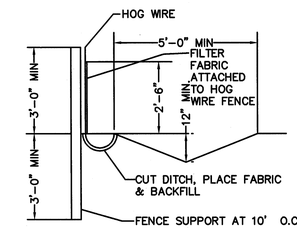





STANDARD SIGN FACE, STANDARD HIGHWAY DEPARTMENT, OR CITY STREET DEPARTMENT GAUGE, LETTERS AND BORDERS. THE GALVANIZED U CHANNEL POST 7'-0" LONG, SET 3'-0" INTO GRADE, SET BOTTOM OF "PARKING" SIGN 4'-0" ABOVE FINISHED GRADE. USE VAN ACCESSIBLE SIGN ONLY WHEN APPLICABLE.

## HANDICAPPED SIGN

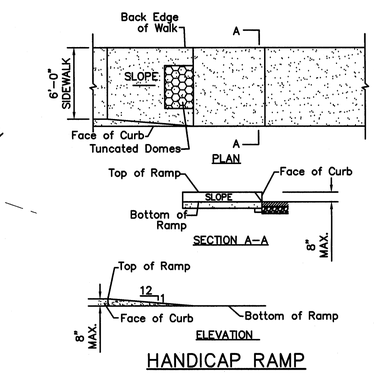
NOT TO SCALE




NOTE:
SILT FENCES SHALL CONSIST OF NON-WOVEN FILTER FABRIC, WIRE FENCING AND WOOD OR METAL POST, AS MIRAFI ENVIRO FENCE WITH MIRAFI 10X FABRIC OR EQUAL. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

## SILTATION CONTROL FENCE & SWALE

NOT TO SCALE




## HANDICAP RAMP

NOTE:
ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.

The signed and sealed original of this drawing is on file at the offices of The Clayton Engineering Company, Inc. The signed and sealed original is the official document and shall take precedence over any digital version.

| | | | |
|---|---|---|---|
| 1 | 01-09-07 | EAS | 3rd Floor Mezzanine Added, Building SF & Parking Rev. |

REVISIONS

PRELIMINARY DEVELOPMENT PLAN

# CONWAY POINT OFFICE BUILDING

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

Lighthouse Architects
14323 South Outer Forty Drive, Suite 604 South
Chesterfield, MO 63017
314-579-0655

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STATE OF MISSOURI
ERIC A. SKELTON
NUMBER E-2000150069
REGISTERED PROFESSIONAL ENGINEER
01/10/07

the clayton engineering company, inc.
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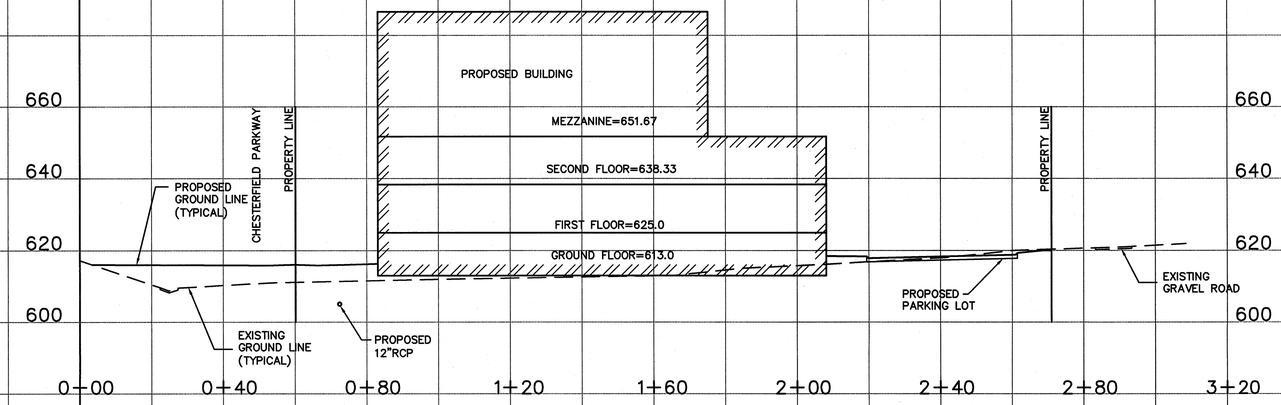
ST. LOUIS, MISSOURI 63146
(314) 692-8888 FAX: (314) 692-8688
clayton-engineering.com

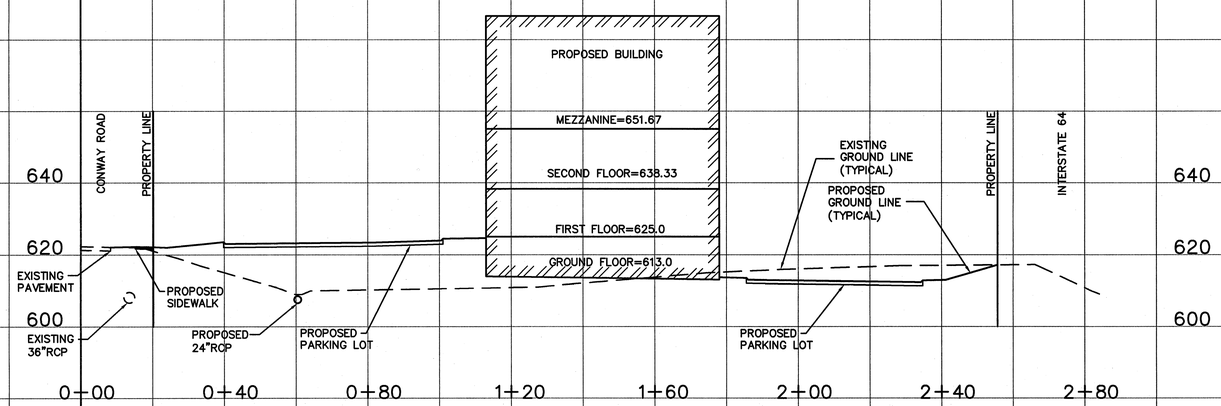
| | |
|---|---|
| Designed | SWQ |
| Drawn | SLH |
| Checked | EAS |
| Date | 09/14/06 |
| Project Number | 98218.3 |
| Sheet Number | 2 of 3 |

F.S. F.B. SUR. FILE: G:\98XXX\98218.3\PRELIM\SITE5.DWG PLOTTED: 01/10/07 14:13 BY: EAS




Scale: 1"=20' Horizontal
1"=20' Vertical

SECTION A–A




Scale: 1"=20' Horizontal
1"=20' Vertical

SECTION B–B

| | | | |
|---|---|---|---|
| 1 | 01–09–07 | EAS | 3rd Floor Mezzanine Added, Building SF & Parking Rev. |

REVISIONS

# PRELIM. DEVELOPMENT PLAN CROSS SECTIONS
# HUNTLEIGH SECURITIES

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

Lighthouse Architects
14323 South Outer Forty Drive, Suite 604 South
Chesterfield, MO 63017
636–579–0655

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STATE OF MISSOURI
ERIC A. SKELTON
NUMBER
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REGISTERED PROFESSIONAL ENGINEER
01/10/07

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| | |
|---|---|
| Designed | SWQ |
| Drawn | SLH |
| Checked | EAS |
| Date | 09/14/06 |
| Project Number | 98218.3 |
| Sheet Number | 3 of 3 |

F.S. F.B. SUR. FILE: G:\98XXX\98218.3\PRELIM\SECTIONS.DWG PLOTTED: 01/10/07 14:10 BY: EAS

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:** April 9, 2007

**Location:** 17670 and 17680 Chesterfield Airport Road

**Petition:** P.Z. 03-2007 Chesterfield Retail Center

**Speakers:** In favor: 0
In opposition: 0
Neutral: 0

## Proposal Summary

The Spirit 40 Group has submitted an application for a change of zoning from a "M3" Planned Industrial District to a "PC" Planned Commercial District per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.140. The site is located at 17670 and 17680 Chesterfield Airport Road, east of the intersection of Chesterfield Airport Road and Chesterfield Industrial Boulevard.

## 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 "M3" Planned Industrial District to a "PC" Planned Commercial 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.

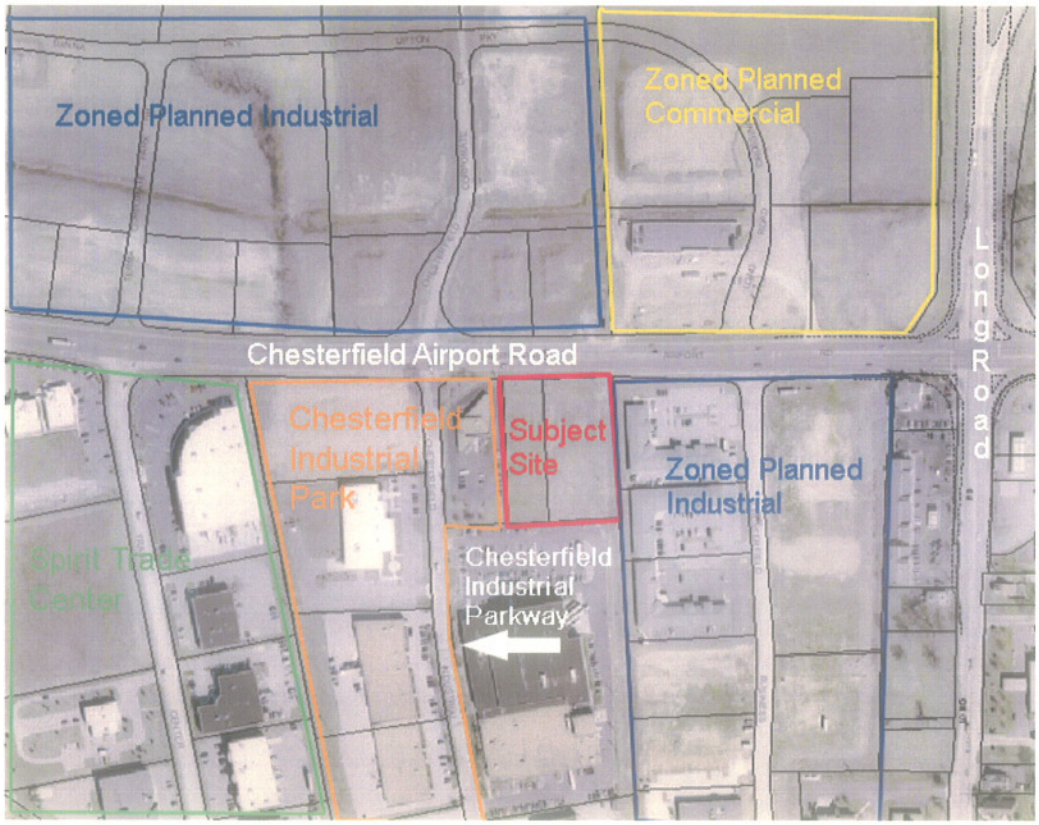
While preparing the Attachment A for this development, Staff reviewed the conditions established in the Comprehensive Plan and Zoning Ordinance. The Attachment A requires that this development will adhere to the requirements of both.

The subject site is being petitioned for a change of zoning from a "M3" Planned Industrial District to a "PC" Planned Commercial District. The rezoning request is compatible with this area and the surrounding developments.

**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 zoned "PI" Planned Industrial District.
South: The property to the south is zoned "M3" Planned Industrial District.
East: Chesterfield Business Park is located to the east and is zoned "PI" Planned Industrial District.
West: Chesterfield Industrial Park is located to the west and is zoned "M3" Industrial District.



**Picture of the site facing south**

**Property to the east of the site**

**Regions Bank to the west**

**Comprehensive Plan Analysis**

The Comprehensive Plan identifies this area as Mixed Use (Retail/Office/Warehouse). 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**

The site was zoned "M3" Planned Industrial by St. Louis County prior to the incorporation of the City of Chesterfield. In March of 1979 St. Louis County approved the application and preliminary plans for Chesterfield Industrial Park, which includes the subject site, via Ordinance Number 9142. St. Louis County subsequently amended Ordinance Number 9142 via Ordinance Numbers 10149, 10220, and 13,781. In October 1997 the City of Chesterfield passed Ordinance Number 1333 which amended St. Louis County Ordinance Number 13,781 and added gymnasiums and recreational uses to the permitted uses for Chesterfield Industrial Park.

**Issues**

A public hearing was held on February 26, 2007 for this request and there were no speakers on this matter other than the petitioner. At the hearing, several issues were identified. Those issues along with the petitioner's responses are attached. There are no open issues.

Be advised that the internal circulation and parking areas shown on the preliminary plan do not meet City standards. This issue will be addressed during the Site Development Plan Review process.

**Request**

Staff recommends approval of the change of zoning from a "M3" Planned Industrial District to a "PC" Planned Commercial District with the Attachment A as written.

Respectfully submitted,

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments

1. Attachment A
2. Petitioner's Response Letter
3. Issues Report
4. Preliminary Plan

# ATTACHMENT A

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

## I. SPECIFIC CRITERIA

### A. PERMITTED USES

1. The uses allowed in this "PC" Planned Commercial District shall be:

    a. Associate work and storage areas required by a business, firm or service to carry on business operations.

    b. Barber shops and beauty parlors.

    c. Bookstores.

    d. Dry cleaning drop-off and pick up stations.

    e. Financial institutions.

    f. Medical and dental offices.

    g. Offices or office buildings.

    h. Restaurants, fast food.

    i. Restaurants, sit down.

    j. Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.

    k. Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craft persons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales, goods and services associated with these uses may be sold or provided directly to the public on the premises.

l. 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.

**B. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS**

1. BUILDING REQUIREMENTS

a. A minimum of forty-five percent (45%) openspace is required for this development.

**C. 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. One hundred forty (140) feet from the right-of-way of Chesterfield Airport Road on the northern boundary of the "PC" District.

b. Thirty-five (35) feet from the eastern boundary of the "PC" District.

c. Eighty (80) feet from the southern boundary of the "PC" District.

d. Thirty (30) feet from the western boundary of the "PC" District.

2. PARKING SETBACKS

a. No parking stall or loading space, except points of ingress or egress, will be located within the following setbacks:

i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.

ii. Thirty-five (35) feet from the eastern boundary of the "PC" District.

iii. Forty (40) feet from the southern boundary of the "PC" District.

iv. Fifteen (15) feet from the western boundary of the "PC" District.

b. No internal roadways or drives will be located within the following setbacks:

i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.

ii. Fifteen (15) feet from all other property lines.

## D. 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 any street right of way.

3. Parking lots shall not be used as streets.

## E. LANDSCAPE AND TREE REQUIREMENTS

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

## F. 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.

## G. LIGHT REQUIREMENTS

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

## H. 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, material, 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.

4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

## I. ACCESS/ACCESS MANAGEMENT

Access to this development shall be from Chesterfield Industrial Boulevard via the existing driveway easement on Lot 1A-1 of Chesterfield Industrial Park subdivision as recorded in Plat Book 278, Page 12. No direct access to Chesterfield Airport Road shall be permitted.

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

1. Any request to install a gate at the entrance to this development must be approved by the City of Chesterfield and the St. Louis County Department of Highways and Traffic. No gate installation will be permitted on public right of way.

2. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along Chesterfield Airport Road. The sidewalk shall connect to the sidewalk constructed with the adjacent development to the east and extend across the lot to the west to Chesterfield Industrial Boulevard. The sidewalk shall be located within a six (6) foot wide sidewalk, maintenance and utility easement as directed by the City of Chesterfield.

## K. 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.

## L. STORMWATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or connected to an adequate piped system.

2. Detention/retention and 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.

3. The Chesterfield Valley Master Storm Water Plan indicates a ten (10) foot wide flat bottom ditch with 4:1 side slopes shall be constructed near the east property line of this site and that drainage from this site is to be directed to the south. The developer shall be

responsible for construction of the required storm water improvements and coordination with the owners of the properties affected by construction of the required improvements.

The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements. Functional equivalence is said to be achieved when, as determined by the Director of Public Works, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Director of Public Works determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.

4. Provide a Chesterfield Valley Storm Water Easement along the east property line to accommodate the construction of 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.

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

**M. SANITARY SEWER**

1. Private sewer lines and laterals cannot cross property lines. Extension of public sewer lines will be necessary to serve this site and proper easements shall be required.

2. Treatment may be required at this site for water quality per MSD February 2006 guidelines.

**N. 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. Prior to the issuance of an occupancy permit, the Chesterfield Valley Master Storm Water Plan channel on site and to the south shall be graded as necessary to provide positive drainage for this site.

**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 change of zoning.

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 change of zoning by the City.

C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning 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.

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 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 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 and 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. 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 Chesterfield 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 | $2.07/sq. ft. of building space |
| Office | $1.44/sq. ft. of building space |
| Industrial | $4,986.59/acre |

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

Credits for roadway improvements required will be awarded as directed by 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 appropriate Trust Fund.

Traffic generation assessment contributions shall be deposited with St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of $654.66 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 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 $2,077.15 per acre for the total area as approved on the Site Development Plan. The storm water contributions to the Trust Fund shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by St. Louis County Highways and Traffic. Funds shall be payable to the “Treasurer, St. Louis County.”

Sanitary Sewer

This project is in the Caulks Creek Surcharge area and is subject to a surcharge of $2,750.00 per acre.

The sanitary sewer contributions 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, 2008 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.

## VI. 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.

## 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.

cc: J. Yackley, M. Lafond 3/21/2007 Note: fax of this routed 3/21/2007 in a.m.

STUDIO ONE
ARCHITECTURE INC.
4671 Highway Z Wentzville, MO. 63385
636.398.6162 FAX 636.398.6155
email: studiouno@aol.com

City of Chesterfield
690 Chesterfield Parkway
Chesterfield, MO. 63017-0760
636.537.4743 FX 636.537.4798
ATTN: Jennifer Yackley
Project Planner

RECEIVED
MAR 21 2007
PLANNING DEPARTMENT

**Chesterfield Retail Center**
17670 Chesterfield Airport Road
Chesterfield MO.
P.Z.03-2007

March 20, 2007

Dear Jennifer:

Please find the following response items to your faxed letter dated March 20, 2007.
We will forward a hard copy of this fax and 3 copies of the site plan per your request.
The responses are in the same order as your letter.

1. At the south side of the parking lot the radius curb detail and hammerhead configuration was at the request of the Fire Marshall Mr. David Nichols with the Monarch Fire District.
2. The parking number was shown as 66 but we will still provide 87 spaces as per the last site plan per owner parking needs request.
3. The Fire Marshall has requested this emergency access and he will address any questions from anyone at the Highway Department or City of Chesterfield as to why he would need it for this site. In order to stay on the expedited course however, we will remove as per your suggestion for the final zoning plan submittal and resume the discussion after final zoning approval.
4. We have been in ongoing conversations with David Nichols the Fire Marshall and will continue as the Site review proceeds.

Please call me with any questions.
Thanks for your timely review.

Respectfully Submitted,

R. Tim Short Architect
Studio One Architecture Inc.

CC: Tammy at Bella/file

City of Chesterfield

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

March 20, 2007

Tim Short
Studio One Architects
4671 Highway Z
Wentzville, MO 63385

SENT VIA US MAIL AND FACSIMILE: 636-398-6155

RE: **Chesterfield Retail Center**

Dear Mr. Short:

The City of Chesterfield has reviewed the revised plan submitted on March 14, 2007 for the above referenced matter and submits the following comments:

1. Please explain the curbing in the parking area along the south side of the site.

2. Retail developments are parked at a ratio of 5 spaces/1,000 gross floor area this development as proposed needs 66 spaces. Please revise the comment regarding required parking to reflect this requirement.

3. The City of Chesterfield and St. Louis County Department of Highways and Traffic have both advised that no direct access to Chesterfield Airport Road will be allowed. Please remove the access to Chesterfield Airport Road.

4. Please be advised of the following issues on the proposed plan. These issues do not need to be addressed for the rezoning to proceed but will need to be addressed during the Site Plan Review process.

- Traffic circulation within the site.
- In previous comments, the Monarch Fire Protection District did not indicate a need for direct access to Chesterfield Airport Road. Per standard practice, fire apparatus maneuvers should be accommodated on site.
- Review and approval from outside agencies, including the Monarch Fire Department will be required during the Site Plan Review process

Please submit answers to the above issues in writing along with three (3) copies of the revised plan, if applicable for review. Please note the petition cannot be scheduled for a vote meeting before the Planning Commission until all open items have been addressed. If you have any questions regarding this matter please do not hesitate to contact me at (636) 537-4743.

Sincerely,

Jennifer L. Yackley
Project Planner

Cc: Tammy Shea, Petitioner
Michael O. Geisel, Director of Public Works / City Engineer/Acting Director of Planning
Libbey M. Simpson, CEcD, Assistant City Administrator for Economic & Community Development
Brian McGownd, Deputy Director of Public Works/Assistant City Engineer
Bonnie Hubert, Superintendent of Public Works
Aimee Nassif, Senior Planner of Zoning Administration
Reading File

STUDIO ONE
ARCHITECTURE INC.
4671 Highway Z Wentzville, MO. 63385
636.398.6162 FAX 636.398.6155
email: studiouno@aol.com

City of Chesterfield
690 Chesterfield Parkway
Chesterfield, MO. 63017-0760
636.537.4743 FX 636.537.4798
ATTN: Jennifer Yackley
Project Planner

RECEIVED
MAR 20 2007
PLANNING DEPARTMENT

**Chesterfield Retail Center**
17670 Chesterfield Airport Road
Chesterfield MO.
P.Z.03-2007

March 16,2007

Please find the items as discussed in our meeting pertaining to your letter of February 28,2007. The responses are in the same order as your letter.

**ISSUES**

1. Ground Monument sign
2. Yes
3. Sidewalk will be added
4. Open space percentage will be shown
5. 45% open space will be indicated
6. A tree within 50 feet of all parking will be shown
7. A 30 feet landscape buffer is shown
8. A street tree for every 50 feet of frontage is provided
9. Some parking has been reduced
10. The footprint meet the requirements
11. The building height is in compliance with code max. height per code is 75 ft. for office
12. The comments were submitted

**OPEN SPACE**

1. Minimum open space shall be 45%
2. Setbacks will are met on plan

**ACCESS**

3. All customer/owner access will be from Chesterfield Industrial Blvd.

**PEDSTRIAN CIRCULATION**

4. The sidewalk and easement will be added at the Chesterfield Airport Rd. portion of the site.

**PARKING**

5. OK

**STORM WATER**

6. Strom water will be designed by the Civil Engineer to meet the codes.
7. An easement will be provided by Civil Engineer
8. Improvements will be installed per City request.

**OCCUPANCY PERMIT**

9. Grading will be completed per City request.
10. St. Louis County highway department items will be addressed by in Civil Engineer plans
11. MSD will be complied with in Civil Engineering plans

The Building elevation has bee elevated to 459.50
Additional drive easement will be secured if needed per City request.

Please call me with any questions.
Thanks for your timely review.

Respectfully Submitted,

**R. Tim Short Architect**
**Studio One Architecture Inc.**

CC: Tammy at Bella/file

---

City of Chesterfield

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

February 28, 2007

Tim Short
Studio One Architecture
4671 Hwy Z
Wentzville, MO 63385

**SENT VIA US MAIL AND FACIMILE 636-398-6155**

RE: P.Z. 03-2007 Chesterfield Retail Center

Dear Mr. Short,

A Public Hearing was held for the project referenced above on February 26, 2007. At that time, several issues were raised by the Planning Commission for review. Those issues, as well as those raised by Staff, and any site specific ordinance requirements are listed below. Please be advised that additional ordinance requirements will be added upon request of various agencies and that a draft of the governing ordinance will be made available to you prior to the Planning Commission Issues Meeting on this project.

ISSUES

1. What type of signage is proposed to direct customers to your site?
2. Will a sign package be requested?
3. Be advised that pedestrian access from the proposed sidewalk along Chesterfield Airport Road will need to be addressed during Site Plan Review.
4. The preliminary plan indicates the landscaping percentage. Please provide the open space percentage instead.
5. Be advised that City of Chesterfield Zoning Ordinance requires office developments to have a minimum open space of 45%.
6. Be advised that the City of Chesterfield Tree Manual requires every parking space to be within 50 feet of a tree.
7. Be advised that the City of Chesterfield Tree Manual requires a 30 foot landscape buffer along Chesterfield Airport Road.
8. Be advised that the City of Chesterfield Tree Manual requires at least one street tree for every 50 feet of street frontage.

9. Be advised that the City of Chesterfield Zoning Ordinance parking regulations for retail and office developments are less than the 5.5 spaces/ 1,000 square feet of gross floor area as depicted on the preliminary plan. Please consider reducing the parking for this site.
10. Be advised that City of Chesterfield Zoning Ordinance limits the building footprint for retail developments and the Floor Area Ratio for office developments.
11. Be advised that the City of Chesterfield Zoning Ordinance limits the building height for retail and office developments.
12. Provide comments from the Valley Master Plan Committee and the Monarch Levee District.

**The following conditions related to site specific issues will be applied to the rezoning petition:**

Open Space

1. The development shall have a minimum open space of forty-five percent (45%).

Setbacks

2. 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. One hundred and fifty-five (155) feet from the right of way of Chesterfield Airport Road.
   b. Forty (40) feet from the eastern boundary of this "PC" District.
   c. Ninety-five (95) feet from the southern boundary of the this "PC" District.
   d. Forty (40) feet from the western boundary of this "PC" District.

Access

3. Access to this development shall be from Chesterfield Industrial Boulevard via the existing driveway easement on Lot 1A-1 of Chesterfield Industrial Park subdivision as recorded in Plat Book 278, Page 12. No direct access to Chesterfield Airport Road shall be permitted.

Pedestrian Circulation

4. Provide a 5 foot wide sidewalk, conforming to ADA standards, along Chesterfield Airport Road. The sidewalk shall connect to the sidewalk constructed with the adjacent development to the east and extend across the lot to the west to Chesterfield Industrial Boulevard. The sidewalk shall be located within a 6 foot wide sidewalk, maintenance and utility easement as directed.

Parking

5. No construction related parking shall be permitted within any street right of way.

Storm water

6. The Chesterfield Valley Master Storm Water Plan indicates a 10 foot wide flat bottom ditch with 4:1 side slopes shall be constructed near the east property line of this site and that drainage from this site is to be directed to the south. The developer shall be responsible for construction of the required storm water improvements and coordination with the owners of the properties affected by construction of the required improvements.

   The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements. Functional equivalence is said to be achieved when, as determined by the Director of Public Works, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Director of Public Works determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.

7. Provide a Chesterfield Valley Storm Water Easement along the east property line to accommodate the construction of 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.

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

Occupancy Permit

9. Prior to the issuance of an occupancy permit, the Chesterfield Valley Master Storm Water Plan channel on site and to the south shall be graded as necessary to provide positive drainage for this site.

10. St. Louis County Department of Highways and Traffic has submitted the following comments:
    a. The project is located within the Chesterfield Valley Trust Fund. Current trust fund rates will be included in the Attachment A for this development.
    b. The development must contribute monies for storm water, sanitary sewer and primary water line improvements. Contribution amounts will be included in the Attachment A for this development.
    c. Traffic generation assessment contributions shall be deposited with St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.
    d. 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.
    e. Provide a sidewalk conforming to St. Louis County ADA standards in a separate easement adjacent to Chesterfield Airport Road as directed by the City of Chesterfield.
    f. Access to this development shall be limited to an existing commercial entrance from Chesterfield Industrial Boulevard via cross access easement. No direct access to Chesterfield Airport Road will be permitted.
    g. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction shall be reviewed by the St. Louis County Department of Highways and Traffic for sight distance consideration and approved prior to installation or construction.

11. The Metropolitan Sewer District has submitted the following comments:
    a. Stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan.
    b. Treatment may be required at this site for water quality in accordance with MSD regulations dated February 2006.
    c. Formal plan submittal and approval is required by the District prior to the issuance of permits.
    d. The developer will contribute to the Caulks Creek Impact Fee. Amounts will be included in the Attachment A.
    e. Private sewer lines and laterals cannot cross property lines. Extension of public sewer lines will be necessary to serve this site and proper easements shall be required.

**Finally, the petitioner should be advised of the following requirements of the City Code which may impact the project during the later stages of the development process.**

- A portion of the site is located in the floodplain. The controlling regulatory 100 year water surface elevation for the site is 458; therefore the proposed lowest floor of 459, as depicted on the preliminary development plan, is the absolute minimum elevation at which the floor can be built in order to meet regulatory requirements. It may be advisable to add a little cushion to the proposed elevation to **assure the elevation of the floor, as constructed, is at least 459**. A certification of the actual elevation of the constructed floor, evidencing compliance with regulations, will be required prior to occupancy of the building. Consult Chapter 14, Flood Damage Prevention, of the City Code for additional information.

- The developer will be required, after completion of rough grading, to obtain a letter of map revisions (LOMR) from FEMA to update the Flood Insurance Rate Map to reflect the revised location of the regulatory floodplain, thereby removing the proposed building from the Special Flood Hazard Area. The LOMR application will be required to be submitted to FEMA prior to occupancy of the building.

- Storm water drainage from the bank site to the west currently enters this site near both the north and south property lines; adequate drainage must be maintained.

- The proposed drive depicted on the preliminary plan appears to lie outside of the existing driveway easement on Lot 1A-1. Additional easement may be needed

Before submitting your written response to these issues, please set up an issues meeting with the Department of Planning. A written response to each issue listed in this letter should be submitted along with three copies of the plan, if any revisions are made.

This project will not be placed on the Planning Commission agenda for an Issues meeting until after all items are addressed in writing and any revised plan has been reviewed by Staff. Please do not hesitate to contact me at jyackley@chesterfield.mo.us or 636-537-4743 if you have any questions about the process.

Sincerely,

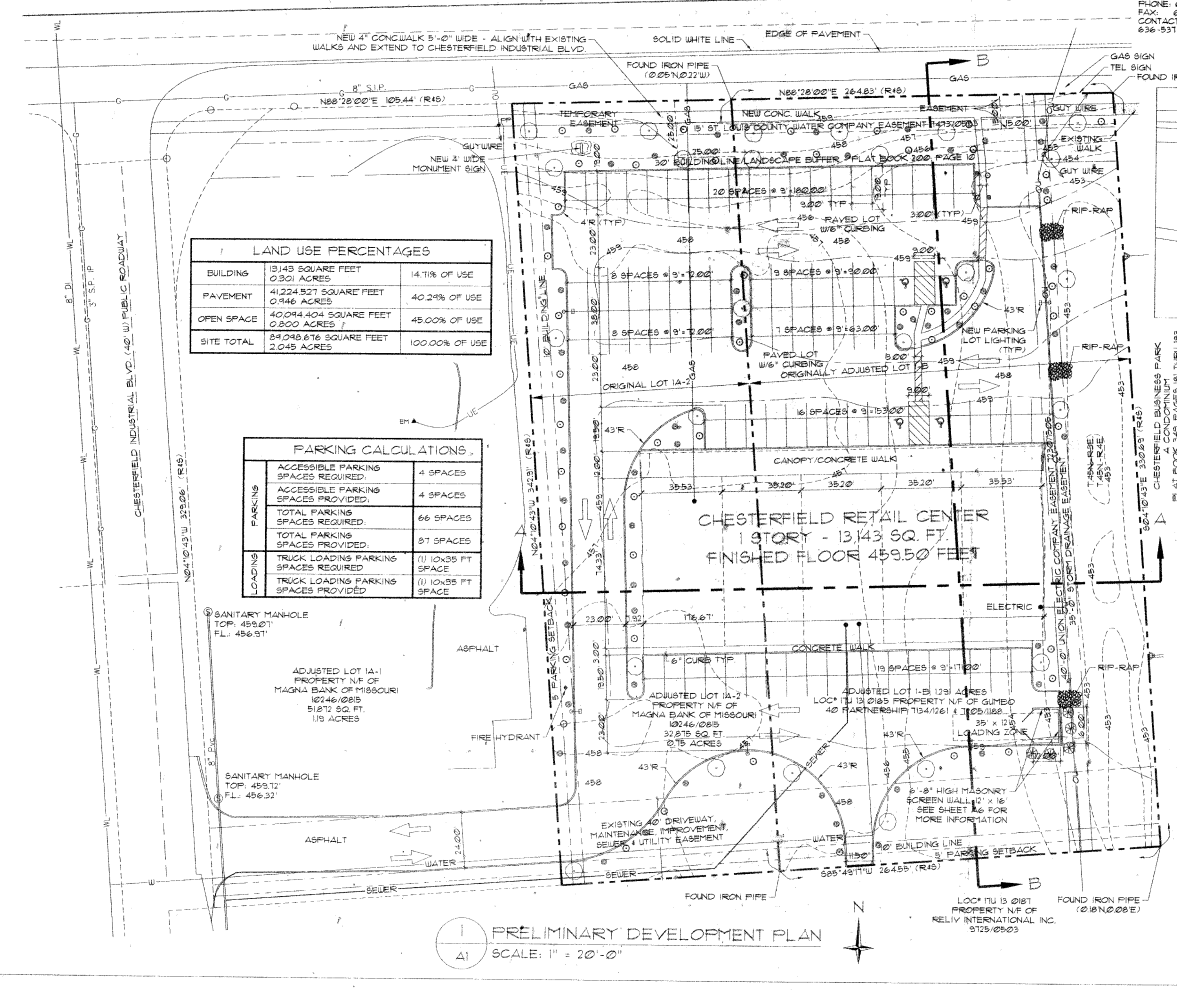
Jennifer Yackley

Jennifer Yackley
Project Planner

Cc: Tammy Shea, Petitioner
Tara Streck, Petitioner
Michael O. Geisel, Acting Director of Planning
Libbey Simpson, Assistant City Administrator for Economic & Community Development
Brian McGownd, Deputy Director of Public Works / Assistant City Engineer
Bonnie Hubert, Superintendent of Engineering Operations
Aimee Nassif, Senior Planner
Reading File

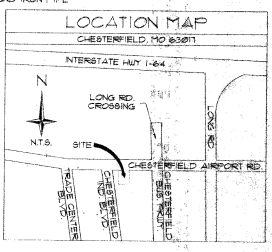
CITY OF CHESTERFIELD MISSOURI
690 CHESTERFIELD PKWY WEST
CHESTERFIELD, MO 63017
PHONE: 636-537-4000
FAX: 636-537-4798
CONTACT: JENNIFER TACKLEY
636-537-4743

PLANNING AND ZONING
CASE NO. P.Z. 3-2007




## LOCATION MAP

CHESTERFIELD, MO 63017




## LAND USE PERCENTAGES

| | | |
|---|---|---|
| BUILDING | 13,143 SQUARE FEET 0.301 ACRES | 14.71% OF USE |
| PAVEMENT | 41,224.527 SQUARE FEET 0.946 ACRES | 46.29% OF USE |
| OPEN SPACE | 40,094.404 SQUARE FEET 0.800 ACRES | 45.00% OF USE |
| SITE TOTAL | 89,048.816 SQUARE FEET 2.045 ACRES | 100.00% OF USE |

## PARKING CALCULATIONS

| | | |
|---|---|---|
| PARKING | ACCESSIBLE PARKING SPACES REQUIRED. | 4 SPACES |
| | ACCESSIBLE PARKING SPACES PROVIDED. | 4 SPACES |
| | TOTAL PARKING SPACES REQUIRED. | 66 SPACES |
| | TOTAL PARKING SPACES PROVIDED. | 87 SPACES |
| LOADING | TRUCK LOADING PARKING SPACES REQUIRED | (1) 10x35 FT SPACE |
| | TRUCK LOADING PARKING SPACES PROVIDED | (1) 10x55 FT SPACE |

## LANDSCAPE LEGEND

| | |
|---|---|
| | DECIDUOUS TREE |
| | EVERGREEN TREE |
| | EVERGREEN SHRUB |
| | FLOWERING ANNUALS |

## CONTOUR LEGEND

| | |
|---|---|
| | EXISTING CONTOUR AND ELEVATION |
| | PROPOSED CONTOUR AND ELEVATION |

## TREE STAND DELINEATION

A TREE STAND DELINEATION PLAN HAS NOT BEEN PROVIDED. THERE ARE NO EXISTING TREES ON THE SITE.

A LETTER ADDRESSING THIS ISSUE HAS BEEN SUBMITTED TO THE CITY OF CHESTERFIELD AND INCLUDED IN THIS APPLICATION.

A BOUNDARY ADJUSTMENT PLAT OF A TRACT OF LAND BEING ADJUSTED LOT 1-B OF "A BOUNDARY ADJUSTMENT PLAT OF LOTS 1-A AND 1-B OF A RESUBDIVISION OF LOT 1 OF THE RESUBDIVISION OF LOT 1 OF CHESTERFIELD INDUSTRIAL PARK" AND LOT 1A-2 OF "CHESTERFIELD INDUSTRIAL LOT SPLIT PLAT, A LOT SPLIT PLAT OF ADJUSTED LOT 1-A OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 1-A AND 1-B OF A RESUBDIVISION OF LOT 1 OF THE RESUBDIVISION OF LOT 1 OF CHESTERFIELD INDUSTRIAL PARK" IN U.S. SURVEY 1018, TOWNSHIP 45 NORTH - RANGES 3 AND 4 EAST, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

RECEIVED
03.27.2007
PLANNING DEPARTMENT

1 / A1 PRELIMINARY DEVELOPMENT PLAN
SCALE: 1" = 20'-0"

STUDIO ONE architecture inc.
401 E HIGHWAY 2
P: 636.398.6100 fax: 636.398.6105
VENICE, MISSOURI 63005
www.studioonearchitecture.com

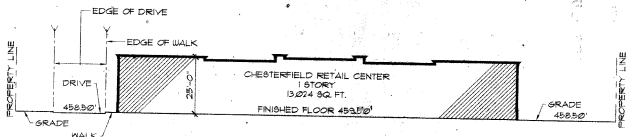
# Chesterfield Retail Center
17670 Chesterfield Airport Road
Chesterfield Industrial Park
Chesterfield, MO 63017

REVISIONS:

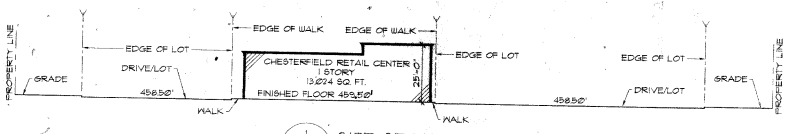
ISSUE DATE:
March 20, 2007

A1

PRELIMINARY DEVELOPMENT PLAN
03.20.07




1 / A0 SITE SECTION A-A
SCALE: 1" = 20'-0"




1 / A0 SITE SECTION B-B
SCALE: 1" = 20'-0"

STUDIO ONE architecture inc.
4871 HIGHWAY Z
VENTOVILLE, MISSOURI 63385
tel: 636.398.6162 fax: 636.398.6165
www.studioonearchitecture.com

# Chesterfield Retail Center

17670 Chesterfield Airport Road
Chesterfield Industrial Park
St. Louis County, MO 63017

REVISIONS:
REVISED 2.4.07
ST. LOUIS CO. (CHESTERFIELD)

ISSUE DATE:
December 29, 2006

A0.1

PRELIMINARY DEVELOPMENT PLAN

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IX. A

BY-LAWS
CITY OF CHESTERFIELD PLANNING COMMISSION
**(Amended 03/22/2007)**

## ARTICLE I – OBJECTIVES

The objectives, purposes, duties and powers of the City of Chesterfield Planning Commission are those set forth in the City of Chesterfield Ordinances, as amended and supplemented and in relevant statutes of the State of Missouri as amended and supplemented.

## ARTICLE II – OFFICERS AND THEIR DUTIES

**Section 1** The officers of the Planning Commission shall consist of a Chair, a Vice-Chair and a Secretary, each of whom shall be a member of the Planning Commission.

**Section 2** The Chair of the Planning Commission shall have the following powers and duties:

(a) To preside at all meetings and hearing of the Commission;

(b) To appoint all members of the committees of the Commission;

(c) To have general charge of the activities of the Planning Commission and to generally oversee the conduct of the affairs of the Commission;

(d) To call Special Meetings of the Commission;

(e) To carry out other duties normally conferred by parliamentary usage on such an officer; and

(f) To engage in other activities as directed by the Planning Commission.

**Section 3** The Vice-Chair of the Planning Commission shall have the following powers and duties:

(a) To act for the Chair in the Chair's absence;

(b) To carry out other duties normally conferred by parliamentary usage on such officer; and

(c) To engage in other activities as directed by the Planning Commission.

**Section 4** The Secretary of the Planning Commission shall have the following duties:

(a) To act for the Chair and Vice-Chair in their absence;

(b) To carry out other duties normally conferred by parliamentary usage of such officer; and

(c) To engage in other activities as directed by the Planning Commission.

## ARTICLE III – ELECTION OF OFFICERS

**Section 1** A nominating committee of not less than three (3) Commissioners shall be appointed by the serving Chair of the Planning Commission in May of each year to nominate officers of the Planning Commission for the following year. The committee shall report to the full Commission at the first meeting of the Planning Commission in June and the election of officers shall occur at that meeting at which time nominations from the floor shall be entertained. The new officers, when duly elected, shall hold office for one (1) year or until their successors shall take office.

**Section 2** The Chair may request nomination for two (2) or three (3) officers simultaneously or, at discretion of the Chair, require separate nomination and a separate vote for each elected.

**Section 3** A candidate receiving a majority vote of the Planning Commission shall be declared elected.

**Section 4** A vacancy in office shall be filled as soon as possible in accordance with the election procedures set forth herein or by a special election as directed by the Chair of the Commission.

## ARTICLE IV – MEETINGS

**Section 1** A regular meeting of the Planning Commission shall be held on the second and fourth Mondays of each month at 7:00 p.m. in the City Council Chambers unless otherwise specified by the Planning Commission.

**Section 2** An additional or special meeting may be called by the Chair or at the request in writing of any three (3) or more members of the Commission.

**Section 3** A simple majority of the membership of the Commission shall constitute a quorum for the transaction of Commission business. Each member of the Commission shall have one (1) vote.

**Section 4** An approval of a Conditional Use Permit or a recommendation of approval for a zoning amendment, zoning change, or a change in the comprehensive plan shall require the affirmative vote of at least five (5) members of the Planning Commission. All other matters may be approved by a simple majority of those members present. In the event of a minimum minority vote of three (3), any member of the minority may issue a minority report.

**Section 5** In the absence of the Chair, Vice-Chair, and Secretary the member present who is senior, in terms of service on the Planning Commission, shall preside.

**Section 6** Except as otherwise specified by these by-laws, Robert's Rules of Order shall prevail at all meetings of the Commission.

**Section 7** The order of business at Meetings shall be:

(a) Public Hearings;

(b) Approval of minutes of previous meetings and hearings;

(c) Public Comment;

(d) Site Plans, Building Elevations, and Signs;

(e) Old Business;

(f) New Business;

(g) Reports of officers and committees; and

(h) Adjournment.

**Section 8** The Chair of the Commission or a majority of the Planning Commission may alter the order of business at any meeting.

## ARTICLE V – PUBLIC HEARINGS

**Section 1** Public Hearings shall be held at the beginning of each meeting as necessary by Ordinance. The Public Hearings shall be held in the City Council Chambers in the City Hall at 7:00 p.m., unless otherwise specified by the Chair.

**Section 2** The order of business at a public hearing shall be as indicated in the public notice thereof.

**Section 3** The Chair of the Commission or a majority of the Planning Commission may alter the order of business at the hearing.

**Section 4** The rules of procedure governing hearings shall be:

(a) The number of hearings will not exceed two (2) petitions per agenda unless related petitions are presented and heard together at which time there may be four (4) petitions per agenda;

(b) The Chair of the Planning Commission may grant an exception to the number of hearings per agenda when necessary under special conditions.

(c) The petitioner, or representative of the petitioner, shall be granted fifteen (15) minutes per hearing to explain the petition.

(d) Speakers in favor of or opposed to a petition shall be granted ten (10) minutes when representing a group or organization.

(e) Speakers in favor of or opposed to a petition shall be granted five (5) minutes when not representing a group or organization.

(f) The Chair of the Planning Commission may grant an exception to the time limit granted to the petitioner, representative and speakers in favor/opposition when necessary under special conditions or unusual circumstances.

## ARTICLE VI – COMMITTEES

**Section 1** At the Meeting following his or her election, the Chair of the Planning Commission shall appoint for a term of one (1) year, three (3) or more members of the Commission to each of the following standing committees and shall designate the Chair of each:

(a) Comprehensive Planning Committee: This Committee shall have primary responsibility for advising the Department of Planning staff on intermediate and long-range planning. The Comprehensive Planning Committee shall, by resolution, propose changes to the Comprehensive Plan to the Planning Commission.

**Deleted:** and directing

(b) Ordinance Review Committee: This committee shall have primary responsibility for reviewing and, advising, the Department of Planning staff on Ordinances affecting the planning process. The Ordinance Review Committee shall, by resolution, propose topics for new or amended ordinances regarding the planning process to the Planning Commission.

**Deleted:** and directing

(c) Site Plan Committee: This committee shall have primary responsibility for review and advising the Planning Commission on site plans and related matters. The Site Plan Committee shall, by resolution, propose changes to the ordinances regarding site plans and related matters to the Planning Commission.

**Deleted:** /Landscape

**Deleted:** Department of Planning staff

**Deleted:** and landscaping.

**Section 2** The Chair of the Planning Commission with the approval of the Commission may appoint special committees.

**Section 3** A committee's vacancy shall be filled by the Chair of the Planning Commission.

# BY – LAWS

# CITY OF CHESTERFIELD PLANNING COMMISSION
# (Amended 7/24/2000)

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(a) To act for the Chair~~man~~ in the Chair~~man~~'s absence;

~~(b) To perform those duties normally conferred by parliamentary usage on such officer; and~~

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(c) Engage in other activities as directed by the Planning Commission.

Section 4. The Secretary of the Planning Commission shall have the following duties:

(a) To act for the Chair~~man~~ and Vice- Chair~~man~~ in their absence;

~~(b) To certify and maintain a record of each meeting and hearing of the Planning Commission.~~

~~(c) To attend to the correspondence of the Planning Commission.~~

~~(d) To give to each Commission Member due notice of the time and place of each Annual, Regular, or Special Meeting and of each Public Hearing of the Commission. The Secretary may delegate this responsibility to the Planning Director;~~

(b) To carry out other duties normally conferred by parliamentary usage of such officer; and

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Section 4. An approval of a Conditional Use Permit or a recommendation of approval for a zoning amendment, or a major plan shall require the affirmative vote of at least five (5) members of the Planning Commission. All other matters may be approved by a simple majority of those members present. In the event of a minimum minority vote of three (3), any member of the minority may issue ~~request~~ a minority report ~~be issued~~.

Section 5. In the absence of the Chair~~man~~, Vice- Chair~~man~~ and Secretary the member present who is senior, in terms of service on the Planning Commission, shall preside.

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(c) Site Plan~~/Landscape~~ Committee: This committee shall have primary responsibility for review and advising the Planning Commission ~~Department of Planning staff~~ on site plans and ~~landscaping~~ and related matters.

Section 2. The Chair~~man~~ of the Planning Commission with the approval of the Commission may appoint special committees.

Section 3. A committee's vacancy shall be filled by the Chair~~man~~ of the Planning Commission.

Section 4. The Chair~~man~~ of the Planning Commission may, with the approval of the Planning Commission, appoint as an advisory member of a committee a person who is not a member of the Planning Commission or of the Department of Planning Staff.

Section 5. A committee shall meet at a time and place set by the Chair~~man~~ of the Committee.

## ~~ARTICLE VII – DIRECTOR OF PLANNING~~

~~Section 1. The Director of Planning shall provider staff assistance to the Planning Commission and shall perform those duties required by law or delegated by the Planning Commission or an officer thereof.~~

~~Section 2. The Director of Planning shall appoint as necessary a member of the Department of Planning staff to meet with, work for and advise any designated Committee of the Commission.~~

~~Section 3. The Director of Planning and/or City Attorney shall provide parliamentary assistance on the conduct business as requested by the Chairman of the Commission.~~

## ARTICLE VII~~I~~ – AMENDMENT OF BY-LAWS

Section 1. These By-laws may be amended by an affirmative vote of not less than six (6) members of the Planning Commission.