CITY OF CHESTERFIELD
PLANNING AND ZONING COMMITTEE MEETING
THURSDAY, MARCH 8, 2007
CONFERENCE ROOM 102/103
5:30 P.M.
REVISED AGENDA

I. APPROVAL OF MEETING SUMMARY

A. Approval of the February 22, 2007 Planning and Zoning Committee Meeting Summary

II. NEW BUSINESS

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

B. **P.Z. 05-2007 Spirit of St. Louis Corporate Center (18199 and 18299 Chesterfield Airport Road):** A request for a change of zoning from "M3" Planned Industrial to "PC Planned Commercial District for 32.2 acre tract of land located north of Chesterfield Airport Road, east of Spirit of St. Louis Boulevard. (17V420047)

III. PROTEST PETITION HEARING

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

The Planning & Zoning Committee will hold a Protest Petition Hearing on this item.

IV. OLD BUSINESS

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

The Planning & Zoning Committee may vote on this item tonight.

V. PENDING PROJECTS/DEPARTMENTAL UPDATE

VI. ADJOURNMENT

Note: The Planning and Zoning Committee will consider and act upon the matters listed above, and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

Notice is hereby given that the Planning and Zoning Committee may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3) 1994; bidding specification (RSMo 610.021(11) 1994; and/or proprietary technological materials (RSMo 610.021(15) 1994

I. A.

MEMORANDUM

TO: Michael G. Herring, City Administrator

FROM: Mike Geisel, Acting Director of Planning

DATE: February 26, 2007

SUBJECT: Planning & Zoning Committee Meeting Summary
February 22, 2007

A meeting of the Planning and Zoning Committee of the Chesterfield City Council was held on Thursday, February 22, 2007 in Conference Room 101.

In attendance were: **Chair Mary Brown** (Ward IV)**; Councilmember Barry Flachsbart,** (Ward I); **Councilmember Barry Streeter** (Ward II); and **Councilmember Dan Hurt** (Ward III).

Also in attendance were Councilmember Bruce Geiger, Ward II; Councilmember Mike Casey, Ward III; Maurice L. Hirsch, Jr., Planning Commission Chair; Wendy Geckeler, Planning Commissioner; Lynn O'Connor; Planning Commissioner; Mike Herring, City Administrator; Mike Geisel, Acting Director of Planning; Aimee Nassif, Senior Planner; and Mary Ann Madden, Planning Assistant.

Chair Brown called the meeting to order at 5:30 p.m.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the February 8, 2007 Planning and Zoning Committee Meeting Summary

Councilmember Streeter made a motion to approve the Meeting Summary of February 8, 2007. The motion was seconded by Councilmember Hurt and **passed by a voice vote of 4 to 0.**

II. OLD BUSINESS

A. P.Z. 5-2005 Winter Wheat Place (Dollar Building Company): A request for a change of zoning from "NU" Non-Urban District to E-One Acre for a 4.0 acre tract of land located on Winter Wheat

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Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. (18U220092)

Chair Brown announced that the Protest Petition Hearing for P.Z. 5-2005 Winter Wheat Place (Dollar Building Company) has been scheduled for March 8, 2007.

III. NEW BUSINESS

A. Discussion of the Following Ordinances:

1. City of Chesterfield Tree Manual

Mr. Geisel, Acting Director of Planning, reported that Staff has discovered certain procedural concerns with the Tree Manual with respect to when landscape bonds, sureties, and cash escrows are required. Ordinance 2335 requires developers to submit landscape bonds, sureties and/or cash escrows to the City before Staff will sign any mylar to be recorded at St. Louis County. This process is problematic for developers because they often need to have a recorded plan filed at St. Louis County before they can secure the necessary monies for bonds, sureties and/or cash escrows. Staff feels that it would be sufficient to have the bond in place before any physical action (i.e. grading, improvements) is taken on a project.

Mr. Geisel also pointed out that there is an issue with respect to the bond for tree preservation. The issue relates to when the bond is received, how long the bond is in place, and how it is calculated. If a developer is preserving more trees, the amount of the bond is increased and therefore acts as a penalty towards any incentive to preserve additional trees.

Staff is requesting direction from the Committee as to where policy issues should be initiated. Discussion was held as to whether policy issues should be initiated from the Planning Commission/Ordinance Review Committee or whether the Planning & Zoning Committee should ask the Planning Commission to review particular issues.

Councilmember Flachsbart felt that the Council, through the Planning & Zoning Committee, should give guidance and direction on policy issues.

Planning Chair Hirsch felt that there are times when the Council identifies an issue, which they feel is a priority. Council then refers the issue to the Planning Commission for review. He also felt that there are other areas where the Commission should be the initiator. He stated that there are times when it is beneficial to find out what members of Council think so the Commission can weigh those opinions, and to make sure the Commission is not going off in a direction where a particular recommendation may not get a majority vote from Council.

Planning Chair Hirsch felt that not every question regarding an ordinance change should go to the Planning & Zoning Committee first for direction before going to

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the Planning Commission. He felt that, in most cases, it should come to the Planning Commission first.

Mr. Geisel stated that the Planning Commission may conceivably generate an ordinance or policy that is not consistent with Council's policies or direction. At that time, it is Staff's obligation to point out the differences between the direction Council provided and the recommendation of the Commission.

The Committee expressed a consensus that new policies or initiatives should first be brought to the Planning and Zoning Committee. However, the Committee recognizes that ideas or suggestions may originate from the Planning Commission, but that no significant staff resources would be directed towards such efforts until such time as the Planning and Zoning Committee or City Council directed staff to do so. It is also recognized that the Planning Commission is autonomous in their recommendations and may make recommendations contrary to the Committee's direction. It is also recognized that City Council is free to accept, reject, alter or modify such recommendations as they deem appropriate.

The Committee then referred the Tree Manual to the Planning Commission for review of the issues discussed above.

2. City of Chesterfield Zoning Ordinance Section 1003.107 (Estate District)

Mr. Geisel stated that the current version of the Estate District Ordinance eliminated the PEU procedure and explicitly states that "E Estate Residence Districts are established as a straight zoning". Yet there are some inconsistencies in the process in that the ordinance refers to "site development concept plans", which would not exist under straight zoning. The ordinance also needs to better clarify **who** decides when "good planning practices" are being done.

Since there are changes that need to be made to the ordinance and multiple ways to change it, Staff is asking for direction from the Committee.

Planning Chair Hirsch felt that the issues should be reviewed by the Ordinance Review Committee but felt it would be important for the Planning Commission to have some discussion by the Planning & Zoning Committee as to the Committee's opinions.

Mr. Geisel stated that when reviewing the Estate District Ordinance, he had questions as to the Council's intent. He questioned whether Council intended the Estate Districts to be "straight zoning" or whether the intent was to have them be "Planned Districts". He noted the differences between straight zoning and Planned Districts as noted below:

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> Planned Districts have a site specific plan and an Attachment A while straight zoning would have to meet the Performance Criteria without any plan associated with it.

He pointed out that if the Estate Districts are viewed as Planned Districts, it impedes individual residents from rezoning their "NU" property because Planned Districts require a plan and an Attachment A. Such residents would not have any intent on developing their property so it would increase their cost to rezone. In addition, it creates a set of fictitious conditions, which creates problems for the Planning Commission. Developing the site in the future may require variances because conditions were made on a plan that was "make-believe".

Mr. Geisel asked for direction on the Council's intent with respect to the Estate Districts.

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DISCUSSION

Straight Zoning

It was noted that if a resident wanted to rezone from "NU" to straight zoning, a survey may not be necessary. The ordinance only requires a legal description of the property, which could be language identifying the lot, subdivision, and Deed Book recording; or a metes and bounds description from the Deed. If a legal description does not exist, one would have to be created. Usually when property is purchased, the Title Policy has a legal description within it.

Rezoning for Ward IV Property

Councilmember Flachsbart gave background information on the Council's intent for Ward IV property. He stated that the Council's goal for Ward IV property was to make it easy to change from "NU" zoning to an Estate District zoning. Because of concern about what the property may be bordering, it was decided to require large buffering. However, if straight zoning was requested, the buffering would not be necessary.

Councilmember Flachsbart stated that Council's concept was that the E-District would be straight zoning but there would be a PEU-like possibility on top of the zoning to provide flexibility for future development of the site.

Councilmember Flachsbart further explained that a landowner would simply petition for rezoning, without regard to the ultimate process of whether it would be a development using straight zoning processes or planned district procedures. Once rezoned, the decision as to whether the property would be developed under the performance standards provided for as in a straight zoning or to proceed with a planned district procedure to take advantage of flexibility in lot size and clustering, would be entirely up to the owner. If the straight zoning option were selected, the owner would simply submit plans to the Department for review to ensure they were in compliance with all of the zoning performance standards, without exceptions or variance. If however, the petitioner requested flexibility, a proposed set of development conditions and development plans would be processed for review by the Planning Commission and City Council.

Councilmember Flachsbart felt that straight zoning tends to be difficult in Ward IV because flexibility is generally needed due to topography and site conditions.

PEU/Drop-Down

Mr. Geisel pointed out that the PEU procedure of the Zoning Ordinance wasn't revised to allow E-Districts to take advantage of it – it applies strictly to R-Districts.

Councilmember Flachsbart felt that the PEU should be changed from the whole category drop-down (lot size reduction to the next lower zoning category) to something much less than a full lot size reduction to the lower district. He proposed a half-category drop-down for the E-Districts. Councilmember Hurt proposed a 75% drop-down.

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E-Districts
Planning Chair Hirsch suggested that the definitions under E-District specify a range for lot sizes and a specific minimum lot size in the PEU portion.

Councilmember Flachsbart suggested that an E-3 District be developed.

LLR
Planning Chair Hirsch stated that from his perspective, he wasn't sure if LLR is still a reasonable zoning district. He noted that E-2 zoning does not limit the lots to two acres – the lots can be much larger than two acres.

Mr. Geisel stated that the LLR is different from any other subdivision or development. Basically, LLR does not have any plan requirements; there are no roads to be dedicated; they can have easements; they are not required to submit improvement plans; and Engineering does not review LLR zoning. The property is basically being divided into three-acre parcels with no oversight or control by the City.

Ms. Aimee Nassif, Senior Planner, also pointed out that under LLR there are permitted uses that are not allowed in Estate Districts.

It was noted that LLR was established for those areas where the infrastructure is not available.

Good Planning Practice
Councilmember Streeter stated that Council has gotten into the practice of requiring statements in the ordinances saying why something is good planning practice. Any time there is a PEU or variance request, he would like to have it justified specifically.

Lots along Wild Horse Creek Road
Planning Commissioner Wendy Geckeler stated that her property is a little over three acres in size along Wild Horse Creek Road. She stated that the residents in her area do not want sidewalks or street lights. Right now, her property is considered non-compliant "NU" and she would like it zoned.

It was felt that if an E-3 District was established, residents with large lots could ask the City to rezone their NU property to E-3 or possibly LLR.

E-3/LLR
It was agreed that both zonings should be reviewed to determine if both are necessary.

Councilmember Streeter made a motion directing Staff to take the Estate District Ordinance to the Planning Commission for review and to specifically look at the following:

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- **E Districts should be processed as a straight rezoning, with the option of owner to develop as a straight zoning or planned district at some future date when the development was ready to proceed;**
- **The possibility of an E-3 District;**
- **The possibility of a ¾ drop-down under the E-District;**
- **Propose language in the Ordinance requiring good planning;**
- **Insurances that straight zoning does not require a survey;**
- **Straight zoning with the possibility of a site specific ordinance on top of it.**

The motion was seconded by Councilmember Flachsbart and **passed by a voice vote of 4 to 0.**

PEU

Councilmember Flachsbart stated he does not believe that the PEU works, and in particularly for Ward IV.

He suggested that the Committee re-consider the idea that a PEU drop down a whole category and consider the possibility of a lesser drop-down.

Councilmember Flachsbart made a motion to have the Planning Commission review the PEU with a drop-down category of 75%.

Chair Brown wanted to make sure that a 75% drop-down wouldn't adversely affect the construction of attached homes in the City. It was noted that attached housing is only allowed under the E-One-Half zoning.

The motion was seconded by Councilmember Streeter and **passed by a voice vote of 4 to 0.**

The Committee encouraged City Staff and the Planning Commission to develop processes\procedures that would make it easier for willing non-urban properties to re-zone their properties consistent with the City's land use plan,

IV. PENDING PROJECTS/DEPARTMENTAL UPDATE - None

V. ADJOURNMENT

The meeting adjourned at 6:20 p.m.

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III. A. 2.

DATE: **February 16, 2007**

TO: **Planning & Zoning Committee**

FROM: **Mike Geisel, DPW/CE/Acting Director of Planning**

SUBJECT: **Estate District**

Attached hereto is a copy of Chesterfield Ordinance #2275. As you may recall, said ordinance represents the third evolution of legislation providing for the Estate District. The first version of these ordinances provided for three separable procedures to rezone to an Estate classification. The second version eliminated one procedure and clarified multiple items.

The third and current version of the Estate District Ordinance eliminated the PEU procedure and Section 1.B states **"E Estate Residence Districts are established as a straight zoning".** Under a straight zoning procedure, the Planning Commission provides recommendations as to the appropriateness of the zoning category, with the applicable zoning criteria for setbacks, buffers, lot size, use categories and other performance measures as provided for in the E-District enabling ordinance. Unlike a planned district, such as a PC or PI, there is no site specific attachment A. Any development of the rezoned property must simply comply with the zoning district requirements. Once the property is re-zoned, there is no further review or recommendations by the Planning Commission. Of course, if there is a subdivision or record plat, that is a separable process and is reviewed regardless of the underlying zoning districts.

Unfortunately, within the revised ordinance, there exists some remnants of earlier language which has caused confusion for Staff in interpreting the original intent. Although the introduction explicitly identifies the Estates Districts to be "Straight Zoning", section D (1.) (c.) and section C (1.) (c.) state "Notwithstanding the recommendation of the Planning Commission…". While this is the standard paragraph included which provides the ability for City Council action to supersede the Planning Commission's recommendation, the reference to a recommendation that would not exist within the "Straight Zoning" process is confusing. Finally, section 6 deals only with those sites where the Development includes land dedication for a City Park or School. That Section identifies a Site Development Concept plan and review by the Planning Commission. Both of which would not exist within a "straight zoning".

While the inconsistencies are minor, it is critical that the process accomplish City Council's desired effect. Toward that goal, I suggest the ordinance be amended to reflect that desire. While it may be reasonable and rational for Staff to simply

interpret the apparent inconsistencies as minor editorial oversights during multiple edits of the ordinance, it is important that the ordinance be amended to be consistent with City Council's actual intent. Accordingly, **Staff is requesting direction as to whether Council desires the E-Districts to be processed as straight zonings as opposed to a Planned Procedure.** Once that intent is communicated, appropriate language will be developed and ordinance amendment procedures initiated.

There are obvious advantages and disadvantages to either process. I would be happy to discuss those differences at your convenience.

Cc Michael G. Herring, City Administrator
Rob Heggie, City Attorney

II. A.

City of Chesterfield

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February 28, 2007

Planning and Zoning Committee
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

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

Dear Planning and Zoning Committee:

At the February 26, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter was approved by a vote of 7-0.

The motion for approval included an amendment to the uses which specifically pertained to the storage of explosives. Use 3.a. on page 2 of the Attachment A now includes a restriction that storage of explosives shall only be permitted on Lot 4 as depicted on the preliminary plan/site development concept plan. Language was also added which further restricts this use to Sentrus or its successors.

At this time, both the Site Development Concept Plan and Site Development Section Plan are under review by the Department. The conditions of the Attachment A include that this project will have automatic power of review and will therefore be before you for review subsequent to the review by the Planning Commission. Automatic power of review was included for this project due to the simultaneous review of the site development concept and section plans with the rezoning petition. It is anticipated that both the concept and section plans will be on the March 12, 2007 Planning Commission agenda.

Respectfully submitted,

Aimee E. Nassif
Senior Planner of Zoning Administration

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Public Works / City Engineer/Acting Director of Planning
Brian McGownd, Deputy Director of Public Works / Assistant City Engineer

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

B. PERMITTED USES

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

   a. Business, professional, and technical training schools.

   b. Business service establishments.

   c. Financial Institutions.

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

   e. Medical and Dental offices.

   f. Offices or Office buildings.

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

   h. Printing and duplicating services.

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

   j. Restaurants, fast food.

k. Restaurants, sit down.

l. Stores, shops, markets, service facilities, and automatic vending facilities in which good or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.

m. Warehousing, storage, or wholesaling of manufactured commodities, excluding live animals, explosives, or flammable gases and liquids; except storage of explosives shall be permitted only on the northeast corner lot depicted as Lot 4 of the preliminary plan/site development concept plan.

2. The following Ancillary Uses shall be permitted:

a. Automatic vending facilities for:

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

b. Cafeterias for employees and guests only.

3. The above uses shall be restricted as follows:

a. For use “m.”, devices that have explosives may be stored in a secure underground bunker, 30 feet by 20 feet by Sentrus Government Systems Division, Inc. or its successors, constructed, secured and accessed pursuant to the Bureau of Alcohol, Tobacco, Firearms, and Explosives regulations and requirements. This limited permission only extends to devices used for demonstration, prototyping, support purposes and does not extend to inventory or general warehousing of explosives.

b. Uses “j.”, “k.”, and “l.” shall be limited to those lots within six hundred (600) feet of Chesterfield Airport Road.

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

1. HEIGHT

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

2. BUILDING REQUIREMENTS

a. A minimum of thirty percent (30%) openspace is required for this development.

D. 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. Thirty (30) feet from the eastern property line of this development.

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

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

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

e. Ninety (90) feet from the right-of-way of I-64/U.S. 40-61.

2. PARKING SETBACKS

a. No parking stall or loading space will be located within the following setbacks:

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

ii. Ten (10) feet from the internal property lines, with the exception of shared driveways.

iii. Fifteen (15) feet from the principal internal street.

iv. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

v. Thirty (30) feet from the east and west property lines of this development.

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

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

ii. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

iii. Thirty (30) feet from the east and west property lines of this development.

E. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.

2. No construction related parking shall be permitted within the Chesterfield Airport Road right of way.

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

F. LANDSCAPE AND TREE REQUIREMENTS

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

G. 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.

H. LIGHT REQUIREMENTS

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

I. 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, elevation, and material 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.

J. ACCESS/ACCESS MANAGEMENT

1. Access to this development from Chesterfield Airport Road shall be restricted to one (1) 3-lane street approach with two (2) outbound and one (1) inbound lane, located to provide required sight distance and constructed to Saint Louis County standards as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield. The street shall generally align with Cepi Drive, which lies on the south side of Chesterfield Airport Road.

2. Provide cross access easement(s) as required to ensure the parcel at 17909 Chesterfield Airport Road, three (3) sides of which are contiguous to this development, has reasonable access to a proposed road in this development per the standards outlined in Chapter 26, Article III, Driveway Access Location and Design Standards, of the City Code.

K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

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

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

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

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

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

6. Construct a westbound right turn lane two hundred (200) feet in length on Chesterfield Airport Road at Sentrus Place with a 10:1 inbound taper as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield.

7. Construct a ten (10) foot wide shoulder adjacent to Chesterfield Airport Road along the frontage of the tract, except where it is located adjacent to the right turn lane where its width shall be six (6) feet wide, to Saint Louis County standards, as directed by Saint Louis County Department of Highways and Traffic and the City of Chesterfield.

8. Parking shall be prohibited along both sides of principal internal street for a distance of at least two hundred (200) feet from Chesterfield Airport Road right-of-ways. The principal internal street shall not have stop signs or speed bumps for a distance of

at least two hundred (200) feet from the Chesterfield right-of-ways. Minor driveways shall not intersect the main driveways closer than one hundred and fifty (150) feet from Chesterfield Airport Road right-of-ways. These setbacks are as directed by the City of Chesterfield and Saint Louis County Department of Highways and Traffic.

9. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Highways and Traffic.

L. POWER OF REVIEW

The City Council shall review and provide final approval of the Site Development Concept Plan for the proposed development subsequent to Planning Commission review.

M. STORMWATER

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

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

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

4. Treatment may be required for water quality in accordance with MSD regulations dated February 2006.

5. Any improvements within MoDOT's right-of-way will require a permit. The drainage design shall be in accordance with MoDOT standards.

6. 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.

7. 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.

8. Storm water shall be controlled as required by the Chesterfield Valley Master Facility Plan.

N. SANITARY SEWER

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 Conceptual Sewer Master Plan for Chesterfield Valley.

O. GEOTECHNICAL REPORT.

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

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

3. This project is in the Caulks Creek Surchage area and is subject to a surcharge of $2,750 per acre.

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.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Subdivision Ordinance.

2. Provide a conceptual landscape plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.

3. Provide a lighting plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Subdivision Ordinance.

2. Provide a landscape plan in accordance with the City of Chesterfield Code.

3. Provide a lighting plan in accordance with the City of Chesterfield Code.

4. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.

V. TRUST FUND CONTRIBUTION

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.

The developer shall be required to contribute to the Chesterfield Valley Trust Fund.

Roads
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

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

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

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

roadway improvement contribution that remains, following completion of road improvements as required by the development shall be retained in the appropriate Trust Fund.

The roadway improvement contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (SUP) by the Saint Louis County Highways and Traffic. Funds shall be payable to the "Treasurer, Saint Louis County."

Trust fund contributions shall be deposited with Saint Louis County in the form of a cash escrow prior to the issuance of building permits.

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 that total area as approved on the Site Development Plan to be used solely to help defray the cost of construction 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 St. Louis County Highways and Traffic. Funds shall be payable to the "Treasurer, Saint 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 Saint Louis County and MSD. The amount of 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 Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (SUP) by Saint Louis County Department of Highways and Traffic. Funds shall be payable to the "Treasure, Saint Louis County."

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek Impact Fee. The sanitary sewer contribution within Chesterfield Valley area shall be deposited with MSD 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 Saint 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. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

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

VIII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

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

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

IX. ENFORCEMENT

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

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

C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.

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

E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

VIII.B.

Planning Commission Staff Report

Subject: **Rezoning Vote Report**

Meeting Date: February 26, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 17947 Chesterfield Airport Road

Petition: P.Z. 01-2007 Sentrus Place

Proposal Summary

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

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 "PI" Planned Industrial District.

Zoning Analysis

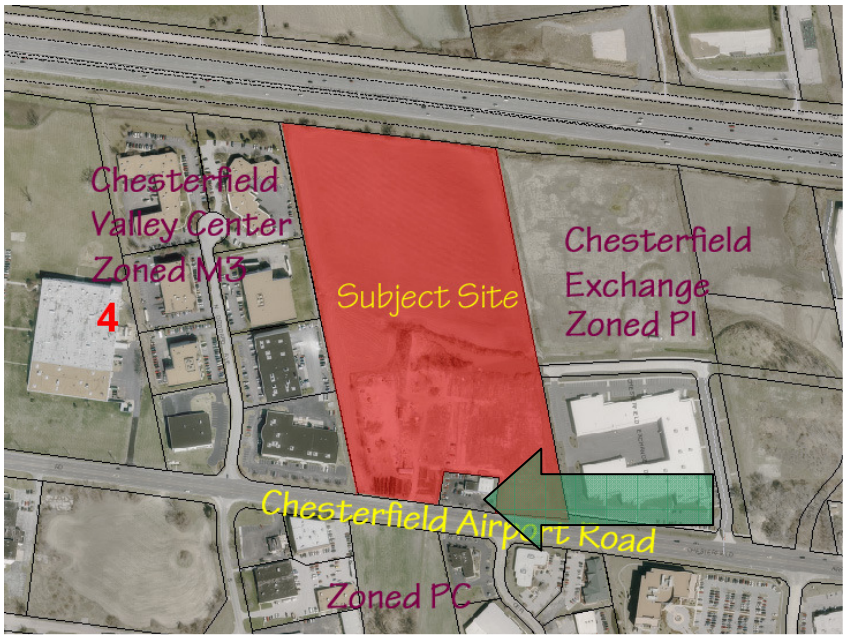
A preliminary plan accompanies all rezoning requests when the change of zoning is to a Planned District. When a vote is taken on a rezoning request, the vote is to approve the change of zoning with an Attachment A written by Staff. The vote is not to approve the accompanying preliminary plan which is 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 “M3” Planned Industrial to “PI” Planned Industrial. The rezoning request along with the uses requested 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: To the north of the subject site is North Outer 40 Road; the property beyond that is zoned “C8” Planned Commercial District.
South: The property to the south is Chesterfield Executive Park and is zoned “M3” Planned Industrial District.
East: The property to the east is the Chesterfield Exchange and is zoned “PI” Planned Industrial District.
West: The property to the west is Chesterfield Valley Center and is zoned “M3” Planned Industrial District.



The property shown with the arrow above is 17909 Chesterfield Airport Road and is currently zoned “M3” Planned Industrial. This is the site of the Northwest Automotive Auto Repair Shop and is not part of this rezoning request.

Looking north across site.

Looking west at site from Chesterfield Exchange.

Comprehensive Plan Analysis
The subject site is located within Ward 4 of the City of Chesterfield. The Comprehensive Plan calls for this area to be Office Park. 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 subject site was zoned "M3" Planned Industrial by St. Louis County in 1965 prior to the incorporation of the City of Chesterfield. Currently, the site is the location of a landscape maintenance and installation company known as Olde Chesterfield Gardens. The remaining area of this proposed development is currently vacant.

Issues
A public hearing was held on this request on January 22, 2006. At that time there were 2 speakers on this matter who were neutral to the request. At the hearing, several issues were identified. Those issues along with the Petitioner's responses are attached.

Staff had requested that the Petitioner provide an amended list of uses which would be more consistent with an Office Park which the petitioner has provided. The new list of uses being proposed is in Section B, page 1 of the Attachment A. Staff has reviewed the Comprehensive Plan and the new list of uses is more consistent with an Office Park and with the surrounding developments.

As presented in the public hearing for this project, the Site Development Concept Plan and Site Development Section Plan are also currently in for review and were going to proceed simultaneously with the rezoning request. However, several issues remain open at this time regarding both development plans, and the Petitioner requested that the rezoning request move forward for vote.

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

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments
1. Attachment A
2. Preliminary Plan
3. Response Letter from Petitioner

St. Louis
17107 Chesterfield Airport Rd.
Suite 300
Chesterfield, Missouri 63005
(636) 532-0042
(636) 532-1082 (fax)

John L. Wagner
jwagner@dostermickes.com

DOSTER MICKES
JAMES ULLOM BENSON & GUEST LLC
ATTORNEYS AT LAW
ST. LOUIS & KANSAS CITY

Kansas City
4600 Madison
Suite 711
Kansas City, Missouri 64112
(816) 531-1888
(816) 531-7020 (fax)

Reply to St. Louis Office

RECEIVED
FEB 14 2007
PLANNING
DEPARTMENT

February 14, 2007

HAND DELIVERED

Ms. Aimee Nassif, Senior Planner
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

Re: P.Z. 01-2007 Sentrus Place (17947 Chesterfield Airport Road)

Dear Aimee:

In response to the issues identified at the January 22, 2007 Public Hearing for the above-mentioned petition, and specified in your letter dated January 23, 2007, we offer the following responses:

1. Provide an amended preliminary plan/site development concept plan and amended site development section plan to the City of Chesterfield for review.

   Response: A Preliminary Development Plan, Site Development Concept Plan and Site Development Section Plan have been submitted to the City and are currently under review.

2. Provide comments from the following agencies: St. Louis County Department of Transportation and Monarch Levee District.

   Response: It is our understanding that all agency comments have been addressed for the rezoning petition.

3. Provide an amended list of uses. Specifically, amend the uses so they will be more compatible with an Office Park as designated in the Comprehensive Plan. Also, consider the removal of use "l" and use "m" in the Attachment A.

   Response: An amended list of uses has been submitted to the Department of Planning for consideration. Uses "l" and "m" have been removed from this list.

4. If there will be warehousing of any hazardous material, additional provision may be required for the Attachment A.

Response: Petitioner acknowledges this provision. Language for warehousing hazardous materials was provided to the Department of Planning for consideration in the list of amended uses.

If you have any questions or comments please contact me at your convenience. Thank you for your consideration.

Sincerely,

John L. Wagner, A.I.C.P.
Senior Planner

cc: Richard Weinstein, Phase II Investments, LLC
George Stock, Stock & Associates Consulting Engineers, Inc.

Exhibit "A"

Phase II Investments, LLC – Proposed "PI" Uses

C. PERMITTED USES:

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

(j) Business, professional, and technical training schools.

(k) Business service establishments.

(q) Financial institutions.

(ff) Manufacturing, fabrication, assembly, processing, or packaging of any commodity except:

(i) Facilities producing or processing explosives or flammable gases or liquids;
(ii) Facilities for animal slaughtering, ~~meat packing~~, or rendering;
(iii) Sulphur plants, rubber reclamation plants, or cement plants; and
(iv) Steel mills, foundries, or smelters.

(gg) Medical and dental offices.

(ii) Office or Office Buildings.

(mm) Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.

(oo) Printing and duplicating services.

(uu) Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.

(vv) Restaurants, fast food, excluding drive-through facilities.

(ww) Restaurants, sit down.

(xx) ~~Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.~~

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

(iii) Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.

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

flammable gases and liquids.) Provided, however, devices that have explosives may be stored in a secure underground bunker, constructed, secured and accessed pursuant to Bureau of Alcohol, Tobacco, Firearms and Explosives regulations and requirements; this limited permission only extends to devices used for demonstration/prototyping/support purposes and does not extend to inventory or general warehousing of explosives.

2. The following Ancillary Uses shall be permitted:

   (g) Automatic vending facilities for:

      (i) Ice and solid carbon dioxide (dry ice);

      (ii) Beverages;

      (iii) Confections

   (l) Cafeterias for employees and guests only.

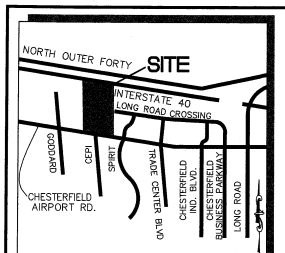
3. The following restrictions shall apply to the above listed uses in this "PI" Planned Industrial District:

   Uses (vv), (ww) and (iii) shall be limited to Lots 1, 2, 8 and 9 on the southern end of the "PI" Planned Industrial District, as depicted on the Preliminary Development Plan.

PRELIMINARY PLAN/SITE DEVELOPMENT CONCEPT PLAN
SENTRUS PLACE

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

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



LOCATION MAP
(NOT TO SCALE)

ABBREVIATIONS

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

LEGEND

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

PERTINENT DATA

SITE ACREAGE	=	23.456 ACRES
EXISTING ZONING	=	"M-3"
ORDINANCE NO.	=	
AMENDED ORDINANCE NO.	=	
FIRE DISTRICT	=	MONARCH
SCHOOL DISTRICT	=	ROCKWOOD
SEWER DISTRICT	=	METROPOLITAN ST. LOUIS SEWER DIST.
WATERSHED AREA	=	MISSOURI RIVER
WATER SERVICE	=	MISSOURI AMERICAN WATER CO.
GAS SERVICE	=	LACLEDE GAS
ELECTRIC SERVICE	=	AmerenUE
PHONE SERVICE	=	AT&T
LOCATOR NUMBER	=	17V520071
OWNER	=	N/F ROTRAKARN MUK PORNTIP H/W DB. 7408 PG. 170
ADDRESS	=	17947 CHESTERFIELD AIRPORT RD.
WUNNEBERG'S	=	PAGE 20, GRID II-18

GENERAL NOTES

1. GRADING & STORM WATER PER THE CITY OF CHESTERFIELD, THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND MSD.
2. NO SLOPE SHALL EXCEED A 3:1 SLOPE, EXCLUDING LANDSCAPING BERMS.
3. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS AND ARE GIVEN FOR THE ASSISTANCE OF APPROPRIATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED. SHOULD ANY CONFLICTS BE EVIDENT, THE CONTRACTOR SHALL NOTIFY THE OFFICE OF THE ENGINEER IMMEDIATELY.
4. TOPOGRAPHIC SURVEY PROVIDED BY STOCK AND ASSOCIATES. BOUNDARY SURVEY PROVIDED BY OTHERS.
5. **ARCHITECTURAL ELEVATIONS, SITE LANDSCAPING PLANS, SITE LIGHTING PLANS AND SITE SIGNAGE PLANS SHALL BE SUBMITTED TO THE CITY OF CHESTERFIELD AS INDIVIDUAL LOTS ARE DEVELOPED ON THEIR SITE DEVELOPMENT SECTION PLAN.**
6. FOR CLARITY, STREET LIGHTS WERE NOT SHOWN ON THIS PLAN. STREET LIGHTS SHALL BE PROVIDED ALONG CHESTERFIELD AIRPORT ROAD, SENTRUS PLACE AND LONG ROAD CROSSING DRIVE AS REQUIRED PER THE CITY OF CHESTERFIELD LIGHT ORDINANCE.
7. ON-SITE STORM WATER DRAINAGE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE PLAN.
8. OFF-SITE GRADING EASEMENTS, IF REQUIRED, SHALL BE EXECUTED AND RECORDED PRIOR TO THE COMMENCEMENT OF ANY OFF-SITE GRADING.
9. CROSS-ACCESS EASEMENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS ARE DEVELOPED.
10. AREA CALCULATIONS: LOT 4
    PAVEMENT AREA: = 120,531 S.F. (44.7)
    BUILDING AREA: = 26,000 S.F. (9.3%)
    GREEN SPACE: = 123,845 S.F. (46.0%)
    SITE AREA: = 269,376 S.F. (100%)
11. PARKING CALCULATIONS:
    PROPOSED LOT 4
    PARKING REQUIRED = 40,000 S.F. @ 3.33/1000 = 134 SPACES (RESEARCH & LAB OFFICES)
    = 25,000 S.F. @ 3.33/1,000 = 84 SPACES (OFFICE)
    = 35,000 S.F. @ (1 SPACE/2 EMPLOYEES)(2 EMPLOYEES) = 1 SPACE (WAREHOUSE)
    TOTAL = 219 SPACES
    PARKING PROVIDED = 229 SPACES
    BUILDING HEIGHT: 67' (4 STORIES)
    F.A.R. = 100,000 S.F./257,950 S.F. = 0.39
12. NO TREES AND LANDSCAPING MAY BE LOCATED WITHIN THE HIGH-WATER LIMITS OF THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE DITCHES.
13. ALL SIDEWALKS WITHIN THE DEVELOPMENT WILL NOT BE MAINTAINED BY THE CITY OF CHESTERFIELD.
14. PRIOR TO SPECIAL USE PERMIT ISSUANCE BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LINE OF CREDIT, MUST BE ESTABLISHED WITH THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND THE CITY OF CHESTERFIELD.
15. CONSTRUCT A WESTBOUND RIGHT TURN LANE TWO HUNDRED (200) FEET IN LENGTH ON CHESTERFIELD AIRPORT ROAD AT SENTRUS PLACE WITH A 100-FT INBOUND TAPER AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND THE CITY OF CHESTERFIELD.
16. CONSTRUCT A TEN (10) FOOT WIDE SHOULDER ADJACENT TO CHESTERFIELD AIRPORT ROAD ALONG THE FRONTAGE OF THE TRACT, EXCEPT WHERE IT IS LOCATED ADJACENT TO THE RIGHT TURN LANE WHERE ITS WIDTH SHALL BE SIX (6) FEET WIDE, TO ST. LOUIS COUNTY STANDARDS, AS DIRECTED BY THE THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND THE CITY OF CHESTERFIELD.
17. ACCESS TO THIS DEVELOPMENT FROM CHESTERFIELD AIRPORT ROAD SHALL BE RESTRICTED TO ONE (1) 3-LANE STREET APPROACH WITH TWO (2) OUTBOUND AND ONE (1) INBOUND LANE, LOCATED TO PROVIDE REQUIRED SIGHT DISTANCE AND CONSTRUCTED TO ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND THE CITY OF CHESTERFIELD.
18. IF THE REQUIRED SIGHT DISTANCE CANNOT BE PROVIDED AT THE ACCESS LOCATIONS, ACQUISITION OF RIGHT-OF-WAY, RECONSTRUCTION OF PAVEMENT INCLUDING CORRECTION TO THE VERTICAL ALIGNMENT AND OTHER OFF-SITE IMPROVEMENT MAY BE REQUIRED TO PROVIDE ADEQUATE SIGHT DISTANCE AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
19. PARKING SHALL BE PROHIBITED ALONG BOTH SIDES OF SENTRUS PLACE FOR A DISTANCE OF AT LEAST TWO HUNDRED (200) FEET FROM CHESTERFIELD AIRPORT ROAD RIGHT-OF-WAYS. SENTRUS PLACE SHALL NOT HAVE STOP SIGNS OR SPEED BUMPS FOR A DISTANCE OF AT LEAST TWO HUNDRED (200) FEET FROM CHESTERFIELD AIRPORT ROAD RIGHT-OF-WAYS. MINOR DRIVEWAYS SHALL NOT INTERSECT THE MAIN DRIVEWAYS CLOSER THAN ONE HUNDRED AND FIFTY (150) FEET FROM CHESTERFIELD AIRPORT ROAD RIGHT-OF-WAYS. THESE SETBACKS ARE AS DIRECTED BY THE DIRECTED BY THE CITY OF CHESTERFIELD AND ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
20. 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.
21. THE DEVELOPER IS ADVISED THAT UTILITY COMPANIES WILL REQUIRE COMPENSATION FOR RELOCATION OF THEIR FACILITIES WITHIN PUBLIC 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.
22. THE DEVELOPER SHALL BE REQUIRED TO CONTRIBUTE TO THE CHESTERFIELD VALLEY TRUST FUND.
23. ALL BUILDINGS AND ROADWAYS SHALL BE ELEVATED A MINIMUM 1 FOOT ABOVE THE MAX. HIGH-WATER ELEVATION IN THE CHESTERFIELD MASTER MODEL AND THE BFE AS INDICATED ON THE FIRM. THE HIGHER OF THE TWO ELEVATIONS APPLY. FLOODPROOFING WILL BE REQUIRED FOR BUILDINGS BELOW THE BFE.
24. STREET TREES SHALL BE PROVIDED ALONG BOTH SIDES OF THE PUBLIC ROAD IN ACCORDANCE WITH THE CITY OF CHESTERFIELD TREE MANUAL.
25. TEMPORARY OFF-SITE GRADING EASEMENTS SHALL BE EXECUTED AND RECORDED PRIOR TO APPROVAL OF ANY OFF-SITE GRADING.
26. MAXIMUM HEIGHT OF ALL BUILDINGS, EXCLUSIVE OF ROOF SCREENING, SHALL NOT EXCEED THREE STORIES OR 50 FEET (AS MEASURED FROM EXISTING GRADE) WHICHEVER IS LESS.
27. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY AND CITY OF CHESTERFIELD STANDARDS.
28. NO SLOPES WITHIN SAINT LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
29. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
30. NO PARKING WILL BE PERMITTED ON THE INTERIOR ROADS AND SPACES FOR PARKING SHALL NOT BE ERECTED WITHIN 30 DAYS OF THE RECEIPT OF A PARKING PERMIT.
31. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. SIGN APPROVAL IS A SEPARATE PROCESS.
32. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND. THE DEVELOPMENT OF THIS PARCEL SHALL COORDINATE THE INSTALLATION OF ALL UTILITIES IN CONJUNCTION WITH THE CONSTRUCTION OF ANY ROADWAY ON SITE. UTILITIES EASEMENTS THAT CROSS OVER CHESTERFIELD VALLEY MASTER STORMWATER EASEMENTS SHALL BE APPROPRIATE TO THE CHESTERFIELD VALLEY STORMWATER CRITERIA.

SURVEYOR'S CERTIFICATION

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

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

By: _____ 01/30/07
DONALD W. STATLER Date
Missouri Professional Land Surveyor No. 2041

STATE OF MISSOURI DONALD W. STATLER NUMBER L-2041

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

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

_____ Michael O. Geisel, Director of Planning

_____ Marty DeMoy, City Clerk

(1) Flood Zone plotted Graphically from Map No. 29189C0120H with an effective date of August 2, 1995 and revised to reflect LOMR Dated April 17, 2000.
(2) Present Zoning "M-3" Planned District

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

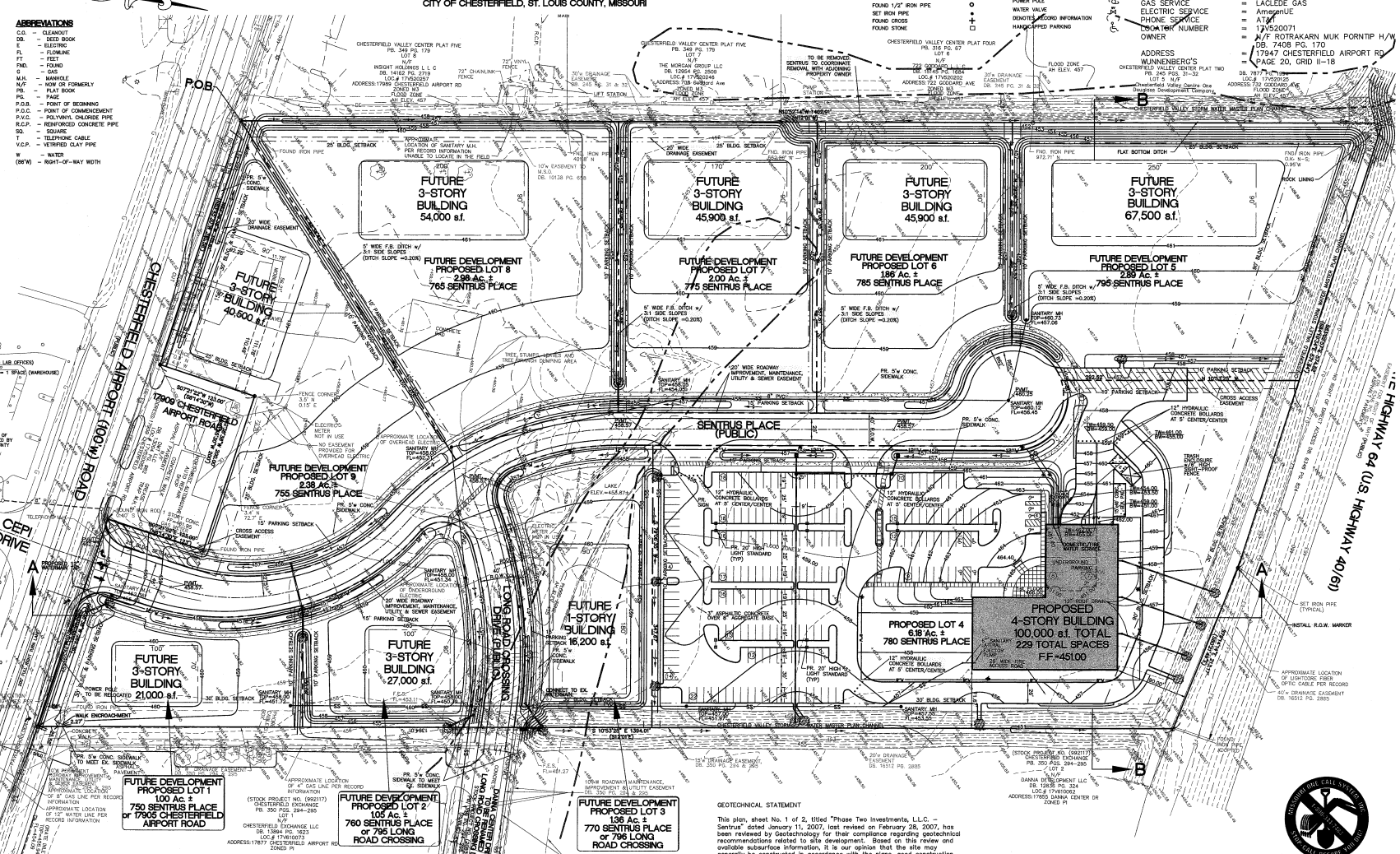
Note: The above zoning was provided by the City of Chesterfield and to verify the client should obtain a zoning endorsement from their title company.

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

(4) Subject property lies within Flood Zone "X" (area of 500-year flood, area of 100-year flood with average depths of less one (1) foot or with drainage area less than one (1) square mile, and areas protected by levee from 100-year flood) and Flood Zone "AH" (flood depths of 1-3 feet, usually areas of ponding, base flood elevation = 455) per the National Flood Insurance Program Flood Insurance Rate Map for St. Louis County, Missouri and Incorporated Areas. Subject property lies near an additional Flood Zone "AH" (base flood elevation = 457) to the west. The map is identified as Map No. 29189C0120H with an effective date of August 2, 1995 and revised to reflect LOMR Dated April 17, 2000.

ST. LOUIS COUNTY BENCHMARK

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



Property Description

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

GEOTECHNICAL STATEMENT

This plan, sheet No. 1 of 2, titled "Phase Two Investments, L.L.C. – Sentrus" dated January 11, 2007, last revised on February 28, 2007, has been reviewed by Geotechnology for their compliance regarding geotechnical recommendations related to site development. Based on this review and available subsurface information, it is our opinion that the site may generally be constructed in accordance with the plan, using construction practices and the general recommendations given in our report titled "Subsurface Exploration, Sentrus Place, Chesterfield, Missouri" prepared for Stock & Associates, Geotechnology Job No. 0888202.71DG, dated February 14, 2007 and "Addendum No. 1, Subsurface Exploration, Sentrus Place, Chesterfield, Missouri," prepared for Stock & Associates, Geotechnology Job. No 0888203.71DG, dated February 27, 2007.

We have not prepared any part of this plan and my seal on this plan is intended only to confirm my personal review and approval of the site grading plan as it relates to the geotechnical–related aspects of the project.

Geotechnology must be involved during the construction phase of this project in order to determine if the subsurface conditions are similar to that indicated by the field exploration data, that our recommendations relative to site grading are implemented, and that other geotechnical aspects of site development are performed in accordance with this plan.

Dennis F. Boll, P.E.
E-022700

STATE OF MISSOURI DENNIS FREDERICK BOLL NUMBER E-22700

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4	REVISED PER CITY COMMENTS 02/28/07
3	REVISED PER CITY COMMENTS 02/14/07
2	REVISED PER CITY/COUNTY COMMENTS 02/07/07
1	REVISED PER CITY COMMENTS 01/29/07

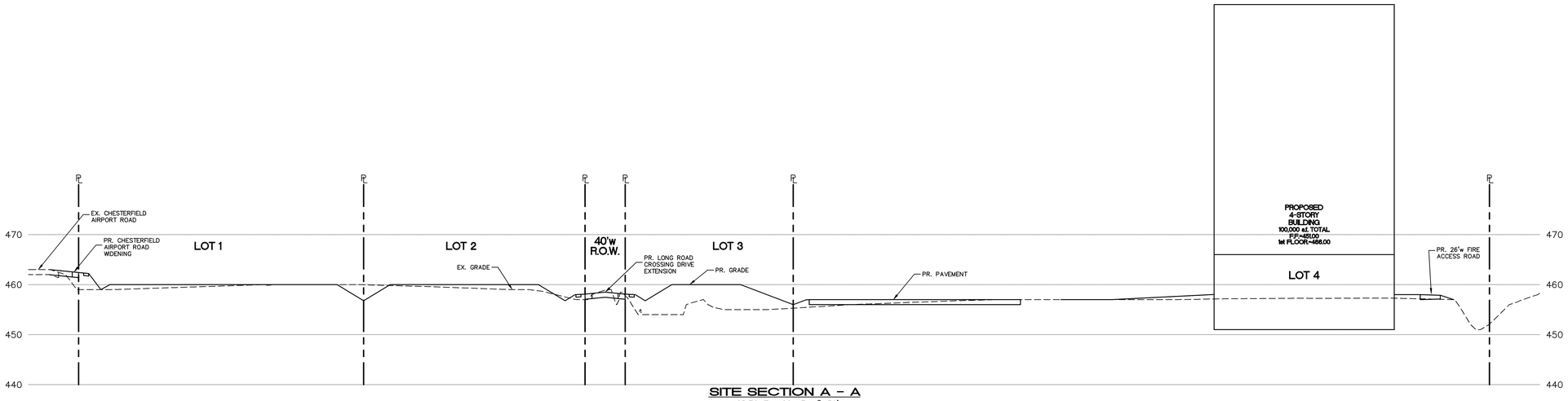
ST. LOUIS CO.
H&T NO. 1105
M.S.D. P# _____
BASE MAP # U-17

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

STATE OF MISSOURI GEORGE MICHAEL STOCK NUMBER E-25116

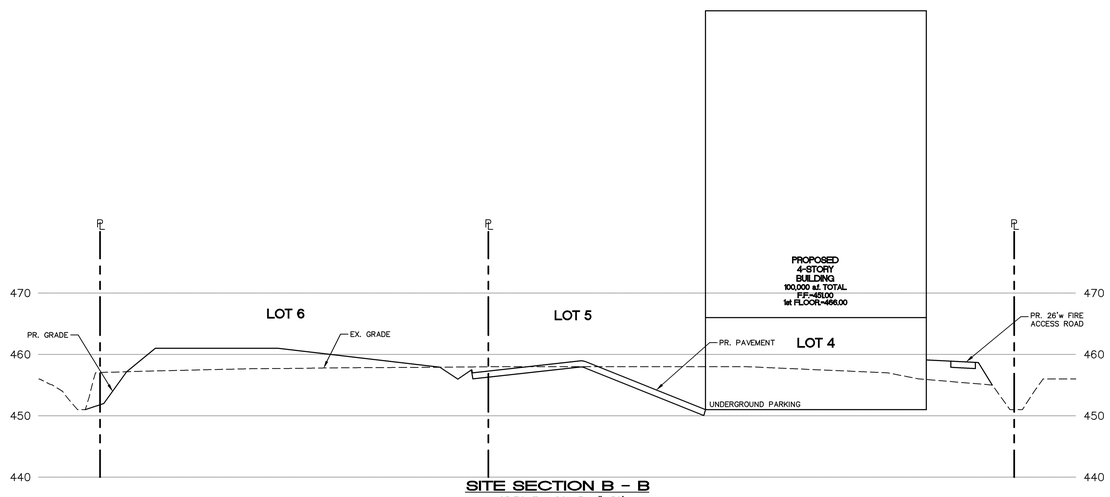
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100
FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	DATE:	CHECKED BY:	DATE:	JOB NUMBER	SHEET:
GEORGE M. STOCK E-25116	R.E.S 01/11/07	G.M.S. 01/11/07		206-4012	1 of 2



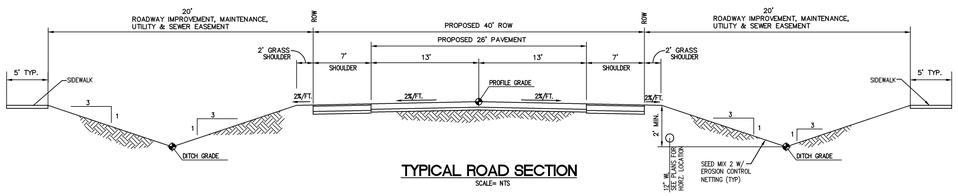
SITE SECTION A - A

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=10'



SITE SECTION B - B

HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: 1"=10'



TYPICAL ROAD SECTION

SCALE= NTS

4 REVISED PER CITY COMMENTS 02/28/07
3 REVISED PER CITY COMMENTS 02/14/07
2 REVISED PER CITY/COUNTY COMMENTS 02/07/07
1 REVISED PER CITY COMMENTS 01/29/07

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

SITE SECTIONS

PHASE TWO INVESTMENTS, L.L.C. – SENTRUS

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

GEORGE M. STOCK E-25116

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

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

II. B.

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

Planning and Zoning Committee
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

RE: **P.Z. 05-2007 Spirit of St. Louis Corporate Center (18199 and 18299 Chesterfield Airport Road):** A request for a change of zoning from "M3" Planned Industrial to "PC Planned Commercial District for 32.2 acre tract of land located north of Chesterfield Airport Road, east of Spirit of St. Louis Boulevard. (17V420047)

Dear Planning and Zoning Committee:

At the February 26, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter was approved by a vote of 7-0.

The motion for approval included an amendment to the Permitted Uses on page 1 of the Attachment A:

1. Golf courses and golf practice driving ranges were removed from item "g".
2. Agricultural equipment and construction equipment were removed from item "p".
3. Uses "l", "m" and "k" now include the provision that no vehicle may be parked or stored in the open on the premises for longer than 24 hours.
4. The Attachment A included a separate list of uses for the southern lots in this development and a separate list of uses for the northern lots. There was an amendment to allow for the restriction of uses to apply to the northern lots only therefore, the majority of uses would be permitted on those lots on the southern portion of the development described as being those lots within 600 feet of Chesterfield Airport Road.

Respectfully submitted,

Aimee E. Nassif
Senior Planner of Zoning Administration

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Public Works / City Engineer/Acting Director of Planning
Brian McGownd, Deputy Director of Public Works / Assistant City Engineer

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

B. PERMITTED USES

1. The following uses shall be allowed in this "PC" Planned Commercial District on only those lots within six hundred (600) feet of Chesterfield Airport Road:

   a. Animal hospitals, veterinary clinics, and kennels.
   b. Auditoriums, churches, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
   c. Barber shops and beauty parlors.
   d. Dry cleaning drop-off and pick-up stations.
   e. Film drop-off and pick-up stations.
   f. Police, fire and postal stations.
   g. Recreational facilities, indoor and illuminated outdoor facilities, including swimming pools, tennis courts, and gymnasiums, and indoor theaters, including drive-in theaters.
   h. Restaurants, fast food.
   i. 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.
   j. Souvenir shops and stands, not including any zoological displays, or permanent open storage and display of manufacturing goods.

k. Not more than one (1) filling stations, including emergency towing and repair services, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours.

l. Not more than one (1) vehicle repair facilities for automobiles, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours.

m. Not more than one (1) vehicle service centers for automobiles, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours.

n. Not more than one (1) vehicles washing facilities for automobiles, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours.

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

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

b. Bookstores.

c. Cafeterias for employees and guests only.

d. Child care centers, nursery schools, and day nurseries.

e. Colleges and universities.

f. Financial Institutions.

g. Hospitals.

h. Hotels and Motels.

i. Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles, shall be:

   i. Adequately screened with landscaping, fencing or walls, or any combination thereof; or

   ii. Placed underground; or

   iii. Enclosed in a structure in such a manner so as to blend with and complement the character of the surrounding area.

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

j. Medical and dental offices.

k. Offices or office buildings.

l. Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.
m. Public utility facilities.
n. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
o. Restaurants, sit down.
p. Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
q. Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
r. Stores, shops, markets, service facilities, and automatic vending facilities in which goods or serves of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.

3. The following Ancillary Uses shall be permitted on all lots:

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

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

1. BUILDING REQUIREMENTS

a. Openspace: A minimum of (30%) openspace is required for this development.

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

This development shall have a maximum F.A.R. of .55.

c. Building Height shall be as follows:

i. The northernmost lots shall have a maximum building height of five (5) stories.
ii. All other lots shall have a maximum building height of three (3) stories.
iii. Any retail development on any lot shall not exceed two (2) stories in height.

E. SETBACKS

1. STRUCTURE SETBACKS

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

b. Thirty (30) feet from the eastern property line of this development.
c. Thirty (30) feet from the right-of-way of Spirit of St. Louis Boulevard.
d. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
e. Ninety (90) feet from the right-of-way of I-64/U.S. 40-61.

2. PARKING SETBACKS

a. No parking stall or loading space will be located within the following setbacks:

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

ii. Ten (10) feet from the internal driveways or roadways.

iii. Fifteen (15) feet from the principal internal street.

iv. Thirty (30) feet from the east and west property lines of this development.

v. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

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

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

ii. Thirty (30) feet from the east and west property lines of this development.

iii. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

F. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.

2. Construction Parking

a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.

b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

c. No construction related parking shall be permitted within the Chesterfield Airport Road or Spirit of St. Louis Boulevard rights-of-way.

3. Parking lots shall not be used as streets.

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

G. LANDSCAPE AND TREE REQUIREMENTS

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

H. SIGN REQUIREMENTS

1. Sign package submittal materials shall be required for this development. All sign packages shall be reviewed and approved by the City of Chesterfield Planning Commission.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic, for sight distance considerations prior to installation or construction.

I. LIGHT REQUIREMENTS

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

J. ARCHITECTURAL

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.

2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.

3. Trash enclosures: The location and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.

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

K. ACCESS/ACCESS MANAGEMENT

1. Access to Chesterfield Airport Road shall be limited to a maximum of two (2) street approaches and constructed to St. Louis County standards as directed by the City of Chesterfield and St. Louis County. One of the street approaches shall be located as far to the east on the site as possible. The second street approach shall be limited to right in/right out only.

2. Access to Spirit of St. Louis Boulevard shall be limited to one (1) street approach and constructed to St. Louis County standards as directed by the City of Chesterfield and St. Louis County. The approach shall be located approximately midway between Chesterfield Airport Road and the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard.

3. Provide cross access easements as needed to provide the adjacent subdivision to the east access to the easternmost proposed street off Chesterfield Airport Road.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide the necessary right-of-way and easements for the construction of the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard as required by the Department of Public Works, the St. Louis County Department of Highways and Traffic, and/or the Missouri Department of Transportation.

2. All streets within this development shall be private and remain private forever. Private street signage, in conformance with Section 1005.180 of the Subdivision Ordinance, shall be posted within 30 days of the placement of the adjacent street pavement. Private streets shall be those travelways that intersect Chesterfield Airport Road and Spirit of St. Louis Boulevard. The private street sections shall provide a 26 foot travelway with 7 foot shoulders on both sides and appurtenant storm drainage facilities as required by the Department of Public Works. Additional pavement width at the intersections of the private streets and the existing public streets shall be provided as directed by the St. Louis County Department of Highways and Traffic and/or the Department of Public Works.

3. Provide required right of way/agreements and construct traffic signals and related intersection improvements on Chesterfield Airport Road at the proposed eastern private street and at Spirit of St. Louis Boulevard. Improvements include, but are not limited to, removal of the private drive on the adjacent parcel to the east and

geometric improvements to Spirit of St. Louis Boulevard south of Chesterfield Airport Road.

4. All road improvements and the Interstate 64 access ramp from Spirit of St. Louis Boulevard shall be constructed prior to the issuance of 60% of the building permits in the development or as directed by the City of Chesterfield.

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

   If, at the time of construction on the adjacent lot, there is not a sidewalk on the Spirit of St. Louis Boulevard bridge over Interstate 64, a special cash escrow shall be provided in lieu of constructing the sidewalk along the Spirit of St. Louis Boulevard frontage, as directed by the Department of Public Works.

6. MoDOT will require the developer to provide right-of-way dedicated for the proposed roadway improvements for future E/B US40/64 ramp.
7. FHWA approval of Variance from approved AJR 1998 will be required prior to MoDOT permitting.

8. Ingress and egress must conform to MoDOT's access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right-of-way will require permit. The entrance geometrics and drainage design shall be in accordance with the MoDOT standards.

9. 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.

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

11. The developer shall be responsible for providing all necessary right-of-way, easements, Temporary Slope Construction License, etc., as may be required for construction of the I-64 Eastbound on-ramp from Spirit of St. Louis Boulevard. All on-site improvements shall be compatible with this project.

12. Improve Chesterfield Airport Road to one half of one hundred foot (100') right-of-way and a sixty foot (60') pavement with ten foot (10') full depth shoulders and additional widening to provide twelve foot (12') wide by two hundred foot (200') long right turn lanes at the two access driveways serving this site as well as at the intersection of Spirit of St. Louis Boulevard and including all storm drainage facilities as directed by the St. Louis County Department of Highways and Traffic.

13. The developer shall submit a traffic study, addressing the traffic generated by the proposed development, to the Department of Highways and Traffic for review and approval. The developer's traffic engineer has been meeting with representatives of the department to determine the study scope. The developer's additional road improvement obligation, including those related to Spirit of St. Louis Boulevard shall be as determined by the approved study.

M. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield, St. Louis Department of Highways and Traffic, and the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

2. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Highways and Traffic.

N. POWER OF REVIEW

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

O. STORMWATER

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

2. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on the Site Development Plan.

3. The Chesterfield Valley Master Storm Water Plan indicates a 30' flat bottom ditch with 3:1 side slopes shall be constructed along the west and north property lines of this site. One crossing of that ditch can be accommodated by the installation of 3 - 36" minimum diameter reinforced concrete pipes. The developer shall be responsible for construction of the required storm water improvements on site, connection to the existing drainage ditch to the east, and any grading of the downstream ditch necessary to provide positive drainage. The developer shall coordinate construction of the required storm water improvements with the owners of the properties affected by construction of the required improvements.

4. 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.

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

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

P. SANITARY SEWER

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 Conceptual Sewer Master Plan for Chesterfield Valley.

2. Treatment may be required for water quality in accordance with MSD regulations dated February 2006.

3. Stormwater shall be controlled as required by the Chesterfield Valley Master Facility Plan.

Q. GEOTECHNICAL REPORT.

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

R. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.

2. Prior to the issuance of an occupancy permit all storm water channels located on this site shall be regraded to restore the channel to the line and grade of the original design, and downstream channels shall be graded as necessary to maintain positive drainage.

3. This project will be subject to the Caulk's Creek Surcharge of $2,750 per acre.

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

A. The developer shall submit a concept plan within 18 months of City Council approval of the 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 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.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Code.

2. Include a conceptual landscape plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.

3. Include a lighting plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Code.

2. Include a landscape plan in accordance with the City of Chesterfield Code.

3. Include a lighting plan in accordance with the City of Chesterfield Code.

4. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.

V. CHESTERFIELD VALLEY 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.

The developer shall be required to contribute to the Chesterfield Valley Trust Fund.

Roads

The roadway improvement condition is based on land and building use. The roadway contributions are necessary to help defray the cost of engineering, right-of-way acquisition, and major roadway construction in accordance with the Chesterfield Valley Road Improvement Plan on file with the St. Louis County Department of Highways and Traffic. The amount of the developer's contribution to this fund shall be computed based on the following:

Type of Development	Required Contribution
Commercial	$2.07/sq.ft. of building space
Office	$1.44/sq.ft. of building space
Industrial	$4,986.59/acre

If the 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 St. Louis County Department of 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.

The roadway improvement contribution shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (SUP) by St. Louis County Highways and Traffic. Funds shall be payable to the "Treasure, Saint Louis County".

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of $654.66 per acre for that total area as approved on the Site Development Plan to be used solely to help defray the cost of construction 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 St. Louis County Highways and Traffic. Funds shall be payable to the "Treasure, Saint Louis County".

The storm water contribution is based on gross acreage of the development land area. These funs 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 MSD. 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 stormwater 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 (SUP) by St. Louis County Highways and Traffic. Funds shall be payable to the "Treasure, Saint Louis County".

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek Impact Fee.

The sanitary sewer contribution with Chesterfield Valley area shall be deposited with MSD 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. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

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

VIII. 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, 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.

IX. ENFORCEMENT

A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.

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

C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.

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

E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

STOCK & ASSOCIATES
Consulting Engineers, Inc.

Dated: February 14, 2007
Revised: February 15, 2007

VIA FACSIMILE – (636) 537-4798 & U.S. Mail

City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017-0760

Attention: Ms. Aimee E. Nassif, Senior Planner of Zoning Administration

Re: P.Z. 05-2007 Spirit of St. Louis Corporate Center
(Stock Project No. 206-3799.1)

Dear Aimee:

In response to your Departmental Letter dated 2/1/07 and issues raised by the Planning Commission at the 2/12/07 Public Hearing, we are pleased to offer the following:

Comment 1 - Please submit comments from the following agencies: Spirit of St. Louis Airport, Missouri Department of Transportation, Metropolitan St. Louis sewer District, St. Louis Department of Highways and Traffic, Monarch Levee District and Monarch Fire Protection District.

Response: It is our understanding that the City has received comments from all outside agencies. We are pursuing comments from St. Louis County Department of Highways & Traffic.

Comment 2 - Please amend the list of permitted uses being requested. Consider reducing the amount of uses requested; also consider restricting the amount of certain types of uses, such as "Not more than one (1) vehicle service centers for automobiles."

Response: We reduced (on 1/12/07) the number of uses for this project and additionally identified uses that are limited to within the first 600 feet north of Chesterfield Airport Road. See attached revised list dated 2/15/07.

257 CHESTERFIELD BUSINESS PARKWAY •ST. LOUIS, MO 63005 •(636) 530-9100
Fax (636) 530-9130 • E-MAIL ADDRESS: general@stockassoc.com

Comment 3 - Be advised, the building footprint shall comprise a maximum of 25% of the developed site.

Response: We agree. It is our understanding that this is based on the site's grass acreage.

Comment 4 - Parking requirement for this site, for retail use, shall be 5 spaces for every 1,000 square feet of gross floor area.

Response: We agree.

Comment 5 – Will a sign package be requested for this development?

Response: Yes, a separate sign package will be submitted and processed at a later date.

Comment 6 – The plan shows, on the west of the site, a proposed driveway off of the internal street connecting to Spirit of St. Louis Boulevard. The location of this entrance does not meet the minimum standards set forth in the Access Management Ordinance.

Response: The Preliminary Plan, revised 2/14/07, has been revised to remove this drive connection.

Comment 7 – Conditions for the ordinance were developed after discussions with the St. Louis county Department of Highways and Traffic, and are conditioned upon receipt of a traffic study. In order to locate a drive at the east property line, the developer will be required to work with the adjacent property owner to eliminate an existing driveway and establish cross access between the two subdivisions.

Response: The Traffic Study was submitted to the City on 2/12/07. We are in discussions with the adjoining property owners at the S.E. Corner of the Property. The Preliminary Plan dated 2/14/07 proposes cross-access and the elimination of their existing western curb cut to Chesterfield Airport Road.

Comment 8 – St. Louis County has indicated and the Department of Public Works concurs, that while they cannot require it at this time, anything that can be done to improve the alignment of the proposed eastern drive with Crown Industrial Court would be advantageous.

Response: Understood – However, it is not possible to align with this drive, which is located 120 feet east of our S.E. Property Corner. The centerline/centerline offset is 210 feet between the two (2) driveways.

Comment 9 – The stormwater facilities depicted on the plan do not comply with the Chesterfield Valley Master Stormwater Plan. The Department of Public Works is willing to have the Master Plan consultant review the proposed improvements if the developer makes such a request. The developer would be responsible for all costs related to consideration of the alternate proposal.

Response: The City is in the process of reviewing an alternate channel design. The developer is aware that the City's Consultant Fee, for the modeling, is their responsibility.

Openspace

Comment 1 – A minimum of 30% openspace will be required for this development.

Response: We agree.

Setbacks

Comment 1 – 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. Thirty (30) feet from the northern property line of this development.
b. Thirty (30) feet from the eastern property line of this development.
c. Thirty (30) feet from the right-of-way of Spirit of St. Louis Boulevard.
d. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
e. Ninety (90) feet from the right-of-way of I-64/U.S. 40-61.

Response: We agree.

Comment 2 – No parking stall, loading space, internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:

a. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
b. Ten (10) feet from the internal property lines.
c. Fifteen (15) feet from the principal internal street.

Response: **We agree.**

Access

Comment 1 – Access to Chesterfield Airport Road shall be limited to a maximum of two street approaches. One of the street approaches shall be located as far to the east on the site as possible. The second street approach shall be limited to right in/right out only.

Response: **We agree.**

Comment 2 – Access to Spirit of St. Louis Boulevard shall be limited to one street approach. The approach shall be located approximately midway between Chesterfield Airport Road and the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard.

Response: **We agree.**

Comment 3 – Provide cross access easements as needed to provide the adjacent subdivision to the east access to the easternmost proposed street off Chesterfield Airport Road.

Response: **We agree.**

Road Improvements

Comment 4 – Provide the necessary right of way and easements for the construction of the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard as required by the Department of Public Works, the St. Louis County Department of Highways and Traffic, and/or the Missouri Department of Transportation.

Response: **We agree.**

Comment 5 – Provide a 40 foot right of way with a minimum of 10 foot roadway improvement, maintenance, utility and drainage easements on both sides for all interior roadways. Minimum roadway sections shall provide a 26 foot travelway with 7 foot shoulders on both sides and appurtenant storm drainage facilities as required by the Department of Public Works.

Response: **We propose drives and streets to be private. We understand that the main drives connected to Chesterfield Airport Road and Spirit of St. Louis Blvd. shall have shoulders. Secondary drives within development are not required to have shoulders.**

Comment 6 – Road improvements and the Interstate 64 access ramp from Spirit of St. Louis Boulevard shall be constructed prior to or concurrently with construction on the first lot developed. Building permits shall not be issued for more than one lot prior to completion of the road and ramp improvements.

Response: **It is the Developer's intent to pursue approvals and permits as expeditiously as possible with MODOT and St. Louis County, however, the Developer cannot control the timing of MODOT and St. Louis County for issuance of permits. Therefore, we would prefer to have the building permit issuance, as directed by the Director of Public Works - City of Chesterfield.**

Comment 7 – Provide additional right of way and improvements, including traffic signals, along Chesterfield Airport Road as required by the Department of Public Works and/or the St. Louis County Department of Highways and Traffic.

Response: **We agree.**

Pedestrian Circulation:

Comment 8 – Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road and Spirit of St. Louis Boulevard frontage of the site and along both sides of all interior roadways. The sidewalks shall connect to any sidewalks constructed with the adjacent development to the east. The sidewalks shall be privately maintained; therefore, no public easements shall be required.

If, at the time of construction on the adjacent lot, there is not a sidewalk on the Spirit of St. Louis Boulevard bridge over Interstate 4, a special cash escrow shall be provided in lieu of constructing the sidewalk along the Spirit of St. Louis Boulevard frontage, as directed by the Department of Public Works.

Response: We agree to construct sidewalks. However, we would request the City to reconsider a sidewalk located on one (1) side of the interior roadway. This sidewalk could be six (6) feet wide.

Parking

Comment 9 – No construction related parking shall be permitted within the Chesterfield Airport Road or Spirit of St. Louis Boulevard rights of way.

Response: We agree.

Comment 10 – No parking shall be permitted on any roadway in or adjacent to the development. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within 30 days of the placement of street pavement.

Response: We agree.

Traffic Study

Comment 11 – Provide a traffic study as directed by the City of Chesterfield, No construction related parking shall be permitted within the Chesterfield Airport Road or Spirit of St. Louis Boulevard rights of way. The scope of the study shall include internal and eternal 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.

Response: Traffic study was submitted to the City on 2/12/07.

Storm water and Floodplain

Comment 12– The Chesterfield Valley Master Storm Water Plan indicates a 30' flat bottom ditch with 3:1 side slopes shall be constructed along the west and north property lines of this site. One crossing of that ditch can be

accommodated by the installation of 3-36" minimum diameter reinforced concrete pipes. The developer shall be responsible for construction of the required storm water improvements on site, connection to the existing drainage ditch to the east, and any grading of the downstream ditch necessary to provide positive drainage. The developer shall coordinate construction of the required storm water improvements with the owners of the properties affected by construction of the required improvements.

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.

Response: **Alternate design is under review with the City's Stormwater Consultant.**

Comment 13 – Provide additional Chesterfield Valley Storm Water Easement along the west and north property lines, as required by the Department of Public Works, to accommodate the Chesterfield Valley Master Storm Water Plan channel in that area, and depict the channel on the Site Development Plan and improvement Plans. Maintenance of the required channel shall be the responsibility of the property owner.

Response: **We agree. Once City's Consultant completes Study of Alternate Design Easement, locations can be determined.**

Comment 14 – All Chesterfield Valley Master Storm Water Plan improvements shall be operational prior to the paving of any driveways or parking areas.

Response: **We agree.**

Sanitary Sewers

Comment 15– Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, in accordance with the Metropolitan St. Louis Sewer District Conceptual Sewer Master Plan for Chesterfield Valley.

Response: **We agree.**

Occupancy Permit

Comment 16 – Prior to the issuance of an occupancy permit, all storm water channels located on this sit shall be regarded to restore the channel to the line and grade of the original design, and downstream channels shall be graded as necessary to maintain positive drainage.

Response: **A Geotechnical Report is forthcoming.**

The following standard general condition shall be applied to the petition.

Geotechnical Report

G-4. Prior to the Site Development (Section) Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Works. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, poles, 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.

The following requirements of the City Code may impact the project during the later stages of the development process.

- *Portions of the site are located in and adjacent to the regulatory floodplain. Consult Chapter 14 of the City Code for specific requirements.*

- *The regulatory 100 year water surface elevation for the site is controlled by the Chesterfield Valley Stormwater Master Plan Model. The lowest floor of any building needs to be at least 1 foot above the elevation of the 100 year water surface of any channel within 200 feet of the building footprint. The 100 year high water elevation varies from 569.4 at the southwest corner of the site to 457.4 at the northwest corner of the site to 457.2 at the northeast corner of the site. For buildings along the western portion of the site, 459.4 will be the controlling elevation. For buildings along the northern portion of the site, 457.4will be the controlling elevation.*

- *A certification of the actual elevation of the constructed floor will be required prior to occupancy of each building for which a Floodplain Development Permit is issued.*

- *The developer will be required, after completion of grading, to obtain a LOMR from FEMA to update the Flood Insurance Rate Map to show the new location of the Zone AH floodplain due to the construction of the master plan drainage channels. The LOMR application will be required to be submitted to FEMA before occupancy of any building.*

- *No individual lot will be permitted direct access to Chesterfield Airport Road or Spirit of St. Louis Boulevard. In addition, cross access will be required for adjacent lots. More information on access management requirements can be found in Ordinance 2103.*

- *Utility/utility access easements shall be required throughout the development.*

<u>Response:</u> We understand and agree.

Issue at Public Hearing regarding Building Height

At this time, our plan is Conceptual only. We have no tenants, and respectfully request flexibility relative to building architecture and heights. This piece of property will have unique opportunities due to the extensive road changes that will occur with this project. We simply do not know how the plan will develop relative to exact building placements, heights, and architecture. We can assure the development of a First Class Business Park. In the event the Commission is uncomfortable with this flexibility, we would be acceptable to limitations of two (2) stories on southern portion fronting Chesterfield Airport Road, three (3) stories in mid-section, and five (5) stories on northern half of site.

Should you have any questions or comments, please feel free to call. Your assistance is greatly appreciated.

Sincerely,

George M. Stock, P.E.,
President

CC: Mr. Jerry Crylen – Duke - via e-mail (jerry.crylen@dukerealty.com)
& Fax (314) 514-6995
Mr. Ryan Hodges – Duke – via e-mail (ryan.hodges@dukerealty.com)
& Fax: (314) 514-6995
Mr. Mike Hejna – Gundaker Commercial (mhejna@gundakercommercial.com) '
& Fax: (636) 728-5111
Mr. Dean Burns – Gundaker Commercial (dburns@gundakercommercial.com)
& Fax: (636) 728-5140
Mr. Doug Shatto – CBB (Via E-Mail (dshatto@cbbtraffic.com)
Mr. Doug Bruns, P.E., Vice President-Engineering
Mr. Joseph Fischer, Senior Project Engineer
Mr. Eric Fischer, E.I.T., Project Engineer

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

February 9, 2007

Mr. Ryan Hodges
Duke Realty Corporation
520 Maryville Centre Drive, Suite 200
St. Louis, Missouri 63141

RE: Traffic Impact Study
Spirit of St. Louis Corporate Center – Redevelopment of the ACI Site
CBB Job No. 174-06

Dear Mr. Hodges:

In accordance with your request, Crawford, Bunte, Brammeier has completed a traffic impact study for the proposed Spirit of St. Louis Corporate Center in Chesterfield, Missouri. The subject site is located at the northeast quadrant of Chesterfield Airport Road and Spirit of St. Louis Boulevard and is occupied by the former St. Louis County Adult Correctional Institute (which is currently not in operation). It is our understanding that the proposed development may consist of 266,000 square feet of office space, 77,000 square feet of retail space and up to six commercial outparcels as a worst-case scenario.

Access to the site is proposed via two driveways onto Chesterfield Airport Road and one driveway onto Spirit of St. Louis Boulevard. At this time, the drive onto Chesterfield Airport Road nearest to Spirit of St. Louis Boulevard would allow right-in right-out access only, whereas the other drives would permit full access.

The purpose of this study was to determine the amount of trips that would be generated by the proposed development, evaluate the impact of the additional trips upon the adjoining road system and identify the need for roadway and/or traffic control improvements to mitigate those impacts, if necessary. The focus of the analysis was the morning and afternoon peak hours of a typical weekday since these times represent the critical periods with regards to traffic operations for both the proposed uses and the existing traffic on the adjacent roadway system.

Specifically, the study focused on the operating conditions at the intersections of Chesterfield Airport Road with Spirit of St. Louis Boulevard and Olive Street Road as well as the proposed site driveway intersections with Chesterfield Airport Road and Spirit of St. Louis Boulevard. It should be noted that this study does not include an analysis of the proposed Interstate 64/Highway 40 interchange with Spirit of St. Louis Boulevard (which was performed as part of the Spirit Interchange Study) or an evaluation of the site's internal circulation.

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Glen Carbon, IL 62034
(T) 618-656-2612 (F) 618-656-0650

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

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

www.cbbtraffic.com

Base Roadway Conditions

The study area can generally be characterized as suburban with office and light industrial (warehousing and manufacturing) uses, though the landscape to the immediate west is mostly agricultural. Chesterfield Airport Road is a five-lane minor arterial maintained by the St. Louis County Department of Highways and Traffic (SLCDHT) that primarily serves local uses within the Chesterfield Valley. Approximately 0.5 miles west of the site, Chesterfield Airport Road terminates at ramps leading to/from Interstate 64 (Highway 40) west. Approximately 1.5 miles to the east, access to/from Interstate 64 (Highway 40) east is provided via Long Road. The speed limit on Chesterfield Airport Road is 40 miles per hour (mph).

Olive Street Road is a two-lane urban collector also maintained by SLCDHT. It provides a vital link between Chesterfield Airport Road and Highway 109 to the south. However, the existing geometrics of this roadway, which are more rural in nature, as well as the geometrics at its intersection with Chesterfield Airport Road limit the roadway's capacity.

Spirit of St. Louis Boulevard is a two-lane local road maintained by SLCDHT that serves as the main gateway to Spirit of St. Louis Airport to the south. To the north, Spirit of St. Louis Boulevard crosses over Interstate 64 (Highway 40), the bridge is owned and maintained by MoDOT, and terminates at the north outer road opposite the Chesterfield Valley Athletic Center (CVAC).

As you are aware, there are plans to provide access between Spirit of St. Louis Boulevard and Interstate 64 (Highway 40) to/from the east in order to complement the existing ramps to/from the west at Chesterfield Airport Road. In fact, CBB recently completed a study of the proposed Spirit Interchange. That study proposed locating the westbound exit ramp west of the overpass (effectively creating a "folded" ramp) with an intersection at the north outer road, and the proposed eastbound entrance ramp was located on Spirit of St. Louis Boulevard approximately 525 feet south of the north outer road. The study recommended a three-lane section on Spirit of St. Louis Boulevard between the north outer road and Chesterfield Airport Road with dedicated left-turn lanes at the north outer road and the eastbound entrance ramp intersections and a two-way left-turn lane elsewhere. The proposed interchange configuration is conceptually illustrated in Exhibit 1.

To avoid redundant analyses with the Spirit Interchange study, the ramp terminal intersections were not evaluated as part of the current study. However, the current study did assume the provision of access to/from the east on Interstate 64 (Highway 40) via Spirit of St. Louis Boulevard.

The intersection of Chesterfield Airport Road with Olive Street Road is signalized, and the signal's controller operates based upon actuated timing plans. The eastbound approach has one left-turn lane, one thru lane and one right-turn lane. The westbound approach has one left-turn lane, two thru lanes and one right-turn lane. The westbound left-turn movement receives protected plus permissive phasing. Both northbound and southbound approaches have one combination left-turn/thru lane and one right-turn lane. A single green phase serves northbound and southbound movements concurrently. The northbound right-turn is channelized and operates as a "free" movement (though the ability of motorists to access this right turn is limited by spillback from the left-turn/thru lane).

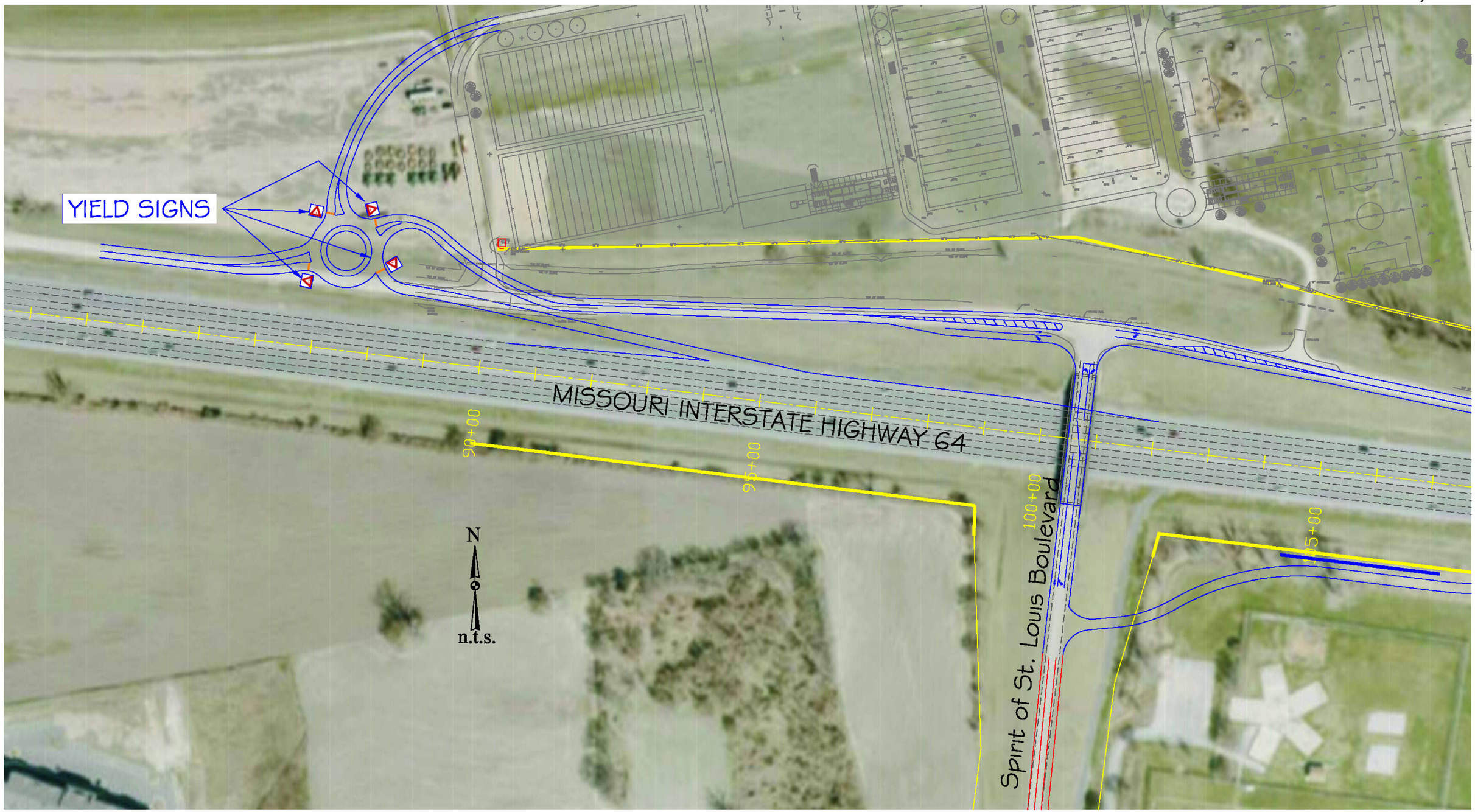

Exhibit 1: Proposed Spirit of St. Louis Boulevard Interchange

Job# 174-06
1/25/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

The intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard is unsignalized and currently operates under side-street STOP control. Eastbound and westbound left-turn lanes as well as an eastbound right-turn lane are provided on Chesterfield Airport Road. The southbound approach has one lane serving all movements, and the northbound approach has two lanes (one left-turn lane and one right-turn lane). A northbound thru lane is not provided because opposing directions of travel on the south leg are separated by a wide landscaped median, which offsets the northbound approach approximately 125 feet east of the primary intersection. As a result, northbound motorists must make a left turn onto Chesterfield Airport Road followed by a right turn onto Spirit of St. Louis Boulevard in order to continue north.

Base Traffic Conditions

To quantify existing traffic conditions adjoining the site, manual traffic counts were performed at the intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard during the morning and afternoon peak periods on a typical weekday. Based on these counts, two peak hours were selected for analysis: the morning peak hour (7:15 to 8:15 a.m.) and the afternoon peak hour (4:30 to 5:30 p.m.). These times represent the peak periods for commuter traffic as well as the peak traffic generation for the proposed development. Therefore, if traffic to/from the proposed development can be accommodated at these times, it can be reasoned that adequate capacity would be available throughout the remainder of the day.

Once the freeway ramps at Spirit of St. Louis Boulevard are completed, a significant amount of the existing traffic in the west end of Chesterfield Valley is expected to divert from Long Road to Spirit of St. Louis Boulevard for access to/from Interstate 64 (Highway 40). Consequently, there was a need to revise the traffic volumes observed at the intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard to reflect heavier volumes turning to/from Spirit of St. Louis Boulevard in the future.

As an initial step in that process, 2016 traffic volume forecasts for the Spirit of St. Louis Boulevard and Long Road interchange ramps (prepared for the 1996 Interchange Access Plan and applied in the recent Spirit Interchange Study) and a 2005 count of the intersection of Chesterfield Airport Road with Long Road were referenced. It was reasoned that users of the future ramps at Spirit of St. Louis Boulevard are currently accessing Interstate 64 (Highway 40) via ramps at Long Road. In order to estimate the Spirit of St. Louis Boulevard ramp volumes (based on 2006 traffic), we diverted traffic from the Long Road ramps to the Spirit of St. Louis Boulevard ramps in proportion with the 2016 forecasts for both interchanges.

Assuming the majority of traffic entering and exiting Interstate 64 (Highway 40) at Spirit of St. Louis Boulevard would travel to/from the south (although in the afternoon the CVAC would attract some traffic to the north), turning movement volumes were developed for the intersection of Spirit of St. Louis Boulevard and Chesterfield Airport Road. These base forecasts took into consideration turning movement counts for that location and the intersection of Chesterfield Airport Road and Long Road as well as the Chesterfield Valley land use density west of Long Road. The volumes were then increased by 0.5 % per year for four years to reflect 2010 design year volumes per SLCDHT. The 2010 base traffic volumes are depicted graphically in Exhibit 2.

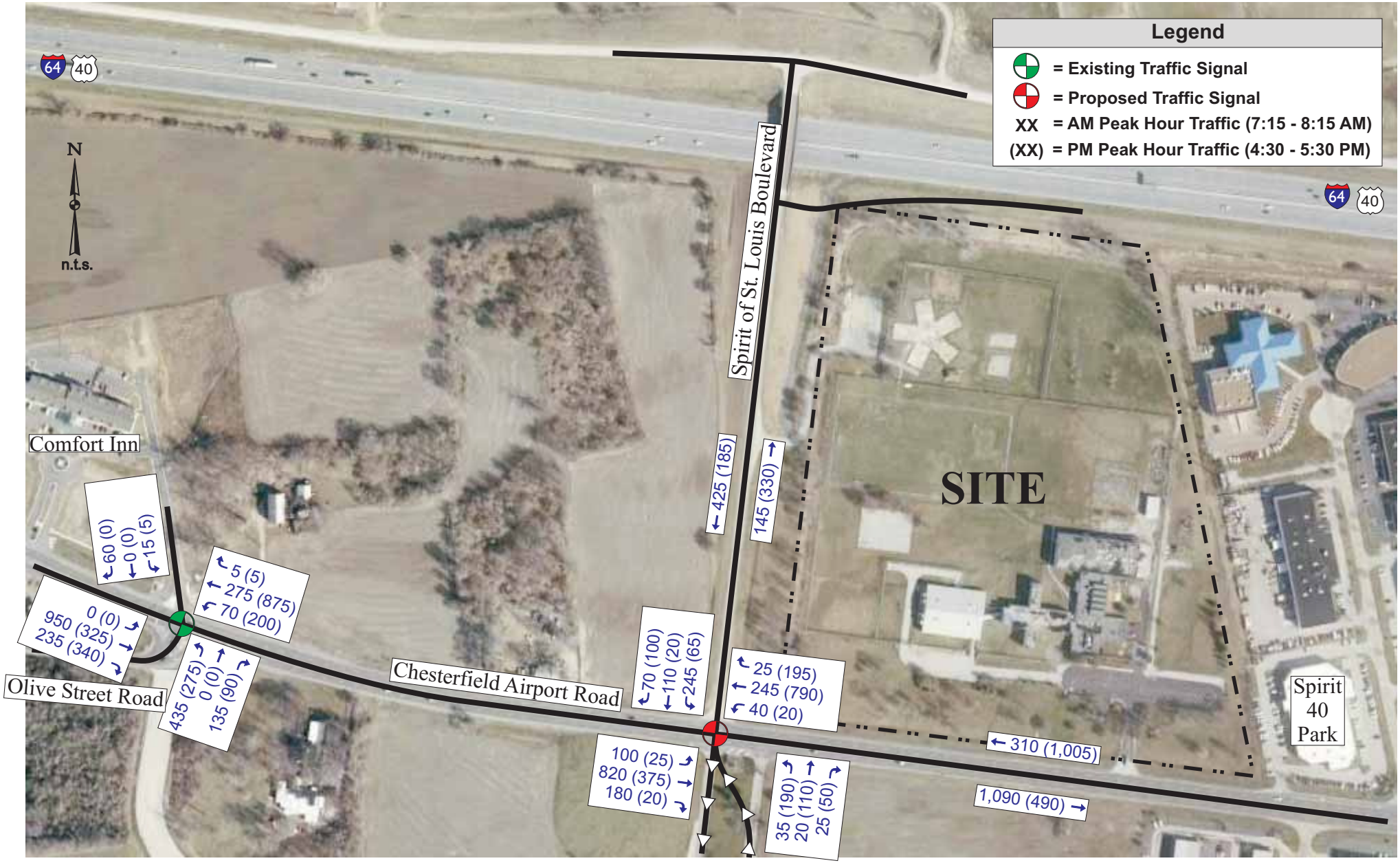

Exhibit 2: Base 2010 Traffic Volumes

Job# 174-06
1/25/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Furthermore, the base traffic volumes were adjusted further to account for unrealized traffic generation due to previously approved developments in the area. Namely, the proposed Blue Valley "Lifestyle Center" on Olive Street Road would add an appreciable amount of traffic to Chesterfield Airport Road as well as Spirit of St. Louis Boulevard adjacent to the subject site. A traffic impact study was completed in 2005 and reviewed and approved by both the City of Chesterfield and SLCDHT.

The Blue Valley site-generated traffic volumes were layered onto the 2010 base traffic volumes (Exhibit 2) to produce 2010 base traffic volumes including Blue Valley, as shown in Exhibit 3 (with an adjustment to account for the introduction of freeway access at Spirit Boulevard). However, due to the high level of uncertainty as to whether the Blue Valley development will actually materialize, for purposes of this study, analyses were conducted separately for scenarios with and without the inclusion of the Blue Valley site-generated traffic volumes.

It should be noted that previous manual traffic counts at the intersection of Chesterfield Airport Road and Olive Street Road (performed in conjunction with the Blue Valley traffic impact study) were utilized for this study. Those counts were similarly increased by 0.5 % per year to reflect 2010 design year volumes.

In accordance with typical commuter patterns associated with the commercial and industrial uses within western portions of Chesterfield Valley, traffic is oriented away from Interstate 64 (Highway 40) during the morning peak periods and towards Interstate 64 (Highway 40) during the afternoon peak periods. Accordingly, traffic flows on Chesterfield Airport Road adjacent to the site are predominantly eastbound during the morning peak hour and westbound during the afternoon peak hour. Likewise, traffic flows on Spirit of St. Louis Boulevard would be predominantly southbound during the morning peak hour and northbound during the afternoon peak hour. In terms of order of magnitude, base traffic volumes on Chesterfield Airport Road in the year 2010 total approximately 1,400 to 1,500 vehicles per hour (vph) during peak hours, whereas volumes on Spirit of St. Louis Boulevard would amount to about 500 vph during each of the peak hours.

Base Operating Conditions

Base operating conditions at the study intersections were evaluated using SYNCHRO 6, which is based on study procedures outlined in the "Highway Capacity Manual," published in 2000 by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow) to Level F ("Fully Saturated"). Levels of service are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

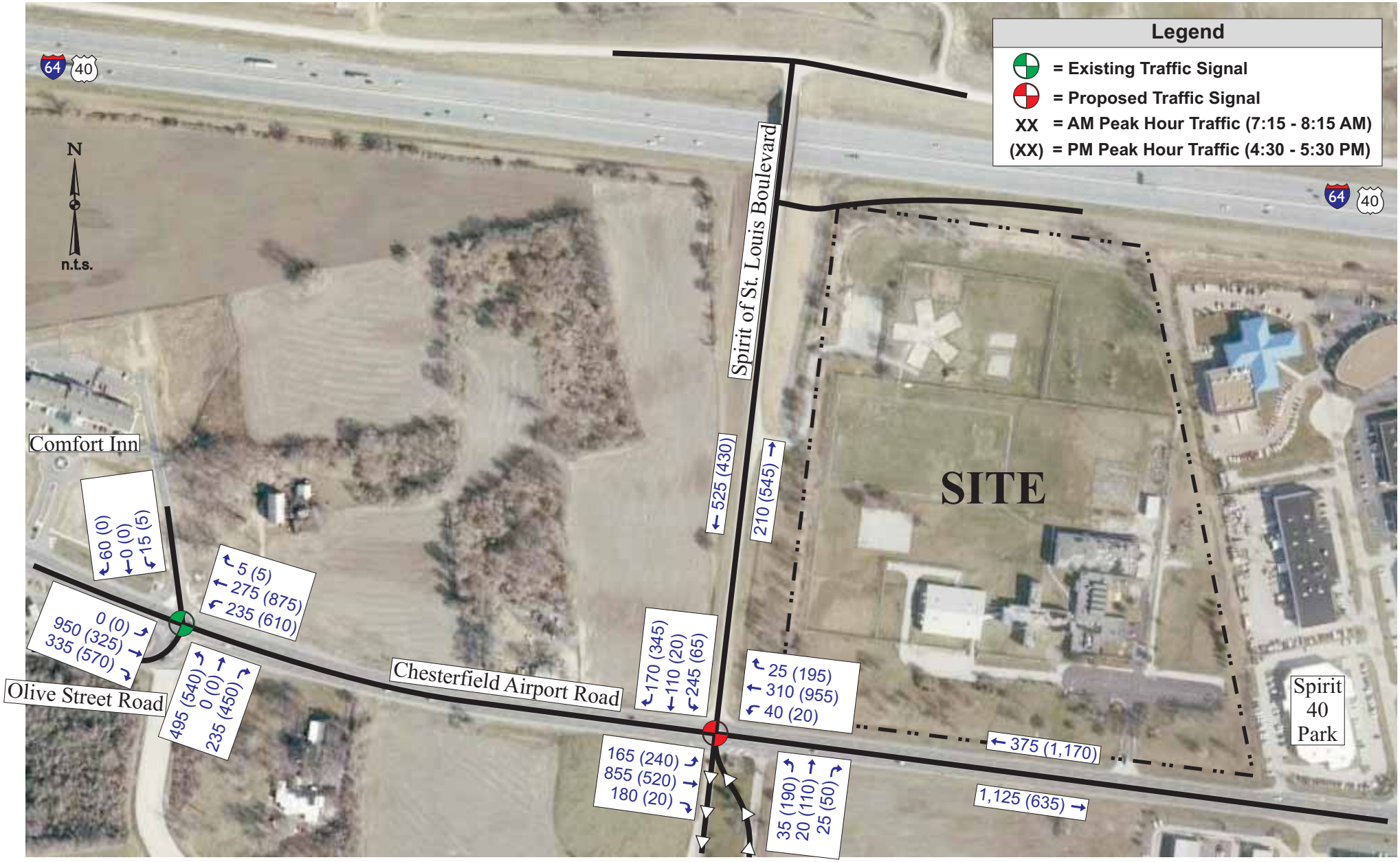

Exhibit 3: Base 2010 Traffic Volumes Including Blue Valley Site-Generated Traffic Volumes

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

Level of service is directly related to control delay. At signalized intersections, the level of service 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 grater delay than an unsignalized intersection. Table 1 summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

It should also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in suburban and urban regions compared to rural areas. Based on the character of this area, we believe that LOS D would be an appropriate target for overall peak period traffic operations.

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 analyses of base operating conditions are summarized in Table 2. As can be seen, the analyses results indicate that the intersection of Chesterfield Airport Road with Olive Street Road operates poorly during the morning peak hour. Specifically, volumes on the eastbound approach exceed capacity by approximately 30%, resulting in lengthy delays for the thru movement. The capacity of that movement is constrained by a single eastbound thru lane, which cannot efficiently service the demand (900 vph during the morning peak hour).

Table 2 Base Operating Conditions		
Traffic Movement	*Weekday Morning Peak Hour*	*Weekday Afternoon Peak Hour*
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	F (134.8)	B (16.1)
Westbound Approach	B (11.2)	B (14.3)
Northbound Approach	D (40.8)	C (26.4)
Southbound Approach	A (8.3)	B (16.6)
Overall Intersection	F (86.0)	B (16.9)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (unsignalized)		
Eastbound Left-Turn	A (8.1)	B (10.8)
Westbound Left-Turn	B (11.1)	A (8.3)
Northbound Approach	E (40.7)	F (>200)
Southbound Approach	F (>200)	F (50.5)

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

It must be acknowledged that two eastbound thru lanes were provided at one time and that the right thru lane was converted to a dedicated right-turn lane. As a product of that conversion, one of the two receiving lanes on the east side of the intersection was allowed to receive northbound right-turns, creating a "free" movement for those vehicles. We suspect that the conversion was predicated on the need for additional northbound right-turn capacity. However, the heavy northbound left-turn movement produces lengthy queues that frequently block access to the channelized right-turn, thereby limiting its effectiveness. Based upon these findings, it would be appropriate to consider restriping the eastbound approach for two thru lanes and placing the northbound right-turn under yield control.

Additionally, the side street approaches at the unsignalized intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard would operate poorly during both peak hours. In fact, the southbound approach during the morning peak hour and the northbound approach during the afternoon peak hour would each operate at LOS F, with delays averaging greater than 3 minutes per vehicle. It should be emphasized that the analyses results presented in Table 2 for the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard are not indicative of current conditions, but rather are based upon volumes that would materialize once access to and from the east on Interstate 64 (Highway 40) via Spirit of St. Louis Boulevard is realized. Nonetheless, these findings clearly demonstrate the need to improve the intersection prior to establishing freeway access at Spirit of St. Louis Boulevard.

In order to rectify the aforementioned deficiencies prior to layering on additional traffic due to the proposed development, the base conditions operational analyses were repeated presuming the implementation of the following improvements:

- Conversion of the existing eastbound right-turn lane at the intersection of Chesterfield Airport Road and Olive Street Road into a shared thru/right-turn lane, thereby restoring two

eastbound thru lanes on the approach (and consequently eliminating the "free" northbound right-turn movement) ;

- Signalize the intersection of Chesterfield Airport Road and Spirit Boulevard.

To support signalization at the intersection of Chesterfield Airport Road with Spirit Boulevard, the following laneage is recommended:

- Eastbound Approach – one left-turn lane, one thru lanes and a shared thru-right-turn lane;
- Westbound Approach – one left-turn lane, two thru lanes, one right-turn lane;
- Northbound Approach – one left-turn lane, one thru lane, one right-turn lane;
- Southbound Approach – one left-turn lane, one thru lane, one right-turn lane.

The westbound right-turn lane as well as the northbound left-turn lane should be constructed with a minimum 150 feet of vehicle storage capacity in addition to the required taper length. Note that the northbound right-turn lane could serve as an extension of the right thru lane on Spirit of St. Louis Boulevard. In order to accommodate lengthier vehicle queues, the southbound right-turn lane should extend a minimum of 225 feet from the intersection in addition to the required taper length.

Furthermore, modifications to the south leg of the intersection are recommended to eliminate the offset separating northbound and southbound traffic flows. Specifically, the northbound approach should be shifted to the west (adjacent to the southbound lanes) so that it aligns opposite the north leg of the intersection. In that event, northbound thru traffic would no longer be required to turn onto Chesterfield Airport Road in order to continue north on Spirit of St. Louis Boulevard. The recommended improvements to the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard are conceptually illustrated in Exhibit 4.

In terms of proposed signal operations, protected-plus-permissive left-turn phases should be provided for all left-turn movements. In addition, it would be appropriate to channelize the right-turns, which would effectively remove them from signal control, thereby facilitating more efficient operating conditions for those movements. The proposed signal should be actuated and interconnected with the existing signal at Olive Street Road in order to provide for favorable traffic progression.

The analyses of base operating conditions with the aforementioned improvements are summarized in Table 3. As can be seen, conditions would improve to acceptable levels. Each intersection overall would operate at LOS C or better, and all approaches would operate at LOS D or better during both peak hours.

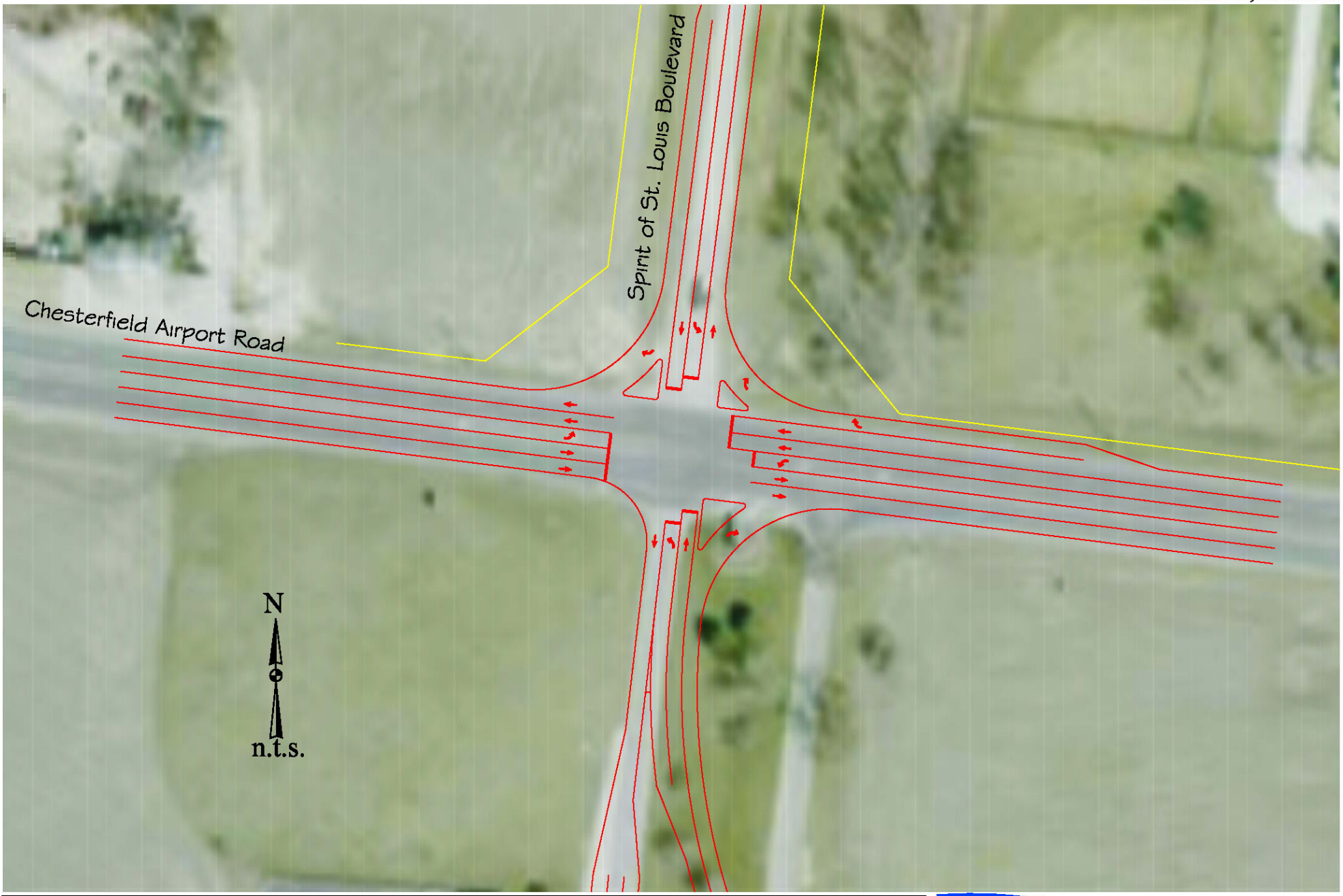

Exhibit 4: Conceptual Improvements Intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard

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Table 3 Base Operating Conditions – With Improvements		
Traffic Movement	*Weekday Morning Peak Hour*	*Weekday Afternoon Peak Hour*
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	C (29.4)	B (11.2)
Westbound Approach	A (8.5)	B (12.4)
Northbound Approach	D (46.0)	C (26.8)
Southbound Approach	A (8.3)	B (15.2)
Overall Intersection	C (29.7)	B (14.5)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (3.9)	A (8.2)
Westbound Approach	B (11.5)	B (13.2)
Northbound Approach	C (27.0)	C (28.9)
Southbound Approach	D (35.9)	B (15.7)
Overall Intersection	B (13.2)	B (15.2)

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

Blue Valley Lifestyle Center

Next, it was important to layer on the site-generated traffic due to the Blue Valley Lifestyle Center in order to verify whether the additional traffic could be accommodated at the study intersections. According to the Blue Valley traffic impact study (completed in 2005), the development would comprise over 400,000 ft^2 of leasable space (mostly retail) and generate approximately 500 trips during the morning peak hour and 1,300 trips during the afternoon peak hour. As a product of that study, the following lane configuration was recommended for the intersection of Chesterfield Airport Road and Olive Street Road:

- Eastbound Approach: One Left-Turn Lane, Two Thru Lanes, One Right-Turn Lane ;
- Westbound Approach: Two Left-Turn Lanes, Two Thru Lanes, One Right-Turn Lane ;
- Northbound Approach: One Left-Turn Lane, One Shared Left-Turn/Thru Lane, One Right-Turn Lane ;
- Southbound Approach: One Shared Left-Turn/Thru Lane, One Right-Turn Lane.

Furthermore, signal modifications would be necessary in order to split-phase the northbound and southbound approaches and allow protected-only phasing for the dual westbound left-turn lanes. Ultimately, Olive Street Road would be realigned in the future to provide a better approach to Chesterfield Airport Road. This improvement has been planned by SLCDHT for many years and will be funded through the existing Transportation Development District (TDD) for Chesterfield Valley. The Blue Valley study did not recommend improvements at the intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard.

The analyses of base operating conditions including Blue Valley site-generated traffic (as depicted in Exhibit 2) are summarized in Table 4. Note that these analyses assume the implementation of the improvements identified by the Blue Valley traffic impact study as well as the improvements identified in this study to rectify the base operating deficiencies (i.e., provision of two eastbound thru lanes on Chesterfield Airport Road at Olive Street Road, signalization at Chesterfield Airport Road and Spirit of St. Louis Boulevard). As can be seen, with the improvements in place, both study intersections would operate favorably during the peak hours.

Table 4
Base Operating Conditions – With Improvements
Including Blue Valley Lifestyle Center

Traffic Movement	*Weekday Morning Peak Hour*	*Weekday Afternoon Peak Hour*
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	B (16.4)	B (13.8)
Westbound Approach	B (19.4)	B (18.2)
Northbound Approach	C (34.4)	D (36.2)
Southbound Approach	D (46.7)	D (38.4)
Overall Intersection	C (22.9)	C (22.3)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (6.2)	B (15.1)
Westbound Approach	B (17.7)	B (16.6)
Northbound Approach	C (27.0)	D (35.7)
Southbound Approach	C (30.6)	C (28.3)
Overall Intersection	B (13.9)	C (20.5)

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

Forecasted Traffic Conditions

It is our understanding that the exact square footages which ultimately develop on the subject site are unknown at this time. However, Duke Realty is currently pursuing both office and retail users. In an effort to be conservative, it was assumed that proposed redevelopment would consist of 266,000 square feet of office space, 77,000 square feet of retail space and up to six commercial outparcels as a worst-case scenario. For purposes of this study, the outparcels were assumed to develop as two high-turnover sit-down restaurants, one fast food restaurant with a drive-thru, one bank with a drive-thru and two retail centers. Only one of the high-turnover sit-down restaurants would be open during the morning peak hour.

As a primary step in this analysis, the number of trips that would be generated by the proposed development was estimated using data 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. Based upon the recommended procedure for estimating trip

generation outlined in the "Trip Generation Handbook, A Recommended Practice", published by the ITE (March 2001), the average trip rate was utilized for the following:

- Land Use Code 710, *General Office Building*, was used to determine the anticipated trip generation of the proposed office buildings comprising 266,000 ft^2 ;
- Land Use Code 820, *Shopping Center*, was used to determine the anticipated trip generation of the proposed 77,000 ft^2 retail center as well as the development on two outparcels (totaling 20,000 ft^2) ;
- Land Use Code 912, *Drive-In Bank*, was used to determine the anticipated trip generation of one outparcel, which was assumed to develop as a banking facility with 3 drive-thru bays ;
- Land Use Code 932, *High-Turnover (Sit-Down) Restaurant*, was used to determine the anticipated trip generation of two outparcels, which were assumed to develop with sit-down restaurants (totaling 14,000 ft^2) ; and
- Land Use Code 933, *Fast Food Restaurant w/ Drive-Thru*, was used to determine the anticipated trip generation of one outparcel, which was assumed to develop with a fast food restaurant comprising 4,000 ft^2.

The resulting trip generation estimate for the proposed development is summarized in Table 5. It is important to note that the ITE estimates assume that each of the proposed uses within the development would be freestanding. Instead, these uses (office, retail, restaurant, etc.) would share access and parking. Published studies show that patrons of multi-use developments often visit more than one use within the development during a single visit. As a result, a 10% "common trip" reduction was applied to the trip estimates for the retail center and outparcels to account for patrons that would visit multiple uses as well as office workers that would patronize the retail center and outparcels (i.e., trips that would be captured internally and not impact the external road system). Note that a "common trip" reduction was not applied directly to the trip generation estimate for the office component.

The estimates were further adjusted to account for the fact that not all of the trips generated by the retail, bank and restaurant uses would be *new* to the adjacent road system, but instead are trips already passing the site on Chesterfield Airport Road or are trips diverted to the site from a nearby generator, such as the CVAC. Studies show that a portion of the traffic generated by convenience-oriented land uses would already be present on the road system and would be attracted to the development on their way to or from another destination. These trips are categorized as pass-by trips, which are already passing the site, or as diverted trips, which are diverted to the site from their normal route. Note that pass-by trips do not represent an increase in traffic along the adjacent roadways, but do create turning movements into and out of the development.

Table 5 Trip Generation Estimate Proposed Spirit of St. Louis Corporate Center							
Use	*Estimated Size*	*Weekday Morning Peak Hour*			*Weekday Afternoon Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*
Office	266,000 ft^2	360	50	410	65	310	375
General Retail Center	77,000 ft^2	50	30	80	140	150	290
Retail Outparcel (2 at 10,000 SF each)	20,000 ft^2	10	10	20	35	40	75
Sit-Down Restaurant (2 at 7,000 SF each)	14,000 ft^2	40	40	80	95	60	155
Fast Food Restaurant w/Drive Thru	4,000 ft^2	105	105	210	75	65	140
Drive-In Bank	3 bays	35	25	60	75	80	155
Subtotal		600	260	860	485	705	1,190
Common Trip Reduction		(25)	(20)	(45)	(40)	(40)	(80)
Total Trips		575	240	815	445	665	1,110
New Trips		*485*	*150*	*635*	*290*	*510*	*800*
Pass-by Trips[1]		*90*	*90*	*180*	*115*	*115*	*230*
Diverted Trips[2]		*0*	*0*	*0*	*40*	*40*	*80*

[1]Accounts for pass-by traffic along Chesterfield Airport Road
[2]Accounts for diverted trips from the Chesterfield Valley Athletic Center

The actual percentage of pass-by and diverted traffic depends upon the nature of the use, the volume on the adjacent street and the time of day. Therefore, statistical information provided in the "Trip Generation Handbook, A Recommended Practice", was utilized to estimate pass-by/diverted trip rates for this development. For those uses that published data was not available, engineering judgment and past experience with similar developments was applied to select an appropriate rate. The resulting pass-by/diverted rates for each use are summarized in Table 6. As can be seen, it was estimated that between 40% and 50% of the traffic generated by the retail, bank and restaurant uses during the peak hours would be pass-by/diverted in nature.

As can be seen from Table 6, the proposed development could generate as much as 815 and 1,110 trips during the weekday morning and afternoon peak hours, respectively. However, a portion of these trips would be pass-by and diverted in nature, so only 635 and 800 "new" trips would be generated during these respective peak hours.

Table 6 ITE Land Use Codes & Pass-By/Diverted Trip Percentages Proposed Spirit of St. Louis Corporate Center		
Land Use	*ITE Land Use Code*	*Pass-By/Diverted Trip Percentage*
Office	710	0%
General Retail Center	820	40%
Retail Outparcel	820	40%
Sit-Down Restaurant	932	40%
Fast Food Restaurant w/ Drive Thru	933	50%
Drive-In Bank	912	45%

Next, the site-generated trips were assigned into and out of the site based upon the expected directional distribution of patrons visiting the development. Based upon our experiences with commercial developments of this nature as well as other developments within the Chesterfield Valley area, it is anticipated that travel patterns to/from the proposed office uses would be dissimilar to those to/from the retail uses and outparcels. In particular, the office uses would draw heavily from Interstate 64 (Highway 40), whereas the market area for the retail uses and outparcels would be predominantly local. Therefore, separate traffic distributions were assumed as indicated by Table 7.

Table 7 Directional Distribution Percentages Proposed Spirit of St. Louis Corporate Center		
Origin/Destination	*Office Distribution Percentage*	*Retail & Outparcel Distribution Percentage*
To/from East on Interstate 64 (Highway 40)	52%	15%
To/From West on Interstate 64 (Highway 40)	24%	22%
To/From East on Chesterfield Airport Road	14%	38%
To/From West on Olive Street Road	10%	20%
To/From South on Spirit of St. Louis Boulevard	0%	5%

Based on these trip generation and directional distribution estimates, it is anticipated that the site-generated traffic would be assigned to the adjoining road system as shown in Exhibit 5. As can be seen, the proposed development would add an appreciable amount of traffic to Chesterfield Airport Road and Spirit of St. Louis Boulevard adjacent to the site.

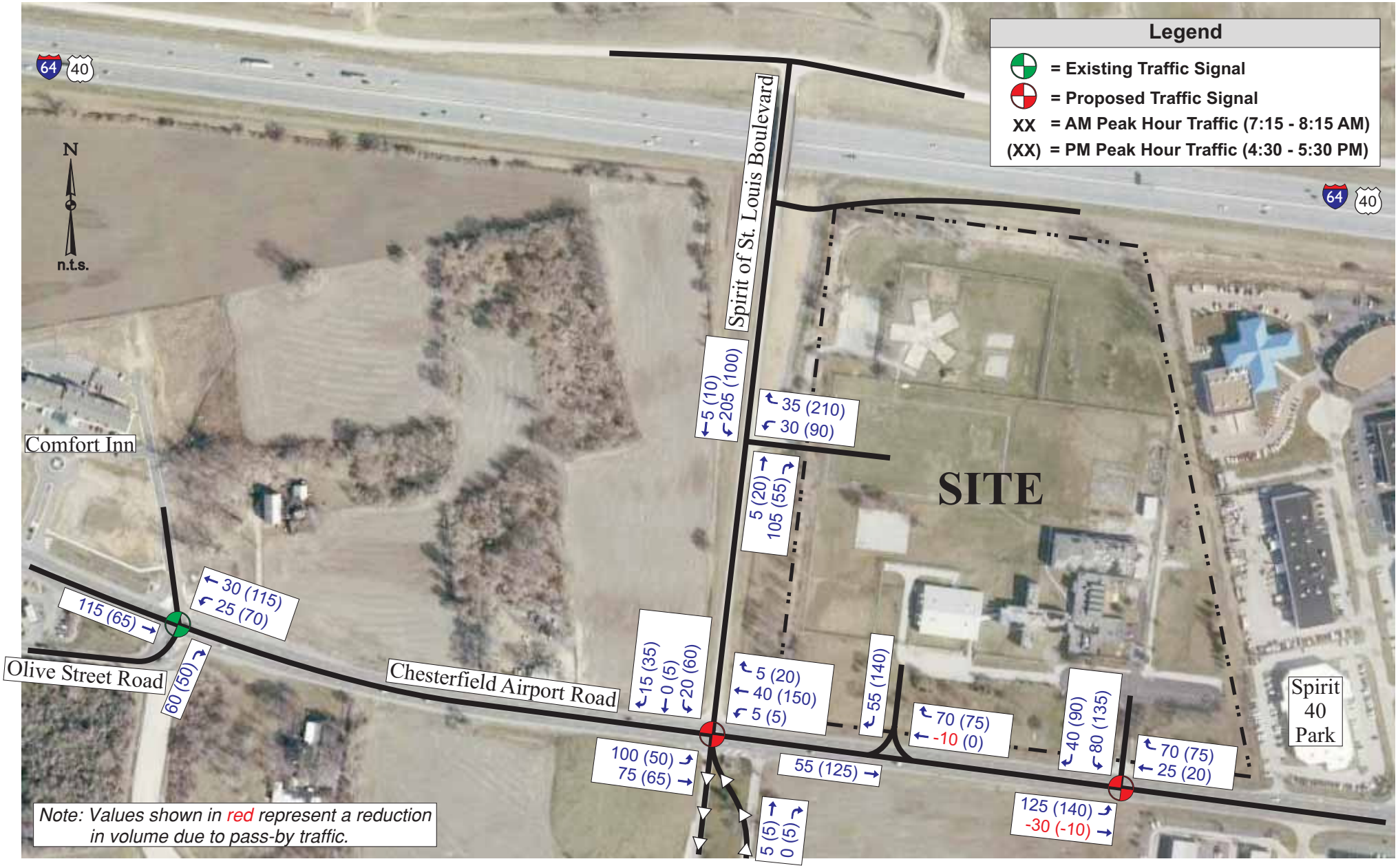

Exhibit 5: Site-Generated Traffic Volumes

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For access to/from the site, it was assumed that the majority of office traffic would utilize the proposed access drive onto Spirit of St. Louis Boulevard, owing to its proximate access to Interstate 64 (Highway 40) as well as the locations of the office buildings at the north end of the site. Conversely, the retail trips would predominantly gravitate to/from the access drives onto Chesterfield Airport Road, due to the locations and high visibility of the retail center and outparcels at the south end of the site.

Recommended Improvements

The traffic generated by the proposed development (Exhibit 5) was aggregated with base traffic volumes both without and with Blue Valley site-generated traffic volumes (Exhibits 2 and 3), resulting in the forecasted traffic volumes (without and with Blue Valley site-generated traffic) depicted in Exhibit 6 and Exhibit 7. Based upon analyses of the forecasted traffic, improvements were recommended to mitigate the impact of the proposed Spirit of St. Louis Corporate Center development. As an initial step in this process, it was necessary to determine if traffic control modifications (signalization) would be warranted at the intersection of Chesterfield Airport Road with the proposed east access drive so that it could be evaluated accordingly.

Signal Warrants Analyses

Therefore, traffic signal warrant analyses were conducted by comparing the forecasted traffic volumes to the standard warrants for signalization published by the United States Department of Transportation in the Manual on Uniform Traffic Control Devices (MUTCD) (2003). Part Four of this manual, Highway Traffic Signals, provides eight different warrants for signalization that are based upon hourly traffic volumes, traffic operation, pedestrian volumes or accident experience. This manual further states that a traffic signal should not be installed unless one or more warrants are satisfied, an engineering study indicates that the installation will improve the overall safety and/or operation of the intersection, and that it will not seriously disrupt progressive traffic flow.

Warrant 1, Eight-Hour Vehicular Volume, is generally the most applicable. Warrant 1 has two conditions, “A” and “B”. Condition “A” (Minimum Vehicular Volume) is intended for application where a large volume of intersecting traffic is the principal reason to consider a signal. Condition “B” (Interruption of Continuous Traffic) is intended for application where traffic volumes on a major street are so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Warrant 1A requires hourly approach volumes of at least 600 vph on the major street for any eight hours of a typical day. During this same period, the volume of traffic entering from the minor street must exceed 150 vph where one approach lane is provided. Warrant 1B requires approach volumes of at least 900 vph on the major street with a minimum of 75 vph exiting from a minor street (single lane approach).

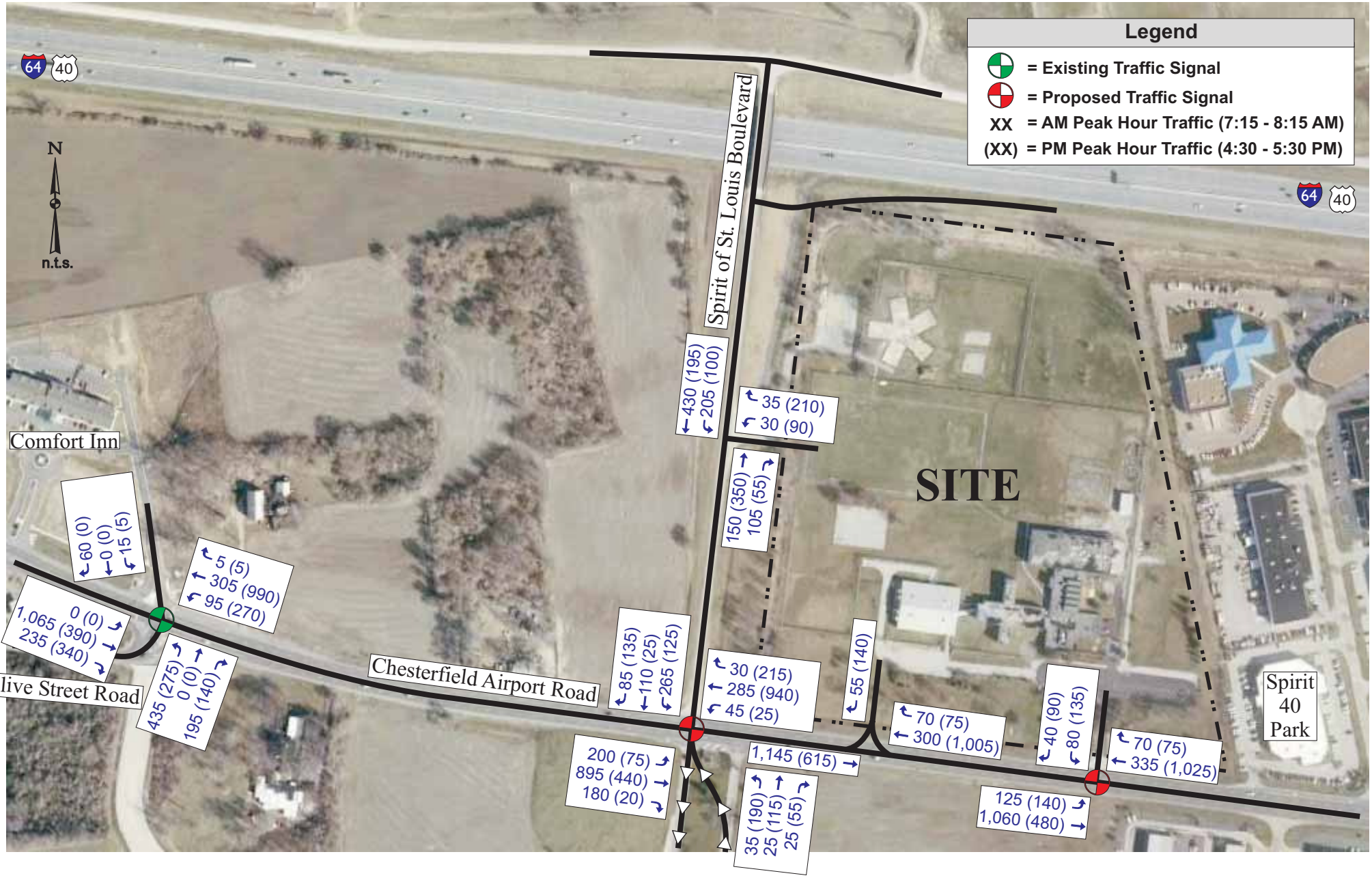

Exhibit 6: Forecasted 2010 Traffic Volumes

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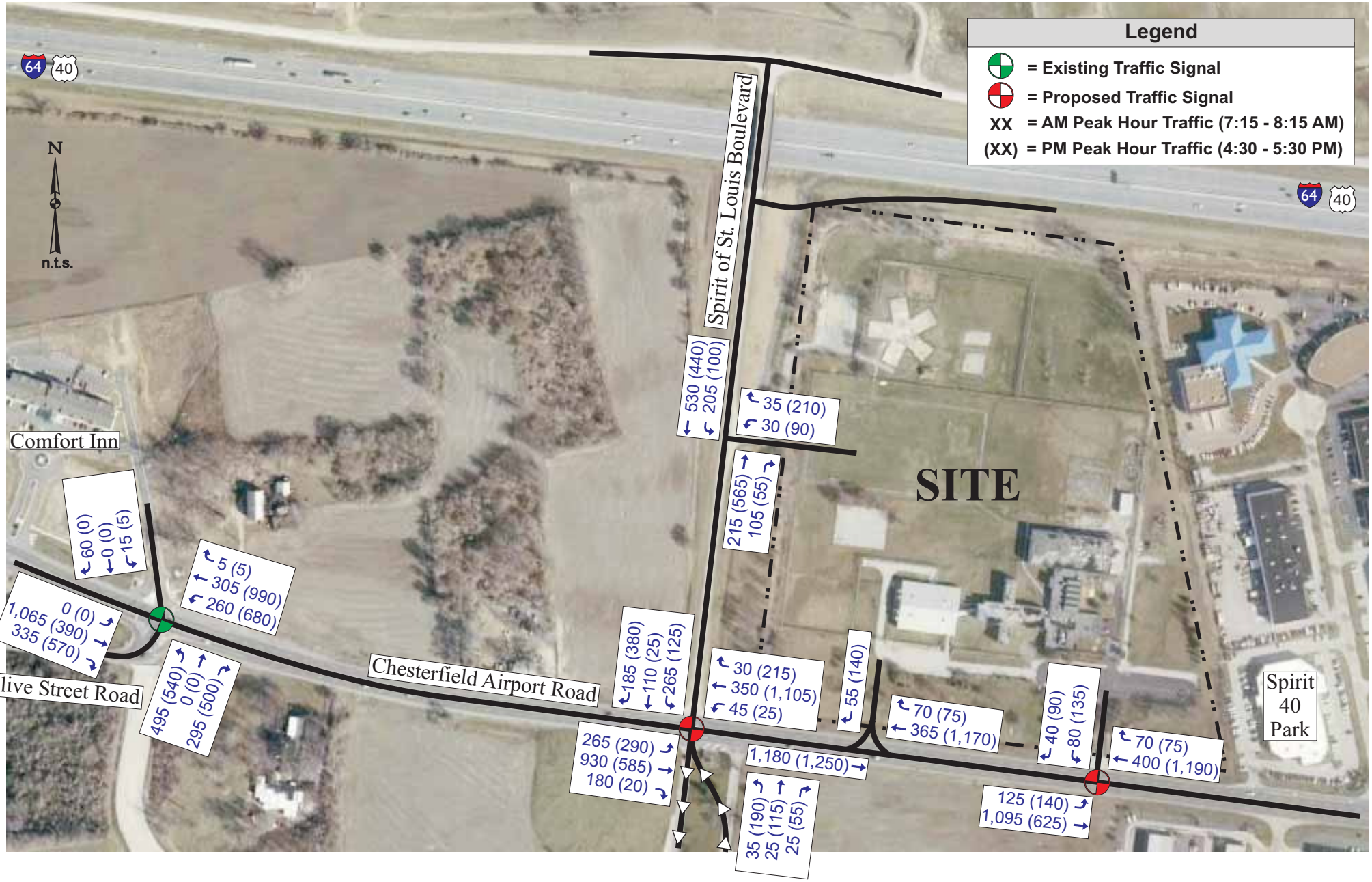

Exhibit 7: Forecasted 2010 Traffic Volumes Including Blue Valley Site-Generated Traffic Volumes

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For the purposes of applying these warrants, right-turn movements are commonly discounted if they are provided with a separate lane since those motorists typically do not require a traffic signal to complete their maneuvers safely. At this location, separate left- and right-turn lanes would be recommended for exiting vehicles, so right-turning vehicles were not included in the minor street volumes.

In the absence of mechanical traffic counts, which document hourly fluctuations in traffic over long periods, estimates for the 8th highest hourly volume of the day are commonly calculated using 55% of the peak hour traffic. Based upon that rule of thumb, the total approach volume on Chesterfield Airport Road would satisfy the requirements of both Warrant 1A and Warrant 1B. Conversely, the southbound left-turn movement would *not* satisfy the requirements of Warrant 1A (volumes greater than 150 vph). Alternatively, the southbound left-turn movement would satisfy the requirements of Warrant 1B (volumes greater than 75 vph) for the eight-highest hour. Hence, the intersection of Chesterfield Airport Road with the proposed east access drive would satisfy the requirements for signalization specified by Warrant 1B. Therefore, the installation of a traffic signal is recommended at that location.

The proposed signal should be actuated and coordinated along Chesterfield Airport Road with the proposed signal at Spirit of St. Louis Boulevard and the existing signal at Olive Street Road to the west. In addition, protected-plus-permissive phasing is recommended for the eastbound left-turn movement into the site.

Auxiliary Turn Lanes Analyses

The need to perform left-turn lane warrants analyses at the proposed site access drives is nullified by the presence of a center left-turn lane on Chesterfield Airport Road and a planned center left-turn lane on Spirit of St. Louis Boulevard. Conversely, the need for right-turn lanes on Chesterfield Airport Road and Spirit of St. Louis Boulevard at the proposed site access drives was evaluated using the City of Chesterfield's Access Management Guidelines. These guidelines defer to A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials (AASHTO), often referred to as the "Green Book".

Based on the "Green Book", the need for auxiliary right-turn lanes is considered under the criteria for turn lanes in general, which stipulate that a turn lane should be considered when the turning volume exceeds 100 vph. Considering the forecasted volumes for the northbound right-turn movement on Spirit of St. Louis Boulevard into the site, an auxiliary right-turn lane is recommended at the proposed access drive. Alternatively, the right-turn volumes on Chesterfield Airport Road at the proposed east access drive and west access right-in right-out would not satisfy that criterion.

However, the "Green Book" suggests that the installation of turn lanes may also be considered on the basis of judged need or local practice. Considering that provision coupled with the heavy combination of thru (greater than 1,000 vph during the afternoon peak hour) and right-turning vehicles, westbound right-turn lanes are recommended on Chesterfield Airport Road at both of the proposed access drives to the site. These lanes would separate thru and right-turning traffic, thereby improving the safety of those intersections. The right-turn lanes at each site drive should be

constructed with a minimum 150 feet of vehicle deceleration distance in addition to the required taper length.

Proposed Access Drive Locations/Configurations

The City of Chesterfield's Access Management Guidelines were also consulted to determine if the proposed site access drives would be located appropriately in relation to adjacent and opposite drives. In particular, these guidelines were applied to the proposed east access drive on Chesterfield Airport Road due to its close proximity to drives serving the Spirit 40 Park (immediately east of the site on the north side of Chesterfield Airport Road) and Crown Industrial Park (opposite the site on the south side of Chesterfield Airport Road). No driveway conflicts were identified with respect to the other proposed site drives (the right-in right-out on Chesterfield Airport Road or the access drive onto Spirit of St. Louis Boulevard).

Based upon the City's guidelines, it is apparent that the proposed location of the east access drive on Chesterfield Airport Road would not satisfy the minimum spacing for adjacent driveways. Specifically, the east access drive would be located approximately 180 feet from the western-most access drive for Spirit 40 Park, and the minimum spacing between drives along a minor arterial is 230 feet. Furthermore, the available spacing (as proposed) would be insufficient to accommodate a westbound right-turn lane without encroaching upon the Spirit 40 Park drive. In order to achieve the needed spacing, it is recommended that the western-most drive for Spirit 40 Park be closed and that cross access between the proposed development and Spirit 40 Park be pursued. Spirit 40 Park has two other full access drives further to the east that serve the site and the closure of the western drive should have a negligible impact upon their operations assuming the suggested cross access to Spirit of St. Louis Corporate Center is also provided.

To serve traffic exiting the site, two outbound lanes (one left-turn and one right-turn) would be appropriate on each of the proposed full access drives. The proposed right-in right-out drive onto Chesterfield Airport Road would require one outbound lane to serve right-turns, because the left-turn movement is restricted. Likewise, entering traffic would be served effectively with one ingress lane.

The base operational analyses revealed that the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard would need to be signalized in order to effectively serve anticipated traffic volumes once access to Interstate 64 (Highway 40) is established via Spirit Boulevard. Nonetheless, the addition of site-generated traffic volumes would further aggravate conditions at that location, if it were to remain unsignalized. Therefore, in order to safely and efficiently support forecasted traffic volumes, it is recommended that the intersection be improved as previously recommended by the base conditions analyses.

Forecasted Operating Conditions

The forecasted traffic volumes presented in Exhibit 6 were reanalyzed using the same methodology applied to base volumes. This analysis was completed assuming the implementation of the aforementioned improvements. Table 6 summarizes the forecasted levels of service and average delay at each study intersection for the weekday morning and afternoon peak hours.

Table 6 Forecasted Operating Conditions Proposed Spirit of St. Louis Corporate Center Chesterfield, Missouri		
Traffic Movement	*Weekday AM Peak Hour*	*Weekday PM Peak Hour*
Spirit of St. Louis Boulevard at Proposed Full Access Drive (unsignalized)		
Westbound Approach	B (14.1)	B (13.4)
Southbound Left-Turn	A (8.4)	A (8.6)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (5.3)	A (5.2)
Westbound Approach	B (14.8)	A (7.0)
Northbound Approach	C (26.9)	C (28.2)
Southbound Approach	C (26.3)	B (18.1)
Overall Intersection	B (12.1)	B (11.2)
Chesterfield Airport Road at Proposed Right-In Right-Out (unsignalized)		
Southbound Right-Turn	A (9.5)	B (12.5)
Chesterfield Airport Road at Proposed East Access Drive (signalized)		
Eastbound Approach	A (0.8)	A (1.9)
Westbound Approach	A (5.1)	B (9.7)
Southbound Approach	C (32.5)	C (26.2)
Overall Intersection	A (4.0)	A (9.1)
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	D (34.7)	B (12.6)
Westbound Approach	A (8.4)	A (4.8)
Northbound Approach	D (48.6)	C (30.3)
Southbound Approach	A (9.0)	B (17.8)
Overall Intersection	C (33.1)	B (11.6)

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

As can be seen, the additional traffic due to the proposed development could be readily accommodated at the study intersections, provided the recommended improvements are implemented. The turning movements in and out of the proposed site access drives would operate at favorable levels of service during the peak hours. The installation of a traffic signal at the proposed east access drive would facilitate safe and efficient access to the site, without adversely impacting traffic on Chesterfield Airport Road (the eastbound and westbound approaches would operate at LOS A during both peak hours).

There were also concerns that queues for the southbound left-turn movement on Spirit of St. Louis Boulevard at the proposed full access drive could extend into the vicinity of the proposed Interstate 64 (Highway 40) eastbound ramp. The analyses indicate that the forecasted queues for that movement would be nominal (95th percentile queue would be less than 1 vehicle length).

The proposed signalized intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard would operate favorably overall at LOS B during the peak hours. In fact, all intersection approaches would operate at LOS C or better during each peak hour. Likewise, the improved intersection of Chesterfield Airport Road with Olive Street Road would operate acceptably. All approaches to that intersection would operate at LOS D or better during each peak hour.

Blue Valley Lifestyle Center

Next the forecasted traffic volumes including the Blue Valley site-generated traffic volumes (presented in Exhibit 7) were reanalyzed using the same methodology applied to the base volumes. Table 7 summarizes forecasted operating conditions at each study intersection.

Table 7
Forecasted Operating Conditions – Including Blue Valley Lifestyle Center
Proposed Spirit of St. Louis Corporate Center
Chesterfield, Missouri

Traffic Movement	*Weekday AM Peak Hour*	*Weekday PM Peak Hour*
Spirit of St. Louis Boulevard at Proposed Full Access Drive (unsignalized)		
Westbound Approach	C (15.6)	C (21.3)
Southbound Left-Turn	A (8.6)	A (9.8)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (9.9)	B (18.1)
Westbound Approach	B (15.8)	B (11.9)
Northbound Approach	C (27.5)	D (37.7)
Southbound Approach	C (25.5)	C (27.0)
Overall Intersection	B (15.1)	B (19.2)
Chesterfield Airport Road at Proposed Right-In Right-Out (unsignalized)		
Southbound Right-Turn	A (9.8)	B (13.1)
Chesterfield Airport Road at Proposed East Access Drive (signalized)		
Eastbound Approach	A (2.3)	A (3.6)
Westbound Approach	A (6.1)	B (12.8)
Southbound Approach	C (34.8)	C (30.5)
Overall Intersection	A (5.4)	B (11.4)
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	B (14.7)	B (19.4)
Westbound Approach	B (19.5)	A (8.8)
Northbound Approach	C (34.9)	C (29.6)
Southbound Approach	D (47.7)	D (38.6)
Overall Intersection	C (22.1)	B (17.5)

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

As can be seen, the introduction of Blue Valley traffic to the study area would have an overall nominal impact on operating conditions. In fact, the resulting increases in delay would be minor such that the overall levels of service at each intersection would remain unchanged during both peak hours. It can be concluded that conditions in the study area would remain favorable, despite the addition of Blue Valley traffic.

Conclusion

The purpose of this study was to determine the amount of trips that would be generated by the proposed development, evaluate the impact of the additional trips upon the adjoining road system and identify the need for roadway and/or traffic control improvements to mitigate those impacts, if necessary.

The focus of the analysis was the morning and afternoon peak hours of a typical weekday since these times represent the critical periods with regards to traffic operations for both the proposed uses and the existing traffic on the adjacent roadway system. Specifically, the study focused on the operating conditions at the intersections of Chesterfield Airport Road with Spirit of St. Louis Boulevard and Olive Street Road as well as the proposed site driveway intersections with Chesterfield Airport Road and Spirit of St. Louis Boulevard.

As you are aware, there are plans to provide access between Spirit of St. Louis Boulevard and Interstate 64 (Highway 40) to/from the east in order to complement the existing ramps to/from the west at Chesterfield Airport Road. Once the freeway ramps at Spirit of St. Louis Boulevard are completed, a significant amount of the existing traffic in the west end of Chesterfield Valley is expected to divert to Spirit of St. Louis Boulevard for access Interstate 64 (Highway 40) to/from the east. Consequently, the traffic volumes observed at Chesterfield Airport Road and Spirit of St. Louis Boulevard were revised to reflect heavier volumes turning to/from the north leg of that intersection in the future.

For purposes of this analysis, the proposed Spirit of St. Louis Corporate Center development would consist of 266,000 square feet of office space, 77,000 square feet of retail space and up to six commercial outparcels as a worst-case scenario. The outparcels were assumed to develop as two high-turnover sit-down restaurants, one fast food restaurant with a drive-thru, one bank with a drive-thru and two retail centers.

Access to the site is proposed via two driveways onto Chesterfield Airport Road and one driveway onto Spirit of St. Louis Boulevard. At this time, the drive onto Chesterfield Airport Road nearest to Spirit of St. Louis Boulevard would allow right-in right-out access only, whereas the other drives would permit full access.

It is anticipated that the proposed development would generate approximately 815 trips during the weekday morning peak hour and 1,110 trips during the weekday afternoon peak hour. In an effort to mitigate base conditions deficiencies, due to planned access to Interstate 64 (Highway 40) via Spirit of St. Louis Boulevard, as well as the impact of site-generated traffic, the following roadway and traffic control improvements are recommended:

- Install a traffic signal at the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard. Each approach to the intersection should be constructed with dedicated left-turn, thru and right-turn lanes with the exception of the eastbound approach which does not require a dedicated right-turn lane.

- Install a traffic signal at the intersection of Chesterfield Airport Road with the site's proposed east access drive. This signal should be coordinated with the proposed signal at Spirit of St. Louis Boulevard and the existing signal at Olive Street Road to the west.

- Modify the south leg of the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard so that the northbound approach is shifted to the west (adjacent to the southbound lanes) to align opposite the north leg of the intersection.

- Implement auxiliary right-turn lanes at the intersections of Chesterfield Airport Road with the proposed east access drive and the proposed right-in right-out as well as along Spirit of St. Louis Boulevard at the proposed full access drive. Auxiliary left-turn lanes are already provided due to the provision of a center left-turn lane on Chesterfield Airport Road and a planned center left-turn lane on Spirit of St. Louis Boulevard.

- In order to achieve the preferred driveway spacing along Chesterfield Airport Road, it is recommended that the western-most drive for Spirit 40 Park be closed and that cross access between Spirit of St. Louis Corporate Center and Spirit 40 Park be pursued. Spirit 40 Park has two other full access drives that serve the site and the closure of the western drive should have a negligible impact upon their operations assuming the suggested cross access to the proposed drive within Spirit of St. Louis Corporate Center is also provided.

- Construct the proposed full access site drives to provide for three lanes of traffic: one inbound lane and two outbound lanes (one left-turn lane and one right-turn lane). The proposed right-in right-out drive on Chesterfield Airport Road requires one ingress lane and one egress lane.

Overall, it appears that traffic generated by the proposed development could be readily accommodated provided the aforementioned improvements are implemented. We trust that you will find this report useful in evaluating the impact of the proposed Spirit of St. Louis Corporate Center development. Please contact Mr. Chris Beard or myself should you have any questions or comments concerning this report.

Sincerely,

Julie Nolfo

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

PRELIMINARY DEVELOPMENT PLAN

A TRACT OF LAND BEING PART OF LOT 5 OF THE SUBDIVISION OF R.H. STEVENS FARM
AS RECORDED IN PLAT BOOK 7, PAGE 37
LOCATED IN U.S. SURVEY 102, TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

LEGEND

- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED SANITARY SEWER — 8" SS —
- PROPOSED STORM SEWER
- EXISTING TREE
- EXISTING BUILDING
- EXISTING CONTOUR — 650 —
- SPOT ELEVATION — × 650
- EXISTING UTILITIES — G — W — T — E —
- FOUND 1/2" IRON PIPE
- SET IRON PIPE
- FOUND CROSS
- FOUND STONE
- FIRE HYDRANT
- LIGHT STANDARD
- BUSH
- SIGN
- NOTES PARKING SPACES
- GUY WIRE
- POWER POLE
- WATER VALVE
- DENOTES RECORD INFORMATION ( )
- HANDICAPPED PARKING

ABBREVIATIONS

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

_____ at the request of Duke Realty has provided geotechnical services for the project proposed hereon. A geotechnical investigation was conducted during _____, 2007 for the development proposed hereon. Our findings indicate that the earth-related aspects are suitable for the development proposed pursuant to the geotechnical recommendations set forth in our _____report titled _____

_____

Date

ST. LOUIS COUNTY BENCHMARK

11-59: ELEV.=461.50 (U.S.G.S. – NGVD 1929 DATUM)
"U" ON BACK OF ROLLED CURB; 107' SOUTH OF THE CENTERLINE OF CHESTERFIELD AIRPORT ROAD AND 13' WEST OF THE CENTERLINE OF GODDARD AVENUE.

CALL 2 WORK DAYS BEFORE YOU DIG
MISSOURI ONE CALL SYSTEM, INC.
1-800-344-7483

McDOT LOCATE (314) 340-4100

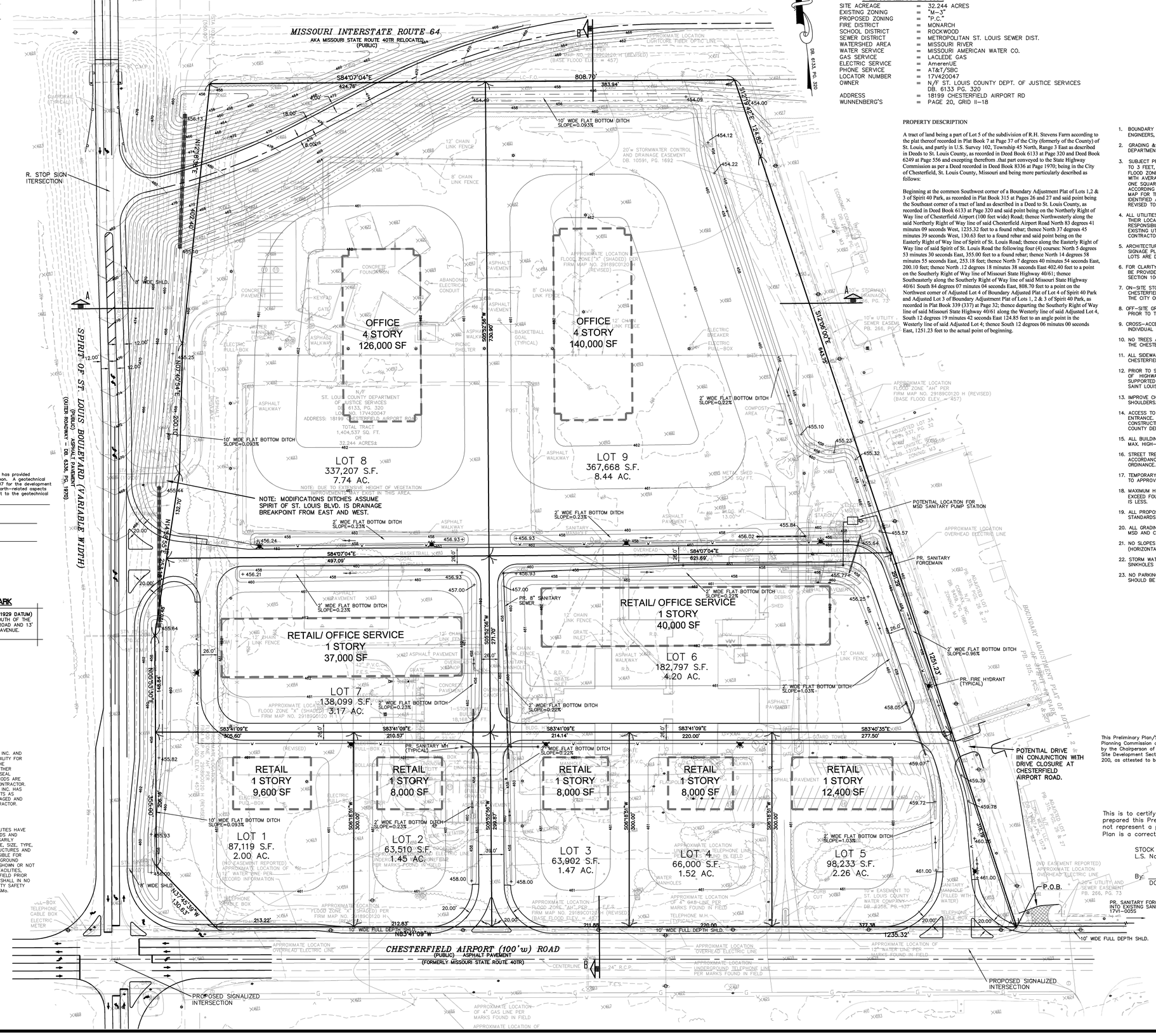
STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. AND THE UNDERSIGNED ENGINEER HAVE NO RESPONSIBILITY FOR SERVICES PROVIDED BY OTHERS TO IMPLEMENT THE IMPROVEMENTS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHERE THE UNDERSIGNED ENGINEER'S SEAL APPEARS. THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE OWNER AND CONTRACTOR. STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. HAS NO RESPONSIBILITY TO VERIFY FINAL IMPROVEMENTS AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY ENGAGED AND AUTHORIZED TO DO SO BY THE OWNER OR CONTRACTOR.

UTILITY NOTE

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLESURVEYS, RECORDS AND INFORMATION, AND , THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITES,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/UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANWITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

PROPERTY OWNER:

Duke
520 Maryville Centre Drive
Suite 200
St. Louis, MO 63141
Phone: (314) 514-6700
Fax: (314) 514-6993



GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

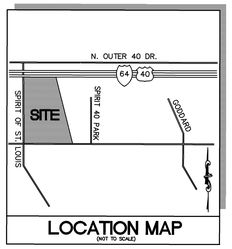
PERTINENT DATA

SITE ACREAGE	=	32.244 ACRES
EXISTING ZONING	=	"M-3"
PROPOSED ZONING	=	"P.C."
FIRE DISTRICT	=	MONARCH
SCHOOL DISTRICT	=	ROCKWOOD
SEWER DISTRICT	=	METROPOLITAN ST. LOUIS SEWER DIST.
WATERSHED AREA	=	MISSOURI RIVER
WATER SERVICE	=	MISSOURI AMERICAN WATER CO.
GAS SERVICE	=	LACLEDE GAS
ELECTRIC SERVICE	=	AmerenUE
PHONE SERVICE	=	AT&T/SBC
LOCATOR NUMBER	=	17V420047
OWNER	=	N/F ST. LOUIS COUNTY DEPT. OF JUSTICE SERVICES DB. 6133 PG. 320
ADDRESS	=	18199 CHESTERFIELD AIRPORT RD
WUNNENBERG'S	=	PAGE 20, GRID II-18

PROPERTY DESCRIPTION

A tract of land being a part of Lot 5 of the subdivision of R.H. Stevens Farm according to the plat thereof recorded in Plat Book 7 at Page 37 of the City (formerly of the County) of St. Louis, and partly in U.S. Survey 102, Township 45 North, Range 3 East as described in Deeds to St. Louis County, as recorded in Deed Book 6133 at Page 320 and Deed Book 6249 at Page 556 and excepting therefrom .that part conveyed to the State Highway Commission as per a Deed recorded in Deed Book 8336 at Page 1970; being in the City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the common Southwest corner of a Boundary Adjustment Plat of Lots 1,2 & 3 of Spirit 40 Park, as recorded in Plat Book 315 at Pages 26 and 27 and said point being the Southeast corner of a tract of land as described in a Deed to St. Louis County, as recorded in Deed Book 6133 at Page 320 and said point being on the Northerly Right of Way line of Chesterfield Airport (100 feet wide) Road; thence Northwesterly along the said Northerly Right of Way line of said Chesterfield Airport Road North 83 degrees 41 minutes 09 seconds West, 1235.32 feet to a found rebar; thence North 37 degrees 45 minutes 39 seconds West, 130.63 feet to a found rebar and said point being on the Easterly Right of Way line of Spirit of St. Louis Road; thence along the Easterly Right of Way line of said Spirit of St. Louis Road the following four (4) courses: North 5 degrees 53 minutes 30 seconds East, 355.00 feet to a found rebar; thence North 14 degrees 58 minutes 55 seconds East, 253.18 feet; thence North 7 degrees 40 minutes 54 seconds East, 200.10 feet; thence North .12 degrees 18 minutes 38 seconds East 402.40 feet to a point on the Southerly Right of Way line of Missouri State Highway 40/61; thence Southeasterly along the Southerly Right of Way line of said Missouri State Highway 40/61 South 84 degrees 07 minutes 04 seconds East, 808.70 feet to a point on the Northwest corner of Adjusted Lot 4 of Boundary Adjusted Plat of Lot 4 of Spirit 40 Park and Adjusted Lot 3 of Boundary Adjustment Plat of Lots 1, 2 & 3 of Spirit 40 Park, as recorded in Plat Book 339 (337) at Page 32; thence departing the Southerly Right of Way line of said Missouri State Highway 40/61 along the Westerly line of said Adjusted Lot 4, South 12 degrees 19 minutes 42 seconds East 124.85 feet to an angle point in the Westerly line of said Adjusted Lot 4; thence South 12 degrees 06 minutes 00 seconds East, 1251.23 feet to the actual point of beginning.



LOCATION MAP
(NOT TO SCALE)

GENERAL NOTES:

1. BOUNDARY AND TOPOGRAPHICAL SURVEY BY STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.(BASIS OF BEARINGS: MISSOURI STATE PLANE, GRID NORTH)
2. GRADING & STORM WATER PER THE CITY OF CHESTERFIELD, THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC AND MSD.
3. SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "AH" (AREAS WITH FLOOD DEPTHS OF 1 TO 3 FEET, USUALLY AREAS OF PONDING; BASE FLOOD ELEVATIONS 457 FEET) AND FLOOD ZONE "X" SHADED (AREAS OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN ONE SQUARE MILE AND AREAS PROTECTED BY LEVEES FROM 100-YEAR FLOOD) ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP FOR THE ST. LOUIS COUNTY, MISSOURI AND INCORPORATED AREAS. THIS MAP IS IDENTIFIED AS MAP NO. 29189C0120 H WITH AN EFFECTIVE DATE OF AUGUST 2, 1995 REVISED TO REFLECT LOMR DATED APRIL 17, 2000.
4. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED. SHOULD ANY CONFLICTS BE EVIDENT, THE CONTRACTOR SHALL NOTIFY THE OFFICE OF THE ENGINEER IMMEDIATELY.
5. ARCHITECTURAL ELEVATIONS, SITE LANDSCAPING PLANS, SITE LIGHTING PLANS AND SITE SIGNAGE PLANS SHALL BE SUBMITTED TO THE CITY OF CHESTERFIELD AS INDIVIDUAL LOTS ARE DEVELOPED ON THEIR SITE DEVELOPMENT SECTION PLAN.
6. FOR CLARITY, STREET LIGHTS WERE NOT SHOWN ON THIS PLAN. STREET LIGHTS SHALL BE PROVIDED AS REQUIRED PER THE CITY OF CHESTERFIELD SUBDIVISION ORDINANCE SECTION 1005.320.
7. ON-SITE STORM WATER DRAINAGE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE PLAN AND AS DIRECTED BY THE CITY OF CHESTERFIELD.
8. OFF-SITE GRADING EASEMENTS, IF REQUIRED, SHALL BE EXECUTED AND RECORDED PRIOR TO THE COMMENCEMENT OF ANY OFF-SITE GRADING.
9. CROSS-ACCESS EASEMENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS ARE DEVELOPED.
10. NO TREES AND LANDSCAPING MAY BE LOCATED WITHIN THE HIGH-WATER LIMITS OF THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE DITCHES.
11. ALL SIDEWALKS WITHIN THE DEVELOPMENT WILL NOT BE MAINTAINED BY THE CITY OF CHESTERFIELD.
12. PRIOR TO SPECIAL USE PERMIT ISSUANCE BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LINE OF CREDIT, MUST BE ESTABLISHED WITH THE SAINT LOUIS COUNTY
13. IMPROVE CHESTERFIELD AIRPORT ROAD TO ONE-HALF OF A 30' PAVEMENT WITH 6'-10' SHOULDERS.
14. ACCESS TO THIS DEVELOPMENT FROM CHESTERFIELD AIRPORT ROAD SHALL BE VIA ONE ENTRANCE. THIS ENTRANCE IS TO PROVIDE REQUIRED SIGHT DISTANCE AND CONSTRUCTED TO SAINT LOUIS COUNTY STANDARDS AS DIRECTED BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
15. ALL BUILDINGS AND ROADWAYS SHALL BE ELEVATED A MINIMUM 1 FOOT ABOVE THE MAX. HIGH-WATER ELEVATION IN THE CHESTERFIELD MASTER MODEL.
16. STREET TREES SHALL BE PROVIDED ALONG BOTH SIDES OF ANY PUBLIC ROAD IN ACCORDANCE WITH SECTION 1004.340 OF THE CITY OF CHESTERFIELD SUBDIVISION ORDINANCE.
17. TEMPORARY OFF-SITE GRADING EASEMENTS SHALL BE EXECUTED AND RECORDED PRIOR TO APPROVAL OF ANY OFF-SITE GRADING
18. MAXIMUM HEIGHT OF ALL BUILDINGS, EXCLUSIVE OF ROOF SCREENING SHALL NOT EXCEED FOUR STORIES OR 75 FEET (AS MEASURED FROM EXISTING GRADE) WHICHEVER IS LESS.
19. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
20. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE ST. LOUIS COUNTY, MSD AND CITY OF CHESTERFIELD STANDARDS.
21. NO SLOPES WITHIN SAINT LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
22. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
23. NO PARKING WILL BE PERMITTED ON THE INTERIOR ROADS AND SIGNS INDICATING SAME SHOULD BE ERECTED WITHIN 30 DAYS OF THE PLACEMENT OF THE PAVEMENT.

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

_____

SURVEYOR'S CERTIFICATION

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

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

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

S.L.C. H&T –
M.S.D.-P NO. 15927-02
M.S.D. BASE MAP NO. 17V

Duke
REALTY CORPORATION
520 Maryville Centre Drive
Suite 200
St. Louis, MO 63141
Phone: (314) 514-6700
Fax: (314) 514-6993

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

Revisions:
1 - REVISED PER CITY, DRE AND OWNER COMMENTS

Scale:
Date: 12/28/06
Drawn By: E.J.F.
Checked By: G.M.S.

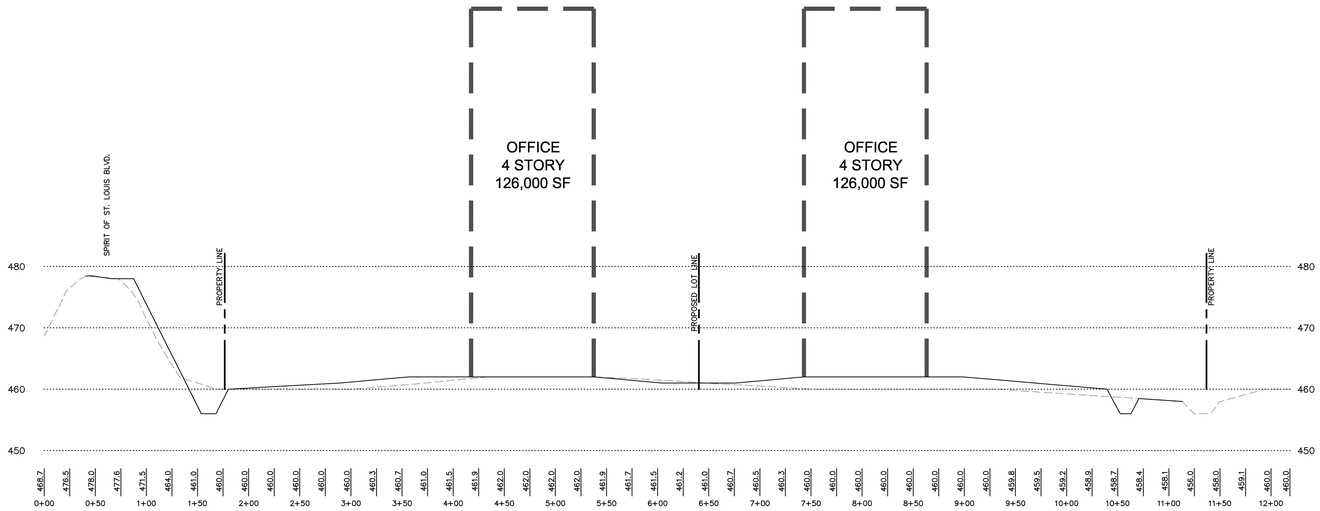
Spirit of St. Louis Corporate Center
18199 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI 63017
PRELIMINARY DEVELOPMENT PLAN

Certified By:
01/25/07
GEORGE M. STOCK E-25116

Drawing Number:
1 of 2 Sheets

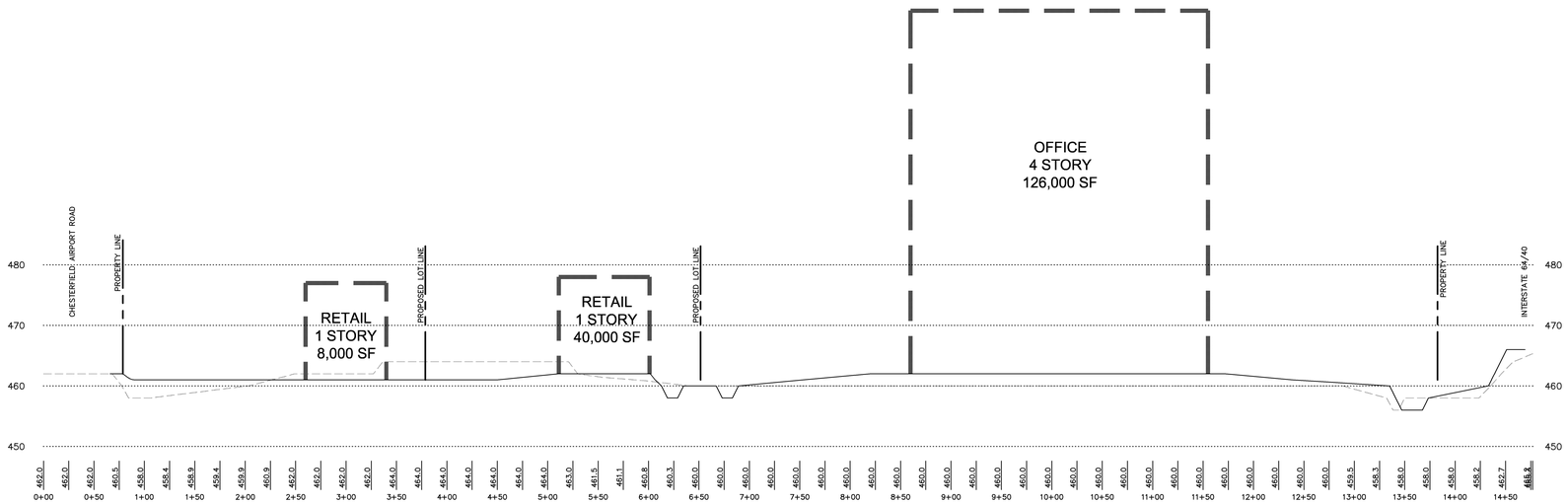
Duke Job Number:
– –

A/E Job Number:
206-3799.1



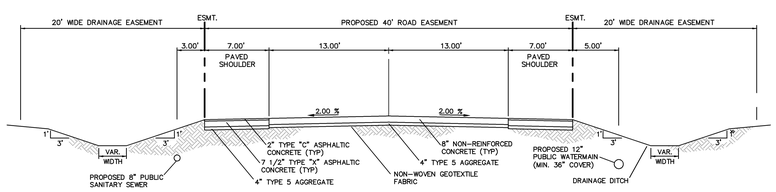
SECTION A-A

SCALE= 1"=60' HORIZONTAL
1"=10' VERTICAL



SECTION B-B

SCALE= 1"=60' HORIZONTAL
1"=10' VERTICAL



TYPICAL INTERNAL ROAD SECTION

SCALE= NTS

S.L.C. H&T –
M.S.D.–P NO. 15927–02
M.S.D. BASE MAP NO. 17V

Duke
REALTY CORPORATION
520 Maryville Centre Drive
Suite 200
St. Louis, MO 63141
Phone: (314) 514-6700
Fax: (314) 514-6993

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

Revisions:
-

Scale:
Date: 12/28/06
Drawn By: E.J.F.
Checked By: G.M.S.

Spirit of St. Louis Corporate Center

18199 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI 63017

PRELIMINARY DEVELOPMENT PLAN

Certified By:
01/25/07
GEORGE M. STOCK E-25116

Drawing Number:
2 of 2 Sheets

Duke Job Number:
– –

A/E Job Number:
206–3799.1

DRAWING FILE: Q:\JANKSTON\206379\Civil\3799-base 3.dwg LAYOUT: SITE PLAN (2) PLOTTED: Jan 25, 2007 - 3:09pm PLOTTED BY: joseph.fischer

III.A.

MEMORANDUM

DATE: MARCH 5, 2007

TO: CITY OF CHESTERFIELD PLANNING AND ZONING COMMITTEE

CC: MICHAEL O. GEISEL, ACTING DIRECTOR OF PLANNING

FROM: ANNISSA G. MCCASKILL-CLAY, ASSISTANT DIRECTOR OF PLANNING

RE: P.Z. 05-2005 WINTER WHEAT DEVELOPMENT

Attached please find Staff's report regarding the above-referenced petition for rezoning. This item is on the agenda for action at the March 8, 2007 session of the Planning and Zoning Committee. Please note, a Protest Petition has been filed regarding the Petitioner's request and a hearing will be held on the same evening.

AGMC/agmc

III.A.

City of Chesterfield

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

February 1, 2007

Planning and Zoning Committee
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

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

Dear Planning and Zoning Committee:

At the January 22, 2007 session, the Planning Commission voted to recommend approval of the above-referenced project by a vote of 6 to 1. Issues discussed during the Commission's review were:

- Tree retention
- Access
- Road Improvements

Attached are copies of Staff's reports, the Attachment A, and the Preliminary Plan.

Respectfully Submitted,

Annissa McCaskill-Clay

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

Cc: Michael G. Herring, City Administrator
Robert Heggie, City Attorney
Michael O. Geisel, Acting Director of Planning
Jeff Paskiewicz, Civil Engineer

ATTACHMENT A

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

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

I. SPECIFIC CRITERIA

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

B. Definitions

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

2. A Site Development Section Plan is a plan for development for sections of the overall concept plan.

3. Site Development Plan is a plan for development in planned districts that is being done in one phase.

C. PERMITTED USES

1. The use allowed this E One Acre District shall be:
   a. Three (3) Detached single family homes

2. The above uses in the E One Acre District shall be restricted as follows:

   a. The average lot size shall be 1.3 acres.

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

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

1. HEIGHT

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

E. STRUCTURE SETBACKS

1. STRUCTURE SETBACKS

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

a. Seventy-five feet from the northern boundary (N0°55'22"W) of the "E-One Acre" District.

b. The Site Development Plan shall provide clearing lines for each lot which shall in total meet the 39% preserved woodland as set out in G.1.

2. LOT CRITERIA

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

a. Front yard: Twenty-five (25) feet from the Winter Wheat Road easement on the western boundary of the "E-One Acre" District.

b. Side yard: Twenty (20) feet from the side property line.

i. A minimum of forty (40) feet must be maintained between structures.

c. Rear yard setback: Twenty-five (25) feet from the rear property line. .

F PARKING REQUIREMENTS

1. Parking for this development will be as required in the City of Chesterfield Code.

2. Construction Parking

   a. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

   b. No construction related parking shall be permitted within the Winter Wheat Drive roadway easement.

G. LANDSCAPE AND TREE REQUIREMENTS

1. A minimum of 39% of the existing tree cover shall be maintained.

2. The development of the subject site shall adhere to the requirements of the City of Chesterfield Tree Manual.

3. Driveways and parking in the proposed development shall be located in such a way that Tree #3, Tree#7 and Tree #9 and their root systems are not disturbed or destroyed.

4. Provide tree protection techniques such as fencing and possible branch pruning toward new house, and root pruning or others as directed by the City of Chesterfield in order to preserve Tree #22 or Tree #24.

H. SIGN REQUIREMENTS

1. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield for sight distance considerations prior to installation or construction.

2. No advertising signs, temporary signs, portable signs, off site signs, or attention getting devices shall be permitted in this development.

3. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code.

I. LIGHT REQUIREMENTS

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

J. ACCESS/ACCESS MANAGEMENT

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

K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide all easements or other legal instruments necessary to provide for the required improvements to Cripple Creek Road and Winter Wheat Road.

2. Improve Winter Wheat Road along the entire frontage of the site to provide a 24 foot wide pavement, and storm drainage facilities, as directed by the Department of Public Works. The existing pavement shall be cored to verify that it meets City Standards. If it is determined that the existing pavement section does not meet City standards, the existing pavement will have to be brought up to City standards, as directed by the Department of Public Works. This work may include adding an asphalt overlay or may involve the complete reconstruction of the road.

3. Improvements to Winter Wheat Road and Cripple Creek Road shall be completed prior to the issuance of building permits exceeding 60% of the approved dwelling units. Delays due to utility relocation and/or adjustment, for which the developer is responsible monetarily, shall not constitute a cause to issue permits in excess of 60%.

4. Improve Cripple Creek Road along the entire frontage of the site and through the intersection with Wild Horse Ridge Road to provide for ½ of a 24 foot wide pavement section and storm drainage facilities, as directed by the Department of Public Works. The existing pavement shall be cored to verify that it meets City standards. If it is determined that the existing pavement section does not meet City standards, the existing pavement shall be brought up to City

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

L. TRAFFIC STUDY

Provide a traffic study as directed by the City of Chesterfield. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

M. POWER OF REVIEW

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

N. STORMWATER AND SANITARY SEWER

1. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, as directed by the City of Chesterfield and the Metropolitan St. Louis Sewer District.

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

3. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The

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

O. ROADWAY IMPROVEMENTS AND CURB CUTS.

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

P. GEOTECHNICAL REPORT.

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

Q. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.

2. Sleeves for future telecommunication services are required to be installed adjacent and/or parallel to any proposed roadway, or other location as directed by the City of Chesterfield, in order to facilitate the installation of utilities and telecommunication infrastructure for current and future users.

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

A. The developer shall submit a Site Development Plan within eighteen (18) months of City Council approval of the Preliminary Development Plan. This requirement shall be accomplished prior to issuance of building permits.

B. Failure to comply with these submittal requirements will result in the expiration of the preliminary development plan and will require a new public hearing.

C. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.

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

III. COMMENCEMENT OF CONSTRUCTION

A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.

B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA – SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

A. Site Development Plan shall include, but is not limited to, the following:

1. Location map, north arrow, and plan scale. The scale shall be no greater than 1 inch equals 100 feet.

2. Outboundary plat and legal description of the property.

3. Density Calculations, including the square footage of each lot.

4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.

5. Provide open space percentage for overall development including separate percentage for each lot on the plan.

6. Zoning District lines and floodplain boundaries.

7. A note indicating all utilities will be installed underground.

8. A note indicating signage approval is a separate process.

9. The location of all buildings, including size, height and square footage.

10. Specific structure and parking setbacks along all roadways and property lines.

11. Provide the greenspace percentage for each lot on the plan.

12. Provide open space percentage.

13. Address trees and landscaping in accordance with the City of Chesterfield Code.

14. Provide a lighting plan in accordance with the City of Chesterfield Code.

15. Floodplain boundaries.

16. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.

17. Confirmation of compliance with the sky exposure plan and height restrictions as set forth in this ordinance.

18. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.

19. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.

20. Indicate the location of proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.

21. Size and approximate location of existing and proposed internal and adjacent roadway, drives, major utility easements, necessary right-of-way dedications, road improvements and curb cuts on and adjacent to property in question.

22. Show location of curb cuts, necessary right-of-way dedication, road improvements, and driveways on opposite side of street.

23. Show existing and proposed contours at intervals of not more than two (2) foot, and extending one hundred fifty (150) feet beyond the limits of the site.

24. Show existing and proposed roadway, drives, and walkways on and adjacent to the property in question, including location of curb cuts, necessary right-of-way dedications and road improvements, and locations of the existing roads and driveways on the opposite side of the development.

25. Show preliminary stormwater and sanitary sewer facilities.

26. Show the location of significant natural features, such as wooded areas and rock formations that are to remain or be removed.

27. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.

28. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, and Spirit of St. Louis Airport.

29. Show location and size, including height above sea level, of all buildings, parking and loading areas, light standards, fencing, free-standing signs, trash enclosures, and all other above-ground structures and landscaping.

V. TRUST FUND CONTRIBUTION

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

Type of Development	Required Contribution
S.F. Dwelling	$879.10/parking space

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

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

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

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

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

V. RECORDING

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

VI. VERIFICATION PRIOR TO IMPROVEMENT PLAN APPROVAL

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

1. Comments/approvals from the appropriate Fire District, Spirit of St. Louis Airport, and the Metropolitan St. Louis Sewer District.

2. Copies of recorded easements for off-site work, including book and page information, will be provided.

VII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

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

1. Notification of Department of Planning

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

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

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

3. Certification of Plans

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

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

VIII. OCCUPANCY PERMIT/FINAL OCCUPANCY

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

XIV. FINAL RELEASE OF ESCROW

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

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

XV. GENERAL DEVELOPMENT CONDITIONS

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

XVI. ENFORCEMENT

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

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

3. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City

of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.

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

5. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

BILL NO._____ **ORDINANCE NO. _____**

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "NU" NON-URBAN DISTRICT TO AN "E" ONE-ACRE DISTRICT FOR A 4.0 ACRE TRACT OF LAND LOCATED ON WINTER WHEAT ROAD, 3,000 FEET SOUTHEAST OF THE INTERSECTION OF WILDHORSE CREEK ROAD AND LONG ROAD. (P.Z. 5-2005 WINTER WHEAT PLACE/DOLLAR BUILDING COMPANY)

WHEREAS, the petitioner, Dollar Building Company, has requested a change in zoning from "NU" Non-Urban District to "E" One Acre District for a 4.0 acre tract of land located on Winter Wheat Road, 3,000 feet southeast of the intersection of Wild Horse Creek Road and Long Road; and,

WHEREAS, the Planning Commission held a public hearing on June 13, 2005 to consider the matter; and,

WHEREAS, P.Z. 5-2005 was considered by the Planning Commission and recommended for approval by a vote of 6-1.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The City of Chesterfield Zoning Ordinance and the Official Zoning District Maps, which are a part thereof, are hereby amended by transferring from the NU" Non-Urban District to the "E" One Acre District 4.0 acre tract of land located on Winter Wheat Road, 3,000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. A description of the subject site is as follows:

PROPERTY DESCRIPTIONS

A tract of land being part of that parcel conveyed to "The Wild Bunch" by deed recorded in Book 6725, page 634 of the St. Louis County Records, situated in U.S. Survey 886, Township 45 North-Range 4 East, in the City of Chesterfield, St. Louis County, Missouri being more particularly described as:

Beginning at a point on the eastern line of Lot 39 of "Country Place at Chesterfield Plat One", a subdivision according to plat thereof recorded in Plat Book 249, page 39 of the St. Louis County Records at the southwestern corner of a tract of land conveyed to Ebello and Norma Pasia by deed recorded in Book 6753, page 75 of the St. Louis County Records, thence along Pasia's southern line, South 89 degrees 54 minutes 27 seconds East 303.23 feet to the northwestern corner of a tract of land conveyed to Dennis Walsh, Etal. By deed recorded in Book 9435, page 666 of the St. Louis County Records, thence along Walsh's western line, South 04 degrees 31 minutes 28 second West 169.87 feet to a point; thence South 25 degrees

40 minutes 59 seconds East 75.26 feet to a point; thence South 01degree 01 minute 43 seconds east 316.00 feet to a point on the northern line of Parcel 1 of those tracts of land conveyed to Thomas Fleming, Trustee by deed recorded in Book 11949, page 1634 of the St. Louis County Records, thence along Fleming's northern line, South 86 degrees 55 minutes 19 seconds West 319.39 feet to a point on the eastern line of Lot 80 of "Country Place of Chesterfield Plat Three", a subdivision according to plat thereof recorded in Plat Book 263, Page 67 of the St. Louis County Records; thence along the eastern line of said subdivision, North 00 degrees 55 minutes 22 seconds West 570.82 feet to the point of beginning, containing 4.00 acres according to a survey by Volz, Inc. during the month of October, 2004.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Zoning Ordinance is granted, subject to all of the ordinances, rules and regulations and the specific conditions as recommended by the Planning Commission in its recommendations to the City Council.

Section 3. The City Council, pursuant to the petition filed by Dollar Construction in P.Z. 5-2005 requesting the amendment embodied in this ordinance, and pursuant to the recommendations of the City of Chesterfield Planning Commission that said petition be granted and after public hearings, held by the Planning Commission on the 13th day of June 2005, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warnings and summons for violations as set out in Section 1003.410 of the Zoning Ordinance of the City of Chesterfield.

Section 5. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____day of _____, 2007.

_____
MAYOR

ATTEST:

_____
CITY CLERK

FIRST READING HELD: _____

VIII. A

MEMORANDUM

DATE: JANUARY 17, 2007

TO: CITY OF CHESTERFIELD PLANNING COMMISSION

FROM: ANNISSA G. MCCASKILL-CLAY

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

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

Attachments:

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

AGMC/agmc

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

VIII.A.

City of Chesterfield

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

December 29, 2006

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully Submitted,

Annissa McCaskill-Clay

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

MEMORANDUM

DATE: December 27, 2006

TO: Mike Geisel, DPW/CE

FROM: Brian McGownd, DDPW/ACE

RE: Winter Wheat and Chesterfield Manors – Access Related to Future Development

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

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

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

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

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

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

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

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

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

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

VIII. A.

City of Chesterfield

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

February 8, 2006

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

Director of Planning JP

Dear Commission Members:

The following petition is hereby submitted for your consideration:

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

Petitioner: Dollar Building Company

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

Location: 18U220092

Hearing Dates: June 13, 2005

Speakers:

In favor: 0
In opposition: 7
Neutral: 0

Petitioner's Request

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

Area Land Use and Zoning

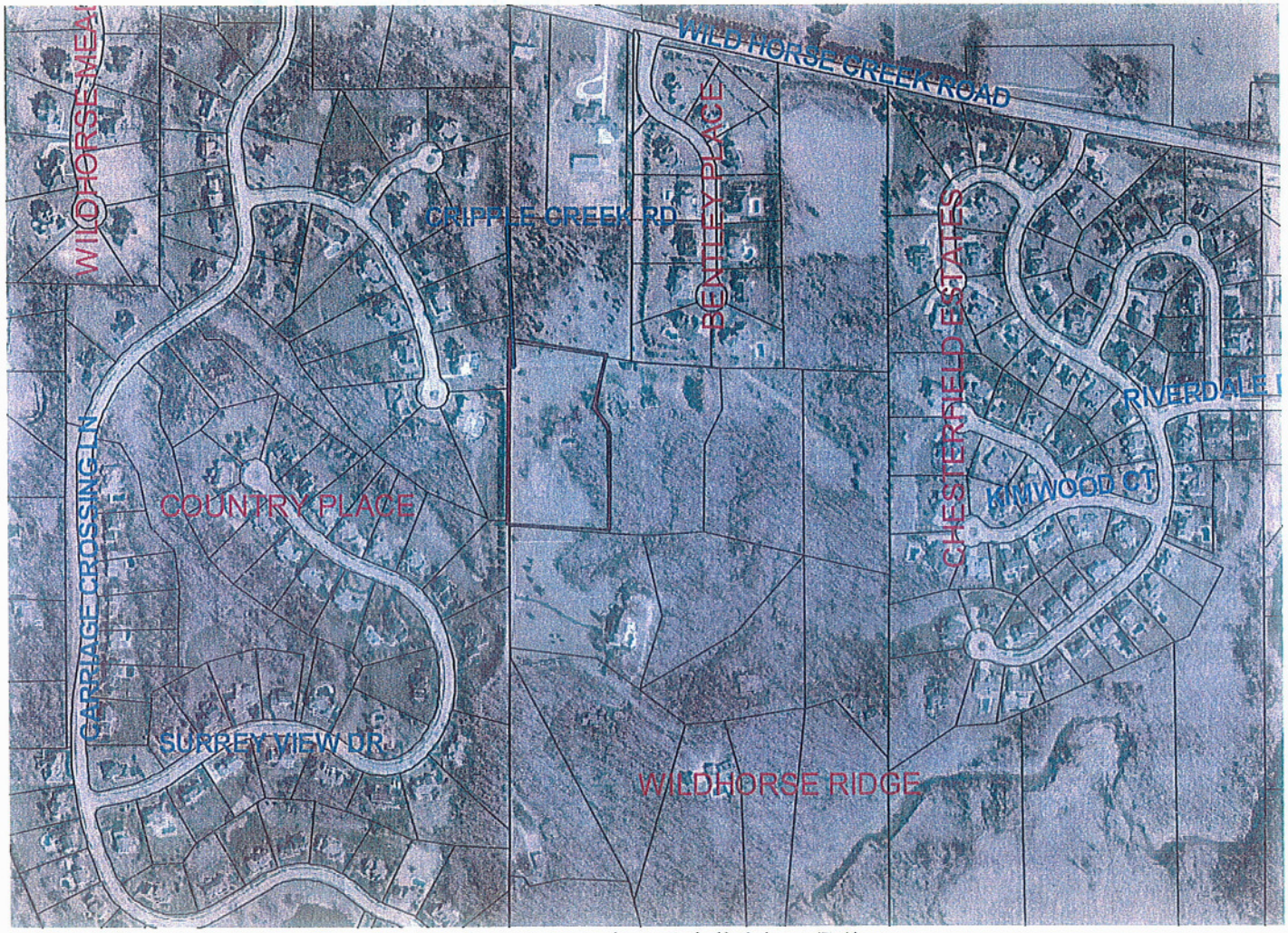
The subject site is located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. They were zoned "NU" Non-Urban District prior to incorporation by the City of Chesterfield.

Surrounding Land Use and Zoning

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

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

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



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

Site Area History

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

Infrastructure Improvements and Related Comments

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

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

PROJECT ISSUES

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

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

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

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

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

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

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

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

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

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

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

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

G. LANDSCAPE AND TREE REQUIREMENTS PG. 3

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

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

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

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

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

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

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

J. ACCESS/ACCESS MANAGEMENT PGS. 4-5

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

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

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

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

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

1. Will the street be paved?

Petitioner's Response:"Yes."

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

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

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

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

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

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

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

R. MISCELLANEOUS PG. 9

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

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

2. How are utilities getting to the subject site?

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

BACKGROUND ISSUES (NON-ATTACHMENT A ISSUES)

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

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

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

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

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

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

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

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

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

Petitioner did not contact residents of Bentley Place.

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

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

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

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

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

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

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

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

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

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

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

Petitioner's Response:"No."

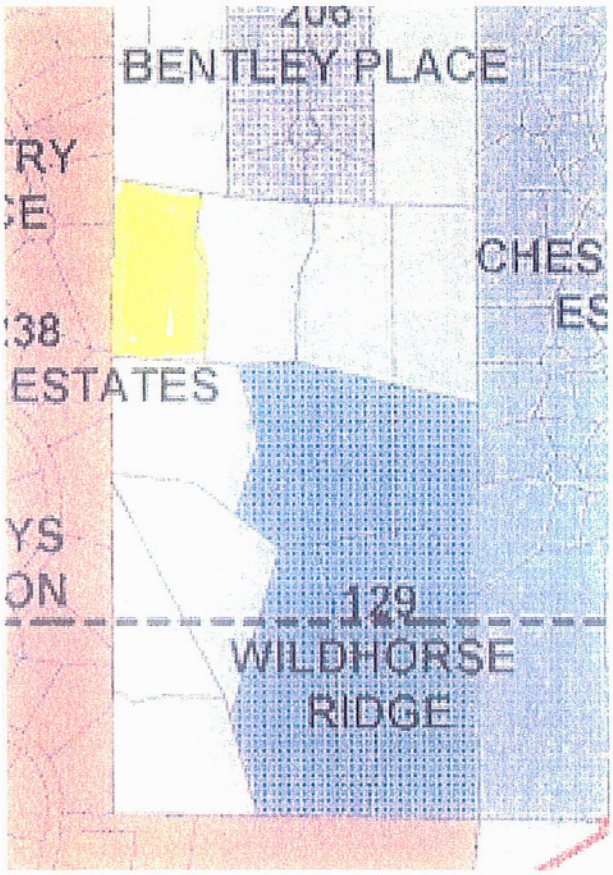
8. Clarify the subdivision map. Explain the map section surrounding area "129" where the City boundary line is.
    - What does "129 Wildhorse Ridge" stand for?
    - Research whether "Wildhorse Ridge" refers only to the areas over "129".
    - What do the dotted lines denote on the map?

Petitioner's Response:

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

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

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



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

Petitioner's Response:"No."

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

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

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

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

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

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

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

Respectfully Submitted,

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

Attachments

VIII. B.

City of Chesterfield

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

November 8, 2005

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

Director of Planning

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

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

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

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

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

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

G. LANDSCAPE AND TREE REQUIREMENTS

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

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

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

Staff Response: ISSUE HAS BEEN ADDRESSED.

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

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

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

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

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

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

ISSUE HAS BEEN ADDRESSED.

K. ACCESS/ACCESS MANAGEMENT

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

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

Staff response: ***PETITIONER HAS ADDRESSED THE ISSUE***

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

Petitioner's Response: Approximately 3,000 feet.

Staff Response: ***ISSUE HAS BEEN ADDRESSED***

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Will the street be paved?

Petitioner's Response: Yes.

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

ISSUE HAS BEEN ADDRESSED.

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

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

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

PETITIONER HAS ADDRESSED THE ISSUE.

Q. STORM WATER AND SANITARY SEWER

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

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

Staff Response: ***PETITIONER HAS ADDRESSED THE ISSUE.***

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

Petitioner's Response:There is no such requirement.

Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

R. MISCELLANEOUS

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

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

   Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

2. How are utilities getting to the subject site?

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

   Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

BACKGROUND ISSUES (NON-ATTACHMENT A ISSUES)

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

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

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

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

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

Petitioner did not contact residents of Bentley Place.

Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

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

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

Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

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

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

Staff Response: ***PETITIONER HAS ADDRESSED THE ISSUE.***

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

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

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

ISSUE REMAINS OPEN

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

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

Staff Response: ***PETITIONER HAS ADDRESSED THE ISSUE.***

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

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

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

ISSSUE REMAINS OPEN

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

Petitioner's Response:No.

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

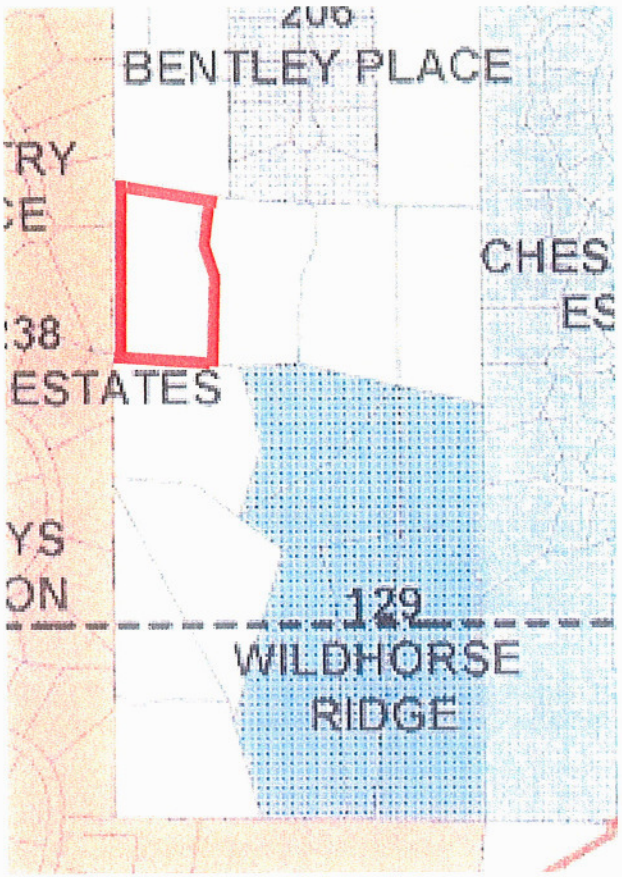
ISSUE HAS BEEN ADDRESSED.

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

Petitioner's Response:

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

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



Staff Response: ***The Petitioner's explanation is correct.***

ISSUE HAS BEEN ADDRESSED.

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

Petitioner's Response:No.

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

ISSUE HAS BEEN ADDRESSED.

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

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

Staff Response: ***ISSUE HAS BEEN ADDRESSED.***

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

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

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

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

ISSUE HAS BEEN ADDRESSED.

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

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

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

ISSUE HAS BEEN ADDRESSED.

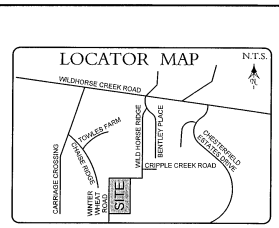
The Department of Planning requests review of issues for P.Z. 5-2005 Winter Wheat Place (Dollar Building Company).

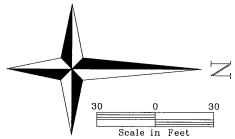
Respectfully Submitted,

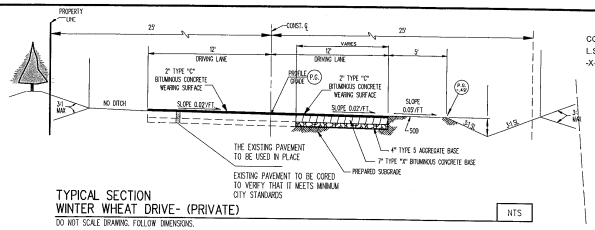
Annissa McCaskill-Clay

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

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







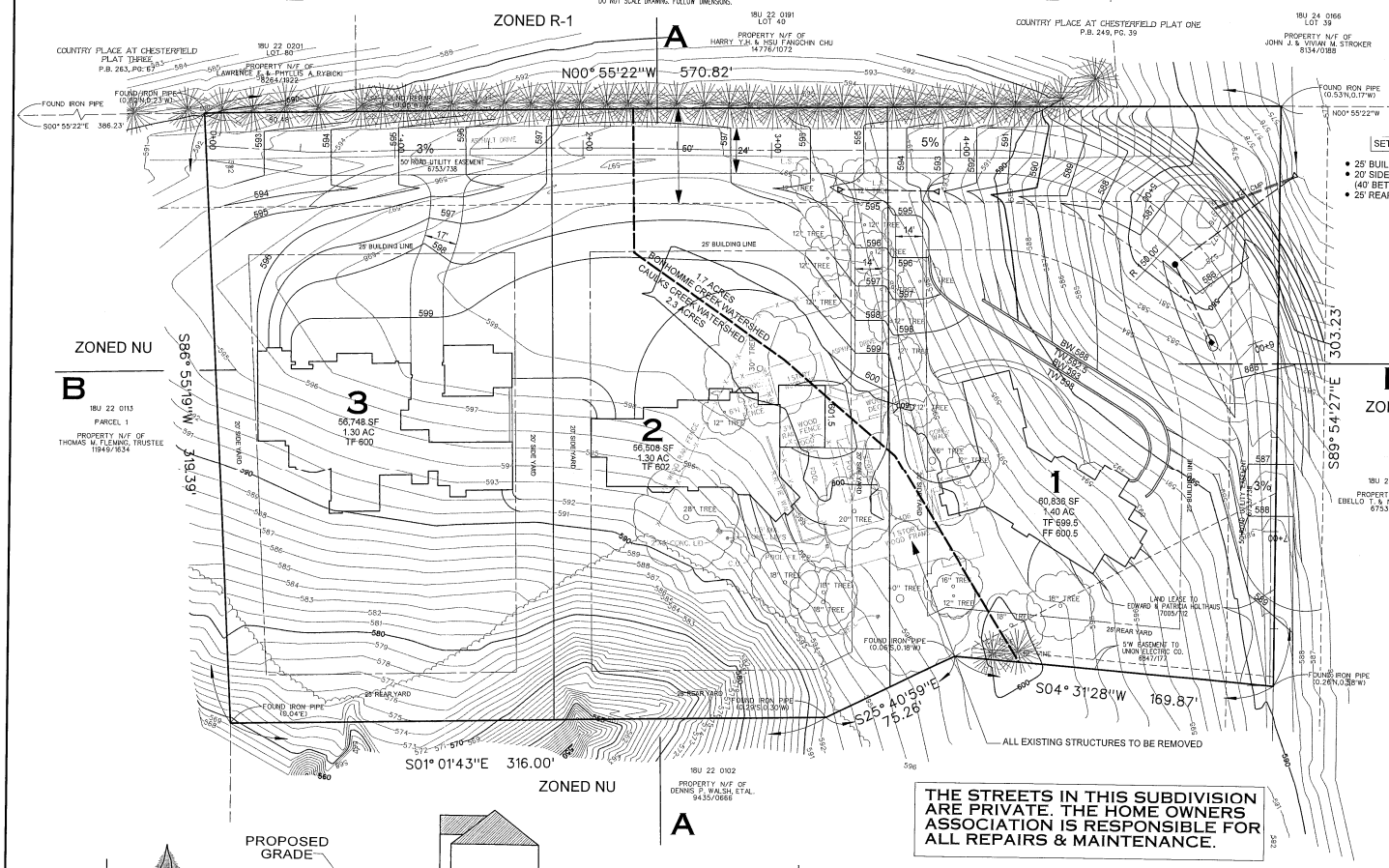
TYPICAL SECTION
WINTER WHEAT DRIVE- (PRIVATE)
DO NOT SCALE DRAWING. FOLLOW DIMENSIONS.
NTS

LEGEND

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

LEGEND

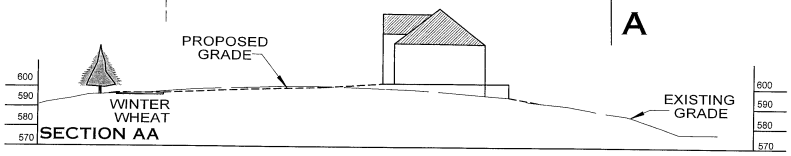
EXISTING CONTOURS	400
PROPOSED CONTOURS	400
EXISTING SANITARY SEWER	
PROPOSED SANITARY SEWER	
EXISTING STORM SEWERS	
PROPOSED STORM SEWERS	
EXISTING TREE	

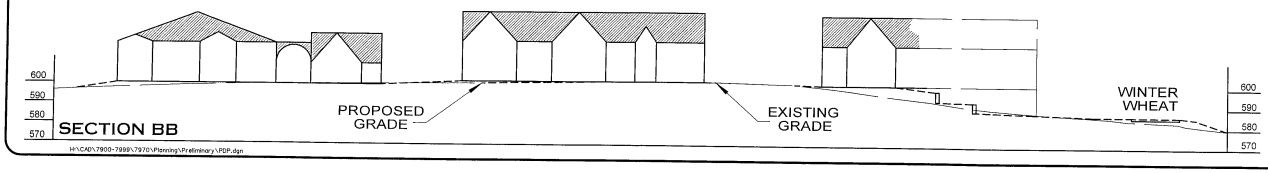


SETBACKS

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

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





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LEGAL DESCRIPTION

A TRACT OF LAND BEING PART OF THAT PARCEL CONVEYED TO "THE WILD BUNCH" BY DEED RECORDED IN BOOK 6725, PAGE 634 OF THE ST. LOUIS COUNTY RECORDS, SITUATED IN U.S. SURVEY 896, TOWNSHIP 45 NORTH - RANGE 4 EAST, IN THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE EASTERN LINE OF LOT 39 OF "COUNTRY PLACE AT CHESTERFIELD PLAT ONE", A SUBDIVISION ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 249, PAGE 39 OF THE ST. LOUIS COUNTY RECORDS AT THE SOUTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO EBELLO AND NORMA PASIA BY DEED RECORDED IN BOOK 6753, PAGE 750 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG PASIA'S SOUTHERN LINE, SOUTH 89 DEGREES 54 MINUTES 27 SECONDS EAST 303.23 FEET TO THE NORTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO DENNIS WALSH, ETAL, BY DEED RECORDED IN BOOK 9435, PAGE 666 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG WALSH'S WESTERN LINE, SOUTH 04 DEGREES 31 MINUTES 28 SECONDS WEST 169.87 FEET TO A POINT; THENCE SOUTH 25 DEGREES 40 MINUTES 59 SECONDS EAST 75.26 FEET TO A POINT; THENCE SOUTH 01 DEGREE 01 MINUTE 43 SECONDS EAST 316.00 FEET TO A POINT ON THE NORTHERN LINE OF PARCEL 1 OF THOSE TRACTS OF LAND CONVEYED TO THOMAS FLEMING, TRUSTEE BY DEED RECORDED IN BOOK 11949, PAGE 1634 OF THE ST. LOUIS COUNTY RECORDS, THENCE ALONG FLEMING'S NORTHERN LINE, SOUTH 86 DEGREES 55 MINUTES 19 SECONDS WEST 319.39 FEET TO A POINT ON THE EASTERN LINE OF LOT 80 OF "COUNTRY PLACE AT CHESTERFIELD PLAT THREE": A SUBDIVISION ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 263, PAGE 67 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG THE EASTERN LINE OF SAID SUBDIVISION, NORTH 00 DEGREES 55 MINUTES 22 SECONDS WEST 570.82 FEET TO THE POINT OF BEGINNING, CONTAINING 4.00 ACRES ACCORDING TO A SURVEY BY VOLZ, INC. DURING THE MONTH OF OCTOBER, 2004.

PROJECT NOTES

LOCATOR NUMBERS:	18U 22 0092
OWNER OF RECORD:	LOIS H. AND RICHARD L. BOCKENKAMP 406 WINTER WHEAT ROAD CHESTERFIELD, MO 63005
PREPARED BY:	VOLZ INCORPORATED 10649 INDIAN HEAD INDTL. BLVD. ST. LOUIS MO. 63132-1166
PREPARED FOR:	DOLLAR BUILDING COMPANY, LLC 13811 WELLINGTON MANOR COURT CHESTERFIELD, MO 63017
AREA OF SITE:	4.00 ACRES
EXISTING ZONING:	"NU"
PROPOSED ZONING:	"E ONE ACRE"
PROPOSED USES:	SINGLE FAMILY RESIDENCES

GROSS AREA OF SITE:	4.00 AC.
AREA OF R.O.W.	.81 AC.
NET AREA OF SITE	3.19 AC.

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

MINIMUM LOT AREA: 22,000 SF

NUMBER OF LOTS PROPOSED: 3 LOTS

REQUIRED & PROPOSED PARKING: 3 LOTS (1 SPACE PER LOT) = 3 SPACES

GENERAL NOTES:

THIS SITE IS IN THE FOLLOWING DISTRICTS:

METROPOLITAN ST. LOUIS SEWER DISTRICT
ROCKWOOD R6 SCHOOL DISTRICT
MONARCH FIRE PROTECTION DISTRICT
CAULKS CREEK WATERSHED
BONHOMME CREEK WATERSHED

THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:

AMEREN U.E.
CHARTER COMMUNICATION (CABLE TV)
LACLEDE GAS COMPANY
MISSOUR AMERICAN WATER COMPANY
SOUTHWESTERN BELL TELEPHONE COMPANY

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE ST. LOUIS COUNTY & METROPOLITAN ST.LOUIS SEWER DISTRICT.

STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CHESTERFIELD & METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.

THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.

GRADING SHALL BE PER CITY OF CHESTERFIELD STANDARDS

ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE CITY OF CHESTERFIELD AND METROPOLITAN SEWER DISTRICT STANDARDS.

NO SLOPES SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL), UNLESS JUSTIFIED BY GEOTECHNICAL REPORT WHICH HAS BEEN ACCEPTED AND APPROVED BY THE CITY OF CHESTERFIELD.

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

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

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

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

TIMOTHY J. WINTERER
NUMBER 27173
STATE OF MISSOURI
12/18/06

TIMOTHY J. WINTERER
12/18/06

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

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

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

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

RECEIVED
12/21/2006

WINTER WHEAT PLACE

PRELIMINARY DEVELOPMENT PLAN

7970

03-00-2005

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