CITY OF CHESTERFIELD
PLANNING AND ZONING COMMITTEE MEETING
THURSDAY, APRIL 19, 2007
CONFERENCE ROOM 101
5:30 P.M.

I. APPROVAL OF MEETING SUMMARY

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

II. OLD BUSINESS

III. NEW BUSINESS

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

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

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

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

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

IV. PENDING PROJECTS/DEPARTMENTAL UPDATE

V. 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: March 26, 2007

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

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

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

Also in attendance were Councilmember Jane Durrell, Ward I; Councilmember Bruce Geiger, Ward II; Maurice L. Hirsch, Jr., Planning Commission Chair; Mike Herring, City Administrator; Aimee Nassif, Senior Planner; Mara Perry, Senior Planner; Jennifer Yackley, Project 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 March 8, 2007 Planning and Zoning Committee Meeting Summary

Councilmember Streeter made a motion to approve the Meeting Summary of March 8, 2007. The motion was seconded by Councilmember Hurt and **passed by a voice vote of 3 to 0.**

II. NOMINATION

A. Landmark Preservation Commission Nomination for Leonard Blake Award

Staff Report
Ms. Aimee Nassif, Senior Planner, stated that the Landmark Preservation Commission has nominated Michelle Weissenborn to receive the Leonard Blake Chesterfield Ancient History Award. Ms. Weissenborn has been an elementary teacher at Chesterfield's River Bend School for sixteen years. She has been working closely with the Landmark Preservation Commission on the MAC Quest

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Program, which is a website designed to help students learn about Chesterfield's ancient cultures. She has been working with the Parkway School District to include the MAC Quest Program in its curriculum. Ms. Weissenborn also hosted an Archaeology Day this past year.

Councilmember Streeter made a motion to recommend to City Council the nomination of Michelle Weissenborn to receive the Leonard Blake Chesterfield Ancient History Award. The motion was seconded by Councilmember Hurt and **passed by a voice vote of 3 to 0.**

III. OLD 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)

Staff Report

Ms. Nassif reported that the Petitioner had asked at the March 8th Planning & Zoning Committee that the vote on the subject rezoning be held so it could be reviewed simultaneously with the Concept Plan and Section Plan.

At the March 8th meeting, there was discussion regarding the use of a fast-food restaurant and possible cross access to the properties to the west. It was noted that the Petitioner addressed these two issues in its letter of March 14, 2007 to the Planning & Zoning Committee Meeting.

The Petitioner is proposing eight lots at this time. The Concept Plan and Section Plan will be presented later in the meeting.

Chair Brown noted that the Petitioner is asking for two readings on the petition at the April 16th City Council meeting.

Planning Commission Report

Planning Chair Hirsch stated that the Planning Commission had no issues with the rezoning request.

DISCUSSION

Fast-Food Restaurant Use

If so approved, the use of fast-food restaurant is only permitted within 600' of Chesterfield Airport Road. Such use would not be allowed throughout the entire development.

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Cross Access to the West

Councilmember Hurt still felt that cross access to the west should be required for future development. He stated that cross access would not need to be put in at this time, but he would like it available for future use.

Mr. Mike Doster, representing the Petitioner, stated that to plan for cross access to the west would mean adjusting the plan, and perhaps changing the configuration of the lot, which may affect the build-ability of the lot that would be burdened by the easement. They do not see the value of providing the cross access. He pointed out that the area will have a signalized intersection at Goddard Avenue at Chesterfield Airport Road; there are also two signalized intersection points off of Long Road Crossing at Chesterfield Airport Road. They feel that the general purpose of having cross access is already being addressed. To provide for the cross access would have a negative impact on the plan.

Ms. Nassif pointed out that, at the last meeting, Mr. Geisel indicated that if cross access is to be provided, a corridor would have to be established to allow a thru-roadway.

Councilmember Hurt felt cross access to the west could be achieved just north of the first building. He asked if there would be any setback problems with creating cross access at this point. Ms. Nassif stated that the Attachment A would have to be re-written to reflect this. There currently is a 10-foot setback for parking in this area. Councilmember Hurt stated he wouldn't be opposed to adjusting the setback to allow for cross access. Ms. Mara Perry, Senior Planner, pointed out that if cross access is required, the Concept Plan being presented would not adhere to the Attachment A. This would be problematic in trying to move everything forward simultaneously.

Request for Two Readings

Since there is only one City Council meeting scheduled for April, Mr. Doster stated that the Petitioner is requesting two readings at the April 16th meeting.

Sentrus is a defense contractor, which manufactures proprietary high-technology surveillance equipment. This equipment is vitally important to the protection of the country's troops in the field. The company is subject to secrecy agreements with the Department of Defense and Homeland Security. In order to meet the timeline imposed by the Department of Defense and Homeland Security, the building has to be built within a period of time that requires them to move forward as quickly as possible. The plans need to be approved by April in order to meet their timeline.

It was noted that the City has two readings to give the citizens the opportunity to voice their concerns. Councilmember Hurt stated that Council has the option of having two readings at one meeting or scheduling a Special Meeting in order to allow one reading at two different meetings. It was noted that this petition has not generated much resident involvement. Mr. Doster stated that the Petitioner would

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prefer that the petition be voted upon no later than April 16th – so that if a Special Meeting is called, it would have to be before April 16th.

Chair Brown made a motion recommending two readings of P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road) at the April 16, 2007 City Council Meeting. The motion was seconded by Councilmember Streeter and **passed by a voice vote of 3 to 0.**

Councilmember Streeter made a motion to forward P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road), with the green sheet amendment regarding fast-food restaurants, to City Council with a recommendation to approve. The motion was seconded by Chair Brown and **passed by a voice vote of 3 to 0**.

Note: One bill, as recommended by the Planning Commission, will be needed for the April 16, 2007 City Council Meeting. See Bill #

[Please see the attached report, prepared by Mike Geisel, Acting Director of Planning, for additional information on P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road).]

IV. NEW BUSINESS

A. Sentrus Place - Site Development Concept Plan: Site Development Concept Plan and Conceptual Landscape Plan for a "PI" Planned Industrial District located north of Chesterfield Airport Road across from the intersection with Cepi Drive.

and

B. Sentrus Office Building (Sentrus Place Lot 4) - Site Development Section Plan: Site Development Section Plan, Landscape Plan, Lighting Plan and Architectural Elevations for an office building/research facility in a "PI" Planned Industrial District located in the northeast corner of the Sentrus Place development, north of Chesterfield Airport Road across from the intersection with Cepi Drive.

Staff Report

Ms. Perry stated that the rezoning just approved requires the Site Development Concept Plan and Site Development Section Plan to have automatic Power of Review. The Petitioner has asked that all three items move forward simultaneously to City Council.

Both the Concept Plan and Section Plan were reviewed by the Planning Commission on March 12, 2007. The Concept Plan was approved by a vote of 9 to 0, with the condition that a series of labels stating "future three-story building" be removed from the mylars. The Section Plan is for Lot 4, which will be for

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Sentrus' building. It was reviewed by the Architectural Review Board and approved by the Planning Commission by a vote of 9 to 0.

The Petitioner has met all the requirements of the Tree Manual and Light Ordinance. The open space percentage is 32%; there is a 30% requirement.

Councilmember Streeter made a motion to forward Sentrus Place - Site Development Concept Plan and Sentrus Office Building (Sentrus Place Lot 4) - Site Development Section Plan to City Council with a recommendation to approve. The motion was seconded by Chair Brown and **passed by a voice vote of 3 to 0**.

> **Note: This is a Site Development Concept Plan and Site Development Section Plan, which require approval by City Council. A voice vote will be needed at the April 16th City Council Meeting.**

[Please see the attached report, prepared by Mike Geisel, Acting Director of Planning, for additional information on Sentrus Place - Site Development Concept Plan and Sentrus Office Building (Sentrus Place Lot 4) - Site Development Section Plan.]]

C. P.Z. 4-2007 Butler Investment Partnership, LP (Saturn of West County): A request for an amendment to City of Chesterfield Ordinance 2099 to allow for one additional permitted use for a 15.01 acre "PC" Planned Commercial District located north of Chesterfield Airport Road and west of Long Road at 91 Long Road, 706 Long Road, 707 Long Road and 750 Long Road.

Staff Report

Ms. Jennifer Yackley, Project Planner, stated that the Petitioner is requesting an ordinance amendment to allowing the following permitted use: *Sales, rental, and leasing of new and used vehicles, including automobiles and trucks as well as associated repairs and necessary outdoor storage of said vehicles.*

The Planning Commission made two changes to the Attachment A as follows:

> Section E. Landscape and Tree Requirements (page 6): Delete the following:
>
> ~~All new required landscaping materials shall meet the following criteria:~~
>
> ~~a. Deciduous trees-two (2) inch minimum caliper.~~
> ~~b. Evergreen trees-four (4) feet minimum height.~~
> ~~c. Shrubs-eighteen (18) inch minimum diameter.~~

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Ms. Yackley noted that the Attachment A requires compliance with the Tree Manual, which provides for the caliper of trees, so the above Section is not necessary.

Section A. Permitted Uses (page 3)

gg. Sales, rental, and leasing of new and used vehicles, including automobiles, and trucks as well as associated repairs and necessary outdoor storage of said vehicles. **Outdoor storage of the vehicles shall be confined to parking stalls as indicated on the approved Site Development Section Plan.**

The Planning Commission voted 7 to 2 to approve the ordinance amendment.

A concern was raised at the Planning Commission Meeting in connection with traffic issues. Staff was asked to review the amount of traffic in the area because the Site Plan originally showed a five-story hotel for the site. Public Works has determined that the auto dealership is a less-intense use than a hotel with respect to traffic.

Planning Commission Report

Planning Chair Hirsch reported that the Commission had some concern with vehicle storage on the site. The Commission wanted to make sure that all the vehicles were parked in assigned spaces to keep the aisles from being parked up with vehicles that are for sale. The above language was added to use "gg" to address this concern.

With respect to the two votes opposing the ordinance amendment, there was concern raised about how the building would look, and with the number of parking spaces that would be used for new/used vehicles and customers. It had been pointed out in the meeting that these issues would be addressed at the Site Plan stage.

DISCUSSION

Comprehensive Plan Designation

The Comprehensive Plan designation for this area is Mixed Commercial, which allows PC and PI.

Councilmember Streeter made a motion to forward P.Z. 4-2007 Butler Investment Partnership, LP (Saturn of West County) to City Council with a recommendation to approve. The motion was seconded by Chair Brown and **passed by a voice vote of 3 to 0**.

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Note: One bill, as recommended by the Planning Commission, will be needed for the April 16, 2007 City Council Meeting. See Bill #

[Please see the attached report, prepared by Mike Geisel, Acting Director of Planning, for additional information on P.Z. 4-2007 Butler Investment Partnership, LP (Saturn of West County).]

D. P.Z. 6-2007 Delmar Gardens Enterprises (Ordinance Amendment): A request for an amendment to City of Chesterfield Ordinance 2129 to change the building setbacks, parking structure setbacks, parking and loading space setbacks for a 8.477 acre "PC" Planned Commercial District located near the intersection of North Outer Forty and Conway Road at 14805 North Outer Forty Drive.

Staff Report

Ms. Yackley stated the Petitioner wants to divide the existing lot into two lots. The setbacks for parking, loading space, structure and parking structure need to be changed to insure the Petitioner has a legal-conforming building after the lot has been split.

It was noted that both lots would have adequate parking, in addition to meeting all City requirements.

Councilmember Streeter made a motion to forward P.Z. 6-2007 Delmar Gardens Enterprises (Ordinance Amendment) to City Council with a recommendation to approve. The motion was seconded by Chair Brown and **passed by a voice vote of 3 to 0**.

Note: One bill, as recommended by the Planning Commission, will be needed for the April 16, 2007 City Council Meeting. See Bill #

[Please see the attached report, prepared by Mike Geisel, Acting Director of Planning, for additional information on P.Z. 6-2007 Delmar Gardens Enterprises (Ordinance Amendment).]

IV. PENDING PROJECTS/DEPARTMENTAL UPDATE - None

V. ADJOURNMENT

The meeting adjourned at 6:04 p.m.

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City of Chesterfield

III. A.

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

April 16, 2007

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

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

Dear Planning and Zoning Committee:

At the March 26, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter was approved by a vote of 9-0.

The governing ordinance for the site (City of Chesterfield Ordinance 2251) requires that all sign packages be approved by City Council.

Attached is a copy of the Planning Commission staff report, approved and recorded site development plan, approved and recorded landscape plan and color elevations of the proposed signs.

Respectfully submitted,

Charlie Campo
Project Planner

Respectfully submitted,

Mara Perry
Senior Planner of
Plan Review

Cc: Rob Heggie, City Attorney
Michael G. Herring, City Administrator
Michael Geisel, Acting Director of Planning

Attachments

City of Chesterfield

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

VII. C.

March 21, 2007

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

The Planning Commission agenda for **March 26, 2007** will include the following item for your consideration:

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

Dear Planning Commission:

General Sign Company, Duke Realty, has submitted for your review, a sign package for the St. Johns Mercy Rehabilitation Hospital. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. The subject tract was originally zoned "NU" Non-Urban District by St. Louis County in 1965 and consisted of three (3) parcels. The northeastern-most parcel contained a single-family residence. One of the other parcels was only five (5) feet wide and was created in conjunction with a water line easement.

2. A site plan for the West County Seventh Day Adventist Church was approved for a portion of the subject tract by the Planning Commission on January 22, 1990. The proposed 7,200 square foot church was to be built on 3.5 acres fronting North Outer 40 Road. The church was never constructed.

3. A Boundary Adjustment Plat was subsequently approved which combined two (2) lots into one (the lot fronting on North Outer 40 Road and the adjacent lot fronting on Conway Road) for a total of 5.25 acres.

4. On August 12, 1991, an Amended Site Plan was approved by the Planning Commission for the total site, which incorporated the Westwood School. The school opened in the residence in 1991/1992.

5. In 1999, a petition was brought forward to zone the parcel "PC" Planned Commercial District, however, the portion immediately adjacent to Conway Road was zoned "R3" Residence District with the remaining portion being zoned "PC."

6. A Site Development Plan for the subject site was approved by the City Council on October 3, 2000 concurrent with approval of Ordinance 1669.

7. On March 26, 2006 the City of Chesterfield repealed Ordinance 1669 and replaced it with Ordinance 2251, establishing the additional hospital use on the site.

8. On July 30, 2006 an Amended Site Development Plan was approved by the Planning Commission.

SUBMITTAL INFORMATION

1. The property is located in the Forty West II subdivision, and is zoned "PC" Planned Commercial

2. City of Chesterfield Ordinance 2251 which governs the site states that all sign packages shall be reviewed by the City of Chesterfield Council.

3. The request is for one 2'-8" x 90'-6 5/16"wall mounted building sign on the south side of the building, and one 10' x 12' monument sign along North Outer Forty.

4. The monument sign is proposed to be in the same location as shown on the approved Site Development Plan (Approved 07-30-06).

DEPARTMENTAL INPUT

The submittal was reviewed for compliance with all City of Chesterfield ordinances. The Department of Planning requests approval of the sign package.

Respectfully submitted,

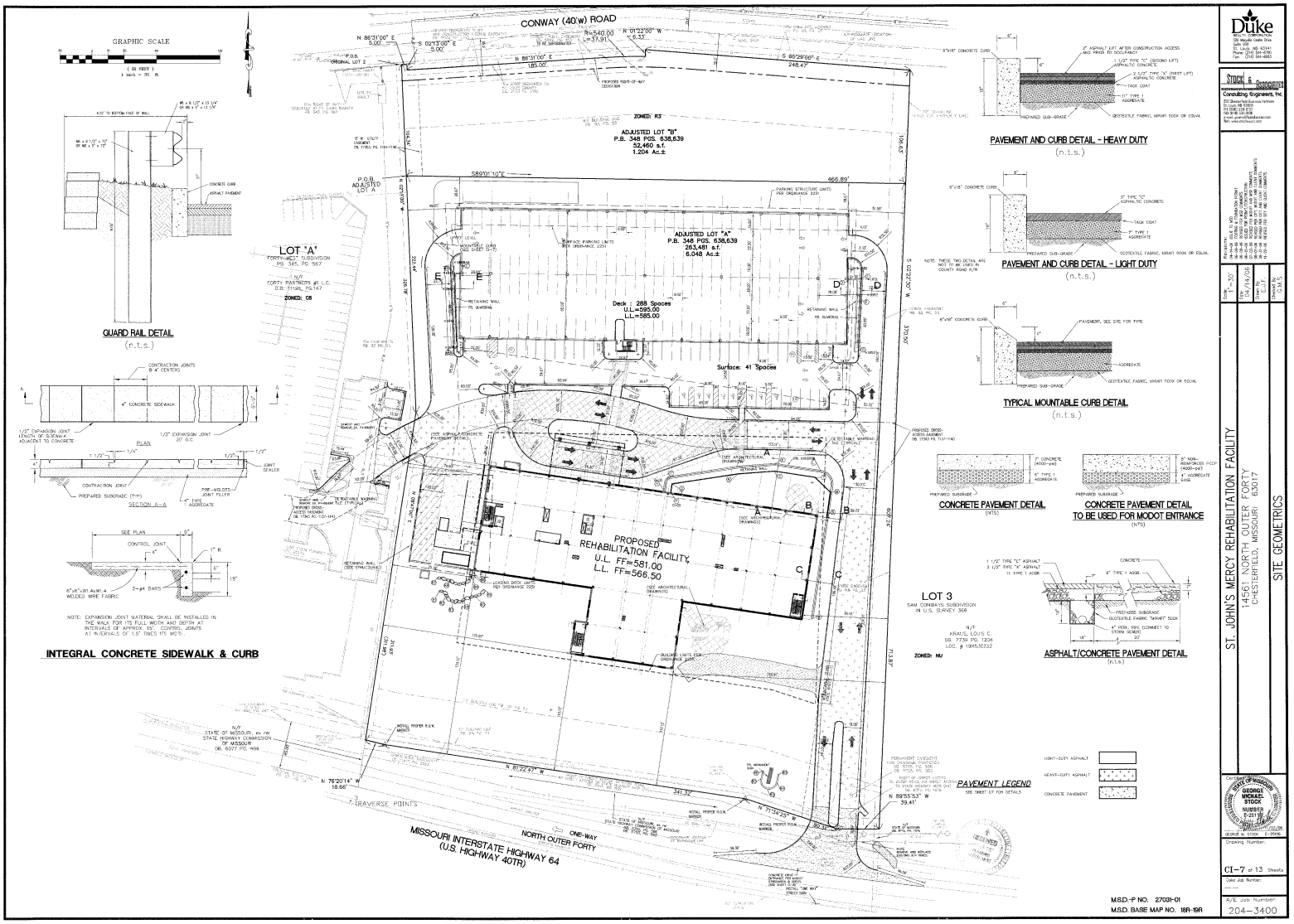
Charlie Campo
Project Planner

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Sign Elevations
Site Plan
Landscape Plan



Duke
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STUCKE & ASSOCIATES
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E-mail: stucke@stuckeassocs.com
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REVISIONS:
08-04-06 - ISSUE FOR CONSTRUCTION
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS
08-08-06 - REVISED PER MSD COMMENTS

Scale: 1" = 30'
Date: 07/14/06
Drawn By: S.J.P.
Checked By: G.M.S.

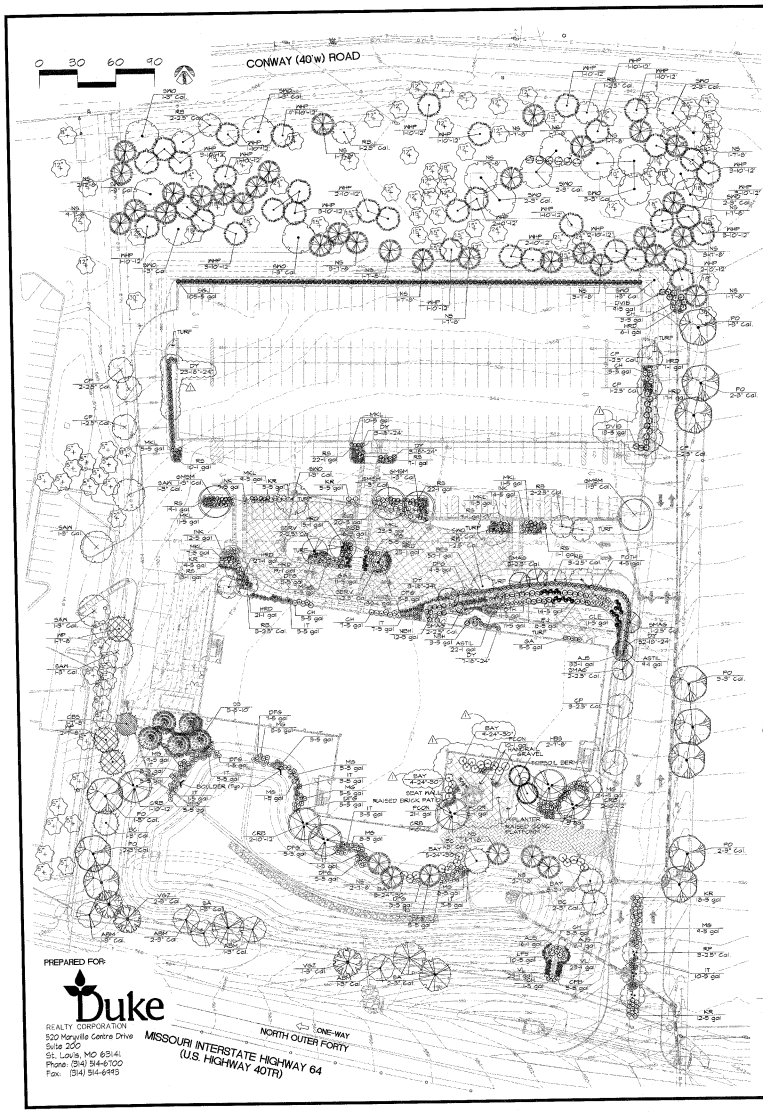
ST. JOHN'S MERCY REHABILITATION FACILITY
14561 NORTH OUTER FORTY
CHESTERFIELD, MISSOURI
SITE GEOMETRICS

Certified to: STATE OF MISSOURI
GEORGE MICHAEL STOCKE
NUMBER E-31196
NOVEMBER 1, 2006
GEORGE M. STOCKE E-31196

Drawing Number:
C1-7 of 13 Sheets

Date Job Number:

A/E Job Number:
204-3400



PLANT SCHEDULE

TREES	QTY.	COMMON/BOTANICAL	SIZE
ABM	6	Autumn Blaze Maple / Acer freemanii 'Jeffersred'	3" Cal.
GHSM	4	Green Mountain Sugar Maple / Acer saccharum	3" Cal.
SERV	9	Robin Hill Serviceberry / Amelanchier grandiflora 'Robin Hill'	2.5" Cal.
GRB	6	Heritage River Birch / Betula nigra 'Heritage'	10'-12'
RB	19	Redbud / Cercis canadensis	2.5" Cal.
SA	3	Summit Ash / Fraxinus pennsylvanica 'Summit'	3" Cal.
SWMB	6	Sweet Magnolia / Magnolia virginiana	2.5" Cal.
NS	57	Norway Spruce / Picea abies	7'-8'
SG	9	Serbian Spruce / Picea omorika	8'-10'
CBS	1	Colorado Blue Spruce / Picea pungens 'Glauca'	7'-8'
HBS	2	Hoopsi Blue Spruce / Picea pungens 'Hoopsii'	7'-8'
WP	36	White Pine / Pinus strobus	10'-12'
AP	3	Austrian Pine / Pinus nigra	7'-8'
CP	4	Chanticleer Pear / Pyrus calleryana 'Chanticleer'	2.5" Cal.
RP	3	Redspire Pear / Pyrus calleryana 'Redspire'	2.5" Cal.
SAW	4	Swamp White Oak / Quercus bicolor	3" Cal.
WO	14	Swamp White Oak / Quercus bicolor	3" Cal.
PO	1	Pin Oak / Quercus palustris	3" Cal.
BC	4	Bald Cypress / Taxodium distichum	3" Cal.
VGZ	5	Village Green Zelkova / Zelkova serrata 'Village Green'	3" Cal.
SHRUBS	**QTY.**	**COMMON/BOTANICAL**	**SIZE**
BA	3	Dizzy Aalia / Aralia grandifolia	5 gal
AGTL	91	Aalias / Aalias grandis' Devlachinsi'	1 gal
GAZ	1	Girard Azalea / Azalea Girard Hybrid 'Girard's Fuchsia'	5 gal
CPG	9	Crimson Pygmy Barberry / Berberis thunbergii 'Crimson Pygmy'	5 gal
WGG	16	Winter Gem Boxwood / Buxus microphylla 'Winter Gem'	5 gal
CLE	23	Hummingbird Summersweet / Clethra alnifolia 'Hummingbird'	5 gal
PUCON	54	Purple Coneflower / Echinacea purpurea 'Magnus'	1 gal
FOTH	20	Fothergilla / Fothergilla gardenii	5 gal
HRD	64	Happy Returns Daylily / Hemerocallis hybrid 'Happy Returns'	1 gal
NBH	5	Nikko Blue Hydrangea / Hydrangea macrophylla 'Nikko Blue'	5 gal
IAC	88	Compact Inkberry / Ilex glabra 'Compacta'	5 gal
CI	24	China Girl Holly / Ilex meserveae 'China Girl'/ TM	5 gal
IT	42	Henry's Garnet Itea / Itea virginica 'Henry's Garnet'	5 gal
SGJ	108	Sea Green Juniper / Juniperus chinensis 'Sea Green'	5 gal
PJ	30	Prostrate Juniper / Juniperus procumbens 'Nana'	5 gal
VL	46	Variegated Lily Turf / Liriope muscari 'Variegata'	1 gal
MS	64	Maiden Grass / Miscanthus sinensis 'Gracillimus'	5 gal
BAY	26	Northern Bayberry / Myrica pensylvanica	24"-30"
DPG	66	Henry Dwarf Fountain Grass / Pennisetum alopecuroides 'Hameln'	5 gal
RS	19	Russian Sage / Perovskia atriplicifolia	1 gal
KR	64	Knockout Rose / Rosa 'Knockout'	5 gal
BES	50	Goldstrum Black-eyed Susan / Rudbeckia fulgida 'Goldsturm'	1 gal
AJS	63	Autumn Joy Sedum / Sedum 'Autumn Joy'	1 gal
LPS	10	Little Princess Spirea / Spiraea japonica 'Little Princess'	5 gal
DKL	7	Dwarf Korean Lilac / Syringa meyeri 'Palibin'	5 gal
MKL	57	Miss Kim Lilac / Syringa patula 'Miss Kim'	5 gal
DY	41	Densa Yew / Taxus media 'Densiformis'	18"-24"
DVIB	22	Honeyed Double File Viburnum / Viburnum plicatum tomentosum 'Mariesii'	5 gal

LANDSCAPE GUIDELINE SPECS

GENERAL:

1.) Natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operations. Every effort possible shall be made to protect existing trees/shrubs. Any damage to existing trees/shrubs to remain in place shall at all times protect all materials and work against injury to public.

2.) The landscape contractor shall be responsible for all coordination with other contractors and subcontractors on the site. Contact Engineer for grade/plant drawings for further coordination of work to be done.

3.) Locations of all utilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine the exact location of and avoid damage to all underground utilities. Call 800-DIG-RITE.

4.) Plant material are to be planted in the same relationship to grade as was given in nursery conditions. Finish grade shall be established to 6" below finish grade and grade shall be established before installation of plants. Minimum mulch cover to within 12" of trunk of trees or shrubs planted within the lawn.

5.) It shall be the landscape contractor's responsibility to:
A.) Report to the Landscape Architect any errors shown on the drawings prior to commencement of work.
B.) Report all discrepancies found with regard to existing conditions, dimensions, and/or to the landscape architect immediately for direction.
C.) State the locations of all proposed plant material and obtain the landscape architect's approval of locations of landscape structures prior to installation.

6.) Items shown on the drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and calculations of materials. Any discrepancies in quantities and/or figures or size of plant materials will be accepted without written approval from the landscape architect.

7.) Provide single-stem trees unless otherwise noted in plant schedule.

8.) All plant material shall conform to the standards, specifications and requirements of AAN 2001 "American Standards for Nursery Stock".

9.) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect prior to acceptance. Plants not conforming exactly to the plant list will not be accepted and shall be removed from the site immediately upon rejection.

10.) All beds are to have mill prepare tested. The owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract.

11.) All plant materials to be transplanted shall be transplanted according to ANSI Z60.1. Additional costs for transplanted material will not be guaranteed by the landscape contractor.

INSURANCE:

1.) The landscape contractor shall submit certificates of insurance for workmen's compensation and general liability.

MULCH:

1.) All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of foreign matter such as twigs, stones, concrete, asphalt materials, etc.

2.) No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Mulch fabric shall be used beneath all gravel mulch beds. Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

1.) Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of one year after substantial completion.

2.) Contractor shall ensure that any equipment and trained personnel shall provide such services and that such services be provided in a timely manner.

TOPSOIL:

1.) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part composted organic material (composted bark fines) mixed in-situ to a depth of 6" minimum and grade smooth.

2.) Provide a soil analysis, as requested, made by an independent soil-testing agency showing the % of organic matter, inorganic matter, deleterious material, pH and essential nutrients.

3.) Remove from site all stones, roots, clay lumps, brush, weeds, debris, and any foreign matter larger than 1½ inch or any other extraneous or toxic material.

4.) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.

MISC. MATERIAL:

1.) Provide stakes and deadmen of sound, new hardwood, free of knots and defects.

2.) Tree wrap tape shall be 4" minimum, designed to prevent bark damage and insect breeding. Additionally, any tying tying material shall be used.

TURF:

1.) All disturbed lawn areas to be seeded with a mixture of Turf-Type Fescue (50% per acre) and Bluegrass (50% per acre). Lawn areas shall be unconditionally warranted for a period of one (1) year from date of final acceptance. Contractor shall sure that lawn square foot per sq. 50 square feet shall be replaced.

2.) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted. Sod shall be free of weeds and other debris and all slopes of 25% or greater shall be sodded.

4.) All sod shall be placed a maximum of 24 hours after harvesting.

5.) Repair/restoration existing lawn areas damaged by contractor's operations including equipment/material storage and movement of vehicles.

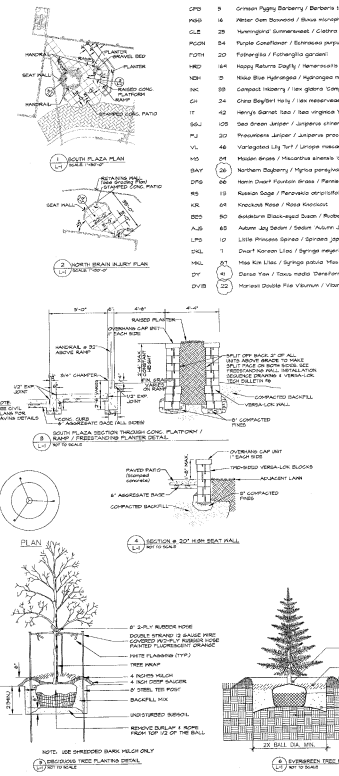
WARRANTY:

1.) All plant material (excluding ground cover, perennials and annuals) shall be guaranteed for a period of 12 months after installation at 100% of the installed price.

2.) Any plant material found to be defective shall be removed and replaced within 30 days of notification or if growth season determined to be best for that plant.

3.) Any and replacement plant trees or shrub shall be required at the end of the warranty period.

4.) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.



Duke
REALTY CORPORATION
520 Maryville Centre Drive
Suite 200
St. Louis, MO 63141
(314) 514-6100
Fax: (314) 514-6445

Landscape TECHNOLOGIES
811 Jakeview Creek Drive
St. Charles, MO 63304
(636) 928-2150
Fax: (636) 928-4963

Revisions	By
08.01.06 Minor Grading Changes	KMH

Scale: 1"=20'-0"
Date: Aug. 31, 2005
Drawn By: K. Hoffman
Checked By: KMH/KJB

ST. JOHN'S MERCY REHABILITATION FACILITY
14561 NORTH OUTER FORTY
CHESTERFIELD, MISSOURI 63017

MASTER LANDSCAPE PLAN

Certified By:

Drawing Number:
L-1
ONE of 1 Sheet

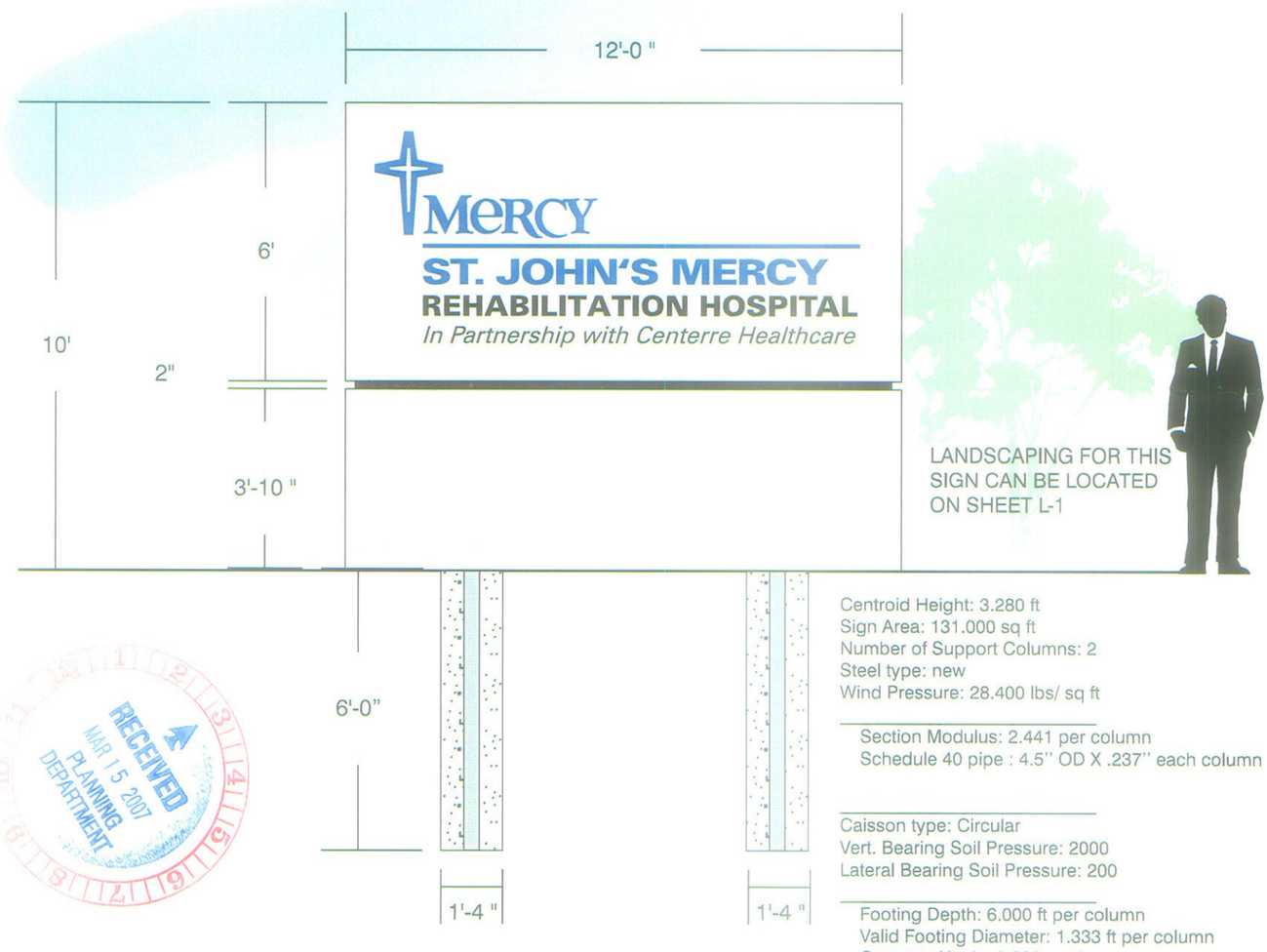
Duke Job Number:
STL001-001

A/E Job Number:
204104.00

INTERNALLY ILLUMINATED D/F MONUMENT SIGN

GX12 EXTRUDED ALUMINUM ALUMINUM SIGN CABINET
.090 ALUMINUM FACES, ROUTED & BACKED W/ ACRYLIC
1ST SURFACE APPLIED 3M GRAPHICS
FLUORESCENT ILLUMINATION
FACE BKGD COLOR: MATCH BUILDING COLOR
3M COLORS: 230-127 INTENSE BLUE
220-12 PERFORATED BLACK
ALUMINUM REVEAL, BLACK

THE ILLUMINATION FROM THIS SIGN WILL NOT TRESPASS ONTO THE ADJOINING PROPERTIES.



Centroid Height: 3.280 ft
Sign Area: 131.000 sq ft
Number of Support Columns: 2
Steel type: new
Wind Pressure: 28.400 lbs/ sq ft

Section Modulus: 2.441 per column
Schedule 40 pipe : 4.5" OD X .237" each column

Caisson type: Circular
Vert. Bearing Soil Pressure: 2000
Lateral Bearing Soil Pressure: 200

Footing Depth: 6.000 ft per column
Valid Footing Diameter: 1.333 ft per column
Concrete Yards: 0.293 yards
per column x 2 = 0.585 yards total

RECEIVED
MAR 15 2007
PLANNING DEPARTMENT

General
SIGN COMPANY
www. generalsignco.com

4857 COUNTY ROAD 218 P.O. BOX 999
CAPE GIRARDEAU, MO 63702-0999
(573) 334-5041 1-800-325-0205 FAX: 573-334-9578

13546 NW INDUSTRIAL DR., ST. LOUIS, MO. 63044
(314) 298-0400 1-800-737-1102
FAX: 314-291-SIGN

Note: All Dimensions shown on this drawing are nominal and may vary on the finished product due to fabrication tolerances.

Note: Every attempt is made to match colors as closely to 3M films and/or PANTONE matching system colors. However no color matching scheme can guarantee an exact match, due to printing limitations, environmental and other characteristics that affect how we perceive color.

CUSTOMER APPROVAL DATE

DESIGNED FOR: ST. JOHN'S MERCY HEALTHCARE		
PROJECT LOCATION: 14561 NORTH OUTER FORTY RD, CHESTERFIELD		
SALESPERSON: GARY GROSSE		DATE: 9/13/06
PROJECT NO: 9585GG	DRAWN BY: B.MOUSER	SCALE:NOTED
		SAVED AS:MERCY14561NOUTERF

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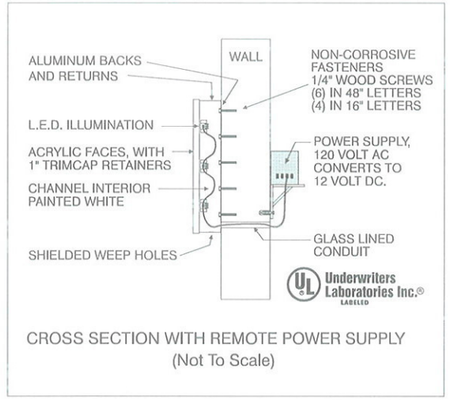
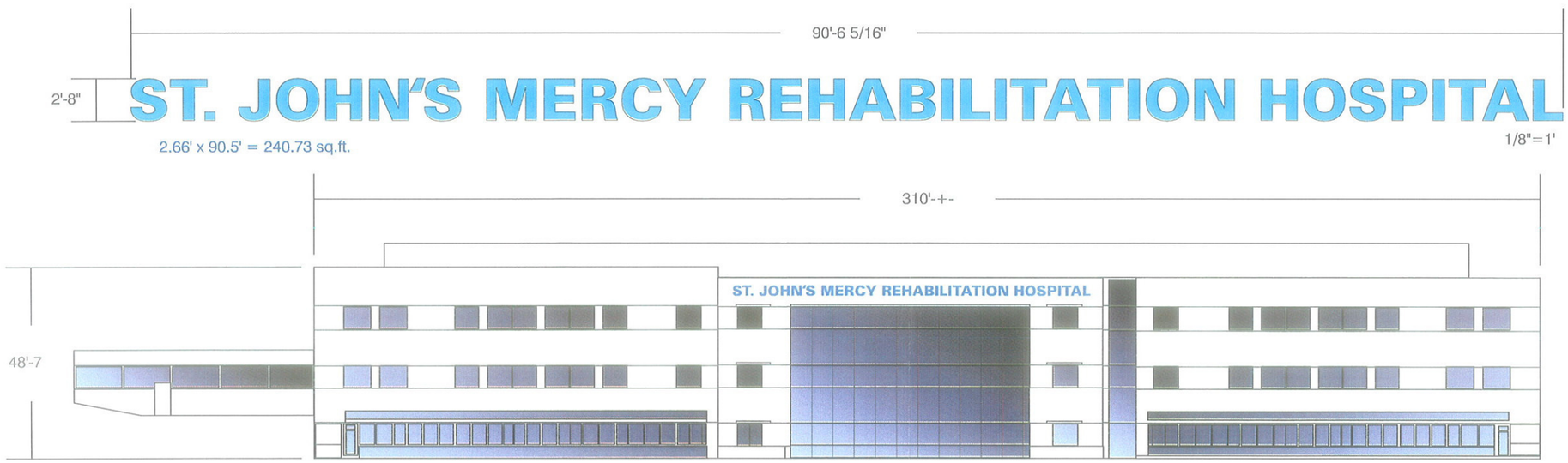


CROSS SECTION WITH REMOTE POWER SUPPLY
(Not To Scale)



south elevation 1/32"=1'

48.58' x 310' = 15,059.8 x 752.99 sq ft.
300 sq. ft. max allowed

INTERNALLY ILLUMINATED CHANNEL LETTERS

FABRICATED ALUMINUM CHANNELS W/ ACRYLIC FACES, TRIMCAP RETAINERS
& LED ILLUMINATION POWERED BY REMOTE POWER SUPPLYS
INSIDE OF CHANNELS PAINTED M.A.P. GLOSS WHITE, 42-202, FULL COVERAGE TYPICAL

FACES: 2447 WHITE W/ 1ST SURFACE APPLIED 230-127 INTENSE BLUE FILM
RETURNS: MATCH FASCIA BACKGROUND, TO BE DETERMINED
TRIMCAP RETAINERS : SILVER
LEDS: WHITE

THE ILLUMINATION FROM THIS SIGN WILL NOT TRESPASS ONTO THE ADJOINING PROPERTIES.

General SIGN COMPANY
www. generalsignco.com

4857 COUNTY ROAD 218 P.O. BOX 999
CAPE GIRARDEAU, MO 63702-0999
(573) 334-5041 1-800-325-0205 FAX: 573-334-9578

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CUSTOMER APPROVAL DATE

DESIGNED FOR: ST. JOHN'S MERCY HEALTHCARE		
PROJECT LOCATION: 14561 NORTH OUTER FORTY RD, CHESTERFIELD		
SALESPERSON: GARY GROSSE		DATE: 9/13/06
PROJECT NO: 9585GG	DRAWN BY: B.MOUSER	SCALE:NOTED
	SAVED AS:MERCY14561NCD	

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City of Chesterfield

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

III. B.

April 10, 2007

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

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

Dear Planning and Zoning Committee:

At the April 9, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter with one modification was approved by a vote of 8-0. The Attachment A was modified as follows:

Section J. Public/Private Road Improvements, Including Pedestrian Circulation (page 5)

2. Provide a ~~four (4)~~ five (5) foot wide sidewalk along Conway Road. If the sidewalk cannot be constructed within the existing right of way, provide sidewalk, maintenance, utility, and roadway widening easement as necessary to extend from the right of way to one foot beyond the sidewalk. The easement shall be established prior to approval of the Improvement Plans.

Variance Request

The petitioner also requested a reduction of the open space requirement from 45% to 37%. In addition the petitioner requested a reduction in the parking space requirement from 4 spaces/1,000 square feet of gross floor area to either 3.3 spaces/1,000 square feet of gross floor area or 4 spaces/1,000 square feet of usable/leasable space as defined by BOMA (Building Owners & Managers Association) International.

Staff recommends that the rezoning be approved with the Attachment A as currently written. No motions were made by the Planning Commission regarding either requested variance.

Section 1003.140 of the City of Chesterfield Zoning Ordinance allows the open space and parking space requirements to be amended, by a majority vote of the City Council, if the petitioner has demonstrated that said amendments will encourage, promote, and reward good architecture and urban planning.

Attached please find a copy of Staff's report and the Attachment A as modified by the Planning Commission.

Respectfully submitted,

Jennifer L. Yackley
Project Planner

Respectfully submitted,

Aimee E. Nassif
Senior Planner of
Zoning Administration

Cc: Rob Heggie, City Attorney
Michael G. Herring, City Administrator
Michael Geisel, Acting Director of Planning

Attachments

ATTACHMENT A

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

I. SPECIFIC CRITERIA

A. PERMITTED USES

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

   a. Offices or Office Buildings

   b. One (1) parking garage

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

1. BUILDING REQUIREMENTS

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

C. SETBACKS

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

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

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

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

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

2. PARKING SETBACKS

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

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

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

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

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

D. PARKING AND LOADING REQUIREMENTS

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

2. Construction Parking

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

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

3. Parking lots shall not be used as streets.

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

E. LANDSCAPE AND TREE REQUIREMENTS

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

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

F. SIGN REQUIREMENTS

1. Sign package submittal materials shall be required for this development. All sign packages shall be reviewed and approved by the City of Chesterfield Planning Commission.

2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, Missouri Department of Transportation, and/or the St. Louis County Department of Highways and Traffic, for sight distance considerations prior to installation or construction.

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

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

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

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

the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.

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

I. ACCESS/ACCESS MANAGEMENT

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

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

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

4. Ingress and egress must conform to MoDOT's Access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right of way will require permit. To the entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Obtain approvals from the City of Chesterfield, St. Louis County Department of Highways and Traffic and the Missouri Department of Transportation for areas of new dedication, and roadway improvements.

2. Provide a five (5) foot wide sidewalk along Conway Road. If the sidewalk cannot be constructed within the existing right of way, provide a sidewalk, maintenance, utility, and roadway widening easement as necessary to extend from the right of way to one foot beyond the sidewalk. The easement shall be established prior to approval of the Improvement Plans.

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

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

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

K. TRAFFIC STUDY

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

L. POWER OF REVIEW

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

M. STORMWATER AND SANITARY SEWER

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

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

3. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, in accordance with the Metropolitan St. Louis Sewer District specifications and requirements.

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

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

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

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

N. GEOTECHNICAL REPORT.

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

O. MISCELLANEOUS

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

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

A. The developer shall submit a concept plan within eighteen (18) months of City Council approval of the change of zoning.

B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within eighteen (18) months of the date of approval of the change of zoning by the City.

C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.

D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.

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

III. COMMENCEMENT OF CONSTRUCTION

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

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

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

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

2. Outboundary plat and legal description of the property.

3. Density Calculations.

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

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

6. Provide Floor Area Ratio (F.A.R.).

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

8. A note indicating signage approval is separate process.

9. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.

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

11. Indicate location of all existing and proposed freestanding monument signs.

12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.

13. Floodplain boundaries.

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

15. Depict all existing and proposed easements and rights-of-way within one hundred and fifty (150) feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.

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

17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.

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

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

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

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

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

23. Compliance with Sky Exposure Plane.

V. TRUST FUND CONTRIBUTION

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

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

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

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

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

The amount of this required contribution, if not submitted by January 1, 2007 will be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

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

VI. RECORDING

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

VII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

A. Prior to the issuance of foundation or building permits, all approvals from all applicable agencies and the Department of Public Works, as

applicable, must be received by the City of Chesterfield Department of Planning.

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

VIII. ENFORCEMENT

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

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

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

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

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

LIGHTHOUSE
ARCHITECTS

RECEIVED
APR 16 2007
PLANNING
DEPARTMENT

April 16, 2007

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

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

Dear Ms. Yackley,

I am writing this hardship letter to your attention regarding the aforementioned Conway Point Office Building project (P.Z #16-2006). We are requesting 3 variances for the consideration of the Board of Adjustments.

Initially we are requesting a reduction in the required 30'-0" setback between our property and our neighbor to the west. Currently both properties are zoned Single-Family Residential. We are requesting a rezoning of our property to PC – Planned Commercial, which is consistent with the direction provided with the Comprehensive Land Use Plan published by the City of Chesterfield. A 30'-0" setback is required when commercial property abuts residential property, however we have received a signed letter from our neighbor to the west agreeing to the reduced setback we are requesting (we are requesting a 10'-0" setback which is required between two commercial properties). Another item that supports this request is the fact that the City of Chesterfield has requested the developers of this property to provide a cross-site access easement to modify our current curb cut to a future shared curb cut aligned with the commercial development on the opposite side of Conway Road. It is our understanding this request was made by the City of Chesterfield in anticipation of this parcel being rezoned in the future consistent with the direction provided by the Urban Core definition. We are not suggesting that anticipatory development guide this variance, however in the short term we have a agreement with the current property owner to agree to this reduced setback and the in the long term the 10'-0" setback is consistent with the desired Urban Core developments desired by the City of Chesterfield. The hardship revolves around the compromised geometry of this site, which is mostly consumed by setbacks, otherwise does not allow for the "Urban Core" development desired by the City of Chesterfield if this variance request is not granted.

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

Our next variance request concerns the open space requirement presently placed on this site. The site currently has a 45% open space requirement and our current site plan provides 37.3% open space. Again, this property, while currently zoned Single-Family Residential, is positioned in the Urban Core area of the City of Chesterfield's Land Use Plan. The City of Chesterfield's definition for Urban Core states "Land uses for the Urban Core include a mixture of high-density residential, retail, and office uses containing the highest density development in Chesterfield." It is difficult to attain the "highest density development in Chesterfield" with the requirement of 45% open space. We are requesting a reduction in the open space requirement to 37% (currently commercial developments along Highway 40 in Chesterfield Valley are allowed 30% open space – and the Urban Core is supposed to be the highest density development in Chesterfield). While we are requesting a reduction to 37% open space, this development will have the benefit of visually gaining the MoDOT and St. Louis County R.O.W. as our open space, because we have an agreement to landscape and maintain this property. Our request strikes a balance between the 30% open space provided in Chesterfield Valley and the current 45% open space requested (a general note: with the R.O.W. space our client will landscape and maintain, this property will provide the curb appeal of a property with 58.7% open space). The hardship we are claiming is the financial impact of landscaping and maintaining this additional property deserves a reduction in the open space requirement to 37% - which would be more in line with the definition of the Urban Core of Chesterfield as the "highest density development in Chesterfield."

Our final variance request addresses the matter of the current on-site parking requirement. Currently a requirement of 4 parking spaces/1,000 construction gross square feet is required. The parking ratio using "construction gross square footage" is excessive because it allows for unoccupied spaces in this calculation (elevator shafts, stairwells, mechanical shafts, toilet cores, electrical closets, mechanical spaces, janitors closet, etc…). Our request would be to allow 4 parking spaces/1,000 BOMA useable square footage (BOMA useable is an industry standard real estate development definition). This request would provide for a more accurate parking requirement for actual occupied spaces (cities are desiring to have "green" buildings and "green" developments and one area other municipalities are currently modifying are parking ratios, so the building can provide parking for the actual space required instead of providing a sea of asphalt to over-park the proposed building). Until recently the City of Chesterfield recognized a 3.3 parking spaces /1,000 construction gross square feet parking ratio which we would comply with if the construction gross square footage of the building is the directed benchmark instead of a BOMA useable square footage calculation. We are suggesting either a 3.3 parking spaces/1,000 construction gross square footage or 4 parking spaces/1,000 BOMA useable square footage. This request is consistent with the parking ratio previously recognized by the City of Chesterfield and is consistent with our client's desire to create a "green" development.

In closing, please contact me directly if you have any comments or questions regarding these variance requests. Thank you in advance for your time concerning this matter. I look forward to hearing from you as your schedule allows.

Sincerely,

LIGHTHOUSE
ARCHITECTS

Randy Johnston, AIA
principal

VIII. A.

City of Chesterfield

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

Planning Commission Staff Report

Subject: **Rezoning Vote Report**

From: Jennifer Yackley, Project Planner

Meeting Date: April 9, 2007

Location: 15310 Conway Road

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

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

Proposal Summary

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

The petitioner requests two modifications to the Attachment A:

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

Staff Recommendation

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

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

Zoning Analysis

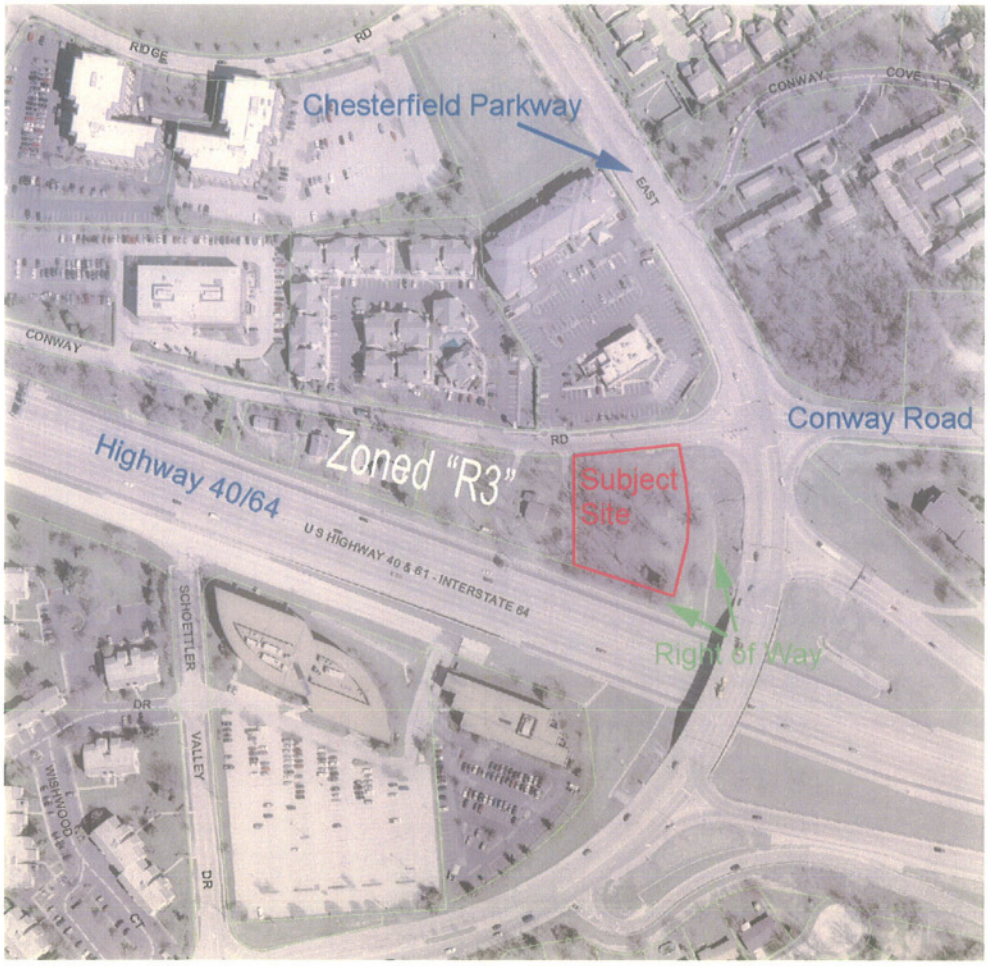
A preliminary plan accompanies all rezoning requests when the change of zoning is to a Planned District. When a vote is taken on a rezoning request, the vote is to approve the change of zoning with an Attachment A. The vote is not to approve the accompanying preliminary plan which is provided for informational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

During site plan review, if a site development plan is submitted which still does not meet the City of Chesterfield Code, the site development plan will not be considered for approval before the Planning Commission.

Surrounding Land Use and Zoning

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

North: Fairfield Suites and Applebee's are to the north and are zoned "C8" Planned Commercial District.
South: Highway 40/64 is to the south of the property.
East: Delmar Gardens Residential facility is located across Chesterfield Parkway to the east and is zoned "NU" Non-Urban.
West: The property to the west is zoned "R3" Residence District.



Standing on Chesterfield Parkway facing west toward site.

View of the site from Highway 40/64.

Standing on Conway Road facing south toward site.

Comprehensive Plan Analysis

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

Site Area History

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

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

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

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

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

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

Ordinance Number 1678 allows for the open space and parking space requirements to be modified if the petitioner has demonstrated that said amendment would encourage, promote, and reward good architecture and urban planning. A separate two-thirds vote (6) of the Planning Commission would be required for each modification.

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

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

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

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

Respectfully submitted,

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

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

LIGHTHOUSE
ARCHITECTS

RECEIVED
MAR 15 2007
PLANNING DEPARTMENT

March 14, 2007

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

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

Dear Ms. Yackley,

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

I. **ISSUES**

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

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

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

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

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

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

Sincerely,

LIGHTHOUSE
ARCHITECTS

Randy Johnston, AIA
principal

the clayton engineering company, inc.

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HIGHWAY ENGINEERING
SANITARY ENGINEERING
WATER RESOURCES

March 8, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

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

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

Dear Ms. Fields,

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

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

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

Thank you for your consideration.

Sincerely,

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

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

Enclosure – Site Development Plan

11920 Westline Industrial Drive • St. Louis, MO 63146
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the clayton engineering company, inc.

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SANITARY ENGINEERING
WATER RESOURCES

March 8, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

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

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

Dear Mr. Bodart,

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

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

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

Thank you for your consideration.

Sincerely,

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

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

Enclosure – Site Development Plan

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

February 28, 2007

RECEIVED
MAR 13 2007
PLANNING DEPARTMENT

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

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

Dear Mr. Johnston:

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

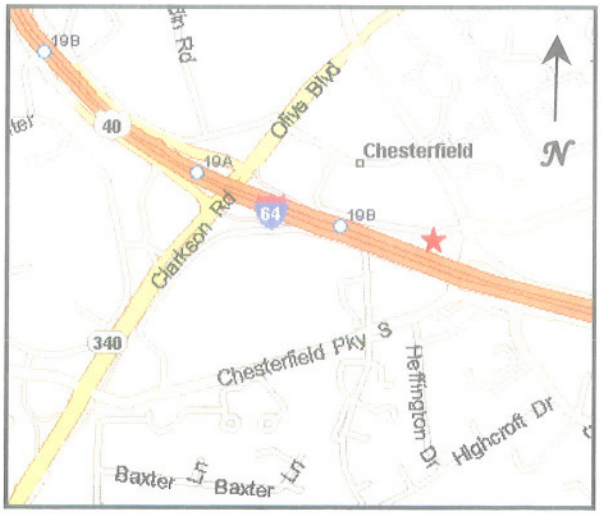


Figure 1: Site Location Map

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

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

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

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

Existing Roadway & Traffic Conditions

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

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

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

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

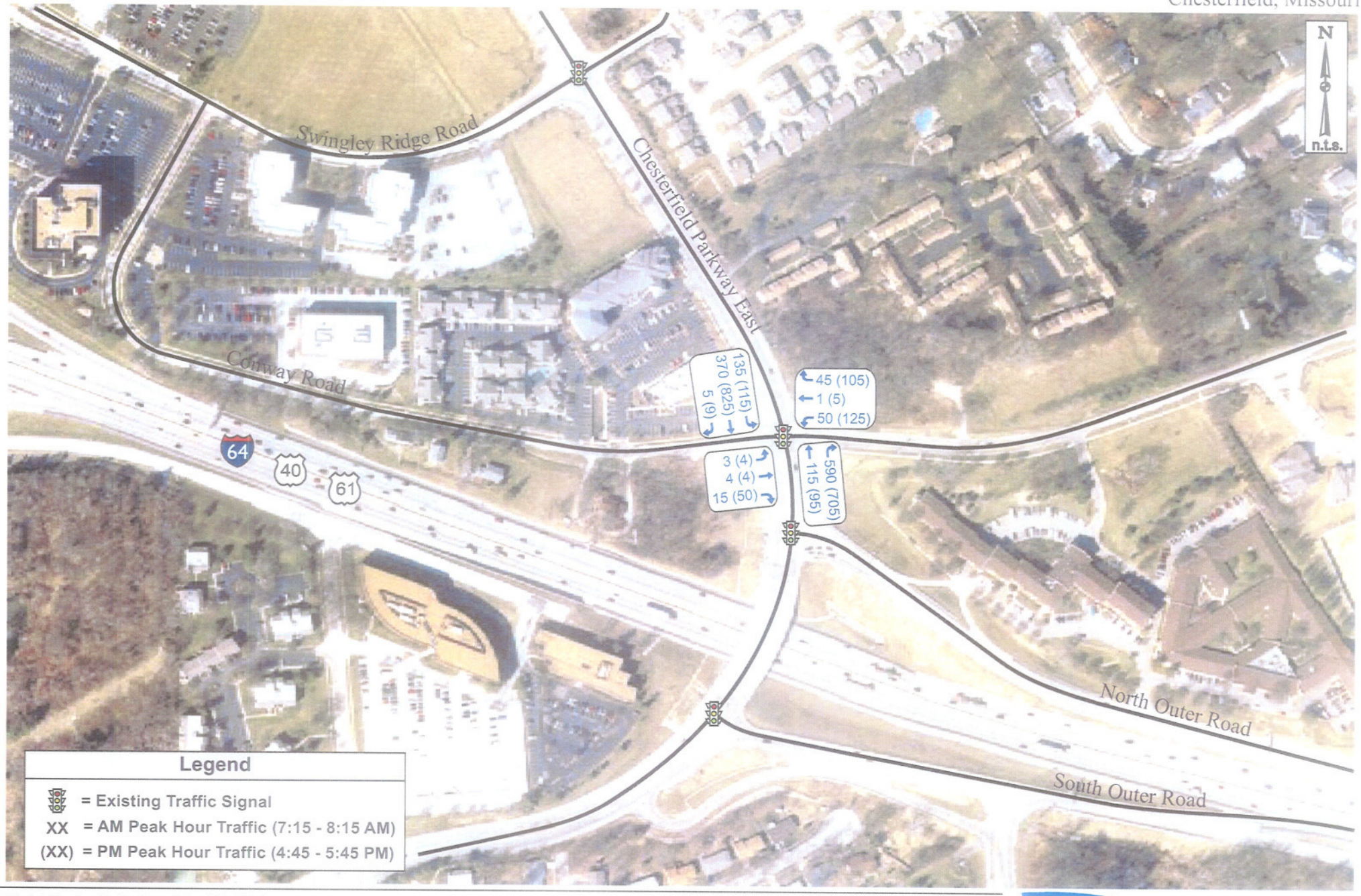


Exhibit 1: Existing Traffic Volumes

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Existing Operating Conditions

The intersection of Chesterfield Parkway East with Conway Road was evaluated to quantify existing operating conditions. The analysis, which was completed using SYNCHRO 6, is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) published in 2000 by the Transportation Research Board. This manual, which is used universally by highway and traffic engineers to measure roadway capacity, established six levels of traffic service: "Most Desirable" (Level A), to "Fully Loaded" (Level F).

Levels of traffic service are measures of traffic flow, which consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period operating conditions in urban areas.

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

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

Table 1
Level of Service Thresholds

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

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

Table 2
Existing Operating Conditions
Chesterfield, Missouri

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

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

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

Trip Generation Characteristics for the Proposed Development

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

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

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

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

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

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

Forecasted Conditions

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

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

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

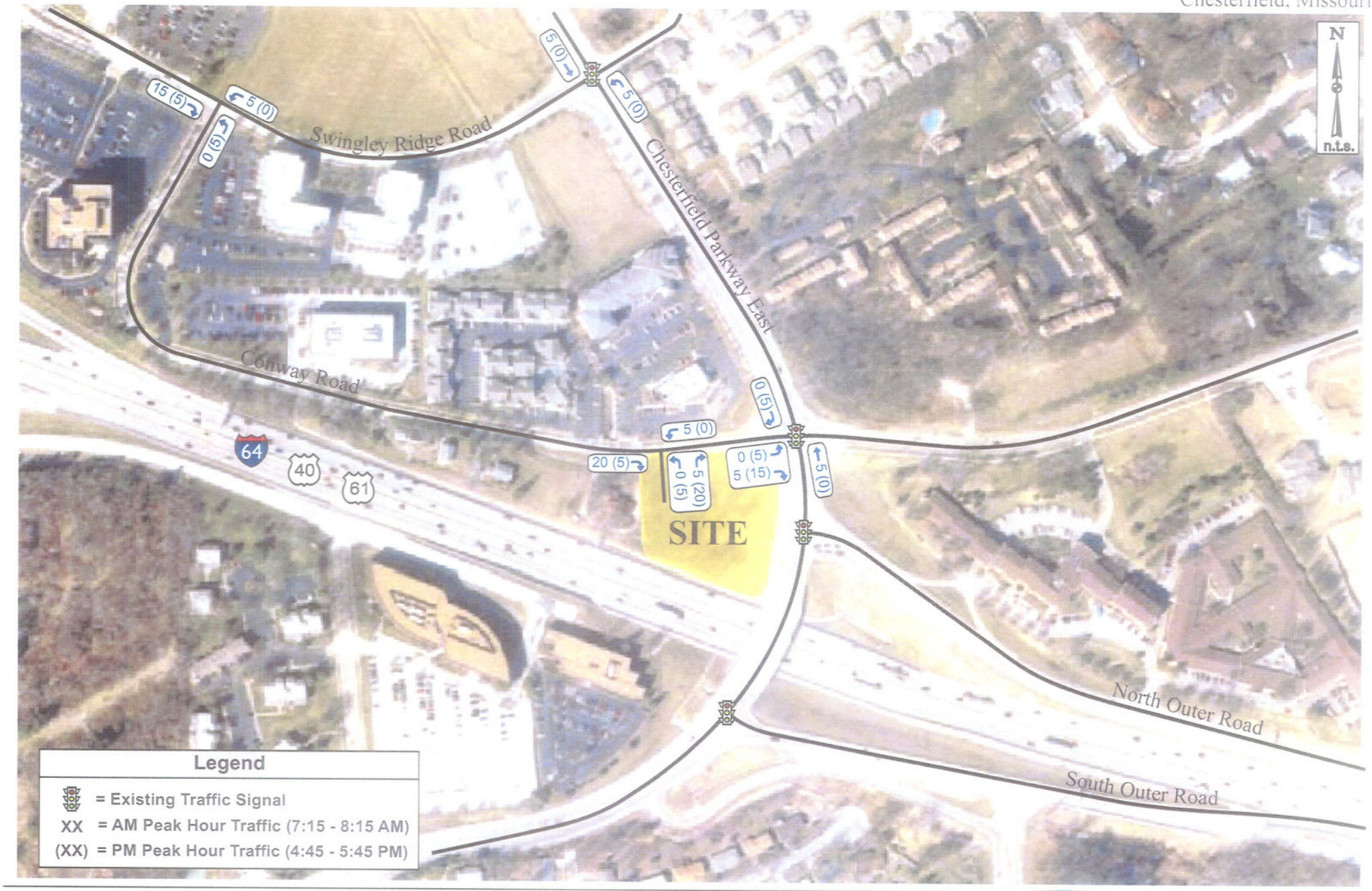


Exhibit 2: Office Development's Site-Generated Traffic Volumes

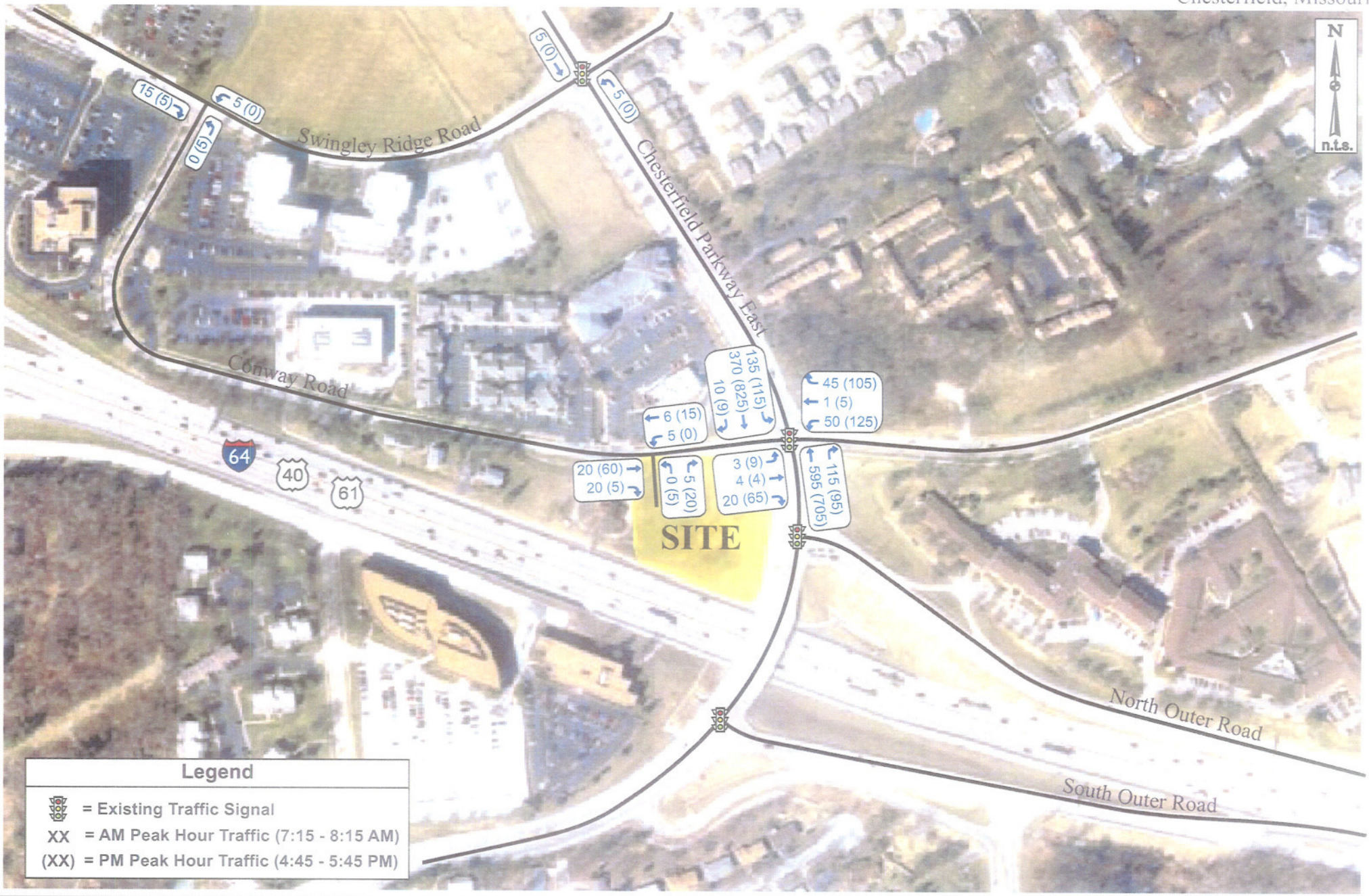


Exhibit 3: Total Forecasted Traffic Volumes

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

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

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

Forecasted Conditions Including Additional Development

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

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

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

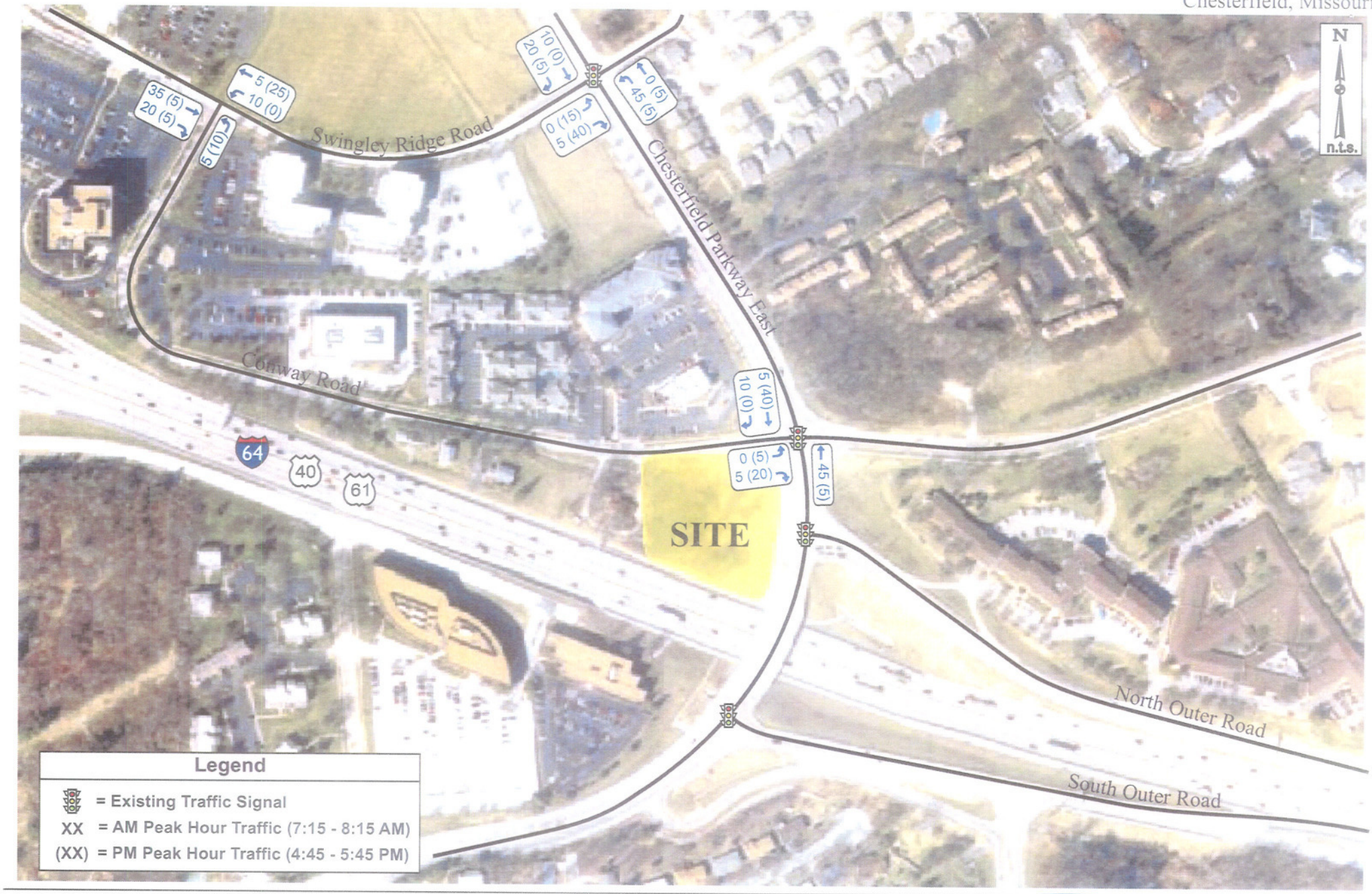


Exhibit 4: Site-Generated Traffic Volumes - Adjacent Tracts

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

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

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

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

Table 6
Forecasted Operating Conditions with Additional Development
Chesterfield, Missouri

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

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

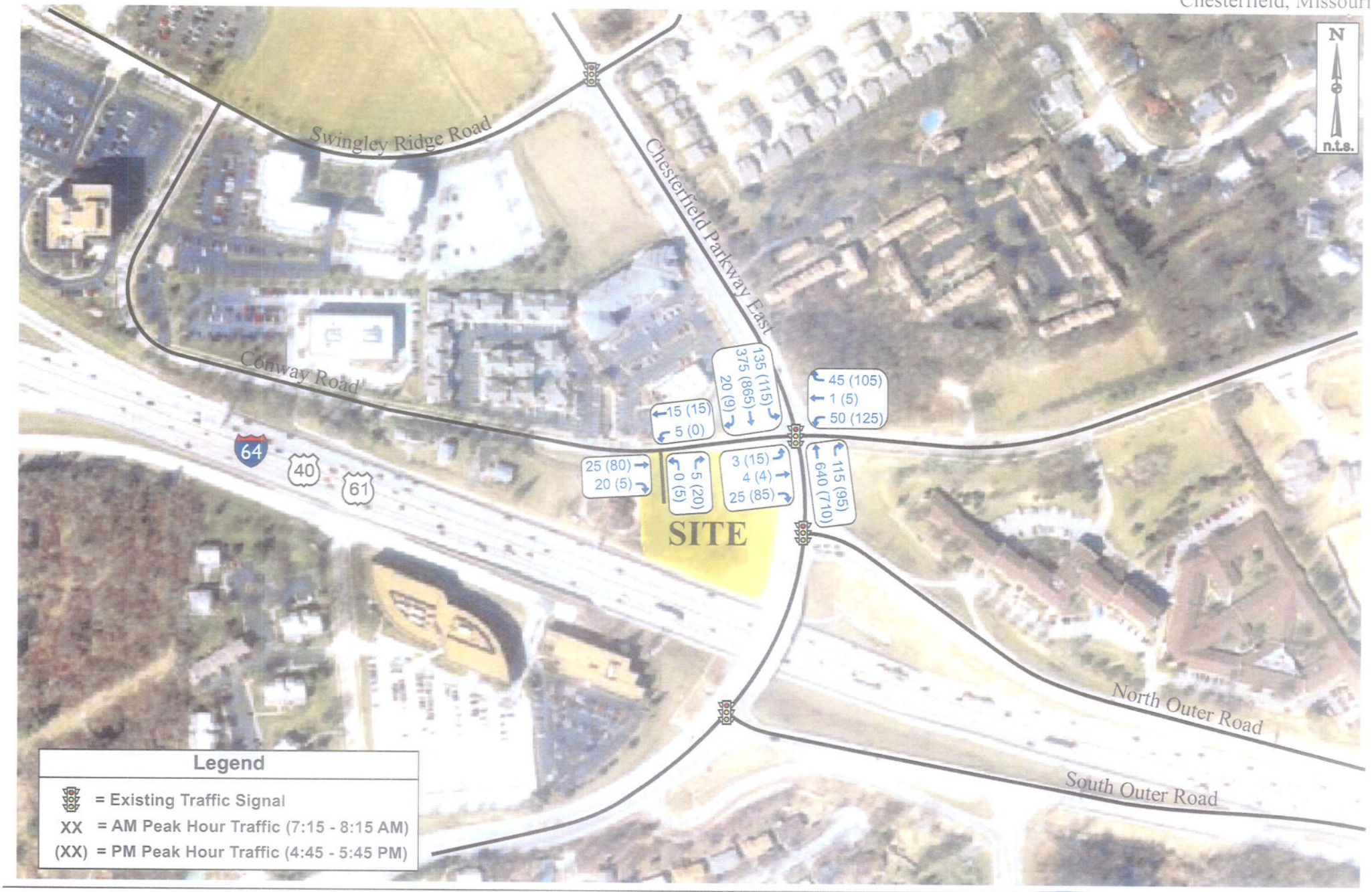


Exhibit 5: Total Forecasted Traffic Volumes with Additional Development on Adjacent Tracts

Job# 007-07
2/28/07

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

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

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

Findings & Conclusions

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

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

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

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

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

Sincerely,

Julie Nolfo

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

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

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

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

NO DETENTION IS REQUIRED

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

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

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

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

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

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

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

ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.

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

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

THE DEVELOPER SHALL BE REQUIRED TO PROVIDE ADEQUATE TEMPORARY OFF-STREET PARKING FOR CONSTRUCTION EMPLOYEES. PARKING ON NON-SURFACED AREAS SHALL BE PROHIBITED IN ORDER IN ORDER TO ELIMINATE THE CONDITION WHEREBY MUD FROM CONSTRUCTION AND EMPLOYEE VEHICLES IS TRACKED ONTO THE PAVEMENT CAUSING HAZARDOUS ROADWAY AND DRIVING CONDITIONS.

THE STREETS SURROUNDING THIS DEVELOPMENT AND ANY STREET USED FOR CONSTRUCTION ACCESS THERETO SHALL BE CLEANED PRIOR TO THE END OF EACH WORK DAY.

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

CURRENT PROPERTY ZONING: "R3" – RESIDENCE DISTRICT

PROPOSED ZONING: "PC" PLANNED COMMERCIAL

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

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

LEGAL DESCRIPTION

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

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

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

SHEET INDEX:

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

SOILS ENGINEER NOTES

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

SCI ENGINEERING, INC.

ENGINEER, P.E. DATE

BUILDING HEIGHT = 62 FEET

PAVEMENT AREA = 20,899± S.F.

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

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

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

SITE ADDRESS: 15310 CONWAY ROAD

LOCATOR NUMBER: 18S310382

PROPOSED USE: OFFICE

TOTAL PARKING REQUIRED = 65 SPACES

TOTAL PARKING PROVIDED = 66 SPACES

(3.3 SPACES PER 1000 SQUARE FEET GROSS FLOOR AREA)

(INCLUDING 3 HANDICAP SPACES)

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

FEMA MAP MUMBER = 25189C0145 H

PARKING & LOADING SPACE SETBACKS

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

SITE IS SERVED BY:

CHESTERFIELD FIRE PROTECTION
155 LONG ROAD
CHESTERFIELD, MO. 63005

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

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

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

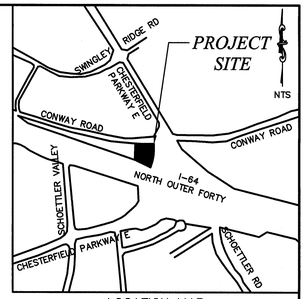
LACLEDE GAS
720 OLIVE ST.
ST. LOUIS, MO. 63101
K. KRAMER (314) 342–0686

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

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

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

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



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

ABBREVIATIONS

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

LEGEND

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

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MODOT (314) 340–4100

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

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

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

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

REVISIONS

OVERALL PRELIMINARY DEVELOPMENT PLAN
CONWAY POINT OFFICE BUILDING

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

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

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

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

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

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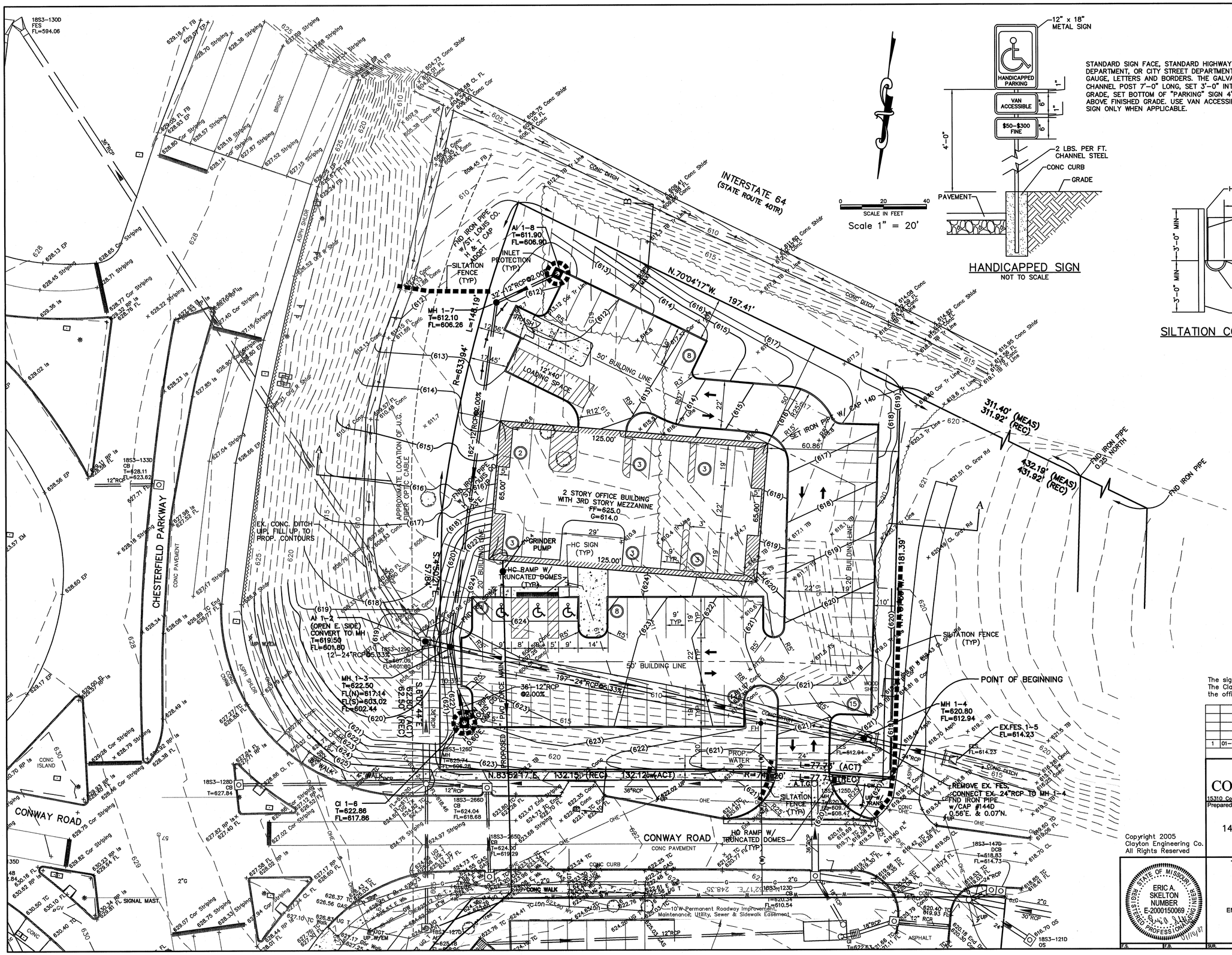
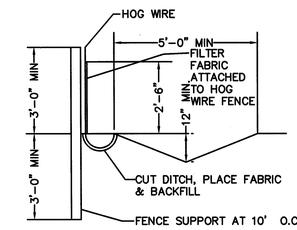


STANDARD SIGN FACE, STANDARD HIGHWAY DEPARTMENT, OR CITY STREET DEPARTMENT GAUGE, LETTERS AND BORDERS. THE GALVANIZED U CHANNEL POST 7'-0" LONG, SET 3'-0" INTO GRADE, SET BOTTOM OF "PARKING" SIGN 4'-0" ABOVE FINISHED GRADE. USE VAN ACCESSIBLE SIGN ONLY WHEN APPLICABLE.

HANDICAPPED SIGN

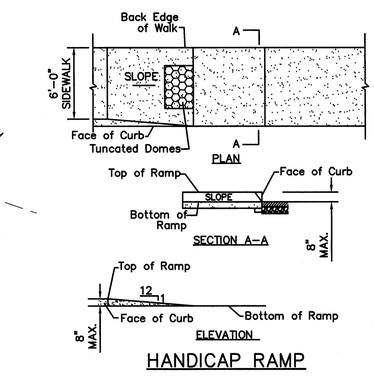
NOT TO SCALE



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

SILTATION CONTROL FENCE & SWALE

NOT TO SCALE



HANDICAP RAMP

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

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

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

REVISIONS

PRELIMINARY DEVELOPMENT PLAN

CONWAY POINT OFFICE BUILDING

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

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

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

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

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

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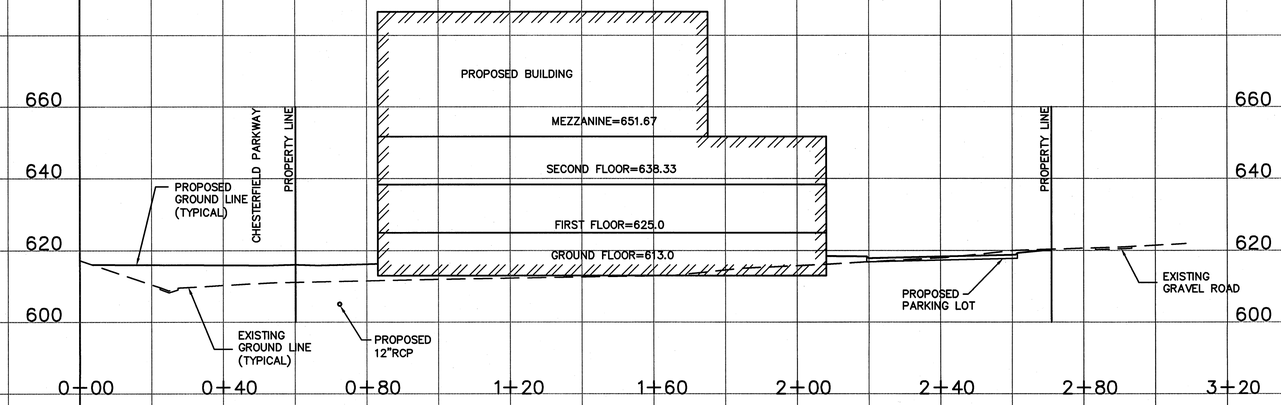

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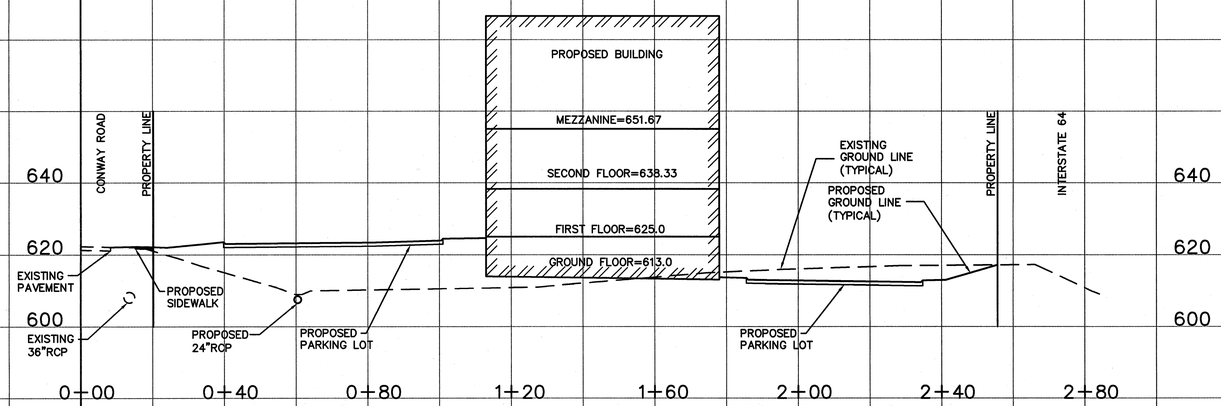
1"=20' Vertical

SECTION A–A



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

SECTION B–B

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

REVISIONS

PRELIM. DEVELOPMENT PLAN CROSS SECTIONS
HUNTLEIGH SECURITIES

15310 Conway Rd. Chesterfield, MO 63017

Prepared for:

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

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Designed	SWQ
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Checked	EAS
Date	09/14/06
Project Number	98218.3
Sheet Number	3 of 3

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

City of Chesterfield

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

III. C.

April 10, 2007

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

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

Dear Planning and Zoning Committee:

At the April 9, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter with two modifications was approved by a vote of 8-0. The modification to the open space requirement was requested by Staff to correct a typographical error. The Attachment A was modified as follows:

1) **Section A. Permitted Uses** (Page 1) The following language was added:

   2. The above uses in the "PC" District shall be restricted as follows:

      a. Drive-thru facilities for any of the above permitted uses shall be prohibited.

2) **Section B. Floor Area, Height, Building and Parking Structure Requirements** (Page 2)

   1. Building Requirements

      a. A minimum of ~~forty-five~~ forty percent ~~(45%)~~ (40%) openspace is required for this development.

Attached please find a copy of Staff's report and the Attachment A as modified by the Planning Commission.

Respectfully submitted,

Jennifer L. Yackley
Project Planner

Respectfully submitted,

Aimee E. Nassif
Senior Planner of
Zoning Administration

Cc: Rob Heggie, City Attorney
Michael G. Herring, City Administrator
Michael Geisel, Acting Director of Planning

Attachments

ATTACHMENT A

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

I. SPECIFIC CRITERIA

A. PERMITTED USES

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

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

   b. Barber shops and beauty parlors.

   c. Bookstores.

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

   e. Financial institutions.

   f. Medical and dental offices.

   g. Offices or office buildings.

   h. Restaurants, fast food.

   i. Restaurants, sit down.

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

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

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

2. The above uses in the "PC" District shall be restricted as follows:

a. Drive-thru facilities for any of the above permitted uses shall be prohibited.

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

1. BUILDING REQUIREMENTS

a. A minimum of forty percent (40%) openspace is required for this development.

C. SETBACKS

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

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

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

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

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

2. PARKING SETBACKS

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

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

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

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

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

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

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

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

D. PARKING AND LOADING REQUIREMENTS

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

2. Construction Parking

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

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

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

3. Parking lots shall not be used as streets.

E. LANDSCAPE AND TREE REQUIREMENTS

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

F. SIGN REQUIREMENTS

1. Sign package submittal materials shall be required for this development. All sign packages shall be reviewed and approved by the City of Chesterfield Planning Commission.

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

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

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

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

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

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

I. ACCESS/ACCESS MANAGEMENT

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

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

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

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

K. POWER OF REVIEW

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

L. STORMWATER

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

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

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

   The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements. Functional equivalence is said to be achieved when, as determined by the Director of Public Works, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting

any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Director of Public Works determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.

4. Provide a Chesterfield Valley Storm Water Easement along the east property line to accommodate the construction of the Chesterfield Valley Master Storm Water Plan channel in that area, and depict the channel on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.

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

M. SANITARY SEWER

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

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

N. MISCELLANEOUS

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

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

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

A. The developer shall submit a concept plan within eighteen (18) months of City Council approval of the change of zoning.

B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within eighteen (18) months of the date of approval of the change of zoning by the City.

C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.

D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.

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

III. COMMENCEMENT OF CONSTRUCTION

A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance.

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

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

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

2. Outboundary plat and legal description of the property.

3. Density Calculations.

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

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

6. Provide Floor Area Ratio (F.A.R.).

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

8. A note indicating signage approval is separate process.

9. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.

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

11. Indicate location of all existing and proposed freestanding monument signs.

12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.

13. Floodplain boundaries.

14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site,

    and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.

15. Depict all existing and proposed easements and rights-of-way within one hundred and fifty (150) feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.

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

17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.

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

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

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

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

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

23. Compliance with Sky Exposure Plane.

V. CHESTERFIELD VALLEY TRUST FUND

Roads

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

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

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

Credits for roadway improvements required will be awarded as directed by Saint Louis County Highways and Traffic. Any portion of the roadway improvement contribution that remains, following completion of road improvements required by the development shall be retained in the appropriate Trust Fund.

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

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of $654.66 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

The primary water line contribution shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before approval of the Site Development Plan by the St. Louis Department of Highways and Traffic. Funds shall be payable to the "Treasurer, St. Louis County".

Stormwater

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by St. Louis County and the Metropolitan St. Louis Sewer District. The amount of the storm water contribution will be computed based on $2,077.15 per acre for the total area as approved on the Site Development Plan. The storm water contributions to the Trust Fund shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by St. Louis County Highways and Traffic. Funds shall be payable to the "Treasurer, St. Louis County."

Sanitary Sewer

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

The sanitary sewer contributions within Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2008 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

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

VI. RECORDING

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

VII. ENFORCEMENT

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

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

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

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

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

VIII. B.

City of Chesterfield

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

Planning Commission Staff Report

Subject: **Rezoning Vote Report**

From: Jennifer Yackley, Project Planner

Meeting Date: April 9, 2007

Location: 17670 and 17680 Chesterfield Airport Road

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

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

Proposal Summary

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

Staff Recommendation

The Attachment A for this request meets all of the development requirements of the City of Chesterfield and therefore, Staff recommends approval of the change of zoning from "M3" Planned Industrial District to a "PC" Planned Commercial District.

Zoning Analysis

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

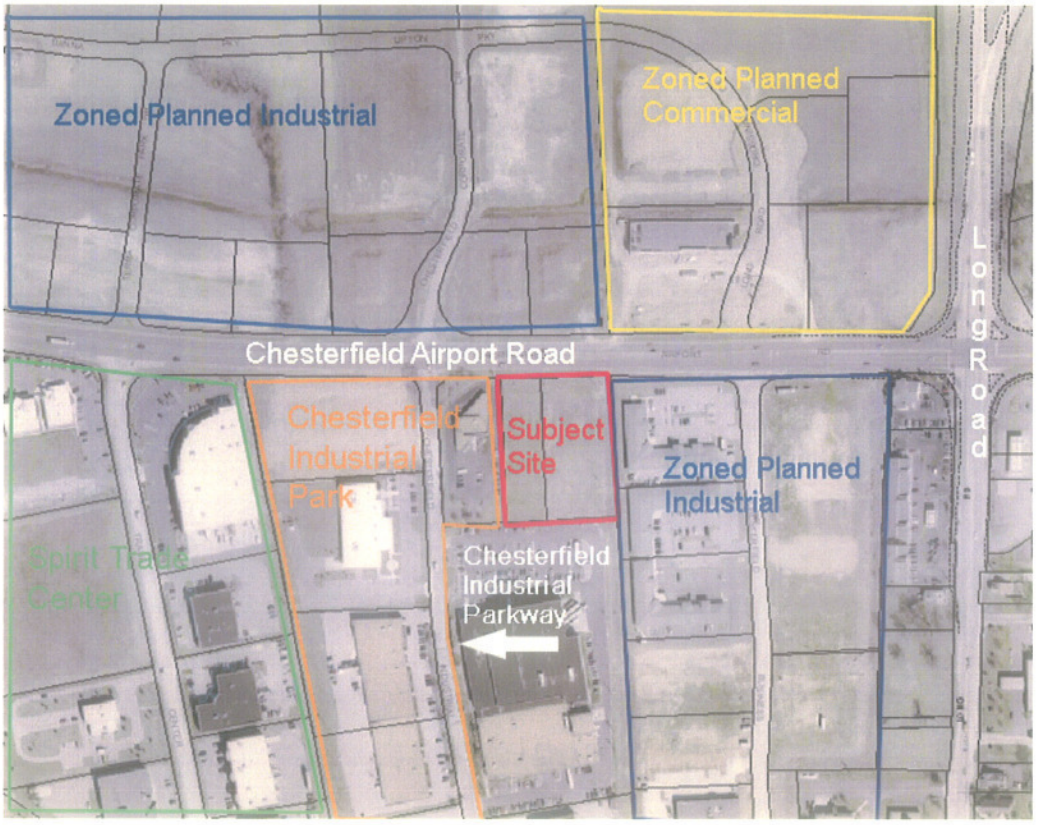
While preparing the Attachment A for this development, Staff reviewed the conditions established in the Comprehensive Plan and Zoning Ordinance. The Attachment A requires that this development will adhere to the requirements of both.

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

Surrounding Land Use and Zoning

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

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



Picture of the site facing south

Property to the east of the site

Regions Bank to the west

Comprehensive Plan Analysis

The Comprehensive Plan identifies this area as Mixed Use (Retail/Office/Warehouse). This subject site is not located in any sub-area identified by the Comprehensive Plan; therefore there are no additional development guidelines for this site.

Site Area History

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

Issues

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

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

Request

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

Respectfully submitted,

Jennifer Yackley
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments

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

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

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

RECEIVED
MAR 20 2007
PLANNING DEPARTMENT

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

March 16,2007

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

ISSUES

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

OPEN SPACE

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

ACCESS

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

PEDSTRIAN CIRCULATION

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

PARKING

5. OK

STORM WATER

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

OCCUPANCY PERMIT

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

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

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

Respectfully Submitted,

R. Tim Short Architect
Studio One Architecture Inc.

CC: Tammy at Bella/file

---

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

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

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

RECEIVED
MAR 21 2007
PLANNING DEPARTMENT

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

March 20, 2007

Dear Jennifer:

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

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

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

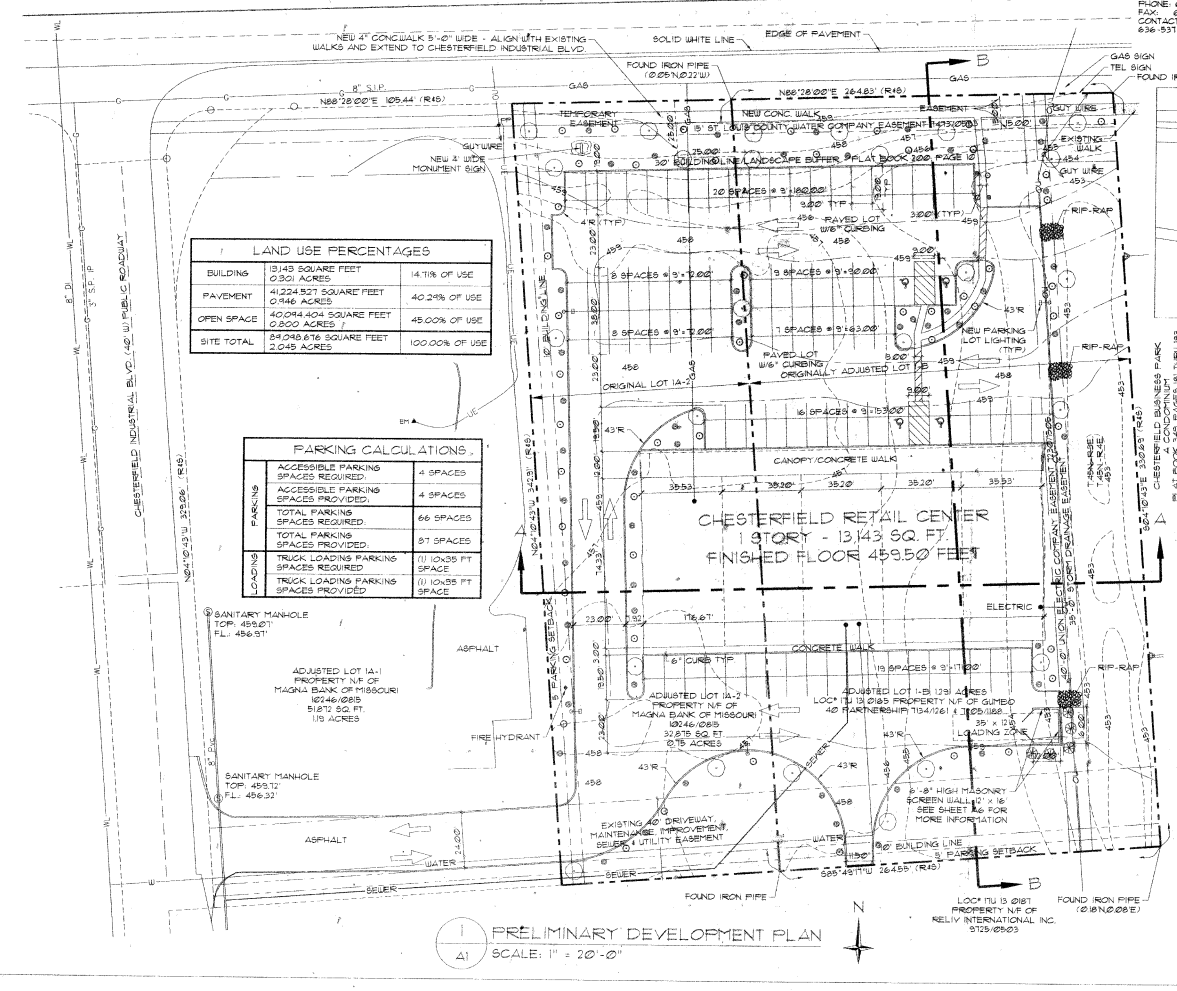
Respectfully Submitted,

R. Tim Short Architect
Studio One Architecture Inc.

CC: Tammy at Bella/file

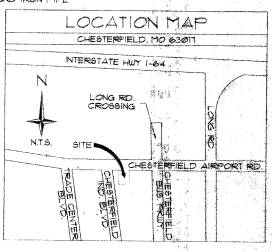
CITY OF CHESTERFIELD MISSOURI
690 CHESTERFIELD PKWY WEST
CHESTERFIELD, MO 63017
PHONE: 636-537-4000
FAX: 636-537-4798
CONTACT: JENNIFER TACKLEY
636-537-4743

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



LOCATION MAP

CHESTERFIELD, MO 63017



LAND USE PERCENTAGES

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

PARKING CALCULATIONS

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

LANDSCAPE LEGEND

	DECIDUOUS TREE
	EVERGREEN TREE
	EVERGREEN SHRUB
	FLOWERING ANNUALS

CONTOUR LEGEND

	EXISTING CONTOUR AND ELEVATION
	PROPOSED CONTOUR AND ELEVATION

TREE STAND DELINEATION

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

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

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

RECEIVED
03.27.2007
PLANNING DEPARTMENT

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

STUDIO ONE architecture inc.
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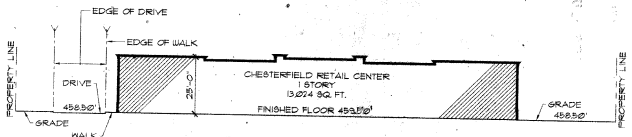
Chesterfield Retail Center
17670 Chesterfield Airport Road
Chesterfield Industrial Park
Chesterfield, MO 63017

REVISIONS:

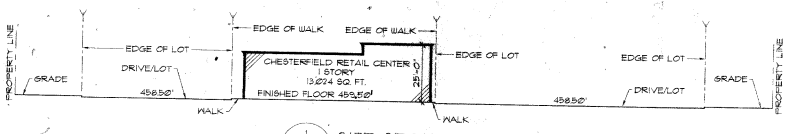
ISSUE DATE:
March 20, 2007

A1

PRELIMINARY DEVELOPMENT PLAN
03.20.07



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



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

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VENTOVILLE, MISSOURI 63385
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Chesterfield Retail Center

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

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

ISSUE DATE:
December 29, 2006

A0.1

PRELIMINARY DEVELOPMENT PLAN

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City of Chesterfield

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

III.D.

April 6, 2007

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

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

Dear Planning and Zoning Committee:

[illegible] City of Chesterfield [illegible] recommendation for approval of the above referenced matter was approved by vote of 9-0.

Attached please find a copy of the Department report and Attachment A as approved by the Planning Commission.

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

ATTACHMENT A

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

I. SPECIFIC CRITERIA

A. PERMITTED USES

1. The uses allowed in this "C8" Planned Commercial District shall be the sales and service of new and used motorcycles, motor scooters, all-terrain vehicles, personal watercraft boats, jet boats and trailers.

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

1. BUILDING REQUIREMENTS

   a. A maximum of two (2) structures/buildings shall be permitted in this development.

   b. A minimum thirty percent (30%) openspace requirement is required for this site.

2. HEIGHT

   a. No building shall exceed two (2) stories in height.

3. OUTDOOR STORAGE AND DISPLAY AREAS

   a. A paved storage area shall be permitted in the southeast portion of the site, which shall maintain a fifty (50) foot setback from the southern property line, ten (10) feet from the eastern property line.

   b. Outdoor storage or display of equipment shall be at locations depicted on the Site Development Plan and approved by the Planning Commission. No more than six (6) vehicles will be permitted to be displayed during business hours only.

   c. Sight-proof fencing and/landscaping shall be located between the buildings, which shall be a minimum of six (6) feet in height at the time of installation. Sight-proof fencing shall be as approved by the Planning Commission on the Site Development Plan.

C. SETBACKS

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

   a. Fifty (50) feet from the right-of-way of North Outer Forty Road.

   b. Ten (10) feet from the eastern property line.

   c. Fifty (50) feet from the western property line.

   d. Forty (40) feet from the northern property line, unless further required by the Chesterfield Levee District.

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

   a. Fifty (50) feet from the right-of-way of North Outer Forty Road.

   b. Thirty (30) feet from the northern property line, unless further required by the Chesterfield Levee District.

   c. Forty five (45) feet from the eastern property line.

   d. Forty five (45) feet from the western property lines.

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

   a. Twenty (20) feet from the western property line.

D. 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 North Outer Forty Road right-of-way.
3. Provide adequate temporary off-street parking for construction employees. Parking on non surface areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

E. LANDSCAPE AND TREE REQUIREMENTS

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

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

3. One free standing business sign shall be permitted on North Outer Forty Road. If said sign is taller than six (6) feet in height, said sign shall be a minimum of twenty five (25) feet from the right-of-way of North Outer Forty Road.

4. No advertising signs shall be permitted.

G. LIGHT REQUIREMENTS

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

2. No light standard shall exceed twenty four (24) feet in height.

H. ARCHITECTURAL

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

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

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

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

I. ACCESS/ACCESS MANAGEMENT

1. Access to this development shall be from North Outer forty Road as directed by the Missouri Department of Transportation and the Department of Public Works.

2. No direct access will be granted to Interstate 64, U.S. Highway 40/61.

3. Provide cross access easements and temporary slope construction licenses or other appropriate legal instruments or agreements guaranteeing permanent access between this site and adjacent properties as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

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

2. If a gate is installed on a street in this development, the streets within the development or that portion of the development that is gated shall be private and remain private forever.

3. Trust fund contributions shall be deposited with St. Louis County through standard escrow procedure prior to the issuance of building permits. The trust fund contribution shall be deposited with St. Louis County in the form of a cash escrow.

4. Any improvements within MoDOT's right-of-way will require permit. The entrance geometrics and drainage design shall be in accordance with MoDOT standards.

5. 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.

K. MONARCH-CHESTERFIELD LEVEE DISTRICT

1. The Monarch-Chesterfield Levee District retains a Permanent Underseepage Berm Easement for the area covered by the seepage berm. Any use or improvements proposed within the Permanent Underseepage Berm Easement are subject to Protective Restrictions.

2. Improvements to the site shall not be permitted if they hinder the flood protection system operation and maintenance.

3. Parking and roadway areas may be permitted when designed to accommodate all seepage forces and flows.

4. Temporary storage may be possible subject to review and approval from the Monarch Chesterfield Levee District and the City of Chesterfield.

L. POWER OF REVIEW

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

M. STORMWATER

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

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

3. The Chesterfield Valley Master Storm Water Plan indicates a ten-foot flat bottom ditch with 3:1 side slopes is to be constructed along the south property line of this site. In the event that the ultimate required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities that provide positive drainage.

4. Provide a Chesterfield Valley Storm Water Easement along the south property line to accommodate the Chesterfield Valley Master Storm Water Plan improvements in that area, and depict the improvements on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.

5. All storm water shall be discharged at an adequate natural discharge point by means of bleeder ditches and/or construction of portions of the main channel as outlined in the Chesterfield alley Master Drainage Plan or by other means that may be approved by the City of Chesterfield. This may require extensive off-site storm sewer ditch work and appropriate easements.

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

7. Certification will be required from the City of Chesterfield that stormwater will be controlled as required by the Chesterfield Valley Master Facility Plan.

N. GEOTECHNICAL REPORT.

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

O. 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. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.

3. The Underseepage Berm Area is subject to the following restrictions:

   a. No use that would alter, diminish, damage or interfere with the Monarch-Chesterfield Levee or the Underseepage Berm Area is permitted.

   b. No excavation, penetration, or exploration hole which extends below the surface of the Underseepage Berm Area by more than one (1) foot is permitted. Material shall not be removed from the Underseepage Berm Area.

   c. Additional fill over and above the surface of the Underseepage Berm Area is permissible at any time.

   d. Subject to obtaining a permit as required below, the following uses are generally permitted in the Underseepage Berm Area: farming, parking lots, and roadways.

   e. Requests to construct any improvements or to use the Underseepage Berm Area for any purpose, including those uses provided for in paragraph 4 above, shall be subject to review and approval of the Monarch Chesterfield Levee District prior to initiating construction of the proposed improvements or use of the Underseepage Berm Area, which approval shall not be unreasonably withheld. Prior to initiating any construction of the proposed improvements or use of the Underseepage Berm Area, the applicant must receive written approval of the request. Upon receipt of the request to construct any improvements or to use the Underseepage Berm Area, the Monarch Chesterfield Levee District shall forward said request to the U.S. Army Corps of Engineers (the "Corps") for review and comment.

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.

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 Plans.

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

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

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

3. Outboundary plat and legal description of the property.

4. Density Calculations.

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

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

7. Provide Floor Area Ratio (F.A.R.).

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

9. A note indicating signage approval is separate process.

10. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.

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

12. Indicate location of all existing and proposed freestanding monument signs.

13. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.

14. Floodplain boundaries.

15. 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.

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

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

18. Depict existing and proposed contours at intervals of not more than two (2) foot, and extending 150 feet beyond the limits of the site as directed.

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

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

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

22. 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.

23. Compliance with Sky Exposure Plane.

V. CHESTERFIELD VALLEY TRUST FUND

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

Roads

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

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

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

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

Credits for roadway improvements required will be awarded as directed by Saint Louis County Highways and Traffic. Any portion of the roadway improvement contribution that remains, following completion of road improvements required by the development shall be retained in the appropriate Trust Fund.

The roadway improvement contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Highways and Traffic or a Building Permit by St. Louis County Public Works Department. Funds shall be payable to "Treasurer, Saint Louis County".

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of $654.66 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of construction the primary water line serving the Chesterfield Valley area.

The primary water line contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before approval of the Site Development Plan by the Saint Louis Department of Highways and Traffic. Funds shall be payable to "Treasurer, Saint Louis County".

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on $2,077.15 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 (S.U.P.) by Saint Louis County Highways and Traffic or a Building Permit by St. Louis County Public Works Department. Funds shall be payable to "Treasurer, 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 the Metropolitan Saint Louis Sewer District as required by the District.

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2008 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

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

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, Monarch Chesterfield Levee District 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 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.

VIII. A.

Planning Commission Staff Report

Subject: **Ordinance Amendment Vote Report**

Meeting Date: March 26, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 17501 North Outer Forty Road

Petition: P.Z. 08-2007 Chesterfield Valley Power Sports

Proposal Summary

John Williams, of Chesterfield Valley Power Sports, has submitted an application for an ordinance amendment to allow for a two story building in lieu of the current requirement of one story. The site is located at 17501 North Outer Forty Road.

Staff Recommendation

The Attachment A for this request meets all of the development requirements of the City of Chesterfield and therefore, Staff recommends approval of the ordinance amendment request.

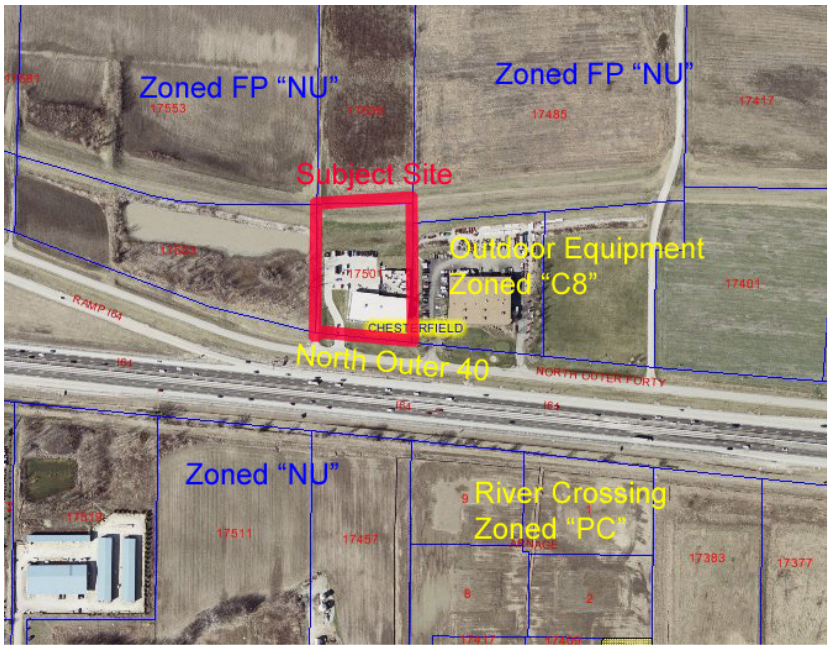
Ordinance Amendment Analysis

The petitioner is requesting the amendment to allow an addition to the existing building thereby increasing the building height to increase to two stories.

The public hearing for this development was held on March 12, 2007. At that time, the petitioner also requested an amendment to permit outdoor storage and display of equipment and vehicles in the front of his building facing North Outer Forty Road. Language has been added to the Attachment A which would permit outdoor storage and display provided that the location of said storage and display would be approved on the Site Development Plan by the Planning Commission. In addition, the display would be limited to six (6) vehicles only.

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

North: The property to the north is the Monarch-Chesterfield Levee and is zoned "FPNU" Flood Plain Non-Urban.
South: To the south is North Outer Forty Road and U.S. Highway 40 & 61.
East: The property to the east is known as Outdoor Equipment and is zoned "C8" Planned Commercial District.
West: The property to the west is zoned "NU" Non-Urban District.



View looking north towards Subject Site from North Outer Forty Road.

Comprehensive Plan Analysis
The subject site is located within Sub Area 4 of the Chesterfield Valley. The Comprehensive Plan calls for this area to be Mixed Commercial. As this site is located within a sub area, there are additional development requirements which have been incorporated into the Attachment A.

Site Area History
The subject site was zoned "FPC8" Floodplain Planned Commercial and "C8" Planned Commercial by St. Louis County in 1987. In 1998, the City of Chesterfield approved an ordinance amendment to allow for the use of sales, storage, and services of motorcycles, motor scooters, all-terrain vehicles, personal watercraft boats, jet boats and trailers.

Issues
A public hearing was held on this request on March 12, 2006. At the hearing, several issues were identified. Those issues along with the Petitioner's responses are attached.

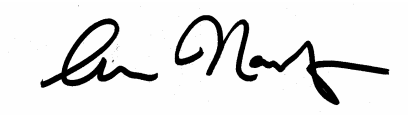
Staff was asked to research how many vehicles are permitted to be displayed outside at the Lynch Hummer dealership located at 17371 North Outer Forty Road. The ordinance which governs this site requires that the location of any display be shown on the Site Development Section Plan and approved by the Planning Commission. The Site Development Section Plan was approved showing 124 parking stalls for outdoor storage and display. The site also depicts pedestals and additional light standards for the outdoor display.

The petition before you for Chesterfield Valley Power Sports is not requesting any additional construction, pavement, or installation of lighting for the outdoor display. The petitioner is only requesting that six (6) vehicles be permitted to be displayed outdoors on the existing pavement. The exact location will be shown on the Amended Site Development Plan and be reviewed for approval by this Planning Commission.

There was also discussion whether or not the paved area along the front of the building was designed for pedestrian access. This paved area located along the front of the building was not developed or intended for pedestrian access. East/West pedestrian access parallel to North Outer Forty is to be provided for via the Chesterfield Levee trail system which will begin construction this summer. Chesterfield Power Sports has provided the required easements and rights of way for this purpose. Construction of a pedestrian way adjacent to, in close proximity to the outer road is not desirable due to the required roadside drainage systems, the large pump station and reservoir to be constructed immediately west of this site, as well as the shallow lots which provide small front building setbacks, forcing any such walk to be closer to the higher speed, higher volume outer roadway system. The levee trail will provide a superior east-west pedestrian way in a far safer and more aesthetically pleasing fashion.

Request
Staff recommends approval of the ordinance amendment 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
4. Agency Comments

Chesterfield Valley Power Sports
17501 North Outer Forty Road
Chesterfield, MO 63005

RECEIVED
PLANNING DEPARTMENT

March 13, 2007

City of Chesterfield
Planning Commision

RE: March 12, 2007 Public Hearing Issues

Dear Planning Commision Members:

I would like to address the following four issues that were identified at the public hearing meeting March 12, 2007.

#1 - Address the concern that the sidewalk will be used for display and storage. The front concrete area (Hwy 40 side) will never be used for storage. I would like to be given the opportunity to display, no more than, six powersport vehicles during business hours on this concrete area. These vehicles will be new and current model year. I would not object to the ordinance admendment including these requirements (no more than six vehicles, displayed only during business hours, new and current model year vehicles).

#2 - Address the pedestrian circulation traveling in an east/west direction at this site.
There are no public sidewalks at this site or along North Outer Forty. This is a state maintained road and pedestrian traffic is infinitesimal. The site does have a ten foot sidewalk on the south side of the building, but it is only in front of the showroom.

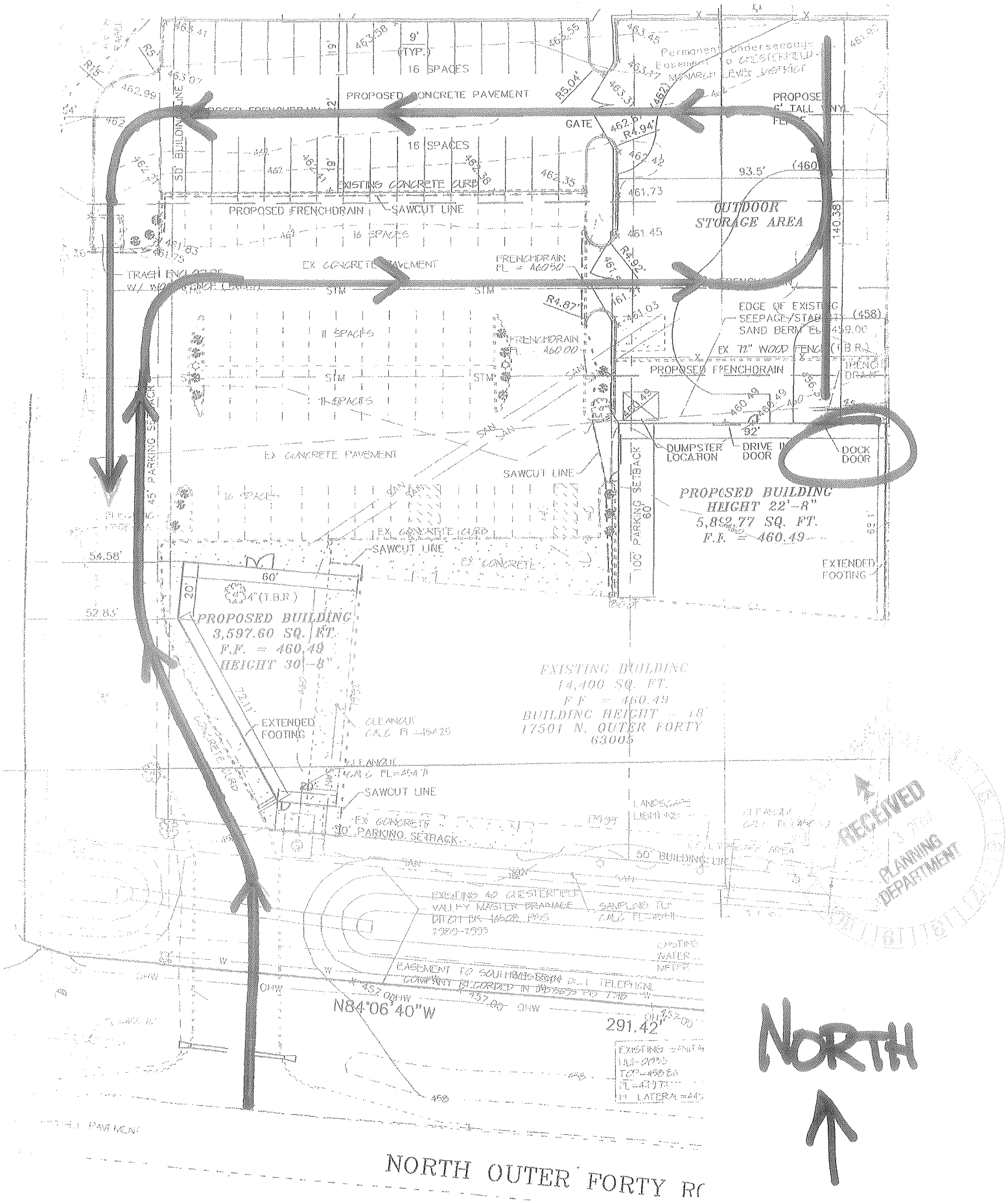
#3 - How do delivery trucks get into this area and where are the docks?
Please view the Proposed Truck Route document attached. With the proposed expansion delivery truck traffic will flow in a systematic and orderly manner.

#4 - Address the traffic concerns and traffic flow issues with these trucks when deliveries are being made.
There will be none. Delivery trucks will immediately proceed to the warehouse area and unload. They will not block or impede traffic flow.

Thank You,

John Williams

#3 PROPOSED TRUCK ROUTE • CVPS

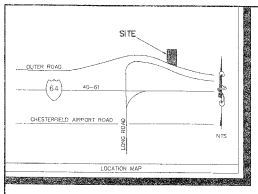


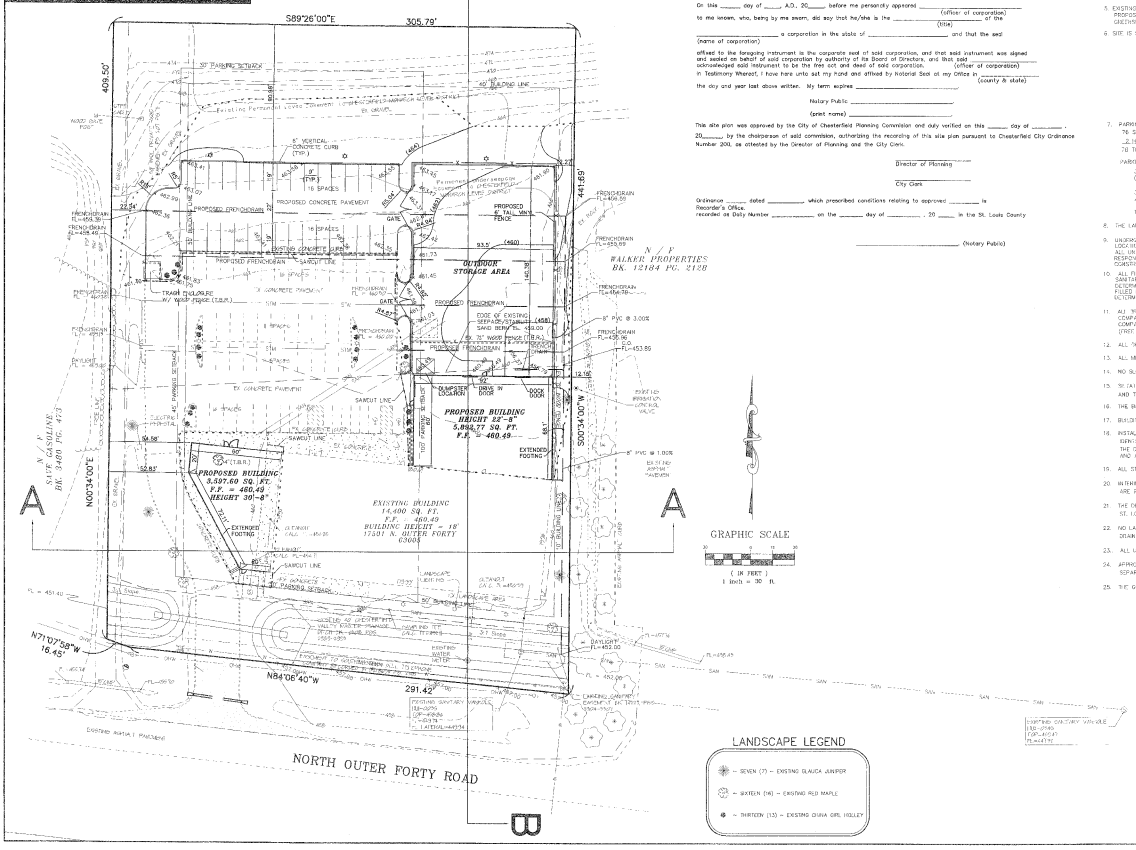
NORTH

AN AMENDED SITE DEVELOPMENT PLAN FOR

CHESTERFIELD VALLEY POWER SPORTS, INC.

A TRACT OF LAND BEING LOT 1 OF
KOESTER ACRES, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI
AS RECORDED IN PLAT BOOK 207 PAGE 1
OF THE ST. LOUIS COUNTY, MISSOURI RECORDS





State of _____

County of _____

On this _____ day of _____, A.D., 20_____ before me personally appeared _____ (officer of corporation) to me known, who, being by me sworn, did say that he/she is the _____ (title) of the _____ (name of corporation) a corporation in the state of _____ and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and that said _____ (officer of corporation) acknowledged said instrument to be the free act and deed of said corporation.

In Testimony Whereof, I have here unto set my hand and affixed by Notarial Seal at my Office in _____ (county & state) the day and year last above written. My term expires _____

Notary Public _____

(print name) _____

This site plan was approved by the City of Chesterfield Planning Commission and duly verified on this _____ day of _____, 20_____, by the chairperson of said commission, authorizing the recording of this site plan pursuant to Chesterfield City Ordinance Number 200, as attested by the Director of Planning and the City Clerk.

Director of Planning _____

City Clerk _____

Ordinance _____ dated _____, which prescribed conditions relating to approved _____ is Recorder's Office, recorded as Daily Number _____ on the _____ day of _____, 20 _____ in the St. Louis County

_____ (Notary Public)

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

DEVELOPMENT NOTES

1. CURRENT OWNER & DEVELOPER: AUFFENBERG – WILLIAMS L.L.C.
   17501 NORTH OUTER FORTY ROAD
   CHESTERFIELD, MO 63005
   (636) 449-1500
   JOHN J. & CAROLINE A WILLIAMS – MANAGERS
2. PRESENT ZONING: CITY OF CHESTERFIELD C-8 & FP2-8
3. EXISTING USE: SALES AND SERVICE OF NEW AND USED MOTORCYCLES, MOTOR SCOOTERS, ATVS, PERSONAL WATERCRAFT BOATS, JET BOATS, AND TRAILERS.
4. AREA OF TRACT: 3.00 ACRES
5. EXISTING BUILDINGS: 14,400 S.F.
   PROPOSED ADDITIONS: 9,490.37 S.F.
   GREENSPACE REQUIRED/AVAILABLE REMAINING: 55,761.93 S.F. – 42.67%
6. SITE IS SERVED BY:
   GAS: LACLEDE GAS COMPANY, 3792 FOREST PARK BLVD. ST. LOUIS, MO 63108, (314) 658-5419
   TELEPHONE: S.W. BELL TELEPHONE, 12930 OLIVE STREET RD. ST. LOUIS, MO 63141, (314) 273-0023
   ELECTRIC: UNION ELECTRIC COMPANY, 1901 CHOUTEAU ST. LOUIS, MO 63103, (314)621-3222
   SEWER: METROPOLITAN ST. LOUIS SEWER DIST. 2000 HAMPTON ST. LOUIS, MO 63139-2979, (314) 768-6274
   WATER: ST. LOUIS COUNTY WATER CO. 535 NEW BALLAS RD. ST. LOUIS, MO 63141, (314) 768-6274
7. PARKING PROVIDED:
   76 SPACES (9'x 19' = 171 sf each) (12,996 sf total)
   2 HANDICAP (8'x 18' and 8' x 19' hatched 456 sf total)
   78 TOTAL SPACES (13,452 sf total) plus 8 motorcycle spaces
   PARKING REQUIRED:
   3.00 spaces / 1,000 sq.ft. sales & showroom (12,997 sq.ft. showroom / 1,000) x 3.33 = 43 spaces
   3 spaces / service bay
   4 bays x 3 = 12 spaces
   TOTAL PARKING REQUIRED = 55 spaces
8. THE LAND DIVISION IS AN ACCURATE REPRESENTATION OF THE RECORDED SUBDIVISION PLAT.
9. UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, WHETHER SHOWN OR NOT SHOWN ON THESE PLANS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING OR CONSTRUCTION OF THE IMPROVEMENTS.
10. ALL FILLED PLACES, INCLUDING TRENCH BACKFILLS, UNDER BUILDINGS, PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS, SHALL BE COMPACTED TO 100 MAXIMUM DENSITY AS DETERMINED BY THE "MODIFIED AASHTO T-180 COMPACTION TEST" (A.S.T.M.-D-1557). ALL FILLED PLACES WITHIN PUBLIC ROADWAYS SHALL BE COMPACTED TO 100% OF MAXIMUM DENSITY AS DETERMINED BY THE "STANDARD PROCTOR TEST AASHTO T-99, Method C" (A.S.T.M. D-698).
11. ALL TRENCH BACKFILLS UNDER PAVED AREAS SHALL BE GRANULAR BACKFILL AND SHALL BE COMPACTED TO 100% OF THE MAXIMUM DENSITY AS DETERMINED BY THE "MODIFIED AASHTO T-180 COMPACTION TEST" (A.S.T.M.-D-1557). ALL OTHER TRENCH BACKFILLS MAY BE EARTH MATERIAL (FREE OF LARGE CLODS OR ROCKS). ALL TRENCH BACKFILLS SHALL BE WATER JETTED.
12. ALL GRADES SHALL BE within 0.2 FEET OF THOSE SHOWN ON THE GRADING PLAN.
13. ALL MECHANICAL EQUIPMENT TO BE SCREENED FROM PUBLIC VIEW.
14. NO SLOPE SHALL BE STEEPER THAN 3:1. ALL SLOPES SHALL BE SODDED OR SEEDED AND MULCHED.
15. SEDIMENTATION CONTROL TO BE PROVIDED AS DIRECTED BY THE CITY OF CHESTERFIELD AND ST. LOUIS CO. DEPT. HWYS. AND TRAFFIC AND PUBLIC WORKS GRADING INSPECTOR.
16. THE BUILDING SHALL BE HANDICAPPED ACCESSIBLE.
17. BUILDING AND WALKS ARE TO CONFORM TO ADA REQUIREMENTS.
18. INSTALLATION OF LANDSCAPING AND ORNAMENTAL ENTRANCE MONUMENT OR IDENTIFICATION SIGNAGE CONSTRUCTION IF PROPOSED, SHALL BE REVIEWED BY THE DEPARTMENT OF HIGHWAYS AND TRAFFIC FOR SIGHT DISTANCE CONSIDERATIONS AND APPROVED PRIOR TO INSTALLATION OR CONSTRUCTION.
19. ALL STORMWATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT.
20. WITHIN STORMWATER DRAINAGE CONTROL IN THE FORM OF SALVATION CONTROL MEASURES ARE REQUIRED.
21. THE DEVELOPER IS REQUIRED TO PROVIDE ADEQUATE STORMWATER SYSTEMS IN ACCORDANCE WITH ST. LOUIS COUNTY AND M.S.D. STANDARDS.
22. NO LANDSCAPING SHALL BE PLACED WITHIN THE LIMITS OF THE CHESTERFIELD VALLEY MASTER DRAINAGE DITCH.
23. ALL UTILITIES WILL BE PLACED UNDERGROUND.
24. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. APPROVAL FOR SIGNAGE IS A SEPARATE PROCESS.
25. THE GOVERNING ORDINANCE FOR THIS SITE IS 1372.

REFERENCE BENCHMARK:

MSD 12-V7 ELEVATION 460.06 "STANDARD ALUMINUM DISK" STAMPED SL-38, 1966. DISK IS 101.4' +/- THE NORTHWEST CORNER OF CHESTERFIELD AIRPORT ROAD AND CARRIE DRIVE.

SITE BENCHMARK:

ELEVATION 457.34 "COLD CROSS" IN CONCRETE BASE OF RIGHT OF WAY MARKER LOCATED NEAR THE SOUTHWEST CORNER OF SITE.

FLOOD PLAIN NOTE

THIS SITE IS LOCATED IN ZONE "X" DEFINED AS: AREAS OF THE 500-YEAR FLOOD; AREAS OF THE 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 100-YEAR FLOOD. INFORMATION PER F.I.R.M. MAP NUMBER 29189C0140 H DATED 2 AUGUST 1995.

LANDSCAPE LEGEND

- SEVEN (7) – EXISTING GLAUCA JUNIPER
- SIXTEEN (16) – EXISTING RED MAPLE
- THIRTEEN (13) – EXISTING CHINA GIRL HOLLEY

MSD BASE MAP: 17-U MSD REF#: P-0022442-00

PREPARED FOR: AUFFENBERG – WILLIAMS L.L.C.
17501 NORTH OUTER FORTY ROAD
ST. LOUIS, MO 63005
(636) 449-1500

DISCLAIMER OF RESPONSIBILITY
I hereby specify that the documents intended to be authenticated by my seal are limited to those printed documents bearing my original signature or other Drawings, Specifications, Plans, Reports or documents not intended to be used for construction purposes, or not of a nature or engineering or land survey.

STATE OF MISSOURI
JOHN J. WILLIAMS
NUMBER E-29317

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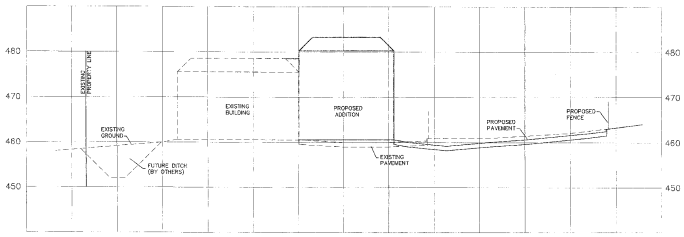
All Rights Reserved

REVISIONS

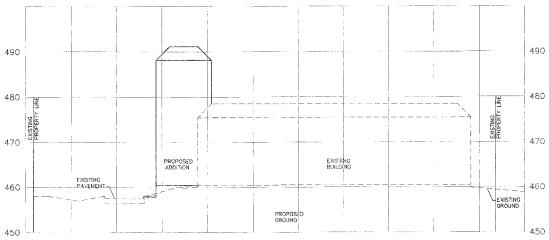
ENGINEERING
PLANNING
SURVEYING
121 Point West Blvd.
St. Charles, MO 63301
636-923-5862
FAX 923-1718

4-26-05	DATE
97-9141A	PROJECT NUMBER
1 OF 2	SHEET OF
9141APRF.DWG	FILE NAME
AJ	DRAWN
AJ CLH	DESIGNED CHECKED



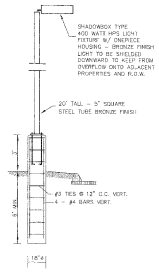
SECTION B-B

SCALE:
1"=30' HORIZONTAL
1"=10' VERTICAL

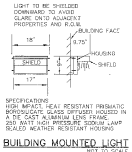


SECTION A-A

SCALE:
1"=30' HORIZONTAL
1"=10' VERTICAL

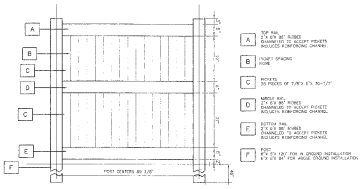


LIGHT POLE & BASE
NOT TO SCALE



SPECIFICATIONS
HIGH IMPACT, HEAT RESISTANT PRISMATIC BOROSILICATE GLASS DIFFUSER, HOUSED IN A DIE CAST ALUMINUM FRAME WITH 250 WATT HIGH PRESSURE SODIUM LAMP SEALED WEATHER RESISTANT HOUSING

BUILDING MOUNTED LIGHT
NOT TO SCALE



6' HIGH VINYL PRIVACY FENCE
NOT TO SCALE

PREPARED FOR:
AUFFENBERG - WILLIAMS L.L.C.
17501 NORTH OUTER FORTY ROAD
ST. LOUIS, MO 63005
(636) 449-1500

DISCLAIMER OF RESPONSIBILITY
The seal appearing on this document, consists, in the authorization by my firm of the use of this seal, and I hereby disclaim any responsibility for the use of this document for Easements, Deeds or other Documents or Instruments relating to or attached to or used in conjunction with the preparation of an engineering plan or survey.

STATE OF MISSOURI
CLIFFORD A. HARTMAN
NUMBER
E-28917

Copyright 2001
Bax Engineering Company, Inc.
All Rights Reserved

REVISIONS

ENGINEERING
PLANNING
SURVEYING
BAX
5211 Pulaski West Blvd.
St. Charles, MO 63301
636-928-5552
FAX 928-1710

4-26-05
DATE
97-9141A
PROJECT NUMBER
2 OF 2
SHEET NO.
9141APRZ.DWG
FILE NAME
ALJ
DRAWN
ALJ GLH
DESIGNED CHECKED

City of Chesterfield

III. E.

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

April 16, 2007

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

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

Dear Planning and Zoning Committee:

At the March 26, 2007 City of Chesterfield Planning Commission meeting, a recommendation for approval of the above-referenced matter was approved by a vote of 9-0.

Attached is a copy of the staff report and boundary survey.

Respectfully submitted,

Charlie Campo
Project Planner

Respectfully submitted,

Aimee E. Nassif
Senior Planner of
Zoning Administration

Cc: Rob Heggie, City Attorney
Michael G. Herring, City Administrator
Michael Geisel, Acting Director of Planning

Attachment

City of Chesterfield

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

VIII. B.

Planning Commission Staff Report

Meeting Date: March 26, 2007

From: Charlie Campo, Project Planner

Subject: Rezoning Vote Report

Location: 14401 and 14415 Olive Boulevard

Petition: P.Z. 09-2007 City of Chesterfield (Beckemeier Property)

Proposal Summary

[illegible] Chesterfield Zoning Ordinance Section 1003 [illegible] north side of Olive Boulevard directly west of The Mansions at Spyglass Summit subdivision.

Staff Recommendation

The request is for a change of zoning to "PS" Park and Scenic District which is a straight zoning procedure, therefore no Attachment A will be written. Staff recommends approval of the change of zoning from "NU" Non-Urban District to "PS" Park and Scenic District.

Zoning Analysis

No preliminary plan is required when rezoning to a straight zoning district, and no plan has been submitted. If a site plan is ever submitted for the property it will be reviewed against the City of Chesterfield Zoning Ordinance as well as any other applicable ordinance such as the City of Chesterfield Tree Manual.

Surrounding Land Use and Zoning

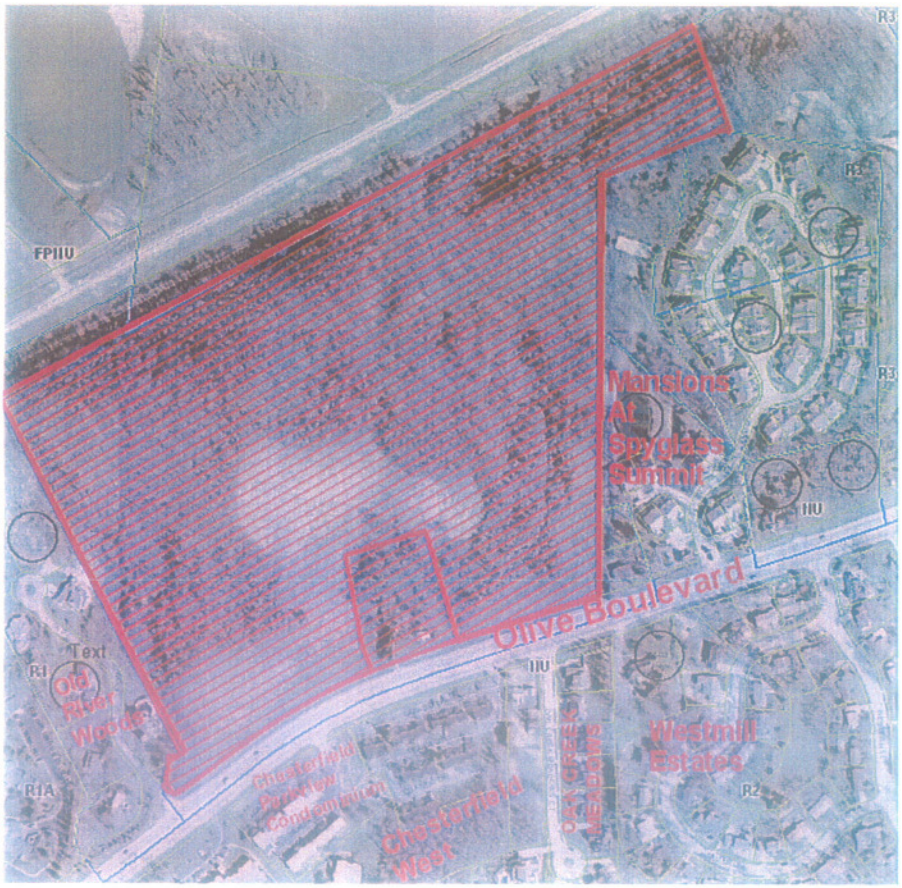
The land use and zoning for the properties surrounding this parcel are as follows:

North: The area to the Northwest is zoned "FPNU" Flood Plain Non-Urban. The North side of the site is bordered by the City of Maryland Heights.

South: There are single and multi-family residential developments zoned "R-2" Residence District located across Olive Blvd to the south.

East: The Mansions at Spyglass Summit subdivision is located to the east and is zoned "R2" and "R3" Residence District.

West: The Old River Woods subdivision is directly to the west and is zoned "R1" Residence District.



Looking east, along Olive Blvd.

Looking southwest across Olive Blvd.

Comprehensive Plan Analysis

The subject site is located within Ward 1 of the City of Chesterfield. The Comprehensive Plan calls for this area to be park/recreation. This subject site is not located in any sub-area identified by the Comprehensive Plan; therefore there are no additional development guidelines for this site.

Site Area History

In 1997 Minna Waldmann donated the tract of land to the Missouri Department of Conservation. The tract will be known as the August G. Beckemeier Conservation Area. The City of Chesterfield has brought forth this petition in an effort to preserve this location as an open space for the residents of Chesterfield and the State of Missouri.

Request

Staff recommends approval of the change of zoning from "NU" Non-Urban District to a "PS" Park and Scenic District.

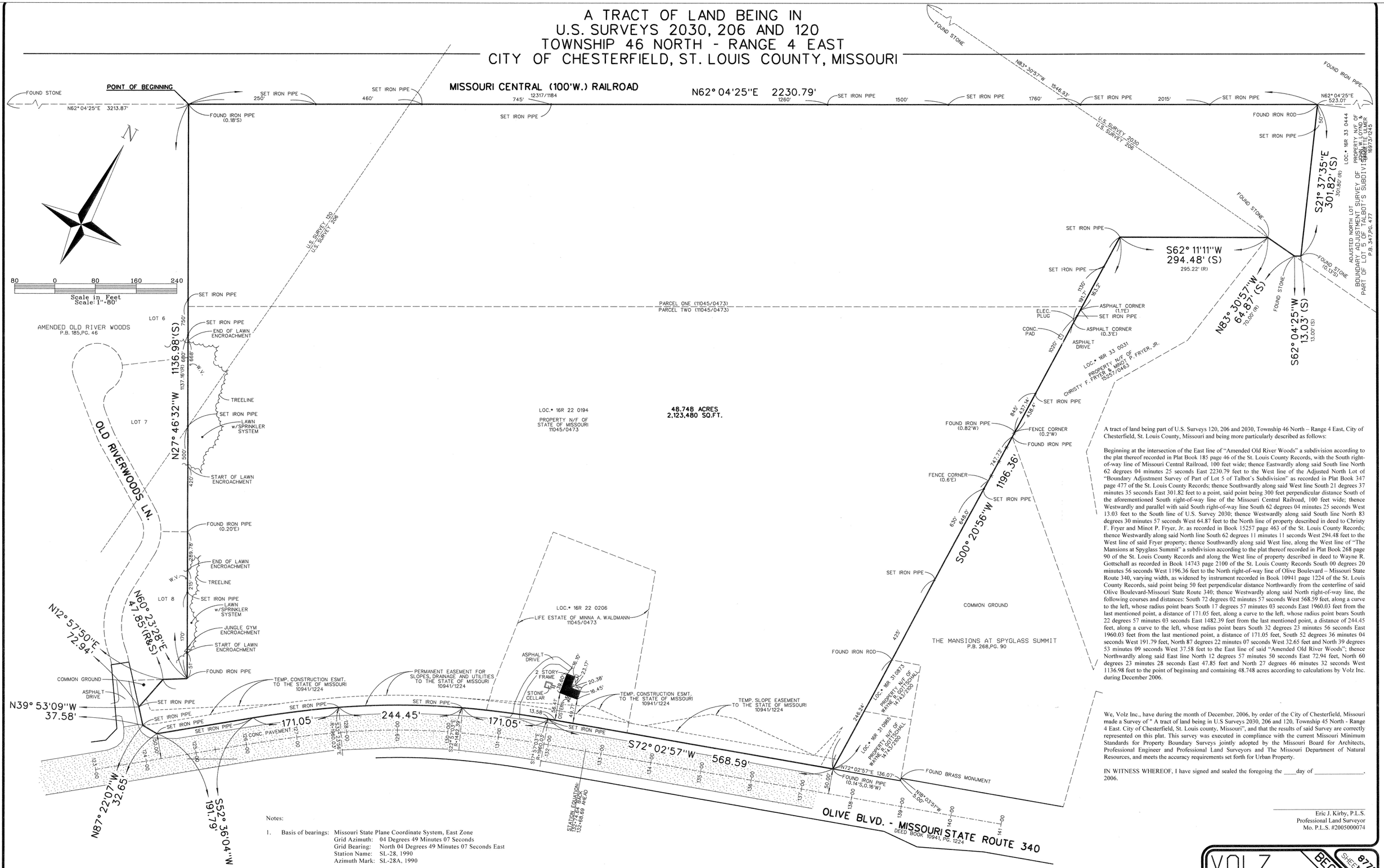
Respectfully submitted,

Charlie Campo
Project Planner

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

A TRACT OF LAND BEING IN
U.S. SURVEYS 2030, 206 AND 120
TOWNSHIP 46 NORTH - RANGE 4 EAST
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



A tract of land being part of U.S. Surveys 120, 206 and 2030, Township 46 North – Range 4 East, City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the intersection of the East line of "Amended Old River Woods" a subdivision according to the plat thereof recorded in Plat Book 185 page 46 of the St. Louis County Records, with the South right-of-way line of Missouri Central Railroad, 100 feet wide; thence Eastwardly along said South line North 62 degrees 04 minutes 25 seconds East 2230.79 feet to the West line of the Adjusted North Lot of "Boundary Adjustment Survey of Part of Lot 5 of Talbot's Subdivision" as recorded in Plat Book 347 page 477 of the St. Louis County Records; thence Southwardly along said West line South 21 degrees 37 minutes 35 seconds East 301.82 feet to a point, said point being 300 feet perpendicular distance South of the aforementioned South right-of-way line of the Missouri Central Railroad, 100 feet wide; thence Westwardly and parallel with said South right-of-way line South 62 degrees 04 minutes 25 seconds West 13.03 feet to the South line of U.S. Survey 2030; thence Westwardly along said South line North 83 degrees 30 minutes 57 seconds West 64.87 feet to the North line of property described in deed to Christy F. Fryer and Minot P. Fryer, Jr. as recorded in Book 15257 page 463 of the St. Louis County Records; thence Westwardly along said North line South 62 degrees 11 minutes 11 seconds West 294.48 feet to the West line of said Fryer property; thence Southwardly along said West line, along the West line of "The Mansions at Spyglass Summit" a subdivision according to the plat thereof recorded in Plat Book 268 page 90 of the St. Louis County Records and along the West line of property described in deed to Wayne R. Gottschall as recorded in Book 14743 page 2100 of the St. Louis County Records South 00 degrees 20 minutes 56 seconds West 1196.36 feet to the North right-of-way line of Olive Boulevard – Missouri State Route 340, varying width, as widened by instrument recorded in Book 10941 page 1224 of the St. Louis County Records, said point being 50 feet perpendicular distance Northwardly from the centerline of said Olive Boulevard-Missouri State Route 340; thence Westwardly along said North right-of-way line, the following courses and distances: South 72 degrees 02 minutes 57 seconds West 568.59 feet, along a curve to the left, whose radius point bears South 17 degrees 57 minutes 03 seconds East 1960.03 feet from the last mentioned point, a distance of 171.05 feet, along a curve to the left, whose radius point bears South 22 degrees 57 minutes 03 seconds East 1482.39 feet from the last mentioned point, a distance of 244.45 feet, along a curve to the left, whose radius point bears South 32 degrees 23 minutes 56 seconds East 1960.03 feet from the last mentioned point, a distance of 171.05 feet, South 52 degrees 36 minutes 04 seconds West 191.79 feet, North 87 degrees 22 minutes 07 seconds West 32.65 feet and North 39 degrees 53 minutes 09 seconds West 37.58 feet to the East line of said "Amended Old River Woods"; thence Northwardly along said East line North 12 degrees 57 minutes 50 seconds East 72.94 feet, North 60 degrees 23 minutes 28 seconds East 47.85 feet and North 27 degrees 46 minutes 32 seconds West 1136.98 feet to the point of beginning and containing 48.748 acres according to calculations by Volz Inc. during December 2006.

We, Volz Inc., have during the month of December, 2006, by order of the City of Chesterfield, Missouri made a Survey of " A tract of land being in U.S Surveys 2030, 206 and 120, Township 45 North - Range 4 East. City of Chesterfield, St. Louis county, Missouri", and that the results of said Survey are correctly represented on this plat. This survey was executed in compliance with the current Missouri Minimum Standards for Property Boundary Surveys jointly adopted by the Missouri Board for Architects, Professional Engineer and Professional Land Surveyors and The Missouri Department of Natural Resources, and meets the accuracy requirements set forth for Urban Property.

IN WITNESS WHEREOF, I have signed and sealed the foregoing the ____day of _____, 2006.

_____
Eric J. Kirby, P.L.S.
Professional Land Surveyor
Mo. P.L.S. #2005000074

Notes:

1. Basis of bearings: Missouri State Plane Coordinate System, East Zone
   Grid Azimuth: 04 Degrees 49 Minutes 07 Seconds
   Grid Bearing: North 04 Degrees 49 Minutes 07 Seconds East
   Station Name: SL-28, 1990
   Azimuth Mark: SL-28A, 1990

2. A title commitment report was not provided for subject property. Property may be subject to easements and restrictions of record, if any.

VOLZ INCORPORATED
LAND SURVEYORS · ENGINEERS · LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314·426·6212

BECKEMEYER TRACT

SHEET 1 OF 8773

FILES