City of Chesterfield

AGENDA REVIEW MEETING
CHESTERFIELD CITY COUNCIL
Monday, June 1, 2015
6:00PM

1. **Parks, Recreation and Arts Committee** – Chairperson Mike Casey, Ward III

   A. **Chesterfield Valley Athletic Complex** – Additional Field Lighting **(VOICE VOTE)**

   B. **Sculpture Acquisition – (VOICE VOTE)**

2. **Planning and Public Works Committee –** Chairperson Connie Fults, Ward IV

   A. **Bill No. 3036** – P.Z. 02-2015, Falling Leaves Estates II (1925 and 1921 Wilson Avenue) **(SECOND READING)**

   B. **Bill No. 3037** - P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.) **(FIRST READING; GREENSHEET)**

   C. **Bill No. 3038** - P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) **(FIRST READING)**

   D. **Recommendation re:** Closing of River Valley Drive **(VOICE VOTE)**

   E. **Bill No. 3039** – Regulation of Portable Storage Containers **(FIRST READING)**

   F. **Next Meeting -** Thursday, June 4, 2015 (5:30pm)

3. **Report from the City Administrator** – Michael G. Herring

   A. **Bid Recommendation** - Selective Slab Replacement Project – D

   B.

4. **New Business** –Mayor Bob Nation

5. Adjourn –

6. Executive Session – RSMo 610.021 (1)

A. Litigation

NOTE: City Council 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 City Council 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 within employee groups (RSMo 610.021(3) 1994; bidding specification (RSMo 610.021(11) 1994; and/or proprietary technological materials (RSMo 610.021(15) 1994.

City of Chesterfield

AGENDA
CHESTERFIELD CITY COUNCIL MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, June 1, 2015
7:00PM

I. **CALL TO ORDER** – Mayor Bob Nation

II. **PLEDGE OF ALLEGIANCE** – Mayor Bob Nation

III. **MOMENT OF SILENT PRAYER** – Mayor Bob Nation

IV. **ROLL CALL** –City Clerk Vickie Hass

V. **APPROVAL OF MINUTES** – May 18, 2015

VI. **INTRODUCTORY REMARKS** – Mayor Bob Nation

A. **Next City Council Meeting -** Monday, June 15

VII. **COMMUNICATIONS AND PETITIONS** – Mayor Bob Nation

VIII. **APPOINTMENTS** – Mayor Bob Nation

IX. COUNCIL COMMITTEE REPORTS

A. **Parks, Recreation & Arts Committee** – Chairperson Mike Casey, Ward III

1. **Chesterfield Valley Athletic Complex** – Additional Field Lighting **(VOICE VOTE)**

2. **Sculpture Acquisition – (VOICE VOTE)**

B. **Planning and Public Works Committee –** Chairperson Connie Fults, Ward IV

1. **Bill No. 3036** – P. Z. 02-2015, Falling Leaves Estates II (1925 and 1921 Wilson Avenue) (**SECOND READING**)

2. **Bill No. 3037** - P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.) (**FIRST READING; GREENSHEET**)

3. **Bill No. 3038** - P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) **(FIRST READING)**

4. **Recommendation re:** Closing of River Valley Drive **(VOICE VOTE)**

5. **Bill No. 3039** – Regulation of Portable Storage Containers **(FIRST READING)**

6. **Next Meeting** - Thursday, June 4, 2015 (5:30pm)

X. REPORT FROM THE CITY ADMINISTRATOR – Michael G. Herring

A. **Bid Recommendation** - Selective Slab Replacement Project – D

B.

XI. OLD BUSINESS – Mayor Bob Nation

XII. NEW BUSINESS – Mayor Bob Nation

XIII. LEGISLATION

A. **BILL NO. 3039** - ADDS SECTION 26-2 TO CHAPTER 26, ARTICLE I OF THE CHESTERFIELD CITY CODE RELATING TO THE REGULATION OF PORTABLE STORAGE UNITS. **(FIRST READING; PLANNING & PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL)**

XIV. LEGISLATION – PLANNING COMMISSION

A. **BILL NO. 3036** - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "R-1" RESIDENCE DISTRICT TO A "PUD" PLANNED UNIT DEVELOPMENT FOR A 17.37 ACRE TRACT OF LAND LOCATED ON THE WEST SIDE OF WILSON AVENUE AND NORTH OF ITS INTERSECTION WITH WILSON FARM DRIVE (P.Z. 02-2015, FALLING LEAVES ESTATES II (1925 AND 1921 WILSON AVENUE) (19T220214 & 19T210161)) (**SECOND READING; PLANNING COMMISSION RECOMMENDS APPROVAL**)

B. **BILL NO. 3037** - AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY REPEALING CITY OF CHESTERFIELD ORDINANCE NUMBER 2492 AND CHANGING THE BOUNDARIES OF AN EXISTING "C-2" SHOPPING DISTRICT AND "PC" PLANNED COMMERCIAL DISTRICT TO ESTABLISH A NEW "PC" PLANNED COMMERCIAL DISTRICT FOR AN 8.29 ACRE TRACT OF LAND LOCATED ON THE SOUTH SIDE OF OLIVE BOULEVARD WEST OF ITS INTERSECTION WITH WOODS MILL ROAD (P.Z. 06-2014 FOUR SEASONS PLAZA—16Q220719, 16Q210763, AND 16Q220690). **(FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL; PLANNING/PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL, AS DETAILED IN THE ATTACHED GREENSHEET)**

C. **BILL NO. 3038** - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF A "C-7" GENERAL EXTENSIVE COMMERCIAL DISTRICT TO A "PS" PARK AND SCENIC DISTRICT FOR A 1.415 ACRE TRACT OF LAND LOCATED NORTHEAST OF THE INTERSECTION OF BAXTER ROAD AND OLD CHESTERFIELD ROAD (P.Z. 18-2014 CITY OF CHESTERFIELD [16659 OLD CHESTERFIELD ROAD] – 17T220498). **(FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL)**

XV. ADJOURNMENT

NOTE: City Council 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.

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AGENDA REVIEW – Monday, June 1 – 6:00PM

Please note that an AGENDA REVIEW meeting has been scheduled for **6:00pm**, on Monday, June 1, 2015. The enclosed AGENDA contains a list of those items to be discussed, by City Council, at this meeting.

As always, if you have any questions regarding any of the items contained within said AGENDA, please let me know. Additionally, if there is anything that you would like ADDED to said AGENDA, please contact either Mayor Nation, or me, prior to Monday's meeting.

City of Chesterfield

RECORD OF PROCEEDING

MEETING OF THE CITY COUNCIL
OF THE CITY OF CHESTERFIELD
AT 690 CHESTERFIELD PARKWAY WEST

MAY 18, 2015

The meeting was called to order at 7:03 p.m.

President Pro Tem Connie Fults welcomed everyone and announced that Mayor Nation would not be attending tonight's Council meeting and, as a result, that she would be serving as Acting-Mayor.

Acting-Mayor Fults led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT	ABSENT
Councilmember Barry Flachsbart	Mayor Bob Nation
Councilmember Nancy Greenwood	
Councilmember Bridget Nations	
Councilmember G. Elliot Grissom	
Councilmember Mike Casey	
Councilmember Dan Hurt	
Councilmember Bruce DeGroot	
Councilmember Connie Fults	

APPROVAL OF MINUTES

The minutes of the May 4, 2015 City Council meeting were submitted for approval. Councilmember Grissom made a motion, seconded by Councilmember Greenwood, to

approve the City Council minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

INTRODUCTORY REMARKS

Acting-Mayor Fults announced that City Hall will be closed on Monday, May 25 in observance of Memorial Day. At the request of Acting-Mayor Fults, Councilmember Casey commented regarding the meaning of Memorial Day and urged everyone in attendance to take the time to honor/remember those who have given their lives in service to our country.

Acting-Mayor Fults announced that the next meeting of City Council has been scheduled for Monday, June 1, at 7 p.m.

COMMUNICATIONS AND PETITIONS

Acting-Mayor Fults presented a proclamation to Planning and Public Services Director Mike Geisel, declaring the week of May 17-23, 2015 as "National Public Works Week", in the City of Chesterfield.

Acting-Mayor Fults recognized a Boy Scout in attendance and invited him to stay after the meeting, to ask any questions he may have.

APPOINTMENTS

There were no appointments.

COUNCIL COMMITTEE REPORTS

Planning/Public Works Committee

Councilmember Dan Hurt, Vice-Chairperson of the Planning/Public Works Committee, reported that Bill No. 3036 (P.Z. 02-2015, Falling Leaves Estates II [1925 and 1921 Wilson Avenue]) will be read for the first time under the "Legislation – Planning Commission" portion of the agenda.

Councilmember Hurt reported that Bill No. 3031 (Authorizes Execution of Agreement and Funding re: New Pedestrian Bridge over I-64) will be considered for adoption under the "Legislation" portion of the agenda.

Councilmember Hurt reported that Bill No. 3032 (Approves Acceptance of Portions of Oak Stand Path and Willow Weald Path as Public Streets [Reserve at Chesterfield Village]) will be considered for adoption under the "Legislation" portion of the agenda.

Councilmember Hurt reported that Bill No. 3033 (Approves Acceptance of Todd Evan Trail as a Public Street [Wilson Creek Subdivision]) will be considered for adoption under the "Legislation" portion of the agenda.

Councilmember Hurt announced that the next meeting of this Committee has been scheduled for Thursday, May 21, at 5:30 p.m.

REPORT FROM THE CITY ADMINISTRATOR

City Administrator Michael Herring reported that Long Road Fuels (formerly Long Station Inc.), located at 110 Long Road, has requested a new liquor license, to sell liquor in Original Package and Sunday sales. Mr. Herring reported that, per City policy, this application has been reviewed and is now recommended for approval by both the Planning/Public Services Division and Police Department. Councilmember Casey made a motion, seconded by Councilmember DeGroot, to approve issuance of a new liquor license to Long Road Fuels. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Mr. Herring reported that Staff is recommending approval of a contract for the 2015 Asphalt Mill and Overlay Project. Based upon review of information provided by Public Works Director/City Engineer Jim Eckrich, Mr. Herring joined with him in recommending award of a contract to Krupp Construction, in an amount not to exceed $90,000. The FY2015 Budget contains an appropriation of $125,000 for this project. Councilmember Flachsbart made a motion, seconded by Councilmember Greenwood, to approve this recommendation. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Mr. Herring next reported that Staff is recommending approval of a contract for the reconstruction of Appalachian Trail, Phase 2 (from Beaver Creek Road to White Road). Based upon review of information provided by Public Works Director/City Engineer Jim Eckrich, Mr. Herring joined with him in recommending award of a contract to Gershenson Construction Company, in an amount not to exceed $1,852,000, which is the amount budgeted within the FY2015 Capital Improvement Sales Tax Fund Budget. Mr. Herring reminded Council that 70% of the total cost for this project will be covered by grant funds obtained by Staff. Councilmember Nations made a motion, seconded by Councilmember Grissom, to approve this recommendation. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Councilmember Grissom made a motion, seconded by Councilmember Nations, to approve a budget transfer of existing funds within the Capital Improvement Sales Tax Fund, totaling $130,000. The contract amount of $1,852,000 is fully funded within the Capital Improvement Sales Tax Fund, which includes this $130,000. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

OLD BUSINESS

There was no old business.

NEW BUSINESS

There was no new business.

LEGISLATION

BILL NO. 3031 AUTHORIZES THE CITY ADMINISTRATOR TO EXECUTE A TRANSPORTATION ALTERNATIVES FUNDS PROGRAM AGREEMENT WITH THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION FOR CONSTRUCTION OF A NEW PEDESTRIAN BRIDGE OVER INTERSTATE 64 ADJACENT TO CHESTERFIELD PARKWAY EAST **(SECOND READING; PLANNING/PUBLIC WORKS RECOMMENDS APPROVAL)**

Councilmember Hurt made a motion, seconded by Councilmember DeGroot, for the second reading of Bill No. 3031. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3031 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3031 with the following results: Ayes – DeGroot, Greenwood, Grissom, Casey, Fults, Hurt, Flachsbart and Nations. Nays – None. Whereupon Acting-Mayor Fults declared Bill No. 3031 approved, passed it and it became **ORDINANCE NO. 2850.**

BILL NO. 3032 PERTAINS TO THE ACCEPTANCE OF PORTIONS OF OAK STAND PATH AND WILLOW WEALD PATH AS PUBLIC STREETS IN THE CITY OF CHESTERFIELD **(SECOND READING; PLANNING/PUBLIC WORKS RECOMMENDS APPROVAL)**

Councilmember Hurt made a motion, seconded by Councilmember Greenwood, for the second reading of Bill No. 3032. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3032 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3032 with the following results: Ayes – Grissom, DeGroot, Nations, Fults, Flachsbart, Hurt, Greenwood and Casey. Nays – None. Whereupon Acting-Mayor Fults declared Bill No. 3032 approved, passed it and it became **ORDINANCE NO. 2851.**

BILL NO. 3033 PERTAINS TO THE ACCEPTANCE OF TODD EVAN TRAIL AS A PUBLIC STREET IN THE CITY OF CHESTERFIELD **(SECOND READING; PLANNING/PUBLIC WORKS RECOMMENDS APPROVAL)**

Councilmember Hurt made a motion, seconded by Councilmember DeGroot, for the second reading of Bill No. 3033. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3033 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3033 with the following results: Ayes – Greenwood, Flachsbart, Grissom, Nations, Fults, Casey, DeGroot and Hurt. Nays – None. Whereupon Acting-Mayor Fults declared Bill No. 3033 approved, passed it and it became **ORDINANCE NO. 2852.**

LEGISLATION – PLANNING COMMISSION

BILL NO. 3036 AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "R-1" RESIDENCE DISTRICT TO A "PUD" PLANNED UNIT DEVELOPMENT FOR A 17.37 ACRE TRACT OF LAND LOCATED ON THE WEST SIDE OF WILSON AVENUE AND NORTH OF ITS INTERSECTION WITH WILSON FARM DRIVE (P.Z. 02-2015, FALLING LEAVES ESTATES II (1925 AND 1921 WILSON AVENUE) (19T220214 & 19T210161) **(FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL)**

Councilmember Hurt made a motion, seconded by Councilmember DeGroot, for the first reading of Bill No. 3036. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3036 was read for the first time.

ADJOURNMENT

There being no further business to discuss, Acting-Mayor Fults adjourned the meeting at 7:19 p.m.

_____
Mayor Bob Nation

_____
Acting-Mayor Connie Fults
President Pro Tem of City Council

ATTEST: _____
Jeanie Black, Deputy City Clerk

UPCOMING MEETINGS/EVENTS

Thursday, June 4	Planning & Public Works Committee (5:30pm)
Friday, June 5	Employee Appreciation BBQ (11:30am)
Monday, June 8	Planning Commission (7pm)
Monday, June 15	Next City Council meeting

RECOMMENDATIONS – PARKS, RECREATION & ARTS COMMITTEE

The following items, recommended for approval by this Committee, will be discussed, in greater detail, at Monday's City Council meeting:

1.) **Chesterfield Valley Athletic Complex – Additional Field Lighting –**
The City Administrator would be authorized to execute funding agreements with Ascension Soccer, Chesterfield Football Association and J.B. Marine Soccer club **in a cumulative amount of $210,000**, for the **purpose of adding athletic field lighting on fields A3, A4 and B5.** Construction of the lighting through the MUSCO Cooperative Purchase program and would be funded by a $305,000 fund transfer from the Parks Fund – Fund Reserves. Addition of this lighting is anticipated to result in a net positive revenue stream.

2.) **Sculpture Acquisition –**
The City Administrator would be authorized to acquire **four sculptures from Chesterfield Arts at a cost of $85,000, including "the Bather", "Maura", "Gox A" and Gox B".** Sculpture acquisition is to be funded by a $100,000 fund transfer from the Parks Fund – Fund Reserves, with the additional $15,000 amount above the acquisition cost to pay relocation and installation expenses for "The Bather".

As is always the case, if you have any questions or require additional information, please contact Tom McCarthy, Mike Geisel or me prior to the meeting.

MEMORANDUM

Approved 4-[illegible] by Parks Recreation & Arts Committee 5/26/2015 MEG

DATE: April 13, 2015

TO: Michael Herring, City Administrator

MEG

FROM: Mike Geisel, Director of Public Services

RE: Art Acquisition

In conjunction with assuming responsibility for arts related activities within the City, the Department of Public Services has sought to secure the existing art pieces within Central Park. There are six art sculptures within Central Park, three of which are owned by Chesterfield Arts. Specifically, there are two sculptures created by Missouri's own Earnest Trova, "Gox A" & "Gox B". Each of which represent a series of monumental, geometric forms that have an Aztec sense to them. "Maura", also owned by Chesterfield Arts, which was sculpted by Don Wiegand is currently situated immediately east of the aquatic building entry in Central Park. "Maura" depicts a girl in a playful running motion. One of the unique traits of the specific installation is that the sculpture base is a shadow outline of the sculpture itself as the sun moves across the sky. The fourth piece of sculpture is on loan from the Fox Run golf course. It is, of course, a casting of a fox in motion, and is nestled in a landscaped woodland between the playground and the pool itself. Park users come upon the art as if it were a natural wildlife encounter. The fifth art piece in the park is "Aspire", created by artist Rod Callies in conjunction with the 2014 competition managed by Chesterfield Arts. Finally, the sixth and final art piece, which was recently placed, is the sculpture created by He Datian as a tribute to Olympic Gold Medalist race walker Yue Ling Chien, appropriately placed adjacent to the paved walking trail around the lake in Central Park. The Datian sculpture is on loan to the City by Fine Arts Limited.

It is clear that these art pieces have become ingrained into the fabric of Central Park and offer atypical opportunities to patrons of a public park. Accordingly, we have sought to secure the permanent installation of this art. We have an ongoing and positive relationship with Chesterfield Arts. Both the City of Chesterfield and Chesterfield Arts have important individual and complimentary roles in the art community. As such, we have initiated discussions in an effort to not only secure the three pieces of art currently within Central Park which are owned by Chesterfield Arts, but to expand upon the collection.

Currently located at Hilltown Center, Chesterfield Arts owns "The Bather". A sculpture created by Emilio Greco. I believe that this sculpture, as perhaps

suggested by its inspiration, should more appropriately be located adjacent to the City owned pool in Central Park.

Obviously, the art work located within Central Park, owned by Chesterfield Arts has value. "Maura" was acquired by Chesterfield Arts in 1998, at a discounted value of $65,000. The two Trova sculptures were gifted to Chesterfield Arts in 2000, and were valued at $28,000 each at that time. "The Bather", was appraised in 2008 at a value of $225,000. **While I have not attempted to update these prior valuations, the artwork clearly has value, which has cumulatively been established to be $346,000.**

Accordingly, I recommend that the City purchase "The Bather" from Chesterfield Arts at a discounted value of $85,000, conditioned upon Chesterfield Arts donating the three existing Central Park pieces, "Gox A", "Gox B", and "Maura" to the City of Chesterfield at no additional cost. Clearly, the City will also incur the expense of relocating and placing "The Bather" in its new location adjacent to the City's pool. I estimate these costs not to exceed $15,000.

Accordingly, **I request that this information be forwarded to the Parks, Recreation and Arts Committee of Council, in hopes of a favorable recommendation to transfer an amount not to exceed $100,000 from the Excess General Fund – Fund Reserves, above the 40% reserve policy, to provide for the acquisition and relocation of "The Bather", contingent upon the donation of the remaining three art pieces as described.**

Finance Director Craig White has updated the estimated 2015 end of year General Fund – Fund Reserve balance to be $4.28 million over the 40% reserve policy. However, Staff has separately processed recommendations for replacement of the HVAC equipment at City Hall as well as acceptance of a grant request to construct the Chesterfield Parkway East Pedestrian bridge. The cumulative impact of both requests, if approved by City Council, would reduce the excess fund reserve balance to $2,925,821 OVER the specified 40% reserve requirement. The estimated end of year total General Fund – Fund Reserves is approximately $14 million.

Should you have questions or need additional information, please let me know.

attachments

MGH
4/15/15

Cc Craig White - Finance Director
Libbey Tucker – Economic and Community Services Director
Tom McCarthy - Parks, Recreation & Arts Director

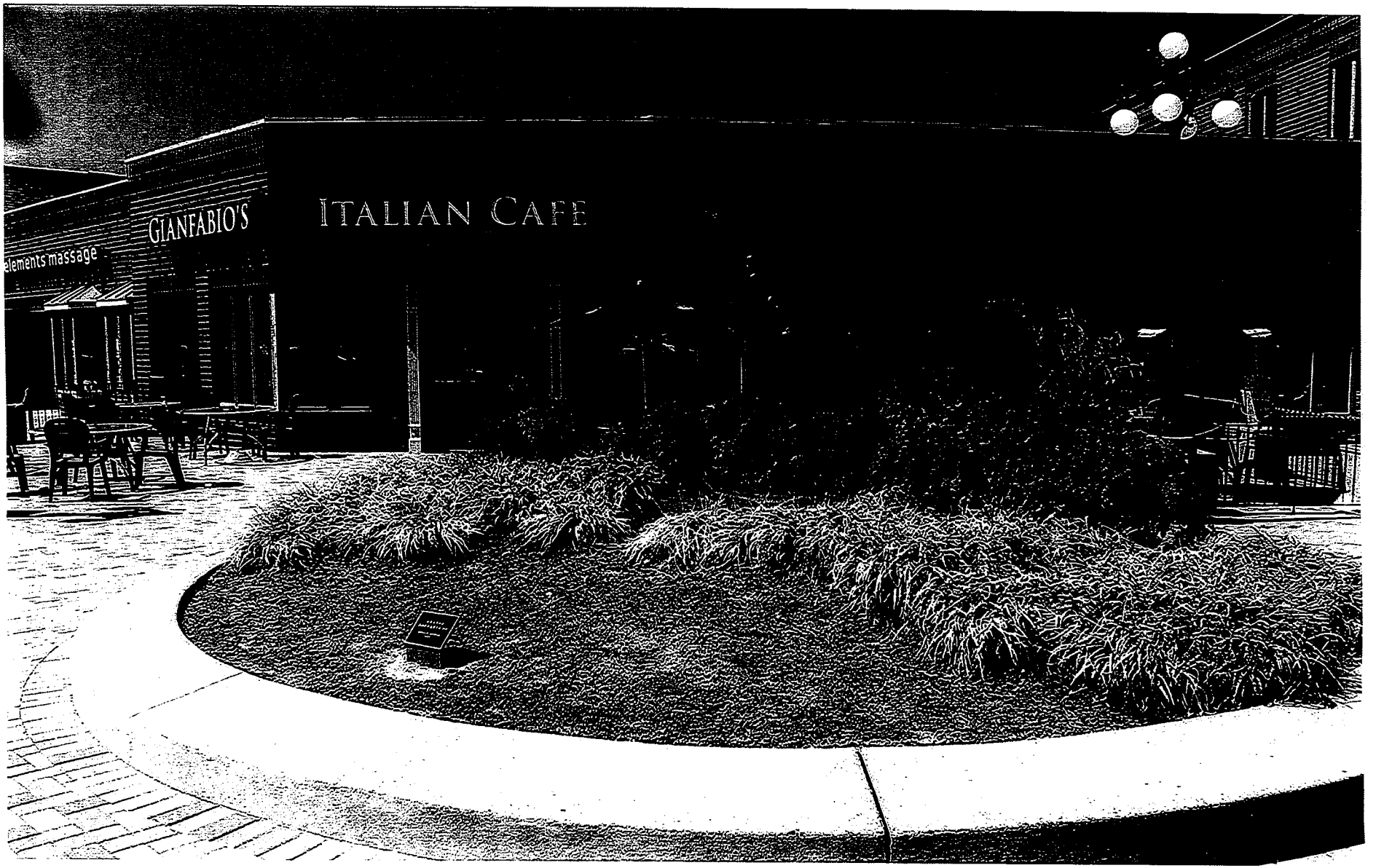
Don Wiegand
"Maura"

Earnest Trova
"GOX A"

Earnest Trova
"GOX B"

"The Fox"

Emilio "The Bather"



EMILIO GRECO

Born Catania, Sicily, 1913
Died Rome, Italy, 1995

Emilio Greco trained as a sculptor in the workshop of a marble mason. While still in the army he joined the Academy in Palermo and later went to Rome, where in 1946 he had his first one-person show at the Cometa Gallery. In 1952 he was professor of sculpture at the Academy of Fine Arts, Carrara. The subject of over twenty-five solo exhibitions throughout Europe and abroad, Greco has received many awards, including the St. Vincent Prize in 1948 and the Medaglia d'Oro del Presidente della Repubblica in 1961. His works are represented in the collections of the Galleria d'Arte Moderna (Milan and Rome), Centre Georges Pompidou, Musée Municipal de Sculpture en Plein Air (Antwerp), Wallraf-Richartz Museum, Tate Gallery, South African National Gallery, Art Gallery of South Australia, and City Art Gallery (Auckland), among others.

Fine Art Ltd. 18350 Chesterfield Airport Road
Chesterfield, MO 63005 636-537-1500

Estimate of Value

Fine Art Ltd has been working for over 20 years and can certify that the work described here is genuine and the value is based on the originality of the work and the status of the Artist that created the work.

Detail

Artist:	Emilio Greco
Medium	Bronze
Title:	The Bather
Size:	5ft X 2ft X 3ft
Condition:	Fair (Repairs Suggested)
Appraisal Value:	$225000.00
Date of Appraisal:	October 30, 2008

Authorized Signature

October 30, 2008
Date

Jack B. Scharr
Printed Name

SCULPTURAL TRIBUTE OF ATHLETE BY ARTIST HE DATIAN

Yue Ling Chen
Original Print
$8,100

Small Bronze
Limited Edition
SN by Artist &
Athlete
13"x 8"x3"
$10,000

Yue Ling Chen:
On the Road to Olympic Gold!

Yue Ling Chen is a young woman of firsts. The first gold medalist in a women's Olympic walking event--and the first Asian woman and the first Chinese athlete, man or woman, to ever win an Olympic track and field event.

This is a significant accomplishment, but not at all surprising to anyone who knows this amazing young woman and her seemingly tireless energy. Her commitment is legendary. In the six years leading up to the Barcelona Olympics, Yue Ling walked more than 48,000 miles in training—a distance that would have taken her around the world twice!

Needless to say her Olympic triumph made Yue Ling a national hero and she was the subject of a television documentary in her native China. A movie of her life is under consideration. She was also honored with a life-sized bronze statue in the town square of her hometown of Tieling in the province of Lianoning.

Success in sports opens many doors and it is the wise athlete who recognizes opportunity. Yue Ling used her Olympic success to further her education first at Brigham Young University and most recently Palomar College. In addition to studying English, she is also studying fashion modeling technique at the John Casablanca modeling school and establishing herself in a marketing career.

A warm, caring person, Yue Ling has found time for other as well. She has walked for many charities, was appointed honorary spokeswoman for the National Kidney Foundation and San Diego County's Union of Pan Asian Communities and provides volunteer administrative support to the Olympic Movement. To educated others and stimulate interest in race-walking she has also given seminars at the National Transplant Games as well as at the Nike World Master Games.

Those who have seen this striking woman with her modest demeanor at ab All-Star Event may be surprised to learn that the competitive fire still burns within and despite an announced retirement after her Olympic triumphs, Yue Ling has resumed training.

Her next goal? To represent the United States in the Olympic Games. "I love America, "says Yue Ling, who has applied for U.S. citizenship. "I hope I can lead race walking in the United States to the top of the world."

Yue Ling Chen
Life Size Bronze 5'
$80,000

INVOICE

by Sculptor Don F. Wiegand

Date 2/6/98

Title of Sculpture Maura

Limited to 9 copyrighted castings.

Sculpture number #5 This number is secured when a minimum retainer deposit of $2500.00 is received.

Purchased by Chesterfield Arts, Inc.

Address c/o Sachs Properties, Inc. 400 Chesterfield Center

Suite 600 Chesterfield, Missouri 63017

Telephone 537-1000

		$ 100,000.00	Retail
Amount of purchase	2/6/98 (Date)	$ 65,000.00	
Shipping charges		$ 0	
Sales tax		$ Tax exempt #	
		2,500.00	Retainer
		$ 17,500.00	Deposit balance
		20,000.00	Bronze pouring
Deposit paid	(Date)	$ 25,000.00	Sculpture delivery
Total due		$ 65,000.00	

Please make check payable to Wiegand Studios Limited Editions, Inc.

We will notify you when sculpture is ready for pick up or shipping.
Final payment due upon receipt of sculpture.
Please return the yellow copy.

16705 Chesterfield Airport Road
Chesterfield, Missouri 63005-1401

CHESTERFIELD ARTS

P.O. Box 6667 Chesterfield, Missouri 63006-6667 314/537-4000
16668 Chesterfield Airport Road - Chesterfield, Missouri 63017 - 636/536-4742

DEED OF GIFT

The undersigned does hereby irrevocably give, transfer and donate to Chesterfield Arts, Inc., a Missouri Not-for-Profit Corporation, all of the undersigned's right, title and interest in and to those three (3) certain Trova sculptures (the "Sculptures"), which are more fully described as follows:

1. Environmental Sculpture - "Profile Ganto" C: CI I-3 6 1981

2. Environmental Sculpture - "Gox" Stainless Steel - stamped A. E. Trova 2-1-3 A.S. 1981

3. Environmental Sculpture - "Gox" Stainless Steel - stamped A. E. Trova 2-1-3 A.S. 1981

The undersigned hereby represents and warrants to Chesterfield Arts, Inc. that he (i) is the sole owner of the Sculptures, with full right, power and authority to transfer the same, and (ii) has good, marketable and indefeasible title to the Sculptures, free and clear of any and all liabilities and encumbrances of every nature and kind. The undersigned covenants and agrees to take any and all action as may be necessary or advisable, in the opinion of Chesterfield Arts, Inc., to effectuate this gift.

This irrevocable gift is made effective as of the 15th day of November, 2000.

Alvin J. Siteman

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

On this 15th day of November, 2000, before me personally appeared ALVIN J. SITEMAN, to me known to be the person described in and who executed the foregoing instrument, and acknowledged that he executed the same as his free act and deed.

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

PATRICIA A. LORTON NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

Notary Public

My Commission Expires:

PATRICIA A. LORTON
NOTARY PUBLIC, STATE OF MISSOURI
MY COMMISSION EXPIRES 4/22/04
ST LOUIS COUNTY

269403.DOC;

ASA

Elizabeth M. Blagbrough, F.A.S.A.

FELLOW, AMERICAN SOCIETY OF APPRAISERS
FELLOW, R.I.C.S. GREAT BRITAIN
PERSONAL PROPERTY • FINE ARTS

8725-R Big Bend Blvd.
Saint Louis, Missouri 63119

314-962-4752
Fax 314-962-4393
E-Mail: EBlagbroug@aol.com

October 25, 2000

Mr. Alvin J. Siteman
50 South Bemiston Ave.
St. Louis, Missouri
63105

LETTER OF TRANSMITTAL

PURPOSE: FAIR MARKET VALUE
INTENDED USE: NONCASH CHARITABLE DONATION

Dear Mr. Siteman,

Pursuant to your request for appraisal of three stainless steel monumental public sculptures executed by Ernest Trova for the above stated purpose and intended use, this appraisal report is submitted after examination of the individual properties, market research and analysis and opinion of estimated Fair Market Value as herein reported as of October 25, 2000.

PROFILE CANTO	**$ 35,000.00**
GOX	**$ 28,000.00**
GOX	**$ 28,000.00**
TOTAL FAIR MARKET VALUE	**$ 91,000.00**

This appraisal report has been completed in the best opinion and judgment of the appraiser based upon market research and analysis and the background and experience of the appraiser.

Attached is IRS Form 8283.

It is a pleasure to have been of service to you.

Respectfully submitted,

Elizabeth M. Blagbrough, F.A.S.A., F.S.V.A.
Accredited Senior Appraiser; Fellow American Society of Appraisers
Personal Property Fine Arts

MEMORANDUM

Chesterfield
Parks, Recreation & Arts

City of Chesterfield · EST. 1988 · Planning · Public Works · Parks & Recreation · Development Services · DEPARTMENT OF PUBLIC SERVICES

DATE: **April 15, 2015**

TO: **Michael Herring, City Administrator**

FROM: **Mike Geisel, Director of Public Services** mgr

RE: **Chesterfield Valley Athletic Complex Lighting Proposal**

Approved 4-0 by Parks Recreation & Arts Comm. Mtg 5/26/2015 mgr

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As you are aware, since the City assumed maintenance of the Chesterfield Valley Athletic Complex in 1999, the City has enjoyed tremendous partnerships with facility users. Over the last decade, our patrons have participated in funding a variety of significant capital improvements for the facility. In addition, over the course of the last several years, we have expanded use of the CVAC to other sports and developed additional partnerships. We have expanded both the usage of the complex, and the user groups. We have received requests from Ascension Soccer (AS), Chesterfield Football Association (CFA), and J.B. Marine (JB) to add field lighting on fields A3, A4, and B5. Obviously, adding lights to these fields will expand their usage to the evening hours, while at the same time increasing field rental revenues. Further, as provided in the City's CVAC Master Plan, these fields are to be lit. As Council has directed, the underground infrastructure necessary to add lighting to these fields and light pole bases was constructed in conjunction with the original field construction. **As more fully described herein; the addition of lights as proposed, results in a net positive revenue generation on an ongoing basis. Not only will the initial costs be recovered, but the continuous new revenues generated from the additional field availability and new users, will continue to provide revenue to the City.** It should be clear that the City's early decisions to complete the underground infrastructure and place the pole bases with the initial CVAC improvements, have substantially decreased the cost to light these fields at this time, and serve to reduce the negative impacts that otherwise would occur to the athletic fields during a typical installation. Clearly such expense reflects good planning and a wise investment.

As you are also aware, we are currently in the third year of a prior agreement with Chesterfield Football which resulted in lighting athletic fields A1 and A2. Chesterfield Football entered into a formal agreement to contribute $100,000 in the form of five uniform annual installments to the City, in exchange for the City to add field lighting for these fields. This has allowed the City to increase field usage, increase field rental revenues, and Chesterfield Football is able to better serve their youth program. Chesterfield Football has expanded and now serves a much larger

group of youth athletes. Please note, that while CFA contributed the $100,000, once in place, the field lighting became property of the City of Chesterfield and the added field capacity is used by multiple CVAC user groups. It should also be noted that lit fields are provided at a premium hourly rental rate to compensate for utility and light maintenance expenses. It should also be clarified that Chesterfield Football is still required to pay the full rental rate and their rental fees are not discounted due to their contribution. These lit fields are offered at an hourly rental rate of $76.

The primary reason to add these lights is to allow for additional field availability, allowing for new and expanded field usage, which in turn results in additional field rental revenue. Adding lights to these fields provides for up to four additional hours per evening in the summer\fall season, and two additional hours during the spring season. If the lit fields are provided, it also enables new users, such as J.B. Marine, to utilize these fields. This generates totally new field rental revenue to the City. Staff has estimated the potential **annual increase in field rental to be more than 2,240 hours ($170,000).** We also recognize that the increased usage will add utility and maintenance expense as well. Staff has estimated the anticipated net increase in revenues to be more than $84,000 annually. However, for the purpose of this recommendation and my analysis, I've used $8,100 for the partial year of 2015 and $41,600 annually in years 2016 through 2020 for the total projected net revenue of $216,000 over the period. **Accordingly, if the City accepts the agency requests and elects to fund the lighting project in 2015, it will conservatively represent a net positive cash flow of more than $121,000,** probably considerably more. The $41,600 value which I used in the spreadsheet analysis, relates to an increase in field usage of only 547 hours annually, or 182 hours per field.

As proposed, the three user groups will contribute a total of $210,000 for lighting the three fields. Ascension Soccer has offered to contribute $60,000, Chesterfield Football will contribute $100,000, and J.B. Marine will contribute $50,000 over the six year period as outlined in the attached exhibit. The initial cost to light these fields, with a reasonably contingency mark-up is $305,000, resulting in an apparent ultimate cost of $95,000 to the City of Chesterfield. **The $95,000 initial contribution from the City only requires 1,250 hours of additional field rental to fully offset that cost. Very conservatively, for the purpose of my analysis on the attached spreadsheets, I've used $41,000 as the NET new revenue, less than one-fourth of the potential gross annual field rental revenue, as the annual additional net revenue figure. Quite conservatively, the City is expected to fully recover the initial $95,000 investment by the end of 2017, simply due to increased field usage. This recovery could reasonably occur in 2016. For the purpose of our analysis, I have totally ignored the ancillary increase in revenues associated with concessions and sponsorships. Obviously, the analysis is extremely conservative.**

Further, I attempted to identify what level of additional field rentals would be necessary to ensure at least a break even investment. As depicted on the attached Exhibit "B", field usage on the three fields would only have to increase a cumulative

total of 208 hours, or 69 hours per field annually. This is readily achievable and staff has estimated that the potential increase could be 2,200 hours annually, generating more than $150,000 in new revenue. For the purpose of this recommendation, it is clear that an installation of lights on these three fields, which already have the pole bases and underground infrastructure in place, represents a positive financial investment and provides broader community use of the CVAC. Equally as important, the support and participation of the various sports partners is symbolic of the City's relationship with the sporting community and the importance of our facilities. Clearly, each participating partner is investing, above and beyond the standard rental charges.

As such, I request that this information be forwarded to the Parks, Recreation and Arts Committee of City Council for review and consideration. **I concur with Parks, Recreation and Arts Director Tom McCarthy, in recommending that the City fund completion of lighting athletic fields A3, A4, and B5 during 2015, at a cost not to exceed $305,000 from the Parks Fund – Fund Reserves, accepting the third party contributions from Ascension Soccer, Chesterfield Football Association, and J.B. Marine in the cumulative total amount of $210,000 over the next six years.** In doing so, the City of Chesterfield is expected to experience a significant positive net revenue stream over the six year period due to the project. Again, as described in detail herein, **the installation of these lights results in a positive revenue generation for the CVAC.**

Finance Director Craig White has updated the estimated 2015 end of year Parks Fund – Fund Reserve projected end of year balance of $2,783,445, which is $38,417 over the 40% policy threshold. This amount assumes that 100% of the budgeted expenses will be realized and includes roll-over purchase orders, and the one time reserves allocated for the two recent grant projects. Clearly, while the lighting project requires an initial investment, the resultant net positive revenue is a significant benefit to the City and the patrons of the CVAC.

If you have any questions or require additional information, please let me know.

Cc Craig White - Finance Director
Tom McCarthy - Parks, Recreation and Arts Director

✓ MGH
4/16/15

2015 CVAC Field Lighting Project - Financial Summary

Third Party Capital Contributions

	2015	2016	2017	2018	2019	2020
Ascension Soccer	$60,000	$0	$0	$0	$0	$0
Chesterfield Football	$10,000	$10,000	$20,000	$20,000	$20,000	$20,000
J. B. Marine	$10,000	$10,000	$10,000	$10,000	$10,000	$0
Period total	$80,000	$20,000	$30,000	$30,000	$30,000	$20,000
					Cumulative total of 3rd party contributions	$210,000

*Annual projected (new) net revenues resulting from field improvements**

	2015	2016	2017	2018	2019	2020
Period total	$8,100	$41,600	$41,600	$41,600	$41,600	$41,600
					Cumulative Net New Revenue total	$216,100

* based upon 37.5% of projected annual net revenues of $84,000.

Lighting Project cost	($275,000)
Contingencies (11%)	($30,000)
Total project expense	($305,000)
Deduct third party capital contributions	$210,000
Deduct cumulative net increase in revenues	$216,100
Projected realized project cost to City	**$121,100**

**** Positive Cash Flow during period

ANNUALIZED FINANCIAL SUMMARY

	2015	2016	2017	2018	2019	2020
PROJECT CONTRACT EXPENSES						
City of Chesterfield	$305,000	$0	$0	$0	$0	$0
3RD Party Payments	$80,000	$20,000	$30,000	$30,000	$30,000	$20,000
New Net Revenues	$8,100	$41,600	$41,600	$41,600	$41,600	$41,600
Period total	($216,900)	$61,600	$71,600	$71,600	$71,600	$61,600
					Cumulative total	$121,100

Break Even Analysis

What level of increased usage is required, to result in zero net project cost?

Project Costs

Lighting Project cost	$275,000
Contingencies (11%)	$30,000
Total project expense	($305,000)

Field rental costs

Premium for lighting	$17	per hour
Field rental rate	$59	per hour
	$76	per hour

Project Cost, with Capital Contributions (ignoring additional revenue)

Total project expense	($305,000)
3RD Party Payments	$210,000
Total project expense	($95,000)

How much must field usage increase to simply break even?

Total project expense	($95,000)	6 year project return period to match 3rd party contributions
Necessary annual recovery	$15,833	
Hourly lit field charge	$76	

208 Increase in annual field usage (hours) for break even

69 hours, per field increase

already under contract with J.B. Marine

Staff estimates 2,230 hour increase potential

RECOMMENDATIONS – PARKS, RECREATION & ARTS COMMITTEE

The following items, recommended for approval by this Committee, will be discussed, in greater detail, at Monday's City Council meeting:

1.) **Chesterfield Valley Athletic Complex – Additional Field Lighting –**
The City Administrator would be authorized to execute funding agreements with Ascension Soccer, Chesterfield Football Association and J.B. Marine Soccer club **in a cumulative amount of $210,000**, for the **purpose of adding athletic field lighting on fields A3, A4 and B5.** Construction of the lighting through the MUSCO Cooperative Purchase program and would be funded by a $305,000 fund transfer from the Parks Fund – Fund Reserves. Addition of this lighting is anticipated to result in a net positive revenue stream.

2.) **Sculpture Acquisition –**
The City Administrator would be authorized to acquire **four sculptures from Chesterfield Arts at a cost of $85,000, including "the Bather", "Maura", "Gox A" and Gox B".** Sculpture acquisition is to be funded by a $100,000 fund transfer from the Parks Fund – Fund Reserves, with the additional $15,000 amount above the acquisition cost to pay relocation and installation expenses for "The Bather".

As is always the case, if you have any questions or require additional information, please contact Tom McCarthy, Mike Geisel or me prior to the meeting.

MEMORANDUM

Chesterfield
Parks, Recreation & Arts

City of Chesterfield
EST. 1988
Planning · Public Works · Parks & Recreation · Development Services
DEPARTMENT OF PUBLIC SERVICES

DATE: **April 15, 2015**

TO: **Michael Herring, City Administrator**

FROM: **Mike Geisel, Director of Public Services** MGeisel

RE: **Chesterfield Valley Athletic Complex Lighting Proposal**

Approved 4-0 by Parks Recreation & Arts Committee 5/26/2015 MGeisel

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Cc Craig White - Finance Director
Tom McCarthy - Parks, Recreation and Arts Director

MGH
4/16/15

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Memorandum

To: Mike Geisel, Director of Public Services, Public Works and Parks
From: Tom McCarthy
Director of Parks, Recreation and Arts
Date: 4/13/2015
Re: CVAC – Cooperative Field Lighting Proposal

The Parks and Recreation Department has been contacted by the Chesterfield Football Association (CFA) and the Ascension Athletic Association (AAA) with regards to a dual request for improvements at the Chesterfield Valley Athletic Complex (CVAC). With the construction of football fields A3 and A4 at the CVAC, which have become the home game fields for the CFA, CFA would like to light these fields to have the ability to play games in the evenings and increase their lighted field options for practice. Ascension would like to assist in the lighting of soccer field B5 for additional lighted field options for practices and games alike. We also have a new user, JB Marine, which is willing to enter into a five-year field agreement for field usage, with the understanding that Ascension has priority on the soccer fields and they will be given field preference after Ascension. The lighting of additional fields was in our Master Plan and, as we have consistently done with construction of our facilities, we were able to design and install the underground infrastructure necessary for the future improvements at the time we initially graded the fields. Specifically, we put in all of the underground electrical conduits, wiring and pole bases to facilitate the future placement of athletic field lighting on fields A3, A4 and B5. A3 & A4 have the bases and electric on them and B5 has the bases, but no electric. In each case, all of the underground infrastructure, such as sewer lines, conduits, irrigation lines, and communication lines, were placed with the original construction so as to avoid damaging the fields each time infrastructure was added.

Chesterfield Valley Athletic Complex
City of Chesterfield, Missouri

(Fields in blue rectangle our the three fields we are proposing to light on the map above)

Our relationship with Chesterfield Football Association (CFA), Ascension Athletic Association (AAA) and JB Marine has grown and these programs are all doing exceptionally well. These three groups are interested in assisting in funding the installation of the actual light poles and fixtures on two of the football fields and one of the soccer fields at the western end of the CVAC. My staff and I have met with CFA, AAA and JB Marine and discussed their proposals. We are now looking to Council for further direction.

- *CFA, AAA and JB Marine desires to complete the originally designed lighting on Athletic Fields A3, A4 and A5 by August of 2015.*

- *CFA, AAA and JB Marine understand and accept that such lighting becomes the property of the CVAC and the City of Chesterfield.*

- *CFA, AAA and JB Marine understand and accept that the City charges a rental premium for use of lighted fields to offset the utility costs associated therewith.*

- *The CFA, AAA and JB Marine understands and accepts that any construction that occurs at the CVAC is under the responsibility and control of the City of Chesterfield, and must be contracted for in a manner consistent with City Policies and Statutory Requirements.*

- *The proposed lighting of fields A3, A4 and B5 must be completed prior to the start of the 2015 Fall season.*

The estimated cost to complete the pole and fixture installation is $275,000.00. (If we lease-to-own over a five-year period, the cost is $309,555.00. (see below for more details.) The Chesterfield Football Association is willing to contribute $100,000.00 towards this expense over a six-year period and Ascension Athletic Association is willing to contribute $60,000.00 towards the expense up front. JB Marine will contribute $50,000.00 over the next five years. The difference in contribution is based on the field usage. It is assumed that the total amount of the project would initially be funded from the Parks Fund - Fund Reserves and the CFA would commit to an annual premium of $10,000 the first two years (2015-2016) and then $20,000.00 for the remaining four years (2017-2020) for a total of $100,000.00. Ascension will pay a onetime fee up front of $60,000.00 in 2015. JB Marine will give us $10,000.00 over the next five years. After the overall donations form the three organizations, the end all cost to the City will be $95,000.00 for the lighting of three additional fields.

Mike, we could generate in upwards of $65,000 in revenue if we put the lights in for the August through November time frame in 2015. This number includes the field rental revenue also that is not available without the lights. Our projected numbers for the entire year of 2016 would be right at $120,000. These numbers are conservative and as the

lighted fields are available, the usage would increase as we continually turn groups away because we don't currently have the fields lighting option at this time.

I have also explored the option of leasing the lights on a five-year plan. If we enter into a lease with Musco, we would make five yearly payments of $61,811.16 paying the interest rate of 3.95%. There would also be a $500.00 document fee due at lease signing. With the revenue generated, we could afford to make the lease payments without the contribution for the three groups. I know this is not a grant, but if we look at what we are getting for what we are paying this is wonderful partnership for everyone involved. We are contributing $65,000 to get facility improvements worth $275,000, along with the ability to increase our revenue generation upwards of a $120,000 per year.

I request that the CFA, AAA and JB Marine proposal to cost share to complete the lighting on athletic fields A3, A4 and B5 be forwarded to the Parks and Recreation Committee Of Council for review and further direction.

If you have any questions or require additional information, please let me know.

Attachments

- Current Musco Lighting Proposal and lease information
- Ascension e-mail note of intent- finalizing the agreement with them
- Updated Chesterfield Football Lighting Contract
- JB Marine contract

Musco Finance, LLC
100 1st Avenue West
Oskaloosa, IA 52577
Phone: 800-825-6020
Fax: 641-673-6360

Lease Purchase Proposal

Customer Name: City of Chesterfield	Date: March 12, 2015
City, State Chesterfield, MO	Sales Rep: Todd Stych
Project Name: Chesterfield West Fields Phase 2	Project # 164755

	Option 1	Option 2	Option 3
Estimated Project Cost	$275,000.00	$275,000.00	$275,000.00
Down-payment (Due with Order)	$.00	$.00	$.00
Total Amount Financed	$275,000.00	$275,000.00	$275,000.00
Term of Contract (Years)	5	7	10
Interest Rate (Annual)	3.95%	4.45%	4.95%
Payments per Year	1	1	1
Payment Amount	$61,811.16	$46,739.47	$35,724.29
Number of Payments	5	7	10

-At the end of the term, clear title passes with the completion of payments.

-$500.00 documentation fee due at lease signing.

-Proposal assumes first payment is due one year from contract date.

The interest rate quoted is based on current market rates and will be adjusted when the lease closes. The lease must qualify for "Federal Income Tax Exempt" status for the Lessor as defined by Section 265(b)(3)(B) of the Internal Revenue Code of 1986*.

This proposal is subject to acceptance of documentation and credit approval. The finance agreement is to be executed within 14 days of the execution of the equipment purchase contract.

Required information may include three years audited financial statements, current year's budget, and most current quarter interim profit and loss statement. Additional information may be requested.

*Lessee must certify that it reasonably anticipates that it and all of its subordinate entities will not issue more than $10,000,000 of "qualified tax-exempt obligations during the calendar year in which the Lease is executed. The interest rate may vary if this is not the case.

Thomas McCarthy

From:	todd.stych@musco.com
Sent:	Thursday, March 12, 2015 12:56 PM
To:	Thomas McCarthy
Subject:	[QUAR] Pricing and lease quote / Project -- Chesterfield West Fields Phase 2 #164755
Attachments:	City of Chesterfield 031215.pdf
Importance:	Low
Follow Up Flag:	Flag for follow up
Flag Status:	Flagged

Hi Tom-

I have included attached a lease quote for fields A3, A4, & B5. The cost of $275,000 includes install and cooperative purchase. The LED package would run roughly 90k more. Let me know if you would like to entertain that option.

Regardless, let me know how you would like to proceed.

Todd

Todd Stych
Representative- Missouri
Musco Lighting, LLC.
Ph- 844-232-6157
Fx- 800-374-6402
Mobile- 563-260-0994
www.musco.com

LETTER OF AGREEMENT

This Agreement is made the 3rd day of March, 2015 between the **J.B. Marine Soccer Club ("J.B. Marine")** a Missouri not-for-profit corporation, and **the City of Chesterfield, Missouri ("City" or "Chesterfield")** for the purpose of setting out financial responsibility for installation of lights at multipurpose fields used by J.B. Marine at City's Chesterfield Valley Athletic Complex on an annual basis.

For valuable consideration J.B. Marine and the City agree as follows:

1. Installation of Lights

City agrees to install and maintain lights and poles on field B5 at the CVAC Park. It is anticipated that the cost of these lights will not exceed $170,000.00. The lights are and will remain the sole property of the City.

2. J.B. Marine Responsibilities

J.B. Marine will pay the City, in addition to the regular rental of the fields from the City, $10,000 a year for the next 5 years to reimburse, partially, the City for the cost of the lights. J.B. Marine will make the yearly payment to the City in two installments of $5,000 each when J.B. Marine pays its initial field rental deposit and $5,000 when it makes its final payment for field rentals each year.

3. J.B. Marine Field Rentals

Through the year 2020 from March 1 through November 30 of each year, J.B. Marine will have the option to schedule and rent one lighted full sized (11v11) soccer field (preferably B5 unless conditions or scheduling require a change) Mondays-Thursdays, as well as the second right of refusal to rent a second or third field Mondays-Thursdays, from the City at the Chesterfield Valley Athletic Complex at the City's then field rental rates and subject to the City's rental rules and regulations then in place, that include certain non-use or rest periods. This right is not transferable and nay fields not leased to J.B. Marine each year by January 31 for spring usage and May 1 for fall usage can and will be leased by the City of Chesterfield to other users.

In a mutually agreed location near field B5 (the field to be lighted in conjunction with this agreement), the City agrees to place a professionally made sign, paid and maintained by J.B. Marine. The sign specifics and details to be determined and agreed upon by both parties at a later date.

There is a $17.00 per hour rate charged when lights are used on each field. Each field rented will be charged as separate fields. This hourly rate may increase on a yearly basis; J.B. Marine will be notified by the City prior to increase.

4. Entire Agreement

This Agreement is the entire understanding between J.B. Marine and the City and supersedes and replaces any previous documents, correspondence, conversations and other written or oral understandings related to this Agreement which are not consistent with or are not contained herein. This Agreement is binding on any successors

5. Governing Law

In the unlikely event that a dispute arises out of this Agreement such Agreement shall be governed by and construed in accordance with the laws of the State of Missouri. In the event of a dispute regarding the terms of this agreement, the prevailing party to such dispute shall be entitled to recover all cost incurred including a reasonable attorneys fee. Proper venue for any dispute shall be in the Circuit court of St. Louis County.

6. Binding on Successors

This Agreement is binding upon the agents, servants, successors, and assigns, heirs, representatives and any parent corporations, subsidiaries or partners of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

THE CITY OF CHESTERFIELD, MISSOURI

BY: _____ DATE: _____

Michael G. Herring, ICMA-CM
City Administrator

J.B. MARINE SOCCER CLUB – ACADEMY AFFILIATE OF SPORTING KC

BY: _____ DATE: 3-27-15

Robert Schneider
J.B. Marine Soccer Club Director

LETTER OF AGREEMENT

This Agreement is made the 9th day of January, 2015 between the **Chesterfield Football Association ("CFA")** a Missouri not-for-profit corporation, and **the City of Chesterfield, Missouri ("City" or "Chesterfield")** for the purpose of setting out financial responsibility for installation of lights at football fields used by CFA at City's Chesterfield Valley Athletic Complex between August 1 and November 30.

For valuable consideration CFA and the City agree as follows:

1. Installation of Lights

City agrees to install and maintain lights and poles on fields A3 and A4 at the CVAC Park It is anticipated that the cost of these lights will not exceed $170,000.00. The lights are and will remain the sole property of the City

2. CFA Responsibilities

CFA will pay the City, in addition to the regular rental of the fields from the City, $10,000 a year in 2015 and 2016 then $20,000 a year in 2017 to 2020 to reimburse, partially, the City for the cost of the lights. CFA will make the yearly payment to the City in two installments of $5,000 each in 2015 and 2016 then $10,000 each 2017 to 2020 when CFA pays its initial field rental deposit and when it makes its final payment for field rentals each year.

3. CFA Field Rentals

Through 2020, from August 1 to November 30 of each year, CFA will have the first option to schedule and rent fields A1, A2, A3, A4 and A5, from the City at the Chesterfield Valley Athletic Complex at the City's then field rental rates and subject to the City's field rental rules and regulations rules then in place, that include certain non-use or rest periods. This right is not transferable and any fields not leased to CFA each year by February 1 can and will be leased by the City to other users.

Through 2020, from May 15 to June 30 of each year, CFA will have first option to schedule and rent two lighted fields, of which will be selected by the City, at the Chesterfield Valley Athletic Complex at the City's then field rental rates and subject to the City's field rental rules and regulations then in place, that include certain non-use or rest periods. This right is not transferable and any fields not leased to CFA each year by December 1 can and will be leased by the City to other users.

There is a $17.00 per hour rate charged when lights are used on each field. Fields A1, A2, A3 and A4 will be charged as separate fields. This hourly rate may increase on a yearly basis; CFA will be notified by the City prior to increase.

4. Entire Agreement

This Agreement is the entire understanding between CFA and the City and supersedes and replaces any previous documents, correspondence, conversations and other written or oral understandings related to this Agreement which are not consistent with or are not contained herein. This Agreement is binding on any successors

5. Governing Law

In the unlikely event that a dispute arises out of this Agreement such Agreement shall be governed by and construed in accordance with the laws of the State of Missouri. In the event of a dispute regarding the terms of this agreement, the prevailing party to such dispute shall be entitled to recover all cost incurred including a reasonable attorneys fee. Proper venue for any dispute shall be in the Circuit court of St. Louis County.

6. Binding on Successors
This Agreement is binding upon the agents, servants, successors, and assigns, heirs, representatives and any parent corporations, subsidiaries or partners of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

THE CITY OF CHESTERFIELD, MISSOURI

BY: _____ DATE: _____

Michael G. Herring, ICMA-CM
City Administrator

CHESTERFIELD FOOTBALL ASSOCIATION

BY: _____ DATE: 1/9/15

Michael Williams
Chesterfield Football Association President

Ascension Athletic Association
230 Santa Maria Drive
Chesterfield, Missouri 63017

13 April 2015

Tom:

As you know, several years ago, Ascension approached the City of Chesterfield in hopes of improving Ascension's existing soccer fields. The Ascension soccer program was growing rapidly, and our field were inadequate for our program's needs. The City and Ascension engaged in an agreement that resulted in the current CVAC fields, much to the benefit of Ascension. This agreement has allowed Ascension a yearly credit which has accumulated, putting the Athletic Association is a position of having surplus funds.

It was understood at that time that Ascension would support the City in their goals to continually improve, expand, and upgrade the CVAC facility, as Ascension is the primary user of the fields. There has been discussion about adding lights to some of the fields at the CVAC, and it is our understanding that the Chesterfield Football organization is making an investment in these lights, as they believe will improve their overall programming. The Ascension Athletic Association will follow suit and make a similar investment in the CVAC, in the amount of $60,000, as these will continue to be Ascension's home fields for the foreseeable future. We hope in turn that our agreement regarding first rights to field usage might be extended for another five years, beyond our initial agreement.

The Ascension Athletic Association believes in the importance of a healthy partnership between Ascension and the City, and appreciates the quality of the fields and facilities that are available to the families of Ascension. We look forward to the possibilities that will be presented as a result of each improvement to the CVAC as a benefit for the Ascension program.

Thank you,

Cory Kirwan

President, Ascension Athletic Association

MEMORANDUM

Approved 4-0 by Parks Recreation & Arts Committee 5/26/2015 MEG

DATE: April 13, 2015

TO: Michael Herring, City Administrator

MEG

FROM: Mike Geisel, Director of Public Services

RE: Art Acquisition

In conjunction with assuming responsibility for arts related activities within the City, the Department of Public Services has sought to secure the existing art pieces within Central Park. There are six art sculptures within Central Park, three of which are owned by Chesterfield Arts. Specifically, there are two sculptures created by Missouri's own Earnest Trova, "Gox A" & "Gox B". Each of which represent a series of monumental, geometric forms that have an Aztec sense to them. "Maura", also owned by Chesterfield Arts, which was sculpted by Don Wiegand is currently situated immediately east of the aquatic building entry in Central Park. "Maura" depicts a girl in a playful running motion. One of the unique traits of the specific installation is that the sculpture base is a shadow outline of the sculpture itself as the sun moves across the sky. The fourth piece of sculpture is on loan from the Fox Run golf course. It is, of course, a casting of a fox in motion, and is nestled in a landscaped woodland between the playground and the pool itself. Park users come upon the art as if it were a natural wildlife encounter. The fifth art piece in the park is "Aspire", created by artist Rod Callies in conjunction with the 2014 competition managed by Chesterfield Arts. Finally, the sixth and final art piece, which was recently placed, is the sculpture created by He Datian as a tribute to Olympic Gold Medalist race walker Yue Ling Chien, appropriately placed adjacent to the paved walking trail around the lake in Central Park. The Datian sculpture is on loan to the City by Fine Arts Limited.

It is clear that these art pieces have become ingrained into the fabric of Central Park and offer atypical opportunities to patrons of a public park. Accordingly, we have sought to secure the permanent installation of this art. We have an ongoing and positive relationship with Chesterfield Arts. Both the City of Chesterfield and Chesterfield Arts have important individual and complimentary roles in the art community. As such, we have initiated discussions in an effort to not only secure the three pieces of art currently within Central Park which are owned by Chesterfield Arts, but to expand upon the collection.

Currently located at Hilltown Center, Chesterfield Arts owns "The Bather". A sculpture created by Emilio Greco. I believe that this sculpture, as perhaps

suggested by its inspiration, should more appropriately be located adjacent to the City owned pool in Central Park.

Obviously, the art work located within Central Park, owned by Chesterfield Arts has value. "Maura" was acquired by Chesterfield Arts in 1998, at a discounted value of $65,000. The two Trova sculptures were gifted to Chesterfield Arts in 2000, and were valued at $28,000 each at that time. "The Bather", was appraised in 2008 at a value of $225,000. **While I have not attempted to update these prior valuations, the artwork clearly has value, which has cumulatively been established to be $346,000.**

Accordingly, I recommend that the City purchase "The Bather" from Chesterfield Arts at a discounted value of $85,000, conditioned upon Chesterfield Arts donating the three existing Central Park pieces, "Gox A", "Gox B", and "Maura" to the City of Chesterfield at no additional cost. Clearly, the City will also incur the expense of relocating and placing "The Bather" in its new location adjacent to the City's pool. I estimate these costs not to exceed $15,000.

Accordingly, **I request that this information be forwarded to the Parks, Recreation and Arts Committee of Council, in hopes of a favorable recommendation to transfer an amount not to exceed $100,000 from the Excess General Fund – Fund Reserves, above the 40% reserve policy, to provide for the acquisition and relocation of "The Bather", contingent upon the donation of the remaining three art pieces as described.**

Finance Director Craig White has updated the estimated 2015 end of year General Fund – Fund Reserve balance to be $4.28 million over the 40% reserve policy. However, Staff has separately processed recommendations for replacement of the HVAC equipment at City Hall as well as acceptance of a grant request to construct the Chesterfield Parkway East Pedestrian bridge. The cumulative impact of both requests, if approved by City Council, would reduce the excess fund reserve balance to $2,925,821 OVER the specified 40% reserve requirement. The estimated end of year total General Fund – Fund Reserves is approximately $14 million.

Should you have questions or need additional information, please let me know.

attachments

✓ MGH
4/15/15

Cc Craig White - Finance Director
Libbey Tucker – Economic and Community Services Director
Tom McCarthy - Parks, Recreation & Arts Director

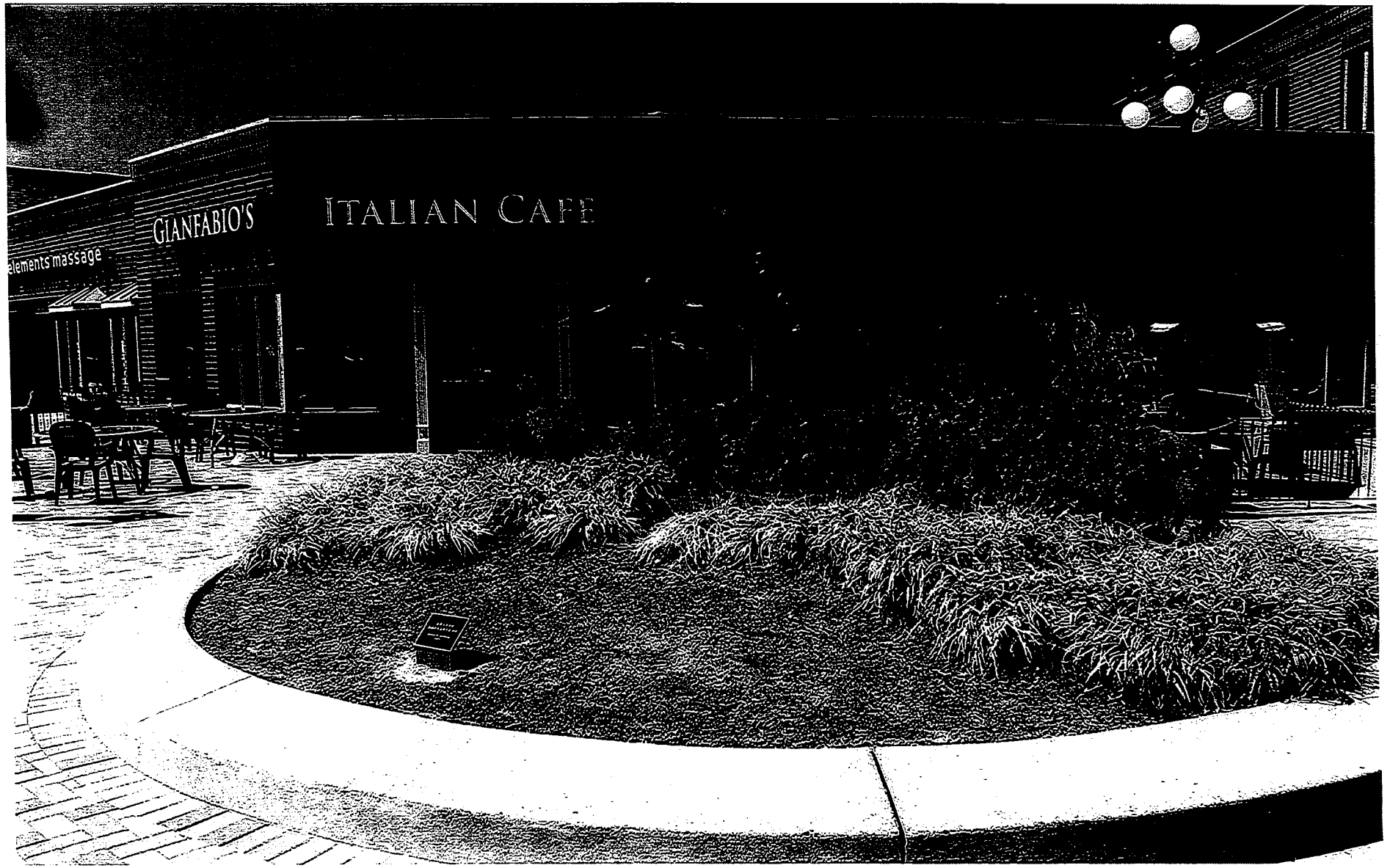
Don Wiegand
"Maura"

Earnest Trova
"GOX A"

Earnest Trova
"GOX B"

"The Fox"

Emilio "The Bather"



EMILIO GRECO

Born Catania, Sicily, 1913
Died Rome, Italy, 1995

Emilio Greco trained as a sculptor in the workshop of a marble mason. While still in the army he joined the Academy in Palermo and later went to Rome, where in 1946 he had his first one-person show at the Cometa Gallery. In 1952 he was professor of sculpture at the Academy of Fine Arts, Carrara. The subject of over twenty-five solo exhibitions throughout Europe and abroad, Greco has received many awards, including the St. Vincent Prize in 1948 and the Medaglia d'Oro del Presidente della Repubblica in 1961. His works are represented in the collections of the Galleria d'Arte Moderna (Milan and Rome), Centre Georges Pompidou, Musée Municipal de Sculpture en Plein Air (Antwerp), Wallraf-Richartz Museum, Tate Gallery, South African National Gallery, Art Gallery of South Australia, and City Art Gallery (Auckland), among others.

Fine Art Ltd. 18350 Chesterfield Airport Road
Chesterfield, MO 63005 636-537-1500

Estimate of Value

Fine Art Ltd has been working for over 20 years and can certify that the work described here is genuine and the value is based on the originality of the work and the status of the Artist that created the work.

Detail

Artist:	Emilio Greco
Medium	Bronze
Title:	The Bather
Size:	5ft X 2ft X 3ft
Condition:	Fair (Repairs Suggested)
Appraisal Value:	$225000.00
Date of Appraisal:	October 30, 2008

Authorized Signature

October 30, 2008
Date

Jack B. Scharr
Printed Name

SCULPTURAL TRIBUTE OF ATHLETE BY ARTIST HE DATIAN

Yue Ling Chen
Original Print
$8,100

Small Bronze
Limited Edition
SN by Artist &
Athlete
13"x 8"x3"
$10,000

Yue Ling Chen:
On the Road to Olympic Gold!

Yue Ling Chen is a young woman of firsts. The first gold medalist in a women's Olympic walking event—and the first Asian woman and the first Chinese athlete, man or woman, to ever win an Olympic track and field event.

This is a significant accomplishment, but not at all surprising to anyone who knows this amazing young woman and her seemingly tireless energy. Her commitment is legendary. In the six years leading up to the Barcelona Olympics, Yue Ling walked more than 48,000 miles in training—a distance that would have taken her around the world twice!

Needless to say her Olympic triumph made Yue Ling a national hero and she was the subject of a television documentary in her native China. A movie of her life is under consideration. She was also honored with a life-sized bronze statue in the town square of her hometown of Tieling in the province of Lianoning.

Success in sports opens many doors and it is the wise athlete who recognizes opportunity. Yue Ling used her Olympic success to further her education first at Brigham Young University and most recently Palomar College. In addition to studying English, she is also studying fashion modeling technique at the John Casablanca modeling school and establishing herself in a marketing career.

A warm, caring person, Yue Ling has found time for other as well. She has walked for many charities, was appointed honorary spokeswoman for the National Kidney Foundation and San Diego County's Union of Pan Asian Communities and provides volunteer administrative support to the Olympic Movement. To educated others and stimulate interest in race-walking she has also given seminars at the National Transplant Games as well as at the Nike World Master Games.

Those who have seen this striking woman with her modest demeanor at ab All-Star Event may be surprised to learn that the competitive fire still burns within and despite an announced retirement after her Olympic triumphs, Yue Ling has resumed training.

Her next goal? To represent the United States in the Olympic Games. "I love America, "says Yue Ling, who has applied for U.S. citizenship. "I hope I can lead race walking in the United States to the top of the world."

Yue Ling Chen
Life Size Bronze 5'
$80,000

INVOICE

by Sculptor Don F. Wiegand

Date 2/6/98

Title of Sculpture Maura

Limited to 9 copyrighted castings.

Sculpture number #5 This number is secured when a minimum retainer deposit of $2500.00 is received.

Purchased by Chesterfield Arts, Inc.

Address c/o Sachs Properties, Inc. 400 Chesterfield Center

Suite 600 Chesterfield, Missouri 63017

Telephone 537-1000

		$ 100,000.00	Retail
Amount of purchase	2/6/98 (Date)	$ 65,000.00	
Shipping charges		$ 0	
Sales tax		$ Tax exempt #	
		2,500.00	Retainer
		$ 17,500.00	Deposit balance
		20,000.00	Bronze pouring
Deposit paid	(Date)	$ 25,000.00	Sculpture delivery
Total due		$ 65,000.00	

Please make check payable to Wiegand Studios Limited Editions, Inc.

We will notify you when sculpture is ready for pick up or shipping.
Final payment due upon receipt of sculpture.
Please return the yellow copy.

16705 Chesterfield Airport Road
Chesterfield, Missouri 63005-1401

CHESTERFIELD ARTS

P.O. Box 6667 Chesterfield, Missouri 63017 314/537-4888
16668 Chesterfield Airport Road - Chesterfield, Missouri 63017 - 636/536-4742

DEED OF GIFT

The undersigned does hereby irrevocably give, transfer and donate to Chesterfield Arts, Inc., a Missouri Not-for-Profit Corporation, all of the undersigned's right, title and interest in and to those three (3) certain Trova sculptures (the "Sculptures"), which are more fully described as follows:

1. Environmental Sculpture - "Profile Ganto" C: CI I-3 6 1981

2. Environmental Sculpture - "Gox" Stainless Steel - stamped A. E. Trova 2-1-3 A.S. 1981

3. Environmental Sculpture - "Gox" Stainless Steel - stamped A. E. Trova 2-1-3 A.S. 1981

The undersigned hereby represents and warrants to Chesterfield Arts, Inc. that he (i) is the sole owner of the Sculptures, with full right, power and authority to transfer the same, and (ii) has good, marketable and indefeasible title to the Sculptures, free and clear of any and all liabilities and encumbrances of every nature and kind. The undersigned covenants and agrees to take any and all action as may be necessary or advisable, in the opinion of Chesterfield Arts, Inc., to effectuate this gift.

This irrevocable gift is made effective as of the 15th day of November, 2000.

Alvin J. Siteman

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

On this 15th day of November, 2000, before me personally appeared ALVIN J. SITEMAN, to me known to be the person described in and who executed the foregoing instrument, and acknowledged that he executed the same as his free act and deed.

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

PATRICIA A. LORTON NOTARY PUBLIC NOTARY SEAL STATE OF MISSOURI

Patricia A Lorton
Notary Public

My Commission Expires:

PATRICIA A. LORTON
NOTARY PUBLIC, STATE OF MISSOURI
MY COMMISSION EXPIRES 4/22/04
ST LOUIS COUNTY

269403.DOC;

ASA

Elizabeth M. Blagbrough, F.A.S.A.

FELLOW, AMERICAN SOCIETY OF APPRAISERS
FELLOW, R.I.C.S. GREAT BRITAIN
PERSONAL PROPERTY • FINE ARTS

8725-R Big Bend Blvd.
Saint Louis, Missouri 63119

314-962-4752
Fax 314-962-4393
E-Mail: EBlagbroug@aol.com

October 25, 2000

Mr. Alvin J. Siteman
50 South Bemiston Ave.
St. Louis, Missouri
63105

LETTER OF TRANSMITTAL

PURPOSE: FAIR MARKET VALUE
INTENDED USE: NONCASH CHARITABLE DONATION

Dear Mr. Siteman,

Pursuant to your request for appraisal of three stainless steel monumental public sculptures executed by Ernest Trova for the above stated purpose and intended use, this appraisal report is submitted after examination of the individual properties, market research and analysis and opinion of estimated Fair Market Value as herein reported as of October 25, 2000.

PROFILE CANTO	**$ 35,000.00**
GOX	**$ 28,000.00**
GOX	**$ 28,000.00**
TOTAL FAIR MARKET VALUE	**$ 91,000.00**

This appraisal report has been completed in the best opinion and judgment of the appraiser based upon market research and analysis and the background and experience of the appraiser.

Attached is IRS Form 8283.

It is a pleasure to have been of service to you.

Respectfully submitted,

Elizabeth M. Blagbrough, F.A.S.A.; F.S.V.A.
Accredited Senior Appraiser; Fellow American Society of Appraisers
Personal Property Fine Arts

RECOMMENDATIONS– PLANNING/PUBLIC WORKS COMMITTEE

As detailed in the enclosed MINUTES, prepared by Mike Geisel, Director of Public Services, the Planning/Public Works Committee met on Thursday, May 21, 2015.

The following items, recommended for approval by this Committee, will be discussed, in greater detail, at Monday's City Council meeting:

----**Bill No. 3036** – P.Z. 02-2015, Falling Leaves Estates II (1925 and 1921 Wilson Avenue) (**SECOND READING**)

IIIA. **Bill No. 3037** - P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.) (**FIRST READING; GREENSHEET**)

IIIB. **Bill No. 3038** - P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) **(FIRST READING)**

IIA. **Recommendation re:** Closing of River Valley Drive **(Voice Vote)**

IID. **Bill No. 3039** – Portable Storage Containers **(FIRST READING)**

Next Meeting - Thursday, June 4, 2015 (5:30pm)

If you have any questions, please contact Chairperson Connie Fults, any other member of this Committee, Mr. Geisel or me, prior to Monday's meeting.

MEMORANDUM

TO: Michael G. Herring, City Administrator

FROM: Mike Geisel, Director of Public Services

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, May 21, 2015

A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, May 21, 2015 in Conference Room 101.

In attendance were: **Chair Connie Fults** (Ward IV), **Councilmember Nancy Greenwood** (Ward I), **Councilmember Bridget Nations** (Ward II) and **Councilmember Dan Hurt** (Ward III). *(Councilmember Hurt arrived at 6:00 p.m.)*

Also in attendance were: Councilmember Mike Casey (Ward III); Councilmember Bruce DeGroot (Ward IV); Harry O'Rourke, Interim City Attorney; Wendy Geckeler, Planning Commission Member; Mike Geisel, Director of Public Services; Jim Eckrich, Public Works Director/City Engineer; Aimee Nassif, Planning & Development Services Director; Jessica Henry, Project Planner; Jeff Paskiewicz, Senior Civil Engineer; Mindy Mohrman, City Arborist/Urban Forester and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:30 p.m.

Several residents were in attendance so Chair Fults announced that the agenda order would be rearranged in order to open up more seating before addressing the River Valley Drive and Hog Hollow Road Impact Study.

III. NEW BUSINESS

A. **P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.):** A request for a zoning map amendment from the "C-2" Shopping District and "PC" Planned Commercial District to create a new "PC" Planned Commercial District and to add an additional use and amend the development criteria within the existing "PC" Planned Commercial District for an 8.29 acre tract of land located on the south side of Olive Boulevard west of its intersection with Woods Mill Road (16Q220719, 16Q210763, and 16Q220690).

STAFF REPORT

Jessica Henry, Project Planner, presented the request for a zoning map amendment from the "C-2" Shopping District and "PC" Planned Commercial District to create a new "PC" Planned Commercial District and to add an additional use and amend the development criteria within the existing "PC" district. At the Public Hearing held on April 28, 2014 several issues were raised including the appropriateness of a drive-thru use in close proximity to the residents of Four Seasons residential subdivision. Other issues discussed were the hours of operation and the

amendment of existing development criteria, such as landscaping and setbacks within the existing Ordinance.

The Petitioner is requesting the additional use of *restaurants, fast food with drive-thru window.* This is not a zoning use that has existed as a zoning entitlement on this site.

A Planning Commission Vote Meeting was held for this petition on April 27, 2015, and the Planning Commission recommended approval by a vote of 7-1 with the following amendment:

> *Hours of operation for the Fast-Casual type of Fast-Food restaurant permitted under Section A. 2, page 2, shall be 6 a.m. to 10 p.m.*

Initially letters of opposition were received by the surrounding residents, however, the Petitioner worked very closely with the Trustees of Four Seasons Plaza residential subdivision to add additional landscaping and soundproofing between the drive-thru use and their subdivision. Ultimately letters of support in favor of this petition were submitted.

Discussion

Councilmember Greenwood commented that the preliminary plan does not show the stacking order of the drive-thru; however, it is extremely critical to know what the stacking order is going to be. Typically, wherever there is a drive-thru, cars are going around a building but that is not possible at this location. Stacking is a key component when considering a drive-thru. She cited an incidence at a restaurant in Chesterfield Valley where she could not back out of a parking space because there were cars stacked up behind her for the drive-thru.

Ms. Henry stated that according to a preliminary drawing provided by the Petitioner, traffic would enter from Highland Park Drive, enter the drive-thru and circle up in a horseshoe fashion. The exact circulation pattern will be established during Site Plan review. Ms. Aimee Nassif, Planning and Development Services Director, stated the City has requirements for internal circulation and the Petitioner must meet all City Code and Zoning Code requirements. A drive-thru use can be approved for this site, but all City requirements must be met for stacking, circulation, lane widths, etc. Councilmember Greenwood again stated there are existing drive-thru's located in Chesterfield that obviously met the City's design criteria but they are not working properly.

Mike Doster, Attorney on the Development Team for the Petitioner, gave a brief synopsis of the following issues they addressed during the Planning Commission review process:

- Addressed concerns of the property owner immediately south of the subject site by agreeing to extend the fence, provide additional landscaping in this area, and provide additional soundproofing.
- Met with Trustees of Four Seasons subdivision and worked out an agreement whereby on approval of the zoning, an easement for Highland Park Drive would be released from escrow and be recorded as it has never been platted and there is no recorded easement.
- To accommodate Panera Bread's current business model which includes a drive-thru, they want to relocate their existing in-line restaurant to accommodate a drive-thru. The amendment to add the drive-thru is limited to this location only.

With regard to Councilmember Greenwood's concern with stacking, Mr. Doster showed a layout of the site and pointed out the traffic pattern and stated eight cars are allowed to stack. He also pointed out that during Site Plan Review, they have to comply with the City's requirements and

the stacking issue will be addressed at that time. Councilmember Greenwood asked about the stacking at the Chesterfield Valley location. Mr. Mike Turnquist, representative for Panera Bread, said that location has a seven car stack and agreed that sometimes during lunch, more cars do stack up. The Chesterfield Valley location is expected to do 44% more business than the Four Seasons Shopping Center location with a drive-thru. Councilmember Greenwood stated there are several Panera's that do not have a drive-thru and asked why this particular location has to have a drive-thru. Mr. Turnquist stated 85% of their brand new restaurants have a drive-thru. They have converted over 100 restaurants to drive-thru's as this is their new model. Thirty percent of Panera's business goes through a drive-thru. The percentage for fast food restaurants is between 60% to 90% and that is the difference between *fast-casual* and Panera.

In response to Chair Fults' question, Ms. Nassif stated Staff recommended the classification of *Fast-Casual type of Fast-Food restaurant* with specific requirements to meet that category in order to restrict future restaurant uses that are of that type.

Ms. Nassif stated that is has come to Staff's attention that the use "*Restaurant, fast food with drive-thru window, not located in free standing buildings*" as currently written in the Attachment "A", would exclude fast food users without a drive-thru to locate within the existing buildings. This use is currently permitted by the Ordinance and Staff requests the following language shown in red be added to this use on page 1 of the Attachment "A" via a Green Sheet Amendment:

> *Restaurant, fast food with or without drive-thru window, not located in free standing buildings.*

In response to Councilmember DeGroot's question, Mr. Turnquist stated that if a drive-thru was added, they anticipate a 15% increase in sales at this location.

Councilmember Greenwood made a motion to remove Use r. (Rental and leasing of new and used vehicles, including automobiles, as well as associated repairs and necessary outdoor storage of said vehicles) from the Permitted Uses. The motion was seconded by Councilmember Nations and **passed by a voice vote of 3-0.**

Councilmember Nations made a motion to forward P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.) with Green Sheet Amendment to City Council with a recommendation to approve. The motion was seconded by Councilmember Fults and **passed by a voice vote of 2-1** with Councilmember Greenwood voting no due to lack of information regarding details of the stacking issue.

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the June 1, 2015 City Council Meeting. See Bill # 3037

[Please see the attached report prepared by Aimee Nassif, Planning and Development Services Director, for additional information on P.Z. 06-2014 Four Seasons Plaza.]

B. **P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd):** A request for a zoning map amendment from "C-7" General Extensive Commercial District to "PS" Park and Scenic District for approximately 1.4 acres located northeast of the intersection of Baxter Road and Old Chesterfield Road (17T220498).

STAFF REPORT

Jessica Henry, Project Planner, stated the City initiated this project for a change in zoning from "C-7" General Extensive Commercial District to "PS" Park and Scenic District. There are currently no development plans or proposals for this parcel. A Public Hearing was held on January 12, 2015 and subsequently a Planning Commission Vote Meeting was held on May 11, 2015 at which time a motion recommending approval of this project was passed by a vote of 8-0.

Councilmember Greenwood made a motion to forward P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) to City Council with a recommendation to approve. The motion was seconded by Councilmember Nations and **passed by a voice vote of 3-0.**

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the June 1, 2015 City Council Meeting. See Bill # 3038

[Please see the attached report prepared by Aimee Nassif, Planning and Development Services Director, for additional information on P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd).]

C. **POWER OF REVIEW: Chesterfield Commons Six, Lot 7B (Courtyard by Marriott):** An Amended Site Development Section Plan, Amended Landscape Plan, Amended Lighting Plan, Amended Architectural Elevations and an Architect's Statement of Design for a 2.807 acre lot of land zoned "C-8" Planned Commercial District located south of Interstate 40 and west of the intersection of Boone's Crossing and Chesterfield Airport Road.

STAFF REPORT

Jessica Henry, Project Planner, presented the project request for a hotel located in the Chesterfield Commons Six development. Power of Review was called for this project after the Planning Commission meeting on May 11, 2015. The applicant has not yet submitted revised drawings for this project and are requesting that the project be presented at a future Committee meeting.

Discussion

Chair Fults stated she called Power of Review on this project due to a "lukewarm feeling" from the Architectural Review Board and objections from the Planning Commission that were beyond their voting criteria. This project is surrounded by the Hampton Inn, Amini's and Treasure Rooms which are all brick. The proposed project is a four-story, flat building made of EFIFS that does not fit in with the surrounding area.

Councilmember Fults made a motion to hold Chesterfield Commons Six, Lot 7B (Courtyard by Marriott) to give the Petitioner the opportunity to submit revised elevations which better fit the architecture and materials of the surrounding area. The motion was seconded by Councilmember Greenwood and **passed by a voice vote of 3-0.**

I. APPROVAL OF MEETING SUMMARY

A. Approval of the May 7, 2015 Committee Meeting Summary.

Councilmember Nations made a motion to approve the Meeting Summary of May 7, 2015. The motion was seconded by Councilmember Fults and **passed by a voice vote of 2-0** with Councilmember Greenwood abstaining.

II. OLD BUSINESS

A. River Valley Drive and Hog Hollow Road Impact Study.

STAFF REPORT

Mr. Jim Eckrich, Public Works Director/City Engineer, reported that the River Valley Drive and Hog Hollow Road Impact Study was initiated due to the potential development of the Maryland Heights Levee Protected Area. This area includes 8,600 acres – 2,000 of which are developable, which could result in up to 28 to 33 million square feet of development. Maryland Heights has recommended an update to it comprehensive plan and is currently considering a 210-acre mixed-use development.

Maryland Heights' consultant has estimated that 10% of the traffic generated from the proposed development would utilize River Valley Drive. As a result, the residents of the River Bend Subdivision have expressed concern and have asked the City to consider closing River Valley Drive.

The City Attorney has provided a summary opinion that roads can be closed if done in accordance with City Standards. After further review by Staff and the Planning & Public Works Committee, Staff was directed to study the impact of the potential closure of River Valley Drive at the city limits along with the impact to Hog Hollow Road. Staff was also asked to provide costs and to investigate other options.

River Valley Drive

Traffic Generation

- From 2002 to 2005, River Valley Drive had an average daily traffic (ADT) of approximately 1,400 vehicles per day.
- The ADT was reduced in 2015 to 473 vehicles per day due to the implementation of traffic calming measures via a roundabout and improvements to Missouri Route 141.
- Based on Maryland Heights' estimates, the proposed development would generate 1,295 vehicles per day along River Valley Drive, resulting in 1,768 vehicles per day on this roadway – 25% greater than the traffic flow during 2002-2005.

Potential Road Modifications analyzed by Staff in order to close River Valley Drive

1. Installation of a cul-de-sac at the railroad tracks.
2. Installation of a cul-de-sac near the River Bend Bath and Tennis Club.
3. Installation of a cul-de-sac / turn-around at Ridgecrest Drive.

Staff also reviewed converting the portion of River Valley Drive from the Bath and Tennis Club to the city limits to a private road; and the possible buy-out of homes on River Valley Drive north of this area in order to eliminate that section of road in its entirety.

After a full analysis, Staff determined that Options 2 and 3 are not feasible, and that a cul-de-sac at the railroad tracks is the best option. This option is estimated to cost $90,000 but does not include costs for any water quality features that may be required by MSD. In addition, the $90,000 estimate assumes all the necessary right-of-way would be donated.

Survey of Area Residents and Utility Companies

A survey was sent to area residents regarding the possible closure of River Valley Drive. The City also requested comments from all the utility companies/agencies that would be affected by the road closure.

- Seventy-three percent (73%) of the residents indicated they are in favor of the road closure.
- Most of the agencies are opposed to the road closure – especially the Fire District and Water Company.
- The Railroad favors the road closure which would allow them to remove the at-grade crossings at Hog Hollow Road and River Valley Drive.

Hog Hollow Road

Traffic Generation

- In 2009, Hog Hollow Road had an average daily traffic (ADT) of approximately 4,237 vehicles per day.
- The ADT was reduced in 2015 to 1,758 vehicles per day due to improvements to Missouri Route 141.
- It is estimated that 15% of the traffic from the proposed Maryland Heights development would use Hog Hollow Road – generating an additional 1,940 vehicles per day along this road.
- If River Valley Drive is closed, an additional 1,300 vehicles per day could be added to Hog Hollow Road resulting in a total potential ADT of 4,998 vehicles per day – 18% more traffic than in 2009.

Staff does not recommend adding this much traffic to Hog Hollow Road because of its condition.

Possible Options for Hog Hollow Road

1. While closing Hog Hollow Road does not appear to be a viable option, the City could continue to nurse it along in its current condition.
2. Hog Hollow Road could be improved at an estimated cost of $4.3 million as follows:
   - Lessen the grade to the 12% standard;
   - Re-design the horizontal curve;
   - Address drainage and pavement failures at the edges; and
   - Create a platform at the Olive intersection.
3. The City could vacate the roadway.
   - The road would then become private and be maintained by the adjacent property owners. This would include the vacant property to the east, and the property to the west, which includes one house whose owner is opposed to the vacation of Hog Hollow Road.

Survey of Utility Companies
The City requested comments from all the utility companies/agencies that would be affected by Hog Hollow Road being vacated resulting in most of them opposing such a vacation.

Restriction of Tractor Trailers along Hog Hollow Road
At the direction of the Committee, Staff investigated the possibility of restricting tractor trailers along Hog Hollow Road. It was determined that tractor trailers comprise 2% of the traffic on Hog Hollow Road - 39 vehicles per day. There has only been one accident in the last three years involving a local delivery. Based on the accident history and given that the road does not meet City standards for regular vehicles, Staff feels there is no engineering basis to restrict tractor trailers on this roadway.

Summary

Staff has determined that a closure of River Valley Drive can be accomplished with the preferred alternative of a cul-de-sac at the railroad tracks. This closure would be at a cost of approximately $90,000, which does not include any costs for MSD-required water quality features and assumes all the necessary right-of-way would be donated.

If River Valley Drive is closed, there would be a significant impact to Hog Hollow Road. Consequently, Staff would recommend that Hog Hollow Road be improved. If improvements are not approved for this road, Staff recommends consideration be given to vacating Hog Hollow Road.

Discussion

Staff was asked to explain what a water quality feature entails. Mr. Mike Geisel, Director of Public Services, stated that a water quality feature is a requirement of MSD due to EPA Water Quality restrictions. Water quality features typically remove contaminants prior to water entering creeks or streams.

Councilmember Greenwood stated she was surprised that Parkway School District was opposed to closing River Valley Drive. She pointed out that the northern portion of River Valley Drive is 9'3" wide while school buses are 10-feet wide. In addition, this part of River Valley Drive does not meet City Code, has a steep grade, and "S" curves making for a very dangerous situation. She has concerns that if vehicles are added to this road, there will be encounters between cars and buses making it extremely dangerous.

Councilmember Greenwood also stated that River Bend Subdivision is over 49 years old and noted that it has been the City's practice to protect existing subdivisions when a new development is constructed. While the City does not have any control over the proposed Maryland Heights development, the residents are asking that the City take steps to maintain their quality of life. She pointed out there are 31 driveways that access River Valley Drive, which raises serious concerns that these residents would have difficulty accessing the road with the estimated traffic projections.

Chair Fults asked for more information on why the utility companies are opposed to closing River Valley Drive. Mr. Geisel stated that Monarch Fire District has concerns that it would delay their response time to an emergency in this area. The Water Company has a facility in the area and uses the road to access it; they also want the road open for emergency purposes. If River Valley Drive was closed, the School District would have to use a more circuitous route to reach students attending River Bend Elementary School.

Councilmember DeGroot asked if there have been any preliminary discussions regarding obtaining the necessary easements in order to construct the cul-de-sac. Mr. Eckrich replied there have been no discussions at this point but it is presumed that since the residents are in favor of the street closure, they will donate the easements.

Councilmember DeGroot asked if there would be any potential lawsuits if River Valley Drive is closed. Interim City Attorney Harry O'Rourke stated he would discuss this matter in Executive Session at a later time. Councilmember Greenwood stated she met with a representative of the developer and he indicated they do not object to the City closing River Valley Drive and making an access for emergency vehicles.

Chair Fults questioned if the recommendations for Hog Hollow Road would have to be completed at the same time as recommendations for River Valley Drive. Mr. Geisel replied that what is done to one roadway impacts the other. Hog Hollow Road has a variety of problems and it is expected that it will only get worse over time. If River Valley Drive is closed, Staff will be bringing forward suggestions for improvements to Hog Hollow Road which will be fairly costly. While Staff has attempted to provide the Committee with "the whole picture", it was not intended to link the two roads intimately as to what needs to be accomplished.

In response to Councilmember Hurt's inquiry, it was determined there were no residents present who were opposed to closing River Valley Drive.

Councilmember Hurt stated that since Highway 141 is complete, he is in favor of closing River Valley Drive. He also pointed out if River Valley Drive is closed, it will put pressure on MoDOT and County to get the Baxter Road Extension completed. In addition, once the Baxter Road extension is complete, it will provide relief to the traffic along Hog Hollow Road.

Councilmember Hurt asked if it would be possible to provide improvements to Hog Hollow Road in phases – such as first constructing shoulders and drainage improvements along with a platform at Olive in order to address the more serious safety concerns. Mr. Eckrich replied that Staff is investigating such options but it appears that installing shoulders is more feasible at this time than providing a platform at Olive.

Comments from the Residents of River Bend Subdivision

1. Barbara McGuinness, 95 River Bend Drive:
   Ms. McGuiness stated that the residents had prepared a response to Staff's Report which was provided to the Committee.

2. Trevor Hansen, 69 River Valley Drive:
   Mr. Hansen stated they have been told by Maryland Heights' officials that input from Chesterfield residents is "not needed, not welcomed and has no bearing on the process". Consequently, the residents are asking the Committee to take their input and forward the closure proposal to the full Council for consideration.

3. Bob Deffenbaugh, 72 River Valley Drive:
   Mr. Deffenbaugh stated he believes the amount of traffic that will be using River Valley Drive from the proposed development has been greatly under-estimated by Maryland Heights.

4. Mel Kenney, River Bend Subdivision:
   Mr. Kenney stated that a lot of the traffic coming up River Valley Drive and Hog Hollow Road are using these streets as a cut-through to avoid stop lights. He also feels that additional traffic will deteriorate the neighborhood by making it a less desirable place to live.

5. Diane McGuire, Ridgecrest:
   Ms. McGuire noted her agreement with Mr. Deffenbaugh's statement that the traffic is under-estimated for River Valley Drive. In addition, she has safety concerns about children riding their bikes along River Valley Drive to reach the River Bend pool.

6. Angela Jones, 76 River Valley Drive:
   Ms. Jones indicated her support of the road closure.

7. Elaine Zukowski, 88 River Bend Drive:
   Ms. Zukowski stated that as she exits the subdivision from the west side, it is very difficult to make a left-hand turn and has concerns that more traffic will make it "impossible". As an alternative, residents from the west side of the subdivision will have to use River Valley Drive to exit, ultimately adding more traffic to the road from within the subdivision.

8. Michael Meade, 127 Ridgecrest:
   Mr. Meade indicated he feels Chesterfield will not receive any benefit from the Maryland Heights' development – it will only receive additional traffic. He also pointed out that a lot of bicyclists use River Valley Drive, whose needs have not been addressed.

Councilmember Greenwood made a motion to forward to City Council a recommendation of a cul-de-sac with emergency access on River Valley Drive. The motion was seconded by Councilmember Hurt and **passed by a voice vote of 4-0.**

[Please see the attached report prepared by Jim Eckrich, Public Works Director/City Engineer, for additional information on the River Valley Drive and Hog Hollow Road Impact Study.]

D. Ordinance 2270 Portable Storage Units

STAFF REPORT

Ms. Aimee Nassif, Planning and Development Services Director, stated that during the codification process of the Unified Development Code (UDC), a series of Ordinances were listed in the legislation that included Ordinance 2270 – Portable Storage Units. This Ordinance is not in the UDC and should not have been included. Therefore, Staff is requesting the re-adoption of Ordinance 2270 verbatim.

Councilmember Greenwood made a motion to forward Ordinance 2270 Portable Storage Units to City Council with a recommendation to approve. The motion was seconded by Councilmember Nations and **passed by a voice vote of 4-0.**

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the June 1, 2015 City Council Meeting. See Bill # 3039

[Please see the attached report prepared by Aimee Nassif, Planning and Development Services Director, for additional information on Ordinance 2270 Portable Storage Units.]

E. Sweet Gum Trees in the Right-of-Way

STAFF REPORT

Mr. Mike Geisel, Director of Public Services, gave the following urban forestry update:

- Sweet Gum trees have a life span of more than 150 years. They produce a prickly-type fruit which has caused problems to some residents.
- In the spring of 2014, City Council declared Sweet Gum trees as a "nuisance" tree. Consequently, the City will consider their removal upon request depending on budget constraints, the removal of other trees in the area, and upon the resident participating in the City's Street Tree Replacement Program. The City generally does not remove trees within the right-of-way unless they are dead, dying or diseased. Nuisance trees are an exception to that policy. Trees are considered a nuisance due to many reasons such as; obstructing sight distance, obstructing signage, and not being an appropriate tree for the public right of way.
- The City removes approximately 475 trees per year, which is around a 2% mortality rate.
- Historically, almost two-thirds of the trees are removed in-house while only a third of them are removed contractually. The City budgets approximately $200,000 annually for contractual services.
- The City's Street Program enables residents to purchase a tree from an approved street tree list at the cost of $100 per tree with the City subsidizing the remaining cost of the tree. The City has replaced 862 trees at a cost of $183,070. Due to an overwhelming number of requests in 2014, City Council provided an additional $70,000 for supplemental funding.
- The City rejects almost a third of all tree removal requests based on City Policy and/or funding. Tree removals that are rejected do not go on a waiting list. The resident must initiate a new request each time.
- The majority of rejected tree removal requests are for horned oak gall, which affects Pin Oaks. Horned oak gall causes a progressive deterioration of the tree. The tree will eventually die; however, if it has not deteriorated to the point of being considered a hazard, it will not be removed. Horned oak gall may affect as much as 40% of the City's Pin Oak street tree population, or 1,200 trees. In 2014, there were 83 requests to remove diseased Pin Oaks but only 37 were removed. The total cost to remove all diseased Pin Oak trees is estimated to be $1,743,600.
- The Green Ash population continues to be the largest street tree concern for the City. Green Ash trees are still the dominant species - 22% of the City's street trees. If the City were to experience the emerald ash bore, which currently surrounds Chesterfield, the City could face expenses up to $4.6 million over a three to five year period.

Mr. Geisel stated that a resident contacted Councilmember Flachsbart with specific suggestions relative to Sweet Gum trees and those suggestions were forwarded to this Committee to address. The resident's suggestions are as follows:

1. Designating Sweet Gum trees as "Hazardous."

    - The City's first priority is to remove dead, dying or otherwise "hazardous" trees. By definition, these are City liabilities that pose a direct threat to residents, motorists, homes, and vehicles. City Staff prioritizes the effort based on safety and severity of the event.

- Trees and conditions within the right of way that are determined to be "hazardous" are immediately prioritized over all other related discretionary activities.
- Once a tree has been identified a hazard, there is no longer any discretion related to the impact on the adjacent properties or the desires of the abutting residents. A hazardous tree must be removed as soon as possible.
- "Hazardous" and "Nuisance" are NOT interchangeable terms. Sweet Gum trees have been declared "nuisance" trees by City standards.
- The total cost to eliminate the existing Sweet Gum street tree population is estimated to be $2,300,960.
- Staff does NOT recommend designating Sweet Gum trees to be "hazardous" trees.

2. Require residents who have a Sweet Gum tree in their yard to maintain a walkway free of gumballs in front of their home, either on a sidewalk or on a two-foot wide portion of the street.

- This ignores the City's responsibility for the right-of-way. It is difficult to assign that responsibility to a private homeowner. If you only require the homeowner to remove gumballs, what about snow removal or other obstructions. While there are municipalities that assign responsibility for sidewalk maintenance, clearing of sidewalks during snow events, and even replacement of sidewalks onto the adjacent resident; that has not been a City of Chesterfield policy to date.
- If it is illegal to knowingly deposit gumballs within the right-of-way, it seems contradictory to require that gumballs within the right-of-way be removed within one hour of their placement.
- If the City were to decide that residents are to be responsible for the sidewalks and\or the street in front of their homes, that responsibility would necessarily apply for all reasonably anticipated hazards, not only gumballs.
- Staff does not recommend any policy or legislative changes that would result in assigning responsibility for public infrastructure to the adjacent resident.

3. Make it a municipal offense to deposit Sweet Gum Balls in the street or on a sidewalk.

- It is already an offense to blow or otherwise intentionally cause Sweet Gum balls to be deposited in the right of way or in any public place. Chapter 26, section 15(c) of the Chesterfield City Code states:

  It shall be unlawful for any person to litter, scatter, place or in any way deposit or cause to be scattered, placed or deposited any article or thing within the public right of way or upon public property.
- This does not address a concern where Sweet Gum balls drop from a tree either on public right-of-way or private property, and end up on a sidewalk or street through natural processes.
- This is already provided for in the Chesterfield City Code and no further action is required.

Discussion

In response to Chair Fults' question, Mr. Geisel stated the City has $200,000 to take care of street trees that are dead, dying, diseased or hazardous. If there is a surplus in the fiscal year, Staff reviews the requests for nuisance trees, which would be Sweet Gum trees. If Sweet Gum trees were to be designated as hazardous trees, they would all have to be removed. Sweet

Gums are considered a nuisance right now and as long as the homeowner and the neighborhood do not object to their removal, and we have the funds available, Sweet Gums can be removed. There was a jump in removal requests between 2013 and 2014 due to the change in City policy and the publicity regarding that change. Mindy Mohrman, City Arborist/Urban Forester, stated there were 27 requests for removal in 2013 compared to around 80 in 2014.

Staff does not recommend any changes to the current program as it is functioning as intended.

Natural predators and spraying Sweet Gum trees to halt the production of gum balls were discussed.

Planning Commission Member Wendy Geckeler commented that $100 is very inexpensive to replace a tree, considering a tree has to be removed, the stump ground out, and a new tree replanted. Mr. Geisel stated the Street Tree Replacement Program is not linked with the tree removal program. The Street Tree Replacement Program is intended to encourage residents to add street trees. Last year, we linked the replacement program to the removal of nuisance trees. The City removes around 450 trees a year and maybe only 30 of those are nuisance trees. Therefore, some 400 trees a year are not conditioned upon participating in the Street Tree Replacement Program.

Chair Fults asked if Staff could provide information on how many requests for removal get rejected per year. This information would be helpful in determining whether more funding needs to be provided. Mr. Geisel suggested that such a report could be provided prior to the City bidding out fall street tree replacements.

Councilman Hurt stated that since the current street tree policy is acceptable, he suggested no further action be taken. Chair Fults agreed.

F. City Hall Rental Use and Policy

STAFF REPORT

Mr. Jim Eckrich, Public Works Director/City Engineer, stated Staff is recommending a revision of Public Works Policy Statement Number 44 to include the following improvements:

- Refining the definition of a *community group*.
- Clarifying that a charge is incurred for use on weekends except for ceremonial meetings of Boy/Girl Scouts and whole subdivision meetings.
- Slightly increasing rental fees and changing to *per hour* pricing maintaining a two-hour minimum.

Councilmember Hurt made a motion to forward the revised Public Works Policy Statement 44 to City Council with a recommendation to approve. The motion was seconded by Councilmember Nations.

Discussion on the Motion

Councilmember Greenwood expressed her concern that by allowing City Hall to be rented by for-profit businesses, it may give the perception that the City is validating such businesses.

Councilmember Hurt questioned whether City Hall is rented to businesses outside of Chesterfield. It was clarified that the Policy includes *Non-Resident Rates* so the Policy does allow renting to businesses outside of Chesterfield. Councilmember Hurt stated he believes that City Hall should be available for rental purposes to community groups, residents, and businesses of Chesterfield only.

Discussion then followed as to whether City Hall should be available for rent to residents and businesses outside of Chesterfield.

Councilmember Hurt suggested that any *non-profit organization* be allowed to rent the facilities regardless of their business address; but only *for-profit businesses* located within Chesterfield be allowed to rent.

Mr. Geisel pointed out that it may prove difficult for the Customer Service Representatives to determine whether a business is *non-profit* or *for-profit.*

Councilmember Hurt amended his motion to revise Public Works Policy Statement 44 as follows:

- **To allow residents and businesses located within Chesterfield to rent City Hall facilities.**
- **To allow any *non-profit business* to rent City Hall facilities regardless of whether or not they are located within Chesterfield.**
- **To prohibit *for-profit businesses* not located within Chesterfield from renting City Hall facilities.**

Councilmember Nations accepted the amendment to the motion.

Mr. Eckrich then suggested that the recommended changes be presented to the City Clerk's office for review and comment before a vote is taken.

Councilmember Hurt made a motion directing Staff to present the proposed changes to the City Clerk's Office and then bring the Policy back to the Committee for review. The motion was seconded by Councilmember Nations and **passed by a voice vote of 4 - 0.**

III. OTHER

IV. ADJOURNMENT

The meeting adjourned at 7:25 p.m.

City Council Memorandum
Department of Public Services

To: Michael Herring, City Administrator

From: Aimee Nassif, Planning and Development Services Director

Date: May 26, 2015

CC Date: June 1, 2015

RE: **P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.):** An ordinance amending the zoning ordinance of the City of Chesterfield by repealing City of Chesterfield Ordinance number 2492 and changing the boundaries of an existing "C-2" Shopping District and "PC" Planned Commercial District to establish a new "PC" Planned Commercial District for an 8.29 acre tract of land located on the south side of Olive Boulevard west of its intersection with Woods Mill Road (P.Z. 06-2014 Four Seasons Plaza—16Q220719, 16Q210763, and 16Q220690).

Doster, Ullom, & Boyle, LLC, on behalf of Caplaco Seven, Inc. and Dierbergs Four Seasons, Inc., has submitted a request for a zoning map amendment from the "C-2" Shopping District and "PC" Planned Commercial District to create a new "PC" Planned Commercial District. If approved, this new district would add an additional use and amend the development criteria within the existing "PC" Planned Commercial District.

A Public Hearing for this request was held on April 28, 2014. Issues were identified at that time and included, but were not limited to, Restrictions on requested use "Restaurant, fast food with drive-thru window, not located in free standing buildings", the hours of operation, and the appropriateness of the addition of the drive-thru restaurant use within this development given the close proximity of the Four Seasons residential subdivision

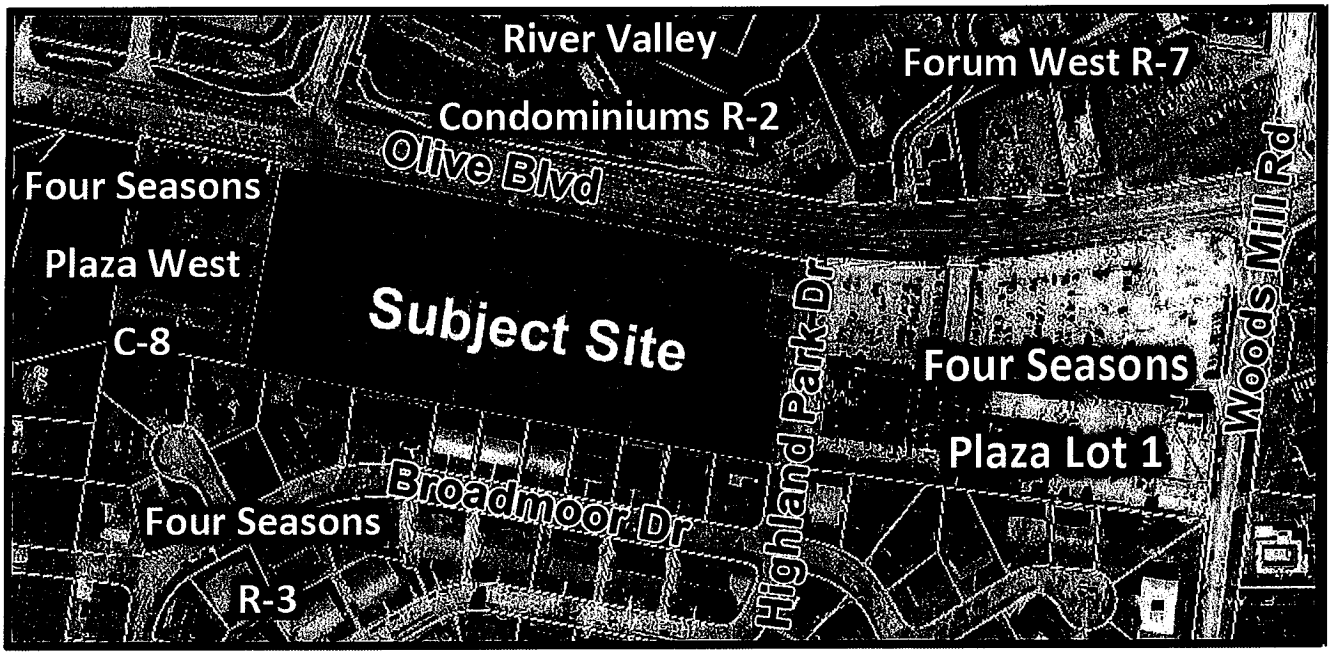
At the request of the Petitioner, an Issues Meeting was held on October 27, 2014, during which the Planning Commission reaffirmed the outstanding issues.

Thereafter, the Petitioner continued to work with Staff and the neighboring residents regarding the provision of additional buffering and formulating restrictive language for the requested use "Restaurant, fast food with drive-thru window, not located in free standing buildings." These restrictions on the number, location, hours of operation, and a more narrowly defined definition for this use have been incorporated into the Attachment "A".

A vote meeting was held on April 27, 2015. The Planning Commission recommended approval of the requested zoning petition by a vote of 7-1, with t

This petition was reviewed by the Planning and Public Works Committee on May 21st, 2015. At this meeting, a motion for a green sheet amendment to remove use "r" from the Attachment "A" passed by a vote of 3-0. In addition, a recommendation to approve with a second green sheet amendment to modify use "p" of the Attachment "A" also passed by a vote of 2-1.

Attached to the legislation, please find a copy of the Green Sheet Amendments, Attachment A, and Preliminary Plan.



See Bill #3037

City Council Memorandum
Department of Public Services

To: Michael Herring, City Administrator

From: Aimee Nassif, Planning and Development Services Director

Date: May 26, 2015

CC Date: June 1, 2015

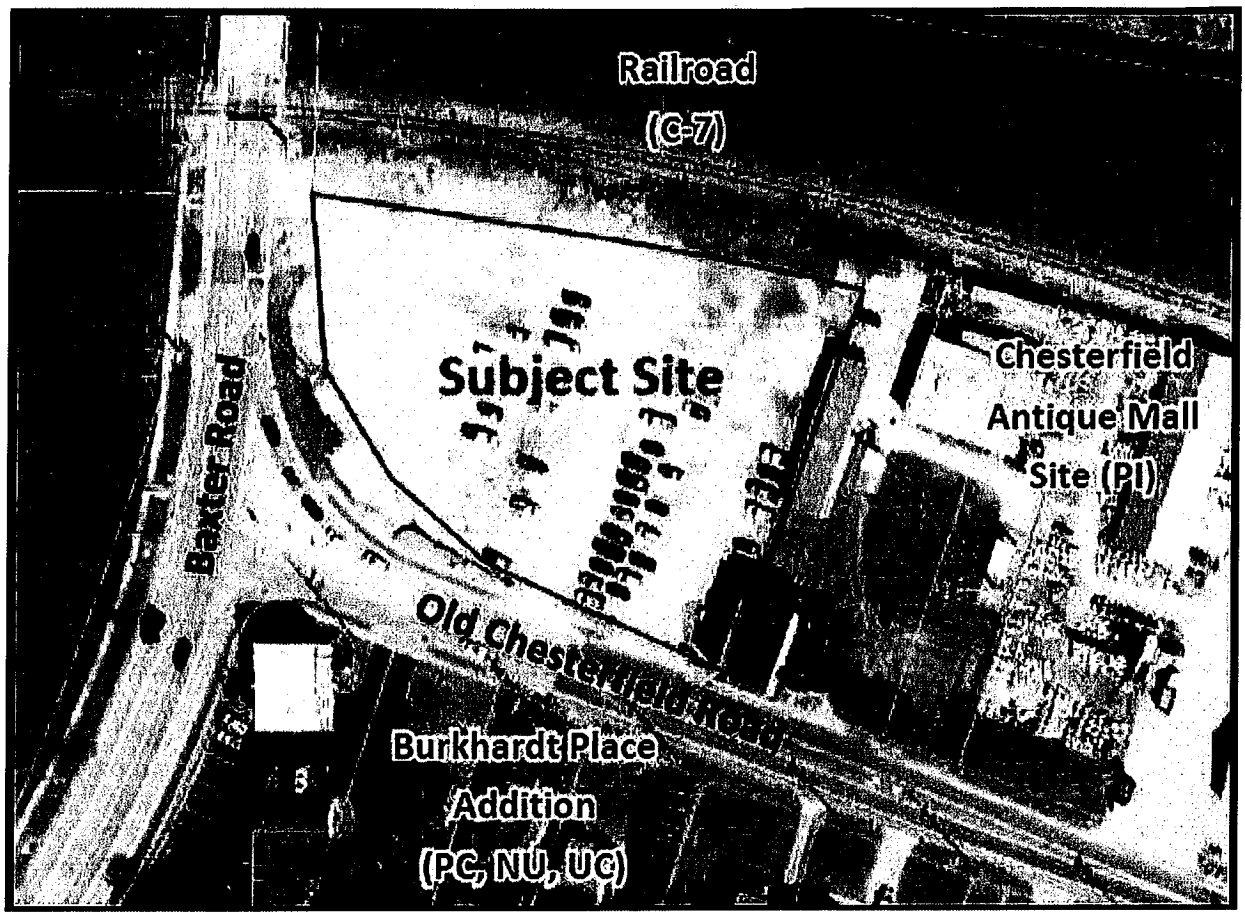
RE: **P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd):** A request for a zoning map amendment from "C-7" General Extensive Commercial District to "PS" Park and Scenic District for approximately 1.4 acres located northeast of the intersection of Baxter Road and Old Chesterfield Road (17T220498).

This is a City initiated project for a change of zoning only. There are currently no development plans or proposals for this parcel. The "PS" Park and Scenic District is a straight zoning district, therefore there is no preliminary development plan or planned district ordinance associated with this request. A public hearing on this request was held before the City of Chesterfield Planning Commission on January 12, 2015.

The Planning Commission Vote Meeting was held on May 11, 2015 and at that time a motion recommending approval of the above-referenced matter passed by a vote of 8-0.

This petition was reviewed by the Planning and Public Works Committee on May 21st, 2015. A motion to forward P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) to City Council with a recommendation for approval was passed by a vote of 3-0.

Attached to the legislation, please find a copy of the Outboundary Survey.



See Bill 3038

II.A.

City of Chesterfield

River Valley Drive and Hog Hollow Road Impact Study

An Impact Study of the Closure and/or Vacation of these Roadways

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- Missouri American Water
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APPENDIX 5 Resident Comments

- Property Owners of 975 Hog Hollow Road
- Resident Emails

DATE: May 13, 2015

TO: Michael G. Herring, ICMA-CM
City Administrator

FROM: James A. Eckrich, P.E., PWD / City Engineer
Jessica Henry, Project Planner

RE: River Valley Drive and Hog Hollow Road
Closure / Vacation Analysis

The City of Chesterfield has been notified of a potential development in the levee protected area of Maryland Heights, just north of the City of Chesterfield in the vicinity of the River Bend Subdivisions. Data from the City of Maryland Heights indicates that the Maryland Heights Valley is comprised of approximately 8,600 acres, 2,000 of which are considered developable.[1] If fully built out, this area could contain between 28 and 33 million square feet of development.[2] The City of Maryland Heights is currently updating its Comprehensive Plan in part to determine whether the City of Maryland Heights desires such development in that area. Specifically, the review of the Comprehensive Plan was prompted by the submittal of a development application for a proposed 210 acre mixed-use development to be known as West County Farms.[3] Exhibits 1and 2 detailing the location, preliminary layout, and land use divisions of this plan are included at the end of this memo.

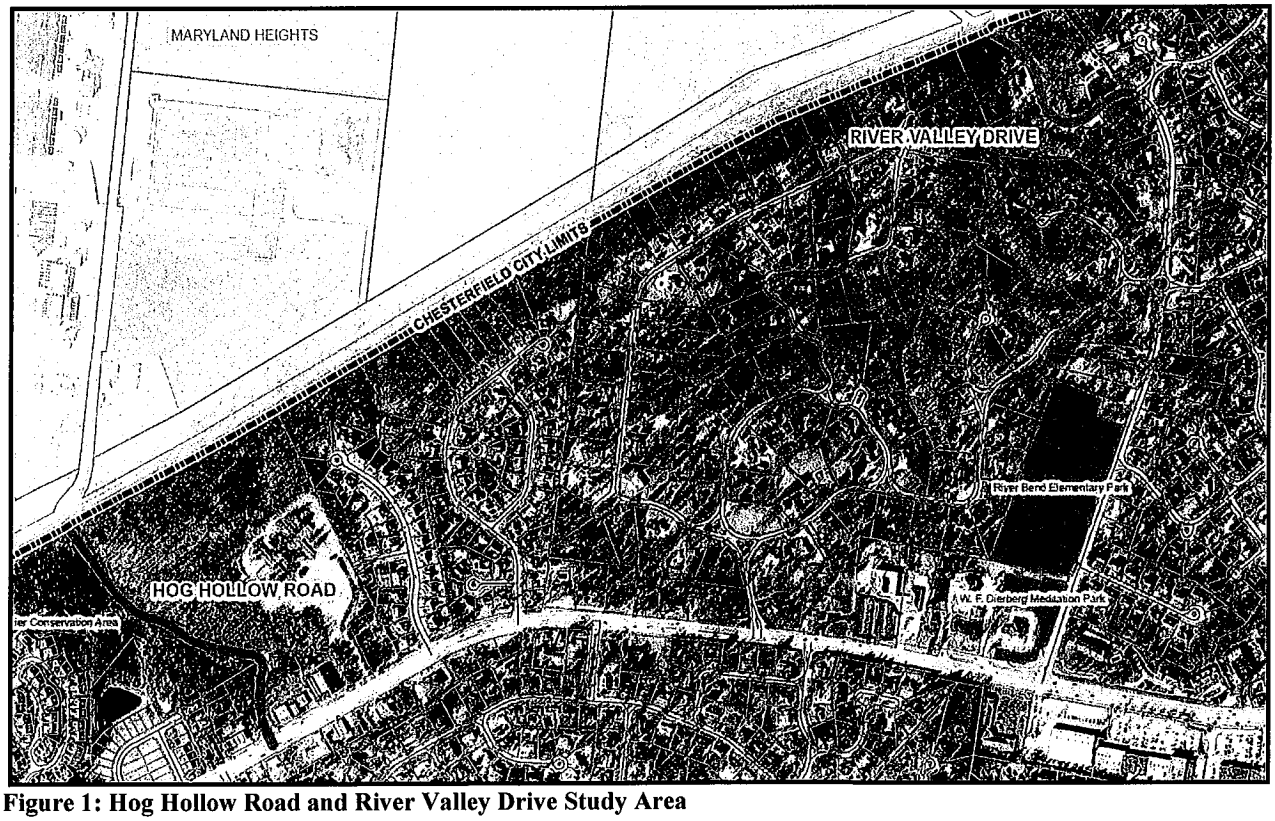

Figure 1: Hog Hollow Road and River Valley Drive Study Area

The Residents of the River Bend Subdivisions (RRBS), within the City of Chesterfield, have been closely following the potential development of the levee protected area in Maryland Heights. Some of the RRBS are concerned that the proposed development within Maryland Heights will utilize River Valley Drive as ingress / egress to Olive Boulevard. These residents believe that River Valley Drive was not constructed for this purpose, and that the characteristics of River Valley Drive, and their subdivision as a whole, will be adversely affected by such development. Accordingly, the RRBS have petitioned the City of Chesterfield to close River Valley Drive near the northern city limits. That petition is attached as Appendix 1.

The Chesterfield City Staff (Staff) was unsure whether a public roadway leading from one municipality to another could be lawfully closed. This question was directed to the Planning Public Works Committee, which subsequently authorized the City Attorney to study the matter. In summary terms, the City Attorney determined that a public roadway could be closed, so long as the roadway was closed in accordance with City construction and zoning standards.

The City Attorney's findings were presented to the Planning Public Works Committee (PPW) at its February 22 meeting. When presenting these findings, City Staff discussed the proposed Maryland Heights development, and the impacts such a development could have on River Valley Drive and Hog Hollow Road. Staff argued that simply closing River Valley Drive could potentially lead more traffic to Hog Hollow Road, and that the two roadways should be studied concurrently. After debating the matter, the PPW ultimately directed Staff to study the closure or vacation of both River Valley Drive and Hog Hollow Road, including area impact, cost estimates, and alternatives. Please reference Exhibits 3 and 4 for aerial images of the portions of these roadways that are within Chesterfield as well as an aerial image showing the full extent of River Valley Drive and Hog Hollow Road. This study was begun on February 23, 2015 and has concluded with the creation of this report.

River Valley Drive

River Valley Drive is a minor collector roadway with a southern terminus at Olive Boulevard (near Four Season Shopping Center and Meditation Park) and a northern terminus just beyond Missouri Route 141 where the road terminates in a cul-de-sac adjacent to Creve Coeur Mill Road, as shown in Exhibit 4. River Valley Drive currently crosses under Missouri Route 364 (Page Avenue Extension) with no connection. However, a connection from River Valley Drive to 364 is contemplated within the proposed Maryland Heights Development. Throughout the City of Chesterfield, River Valley Drive fronts mostly residential properties, which are accessed from this roadway. Two notable exceptions are River Bend Elementary School on the west side of River Valley Drive near Olive Boulevard, and the River Bend Bath and Tennis Club on the northwest side of River Valley Drive, near the city limits. Once River Valley Dive crosses the railroad tracks and enters Maryland Heights, there are no longer any residential parcels which abut this roadway.

Until the recent enhancement of Missouri Route 141, River Valley Drive was used by many area motorists as a means to travel north / south from Chesterfield to Maryland Heights. This is corroborated by traffic counts showing Average Adjusted Daily Traffic (AADT) on River

Valley Drive of between 1357 and 1471 vehicles from 2002 through 2005. Today, the AADT on the section of River Valley Drive south of the railroad tracks is only 473 vehicles per day.

River Valley Drive from Olive Boulevard to Ridgecrest Drive is in excellent condition. The roadway was reconstructed in 2004, at which time a roundabout was added at the intersection of River Valley Drive and River Bend Road in an effort to reduce traffic. The section of River Valley Drive from Ridgecrest Drive to the city limits remains in essentially the same condition as when the City of Chesterfield was incorporated in 1988. The grade of the roadway, which varies from eight to seventeen percent, exceeds the maximum allowed (twelve percent). River Valley Drive would be even steeper if not for the sharp curve which provides some length to the road in an attempt to obtain a more suitable slope. This roadway is obviously dangerous during snow and icy conditions, and commercial truck traffic is restricted except for local deliveries. Due to the grade differential, there is simply no reasonable action the City could take to reconstruct this roadway in accordance with today's standards. Photos of River Valley Drive are shown in Exhibit 5.

The improvements to Missouri Route 141 and the traffic calming measures (roundabout) added to River Valley Drive have caused a reduction in traffic, and speeds, on River Valley Drive. This level of traffic is acceptable to the RRBS, and those residents fear a development in Maryland Heights will return traffic on River Valley Drive to those levels experienced in the early 2000s.

The most recent development proposal considered by the City of Maryland Heights estimated a total number of new trips at 12,950 vehicles per day, and that ten percent of those drivers would utilize River Valley Drive south. This would result in 1,295 additional trips per day. Adding these trips to the current use of River Valley Drive would result in an AADT of 1,768 vehicles per day, which is 25 percent more traffic than that which was occurring in in the early 2000s.[4]

After reviewing the road characteristics and traffic counts, the Chesterfield City Staff determined that the next step in this analysis should be to meet with the City of Maryland Heights to discuss the potential development of the levee protected area, and how Maryland Heights plans to address the traffic generated by such a development. This meeting occurred on March 3, 2015, and included two representatives from the Maryland Heights Planning Department. At that meeting Maryland Heights indicated that they were aware of the concerns from the RRBS and have contracted with Crawford Bunte Brammeier to perform a traffic study of the area in order to determine how to address southbound traffic from this development. The representatives from Maryland Heights indicated that they desire to work with the City of Chesterfield to find a viable solution. Maryland Heights followed up with a letter dated April 1, 2015 (attached) which formally states their opposition to the closure of River Valley Drive and Hog Hollow Road, and their desire to develop an engineered solution which would discourage traffic on both roadways while leaving them open.

Subsequent to the meeting with Maryland Heights, the City of Chesterfield contacted all applicable utility companies, the fire district, and the school district. The vast majority of these agencies responded, in writing, that they oppose the closure or vacation of River Valley Drive and Hog Hollow Road. The responses are attached. The agencies most passionate in their response were the Missouri American Water Company and the Monarch Fire Protection

District. Missouri American is very concerned about access to their Central Plant on Water Works Drive. Monarch Fire Protection District indicated that the closure or vacation of these roadways would increase response time to those areas. The only agency in favor of closure was the railroad, which would be able to remove the two at-grade crossings at Hog Hollow Road and River Valley Drive.

While waiting for agency response, the City staff sent an email survey to residents in the River Valley Subdivisions; the full survey and results are included as Appendix 2. The survey was sent to 374 residents, and 256 unique responses were received. Of these responses, approximately 74% of respondents indicated that they reside within a River Valley Subdivision (River Bend Estates, River Bend Estates Addition, River Valley Court, River Valley Estates, and River Valley Apartments). The remaining 26% of respondents are residents of other nearby subdivisions, including Westbury, Westbury Manor, and Greenfield Village; Exhibit 6 shows the location of participating subdivisions relative to the roadways being studied. The results were that approximately 73% (178) of the residents surveyed favored the closure of River Valley Drive, while 27% (67) opposed the closure. Of those who favored the closure, 34% would be willing to keep the road open if an engineered solution could limit traffic on River Valley Drive, while 66% were not willing to consider alternative solutions.

We studied River Valley Drive in an effort to determine where and how a closure could occur. Alternatives investigated included a closure / turn around at Ridgecrest Dive, a cul-de-sac near the entrance to the River Bend Bath and Tennis Club, and a cul-de-sac just south of the train tracks. Included in the investigation of these alternatives was the conversion of a portion of River Valley Drive to a private drive, and a buy out of the homes located on River Valley Dive between the Bath and Tennis Club and the City Limits. Quickly it became apparent that many of these alternatives were not feasible, and that best option is a cul-de-sac near the City Limits. A schematic design of the cul-de-sac is shown in Exhibit 7, and is estimated to cost $90,000. This cost does not include right of way acquisition costs, or water quality features that could be required by MSD. Additionally, a more detailed design would be necessary once it is determined whether an accommodation should be incorporated to provide for continued emergency access.

No analysis of the road closure would be complete without a least discussing the impacts to area motorists. If River Valley Drive is closed in the manner discussed above, residents desiring to access this portion of Maryland Heights will have to use Hog Hollow Road (discussed below), Creve Coeur Mill Road, or Missouri Route 141. This will obviously lower traffic on River Valley Dive, but it will increase traffic on all or some of these roadways. Additionally, if a residential development occurs, that area will be served by River Bend Elementary School. Those parents and children would not be able to access the school via River Bend Drive, and would have to use one of the other roadways. A formal statement from the Parkway School District is included within Appendix 3.

Hog Hollow Road

Hog Hollow Road is a minor arterial roadway with a southern terminus at Olive Boulevard and a northern terminus at River Valley Drive in Maryland Heights. Through the City of Chesterfield, Hog Hollow Road fronts one residential parcel to the west, and a vacant parcel to the east. Once you cross the railroad tracks to the south and enter Maryland Heights, Hog Hollow Road leads directly to Missouri American Water Company's Central Plant.

Similar to River Valley Drive, until the recent enhancement of Missouri Route 141 Hog Hollow Road was used by many area motorists as a means to travel north / south from Chesterfield to Maryland Heights. This is corroborated by traffic counts showing an AADT on Hog Hollow Road of 4,237 in 2009. Today, the AADT on Hog Hollow Road is only 1,758 vehicles per day.

The pavement on Hog Hollow Road is in fair condition, but the physical characteristic of the roadway do not meet City standards. The grade of the roadway, which varies from eight to sixteen percent, exceeds the maximum allowed (twelve percent). Hog Hollow Road also contains a sharp curve and lacks a suitable platform where it intersects Olive Boulevard. Further, the adjacent grade along Hog Hollow Road is steep, causing drainage problems and pavement failures near the outside of the roadway. This roadway is also dangerous during snow and icy conditions. Hog Hollow Road is also unusual in that it contains large transmission water mains which provide the majority of water to St. Louis County. Photos of Hog Hollow Road are shown in Exhibit 8.

The City of Maryland Heights has projected that fifteen percent of that traffic from its most recently proposed development would utilize Hog Hollow Road. This would result in the addition of 1,940 vehicles per day on Hog Hollow Road. Further, if the City of Chesterfield chose to close River Valley Drive, there could be up to 1,300 more vehicles per day on Hog Hollow Road. This would place eighteen percent more traffic on Hog Hollow Road than that which occurred prior to the improvements to Missouri Route 141. Hog Hollow Road is simply not suitable for that traffic load.

Unlike River Valley Drive, it does not appear that Hog Hollow Road could simply be closed. Both the Missouri American Water Company and the resident who fronts Hog Hollow Road want to keep the road open. It does appear as if the City could simply vacate its interest in Hog Hollow Road as a public roadway. This would essentially turn the roadway over to the "underlying property owners", with the utility companies maintaining their rights. This would eliminate the need for the City to spend any money to improve Hog Hollow Road. However, this action does nothing to address the problem of the increased traffic load due to the Maryland Heights development.

If Hog Hollow is to remain a City (public) roadway, the City of Chesterfield has essentially two options. The first is to do nothing and nurse the roadway along as we have done the last 26 years. The second option would be to improve the roadway. In 2008 the City of Chesterfield considered a potential residential development of the area east of Hog Hollow Road. As part of that project, the developer proposed to allow the City to utilize fill from the site to reconstruct Hog Hollow Road to meet standards. The City's financial participation in the cost of that project, using fill from the developer, was estimated at $1,300,000. However, that

development did not occur, and that fill did not become available. The latest estimate, without on-site fill, was $3,700,000. This did not include an estimated $615,000 in utility relocations.

It would be difficult for the City of Chesterfield to justify spending $4.3 million on a roadway which serves one resident, a utility company, and an arterial purpose for commuting between Maryland Heights and the City of Chesterfield. Given that motorists now have the option of using Missouri Route 141, it may be time to consider vacating this roadway.

However, as with River Valley Drive, there are drawbacks to this action. The adjacent resident, the Missouri American Water Company, and the Monarch Fire District oppose the vacation of this roadway (comments attached). Similarly, motorists who use the roadway will oppose its vacation. Further, if the roadway is vacated it is likely the road will not be maintained at a suitable level, and could be even more dangerous during snow and ice conditions.

The Planning and Public Works Committee recently asked Staff to investigate the restriction of tractor trailers on Hog Hollow Road. The 2015 traffic counts show that tractor trailers comprise two percent (39 per day) of the traffic on Hog Hollow Road. In the last three years there has only been one accident on Hog Hollow Road involving a tractor trailer, and that tractor trailer was providing a delivery to Missouri American Water Company. Given that the road does not meet standards for passenger vehicles, much less tractor trailers, I would have no basis to recommend a restriction to tractor trailers. Again, any restriction on Hog Hollow Road will simply transfer those motorists to another roadway.

Action Recommended

The City of Chesterfield should continue to work with the City of Maryland Heights to properly address traffic between the two cities, including any increase in traffic from the development of the levee protected area. If development occurs without proper traffic accommodations, the Planning and Public Works Committee, and ultimately City Council, should consider the closure of River Valley Drive and / or vacation of Hog Hollow Road. Prior to any further consideration occurring, additional notification should be provided to motorists who use those roadways.

Cc: Michael O. Geisel, Director of Public Services

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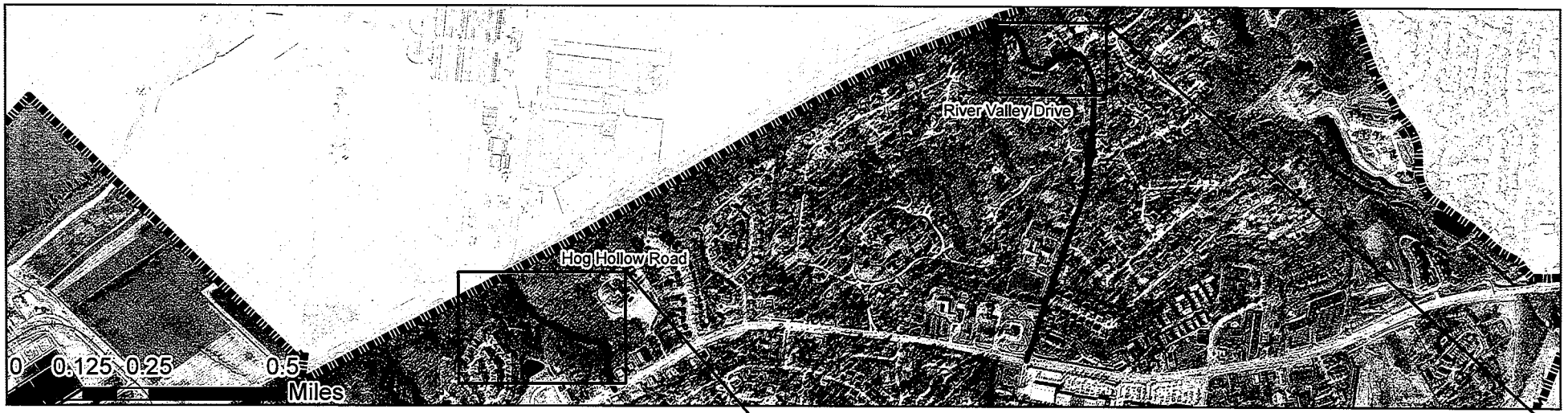
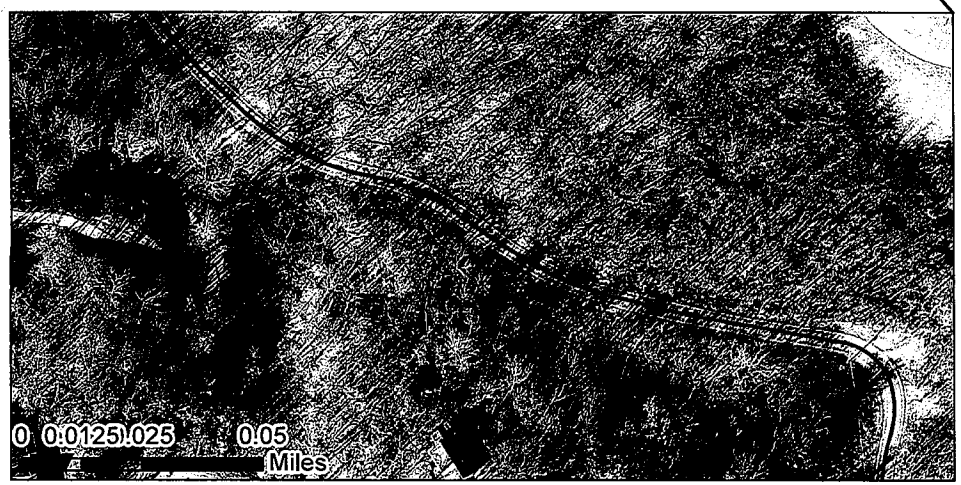
[1] City of Maryland Heights, Future Land Use Framework Document, February 2015.
[2] City of Maryland Heights Comprehensive Plan, Howard Bend Planning Area Future Land Use Plan, Table 7.4.A
[3] City of Maryland Heights October 28, 2014 Public Hearing Packet, Applicant's Narrative
[4] City of Maryland Heights October 28, 2014 Public Hearing Packet, Lochmueller Group Transportation Assessment

Exhibit 1: Conceptual Development Plan

Exhibit 2: Conceptual Development Plan

Exhibit 3: Study Areas





Hog Hollow Road Study Area

River Valley Drive Study Area

Legend

- Hog Hollow Rd
- River Valley Dr
- Chesterfield City Limits

N

City of Chesterfield

CITY OF CHESTERFIELD
DEPARTMENT OF PUBLIC SERVICES
MAPPING/GIS

Exhibit 4: Extents of River Valley Drive and Hog Hollow Road

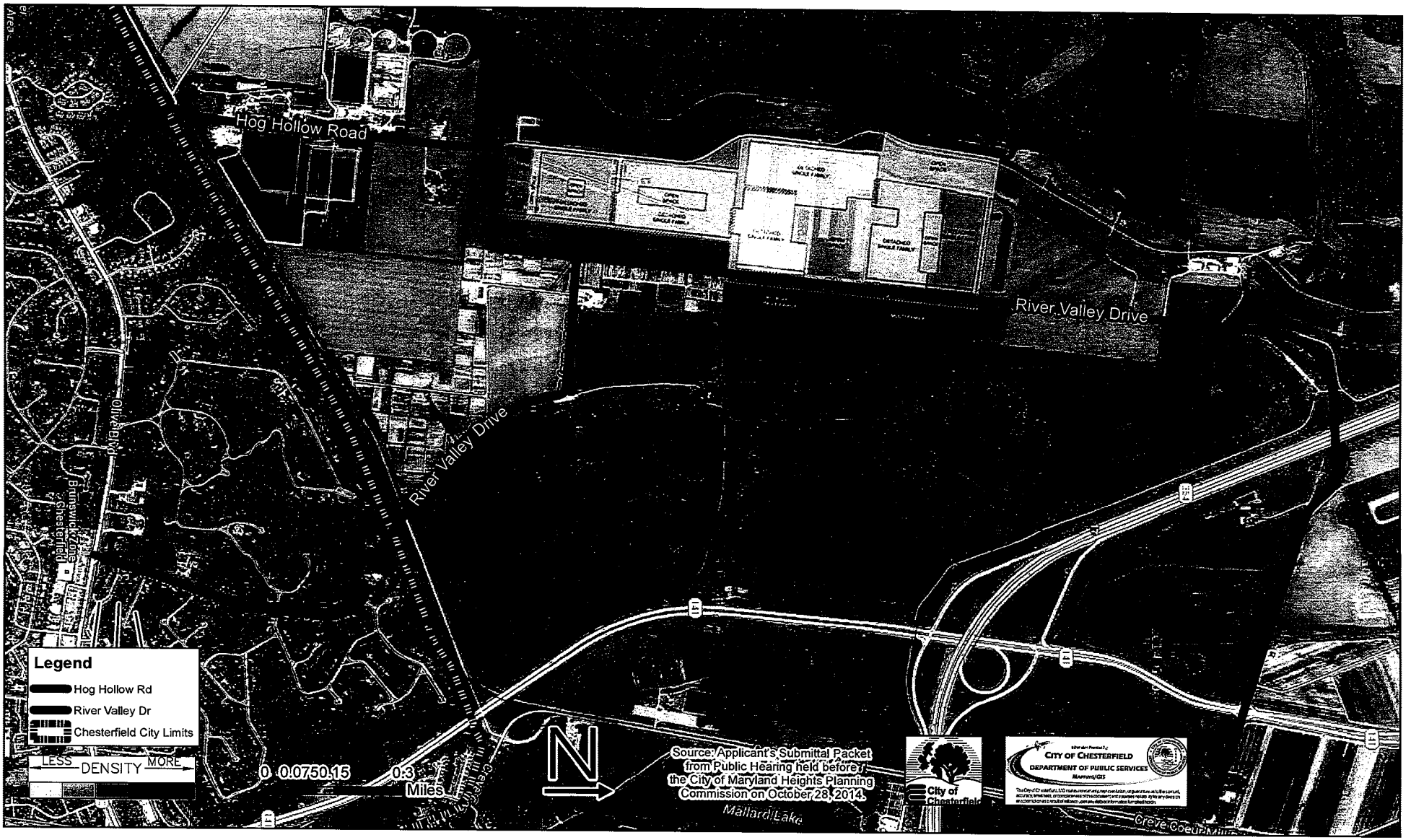
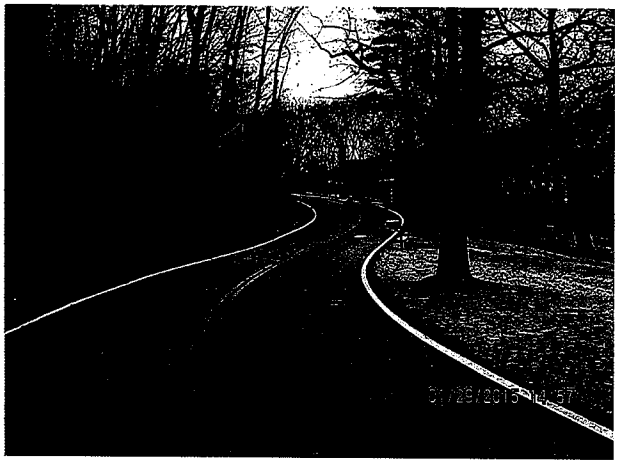


Exhibit 5: River Valley Drive Photo Gallery



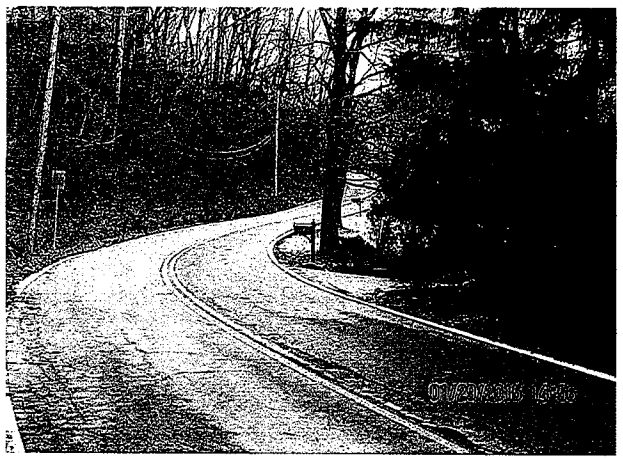


Exhibit 5: River Valley Drive Photo Gallery (continued)

Exhibit 6: Sampling of Subdivisions Represented by Survey Respondents

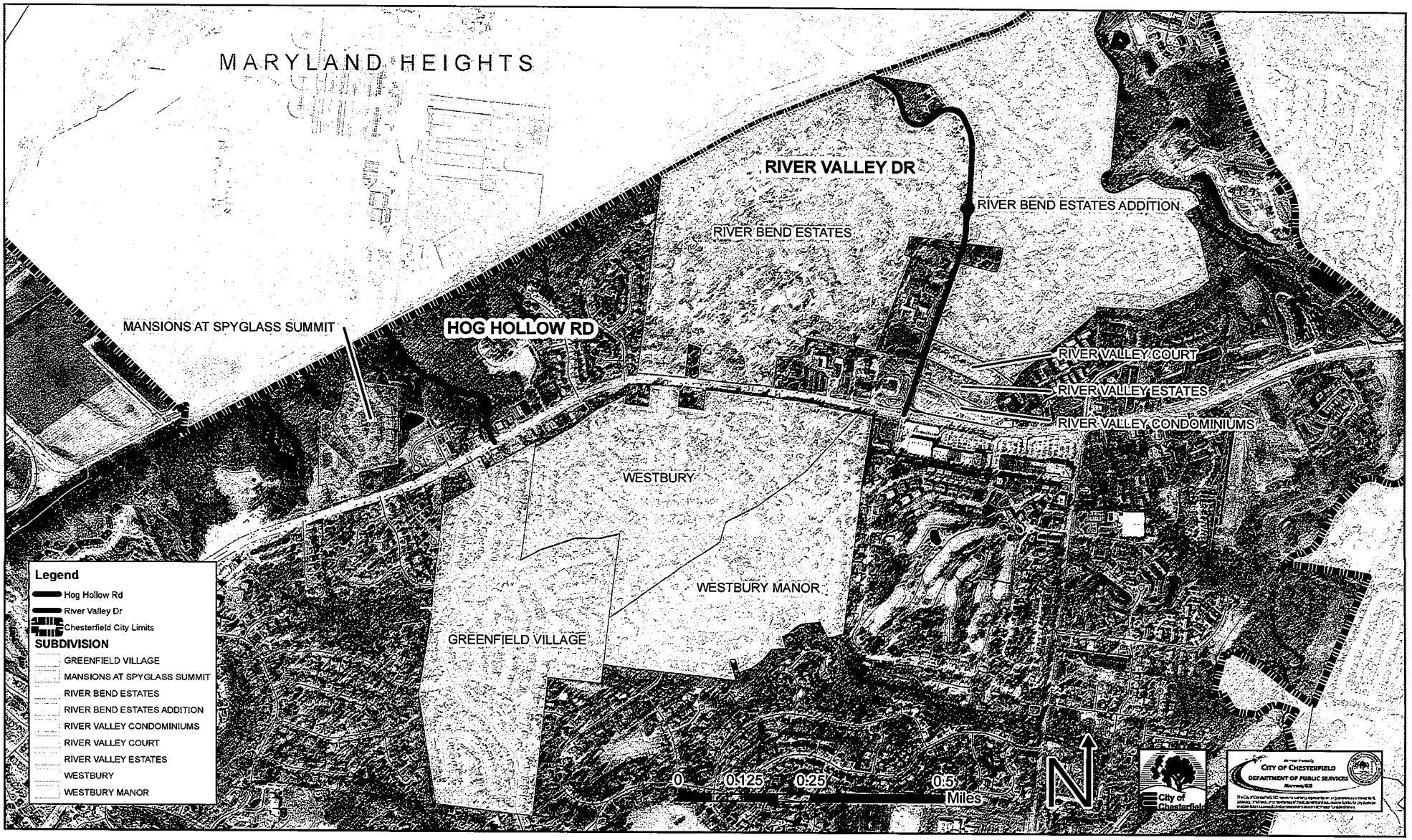
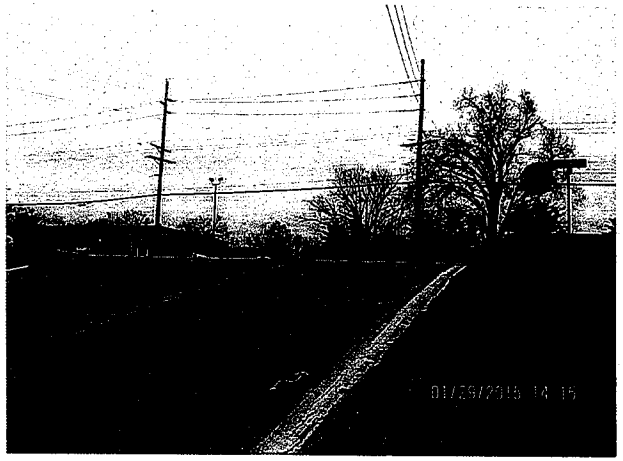
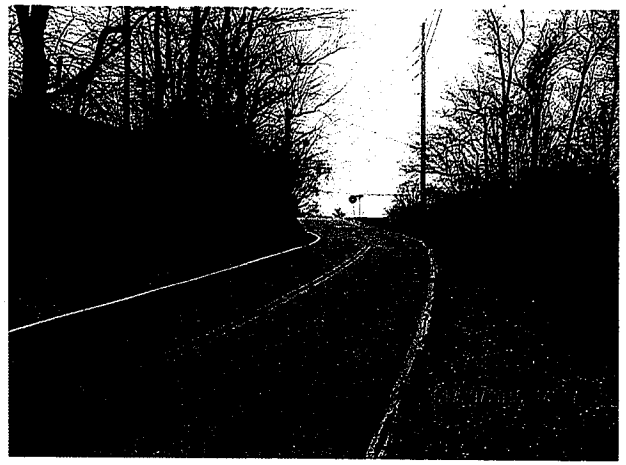
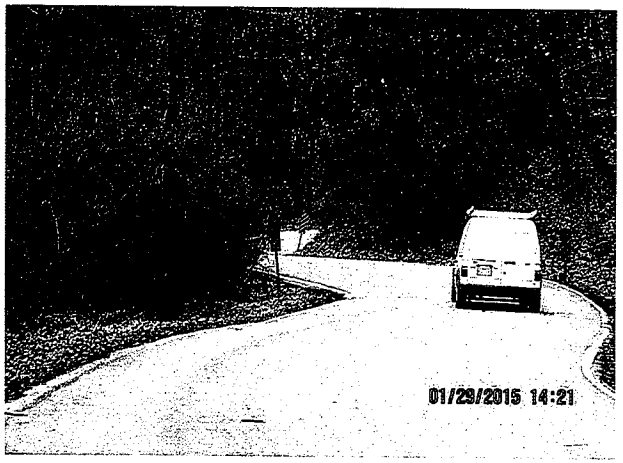


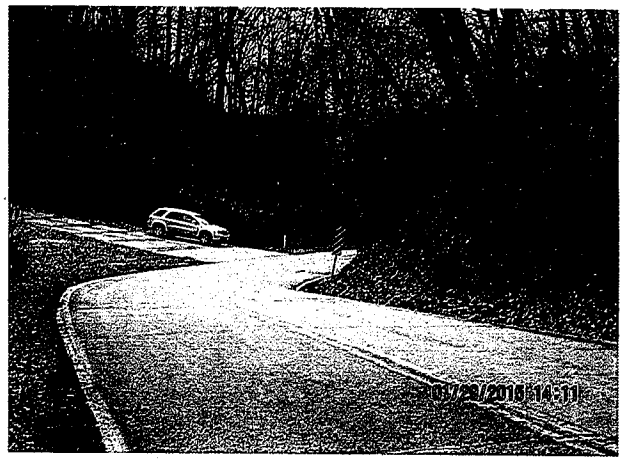
Exhibit 7: Cul-de-sac Design

Exhibit 8: Hog Hollow Road Photo Gallery









City of Chesterfield

APPENDIX 1:

Residents of River Bend Subdivisions Request

Closing River Valley Drive at Chesterfield's City Limit to Protect River Bend Estates

Submitted by:

River Valley Drive Task Force

&

River Bend Association

Why Closing River Valley Drive at Chesterfield's City Limit Is Important.....

The City of Maryland Heights is proceeding with plans to amend their Comprehensive Plan to allow a proposed residential/commercial development (McBride) in the 'bottoms' not far from a water treatment plant. The site is less than ½ mile from River Bend.

In addition to some 200 thousand square feet of commercial, the development will have 930 dwelling units; more than all of River Bend, Westbury Manor and Greenfield Village combined. All of this is packed onto only 210 acres.

While we can all question the wisdom of residential development in this area (and we have), the problem for River Bend is traffic.

It is projected that this **single** development alone will generate more than 12,000 car trips per day (over 4 million a year) from the new Maryland Heights citizens who will live there. (*Lochmueller Group traffic study for McBride*)

Because there are absolutely no services in the bottoms, the new Maryland Heights residents will have to leave that area to buy everything and do anything. Since Olive is the closest commercial corridor to the site, they will use River Valley Drive, which runs right through our neighborhood, as the 'path of least resistance' to get to Olive and beyond.

River Bend cannot possibly absorb thousands of additional cars daily on our small street which feeds directly into our neighborhoods. Traffic of this magnitude must be diverted to roads built for large volume.

This is just the beginning. As is always the case, introducing residential to this area sets a precedent for further development. In fact, Maryland Heights officials, including the Mayor, have stated publically that they hope this project will 'drive development' and 'put us on the map'.

In the meantime, there is **NO** plan for a substantive road network added for this or any other project.

Some Background.....

For many years, the Maryland Heights Comprehensive Plan strictly prohibited residential development in the "River Valley Subdistrict" of the Howard Bend Area. However, that City wants new housing stock and has convinced itself that this area, formerly designated an official 'flood plain', is the place to expand its residential opportunities. The site is less than ½ mile from River Bend.

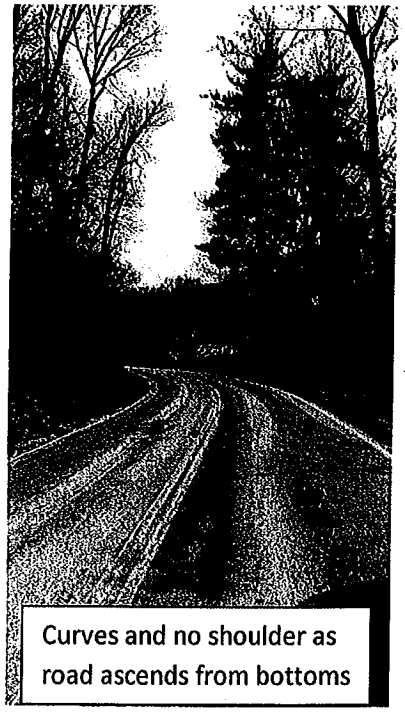
Each and every new development in this 'plain that still floods' will produce tens of thousands of additional car trips daily which will use River Valley Drive to access Olive. In fact, River Valley and Hog Hollow have been cited as roads the new Maryland Heights residents are **expected** to use to access local services. The obvious choice will be River Valley Drive, particularly given the appeal of the signalized intersection at Olive.

Because of the dramatic and life-altering prospect of thousands of additional cars daily on River Valley, the River Bend neighborhood(s), River Bend Association and our Trustees (on behalf of the people we serve) have for many months continuously opposed this and future residential developments in that area. We have made our views known to the appropriate officials in Maryland Heights.

Our objections have fallen on deaf ears and we have even been publically told by city officials that we 'don't count' and 'should be ignored' because we live in Chesterfield and not Maryland Heights.

This Is River Valley Drive.....

Curves and no shoulder as road descends to bottoms



Curves and no shoulder as road ascends from bottoms

River Valley Drive is a 2 lane, winding, shoulder-less road which serves the 5 subdivisions and unaffiliated homes which make up River Bend proper as well as an elementary school, a 75 unit apartment complex, a community center/tennis courts/swimming pool and a small park.

It is a mere 0.8 of a mile long from its beginning at the electric signal on Olive to the Chesterfield city limits where the road enters Maryland Heights.

There are 39 homes that have frontage on the road and 31 private driveways whose only access is River Valley.

There are 5 ingress/egress points which serve the subdivisions plus 1 that serves the apartment complex. There is an ingress/egress point for the parking lot of the wrap-around park at Olive; another 2 for River Bend Elementary School and 1 for the neighborhood community center/pool.

There is a large round-about and 6 landscaped islands which, though they are City property, are financially and physically maintained by one of the River Bend subdivisions.

There is a stop sign and other traffic calming measures and a posted speed limit of 20 mph.

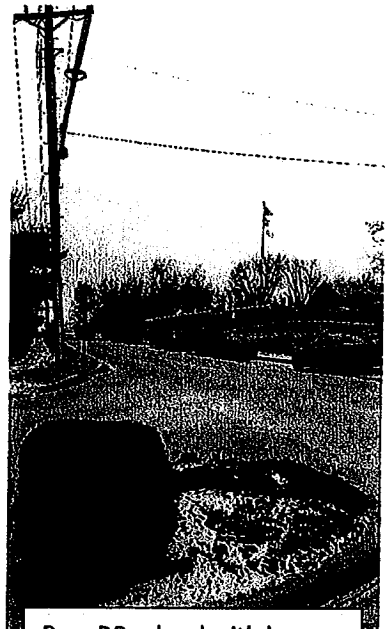
In addition to the usual activity one would expect a neighborhood street to have with a busy public elementary school and it's buses and car-poolers,

there are numerous walkers, runners, and kids and adults on bikes since the road is also marked as a designated 'bike route'.

River Valley Drive was never built, improved or equipped to be an arterial road carrying dangerously large volumes of traffic. It is a neighborhood collector designed to move traffic from the subdivisions to the electric signal at Olive.

This 8 tenths of a mile in Chesterfield is busy enough serving the homes, the school, the park, the apartments and community center/pool without adding thousands of additional vehicles to it every day.

Travelling north from school approaching circle



Busy RB school with buses, pickups and walkers

Community Impact.....

- Leaving the road open to the 'bottoms' and any development that occurs there will devastate River Bend.
- Thousands of new Maryland Heights cars descending daily upon this small Chesterfield street is dangerous and destabilizing. River Valley Drive and our neighborhood cannot possibly absorb it.
- Traffic of this magnitude must be directed to infrastructure that is built and designed for large volume. It is incumbent upon Maryland Heights to provide adequate roads for their developments.
- Closing the road does not bifurcate or separate one part of Chesterfield from another. The City has no assets or interest in anything beyond the railroad tracks as our corporate boundaries culminate there.
- Because there is no Chesterfield property beyond this point, there are zero Chesterfield residents, businesses or taxpayers. The City has nothing to protect, patrol, maintain, plow, build on, repair, tax, pay for or make decisions about.
- The costs associated with closing the road will pale in comparison to the constantly escalating and never-ending expense of maintaining it for the benefit of Maryland Heights.
- Allowing this and future new Maryland Heights traffic to constantly tear up and down River Valley Drive will cost the City of Chesterfield thousands of dollars annually for more and more police protection; costs that right now we do not have.
- 80% of River Bend residents **must** use River Valley Drive to exit the neighborhood. There is no other way to get out. If new traffic is allowed to pour in, we will be forced to constantly compete for a spot on our street. The solution is to close the road.

Overwhelming Majority of River Bend Residents Support Closure.....

Earlier this year, the River Bend Association asked River Bend residents to weigh in on closure. To ensure confidence in the sampling, nearly 80% of River Bend households were contacted via email and phone. After a brief explanation about the McBride proposal and its impact on our neighborhood, this was the question:

"Would you be in favor of asking the City of Chesterfield to close River Valley Drive at our city limits (the railroad tracks) to protect our neighborhood from this and all future additional traffic? Please answer YES, NO or UNSURE."

These are the results:

YES: 87% **NO: 8%** **UNSURE: 5%**

Conclusion.....

In the past few years, River Bend has absorbed our share of negative impact with the completion of 141. The portion that extends from Maryland Heights border to Olive Blvd runs basically through our back yards.

In terms of resale value, the location of that highway has done permanent damage to homes along the bluffs. Additionally, since we were not provided a sound wall, the entire neighborhood is exposed to the constant racket of vehicles 24/7.

Smothering River Bend with shocking amounts of new traffic, which will only get worse, is something we can't recover from. It is akin to being in the middle of an enormous flood and it **never** stops raining. Allowing this to happen does not benefit River Bend or the City of Chesterfield.

To preserve and protect the integrity, character and safety of one of the oldest and well cared for areas in Chesterfield, River Bend respectfully asks that the City of Chesterfield close River Valley Drive at our City Limits to prevent the further destruction of our neighborhood.

We further request that this occur sooner rather than later so that the City of Maryland Heights, the developer and his buyers will know that transportation opportunities do not include Chesterfield's portion of River Valley Drive.

We thank you in advance for your thoughtful consideration of our request.

Respectfully submitted on behalf of River Bend Neighborhood Residents,

River Valley Drive Task Force:

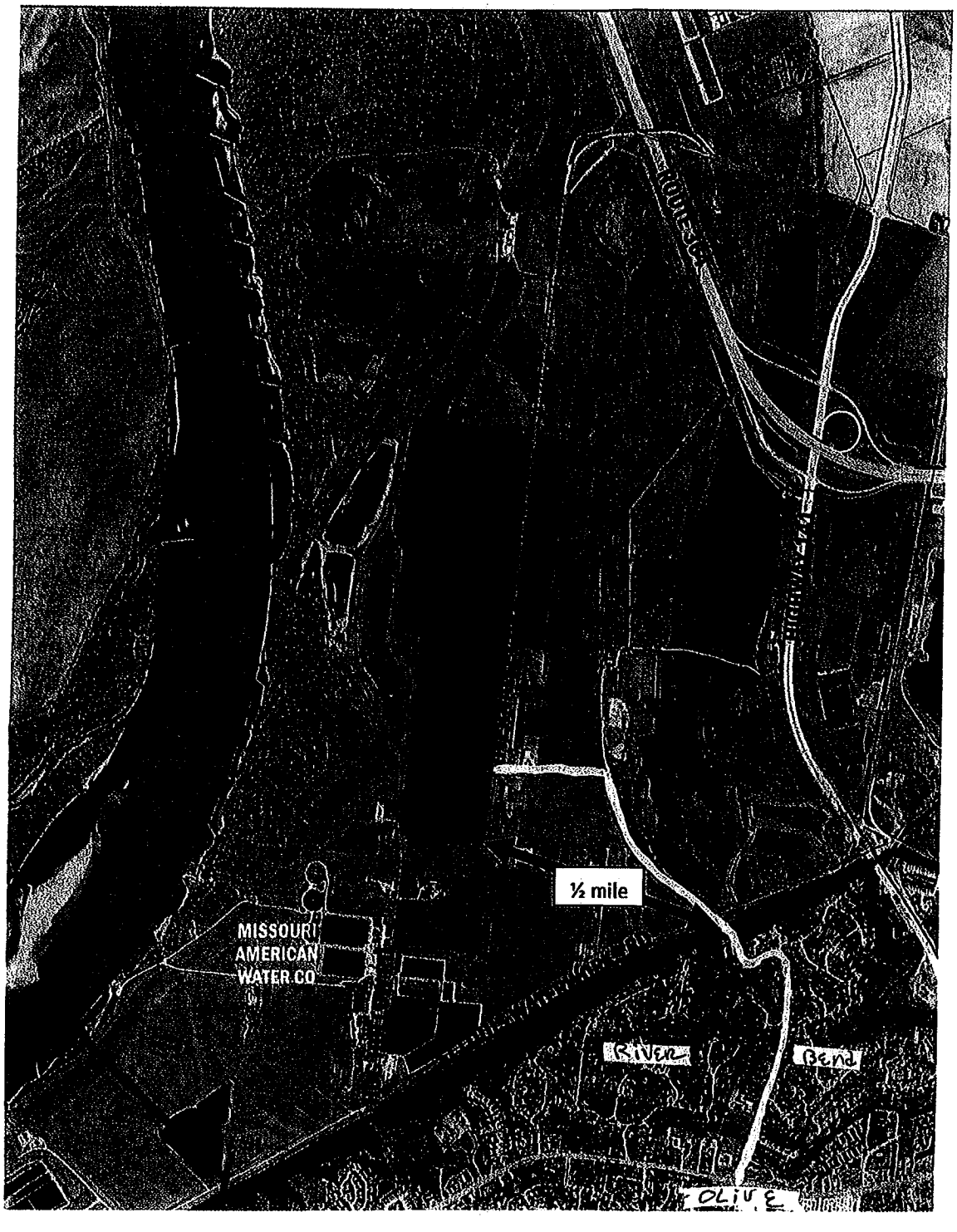
Steven Hannah, 293 Ridge Trail Court, 314-205-9405, hannahrock@sbcglobal.net

Allison Harris, 36 Shady Valley Drive, 314-878-3179, andharris@charter.net

Carol Kenney, 256 Ridge Trail Drive, 314-469-2767, csbek@msn.com

Barbara McGuinness, 95 River Bend Drive, 314-434-7326, velvetfreeze@yahoo.com

Elaine Zukowski, 88 River Bend Drive, 314-469-1739, eczukowski@att.net


½ mile
MISSOURI
AMERICAN
WATER CO
RIVER
Bend
OLIVE

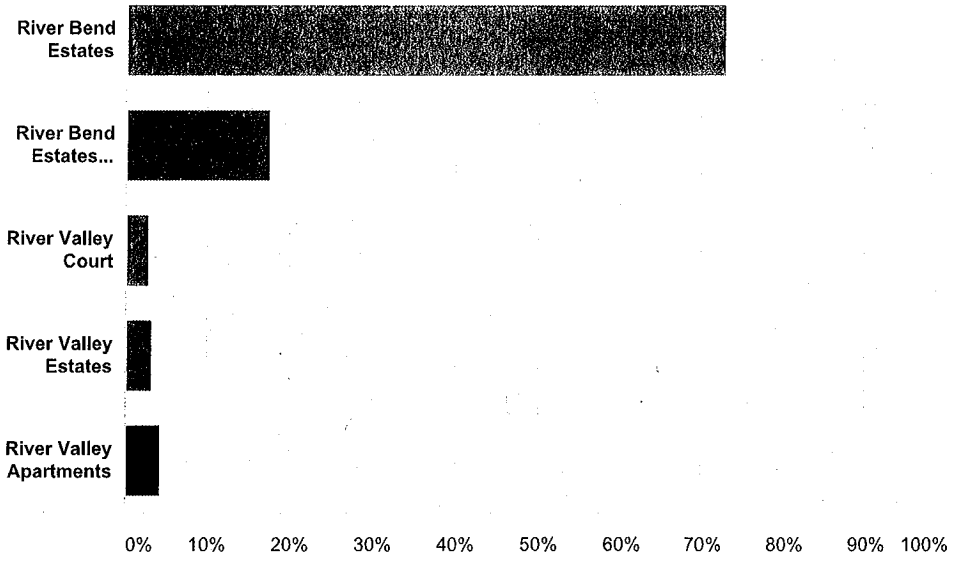
City of Chesterfield

APPENDIX 2:

City of Chesterfield Survey

Q1 The City of Chesterfield is conducting an impact study of the potential closure of River Valley Drive in the vicinity of the Chesterfield city limits (near the railroad tracks). This study in being conducted in response to resident concerns regarding a proposed residential and commercial development in Maryland Heights and the associated traffic increase on River Valley Drive. Please participate in this brief survey to assist to the City of Chesterfield with this study. Please begin by choosing the subdivision you reside in.

Answered: 190 Skipped: 66



Answer Choices	Responses	
River Bend Estates	72.63%	138
River Bend Estates Addition	17.37%	33
River Valley Court	2.63%	5
River Valley Estates	3.16%	6
River Valley Apartments	4.21%	8
Total		**190**

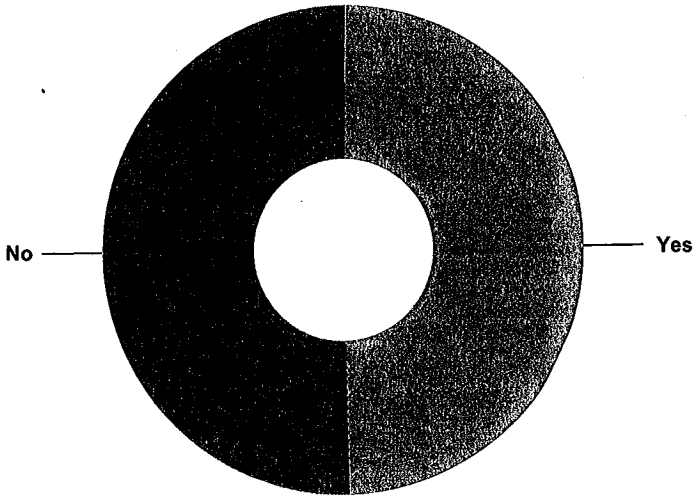
#	Other	Date

1	Westbury Estates	4/17/2015 12:37 PM
2	Spyglass Summit	4/6/2015 3:11 PM
3	Westbury	4/4/2015 10:00 PM
4	White Plains	4/3/2015 6:29 AM
5	Green Trails Estates	4/2/2015 9:16 PM
6	Greenfield Village	4/2/2015 3:31 PM
7	Westbury Manor	4/1/2015 7:12 AM
8	Westbury Manor	3/31/2015 5:06 PM
9	Westbury Manor	3/30/2015 11:18 PM
10	Westbury Manor Subdivision	3/30/2015 6:43 PM
11	Green field village	3/30/2015 3:56 PM
12	Westbury Manor	3/30/2015 1:13 PM
13	Westbury Manor Estates	3/30/2015 12:20 PM
14	Westbury Manor	3/30/2015 12:13 PM
15	Westbury Manor	3/30/2015 12:04 PM
16	Westbury Manor	3/30/2015 11:35 AM
17	Westbury Manor	3/30/2015 10:30 AM
18	Westbury Manor	3/30/2015 9:29 AM
19	Westbury Manor	3/30/2015 9:11 AM
20	Westbury Manor	3/30/2015 9:06 AM
21	Westbury Manor	3/30/2015 8:52 AM
22	Westbury Manor	3/30/2015 8:49 AM
23	old farm estates	3/30/2015 7:47 AM
24	Westbury Manor	3/30/2015 3:10 AM
25	shenadoah	3/29/2015 10:19 PM
26	Shenandoah	3/29/2015 10:06 PM
27	333 Portico Ct. Chesterfield, MO. 63017	3/29/2015 9:11 PM
28	Greenfield Village	3/29/2015 9:05 PM
29	Greenfield Village	3/29/2015 8:58 PM
30	Westbury Manor	3/29/2015 7:43 PM
31	Greenfield village	3/29/2015 5:54 PM
32	Greenfield Village	3/29/2015 4:59 PM
33	westbury	3/29/2015 4:54 PM
34	Greenfield Village	3/29/2015 4:45 PM
35	Greenfield Village	3/29/2015 4:24 PM
36	Greenfield Village	3/29/2015 3:20 PM
37	Westbury Manor	3/29/2015 3:19 PM
38	Greenfield Village	3/29/2015 3:16 PM

39	Westbury Manor	3/29/2015 2:45 PM
40	Westbury Manor	3/29/2015 2:11 PM
41	Westbury Manor	3/29/2015 1:16 PM
42	westbury manor	3/29/2015 11:49 AM
43	Baxter Pointe Estates	3/29/2015 10:36 AM
44	Westbury Manor	3/29/2015 9:34 AM
45	Westbury Manor	3/29/2015 8:54 AM
46	Westbury	3/29/2015 8:04 AM
47	Westbury	3/29/2015 7:25 AM
48	Westbury Manor	3/29/2015 1:54 AM
49	Westbury	3/29/2015 12:36 AM
50	Westbury Manor	3/29/2015 12:22 AM
51	Westbury Manor	3/28/2015 11:15 PM
52	Westbury Manor	3/28/2015 10:54 PM
53	Westbury Manor	3/28/2015 10:37 PM
54	Westbury mannor	3/28/2015 10:33 PM
55	Westbury Manor	3/28/2015 10:09 PM
56	Westbury Manor	3/28/2015 10:06 PM
57	Westbury Manor	3/28/2015 10:06 PM
58	Westbury Manor	3/28/2015 9:59 PM
59	Westbury Manor Estates	3/28/2015 9:36 PM
60	Westbury Manner	3/27/2015 3:53 PM
61	Westbury Manor	3/27/2015 8:43 AM
62	Stonebriar	3/23/2015 4:21 PM
63	I live on River Valley Drive	3/17/2015 10:17 PM
64	260 River Valley Dr	3/17/2015 1:32 PM
65	?? We live on Ridgemeadow Drive. Is this new section??	3/17/2015 10:54 AM

Q2 Did you participate in the recent survey regarding the closure of River Valley Drive that was conducted by the River Bend Association and River Valley Drive Task Force?

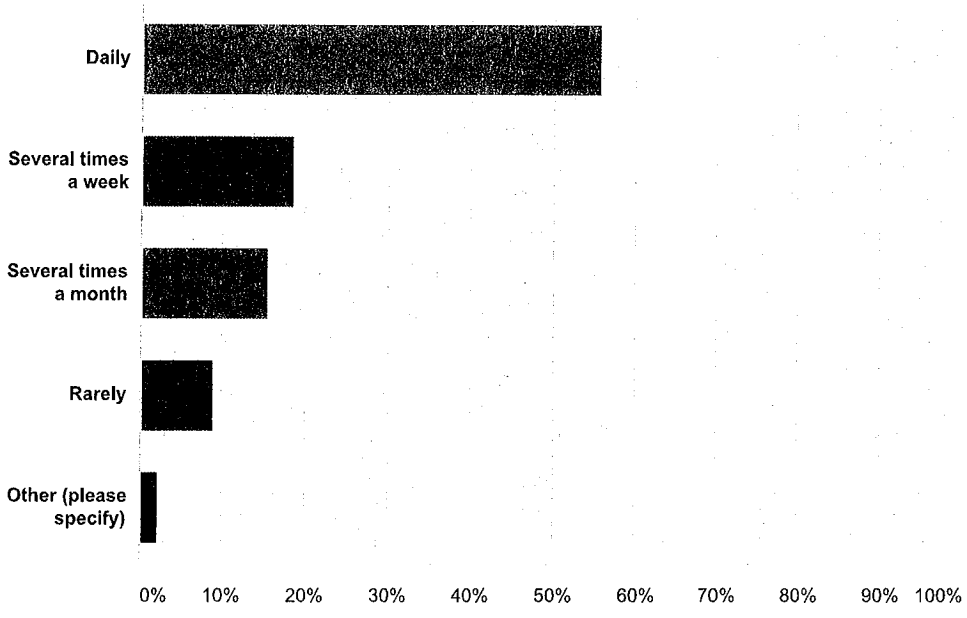
Answered: 251 Skipped: 5



Answer Choices	Responses	
Yes	49.40%	124
No	50.60%	127
Total		**251**

Q3 On average, how often to you travel on River Valley Drive?

Answered: 250 Skipped: 6

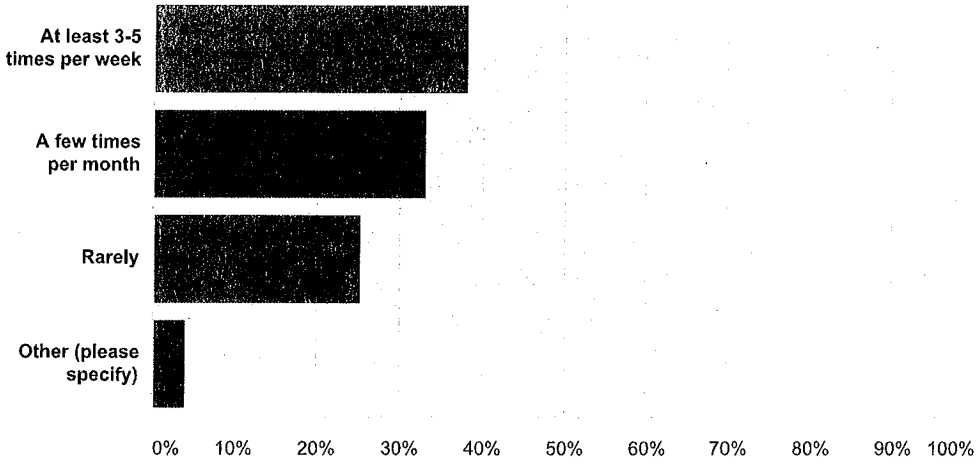


Answer Choices	Responses	
Daily	**55.60%**	139
Several times a week	**18.40%**	46
Several times a month	**15.20%**	38
Rarely	**8.80%**	22
Other (please specify)	**2.00%**	5
Total		**250**

#	Other (please specify)	Date
1	once a month	3/30/2015 12:05 PM
2	Several in biking season	3/29/2015 8:04 AM
3	I live at River Bend- River Valley	3/20/2015 6:34 PM
4	2 or 3 times a day	3/17/2015 11:40 AM
5	Regularly to access Olive saet..Creve Coeur....St. Charles....the Airport....Creve Coeur Park..ALL POINTS NORTH..!!!	3/17/2015 11:35 AM

Q4 On average, how often do you cross River Valley Drive at the city limit of Chesterfield and Maryland Heights?

Answered: 252 Skipped: 4

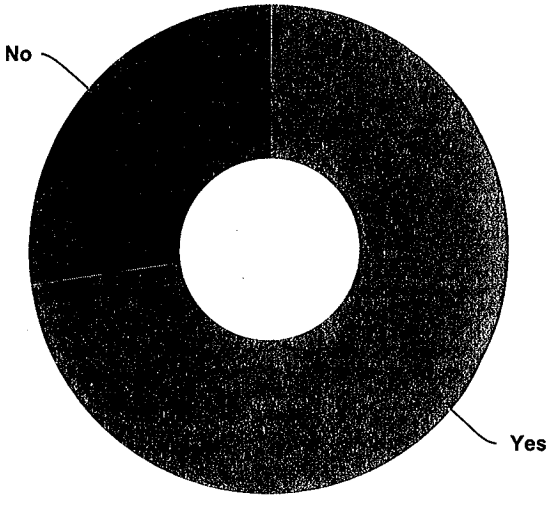


Answer Choices	Responses	
At least 3-5 times per week	**38.10%**	96
A few times per month	**32.94%**	83
Rarely	**25.00%**	63
Other (please specify)	**3.97%**	10
Total		**252**

#	Other (please specify)	Date
1	8 + times a month	4/6/2015 3:12 PM
2	once a month	3/30/2015 12:05 PM
3	daily	3/30/2015 6:35 AM
4	same as above	3/29/2015 8:04 AM
5	Once or twice each week	3/18/2015 4:56 PM
6	Often, but more for fun with my motorcycle to ride in the bottoms	3/17/2015 7:32 PM
7	The 141 connection helps with north and south taveling	3/17/2015 3:36 PM
8	On a regular basis to destinations to the north and east such as the Airport, St. Charles and Creve Coeur	3/17/2015 2:26 PM
9	Hardly ever due to Hwy 141 access from Olive.	3/17/2015 12:15 PM
10	Daily	3/17/2015 11:25 AM

Q5 Given the potential development of the Maryland Heights Valley, would you be in favor of the closure of River Valley Drive near the Chesterfield city limits?

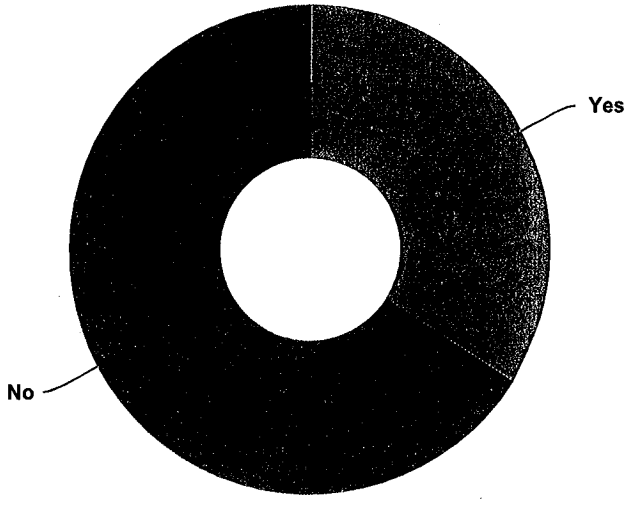
Answered: 245 Skipped: 11



Answer Choices	Responses	
Yes	72.65%	178
No	27.35%	67
Total		**245**

Q6 Please answer this question only if you selected "yes" on the previous question (#5). If a professional traffic study indicated that alternative road modifications would effectively limit or minimize the additional traffic from development in the Maryland Heights Valley, would you be in favor of keeping River Valley Drive open?

Answered: 191 Skipped: 65



Answer Choices	Responses	
Yes	34.03%	65
No	65.97%	126
Total		**191**

City of Chesterfield

APPENDIX 3:

Agency Comment Letters

City of
MARYLAND HEIGHTS

11911 Dorsett Road
Maryland Heights, MO 63043
t:314.291.6550 f: 314.291.7457
www.marylandheights.com

RECEIVED
City of Chesterfield
APR - 1 2015
Department of Public Services

01 April, 2015

Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017.0760

RE: City of Chesterfield - River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Thank you for giving the City of Maryland Heights the opportunity to comment on your impact study.

The comprehensive plan for the Howard Bend Planning Area was developed to guide development in an efficient, sustainable, and responsible manner. Specific to that plan, it is the City's vision that the Howard Bend Planning Area includes an integrated, coordinated, and interconnected transportation system that is designed multi-modally, avoids traffic congestion, and discourages isolated development areas and patterns. This plan was developed to provide both regional and local transportation benefits. For this to occur, the road system must include multiple interconnections between individual developed areas and the regional roadway system. Integrating the roadway system in this way avoids freestanding development areas that are unrelated to each other and helps to manage traffic and avoid traffic congestion.

Access to the Howard Bend River Valley District is limited by geography. It is constrained by the Missouri River on the west, MO 141 on the east, MO 364 on the north, and the Missouri River bluffs on the south. Currently access to the Howard Bend River Valley District is provided by River Valley Drive to the north (to MO 141) and River Valley Drive, Hog Hollow Road, and Creve Coeur Mill Road to the south (Olive Boulevard). The proposed closure or vacation of River Valley Drive and Hog Hollow Road would effectively close half of the access routes to the Howard Bend River Valley District. These closures would limit access to the Howard Bend River Valley District to only River Valley Drive to the north and Creve Coeur Mill Road to the south.

These road closures are contrary to good planning principles and the City's goals for the Howard Bend Planning Area. They would, in essence, create barriers between the communities of River Bend Estates and the Howard Bend River Valley District. Not only

City of
MARYLAND HEIGHTS

11911 Dorsett Road
Maryland Heights, MO 63043
t:314.291.6550 f: 314.291.7457
www.marylandheights.com

would these closures prevent Howard Bend River Valley District from accessing neighboring goods, services, and communities in the City of Chesterfield, it would prevent Chesterfield residents from accessing goods, services, and communities in the Howard Bend Planning Area now and as it develops. These barriers are adverse to a strong and healthy St. Louis regional community and economy. These closures would also put undue traffic pressure on the remaining access routes. Specifically, residents along Creve Coeur Mill Road would see traffic levels increased above what would be expected if River Valley Drive and Hog Hollow Road were to remain open.

The City of Maryland Heights would prefer to work with the City of Chesterfield to develop an engineered solution that would discourage the use of River Valley Drive and Hog Hollow Road as a cut-through to and from Olive Boulevard, but leave both roads open.

Thank you again for the opportunity to comment.

If you have any questions or concerns, do not hesitate to contact me at 314.738.2233 or via email at hperkins@marylandheights.com

All the best,

Hilary E. H. Perkins, AICP, GISP
Planner

z:\case files\rezoning\mcbride & son - the farms at maryland park\cdp14-0003\correspondence\mhcommentstochesterfield_potentialroadclosure.docx

PARKWAY
SCHOOLS
HIGHER EXPECTATIONS.
BRIGHTER FUTURES.

KEITH A. MARTY, Ed.D., Superintendent

RECEIVED
City of Chesterfield
APR 16 2015
Department of Public Services

April 10, 2015

James A. Eckrich, P.E.
Public Works Director/City Engineer
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760

Dear Mr. Eckrich:

The Parkway School District has become aware of efforts to close River Valley Drive north of River Bend Elementary School. The Parkway School District has been in discussions with the City of Maryland Heights and developers concerning the future development in Maryland Heights. City officials in Maryland Heights have been gracious in ensuring Parkway has this information because development will likely bring families and children to our school district. The development being proposed will cause the district to review school boundaries, but in all likelihood new students would need to be transported to River Bend Elementary School and the most efficient way would be on River Valley Drive. Closing River Valley Drive would cause serious transportation and scheduling problems for Parkway. One of our strong commitments is the development of neighborhood schools which creates convenience for families and students, plus creates a sense of community. Neighborhood schools are also a financial consideration, as we want to have routes to and from schools for families and for our buses that make the most sense and are efficient and practical. Not only does closing this main route cause problems, it would be a major financial burden for the Parkway School District and the taxpayers of our large school district.

Personnel from the Parkway School District, including me as superintendent, welcome the opportunity to address issues and particularly problems resulting from the Maryland Heights development. However, the closing of River Valley Drive does not offer this problem-solving opportunity and creates major problems for families and our Parkway School District.

Thank you for the opportunity to offer this report.

Sincerely,

Keith A. Marty, Ed.D.

c: Patty Bedborough, CFO
Mike Herring, Chesterfield City Administrator
Will Rosa, Director of Transportation

455 N. Woods Mill Road Chesterfield, MO 63017 (314) 415-8002 Fax: 415-8013 www.parkwayschools.net

Jessica Henry

From: Will Rosa <wrosa@pkwy.k12.mo.us>
Sent: Wednesday, March 04, 2015 1:09 PM
To: Jessica Henry; adickerson@parkwayschools.net; wrosa@parkwayschools.net
Subject: Re: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Henry:

We currently do not travel on Hog Hollow Road or River Valley Drive as shown in attached drawing you sent. It has been several years since we have traveled on Hog Hollow road to pick up Parkway students that were living on a farm adjacent to the old Arrowhead airport. If a family moved into one of the houses on the portion of River Valley Drive you are considering to close we would not be able drive down to the house and pick them up. There is limited space for a turn around of a large bus.

Regards,

Will Rosa
Director of Transportation | Tel: 314.415.8415 | E-mail: wrosa@parkwayschools.net
Parkway School District | 347 N. Woods Mill Rd. | Chesterfield, MO 63017

PARKWAY SCHOOLS
HIGHER EXPECTATIONS. BRIGHTER FUTURES.

TOP WORK PLACES ST. LOUIS POST-DISPATCH

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>>> Jessica Henry <JHenry@chesterfield.mo.us> 3/4/2015 12:07 PM >>>
Dear Ms. Dickerson and Mr. Rosa,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

Parkway School District
Bus Driver Directions For RB 1-A RIVER INB

Route:	RB 1-A	Start Time:	08:26 am	Total Riders:	54
Bus:	1	End Time:	08:50 am	Max Load:	54
Driver:	KRAMME, MARCI	Total Time:	23:23	Route Days:	MTWHF
Anchor:	RIVER BEND ELEMENTARY	Distance:	5.82 mi.	Schedule Day:	Monday

Driver Sign-On Time: N/A **Driver Sign-Off Time:** N/A

			Distance	Pick Up	Drop Off
8:26 am	START	13815 OLIVE BLVD		2	
	Start on	OLIVE BLVD	0.16		
	Right turn at	SUNBRIDGE DR	0.09		
8:27 am	STOP	SUNBRIDGE DR @ CLOVERTRAIL DR		5	
	Right turn at	CLOVERTRAIL DR	0.18		
	Left turn at	SUNBRIDGE DR	0.09		
8:28 am	STOP	SUNBRIDGE DR @ MARYGOLD CT		4	
	Continue on	SUNBRIDGE DR	0.18		
	Right turn at	OLIVE BLVD	0.10		
	Right turn at	EAGLE MANOR LN	0.10		
8:30 am	STOP	EAGLE MANOR LN @ EAGLE MANOR CT		4	
	Continue on	EAGLE MANOR LN	0.12		
	>>TURNAROUND<	EAGLE MANOR LN (END)	0.22		
	Right turn at	OLIVE BLVD	0.42		
	Left turn at	WESTERNMILL DR	0.43		
	Right turn at	GLEN COVE DR (W)	0.06		
8:34 am	STOP	20 GLEN COVE DR (W) AT YELLOW SIGN		3	
	Continue on	GLEN COVE DR (W)	0.20		
	Right turn at	HIGH VALLEY DR	0.07		
8:35 am	STOP	HIGH VALLEY DR @ RIDGE POINT DR		4	
	Continue on	HIGH VALLEY DR	0.14		
8:36 am	STOP	HIGH VALLEY DR @ VILLAR HILL DR		4	
	Right turn at	VILLAR HILL DR	0.21		
8:37 am	STOP	VILLAR HILL @ HEATHER CREST		4	
	Left turn at	HEATHER CREST DR	0.24		
	Left turn at	GLEN COVE DR (E)	0.20		
8:39 am	STOP	GLEN COVE DR (E) @ GLEN VALLEY CT		3	
	Continue on	GLEN COVE DR (E)	0.21		
8:40 am	STOP	GLEN COVE DR (E) @ HIGH VALLEY DR		9	
	Continue on	GLEN COVE DR (E)	0.19		
8:41 am	STOP	79 GLEN COVE DR (E)		6	
	Continue on	GLEN COVE DR (E)	0.04		
	Right turn at	WESTBURY DR	0.07		
	Right turn at	OLIVE BLVD	0.17		
	Left turn at	RIVER BEND DR	0.27		
	Sharp Left at	WITMER DR	0.03		
8:44 am	STOP	48 WITMER DR		2	
	Continue on	WITMER DR	0.10		
	Right turn at	SHADY VALLEY DR	0.04		
8:44 am	STOP	42 SHADY VALLEY DR		2	
	Continue on	SHADY VALLEY DR	0.05		
8:45 am	STOP	37 SHADY VALLEY DR		2	
	Continue on	SHADY VALLEY DR	0.27		
	Bear Left on	RIDGE CREST DR	0.01		
	Right turn at	SHADY VALLEY CT	0.09		
	Continue on	SHADY VALLEY DR	0.36		

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			Distance	Pick Up	Drop Off
	Left turn at	WITMER DR	0.13		
	Bear Left on	RIVER BEND DR	0.36		
	Right turn at	CIRCLE ROUNDABOUT	0.02		
	Right turn at	RIVER VALLEY DR	0.17		
	Right turn at	RIVER BEND ES	0.03		
8:50 am	DEST	RIVER BEND ELEMENTARY			54

Parkway School District
Bus Driver Directions For RB 39-P RIVER OUT

Route: RB 39-P
Bus: 39
Driver: THERIOT, CARL
Anchor: RIVER BEND ELEMENTARY

Start Time: 04:00 pm
End Time: 04:24 pm
Total Time: 24:50
Distance: 4.29 mi.

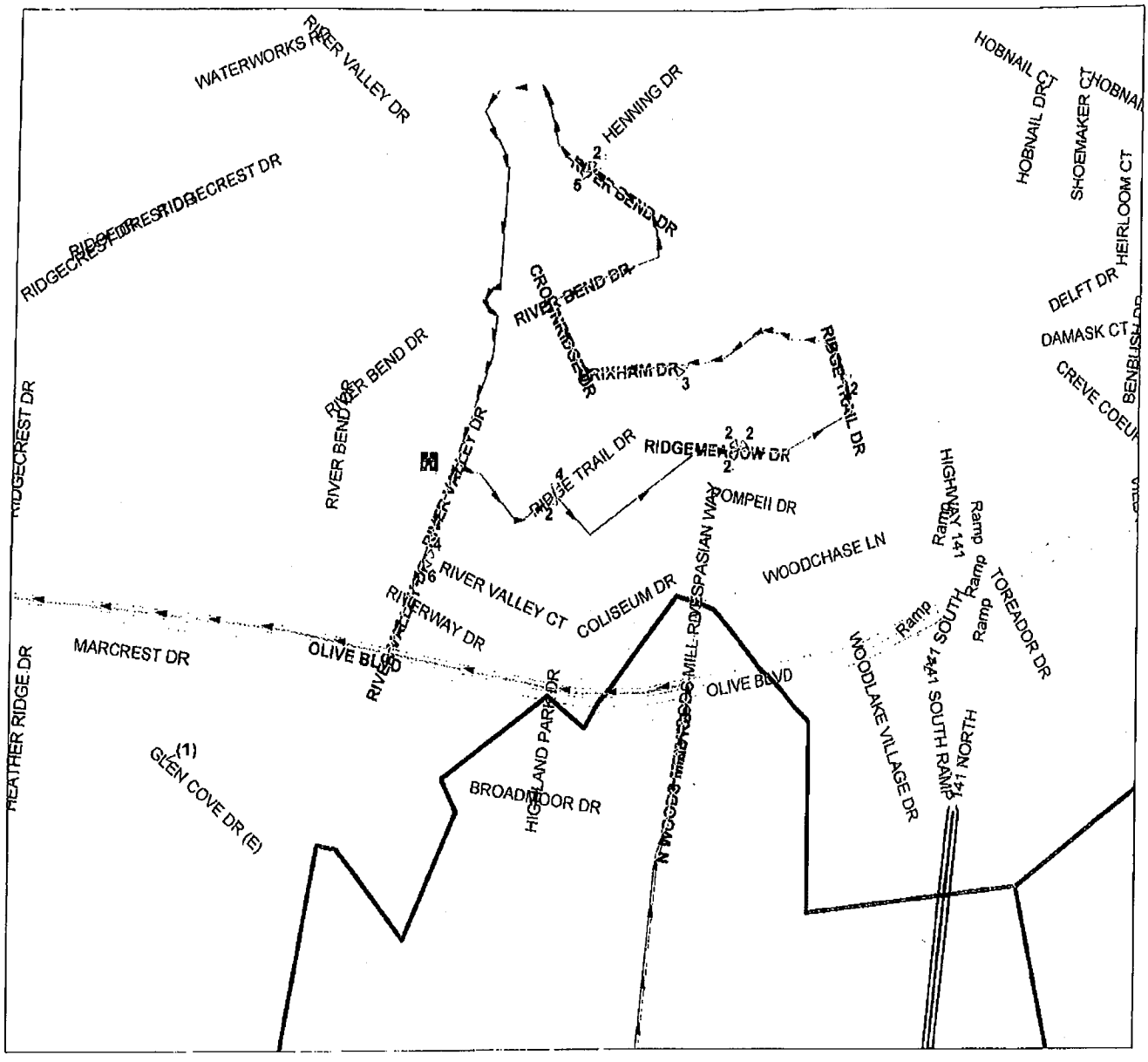
Total Riders: 37
Max Load: 37
Route Days: MTWHF
Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

			Distance	Pick Up	Drop Off
4:00 pm	ORIGIN	RIVER BEND ELEMENTARY		37	
		>> WAIT UNTIL 04:08 PM (IDLE FOR 8 MINUTES)<<			
	Start on	RIVER BEND ES	0.03		
	Left turn at	RIVER VALLEY DR	0.02		
	Right turn at	RIDGE TRAIL DR	0.15		
	Right turn at	CROWNRIDGE DR	0.06		
	Left turn at	RIDGEMEADOW DR	0.20		
4:09 pm	STOP	RIDGEMEADOW DR @ STONECREST CT			7
	Continue on	RIDGEMEADOW DR	0.15		
	Continue on	RIDGE TRAIL DR	0.07		
4:10 pm	STOP	339 RIDGE TRAIL DR			1
	Continue on	RIDGE TRAIL DR	0.16		
4:11 pm	STOP	265 RIDGE TRAIL DR			3
	Continue on	RIDGE TRAIL DR	0.04		
	Continue on	BRIXHAM DR	0.10		
	Continue on	CROWNRIDGE DR	0.09		
	Right turn at	RIVER BEND DR	0.16		
4:13 pm	STOP	215 RIVER BEND DR			2
	Continue on	RIVER BEND DR	0.08		
	Bear Right on	HENNING DR	0.17		
4:14 pm	STOP	HENNING DR @ SOUTHDOWN DR			1
	Left turn at	SOUTHDOWN DR	0.11		
4:14 pm	STOP	SOUTHDOWN DR @ RIDGE CREST DR			4
	Left turn at	RIDGE CREST DR	0.21		
	Left turn at	RIVER VALLEY DR	0.20		
	Left turn at	CIRCLE ROUNDABOUT	0.04		
	Bear Left on	RIVER VALLEY DR	0.40		
	Left turn at	OLIVE BLVD	0.50		
	Left turn at	WOODCHASE LN	0.12		
	Right turn at	WOODCHASE LN	0.05		
4:19 pm	STOP	1121 WOODSCHASE			4
	Continue on	WOODCHASE LN	0.15		
4:20 pm	STOP	1227/1272 WOODCHASE LN			2
	Continue on	WOODCHASE LN	0.10		
4:20 pm	STOP	1271 WOODCHASE			4
	Continue on	WOODCHASE LN	0.15		
	Right turn at	OLIVE BLVD	0.15		
	Left turn at	N WOODS MILL RD	0.20		
	Right turn at	BROADMOOR DR	0.07		
	Left turn at	OAKLAND HILLS DR	0.08		
4:22 pm	STOP	OAKLAND HILLS DR @ CYPRESS POINT CT			4
	Continue on	OAKLAND HILLS DR	0.26		
	Right turn at	ORANGE HILLS DR	0.07		
4:24 pm	END	ORANGE HILLS DR @ LA GORCE DR			5

Parkway School District
Route Map



Route:	CH 43-A	Desc:	
Vehicle:	43	Driver:	LAUDEL, LISA
Anchor:	CH	Max Load:	70
Start Time:	6:59 AM	Arrival Time:	7:27 AM
Pickups:	70	Transfers On:	0
Distance:	7.59 mi.	Transfers Off:	0
		Days:	MTWHF

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Parkway School District
Route Map

Route:	**CM 187-A**	Desc:	
Vehicle:	**187**	Driver:	**JAYNES, PERRY**
Anchor:	**CM**	Max Load:	**59**
Start Time:	**7:30 AM**	Arrival Time:	**8:00 AM**
Pickups:	**59**	Transfers On:	**0**
Distance:	**8.71 mi.**	Transfers Off:	**0**
		Days:	**MTWHF**

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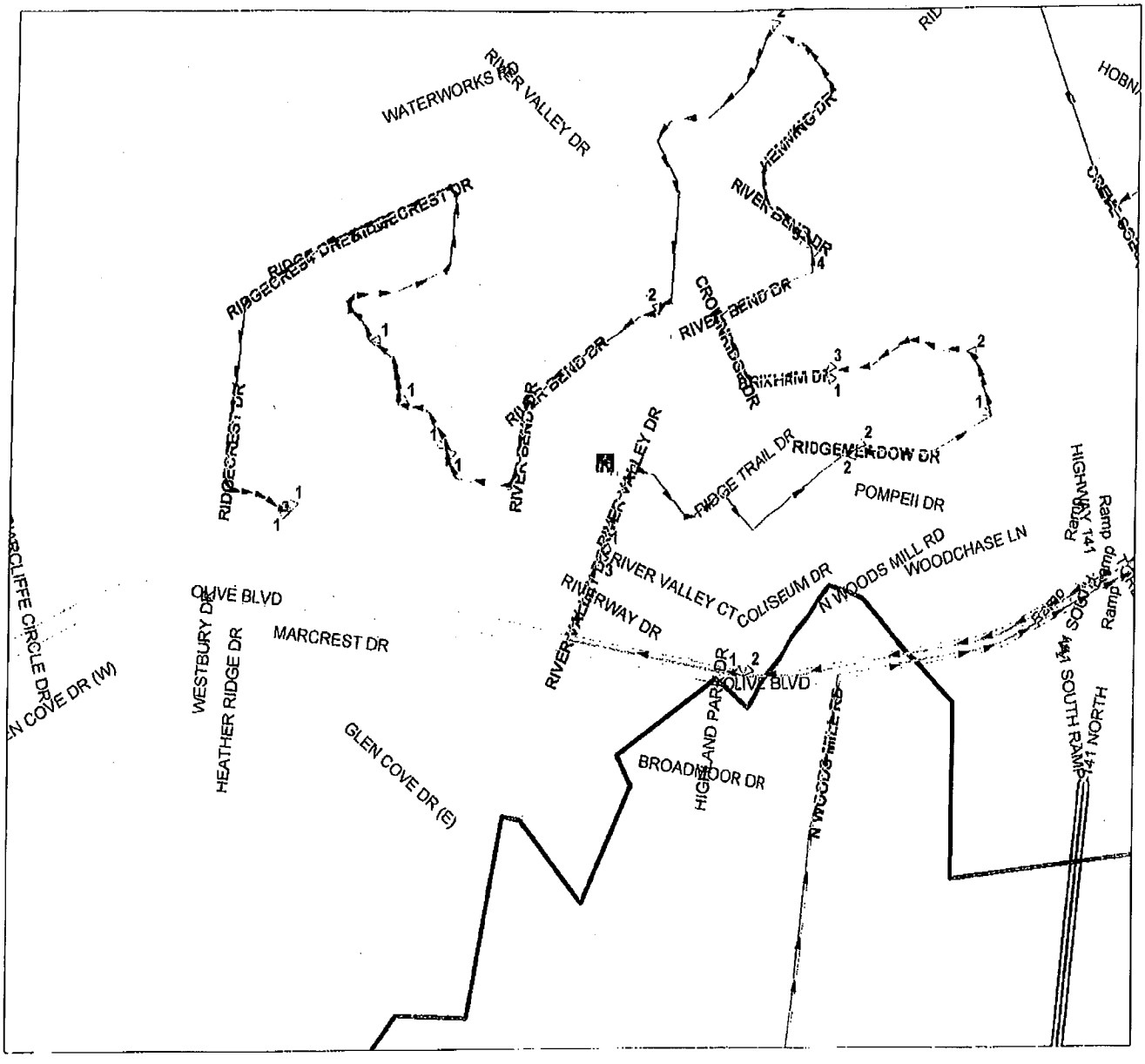
MAR 09 2015
Department of Public Services

Parkway School District
Route Map



Route:	CM 187-P	Desc:	
Vehicle:	187	Driver:	JAYNES, PERRY
Anchor:	CM	Max Load:	55
Depart Time:	3:15 PM	End Time:	3:53 PM
Dropoffs:	55	Transfers On:	0
Distance:	8.65 mi.	Transfers Off:	0
		Days:	MTWHF

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MAR 09 2015
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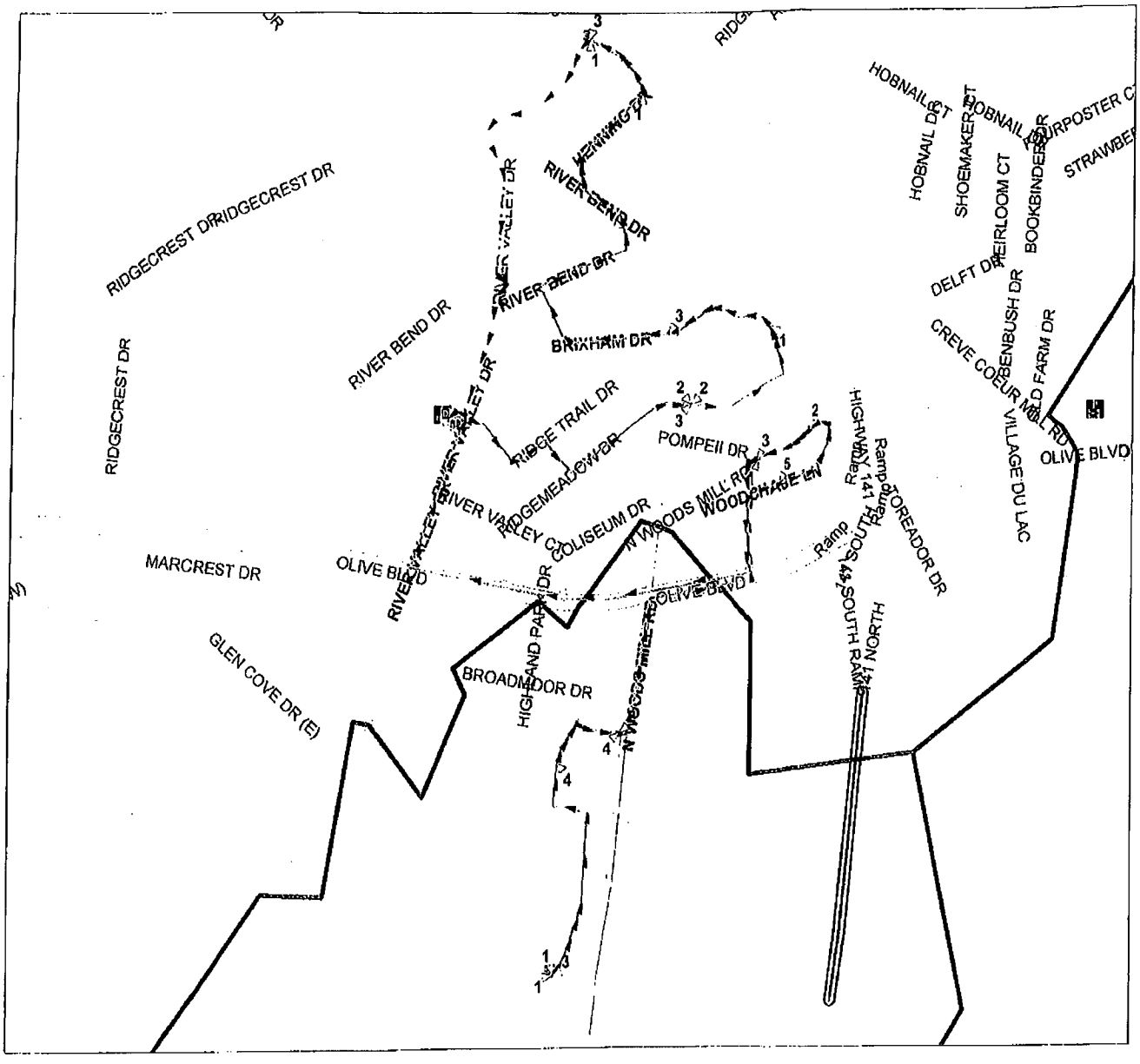
Parkway School District
Route Map



Route:	RB 39-A	Desc:	
Vehicle:	39	Driver:	THERIOT, CARL
Anchor:	RB	Max Load:	43
Start Time:	8:32 AM	Arrival Time:	8:50 AM
Pickups:	43	Transfers On:	0
Distance:	4.26 mi.	Transfers Off:	0
		Days:	MTWHF

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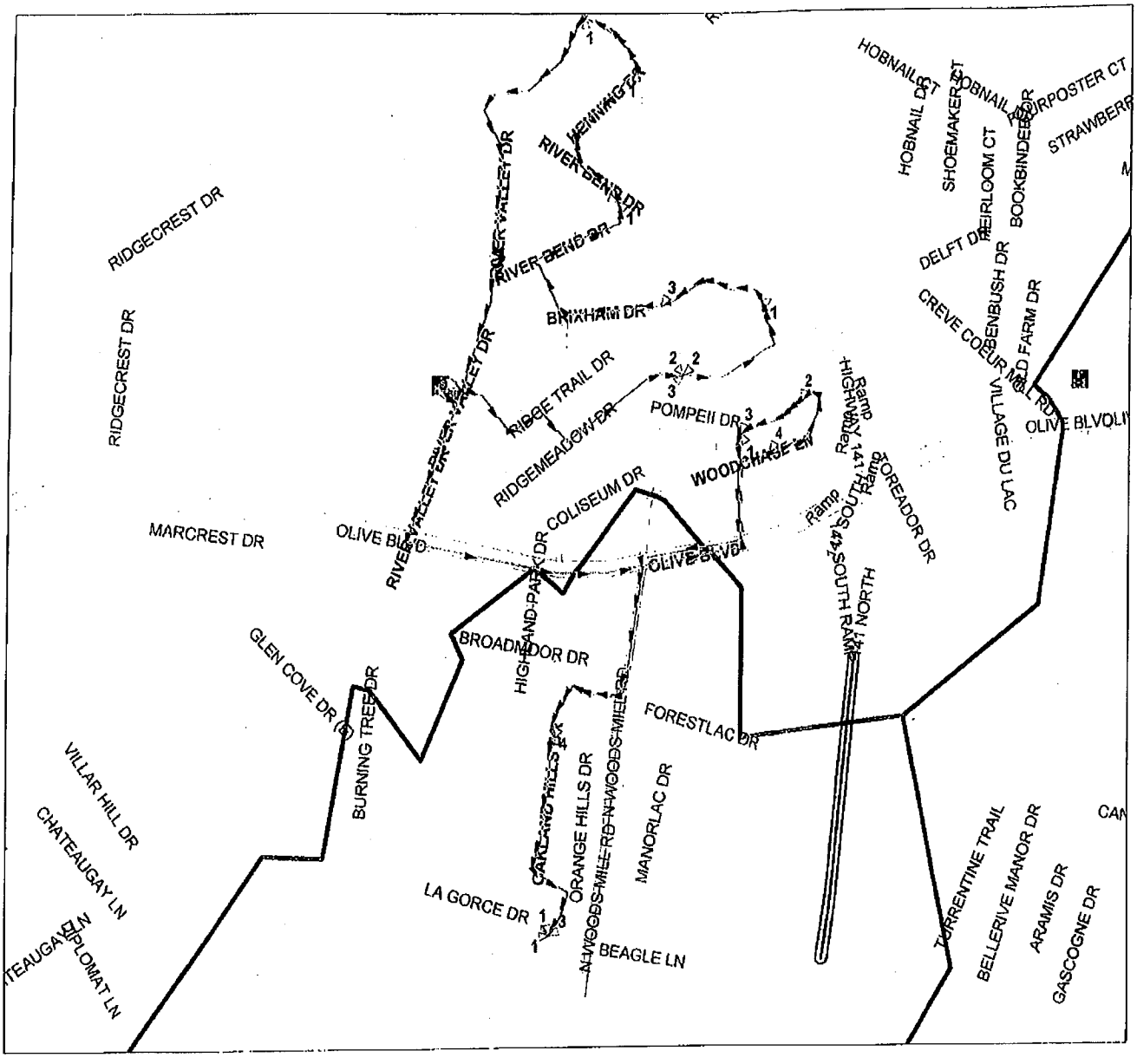
City of Chesterfield
MAR 09 2015
Department of Public Services

Parkway School District
Route Map



Route:	RB 39-P	Desc:	
Vehicle:	39	Driver:	THERIOT, CARL
Anchor:	RB	Max Load:	37
Depart Time:	4:00 PM	End Time:	4:25 PM
Dropoffs:	37	Transfers On:	0
Distance:	4.29 mi.	Transfers Off:	0
		Days:	MTWHF

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MAR 09 2015
Department of Public Services

Metropolitan
St. Louis Sewer
District

2350 Market Street
St. Louis, MO 63103-2555
(314) 768-6200

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City of Chesterfield
Department of Public Services

March 25, 2015

Ms. Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Per your correspondence dated March 4, 2015, MSD understands that the City of Chesterfield is assessing the impacts of potentially closing portions of Hog Hollow and River Valley Drive from Olive Blvd to the City's northern boundary. MSD staff has evaluated this proposal with respect to how this would influence the District's capabilities to serve customers within the City of Chesterfield and other parts of western St. Louis County.

MSD routinely utilizes these roads to access facilities that the District is required to maintain on a frequent basis as required by the Consent Decree. More specifically closure of Hog Hollow and River Valley would impact the District's access to the Caulks Creek Force Main, Monsanto Pump Station, and Ladue Bluffs pump station.

Should access to these roads be eliminated, response times and costs associated with normal maintenance and emergency response would increase. If a decision is made to close River Valley Dr. and Hog Hollow to public traffic, MSD requests consideration to an alternative that would still preserve MSD access via these two corridors.

MSD also has public storm and sanitary sewer facilities located along the River Valley right of way corridor. MSD would request that easement rights be preserved for maintaining and operating these facilities.

Thank you for involving MSD in the City's consideration process. Please feel free to contact me at (314) 768-2773 or jtpete@stlmsd.com if you have any questions or if further discussion would be helpful.

Sincerely,

Jason Peterein, P.E.
Principal Engineer
Engineering / Planning - Development Review

pc: Bruce Litzsinger - MSD
John Grimm - MSD
Brad Nevois - MSD
Bret Berthold - MSD

MISSOURI
AMERICAN WATER

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City of Chesterfield
MAR 25 2015
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Timothy W. Luft
727 Craig Road
St. Louis, MO 63141

P 314-996-2279
F 314-997-2451
C 314-277-5914
timothy.Luft@amwater.co

March 25, 2015

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

Attention: Ms. Jessica Henry
Project Planner

In re: ***City of Chesterfield -***
River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

This will follow up on our telephone conversation and your March 3, 2015 letter.

We share some of the concerns that residents of Chesterfield have relating to potential new development in the Howard Bend Levee District. However, vacating or closing Hog Hollow and/or River Valley Roads is not the answer to those concerns.

By way of background, our Central Plant located on Hog Hollow Road is the largest water plant across the entire American Water system. We have been using Hog Hollow for ingress and egress to our Central Plant since 1904, many decades before residential development on the bluffs and the creation of the City of Chesterfield.

We cannot have the roads shut down or vacated due to safety concerns. If we have an event at the plant (for example, a chemical emergency) hazardous material teams will need to have quick and immediate access to the plant. They utilize Olive Street Road and Hog Hollow Road to get to the plant. We are primarily served by Monarch Fire Protection District House No. 4 on Olive Street Road. If access to Hog Hollow and River Valley was eliminated, we would have to rely on an entirely different fire district, the Maryland Heights Fire District, with the closest fire station over seven miles away, which is unacceptable.

Please let me know if you need anything further. We are happy to meet with you to discuss our concerns.

Sincerely,

Timothy W. Luft

TWL:so

cc: Mr. Phil Wood, Vice-President - Operations
Mr. Bradley Brown, Manager Government and Regulatory Affairs

City of Saint Louis

DEPARTMENT OF PUBLIC UTILITIES

FRANCIS G. SLAY
MAYOR

OFFICE OF THE DIRECTOR
1640 So. Kingshighway Blvd.
Saint Louis, Missouri 63110
(314) 633-9000
FAX (314) 664-6786

CURTIS B. SKOUBY, P.E.
DIRECTOR OF PUBLIC UTILITIES

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

Ms. Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

The City of St. Louis' Howard Bend Water Treatment Plant has been in operation since 1929 and provides drinking water to the City of St. Louis and portions of St. Charles and St. Louis Counties. It is home to a staff of 60 employees who operate and maintain the facility on a 24 hour/365 day basis.

Our staff and suppliers (materials, equipment, chemical, etc.) use many methods of entry and egress to and from our Facility but heavily rely upon Hog Hollow Road as a primary thoroughfare to Olive Blvd. In addition, the Monarch Fire District and Chesterfield Police Department use Hog Hollow Road to access our Facility for routine visits and emergency services. In the event that Hog Hollow Road were closed, it would negatively impact our operation by limiting the means of access and egress to our Facility and would increase response time to emergency 911 services. This could also increase traffic through the Ladue Bluffs subdivision including the delivery of water treatment chemicals. Lastly, the closure of River Valley Drive and Hog Hollow Road would provide the opportunity for the public to use our private entrance from the east off Hog Hollow Road as a means to gain direct entry to Olive through the Ladue Bluffs subdivision. This would jeopardize the security and safety of the public, staff and Facility.

I thank you for the opportunity to provide comments on behalf of the City of St. Louis Water Division regarding the above referenced Impact Study. If there is any need for clarification or assistance, please do not hesitate to contact me at (314) 633-9012 or cskouby@stlwater.com.

Respectfully submitted,

(For)

Curtis B. Skouby, P.E.
Director of Public Utilities

MONARCH FIRE PROTECTION DISTRICT

13725 Olive Blvd., Chesterfield, MO 63017-2640
Phone: 314.514.0900 Fax: 314.514.0696
www.monarchfpd.org

RECEIVED
City of Chesterfield
MAR 3 0 2015
Department of Public Services

March 30, 2015

Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

RE: Hog Hollow Road and River Valley Drive Impact Study

Ms. Henry:

Thank you for the opportunity to comment regarding the impact study on Hog Hollow Road and River Valley Drive.

As you are aware, the Monarch Fire Protection District (MFPD) covers roughly 67 square miles of west St. Louis County, including portions of Ballwin, Chesterfield, Clarkson Valley, Creve Coeur, Maryland Heights, Wildwood and unincorporated St. Louis County. The areas of the impact study are situated in the northeast portion of MFPD.

HOG HOLLOW ROAD

Hog Hollow Road, going north from Olive Boulevard, leads to MFPD areas in the City of Maryland Heights known as the Howard Bend Planning Area (exhibit 1). . This area currently is mostly agricultural and vacant, however it does contain a large Missouri American Water Company treatment plant which contains and uses a considerable amount of hazardous materials. The future land use plan for this area adopted by the Maryland Heights Plan Commission designates large areas in the MFPD portion of Howard Bend Planning Area for Office Distribution/Light Industrial and Retail uses (exhibit 2). However, there has been a recent request for Maryland Heights to consider a 210± acre development of high density residential (1,000+ units) with some light commercial use in this area.

The areas of the impact study, and the portions of the Howard Bend Planning Area within MFPD boundaries, are served by MFPD House 4 located on Olive Boulevard at White Road and MFPD House 3 located on Fernview at Olive Boulevard. Each of the facilities is equipped with a ladder truck and an ambulance – all of which are capable of advanced life support in addition to firefighting capabilities. The next closest fire house is Maryland Heights Fire Protection District's House 2 located on Dorsett Road and Pheasant Run Drive. There is currently no plan or funding for construction of a Monarch fire house in the Howard Bend Planning Area.

Current access to the Howard Bend Planning Area is primarily via Hog Hollow Road from Olive Boulevard (exhibit 3 green pathways). The width, number of lanes and available speed limit has proven Olive Boulevard to be the most efficient route for emergency equipment to approach the area. Closing Hog Hollow Road in the Impact Study area would require MFPD units to use alternate routes, as illustrated by the yellow pathways on exhibit 3. While Hog Hollow Road in the Impact Study area is narrow and tightly curved, these conditions occur in a comparatively short distance. The alternate routes

have road conditions which are similar, but span a much longer distance. The road conditions and added length of travel would adversely affect emergency response times in the Howard Bend Planning Area, which could result in a greater risk to life in the affected area.

RIVER VALLEY DRIVE

Riverbend Subdivision has three points of access – Riverbend Drive from the west and River Valley Drive from the south and north. The primary access is River Valley Road from the south. The roads throughout Riverbend Subdivision are narrow and curvy, and addresses in the subdivision are not in a traditional sequence. This makes emergency response to this subdivision somewhat more challenging than most. This is pointed out to illustrate the importance of multiple access points.

MFPD House 4 is the primary responding fire house, with MFPD House 3 as a close second. However, response for a working house fire could also call for units from Maryland Heights Fire Protection District and Pattonville Fire Protection Districts. Emergency equipment positioned at an incident, especially a working fire, frequently blocks access for other responding equipment. Consequently, these additional units may be routed into the subdivision from the north on River Valley Drive depending on the location of the incident and resulting road blockages. Therefore, it is desirable to have as many access options as possible for subsequent responses to the same incident, or to additional incidents.

Once again, we appreciate the opportunity to weigh in on this important matter. And if you have any questions, please contact me at 314-514-0900 ext. 313, or at herin.r@monarchfpd.org.

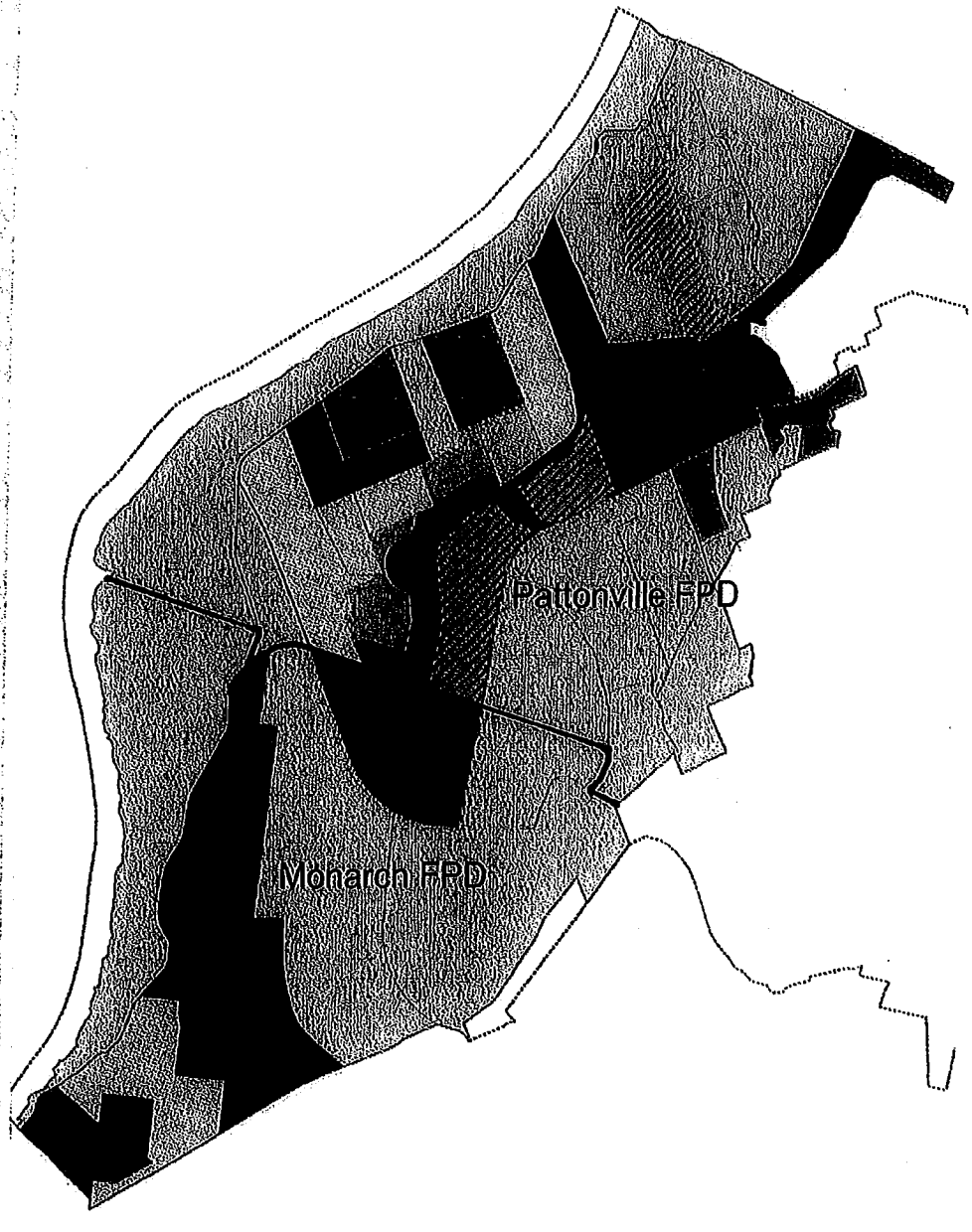
Yours in Firesafety,

Roger N. Herin

Roger N. Herin
Fire Marshal

FIGURE 7.2.2: EXISTING LAND USE - HOWARD BEND PLANNING AREA

Exhibit 1



Entertainment
Flood Storage Discharge Area
Institutional
Light Industrial
Mixed Use
Office Campus
Office Distribution
Office Distribution Light Industrial
Office Flex
Recreation
Regional Retail
Service Retail

FIGURE 7.4.1: HOWARD BEND FUTURE LAND USE—AMENDED JULY 12, 2011

Exhibit 2

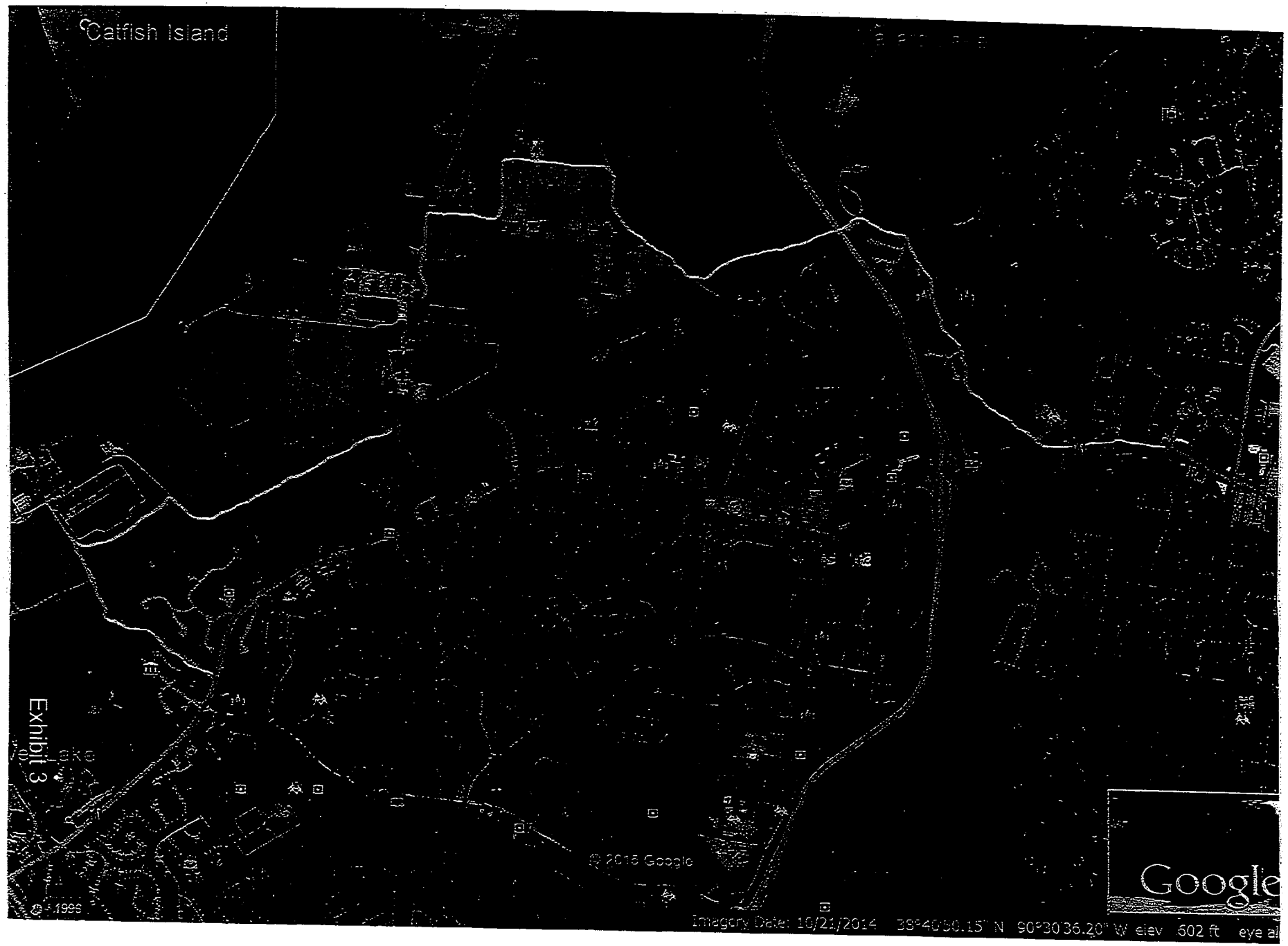

Catfish Island
Lake
© 2016 Google
Google
Imagery Date: 10/21/2014 38°46'30.15" N 90°30'36.20" W elev 602 ft eye al

Exhibit 3

HOWARD BEND LEVEE DISTRICT

3411 Creve Coeur Mill Road
Maryland Heights, Missouri 63146
(314) 603-2647

March 31, 2015

RECEIVED
City of Chesterfield
APR - 2 2015
Department of Public Services

Jessica Henry
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Closure Impact Study

Dear Ms. Henry:

The Howard Bend Levee District provides flood protection and storm water management within an area of over 8500 acres along the Missouri River from Riverport on Interstate 70 to Bonhomme Creek in the City of Chesterfield. Access to this entire area is very limited due to the river bluff formation along much of the Chesterfield City limits. If River Valley Drive and/or Hog Hollow Road were to be closed there would be no pubic access to his entire area other than Highway 141 and Creve Coeur Mill Road from the south. There would be no public road access to the portion of our District in the City of Chesterfield southwest of Highway 141.

Major facilities which rely at least partially for access on these roads include the City of St. Louis water plant in Chesterfield, the Missouri-American water plant at the base of Hog Hollow Road and Creve Coeur Airport. These roads also provide access to Creve Coeur Lake Memorial Park. Many businesses and farmers also rely on these roads, such as Stemme Farms, River Valley Nursery, Stolte Farms and Monsanto test farms.

There are only five public access roads for the properties within the Howard Bend Levee District – Highway 141, Creve Coeur Mill Road, Marine Ave., River Valley Drive and Hog Hollow Road. The Monarch Fire Protection District serves a major portion of our District. The closure of either one or both of River Valley Drive and Hog Hollow Road would significantly impact the ability to provide emergency services within the area of the District. This area includes hundreds of acres within the City of Chesterfield.

We understand that River Valley Drive has to some extent been converted into an access road for a residential area in the City of Chesterfield. However this road has been a primary access to and from all the properties in the Howard Bend Levee District for over 150 years. We recognize that residential and commercial uses of the land within our District will change traffic patterns to some degree and that road improvements to Hog Hollow Road and River Valley Drive, as well as

Water Works Road and Creve Coeur Mill Road may be justified as these traffic patterns develop. We have long advocated for a Baxter Road/River Valley Connector Road along the bluff connecting Chesterfield Valley to the Creve Coeur Lake area. However closure of either of these vital connections between Olive Blvd. and the District and its businesses, parks and properties will isolate numerous facilities and landowners and would significantly increase public safety risks.

We strongly urge the City of Chesterfield to conclude that the closure or vacation of these roads is not justified and would not serve the public interest.

Sincerely yours,

Daniel L. Human
Executive Director

cc: Mr. Warren Stemme, President
Howard Bend Levee District

The Honorable Mike Moeller
Mayor, City of Maryland Heights

CENTRAL MIDLAND RAILWAY

1400 N. WARSON ROAD
ST. LOUIS, MISSOURI 63132

RECEIVED
City of Chesterfield
MAR 16 2015
Department of Public Services

March 11, 2015

Ms. Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, Missouri 63017-0760

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Thank you for notifying Central Midland of your impact study of the closure or vacation of River Valley Drive and Hog Hollow Road and for giving us the opportunity to comment on them. We would wholeheartedly support the closure of both of these roads for safety reasons.

Every year in the United States, over 2,000 collisions occur between trains and vehicles or pedestrians at public grade crossings such as the ones at River Valley Drive and Hog Hollow Road. Grade crossing collisions with vehicles and with pedestrians account for over 95% of all railroad fatalities. For this reason, any reduction in the number of locations where trains and the public can interact will be a safety enhancement for both the public and the railroad.

Thank you for soliciting our comments and please feel free to contact me if you have any questions.

Sincerely,

Jordan D Buck

Jordan D. Buck
Vice President – Central Midland Railway/Crab Orchard & Egyptian Railway
Progressive Rail, Inc.
(618) 910-8273

Jessica Henry

From: CLOHESSY, DIANE M <dc8968@att.com>
Sent: Monday, March 16, 2015 10:31 AM
To: Jessica Henry
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jessica

AT&T currently has facilities on both of those roads serving customers which we would need to access. Although we would not have any objection to the closure of those roads at the north end by the Chesterfield City Limits.

Let me know if you have questions.
Thanks,

Diane Clohessy
Manager-Lead Engineer
636-949-1320

From: Jessica Henry [mailto:JHenry@chesterfield.mo.us]
Sent: Wednesday, March 04, 2015 11:52 AM
To: CLOHESSY, DIANE M
Subject: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Clohessy,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us

CHESTERFIELD
MISSOURI

Jessica Henry

From:	Langenbacher, Brian B. <Brian.Langenbacher@thelacledegroup.com>
Sent:	Thursday, March 05, 2015 1:12 PM
To:	Jessica Henry
Subject:	RE: Request for comment--Road Closure/Vacation Impact Study
Attachments:	Existing Facilities.pdf

Jessica - There is a 3-inch plastic gas main on Hog Hollow which serves the water treatment plant and a 4-inch steel gas main on River Valley Dr which serves the 5 houses and then dead ends. Both mains are in the existing ROW. See attached exhibit (2 pages) showing the existing facilities. We are not proceeding with a planned relocation or abandonment at this time. Please keep me updated on the progress/schedule of the project and how we can work with you to eliminate any potential conflicts with our facilities.

Thanks,

Brian Langenbacher, P.E.
Construction Engineer
Laclede Gas Company
4118 Shrewsbury Ave.
Shrewsbury, MO 63119
Office: (314) 768-7767
Cell: (314) 713-6572
Brian.Langenbacher@thelacledegroup.com

From: Jessica Henry [mailto:JHenry@chesterfield.mo.us]
Sent: Wednesday, March 04, 2015 11:56 AM
To: Langenbacher, Brian B.
Subject: Request for comment--Road Closure/Vacation Impact Study

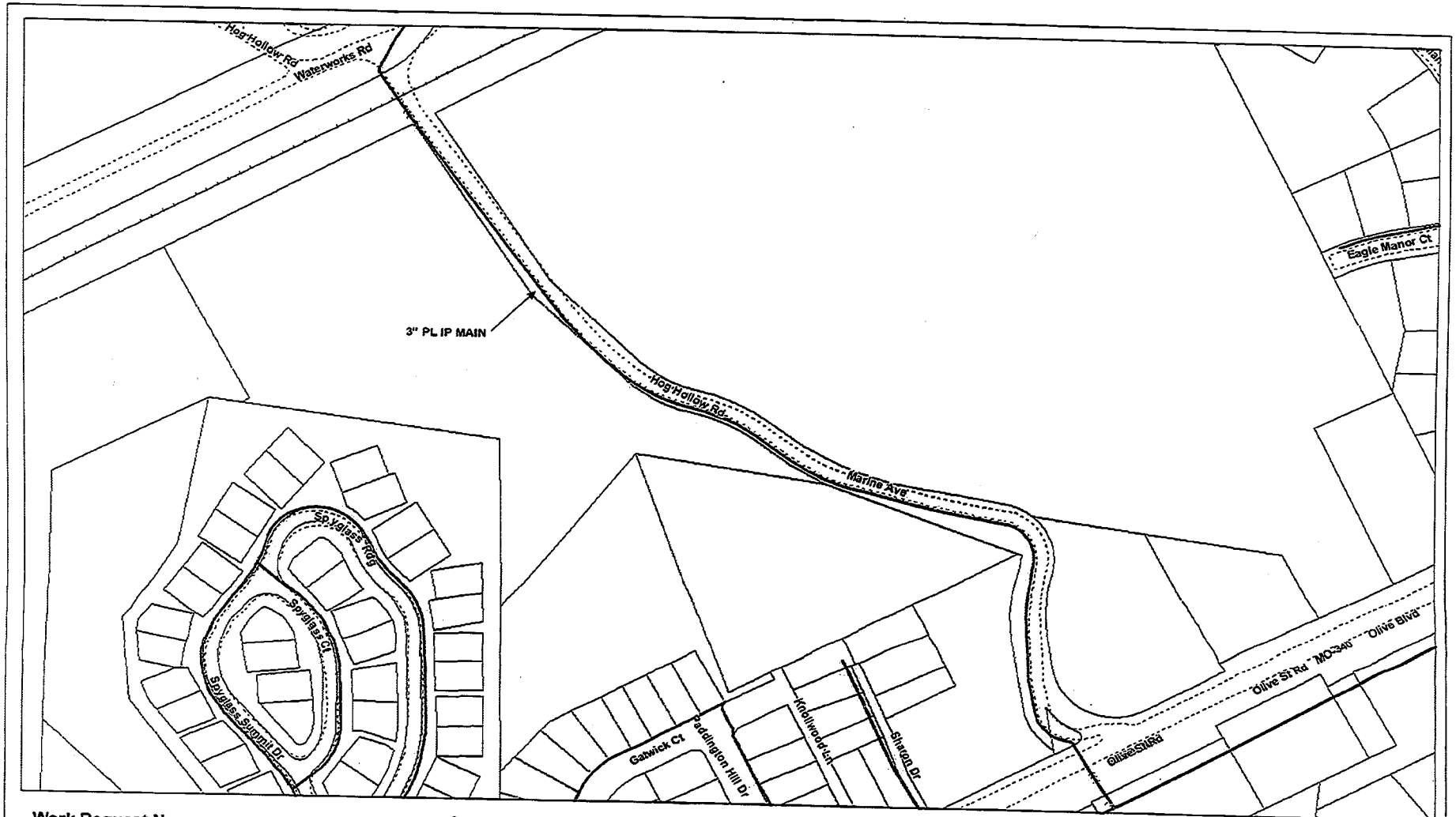
Dear Mr. Langenbacher,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us

The City of
CHESTERFIELD
MISSOURI

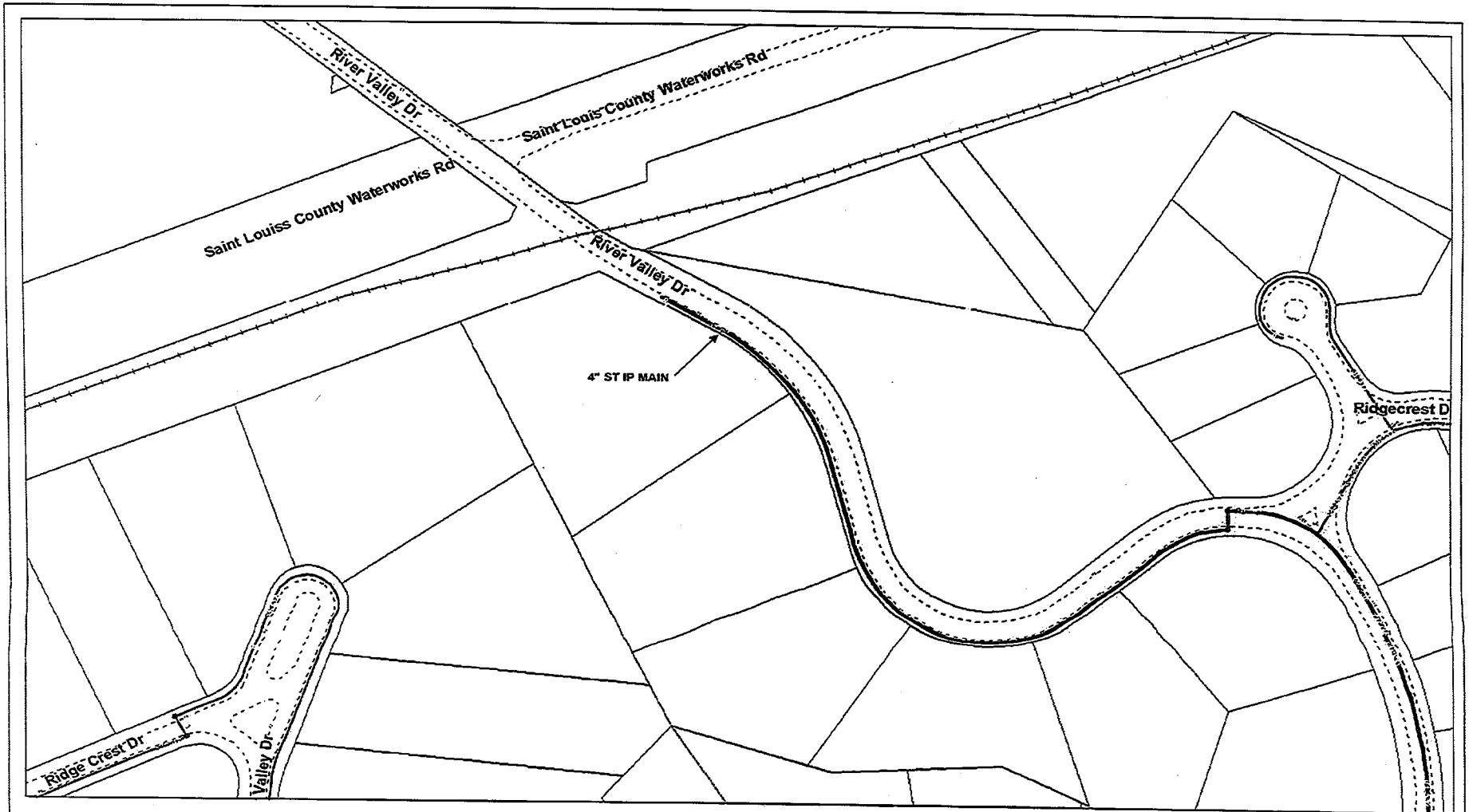


Work Request Name:
Hog Hollow and River Valley Study Area

0 150 300 600 Feet

Hog Hollow Rd

N



Work Request Name:
Hog Hollow and River Valley Study Area

0 150 300 600 Feet

River Valley Dr

Jessica Henry

From: Knoll, James <JMKnoll@stlouisco.com>
Sent: Wednesday, March 11, 2015 10:00 AM
To: Jessica Henry
Cc: Kramer, Jennifer; Knoll, James
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jessica,

St. Louis County will have no comment related to the road closure/vacation Impact Study for these roads.

Feel free to call if any questions.

Thanks,
Jim

James M. Knoll, PE, CFM
Supervisor, Project Managers | Civil Plan Review and Special Use Permits Groups
St. Louis County Department of Highways and Traffic
41 S. Central Ave. | Clayton, MO 63105
direct 314-615-8554 | office 314-615-8517 | fax 314-615-7084
jmknoll@stlouisco.com | www.stlouisco.com

From: Jessica Henry [mailto:JHenry@chesterfield.mo.us]
Sent: Tuesday, March 10, 2015 3:44 PM
To: Knoll, James
Cc: Kramer, Jennifer
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jim,

Thanks for the update. I look forward to receiving your comments on this matter.

Jessica

From: Knoll, James [mailto:JMKnoll@stlouisco.com]
Sent: Tuesday, March 10, 2015 3:13 PM
To: Jessica Henry
Cc: Kramer, Jennifer
Subject: FW: Request for comment--Road Closure/Vacation Impact Study

Jessica,

At first glance it looks like County will have no comment, but would like to run it by our Highway Planning group to be sure.

We'll get back to you shortly.

Thanks,

Jim

James M. Knoll, PE, CFM
Supervisor, Project Managers | Civil Plan Review and Special Use Permits Groups
St. Louis County Department of Highways and Traffic
41 S. Central Ave. | Clayton, MO 63105
direct 314-615-8554 | office 314-615-8517 | fax 314-615-7084
jmknoll@stlouisco.com | www.stlouisco.com

From: Jessica Henry [mailto:JHenry@chesterfield.mo.us]
Sent: Wednesday, March 04, 2015 12:02 PM
To: Kramer, Jennifer; Knoll, James
Subject: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Kramer and Mr. Knoll,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us

This electronic mail transmission and the information contained in it or attached as a file to it, are intended for the exclusive use of the intended recipient(s). This email should be considered "unofficial communication" and does not necessarily reflect the official position of the City of Chesterfield. An "official position" of the City shall only be communicated in letter form, using City letterhead. The recipient should check this email and any attachments for the presence of viruses. The City of Chesterfield accepts no liability for any damage caused by any virus transmitted by this email.

Ameren

Ameren Services

March 26, 2015

RECEIVED
City of Chesterfield
APR - 2 2015
Department of Public Services

Ms. Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Dear Ms. Henry:

City of Chesterfield
River Valley Drive and Hog Hollow Road
Impact Study

This letter is in response to your request that Ameren Missouri provide a written response indicating how the potential vacation or closure of River Valley Drive and Hog Hollow Road could impact our services or facilities. After our review, we determined that we have 34kV and other distribution facilities along Hog Hollow Road and River Valley Drive. If at any time said roads are closed or vacated, we will need to preserve easement rights at both locations.

Feel free to contact me at 314-554-3461 if you would like to discuss our comments and concerns further.

Best regards,

Nannette H. Morton

Nannette H. Morton
Senior Real Estate Representative

NHM/rst

1901 Chouteau Avenue
PO Box 66149
St. Louis, MO 63166-6149
Ameren.com

City of Chesterfield

APPENDIX 4:

Business Comment Letters

RECEIVED
City of Chesterfield
APR 01 2015
Department of Public Services

MONSANTO

Monsanto Company
800 N. Lindbergh Blvd.
St. Louis, MO 63167

April 01, 2015

Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760
jhenry@chesterfield.mo.us

RE: City of Chesterfield – River Valley Drive and Hog Hollow Impact Study

Ms Henry,

I am writing concerning the impact study that the City of Chesterfield is conducting concerning the possible closure or vacation of both River Valley Drive and Hog Hollow Road. The Monsanto Company currently leases property at 15661 River Valley Drive where we modify and test custom agricultural equipment. This property is ideally suited for this use because it is fairly secluded and affords easy access to both our Creve Coeur and Chesterfield campuses.

My concern with your plan is twofold. First, the closure of River Valley Drive and Hog Hollow Road would necessitate a significantly longer drive between our River Valley operation and our Chesterfield Campus on Swingley Ridge Drive. My second, and more pressing, concern is with regard to proximity of EMS services. I assume that an EMS call to our property would currently be serviced by Monarch station 4 on Olive, not far from the top of Hog Hollow Road. Closing Hog Hollow Road would break the direct route from Station 4 to our facility, resulting in longer response times.

I appreciate your attention to our concerns and would be happy to provide any more information that you require.

Sincerely,

Jeff Lickenbrock, P.E.
Global Production and Deployment Lead
SmartFields Team
Monsanto Company
jeffrey.a.lickenbrock@monanto.com
Phone: 314-694-8596

W. STEMME FARMS
Established 1869
110 High Valley Drive
Chesterfield, MO 63017
Phone: (314)614-8897
Fax: (314)576-5084
warren.stemme@gmail.com

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

March 27, 2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I am a lifelong resident of the City of Chesterfield residing at 110 High Valley Drive. I own and operate a row crop farming business located at 165 River Valley Drive in Maryland Heights. For five generations and almost 150 years, my family and I have farmed our property and others located in this area, also known as the Howard Bend Levee District. Whenever I drive to our farmstead and its barns and equipment I use either Hog Hollow Road or River Valley Drive as my primary access routes. My operation includes farming over twenty additional properties located in this area, ten of which are directly accessed by either Hog Hollow Road or River Valley Drive.

Both Hog Hollow Road and River Valley Drive have been in existence for well over 150 years. River Valley Drive was originally named Lower Bottom Road, as it was, and still is, a primary access for property owners and businesses along its route. It would be very disadvantageous to me, and other property owners to close this road since it provides this primary access from Chesterfield to our properties. Other access routes are limited.

I would also like to emphasize the impacts on safety that a closure of either River Valley Drive or Hog Hollow Road would have. The proposed closures would significantly increase emergency response time to our farm and neighboring properties and would create a serious risk if I or one of my neighbors has an accident while working at our properties.

In addition to my operations, there are two major public utilities in this area that utilize these roads. Missouri American Water Company (MAWC) is located on Hog Hollow Road, and serves all residents and businesses in Chesterfield who utilize public water service. The City of St. Louis – Howard Bend water plant is also accessed by Hog Hollow Road, and serves as an emergency backup water supply to the MAWC plant, in addition to providing water to customers in the City of St. Louis, and several communities in St. Charles County.

We strongly urge the City of Chesterfield to conclude that the closure of River Valley Drive or Hog Hollow Road is not justified and would be dangerous for public safety, and have negative effects on our properties and businesses located on or near these roads. Thank you for this opportunity to comment on this study.

Sincerely,

Warren Stemme

Warren Stemme

RECEIVED
City of Chesterfield
MAR 3 0 2015
Department of Public Services

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

Timber Country runs a business from a farm located in the Howard Bend Levee District. I am also a resident of the City of Chesterfield residing at 860 Hog Hollow and I am the owner of Timber Country.. For well over 100 years I and my family have farmed, created a landscaping business and lived on this property located on Hog Hollow in the Howard Bend Levee District. Whenever I drive to our farmstead, business, barns and equipment I use Hog Hollow/River Valley Drive as my primary access route. Also, my faithful customers come this route to buy mulch, flowers rocks etc and I and my employees use this route to deliver bulk shipments to our customers. Local customers would have to go way out of their way to come and purchase their landscaping needs.

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to our property. Access otherwise is very limited. I would also like to emphasize that the impact of a closure of either River Valley Drive or Hog Hollow Road would significantly increase emergency response time to our farm and neighboring properties and would create a serious risk if I or one of my neighbors have an accident while working at our properties.

We strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Cordell V. Queathem 314-799-5958

I LIVE IN A HISTORICAL HOME 140+ YRS old on Hog Hollow and my GREATGRANDFATHERS HOME on OLIVE in CHESTERFIELD (THE QUEATHEM HOUSE) AND THESE 2 ROADS WERE public THOUROUGHFARES for OVER half A CENTURY before THESE HOMES WERE EVER BUILT. RIVER VALLEY WAS A public RD. OVER 100 YRS before ANY SUBDIVISIONS EVEN THE EARLIST ONES WERE EVER BUILT. THIS WOULD ALSO CLOSE ANY SCHOOL AGE CHILDREN ACCESS TO THE PARKWAY SCHOOLS. Closing TWO of the THREE ROADS LINKING CHESTERFIELD AND NORTHWEST ST. LOUIS CO. WOULD BE DANGEROUS AND A public SAFETY CONCERN

THANK YOU

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Shea Vogt

Closing these roads would cause major delays for companies around the area. These roads provide immediate access to this company and many others on each side.

RECEIVED
City of Chesterfield
MAR 31 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Lee Mueller
314-960-9021

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

David C Schneider
Director of Operations
Koester's Lawn & Landscaping

P.S. Closing of these roads will create a public safety issue that the powers that be have not considered. Public service is here all, [redacted] [redacted] [redacted] [redacted] [redacted] THANK you.

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

1246 HIDDEN OAK RD
CHESTERFIELD, MO 63017
636-519-1946

They have been important public roads since the early 1800's. When you have a different view than Baltwin or Wildwood you don't close KEHRSmill or Baxter roads Wildhorse creek or 109 Highway.

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

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Sincerely yours, Gabriel Faron

PS. This would close 2 of the 3 Public Roads Linking Chesterfield and anywhere in Northwest St. Louis County which increases traffic delays.

RECEIVED
City of Chesterfield
MAR 3 0 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

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Sincerely yours,

Mary E. Vogt

Closing these roads would cause unnecessary delays and financial hardship.

RECEIVED
City of Chesterfield
APR - 1 2015
Department of Public Services

March 30, 2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I am a resident of Chesterfield, residing at 965 Old Riverwoods Lane. I, along with my brothers and sister own a family farm near Creve Coeur Lake which has been in our family for approximately 80 years. We also have deep roots in Chesterfield, having grown up nearby on Olive Street Road. Our family, the Sellenriek's on our mother's side, goes back over a hundred years as members of the Chesterfield community.

In my opinion, the movement to close both Hog Hollow and River Valley Drive is a knee jerk reaction to disgruntled citizens who are automatically opposed to any change of the status quo. We, and countless others, have used these roads continually as access to our property as well as Creve Coeur Lake. They are an invaluable access to businesses and farms located below and are necessary for the public safety.

We strongly urge the City of Chesterfield to conclude that the closure of River Valley Drive or Hog Hollow Road is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely

Edward J. Ortmann

RECEIVED
City of Chesterfield
APR - 1 2015
Department of Public Services

March 27, 2015

City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0670
Attn: Jessica Henry

Re: River Valley Drive and Hog Hollow Road Study

Dear Ms. Henry:

I am a resident of Chesterfield and live at 17102 Wildhorse Creek Road. My family has a farm at Hog Hollow and River Valley Drive where we grow trees.

It would be very difficult to get to the farm and have fire protection if you were to close off these roads.

I urge the City of Chesterfield not to close these roads for public safety. Thank you for the opportunity to comment on this study.

Sincerely,

Gary Hente

Gary Hente

CELL 280-0454

Jessica Henry
City Of Chesterfield
690 Chesterfield Parkway W
Chesterfield Mo. 63017-0760

RECEIVED
City of Chesterfield
APR - 2 2015
Department of Public Services

Re: River and Hog Hollow impact study

Dear Ms. Henry,

I appreciate the time you spent with me, explaining the purpose and detail of the study.

My farm is at the bottom of Hog Hollow Road. My address is 899 Hog Hollow Road. I have a home and out buildings at that location. Current and future plans are Organic agriculture, which requires travel to and from the farm for workers, vendors and customers. My situation is such that the vacating (closing off) of Hog Hollow Road would greatly alter access to my property from what is a most convenient way to reach Olive, thereby putting my farm at the far end of a dead end street.

Currently the traffic on Hog Hollow Road is light and I have not seen any congestion since the opening of Maryland Heights Parkway. There is some cut through traffic at this time. For some reason the cut through traffic is always in a big hurry. I am concerned that if the proposed development North of me proceeds, the traffic on Hog Hollow Road will become a problem. As before the Parkway opened, evening traffic was typically backed up past the railroad tracks.

It would be perfect if I would continue to have access to Olive via Hog Hollow Road for routine business needs. And access to Maryland Heights Park way for trucks and trailers access.

As for River Valley Drive, I am not impacted by any change there.

Sincerely

John Baragiola

City of Chesterfield

APPENDIX 5:

Resident Comment Letters

RECEIVED
City of Chesterfield
APR 29 2015
Department of Public Services

The Loynd Group

Attorneys at Law

Michael Loynd

7701 Forsyth Blvd., Ste. 1000
St. Louis, Missouri 63105
Telephone: (314) 696-2217
Fax: (314) 696-2277

April 25, 2015

James A. Eckrich, P.E.
Public Works Director / City Engineer
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

Re: Hog Hollow Road

Dear Mr. Eckrich:

I represent Jack and Brigette Loynd with regard to their home located at 975 Hog Hollow Road and hereby express our strong opposition with regard to Chesterfield's preliminary consideration of a vacation of the right of way to Hog Hollow Road.

Hog Hollow Road has a long history in Chesterfield going back to one of Chesterfield's earliest historical communities (Hog Hollow) in 1850, which contains the first home to be listed on the Chesterfield Historic Register. Today, Hog Hollow Road still represents that history of Chesterfield. It is a well-traveled road, popular with Chesterfield cyclists and motorists alike who enjoy the convenient woodsy access to and from the valley. The Missouri American Water Company employees use it around the clock for all three shift changes. The Monarch Fire District uses it for its training facility. It also provides the training facility with the most direct route to Olive Blvd during an emergency response situation.

As my clients indicated in previous correspondence, they made a substantial investment in this 7-acre wooded property abutting Hog Hollow Road. The bluff that consumes most of the 7-acre property deterred most developers because of its difficult topographical logistics and the expense associated with making improvements. My client purchased the property in 1998. It took years of surveys and engineering ingenuity to build a driveway up the bluff so they could begin construction on their dream home. In 2008, they completed their million-dollar home. This improvement equated to an increase of approximately $12,000 dollars in annual property tax revenue. In 2014, my clients paid $17,677 in property taxes.

My clients' property abuts and fronts the west side of Hog Hollow Road. Vacation of Hog Hollow Road would deny my clients reasonable access to the general

scheme of city roads and streets. Vacating Hog Hollow would substantially devalue my clients' property and possibly render the house unsellable. Missouri Statute 88.673 provides that if the board of alderman exercise their power to vacate any road, all damages sustained by owners of property therein shall be ascertained, and the vacated property shall revert to the owners of the adjacent lots in proportion as it was taken from them.

My clients strongly oppose any vacation of Hog Hollow Road by the City of Chesterfield. My clients have lived in Chesterfield most of their lives, this is where they want to be, they shop and dine in Chesterfield which requires them to go up and down Hog Hollow Road, the location and beauty of the property is perfect for them, and any vacation of Hog Hollow Road would create an extreme hardship and immense damages.

Thank you for your consideration.

Sincerely,

Michael Loynd

Jessica Henry

From: Jim Eckrich
Sent: Wednesday, March 18, 2015 8:53 AM
To: jackloynd@aol.com
Cc: Jessica Henry
Subject: RE: Hog Hollow Road

Jack, thank you for the response. We are not considering a closure of Hog Hollow, but a vacation of the right of way where the City would no longer maintain it, essentially making it a private road. Further, let me state this consideration is **very preliminary** at this time. Jessica and I would very much like the opportunity to meet with you to explain the genesis of this consideration and the report we will be completing. Please let us know some good dates and times we can meet and we will set up a meeting. Again, thank you for getting back to us, and we look forward to hearing from you regarding a time and date to meet.

James A. Eckrich, P.E.
Public Works Director / City Engineer
City of Chesterfield
(636) 537-4764

From: Jackloynd@aol.com [mailto:Jackloynd@aol.com]
Sent: Monday, March 16, 2015 4:25 PM
To: Jessica Henry
Subject: Hog Hollow Road

Jessica,

RE: Hog Hollow Rd Impact Study

Thank you for your letter dated March 10, 2015. First let me say my first reaction was panic.

I lived in Green Trails subdivision for 20 years. I work in Earth City, so every day I would take Hog Hollow Rd to work and back. In late summer of 1998 on my way down Hog Hollow I noticed a FOR SALE sign half way down the road, I wrote a contract on 7 acres of land that same day. It took me 7 years to develop the site where my wife and I have built our dream home. I am the only house on Hog Hollow road as I own most of the property fronting Hog Hollow on the west side. We are in Chesterfield, which is where we want to be, we pay $15,000 in taxes annually, we shop and dine in Chesterfield which requires us to go up Hog Hollow road. I work in Earth City, and have for 30 years, which requires me to go down Hog Hollow road.

975 Hog Hollow Road is perfect for us, the location, the beauty of the property, the view, the wildlife, the train, the everything. Closing Hog Hollow Road would substantially devalue our property, make access questionable, and possibly render the house UNSELLABLE.

I believe you understand where I stand concerning Hog Hollow Road. Please acknowledge receipt of this e-mail by return e-mail. Myself and Brigette are available to meet with you or anyone else to discuss this further. Thanks again.

Jack Loynd

Jessica Henry

From:	Andy Shanfeld <abshanfeld@att.net>
Sent:	Monday, March 23, 2015 3:00 PM
To:	Jessica Henry; Jim Eckrich; Mike Geisel; Aimee Nassif
Cc:	Connie Fults; Hurt Dan; Elliot Grissom; Nancy Greenwood
Subject:	Fw: Fwd: River Vally Drive Impact Study

This Survey was not complete...

It should have asked... do the residents **live** in the east or west side of River Bend Estates .The signal from River Valley Drive onto Olive is now ....and will continue to be..... the primary exit from ...River Bend Estates **East** ...**River Bend School**.....River Valley Court..... the River Valley Apartments as well as the Community Center during the summer. **It is already congested and a bottleneck..!!**

Closing of River Valley Drive to the north (at the railroad tracks) will eliminate this route as an **option to exit ...and access destinations to the north.....** as more traffic will be **forced** to use the signal at Olive and River Valley Drive. This will cause an even greater **overload and backup** ..and as a consequence making left hand turns from River Valley Court and the Apartments onto River Valley Drive virtually impossible. This is particularly true during peak traffic hours and during school drop offs and pick-ups.

This closing will also have the unintended consequence of forcing more traffic through the west side of River Bend Estates as an alternative to the traffic signal... through streets that are substandard ie. 20' wide ... If your destination is east...this also forces a non-signalized left turn onto Olive.....which creates an on going and dangerous condition..!!!.

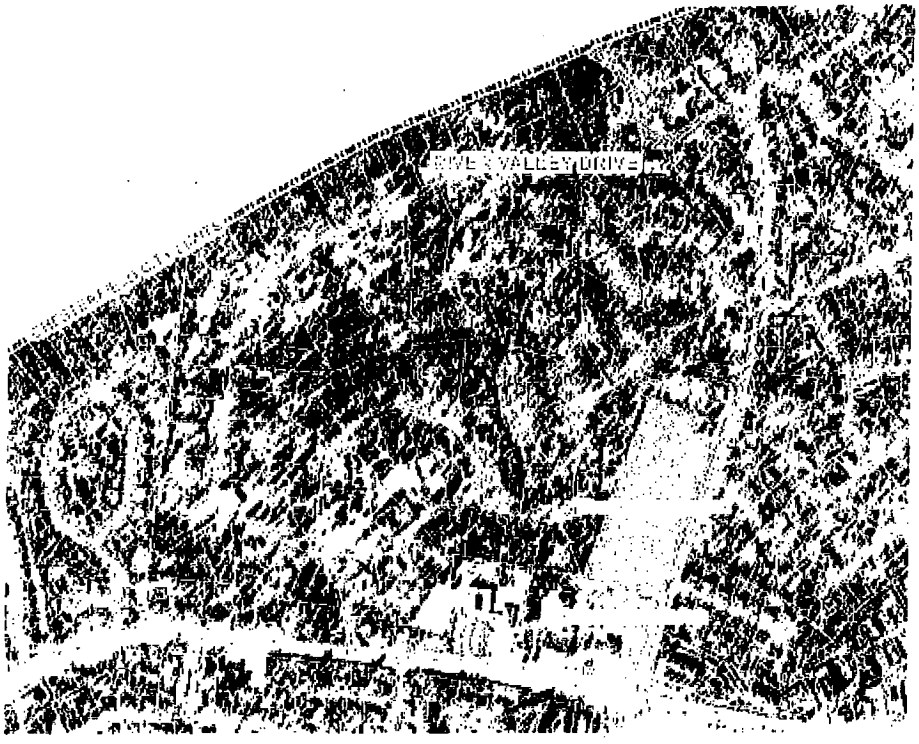
River Valley Drive must not be closed..!!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

From: "City of Chesterfield" <City_of_Chesterfield@mail.vresp.com>
Date: March 17, 2015 at 8:03:26 AM CDT
To: abshanfeld@att.net
Subject: River Vally Drive Impact Study
Reply-To: "City of Chesterfield" <reply-9e2282c703-ca4bac4f44-405e@u.cts.vresp.com>

Hi Andy

The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.



Please participate in this impact study by taking a brief survey using the following web link:

https://www.surveymonkey.com/s/D9JHJ8S

Alternatively, you may call or email to participate in the survey via phone/email at 636-537-4741 or jhenry@chesterfield.mo.us

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Click here to forward this email to a friend

City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, Missouri 63017

Jessica Henry

From: Andy Shanfeld <abshanfeld@att.net>
Sent: Saturday, March 28, 2015 12:41 PM
To: Jim Eckrich; Connie Fults; Mike Geisel; Nancy Greenwood; Elliot Grissom; Jessica Henry; Michael Herring; Dan Hurt; Aimee Nassif
Subject: River Valley Drive

As all of you are aware,
during the Planning and Zoning process, one of the basic principles adhered to when laying out streets for proposed residential subdivisions and commercial parks is one of **safety** dictated by codes and common sense. Routinely and consistently required are several means of both ingress and egress.. to be utilized for daily traffic movements.....but most particularly to serve all ***Emergency Vehicles (Fire..EMS...Police), any "First Responders" and all residents and workers in those areas***.

Closing of River Valley Drive at the railroad tracks*...which is a necessary alternative emergency route for ingress and egress.....* **will result in violating those basic rules of accessibility and safety... !!** If for any reason, access to and from Olive Blvd is blocked or not available, this closing **compromises.... and puts at risk**....the students and teachers at River Bend School..families using the River Bend Community Center....and the residents of River Bend Estates- East and West, River Valley Court and the River Valley Apartments.

For the **safety** of everyone potentially affected, River Valley Drive must **not** be closed..!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

Jessica Henry

From:	Andy Shanfeld <abshanfeld@att.net>
Sent:	Wednesday, April 08, 2015 1:21 PM
To:	Jim Eckrich; Connie Fults; Nancy Greenwood; Elliot Grissom; Jessica Henry; Michael Herring; Dan Hurt; Aimee Nassif
Subject:	River Valley Drive closing
Attachments:	River Valley Drive Closing Exhibits.pdf

Jim,

Another principle... often used for many years during the Planning and Zoning process...by numerous municipalities and St. Louis County...is to require a developer to provide
"cross access easements" with adjacent developments to *create alternate routes* in order to relieve traffic congestion on other streets and major roadways (Olive).

Closing River Valley Drive...at the railroad tracks...will no longer provide... a more convenient ...and... *"alternate route"* to access all of the following destinations..(partial list).!

- Lambert International Airport
- Creve Coeur Lake and Park
- St. Charles Rock road...Shops.. hospital.. businesses, restaurants...
- Interstate 70..All destinations East & West..
- I-270..via I-70...North County & Illinois
- St. Charles...Cave Springs..O'Fallon. the Ozarks...Columbia..Kansas City
- ETC...ETC...ETC...!!!

Closing River Valley Drive ...at the railroad tracks... ignores this principle of *creating alternate routes* ... and.. **forces** residents to use the signal at Olive adding to their **wait time**, **..travel time**, ...traffic and congestion ..See Exhibit A attached...showing the number of residents directly effected..many depend on this existing alternate route to go to and from their places of business and many other these destinations... each day..

As an example, if the destination is the ***intersection of Creve Coeur Mill Road and the Maryland Heights Expressway***.....leading to all of the destinations listed above... the travel times are :

- 171 Henning Drive to River Valley Drive to Olive to 141 North to this **intersection...THRU 8 Traffic Signals.. Off peak & Peak—**[redacted]..!!
- ALTERNATE route—171 Henning Dr. to River Valley Drive to Water Works to Creve Coeur Mill to this **intersection....** thru ONE bouvelard stop.... **Off peak & Peak...**[redacted]
- To my neighbor working at Express Scripts..that amounts to over **40 additional hours of travel time per year..!!!!!** (just to get to and from work)

See Exhibit B attached..graphically showing the ..[redacted]..and the Alternate Route in[redacted]..

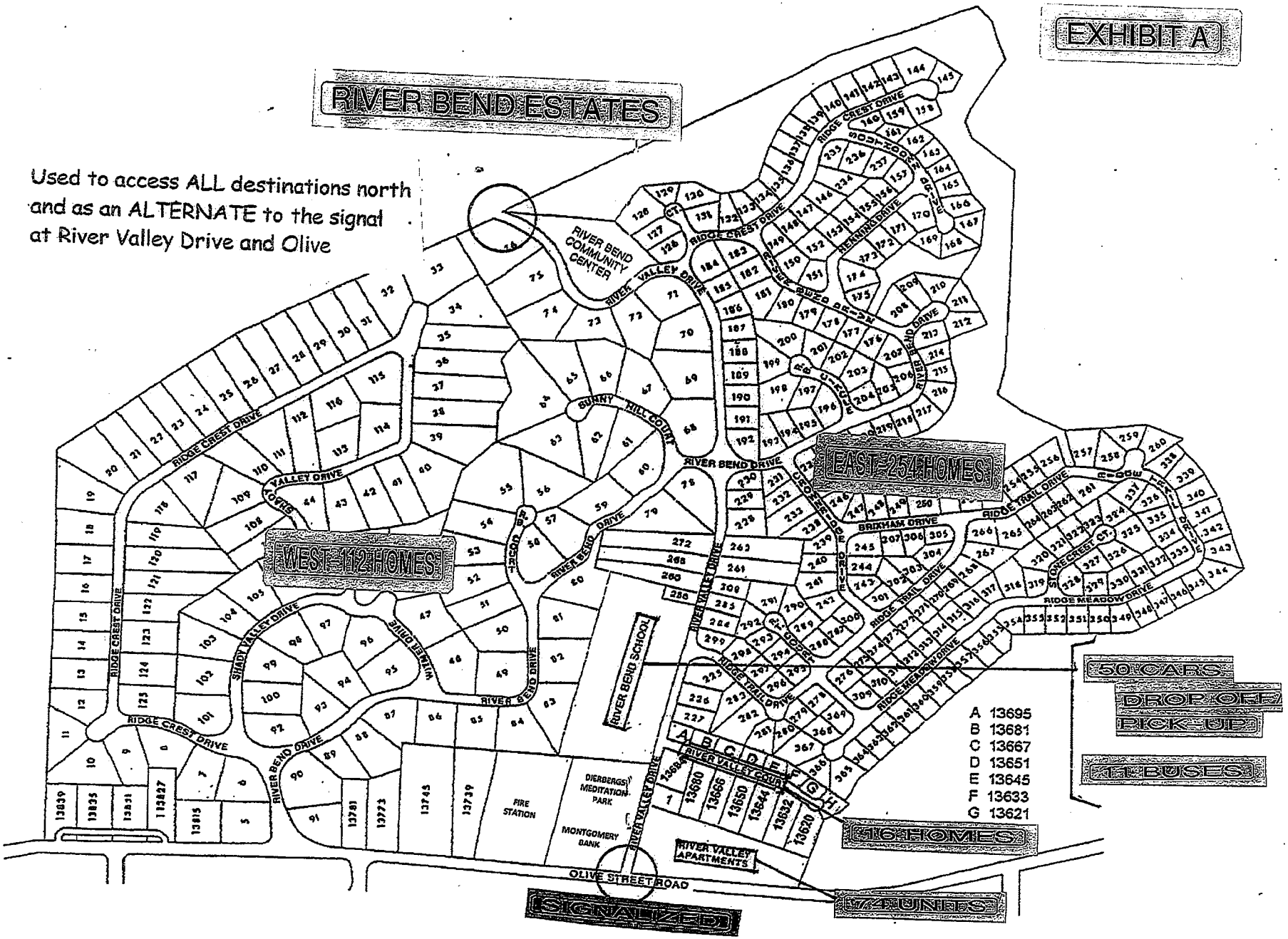
AN ALTERNATE ROUTE IS NECESSARY..!!!!!.....DO NOT CLOSE IT..!!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

EXHIBIT A

RIVER BEND ESTATES

Used to access ALL destinations north and as an ALTERNATE to the signal at River Valley Drive and Olive



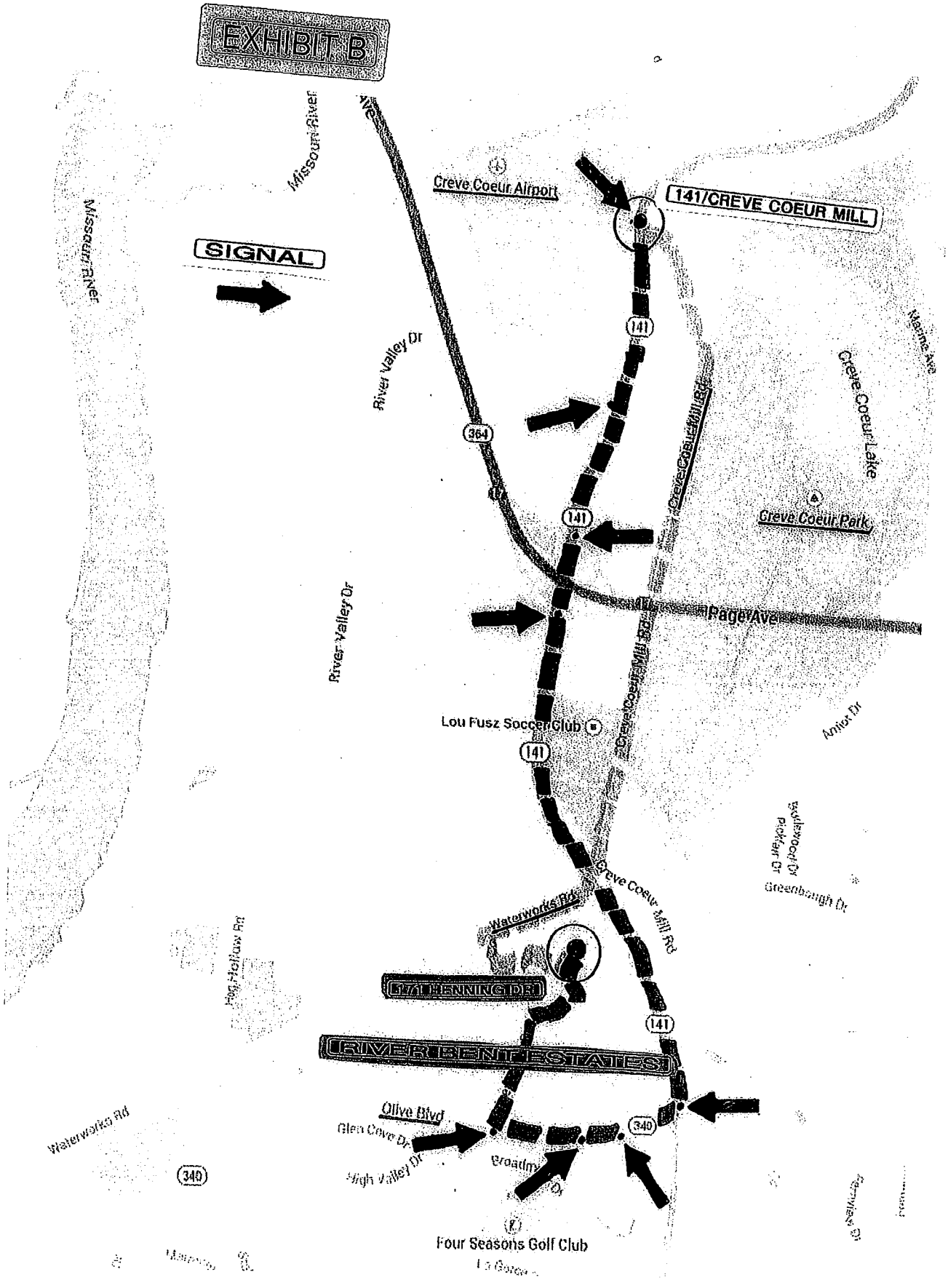


EXHIBIT B
Missouri River
Missouri River
SIGNAL
Creve Coeur Airport
141/CREVE COEUR MILL
141
River Valley Dr
364
Creve Coeur Mill Rd
Creve Coeur Lake
Marina Ave
Creve Coeur Park
141
Page Ave
River Valley Dr
Creve Coeur Mill Rd
Lou Fusz Soccer Club
141
Amiot Dr
Bridlewood Dr
Pickfair Dr
Greenbough Dr
Creve Coeur Mill Rd
Waterworks Rd
Fog Hollow Rd
141
RIVER BENT ESTATES
Olive Blvd
Glen Cove Dr
High Valley Dr
Broadmoor Dr
340
340
Waterworks Rd
Four Seasons Golf Club

Jessica Henry

From: Greg Niemeyer <gregnie@yahoo.com>
Sent: Tuesday, March 17, 2015 1:20 PM
To: Jessica Henry
Subject: River Valley survey

Follow Up Flag: Follow up
Flag Status: Completed

I live in River Bend Estates. I completed the Survey Monkey survey that went out, but I didn't see a place for comments.

River Valley is designated as both a snow route and a bike route. It doesn't seem suitable for either. In fact, there is not a good bike route to get from the park up to Olive. River Valley, CC Mill and Hog Hollow are without a shoulder. I use River Valley (Between Water Works and the School) multiple times per week on my bike and in my car.

I don't prefer to have it closed. I wouldn't mind limiting traffic during certain hours or posting "no through traffic" like Old Farm/Seven Pines.

I would really like to see a safe route for bikes. That could be a separate path or a bike lane. Many cyclist I know avoid this route due to safety concerns.

Thanks,
Greg

Jessica Henry

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:48 AM
To: Jessica Henry
Subject: FW: River Vally Drive Impact Study - Autoforwarded

From: Timothy Wilmering [mailto:wilmering@charter.net]
Sent: Tuesday, March 17, 2015 10:46 AM
To: Matt Haug
Subject: Re: River Vally Drive Impact Study - Autoforwarded

thanks, Matt. I've completed the survey. The last question didn't really provide enough information - one would need to consider the "alternative road modifications" and any impact caused by those (since their nature is not specified), and the estimated reduction of estimated traffic from the new residents is also unknown.

Thanks,

Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:15 AM
To: Timothy Wilmering
Subject: RE: River Vally Drive Impact Study - Autoforwarded

The link issue has been resolved, please try it now.

Matthew Haug
Information Technology Manager
CITY OF CHESTERFIELD
690 Chesterfield Parkway West · Chesterfield MO 63017 ·
(636) 537.4724 · mhaug@chesterfield.mo.us

From: Timothy Wilmering [mailto:wilmering@charter.net]
Sent: Tuesday, March 17, 2015 8:51 AM
To: Matt Haug
Subject: Re: River Vally Drive Impact Study - Autoforwarded

I just tried to participate in the survey but the link provided appears to be broken. Please advise when this is corrected.

Also, please not the misspelling of the word "Valley" in the email subject line.

Thanks,

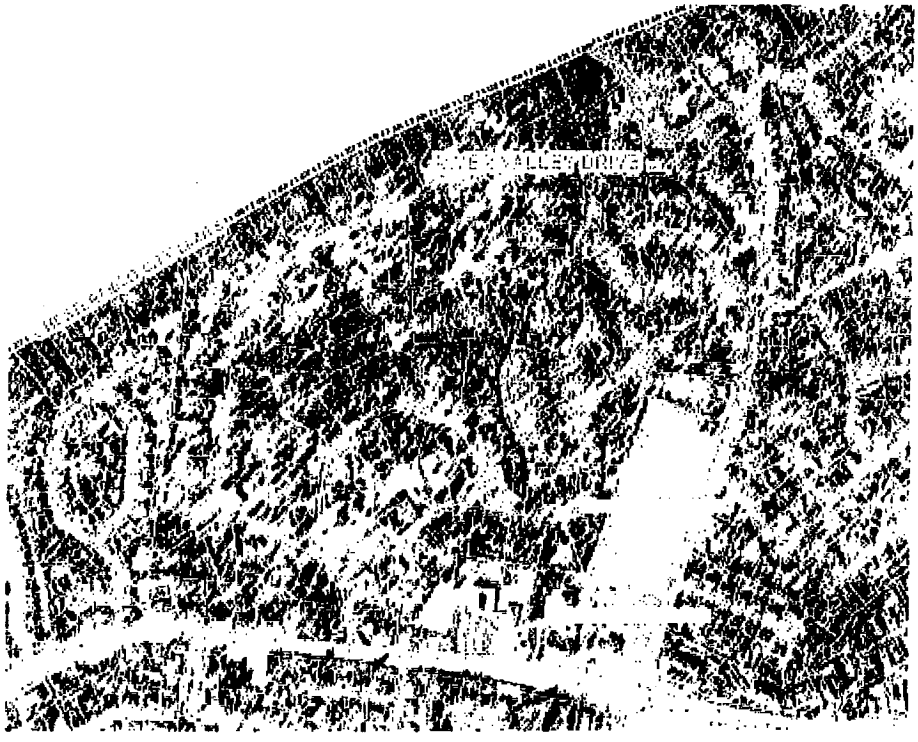
Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: City of Chesterfield
Sent: Tuesday, March 17, 2015 8:03 AM
To: wilmering@charter.net
Subject: River Vally Drive Impact Study

Hi Timothy

The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.



Please participate in this impact study by taking a brief survey using the following web link:

https://www.surveymonkey.com/s/D9JHJ8S

Jessica Henry

From: Timothy Wilmering <wilmering@charter.net>
Sent: Wednesday, March 18, 2015 8:24 PM
To: Jessica Henry
Subject: Re: River Vally Drive Impact Study

Follow Up Flag: Follow up
Flag Status: Completed

Thanks, Jessica. I appreciate the effort that the Chesterfield Planning folks like yourself are putting into soliciting public opinion on the proposed changes to River Valley Drive - it is an area of concern for those of us that live near and utilize River Valley Drive. I've completed the survey, and want to share one thought I had when completing it. The last question didn't really provide enough information - one would need to consider the "alternative road modifications" and any impact caused by those (since their nature is not specified), and the estimated reduction of estimated traffic from the new residents is also unknown. a Yes or No answer is difficult to provide given the lack of knowledge of the anticipated changes.

Thanks,

Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: Jessica Henry
Sent: Wednesday, March 18, 2015 4:39 PM
To: Timothy Wilmering
Subject: RE: River Vally Drive Impact Study

Hi Tim,

Thanks for alerting me about the broken link. Our IT department was able to fix the issue yesterday morning, and I hope that you were able to participate in the survey! If not, the survey will remain open for some time. I really appreciate the great response so far and look forward to including the survey results in the impact study.

Please feel welcome to contact me with any additional questions.

Sincerely,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us

Jessica Henry

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:23 AM
To: Jessica Henry
Subject: Fwd: River Vally Drive Impact Study - Autoforwarded

Begin forwarded message:

From: <Gperz@aol.com>
Date: March 17, 2015 at 10:22:00 AM CDT
To: <webmaster@chesterfield.mo.us>
Subject: Re: River Vally Drive Impact Study - Autoforwarded

I have taken the survey and returned it. My thoughts which I have voiced before is that a new exit road be constructed on the levy that goes by the Water plant and this road could empty onto Highway 40/I-64 going West.

However, I cannot believe that permission has been given to build all this in a flood plain.

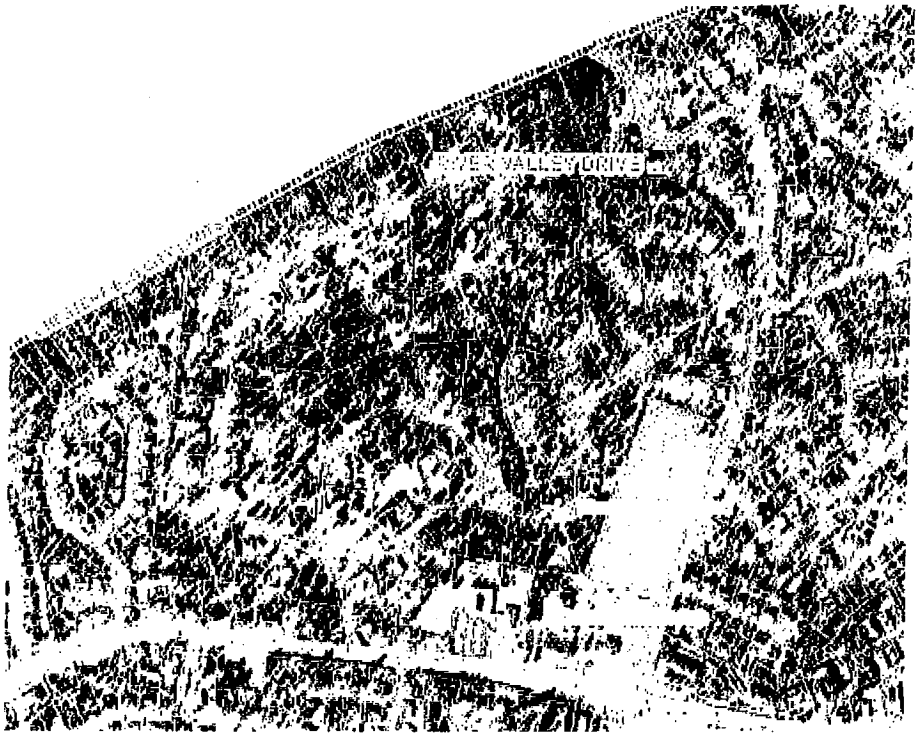
Bob

PLEASE DON'T LET A SOLDIER WALK AWAY FROM MAIL CALL WITH NOTHING.

A veteran is someone who, at one point in his life, wrote a blank check made payable to 'The United States of America' for an amount of 'up to and including my life.' That is Honor, and there are way too many people in this country who no longer understand it.'

In a message dated 3/17/2015 8:03:29 A.M. Central Daylight Time, City_of_Chesterfield@mail.vresp.com writes:

> **Hi Robert**
>
> **The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.**



Please participate in this impact study by taking a brief survey using the following web link:

https://www.surveymonkey.com/s/D9JHJ8S

Alternatively, you may call or email to participate in the survey via phone/email at 636-537-4741 or jhenry@chesterfield.mo.us

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City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, Missouri 63017
US

Jessica Henry

From: Susan Thomson <susanmthomson@hotmail.com>
Sent: Thursday, March 19, 2015 1:33 PM
To: Jessica Henry
Cc: riverbendassociation@gmail.com
Subject: River Valley Drive

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for the survey and your interest in River Bend.

Consideration should also be given to making River Valley Drive south of the railroad tracks a 'residents only' drive as Maryland Heights has done with Amiot Drive through Seven Pines and Old Farm Estates Subdivisions.

Hefty penalties are assigned if ticketed using the street and not a resident.

Best regards,

Susan Thomson
234 Ridgecrest Drive

Jessica Henry

From: Lauren Christman <lchrist107@aol.com>
Sent: Thursday, March 19, 2015 6:37 PM
To: Jessica Henry
Subject: Please close River Valley Dr.

Our neighborhood has a school and a pool directly on River Valley Drive. Children , teenagers and adults will be trying to cross a car saturated access and cut through to Olive Street, with the decision of moving ahead with Maryland Heights expansion of homes, in the valley. River Valley road was never intended for a cut through for non- neighborhood Maryland Hts. Residents, nor a cut through for Chesterfield residents. Property values will drop significantly for anyone living on River Valley and River Bend. Therefore, all other River Bend Homes will have their property values drop. Please help us close this road and maintain River Bend as a safe and wonderful neighborhood for the families that live here. Thank you Lauren Christman 192 River Bend Dr.
Sent from my iPhone

Jessica Henry

From: NRODER@aol.com
Sent: Thursday, March 19, 2015 9:21 PM
To: Jessica Henry
Subject: River Valley

The proposed (or approved) new Maryland Heights housing development may increase the peaceful River Valley. If it does go thru I would like to see the road **closed to all traffic at Water Works road**.

Norman Roder
302 Ridge Trail Drive

Jessica Henry

From: Doug Mullikin <mullikin@sbcglobal.net>
Sent: Thursday, March 19, 2015 11:26 PM
To: Jessica Henry
Cc: Georgia Mullikin
Subject: River Valley Dr

Hillary probably deleted it:-)

Our opinion is CLOSE RIVER VALLEY DRIVE at the RR track AS SOON AS POSSIBLE.

Doug & Georgia Mullikin
lot 108 Shady valley Drive

Jessica Henry

From: American Acquisitions Group <m.oneil@amacgrp.com>
Sent: Friday, March 20, 2015 11:02 AM
To: Jessica Henry
Cc: jawoneil@gmail.com
Subject: River Valley Drive Closing

We have lived in Chesterfield for over 25 years and have supported the development of the city but always with an eye to preserving the integrity of the individual neighborhoods. We believe that the development of housing in the "bottoms" by Maryland Heights presents a significant threat to the River Bend neighborhood and to the Parkway Schools. The only apparent solution to keeping our neighborhood from being overrun with traffic and to creating substantial traffic hazards to other areas along Olive St. is to close River Valley Drive to through traffic from the railroad tracks to Olive. I also urge you to consider closing Hog Hollow Rd. to through traffic as that will prevent traffic hazards on Olive as well. All new traffic coming from the "bottoms" should be routed along the new MH Expressway as this was the justification for spending taxpayer money on this to begin with.

Safety and Property Values must be protected by our city!

We intend to be very actively watching elected officials and employees to ensure that Chesterfield residents are protected.

Michael and Janet O'Neil
34 Shady Valley Ct
Chesterfield, MO 63017

314-878-7695

Michael O'Neil
American Acquisitions Group

Jessica Henry

From: DianneE1@aol.com
Sent: Sunday, March 22, 2015 4:10 PM
To: Jessica Henry
Cc: cheifler1@aol.com
Subject: River Valley Drive

We are definitely in favor of closing off River Valley Drive to through traffic to prevent a huge influx of traffic from the proposed development in Maryland Heights. Please be considerate of our quiet neighborhood full of families with children....and also of our River Bend School located on River Valley Drive. Progress is important but so is quality of life in a neighborhood which has been here for over 50 years.

Thank you....

Dianne and Charlie Eifler
59 River Bend Drive

Jessica Henry

From: Wayne Franklin <w.frankme2@gmail.com>
Sent: Sunday, March 22, 2015 4:37 PM
To: Jessica Henry
Subject: I am in favor of closing river valley drive.

Jessica Henry

From:	Michele Rutledge <michele_rutledge@yahoo.com>
Sent:	Friday, March 27, 2015 11:10 AM
To:	Jessica Henry
Cc:	Bob Nation
Subject:	comment on proposed closure of River Valley Drive

Dear City of Chesterfield:

I am a resident of Westbury Manor, in Chesterfield, and am **opposed** to the closure of River Valley Drive (or Hog Hollow Road for that matter) and access to Maryland Heights. I am disheartened to find out of this survey from a neighbor **today** and would like to inquire as to why adjoining neighborhoods to RiverBend were not contacted to participate? If River Bend et al residents wish to secede from Chesterfield and its associated services, so be it, and they can close then - via privatization - whichever roads they see fit. If they are Chesterfield residents, and paying the same taxes as I, then we should all have the same access to historic roads which have been in place for decades. Similarly, **all** Chesterfield residents should be polled as to their opinions regarding public streets and proposed closures in the city. I would be delighted to comment further and can be reached at 314.275.7413, or via email at michele_rutledge@yahoo.com.

Sincerely,
Michele Rutledge
46 High Valley Dr.
Chesterfield, MO 63017

Jessica Henry

From: Stemme, Nancy (ELS-STL) <n.stemme@elsevier.com>
Sent: Saturday, March 28, 2015 11:41 PM
To: Jessica Henry
Subject: Westbury resident against road closure

As a Chesterfield resident near the River Valley Drive area, I am opposed to restrictions that would limit my access to through River Valley or Hog Hollow Drives.

Jessica Henry

From: Jack McNamara <jackpatmcn@aol.com>
Sent: Sunday, March 29, 2015 10:33 AM
To: Jessica Henry
Subject: Road Closures

I understand the City of Chesterfield is considering closing River Valley and Hog Hollow Roads. I am shocked by this idea! What benefit do the individuals who want to cut off access to the Maryland Expressway and Highway 70 hope to gain? Nobody lives on Hog Hollow and only a few on River Valley. I take either of these roads on my route to work or return there from. Forcing me to take Olive Street all the way to the Expressway in either morning or afternoon traffic is ridiculous. Please advise the City Council this is one Chesterfield resident since 1985 who is against this proposal.

Also please tell me how I can find out who votes for this proposal whenever it is presented to the board/council.

Thank you.

John McNamara
16639 Benton Taylor Dr.

Jessica Henry

From: robert@estatejules.com
Sent: Sunday, March 29, 2015 4:33 PM
To: Jessica Henry
Subject: Closing Hog Hollow

Please do not close hog hollow! I live on Stablestone and my office is located at 13990 Olive. My wife works at Magellan health located on 141 right by the Hollywood casino. Hog Hollow corridor is a valuable route for us.

Thank you for your consideration!

Robert Greiner

Sent from my Verizon Wireless 4G LTE smartphone

Jessica Henry

From: Stephen McCarthy <mccarthy5881@sbcglobal.net>
Sent: Monday, March 30, 2015 8:00 AM
To: Jessica Henry
Subject: Hog Hollow and River Valley Closures

Dear Ms Henry,

I have just heard that the city of Chesterfield is considering closing both Hog Hollow and River Valley. These are the routes that I take to go to Creve Coeur Park. Closing both of these streets will add more than a mile to my trip each way.

I go to Creve Coeur Park several times a week. I volunteer at Forest ReLeaf Nursery in Creve Coeur Park. Also, I am part of a Missouri Stream Team that monitors water quality there.

Sometimes I ride my bike to Creve Coeur Park from my home in Westbury subdivision. Either of the roads in question gives a safer route than having to ride down Olive Blvd. (lots of traffic) to Creve Coeur Mill Rd., which is narrow and without a shoulder to ride on.

I urge those involved in the decision not to close those two roads. It will add considerable mileage for anyone going to Creve Coeur Park from where I live in Westbury, as well as those living farther west along Olive.

Thank you for your consideration.

Sincerely,

Stephen McCarthy
266 Glen Valley Drive
Chesterfield, MO 63017

Jessica Henry

From: Wayne Franklin <w.frankme2@gmail.com>
Sent: Wednesday, April 15, 2015 2:36 PM
To: Jessica Henry
Subject: Re: I am in favor of closing river valley drive.

I am also in favor of closing River Valley Drive as is my wife, Kathy.
Wayne Franklin

On Sun, Mar 22, 2015 at 4:37 PM, Wayne Franklin <w.frankme2@gmail.com> wrote:

City Council Memorandum

Planning and Development Services Division

To: Michael Herring, City Administrator

From: Aimee Nassif, Planning and Development Services Director

Date: May 22, 2015

CC Date: June 1, 2015

Re: **Portable Storage Containers**

In 2006 the City of Chesterfield adopted a new ordinance (Ordinance 2270) pertaining to the regulation of portable storage units. These regulations were then codified into Chapter 26-2 of the City Code and prohibited the storage of these containers or similar items upon any sidewalk, street or roadway. In addition, this Chapter of City Code also regulated the type of surface these containers could be stored on and the duration they could be stored.

In June 2014, the Unified Development Code (UDC) was adopted and within that legislation it listed all the ordinances being codified into the UDC. Ordinance 2270 was inadvertently listed within this legislation as it was never intended to be moved out of Chapter 26-2 of the City Code.

At the May 21, 2015 Planning and Public Works Committee meeting, Staff requested that this ordinance be re-approved in its entirety. PPW Committee recommended approval by a vote of 4-0.

Attached to this report please find the proposed Legislation.

See Bill 3039

BID RECOMMENDATION - SELECTIVE SLAB REPLACEMENT PROJECT – D

As recommended by Public Works Director\City Engineer James Eckrich, I join in recommending acceptance of the lowest and best bid as submitted by **Crafton Contracting** and request authorization to award and enter into a contract for this project **in an amount not to exceed $300,000**. This project is fully funded by the Capital Improvement Sales tax.

As is always the case, if you have any questions or require additional information, please contact Jim Eckrich, Mike Geisel, or me prior to the meeting.

OK For Council Packet 6/1/2015 MGH MOG

DATE: May 26, 2015

TO: Michael G. Herring, ICMA-CM
City Administrator

FROM: James A. Eckrich, P.E.
Public Works Director / City Engineer

RE: 2015 Selective Slab Replacement Project D

The Department of Public Services publicly opened bids for the 2015 Selective Slab Replacement Project D on February 20, 2015. The results of the bid opening are detailed in the attached memorandum from Project Manager Mark Wilson. After reviewing the bids, Staff recommends the project be awarded to the low bidder, Crafton Contracting, in the amount of $300,000. This figure includes the bid amount ($287,948.25), the potential schedule incentive ($5,000), and a modest contingency to account for scope modifications and change orders. Crafton Contracting has not previously performed work for the City of Chesterfield, but a thorough reference check indicates they have successfully performed work of this size and magnitude for other municipalities in the St. Louis area.

This project consists of approximately 3,300 square yards of pavement replacement on Lake Clay Drive and Ridge Lake Drive. Both of these streets have experienced premature failure of the centerline joint, resulting in substantive asphalt patching. This project will replace six feet of pavement in the center of both streets, leaving the drive lanes. City Staff believes this repair is not only an economical way to treat these streets, but that this project will lessen the impact to area residents while saving a large portion of the pavement which does not yet warrant replacement.

Please note that this project was bid in February, but held due to budgetary concerns. However, after reviewing project performance to date, including substantive under-runs on the Ladue Road Project and the Asphalt Mill and Overlay Project, I am now confident that this project can be constructed within the allocation provided in account 120-079-5490. Accordingly, **I recommend that City Council authorize an Agreement with Crafton Contracting in the amount of $300,000 for the construction of 2015 Selective Slab Replacement Project D.**

Concurrence: _____
Craig White, Finance Director

Action Recommended
This matter should be forwarded to the City Council for consideration. Should Council concur with Staff's recommendation, it should authorize the City Administrator to enter into an Agreement with Crafton Contracting in the amount of $300,000.

Cc: Michael O. Geisel, Director of Public Services

MEMORANDUM

DATE: February 20, 2015

TO: Jim Eckrich, Public Works Director

FROM: Mark Wilson, Project Manager

SUBJECT: 2015 Selective Slab Replacement Project, Area D - 2015-PW-03D

As you are aware, we opened bids for the above referenced project Friday, February 20, 2015. Four bids were received:

Contractor	Total Bid
Crafton Contracting	$287,948.25
Amcon Municipal Concrete	$291,871.25
Concrete Strategies	$357,357.00
Spencer Contracting	$392,195.40

The low bid, Crafton Contracting has not previously worked for the City of Chesterfield. After checking their references, they have completed work of this scope in the past.

Accordingly, I recommend acceptance of the bid of $287,948.25 submitted by Crafton Contracting and request authorization of work up to the amount of $300,000.00 This amount includes the full value ($5,000) of the possible schedule incentive available to the contractor. Adequate funding is available in the Capital Projects Street Improvements account, 120-079-5490, to fund this project.

A copy of the lowest and best bid is attached for the Department of Finance and Administration's use in preparing a purchase order for the project. The list of streets scheduled for work under this project is attached. Should you require additional information, please advise.

City of Chesterfield

BID TABULATION
2015 SELECTIVE SLAB REPLACEMENT PROJECT
2015-PW-03 D
February 20, 2015

ITEM #	DESCRIPTION	UNIT	QUANTITY	Project Estimate		Crafton Contracting		Amcon Municipal Concrete		Concrete Strategies		Spencer Contracting	
				UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE
1	REMOVE & REPLACE P.C.C. PAVEMENT	Sq. Yd.	3,285	$38.50	$126,472.50	$53.25	$174,926.25	$54.00	$177,390.00	$78.00	$256,230.00	$64.50	$211,882.50
2	JOINT SEALANT	Sq. Yd.	3,285	$1.70	$5,584.50	$1.75	$5,748.75	$1.75	$5,748.75	$3.50	$11,497.50	$1.90	$6,241.50
3	4" ROLLED STONE BASE	Sq. Yd.	3,285	$4.50	$14,782.50	$4.25	$13,961.25	$8.20	$26,937.00	$5.50	$18,067.50	$7.94	$26,082.90
4	UNDERGRADING	Cu. Ft.	150	$2.50	$375.00	$1.00	$150.00	$1.00	$150.00	$6.00	$900.00	$2.50	$375.00
5	GEOTEXTILE FABRIC	Sq. Yd.	3,285	$1.35	$4,434.75	$1.00	$3,285.00	$1.10	$3,613.50	$1.20	$3,942.00	$1.30	$4,270.50
6	STRUCTURAL GEOGRID	Sq. Yd.	75	$2.25	$168.75	$1.00	$75.00	$1.00	$75.00	$9.00	$675.00	$4.00	$300.00
7	SEEDING & MULCHING	Sq. Yd.	17	$3.00	$51.00	$1.00	$17.00	$1.00	$17.00	$80.00	$1,360.00	$50.00	$850.00
8	TRAFFIC CONTROL	L.S.	1	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$12,000.00	$12,000.00	$3,300.00	$3,300.00	$21,677.00	$21,677.00
9	PAVED APPROACHES	Sq. Yd.	0	$60.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
10	SAWCUTTING	Lin. Ft.	6,100	$5.00	$30,500.00	$1.95	$11,895.00	$3.00	$18,300.00	$5.00	$30,500.00	$6.88	$41,968.00
11	PAVEMENT LUGS	Each	0	$2,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
12	UNDERDRAINS	Lin. Ft.	0	$16.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
13.0	SIDEWALKS	Sq. Ft.	0	$6.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
13.1	DETECTABLE WARNING SURFACE	Each	0	$400.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
14	REPLACE INLET SILL	Each	0	$450.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
15	ADJUSTMENT OF INLET SILL	Each	2	$400.00	$800.00	$380.00	$760.00	$500.00	$1,000.00	$650.00	$1,300.00	$150.00	$300.00
16	DRILLING AND DOWELING	Each	5,170	$15.00	$77,550.00	$11.00	$56,870.00	$8.00	$41,360.00	$4.50	$23,265.00	$14.00	$72,380.00
17	A2 JOINTS	Lin. Ft.	0	$15.50	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
18	SILT FENCE	Lin. Ft.	40	$2.00	$80.00	$1.50	$60.00	$2.00	$80.00	$16.00	$640.00	$12.50	$500.00
19	INLET PROTECTION	Each	4	$100.00	$400.00	$50.00	$200.00	$50.00	$200.00	$170.00	$680.00	$92.00	$368.00
	BID FORM TOTAL				$276,199.00		$282,948.25		$286,871.25		$352,357.00		$387,195.40
	SCHEDULE INCENTIVE				$5,000.00		$5,000.00		$5,000.00		$5,000.00		$5,000.00
	TOTAL BID				$281,199.00		$287,948.25		$291,871.25		$357,357.00		$392,195.40

BID FORM

BID TIME: 10:00 a.m.
BID DATE: Friday, February 20, 2015

TO: THE CITY OF CHESTERFIELD

The undersigned, having carefully examined the site and all the Contract Documents, adding Addenda ~ through ~, for the

2015 Selective Slab Replacement
2015-PW-03 D

being familiar with the local conditions affecting the work, hereby proposes to furnish all labor, materials, equipment and services required for the performance and completion of said project in accordance with the said Contract Documents for the following itemized bid.

The City is requesting unit price proposals for this work, consisting of the removal and reconstruction of approximately 3,285 square yards of concrete pavement, property restoration and other necessary appurtenances..

The Contract contains a binding arbitration provision which may be enforced by the parties.

Bid submitted by:

Company Name: Crafton Contracting Co.

Address: 102 Crafton Dr.

City, State O'Fallon, MO 63366

Phone number: 636-240-9054 Fax: 636-281-0272

E-mail address: Curt@craftancontracting / Matt@craftancontracting.com

Type of Firm: Sole Partnership ____ Partnership ____
Corporation ✓ Other ____

Officer Matt Lockhart

Title Vice President

Signature

Date 2/18/15

8/27/04 form

ITEMIZED BID
CITY OF CHESTERFIELD
2015 SELECTIVE SLAB REPLACEMENT PROJECT
2015-PW-03 D

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENDED PRICE
1	REMOVE & REPLACE P.C.C. PAVEMENT	Sq. Yd.	3,285	53.25	174,926.25
2	JOINT SEALANT	Sq. Yd.	3,285	1.75	5,748.75
3	4" ROLLED STONE BASE	Sq. Yd.	3,285	4.25	13,961.25
4	UNDERGRADING	Cu. Ft.	150	1.00	150
5	GEOTEXTILE FABRIC	Sq. Yd.	3,285	1.00	3285
6	STRUCTURAL GEOGRID	Sq. Yd.	75	1.00	75
7	SEEDING & MULCHING	Sq. Yd.	17	1.00	17.00
8	TRAFFIC CONTROL	L.S.	1	15,000	15,000
9	PAVED APPROACHES	Sq. Yd.	0	Ø	Ø
10	SAWCUTTING	Lin. Ft.	6,100	1.95	11,895
11	PAVEMENT LUGS	Each	0	Ø	Ø
12	UNDERDRAINS	Lin. Ft.	0	Ø	Ø
13.0	SIDEWALKS	Sq. Ft.	0	Ø	Ø
13.1	DETECTABLE WARNING SURFACE	Each	0	Ø	Ø
14	REPLACE INLET SILL	Each	0	Ø	Ø
15	ADJUSTMENT OF INLET SILL	Each	2	380	760
16	DRILLING AND DOWELING	Each	5,170	11.00	56,870
17	A2 JOINTS	Lin. Ft.	0	Ø	Ø
18	SILT FENCE	Lin. Ft.	40	1.50	60
19	INLET PROTECTION	Each	4	50	200

TOTAL BID 282,948.25

LEGISLATION

BILL NO. 3039 - ADDS SECTION 26-2 TO CHAPTER 26, ARTICLE I OF THE CHESTERFIELD CITY CODE RELATING TO THE REGULATION OF PORTABLE STORAGE UNITS. **(FIRST READING; PLANNING & PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL)**

BILL NO. 3039 **ORDINANCE NO.** _____

AN ORDINANCE ADDING SECTION 26-2 TO CHAPTER 26, ARTICLE I OF THE CHESTERFIELD CITY CODE RELATING TO THE REGULATION OF PORTABLE STORAGE UNITS.

WHEREAS, the placement of portable storage units in and near public rights of way can interfere with the free and safe flow of vehicular and pedestrian traffic; and

WHEREAS, portable storage units in and near roadways diminish motorists' field of vision, have a tendency to distract motorists and otherwise pose a hazard to public safety;

WHEREAS, the Planning and Public Works Committee, having considered said amendment to Chapter 26 of the City Code, recommended approval; and,

WHEREAS, the City Council having considered said requested amendment to Chapter 26 of the City Code, recommended approval.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, MISSOURI as follows:

Section 1. Section 26-2 of the City of Chesterfield, Missouri, Code is hereby added, initially to be designated as Section 26-2, to read as follows:

Section 26-2 REGULATION OF PORTABLE STORAGE UNITS

1. As used in this Section the following terms shall mean as follows:

   a) *Accessory Building.* A subordinate building customarily incidental to and located on the same lot occupied by a main building, subordinate in area, extent, or purposes to the main building, limited to and contributing to the comfort, convenience or necessity of the occupants of the main building. For purposes of this Section, an accessory building differs from a temporary storage device, portable on demand storage unit and storage shed in that it is constructed pursuant to a building permit, and is permanently affixed to realty.

   b) *Storage Trailers.* Includes trucks, trailers, and other vehicles or parts of vehicles designed to be hitched or attached to trucks, tractors or other vehicles for movement from place to place used as a temporary storage device.

c) *Portable Storage Unit.* A container designed, constructed and commonly used for non-permanent placement on property for the purpose of temporary storage of personal property.

d) *Storage Shed.* A prefabricated structure designed, intended and installed on property primarily for the long term storage of yard, pool and garden equipment and similar personal property.

2. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit or similar device in or upon any street, highway, roadway, designated fire lane or sidewalk in the City of Chesterfield.

3. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit or similar device upon any lot or property in the City of Chesterfield other than on a concrete, asphalt or other improved surface.

4. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit or similar device upon any lot or property in the City of Chesterfield used for commercial purposes or containing three (3) or more dwelling units in such a way as to block or interfere with access to a garage or off-street parking areas.

5. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit or similar device upon any lot or property in the City of Chesterfield for more than ten (10) consecutive days or on more than three (3) occasions in any twelve-month period.

6. It shall be unlawful for any person to park, place or suffer placement of a portable storage unit or similar device upon any front yard, as defined in the zoning ordinance, for more than ten (10) consecutive days.

7. This Section shall not apply to the use or placement of construction trailers and equipment on property in association with ongoing construction activities carried out pursuant to a valid building permit, nor to the placement of accessory buildings or storage sheds.

Section 2. The Section assignments designated in this Ordinance may be revised and altered in the process of recodifying or servicing the City's Code of Ordinances upon supplementation of such code if, in discretion of the editor, an alternative designation would be more reasonable. In adjusting such designations, the editor may also change other designations and numerical assignment of code sections to accommodate such changes.

Section 3. It is hereby declared to be the intention of the City Council that each and every party, section and subsection of this Ordinance shall be separate and severable from each and every other part, section and subsection hereof and that the City Council intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. In the event that any part of this Ordinance shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect.

Section 4. This Ordinance shall be in full force and effect from and after its passage and approval.

PASSED AND APPROVED this_____ day of _____ , 2015.

_____
MAYOR

ATTEST:

_____
CITY CLERK

FIRST READING HELD: _____

LEGISLATION - PLANNING COMMISSION

BILL NO. 3036 - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "R-1" RESIDENCE DISTRICT TO A "PUD" PLANNED UNIT DEVELOPMENT FOR A 17.37 ACRE TRACT OF LAND LOCATED ON THE WEST SIDE OF WILSON AVENUE AND NORTH OF ITS INTERSECTION WITH WILSON FARM DRIVE (P.Z. 02-2015, FALLING LEAVES ESTATES II (1925 AND 1921 WILSON AVENUE) (19T220214 & 19T210161)) (**SECOND READING; PLANNING COMMISSION RECOMMENDS APPROVAL**)

BILL NO. 3037 - AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY REPEALING CITY OF CHESTERFIELD ORDINANCE NUMBER 2492 AND CHANGING THE BOUNDARIES OF AN EXISTING "C-2" SHOPPING DISTRICT AND "PC" PLANNED COMMERCIAL DISTRICT TO ESTABLISH A NEW "PC" PLANNED COMMERCIAL DISTRICT FOR AN 8.29 ACRE TRACT OF LAND LOCATED ON THE SOUTH SIDE OF OLIVE BOULEVARD WEST OF ITS INTERSECTION WITH WOODS MILL ROAD (P.Z. 06-2014 FOUR SEASONS PLAZA—16Q220719, 16Q210763, AND 16Q220690). **(FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL; PLANNING/PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL, AS DETAILED IN THE ATTACHED GREEN SHEET)**

BILL NO. 3038 - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF A "C-7" GENERAL EXTENSIVE COMMERCIAL DISTRICT TO A "PS" PARK AND SCENIC DISTRICT FOR A 1.415 ACRE TRACT OF LAND LOCATED NORTHEAST OF THE INTERSECTION OF BAXTER ROAD AND OLD CHESTERFIELD ROAD (P.Z. 18-2014 CITY OF CHESTERFIELD [16659 OLD CHESTERFIELD ROAD] – 17T220498). (**FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL**)

BILL NO. 3036 **ORDINANCE NO._____**

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "R-1" RESIDENCE DISTRICT TO A "PUD" PLANNED UNIT DEVELOPMENT FOR A 17.37 ACRE TRACT OF LAND LOCATED ON THE WEST SIDE OF WILSON AVENUE AND NORTH OF ITS INTERSECTION WITH WILSON FARM DRIVE. (P.Z. 02-2015 FALLING LEAVES ESTATES II {1925 & 1921 WILSON AVENUE} 19T220214 & 19T210161).

WHEREAS, the petitioner, Fisher & Frichtel, Inc. has requested a change in zoning from "R-1" Residence District to "PUD" Planned Unit Development for a 17.37 acre tract of land located on the west side of Wilson Avenue and north of its intersection with Wilson Farm Drive; and,

WHEREAS, a Public Hearing was held before the Planning Commission on March 9, 2015; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval of the change of zoning; and,

WHEREAS, the Planning and Public Works Committee, having considered said request, recommended approval of the change of zoning; and,

WHEREAS, the City Council, having considered said request voted to approve the change of zoning request.

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

Section 1. City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a "PUD" Planned Unit Development for a 17.37 acre tract of land located at 1925 & 1921 Wilson Avenue and as described as follows:

A tract of land being all of Lots 1 and 1A of "a Resubdivision of Lot 1 of Falling Leaves Estates" according to the plat thereof recorded in Plat Book 327, Page 88 of said records, located in Sections 16 and 21, Township 45 North, range 4 East of the fifth principal meridian, City of

Chesterfield, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the northwest corner of above said Lot 1 of said resubdivision, thence along the north line of said Lot 1, north 88 degrees 02 minutes 40 seconds east, 714.14 feet to a point on the west line of Wilson Avenue, as widened, said point also being the northeast corner of said Lot 1; thence leaving last said north line and along the west right-of-way line of said Wilson Avenue, south 00 degrees 15 minutes 50 seconds west, 710.17 feet to the southeast corner of said Lot 1, said corner also being the northeast corner of common ground of "Wilson Farm Estates Plat 1", a subdivision according to the plat thereof recorded in Plat Book 217 Page 90 of said records; thence leaving last said west right-of-way line and along the south line of said Lot 1 and above said Lot 1a, said line also being the north line of said "Wilson Farm Estates Plat One" the following courses and distances: north 89 degrees 45 minutes 00 seconds west, 385.00 feet; south 82 degrees 26 minutes 58 seconds west, 261.68 feet; south 88 degrees 00 minutes 00 seconds west, 237.22 feet; south 65 degrees 53 minutes 25 seconds west, 108.09 feet and north 89 degrees 24 minutes 40 seconds west, 310.31 feet to a point being the southwest corner of said Lot 1a, said point also being the northwest corner of Lot 130 of said "Wilson Farm Estates Plat One"; thence leaving last said line and along the west line of said Lot 1a the following courses and distances: north 00 degrees 35 minutes 00 seconds east, 106.67 feet; north 41 degrees 00 minutes 00 seconds west, 52.26 feet; north 37 degrees 00 minutes 00 seconds east, 56.88 feet; north 00 degrees 04 minutes 20 seconds west, 169.58 feet to the northwest corner of said Lot 1a; thence with the north line of said Lot 1a and the northwest line of said Lot 1, north 89 degrees 55 minutes 40 seconds east, 325.00 feet; and north 32 degrees 02 minutes 02 seconds east, 479.18 feet to the point of beginning and containing 17.37 acres, more or less according to record information and subject to the results of a future property boundary survey.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations and the specific conditions as recommended by the Planning Commission in its recommendation to the City Council, which are set out in the "Attachment A" and the preliminary plan indicated as "Attachment B" which is attached hereto as and made part of.

Section 3. The City Council, pursuant to the petition filed by Fisher & Frichtel, Inc. in P.Z. 02-2015, requesting the amendment embodied in this ordinance, and pursuant to the recommendation of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 9th day of March 2015, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Section 8 of the City of Chesterfield Unified Development Code.

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

Passed and approved this _____ day of _____, 2015.

_____
MAYOR

ATTEST:

_____
CITY CLERK

FIRST READING HELD: 05/18/2015

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 Planned Unit Development (PUD) District shall be:
   a. Dwellings, Single Family Detached.

B. DENSITY REQUIREMENTS

The total number of single family residential units shall not exceed sixteen (16) units.

C. DEVELOPMENT STANDARDS

1. Minimum lot size for this development shall be 22,000 square feet.
2. Maximum height of all structures shall be forty-five (45) feet.
3. Structure setbacks shall be as follows:
   a. Twenty-five (25) feet from the front yard.
   b. Ten (10) feet from the side yard.
   c. Twenty (20) feet from the rear yard
4. No building or structure, other than: a freestanding project identification sign, light standards, retaining walls or flag poles shall be located within the above listed setbacks.

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 right of way or on any existing roadways surrounding the development including but not limited to Wilson Avenue. All construction related parking shall be confined to the development.

E. LANDSCAPE AND TREE REQUIREMENTS

1. The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.

2. Landscape Buffer requirements:

   a. A thirty (30) foot Landscape Buffer shall be required around the entire perimeter of the PUD except as identified on the Preliminary Plan attached hereto and marked as Attachment B.

   b. The required Landscape Buffer shall be outside of any developed lot and shall be dedicated as Common Open Space as identified on the Preliminary Plan attached hereto and marked as Attachment B.

3. Landscape and Entry Monument Easements are established as a protected area for vegetative landscaping and entrance monument structures. Landscaping as approved by the City of Chesterfield during site development plan review is required to be maintained and preserved indefinitely by the resident or Home Owners Association. Failure to maintain or preserve landscape easements may result in inspection and issuance of fines by the City of Chesterfield. This language shall be included on all plans, plats, ordinances, subdivision indentures and other appropriate (written) documents for this development.

4. A minimum of thirty-eight percent (38%) Common Open Space shall be required for this PUD.

F. SIGN REQUIREMENTS

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

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

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

The development shall adhere to the Architectural Review Standards of the City of Chesterfield Code.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development shall be from Wilson Avenue, as shown on the Preliminary Plan attached hereto and marked as Attachment B, and adequate sight distance shall be provided, as directed by the City of Chesterfield.

2. If adequate sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement and other off-site improvements may be required to provide the required sight distance as required by the City of Chesterfield.

3. No lot shall be allowed direct access to Wilson Avenue.

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 agency in control of the right of way off of which the entrance is constructed if other than the City of Chesterfield. 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. Provide street connections to the adjoining properties as shown on the Preliminary Plan and as directed by the City of Chesterfield. Stub street signage, in conformance with Section 31-04-09 of the City of Chesterfield Municipal Code, shall be posted within thirty (30) days of the street pavement being placed.

4. All roadway and related improvements in each plat or phase of the development shall be constructed prior to issuance of building permits exceeding sixty percent (60%) for that plat or phase. Delays due to utility relocation and/or adjustment, for which the developer is responsible monetarily, shall not constitute a cause to issue permits in excess of sixty percent (60%).

5. Obtain approvals from the City of Chesterfield and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.

6. Provide access rights to the existing property west of this development to ensure future access to the proposed private roadway.

7. Additional right of way and road improvements shall be provided, as required by the City of Chesterfield.

8. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Wilson Avenue frontage of the site. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk may be located on private property within a six (6) foot wide sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.

9. Provide a four (4) foot wide sidewalk, conforming to ADA standards, along the private drive, as shown on the Preliminary Plan attached hereto and marked as Attachment B.

K. TRAFFIC STUDY

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

L. POWER OF REVIEW

Either Councilmember of the Ward where a development is proposed or the Mayor may request that the plan for a development be reviewed and approved by the entire City Council. This request must be made no later than twenty-four (24) hours after Planning Commission review. The City Council will then take appropriate action relative to the proposal. The plan for a development, for purposes of this section, may include the Site Development Plan, Site Development Section Plan, Site Development Concept Plan, Landscape Plan, Lighting Plans, Architectural Elevations, Sign Package or any amendment thereto.

M. STORM WATER

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, channel protection, and water quality measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District.

The storm water management facilities shall be operational prior to issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on all Site Development Plans.

3. The receiving storm system(s) shall be evaluated to ensure adequate capacity and to ensure that the project has no negative impacts to the existing system(s).

4. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.

5. Offsite storm water shall be picked up and piped to an adequate natural discharge point. On-site storm water piping must be adequately designed to accommodate offsite storm water to be piped through the site as applicable.

6. The lowest opening of all structures shall be set at least two (2) feet higher than the 100-year high water elevation in detention/retention facilities. All structures shall be set at least thirty (30) feet horizontally from the limits of the 100-year high water.

7. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District (MSD).

8. Storm sewers shall be as approved by the City of Chesterfield, the Metropolitan St. Louis Sewer District, and other entities as necessary.

9. Provide necessary off-site easements for construction and maintenance of off-site storm sewers.

10. Formal project development plans shall be submitted to MSD for review, approval, and permits. These facilities shall be designed in accordance with the MSD Rules and Regulations and Engineering Design Requirements for Sanitary Sewer and Drainage Facilities that apply at the time of formal submission to MSD.

11. Easement to MSD will be required for any public sewers. The project is located in the Caulks Creek Impact area and subject to applicable fees.

12. Stormwater quality, channel protection, and flood detention requirements will apply. Controls shall be designed and implemented to reasonably mimic pre-construction runoff conditions (including runoff volume) to the maximum extent practicable. MSD will assess stormwater quality and flood detention effectiveness based on the site's January 2000 pre-construction condition.

13. The site is tributary to MSD's Wheatley Ct. Pump Station (P-748). The developer may be required to provide improvements to the pump station in order to accommodate the additional demand placed on the facility by this development.

14. A stream/drainage ditch, pond, and lake are identified on the Natural Resource Map. The developer should investigate for and assess the jurisdictional nature of these features, and confirm with the U.S. Army Corps of Engineers and Missouri Department of Natural Resources the applicability of their requirements. If jurisdictional, efforts should be made to protect these natural resources.

N. SANITARY SEWER

1. The receiving sanitary sewer system(s) shall be evaluated to ensure adequate capacity and to ensure the project has no negative impacts to the existing system(s).

2. Sanitary sewers shall be as approved by the Metropolitan St. Louis Sewer District, the City of Chesterfield, and other entities as necessary.

O. GEOTECHNICAL REPORT

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

P. MISCELLANEOUS

1. All utilities will be installed underground.

2. Prior to record plat approval, the developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary.

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

4. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield. As previously noted, the delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

5. Obtain any and all necessary determinations, approvals, and permits from USACE, the Missouri Department of Natural Resources, and other entities, as necessary, for work impacting or in close proximity to jurisdictional waterways and/or wetlands.

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, the City Council may extend the period to submit a Site Development Concept Plan or Site Development Plan for eighteen (18) months.

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 City Council may extend the period to commence construction for not more than two (2) additional years.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code.

2. Include a Conceptual Landscape Plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.

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

4. Provide comments/approvals from the appropriate Fire 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.

5. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

B. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

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

2. Outboundary plat and legal description of 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 openspace 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, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.

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

16. Indicate the location of the 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. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

20. 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.

21. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.

22. Compliance with Sky Exposure Plane.

23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

C. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

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

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

3. Provide openspace percentage for overall development including separate percentage for each lot on the plan.

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

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

6. A note indicating signage approval is separate process.

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

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

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

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

11. Floodplain boundaries.

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

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

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

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

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

17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

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

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

20. Compliance with Sky Exposure Plane.

21. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

V. TRUST FUND CONTRIBUTION

A. The developer shall contribute a Traffic Generation Assessment (TGA) to the Eatherton-Kehrs Mill Road Trust Fund (No. 522). This contribution shall not exceed an amount established by multiplying the required parking spaces by the following rate schedule:

Type of Development	**Required Contribution**
Single Family Dwelling	$1,085.70/Parking Space

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

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

If a portion of the improvements required herein are needed to provide for the safety of the traveling public, their completion as a part of this development is mandatory.

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

B. As this development is located within a trust fund area established by St. Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development should be retained in the appropriate trust fund.

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

D. The amount of the required contribution/improvements, if not approved for construction by January 1, 2016, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accord with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

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. ENFORCEMENT

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

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

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

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

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

Falling Leaves Estates II

A Tract Of Land Being Located in
Sections 16 & 21, Township 45 North, Range 4 East,
City Of Chesterfield,
St. Louis County, Missouri

Preliminary Development Plan

GENERAL NOTES:

1. THIS SITE IS IN THE FOLLOWING DISTRICTS:
   METROPOLITAN ST. LOUIS SEWER DISTRICT
   MONARCH FIRE PROTECTION DISTRICT
   ROCKWOOD R-6 SCHOOL DISTRICT
   WARD 4
2. THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
   MISSOURI AMERICAN WATER COMPANY
   AMEREN UE
   AT&T
   LACLEDE GAS COMPANY
   CHARTER COMMUNICATIONS
3. SANITARY SEWER CONSTRUCTION AND CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT AND IN ACCORDANCE WITH THE STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWERS AND DRAINAGE FACILITIES.
4. STORM WATER SYSTEM SHALL BE DESIGNED PURSUANT TO THE CITY OF CHESTERFIELD AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT.
5. NO SLOPES SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL), UNLESS JUSTIFIED BY GEOTECHNICAL REPORT WHICH HAS BEEN ACCEPTED/APPROVED BY THE CITY OF CHESTERFIELD.
6. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATION SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
7. GRADING SHALL BE PER CITY OF CHESTERFIELD STANDARDS. SOURCE OF TOPOGRAPHY MSD ORTHOTOPO.
8. STREET TREES AND STREET LIGHTS (UNLESS OTHERWISE DEPICTED) SHALL BE PER CITY OF CHESTERFIELD STANDARDS.
9. NEAREST MAJOR INTERSECTION IS WILSON AVENUE AND CLARKSON ROAD.
10. ALL SIDEWALKS SHALL BE CONSTRUCTED TO ADA AND THE CITY OF CHESTERFIELD STANDARDS.
11. EXISTING OWNERS: FISCHER FAMILY INVESTMENTS L P
    695 TRADE CENTER BLVD 200
    CHESTERFIELD, MO 63005
12. SITE TO CONFORM TO THE CITY OF CHESTERFIELD TREE REQUIREMENTS.
13. MAXIMUM HEIGHT OF THE RESIDENCES WILL NOT EXCEED 45 FEET.
14. LANDSCAPE AND ENTRY MONUMENT EASEMENTS ARE ESTABLISHED AS A PROTECTED AREA FOR VEGETATIVE LANDSCAPING AND ENTRANCE MONUMENT STRUCTURES. LANDSCAPING AS APPROVED BY THE CITY OF CHESTERFIELD DURING SITE PLAN REVIEW IS REQUIRED TO BE MAINTAINED AND PRESERVED INDEFINITELY BY THE RESIDENT OR HOME OWNERS ASSOCIATION. FAILURE TO MAINTAIN OR PRESERVE LANDSCAPE EASEMENTS MAY RESULT IN INSPECTION AND ISSUANCE OF FINES BY THE CITY OF CHESTERFIELD. THIS LANGUAGE SHALL BE INCLUDED ON ALL PLANS, PLATS, ORDINANCES, SUBDIVISION INDENTURES AND OTHER APPROPRIATE (WRITTEN) DOCUMENTS FOR THIS DEVELOPMENT.

SITE INFORMATION

LOCATOR NUMBERS:	19T220214, 19T210161
PROPERTY ADDRESS:	1921, & 1925 WILSON AVENUE CHESTERFIELD, MO 63005
EXISTING ZONING:	R1 – RESIDENCE DISTRICT
PROPOSED ZONING:	P.U.D. PLANNED UNIT DEVELOPMENT
GROSS AREA OF SITE:	17.37 ACRES
DENSITY CALCULATIONS:	17.37 AC. x 43,560 SQ.FT./AC. (43,560 SQ.FT./LOT) = 17 LOTS ALLOWED
AVERAGE LOT SIZE:	24,232 S.F.
MAXIMUM NUMBER OF UNITS ALLOWED:	17
NUMBER OF UNITS PROPOSED:	16

LOT DEVELOPMENT REQUIREMENTS:

FRONT YARD SETBACK	25'
SIDE YARD SETBACK	10'
REAR YARD SETBACK	20'
MIN. LOTS SIZE	22,000 SQ. FT.

NUMBER OF PARKING SPACES: TWO PER UNIT = 32 SPACES.

PROPOSED STREETS SHALL BE PRIVATE 26' WIDE PAVEMENT WITH 40' WIDE R.O.W.

DEEDED COMMON OPEN SPACE = 6.52 ACRES WHICH EQUALS 38% OF THE SITE.

COMMON GROUND = 0.23 ACRES WHICH EQUALS 1% OF THE SITE.

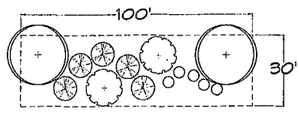
TOTAL TREE AREA = 4.44± ACRES

TOTAL TREES REQUIRED TO BE RETAINED = 1.33 ACRES (30% OF EXISTING TREE CANOPY)

TOTAL TREE AREA REMOVED = 3.11± ACRES

TOTAL TREE AREA RETAINED = 1.33 ACRES (APPROX. 30% OF EXISTING TREE CANOPY)

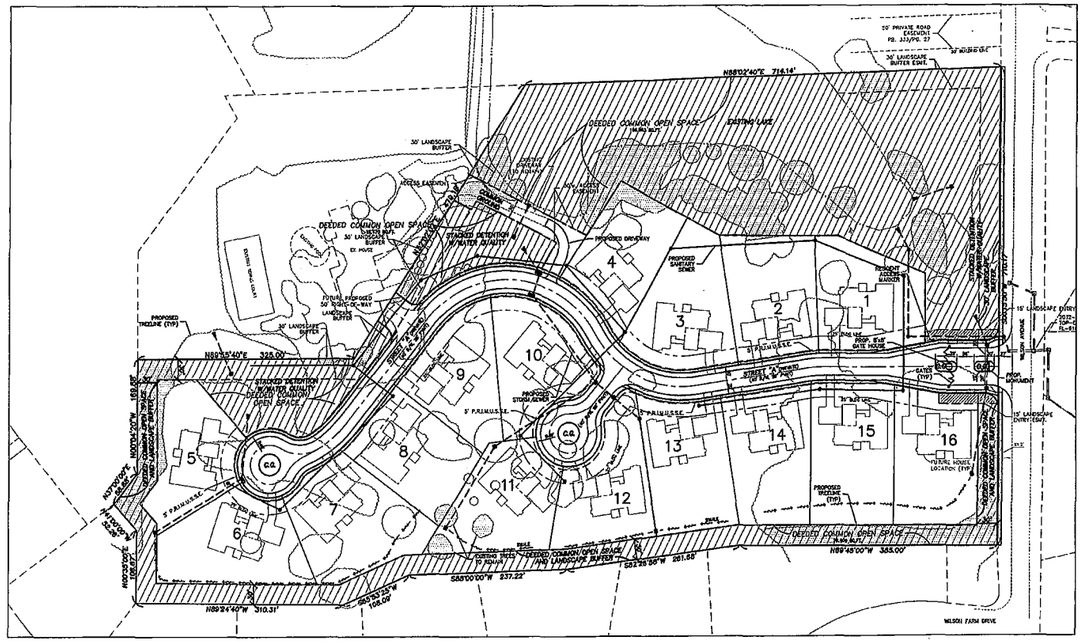
FLOOD MAP: FIRM NO. 29189C0164K DATED 02-04-15



Typical 100' Section of Landscaped Buffer

2 - 2½" Deciduous Canopy Trees
2 - 2½" Flowering Trees
5 - 6' High Evergreen Trees
5 - 18" Evergreen Shrubs

* Actual arrangement of plants may be varies within each section to create a more natural feel



PROJECT ZIP CODE: 63005

LEGAL DESCRIPTION:

A TRACT OF LAND BEING ALL OF LOTS 1 AND 1A OF "A RESUBDIVISION OF LOT 1 OF FALLING LEAVES ESTATES" ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 327, PAGE 88 OF SAID RECORDS, LOCATED IN SECTIONS 16 AND 21, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF ABOVE SAID LOT 1 OF SAID RESUBDIVISION, THENCE ALONG THE NORTH LINE OF SAID LOT 1, NORTH 88 DEGREES 02 MINUTES 40 SECONDS EAST, 714.14 FEET TO A POINT ON THE WEST LINE OF WILSON AVENUE, AS WIDENED, SAID POINT ALSO BEING THE NORTHEAST CORNER OF SAID LOT 1; THENCE LEAVING LAST SAID NORTH LINE AND ALONG THE WEST RIGHT–OF–WAY LINE OF SAID WILSON AVENUE, SOUTH 00 DEGREES 15 MINUTES 50 SECONDS WEST, 710.17 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF COMMON GROUND OF "WILSON FARM ESTATES PLAT 1", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 217 PAGE 90 OF SAID RECORDS; THENCE LEAVING LAST SAID WEST RIGHT–OF–WAY LINE AND ALONG THE SOUTH LINE OF SAID LOT 1 AND ABOVE SAID LOT 1A, SAID LINE ALSO BEING THE NORTH LINE OF SAID "WILSON FARM ESTATES PLAT ONE" THE FOLLOWING COURSES AND DISTANCES: NORTH 89 DEGREES 45 MINUTES 00 SECONDS WEST, 385.00 FEET; SOUTH 82 DEGREES 26 MINUTES 58 SECONDS WEST, 261.68 FEET; SOUTH 88 DEGREES 00 MINUTES 00 SECONDS WEST, 237.22 FEET; SOUTH 65 DEGREES 53 MINUTES 25 SECONDS WEST, 108.09 FEET AND NORTH 89 DEGREES 24 MINUTES 40 SECONDS WEST, 310.31 FEET TO A POINT BEING THE SOUTHWEST CORNER OF SAID LOT 1A, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 130 OF SAID "WILSON FARM ESTATES PLAT ONE"; THENCE LEAVING LAST SAID LINE AND ALONG THE WEST LINE OF SAID LOT 1A THE FOLLOWING COURSES AND DISTANCES: NORTH 00 DEGREES 35 MINUTES 00 SECONDS EAST, 106.67 FEET; NORTH 41 DEGREES 00 MINUTES 00 SECONDS WEST, 52.26 FEET; NORTH 37 DEGREES 00 MINUTES 00 SECONDS EAST, 56.88 FEET; NORTH 00 DEGREES 04 MINUTES 20 SECONDS WEST, 189.58 FEET TO THE NORTHWEST CORNER OF SAID LOT 1A; THENCE WITH THE NORTH LINE OF SAID LOT 1A AND THE NORTHWEST LINE OF SAID LOT 1, NORTH 89 DEGREES 55 MINUTES 40 SECONDS EAST, 325.00 FEET; AND NORTH 32 DEGREES 02 MINUTES 02 SECONDS EAST, 479.18 FEET TO THE POINT OF BEGINNING AND CONTAINING 17.37 ACRES, MORE OR LESS ACCORDING TO RECORD INFORMATION AND SUBJECT TO THE RESULTS OF A FUTURE PROPERTY BOUNDARY SURVEY.

SHEET INDEX

1.1 COVER SHEET
2.1 PRELIMINARY DEVELOPMENT PLAN
3.1 NATURAL RESOURCES MAP

SURVEYORS CERTIFICATION

THIS IS TO CERTIFY THAT WE HAVE, DURING THE MONTH OF JANUARY, 2015, AT THE REQUEST OF FISCHER CUSTOM HOMES LLC., PREPARED A PRELIMINARY DEVELOPMENT PLAN OF "FALLING LEAVES ESTATES II". A TRACT OF LAND BEING A PART OF SECTIONS 16 & 21, TOWNSHIP 45 NORTH, RANGE 4 EAST, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI. THIS PLAN IS NOT A SURVEY AND DOES NOT MEET THE "MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS" (10 CSR 30–2 AND 4 CSR 30–16 EFFECTIVE DATE DECEMBER 30, 1994).

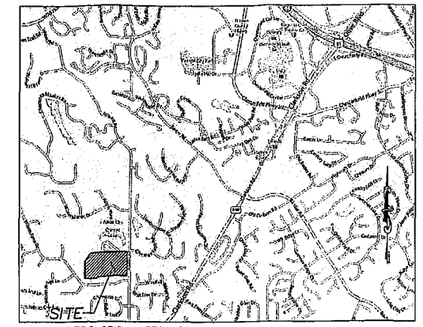
THE STERLING COMPANY

4/20/15
George J. Gower – Vice President
MO. Reg. L.S. – #2336

STATE OF MISSOURI
NO. LS-2336
GEORGE J. GOWER
PROFESSIONAL LAND SURVEYOR

MSD Base Map - 19T, 20T

Attachment B



WUNNENBERG GRID – FF20 21

LOCATION MAP
N.T.S.

LEGEND

EXISTING		PROPOSED
542	CONTOURS	(542)
X 545	SPOT ELEVATIONS	XXX.X
	CENTER LINE	
	BUILDINGS, ETC.	
	TREE LINE	
	FENCE	
	SILTATION CONTROL FENCE	
	STORM SEWERS	
	SANITARY SEWERS	
EX CB	CATCH BASIN	CB NO.
EX AI	AREA INLET	AI NO.
EX GI	GRATED INLET	GI NO.
EX DCI	DOUBLE CURB INLET	DCI NO.
EX MH	STORM MANHOLE	MH NO.
EX SMH	SANITARY MANHOLE	MH NO.
EX FE	FLARED END SECTION	FE NO.
CO	CLEANOUT	CO
	LATERAL CONNECTION	
	UTILITY OR POWER POLE	
	FIRE HYDRANT	
	TEST HOLE	
	PAVEMENT	
GM	GAS MAIN & SIZE	GM
WM	WATER MAIN & SIZE	WM
T	TELEPHONE	T
U	ELECTRIC (U) UNDERGROUND	U
O	ELECTRIC (O) OVERHEAD	O
FO	FIBER OPTIC	FO
℄	FLOW LINE	℄
	TO BE REMOVED	TBR
	TO BE REMOVED & RELOCATED/REPLACED	TBRR
	TOP OF CURB	TC
	SWALE	
	LIGHT STANDARD	
	STREET SIGN	
	PARKING STALLS	P.S
	YARD LIGHT	

ISSUE	REMARKS/DATE
1	PRELIMINARY PLAN SUBMITTAL/01-19-15
2	REVISED PER CITY COMMENTS/02-26-15
3	REVISED PER CITY COMMENTS/03-24-15
4	REVISED PER CITY COMMENTS/04-07-15
5	REVISED PER CITY COMMENTS/04-20-15

Fischer Custom Homes LLC
695 TRADE CENTER BLVD STE. 200
CHESTERFIELD, MO 63005
Ph. 314 576-0500
Fax 314 576-0502

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St Louis, Missouri 63123
Ph 314-487-0440 Fax 314-487-8944
www.sterling-eng-sur.com
Corporate Certificate of Authority #031348

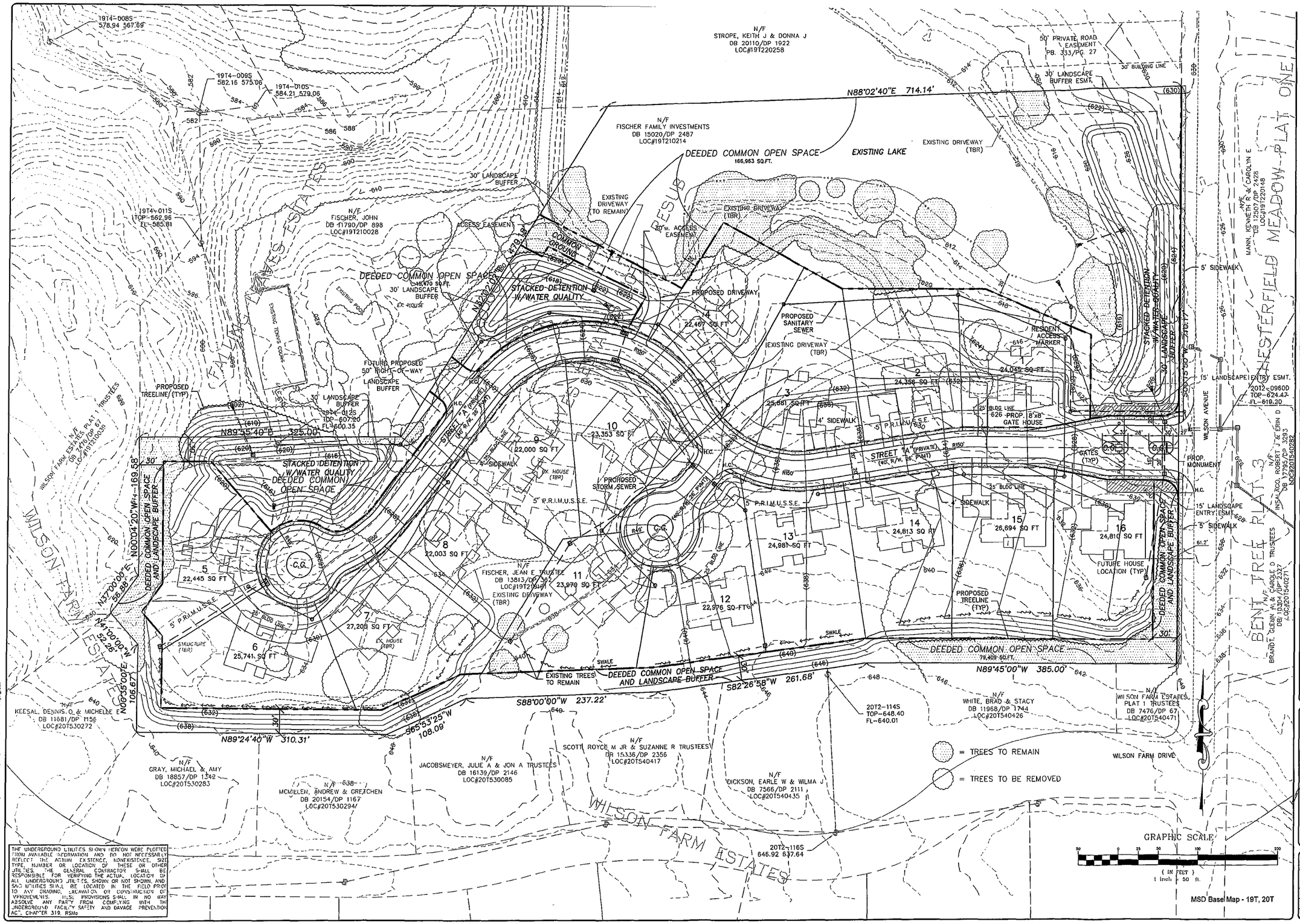
Falling Leaves Estates II
CHESTERFIELD, MISSOURI
Preliminary Development Plan
Cover Sheet

The Professional Engineer's seal and signature affixed to this document indicates that it was prepared by me or under my direct supervision and that I am a duly licensed professional engineer. Alterations to other documents not exhibiting this seal and signature shall not be considered prepared by this engineer, and the engineer expressly disclaims any and all responsibility for such plans, drawings or documents not bearing this seal and signature.

Date: 04-20-15
MICHAEL G. BOERDING
License No. MO E-26843
Civil Engineer

Job Number	12-06-162
Date	Apr. 20, 2015
Designed: MF	Sheet 1.1
Drawn: LG	
Checked:	PRE

Drawing name: C:\TEMP\AcPublish_07836\16DPRE.dwg Plotted on: Apr 21, 2015 - 7:52am Plotted by: lgreen



THE UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN, AND SAID UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMo

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ISSUE	REMARKS/DATE
	PRELIM DEV PLAN SUBMITTAL 01-19-15
1	REVISED PER CITY COMMENTS 02-03-15
2	REVISED PER CITY COMMENTS 03-24-15
3	REVISED PER CITY COMMENTS 04-07-15
4	REVISED PER CITY COMMENTS 04-20-15
5	REVISED PER CITY COMMENTS

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Corporate Certificate of Authority #001348

Falling Leaves Estates II

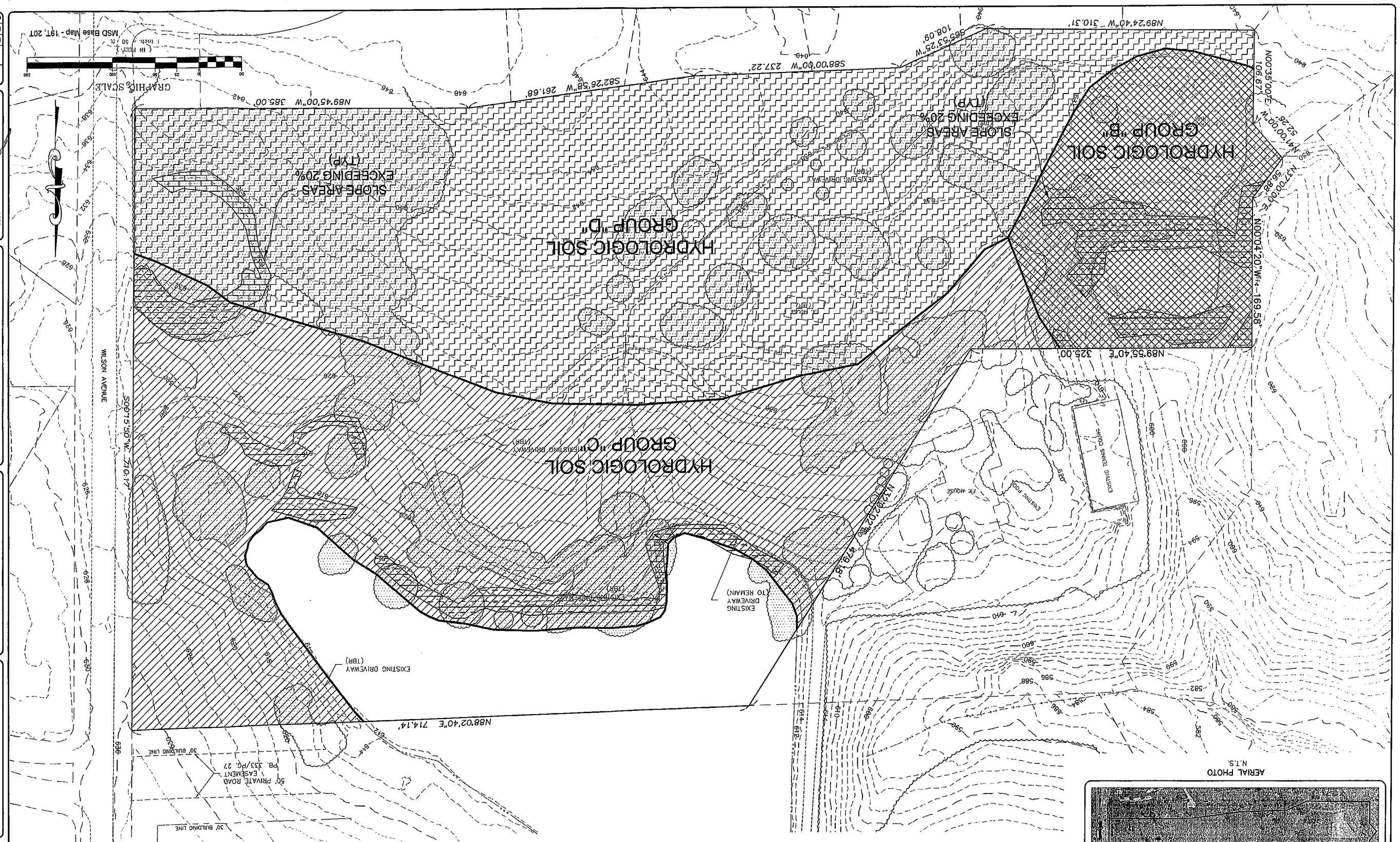
CHESTERFIELD, MISSOURI

Preliminary Development Plan

The Professional Engineer's seal and signature affixed to this sheet applies only to the material and facts shown on this sheet. All drawing, instruments or other documents not exhibiting this seal and signature shall not be considered documents of the engineer, and he shall not be responsible for any alterations made to this sheet which are not signed and sealed by the undersigned and bearing his seal and signature.

Date: 04-20-15
MICHAEL G. BOERDING
License No. MO E-28643
Civil Engineer

Job Number	
12-06-162	
Date	
Apr. 20, 2015	
Designed: MF	Sheet
Drawn: LG	2.1
Checked: MG	PRE



NATURAL RESOURCE	PRESENCE	ADDITIONAL INFORMATION
Wetlands	No	None identified during site work.
Streams and Floodplains	Yes	Drainage ditch located one on the West side and one on the East side of the site.
Karst	No	None identified during site work.
Ponds/Lakes	Yes	One lake located at the North side and one pond at the East side of the site.

SITE INFORMATION:

SURROUNDING PROPERTY USES: RESIDENTIAL
EXISTING USE: RESIDENTIAL

	Existing Tree Mass
	Hydrologic Group "C" Soils
	Hydrologic Group "B" Soils
	Hydrologic Group "D" Soils
	Areas of Slopes in Excess of 20%
	Regulated Waters

THE UNDERGROUND UTILITIES SHOWN DERIVED FROM MSD "NOTICE TO PROPERTY OWNERS" MAPS. THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OF LOCATION OF THESE OR OTHER UTILITIES THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN, AND TO ANY CROSSING, EXCAVATION OR CONSTRUCTION OF SAID UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMo.

ISSUE	REMARKS	DATE
1	PRELIM DEV PLAN SUBMITTAL	01-19-15
2	REVISED PER CITY COMMENTS	02-03-15
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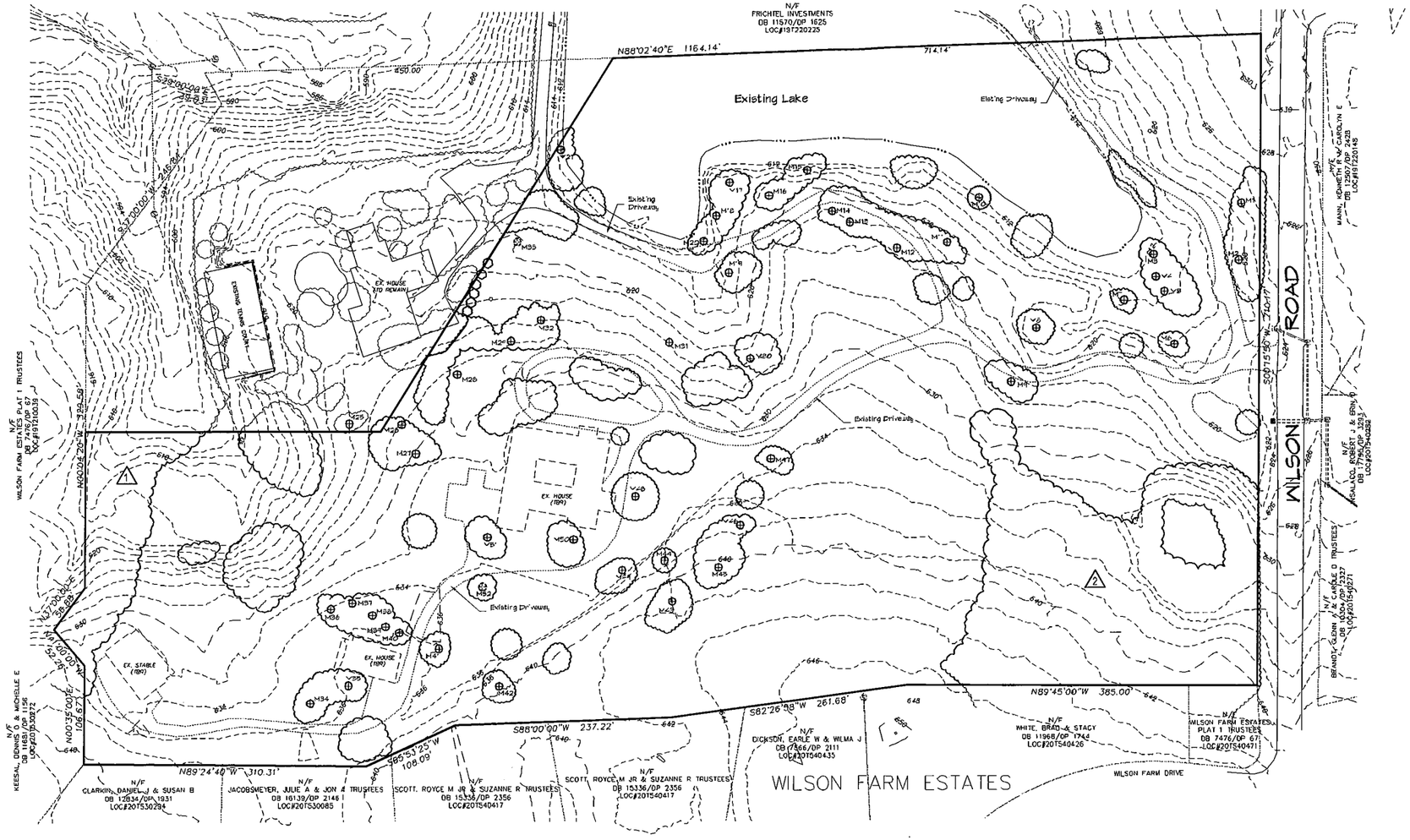
Falling Leaves Estates II
CHESTERFIELD, MISSOURI
Preliminary Development Plan
Natural Resources Map

The Missouri Coyote and fox provide rabies vaccinations to wild animals. Bait containing the vaccine is placed in the wilderness and eaten by coyotes and foxes. Rabies is not a concern for humans or domestic pets.

MICHAEL G. BOERDING
License No. MO E-28843
Civil Engineer
Date 04-20-15

Job Number	12-06-162
Date	Apr. 20, 2015
Designed: MF	Sheet 3.1
Drawn: LG	
Checked: PRE	

Drawing name: C:\TEMP\AcPublish_6768\16\ROPE.dwg Plotted on: Apr 21, 2015 - 7:25am Plotted by: lgroom



Legend:

- Existing tree or tree mass
- M8 Existing monarch tree
- 2 BAF Sample Point

Monarch Trees

Tree#	Species	dbh	Cond
M1	E. Redcedar	20	Fair
M2	E. Redcedar	20	Fair
M3	Silver Maple	30	Fair
M4	Silver Maple	31	Fair
M5	Silver Maple	20	Fair
M6	White Pine	23	Good
M7	Spruce spp.	26	Fair
M8	Basswood	20x20x24"	Fair
M9	Pin Oak	30	Fair
M10	Sugar Maple	25	Fair
M11	White Pine	22	Fair
M12	White Pine	20	Fair
M13	Pin Oak	26	Fair
M14	White Pine	37	Fair
M15	Black Cherry	22	Fair
M16	White Pine	25	Fair
M17	Ash	29	Fair
M18	Sycamore	25	Fair
M19	Ash	32	Fair
M20	Sycamore	26	Fair
M21	White Pine	24	Fair
M25	Pin Oak	29	Fair
M26	Pin Oak	26	Fair
M27	Tulip Poplar	20	Fair
M28	White Pine	23	Fair
M29	Ash	23	Fair
M30	Pin Oak	28	Fair
M31	Red Oak	26	Fair
M32	Sugar Maple	22	Fair
M33	River Birch	23	Fair
M34	Silver Maple	27	Fair
M35	Silver Maple	28	Fair
M36	Silver Maple	40	Fair
M37	Silver Maple	24	Fair
M38	Silver Maple	40	Fair
M39	Pin Oak	26	Fair
M40	Sweetgum	22	Fair
M41	River Birch	27	Fair
M42	Silver Maple	25	Fair
M43	Pin Oak	28	Fair
M44	Sweetgum	23	Fair
M45	Ash	31	Fair
M46	Pin Oak	22	Fair
M47	Sweetgum	20	Fair
M48	Sweetgum	21	Fair
M49	Sugar Maple	25	Fair
M50	Pin Oak	31	Fair
M51	Red Oak	22	Fair
M52	Catalpa	21	Fair

Tree Preservation Calculations:

1. Size of Tract: 7.37 acres (+/-)
2. Existing tree canopy: 4.44 acres (+/-)
3. Trees required to be retained: 1.33 acres (30% of existing tree canopy)
4. Source of tree information: Curbside survey, topographic and preliminary engineering information obtained from available records, and as provided by The Sterling Company Engineers Surveyors.

Sample Point Information

Tree#	Species	dbh	Cond	Comments
1	Hackberry	7"	Fair	BAF Point 1
2	Hackberry	6x11x12"	Poor	BAF Point 1
3	Hickory	6"	Poor	BAF Point 1
4	Hackberry	6"	Fair	BAF Point 1
5	Hackberry	11"	Fair	BAF Point 1
6	Post Oak	18"	Fair	BAF Point 1
7	Hackberry	9"	Fair	BAF Point 1
8	Hackberry	10"	Fair	BAF Point 1
9	Elm	8"	Dead	BAF Point 1
10	Elm	10"	Dead	BAF Point 1
11	White Oak	30"	Fair	BAF Point 1
12	Hickory	12"	Fair	BAF Point 1
13	Hickory	14"	Fair	BAF Point 1
14	Hackberry	13x14x16"	Fair	BAF Point 1
M15	White Oak	30"	Fair	BAF Point 1
M16	White Oak	30"	Fair	BAF Point 1
1	Red Maple	10"	Very Poor	BAF Point 2
2	Elm	11"	Poor	BAF Point 2
3	Red Maple	15"	Poor	BAF Point 2
4	White Pine	23"	Fair	BAF Point 2
5	Silver Maple	64"	Poor	BAF Point 2
6	Red Maple	8"	Very Poor	BAF Point 2
7	Mulberry	16"	Very Poor	BAF Point 2

BAF Point 1		
Elm	2	13%
Hackberry	7	44%
Hickory	3	19%
Post Oak	1	6%
White Oak	3	19%

BAF Point 2		
Silver Maple	1	14%
Elm	1	14%
White Pine	1	14%
Red Maple	3	43%
Mulberry	1	14%

0 25 50 100 150

SCALE: 1" = 50'

Arborist/Forester:

Bruce Vauter
Forestry Consultant Services
4321 Manoroak Drive
St. Louis, Missouri 63126
314/849-2793
Certified Arborist: # MW-0469A
Certified Forester: # 2501

Prepared for:

FISCHER & FRICHTEL CUSTOM HOMES, LLC.
695 Trade Center Boulevard
Suite 200
Chesterfield, Missouri 63005

Falling Leaves Estates II

Tree Stand Delineation

HALL + ASSOCIATES, L.L.C.
LAND PLANNING
LANDSCAPE ARCHITECTURE
404 SOUTH CLAY AVENUE, ST. LOUIS, MO 63122 314.900.5577

Drawn by: JRH	Checked by:	Project Number:	Sheet Number:
Date: 1-16-13		13004	1 OF 1
Revisions: 3-25-13			

Narrative Statement
Falling Leaves Estates II

a. General Description

John Fischer is proposing to develop 17.37 acres of property off Wilson Road. John Fischer and family live on the site. John Fischer's home and associated acreage would not be a lot in the development. The development will be constructed in two phases. Commencement of phase one has not yet been determined. Phase one may include lots from the main entrance up to and including lots served by or adjacent to the first cul-de-sac. John Fischer does not intend at this time to commence construction until his Mother no longer lives on the site. The existing zoning is R-1 (one acre density) A PUD is requested to accommodate this development which would consist of 16 lots. Fischer & Frichtel Homes' luxury home product line would be built in this development, and that product line will be compatible with the adjacent and nearby subdivisions. Every effort will be made to preserve and enhance existing features of the site, and the development will meet or exceed all applicable PUD requirements. The plan complies with the requirements and guidelines of the PUD Ordinance.

b. Requested use

John Fischer is requesting single family detached residential use for the development. Sample renderings are attached. The maximum height of any structure is 45 feet or 3 stories. The development will also contain common ground, common open space and meandering streets.

c. Proposed land uses and development standards, density and height limitations, yard requirements (compatible with nearby uses and Comprehensive Plan):

John Fischer is requesting a single family detached residential use for the site. The development standards are reflected in the plan. The proposed density is one-acre. The plan includes 16 lots on 17.37 acres. The lots will range in size from 22,000 sq. ft. to 27,205 sq. ft. The average lot size is 24,232 sq. ft.

d. Exceptions or variations from the requirement of the Zoning Ordinance:

John Fischer is not asking for any exceptions or variations.

e. Table showing number of acres in the proposed development and each proposed land use including public features.

The site contains 17.37 acres and will be entirely devoted to residential use. The plan includes 6.52 acres of deeded common open space which is 38% of the site. The plan also includes .23 acres of common ground which is 1% of the site.

f. Proposed dedication or reservation of land for public use, including streets and easements.

The plan provides for private streets, 40 foot right-of-way including 26 foot wide pavement, and John Fischer will establish all of the necessary easements.

g. Plans for parking, loading, access ways, and means of protecting adjacent areas from lighting and other potential, adverse effects.

The plan provides for one main gated entrance at Wilson Road. The entrance will be landscaped and include two landscaped islands, one of which will contain an entrance monument. The landscaped islands are included in common ground. The plan also includes two cul-de-sacs with landscaped islands, one at the end of the street and one mid-way to the end. The landscaped islands are included in common ground. The main entrance will be gated. No lots will have direct access to Wilson Road.

h. Landscaping and Tree Preservation:

John Fischer will preserve at least 30% of the existing woodland tree canopy.

In addition to the tree preservation, extensive landscaping will be provided throughout the community. A 30 ft. wide deeded and common open space with landscaping is provided at the perimeter.

The following are John Fischer's responses to the "suggested" design features listed in Section 31-03-04.K.5 of the City of Chesterfield Municipal Code:

(a) Placement of structures on most suitable sites with consideration of maintaining existing site topography, soils, vegetation, slope, etc.

The Petitioner plans to take advantage of the existing rolling topography and site features in locating residences within the development. Grading will follow as much as possible the existing contours, and the meandering streets will follow the general route of the existing driveways on the site. The development plan will take advantage of the existing lake and provide substantial accessible open space next to the lake that residents may enjoy that amenity. Storm water drainage and detention will take advantage of existing natural drainways.

(b) Preservation of natural and cultural areas, as well as the creation of open space through active and passive recreation areas to include greenways, landscape gardens, plazas, and walking and cycling trails that serve to connect significant areas and various land uses.

Landscaped open space will be created at the perimeter of the development, and, as noted in (a) above, substantial open space will be created next to the existing lake so that residents may take advantage of this amenity. The open space next to the lake will be passive and will be

maintained so that residents can walk over it and enjoy the natural beauty of this setting. No permanent walkway or trail will be provided, but a pedestrian access point with marker and parking area for bicycles and strollers will be provided. There are existing, beautiful mature trees in this area that will be maintained. There will also be a landscaped and gated entrance with gatehouse that will provide an attractive front door to this new community.

(c) Preservation of existing mature trees and trees deemed extraordinary by the City of Chesterfield Tree Specialist due to but not limited to the following: size, type, origin, grouping, or number of.

Existing mature trees will be preserved, and John Fischer will comply with the City's tree preservation requirements.

(d) Enhanced landscaping, deeper and opaque buffers, and increased planting along public rights-of-way, open space/recreational areas, and the overall perimeter to protect and ensure compatibility with adjacent land uses.

Enhanced landscaping will be planted in the open space buffer and along Wilson Road to provide a buffer and an attractive scape for the viewing of the residents, adjacent residents and passersby.

(e) Utilization of mixed-use buildings.

This is not applicable to this development.

(f) Utilization of traditional neighborhood design (TND) techniques in the layout and spatial organization of the development.

This is not applicable to this development.

(g) Structures designed and constructed of an architectural vernacular that exceeds the typical building design and materials within the City of Chesterfield.

Yes. John Fischer builds residences of the highest design and quality. They will exceed the "typical" within the City of Chesterfield.

(h) Segregation of vehicular traffic from pedestrian/bicycle circulation networks, and other traffic mitigation measures.

This is not applicable to this development.

(i) Incorporation of transit-oriented development (TOD) or direct access to public transportation.

This is not applicable to this development.

(j) Provision of affordable housing.

This is not applicable to this development.

(k) Utilization of Leadership in Energy and Environmental Design (LEED) construction practices and development standards and the proposed LEED certification of buildings and grounds by the United States Green Building Council within the PUD.

This is not applicable to this development.

(l) Inclusion of community facilities and the access thereto.

The substantial open space next to the existing lake will be accessible to the residents by a marked access point that will have a parking area for bicycles and strollers. This open space will be maintained so that residents can walk over it and enjoy the beauty of the mature trees and the lake.

ARCHITECTURAL DESIGN

NANTUCKET – BRICK / STONE

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

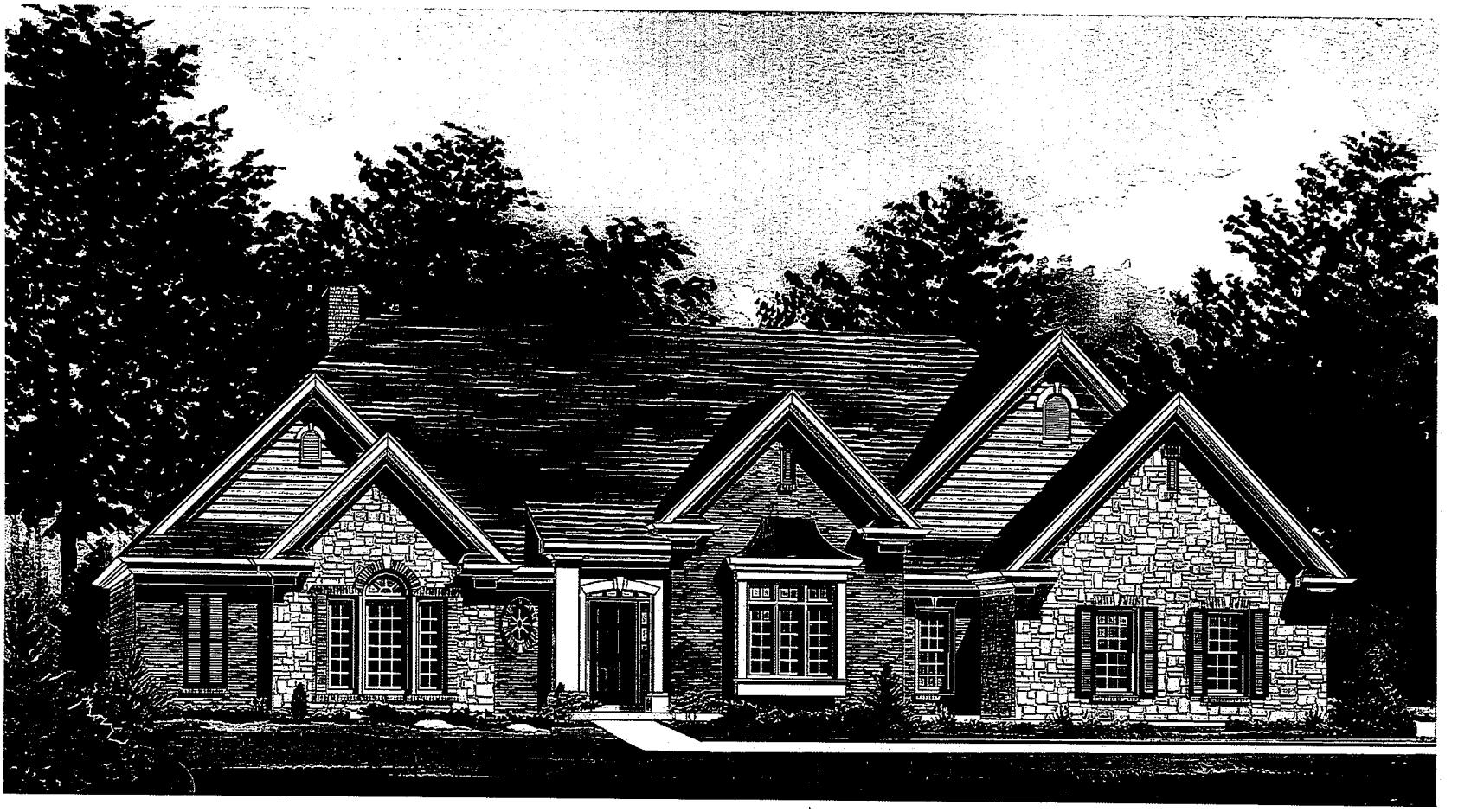
Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

NANTUCKET – STONE / BRICK



Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
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Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

PROVIDENCE – BRICK / STONE

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

SEBASTION - STONE / STUCCO

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Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

SEBASTION - STONE / STUCCO

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Signature Homes

ARCHITECTURAL DESIGN

GREENBRIAR – BRICK / STUCCO

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ARCHITECTURAL DESIGN

CALAIS – BRICK / STONE

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ARCHITECTURAL DESIGN

GLEN EAGLE – BRICK

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Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

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Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

DAVENPORT – BRICK

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

DAVENPORT – STONE

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

NORTHFIELD – BRICK

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

ARCHITECTURAL DESIGN

NORTHFIELD – STONE / STUCCO

Fischer & Frichtel Custom Homes
695 Trade Center Blvd, Suite 200
Chesterfield, Missouri 63005

Falling Leaves

Chesterfield, Missouri

FISCHER & FRICHTEL
Signature Homes

BILL NO. 3037 **ORDINANCE NO.**_____

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY REPEALING CITY OF CHESTERFIELD ORDINANCE NUMBER 2492 AND CHANGING THE BOUNDARIES OF AN EXISTING "C-2" SHOPPING DISTRICT AND "PC" PLANNED COMMERCIAL DISTRICT TO ESTABLISH A NEW "PC" PLANNED COMMERCIAL DISTRICT FOR AN 8.29 ACRE TRACT OF LAND LOCATED ON THE SOUTH SIDE OF OLIVE BOULEVARD WEST OF ITS INTERSECTION WITH WOODS MILL ROAD (P.Z. 06-2014 FOUR SEASONS PLAZA—16Q220719, 16Q210763, AND 16Q220690).

WHEREAS, the petitioners, Doster, Ullom, and Boyle, LLC., have requested zoning map amendment from the "C-2" Shopping District and "PC" Planned Commercial District to a new "PC" Planned Commercial District to add an additional use and amend the development criteria within the Four Season Plaza Development; and,

WHEREAS, a Public Hearing was held before the Planning Commission on April 28, 2014; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval of the change of zoning; and,

WHEREAS, the Planning and Public Works Committee, having considered said request, recommended approval of the change of zoning with an amendment to the permitted uses; and,

WHEREAS, the City Council, having considered said request voted to approve the change of zoning with the amendment to the permitted uses.

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

Section 1. The City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a "PC" Planned Commercial District and City of Chesterfield Ordinance Number 2492 is hereby repealed and those conditions therein are incorporated into the Attachment A, which is attached hereto and made a part hereof for a 8.29 acre tract of land located on the south side of Olive Boulevard west of its intersection with Woods Mill Road and as described as follows:

Legal Description

A tract of land being Adjusted Lot 2 and part of Adjusted Lot 1 of "Boundary Adjustment of Lots 1 and 2 of Four Seasons Plat 6", a Boundary Adjustment according to the plat thereof, recorded in Plat Book 341, Page 58 of the St. Louis County Records, situated within Lot 2 of Share 1, Lot 3 of Share 2 and Lot 5 of Share 3 of the Missouri Stevens Estate, in U.S. Survey 207, Township 46 North, Range 5 East, in the City of Chesterfield, St. Louis County, Missouri, being more particularly described as follows:

Commencing at a point on the Western right of way line of Missouri State Highway 141 (also known as Woods Mill Road, variable width) at the Southeastern corner of said Adjusted Lot 1; thence Northwesterly, along the Southern line of said Adjusted Lot 1, North 82 degrees 36 minutes 28 seconds West, 790.91 feet; thence North 78 degrees 49 minutes 30 seconds West, 15.03 feet to the Point of Beginning of the tract of land hereon described; thence Northwesterly, continuing along the Southern line of said Adjusted Lot 1 and the Southern line of Adjusted Lot 2 thereof, North 78 degrees 49 minutes 30 seconds West, 1000.85 feet to the Southeastern corner of Lot 3 of "Four Seasons Plat 6", a Subdivision according to the plat thereof, recorded in Plat Book 171, Page 17 of the St. Louis County Records; thence Northeasterly, along the Eastern line of said Lot 3, North 11 degrees 10 minutes 30 seconds East, 366.54 feet to a point on the Southern Line of a tract of land conveyed to the State of Missouri for the widening of Missouri State Highway 340, also known as Olive Street Road, variable width,) by deed recorded in Deed Book 6919, Page 1088 of the St. Louis County Records; thence along the Southern line of said tract, South 78 degrees 49 minutes 30 seconds East, 80.00 feet to the Southeastern corner thereof; thence along the Eastern line of said tract, North 11 degrees 10 minutes 30 seconds East, 11.00 feet to a point on the Southern line of a tract of land conveyed to the State of Missouri, for the widening of said Missouri State Highway 340, by deed recorded in Deed Book 6779, Page 739 of the St. Louis County Records; thence Southeasterly, along said Southern line, South 78 degrees 49 minutes 30 seconds East, 744.54 feet to the Northwestern corner of Adjusted Lot 1, as aforementioned; thence Southwesterly, along the Western line of said Adjusted Lot 1, South 11 degrees 52 minutes 13 seconds West, 35.70 feet; thence South 71 degrees 25 minutes 29 seconds East, 68.60 feet; thence South 75 degrees 14 minutes 09 seconds East, 47.17 feet; thence South 11 degrees 45 minutes 40 seconds West 105.21 feet; thence Southeasterly, continuing along the Western line of said Adjusted Lot 1 and its Southeasterly prolongation, South 79 degrees 09 minutes 09

seconds East, 47.82 feet to a point; thence South 07 degrees 23 minutes 32 seconds West, 225.61 feet to the point of beginning, containing 8.29 acres, more or less (360,957 square feet).

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations and the specific conditions as recommended by the Planning Commission in its recommendation to the City Council, which are set out in the Attachment "A" and the Preliminary Plan indicated as "Attachment B" which is attached hereto as and made part of.

Section 3. The City Council, pursuant to the petition filed by Doster, Ullom, & Boyle, LLC. in P.Z. 06-2014, requesting the amendment embodied in this ordinance, and pursuant to the recommendation of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 28th day of April 2014, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Section 8 of the City of Chesterfield's Unified Development Code.

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

Passed and approved this _____ day of _____, 2015.

_____

MAYOR

ATTEST:

_____

CITY CLERK

FIRST READING HELD:

AMENDMENT 1:

The Planning and Public Works Committee recommended that the following change be made to the Attachment A by a vote of 3-0 :

Section I. Permitted Uses, A. page 2. Remove the following use from the list of requested uses :

~~r. Rental and leasing of new and used vehicles, including automobiles, as well as associated repairs and necessary outdoor storage of said vehicles;~~

AMENDMENT 2:

The Planning and Public Works Committee recommended that the following change be made to the Attachment A by a vote of 2-1 :

Section I. Permitted Uses, A. page 1. Add the language in red to the following list of requested uses :

p. Restaurants, fast food with or without drive-thru window, not located in free standing buildings;

Green Sheet

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. Animal hospitals, veterinary clinics and kennels;

   b. Barber shops and beauty parlors;

   c. Bookstores;

   d. Broadcasting studios for radio and television;

   e. Broadcasting, transmitting, or relay towers, studios, and associated facilities for radio, television, and other communications shall not be permitted except for the receiving and transmitting antennas installed on the roof of the Center as of the effective date of this Ordinance;

   f. Cafeterias for employees and guests only;

   g. Child care centers, nursery schools, and day nurseries;

   h. Colleges and universities;

   i. Dry cleaning drop-off and pick-up stations;

   j. Film drop-off and pick-up stations;

   k. Financial Institutions;

   l. Medical and dental offices;

   m. Office or office buildings;

   n. Recreational facilities, indoor facilities, including swimming pools, tennis courts, gymnasiums, and indoor theaters;

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

   p. Restaurants, fast food with drive-thru window, not located in free standing buildings;

   q. Restaurants, sit down;

r. Rental and leasing of new and used vehicles, including automobiles, as well as associated repairs and necessary outdoor storage of said vehicles;

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

t. 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 pubic on the premises;

u. Souvenir shops and stands, not including any zoological displays, or permanent open storage and display of manufacturing goods;

v. 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 except indoor sale of motor vehicles shall not include the sale of automobiles or trucks.

2. The above use "Restaurant, fast food with drive-thru window, not located in free standing buildings" shall:

   a. Be restricted to a single user at any given time; and

   b. Be located in the area as shown on the attached Preliminary Plan marked as Attachment B; and

   c. Be an establishment more narrowly defined as a Fast-Casual type of Fast-Food restaurant which:

      i. utilizes non-disposable dishware and flatware for all dine-in orders; and

      ii. the majority of menu items are custom prepared to order versus pre-prepared and "racked."

3. The following ancillary uses shall be permitted:

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

   b. Automatic vending facilities for:

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

c. Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles.

4. Hours of Operation.

a. Hours of operation for the bowling center shall be limited to 6:00 AM to 1:30 AM on Sunday through Friday morning, and from 6:00 AM to 2:30 AM on Friday through Sunday morning.

b. Hours of operation for the Fast-Casual type of Fast-Food restaurant permitted under Section A. 2, page 2, shall be 6:00 a.m. to 10:00 p.m.

B. SETBACKS

1. Structure Setbacks
No building or structure, other than: a freestanding project identification sign, boundary and retaining walls, light standards, flag poles, fences, dumpster enclosures, or drive-thru elements including a menu board, canopy with speaker, preview board, clearance bar and directional signage, will be located within the following setbacks:

a. Eighty (80) feet from the northernmost & westernmost boundaries of this "PC" Planned Commercial District.

b. Fifty-seven (57) feet from the southern boundary of this "PC" Planned Commercial District with the following exceptions:

i. Ten (10) feet from the southern boundary of this "PC" Planned Commercial District for the trash enclosure and storage shed.

ii. Forty (40) feet from the southern boundary of this "PC" Planned Commercial District for the vendor access ramp.

c. Sixty (60) feet from the eastern boundary of this "PC" Planned Commercial District.

2. Parking Setbacks

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

a. Fourteen (14) feet from the northern boundary of this "PC" Planned Commercial District.

b. Twelve (12) feet from the southern and western boundaries of this "PC" Planned Commercial District.

c. Ten (10) feet from the eastern boundary of this "PC" Planned Commercial District.

C. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. Parking lots shall not be used as streets.
3. No loading space shall be required for the bowling center.
4. The above required parking shall be reduced by twenty percent (20%) in this "PC" Planned Commercial District.
5. No construction related parking shall be permitted within right of way or on any existing roadways. All construction related parking shall be confined to the development.

D. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Landscape and Tree Preservation requirements of the City of Chesterfield Code.

2. A landscaped buffer strip of the following width shall be provided; ten (10) feet along both sides of the east service road and fifteen (15) feet along both sides of the western north-south access road as well as within the center dividing esplanade of such road. Such buffers strips shall include low growing shrubs and/or grasses and annual flowering plants.

3. The southern buffer strip shall contain a six (6) foot high sight proof wooden fence.

E. SIGN REQUIREMENTS

1. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code or a Sign Package may be submitted for the planned district. Sign Packages shall adhere to the City Code and are 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 Missouri Department of Transportation, for sight distance considerations prior to installation or construction.

F. LIGHT REQUIREMENTS

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

G. ARCHITECTURAL

1. The developer shall adhere to the Architectural Review Standards of the City of Chesterfield Code.

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

H. ACCESS/ACCESS MANAGEMENT

1. Access to this development shall be as shown on the Preliminary Site Plan and limited to the existing commercial entrances from Olive Boulevard (Missouri 340).

2. Provide cross access easements as needed to provide the adjacent parcels to the east and to the west full access to Olive Boulevard.

I. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Any work within MoDOT's right-of-way will require a MoDOT permit.

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

3. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. Roads shall be kept clear of mud and debris at all times.

J. TRAFFIC STUDY

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

K. POWER OF REVIEW

Either Councilmember of the Ward where a development is proposed or the Mayor may request that the plan for a development be reviewed and approved by the entire City Council. This request must be made no later than twenty-four (24) hours after Planning Commission review. The City Council will then take appropriate action relative to the proposal. The plan for a development, for purposes of this section, may include the site development plan, site development section plan, site development concept plan, landscape plan, lighting plans, architectural elevations, sign package or any amendment thereto.

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. The adequacy and condition of the existing downstream system(s) shall be verified and upgraded as necessary and as directed by the City of Chesterfield, the Metropolitan St. Louis Sewer District, and the Missouri Department of Transportation.

2. Storm water quantity management, channel protection, and water quality improvements shall be provided as required by the Metropolitan St. Louis Sewer District, Missouri Department of Transportation, and the City of Chesterfield. The location and types of storm water management facilities shall be identified on all Site Development and Improvement Plans.

3. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as approved by the City of Chesterfield.

4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.

5. The lowest opening of all structures shall be set at least two (2) feet higher than the 100 year high water elevation in detention/retention facilities. All structures shall be set at least thirty (30) feet horizontally from the limits of the 100 year high water.

6. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan Saint Louis Sewer District.

M. SANITARY SEWER

Sanitary sewers shall be as approved by the Metropolitan St. Louis Sewer District and the City of Chesterfield.

N. GEOTECHNICAL REPORT

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

O. MISCELLANEOUS

1. All utilities will be installed underground.

2. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City of Chesterfield, Missouri Code shall be required where applicable.

3. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield and Saint Louis County Department of Highways and Traffic or MoDOT. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

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

A. The developer shall submit a concept plan within eighteen (18) months of City Council approval of the 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 include, but not be limited to, the following:

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

2. Outboundary plat and legal description of property.

3. Density calculations.

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

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

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

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

8. A note indicating signage approval is separate process.

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

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

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

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

13. Floodplain boundaries.

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

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

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

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

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

19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

20. 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.

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

22. Compliance with Sky Exposure Plane.

23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

V. RECORDING

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

VI. 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.

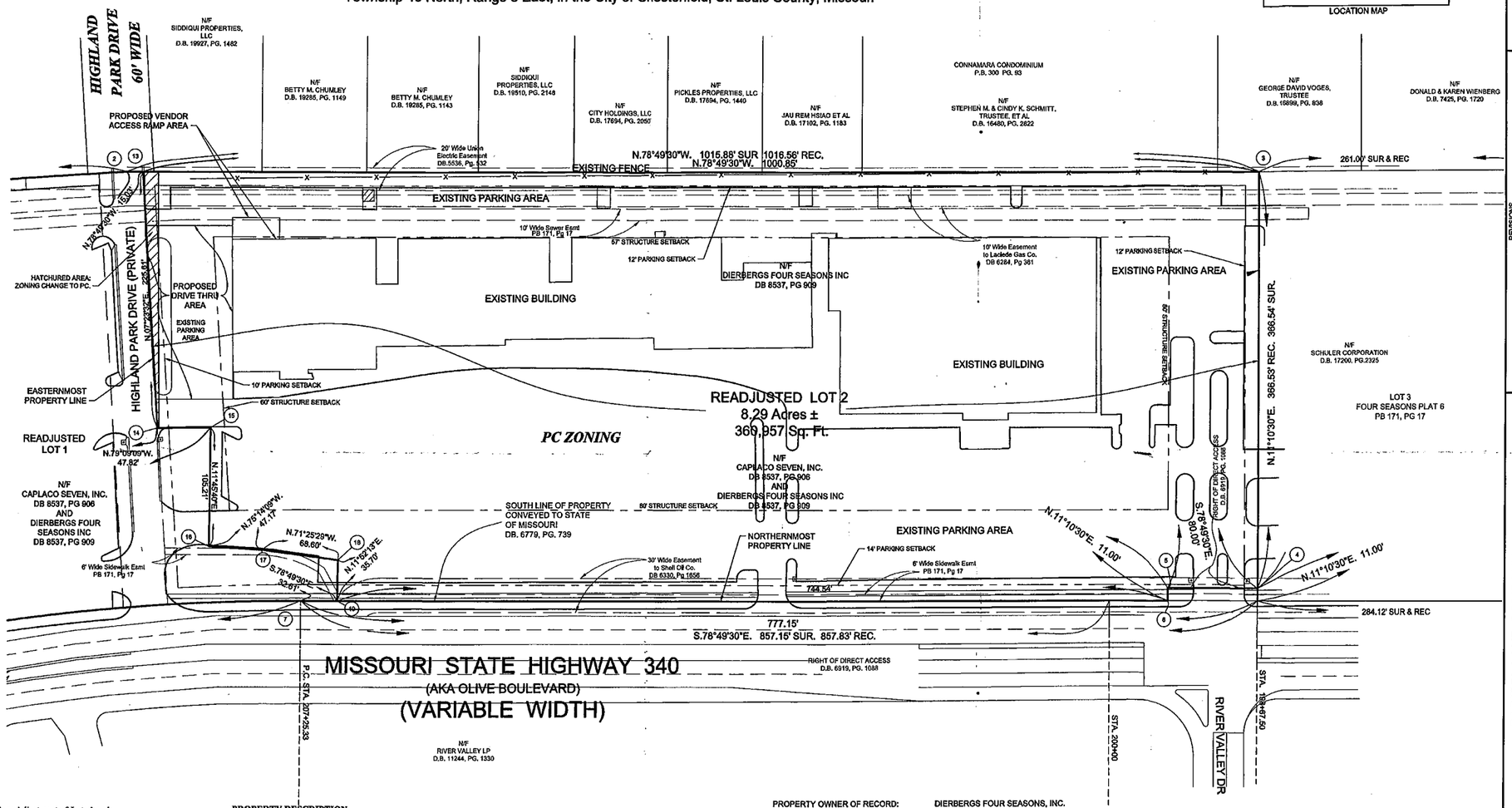
E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

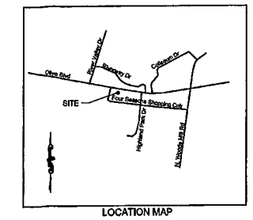
PRELIMINARY PLAN

FOUR SEASONS CENTER

READJUSTED LOT 2

A tract of land being Readjusted Lot 2 of "FOUR SEASONS CENTER", a Boundary Adjustment according to the plat thereof, recorded in Plat Book , Page of the St. Louis County Records, situated within Lot 2 of Share 1, Lot 3 of Share 2 and Lot 5 of Share 3 of the Missouri Stevens Estate, in U.S. Survey 207, Township 46 North, Range 5 East, in the City of Chesterfield, St. Louis County, Missouri





LOCATION MAP

The following list of metric coordinates are referenced to the Missouri Coordinate System NAD 1983 (COORS 96) 2401 East Zone by a real time kinematic survey traverse with a Trimble 5800 Receiver to Station MOSI of the Missouri Department of Transportation (MoDOT) GNSS) Network. The average site Grid Factor = 0.9999258.

STATE PLANE COORDINATES

POINT	NORTHING (Meters)	EASTING (Meters)
1	315724.811	250028.146
2	315752.950	249788.742
3	315809.302	249484.295
4	315919.148	249504.627
5	315914.711	249528.602
6	315918.007	249529.212
7	315874.897	249762.116
8	315870.259	249950.513
9	316462.243	249870.832
10	315876.538	249997.165
11	315848.053	250001.760
12	315854.887	250044.125
13	315822.073	249792.264
14	316753.784	249784.237
15	315824.644	249777.918
16	315856.114	249784.077
17	315859.611	249770.131
18	315866.033	249750.233
19	315876.707	249752.343

PROPERTY DESCRIPTION
(Readjusted Lot 2)

A tract of land being Adjusted Lot 2 and part of Adjusted Lot 1 of "Boundary Adjustment of Lots 1 and 2 of Four Seasons Plat 6", a Boundary Adjustment according to the plat thereof, recorded in Plat Book 341, Page 58 of the St. Louis County Records, situated within Lot 2 of Share 1, Lot 3 of Share 2 and Lot 5 of Share 3 of the Missouri Stevens Estate, in U.S. Survey 207, Township 46 North, Range 5 East, in the City of Chesterfield, St. Louis County, Missouri, being more particularly described as follows:

Commencing at a point on the Western right of way line of Missouri State Highway 141 (also known as Woods Mill Road, variable width) at the Southeastern corner of said Adjusted Lot 1; thence Northwesterly, along the Southern line of said Adjusted Lot 1, North 82 degrees 36 minutes 28 seconds West, 790.91 feet; thence North 78 degrees 49 minutes 30 seconds West, 15.03 feet to the Point of Beginning of the tract of land hereon described; thence Northwesterly, continuing along the Southern line of said Adjusted Lot 1 and the Southern line of Adjusted Lot 2 thereof, North 78 degrees 49 minutes 30 seconds West, 1000.85 feet to the Southeastern corner of Lot 3 of "Four Seasons Plat 6", a Subdivision according to the plat thereof, recorded in Plat Book 171, Page 17 of the St. Louis County Records; thence Northeasterly, along the Eastern line of said Lot 3, North 11 degrees 10 minutes 30 seconds East, 366.54 feet to a point on the Southern Line of a tract of land conveyed to the State of Missouri for the widening of Missouri State Highway 340, also known as Olive Street Road, variable width,) by deed recorded in Deed Book 6919, Page 1088 of the St. Louis County Records; thence along the Southern line of said tract, South 78 degrees 49 minutes 30 seconds East, 80.00 feet to the Southeastern corner thereof; thence along the Eastern line of said tract, North 11 degrees 10 minutes 30 seconds East, 11.00 feet to a point on the Southern line of a tract of land conveyed to the State of Missouri, for the widening of said Missouri State Highway 340, by deed recorded in Deed Book 6779, Page 739 of the St. Louis County Records; thence Southeasterly, along said Southern line, South 78 degrees 49 minutes 30 seconds East, 744.54 feet to the Northwestern corner of Adjusted Lot 1, as aforementioned; thence Southwesterly, along the Western line of said Adjusted Lot 1, South 11 degrees 52 minutes 13 seconds West, 35.70 feet; thence South 71 degrees 25 minutes 29 seconds East, 68.60 feet; thence South 75 degrees 14 minutes 09 seconds East, 47.17 feet; thence South 11 degrees 45 minutes 40 seconds West 105.21 feet; thence Southeasterly, continuing along the Western line of said Adjusted Lot 1 and its Southeasterly prolongation, South 79 degrees 09 minutes 09 seconds East, 47.82 feet to a point; thence South 07 degrees 23 minutes 32 seconds West, 225.61 feet to the point of beginning, containing 8.29 acres, more or less (360,957 square feet).

PROPERTY DESCRIPTION
(Part of Original Adjusted Lot 1)

A tract of land being part of Adjusted Lot 1 of "Boundary Adjustment of Lots 1 and 2 of Four Seasons Plat 6", a Boundary Adjustment according to the plat thereof, recorded in Plat Book 341, Page 58 of the St. Louis County Records, situated within Lot 2 of Share 1, Lot 3 of Share 2 and Lot 5 of Share 3 of the Missouri Stevens Estate, in U.S. Survey 207, Township 46 North, Range 5 East, in the City of Chesterfield, St. Louis County, Missouri, being more particularly described as follows:

Beginning at the Southwestern corner of Adjusted Lot 1, as aforementioned; thence Northeasterly, along the Western line thereof, North 10 degrees 40 minutes 07 seconds East, 225.12 feet to a point; thence Southeasterly, along the Southeasterly prolongation of the Western line of said Adjusted Lot 1, South 79 degrees 09 minutes 09 seconds East, 1.26 feet to a point; thence South 07 degrees 23 minutes 32 seconds West, 225.61 feet to its intersection with a point on the Southern line of said Adjusted Lot 1; thence Northwesterly, along the Southern line thereof, North 78 degrees 49 minutes 30 seconds West, 14.15 feet to the point of beginning, containing 1,733 square feet (0.04 acres, more or less).

PROPERTY OWNER OF RECORD:	DIERBERGS FOUR SEASONS, INC.
PROPERTY ADDRESS:	100 FOUR SEASONS SHOPPING CENTER CHESTERFIELD, MO 63017
PROPERTY AREA:	8.29 Ac.
LOCATOR NUMBERS:	ADJUSTED LOT 2: 16Q210763 & 16Q220719 PORTION OF ADJUSTED LOT 1: 16Q220690
FIRE DISTRICT:	MONARCH
SCHOOL DISTRICT:	PARKWAY
UTILITIES:	MSD MISSOURI AMERICAN WATER LACLEDE GAS AMEREN MO CHARTER COMMUNICATIONS AT&T
CURRENT ZONING:	ADJUSTED LOT 1 - C-2 READJUSTED LOT 2 - 8.25 Ac PC & 0.04 Ac C-2 (DENOTED BY HATCHED AREA)
PROPOSED ZONING:	READJUSTED LOT 2 - PC
PARKING:	PER ZONING CODE REGULATIONS

GRADING WILL BE PER CITY OF CHESTERFIELD STANDARDS.
GRADING & DRAINAGE SHALL BE PER CITY OF CHESTERFIELD & MSD STANDARDS.
SLOPES SHALL NOT EXCEED 3:1 SLOPE UNLESS SUPPORTED BY GEOTECHNICAL INVESTIGATION.
STORMWATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
IMPERVIOUS AREA WILL BE DECREASED FROM EXISTING CONDITIONS.

Attachment B

RECEIVED
City of Chesterfield
APR 17 2015
Department of Public Services

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

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the clayton engineering company, inc.
ENGINEERS • SURVEYORS • PLANNERS
11820 WESTLINE INDUSTRIAL DRIVE
ST. LOUIS, MISSOURI 63146
(314) 878-6644 FAX: (314) 878-0563 www.clayton-eng.com
MO Cert. of Authority - Prof. Engineering #000007 & Prof. Surveying #000014
IL Dept. Financial & Prof. Reg. Prof. Design & Engineering Corp. #184.000879

REVISIONS

F.B. | PLOTTED: 4/15/2015 9:42 AM | BY: GMS

Prepared for:
CAPITOL LAND COMPANY
11850 Studt Avenue
St. Louis, Missouri 63141
(314) 991-8900

PRELIMINARY PLAN
FOUR SEASONS - READJUSTED LOT 2
Chesterfield, MO 63017 | FILE: C95128\dwg\95128.4_FS\FOUR\Prelim\4 Seasons-Prelim1.dwg | 100 Four Seasons

OFFICIAL SEAL
Professional Engineer (E-28966)
STATE OF MISSOURI
GREGORY MICHAEN STALEY
NUMBER E-28966
PROFESSIONAL ENGINEER
4/15/2015

Designed	GMS
Drawn	GMS
Checked	GMS
Date	4/15/2015
Project Number	95128.6
Sheet Number	1 of 1

BILL NO. 3038 **ORDINANCE NO.**_____

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF A "C-7" GENERAL EXTENSIVE COMMERCIAL DISTRICT TO A "PS" PARK AND SCENIC DISTRICT FOR A 1.415 ACRE TRACT OF LAND LOCATED NORTHEAST OF THE INTERSECTION OF BAXTER ROAD AND OLD CHESTERFIELD ROAD (P.Z. 18-2014 CITY OF CHESTERFIELD [16659 OLD CHESTERFIELD ROAD] – 17T220498).

WHEREAS, the City of Chesterfield, has initiated a change in zoning from "C-7" General Extensive Commercial District to "PS" Park and Scenic District for 1.415 acres located northeast of the intersection of Baxter Road and Old Chesterfield Road; and,

WHEREAS, a Public Hearing was held before the Planning Commission on January 12, 2015; and,

WHEREAS, the Planning Commission, having considered said request, recommended approval of the change of zoning; and,

WHEREAS, the Planning and Public Works Committee, having considered said request, recommended approval of the change of zoning; and,

WHEREAS, the City Council, having considered said request, voted to approve the change of zoning.

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

Section 1. City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishinga "PS" Park and Scenic District for 1.415 acres located northeast of the intersection of Baxter Road and Old Chesterfield Road and as described as follows:

> A tract of land being part of U.S. Survey 2031 in Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows:

BEGINNING at the Northeast corner of a tract of land described as Tract 1 in a deed to St. Louis County, Missouri as recorded in Deed Book 107929, Page 1019 of the St. Louis County Records, said point is the intersection of the Northern line of Old Chesterfield Road with the East line of a tract of land described as Tract 2 in a deed conveyed to Doorack Brick Contracting Company as recorded in Deed Book 6505, Page 801 of the St. Louis County Records; thence along the Northern and Northeastern line of Old Chesterfield Road the following: North 69 degrees 38 minutes 00 seconds West, 117.93 feet to a point; thence North 64 degrees 11 minutes 40 seconds East, 36.99 feet to a point; thence North 51 degrees 15 minutes 47 seconds West, 84.17 feet to a point; thence North 32 degrees 59 minutes 05 seconds West, 73.70 feet to a point; thence North 05 degrees 07 minutes 58 seconds West, 101.09 feet to a point; thence North 04 degrees 36 minutes 52 seconds East, 9.90 feet to the intersection with the Southern line of Chicago, Rock Island and Pacific Railroad; thence along said Southern line in an Easterly direction along a curve to the right having a radius of 1948.69 feet, an arc length of 341.37 feet, the chord of which bears South 80 degrees 41 minutes 26 seconds East and chord length of 340.93 feet to the intersection with the aforesaid Eastern line of the Doorack Brick Contracting Company Tract; thence along said Eastern line South 19 degrees 05 minutes 05 seconds West, 240.24 feet to the Point of Beginning and containing 61,625 square feet or 1.415 acres more or less as per a survey by Stock & Associates Consulting Engineers, Inc. during January, 2015.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations as recommended by the Planning Commission in its recommendation to the City Council.

Section 3. The City Council, pursuant to the petition filed by the City of Chesterfield in P.Z. 18-2014, requesting the amendment embodied in this ordinance, and pursuant to the recommendation of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 12th day of January 2015, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Section 8 of the City of Chesterfield Unified Development Code.

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

Passed and approved this _____ day of _____, 2015

_____
MAYOR

ATTEST:

_____
CITY CLERK

FIRST READING HELD:_____

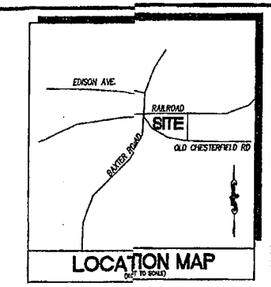
PROPERTY BOUNDARY SURVEY

A TRACT OF LAND BEING PART OF BURKHARDT PARK AS SHOWN ON THE
PLAT OF CHESTERFIELD RECORDED IN PLAT BOOK O, PAGE 16
LOCATED IN U.S. SURVEY 2031, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

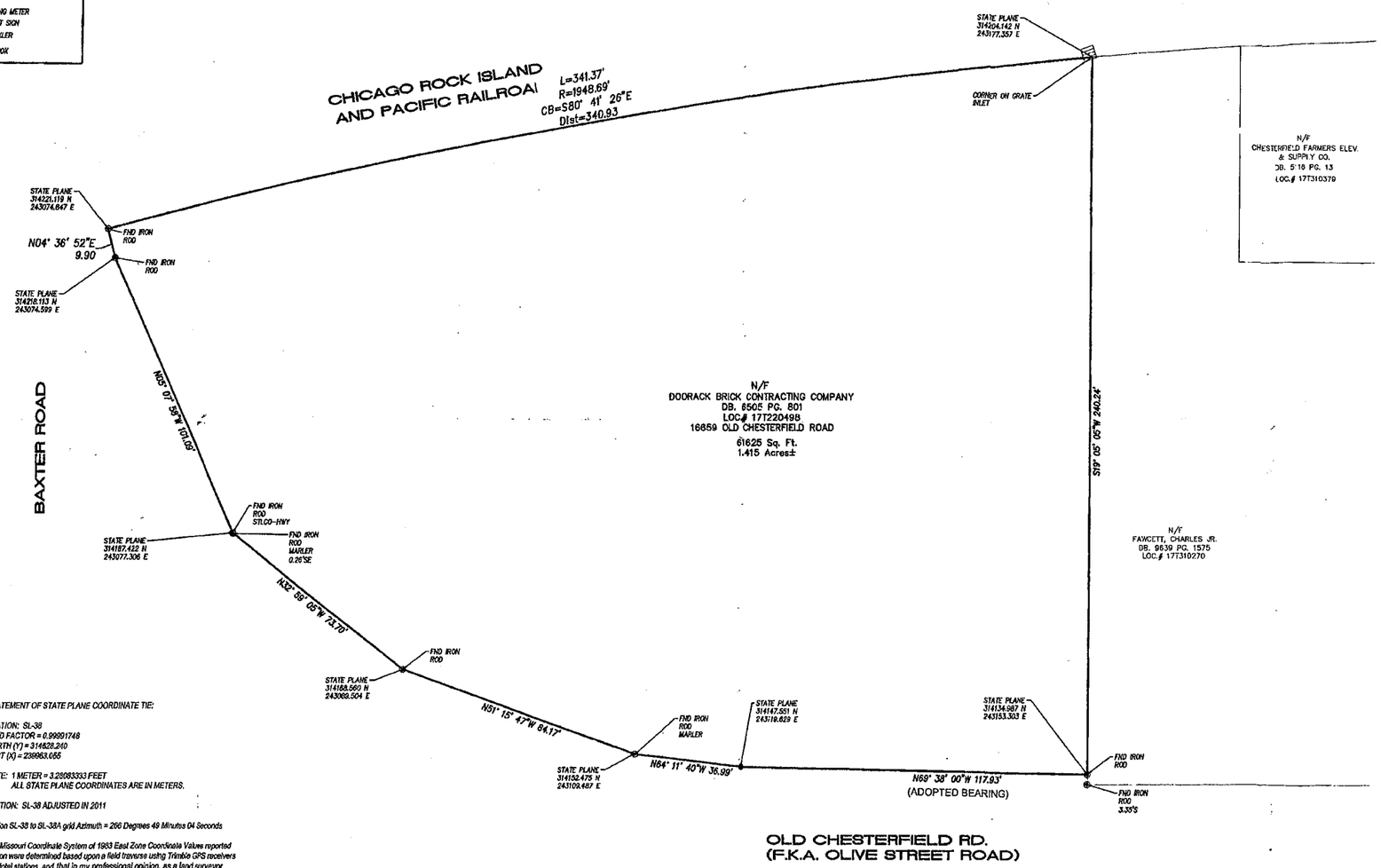
LEGEND

- BENCH MARK
- FOUND IRON ROD
- FOUND IRON PIPE
- RIGHT OF WAY MARKER
- UTILITY POLE
- SUPPORT POLE
- UTILITY POLE WITH LIGHT
- LIGHT STANDARD
- ELECTRIC METER
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC SPLICE BOX
- GAS DRIP
- GAS METER
- GAS VALVE
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- TELEPHONE SPLICE BOX
- CABLE TV PEDESTAL
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- WATER MANHOLE
- WATER METER
- WATER VALVE
- POST INDICATOR VALVE
- CLEAN OUT
- STORM MANHOLE
- GRATED MANHOLE
- STORMWATER INLET
- GRATED STORMWATER INLET
- SANITARY MANHOLE
- TREE
- BUSH
- TRAFFIC SIGNAL
- PARKING METER
- STREET SIGN
- SPRINKLER
- MAIL BOX

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.



LOCATION MAP
(NOT TO SCALE)



GENERAL NOTES:

1. The basis of bearings for this survey is the Right-of-way Plans prepared by St. Louis County Highways and traffic for project No. AR 529 - Baxter Road.

2. Source of record title is Deed Book 6505, page 801.

Property Description

A tract of land being part of U.S. Survey 2031 in Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and being more particularly described as follows:

BEGINNING at the Northeast corner of a tract of land described as Tract 1 in a deed to St. Louis County, Missouri as recorded in Deed Book 10792, Page 1019 of the St. Louis County Records, said point is the intersection of the Northern line of Old Chesterfield Road with the East line of a tract of land described as Tract 2 in a deed conveyed to Doorack Brick Contracting Company as recorded in Deed Book 6505, Page 801 of the St. Louis County Records; thence along the Northern and Northeastern line of Old Chesterfield Road the following: North 69 degrees 38 minutes 00 seconds West, 117.93 feet to a point; thence North 64 degrees 11 minutes 40 seconds West, 36.99 feet to a point; thence North 51 degrees 15 minutes 47 seconds West, 84.17 feet to a point; thence North 32 degrees 59 minutes 05 seconds West, 73.70 feet to a point; thence North 05 degrees 07 minutes 58 seconds West, 101.09 feet to a point; thence North 04 degrees 36 minutes 52 seconds East, 9.90 feet to the intersection with the Southern line of Chicago, Rock Island and Pacific Railroad; thence along said Southern line in an Easterly direction along a curve to the right having a radius of 1948.69 feet, an arc length of 341.37 feet, the chord of which bears South 80 degrees 41 minutes 26 seconds East and chord length of 340.93 feet to the intersection with the extended Eastern line of the Doorack Brick Contracting Company Tract; thence along said Eastern line South 19 degrees 05 minutes 05 seconds West, 240.24 feet to the Point of Beginning and containing 61,625 square feet or 1.415 acres more or less as per a survey by Stock & Associates Consulting Engineers, Inc. during January, 2015.

STATEMENT OF STATE PLANE COORDINATE TIE:

STATION: SL-38
GRID FACTOR = 0.99991748
NORTH (Y) = 314428.240
EAST (X) = 238963.055

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

STATION: SL-38 ADJUSTED IN 2011

Station SL-38 to SL-38A grid Azimuth = 266 Degrees 49 Minutes 04 Seconds

The Missouri Coordinate System of 1983 East Zone Coordinate Values reported hereon were determined based upon a field traverse using Trimble GPS receivers and total stations, and that in my professional opinion, as a land surveyor registered in the State of Missouri, the reported State Plane Coordinates meet the current Missouri Minimum Standards for Property Boundary Surveys (20 CSR 2030-16). The basis of bearings shown on this plat were adopted from Right of Way Plans prepared by St. Louis County Highways and Traffic project No. AR 529. The grid bearing along the East line on this survey is found to be South 19 degrees 10 minutes 43 seconds West. The measured bearing labeled along the same line is South 19 degrees 05 minutes 05 seconds West 240.24 feet. The grid bearing from SL-38 to the most Northeast corner on this survey is South 82 degrees 29 minutes 02 seconds East 3242.159 meters with the scale factor applied.

Surveyors Certification

This is to certify to the at the request of the City of Chesterfield, MO, we have prepared a Property Boundary Survey of a tract of land being part of U.S. Survey 2031 in Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and the results of said survey are shown hereon. this survey has been performed in accordance with the current Missouri Minimum Standards for Property Boundary Surveys and meets the accuracy standards for an Urban Class survey.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
LC 222-D

By: 1/30/15
Daniel Eilmann, Missouri P.L.S. No. 2216

PREPARED FOR:
CITY OF CHESTERFIELD
16052 SWINGLEY RIDGE RO
CHESTERFIELD, MO 63017

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
2257 Chesterfield Business Parkway
St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

PROPERTY BOUNDARY SURVEY

16659 OLD CHESTERFIELD ROAD

CHESTERFIELD
MISSOURI

STATE OF MISSOURI
DANIEL EILMANN
NUMBER PLS-2216
PROFESSIONAL LAND SURVEYOR

1/30/15
DANIEL EILMANN P.L.S.
MO. P.L.S. # 2216
CERTIFICATE OF AUTHORITY
LC-222-D

REVISIONS:

DRAWN BY: D.M.E.	CHECKED BY: D.M.E.
DATE: 01/23/2014	JOB NO: 214-5492
M.S.D. P. #: P-XXXXX-XX	BASE MAP #: XXX
S.L.C. H&T #: XXXX	H&T SUP. #: XX-XXX-XX
M.D.N.R. #: MO-XXXXXXX	

SHEET TITLE:
PROPERTY BOUNDARY SURVEY

SHEET NO.:
SHEET 1

City of Chesterfield

NEWSLETTER - CITY COUNCIL MEETING

AGENDA REVIEW – Monday, June 1 – 6:00PM

Please note that an AGENDA REVIEW meeting has been scheduled for **6:00pm**, on Monday, June 1, 2015. The enclosed AGENDA contains a list of those items to be discussed, by City Council, at this meeting.

As always, if you have any questions regarding any of the items contained within said AGENDA, please let me know. Additionally, if there is anything that you would like ADDED to said AGENDA, please contact either Mayor Nation, or me, prior to Monday's meeting.

UPCOMING MEETINGS/EVENTS

Thursday, June 4	Planning & Public Works Committee (5:30pm)
Friday, June 5	Employee Appreciation BBQ (11:30am)
Monday, June 8	Planning Commission (7pm)
Monday, June 15	Next City Council meeting

RECOMMENDATIONS – PARKS, RECREATION & ARTS COMMITTEE

The following items, recommended for approval by this Committee, will be discussed, in greater detail, at Monday's City Council meeting:

1.) **Chesterfield Valley Athletic Complex – Additional Field Lighting –**
The City Administrator would be authorized to execute funding agreements with Ascension Soccer, Chesterfield Football Association and J.B. Marine Soccer club **in a cumulative amount of $210,000,** for the **purpose of adding athletic field lighting on fields A3, A4 and B5**. Construction of the lighting through the MUSCO Cooperative Purchase program and would be funded by a $305,000 fund transfer from the Parks Fund – Fund Reserves. Addition of this lighting is anticipated to result in a net positive revenue stream.

2.) **Sculpture Acquisition –**
The City Administrator would be authorized to acquire **four sculptures from Chesterfield Arts at a cost of $85,000, including "the Bather", "Maura", "Gox A" and Gox B".** Sculpture acquisition is to be funded by a $100,000 fund transfer from the Parks Fund – Fund Reserves, with the additional $15,000 amount above the acquisition cost to pay relocation and installation expenses for "The Bather".

As is always the case, if you have any questions or require additional information, please contact Tom McCarthy, Mike Geisel or me prior to the meeting.

RECOMMENDATIONS– PLANNING/PUBLIC WORKS COMMITTEE

As detailed in the enclosed MINUTES, prepared by Mike Geisel, Director of Public Services, the Planning/Public Works Committee met on Thursday, May 21, 2015.

The following items, recommended for approval by this Committee, will be discussed, in greater detail, at Monday's City Council meeting:

----**Bill No. 3036** – P.Z. 02-2015, Falling Leaves Estates II (1925 and 1921 Wilson Avenue) (**SECOND READING**)

IIIA. **Bill No. 3037** - P.Z. 06-2014 Four Seasons Plaza, Adjusted Lot 2 and Part of Adjusted Lot 1 (Caplaco Seven Inc. & Dierbergs Four Seasons Inc.) (**FIRST READING; GREENSHEET**)

IIIB. **Bill No. 3038** - P.Z. 18-2014 City of Chesterfield (16659 Old Chesterfield Rd) **(FIRST READING)**

IIA. **Recommendation re:** Closing of River Valley Drive **(Voice Vote)**

IID. **Bill No. 3039 –** Portable Storage Containers **(FIRST READING)**

Next Meeting - Thursday, June 4, 2015 (5:30pm)

If you have any questions, please contact Chairperson Connie Fults, any other member of this Committee, Mr. Geisel or me, prior to Monday's meeting.

BID RECOMMENDATION - SELECTIVE SLAB REPLACEMENT PROJECT – D

As recommended by Public Works Director\City Engineer James Eckrich, I join in recommending acceptance of the lowest and best bid as submitted by **Crafton Contracting** and request authorization to award and enter into a contract for this project **in an amount not to exceed $300,000**. This project is fully funded by the Capital Improvement Sales tax.

As is always the case, if you have any questions or require additional information, please contact Jim Eckrich, Mike Geisel, or me prior to the meeting.

LEGISLATION

BILL NO. 3039 - ADDS SECTION 26-2 TO CHAPTER 26, ARTICLE I OF THE CHESTERFIELD CITY CODE RELATING TO THE REGULATION OF PORTABLE STORAGE UNITS. **(FIRST READING; PLANNING & PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL)**

LEGISLATION - PLANNING COMMISSION

BILL NO. 3036 - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF AN "R-1" RESIDENCE DISTRICT TO A "PUD" PLANNED UNIT DEVELOPMENT FOR A 17.37 ACRE TRACT OF LAND LOCATED ON THE WEST SIDE OF WILSON AVENUE AND NORTH OF ITS INTERSECTION WITH WILSON FARM DRIVE (P.Z. 02-2015, FALLING LEAVES ESTATES II (1925 AND 1921 WILSON AVENUE) (19T220214 & 19T210161)) (**SECOND READING; PLANNING COMMISSION RECOMMENDS APPROVAL**)

BILL NO. 3037 - AMENDING THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY REPEALING CITY OF CHESTERFIELD ORDINANCE NUMBER 2492 AND CHANGING THE BOUNDARIES OF AN EXISTING "C-2" SHOPPING DISTRICT AND "PC" PLANNED COMMERCIAL DISTRICT TO ESTABLISH A NEW "PC" PLANNED COMMERCIAL DISTRICT FOR AN 8.29 ACRE TRACT OF LAND LOCATED ON THE SOUTH SIDE OF OLIVE BOULEVARD WEST OF ITS INTERSECTION WITH WOODS MILL ROAD (P.Z. 06-2014 FOUR SEASONS PLAZA—16Q220719, 16Q210763, AND 16Q220690). (**FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL; PLANNING/PUBLIC WORKS COMMITTEE RECOMMENDS APPROVAL, AS DETAILED IN THE ATTACHED GREEN SHEET)**

BILL NO. 3038 - AMENDS THE ZONING ORDINANCE OF THE CITY OF CHESTERFIELD BY CHANGING THE BOUNDARIES OF A "C-7" GENERAL EXTENSIVE COMMERCIAL DISTRICT TO A "PS" PARK AND SCENIC DISTRICT FOR A 1.415 ACRE TRACT OF LAND LOCATED NORTHEAST OF THE INTERSECTION OF BAXTER ROAD AND OLD CHESTERFIELD ROAD (P.Z. 18-2014 CITY OF CHESTERFIELD [16659 OLD CHESTERFIELD ROAD] – 17T220498). (**FIRST READING; PLANNING COMMISSION RECOMMENDS APPROVAL**)