



AGENDA
PLANNING COMMISSION MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, June 9, 2025
7:00 PM

I. ROLL CALL

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS

V. APPROVAL OF MEETING SUMMARY

- A. Approval of April 28th, 2025 Planning Commission Meeting Summary

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS

- A. **Chesterfield Ice and Sports Complex, Lot A:** An Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Amended Architectural Elevations for an existing ice and sports complex located on a 10.11-acre tract of land zoned "PC" Planned Commercial District north of Chesterfield Industrial Boulevard, and east of its intersection of Wings of Hope Boulevard and a Private Road.
The Planning Commission may vote on this item tonight.
- B. **Herman Stemme Office Park, Lot 2B (Waterway):** An Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Amended Architectural Elevations for a gas station and car wash located on a 1.33-acre tract of land zoned "PC" Planned Commercial located southeast of Olive Boulevard, northeast of Olive's intersection with Swingley Ridge Road.
The Planning Commission may vote on this item tonight.

- C. **JCCA:** A Comprehensive Sign Package for the Jewish Community Center located on a 11.4-acre tract of land zoned “R-2” Residential District located at the northeast intersection of Wild Horse Creek Road and Baxter Road.

The Planning Commission may vote on this item tonight.

- D. **The Wedge:** An Amended Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for a 5.04-acre tract of land zoned “PC” Planned Commercial located south of the intersection of Olive Street Road and Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

- E. **The Wedge:** A Comprehensive Sign Package for a 5.04-acre tract of land zoned “PC” – Planned Commercial located south of the intersection of Olive Street Road and Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

X. COMMITTEE REPORTS

XI. ADJOURNMENT

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

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE PLANNING COMMISSION MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636) 537-6716 AT LEAST TWO (2) BUSINESS DAYS PRIOR TO THE MEETING.

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
MEETING SUMMARY
APRIL 28, 2025**

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

I. ROLL CALL

PRESENT

ABSENT

Commissioner Walter Bilgram
Commissioner Gail Choate
Commissioner Khalid Chohan
Commissioner Allison Harris
Commissioner John Marino
Commissioner Debbie Midgley
Commissioner Jane Staniforth
Commissioner Steven Wuennenberg
Chair Guy Tilman

Mayor Dan Hurt
Councilmember Merrell Hansen, Council Liaison
Mr. Nathan Bruns, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning
Ms. Alyssa Ahner, Senior Planner
Ms. Shilpi Bharti, Planner
Ms. Erica Blesener, Recording Secretary

Chair Tilman acknowledged the attendance of Mayor Dan Hurt; Councilmember Merrell Hansen, Council Liaison; and Councilmember Mary Ann Mastorakos, Ward II.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS – Commissioner Wuennenberg read the “Opening Comments” for the Public Hearings.

- A. P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.):** A request for an ordinance amendment to an existing “PC” Planned Commercial District comprising 77.8 acres located on the north side of Outer 40 Road (17W640035, 16W320011, 16W330021, and 16W320022).

STAFF PRESENTATION:

Shilpi Bharti, Planner gave a PowerPoint presentation showing photographs of the site and surrounding area. Then provided the following information about the subject site:

Request Summary

The applicant is seeking to amend the existing Ordinance 3229 for the “PC” Planned Commercial District within the Contemporary Lodge & Wilderness Area Subdivision to add “Hotel” as a permitted use.

Site History

- Site was zoned as “M3” – Planned Industrial District pre-1988.
- In 2023, the site was rezoned to “PC” Planned Commercial District creating Ordinance 3229.
- Gumbo Flats LLC purchased the neighboring properties in 2023, totaling ten (10) lots.
- The Boundary Adjustment Plat and Site Development Plan was approved in 2024.

Request

Amend the existing Ordinance 3229 for the “PC” Planned Commercial District to add “Hotel” as a permitted use.

Preliminary Development Plan

The Preliminary Development Plan submitted with this petition reduces the previously proposed gravel parking area on Lot C. The parking area conforms to the recently approved Site Development Plan for the subdivision. The site will serve as an amenity for Gateway Studios, located southeast of the subject site and north of Chesterfield Airport Road.

DISCUSSION

Commissioner Choate expressed her concern regarding the hotel and the parking requirements. She noted that, in previous plan, some of Lot A’s parking was going to be on Lot B. She explained that her understanding is that this information will be reviewed at the site development meeting.

PETITIONER’S PRESENTATION:

George Stock, Stock & Associates Engineers, 257 Chesterfield Business Pkwy, Chesterfield, MO

Mr. George Stock explained that he is here on behalf of Gumbo Properties LLC to request the commissioners’ consideration to amend Ordinance 3229 to add one additional use “Hotel”. He elaborated that Gumbo Properties LLC is affiliated with Gateway Studios since the development of Gateway Studios and the approval of the Site Development Plan that came before the Planning Commission in 2024. Their focus and needs are centered around a hotel. They currently have one (1) full-service, high-end hotel proposed and planned for construction on the Gateway Studios site and are looking to add another hotel, which would be approximately four (4) stories with 127 rooms, similar to a Marriott AC. The design of the hotel will be by TRI Architects, who is the same architect for The Lodge. The Lodge is a three (3) story building on Lot A that came before the ARB Commission. Mr. Stock noted that he has seen the architecture and that it features similar quality and complementary materials to The Lodge building.

He also addressed Commissioner Choate’s concern regarding parking, explaining that the Site Development Plan, which will come before the Planning Commission following the rezoning, will include all the details regarding the architecture and parking in accordance with the City ordinance.

- B. P.Z. 03-2025 The Wedge:** An ordinance amendment to modify development criteria for an existing “PC” Planned Commercial District totaling 5.04-acres located south of the intersection of Olive Street Road and Chesterfield Airport Road.

STAFF PRESENTATION:

Alyssa Ahner, Senior Planner gave a PowerPoint presentation showing photographs of the site and surrounding area. Then provided the following information about the subject site:

Request Summary

The City of Chesterfield, on behalf of Energy Marketing 709, LLC, is requesting an amendment to Ordinance 2820 in order to modify the development criteria of a “PC” Planned Commercial District. The modifications requested are in response to a lawsuit that began back in 2017 and are part of the ongoing settlement.

Site History

- Ordinance 2820 was established in 2013 and included language that prohibited left turn movements out of the development at the easternmost access point on Chesterfield Airport Road and the requirement that the development must construct a barrier median separating the westbound and eastbound lanes of Chesterfield Airport Road.
- A Site Development Plan was submitted in 2015 and the proposed development did not meet the access criteria established in the zoning ordinance.
- St. Louis County, owner of Chesterfield Airport Road and Olive Street Road, provided comments on the Site Development Plan stating that *“for traffic safety reasons the barrier median will not be permitted to be constructed on Chesterfield Airport Road. In addition, the left turn movement out of the easternmost access to Chesterfield Airport Road is required for adequate access and to enhance traffic safety”*. The City was later sued for reasons related to roadway jurisdiction.

Proposed modifications

- Removal of the requirement to construct a barrier median.
- Removal of the language prohibiting left turn movements.
- Removal of the language requiring a traffic generation assessment contribution.
- Reduction of structure and parking setbacks along all three roadway frontages.
- Parking and loading requirements have been modified to state that “the development shall substantially conform to the Preliminary Development Plan” (PDP). The parking shown on the PDP is what would be permitted during the review of an Amended Site Development Plan and it should be noted that this is an excess of what is allowed per Code. The maximum parking allowed for “filling station and convenience store with pump stations” or “retail sales, community” is 120% of the minimum parking required.
- Landscape and tree requirements have been modified to state that “the development shall substantially conform to the Preliminary Development Plan” (PDP). The landscaping shown on the PDP is what would be permitted during the review of an Amended Site Development Plan.

Preliminary Development Plan

The Preliminary Development Plan roughly compares to what was previously approved. Notably, the drive-thru component for the convenience store is no longer included.

Additionally, the previously approved car wash is now attached to the convenience store. The ATM has been removed. The plan involves demolishing the existing gas station and construction a new gas station, along with a new multi-tenant building.

Ms. Ahner stated that the City is not soliciting comments from external agencies during this ordinance amendment. Staff's review has been limited to items that are under the City's jurisdiction i.e., access to the site from Olive Street Road or Chesterfield Airport Road has not been reviewed. External agencies will be provided with the opportunity to review when permits are applied for.

DISCUSSION

Commissioner Wuennenberg commented on the landscaping and the number of street trees, noting it seems like they are missing trees. Mr. Wyse suggested having an open discussion with the property owner regarding this matter. Ms. Ahner explained that typically, a street tree would be planted every 50 feet, and every parking space should be within 50 feet of a tree. The landscape buffer is required to be 30 feet, but it currently falls a couple feet short. Additionally, there is a requirement to maintain 30% of the trees on the site. A modification was submitted in the past requesting to remove all trees on site due to their health and type.

PETITIONER'S PRESENTATION:

Steve Madras, 15925 Showing Court, Chesterfield, MO – available for questions.

V. APPROVAL OF MEETING SUMMARY

Commissioner Choate made a motion to approve the Meeting Summary of the March 24, 2025 Planning Commission Meeting. The motion was seconded by Commissioner Staniforth and passed by a voice vote of 8 to 0. (*Commissioner Bilgram abstained.*)

VI. PUBLIC COMMENT

1. Jason Buxton, 15530 Olive Boulevard, Chesterfield, MO Petitioner for 15530 Olive Boulevard (Circle K) – available for questions.
2. Keith Vinyard, 7106 Hazelwood Lane, University City, MO Petitioner for Dierbergs The Market Place (Billy G's) – available for questions.
3. George Stock, Stock & Associates Engineers, 257 Chesterfield Business Parkway, Chesterfield MO representing the Petitioners for Long Road Lipton Parcel and Long Road Lipton Parcel, Lot 8 – available for questions.

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS

- A. 15530 Olive Boulevard (Circle K): A Sign Package for a freestanding sign with an Electronic Message Center (EMC) at a 0.77-acre tract of land zoned "C8" Planned Commercial located south of Olive Boulevard and east of East Chesterfield Parkway.

Commissioner Wuennenberg, representing the Site Plan Committee, made a motion recommending approval of the Sign Package for 15530 Olive Boulevard (Circle K). The motion was seconded by Commissioner Choate and passed by a voice vote of 9 to 0.

- B. **Dierbergs The Market Place (Billy G's):** An Architectural Specialty Lighting Package for a 11.35-acre tract of land zoned "C8" – Planned Commercial District, located on the northeast side of Clarkson Road, southwest of its intersection with Baxter Road.

Commissioner Wuennenberg, representing the Site Plan Committee, made a motion recommending approval of an Architectural Specialty Lighting Package for **Dierbergs The Market Place (Billy G's)**. The motion was seconded by **Commissioner Midgley** and **passed** by a voice vote of 9 to 0.

- C. **Long Road Lipton Parcel:** An Amended Site Development Concept Plan for Long Road Lipton Parcel subdivision located on a 20-acre tract of land located north of Chesterfield Airport Road, and south of Interstate 64, zoned "PI"-Planned Industrial.

Commissioner Wuennenberg, representing the Site Plan Committee, made a motion recommending approval an Amended Site Development Concept Plan for **Long Road Lipton Parcel**. The motion was seconded by **Commissioner Staniforth** and **passed** by a voice vote of 9 to 0.

- D. **Long Road Lipton Parcel, Lot 8:** A Site Development Section Plan, Landscape Plan, Lighting Plan and Architectural Elevations for a medical office building located on a 3.16-acre tract of land located east side of Chesterfield Industrial Blvd., zoned "PI"-Planned Industrial.

Commissioner Wuennenberg, representing the Site Plan Committee, made a motion recommending approval of the Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for **Long Road Lipton Parcel, Lot 8**. The motion was seconded by **Commissioner Marino** and **passed** by a voice vote of 9 to 0.

VIII. UNFINISHED BUSINESS

- A. **P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.):** A request for an ordinance amendment to an existing "PC" Planned Commercial District comprising 77.8 acres located on the north side of Outer 40 Road (17W640035, 16W320011, 16W330021, and 16W320022).

Commissioner Marino made a motion to approve **P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.)**. The motion was seconded by **Commissioner Choate**.

Upon roll call, the vote was as follows:

Aye: Commissioner Bilgram, Commissioner Choate
Commissioner Chohan, Commissioner Harris,
Commissioner Marino, Commissioner Midgley,
Commissioner Staniforth, Commissioner Wuennenberg,
Chair Tilman

Nay: None

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

- B. P.Z. 03-2025 The Wedge:** An ordinance amendment to modify development criteria for an existing “PC” Planned Commercial District totaling 5.04-acres located south of the intersection of Olive Street Road and Chesterfield Airport Road.

Commissioner Wuennenberg made a motion to approve **P.Z. 03-2025 The Wedge** with the following condition:

- Staff work with the Applicant to review the Landscape Plan.

The motion was seconded by Commissioner Midgley.

Upon roll call, the vote was as follows:

**Aye: Commissioner Bilgram, Commissioner Choate
Commissioner Chohan, Commissioner Harris,
Commissioner Marino, Commissioner Midgley,
Commissioner Staniforth, Commissioner Wuennenberg,
Chair Tilman**

Nay: None

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

IX. NEW BUSINESS

Chair Tilman extended sincere appreciation to Commissioner Bilgram for his service as a commissioner, acknowledging the exceptional job he has done during his tenure, as this is his last meeting.

X. COMMITTEE REPORTS – None.

XI. ADJOURNMENT

The meeting adjourned at 7:25 p.m.

Gail Choate, Secretary

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Planning Commission Staff Report

Meeting Date: June 9, 2025

From: Isaak Simmers, Planner

Location: 18383 Chesterfield Airport Road

Description: **Chesterfield Ice and Sports Complex, Lot A:** An Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Amended Architectural Elevations for an existing ice and sports complex located on a 10.11-acre tract of land zoned “PC” Planned Commercial District north of Chesterfield Industrial Boulevard, and east of its intersection of Wings of Hope Boulevard and a Private Road.

PROPOSAL SUMMARY

Stock and Associates Consulting Engineers, Inc., on behalf of the Chesterfield Hockey Association, Inc., submitted an Amended Site Development Section Plan and associated plans for Phase 2 expansion of the Chesterfield Ice and Hockey Sports Complex. The existing facility is 18,144 square feet and includes; two (2) NHL sized hockey rinks, seating for 2,000 spectators, and additional sporting amenities. The goal of the expansion is to provide additional locker rooms and amenities for the Maryville University Hockey Team, and an additional third practice rink and amenities for the Chesterfield Hockey Association.



Figure 1: Subject Site

RELEVANT SITE HISTORY

The site was zoned “M3” Planned Industrial District prior to the incorporation of the City of Chesterfield. In August 2017, the Chesterfield Hockey Association submitted a petition to rezone from “M3” Planned Industrial District to “PC” Planned Commercial District in preparation for a new ice hockey sports complex. In 2018, the Site Development Section Plan and associated plans for Lot A of Chesterfield Ice Sports Complex Subdivision were approved for Phase 1 construction. During construction, the applicant came back to the City to amend the lighting plan and landscape plan for minor changes. A landscape inspection for Phase 1 was conducted in January 2023 and found all landscaping to be in compliance with the approved plans; surety was released.

Architectural Review Board (ARB 5/15)

The Amended Site Development Section Plan and associated plans were reviewed by the City of Chesterfield Architectural Review Board on May 15, 2025. At that time, significant discussion was had regarding the brick form liner that was proposed on the north and west elevations in lieu of a continuation of the existing thin brick veneer and concrete tilt-up panels. The Board ultimately made a motion to forward the petition to Planning Commission with a recommendation of approval with the following condition:

- The proposed phased additions, both Phase 2A and Phase 2B, shall utilize painted tilt-up panels and thin-brick veneer cast into the tilt-up panels on the front (east), rear (west), and side (north) elevations to match the existing facades as discussed with and agreed upon by the petitioner to create a consistent and cohesive facility.

The motion passed by a voice vote of 5-0. The applicant updated the architectural elevations per the Boards condition of approval and submitted the amended elevations to Staff. The updated elevations have been included in the Planning Commission packets.

STAFF ANALYSIS

It has been communicated to Staff that Phase 2 will be constructed in two (2) separate phases, Phase 2A and 2B. First, Maryville University will construct Phase 2A which will provide additional locker rooms and amenities to support the Maryville University Hockey Team. Second, the Chesterfield Ice Hockey Association will build Phase 2B of the expansion. Phase 2A and Phase 2B will be built by separate entities but are still expected by the applicant to be constructed consecutively, finances permitting.

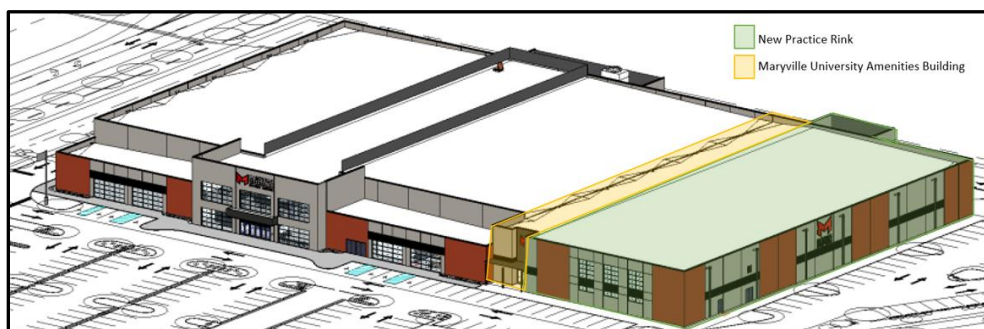


Figure 2: 3D Model, NE Corner

A. Circulation, Parking and Access

The applicant submitted a request for an 8% reduction to the City's parking requirements and hired Lochmueller Group to provide a Parking Study, and a Traffic Impact Study to substantiate the request, as required per Code. A summarization of the conclusions for both analyses have been provided below. There are no proposed changes to the existing parking area, see Figure 3.



Figure 3: Existing Parking Area, Google Earth 2023 (Area of Work in Red)

Lochmueller Group – 3rd Rink Parking Study A parking analysis was conducted for both a typical Saturday and weekday evening during the regular hockey season. It was found that adding a third ice rink would increase parking demand by 35% of the current level. Despite this, the existing 388 space lot has been determined to handle the increased demand, with peak usage reaching 90% on Saturdays' and only 32% on weekday evenings.

Lochmueller Group – 3rd Rink Traffic Impact Study A Traffic Impact Study was conducted during the peak hours, weekday afternoon and Saturday midday. Nearby developments were considered in the analysis; Chesterfield Wedge, Carshield Sports Complex, and Gateway Studios. The surrounding signalized intersection performed acceptably in both peak periods. Per the Lochmueller Group, *"the unsignalized intersection of Chesterfield Airport Road and the MUHC access drive has a failing southbound left-turn in both peak periods, however the queue for this approach is a maximum of five vehicles and the long delays are characteristic of an unsignalized side street approach"*. The third rink functions only as a practice rink and has been estimated to generate 35% more trips than current levels. It has been determined that the existing roadway network can accommodate the increased traffic. The southbound left-turn at the unsignalized intersection will still experience failure, but only minor increases in delay (by one vehicle) is expected. The dedicated right-turn lane helps minimize delays for right-turning vehicles.

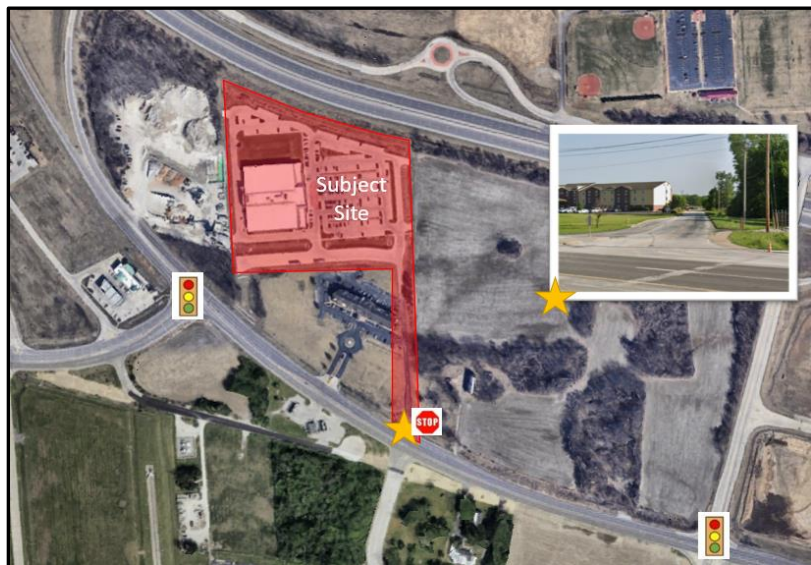


Figure 4: Subject Site, Circulation and Access

The proposed access on the south side of Olive Street Road does not conform to the approved Concept Plan for Valley Village Subdivision, so it has been determined by Staff that the applicant must coordinate with the adjoining property owner(s) to update and resubmit the Concept Plan for Valley Village, and the Site Development Section Plan for Parcel 1 of Valley Village. Approval of the updated concept plan, and submittal of recorded copies of the easements must be completed prior to approval of the Chesterfield Ice and Sports Complex Lot A Phase 2B Improvement Plans.

The proposed expansion is a continuation of the same materials and design used for Phase 1 of the project. The structure is comprised of a mixture of concrete tilt-up panels, thin brick veneer, and composite metal paneling. The maximum building height above the main entry will remain at 36' and will not be increased. The proposed building expansion will match the average building height at 28' along the north elevation and match in both scale and design of the existing structure. As Phase 2 will be constructed at different times, Phase 2A will be finished with existing materials which will eventually be removed for the completion of Phase 2B, see Figure 9. Elevations for the complete Phase 2 Expansion have been provided below:



Figure 6: Front (East) Elevation PHASE 2A / PHASE 2B

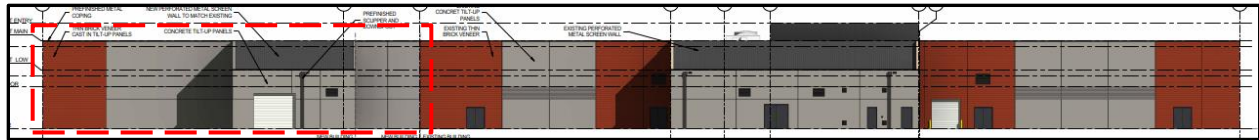


Figure 7: Rear (West) Elevation PHASE 2A / PHASE 2B

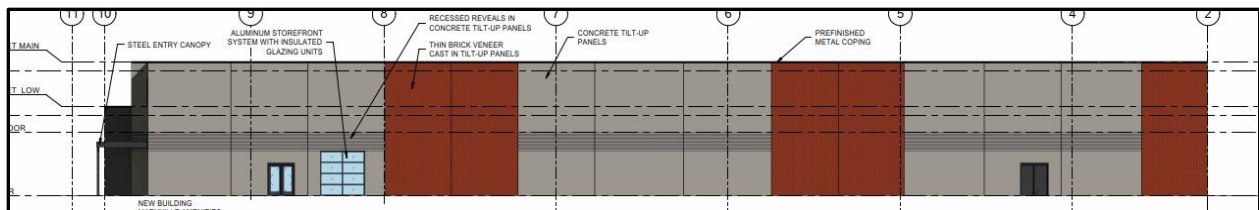


Figure 8: Side (North) Elevation PHASE 2A MU Amenities Building Only

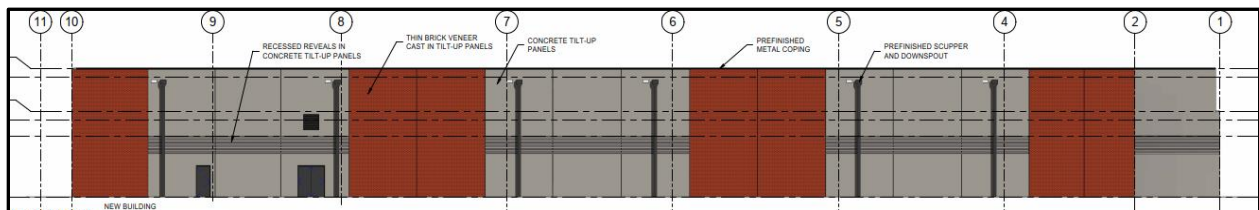


Figure 9: Side (North) Elevation PHASE 2A / PHASE 2B

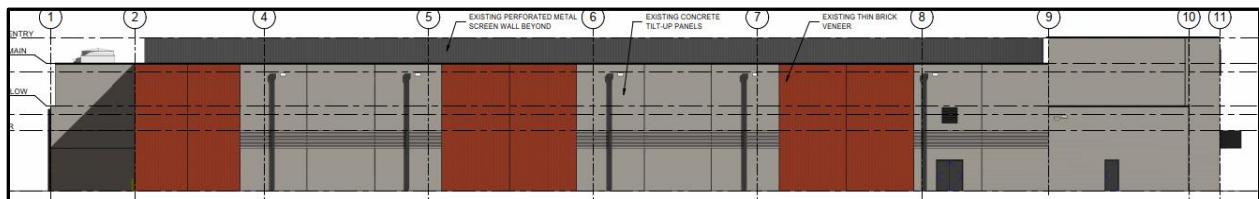


Figure 10: Side (South) Elevation – No Change –

Rooftop Mechanical Equipment for the proposed expansion will be screened by the parapet, and an existing metal panel screen wall will be adapted to the rear (west) elevation of the expansion, see Figure 11.

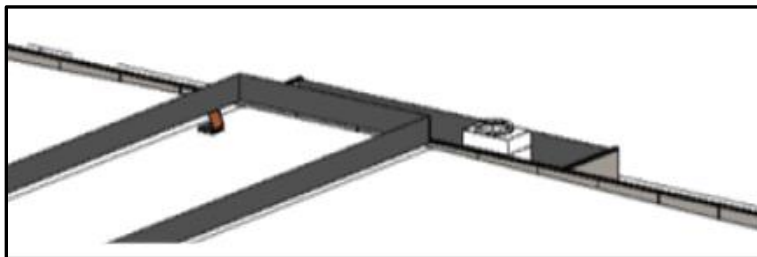


Figure 11: Rooftop Screening and Parapet

C. Landscape Design

Minor amendments have been proposed to the site landscaping that will take place during both Phase 2A and Phase 2B on construction. There are nine (9) additional shrubs proposed to screen the trash enclosure to the rear of the site. These shrubs will be installed during Phase 2A of construction and the remaining grassy area to the north of the construction will be replaced with sod for repair, see Figure 12. During Phase 2B, a mixture of shrubs has been proposed along the front (east) elevation and the side (north) elevation of the complete Phase 2, see Figure 13.

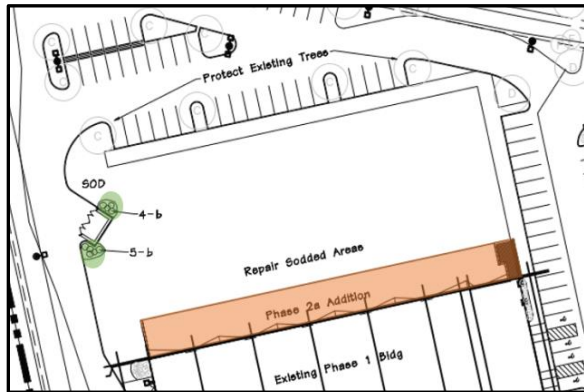


Figure 12: Phase 2A Landscape Plan



Figure 13: Phase 2B Landscape Plan

D. Lighting

A site photometric plan for the site was approved and completed during Phase 1 of construction. The applicant has submitted an amendment to the site photometric plan to show how the proposed expansion will affect existing conditions. The proposed amendments include the relocation of three (3) existing wall pack lighting fixtures along the proposed side (north) elevation and additional protection bollards will be included along the front (east) elevation for patron safety. There are no changes proposed to the lighting of the parking area. The Lighting Plan has been reviewed by Staff and found to be Code compliant, see Figure 14 for fixture details.

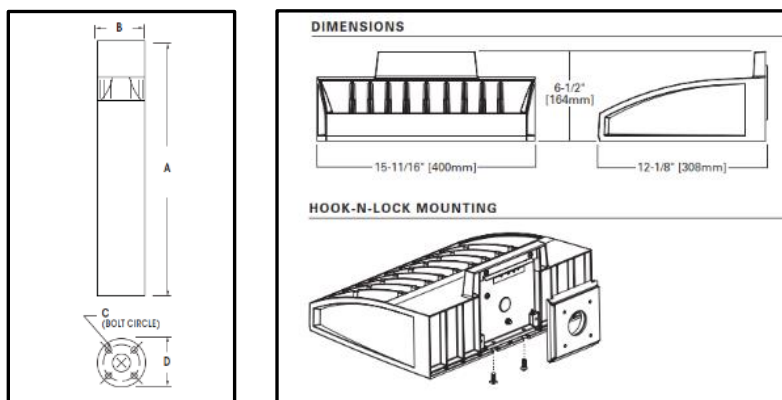


Figure 14: Light Fixture Details

RENDERING(s)



Figure 15: Exterior Entry, Maryville University Amenities Building Only (PHASE 2A)



Figure 16: Exterior Entry, Third Rink and Amenities Building (PHASE 2A /2B)

DEPARTMENT INPUT

Staff has reviewed the Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations and found that it meets the requirements to be presented to the Planning Commission for review. Staff Recommends action.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

1. "I move to approve (or deny) the Amended Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for Chesterfield Ice and Sports Complex, Lot A as presented."
2. "I move to approve the Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for Chesterfield Ice and Sports Complex with the following conditions..."

Attachments:

1. ASDSP
2. Architectural Elevations
3. Parking Memo
4. Traffic Study

FLOOD NOTE:

SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREA WITH REDUCED FLOOD RISK DUE TO LEVEE) AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP FOR ST. LOUIS COUNTY, MISSOURI AND INCORPORATED AREAS. THE MAP IS IDENTIFIED AS MAP NO. 29189C0145K WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2015.

FAIR CALCULATION (PHASE 2)

F.A.R. = 126,574 S.F. / 440,568 S.F. = 0.29
MAXIMUM = 0.55

BUILDING + PARKING SETBACKS

NORTH: 30' BUILDING AND 30' PARKING SETBACK
EAST: 30' BUILDING AND 30' PARKING SETBACK
SOUTH: 30' BUILDING AND 30' PARKING SETBACK
WEST: 10' BUILDING AND 10' PARKING SETBACK

PARKING CALCULATIONS

RECREATIONAL USE (PHASE 1 BUILDING):

REQUIRED:
MIN. PARKING 3.3 / 1,000 GFA
3.3 * 84,144 = 277 SPACES
MAX. PARKING 4.5 / 1,000 GFA
4.5 * 84,144 = 378 SPACES
EXCEED MAX. PARKING REQUIREMENT - 20% MAX. EXCESS
1.20 * 4.5 * 84,144 = 454 SPACES
(388 SPACES PROVIDED)
REQUESTING: (388 - 378) / 388 = 2.6% EXCESS
MIN. HANDICAP PARKING REQUIRED = 2% OF TOTAL SPACES PROVIDED
2.0% * 388 = 8 SPACES
(8 SPACES PROVIDED)

REQUIRED LOADING: NONE

RECREATIONAL USE (ADDITION OF PHASE 2 BUILDING):

REQUIRED:
MIN. PARKING 3.3 / 1,000 GFA
3.3 * (84,144 + 42,430) = 418 SPACES
MAX. PARKING 4.5 / 1,000 GFA
4.5 * (84,144 + 42,430) = 570 SPACES
PARKING PROVIDED: 388 SPACES PR. ROOF DRAINS (CONNECT TO EXISTING)
REQUESTING AN 8% REDUCTION TO THE CITY'S PARKING REQUIREMENTS PER SECTION 405.04.040, EQUATING TO 30 SPACES
MIN. HANDICAP PARKING REQUIRED = 2% OF TOTAL SPACES PROVIDED
2.0% * 570 = 11 SPACES
(8 SPACES PROVIDED)

REQUIRED LOADING: NONE

MONARCH FIRE PROTECTION DISTRICT NOTE:

A SECOND ACCESS POINT MUST BE IN PLACE BEFORE THE THIRD SHEET OF ICE (PHASE 2B) CAN BE OCCUPIED.

OPENSOURCE CALCULATIONS:

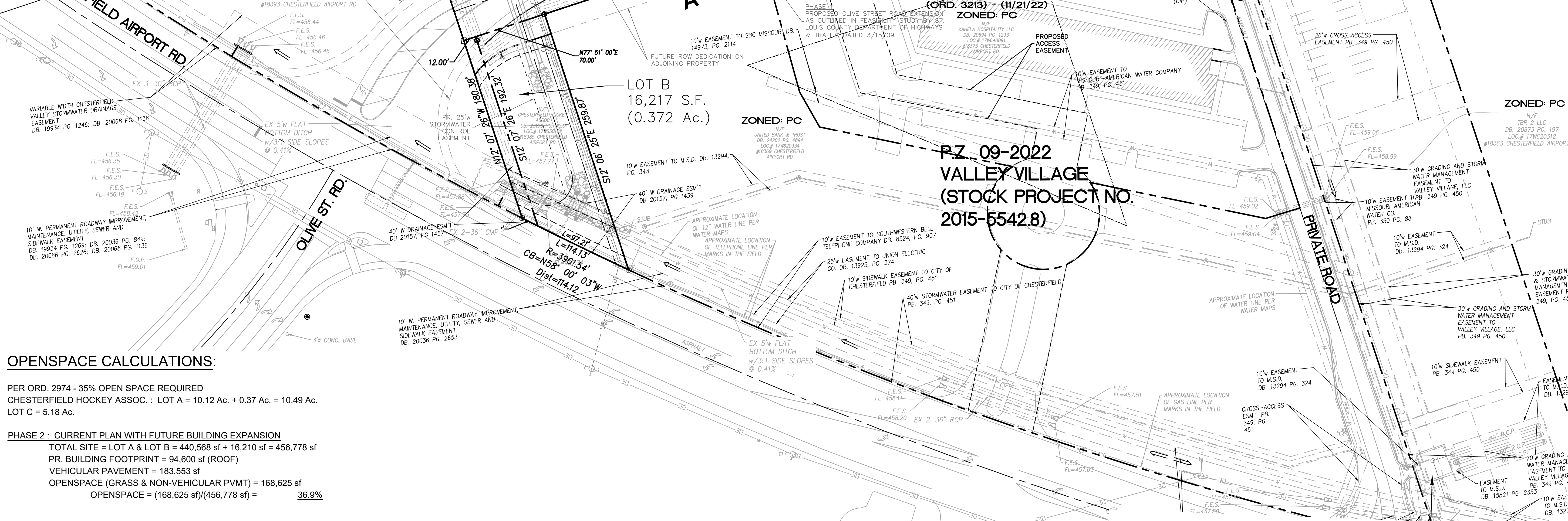
PER ORD. 2974 - 35% OPEN SPACE REQUIRED
CHESTERFIELD HOCKEY ASSOC.: LOT A = 10.12 Ac + 0.37 Ac. = 10.49 Ac.
LOT C = 5.18 Ac.

PHASE 2: CURRENT PLAN WITH FUTURE BUILDING EXPANSION

TOTAL SITE = LOT A & LOT B = 440,568 sf + 16,210 sf = 456,778 sf
PR. BUILDING FOOTPRINT = 94,600 sf (ROOF)
VEHICULAR PAVEMENT = 183,553 sf
OPENSOURCE (GRASS & NON-VEHICULAR PAVMT) = 168,625 sf
OPENSOURCE = (168,625 sf)/(456,778 sf) = 36.9%

AMENDED SITE DEVELOPMENT SECTION PLAN

A TRACT OF LAND BEING LOTS A, B, AND C OF THE CHESTERFIELD SPORTS COMPLEX AS RECORDED IN PLAT BOOK 368, PAGES 54-55 LOCATED IN U.S. SURVEY 371 AND PART OF U.S. SURVEY 102, TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



LOCATION MAP

(NOT TO SCALE)

ABBREVIATIONS

ATG - ADJUST TO GRADE PG. - PAGE
B.C. - BACK OF CURB PR. - PROPOSED
C.O. - CLEANOUT P.V.C. - POLYVINYL CHLORIDE PIPE
D.B. - DEED BOOK R.C.P. - REINFORCED CONCRETE PIPE
ELEV. - ELEVATION R/W - RIGHT-OF-WAY
EX. - EXISTING SQ. - SQUARE
F.C. - FACE OF CURB T.B.A. - TO BE ABANDONED
FL. - FLOWLINE T.B.R. - TO BE REMOVED
FT. - FEET T.B.R.&R. - TO BE REMOVED AND REPLACED
F.W.D. - FOUND TYP. - TYPICALLY
G - GAS U.I.P. - USE IN PLACE
H.W. - HIGH WATER U.O.N. - UNLESS OTHERWISE NOTED
LFB - LOW FLOW BLOCKED V.C.P. - VITRIFIED CLAY PIPE
M.H. - MANHOLE W. - WATER
N/F - NOW OR FORMERLY
P/B - PLAT BOOK (86'W) - RIGHT-OF-WAY WIDTH

LEGEND

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

GENERAL NOTES:

- BOUNDARY AND TOPOGRAPHIC SURVEY BY STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
- ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
- ALL PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
- NO GRADE SHALL EXCEED 3:1 SLOPE.
- GRADING AND STORM WATER PER M.S.D., THE CITY OF CHESTERFIELD, MISSOURI, AND THE MONARCH CHESTERFIELD LEVEE DISTRICT.
- STORM WATER SHALL BE DISCHARGED AT ADEQUATE NATURAL DISCHARGE POINTS. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
- APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. SIGN APPROVAL IS A SEPARATE PROCESS.
- ALL UTILITIES WILL BE INSTALLED UNDERGROUND.
- SITE DEVELOPMENT SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS AS OUTLINED IN THE GEOTECHNICAL EXPLORATION PREPARED BY MIDWEST TESTING DATED MAY 02, 2018.
- ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO CITY OF CHESTERFIELD'S STANDARDS.
- NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
- STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
- ALL PROPOSED ACCESS TO ST. LOUIS COUNTY ROADS SHALL MEET MINIMUM ST. LOUIS COUNTY SIGHT DISTANCE REQUIREMENTS.
- ALL SIDEWALKS AND ASSOCIATED ACCESSIBILITY IMPROVEMENTS SHALL BE CONSTRUCTED TO THE CITY'S ADA STANDARDS.
- ALL GRADING AND DRAINAGE SHALL BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
- ALL HYDRANTS, POWER POLES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT-OF-WAY SHALL HAVE A MINIMUM TWO (2) FOOT SEED FROM FACE OF CURB, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
- ANY ENTITY THAT PERFORMS WORK ON ST. LOUIS COUNTY MAINTAINED PROPERTY SHALL PROVIDE THE COUNTY WITH A CERTIFICATE OF INSURANCE EVIDENCING GENERAL LIABILITY COVERAGE (BODILY INJURY AND PROPERTY DAMAGE) IN THE AMOUNTS SPECIFIED AS THE LIMITS OF LIABILITY SET BY THE STATE FOR PUBLIC ENTITIES. SUCH CERTIFICATE SHALL INCLUDE "ST. LOUIS COUNTY" AS AN ADDITIONAL INSURED AND SHALL BE PROVIDED PRIOR TO THE ISSUANCE OF ANY PERMIT. CERTIFICATE SHALL PROVIDE FOR A 30 DAY POLICY CANCELLATION NOTICE TO ST. LOUIS COUNTY. UPON REQUEST, THE COUNTY WILL PROVIDE THE SPECIFIC AMOUNTS FOR BOTH PER PERSON AND PER OCCURRENCE LIMITS.
- PRIOR TO "SPECIAL USE PERMIT" ISSUANCE BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LETTER OF CREDIT, MAY BE REQUIRED TO BE ESTABLISHED WITH THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
- ACCESS RESTRICTION SHALL BE IMPLEMENTED UPON CONNECTION OF THE OLIVE STREET ROAD EXTENSION FROM CHESTERFIELD AIRPORT ROAD TO THE WEST, TO SPIRIT OF ST. LOUIS BLVD TO THE EAST. PER ORDINANCE 2794, IT MUST BE RESTRICTED AT THE NORTHERN ACCESS POINT SOUTH OF THE NEW OLIVE STREET ROAD OR AT THE SOUTHERN ACCESS POINT NORTH OF CHESTERFIELD AIRPORT ROAD.

GEOTECHNICAL ENGINEER'S STATEMENT

Midwest Testing, at the request of CHESTERFIELD HOCKEY ASSOCIATION, INC., has performed a geotechnical exploration for the property of which the project proposed hereon is a part thereof. Our findings indicated that the earth related aspects are suitable for the development proposed herein pursuant to the geotechnical recommendations and considerations set forth in our May 2, 2018 report, titled "Geotechnical Exploration - MT Job No. 14414 - Chesterfield Ice & Sports Complex - Chesterfield, Missouri".

Midwest Testing
Name: Daniel J. Barczykowski Date: 04/16/2025

SURVEYOR'S CERTIFICATION

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

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

Walter J. Pfleger, Missouri L.S. No. 2008000728

ST. LOUIS COUNTY BENCHMARK

BENCHMARK# 11121 NGVD29 ELEV.=461.91
Standard DME aluminum disk stamped 3'-464' situated in a naturalized grass area south of the North Outer Forty Road at an approximate distance of 0.4 miles east of the intersection with Spirit of St. Louis Boulevard north of Interstate Route 64 (also known as Highway 40), roughly 24.5 feet south of the centerline of North Outer Forty Road, 1.7 feet south of the edge of pavement, and 5.3 feet south of a MSHD witness post set in the line of a cable guard along the south side of North Outer Forty Road.

PREPARED FOR:

CHESTERFIELD HOCKEY ASSOCIATION, INC.
P.O. BOX 335
CHESTERFIELD, MO 63006

THE STAENBERG GROUP
2127 INNERBELT BUSINESS CENTER DR.
SUITE 310
ST. LOUIS, MO 63114

PREPARED BY:

STOCK & ASSOCIATES
Consulting Engineers, Inc.

2927 Chesterfield Business Parkway
St. Louis, MO 63006
PH (636) 550-9000
FAX (636) 550-9030
E-mail: general@stockassoc.com
Web: www.stockassoc.com

REVISIONS:

1 04-23-25 CITY COMMENTS
2 05-05-25 CITY COMMENTS
3 05-12-25 CITY COMMENTS
4 05-23-25 CITY COMMENTS

DATE: 03/25/2025 JOB NO: 215-5542.9
SHEET NO: 17W2
SLC REF: HBT SUP. #
SHEET TITLE: NO-00

SITE DEVELOPMENT SECTION PLAN

SDSP-1.0

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DRAWN FILE: C:\Users\mccoy\Documents\2025\ORD 2974 - SDSP - 2.0.dwg PLOT DATE: 08/13/2025 PLOT TIME: 9:30am PLOTTED BY: mccoy

P. Z. 09-2017 18385 Chesterfield Airport Road
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Planning Commission 8/14/2017
Planning & Public Works Committee 08/24/2017
City Council 09/18/2017 & 10/02/2017

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the City of Chesterfield at least seven (7) business days in advance of said holiday.

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

- Height
 - The maximum height of the building, exclusive of roof screening, shall not exceed forty-five (45) feet.
- Building Requirements
 - A minimum of thirty-five percent (35%) openspace is required for each lot within this development.
 - This development shall have a maximum F.A.R. of 0.55.

C. SETBACKS

- Structure Setbacks
 - No building or structure, other than a freestanding project identification sign, light standards, or flag poles will be located within the following setbacks:
 - Thirty (30) feet from the southern boundary of this district.
 - Thirty (30) feet from the northern boundary of this district.
 - Thirty (30) feet from the eastern boundary of this district.
 - Ten (10) feet from the western boundary of this district.
 - Ten (10) feet from the interior boundary lines within this district.
- Parking Setbacks
 - No parking stall, loading space, internal driveway, or roadway, except points of ingress or egress, will be located within the following setbacks:
 - Thirty (30) feet from the southern boundary of this district.
 - Thirty (30) feet from the northern boundary of this district.
 - Thirty (30) feet from the eastern boundary of this district.

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- Ten (10) feet from the western boundary of this district.
- Zero (0) feet from the interior boundary lines within this district.

D. PARKING AND LOADING REQUIREMENTS

- Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
- No construction related parking shall be permitted within right of way or any existing roadways. All construction related parking shall be confined to the development.
- Parking lots shall not be used as streets.

E. LANDSCAPE AND TREE REQUIREMENTS

The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.

F. SIGN REQUIREMENTS

- 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.
- Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Transportation (or MoDOT), for sight distance considerations prior to installation or construction.

G. LIGHT REQUIREMENTS

- Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.
- Street lights shall be provided along the proposed Olive Street Road in accordance with the City of Chesterfield Unified Development Code and as required by the City of Chesterfield.

H. ARCHITECTURAL

- The development shall adhere to the Architectural Review Standards of the City of Chesterfield Unified Development Code.

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- 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.

I. ACCESS/ACCESS MANAGEMENT

- Access to the development shall be as shown on the Preliminary Site Plan attached hereto as Attachment "B" and adequate sight distance shall be provided, as directed by the City of Chesterfield, the Missouri Department of Transportation and St. Louis County Department of Transportation, as applicable.
- 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 and the agency in control of the right of way off which the access is proposed.
- Access to this development from Chesterfield Airport Road shall be as directed by the Saint Louis County Department of Transportation. Cross-access easements shall be provided as necessary to allow for access through the adjacent property to Chesterfield Airport Road.
- Provide cross-access easements as needed to the parcels to the south, east, and to the west as directed by the City of Chesterfield.
- If any public roads are proposed within this development, the roads shall be designed to meet the current American Association of State and Highway Transportation Officials (AASHTO) Manual requirements and as directed by the Saint Louis County Department of Transportation.
- Installation of landscaping and ornamental entrance monument or identification signage construction shall be reviewed by the Saint Louis County Department of Transportation for sight distance consideration and approved prior to installation or construction.
- Upon connection of the Olive Street Road extension from Chesterfield Airport Road to the west, to Spirit of St. Louis Blvd to the east, the interim access road connecting to the development to the south shall be restricted at either its northern (south side of the new Olive Street

Chesterfield Hockey Association, Inc., the owner of the property shown on this plan for and in consideration of being granted approval of said plan to develop property under the provisions of

Section 03, _____ of City of Chesterfield
(applicable subsection) (present zoning)

Unified Development Code, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the City of Chesterfield, or voided or vacated by order of ordinance of the City of Chesterfield Council.

by: _____

Chesterfield Hockey Association, Inc.

STATE OF MISSOURI }
COUNTY OF ST. LOUIS } ss.
On this _____ day of _____, A.D., 2025, before me personally appeared

_____, to me known, who, being by me sworn in, did say that he/she is the

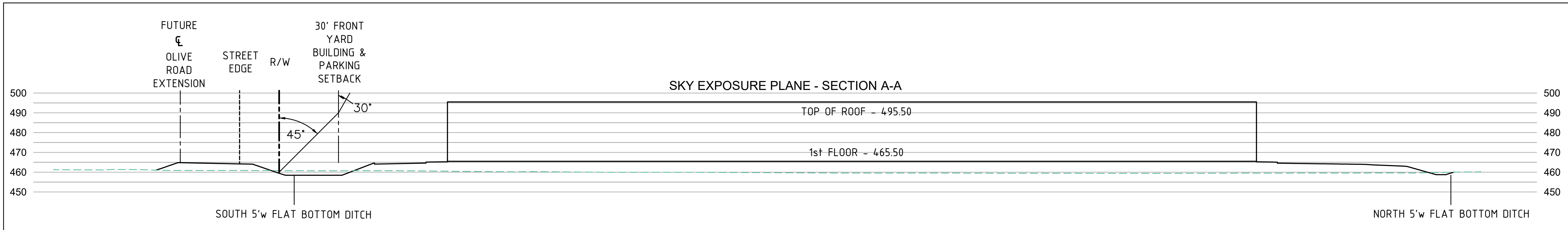
(Title) _____ of _____ (Name of Corporation) a corporation in the State of _____, and that the said _____ acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notarial Seal at my Office in _____ (County and State) _____, the day and year last above written.

Notary Public

Print Name

My commission expires: _____



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Planning & Public Works Committee 08/24/2017
City Council 09/18/2017 & 10/02/2017

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ATTACHMENT A

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

I. SPECIFIC CRITERIA

A. PERMITTED USES

- The uses allowed in this "PC" Planned Commercial District shall be:
 - Animal grooming service
 - Art gallery
 - Art studio
 - Auditorium
 - Bakery
 - Banquet facility
 - Bar
 - Barber- or beauty shop
 - Bowling center
 - Brewpub
 - Coffee shop
 - College/university
 - Drugstore and pharmacy
 - Dry-cleaning establishment
 - Financial institution, no drive-through
 - Grocery, community
 - Grocery, neighborhood
 - Laundromat
- Office – dental
- Office – general
- Office – medical
- Recreation facility
- Restaurant-fast-food
- Restaurant-sit-down
- Restaurant-take-out
- Retail sales establishment-community
- Retail sales establishment-neighborhood
- Self-storage facility
- Specialized private school
- Theater, indoor
- Theater, outdoor
- Veterinary clinic
- Vocational school
- Vocational school with outdoor training
- Warehouse, general

- All outdoor storage and / or outdoor sales activity shall be prohibited within this development.
- All drive through uses shall be prohibited within this development.

- Hours of Operation.
 - Uses "m", "p", "q", "r", "s", and "aa" listed above are considered retail uses and retail sales, with respect to those uses, will be subject to hours of operation from 6:00 AM to 11:00 PM. Hours of operation for said uses may be expanded for Thanksgiving Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to

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Road extension) or southern (north side of Chesterfield Airport Road) access point.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

- 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. No gate installation will be permitted on public right of way.
- 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.
- Provide street connections to the adjoining properties as directed by the City of Chesterfield. Stub street signage, in conformance with Article 04-09 of the Unified Development Code of the City of Chesterfield, shall be posted within thirty (30) days of the street pavement being placed.
- Provide a five (5) foot wide sidewalk, conforming to ADA standards, along all frontages of the site. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk may be located within right of way controlled by another agency, if permitted by that agency or on private property within a six (6) foot wide sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.
- Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
- Additional right of way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
- Any work within MoDOT's right of way will require a MoDOT permit.
- The petitioner shall provide adequate detention and / or hydraulic calculations for review and approval of all storm water that will affect MoDOT right of way.

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- All proposed work in MoDOT right of way must comply with MoDOT standards, specifications, conform to MoDOT's Access Management Guidelines with detailed construction plans being received and approved by MoDOT.
- Due to the close proximity to Interstate 64, sound mitigation is the responsibility of the owner/developer. MoDOT will not provide any noise mitigation measures for this development.
- Prior to Special Use Permit issuance by the Saint Louis County Department of Transportation, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Transportation to guarantee completion of the required roadway improvements.
- Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
- The Olive Street Road extension shall be extended throughout the property as directed by the City of Chesterfield and Saint Louis County Department of Transportation. The typical section of the roadway to be constructed or escrowed, as directed by the Saint Louis County Department of Transportation, shall closely follow the Saint Louis County Standard Drawing C203.68. The right-of-way dedicated shall reflect the potential for a five (5) lane expansion per St. Louis County Standard Drawing C203.66 along with any easement required for future traffic control installations.

K. TRAFFIC STUDY

- Provide a traffic study as directed by the City of Chesterfield and/or St. Louis County Department of Transportation. The developer's additional road improvement obligation and traffic signal improvements shall be as determined by the approved study. 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, geometries, 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

PREPARED FOR:
CHESTERFIELD HOCKEY ASSOCIATION, INC.
P.O. BOX 335
CHESTERFIELD, MO 63006

THE STAENBERG GROUP
2127 INNERBELT BUSINESS CENTER DR.
SUITE 310
ST. LOUIS, MO 63114

PREPARED BY:

SITE DEVELOPMENT SECTION PLAN FOR:
CHESTERFIELD ICE AND SPORTS COMPLEX
ORD. 2974, ZONED: PC

CHESTERFIELD, MISSOURI



GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

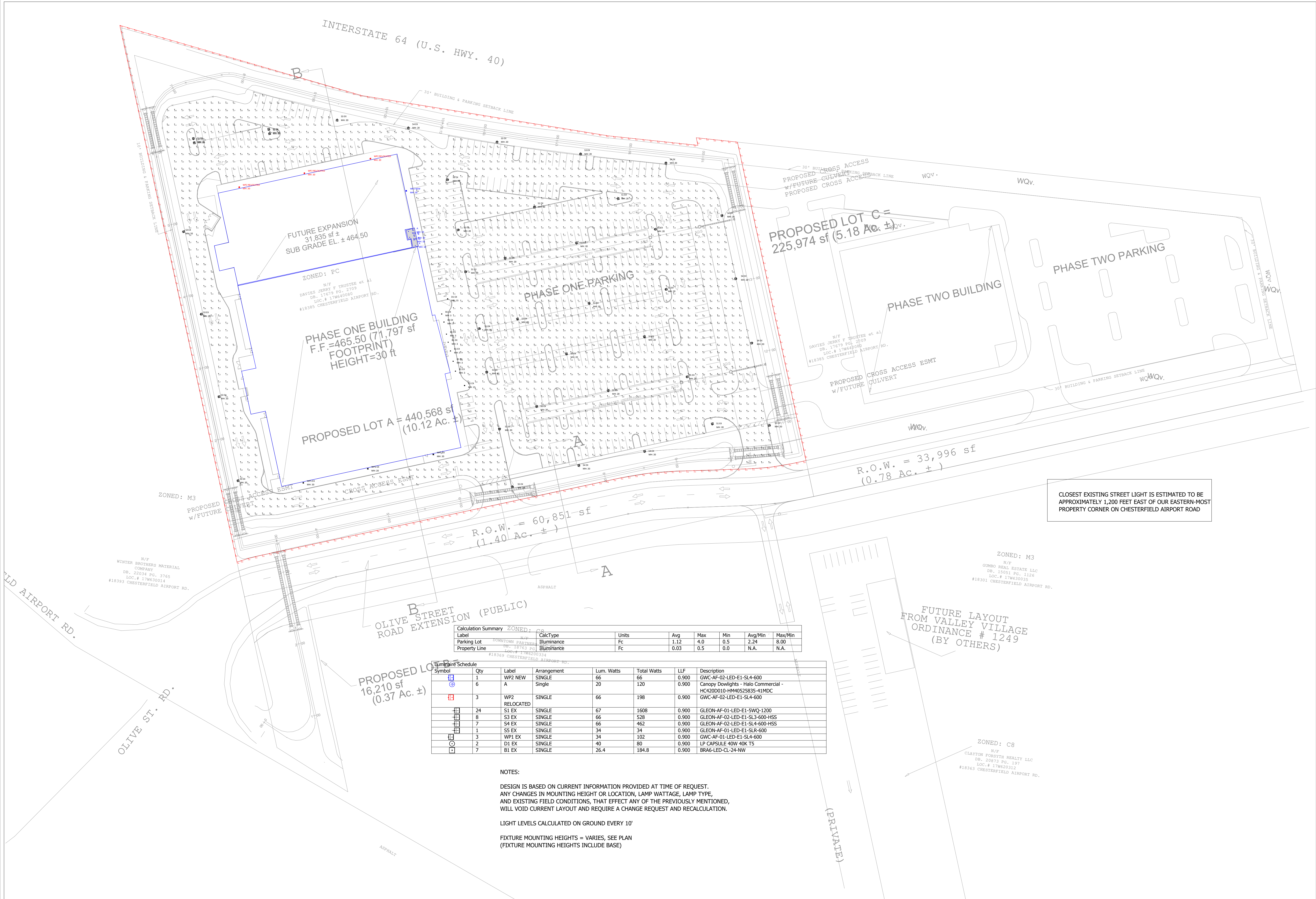
REVISIONS:
1 04-23-25 CITY COMMENTS
2 05-05-25 CITY COMMENTS
3 05-12-25 CITY COMMENTS

DRAWN BY: Z.P.S. CHECKED BY: G.M.S.
DATE: 03/25/2025 JOB NO.: 15-5542.9
VLSO: FR BSE: MP 17W2
SLC: HRT: HRT SLP: -

WDRX: P: NO-00
SHEET TITLE:

DETAILS &
ORDINANCE

SHEET NO.:
SDSP-2.0



Calculation Summary ZONED: C8									
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min		
Parking Lot	Illuminance	Fc	1.12	4.0	0.5	2.24	8.00		
Property Line	Illuminance	Fc	0.03	0.5	0.0	N.A.	N.A.		

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Watts	Total Watts	LLF	Description
WP2 NEW	1	WP2 NEW	SINGLE	66	66	0.900	GWC-AF-02-LED-E1-SL4-600
A	6	A	Single	20	120	0.900	Canopy Downlights - Halo Commercial - HC420D010-HM40525835-41MDC
WP2 RELOCATED	3	WP2 RELOCATED	SINGLE	66	198	0.900	GWC-AF-02-LED-E1-SL4-600
S1 EX	24	S1 EX	SINGLE	67	1608	0.900	GLEON-AF-01-LED-E1-5WQ-1200
S3 EX	8	S3 EX	SINGLE	66	528	0.900	GLEON-AF-02-LED-E1-SL3-600-HSS
S4 EX	7	S4 EX	SINGLE	66	462	0.900	GLEON-AF-02-LED-E1-SL4-600-HSS
S5 EX	1	S5 EX	SINGLE	34	34	0.900	GLEON-AF-01-LED-E1-SLR-600
WP1 EX	3	WP1 EX	SINGLE	34	102	0.900	GWC-AF-01-LED-E1-SL4-600
D1 EX	2	D1 EX	SINGLE	40	80	0.900	LP CAPSULE 40W 40K T5
B1 EX	7	B1 EX	SINGLE	26.4	184.8	0.900	BRA6-LED-CL-24-NW

NOTES:

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT TIME OF REQUEST.
ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE,
AND EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED,
WILL VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.

LIGHT LEVELS CALCULATED ON GROUND EVERY 10'

FIXTURE MOUNTING HEIGHTS = VARIES, SEE PLAN
(FIXTURE MOUNTING HEIGHTS INCLUDE BASE)



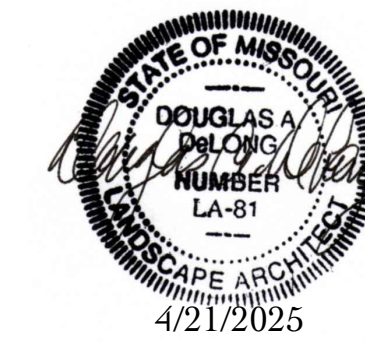
Revisions			
#	Date	Comments	

Drawn By: LU	Checked By:	Date: 5/14/2025
Scale: None		

Lighting Study

Maryville U Hockey Complex

Chesterfield, MO



Douglas A. DeLong, Landscape Architect LA-81

Consultants:

Chesterfield Ice and Sports Complex
Ord. 2974, Zoned: PC

Chesterfield, Missouri

Revisions:

Date	Description	No.

Drawn: DAD
Checked: BAD

DDeLong
landscape Architecture, LLC
7620 West Bruno Ave
St. Louis, MO 63117
(314) 346-4856
delong.la@gmail.com
Missouri State Certificate of Authority: 0101300145

Sheet Title: Phase 2a
Landscape Plan

Sheet No: L-1

Date: 04/21/2025
Job #: 176.002

INTERSTATE 64 (U.S.
HWY. 40)

30' Landscape Buffer

Protect Existing Trees

SOD

4-b

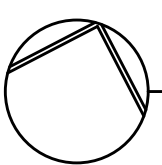
5-b

Repair Sodded Areas

Phase 2a Addition

Existing Phase 1 Bldg

30' BUILDING & PARKING SETBACK LINE
30' Landscape Buffer



Landscape Plan

SCALE 1"=40'-0"

This Amended Landscape Plan was administratively approved by the City of chesterfield and duly verified on the ____ day of _____, 20____, by the Director of Planning and Development Services authorizing the recording of this Site Development Plan pursuant to Chesterfield Ordinance Number 200, as attested to by the Director of planning and Development Services and the City Clerk.

Justin Wyse, AICP Director of Planning and Development Services
City of Chesterfield, Missouri

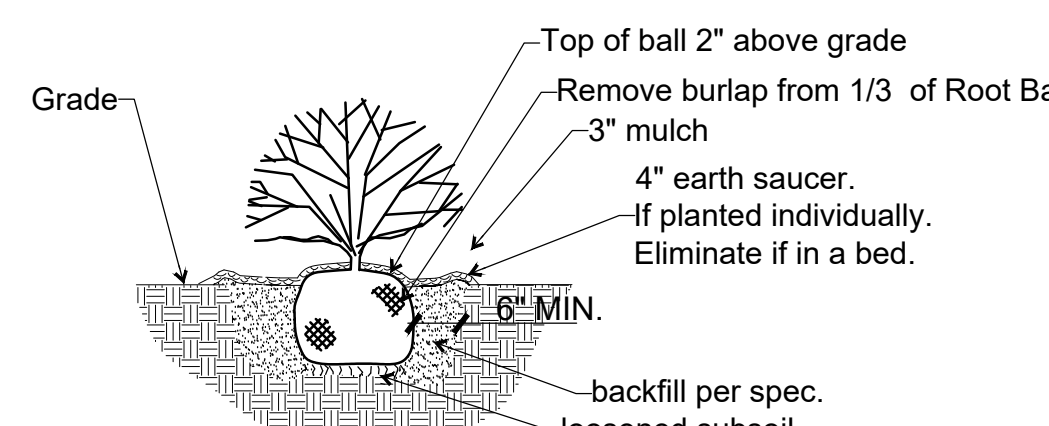
Vickie Haase, City Clerk City of Chesterfield, Missouri

Chesterfield Hockey, Inc. the owner under contract of the property shown on this plan for and in Consideration of being granted approval of said plan to develop property under the provisions of Section 03.

Unified Development Code, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the City of Chesterfield, or voided or vacated by order of ordinance of the City of Chesterfield Council.

by: _____

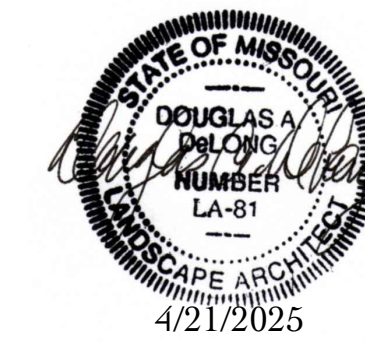
Chesterfield Hockey, Inc.



SCARIFY ROOT BALL OF ALL CONTAINER STOCK

TYPICAL SHRUB PLANTING

PLANTING SCHEDULE-PHASE 2						
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	MATURE HEIGHT	Notes
b	15	Viburnum x Juddii	Judd Viburnum	24-30"		4' O.C.



Douglas A. DeLong, Landscape Architect LA-81

Consultants:

Chesterfield Ice and Sports Complex
Ord. 2974, Zoned: PC

Chesterfield, Missouri

Revisions:

Date	Description	No.

Drawn: DAD
Checked: BAD

DeLong
landscape Architecture, LLC
7620 West Bruno Ave
St. Louis, MO 63117
(314) 346-4856
delong.la@gmail.com
Missouri State Certificate of Authority: 01013001-05

Sheet Title: **Phase 2b
Landscape Plan**

Sheet No: **L-1**

Date: 04/21/2025
Job #: 176.002

INTERSTATE 64 (U.S.
HWY. 40)

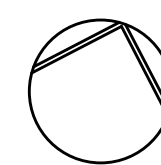
30' Landscape Buffer

Protect Existing Trees

Phase 2b Addition

Existing Phase 1 Bldg

30' BUILDING & PARKING SETBACK LINE
30' Landscape Buffer



Landscape Plan

SCALE 1"=40'-0"

This Amended Landscape Plan was administratively approved by the City of chesterfield and duly verified on the ____ day of _____, 20____, by the Director of Planning and Development Services authorizing the recording of this Site Development Plan pursuant to Chesterfield Ordinance Number 200, as attested to by the Director of planning and Development Services and the City Clerk.

Justin Wyse, AICP Director of Planning and Development Services
City of Chesterfield, Missouri

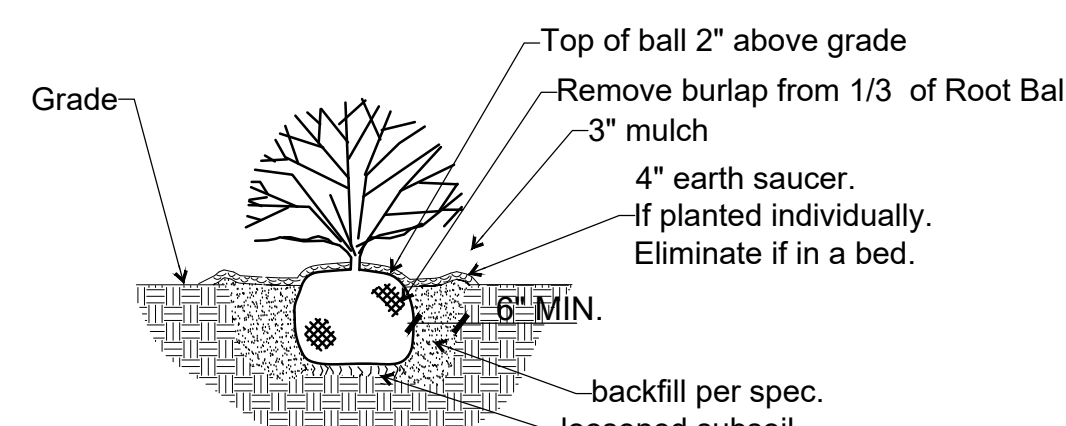
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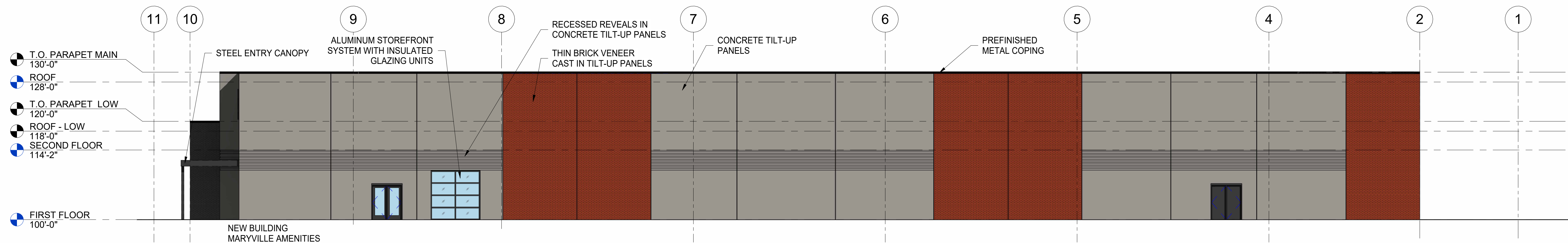
by: _____

Chesterfield Hockey, Inc.

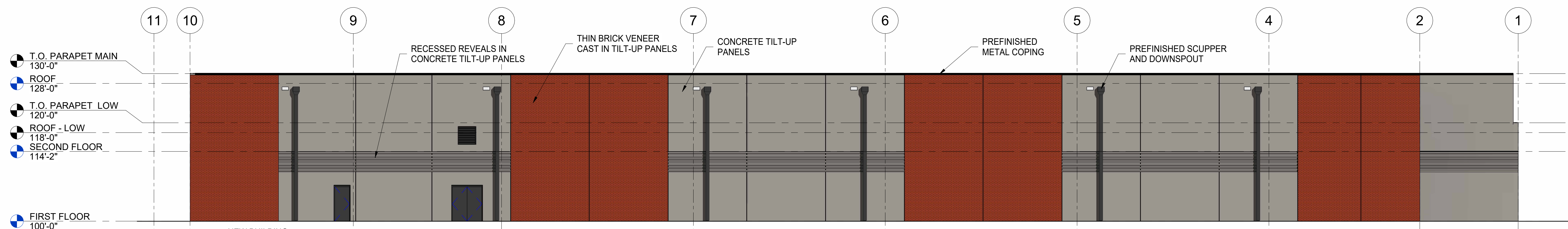


TYPICAL SHRUB PLANTING

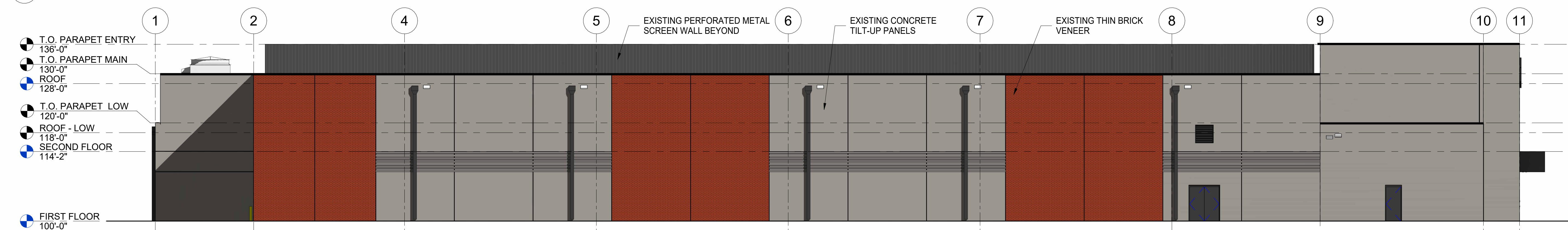
PLANTING SCHEDULE-PHASE 2						
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	MATURE HEIGHT	Notes
b	6	Viburnum x Juddii	Judd Viburnum	24-30"		4' O.C.
d	16	Juniperus sabina 'Buffalo'	Buffalo Juniper	18-24"		4' O.C.
e	24	Ceanothus americanus	New Jersey Tea	18-24"		3' O.C.



1 SIDE (NORTH) ELEVATION - MARYVILLE AMENITIES BUILDING ONLY
3/32" = 1'-0"



2 SIDE (NORTH) ELEVATION
3/32" = 1'-0"



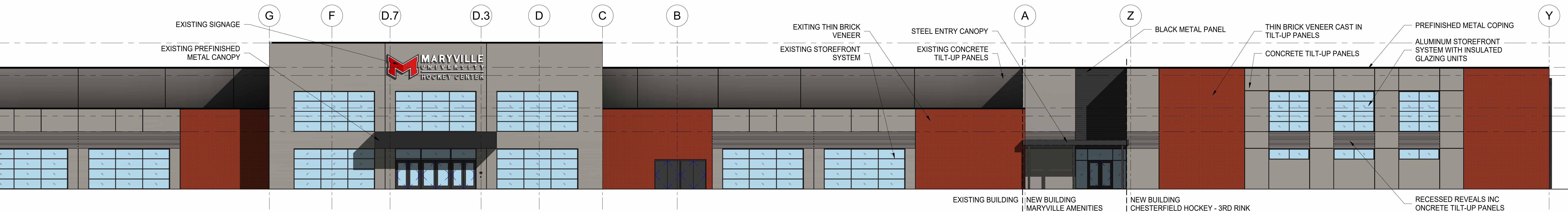
3 SIDE (SOUTH) ELEVATION
3/32" = 1'-0"

GENERAL EXTERIOR ELEVATION NOTES

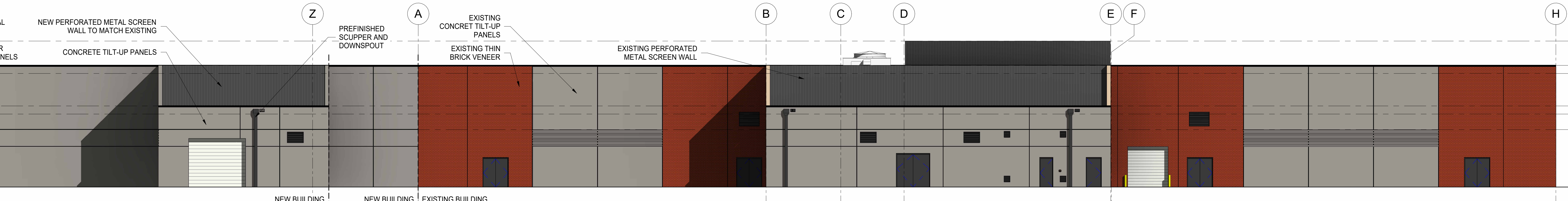
- A. COORDINATE ALL GRADES WITH CIVIL DRAWINGS. NO CONCRETE FOUNDATIONS ARE TO BE VISIBLE ABOVE FINISH GRADE. ONLY FINISH MATERIALS, S.C. TO FIELD VERIFY ALL GRADES AT BUILDING AND BRICK SHELF ELEVATION.
- B. FOR DOOR SCHEDULE AND FRAME ELEVATIONS, REFER TO A700 SERIES SHEETS.

EXTERIOR FINISH MATERIAL LEGEND

- CONC1 - TILT-UP CONCRETE PANELS**
PAINTED SHERWIN WILLIAMS #7018 DOVETAIL - TO MATCH EXISTING
- CONC2 - REVEALS IN TILT-UP CONCRETE PANELS**
FORMLINER REVEALS IN CONCRETE TILT-UP PANEL (RE: DETAIL AND SPEC)
- BY1 - THIN BRICK VENEER**
RUNNING BOND, 4x12 (UTILITY SIZE) BRICK VENEER CAST IN TILT-UP PANELS ENDICOTT RED IRONSPOT (UTILITY SIZE) THIN BRICK - TO MATCH EXISTING
- MP1 - METAL PANEL CANOPY**
COMPOSITE METAL PANEL SYSTEM (ACM) - BLACK ANODIZED (RE: SPEC)
- MP2 - METAL PANEL SCREEN WALL**
PERFORATED BLACK ANODIZED ALUMINUM PANEL (40% PERF)
- MP3 - PREFINISHED METAL COPING**
PREFINISHED ALUMINUM COPING SYSTEM IN BLACK ANODIZED (RE: SPEC)
- MP4 - PREFINISHED SCUPPER/DOWNSPOUT**
PREFINISHED ALUMINUM SCUPPER AND DOWNSPOUT SYSTEM IN BLACK ANODIZED ALUMINUM (RE: SPEC)
- SF1 - ALUMINUM STOREFRONT SYSTEM**
THERMALLY BROKEN ALUMINUM STOREFRONT FRAMING SYSTEM IN BLACK ANODIZED ALUMINUM (RE: FRAME ELEVATIONS AND SPEC)
- GL1 - GLAZING**
1" INSULATED GLAZING UNIT LOW-E REFLECTIVE GLASS
- EIFS1 - EXTERIOR INSULATION FINISHING SYSTEM**
2" FINE TEXTURE EIFS OVER STRUCTURAL CMU WALL COLOR TO MATCH SHERWIN WILLIAMS #7018 DOVETAIL
- EIFS2 - EXTERIOR INSULATION FINISHING SYSTEM**
2" FINE TEXTURE EIFS OVER STRUCTURAL CMU WALL COLOR TO MATCH RED IRONSPOT BRICK COLOR



4 FRONT (EAST) ELEVATION
3/32" = 1'-0"



5 REAR (WEST) ELEVATION
3/32" = 1'-0"

EXTERIOR ELEVATIONS

MARYVILLE UNIVERSITY HOCKEY CENTER - ADDITION

18383 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MISSOURI

Chiodini
ARCHITECTS
Architecture / Interior Design / Graphics
1401 S. Brentwood Blvd. / Suite 575 / St. Louis, Missouri 63144
314-725-5588 / arch@chiodini.com

MARCH 28, 2025

Maryville University Hockey Center Expansion for 3rd Ice Rink Traffic Impact Study

Chesterfield, Missouri

Prepared for:

Mr. Mark Kraus, President
Chesterfield Hockey Association

Mr. Tim Lowe
The Staenberg Group

Prepared by:

Lochmueller Group
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Executive Summary

Lochmueller Group has completed a traffic study to evaluate the traffic implications associated with expanding the existing Maryville University Hockey Center (MUHC) in Chesterfield to accommodate a third ice rink and additional locker room amenities. The existing facility currently accommodates two sheets of ice (1,315-person capacity) and 388 parking spaces. Access to the facility is provided via a drive to Chesterfield Airport Road, where the intersection is unsignalized and traffic on Chesterfield Airport Road has the right of way.

The objective of this study is to identify the traffic generation associated with the proposed third rink assuming typical operations, analyze the traffic impacts associated with the proposed expansion in conjunction with the existing traffic of the two rinks already in place, and determine the need for mitigation measures, if necessary, to offset the traffic impacts associated with the expansion. The following scenarios have been evaluated:

- 2025 Baseline Conditions
- 2025 Forecasted Conditions

Based upon the analysis of these scenarios, the following conclusions were reached:

- Two peak hours were analyzed in this study, the weekday afternoon and Saturday midday peak periods. Based on the traffic counts collected on Saturday, January 25, 2025 and Tuesday, January 28, 2025, the peak hours were determined to be from 4:15 – 5:15 PM for the weekday afternoon and from 1:00 – 2:00 PM for the Saturday midday.
- Three background developments are anticipated to become operational around the same time as MUHC's third ice rink. The trip generation associated with these developments (Chesterfield Wedge, Carshield Sportsplex, and Gateway Studios) was aggregated with the traffic counts to create the 2025 baseline traffic volumes. The baseline traffic operations are largely favorable, with both signalized intersections operating with an overall LOS C or better in both peak periods. The unsignalized intersection of Chesterfield Airport Road and the MUHC access drive has a failing southbound left-turn in both peak periods, however the queue for this approach is a maximum of five vehicles and the long delays are characteristic of an unsignalized side street approach.
- As proposed, an additional ice rink and locker room amenities would be added. This third sheet of ice would serve predominantly as a practice rink, with limited to no seating provided. Based on conversations with MUHC's General Manager, the existing main rink, which has the most seating and typically serves larger games, attracts approximately 60% of the sites' traffic. The second existing rink attracts the remaining visitors, or approximately 40%. Per MUHC staff, it is estimated that the third rink would attract less visitors than the existing rinks, as it would have minimal to no spectator seating. Given that the smaller of the two existing rinks currently attracts approximately 40% of the existing site's traffic, it was concluded that the proposed third rink would attract approximately 35% additional traffic when compared to the existing traffic.

generation. The proposed additional locker room amenities would not be expected to attract additional traffic as the new locker rooms will serve players already on site. Therefore, the trip generation for the expanded MUHC was determined by increasing the existing counts into and out of the site by 35%.

- Consequently, a total of 95 and 174 trips into and out of the MUHC are anticipated during the weekday PM and Saturday midday peak hours, respectively. This represents an increase of 25 trips in the weekday PM peak hour and 45 trips during the Saturday midday peak as compared to baseline conditions.
- The analysis determined that the forecasted traffic associated with the third ice rink could be accommodated within the existing roadway network. Once the third ice rink is in place, the overall operating conditions for both signalized intersections are expected to operate within acceptable service ranges, with minimal changes in operations as compared to the baseline traffic operations. The southbound left-turn at the unsignalized intersection of Chesterfield Airport Road with the MUHC access drive would continue to fail in the forecasted conditions, with increases in delay and queues increasing by one vehicle in both peak hours. The approach is already comprised of a dedicated 150-foot right turn lane and a shared through/left lane, thereby minimizing the delays for right turning traffic.

The following traffic study provides, in detail, the methodology and analysis that supports the above conclusions.

Introduction

Lochmueller Group has prepared the following study to evaluate the traffic implications associated with expanding the existing Maryville University Hockey Center (MUHC) to accommodate a third ice rink and additional locker room amenities. It is our understanding that the proposed third sheet of ice would serve predominantly as a practice rink. As such, limited to no seating will be provided. The existing facility currently accommodates two sheets of ice (Shanahan Rink – capacity 1,025 persons and Hartwig Kaiman Rink – capacity 290 persons) and 388 parking spaces. Currently, access to the facility is provided via a drive to Chesterfield Airport Road, where the intersection is unsignalized and traffic on Chesterfield Airport Road has the right of way. **Figure 1** shows the subject site and the surrounding area.



Figure 1. Maryville University Hockey Center Site Area

In May 2018, prior to construction of the MUHC, a traffic impact study was completed. The study considered three sheets of ice at the complex and evaluated the weekday PM and Saturday midday peak hours. The study concluded that the unsignalized access to Chesterfield Airport Road would begin to fail following completion of all three rinks and recommended that a connection of Olive Street Road from the site to either the existing signalized intersection with Chesterfield Airport Road or to St. Louis Boulevard be provided in the future. However, the May 2018 study did not evaluate the future operating conditions assuming such a connection was implemented.

In April 2022, a second traffic study was completed. This study analyzed a proposed third rink assuming typical operations as well as a D1 hockey event and assessed the viability of adding access to the site via a connection to the signalized intersection of Chesterfield Airport Road with Olive Street Road while retaining the existing access in its current configuration (full access, unsignalized). The study also

assessed the potential to temporarily signalize the intersection of Chesterfield Airport Road at the MUHC Access Drive until such time that the future connection to the signal at Chesterfield Airport Road and Olive Street Road was provided.

Since that time, neither of these alternative access options have come to fruition and it is unlikely that they will in the foreseeable future given that MUHC does not control the land necessary to provide these connections. Therefore, for this latest iteration of the traffic study for an expanded MUHC, no changes to the current access were considered.

The intent of this study is to identify the traffic generation associated with the proposed third rink and additional locker room amenities, analyze the traffic impacts associated with the proposed expansion in conjunction with the existing traffic of the two rinks already in place, and determine the need for mitigation measures, if necessary, to offset the traffic impacts associated with the expansion.

This study was performed in accordance with the requirements of St. Louis County and the City of Chesterfield and as presented in the approved Technical Memorandum dated February 24, 2025. This report presents the study's methodology and findings relative to the anticipated construction year (2025).

Existing Conditions

To identify the traffic impacts associated with the proposed expansion of the MUHC, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Existing Roadway Network

The study area road system was inventoried to identify existing roadway types, lane configuration, functional classifications, posted speeds, access provisions, and intersection control. The traffic data was collected at the following intersections (which is consistent with the intersections studied in the 2018 and 2022 traffic studies):

- Chesterfield Airport Road & Olive Street Road (Signalized)
- Chesterfield Airport Road & MUHC Access Drive/Wings of Hope Boulevard (Unsignalized, Side-street stop controlled)
- Chesterfield Airport Road & Spirit of St. Louis Boulevard (Signalized)
- Spirit of St. Louis Boulevard & I-64 Eastbound On Ramp (Unsignalized, Yield condition for lefts onto ramp)

Chesterfield Airport Road is a four-lane minor arterial roadway with two lanes in each direction and a two-way center turn-lane. Chesterfield Airport Road has a speed limit of 45 miles per hour (mph) through the study area.

Olive Street Road is classified as a major collector with a posted speed limit of 45 mph. Chesterfield Airport Road and Olive Street Road intersect as a three-legged signalized intersection. The eastbound approach is comprised of two through lanes and one dedicated right-turn lane. The westbound approach is comprised of two dedicated left-turn lanes and two through lanes. The northbound approach is comprised of two left-turn lanes and two right-turn lanes.

MUHC Access Drive is classified as a private drive. The intersection of this access drive with Chesterfield Airport Road is unsignalized and aligns with the Wings of Hope Boulevard to the south. The eastbound approach is comprised of a left-turn lane accommodated via the two-way center turn-lane, one through lane, and one shared through/right-turn lane. The westbound approach is comprised of a left-turn lane accommodated via the two-way center turn-lane, two through lanes, and a dedicated right-turn lane. The northbound and southbound approaches are comprised of one shared left-turn/through lane and one right-turn lane. Secondary access to the adjacent Comfort Inn & Suites is also provided via this access drive.

Spirit of St. Louis Boulevard is classified as a major collector south of Chesterfield Airport Road and a minor collector north of Chesterfield Airport Road. Spirit of St. Louis Boulevard has a speed limit of 35 mph. North of Chesterfield Airport Road, the roadway is comprised of one travel lane in each direction and a center turn lane. The intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard is signalized. The eastbound approach is comprised of one left-turn lane, one through lane, and a shared through and channelized right-turn lane. The westbound approach is comprised of one left-turn lane, two through lanes, and one right-turn lane. The northbound approach is comprised of one left-turn lane, a through lane and a short right-turn lane. The southbound approach is comprised of one left-turn lane, one through lane, and one right-turn lane.

I-64 Eastbound On Ramp is classified as interstate access. The intersection of the eastbound on ramp with Spirit of St. Louis Boulevard is unsignalized. Southbound left-turns must yield to the oncoming northbound vehicles and have a dedicated lane in which they can wait.

Wings of Hope Boulevard is a four-lane local roadway. The road traverses between Chesterfield Airport Road and Spirit of St. Louis Boulevard, with unsignalized intersections at both termini. The intersection with Chesterfield Airport Road aligns with the private access drive serving the MUHC.

The existing lane configuration and traffic control at the intersections included in the study area are depicted in **Figure 2**.

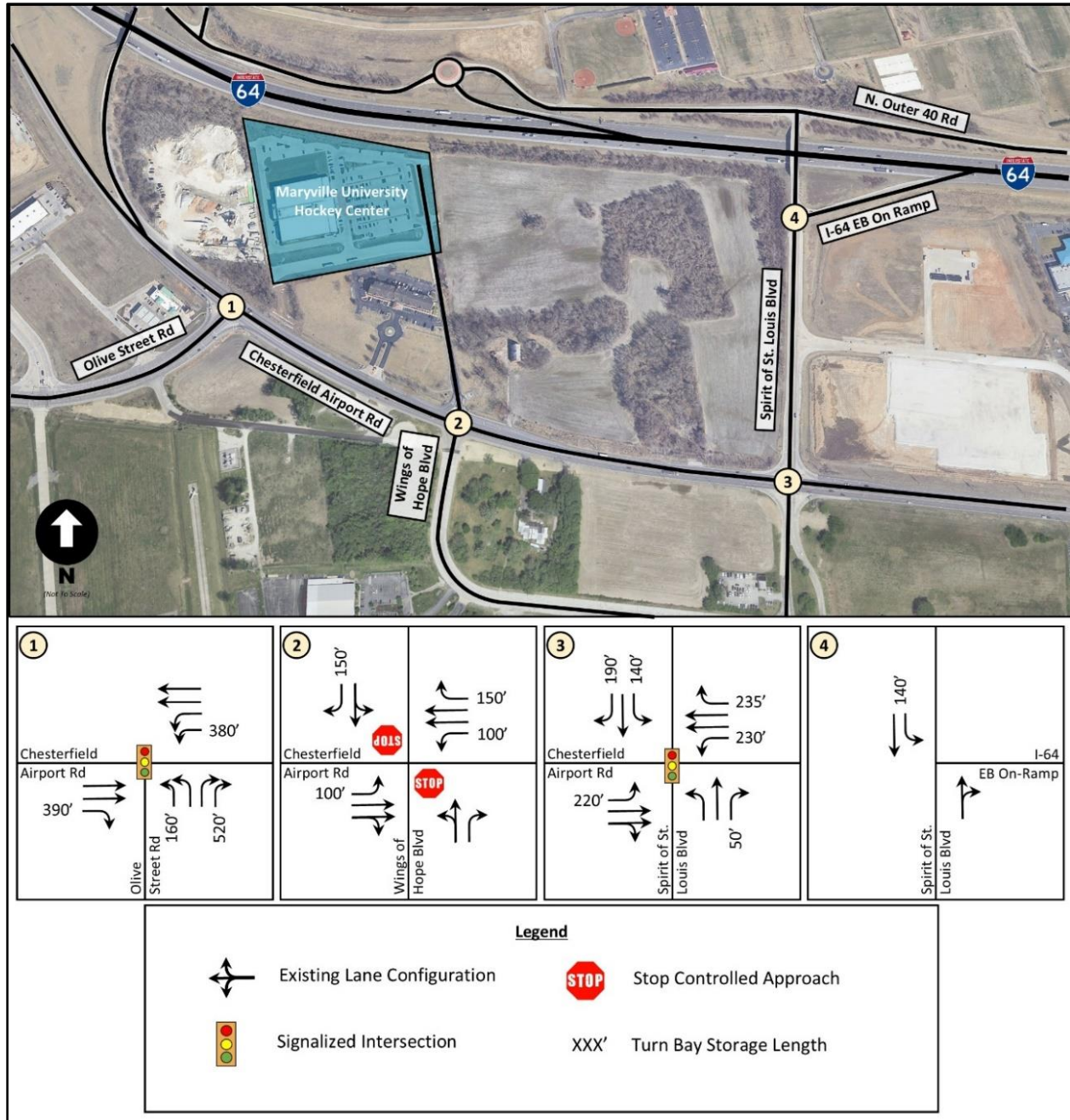


Figure 2. Existing Lane Configuration and Traffic Control

Pedestrian and Bicycle Accommodations

There are remnants of a sidewalk system along Chesterfield Airport Road's north side adjacent to the access drive to MUHC. Sidewalk starts approximately 185 feet east of the access drive and continues for only about 70 feet north along the drive's eastern edge. In addition, there is a sidewalk in place between the MUHC drive and the access drive to the Comfort Inn. There are no other pedestrian accommodations, such as marked crosswalks, within the study area. Furthermore, there are no dedicated bicycle facilities within the study area roadway network; bicycles share the road.

Baseline Traffic Volumes

As an initial step in quantifying existing traffic conditions within the study area, turning movement counts were collected on Saturday, January 25, 2025 at all study intersections listed while youth, high school, and collegiate hockey were in regular seasonal operation. However, it should be noted that weekday counts were only collected at Chesterfield Airport Road & Wings of Hope Boulevard on Tuesday, January 28, 2025, while MUHC was in operation. Turning movement counts from intersections that were not counted on Tuesday, January 28, 2025 were supplemented with counts previously obtained in September 2024. The counts obtained in September 2024 were accordingly balanced with the January 28, 2025 turning movement counts.

Based on the traffic counts collected, the weekday PM peak hour occurred from 4:15 to 5:15 PM and the Saturday midday peak hour occurred from 1:00 to 2:00 PM. Traffic conditions are to be evaluated during these two peak hours since these periods represent the busiest times for the adjacent roadways as well as within the MUHC. If the proposed expansion's traffic can be accommodated during these peak periods, it stands to reason that adequate capacity would be available throughout the remainder of the day.

Background Developments

At the request of St. Louis County Department of Transportation, three approved and active developments were folded into the baseline traffic volumes since it is expected that these development would come online at a similar time as the expansion of the MUHC. Their associated trips were aggregated with the 2025 traffic counts to create the baseline 2025 traffic volumes. The three background developments are as follows:

- Chesterfield Wedge
- Carshield Sportsplex
- Gateway Studios

Chesterfield Wedge is a mixed-use development located at the southeast corner of Olive Street Road and Chesterfield Airport Road. The development will include a 5,100 SF C-Store with a convenience market, car wash, and fast-food restaurant, as well as a 2,000-3,000 SF fast-food restaurant and 10,000 SF of retail space. Trip generation for Chesterfield Wedge was based upon the 2014 approved traffic study.

Carshield Sportsplex is a sports complex located along Eatherton Road south of Chesterfield Airport Road that will accommodate three outdoor soccer fields along with an indoor sports facility containing four soccer fields and two hockey rinks. The trip generation for Carshield Sportsplex was based upon the 2024 approved traffic study.

Gateway Studios is a large-scale rehearsal space intended for musical performers and other performances to rehearse before tours. The nature of the development is not anticipated to draw significant trips to the area, and especially not during the peak periods of the day. For that reason a traffic study was not required for the Gateway Studios development. Therefore, the trip generation for Gateway Studios was developed based on the approved amended site development section plan, discussions with the intended operator and an estimation of its trip generation during both peak periods considered.

The trips generated by the three background developments were distributed throughout the study area and added to the existing traffic volumes to create the baseline traffic volumes. The baseline traffic volumes are summarized in **Figure 3**.

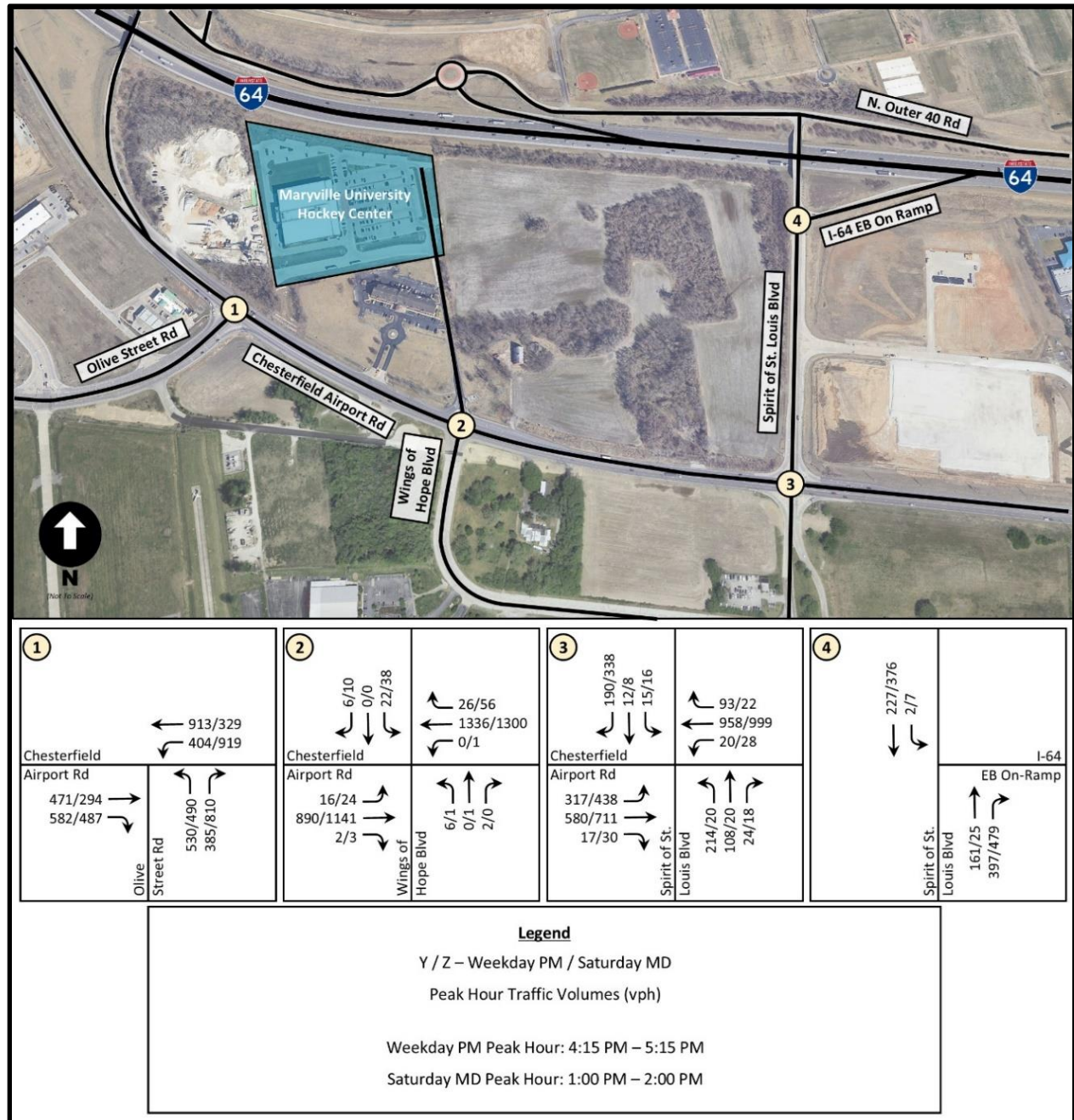


Figure 3. 2025 Baseline Traffic Volume

Baseline Operating Conditions

The existing traffic operating conditions at the study intersections were evaluated based upon the traffic volumes presented in Figure 3. The analysis was completed using Synchro 11 traffic modeling software, which is based upon the methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition.

The performance of a transportation system is quantified by Levels of Service (LOS), which are measures of traffic flow that consider factors such as speed, delay, interruptions, safety, and driver comfort. There

are six levels of service ranging from LOS A (“free flow”) to LOS F (“oversaturated”). LOS C is commonly used for design purposes and represents a roadway with volumes utilizing 70 to 80 percent of its capacity. LOS D is typically considered acceptable for peak period conditions in urban and suburban areas. However, LOS F is not unusual for side street stop-controlled approaches during peak period conditions, especially along arterials.

Levels of service criteria vary depending upon the roadway component being evaluated. Intersections are most commonly evaluated, since roadway capacity is typically dictated by the number of vehicles that can be served at critical intersections. For intersections, the criteria are based on delay and the type of control (i.e., whether it is signalized or unsignalized). Signalized intersections reflect higher delay tolerances as compared to unsignalized and roundabout locations because motorists are accustomed to, and accepting of, longer delays at signals. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and then aggregated for each approach and the intersection as a whole. For intersections with side-street stop control, delay is calculated for the side-street approaches and major road left-turns only, since through traffic on the major road is not required to stop. **Table 1** shows the thresholds for intersection levels of service, as defined in the HCM.

Table 1. Level of Service Definitions

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

The intersections and movements were evaluated by the following measure of effectiveness: level of service, delay (in seconds per vehicle), 95th percentile queue length (in feet) and the volume to capacity ratio (v/c). The existing operating conditions at the intersections included in the study area are summarized in

Table 2. It should be noted that for the intersection of Spirit of St. Louis Boulevard at the I-64 Eastbound On Ramp, Synchro’s SimTraffic method was used to evaluate the intersection’s capacity and therefore a v/c ratio was not determined.

As shown, operating conditions at the study area intersections are generally favorable during both peak periods reflected in this study, with the exception of the southbound left-turn at Chesterfield Airport Road and the MUHC Drive. Traffic exiting the MUHC has a baseline failing LOS during both the PM and Saturday midday peak periods. The queues in the PM peak hour would be less than two vehicles and during the Saturday midday peak hour, the max queue reaches up to five vehicles. The northbound left-turn at this intersection operates with LOS E during the Saturday midday peak hour, however the queue is typically one vehicle or less. All other approaches operate at LOS D or better during both peak hours. All volume to capacity ratios are below 0.86, which indicates that there is available capacity at the study intersections. Additionally, queue lengths are minimal at all locations.

Table 2. 2025 Baseline Traffic Operating Conditions

Intersection & Movements	LOS (Delay, sec) [Queue Length, feet] <v/c ratio>	
	Weekday PM Peak Hour	Saturday MD Peak Hour
1. Chesterfield Airport Road & Olive Street Road (Signalized)		
Overall Intersection	C (20.5)	C (23.2)
Eastbound Approach	B (14.2) [207] <0.64>	B (16.3) [136] <0.66>
Westbound Approach	C (20.6) [242] <0.69>	C (30.7) [#555] <0.83>
Northbound Approach	C (27.7) [288] <0.74>	C (20.2) [256] <0.77>
2. Chesterfield Airport Road & MUHC Access Drive (Unsignalized, Side-Street STOP)		
Eastbound Left-Turn	B (14.6) [<25] <0.04>	B (13.3) [<25] <0.06>
Westbound Left-Turn	A (0.0) [<25] <0.00>	B (11.4) [<25] <0.00>
Northbound Left-Turn	D (30.3) [<25] <0.06>	E (40.5) [<25] <0.03>
Northbound Right-Turn	B (11.8) [<25] <0.01>	A (0.0) [<25] <0.00>
Southbound Left Turn	F (73.6) [40] <0.40>	F (117.5) [113] <0.81>
Southbound Right-Turn	C (16.4) [<25] <0.03>	C (15.0) [<25] <0.06>
3. Chesterfield Airport Road & Spirit of St. Louis Boulevard (Signalized)		
Overall Intersection	C (32.7)	B (19.5)
Eastbound Approach	C (26.0) [295] <0.87>	B (15.0) [#353] <0.79>
Westbound Approach	D (35.9) [#488] <0.86>	C (25.1) [440] <0.71>
Northbound Approach	D (50.3) [244] <0.86>	C (28.2) [36] <0.16>
Southbound Approach	B (10.1) [57] <0.39>	B (16.8) [29] <0.80>
4. Spirit of St. Louis Boulevard & I-64 EB On Ramp (Unsignalized, Side-Street YIELD)		
Southbound Left Turn	A (2.7) [<25]	B (11.9) [<25]

Build Traffic Conditions

Once the existing roadway and traffic conditions have been established, the impacts of the additional traffic generated by the third sheet of ice can be analyzed.

Trip Generation

The trip generation and directional distribution of the additional trips associated with typical usage of the third sheet of ice would be consistent with the traffic characteristics associated with the two existing rinks. Therefore, to determine the trip generation for the proposed third sheet for typical operations, the existing traffic volumes were referenced.

It is our understanding that the proposed third sheet of ice would serve predominantly as a practice rink. As such, limited to no seating will be provided. Based on conversations with MUHC's General Manager, the existing main rink attracts approximately 60% of the sites' traffic. This rink has the most seating and typically serves larger games. The second existing rink attracts the remaining visitors, or approximately 40%. Spectators can view both rinks from an enclosed elevated viewing platform and bar (Falcon's Nest).

Per MUHC staff, it is estimated that the third rink would attract less visitors than either of the existing rinks. The proposed third rink would have minimal spectator seating, if any, as compared to the existing rinks and would not allow for spectators to view from the elevated viewing platform and/or the Falcon's

Nest bar. Given that the smaller of the two existing rinks currently attracts approximately 40% of the existing site's traffic, it was concluded that the proposed third rink would attract approximately 35% additional traffic when compared to the existing traffic volumes. It should also be noted that the proposed amenities to the locker rooms would not be expected to attract additional traffic as the locker rooms will serve players already onsite. Therefore, the trip generation for the expanded MUHC was determined by increasing the existing counts into and out of the site by 35%.

Table 3 illustrates the forecasted trips that would be generated by the third sheet of ice under typical operations as well as the total number of trips expected to enter and leave the MUHC once all three rinks are in operation. As shown, assuming typical rink operations, a total of 95 and 174 trips are anticipated during the weekday PM and Saturday midday peak hours, respectively. This represents an increase of 25 trips in the weekday PM peak hour and 45 trips during the Saturday midday peak hour.

Table 3. Trip Generation of Proposed Third Sheet

Land Use	Weekday PM Peak Hour			Saturday MD Peak Hour		
	In	Out	Total	In	Out	Total
<i>Existing Site Generated Trips</i>	42	28	70	81	48	129
Third Sheet of Ice	15	10	25	28	17	45
Total Trips Entering Site	57	38	95	109	65	174

Directional Distribution

The site's trip generation, assuming typical rink operations, would be assigned to the study area roadways in accordance the directional distribution at the existing access drive as well as the prevailing traffic patterns. The proposed directional distribution percentages for typical rink operations are presented in **Table 4** and illustrated in **Figure 4**.

Table 4. Directional Distribution Percentages

To/From	Percentage
West via Chesterfield Airport Rd	35%
• West on I-64	15%
• Southwest on Olive Street Rd	20%
East via Chesterfield Airport Rd	65%
• East on I-64 via Spirit of St. Louis Blvd	40%
• East via Long Rd and Chesterfield Airport Rd	25%



Figure 4. Directional Distribution

Based on the trip generation forecast and directional distribution estimates, the site-generated traffic reflective of typical rink operations was assigned to the adjoining road system as shown in **Figure 5**.

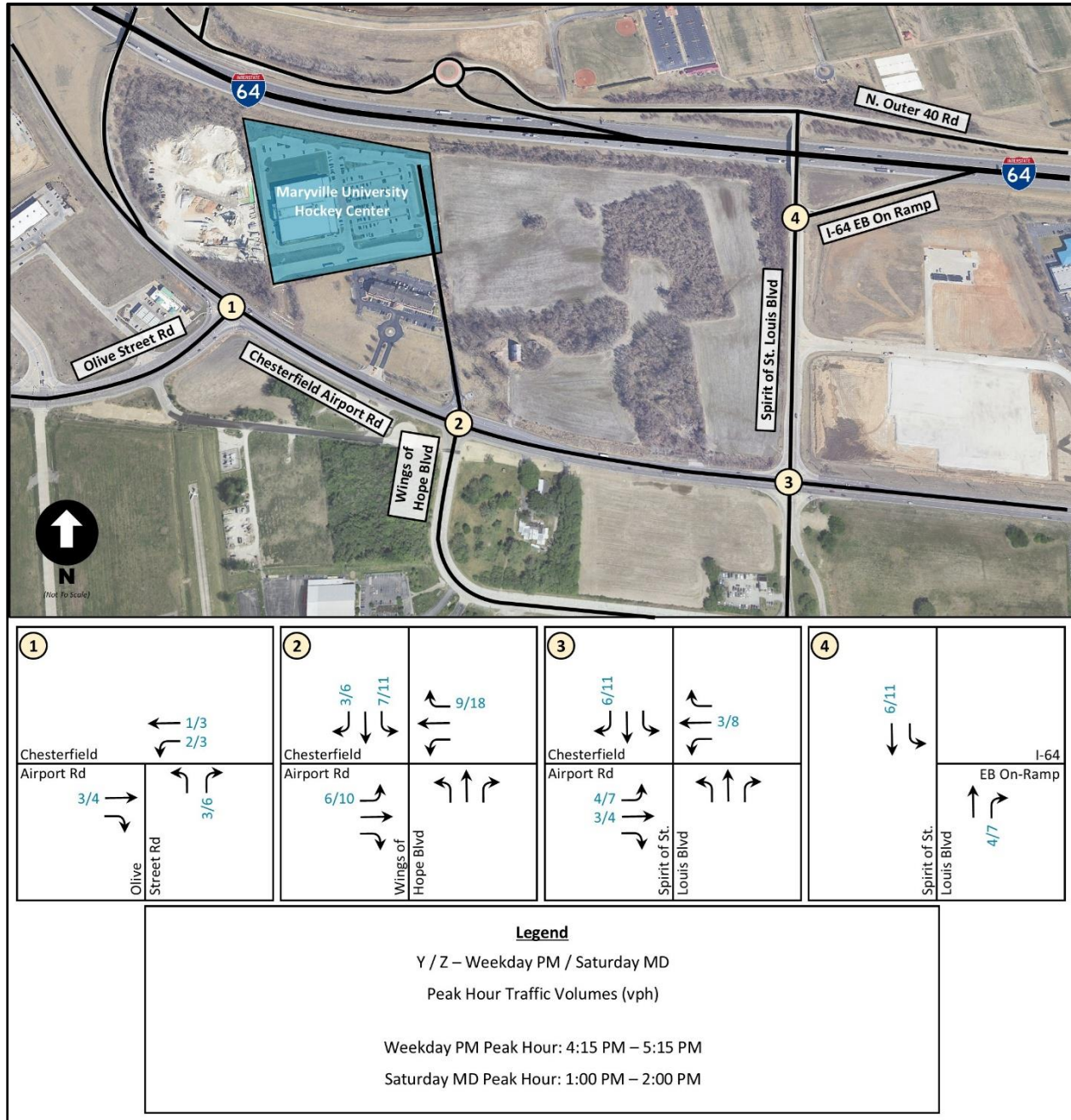


Figure 5. Site Generated Traffic Volumes

Forecasted Operating Conditions

The site-generated trips generated by the third rink (Figure 5) were added to the baseline traffic (Figure 3) to produce the forecasted build traffic volumes that are reflected in **Figure 6**.

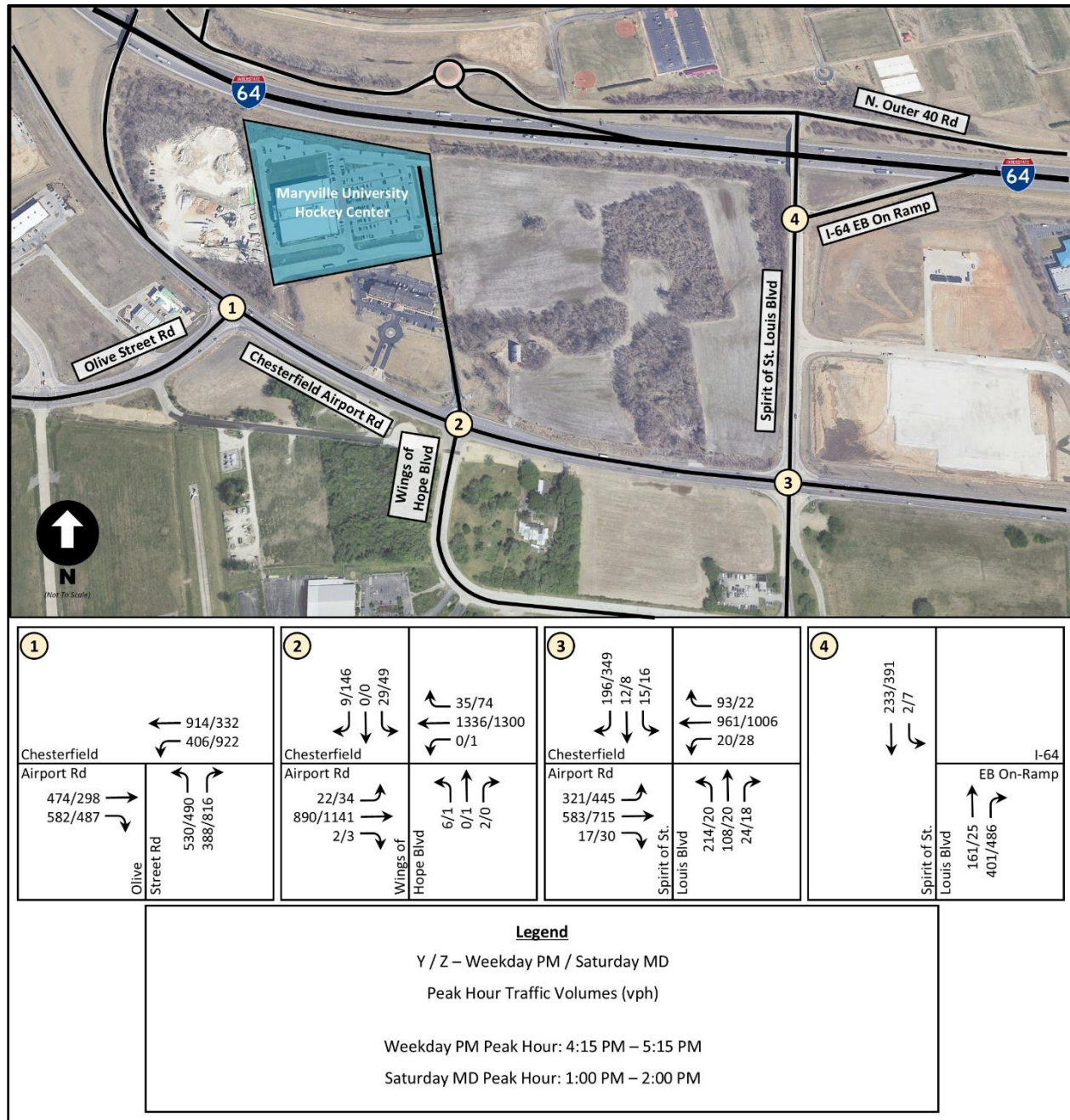


Figure 6. 2025 Forecasted Volumes

The forecasted operating conditions for typical rink operations were evaluated to determine the impact of the proposed Maryville Hockey Center's third rink's traffic. The forecasted conditions assume that the third rink is operational, with the same access as baseline conditions. The results of the forecasted capacity analysis are summarized in **Table 5** using the same methodology applied previously.

Table 5. 2025 Forecasted Traffic Operating Conditions

Intersection & Movements	LOS (Delay, sec) [Queue Length, feet] <v/c ratio>	
	Weekday PM Peak Hour	Saturday MD Peak Hour
1. Chesterfield Airport Road & Olive Street Road (Signalized)		
Overall Intersection	C (20.6)	C (23.3)
Eastbound Approach	B (14.3) [210] <0.64>	B (16.4) [137] <0.66>
Westbound Approach	C (20.7) [242] <0.69>	C (30.9) [#558] <0.84>
Northbound Approach	C (27.7) [289] <0.74>	C (20.2) [256] <0.77>
2. Chesterfield Airport Road & MUHC Access Drive (Unsignalized, Side-Street STOP)		
Eastbound Left-Turn	B (14.9) [<25] <0.06>	B (13.6) [<25] <0.08>
Westbound Left-Turn	A (0.0) [<25] <0.00>	B (11.3) [<25] <0.00>
Northbound Left-Turn	D (31.5) [<25] <0.06>	E (42.8) [<25] <0.03>
Northbound Right-Turn	B (11.8) [<25] <0.01>	A (0.0) [<25] <0.00>
Southbound Left Turn	F (88.6) [58] <0.53>	F (119.3) [113] <0.81>
Southbound Right-Turn	C (16.6) [<25] <0.04>	C (15.1) [<25] <0.07>
3. Chesterfield Airport Road & Spirit of St. Louis Boulevard (Signalized)		
Overall Intersection	C (32.9)	C (20.1)
Eastbound Approach	C (26.3) [300] <0.88>	B (15.8) [#396] <0.80>
Westbound Approach	D (36.3) [#491] <0.86>	C (25.9) [453] <0.72>
Northbound Approach	D (50.6) [244] <0.86>	C (28.1) [36] <0.16>
Southbound Approach	B (10.0) [58] <0.40>	B (16.6) [28] <0.80>
4. Spirit of St. Louis Boulevard & I-64 Eastbound On Ramp (Unsignalized, Side-Street YIELD)		
Southbound Left Turn	B (11.9) [<25]	B (12.2) [27]

As shown, it is evident that the traffic associated with a third rink within MUHC could be accommodated within the roadway network. The study intersections would be expected to operate largely similar to the 2025 baseline conditions. The operating conditions on all approaches at the signalized intersections of Chesterfield Airport Road with Olive Street Road and with Spirit of St. Louis Boulevard are expected to operate within acceptable service ranges, with no negligible increases in vehicular delays as compared to baseline conditions during both time periods. The unsignalized intersection of Spirit of St. Louis Boulevard and I-64 Eastbound On Ramp operates similarly to baseline conditions as well, with the southbound left-turn continuing to operate with LOS B or better.

The unsignalized intersection of Chesterfield Airport Road with the MUHC access drive, which was previously failing in the 2025 baseline scenario, is expected to continue to fail in the forecasted scenario with the third rink in place (a finding which is consistent with the 2018 and 2022 studies). The expected delay for the southbound left-turn movement when compared to baseline conditions would be expected to increase by 17 seconds and 6 seconds in the weekday PM and Saturday midday peak periods, respectively. Additionally, the southbound left-turn movement queues would be maintained at a maximum of less than five vehicles. These queues would be accommodated by the existing roadway configuration, as the approach is already comprised of a dedicated 150-foot right turn lane and a shared through/left lane, thereby minimizing the delays for right turning traffic. Furthermore, the expected v/c ratio for the southbound approach is expected to be 0.83 or below, indicating that the approach has adequate capacity even with the third rink in place.

Due to the low vehicle traffic generated by the third sheet of ice at MUHC, only 25 and 45 total trips during the weekday PM and Saturday midday peak periods, respectively, the expansion of the MUHC would have a minimal impact in traffic operations along the area roadways. In fact, traffic conditions following completion of the third rink would be comparable to those experienced today.

Conclusions

Lochmueller Group has completed the preceding traffic study to evaluate the traffic implications associated with expanding the existing MUHC in Chesterfield to accommodate a third ice rink and additional locker room amenities. The existing facility currently accommodates two sheets of ice (1,315-person capacity) and 388 parking spaces. Access to the facility is currently provided via a drive to Chesterfield Airport Road, where the intersection is unsignalized and traffic on Chesterfield Airport Road has the right of way.

Based on the analysis outlined in the report, the following conclusions were reached:

- Two peak hours were analyzed in this study, the weekday afternoon and Saturday midday peak periods. Based on the traffic counts collected on Saturday, January 25, 2025 and Tuesday, January 28, 2025, the peak hours were determined to be from 4:15 – 5:15 PM for the weekday afternoon and from 1:00 – 2:00 PM for the Saturday midday.
- Three background developments are anticipated to become operational around the same time as MUHC's third ice rink. The trip generation associated with these developments (Chesterfield Wedge, Carshild Sportsplex, and Gateway Studios) was aggregated with the traffic counts to create the 2025 baseline traffic volumes. The baseline traffic operations are largely favorable, with both signalized intersections operating with an overall LOS C or better in both peak periods. The unsignalized intersection of Chesterfield Airport Road and the MUHC access drive has a failing southbound left-turn in both peak periods, however the queue for this approach is a maximum of five vehicles and the long delays are characteristic of an unsignalized side street approach.
- As proposed, an additional ice rink and locker room amenities would be added. This third sheet of ice would serve predominantly as a practice rink, with limited to no seating provided. Based on conversations with MUHC's General Manager, the existing main rink, which has the most seating and typically serves larger games, attracts approximately 60% of the sites' traffic. The second existing rink attracts the remaining visitors, or approximately 40%. Per MUHC staff, it is estimated that the third rink would attract less visitors than the existing rinks, as it would have minimal to no spectator seating. Given that the smaller of the two existing rinks currently attracts approximately 40% of the existing site's traffic, it was concluded that the proposed third rink would attract approximately 35% additional traffic when compared to the existing traffic generation. The proposed additional locker room amenities would not be expected to attract additional traffic as the new locker rooms will serve players already on site. Therefore, the trip generation for the expanded MUHC was determined by increasing the existing counts into and out of the site by 35%.

- Consequently, a total of 95 and 174 trips into and out of the MUHC are anticipated during the weekday PM and Saturday midday peak hours, respectively. This represents an increase of 25 trips in the weekday PM peak hour and 45 trips during the Saturday midday peak as compared to baseline conditions.
- The analysis determined that the forecasted traffic associated with the third ice rink could be accommodated within the existing roadway network. Once the third ice rink is in place, the overall operating conditions for both signalized intersections are expected to operate within acceptable service ranges, with minimal changes in operations as compared to the baseline traffic operations. The southbound left-turn at the unsignalized intersection of Chesterfield Airport Road with the MUHC access drive would continue to fail in the forecasted conditions, with increases in delay and queues increasing by one vehicle in both peak hours. The approach is already comprised of a dedicated 150-foot right turn lane and a shared through/left lane, thereby minimizing the delays for right turning traffic.

We trust that this traffic study adequately describes the forecasted traffic conditions that should be expected with the expansion of the MUHC for a third rink and additional locker room amenities. Please contact our office at (314) 621-3395 if you have any questions or comments concerning this report.

Completed by Lochmueller Group, Inc.

To: Mr. Mark Kraus, Chesterfield Hockey Association
Mr. Tim Lowe, The Staenberg Group

From: Julie Nolfo, PE, PTOE
Michelle Romine, PE
Steven Lum

Date: March 3, 2025

Subject: CHA – 3rd Rink Addition Parking Study

PURPOSE

The Maryville University Hockey Center (MUHC) is proposing to add a third sheet of ice and additional locker room amenities to the existing MUHC facility. The existing facility currently accommodates two sheets of ice, 388 parking spaces, and is accessed via a drive to Chesterfield Airport Road. No changes to the existing parking supply are proposed as part of the expansion for the third ice rink. The purpose of this memorandum is to evaluate the existing and future parking demands for MUHC and review the sufficiency of the parking supply assuming the proposed third rink in operation.

EXISTING PARKING SUPPLY

The MUHC is an ice and multi-sport facility located adjacent to I-64 in Chesterfield, Missouri. The facility is 84,144 square feet in total and includes two NHL sized rinks, seating for 2,000 spectators, as well as other amenities. The total existing parking supply is 388 spaces.

For the purposes of this parking study, the MUHC parking lot was divided into seven parking zones as shown in **Figure 1**. Zone 5 provides the most parking spaces for MUHC at 38% of the total parking supply whereas Zones 3 and 7 provides the least amount of parking for MUHC at 7%, as shown in **Figure 2**.

It should be noted that at the time this parking study was conducted, approximately 22 parking spaces within MUHC's lot were covered in snow piles from plowing and were unable to be parked in. However, these 22 spaces are included in the 388 total parking supply at the MUHC.



FIGURE 1. PARKING ZONES

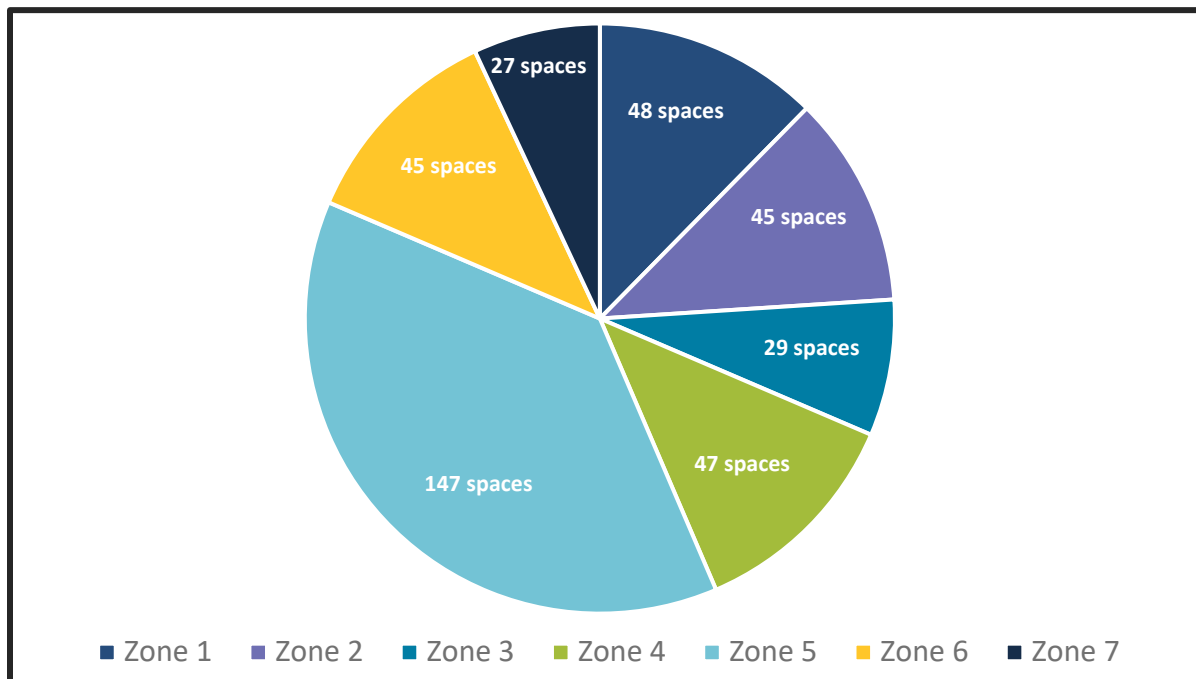


FIGURE 2. EXISTING PARKING SUPPLY BY ZONE

PARKING REQUIREMENTS

Per Section 405.04.040 Off Street Parking, Stacking And Loading Space Requirements of the City of Chesterfield's Unified Development code, a minimum of 3.3 parking spaces per every 1000 square feet of gross-floor area is required for a recreational facility like MUHC. Currently, the MUHC is 84,000 square feet and the existing 388 parking spaces exceed this minimum parking requirement.

However, with the addition of a third sheet of ice and additional locker room amenities, the facility's square footage would increase to 126,574 square feet. Per the City's code, a facility of this size would require a minimum of 418 parking spaces. This would exceed the current (and proposed) parking supply of 388 spaces by 30 spaces.

The Director of Planning may review and approve request for a reduction of the minimum parking requirement by up to 20% when demonstrated viable in a parking study. Therefore, this study attempts to justify an 8% reduction in the City's parking requirements for the MUHC, which would equate to 30 spaces.

EXISTING PARKING DEMAND

Parking counts were performed during the peak periods of a typical Saturday and weekday in January 2025 while youth, high school and collegiate hockey are in regular season operations. Saturday parking counts were conducted from 12:00 PM to 9:00 PM on January 25, 2025, which took into account several games and practices at the MUHC. Weekday parking counts were conducted from 4:00 PM to 9:00 PM on January 28, 2025, which also had several games and practices.

On Saturday, the MUHC's overall parking utilization peaked at approximately 66% at 4:30 PM. Furthermore, each individual zone has enough capacity to accommodate its demand, although Zone 3 (adjacent to the entry doors to MUHC) does reach a peak utilization of 90% at 3:30 PM. **Table 1** and **Figure 3** summarize the existing Saturday parking utilization.

TABLE 1. SATURDAY PARKING UTILIZATION

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
12:00 PM	6%	18%	79%	53%	50%	22%	15%	38%
12:30 PM	4%	18%	79%	53%	45%	36%	15%	37%
1:00 PM	4%	22%	90%	60%	61%	42%	15%	46%
1:30 PM	4%	29%	86%	60%	65%	53%	15%	49%
2:00 PM	4%	33%	83%	64%	69%	49%	19%	51%
2:30 PM	4%	44%	79%	62%	78%	49%	26%	56%
3:00 PM	6%	62%	79%	83%	82%	58%	37%	64%
3:30 PM	8%	67%	90%	81%	75%	51%	33%	62%
4:00 PM	23%	69%	79%	72%	80%	60%	41%	65%
4:30 PM	25%	73%	69%	79%	78%	62%	44%	66%
5:00 PM	27%	51%	69%	62%	65%	40%	30%	53%
5:30 PM	27%	40%	72%	66%	70%	42%	26%	55%
6:00 PM	27%	51%	79%	77%	74%	49%	22%	60%
6:30 PM	27%	49%	72%	72%	70%	56%	19%	57%

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
7:00 PM	38%	51%	72%	77%	73%	62%	22%	62%
7:30 PM	38%	49%	72%	79%	69%	58%	30%	60%
8:00 PM	35%	38%	79%	60%	73%	58%	33%	59%
8:30 PM	33%	33%	69%	66%	81%	69%	33%	62%
9:00 PM	29%	33%	69%	70%	73%	62%	33%	58%

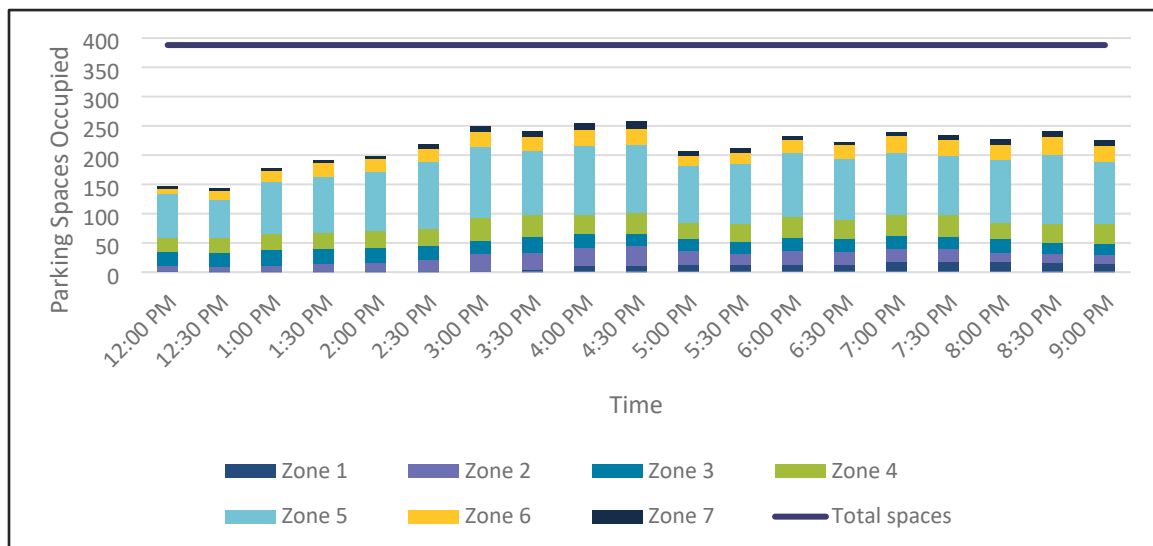


FIGURE 3. SATURDAY PARKING DEMAND

The weekday parking utilization was considerably lower than the Saturday, reaching a peak of approximately 23% at 7:30 PM. Again, as with the Saturday data, each individual zone had adequate capacity to accommodate the existing demand, even with some spaces lost to snow piles.

Table 2 and **Figure 4** summarize the existing weekday demand, capacity, and utilization.

TABLE 2. WEEKDAY PARKING UTILIZATION

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
4:00 PM	2%	2%	28%	9%	25%	13%	0%	15%
4:30 PM	0%	0%	31%	4%	26%	13%	0%	14%
5:00 PM	0%	2%	38%	4%	29%	18%	0%	17%
5:30 PM	2%	2%	31%	15%	22%	13%	0%	14%
6:00 PM	2%	2%	45%	17%	25%	13%	0%	17%
6:30 PM	2%	4%	59%	32%	33%	16%	0%	23%
7:00 PM	2%	7%	59%	28%	33%	18%	0%	23%
7:30 PM	2%	9%	45%	19%	37%	22%	0%	23%

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
8:00 PM	2%	4%	17%	9%	24%	11%	0%	13%
8:30 PM	2%	7%	38%	15%	29%	13%	0%	18%
9:00 PM	0%	4%	31%	13%	20%	4%	0%	13%

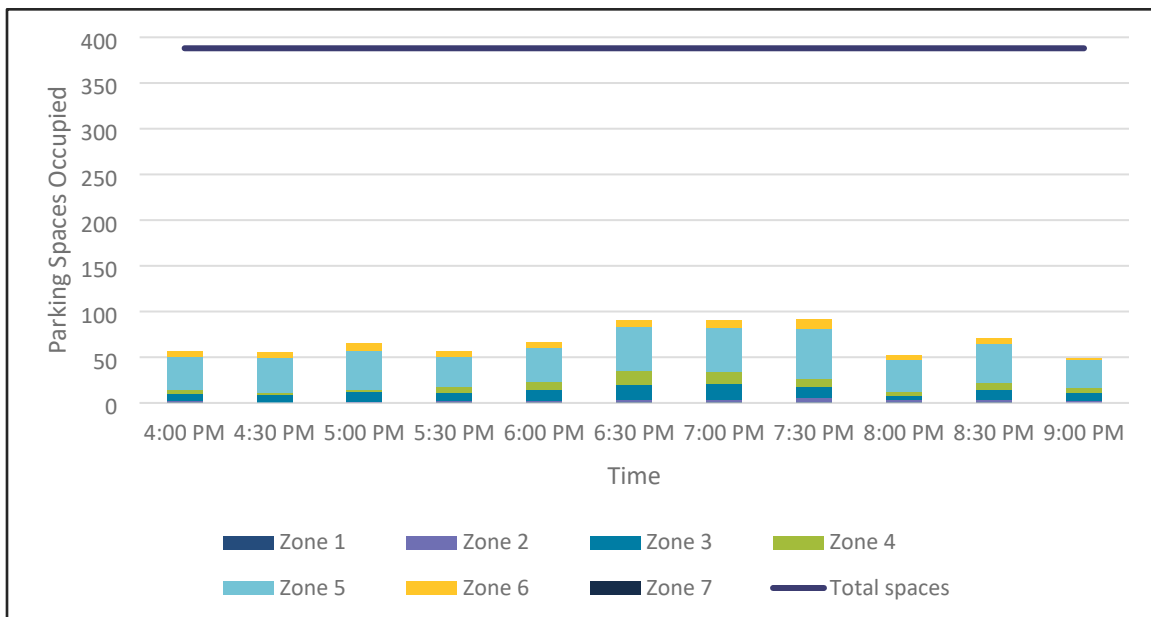


FIGURE 4. WEEKDAY PARKING DEMAND

Overall, there is currently ample parking during both the weekend and weekday across all parking zones to accommodate the demand for two sheets of ice. As expected, the parking demand on a typical Saturday is significantly higher as compared to the weekday demand. Within the lot itself, Zone 5 consistently experiences the highest demand of all the zones, which is unsurprising given it is conveniently located straight out from the MUHC's doors.

Lastly, it should be noted that the parking demands at MUHC are highly influenced by game and practice schedules, which may peak at different times throughout the year. For example, during the summer months, the overall parking demand on site would likely be lower than that represented above since youth, high school and collegiate hockey is not in season. The days selected for the data collection were chosen since they represented activity on both rinks within MUHC during typical in-season operations.

FORECASTED PARKING DEMAND

In order to calculate the forecasted parking demand assuming the third sheet of ice is in place, the existing parking demand was referenced. It is our understanding that the proposed third sheet of ice would serve predominantly as a practice rink. As such, limited to no seating will be provided. Based on conversations with MUHC's General Manager, the existing main rink attracts approximately 60% of the sites' traffic, and therefore presumably 60% of the measured parking demand. The second existing rink

attracts the remaining visitors, or approximately 40%. Spectators can view both rinks from an enclosed elevated viewing platform and bar (Falcon's Nest).

Per MUHC staff, it is estimated that the third sheet of ice would attract less visitors than either of the existing rinks, and therefore less parking demand. The proposed third rink would have minimal spectator seating, if any, as compared to the existing rinks and would not allow for spectators to view from the elevated viewing platform and/or the Falcon's Nest bar. Given that the smaller of the two existing rinks currently attracts approximately 40% of the existing site's parking demand, it was concluded that the proposed third rink would generate a demand for parking equal to approximately 35% of the existing parking demand. It should also be noted that the proposed additional locker room amenities would not be expected to attract additional traffic or parking demand as the new locker rooms will serve players already onsite.

Therefore, assuming the third sheet of ice is in place, the parking demand at the MUHC site was increased by 35%. The Saturday parking utilization is expected to reach a peak demand of 90% at 4:30 PM, with utilization rates ranging from 51% to 90% from noon to 9:00 PM, as summarized in **Table 3**. A parking lot can operate efficiently at 90% occupied, therefore, there is clearly ample parking spaces to accommodate the Saturday demand. However, while there is enough parking overall to accommodate the addition of the third sheet of ice, it should be noted that some parking zones would be expected to reach capacity. As shown in Table 3, Zones 2, 3, 4, and 5 would be expected to be either approaching or at capacity at various times throughout Saturday. Zone 3 would consistently be in excess of the 29 parking spaces provided, which is not surprising given this is the ADA parking and open parking in closest proximity to the entrance to the MUHC. Zones 4 and 5 would also exceed capacity numerous times throughout a typical Saturday, which is also not unexpected given the proximity to the MUHC doors. Zone 2 would only reach capacity once during a typical Saturday.

TABLE 3. FORECASTED SATURDAY PARKING UTILIZATION

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
12:00 PM	10%	24%	110%	72%	68%	31%	22%	52%
12:30 PM	6%	24%	110%	72%	61%	49%	22%	51%
1:00 PM	6%	31%	124%	81%	82%	58%	22%	63%
1:30 PM	6%	40%	117%	81%	88%	73%	22%	67%
2:00 PM	6%	47%	114%	87%	93%	67%	26%	70%
2:30 PM	6%	60%	110%	85%	106%	67%	37%	77%
3:00 PM	10%	84%	110%	113%	112%	80%	52%	88%
3:30 PM	13%	91%	124%	111%	101%	71%	48%	85%
4:00 PM	31%	93%	110%	98%	107%	82%	56%	89%
4:30 PM	35%	100%	93%	106%	106%	84%	63%	90%
5:00 PM	38%	71%	93%	85%	88%	56%	41%	73%
5:30 PM	38%	56%	100%	89%	95%	58%	37%	75%
6:00 PM	38%	71%	110%	104%	101%	67%	33%	82%
6:30 PM	38%	67%	100%	98%	95%	76%	26%	78%
7:00 PM	52%	71%	100%	104%	99%	84%	33%	84%
7:30 PM	52%	67%	100%	106%	94%	80%	41%	82%

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
8:00 PM	48%	51%	110%	81%	99%	80%	48%	80%
8:30 PM	46%	47%	93%	89%	110%	93%	48%	85%
9:00 PM	40%	47%	93%	96%	99%	84%	48%	79%

However, while some individual zones would approach or exceed capacity on a Saturday, overall there is sufficient parking within the lot to accommodate the forecasted increase in parking demand, as illustrated in **Figure 5**. In fact, it is expected that approximately 41 parking spaces, or approximately 10% of the overall parking supply, would remain available on a Saturday, providing adequate circulation throughout the existing lot.

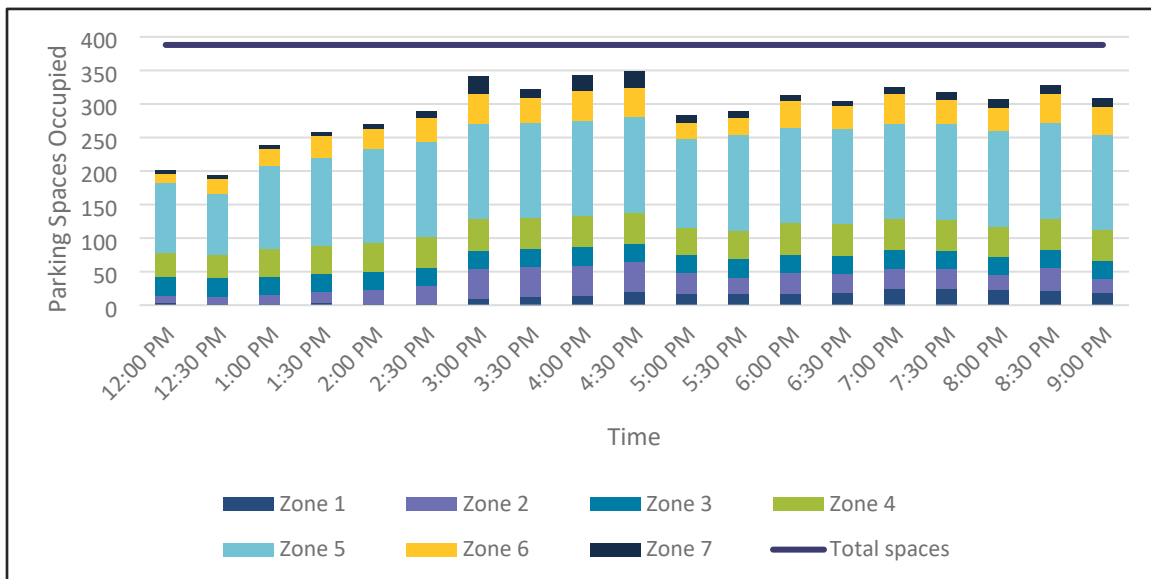
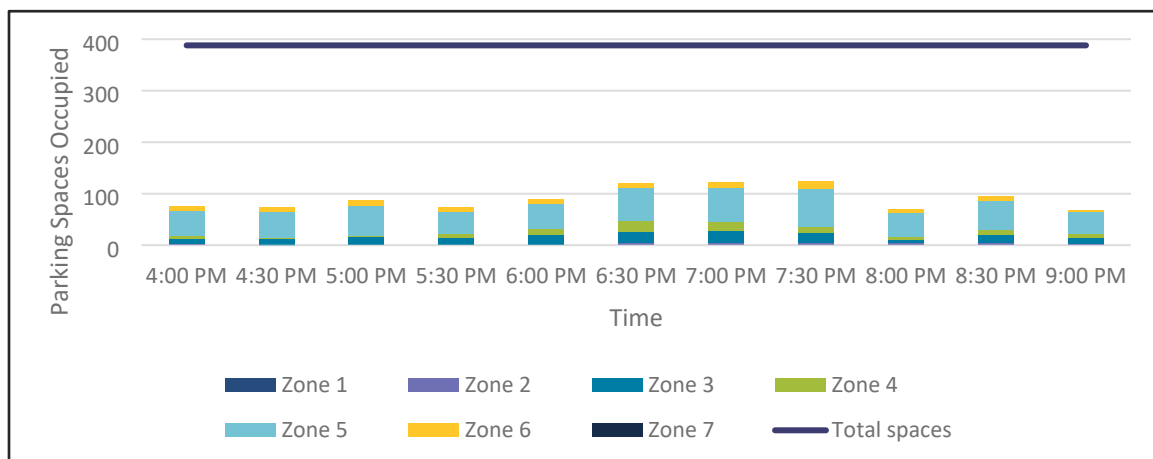


FIGURE 5. FORECASTED SATURDAY PARKING DEMAND

The forecasted weekday parking utilization assuming the proposed third sheet of ice in place is summarized in **Table 4**. As shown, the overall lot would achieve a peak parking demand of 32% at 7:30 PM on a weekday, with utilization rates ranging from a low of 17% to a peak of 32% throughout the period of 4:00 PM to 9:00 PM. Unlike Saturdays, it is expected that each zone would have sufficient capacity to accommodate the forecasted demand throughout the study periods. **Figure 6** illustrates the existing weekday parking demand.

TABLE 4. FORECASTED WEEKDAY PARKING UTILIZATION

Start Time	Individual Zone Percentage Occupied							Total Percentage Occupied
	1	2	3	4	5	6	7	
4:00 PM	2%	2%	38%	11%	34%	18%	0%	20%
4:30 PM	0%	0%	41%	6%	35%	18%	0%	19%
5:00 PM	0%	2%	52%	6%	39%	24%	0%	23%
5:30 PM	2%	2%	41%	19%	29%	18%	0%	19%
6:00 PM	2%	2%	62%	23%	34%	18%	0%	23%
6:30 PM	2%	7%	79%	43%	44%	20%	0%	31%
7:00 PM	2%	9%	79%	38%	44%	24%	0%	31%
7:30 PM	2%	11%	62%	26%	50%	31%	0%	32%
8:00 PM	2%	7%	24%	11%	32%	16%	0%	18%
8:30 PM	2%	9%	52%	19%	39%	18%	0%	24%
9:00 PM	0%	7%	41%	17%	28%	7%	0%	17%

**FIGURE 6. FORECASTED WEEKEND PARKING DEMAND**

CONCLUSION

The MUHC currently accommodates two sheets of ice with 388 parking spaces. The MUHC is proposing to add a third rink and additional locker room facilities, however, no changes to the existing parking supply will be provided. Therefore, it was necessary to ensure that the current parking supply would be adequate to accommodate the increased parking demand associated with the additional sheet of ice.

This parking analysis was completed for both a typical Saturday and weekday evening during the regular youth, high school and collegiate hockey season. Given the lack of seating with the additional rink and its anticipated usage, it was determined that the additional rink would generate an increased parking demand equal to 35% of the existing demand within the lot. As such, the existing 388 parking spaces would be able to adequately accommodate the increased demand on site associated with the expansion to add a third sheet of ice. During a typical Saturday, the lot would reach a peak parking demand of 90%

of the spaces. The forecasted demand on a typical weekday evening would be considerably less, with a peak parking utilization of 32%.

Therefore, it was concluded that the existing parking lot of 388 parking spaces can accommodate the anticipated increase in parking demand generated by the proposed third rink. As such, it is our recommendation that the City's Director of Planning approve a request to reduce the parking requirements for the site by 8% since the existing supply of 388 spaces is more than adequate. Please contact Julie Nolfo at jnolfo@lochgroup.com/314-446-3791 or Michelle Romine at Michelle.Romine@lochgroup.com/314-446-3795 with any questions concerning this parking memorandum.

Planning Commission Staff Report

Project Type:	Amended Site Development Section Plan
Meeting Date:	June 9, 2025
From:	Shane Streiler, Planner
Location:	15606 Olive Boulevard
Description:	<u>Herman Stemme Office Park, Lot 2B (Waterway)</u> : An Amended Site Development Section Plan, Landscape Plan, Lighting Plan, and Amended Architectural Elevations for a gas station and car wash located on a 1.33-acre tract of land zoned “PC” Planned Commercial located southeast of Olive Boulevard, northeast of Olive’s intersection with Swingley Ridge Road.

PROPOSAL SUMMARY

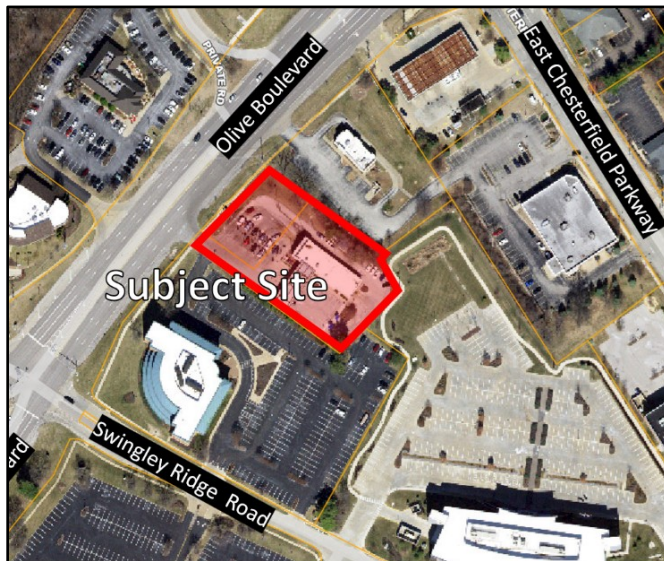


Figure 1: Subject Location

Waterway Gas and Wash Company has submitted modifications for Herman Stemme Office Park, Lot 2B. The plans propose an outdoor waiting area addition, a fuel pump canopy reduction, a right car wash lane extension, and substantial changes to the building’s facades.

HISTORY OF SUBJECT SITE

The subject site was developed in 1978 under County Ordinance 8801. Since then, the ordinance was amended to modify usage permitted under this “PC” Planned Commercial District. The current ordinance governing the site, City Ordinance 2794, was approved in 2014.



Figure 2: Site Plan

STAFF ANALYSIS

Proposed Waiting Area

The waiting area will feature the existing stone landscaping beds. A new self-supporting prefinished metal canopy will be installed over the seating area in place of the existing large umbrella. The existing landscape area by the car wash exit will be replaced with pavement that will be six (6) inches above the ground. New aluminum railings will be installed on this paved area.



Figure 3: Waiting Area Rendering

Proposed Fuel Station Canopy

The fuel station canopy will no longer extend to the building as it will be reduced in length by 30 feet. The four (4) fuel pumps will remain.

Proposed Car Wash Lanes

Two minor changes are proposed at the entrance to the car wash. First, the payment canopy structures are proposed to be removed and replaced with simplified entrance poles.

Second, the existing asphalt pavement will be expanded to the east to increase the width of the right car wash lane to facilitate better turning movements from the outside lane. As part of the right car wash lane extension, a concrete retaining wall will be installed at the back of the curb, featuring a maximum height of 2'8". On top of the retaining wall, a swale will be developed, and behind the retaining wall, a perforated PVC drain pipe will be connected to the downspout piping.



Figure 4: Fuel Station Canopy Rendering

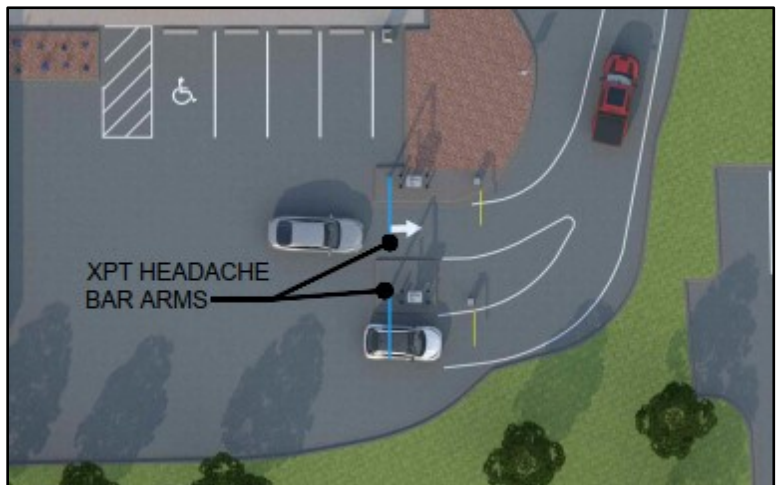


Figure 5: Car Wash Lane Improvements

Landscaping

The landscaping surrounding the entrance monument sign, the perimeter of the building, and the perimeter of the property will remain, excluding two (2) dead trees. The existing landscape bed with ten (10) shrubs at the waiting area will remain, while the landscaping area abutting the car wash exit will be removed for the addition of pavement (Figure 6). The two (2) landscaping islands at the car wash entrance will retain most of its landscaping with the addition of four (4) Virginia Willow shrubs and one (1) Gingko tree. Three (3) additional Gingko trees will be planted in the landscape buffer along Olive Boulevard (Figure 7).

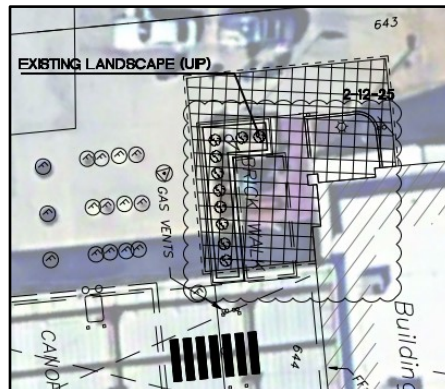


Figure 6: Waiting Area Shrubs

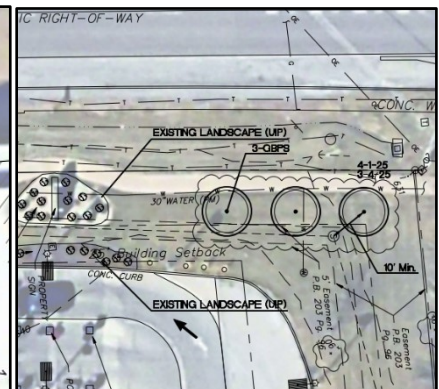


Figure 7: Landscape Buffer Trees

Lighting

The total quantity of outdoor lights at the site will decrease from 36 to 28. There will be eight (8) canopy lights instead of 16, six (6) downlights at the start of the car wash lanes instead of eight (8), and 14 outdoor area lights surrounding the site instead of 12, with two (2) new lights proposed at the car wash entrance.



Figure 8: Canopy Lighting



Figure 9: Downlight



Figure 10: Outdoor Area Light

Materials and Color

At the tall building mass (Figure 11), the existing face brick and EIFS will be replaced with prefinished metal panels and aluminum storefront system developed with clear float glass. These metal panels will be midnight blue, light “Waterway” blue, pure white, mica gray, and metal silver. The metal roof facade will reach over 18' in height and replace the existing gable on the west elevation (Figure 12). At the car wash entrance and exit, the wash bay doors will be replaced with aluminum overhead doors with clear polycarbonate glass panels. At the short building mass, the existing face brick, EIFS, windows, and doors will remain. The existing EIFS will be painted pure white and modified by removing profiles from the material and adding vertical control joints.

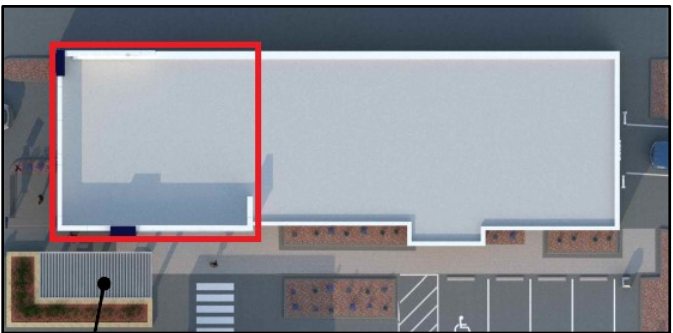


Figure 11: Tall Building Mass

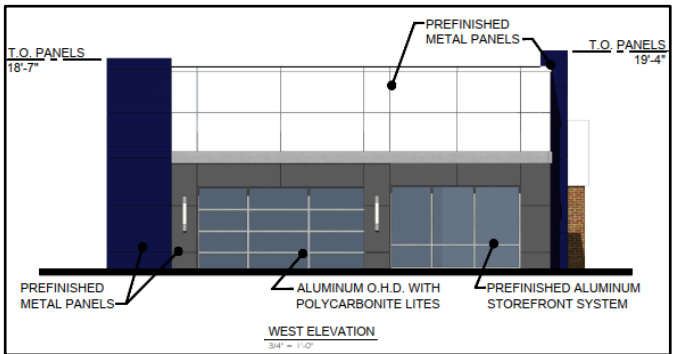


Figure 12: West Elevation

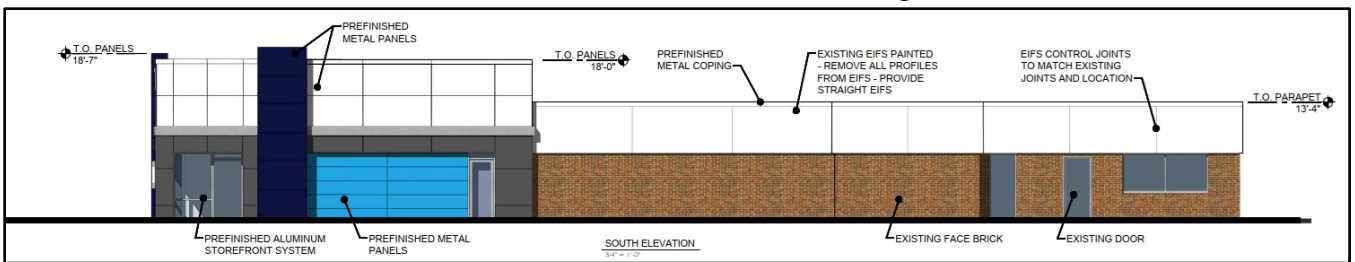


Figure 13: South Elevation

DEPARTMENTAL INPUT

Staff has reviewed the proposed Amended Site Development Section Plan for Herman Stemme Office Park, Lot 2B at 15606 Olive Boulevard (Waterway). Staff recommends the Planning Commission take action on this request.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- 1) "I move to forward the Amended Site Development Section Plan for Herman Stemme Office Park, Lot 2B at 15606 Olive Boulevard (Waterway) as presented, with a recommendation for approval (or denial)."
- 2) "I move to forward the Amended Site Development Section Plan for Herman Stemme Office Park, Lot 2B at 15606 Olive Boulevard (Waterway) with a recommendation for approval with the following conditions..."

March 04, 2025

Shane Streiler
City Planner
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

PROJECT NAME: Waterway – Chesterfield
PROJECT LOCATION: 15606 Olive Blvd.
Chesterfield, Missouri 63017

ARCHITECTS STATEMENT OF DESIGN

While designing the remodel of this Waterway facility located at 15606 Olive Blvd in Chesterfield, MO we reimagined the car wash and convenience store, our objective was to create a modern, inviting space that enhances the customer experience while integrating sustainable design principles. This remodel embraces contemporary materials and innovative design to foster a clean, efficient, and welcoming environment.

We selected durable, eco-friendly materials that not only withstand the rigors of daily use but also promote sustainability. The exterior features high-performance metal panels and face brick veneer, providing a sleek, modern look while ensuring longevity.

To enhance the customer journey, the car wash entry and exit points are clearly marked, minimizing confusion and ensuring a smooth flow. A welcoming seating area encourages customers to relax while waiting for their vehicles.

Sustainability is woven into the fabric of this remodel. We incorporated energy-efficient lighting to reduce our carbon footprint and the landscaping features native plants, designed to require less irrigation and maintenance.

This remodel reflects our commitment to creating a building that is not only functional but also uplifting. By blending modern aesthetics with sustainable practices, we have transformed the car wash and convenience store into a vibrant facility that prioritizes customer experience and environmental responsibility. Waterway looks forward to welcoming customers into this new space, where cleanliness and comfort meet innovation.

Please see the attached elevations and renderings that clearly reflect this design intent and show the facility meets each of the city's design standards.

Respectfully,

Jay Schoessel
Architextures SP



Scottsdale® Legacy (CRUS)

LED Canopy Luminaire

**IP66**

OVERVIEW

Lumen Package	5,000 - 22,000
Wattage Range	38 - 152
Efficacy Range (LPW)	114 -156
Weight lbs(kg)	23 (10.4)

QUICK LINKS

[Ordering Guide](#)[Performance](#)[Photometrics](#)[Dimensions](#)

FEATURES & SPECIFICATIONS

Construction

- Features a ultra-slim 11/16" profile die-cast housing, with flat clear tempered glass lens. Unit is water-resistant, sealed and IP66 rated. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.
- Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.
- Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

Optical System

- Features an array of select, mid-power, high brightness, high efficiency LED; 3000K, 4000K, 5000K color temperature, 80 CRI (nominal).
- Choice of Symmetric or Asymmetric distribution. Asymmetric provides a wider distribution pattern.
- Six Lumen Packages: 5,000, 9,000, 10,000, 13,000, 18,000 and 22,000 Lumens.

Electrical

- High performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral 6kV surge protection that meets IEEE C62.41.2 and ANSI C82.77-5 Location Category C Low standards. Custom lumen and wattage packages available.
- Additional field replaceable 10kV surge protection device that meets a minimum

Category C Low operation (per ANSI/IEEE C62.41.2) is standard.

- Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.
- Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and acts as the primary heatsink ensuring cool operation of internal components for longer life. Seals to optical housing via one-piece molded silicone gasket.
- Universal voltage power supply, 120-277 VAC, 50/60 HZ and 347-480 VAC, 50/60 HZ input.
- -40°C to 55°C (-40°F to 131°F) ambient operating temperature. (Varies based on lumen package and mounting style see performance data for specifics.)
- Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location (see performance data for specifics.)

Hazardous Location

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Divisions 2 only when properly installed per LSI installation instructions. See lscorp.com for specific guidance. Not available on SLW.

Installation

- One-person installation.
- Installs in a 12" or 16" deck pan. Deck

penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit.

- Retro panels are available for existing Encores as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

Warranty

- LSI LED fixtures carry a 5-year warranty (contact your LSI representative for extended warranty options.)

Listings

- UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Meets Buy American Act requirements.
- IDA compliant with 3000K or lower color temperature.





Slice Medium - SLM Outdoor LED Area Light

The Slice's sleek design makes it perfectly-suited for Commercial & Industrial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Slice offers high performance silicone optics, die cast aluminum housing, 42,000+ lumens and is available with integral Airlink Synapse controls.

Features & Specifications

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, 2700K and Amber color temperatures per ANSI C78.377.
- Minimum CRI of 70. Optional 80 CRI available, consult factory for lead time.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 3)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L lumen package rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Terminal block provided accepts up to 10ga wire.
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.



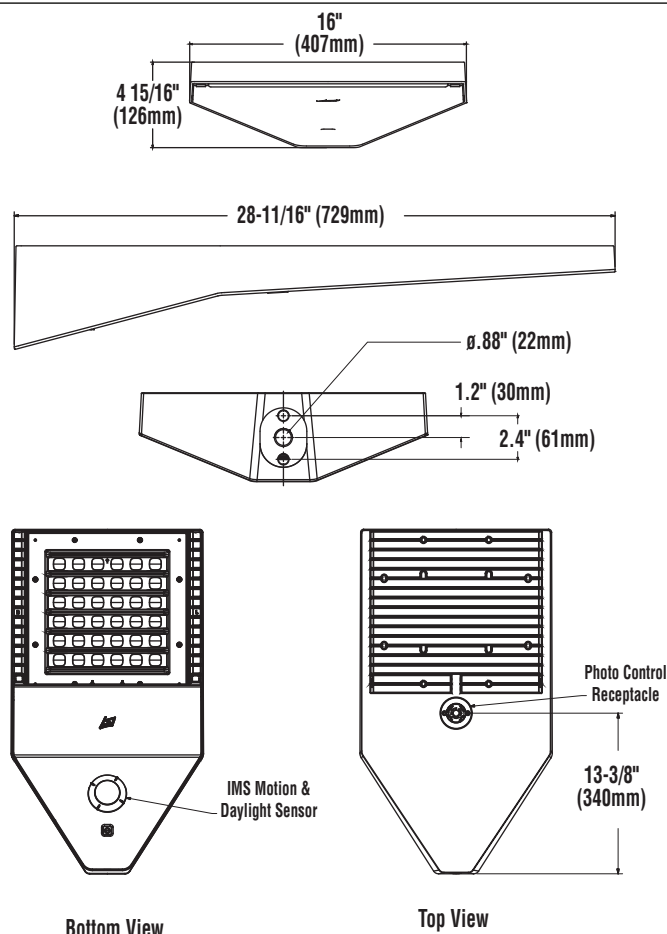
Dimmable

WIRELESS
CONTROLS

IP66

ARRA
Funding CompliantMANUFACTURED IN
USA

Product Dimensions



Bottom View

Top View



Slice Medium - SLM Outdoor LED Area Light

Features & Specifications (Cont.)

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square poles.
- Luminaire is proudly manufactured in the U.S. of U.S. and imported parts.
- IP66 rated luminaire protects integral components from harsh environments.
- 3G rated for ANSI C136.31 high vibration applications
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

Controls

- Optional integral passive infrared motion and daylight sensor activates switching of luminaire light levels (see page 6 for more details).
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see page 6 for more details)

Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment for installing/servicing.
- Included terminal block provides quick and easy on-site wiring.
- Utilizes LSI's traditional 3" drill pattern for easy fastening of LSI products. (See drawing on page 1)

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

- Listed to UL 1598 and UL 8750.
- RoHS Compliant.
- American Recovery and Reinvestment Act Funding Compliant.
- IDA compliant; with 3000K color temperature selection.
- Suitable For wet Locations.
- IP66 rated Luminaire. IP66 rated optical chamber.
- 3G rated for ANSI C136.31 high vibration applications

Performance

ELECTRICAL DATA*

Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	68.2	0.6A	0.3A	0.3A	0.2A	0.2A	0.1A
12L	93.1	0.8A	0.4A	0.4A	0.3A	0.3A	0.2A
18L	148.5	1.2A	0.7A	0.6A	0.5A	0.4A	0.3A
24L	188.8	1.6A	0.9A	0.8A	0.7A	0.5A	0.4A
30L	248.6	2.1A	1.2A	1.0A	0.9A	0.7A	0.5A
36L	317.8	2.6A	1.5A	1.3A	1.1A	0.9A	0.7A
42L	393.4	3.3A	1.9A	1.6A	1.4A	1.1A	0.8A

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE¹(24-42L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-40 C	100%	100%	97%	94%	92%

RECOMMENDED LUMEN MAINTENANCE¹(9-18L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-50 C	100%	96%	91%	87%	83%

1- Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.

2- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.

3- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing

Slice ALSCH Satellite #														
Input Current (Amps)									Satellites Supported					
VAC	42L	36L	30L	24L	18L	12L	9L	42L	36L	30L	24L	18L	12L	9L
110	3.6	2.9	2.3	1.7	1.4	0.8	0.6	0	0	1	1	2	4	4
120	3.4	2.6	2.1	1.6	1.2	0.8	0.6	0	0	1	2	2	4	4
208	1.9	1.5	1.2	0.9	0.7	0.4	0.3	1	2	3	4	4	4	4
240	1.6	1.3	1.0	0.8	0.6	0.4	0.3	1	2	3	4	4	4	4
277	1.4	1.1	0.9	0.7	0.5	0.3	0.2	2	3	4	4	4	4	4
347	1.1	0.9	0.7	0.5	0.4	0.3	0.2	3	4	4	4	4	4	4
480	0.8	0.7	0.5	0.4	0.3	0.2	0.1	4	4	4	4	4	4	4

LUMINAIRE EPA CHART - SLM

Single	0.6
D180°	1.1
D90°	0.9
T90°	1.9
TN120°	1.9
Q90°	2.1

Specifications and
dimensions subject to
change without notice.

LED 6 INCH WET-LISTED DOWNLIGHT (PDL6K)

COMPLETE KIT - PDL6K comes complete with high-efficiency LED modules, recessed housing and built-in trim.

LEDs - Select high-brightness LEDs. Color temperature 4000K (NW, nominal). CRI = 90 (nominal)

LED MODULE ASSEMBLY - Durable plastic housing integrates LED module, white trim and white baffle reflector. Frosted lens eliminates direct view of LEDs. Torsion springs safely secure LED module in housing. Other trims available, consult factory.

ROUGH-IN HOUSING - Non-IC housing must be kept at least 3" away from insulation. 16-gauge galvanized steel housing includes frame with bar hangers with nails for wood joist. Adjustable 14" to 25" for precise placement. Bar hangers include T-bar notch for T-grid ceilings

DIMMING - PDL6K is dimmable to 10% with standard 120V electronic dimmers. Contact factory for use with incandescent or magnetic low-voltage dimmers.

DELIVERED LUMENS - 900 (HO Output) or 700 (SS)

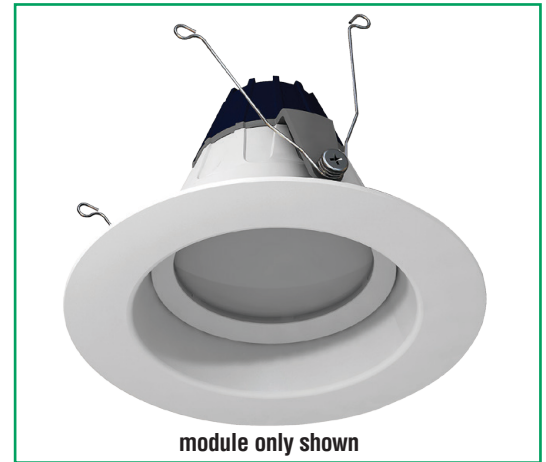
INPUT POWER - 13 watts (HO); 10 watts (SS)

EXPECTED LIFE - Minimum 50,000 hours.

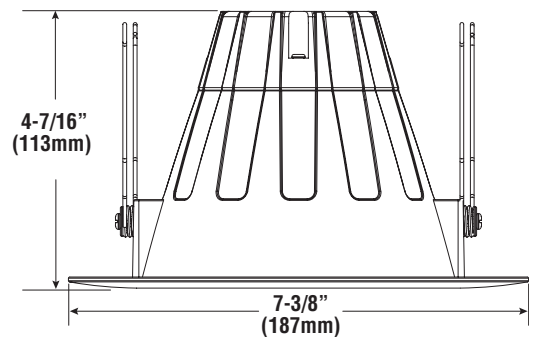
WARRANTY - Limited 5-year warranty.

LISTING - Wet location. ETL listed to U.S. and Canadian safety standards.

PHOTOMETRICS - LM-79 and LM-80 reports, as well as application layout assistance are available on request. Contact LSI Applications Group or lighting.apps@lsi-industries.com.



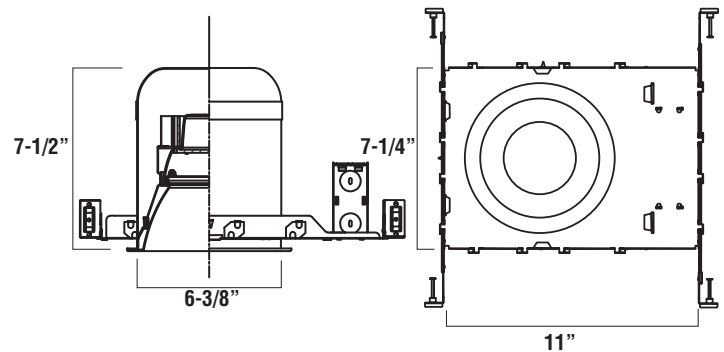
DIMENSIONS



Module Only



ARRA
Funding Compliant

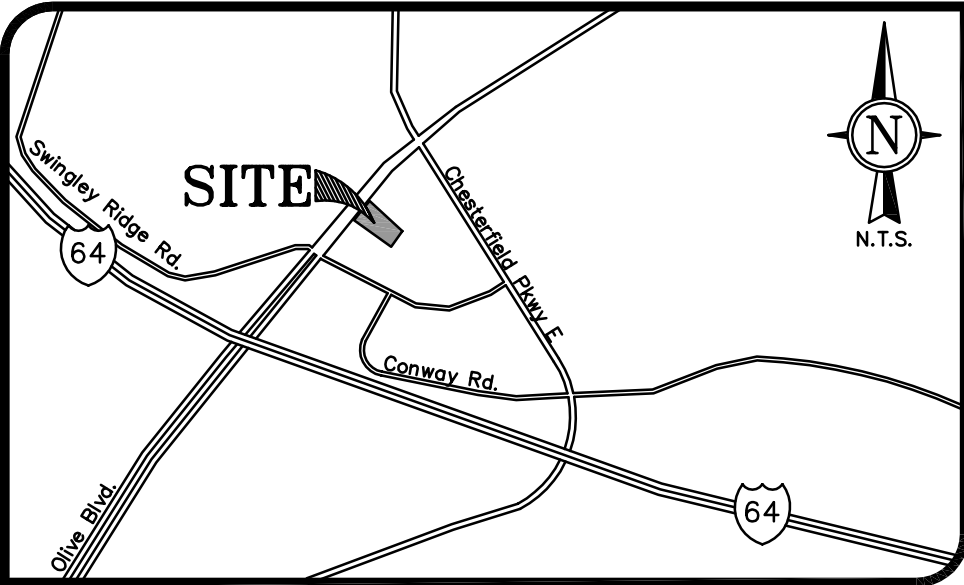


Assembled in Housing

ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **PDL6K LED HO NW 120**

Prefix	Light Source	Lumen Output	Color Temp	Line Voltage
PDL6K - 6" Downlight (Module & housing)	LED	HO - High Output SS - Super Saver	NW - Neutral White (4000K)	120 - 120 VAC



BENCHMARK:

STL COUNTY #12352: 644.27 FIUS NAVD88 - Standard DNR aluminum disk stamped SL-31A and situated in a grassy area south of the intersection of Olive Boulevard and Swingley Ridge Road; roughly 78 feet southeast of the centerline of Olive Boulevard, 45 feet southwest of the centerline of Swingley Ridge Road, 1.3 feet east of the easternmost corner of a flush type concrete traffic signal vault, 0.15 miles more or less northeast along Olive boulevard from the centerline of Interstate 64.

SITE BENCHMARK:

641.08 FIUS NAVD88 - PK nail in top of concrete base under light stand approximately 100 feet southeast of the south ROW line of Olive Boulevard and approximately 320 feet northeast of the intersection of the south ROW line of Olive Boulevard and the north ROW line of Swingley Ridge Road

BASIS OF BEARING

MISSOURI STATE PLANE
GRID NORTH FROM GPS
TIES TO MODOT GLOBAL
NAVIGATION SATELLITE
REAL-TIME NETWORK

LEGEND



LEGEND

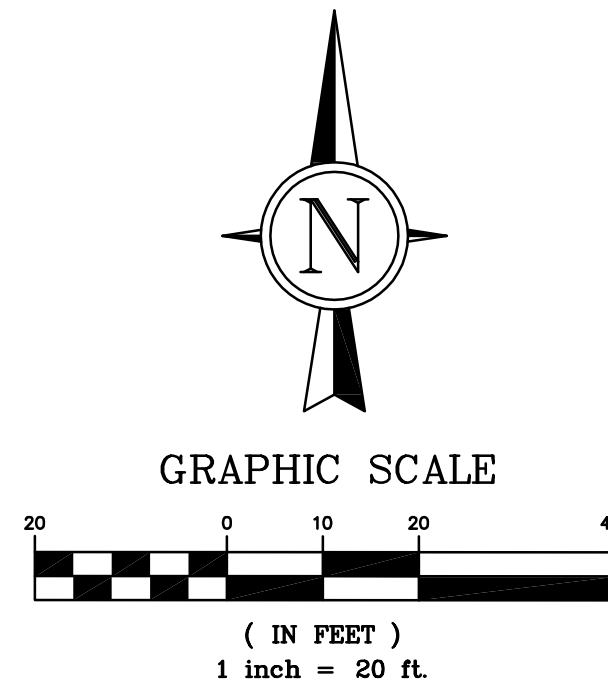
UTILITY POLE	STREET SIGN
GUY WIRE	OWNERS SIGN
LIGHT POLE	BASKETBALL GOAL
TRAFFIC SIGNAL BOX	FLAG POLE
ELECTRIC BOX	BOLLARD OR POST
ELECTRIC SERVICE	PARKING METER
ELECTRIC MANHOLE	MAILBOX
ELECTRIC METER	FILLER CAP
ELECTRIC VAULT	ROOF DRAIN
GENERATOR	YARD DRAIN
TRANSFORMER	CLEANOUT
CABLE BOX	FLARED END SECTION
CABLE VAULT	TERMINUS UNKNOWN
SATELLITE DISH	STORM DRAIN W/GRATE INLET
TELEPHONE BOX	STORM DRAIN W/AREA INLET
TELEPHONE MANHOLE	STORM DRAIN W/MANHOLE
TELEPHONE VAULT	STORM DRAIN W/GRATE MANHOLE
TELEPHONE UG MARKER	SANITARY SEWER W/MANHOLE
FIBEROPTIC UG MARKER	TRENCH DRAIN
FIRE HYDRANT	OVERHEAD ELECTRIC LINE
FIRE DEPT CONNECTION	UNDERGROUND ELECTRIC LINE
WATER METER	UNDERGROUND TELEPHONE LINE
WATER MANHOLE	WATER LINE
WATER VALVE	GAS LINE
WATER VAULT	TREE LINE/EDGE OF WOODS
SPRINKLER VALVE	FENCE: CHAIN LINK OR WIRE
WATER UG MARKER	FENCE: WOOD CONSTRUCTION
GAS METER	1' CONTOUR INTERVAL
GAS VALVE	5' CONTOUR INTERVAL
GAS DRIP	RIPRAP
GAS UG MARKER	BUSH OR SHRUB
TEST WELL	TREE W/APPROX. DIAMETER
SOIL BORING	
AIR CONDITIONER	

ABBREVIATIONS

N/F	NOW OR FORMERLY
D.B.	DEED BOOK
P.B.	PLAT BOOK
Pg.	PAGE
w/	WITH
(TYP.)	TYPICAL
P.O.B.	POINT OF BEGINNING
CONC.	CONCRETE
RCP	REINFORCED CONCRETE PIPE
VCP	VITRIFIED CLAY PIPE
CPP	CORRUGATED PLASTIC PIPE
C-LINK	CHAIN LINK
W-IRON	WROUGHT IRON
PCZ	PER CURRENT ZONING
PM	PER UTILITY MAP
(xx)	RECORD BEARING AND/OR DISTANCE
[xx]	TITLE COMMITMENT EXCEPTION NUMBER

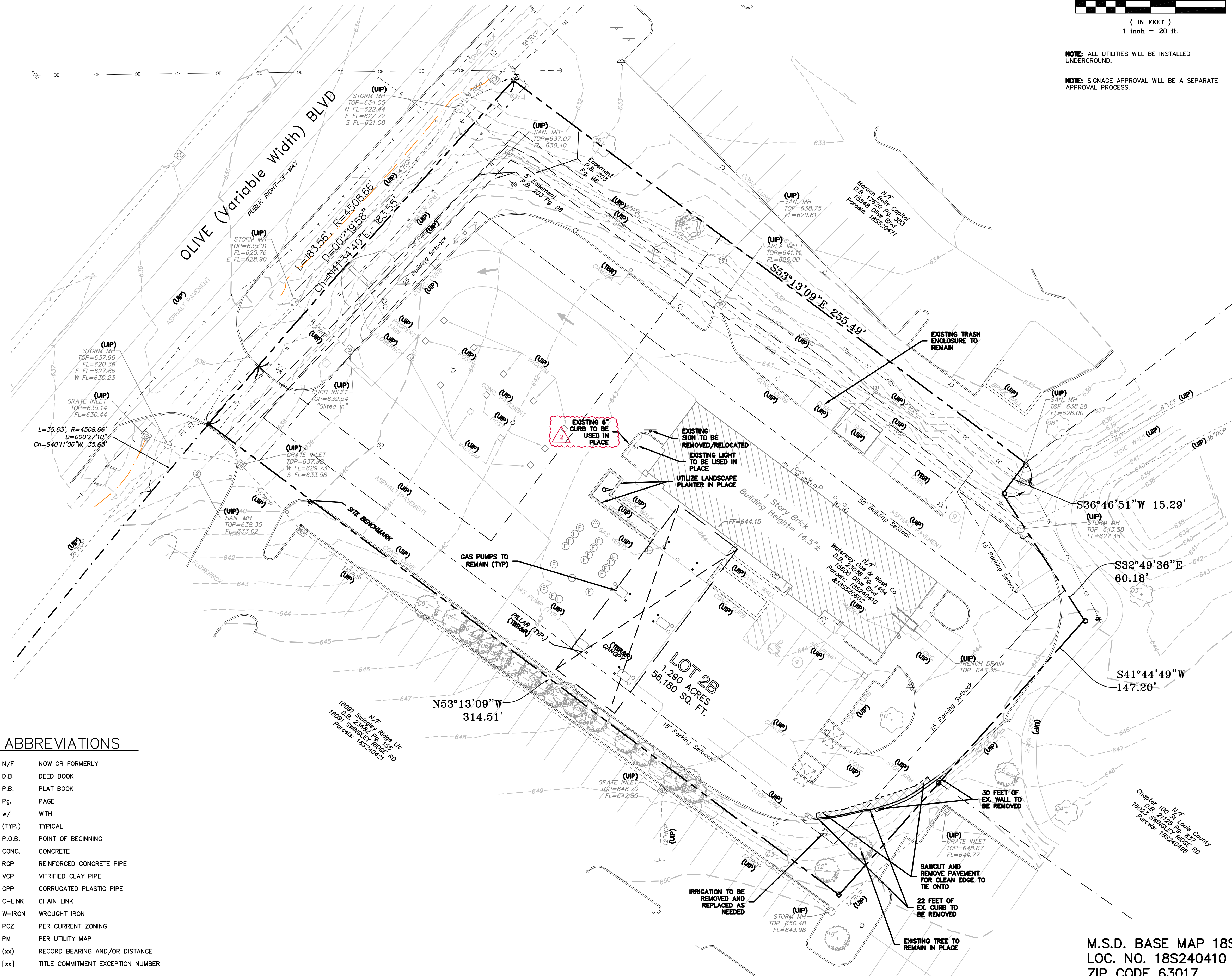
AMENDED SITE DEVELOPMENT PLAN WATERWAY CARWASH - CHESTERFIELD, MO SITE MAINTENANCE

ALL OF LOT 2B OF THE SUBDIVISION OF LOT 2 OF HERMAN STEMME OFFICE PARK
PLAT BOOK 203, PAGE 98
CITY OF CHESTERFIELD, ST LOUIS COUNTY, MISSOURI



NOTES: ALL UTILITIES WILL BE INSTALLED UNDERGROUND.

NOTES: SIGNAGE APPROVAL WILL BE A SEPARATE APPROVAL PROCESS.



PREPARED FOR:
WATERWAY GAS & WASH CO.
CONTACT: MIKE GOLDMAN
727 GODDARD AVE.
CHESTERFIELD, MO 63005
EMAIL: MIKE@WATERWAY.COM

AMENDED SITE DEVELOPMENT PLAN FOR
WATERWAY CARWASH
CHESTERFIELD, MO
15606 OLIVE BLVD. CHESTERFIELD, MO 63017

SHEET TITLE
**EXISTING SITE
AND DEMOLITION
PLAN**

JOB NUMBER: 3931

DRAWN BY: JRB

DATE: 01/11/24

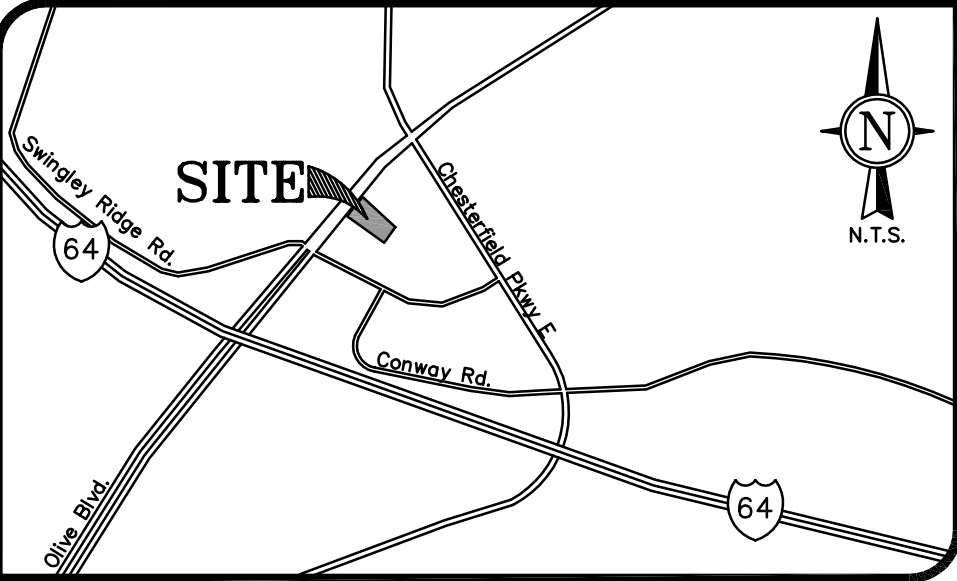
CHECKED BY: LJM

DATE: 01/11/24

SHEET:

SDP1

M.S.D. BASE MAP 18S
LOC. NO. 18S240410
ZIP CODE 63017



BENCHMARK:
STL COUNTY #12352: 644.27 FIUS NAVD88 - Standard DNR aluminum disk stamped SL-31A and situated in a grassy area south of the intersection of Olive Boulevard and Swingley Ridge Road; roughly 78 feet southeast of the centerline of Olive Boulevard, 45 feet southwest of the centerline of Swingley Ridge Road, 1.3 feet east of the easternmost corner of a flush type concrete traffic signal vault, 0.15 miles more or less northeast along Olive boulevard from the centerline of Interstate 64.

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BASIS OF BEARING

MISSOURI STATE PLANE
GRID NORTH FROM GPS
TIES TO MODOT GLOBAL
NAVIGATION SATELLITE
REAL-TIME NETWORK

LEGEND

PROPOSED CONCRETE BARRIER CURB	
PROPOSED BUILDING	
EXISTING FEATURES	
PROPOSED FEATURES	
PROPERTY LINES	
ORNAMENTAL PICKET FENCE	
PROPOSED SITE RETAINING WALL	
SIDEWALK	
CONCRETE PAVEMENT	
ASPHALT PAVEMENT	

PERTINENT DATA

PARCEL ID# & ADDRESS 18S2404101, 15606 OLIVE BLVD
PROP. USE CARWASH & GAS STATION
WATER SHED MISSOURI SUB-AREA 7
FIRE DISTRICT MISSOURI AMERICAN WATER CO.
SCHOOL DISTRICT MONARCH FIRE DISTRICT
SEWER DISTRICT PARKWAY
FEMA MAP NUMBER MSD
CURRENT ZONING 29189C0170K
C8 - PLANNED COMMERCIAL

TOTAL LOT AREA	1.29 AC
EXISTING	
Building + Canopy	0.16 AC
Pavement	0.75 AC
% Lot Coverage	70.54%
FAR	0.12
Open Space	29.46%
PROPOSED	
Building + Canopy	0.16 AC
Pavement	0.75 AC
% Lot Coverage	70.54%
FAR	0.12
Open Space	29.46%

NOTE: OPEN SPACE MAY INCLUDE SIDEWALKS AND PEDESTRIAN AREAS SUCH AS PLAZA AREAS FOR SEATING.

NOTE: LIMITS OF DISTURBANCE = 0.05 ACRES

PARKING SUMMARY

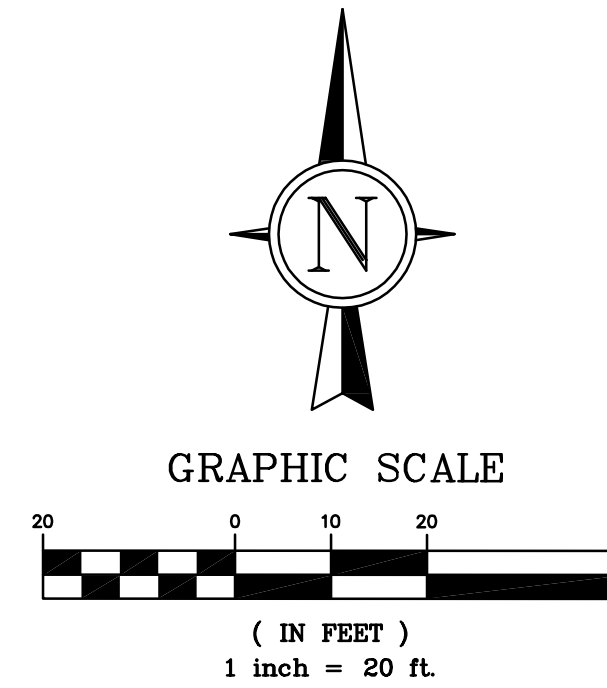
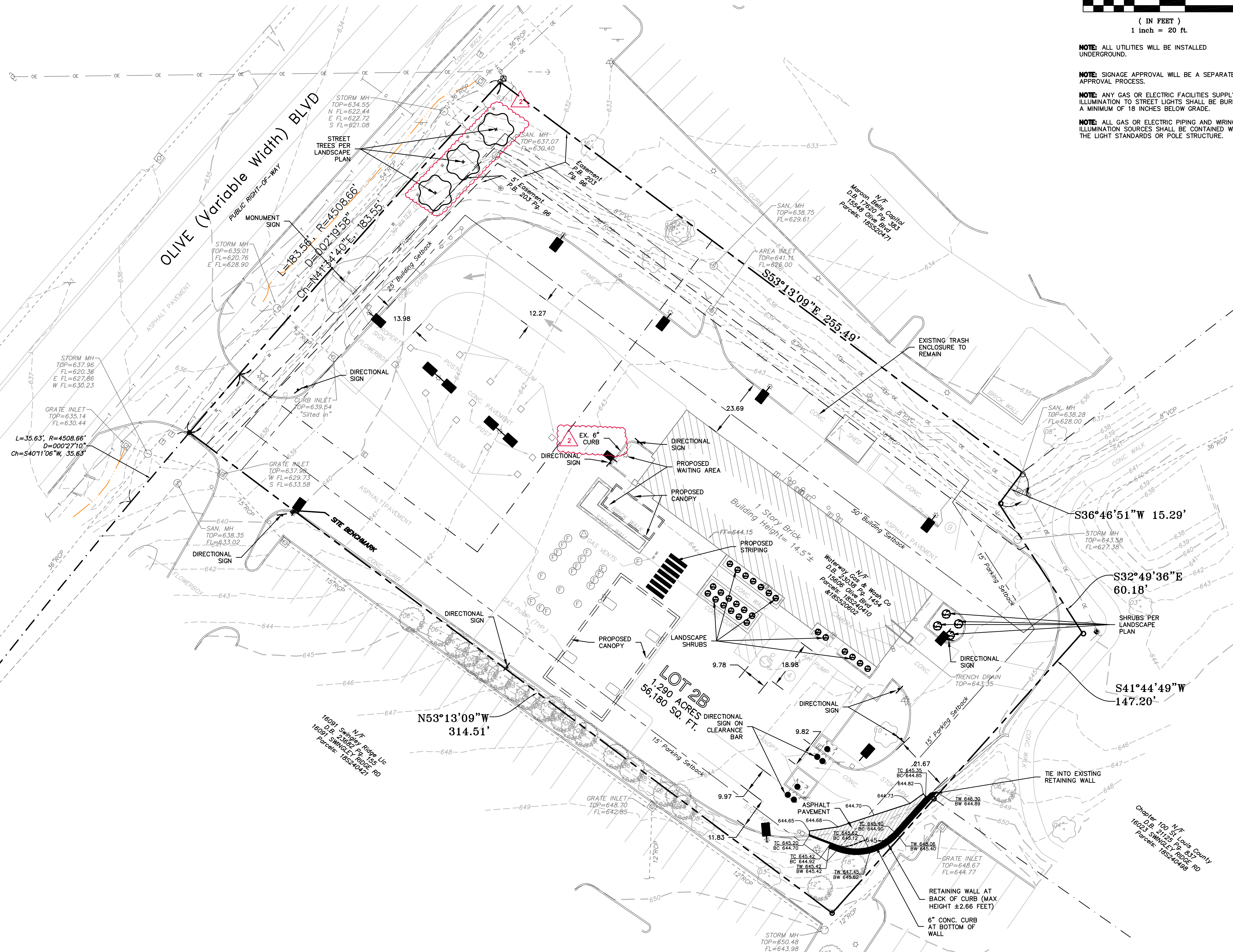
ST. LOUIS COUNTY PARKING REQUIRED:	
CAR WASH:	
2 PS PER 3 EMPLOYEES ON MAX SHIFT	2*(11/3)= 7.33 PS
	TOTAL = 8 PS
TOTAL STALLS REQUIRED = 8 STALLS	
EXISTING PARKING PROVIDED = 13 STALLS	

MINIMUM NUMBER OF ACCESSIBLE SPACES REQUIRED = 1, WHERE THE TOTAL NUMBER OF SPACES IS BETWEEN 1 AND 25, PER ADAAG. NUMBER OF ACCESSIBLE SPACES PROVIDED = 1.

PREPARED FOR:
WATERWAY GAS & WASH CO.
CONTACT: MIKE GOLDMAN
727 GODDARD AVE.
CHESTERFIELD, MO 63005
EMAIL: MIKE@WATERWAY.COM

AMENDED SITE DEVELOPMENT PLAN WATERWAY CARWASH - CHESTERFIELD, MO SITE MAINTENANCE

ALL OF LOT 2B OF THE SUBDIVISION OF LOT 2 OF HERMAN STEMME OFFICE PARK
PLAT BOOK 203, PAGE 98
CITY OF CHESTERFIELD, ST LOUIS COUNTY, MISSOURI



NOTE: ALL UTILITIES WILL BE INSTALLED UNDERGROUND.

NOTE: SIGNAGE APPROVAL WILL BE A SEPARATE APPROVAL PROCESS.

NOTE: ANY GAS OR ELECTRIC FACILITIES SUPPLYING ILLUMINATION TO STREET LIGHTS SHALL BE BURIED A MINIMUM OF 18 INCHES BELOW GRADE.

NOTE: ALL GAS OR ELECTRIC PIPING AND WIRING TO ILLUMINATION SOURCES SHALL BE CONTAINED WITHIN THE LIGHT STANDARDS OR POLE STRUCTURE.



GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 3000
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE CODE E-1470-D
FLS CODE FLS-343-D

DATE	02/11/25
ARCH COORDINATION	
CITY COMMENTS	
REMARKS	
REV. NO.	

AMENDED SITE DEVELOPMENT PLAN FOR
WATERWAY CARWASH
CHESTERFIELD, MO
15606 OLIVE BLVD. CHESTERFIELD, MO 63017

SHEET TITLE
**AMENDED SITE
DEVELOPMENT
PLAN**

JOB NUMBER: 3931

DRAWN BY: JRB

DATE: 01/11/24

CHECKED BY: LJM

DATE: 01/11/24

SHEET:

SDP2

M.S.D. BASE MAP 18S
LOC. NO. 18S240410
ZIP CODE 63017

J:\3931\3931\Drawings\Engineering\SDP\3931 Site.dwg 02/2025 10:45 AM Jacob Brodmeyer

PREPARED FOR:
WATERWAY GAS & WASH CO.
CONTACT: MIKE GOLDMAN
727 GODDARD AVE.
CHESTERFIELD, MO 63005
EMAIL: MIKE@WATERWAY.COM



DEPARTMENT OF PLANNING

SCRIPT FOR A AMENDED SITE DEVELOPMENT SECTION PLAN

(INCLUDE THE ABOVE SECTION)

(INSERT LEGAL DESCRIPTION WITH TOTAL ACREAGE)

_____, the owner(s) of the property shown on this plan for and in consideration of being granted approval of said plan to develop property under the provisions of Section 03._____, _____ of City of Chesterfield Unified Development (applicable subsection) _____ (present zoning) Code, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the City of Chesterfield, or voided or vacated by order of ordinance of the City of Chesterfield Council.

(Signature): _____

(Name Typed): _____

Rev. 02/2020

(AND EITHER INCLUDE THIS SECTION FOR A CORPORATION)

State of _____)

) SS.

County of _____)

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

_____, to me known, who, being by me sworn in, did say that he/she is the _____ of _____ a (Officer of Corporation) (Title) (Name of Corporation)

corporation in the State of _____, and that the seal affixed to the foregoing instruments is the corporate seal of said corporation, and that said instrument was signed on behalf of said corporation by authority of its Board of Directors, and the said _____ (Officer of Corporation)

acknowledged said instrument to be the free act and deed of said corporation.

In Testimony Whereof, I have hereunto set my hand and affixed my Notarial Seal at my Office in

_____, the day and year last above written.

(County and State)

My term expires _____.

(Notary Public)

(OR INCLUDE THIS SECTION FOR AN INDIVIDUAL)

State of _____)

) SS.

County of _____)

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

_____, and _____, his wife, to me known (Individual) (Wife)

to be the person(s) described in, and who executed the foregoing instrument, and acknowledged that he, she or they executed the same as his, her, or their free act and deed.

In Testimony Whereof, I have hereunto set my hand and affixed my Notarial Seal at my Office in

_____, the day and year last above written.

(County and State)

My term expires _____.

(Notary Public)

Rev. 02/2020

(AND INCLUDE THIS SECTION)

This Amended Site Development Section Plan

~~This Site Development Plan~~ was approved by the City of Chesterfield Planning Commission and duly verified on the _____ day of _____, 20____, by the Chairperson of said

Commission, authorizing the recording of this Site Development Plan pursuant to Chesterfield

Ordinance Number 200, as attested to by the Director of Planning and the City Clerk.

Justin Wyse, AICP
Director of Planning
City of Chesterfield, Missouri

Vickie McGownd, City Clerk
City of Chesterfield, Missouri

Rev. 02/2020



GRIMES CONSULTING, INC.
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www.grimesconsulting.com
PE COAF E-1470-D
FLS COAF LS-343-D

REV. NO.	REMARKS	DATE
1	ARCH COORDINATION	02/11/25
2	CITY COMMENTS	04/02/25

AMENDED SITE DEVELOPEMENT PLAN FOR
WATERWAY CARWASH
CHESTERFIELD, MO
15606 OLIVE BLVD. CHESTERFIELD, MO 63017

SHEET TITLE
SCRIPT
JOB NUMBER: 3931
DRAWN BY: JRB
DATE: 01/11/24
CHECKED BY: LJM
DATE: 01/11/24
SHEET:

SDP4

M.S.D. BASE MAP 18S
LOC. NO. 18S240410
ZIP CODE 63017



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS AT GRADE	Illuminance	Fc	0.91	11.8	0.0	N.A.	N.A.
PAY CANOPY 1	Illuminance	Fc	0.23	0.3	0.2	1.15	1.50
PAY CANOPY 2	Illuminance	Fc	14.17	16.7	11.1	1.28	1.50
CANOPY	Illuminance	Fc	5.13	11.8	0.6	8.55	19.67
INSIDE CURB	Illuminance	Fc	2.33	16.7	0.0	N.A.	N.A.

Fixture Types A2 & B2 Dimmed 90%.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts
	4	A1	SINGLE	CRUS-SC-SLW-50	15'	1.000	1.000	5955	38
	4	A2	SINGLE	CRUS-SC-SLW-50	15'	0.100	0.100	5955	38
	4	B1	SINGLE	SLM-LED-09L-SIL-FT-50-70CRI-IL	20'	1.000	1.000	6151	63
	6	B2	SINGLE	SLM-LED-09L-SIL-FT-50-70CRI-IL	20'	1.000	0.100	6151	63
	2	C	D180°	SLM-LED-09L-SIL-SW-50-70CRI	20'	1.000	1.000	18900	126
	6	D	SINGLE	PDL6K-LED-08-30	8'	1.000	1.000	817	12.2

Total Project Watts
Total Watts = 1259.2



1800 ALLIANCE RE. (CONTRACT) 800-454-2424 USA
(351) 793-3800 • FAX (351) 793-6883

LIGHTING PROPOSAL LD-133421-12

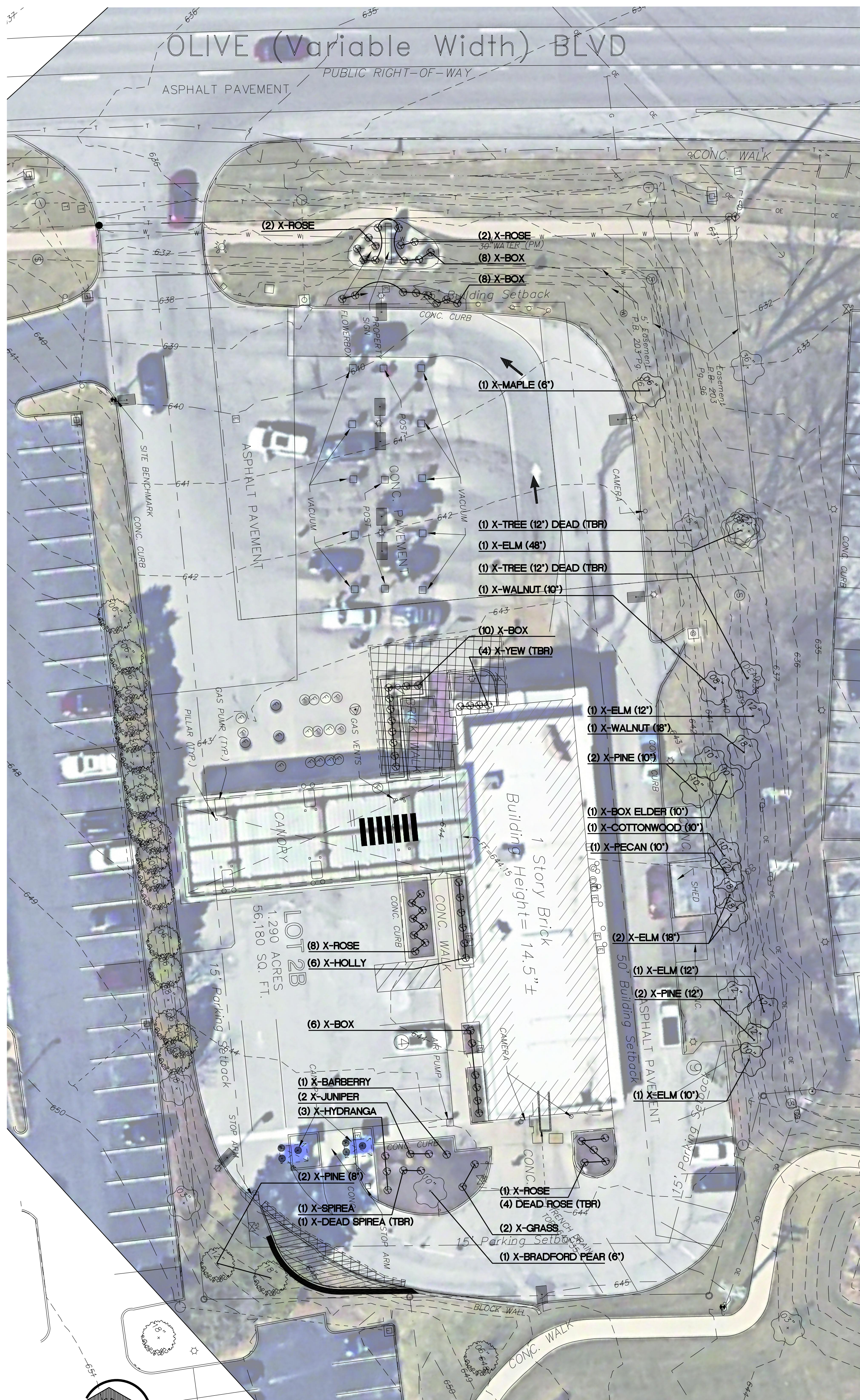
WATERWAY
727 GODDARD AVE
CHESTERFIELD, MO

BY/AHK/THC	DATE:6/15/16	REV:04/09/25	SHEET 1 OF 1
------------	--------------	--------------	-----------------

SCALE: 1"=20'

0

20



EXISTING CONDITIONS - LANDSCAPE

EXISTING CONDITIONS - NOTES

1. TBR = TO BE REMOVED
2. ALL EXISTING PLANTS, INCLUDING TREES, ARE IN FAIR TO GOOD CONDITION EXCEPT AS NOTED ON PLAN
3. ALL EXISTING PLANT MATERIAL TO REMAIN IN PLACE UNLESS OTHERWISE NOTED

GENERAL NOTES

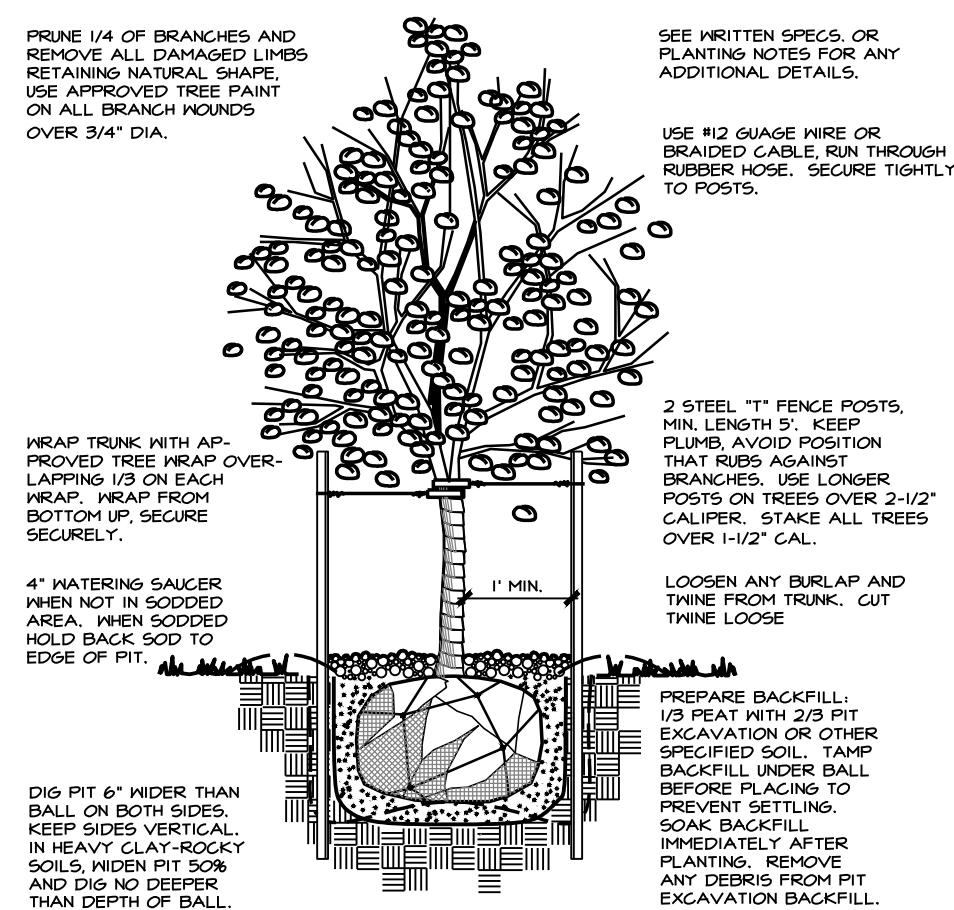
1. REPORT ANY DISCREPANCIES FOUND WITH REGARD TO EXISTING AND/OR PROPOSED CONDITIONS IMMEDIATELY TO THE CITY'S REPRESENTATIVE.
2. DO NOT PROCEED WITH CONSTRUCTION ACTIVITIES WHERE KNOWN DISCREPANCIES EXIST. CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR NECESSARY REVISIONS RESULTING FROM FAILURE TO PROVIDE PROPER NOTIFICATION.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH OTHER RELATED CONSTRUCTION ACTIVITIES NECESSARY TO ACCOMPLISH SPECIFIED WORK.
4. SEE PLANTING DETAILS AND NOTES FOR ADDITIONAL INFORMATION.
5. ALL SHRUB BEDS SHALL RECEIVE 3"-4" SHREDDED HARDWOOD BARK MULCH. APPLY GRANULAR PRE-EMERGENT HERBICIDE THROUGHOUT PLANT BED. APPLY PER MANUFACTURER'S RECOMMENDED RATE.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL NECESSARY CONSTRUCTION PERMITS FROM APPROPRIATE AGENCIES PRIOR TO BEGINNING WORK.
7. IN THE EVENT THAT PLAN GRAPHICS AND PLANT SCHEDULE CONFLICT, PLAN GRAPHICS SHALL TAKE PRECEDENCE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES.
8. STREET TREES REQ. = 184' FRONTAGE / 50' = 4 TREES
NO STREET TREES PROPOSED (NO STREET TREES PRESENT IN THE ENTIRE AREA.)

EXISTING TREE SCHEDULE

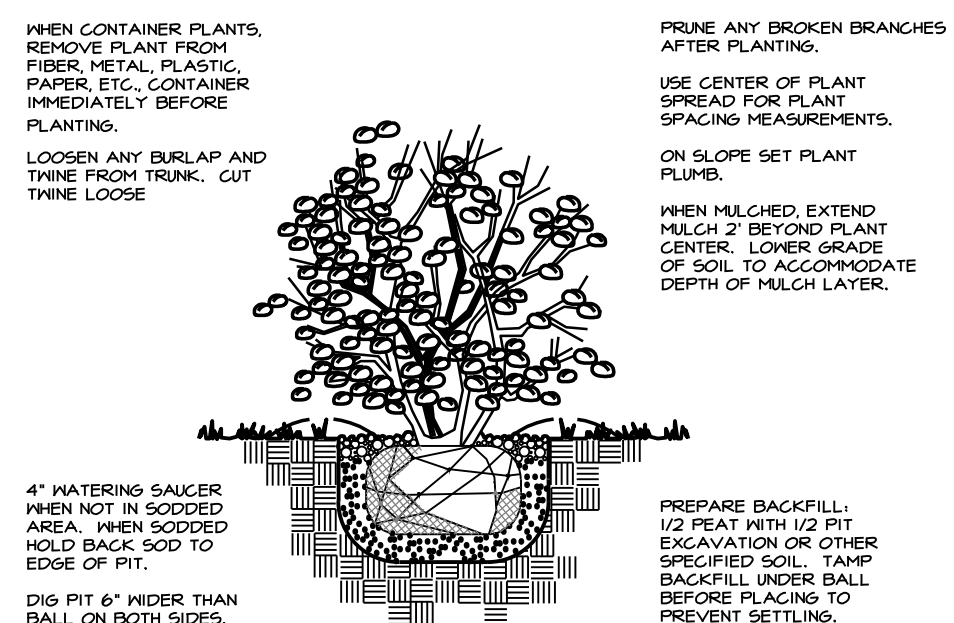
KEY	QUAN.	BOT. NAME	SIZE	GROWTH RATE
DECIDUOUS TREES				
X-BRADFORD PEAR	1	Prunus cal.	As Noted	Fast
X-BOXELDER	1	Acer negundo	As Noted	Fast
X-COTTONWOOD	1	Populus deltoides	As Noted	Fast
X-ELM	6	Ulmus sp.	As Noted	Moderate
X-MAPLE	1	Acer rubrum	As Noted	Moderate
X-PECAN	1	Carya sp.	As Noted	Moderate
X-WALNUT	2	Juglans nigra	As Noted	Moderate
EVERGREEN TREES				
X-PINE	4	Pinus sp.	As Noted	Moderate

PROPOSED PLANT SCHEDULE

KEY	QUAN.	BOT. NAME	COMMON NAME	SIZE	GROWTH RATE
DECIDUOUS TREE					
GBPS	4	Ginkgo biloba	COLUMNAR GINKGO	2 1/2" CAL.	Moderate
DECIDUOUS SHRUBS					
IVLH	4	Itea virginica	LITTLE HENRY ITEA	5 GAL.	



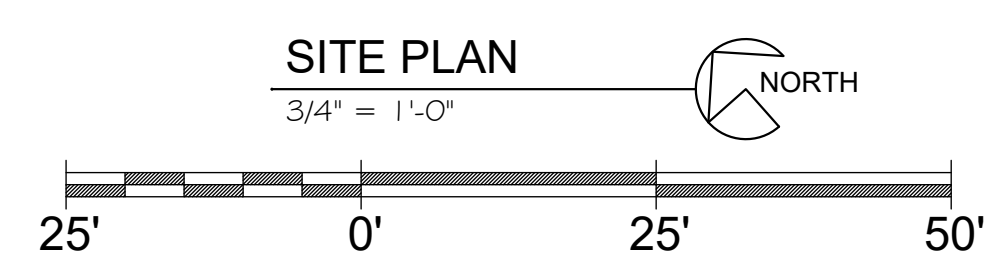
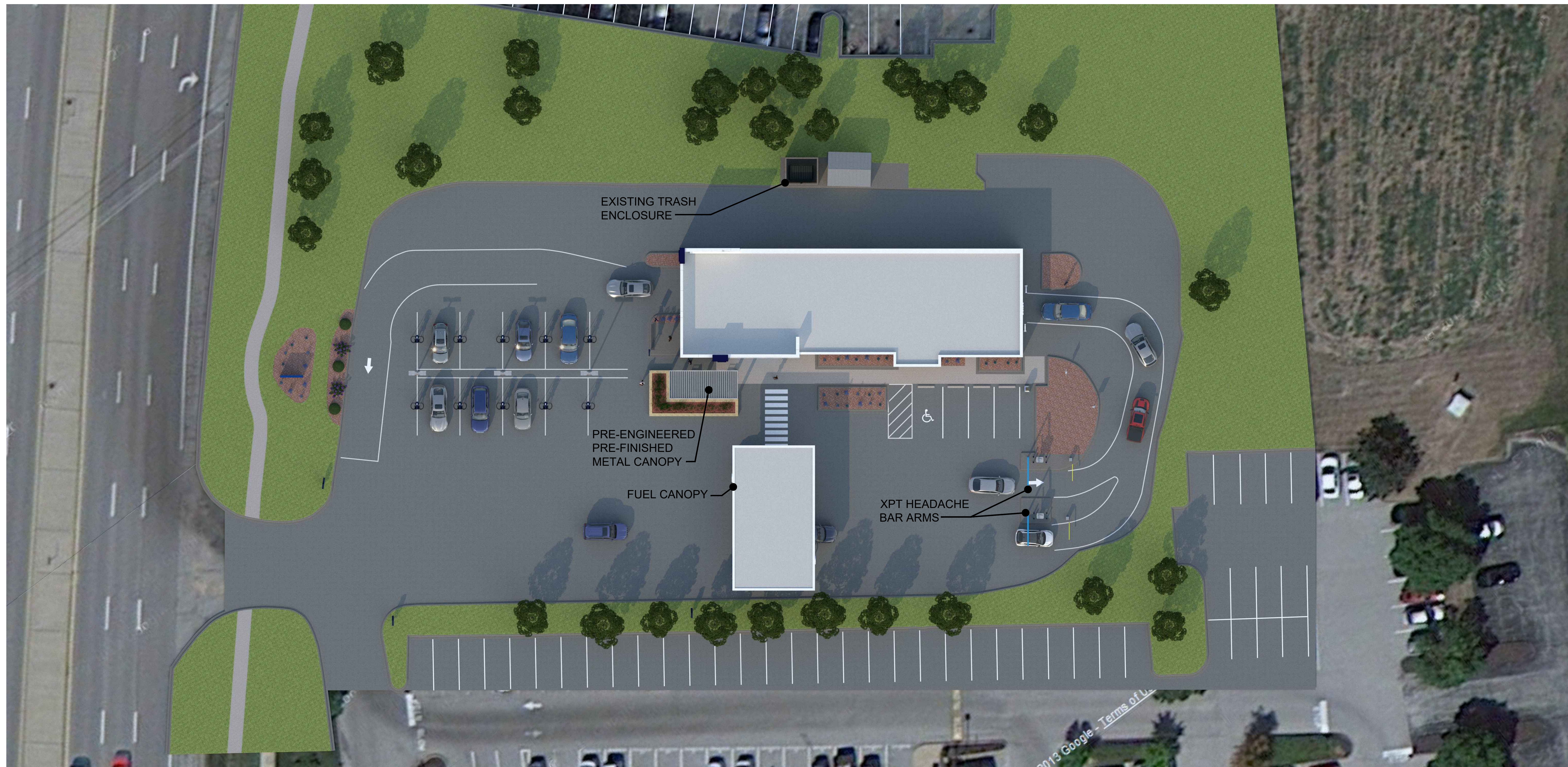
DECIDUOUS TREE PLANTING



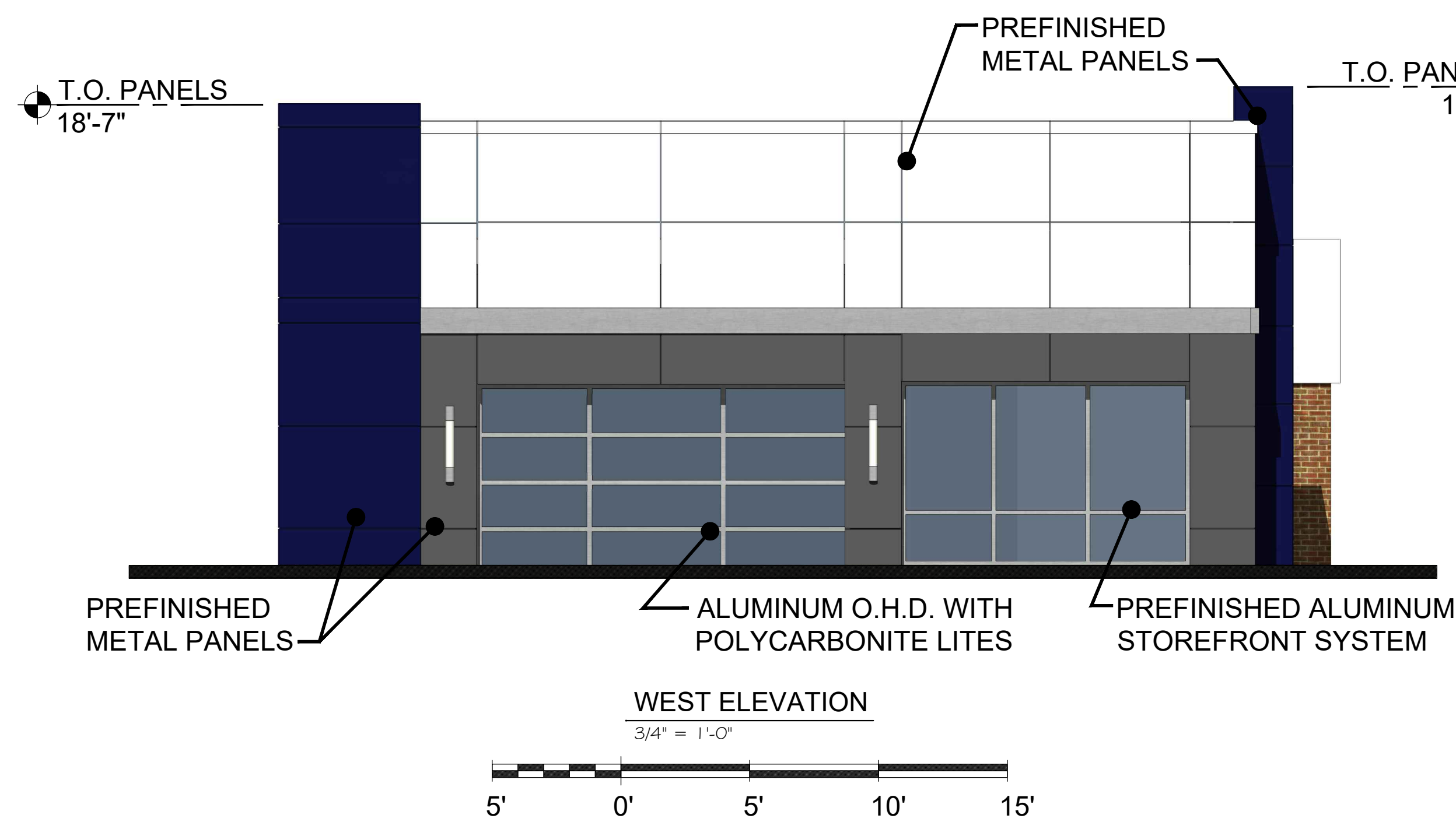
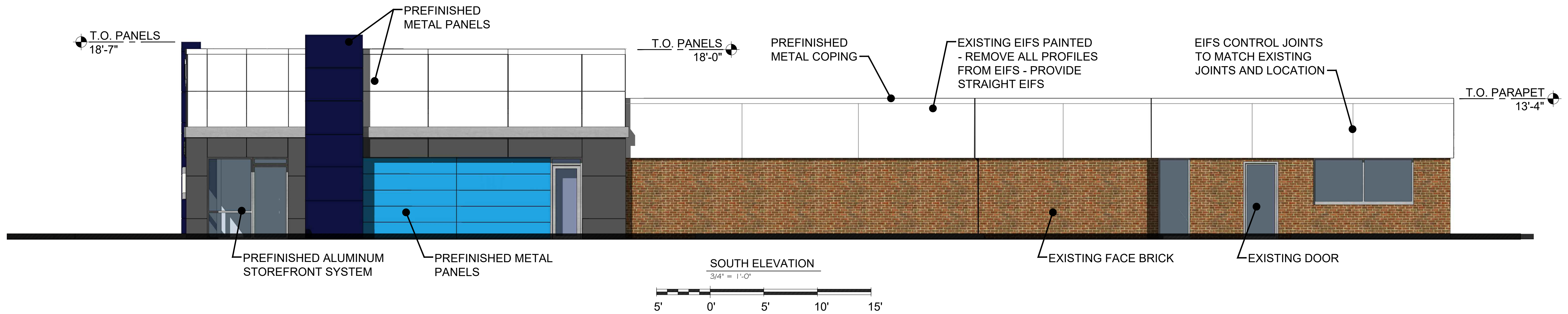
DECIDUOUS SHRUB PLANTING



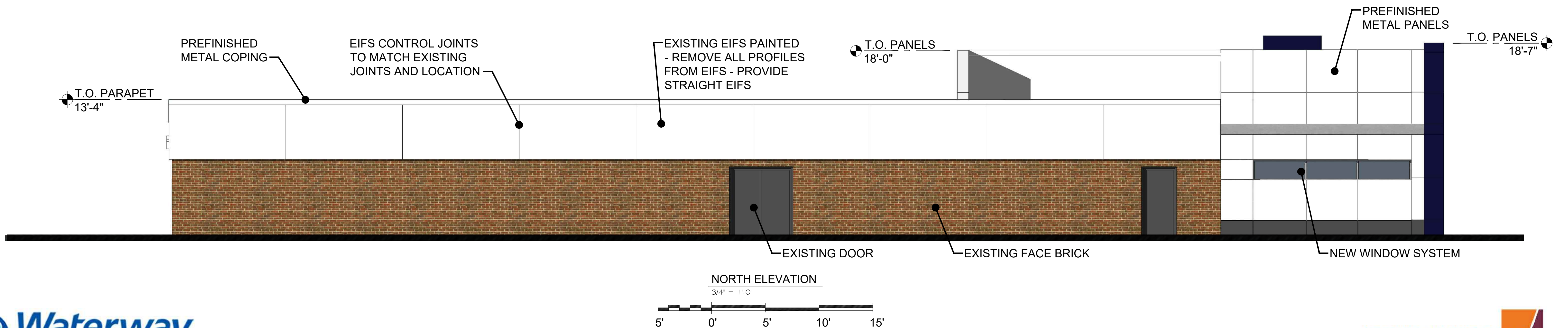
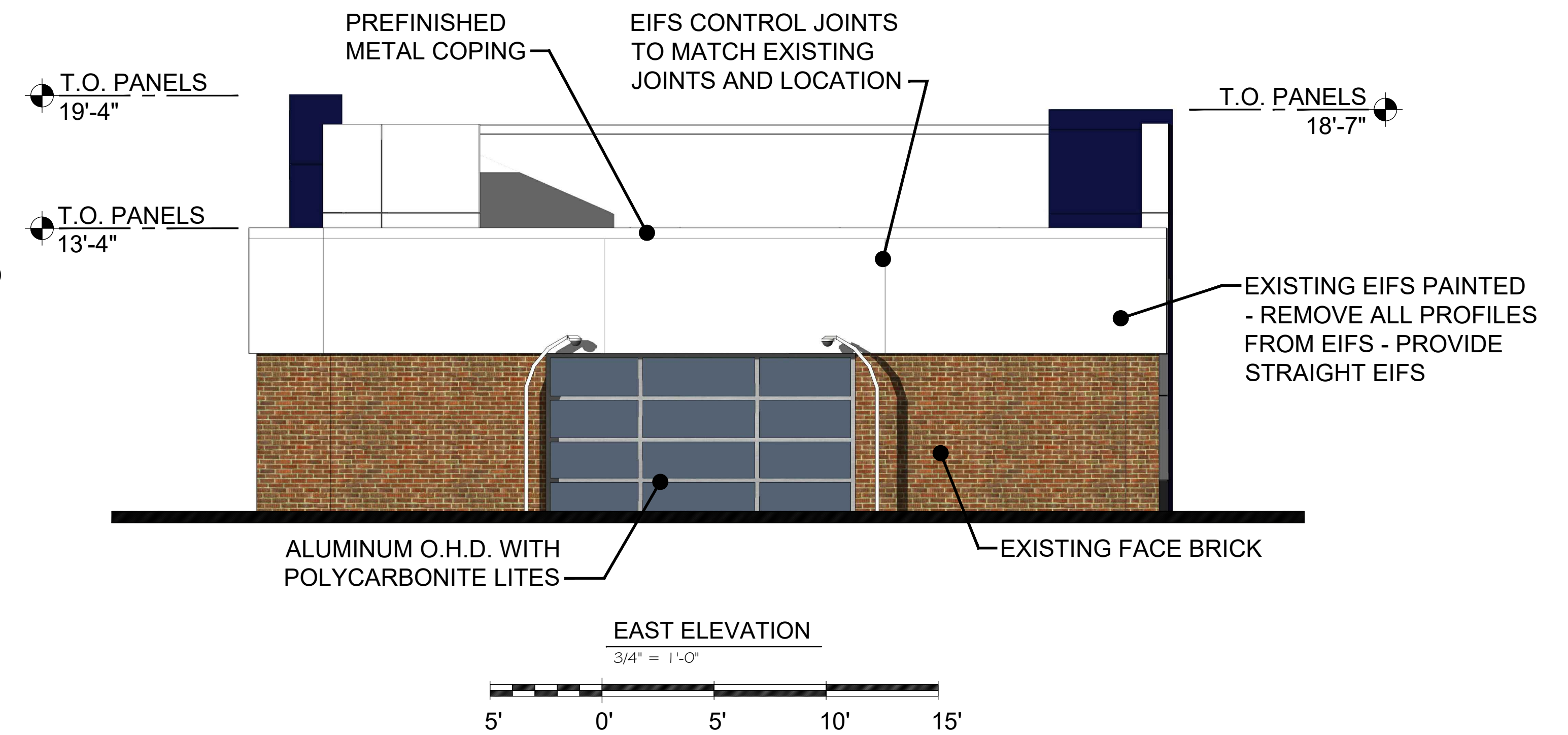
PROPOSED CONDITIONS - LANDSCAPE

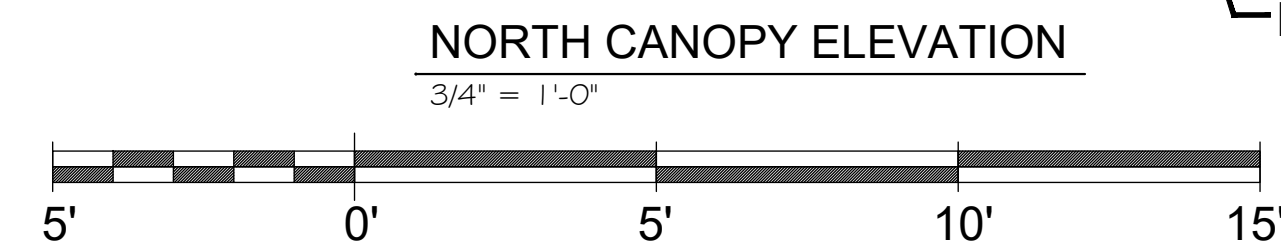
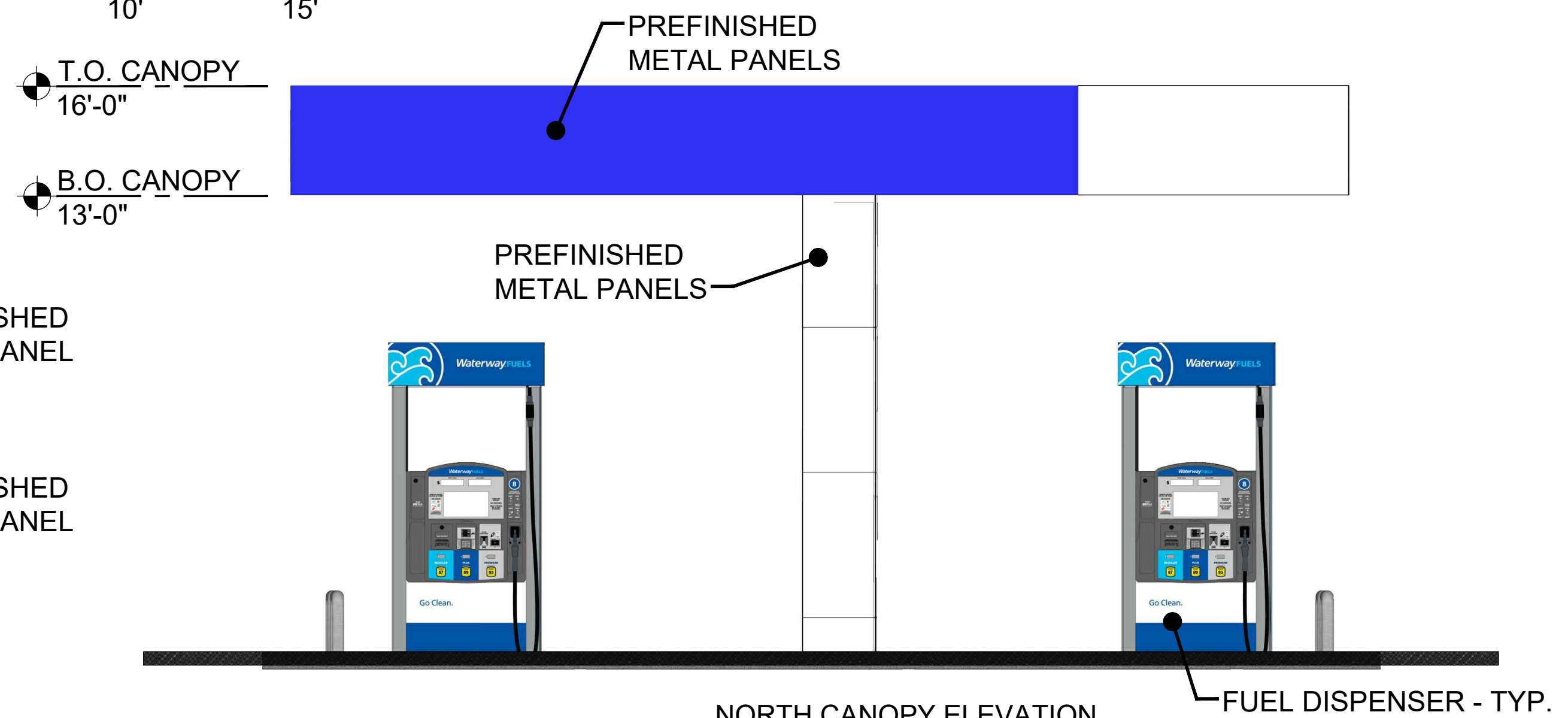
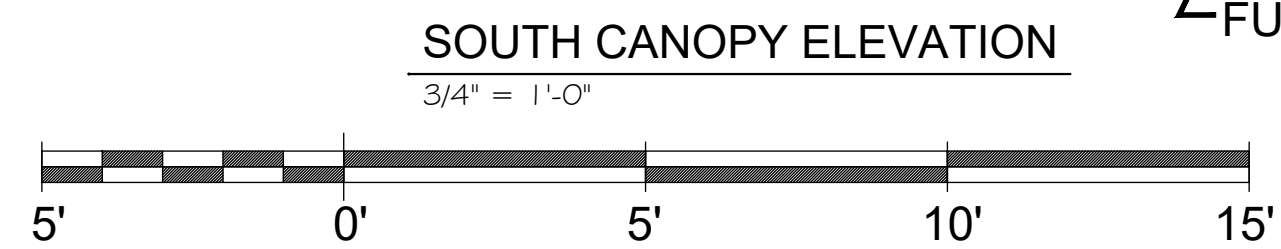
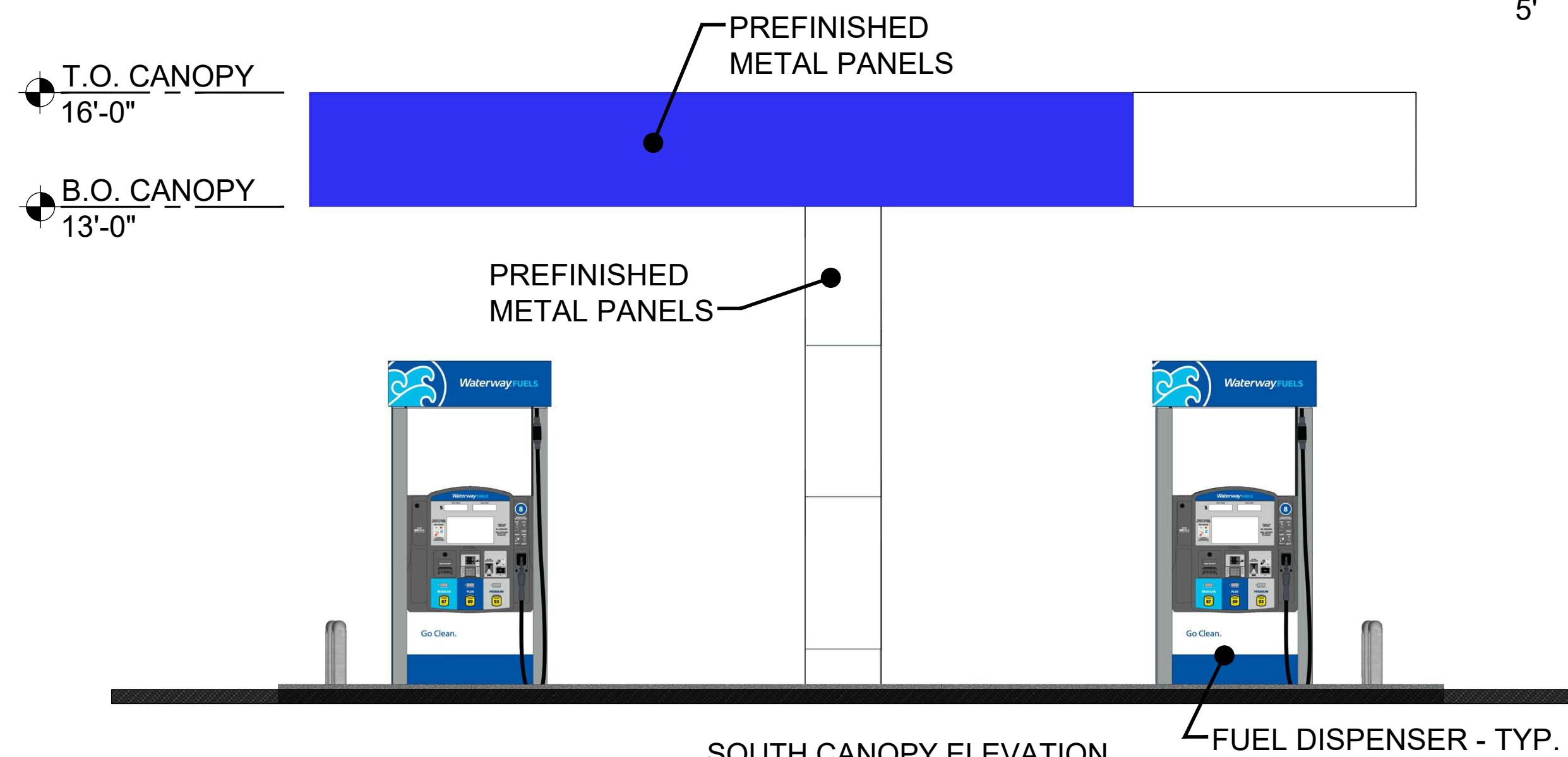
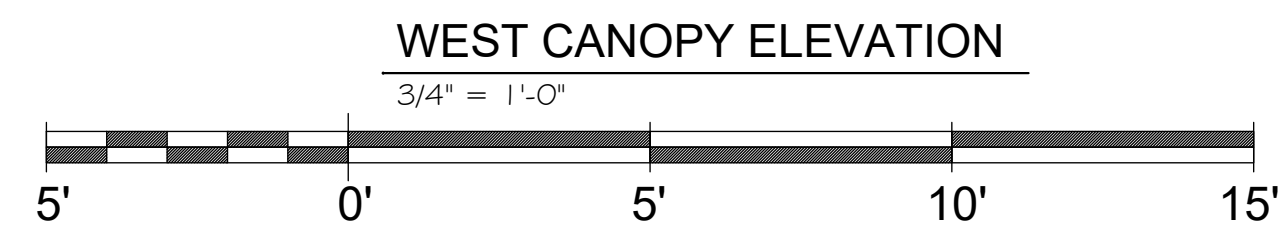
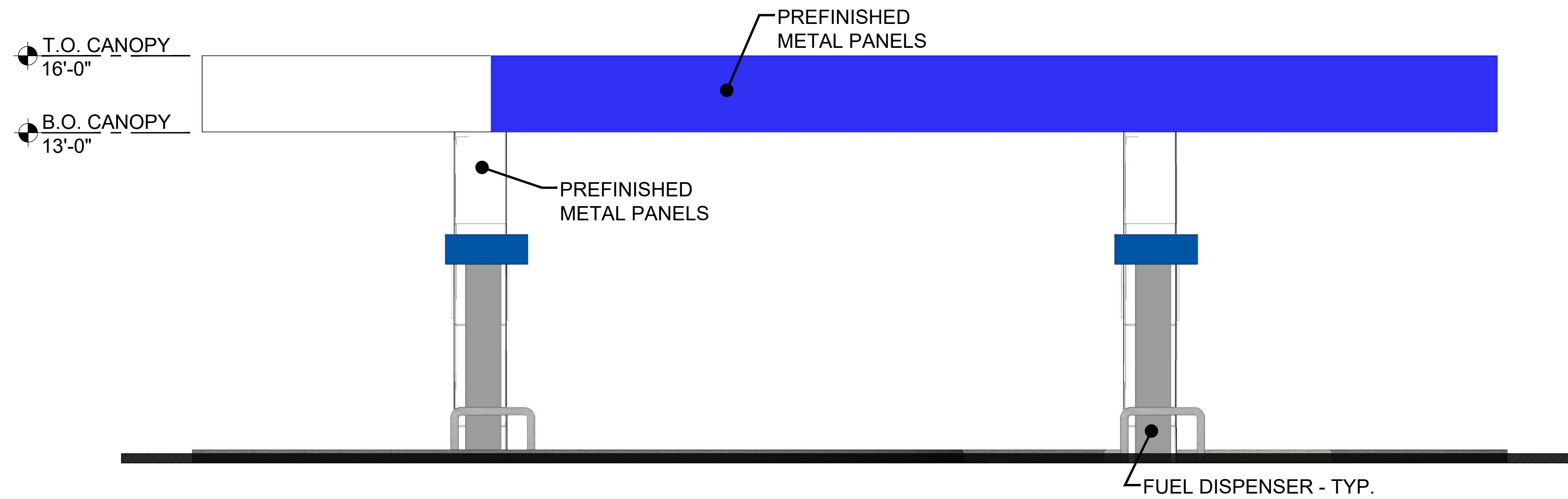


Chesterfield, MO



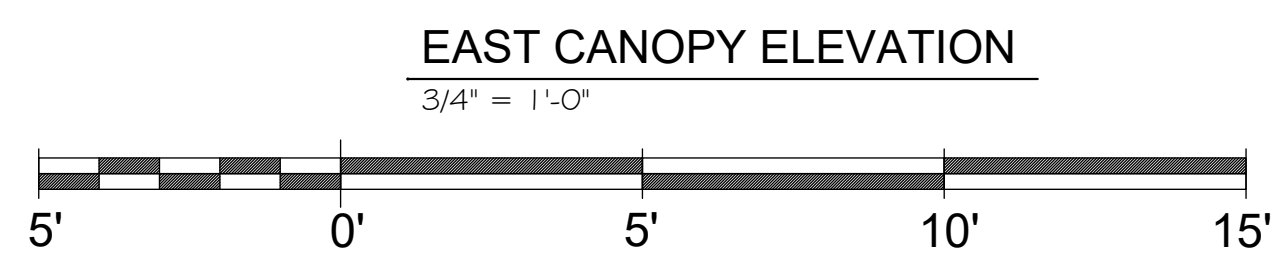
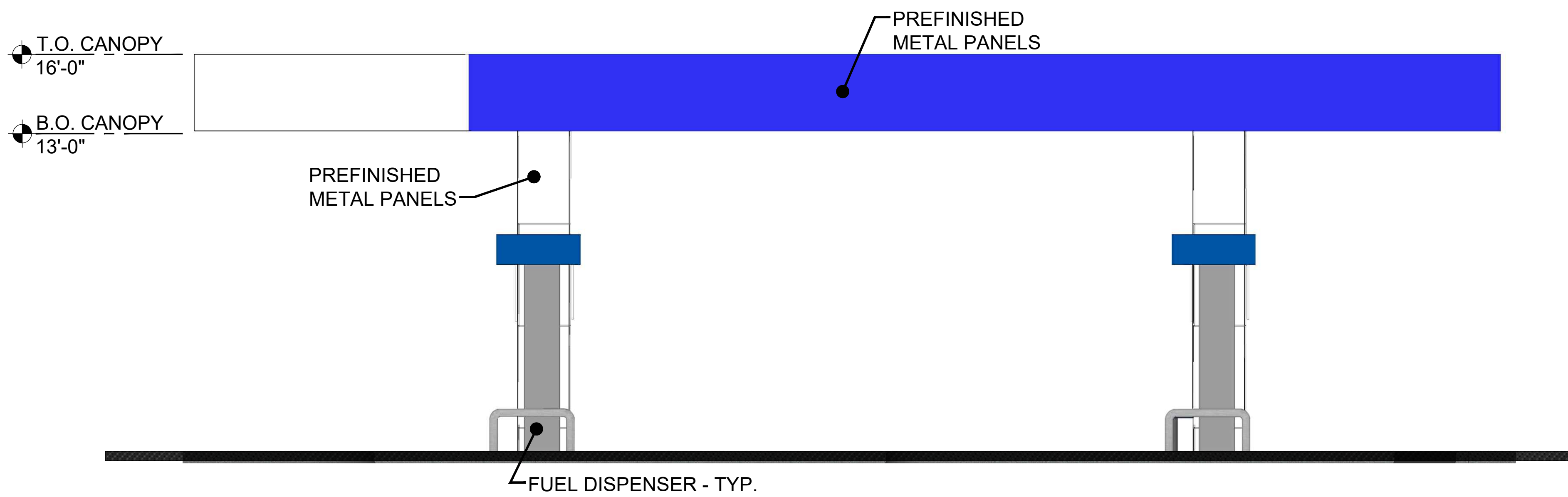
- REYNOBOND COLORWELD 500 PURE WHITE
- PRE-ENGINEERED PRE-FINISHED METAL SILVER
- ALPOLIC 4mm4MZG3.5 MZG MICA GREY
- REYNOBOND COLORWELD 300 MIDNIGHT BLUE
- DURANAR ULTRA-COOL WATERWAY BLUE WITH BN5C102B CLEAR



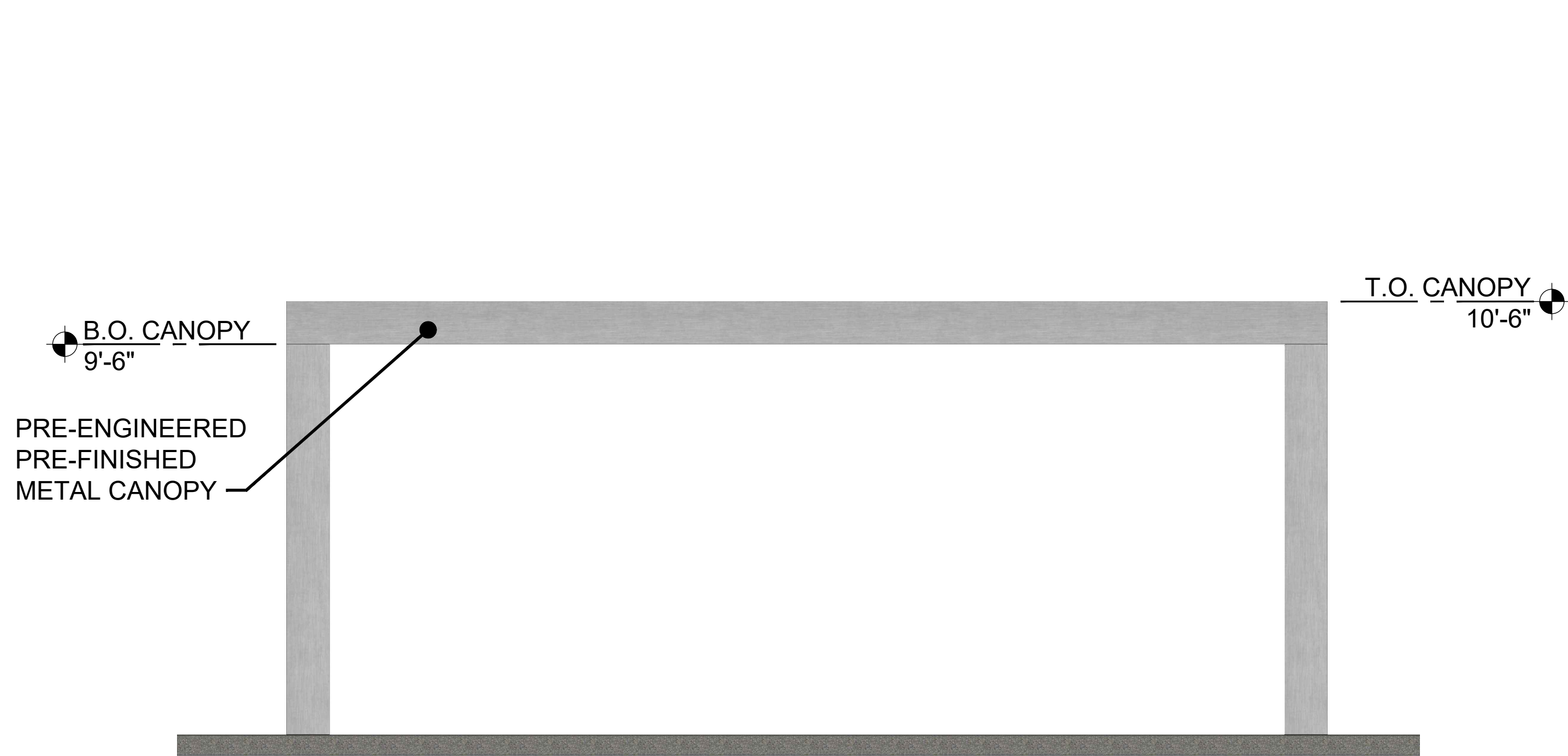


PREFINISHED METAL PANEL WHITE

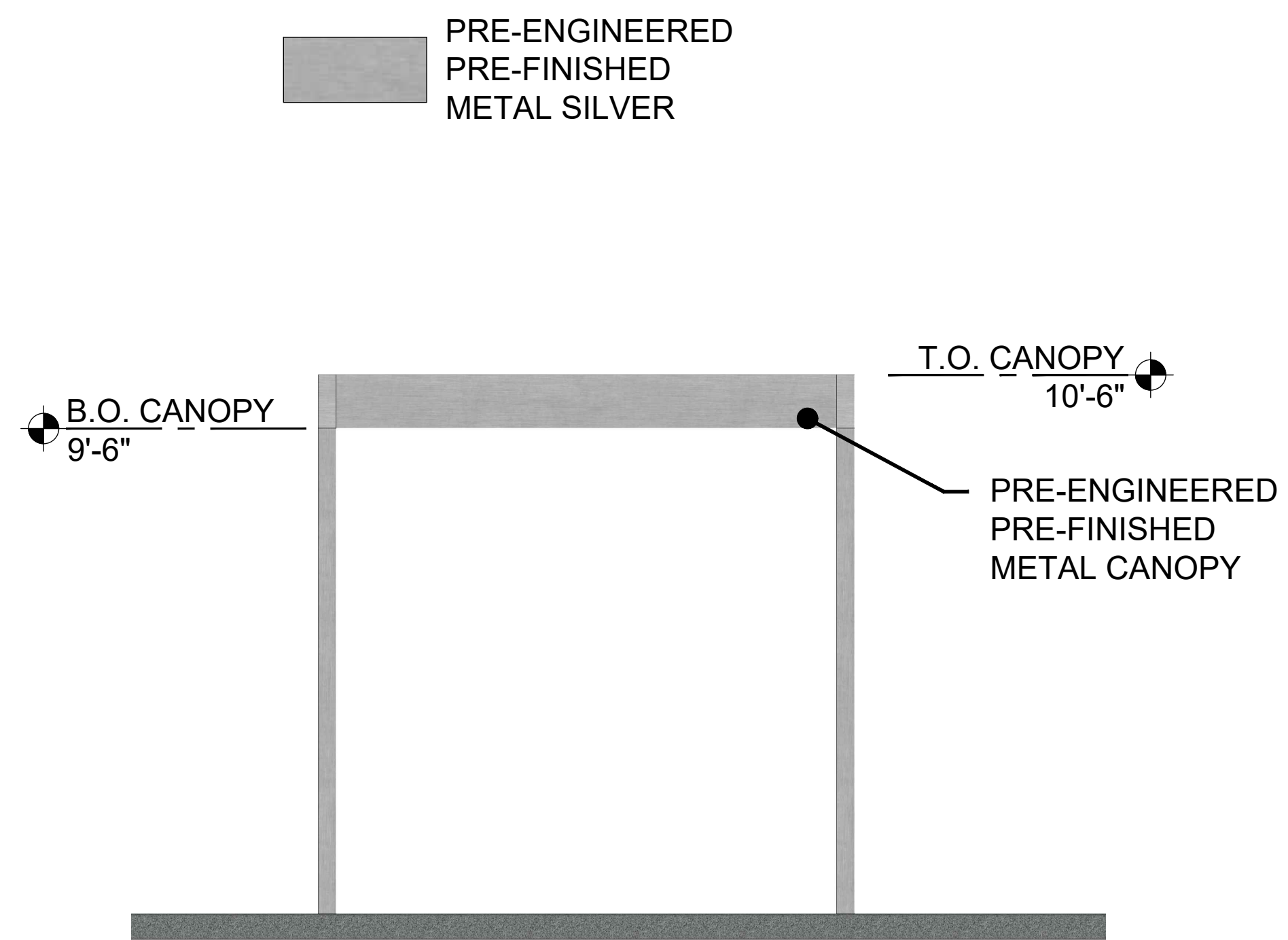
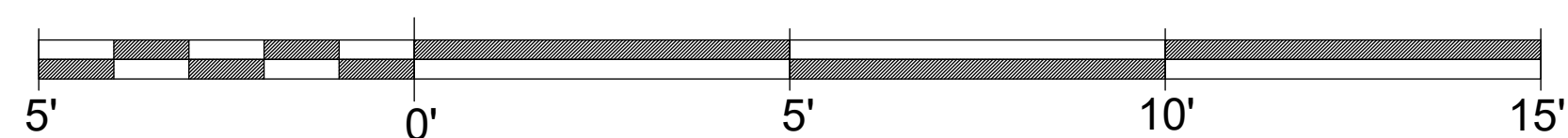
PREFINISHED METAL PANEL BLUE



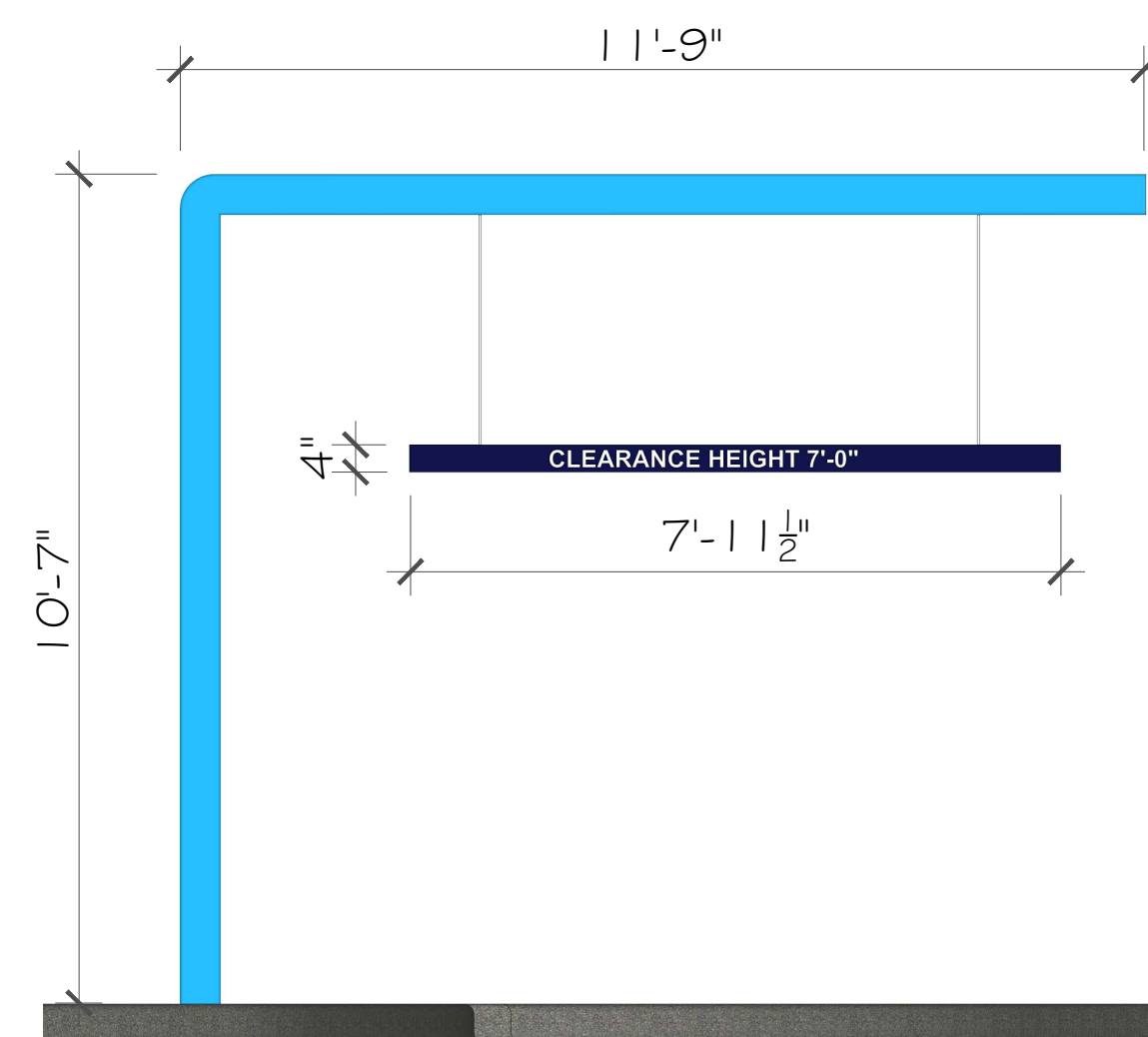
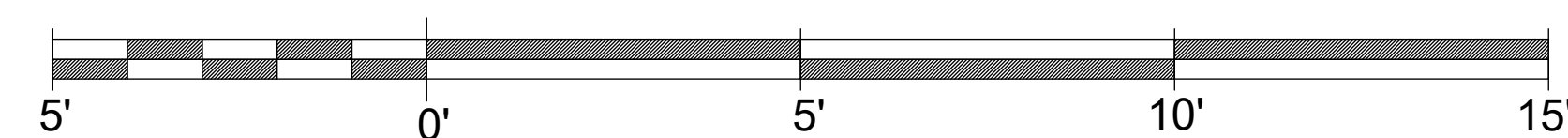
Chesterfield, MO



#1 CANOPY ELEVATION (SIDES)

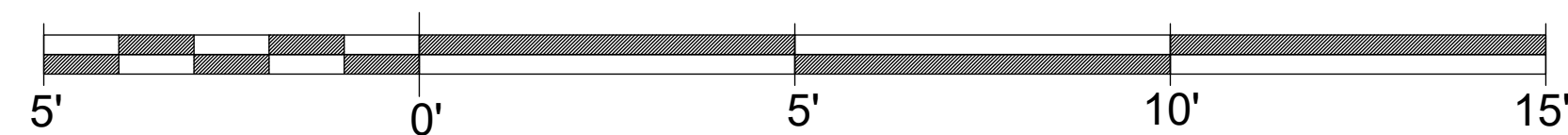


#2 CANOPY ELEVATION (FRONT / REAR)



DURANAR
ULTRA-COOL
WATERWAY BLUE
WITH BN5C102B CLEAR

#3 XPT HEADACHE BAR ARM
(2) TOTAL





PERSPECTIVE VIEW #1



PERSPECTIVE VIEW #2



PERSPECTIVE VIEW #3



PERSPECTIVE VIEW #4



PERSPECTIVE VIEW #5



PERSPECTIVE VIEW #6

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

Planning Commission Staff Report

Meeting Date: June 9, 2025

From: Isaak Simmers, Planner

Location: 16801 Baxter Road

Description: **JCCA:** A Comprehensive Sign Package for the Jewish Community Center located on a 11.4-acre tract of land zoned “R-2” Residential District located at the northeast intersection of Wild Horse Creek Road and Baxter Road.

PROPOSAL SUMMARY

HDA Architect’s, on behalf of the Jewish Community Center Association, submitted an application for Comprehensive Sign Package for the existing recreation facility currently undergoing renovation at the northeast intersection of Wild Horse Creek Road and Baxter Road. The proposed Comprehensive Sign Package will provide regulations for five (5) attached wall signs, and six (6) freestanding signs. Details of the proposed Comprehensive Sign Package have been outlined in this report.



Figure 1: Subject Site

RELEVANT SITE HISTORY

2023 ASDP	An Amended Site Development Plan for the renovation of an existing recreation facility. The proposed renovations included amended architectural elevations, and modifications to the existing parking area and landscaping.
2024 AAE	Amended Architectural Elevations; it was noticed by Staff during the construction of the renovations that the building did not match the approved elevations and required an amendment. The approved amended elevations expanded the approved paint pallet to the entire brick façade.
2024 Amended Lighting Plan	The applicant submitted an amendment to the approved Lighting Plan with minor revisions to the footcandle levels in the parking area.

STAFF ANALYSIS

The purpose of a sign package is to provide comprehensive, complementary, and unified signage throughout a single planned district or development. Consideration of flexibility in sign criteria is based on a number of review factors including, but not limited to, the mitigation of unfavorable conditions such as excessive signage. This report has outlined the five (5) attached wall signs, and six (6) freestanding signs proposed for consideration by Planning Commission. The locations of the proposed signage included in this package have been shown by Figure 2 below.



Figure 2: Attached Wall Sign and Freestanding Sign Locations

1. Attached Wall Signs

For a commercial or non-commercial tenant being the sole occupant of a building located on a corner lot or a lot with double frontage, said business may have one (1) attached sign on any three (3) walls of a building that are exterior walls. The outline area of each sign shall not exceed five percent (5%) of the wall area of the commercial or non-commercial tenant space on which said sign is attached. No sign shall exceed three hundred (300) square feet in outline area. See [Section 405.04.050](#) of City Code. The applicant has proposed a total of five (5) attached wall signs on three (3) elevations.

1.a) Three (3) attached wall signs have been proposed above the Main Entry, on the northwest elevation. The northwest elevation has been defined in the sign regulations document as the area represented in Figure 3. The outline area of each of the three (3) attached wall signs shall be calculated individually, and the total outline area of all three (3) attached wall signs shall not exceed 5% of the total outline area of the northwest elevation.

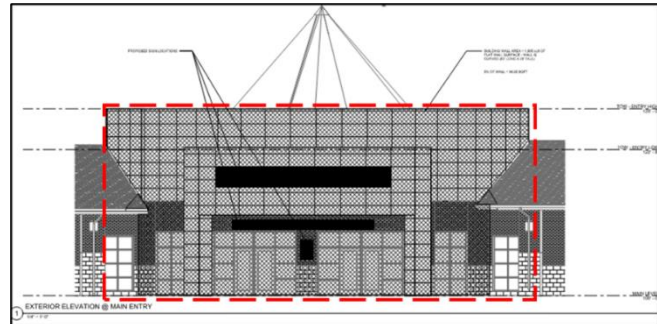


Figure 3: Main Entry, Northwest Elevation

Per Code, The outline area of an attached wall sign shall include all lettering, graphic representation, logo, design or any figures together with the background whether open or enclosed upon which they are displayed. The three (3) attached wall signs located above the Main Entry will each be calculated individually and will not include the open space upon which the three (3) signs will be displayed. See Figure 4.

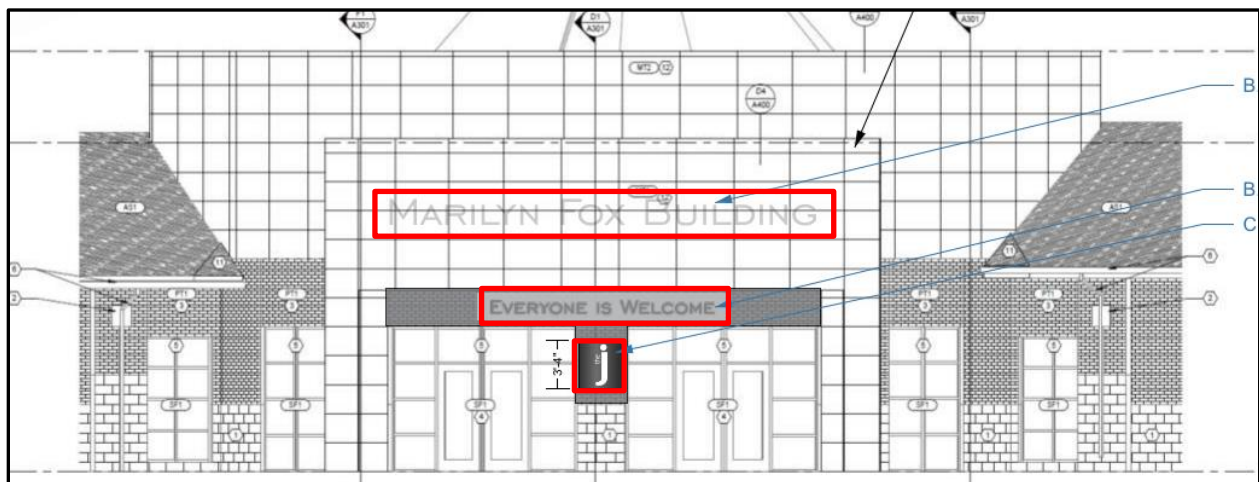


Figure 4: Main Entry, Northwest Elevation – 3 Attached Wall Signs

1.b) There is One (1) attached wall sign to be permitted on the west elevation for the Adult Day Care. The outline area shall not exceed 5% of the total outline area of the west elevation, see Figure 5 for detail.

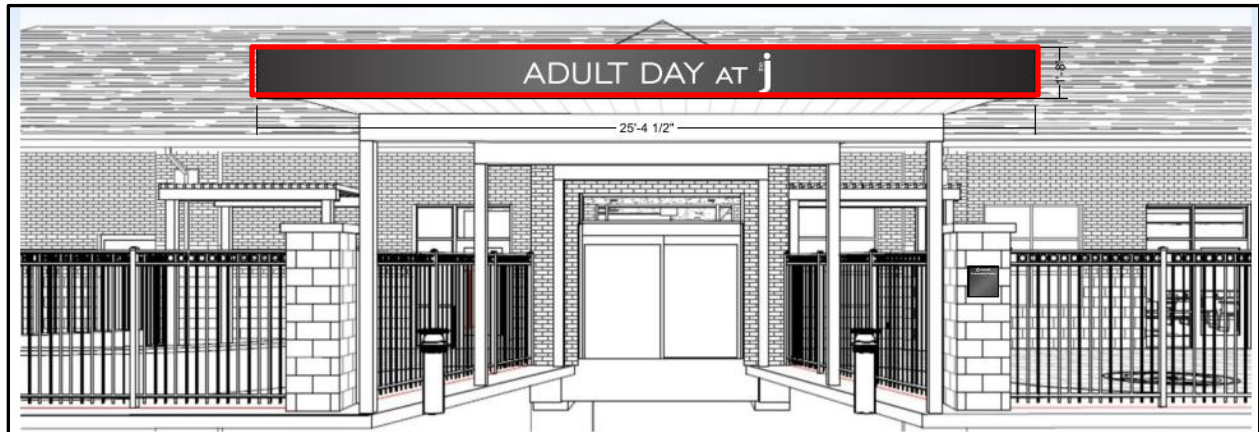


Figure 5: Partial West Elevation – Adult Day Care Attached Wall Sign

1.c) One (1) attached wall sign to be permitted on the north elevation for the Early Childhood Center. The outline area shall not exceed 5% of the total outline area of the north elevation, see Figure 6 for detail.

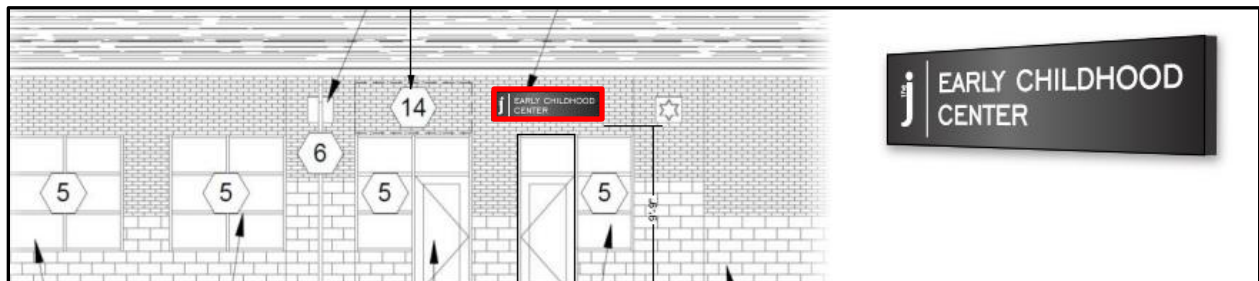


Figure 6: Partial North Elevation - Early Childhood Center Attached Wall Sign

2. Freestanding Signs

The subject site has street frontage on three (3) roads; Wild Horse Creek Road, Baxter Road, and Highland Acres which is a private street that intersects the subject site between the athletic field and the parking area. Per Code, the subject site would be allowed a total of three (3) freestanding signs, and only one (1) per frontage. This Comprehensive Sign Package shall permit a total of six (6) freestanding signs.

2.a) One (1) freestanding sign located at the southernmost access of Baxter Road. The outline Area and Height of this sign shall be calculated per Section 405.040.050 Sign Requirements of City Code. See Figure 7.

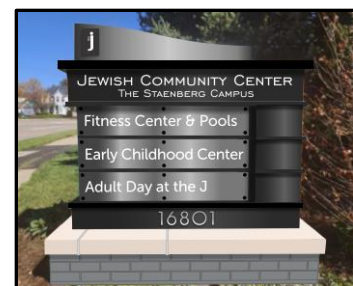


Figure 7: Freestanding Sign 2.a

2.b) One (1) freestanding sign located at the northeast intersection of Wild Horse Creek Road and Baxter Road. See Figure 8. The outline area of this freestanding sign shall not exceed 54 square feet and shall not exceed 6' in height.



Figure 8: Freestanding Sign 2.b

2.c) One (1) freestanding sign located at the northwest intersection of St. Maria Drive and Wild Horse Creek Road. See Figure 9. The outline area of this freestanding sign shall not exceed 14 square feet and shall not exceed 3' 6" in height.



Figure 9: Freestanding Sign 2.c

2.d) One (1) freestanding sign for an athletic field off Highland Acres, a private street. See Figure 10. The outline area of this freestanding sign shall not exceed 15 square feet and shall not exceed 3'9" in height.



Figure 10: Freestanding Sign 2.d

2.e) One (1) freestanding sign at the southwest intersection of Highland Acres and Baxter Road. See Figure 11. The outline area of this freestanding sign shall not exceed 14 square feet and shall not exceed 3'6" in height.



Figure 11: Freestanding Sign 2.e

2.f) One (1) freestanding sign located in the landscape area to the right of the Main Entry. See Figure 12. The outline area of this freestanding sign shall not exceed 140.94 square feet and shall not exceed 7' 10" in height.

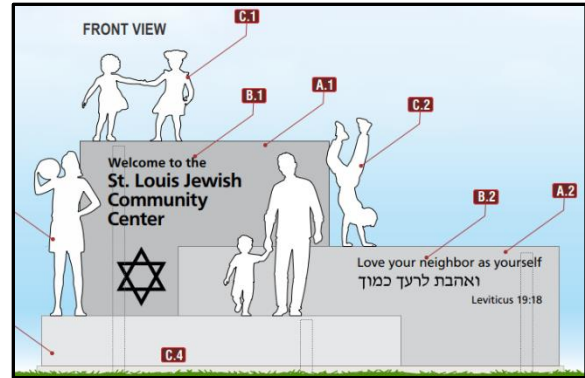


Figure 12: Freestanding Sign 2.f

Be advised, the amended Site Development Plan that was approved in 2023 included the relocation of an existing art piece to the landscape area, right of the Main Entry. The proposed relocation of the existing art piece will be replaced with the freestanding sign indicated in Figure 12. The proposed freestanding sign will include multiple aluminum silhouettes that are excluded from proposed sign outline area and are considered a separate art installation.

DEPARTMENT INPUT

Approval of this Comprehensive Sign Package will permit a total of six (6) freestanding signs and five (5) attached wall sign, on three elevations. Staff has reviewed the application submitted and drafted a Sign Package Regulations Document for the JCCA Subdivision. Staff has reviewed the application submitted and found the submittal meets the necessary requirements to be reviewed by the City of Chesterfield Planning Commission. Staff requests action.

MOTION

The Planning Commission may approve, approve with modifications, or deny the proposed sign package based on its conformance with Section 405.04.050 Sign Requirements of City Code. The following options are provided to the Planning Commission for consideration relative to this application.

- 1) "I move to forward the proposed Comprehensive Sign Package for the JCCA as presented, for approval (or denial)."
- 2) "I move to make a recommendation to approve the Comprehensive Sign Package for the JCCA with the following conditions..."

SIGN REGULATIONS

All signage within this development shall be in conformance with this Comprehensive Sign Package.

All tenants, businesses, owners within this development shall receive a copy of this Comprehensive Sign Package from the owner at the time of lease / sale.

Any signage not specifically identified in the Comprehensive Sign Package shall conform to the City of Chesterfield Sign Code.

JCCA Subdivision (18601 Baxter Road) – As depicted on Exhibit A

1) Attached Wall Signs

The approval of this Comprehensive Sign Package shall permit a total of five (5) attached wall signs.

- a. Main Entry, northwest elevation – A total of three (3) attached wall signs shall be permitted at the main entry for a public entrance. The northwest elevation shall be defined by the Figure below:

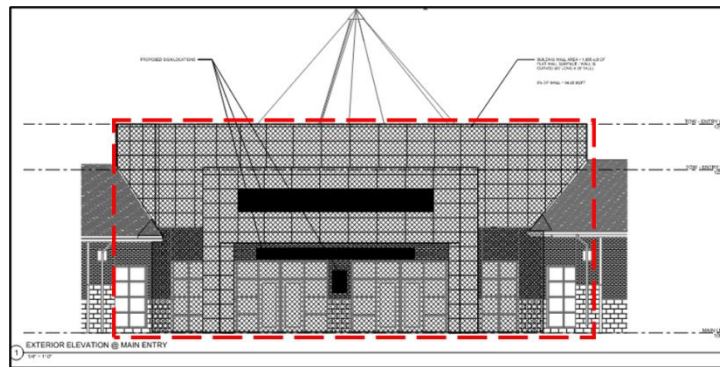


Figure 1: Main Entry, northwest elevation

The following regulations shall govern the computation of sign outline area and height for the Main Entry, northwest elevation.

1. The outline area of each of the three (3) attached wall signs shall be calculated individually.
 2. The total outline area of all three (3) attached wall signs shall not exceed 5% of the total outline area of the northwest elevation.
- b. Adult Day Care, west elevation – One (1) attached wall sign shall be permitted. The following regulations shall govern the computation of sign area and height for the Adult Day Care, west elevation.
 1. Outline Area shall not exceed 5% of the total outline area of the west elevation.
 2. No attached wall sign on the west elevation shall be mounted above 20' in height.

- c. Early Childhood Center, north elevation – One (1) attached wall sign shall be permitted. The following regulations shall govern the computation of sign area and height for the Early Childhood Center, north elevation.
 - 1. Outline Area shall not exceed 5% of the total outline area of the north elevation.
 - 2. No attached wall sign on the north elevation shall be mounted above 20' feet in height.

2) Freestanding Signs

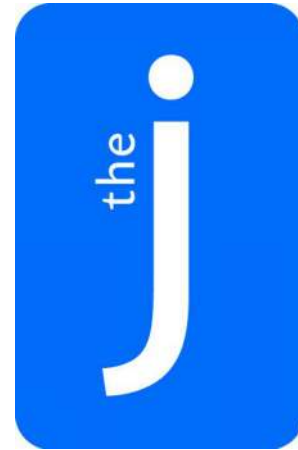
The approval of this Comprehensive Sign Package shall permit a total of six (6) freestanding signs.

- a. One (1) freestanding sign located at the southernmost access off Baxter Road. The following regulations shall govern the freestanding sign below.
 - 1. Outline Area and Height of entry monument sign shall be calculated per Section 405.04.050 Sign Requirements of City Code.
- b. One (1) freestanding sign located at the northeast intersection of Wild Horse Creek Road and Baxter Road. The following regulations shall govern the freestanding sign below.
 - 1. Outline Area shall not exceed 54 square feet.
 - 2. Height shall not exceed 6' in height.
- c. One (1) freestanding sign located at the northwest intersection of St. Maria Drive and Wild Horse Creek Road. The following regulations shall govern the freestanding sign below.
 - 1. Outline area shall not exceed 14 square feet.
 - 2. Height shall not exceed 3' 6" in height.
- d. One (1) freestanding sign for athletic field off Highland Acres, a private street. The following regulations shall govern the freestanding sign below.
 - 1. Outline area shall not exceed 15 square feet.
 - 2. Height shall not exceed 3' 9" in height.
- e. One (1) freestanding sign at the southwest intersection of Highland Acres and Baxter Road. The following regulations shall govern the freestanding sign below.
 - 1. Outline Area shall not exceed 14 square feet.
 - 2. Height shall not exceed 3' 6" in height.

- f. One (1) freestanding sign located in the landscape area to the right of the Main Entry. The following regulations shall govern the freestanding sign below.
1. Outline area shall not exceed 140.94 square feet.
 2. Height shall not exceed 7' 10" in height.

EXHIBIT A





MARILYN FOX COMMUNITY CENTER BUILDING

SIGN PACKAGE SUBMITTAL

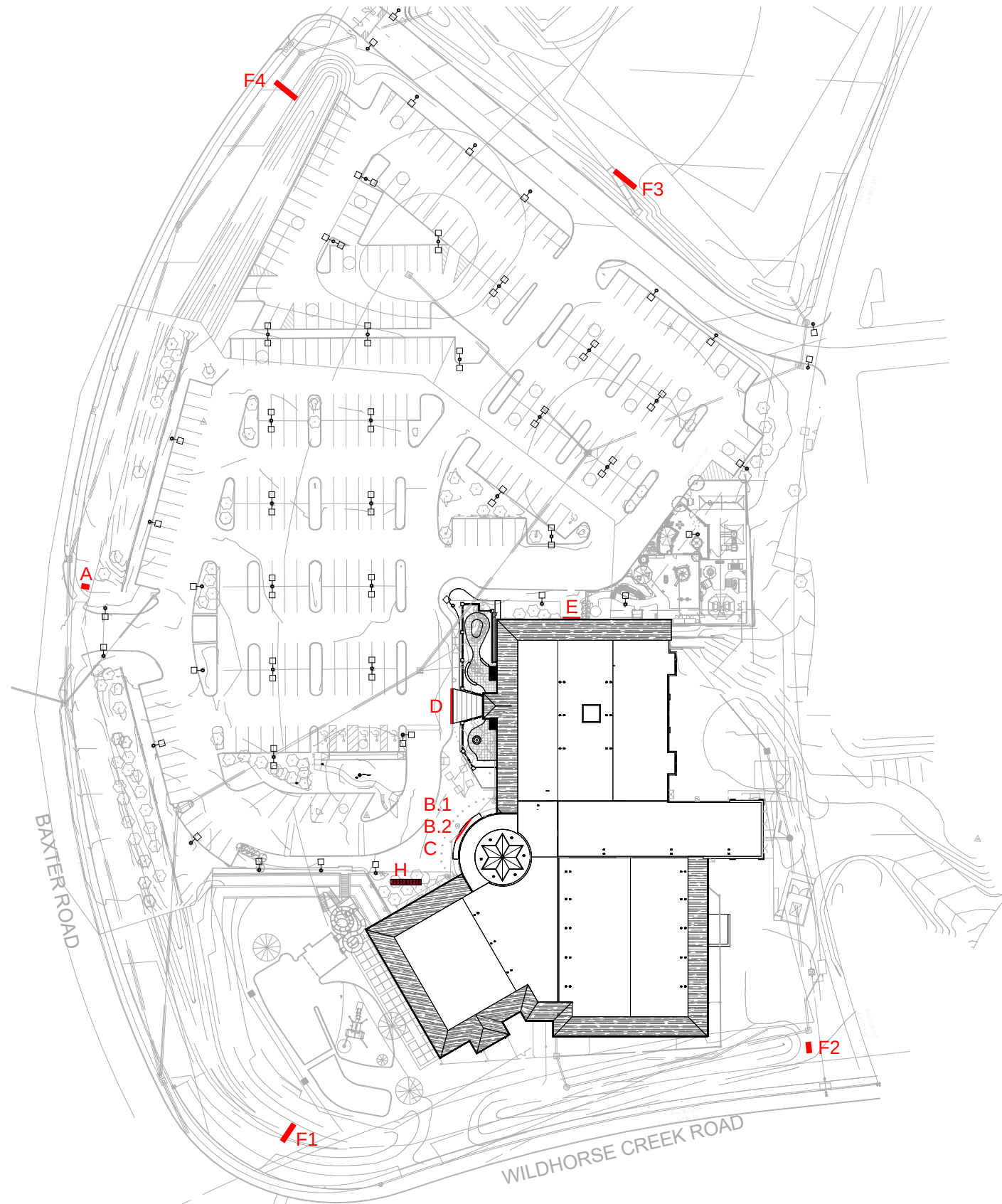
APRIL 18, 2025



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005

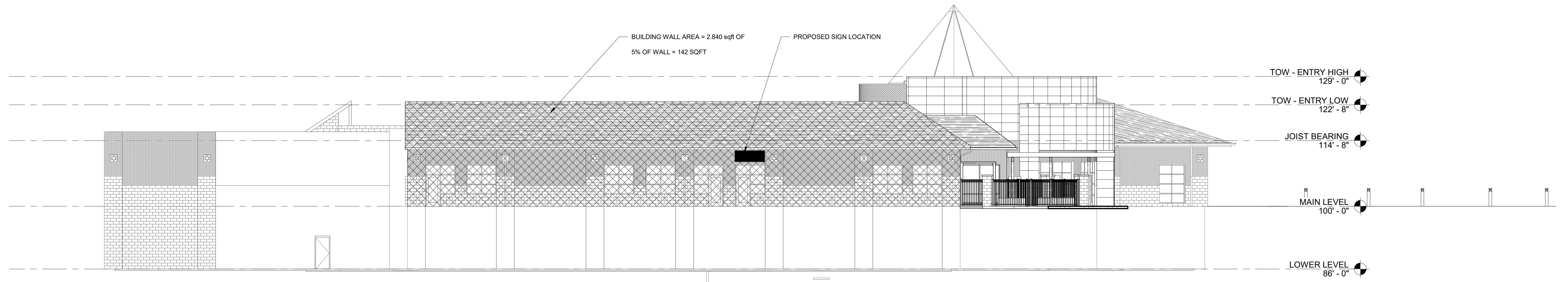




J WEST FOX BUILDING SIGN PACKAGE

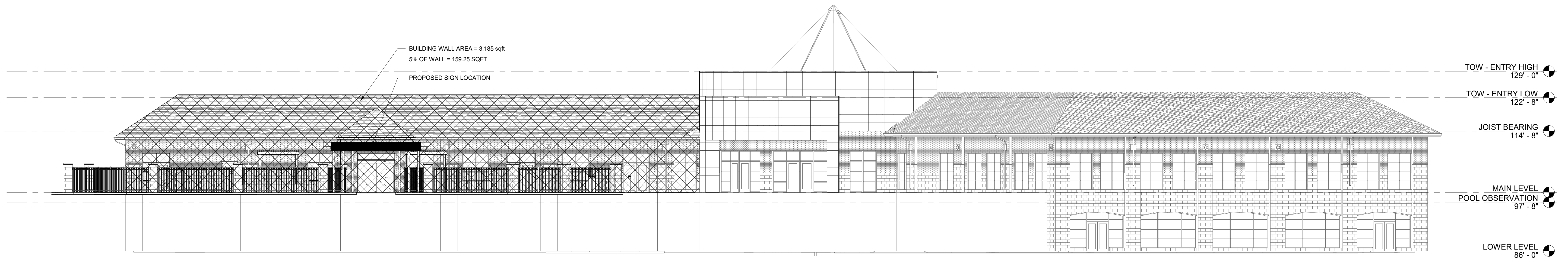
16801 BAXTER ROAD
CHESTERFIELD, MO 63005





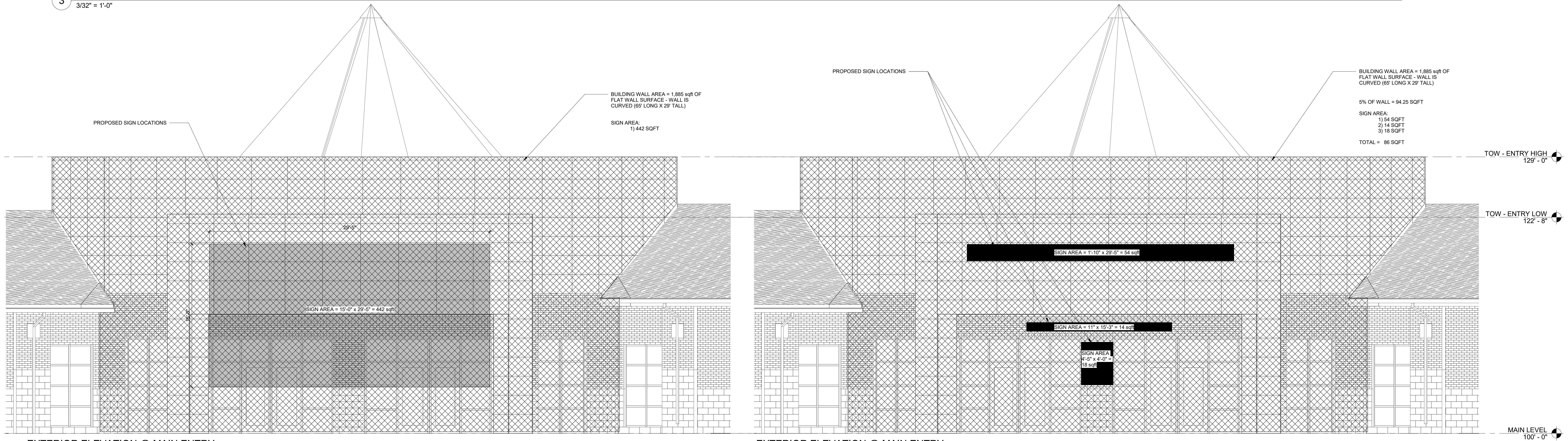
2 NORTH ELEVATION - SIGN AREA

3/32" = 1'-0"



3 WEST ELEVATION - SIGN AREA

3/32" = 1'-0"

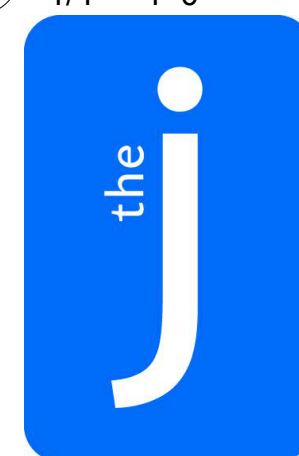


EXTERIOR ELEVATION @ MAIN ENTRY

OPTION 1
1/4" = 1'-0"

EXTERIOR ELEVATION @ MAIN ENTRY -

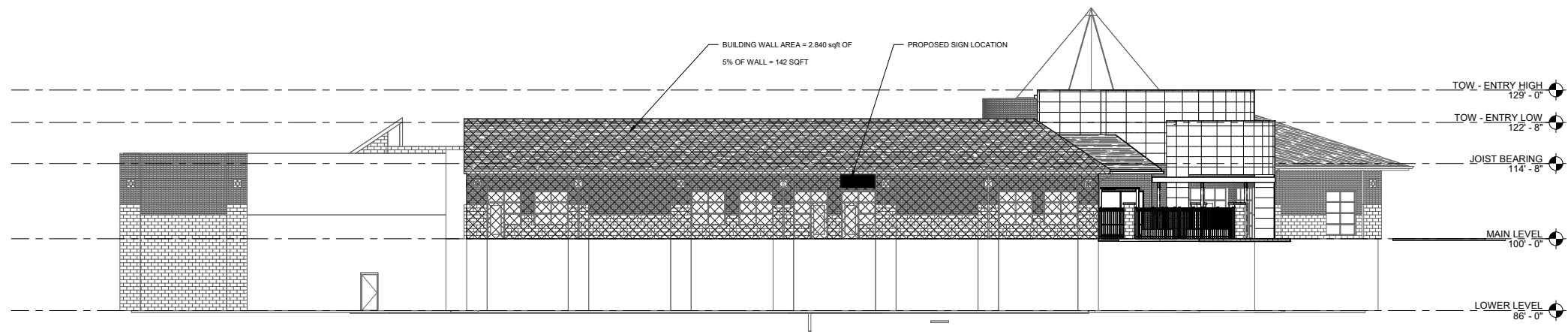
OPTION 2
1/4" = 1'-0"



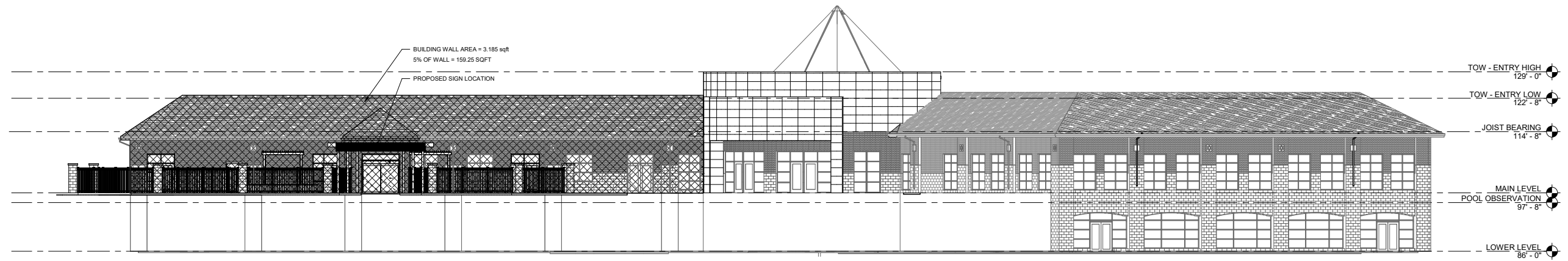
J WEST FOX BUILDING - RENOVATION

16801 BAXTER ROAD
CHESTERFIELD, MO 63005

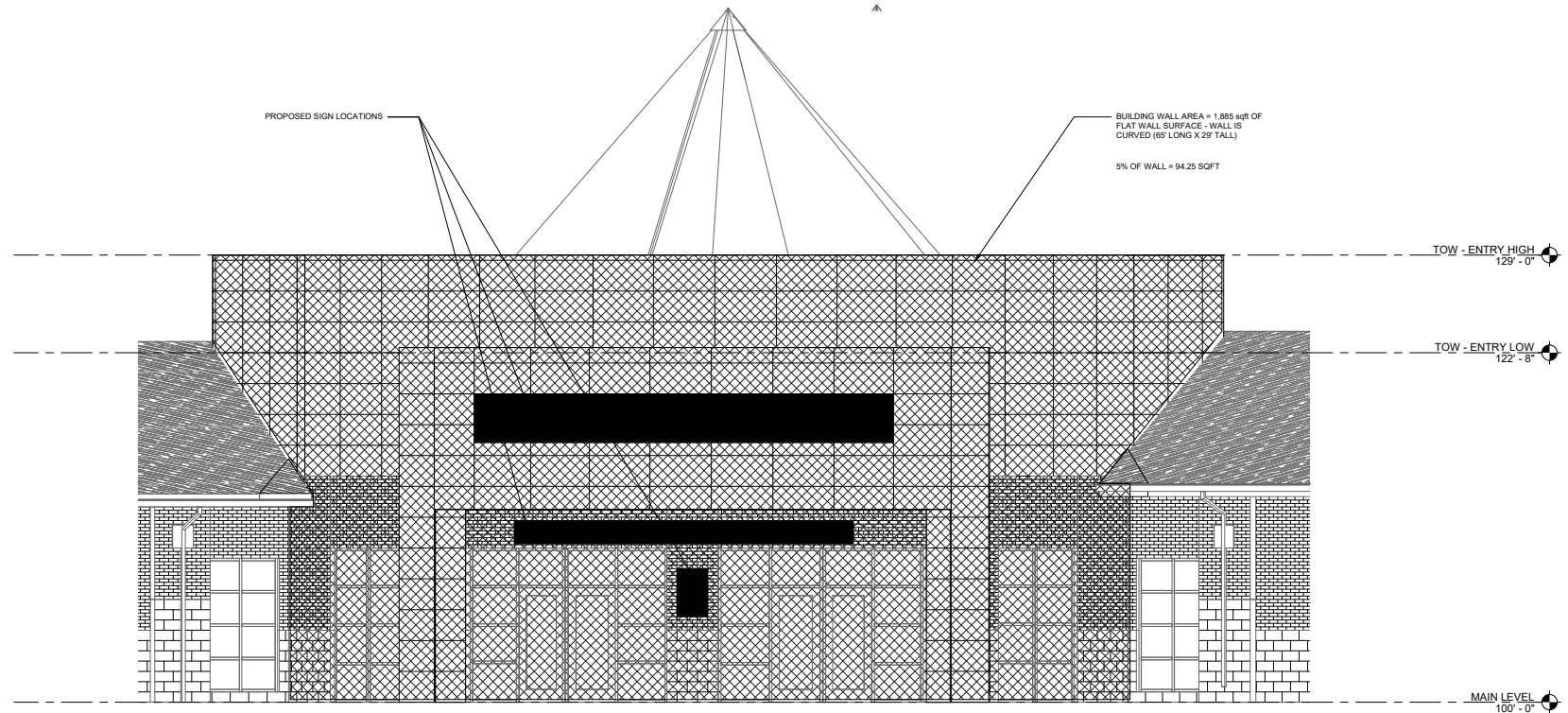




2 NORTH ELEVATION - SIGN AREA
3/32" = 1'-0"



3 WEST ELEVATION - SIGN AREA
3/32" = 1'-0"



1 EXTERIOR ELEVATION @ MAIN ENTRY
1/4" = 1'-0"



J WEST FOX BUILDING SIGN PACKAGE

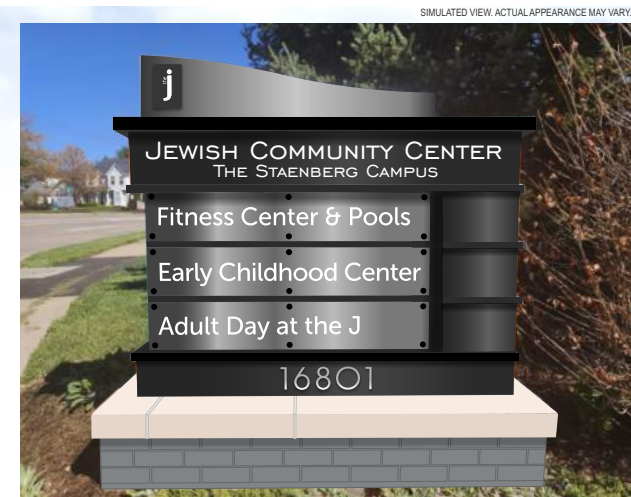
16801 BAXTER ROAD
CHESTERFIELD, MO 63005





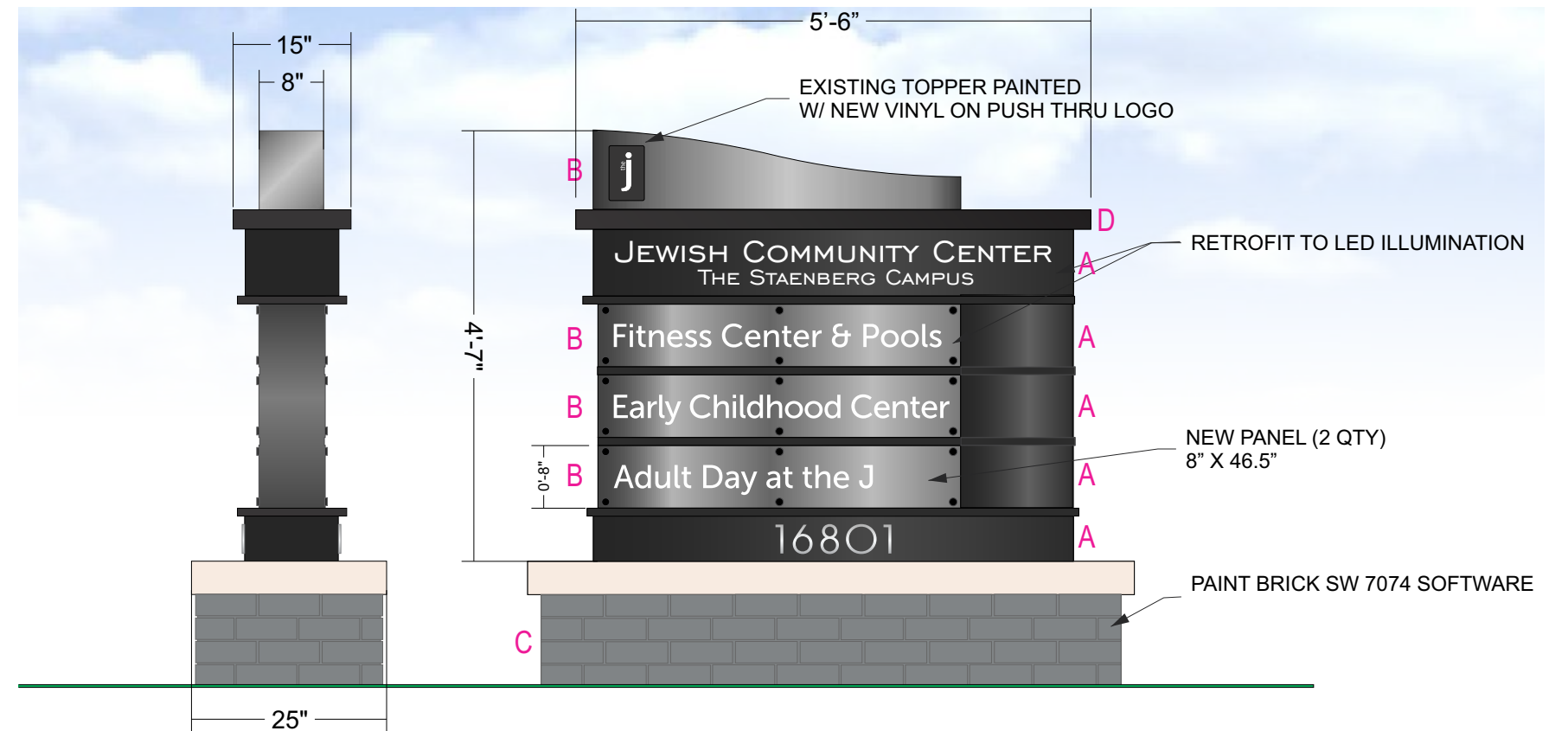
Existing Sign

SIGN TO BE UPDATED TO MATCH NEW BUILDING FINISHES



Updated Sign

SIGN TO BE UPDATED TO MATCH NEW BUILDING FINISHES



Update Existing Monument

SCALE: 3/4" = 1'

UPDATE EXISTING D/S SIGN / CONVERT TO LED.

- PAINT EXISTING TOPPER - COLOR B
- RE VINYL ACRYLIC PUSH THROUGH LOGOS AS SHOWN

- REPLACE EXISTING SWIMMING POOL PANELS W/ NEW ROUTED FACE "ADULT DAY AT THE J"
- PAINT ALL PANELS PEWTER
- PAINT EXISTING MOUNTING BUTTONS COLOR D

- PAINT MONUMENT AS SHOWN
- CONVERT TO LED ILLUMINATION

- DETAILS AS NOTED
- FULL SURVEY NEEDED BEFORE PRODUCTION

CHARCOAL

A

PEWTER

B

SW 7074 SOFTWARE

C

BLACK

D

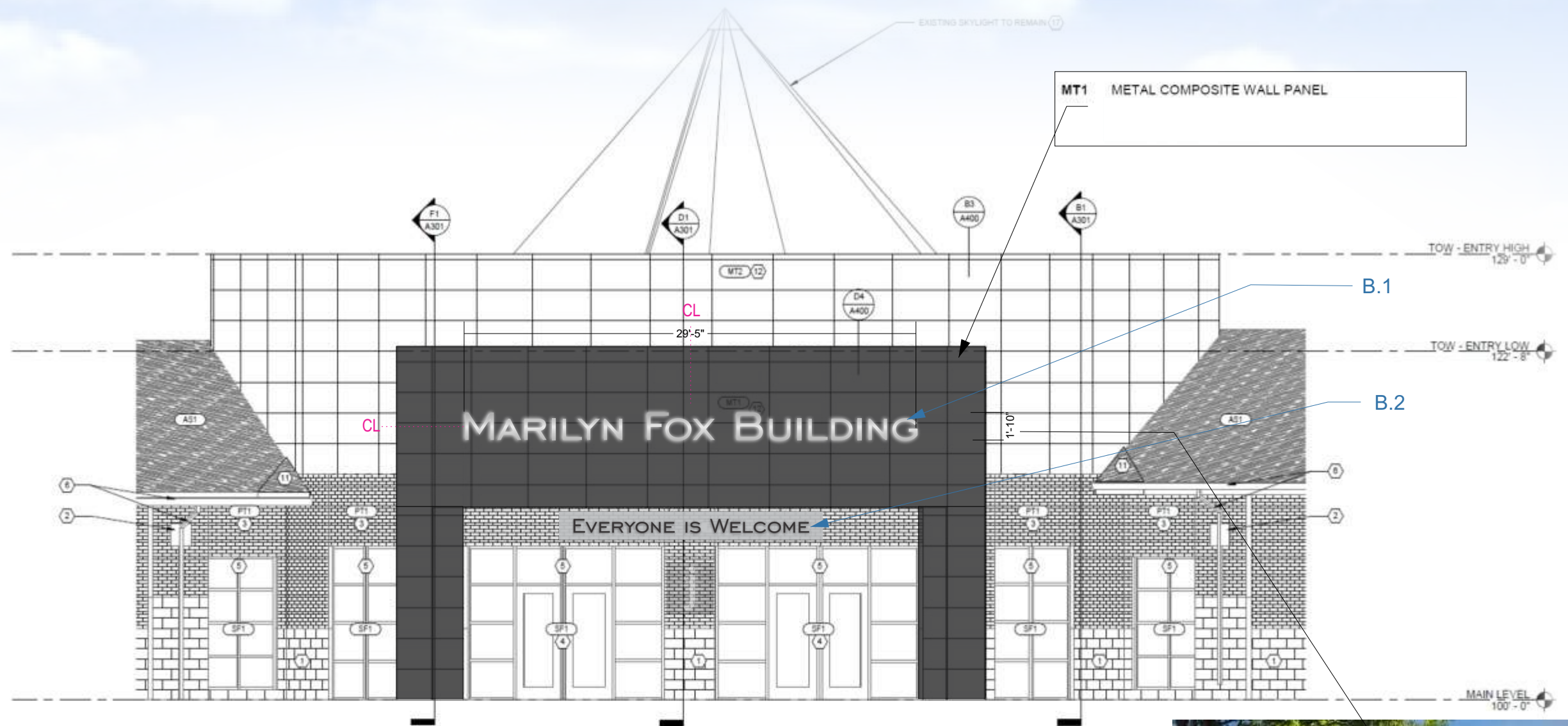
COLOR KEY:



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





F1 EXTERIOR ELEVATION @ MAIN ENTRY
SCALE: 1/8" = 1'

FONT: ENGRAVERS GOTHIC (ALSO USED ON MONUMENT)



1'-10" 29'-5" MARILYN FOX BUILDING

B.1
FONT: ENGRAVERS GOTHIC (ALSO USED ON MONUMENT)

Halo Letter Set SCALE: 3/8" = 1'

- PRODUCE AND INSTALL HALO SET
- ALUMINUM FABRICATED LETTER SET
 - FINISH TBD
 - ON SPACERS FOR HALO ILLUMINATION
 - LED TEMPERATURE TBD
 - DETAILS AS NOTED
 - FULL SURVEY NEEDED BEFORE PRODUCTION



DAY



NIGHT - HALO ILLUMINATION

11" 183" 8" EVERYONE IS WELCOME

B.2
FONT: ENGRAVERS GOTHIC (ALSO USED ON MONUMENT)

FCO Letter Set SCALE: 3/4" = 1'

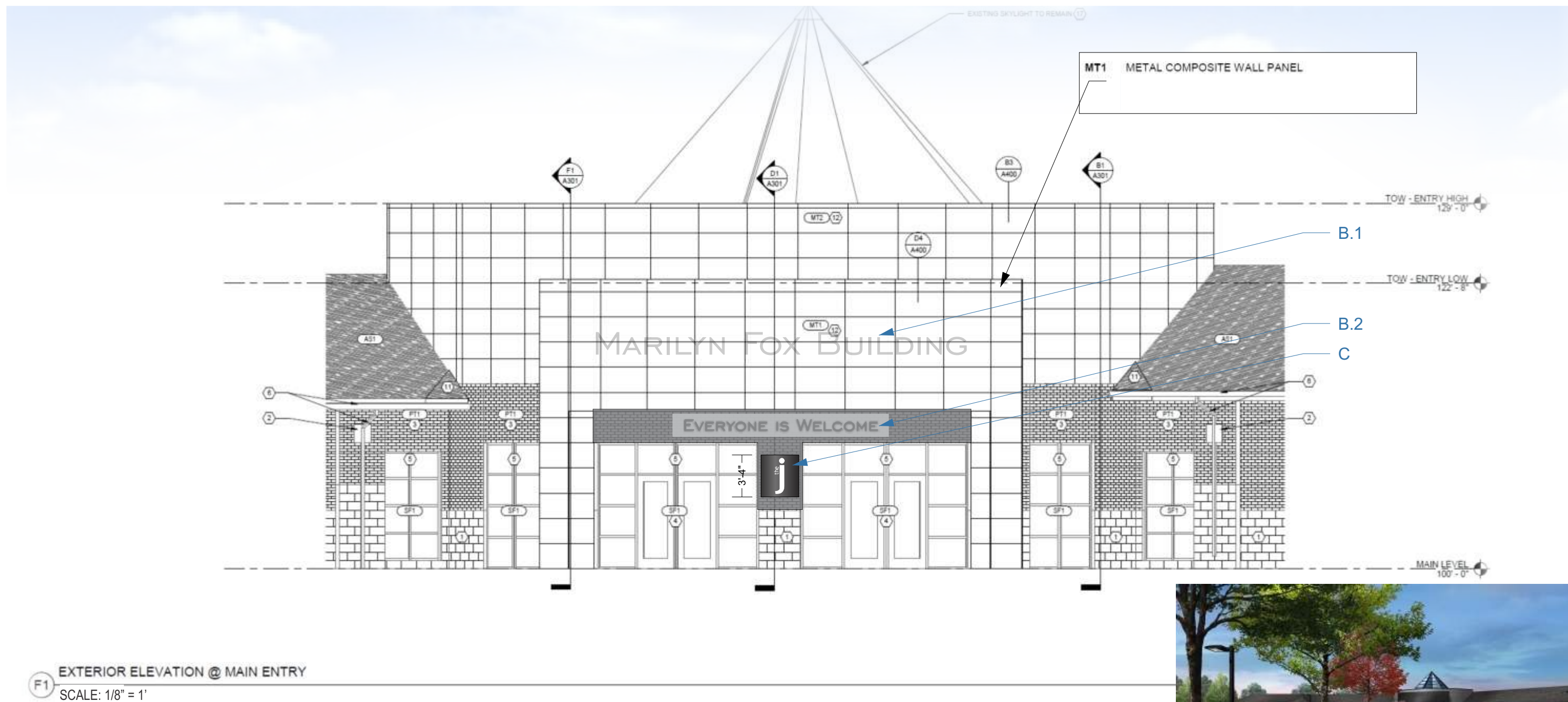
- PRODUCE AND INSTALL (1) FCO SET.
- FCO LETTER SET
 - PAINTED SATIN BLACK (TBD)
 - MOUNTED FLUSH TO GRAY PAINTED BRICK ENTRANCE
 - NON ILLUMINATED



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005

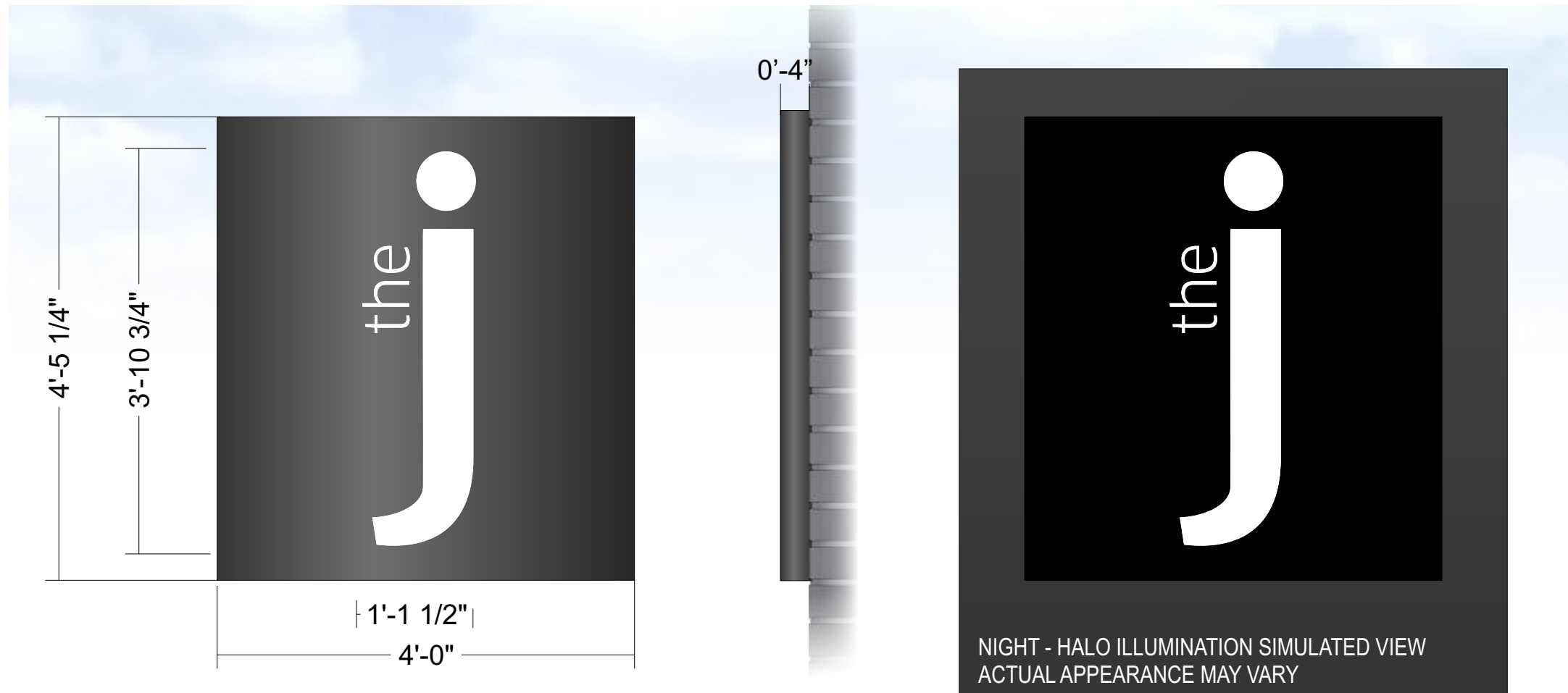




J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





Illuminated Cabinet Sign

SCALE: 1" = 1'

PRODUCE AND INSTALL WALL MOUNTED CABINET

- ALUMINUM FABRICATED CABINET
- ROUTED OUT "THE J"
- FINISH TBD
- BACKED WITH WHITE ACRYLIC
- LED ILLUMINATED (TEMPERATURE TBD)
- MOUNTED FLUSH TO WALL



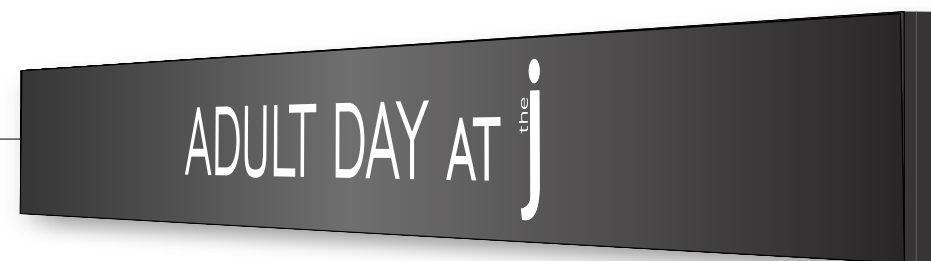
J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





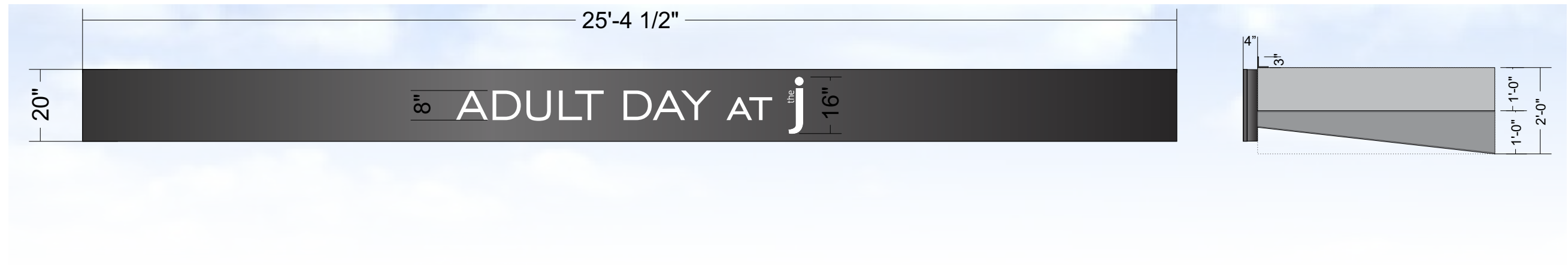
SCALE: 3/8"=1'



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





Illuminated Cabinet Sign

SCALE: 3/8" = 1'

PRODUCE AND INSTALL WALL MOUNTED CABINET

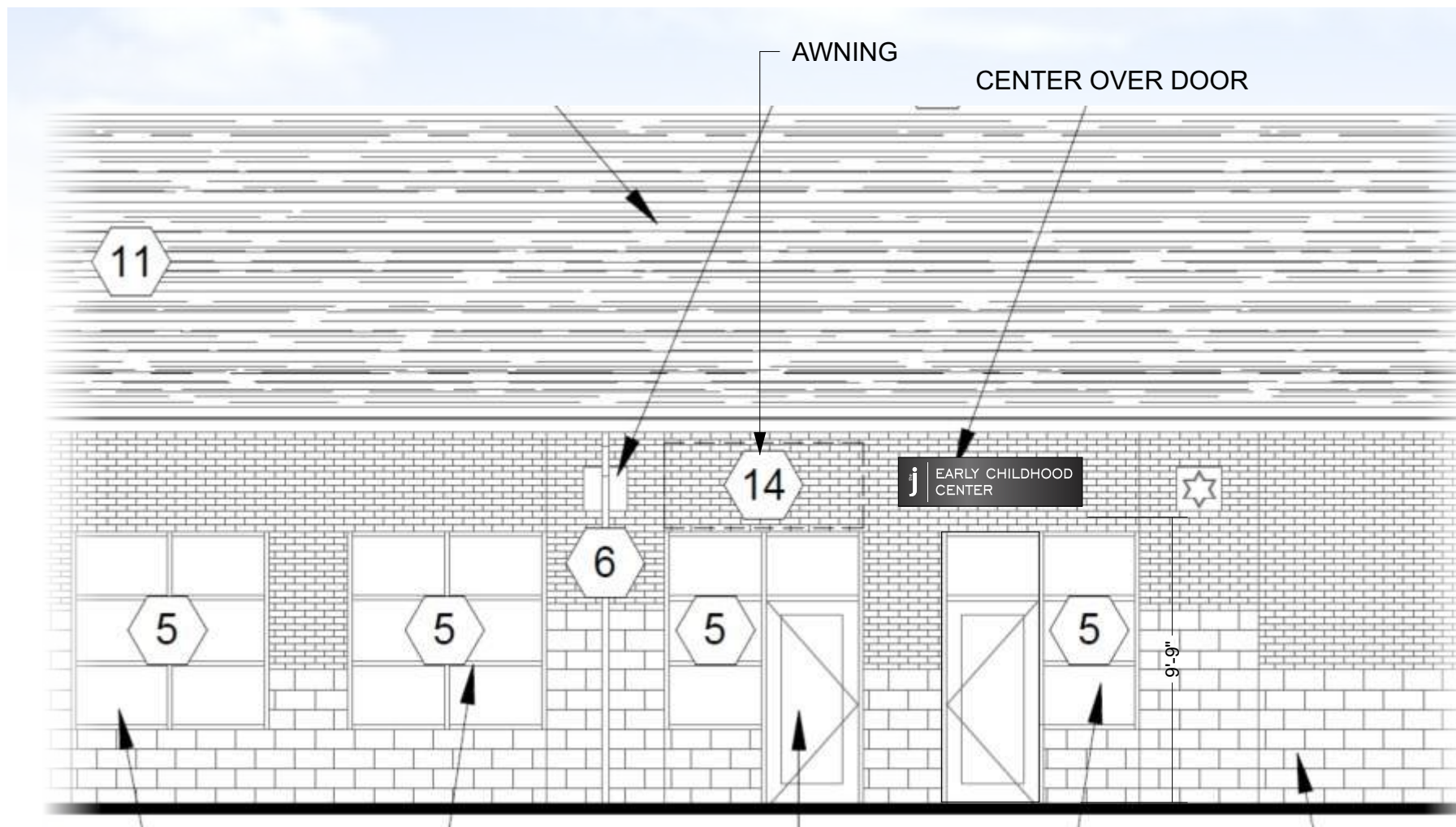
- ALUMINUM FABRICATED CABINET
- ROUTED OUT "ADULT DAY AT THE J"
- FINISH TBD
- BACKED WITH WHITE ACRYLIC
- LED ILLUMINATED (TEMPERATURE TBD)
- MOUNTED TO FRONT OF AWNING
- FACE TO BE REMOVABLE
- DETAILS AS NOTED
- FULL SURVEY NEEDED BEFORE PRODUCTION



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





EXTERIOR ELEVATION @ CHILD CENTER ENTRY

SCALE: 3/16"=1'

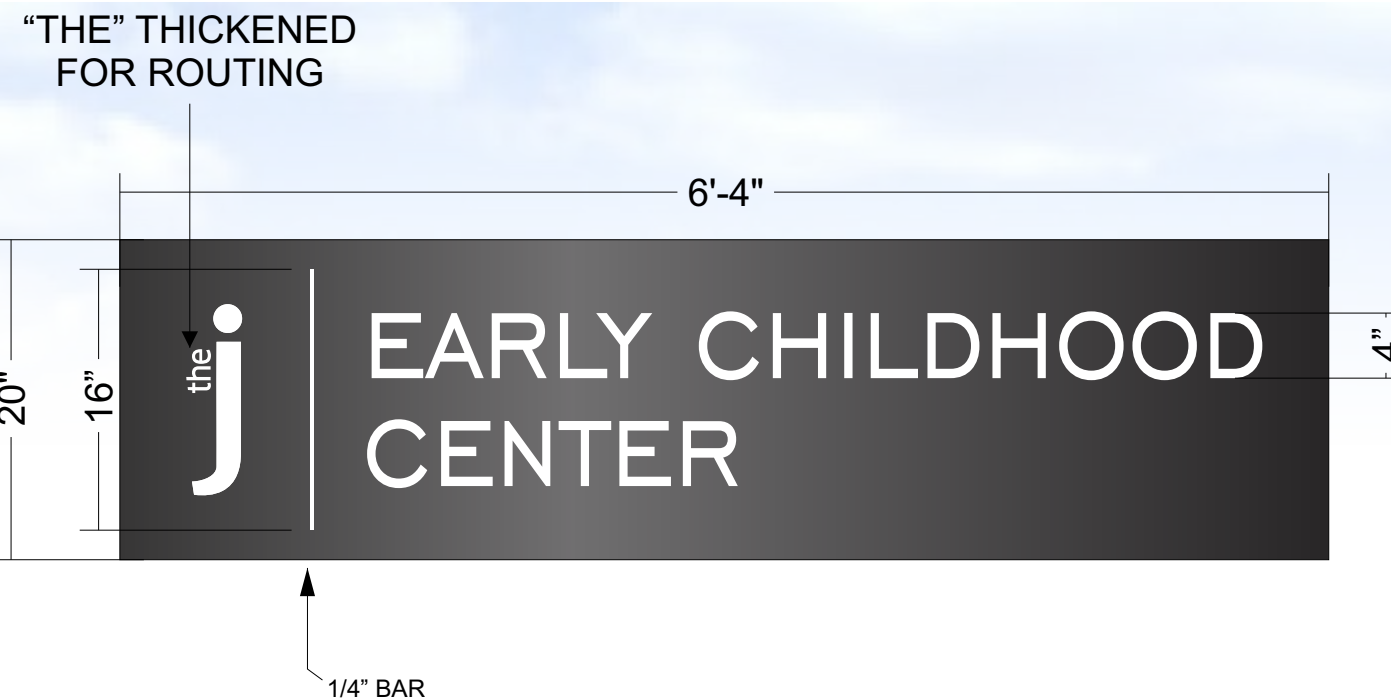


J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005



E.1



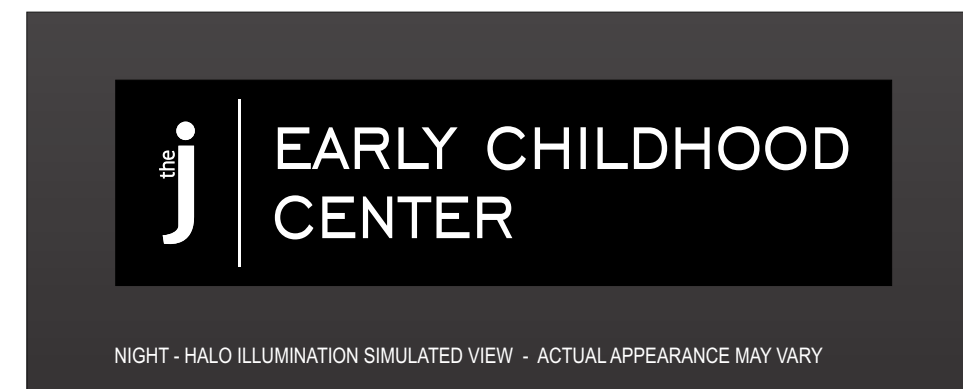
0'-4"

Illuminated Cabinet Sign

SCALE: 3/4" = 1'

PRODUCE AND INSTALL WALL MOUNTED CABINET

- ALUMINUM FABRICATED CABINET
- ROUTED OUT "THE J EARLY CHILDHOOD CENTER"
- FINISH TBD
- BACKED WITH WHITE ACRYLIC
- LED ILLUMINATED (TEMPERATURE TBD)
- MOUNTED FLUSH TO WALL
- DETAILS AS NOTED
- FULL SURVEY NEEDED BEFORE PRODUCTION



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005





EXISTING Monument Update - F1

SCALE: 1" = 1'

UPDATE EXISTING D/S MONUMENT

- REPAINT EXISTING AS SHOWN
- INSTALL NEW BLACK ALUMINUM PANELS (D/F)
- FACES DECORATED WITH WHITE VINYL TEXT AS SHOWN



SIDE A



SIDE B

EXISTING CONDITIONS



EXISTING Monument Update - F2

SCALE: 1" = 1'

UPDATE EXISTING MONUMENT

- REPAINT EXISTING AS SHOWN
- INSTALL NEW BLACK ALUMINUM OVERLAY PANEL W/VHB & SILICONE
- FACES DECORATED WITH WHITE VINYL TEXT AS SHOWN



EXISTING CONDITIONS



EXISTING CONDITIONS

EXISTING Monument Update - F3

SCALE: 1" = 1'

UPDATE EXISTING MONUMENT

- REPAINT EXISTING AS SHOWN
- INSTALL NEW BLACK ALUMINUM OVERLAY PANEL W/VHB & SILICONE
- FACES DECORATED WITH WHITE VINYL TEXT AS SHOWN



*SIDE B - ARROWS WILL POINT TO RIGHT

EXISTING Monument Update - F4

SCALE: 1" = 1'

UPDATE EXISTING D/S MONUMENT

- REPAINT EXISTING AS SHOWN
- INSTALL NEW BLACK ALUMINUM OVERLAY PANELS (D/F) W/VHB & SILICONE
- FACES DECORATED WITH WHITE VINYL TEXT AS SHOWN



SIDE A



SIDE B

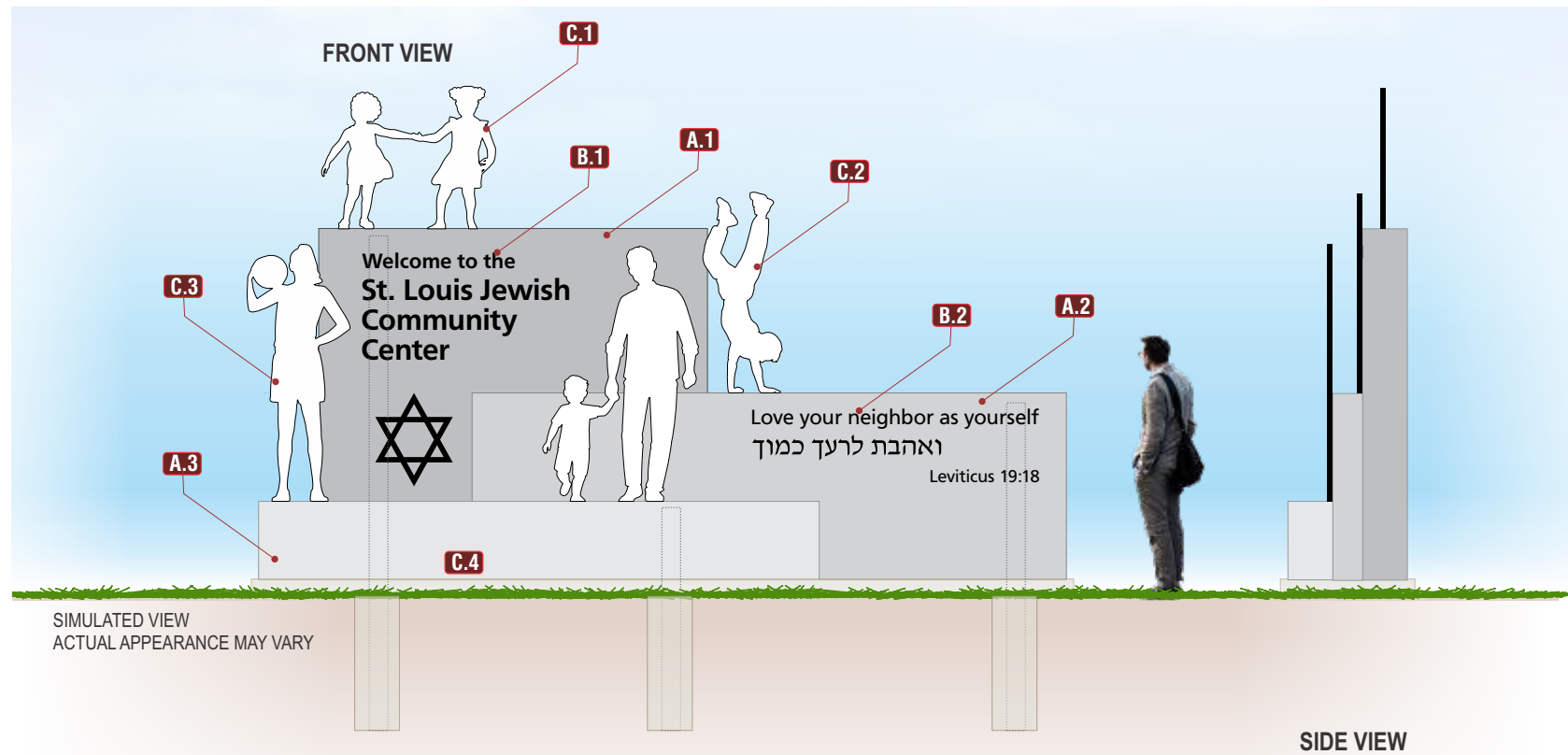
EXISTING CONDITIONS



J WEST FOX BUILDING SIGN PACKAGE

16801 BAXTER ROAD
CHESTERFIELD, MO 63005



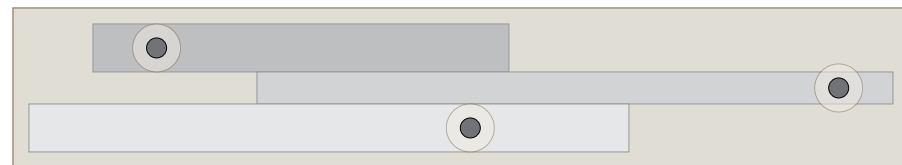


Monument Sign H

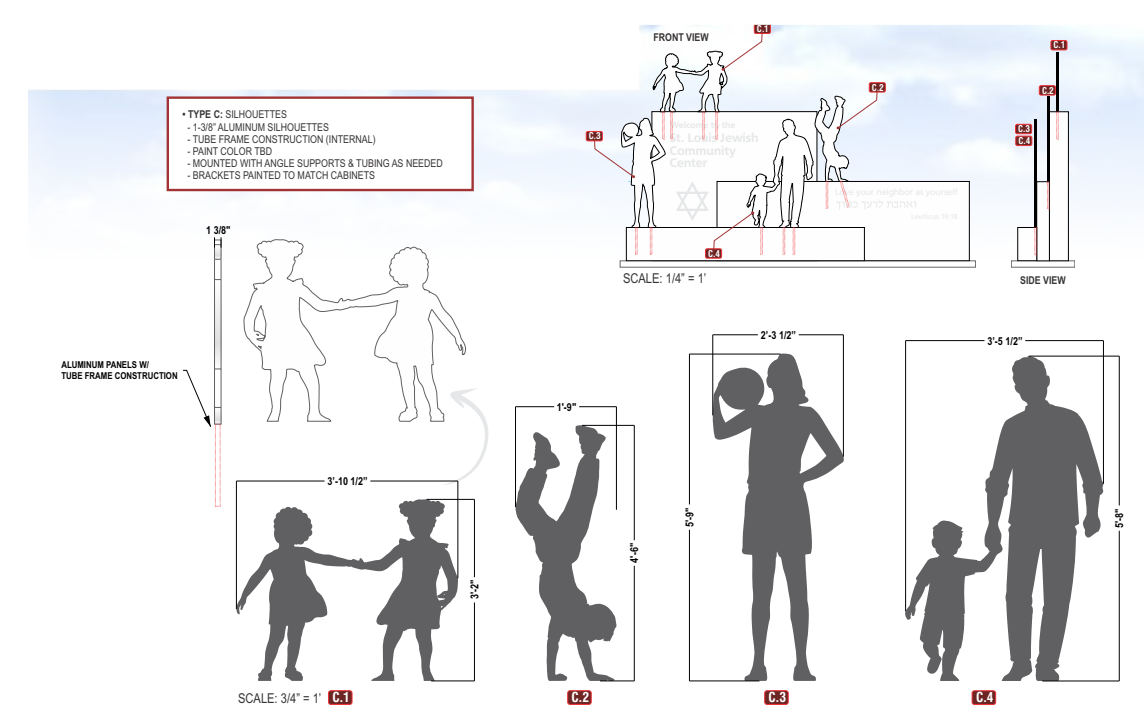
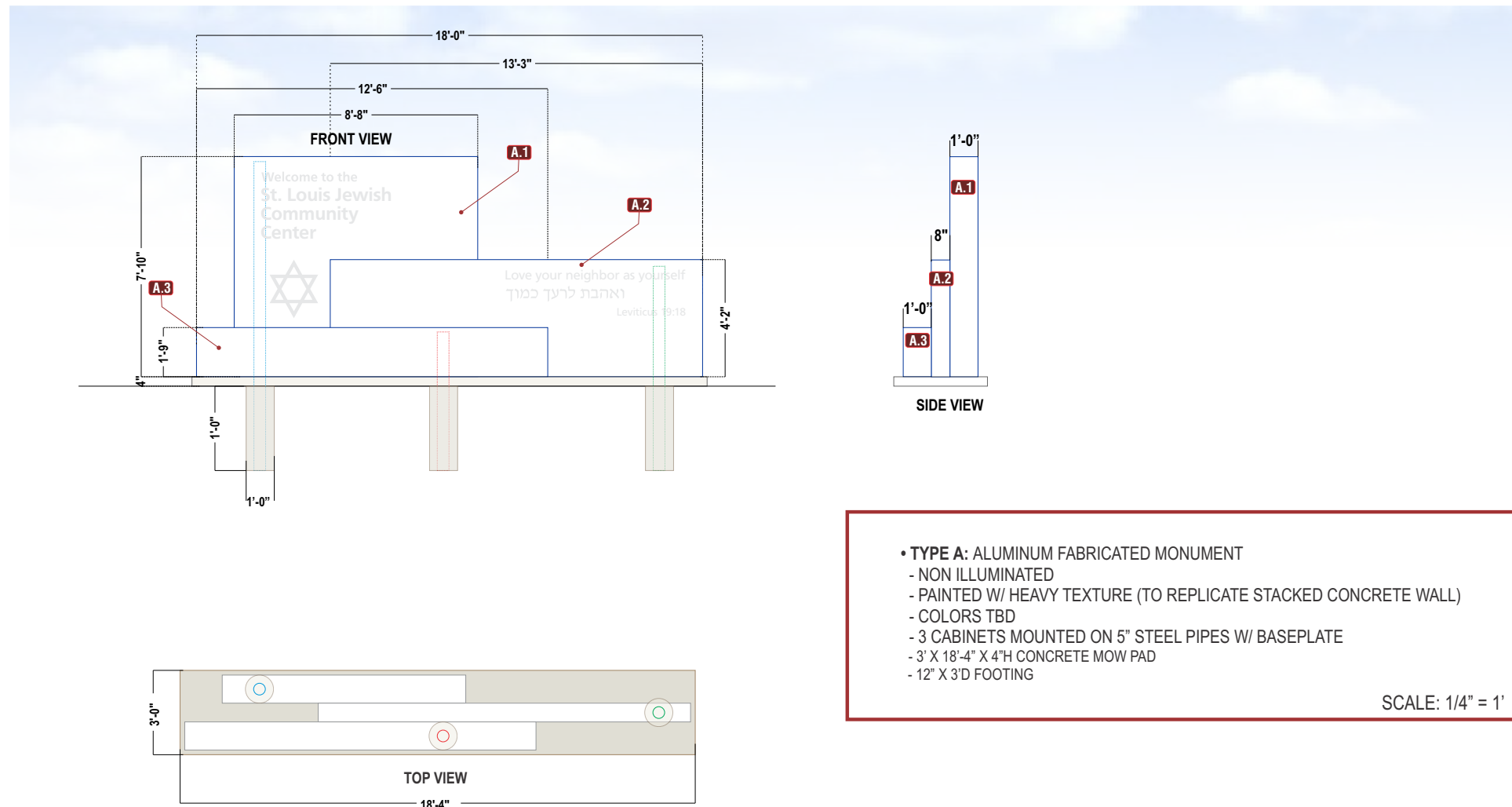
SCALE: 1/4" = 1'

PRODUCE & INSTALL (1) S/F MONUMENT.

- **TYPE A:** ALUMINUM FABRICATED MONUMENT
 - NON ILLUMINATED
 - PAINTED W/ HEAVY TEXTURE (TO REPLICATE STACKED CONCRETE WALL)
 - COLORS TBD
 - 3 CABINETS MOUNTED ON 5" STEEL PIPES
 - 3' X 18'-4" X 4"H CONCRETE MOW PAD
 - 12" X 3'D FOOTING
- **TYPE B:** FCO LETTER SETS
 - 1/4" ALUMINUM
 - STUD MOUNTED TO FACES OF CABINETS
 - PAINT COLORS TBD
- **TYPE C:** SILHOUETTES
 - 1-3/8" ALUMINUM SILHOUETTES
 - INTERNAL TUBE CONSTRUCTION
 - MOUNTED WITH ANGLE SUPPORTS & TUBING AS NEEDED
- FIELD SURVEY NEEDED BEFORE PRODUCTION



TOP VIEW



Planning Commission Staff Report

Meeting Date: June 9th, 2025

From: Alyssa Ahner, Senior Planner

Location: South of the intersection of Olive Street Road and Chesterfield Airport Road

Description: **The Wedge:** An Amended Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for a 5.04-acre tract of land zoned “PC” – Planned Commercial located south of the intersection of Olive Street Road and Chesterfield Airport Road.

PROPOSAL SUMMARY

The City of Chesterfield, on behalf of Energy Marketing 709, LLC, has submitted plans for the redevelopment of an existing gas station into a mixed use development. The mixed use development will consist of a new gas station with a car wash and convenience store on the western portion of the site and a multi-tenant retail building just to the east of the gas station. The existing gas station on site will be demolished.



Figure 1: Subject Site

SITE HISTORY

Ordinance 2820, the previous zoning for the site, was established in 2013 and included language for access to the site. More specifically, it included language that prohibited left turn movements out of the development at the easternmost access point on Chesterfield Airport Road and the requirement that the development must construct a barrier median separating the westbound and eastbound lanes of Chesterfield Airport Road.

A Site Development Plan was submitted in 2015 and the proposed development did not meet the access criteria established in the zoning ordinance. St. Louis County Department of Transportation, owner of Chesterfield Airport Road and Olive Street Road, provided comments of the Site Development Plan

stating that “for traffic safety reasons the barrier median will not be permitted to be constructed on Chesterfield Airport Road. In addition the left turn movement out of the easternmost access to Chesterfield Airport Road is required for adequate access and to enhance traffic safety”. The City was later sued for reasons related to roadway jurisdiction. The review of this Site Development Plan is part of the ongoing settlement.

For the purpose of a high level comparison, the site layout that the Planning Commission reviewed in May of 2016 can be found in *Figure 2* and the current proposed site layout can be found in *Figure 3*.

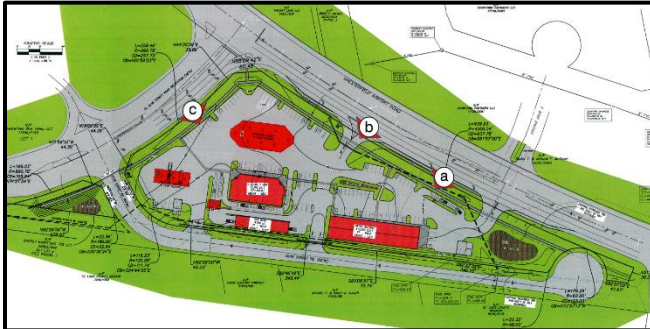


Figure 2: Site layout reviewed in May 2016



Figure 3: Current proposed site layout

SITE RELATIONSHIPS

The site is primarily surrounded by vacant undeveloped land to the south with exception to an Ameren substation. For the purpose of considering future development, the land to the south is designated as industrial in the Comprehensive Land Use Plan. A hotel and hockey complex are located to the north while a gas station and retail uses are located to the west. All land north of the property is designated as regional commercial in the Comprehensive Land Use Plan.

CIRCULATION, ACCESS, & PARKING

Access to the site from Chesterfield Airport Road and Olive Street Road is not being reviewed by the City. Both roads fall under St. Louis County’s jurisdiction and will be reviewed by that entity when permits are applied for.

The development is proposing two full access drives on Old Olive Street Road which is owned by the City. Both drives adhere to the Preliminary Development Plan associated with the zoning of the site.

Parking is provided throughout the site with a drive aisle separating the gas station from the proposed retail building. The amount of parking provided adheres to the parking requirements of the site-specific zoning ordinance.

TOPOGRAPHY

Chesterfield Airport Road and Olive Street Road sit roughly five (5) feet higher than the site. Fill will be brought in to help level and provide more functional drainage throughout the site. A bio-retention basin is proposed on the furthest eastern portion of the site, a second on the outlot located just west of the main parcel, and a third smaller one towards the center of site. There aren’t any retaining walls proposed or necessary.

SCALE, DESIGN, MATERIALS, & COLOR

Convenience Store, Carwash, and Gas Station

The convenience store, carwash, and gas station are all located on the western portion of the site. The building for the convenience store varies in height but sits at a maximum height of 29' with a square footage of 6,650. It will be constructed of a mixture of adhered stone, brick veneer, and EIFS with a standing seam metal roof. Metal awnings in a matte black have been incorporated to match the roof. Lastly, any proposed rooftop mechanical equipment will be partially screened by the parapet with additional screening provided by a light tan acrylic ribbed panel enclosure. *Figure 4* depicts the front or north elevation which will be most visible from Chesterfield Airport Road.



Figure 4: Front or north elevation facing Chesterfield Airport Road

The 3,000 square foot carwash, which is proposed as being attached to the rear of convenience store, is 21'8" tall. The same mixture of stone and brick veneer is proposed. The entrance to the car wash is on the west and has a separated drive area for stacking with an 11'11" tall arched steel structure for signage. *Figure 5* depicts the carwash area outlined in red and an image of the arched structure with its intended location. Lastly, located just south of the carwash are twelve (12) vacuum stations with canopies. The equipment and canopies will be black in color to match the awnings and roof of the proposed buildings as shown in *Figure 6*.

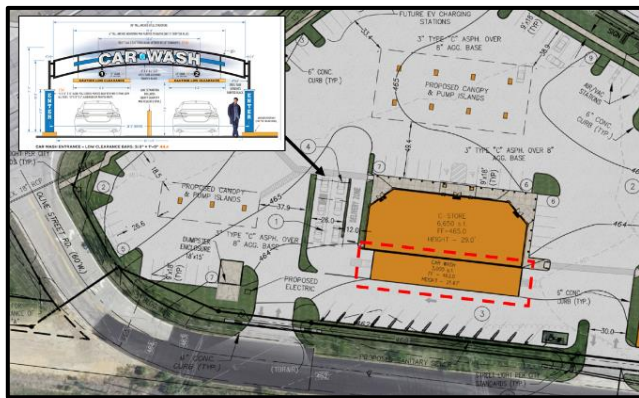


Figure 5: Car wash location



Figure 6: Vacuum stations behind carwash

The gas station will consist of a canopy for commercial fueling and a canopy for regular fueling. The commercial fueling canopy, measuring at a maximum height of 21', will be located in the furthest

western corner of the site. The regular fueling canopy, measuring at a maximum height of 19'6", will be located on the northern portion of site along Chesterfield Airport Road.

Multi-tenant Retail Building

The proposed 10,000 square foot multi-tenant retail building is located to the east of the convenience store with a maximum height of 23'8". It will be constructed of a mixture of brick veneer, split-faced concrete masonry units, and EIFS. Metal awnings to match the convenience store have been incorporated on the north/front elevation. Similar to the other building, the rooftop mechanical equipment will be partially screened by the parapet with additional screening by a light tan acrylic ribbed panel enclosure. *Figure 7* depicts the front or north elevation which will be most visible from Chesterfield Airport Road.



Figure 7: Front or north elevation facing Chesterfield Airport Road

LANDSCAPE DESIGN & SCREENING

The landscaping provided adheres to the Preliminary Development Plan for the zoning of the site. A mixture of street trees and shrubs are proposed along Chesterfield Airport Road including landscaped beds at each entrance. Landscaped beds are also proposed around each desired freestanding monument sign. The amount of signage is subject to the review/approval of a Sign Package.

Located internal to the site, a mixture of perennials and shrubs are found to the west of the carwash entrance while evergreen trees and shrubs surround each of the two proposed trash enclosures. One trash enclosure is proposed on the eastern portion of the site and a second is proposed on the western portion of the site. Each enclosure will be constructed using brick veneer and a cast stone cap to match the buildings.

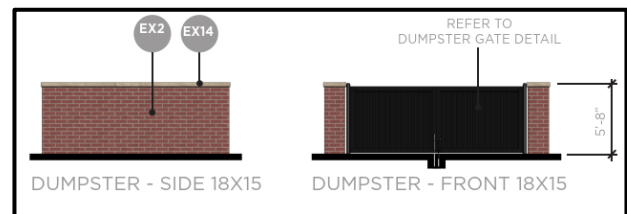


Figure 8: Trash enclosure

LIGHTING

All exterior lighting will adhere to the City's UDC lighting code requirements. A mixture of matching wall mounted lights, parking lot lights, fuel canopy lights, and street lights are proposed throughout the site. *Figure 9* depicts the proposed fixtures.



Figure 9: Proposed lighting fixtures

ARCHITECTURAL REVIEW BOARD

The project was reviewed by the Architectural Review Board on May 15th, 2025. At that time, the Board made a motion to recommend approval with the following conditions:

- Provide additional landscaping along Chesterfield Airport Road, Olive Street Road, along the southern property line behind the vehicle vacuum stations and the two islands in front of the retail building.
- Provide a sketch to Staff for review to incorporate the adhered stone veneer of the buildings to the columns of the gas pump canopies to create a more unified appearance.

A resubmittal was later reviewed by Staff and was found to address both of the Board's conditions. The revised landscape plan and gas pump canopy elevations can be found attached to this report.

RENDERINGS



Aerial view from Old Olive Street Road



View from entrance off of Olive Street Road

DEPARTMENT INPUT

Staff has reviewed the Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations and found that it meets the requirements to be presented to the Planning Commission for review. Staff recommends action. Be advised, this project has automatic Power of Review. Pending a recommendation from the Planning Commission, the project will proceed to Planning and Public Works Committee prior to final review/approval by City Council.

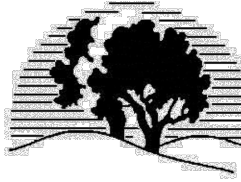
MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- 1) "I move to forward the Amended Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for The Wedge, as presented, with a recommendation for approval (or denial)."
- 2) "I move to forward the Amended Site Development Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for The Wedge with the following recommendations..."

Attachments:

1. Site Development Plan Submittal



City of
Chesterfield

PLANNING AND DEVELOPMENT SERVICES DIVISION

SCRIPT FOR A SITE DEVELOPMENT PLAN

PROPERTY DESCRIPTION

A tract of land being Lot 2 of McGrath Plaza, a subdivision according to the plat thereof recorded in Plat Book 325, Pages 11 and 12 of the St. Louis County Records, part of Lot 6 of the Subdivision of R. H. Stevens Farm according to the plat thereof recorded in Plat Book 7, Page 37 of the St. Louis County records and part of U. S. Survey 102, Township 45 North – Range 3 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the most Northern corner of said Lot 2 of McGrath Plaza, said point being on the South right-of-way line of Chesterfield Airport Road; thence Eastwardly along said South right-of-way line of Chesterfield Airport Road along a curve to the left having a radius of 4006.54 feet an arc distance of 939.93 feet, a chord which bears S 61° 57' 00" E a chord distance of 937.78 feet to the most Eastern corner of property of Redia T. and Michael F. McGrath, as described in the deed recorded in Book 12001, Page 2440 of the St. Louis County Records; thence S 21° 26' 08" W a distance of 36.37 feet and N 82° 37' 32" W a distance of 47.67 feet along the boundary line of said McGrath property to the Southeast corner of property conveyed to St. Louis County, Missouri as described in the deed recorded in Book 10106, Page 2175 of the St. Louis County Records; thence along said St. Louis County, Missouri boundary, along a curve to the left having a radius of 62.00 feet an arc length of 179.29 feet, a chord which bears N 73° 37' 13" W a chord distance of 123.03 feet and along a curve to the right having a radius of 48.00 feet an arc distance of 22.32 feet, a chord which bears S 36° 51' 37" W a chord distance of 22.12 feet to the South line of the aforesaid McGrath property; thence N 82° 37' 32" W a distance of 346.25 feet to the Southeast corner of property of Redia T. and Michael F. McGrath, as described in the deed recorded in Book 11496, Page 594 of the St. Louis County Records; thence N 83° 08' 57" W a distance of 70.74 feet and N 82° 46' 18" W a distance of 345.44 feet along the South line of said McGrath property to the Southeast corner of the aforesaid Lot 2 of McGrath Plaza; thence along the boundary lines of said Lot 2 the following courses and distances: N 82° 29' 00" W a distance of 65.05 feet, along a curve to the right having a radius of 120.00 feet an arc distance of 116.23 feet, a chord which bears N 54° 44' 05" W a chord distance of 111.74 feet, N 26° 59' 10" W a distance of 57.00 feet, N 18° 00' 50" E a distance of 44.35 feet, along a curve to the left having a radius of 990.78 feet an arc distance of 258.46 feet, a chord which bears N 51° 59' 23" E a chord distance of 257.73 feet, N 44° 30' 59" E a distance of 35.86 feet and N 85° 09' 42" E for a distance of 60.46 feet to the point of beginning and containing 219,558 square feet or 5.04 acres more or less.

PROPERTY DESCRIPTION OUT LOT A

A tract of land being Out Lot A of McGrath Plaza, a subdivision according to the plat thereof recorded in Plat Book 325, Pages 11 and 12 of the St. Louis County Records, in U. S. Survey 102, Township 45 North – Range 3 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the most Western corner of said Out Lot A of McGrath Plaza, said point being on the North right-of-way line of Olive Street Road, 60 feet wide; thence along the boundary line of said Out Lot A the following courses and distances: along a curve to the left having a radius of 990.78 feet an arc length of 166.03 feet, a chord which bears N 71° 21' 54" E a chord distance of 165.84 feet, S 71° 59' 10" E a distance of 44.35 feet, S 26° 59' 10" E a distance of 57.00 feet, along a curve to the left having a radius of 180.00 feet an arc length of 22.96 feet, a chord which bears S 30° 38' 24" E a chord distance of 22.94 feet and N 82° 29' 00" W a distance of 238.93 feet to the point of beginning and containing 9,530 square feet or 0.22 acres more or less.

ENERGY MARKETING 709, LLC, the owner of the property shown on this plan for and in consideration of being granted approval of said plan to develop property under the provisions of Section 03-04.C, "PC" Planned Commercial District of City of Chesterfield Unified Development Code, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the City of Chesterfield, or voided or vacated by order of ordinance of the City of Chesterfield Council.

(Signature)_____

(Name typed)_____ Steven J. Madras

STATE OF MISSOURI)
) SS.
COUNTY OF)

On this _____ day of _____, A.D., 20____, before me personally appeared _____, to me known, who, being by me sworn in, did say

that he/she is the _____ of Energy Marketing 709, LLC, a limited liability company organized and existing under the laws of the state of Missouri, and that the foregoing instrument was signed on behalf of said limited liability company by authority of its members and that said

_____ acknowledged said instrument to be the free act and deed of said company.

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

NOTARY PUBLIC

Please Print Name _____

My Commission Expires: _____

This Site Development Plan was approved by the City of Chesterfield Planning Commission and duly verified on the ____day of _____, 20____, by the Chairperson of said Commission, authorizing the recording of this Site Development Plan pursuant to Chesterfield Ordinance Number 200, as attested to by the Planning and Development Services Director and the City Clerk.

Justin Wyse, AICP
Planning and Development Services Director
City of Chesterfield, Missouri

Vickie McGownd, City Clerk
City of Chesterfield, Missouri

Energy Marketing 2nd Amended Site Development Plan

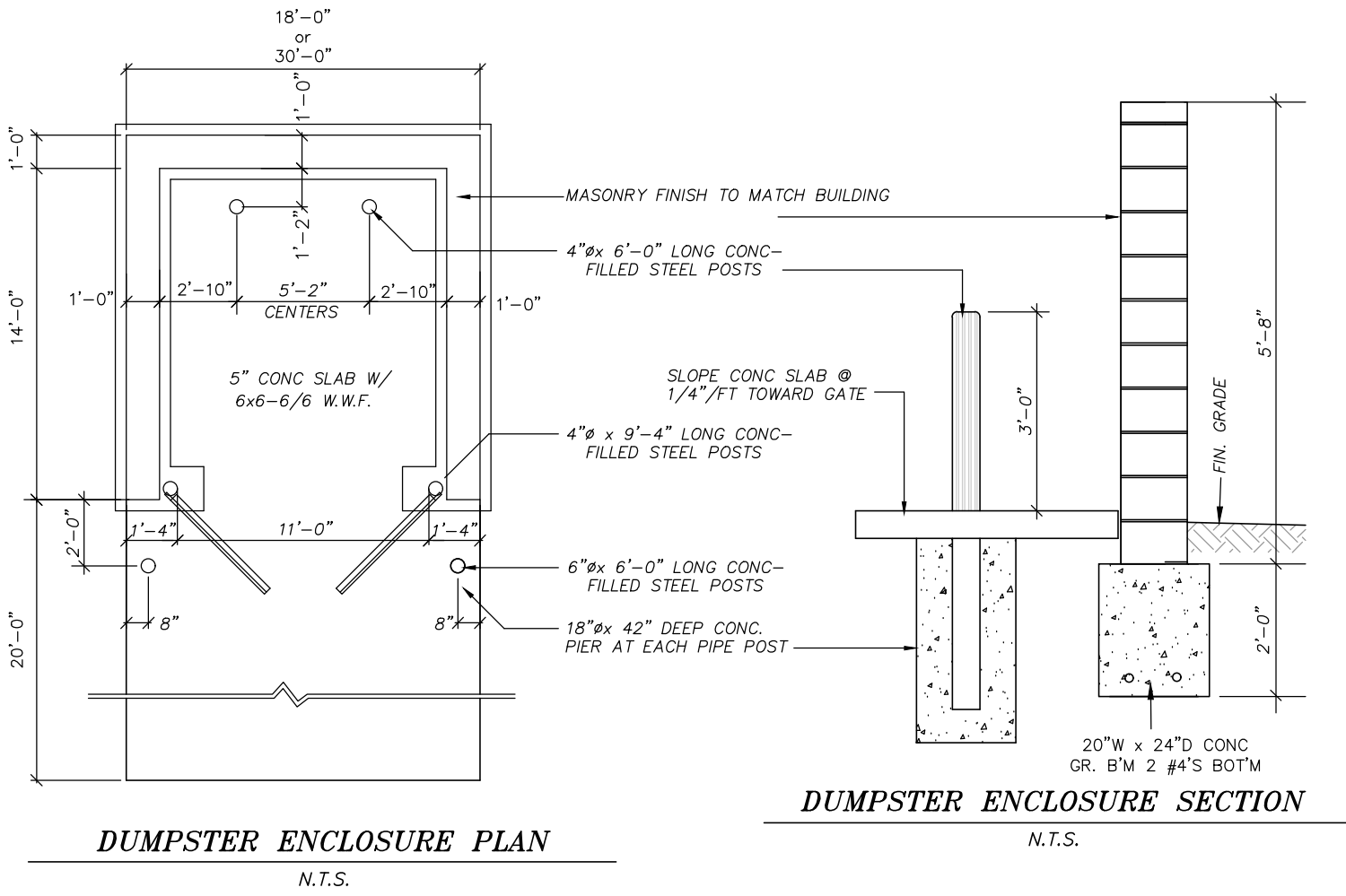
A tract of land being Lot 2 and Outlot A of McGrath Plaza, part of Lot 6 of the Subdivision of R. H. Stevens Farm and part of U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri



LOCATION MAP

SHEET INDEX

- COVER SHEET AND NOTES
- 2nd AMENDED SITE DEVELOPMENT PLAN
- LIGHTING PLAN
- L-1 OVERALL LANDSCAPE PLAN
- L-2 LANDSCAPE PLAN WEST
- L-3 LANDSCAPE PLAN EAST



STATEMENT OF COMPLIANCE WITH THE GEOTECHNICAL REPORT

Gateway Geotechnical, LLC and the undersigned engineer have not prepared these plans. The seal of the undersigned professional engineer has been affixed at the request of the City of Chesterfield and is a professional opinion to indicate that the undersigned has reviewed the plans and that in his opinion the grading and improvements relative to slope construction as shown on the plans, as well as the foundations, are compatible with the soil and geologic conditions at the site as described in the geological report for the development dated March 2016.

Gateway Geotechnical, LLC and the undersigned assume no responsibility for services by others (pursuant to RSMO 327.411).

Construction means and methods for implementation of the grading plan shall be left to the developer/contractor. Observations of the developer/contractor's compliance with the applicable specifications shall be identified and verified in writing.



IMPERVIOUS AREA

PAVEMENT:	118,835 sq.ft.
BUILDINGS:	20,100 sq.ft.
SIDEWALKS:	10,445 sq.ft.
TOTAL:	149,380 sq.ft.

PERVIOUS AREA

LAWN & ISLANDS:	72,420 sq.ft.
BIORETENTION AREAS:	7,288 sq.ft.
TOTAL:	79,708 sq.ft.

GENERAL NOTES

- CURRENT ZONING: "PC", PLANNED COMMERCIAL
- PROPERTY INFO: PARCEL ID – 17W620246
18382 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MO 63005
PARCEL ID – 17W610094
18386 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MO 63005
PARCEL ID – 17W620235
18423 OLIVE STREET RD
CHESTERFIELD, MO 63005
PARCEL ID – 17W610104
18455 OLIVE STREET RD
CHESTERFIELD, MO 63005
PARCEL ID – 17W610083
18495 OLIVE STREET RD
CHESTERFIELD, MO 63005
- PROPERTY OWNER: ENERGY MARKETING 709 LLC
2130 KIENLEN AVE.
SAINT LOUIS, MO 63121–2942
- AREA OF TRACT: 5.26 ACRES
- PROPOSED USE: AND GAS STATION WITH QUICK SERVE RESTAURANT
RETAIL SALES.
- THIS TRACT IS IN OR SERVED BY:
A. FIRE DISTRICT MONARCH FIRE DISTRICT
B. SEWER MSD
C. WATER MISSOURI AMERICAN WATER
D. TELEPHONE CENTURYTEL
E. ELECTRIC AMEREN UE
F. GAS LACLEDE GAS COMPANY
- REGULATIONS AND PERFORMANCE STANDARDS:
SETBACKS: 30' MIN. (CHESTERFIELD AIRPORT ROAD AND
RELOCATED OLIVE STREET)
15' MIN. (OLIVE STREET ROAD)
OPEN SPACE: 35% MIN.
FAR: 0.55 MAX.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- BUILDING AND SITE SHALL BE IN COMPLIANCE WITH THE AMERICAN
DISABILITIES ACT REGULATIONS.
- NO SLOPE SHALL BE GREATER THAN 3:1. ALL DISTURBED AREAS SHALL BE
RESTORED.
- SIGNAGE SHALL BE IN ACCORDANCE WITH CITY OF CHESTERFIELD CODE AND
APPROVED SEPARATELY.
- LIGHTING SHALL BE IN ACCORDANCE WITH CITY OF CHESTERFIELD CODE.
- ALL CURBING SHALL BE 6" CONCRETE.

PARKING CALCULATION

PROPOSED USE:	GAS STATION AND CONVENIENCE STORE
PARKING REQUIREMENT:	FOUR AND ONE HALF (4.5) SPACES FOR EVERY ONE THOUSAND (1,000) SQUARE FEET
PARKING REQUIRED:	6,650 SQ FT * 4.5/1000 = 30 SPACES
PARKING PROVIDED:	67 SPACES
PROPOSED USE:	CAR WASH
PARKING REQUIREMENT:	TWO (2) SPACES FOR EVERY THREE (3) EMPLOYEES
PARKING REQUIRED:	3 EMPLOYEES * 2/3 = 2 SPACES
PARKING PROVIDED:	2 SPACES
PROPOSED USE:	RETAIL STORES
PARKING REQUIREMENT:	FOUR AND ONE HALF (4.5) SPACES FOR EVERY ONE THOUSAND (1,000) SQUARE FEET
PARKING REQUIRED:	10,000 SQ FT * 4.5/1000 = 45 SPACES
PARKING PROVIDED:	67 SPACES
TOTAL SPACES REQUIRED:	77 SPACES
TOTAL SPACES PROVIDED:	136 SPACES INCLUDING 4 ADA ACCESSIBLE
PARKING NOT INCLUDED IN TOTALS:	
AIR/VACUUM/DRYING STATIONS:	16 SPACES



Civil & Environmental
Consultants, Inc.
3000 Little Hills Expressway, Suite 102
St. Charles, MO 63301
314-656-4566 www.ccecinc.com

Energy Marketing

A tract of land being Lot 2 and Outlot A of McGrath Plaza, part of Lot 6 of the Subdivision of R. H. Stevens Farm and part of U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri

Prepared For:

Energy Marketing 709 LLC

NO.	DATE	DESCRIPTION
	09/25/16	FOR CITY APPROVAL
	09/26/16	FOR CITY APPROVAL
	11/22/16	FOR CITY APPROVAL
	09/27/18	FOR CITY APPROVAL
	09/27/19	STREET LIGHTING ADDED
	07/24/24	REVISE PER CLIENT
	12/11/24	REVISE PER CLIENT
	06/06/25	REVISED LANDSCAPE PLANS INCORPORATED

ENGINEERS AUTHENTICATION
The responsibility for professional engineering liability on this project is hereby limited to the set of plans authorized by the seal, signature, and date hereon attached. Responsibility is disclaimed for all other engineering plans involved in this project and specifically excludes revisions after the date unless reauthorized.



DRAWN	DWD	DATE	12/15/15
CHECKED	DST	DATE	12/15/15
PROJECT #	09056.EMKT.00R		
CEC #	325-768	FB	1287

SITE DEVELOPMENT PLAN
18423 OLIVE STREET ROAD

SHEET 1 OF 3

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Energy Marketing 2nd Amended Site Development Plan

A tract of land being Lot 2 and Outlot A of McGrath Plaza,
part of Lot 6 of the Subdivision of R. H. Stevens Farm and
part of U. S. Survey 102, Township 45 North - Range 3 East,
St. Louis County, Missouri

- LEGEND
- UTILITY POLE
 - LIGHT STANDARD
 - MANHOLE
 - TREE
 - WATER VALVE
 - WATER METER
 - TREE LINE
 - CONC. P.V.M.T.
 - SIGN
 - OVERHEAD UTILITY
 - FENCE
 - SEWER CLEANOUT
 - ELECTRIC BOX
 - BOLLARD
 - GUY WIRE



LOCATION MAP



**Civil & Environmental
Consultants, Inc.**
3000 Little Hills Expressway, Suite 102
St. Charles, MO 63301
314-656-4566 www.ccecinc.com

Energy Marketing

A tract of land being Lot 2 and Outlot A of McGrath Plaza,
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part of U. S. Survey 102, Township 45 North - Range 3 East,
St. Louis County, Missouri

Prepared For:

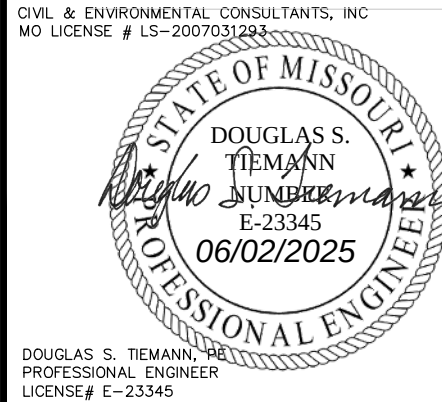
Energy Marketing 709 LLC

2130 Kessler Avenue
St. Louis, MO 63121-5505
314-383-3700

REVISIONS

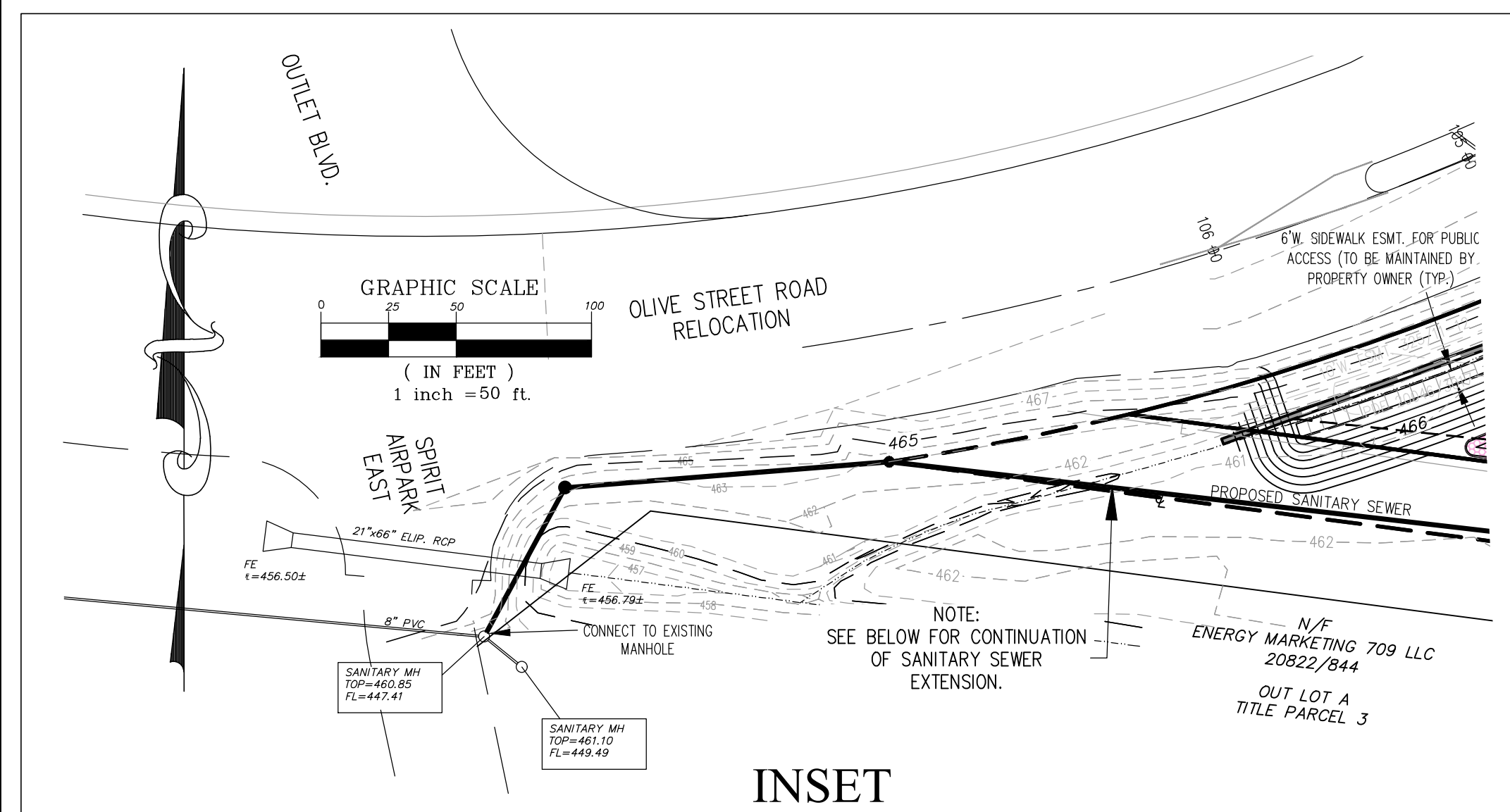
NO.	DATE	DESCRIPTION
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	09/26/16	FOR CITY APPROVAL
	11/22/16	FOR CITY APPROVAL
	09/27/18	FOR CITY APPROVAL
	09/27/19	STREET LIGHTING ADDED
	07/24/24	REVISE PER CLIENT
	12/11/24	REVISE PER CLIENT
	04/18/25	REVISE PER CITY & CLIENT
	06/02/25	REVISED LANDSCAPE PLANS INCORPORATED

ENGINEERS AUTHENTICATION
The responsibility for professional engineering
activity on this project is hereby limited to the set of
plans authorized by the seal, signature, and date
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reauthorized.

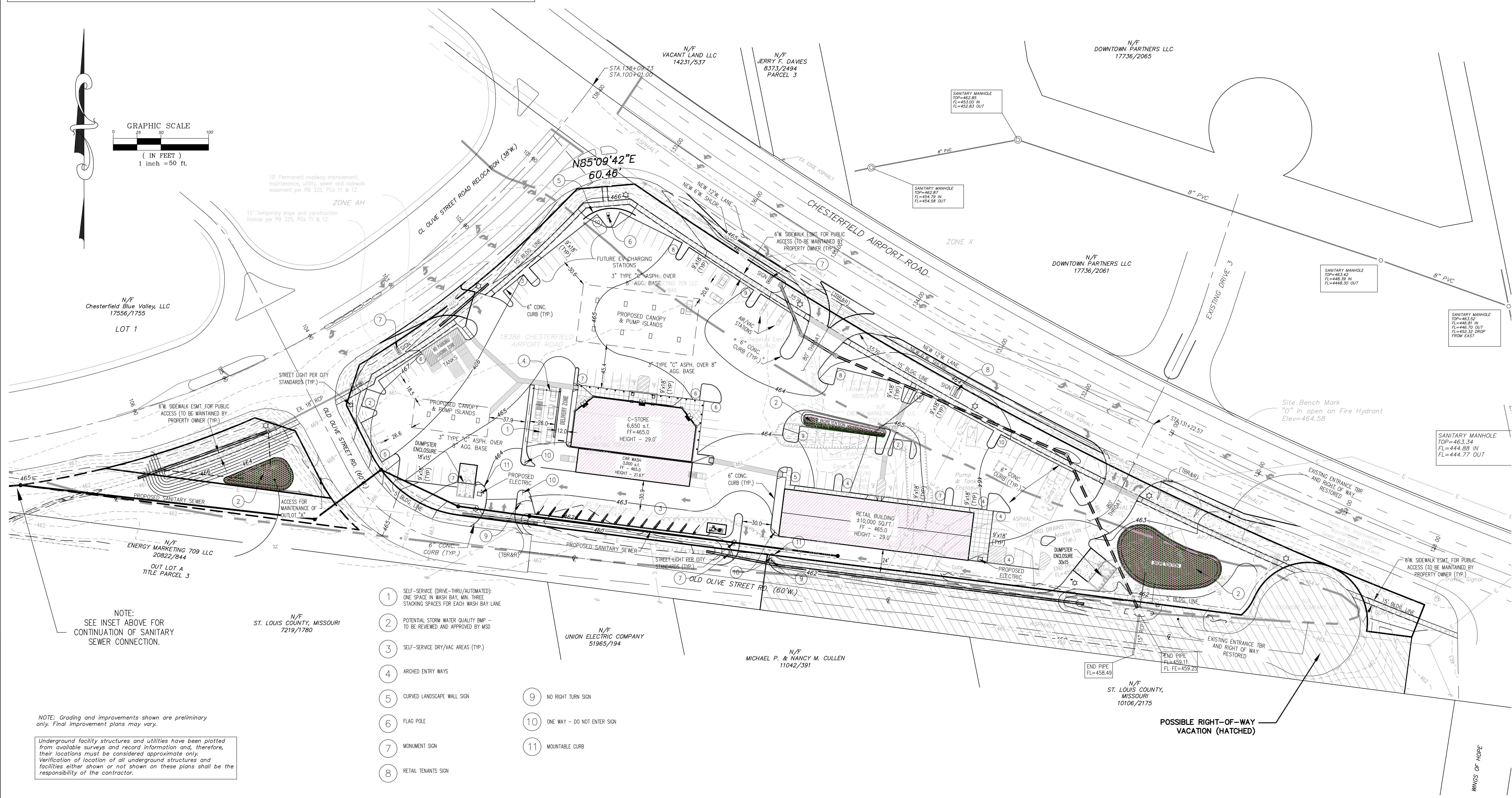


DRAWN DWD	DATE 06/19/24
CHECKED DST	DATE
PROJECT # 09056.EMKT.00R	
CEC # 325-768	FB 1287

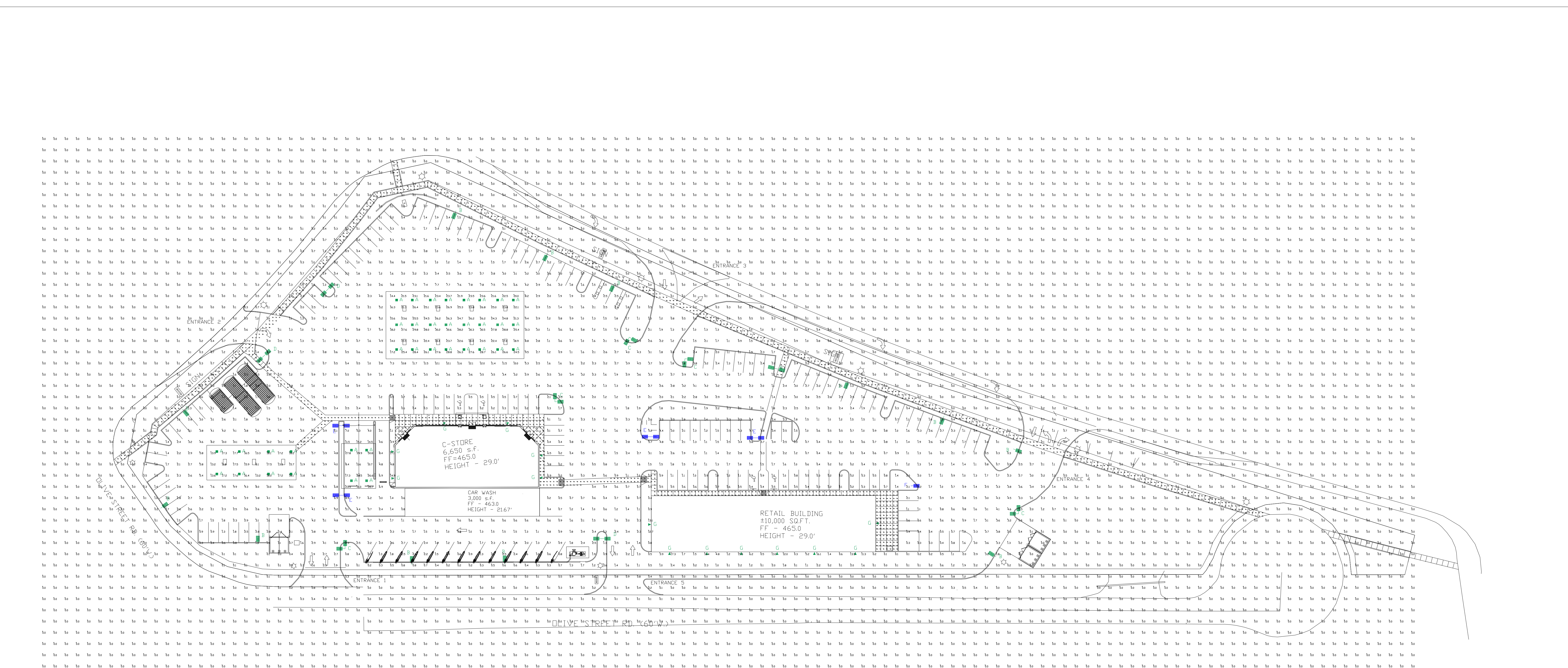
SITE DEVELOPMENT PLAN
18423 OLIVE STREET ROAD
SHEET 2 OF 3
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INSET



P:\320-000\325-768\CADD\DWG\REF\20250418 SDP\20250428 2ND AMENDED SDP.DWG



Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALC POINTS	Illuminance	Fc	1.00	50.8	0.0	N.A.	N.A.	2
EXTERIOR WALKWAY	Illuminance	Fc	0.49	2.6	0.0	N.A.	N.A.	2
INTERIOR WALKWAY	Illuminance	Fc	2.19	18.6	0.0	N.A.	N.A.	2
DIESEL CANOPY	Illuminance	Fc	15.69	18.2	8.1	1.94	2.25	
ENTRANCE 1	Illuminance	Fc	2.86	5.2	1.2	2.38	4.33	
ENTRANCE 2	Illuminance	Fc	1.46	2.5	0.3	4.87	8.33	
ENTRANCE 3	Illuminance	Fc	0.45	2.6	0.0	N.A.	N.A.	
ENTRANCE 4	Illuminance	Fc	1.83	3.6	0.3	6.10	12.00	
ENTRANCE 5	Illuminance	Fc	1.31	2.5	0.3	4.37	8.33	
GAS CANOPY	Illuminance	Fc	22.85	30.6	8.2	2.79	3.73	
PARKING AREA	Illuminance	Fc	2.20	17.3	0.0	N.A.	N.A.	
PAY CANOPY	Illuminance	Fc	25.65	50.8	8.4	3.05	6.05	



CRUS



SLM



XPWS3

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature notes does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "00" most closely matches the old Full Cutoff rating.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	36	A	SINGLE	CRUS-SC-VLW-50	10' PAY, 15' GAS, 18' DIESEL	1.000	9364	60	B3-U0-G1
	12	B	SINGLE	MRM-LED-07L-SIL-FT-50-70CRI-IL-SINGLE	18' POLE+2' BASE	1.000	4852	48	B0-U0-G2
	5	C	2 @ 90 DEGREES	MRM-LED-07L-SIL-FT-50-70CRI-IL-D90	18' POLE+2' BASE	1.000	9704	96	B0-U0-G2
	4	D	D180	MRM-LED-07L-SIL-FT-50-70CRI-IL-D180	18' POLE+2' BASE	1.000	9704	96	B0-U0-G2
	4	E	D180	MRM-LED-07L-SIL-FT-50-70CRI-D180	18' POLE+2' BASE	1.000	15124	96	B2-U0-G2
	1	F	SINGLE	MRM-LED-07L-SIL-SW-50-70CRI-SINGLE	18' POLE+2' BASE	1.000	7292	48	B3-U0-G1
	14	G	SINGLE	XPWS3-WV-LED-28-350-CW-UE	10'	1.000	3161	34	B2-U0-G0

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

Total Project Watts
Total Watts = 4508

3 of 3

10000 ALLIANCE RD. CINCINNATI, OH 45242 USA
(513) 793-3000 • FAX (513) 793-6083

LIGHTING PROPOSAL

LD-126601-11

ENERGY EXPRESS
CHESTERFIELD AIRPORT RD
CHESTERFIELD,MO

BY/WE

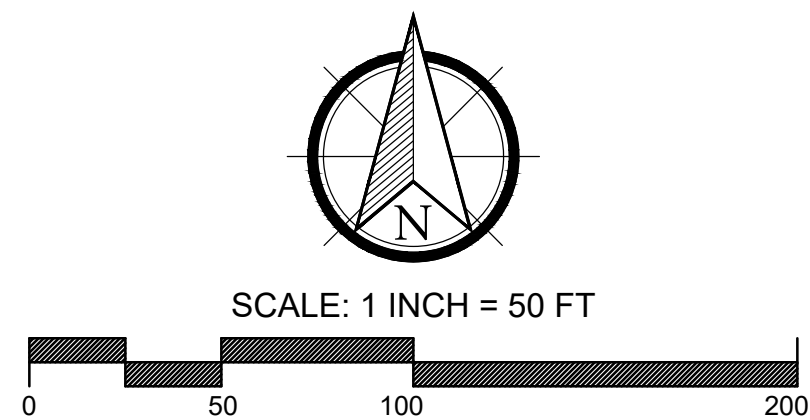
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REV/01-21-25

SHEET 1
OF 1

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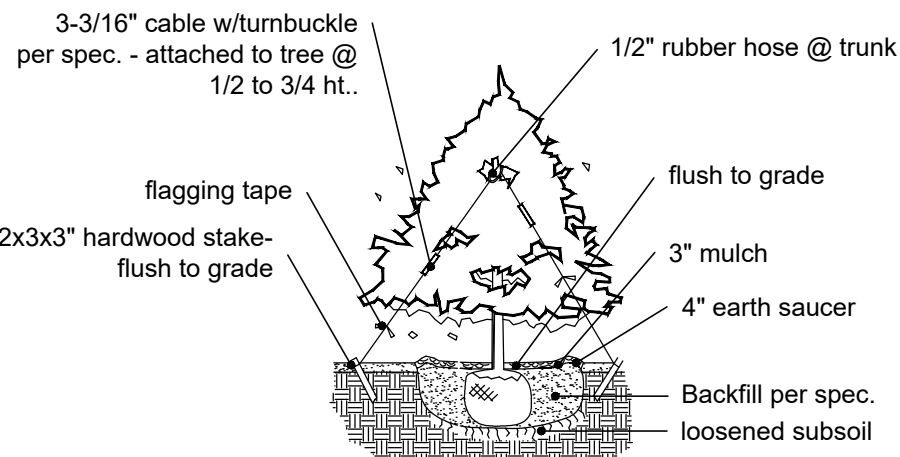
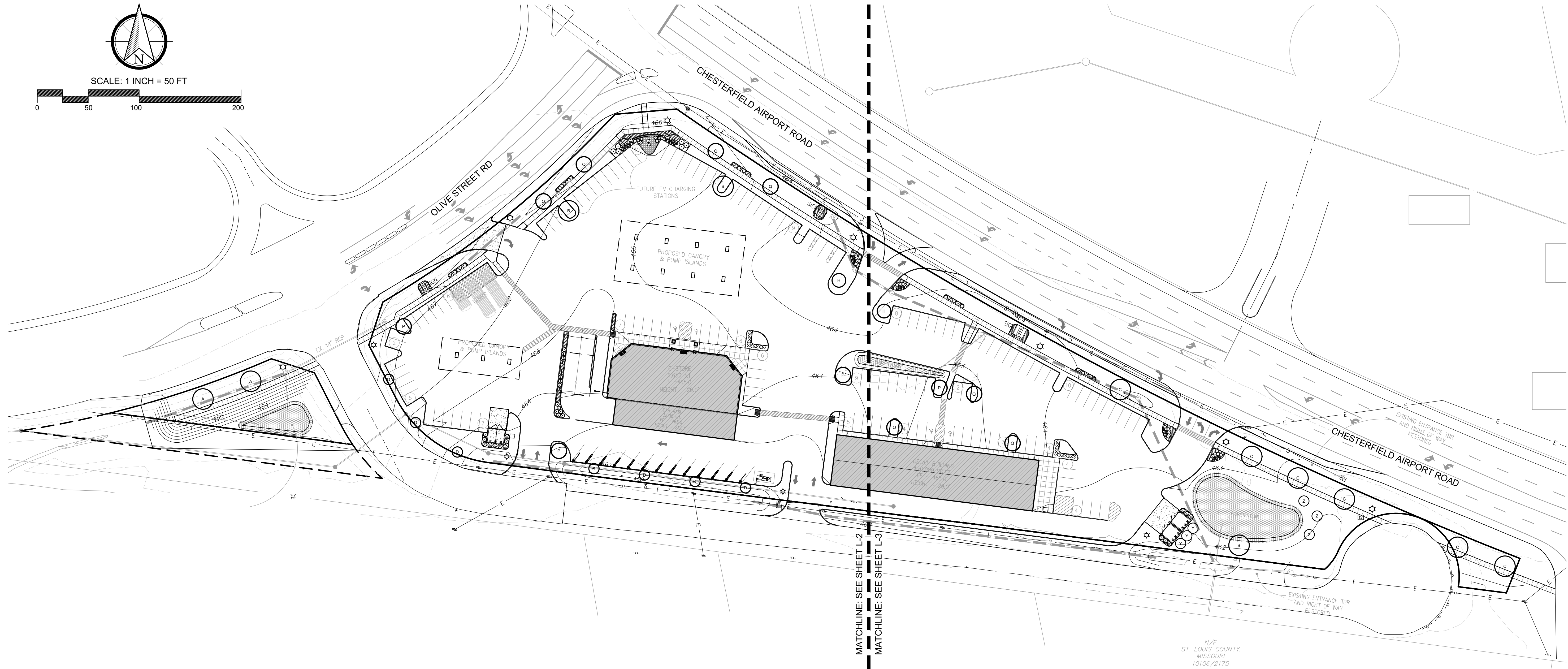


Jerald Saunders - Landscape Architect
MO License # LA-007

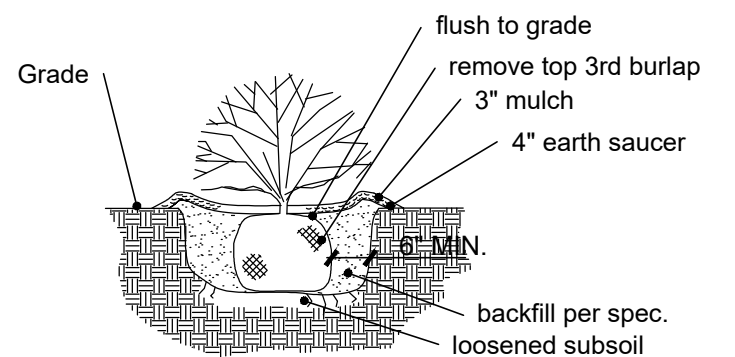
Consultants:

THE WEDGE

CHESTERFIELD, MISSOURI

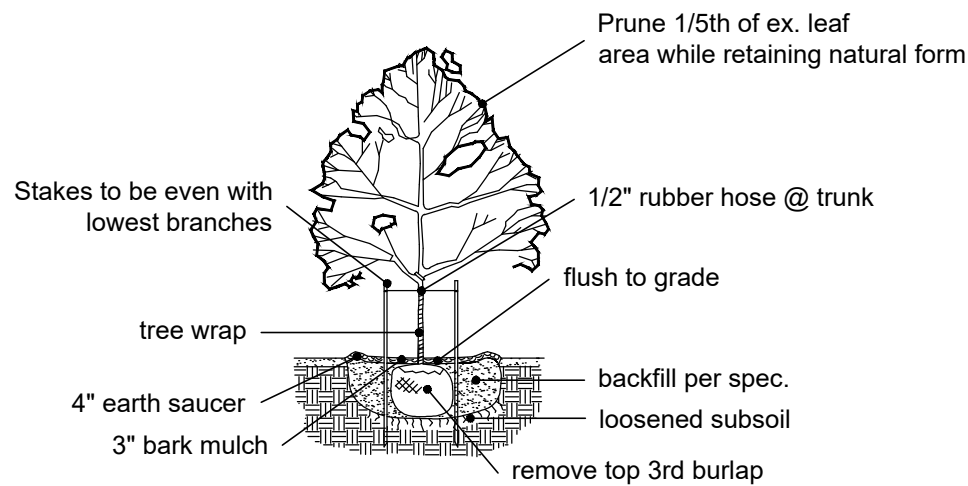


TYPICAL EVERGREEN PLANTING

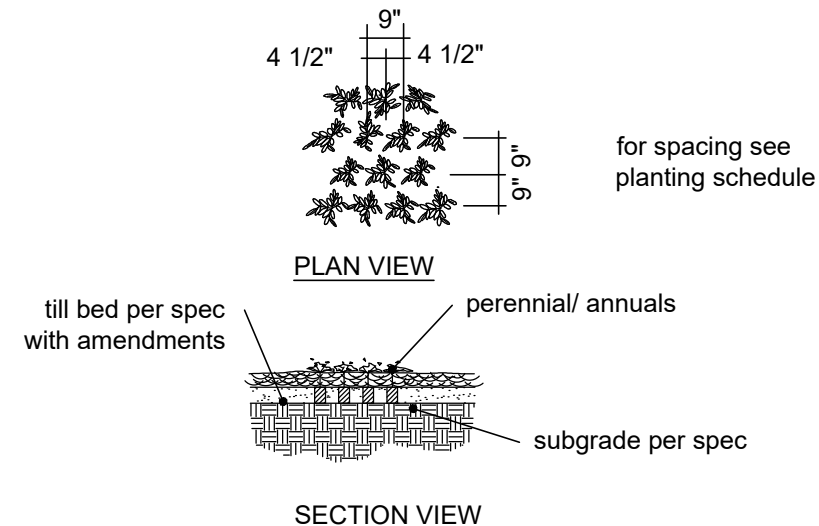


SCARIFY ROOT BALL OF ALL CONTAINER STOCK

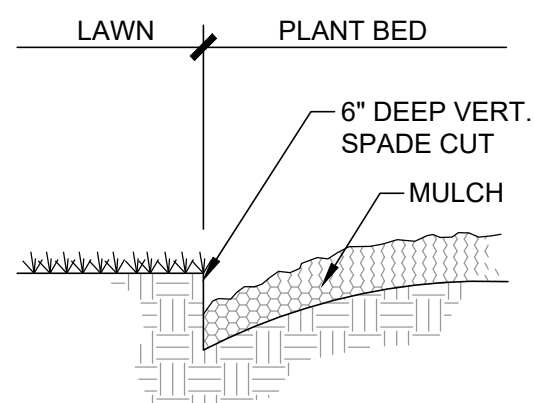
TYPICAL SHRUB PLANTING



CANOPY TREE PLANTING



TYPICAL PERENNIAL PLANTING



SPADE CUT BED EDGE

- LANDSCAPE NOTES:**
1. LAWN AREAS SHALL BE TURF-TYPE TALL FESCUE GRASS OR APPROVED EQUAL.
 2. TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
 3. SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
 4. MULCH TO BE 1.5" TRAP ROCK (EXCLUDES BIORETENTIONS).
 5. MULCH BEDS TO RECEIVE WOVEN GEOTEXTILE POLYPROPYLENE LANDSCAPE FABRIC WEED BARRIER BELOW ROCK MULCH.
 6. BED EDGES TO BE SPADE CUT. SEE DETAIL.
 7. ALL LANDSCAPED AREAS, INCLUDING ISLANDS, SHALL BE PROVIDED WITH MECHANICAL, IN-GROUND IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE DESIGN-BUILD DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT.

PLANTING SCHEDULE									
STREET-SPECIFIC CANOPY TREES									
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	MATURE HEIGHT	SIZE CLASS	GROWTH RATE	GROWTH RATE %
A	2	Gleditsia triacanthos var. inermis 'Skycole'	Skyline Thornless Honeylocust	2.5"cal	B&B	35-45'	Large	Fast	
B	3	Liliodendron tulipifera	Tulip Tree	2.5"cal	B&B	45'+	Large	Fast	
C	6	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	2.5"cal	B&B	40-50'	Large	Fast	
D	7	Quercus robur x bicolor 'Nadler' (columnar)	Kindred Spirit Oak	2.5"cal	B&B	45'+	Large	Medium	13.5%
CANOPY TREES									
H	2	Acer rubrum 'Armstrong' (columnar)	Armstrong Maple	2.5"cal	B&B	50-60'	Large	Fast	
UNDERSTORY TREES									
P	4	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2.5"cal	B&B	15-20'	Small	Medium	7.7%
Q	7	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	2.5"cal	B&B	20-25'	Small	Medium	13.5%
EVERGREEN TREES									
X	15	Juniperus virginiana 'Taylor'	Taylor Upright Juniper	6' ht	B&B	15-20'	Small	Medium	28.8%
Y	3	Picea glauca	White Spruce	6' ht	B&B	35-40'	Medium	Medium	5.8%
Z	3	Picea pungens	Colorado Blue Spruce	6' ht	B&B	35-40'	Medium	Medium	5.8%
SHRUBS									
a	6	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	Cont.				
b	35	Spiraea japonica 'Tracy'	Double Play Big Bang Spirea	15"	Cont.				
c	41	Buxus 'Green Velvet'	Green Velvet Boxwood	18"	Cont.				
d	6	Cornus sericea 'Farrow'	Arctic Fire Redtwig Dogwood	18"	Cont.				
e	12	Juniperus x pfitzeriana 'Kallay's Compact'	Kallay's Compact Pfitzer Juniper	18"	Cont.				
ORNAMENTAL GRASSES									
oga	38	Panicum virgatum 'Cheyenne Sky'	Cheyenne Sky Switchgrass	3 gal	Cont.				
ogb	11	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	3 gal	Cont.				
PERENNIALS									
aa	33	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 gal	24" o.c.				
bb	20	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Goldsturm Black-eyed Susan	1 gal	24" o.c.				
cc	12	Salvia x sylvestris 'Mainacht'	May Night Salvia	1 gal	24" o.c.				
dd	126	Liriope muscari 'Variegata'	Variegated Liriope	1 qt	18" o.c.				
ee	84	Chrysanthemum x superbum 'Snowcap'	Snowcap Shasta Daisy	1 qt	18" o.c.				

- GENERAL NOTES & CALCULATIONS (PER CITY OF CHESTERFIELD LANDSCAPE REQUIREMENTS):**
1. STREET TREES SHALL BE LOCATED WITHIN A STREET RIGHT-OF-WAY UNLESS SO APPROVED BY VARIANCE.
 2. STREET TREES SHALL NOT BE PLANTED CLOSER THAN THREE (3) FEET TO ANY CURB.
 3. STREET TREES SHALL NOT BE PLACED WITHIN TWENTY-FIVE (25) FEET OF STREET LIGHTS, STREET SIGNS, AND INTERSECTIONS.
 4. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET OF STREET INLETS OR MANHOLES.
 5. A MINIMUM OF THIRTY PERCENT (30%) OF THE TREES MUST BE OF A SPECIES WITH A SLOW OR MEDIUM GROWTH RATE.
39 PROPOSED TREES WITH SLOW/MEDIUM GROWTH RATE
52 TOTAL PROPOSED TREES
75% SLOW/MEDIUM GROWTH RATE
 6. ALL LANDSCAPED AREAS, INCLUDING ISLANDS, SHALL BE PROVIDED WITH MECHANICAL, IN-GROUND IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE DESIGN-BUILD DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT.

PREPARED FOR:
STEVE MADRAS
ENERGY MARKETING
2130 KIENLEN AVE.
ST. LOUIS MO 63121
(314) 383-3700

Revisions:

Date	Description	No.
9/22/15	Plan Revision	
2/10/16	Plan Revision	
4/15/16	City Comments	
4/26/16	Plan Changes	
8/24/16	Plan Changes	
12/6/16	City Comments	
9/19/18	Plan Changes	
2/14/25	City Comments	
4/21/25	City Comments	
5/6/25	City Comments	
6/2/25	City Comments	

Drawn: LWVH
Checked: JAS

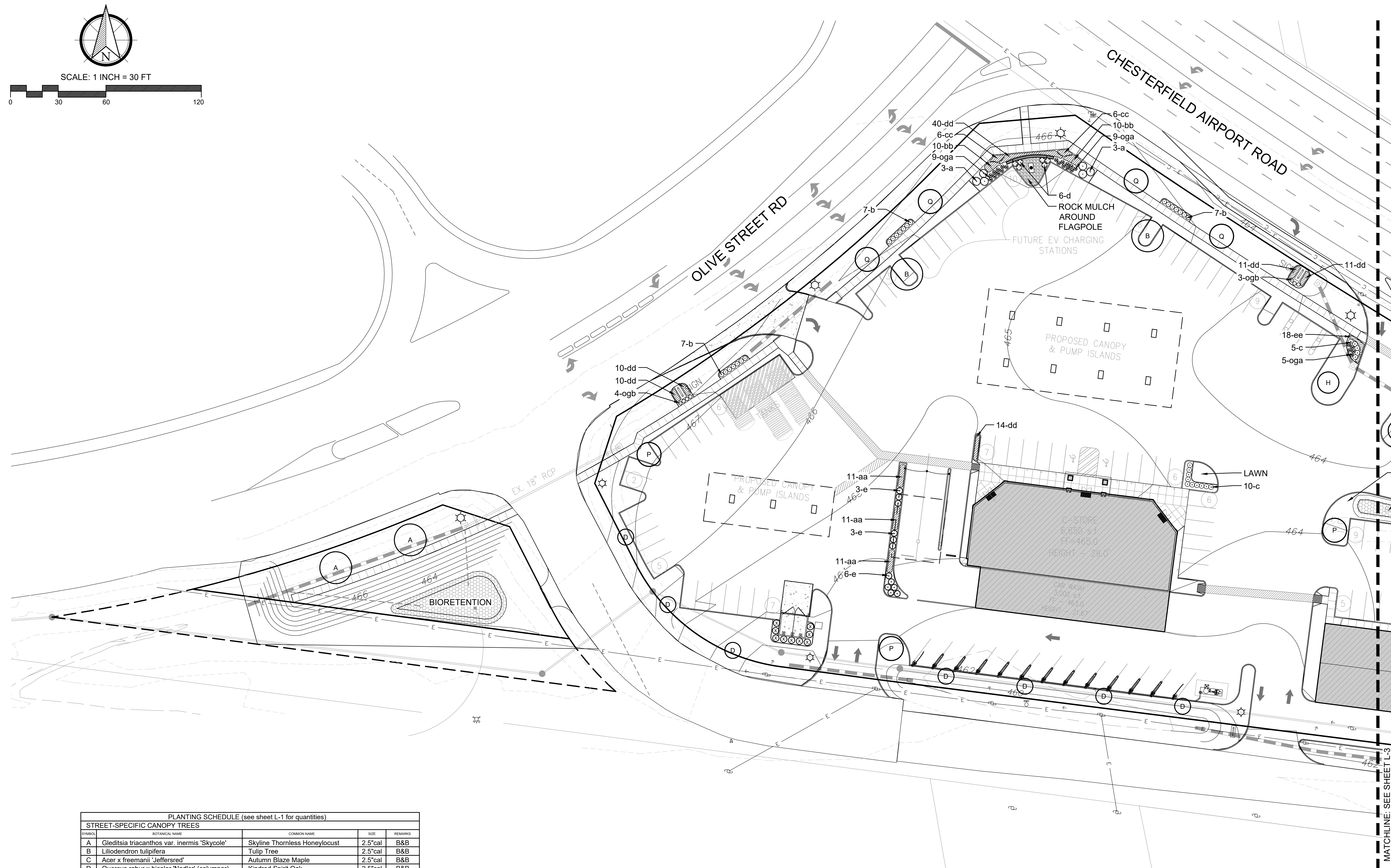


Sheet Title: OVERALL LANDSCAPE PLAN

Sheet No: L-1

Date: 04/15/16
Job #: 957.001

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #0000191



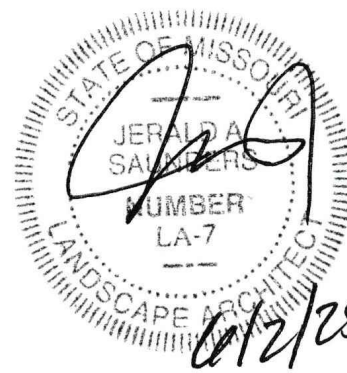
Consultants:

THE WEDGE
CHESTERFIELD, MISSOURI

Drawn:	LWH
Checked:	JAS

Loomis Associates Inc.
Missouri State Certificate of Authority #: 1 AC: #0000019

Page 118 of 156



Consultants:

Revisions:

Date	Description	No.
9/22/15	Plan Revision	
2/10/16	Plan Revision	
4/15/16	City Comments	
4/26/16	Plan Changes	
8/24/16	Plan Changes	
2/26/16	City Comments	
9/19/18	Plan Changes	
2/14/25	Plan Changes	
4/21/25	City Comments	
6/6/25	City Comments	
8/2/25	City Comments	

Drawn:	LWH
Checked:	JAS

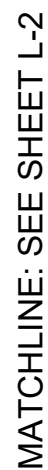


Loomis Associates Inc.

Sheet Title:	LANDSCAPE PLAN - EAST
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Sheet No:	L-3
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Date:	04/15/16
Job #:	957.001





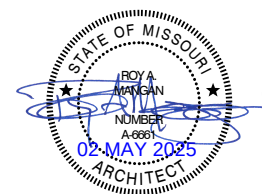
LEGEND

- EX1** Standing Seam Metal Roof Panel (Color: Black).
- EX2** Facebrick Veneer (Color: Haverford). 3 5/8"W x 2 1/4"H x 7 5/8"L.
- EX3** Adhered Stone - Mountain Ledge Panels (Color: Pioneer).
- EX4** Exterior Insulation Finish System (Color: Almond).
- EX5** Exterior Insulation Finish System (Color: Birch).
- EX6** Adhered Stone - Snapped Edge Wainscot Sill & Base, Ashlar Cut Heads & Keystone (Color: Buckskin).
- EX7** Aluminum Storefront with 1" insulated glazing. (Color: Black Anodized Aluminum).
- EX8** Metal Awning. (Color: Matte Black).
- EX9** Exterior/Commercial Grade Paint. Paint color to match EX4.
- EX10** Split-Faced Concrete Masonry Units (Color: Light Tan).
- EX11** Outdoor Wall Mount Lighting -
- EX12** 1" Insulated tinted windows (Color: Grey)
- EX13** Fuel Canopies Manufactured by Arning Companies, Inc.
- EX14** Cast Stone. (Color - Light Tan)
- EX15** Metal Coping (Color - Match adjacent finish color)
- EX16** Plastic RTU Screen (Color - Light Tan)



SCALE

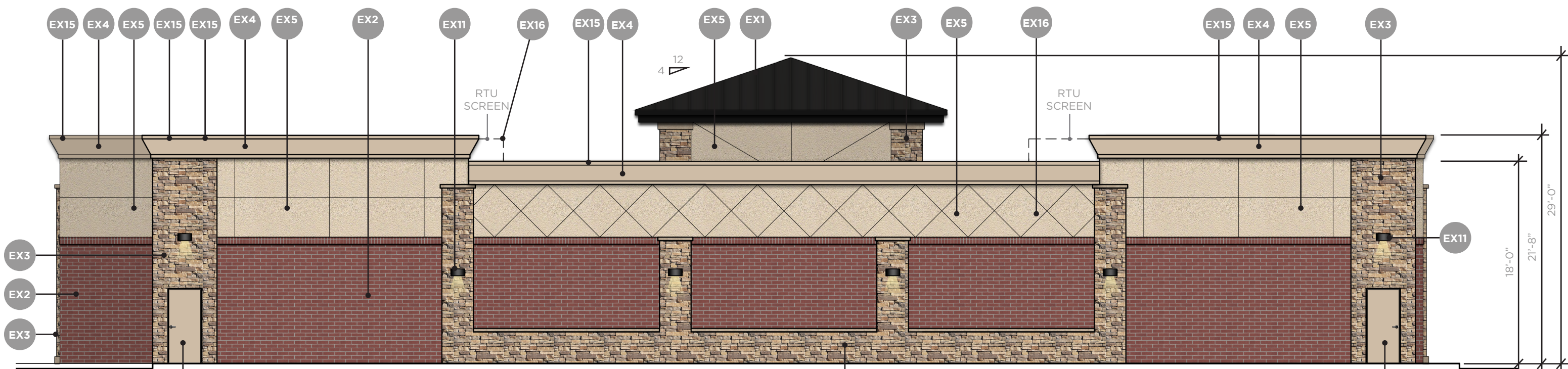
0' 2' 4' 8'



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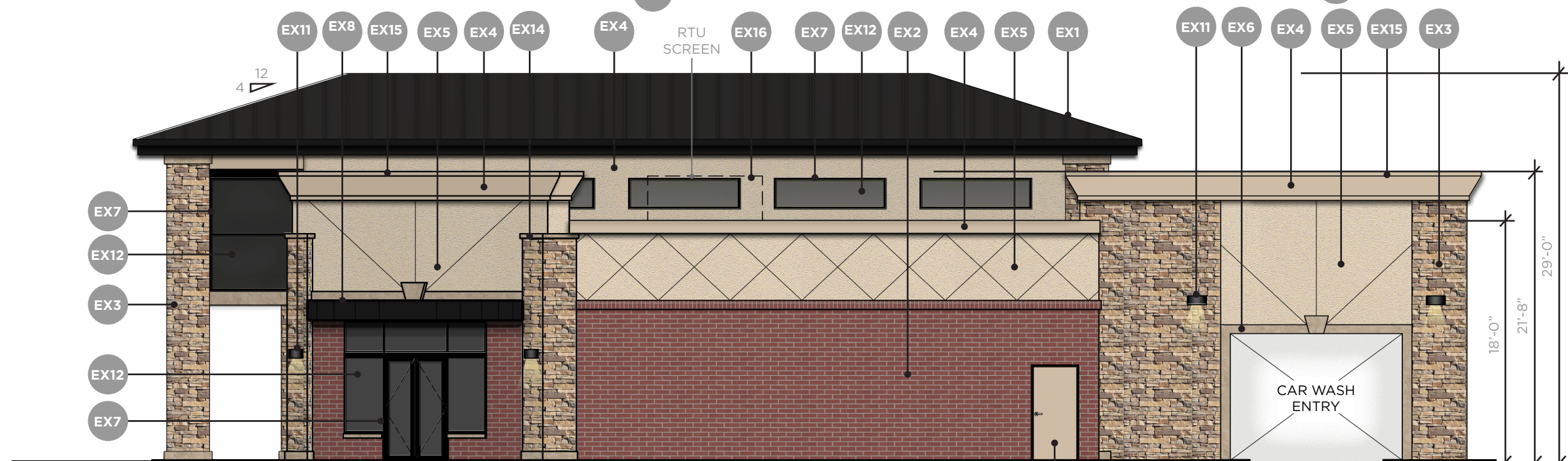




C-STORE/CARWASH REAR ELEVATION

LEGEND

- EX1** Standing Seam Metal Roof Panel (Color: Black).
- EX2** Facebrick Veneer (Color: Haverford). 3 5/8"W x 2 1/4"H x 7 5/8"L.
- EX3** Adhered Stone - Mountain Ledge Panels (Color: Pioneer).
- EX4** Exterior Insulation Finish System (Color: Almond).
- EX5** Exterior Insulation Finish System (Color: Birch).
- EX6** Adhered Stone - Snapped Edge Wainscot Sill & Base, Ashlar Cut Heads & Keystone (Color: Buckskin).
- EX7** Aluminum Storefront with 1" insulated glazing. (Color: Black Anodized Aluminum).
- EX8** Metal Awning. (Color: Matte Black).
- EX9** Exterior/Commercial Grade Paint. Paint color to match EX4.
- EX10** Split-Faced Concrete Masonry Units (Color: Light Tan).
- EX11** Outdoor Wall Mount Lighting
- EX12** 1" Insulated tinted windows (Color: Grey)
- EX13** Fuel Canopies Manufactured by Arning Companies, Inc.
- EX14** Cast Stone. (Color - Light Tan)
- EX15** Metal Coping (Color - Match adjacent finish color)
- EX16** Plastic RTU Screen (Color - Light Tan)

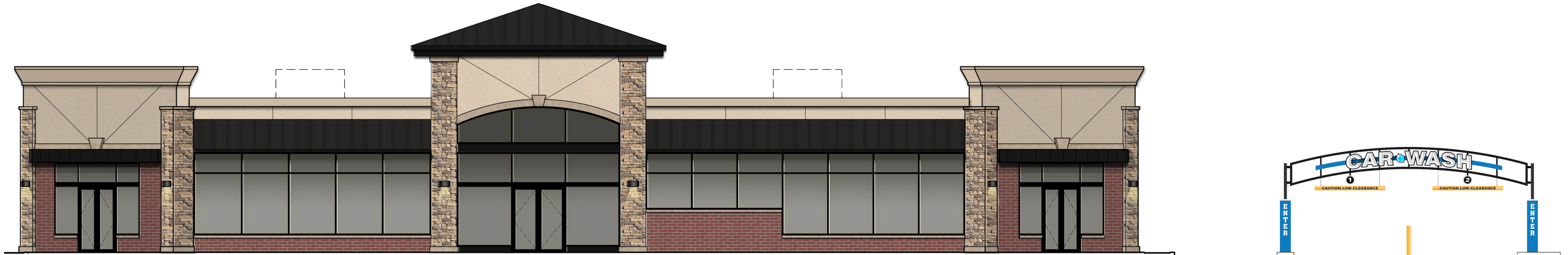


C-STORE/CARWASH RIGHT ELEVATION



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C-STORE/CARWASH FRONT ELEVATION WITH SIGNAGE ELEMENT

-SEE PREVIOUS SHEET FOR BALANCE OF MATERIAL INFORMATION

LEGEND

- EX1 Standing Seam Metal Roof Panel (Color: Black).
- EX2 Facebrick Veneer (Color: Haverford). 3 5/8"W x 2 1/4"H x 7 5/8"L.
- EX3 Adhered Stone - Mountain Ledge Panels (Color: Pioneer).
- EX4 Exterior Insulation Finish System (Color: Almond).
- EX5 Exterior Insulation Finish System (Color: Birch).
- EX6 Adhered Stone - Snapped Edge Wainscot Sill & Base, Ashlar Cut Heads & Keystone (Color: Buckskin).
- EX7 Aluminum Storefront with 1" insulated glazing. (Color: Black Anodized Aluminum).
- EX8 Metal Awning. (Color: Matte Black).
- EX9 Exterior/Commercial Grade Paint. Paint color to match EX4.
- EX10 Split-Faced Concrete Masonry Units (Color: Light Tan).
- EX11 Outdoor Wall Mount Lighting
- EX12 1" Insulated tinted windows (Color: Grey)
- EX13 Fuel Canopies Manufactured by Arning Companies, Inc.
- EX14 Cast Stone. (Color - Light Tan)
- EX15 Metal Coping (Color - Match adjacent finish color)
- EX16 Plastic RTU Screen (Color - Light Tan)

EXTERIOR ELEVATIONS

BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™

CAR WASH ENTRY STRUCTURE
3.3" AND 2" X 2" STEEL TUBE ARCHWAY TRUSS CONSTRUCTION WITH 4" X 4" STEEL TUBE UPRIGHT SUPPORTS PER SEALED ENGINEER'S DRAWING. STRUCTURE PAINTED BLACK. COORDINATE EXACT PLACEMENT ON SITE. * ALUM. POLE COVERS (SEE NOTES).

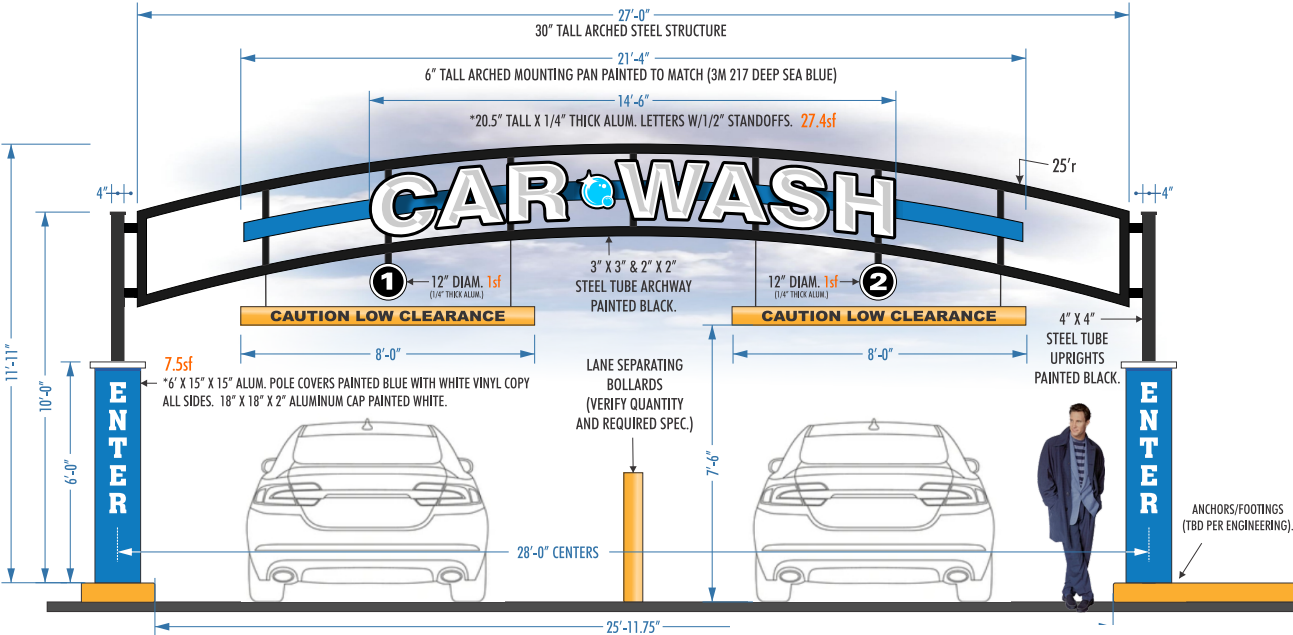
ALUMINUM CUT OUT LETTERS
*20.5" TALL 1/4" THICK LETTERS ALUMINUM CUT OUTS PAINTED BLACK (BOTH SIDES). FACES TO BE DECORATED WITH 3M PREMIUM VINYL (WHITE, MEDIUM GRAY & PEACOCK BLUE). ALL UNITS MOUNTED TO ARCHED MOUNTING PAN WITH 1/2" STANDOFFS.

8'-0"

6"

CAUTION LOW CLEARANCE

CAR WASH ENTRANCE - LOW CLEARANCE BARS: 3/4" = 1'-0"
6" DIAMETER PVC PAINTED CAUTION YELLOW WITH BLACK VINYL COPY. SUSPEND BY STEEL CABLES USING NON-CORROSIVE HARDWARE AS REQUIRED.



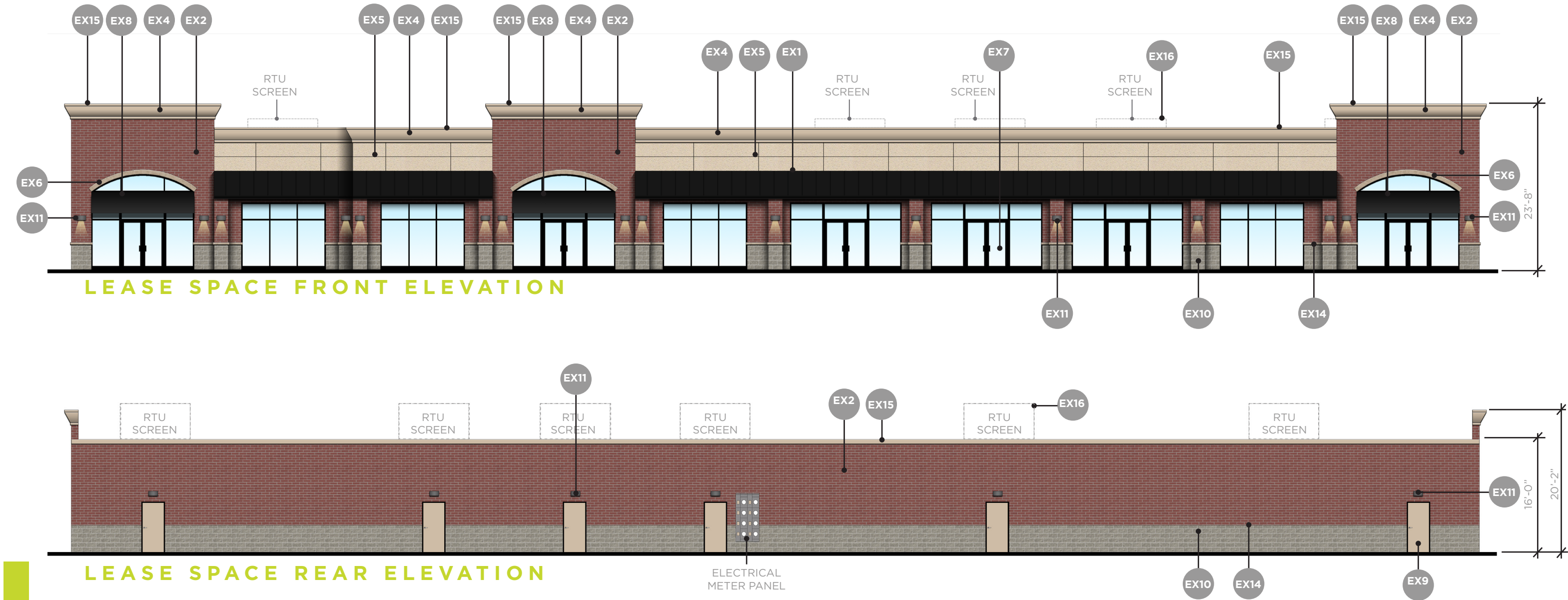
CAR WASH ENTRANCE - LOW CLEARANCE BARS: 3/8" = 1'-0" 44.4

DRIVE-THRU CAR WASH SIGNAGE ELEMENT [N.T.S.]



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LEGEND

- | | | | | | |
|------------|---|-------------|--|-------------|--|
| EX1 | Standing Seam Metal Roof Panel (Color: Black). | EX7 | Aluminum Storefront with 1" insulated glazing. (Color: Black Anodized Aluminum). | EX13 | Fuel Canopies Manufactured by Arning Companies, Inc. |
| EX2 | Facebrick Veneer (Color: Haverford). 3 5/8"W x 2 1/4"H x 7 5/8"L. | EX8 | Metal Awning. (Color: Matte Black). | EX14 | Cast Stone. (Color - Light Tan) |
| EX3 | Adhered Stone - Mountain Ledge Panels (Color: Pioneer). | EX9 | Exterior/Commercial Grade Paint. Paint color to match EX4. | EX15 | Metal Coping (Color - Match adjacent finish color) |
| EX4 | Exterior Insulation Finish System (Color: Almond). | EX10 | Split-Faced Concrete Masonry Units (Color: Light Tan). | EX16 | Plastic RTU Screen (Color - Light Tan) |
| EX5 | Exterior Insulation Finish System (Color: Birch). | EX11 | Outdoor Wall Mount Lighting | | |
| EX6 | Adhered Stone - Snapped Edge Wainscot Sill & Base, Ashlar Cut Heads & Keystone (Color: Buckskin). | EX12 | 1" Insulated tinted windows (Color: Grey) | | |



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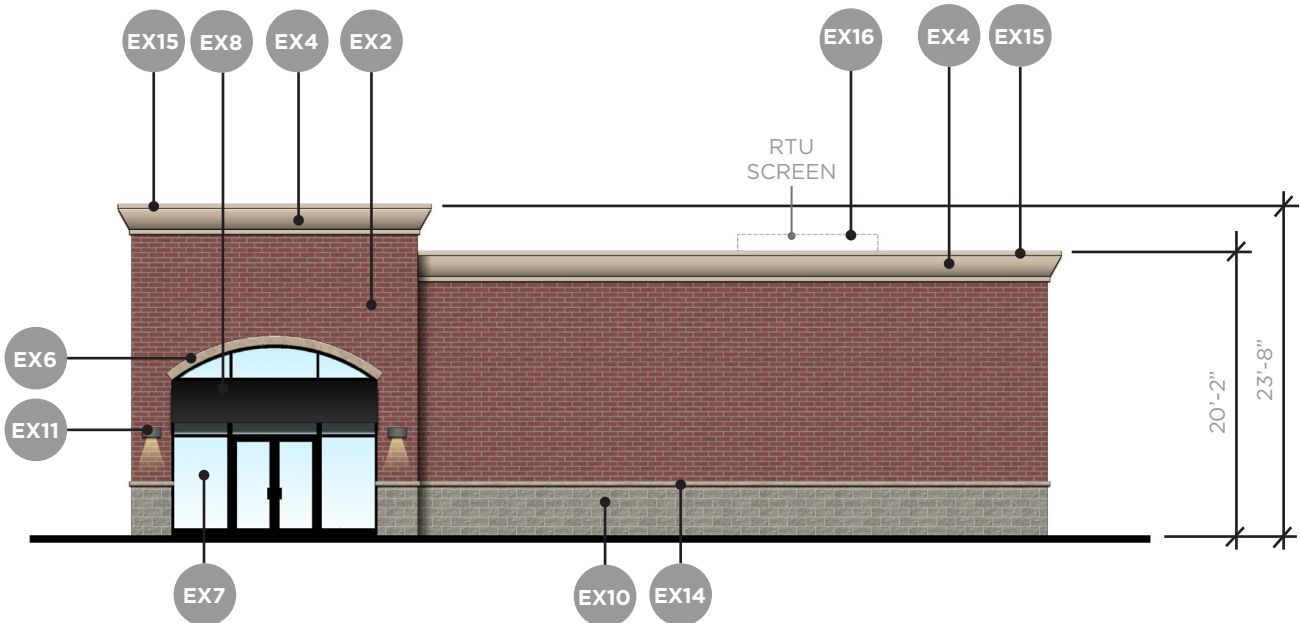


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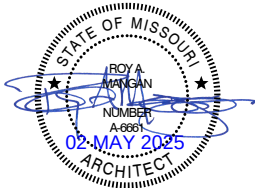
- EX1** Standing Seam Metal Roof Panel (Color: Black).
- EX2** Facebrick Veneer (Color: Haverford).
3 5/8"W x 2 1/4"H x 7 5/8"L.
- EX3** Adhered Stone - Mountain Ledge Panels (Color: Pioneer).
- EX4** Exterior Insulation Finish System (Color: Almond).
- EX5** Exterior Insulation Finish System (Color: Birch).
- EX6** Adhered Stone - Snapped Edge Wainscot Sill & Base, Ashlar
Cut Heads & Keystone (Color: Buckskin).

- EX7** Aluminum Storefront with 1" insulated glazing.
(Color: Black Anodized Aluminum).
- EX8** Metal Awning. (Color: Matte Black).
- EX9** Exterior/Commercial Grade Paint. Paint color to match EX4.
- EX10** Split-Faced Concrete Masonry Units (Color: Light Tan).
- EX11** Outdoor Wall Mount Lighting
- EX12** 1" Insulated tinted windows (Color: Grey)

- EX13** Fuel Canopies Manufactured by Arning Companies, Inc.
- EX14** Cast Stone. (Color - Light Tan)
- EX15** Metal Coping
(Color - Match adjacent finish color)
- EX16** Plastic RTU Screen (Color - Light Tan)

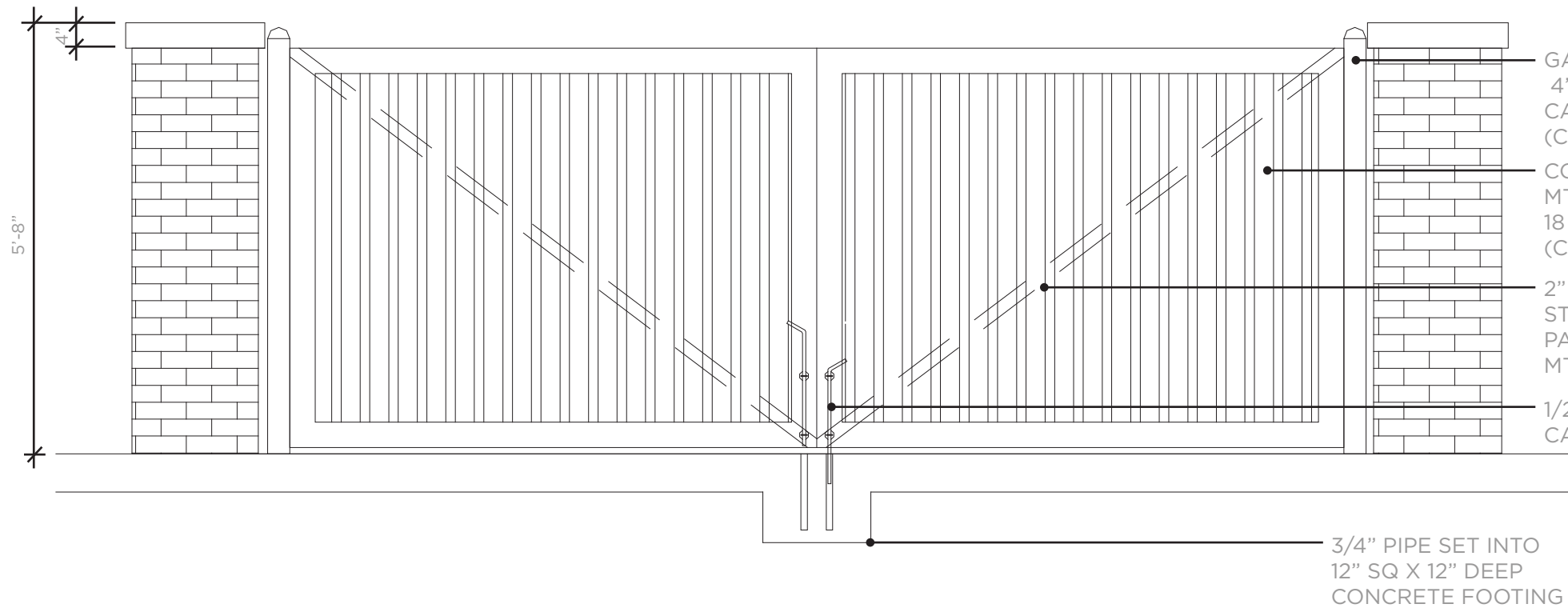


LEASE SPACE RIGHT ELEVATION
LEASE SPACE LEFT ELEVATION OPP HAND

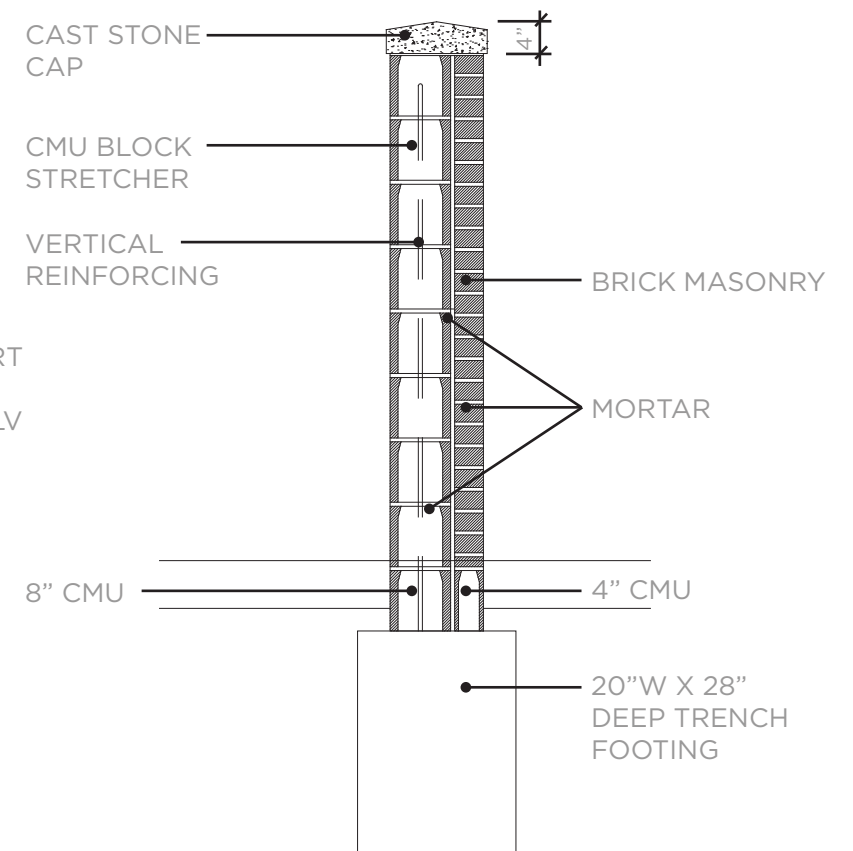


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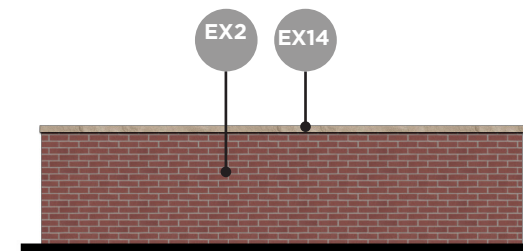
DUMPSTER GATE - DETAIL



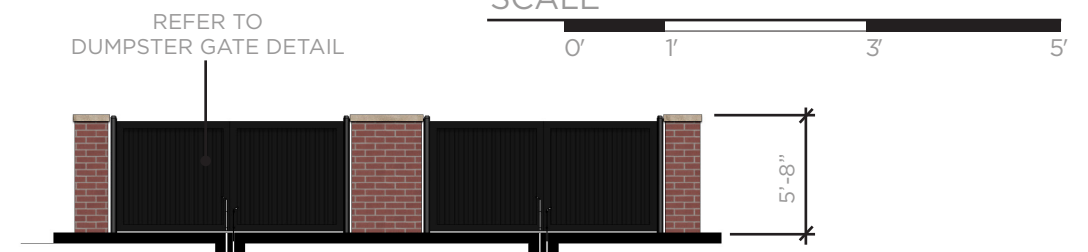
DUMPSTER WALL - DETAIL 11 3/4" THICK

LEGEND

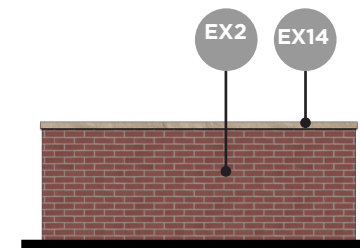
- | | | | |
|------------|---|-------------|---|
| EX1 | Architectural Shingle (Color: Black). | EX9 | Exterior/Commercial Grade Paint.
Paint color to match EX4. |
| EX2 | Facebrick Veneer (Color: Haverford).
3 5/8"W x 2 1/4"H x 7 5/8"L. | EX10 | Split-Faced Concrete Masonry Units
(Color: Light Tan). |
| EX3 | Adhered Stone - Mountain Ledge Panels
(Color: Pioneer). | EX11 | Outdoor Wall Mount Lighting - |
| EX4 | Exterior Insulation Finish System
(Color: Almond). | EX12 | 1" Insulated tinted windows (Color: Grey) |
| EX5 | Exterior Insulation Finish System
(Color: Birch). | EX13 | Fuel Canopies Manufactured by Arning
Companies, Inc. |
| EX6 | Adhered Stone - Snapped Edge Wainscot Sill
& Base, Ashlar Cut Heads & Keystone (Color:
Buckskin). | EX14 | Cast Stone Cap. (Color - Light Tan) |
| EX7 | Aluminum Storefront with 1" insulated
glazing.
(Color: Black Anodized Aluminum). | EX15 | Metal Coping.
(Color - Match adjacent finsh color) |
| EX8 | Metal Awning. (Color: Matte Black). | EX16 | Plastic RTU Screen (Color - Light Tan) |



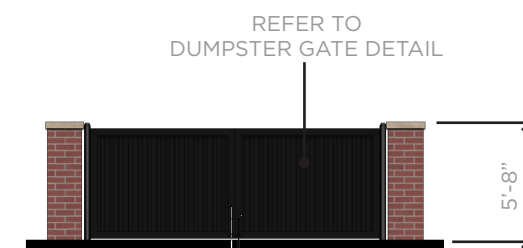
DUMPSTER - SIDE 30X15



DUMPSTER - FRONT 30X15

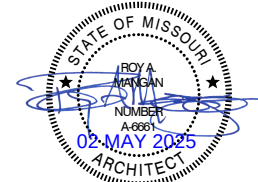


DUMPSTER - SIDE 18X15



DUMPSTER - FRONT 18X15

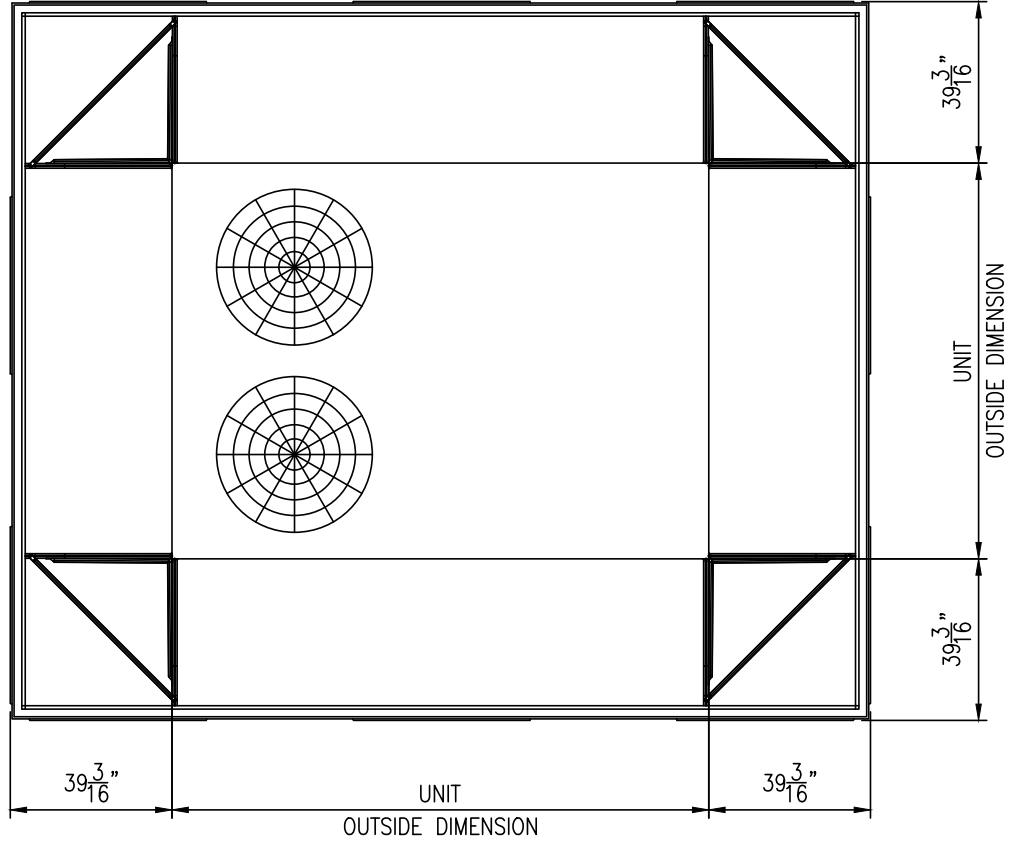
DUMPSTER ENCLOSURE



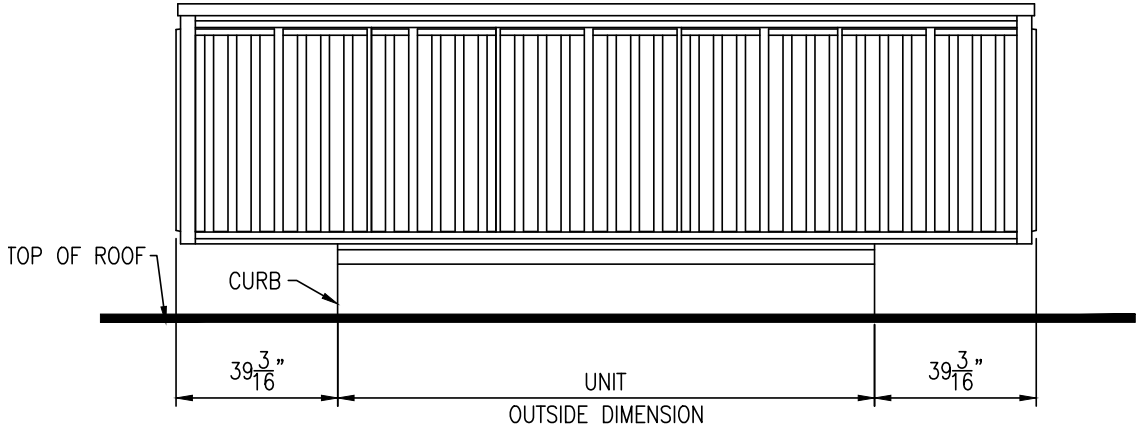
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52" VERTICAL STYLE ENVISOR
FOOTPRINT

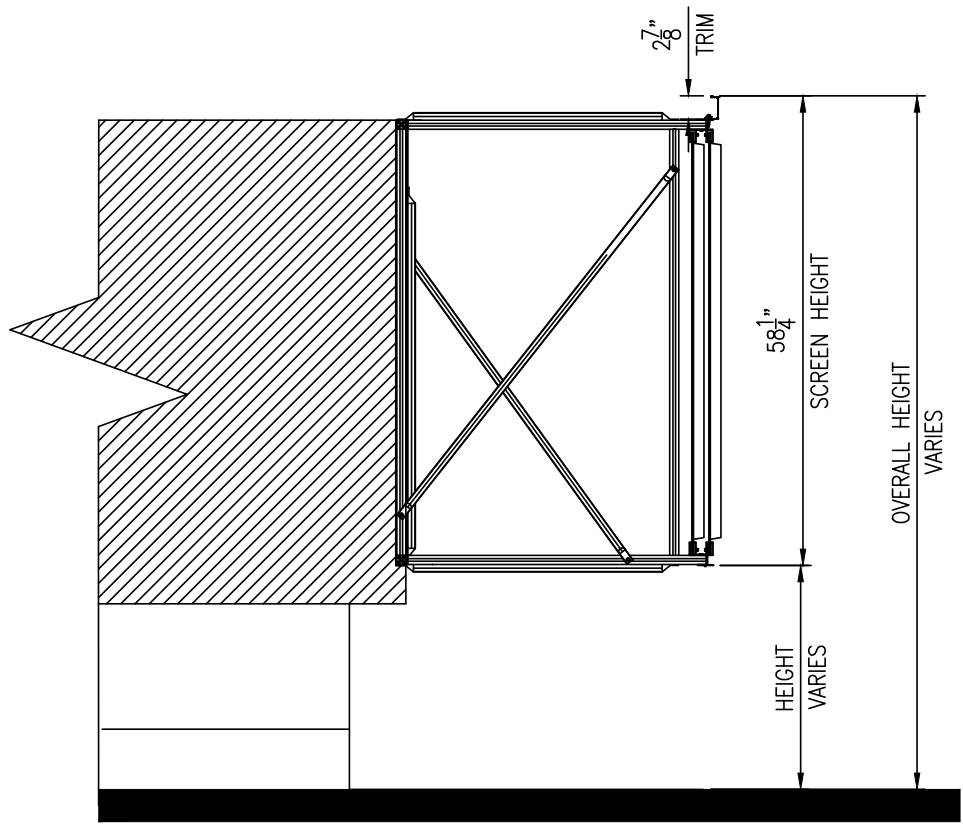


52" VERTICAL STYLE ENVISOR
ELEVATION



RTU SCREEN DETAILS

52" VERTICAL STYLE ENVISOR
SECTION



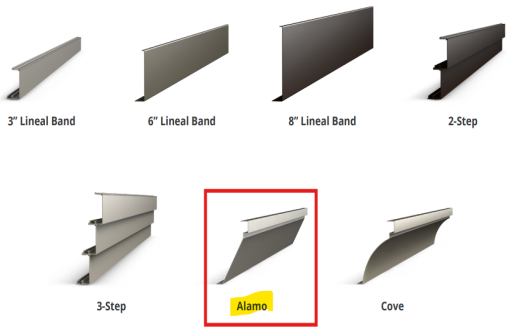
NOTE: The Screen System shown corresponds to a typical construction of the Envisor 52 Vertical Style using Wide Rib Panels. This drawing is intended to illustrate general dimensions of the Envisor System when installed on an average Roof Top Unit. Dimensions and specifications of the system can vary depending on the RTU's location to each other and performance characteristics.

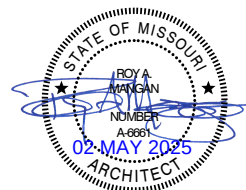


Horizontal Rib

TRIM STYLE OPTIONS

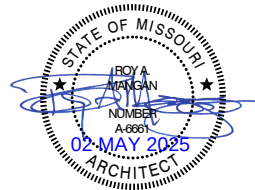
Enhance your Roof Screen with our durable trim options. Meticulously crafted from .063" wall - 6063 T5 extruded aluminum shapes, these trims feature a 4000 series powder coat finish for long-lasting rust resistance. Elevate your space with trim that combines both style and endurance.





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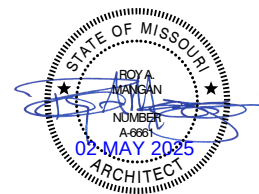


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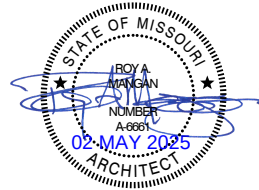


PARAGON
SOLUTIONS



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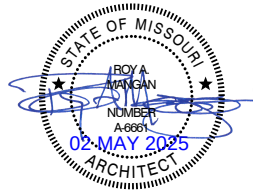
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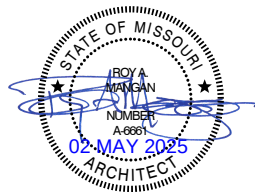
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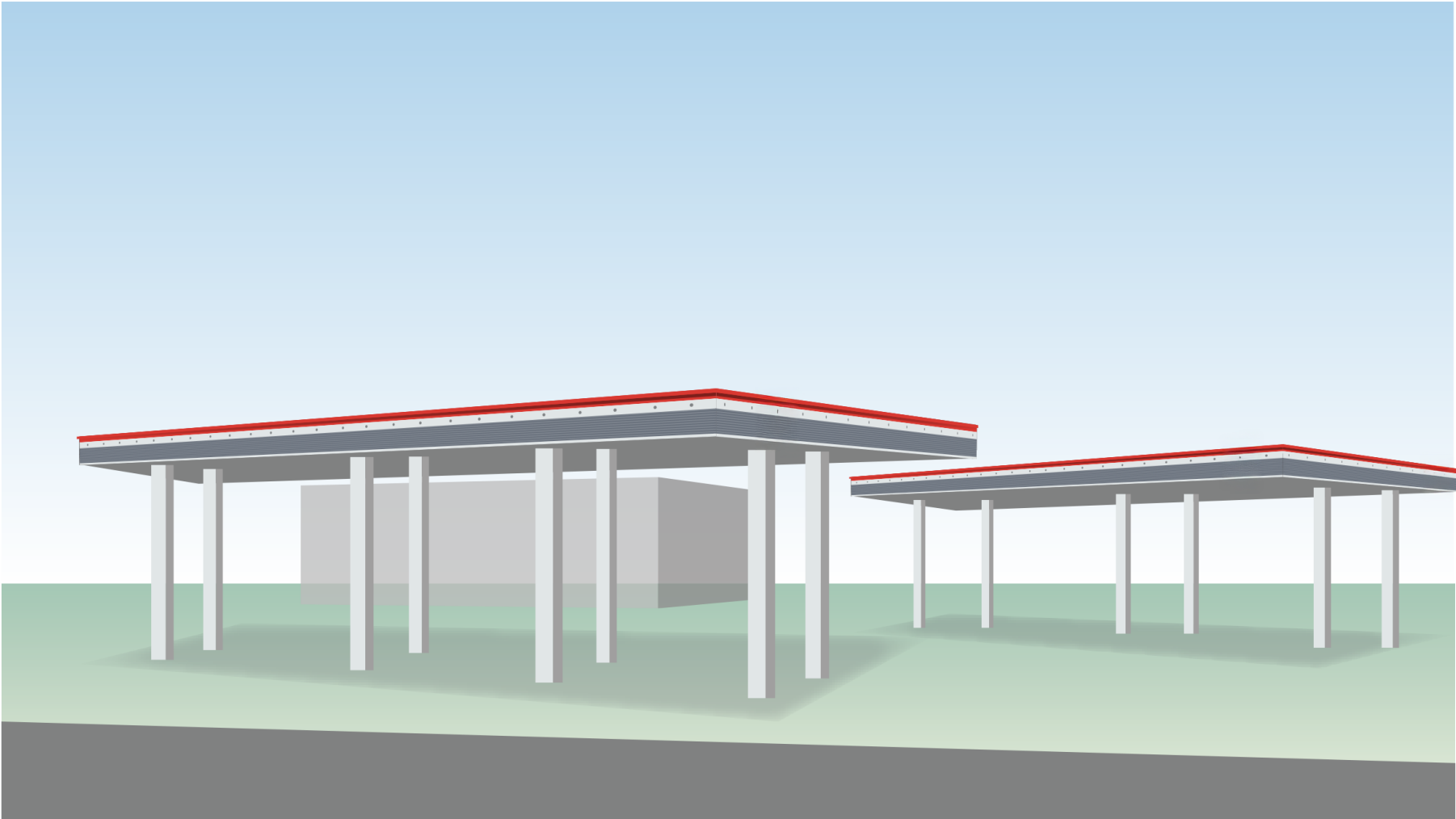


PROJECT LOCATION:

18423 OLD OLIVE ST,
CHESTERFIELD, MO 63017

PROJECT OVERVIEW:

- A Site Map
- B Canopy Visuals
- C Dispenser Visuals
- D Main ID Visuals



CONCEPTUAL SITE VISUAL

approval signature
*I have reviewed the visuals within this document and
I approve the designs and scope of work listed within.*

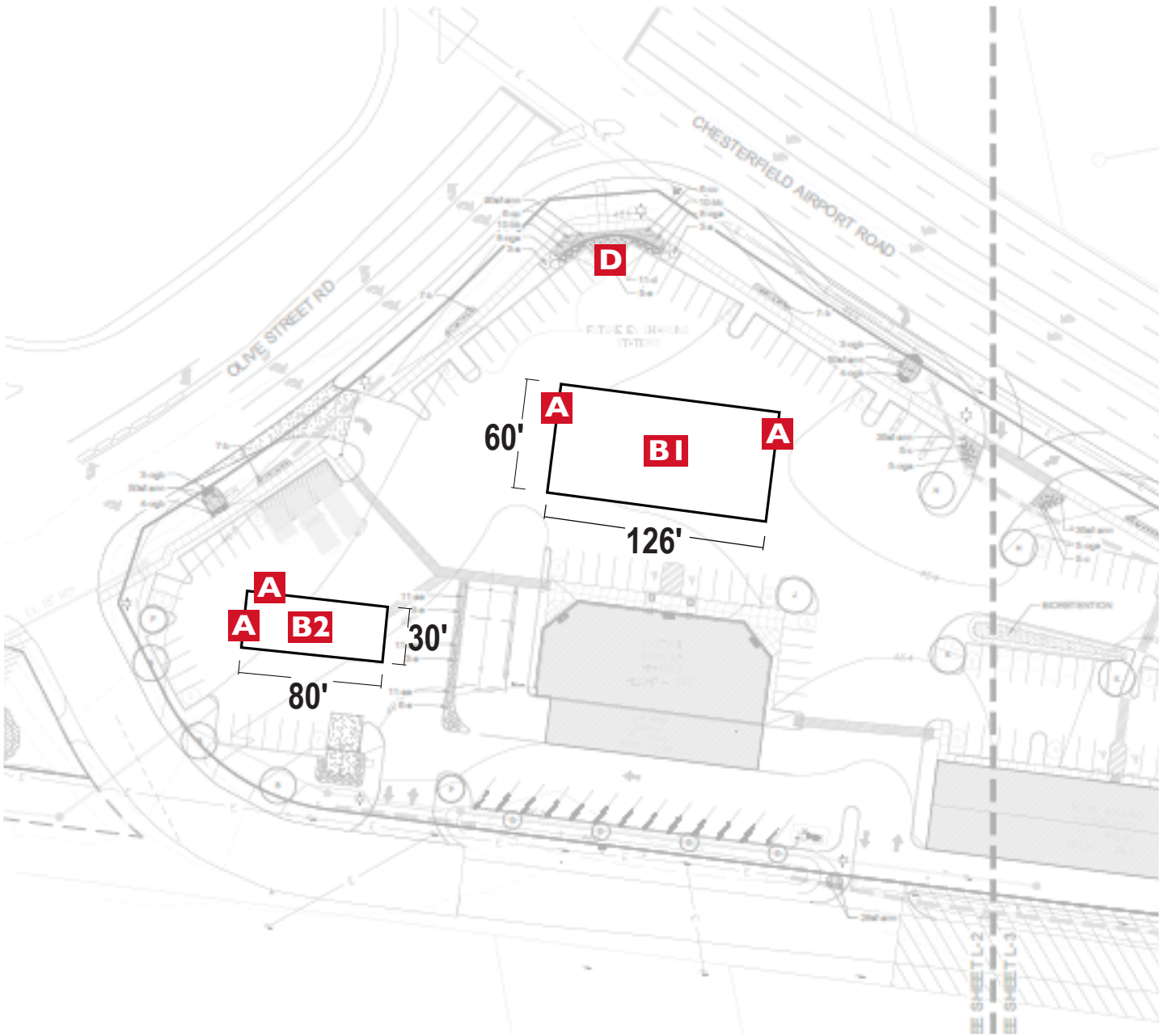
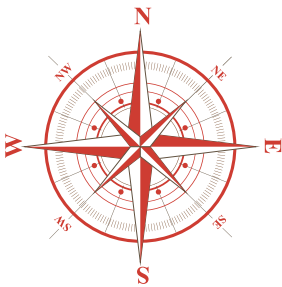
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PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen
Revision #	Date	Scale	Page #
R4	03_21_2025	NA	1 OF 9

Brand Book
BIG RED ROOSTER FLOW
2 Northfield Plaza, Ste 211
Northfield, IL 60093
P: (847) 441-1818 F: (847) 592-9564

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SITE PLAN

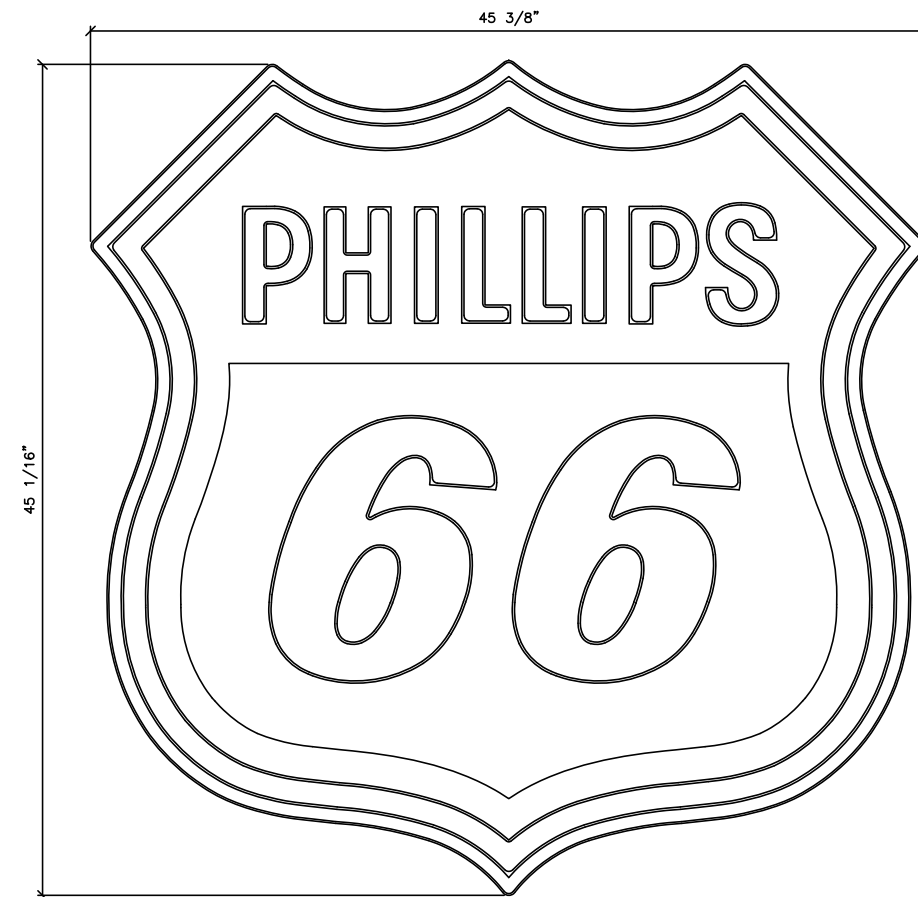
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- B** Canopy Image
- D** Main ID



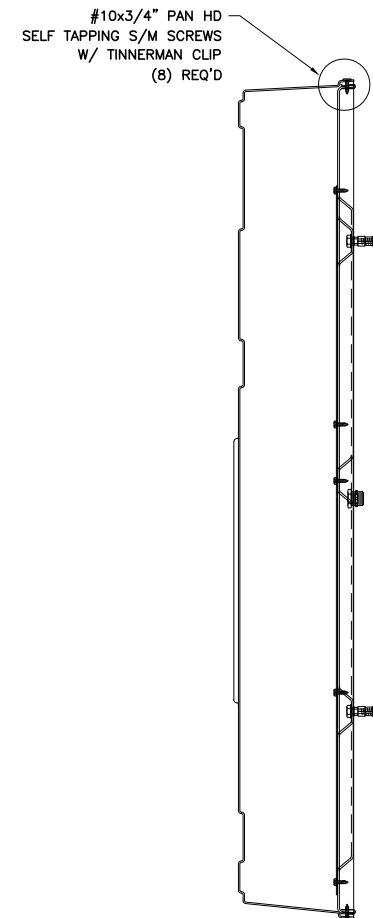
Project Name	SHIP TO #	Customer	Created by
PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen
Revision #	Date	Scale	Page #
R4	03_21_2025	NA	2 OF 9

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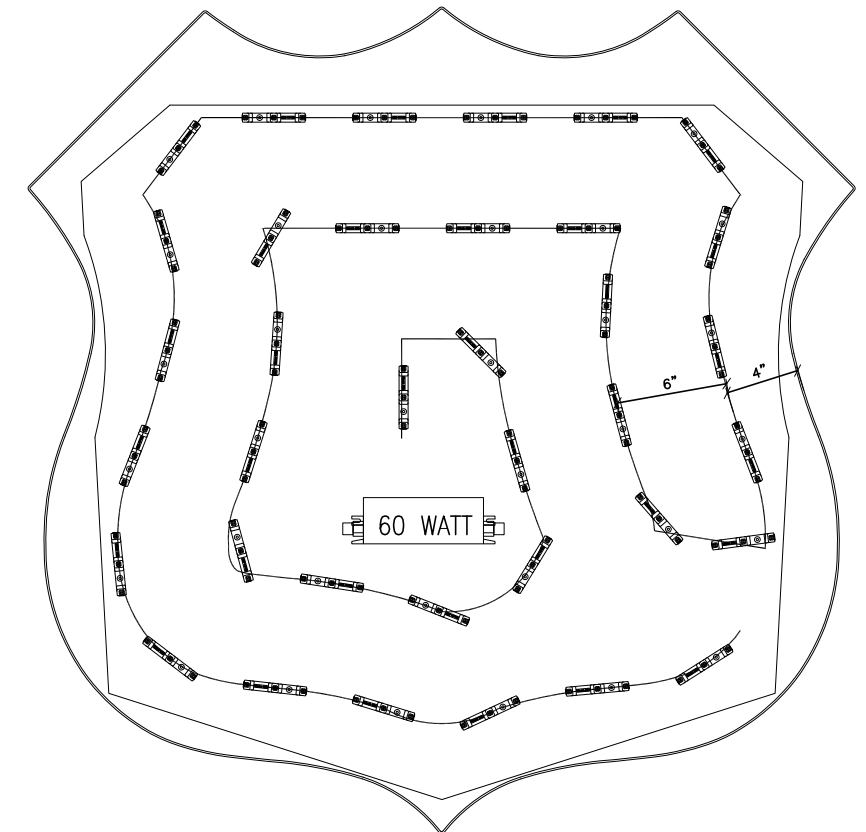
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ELEVATION VIEW
SCALE: 1 1/2"=1'-0"



SIDE VIEW
SCALE: 1 1/2"=1'-0"



36 MODULES

- 1- VALUE LINE PLUS WHITE LONG LAID OUT (2) MODULES PER FOOT, 6" ON CENTER
- 2- EACH MODULE 60 POWER SUPPLY CAN RUN UP TO 130 WHITE LONG MODULES
- 3- LAYOUT BASED ON 6" CAN DEPTH
- 4- DIMENSIONS ARE IN INCHES UNLESS STATED OTHERWISE

ESTIMATED PRODUCT B.O.M. PER SIGN:
36 VALUE LINE PLUS WHITE LONG MODULES - 18'
1 MOD. 60 POWER SUPPLIES 120VDC (@ 1.0 AMPS 60WATTS ea.)
1 100FT ROLL OF JACKETED CABLE

ELECTRICAL DETAIL

SIGN SPECIFICATIONS:

SIGN SIZE:

ACTUAL SIZE ... 45-1/16" H x 45-3/8" L
AREA ... SQ. 14.3 SQ.FT. ACTUAL 11.1 SQ.FT
APPROXIMATE WEIGHT ... T.B.D. LBS
DESIGNED WINDLOAD ... 110 MPH (3 SEC. GUST EXPOSURE C)
COMPLIANT w/ NATIONAL BUILDING CODES & STANDARDS
(IBC, UBC, BOCA, AISC, ASCE7, ACI, & ALUM. DSGN. MANUAL)

ELECTRICAL:

LED's ... SLOAN VL PLUS WHITE LONG
AMPS ... 1.0 TOTAL AMPS
CIRCUITS ... (1) 20
VOLTS ... 120v

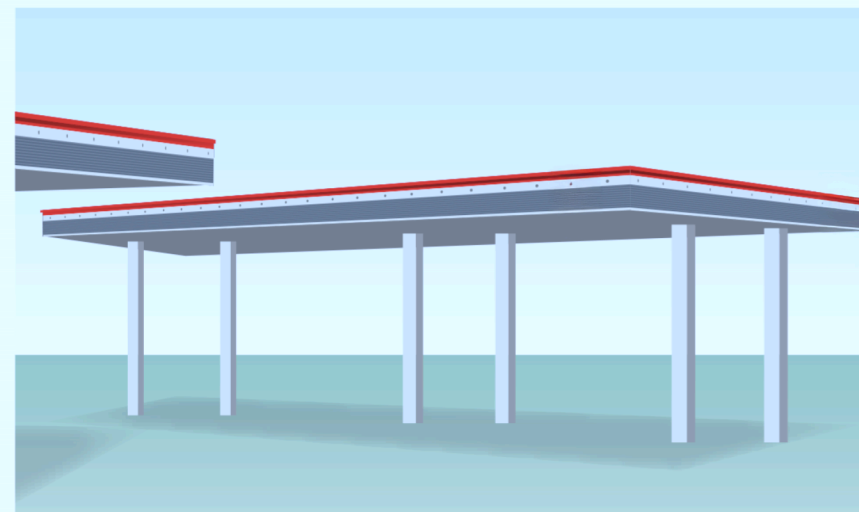
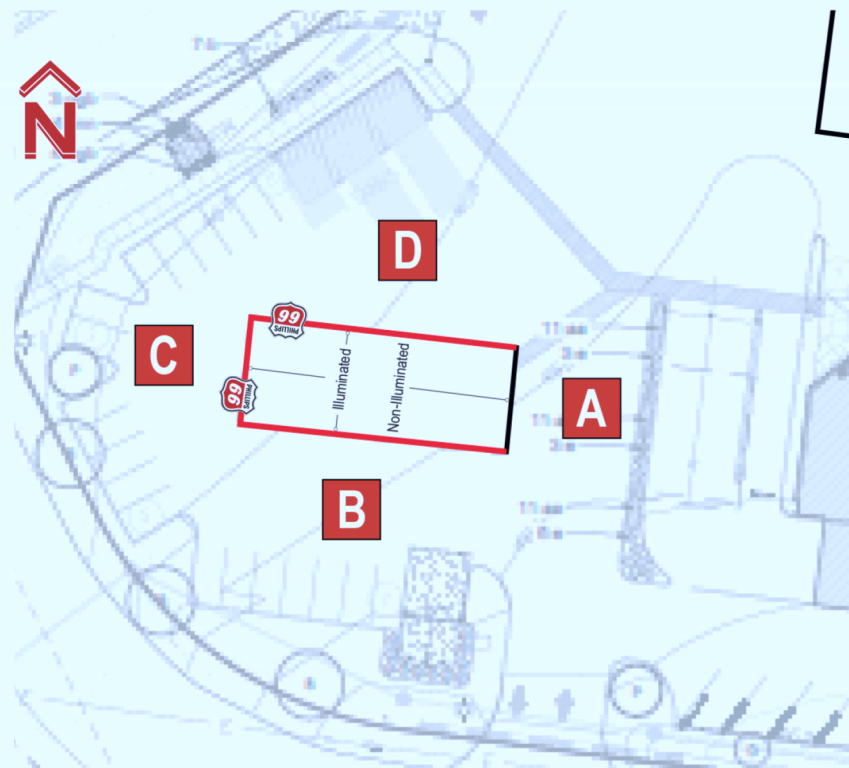
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PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen
Revision #	Date	Scale	Page #
R4	03_21_2025	NA	4 OF 9

Brand Book
BIG RED ROOSTER FLOW
2 Northfield Plaza, Ste 211
Northfield, IL 60093
P: (847) 441-1818 F: (847) 592-9564

B2 CANOPY 2 REFACE

Marketer/Dealer: ENERGY PETROLEUM CO

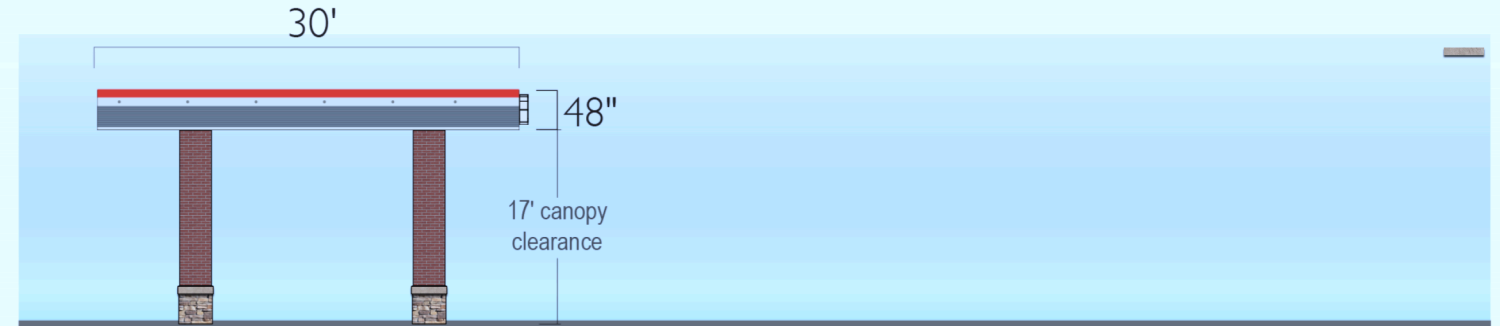
Site Name: THE WEDGE



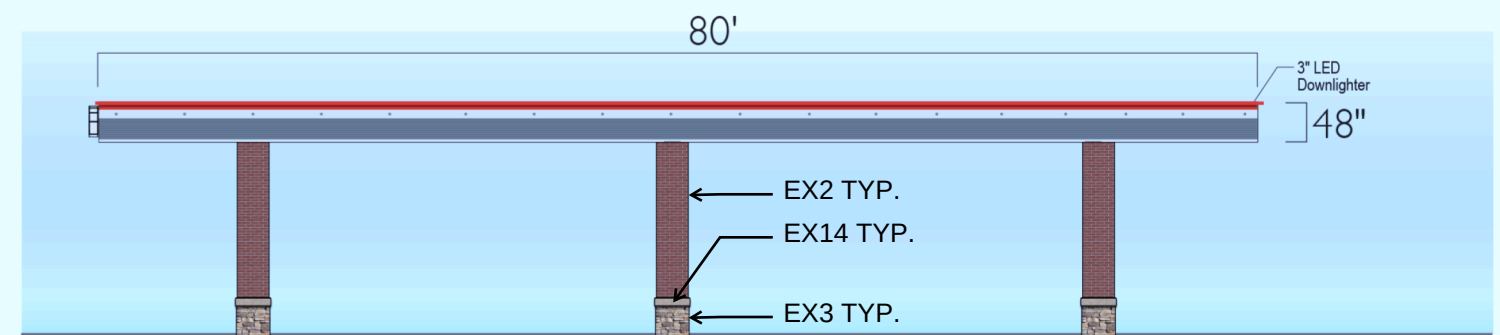
CANOPY PERSPECTIVE

NOTE: ALL TANK VENTS WILL BE CONCEALED IN THE CANOPY COLUMNS AND SCREENED FROM VIEW BY THE CANOPY FASCIA.

ELEVATION A: NON-ILLUMINATED



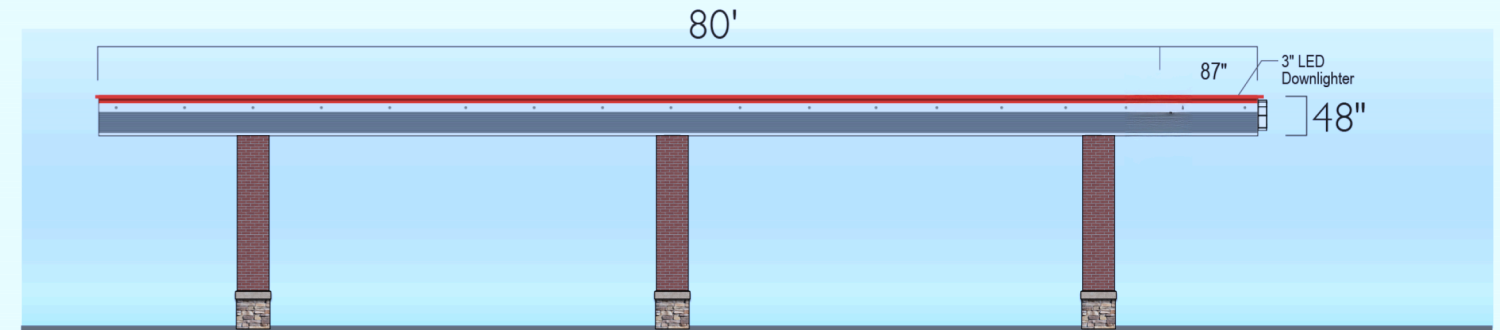
ELEVATION B: ILLUMINATED



ELEVATION C: ILLUMINATED



ELEVATION D: ILLUMINATED



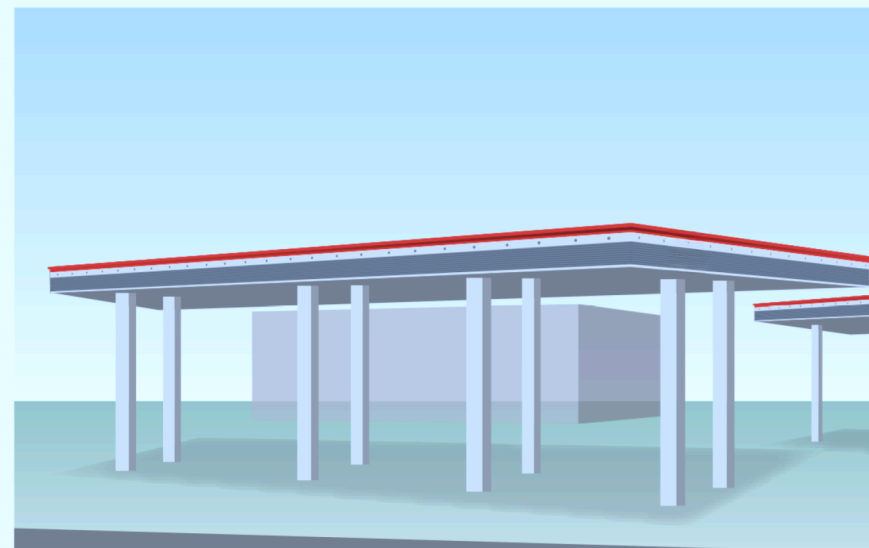
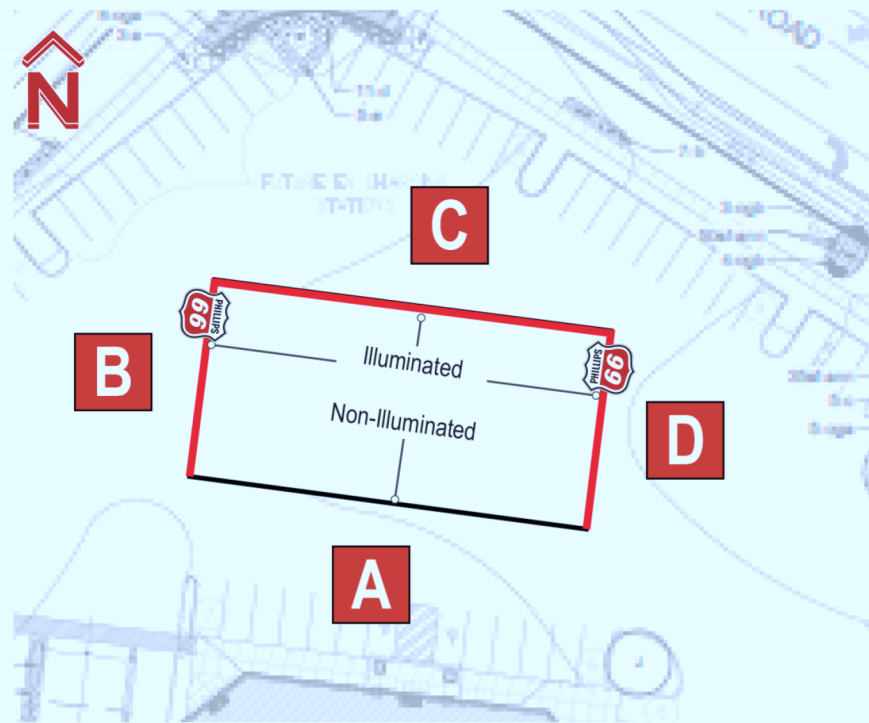
Project Name	SHIP TO #	Customer	Created by	Brand Book BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564
PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen	
Revision #	Date	Scale	Page #	
R4	03_21_2025	NA	6 OF 9	

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B1 CANOPY 1 REFACE

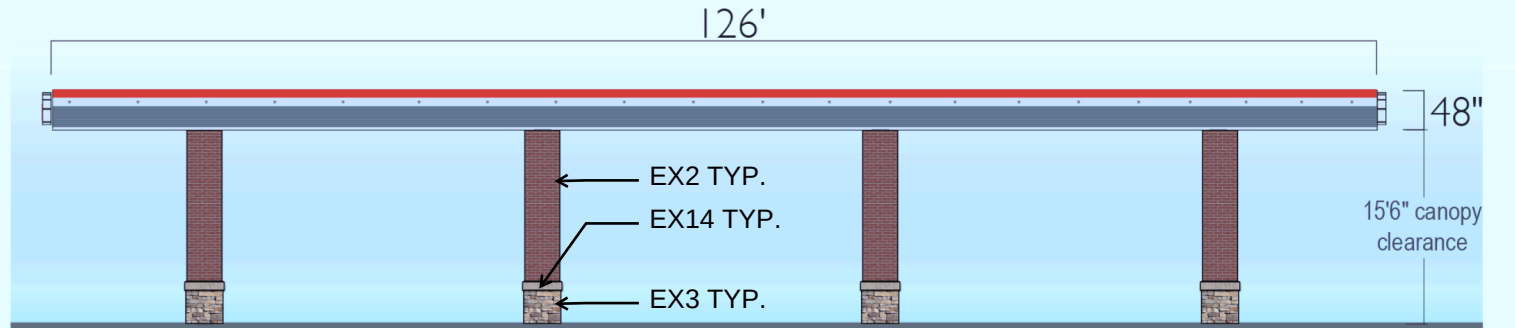
Marketer/Dealer: ENERGY PETROLEUM CO

Site Name: THE WEDGE

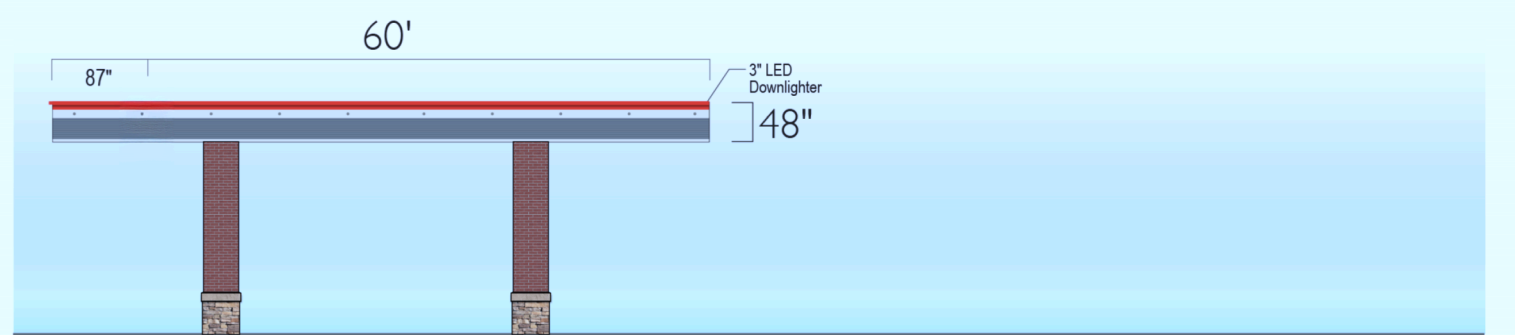


CANOPY PERSPECTIVE

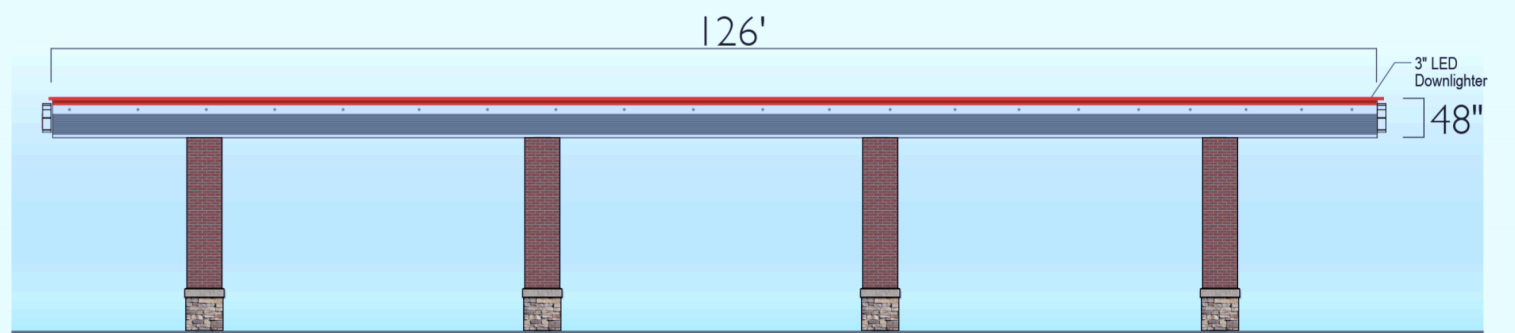
ELEVATION A: NON-ILLUMINATED



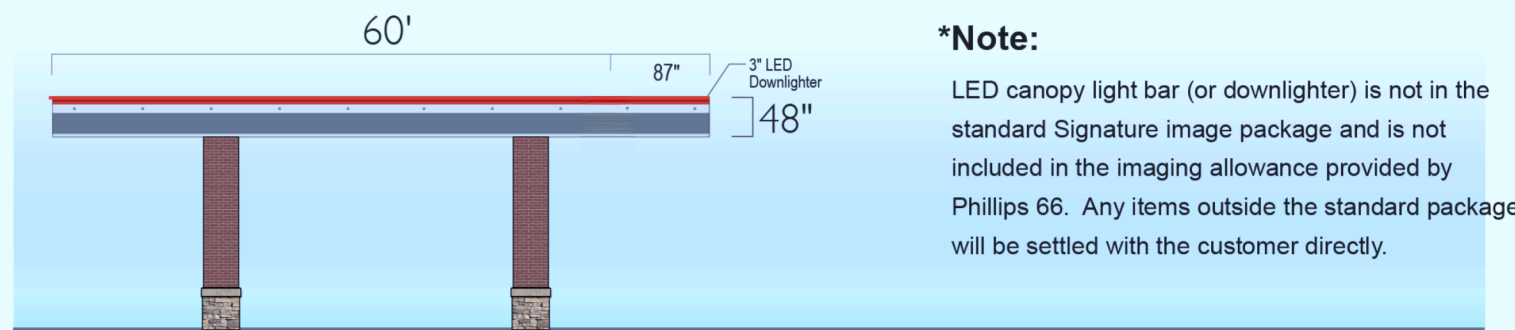
ELEVATION B: NON-ILLUMINATED



ELEVATION C: NON-ILLUMINATED



ELEVATION D: NON-ILLUMINATED



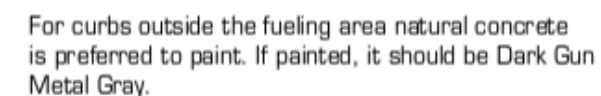
*Note:

LED canopy light bar (or downlighter) is not in the standard Signature image package and is not included in the imaging allowance provided by Phillips 66. Any items outside the standard package will be settled with the customer directly.

NOTE: ALL TANK VENTS WILL BE CONCEALED IN THE CANOPY COLUMNS AND SCREENED FROM VIEW BY THE CANOPY FASCIA.

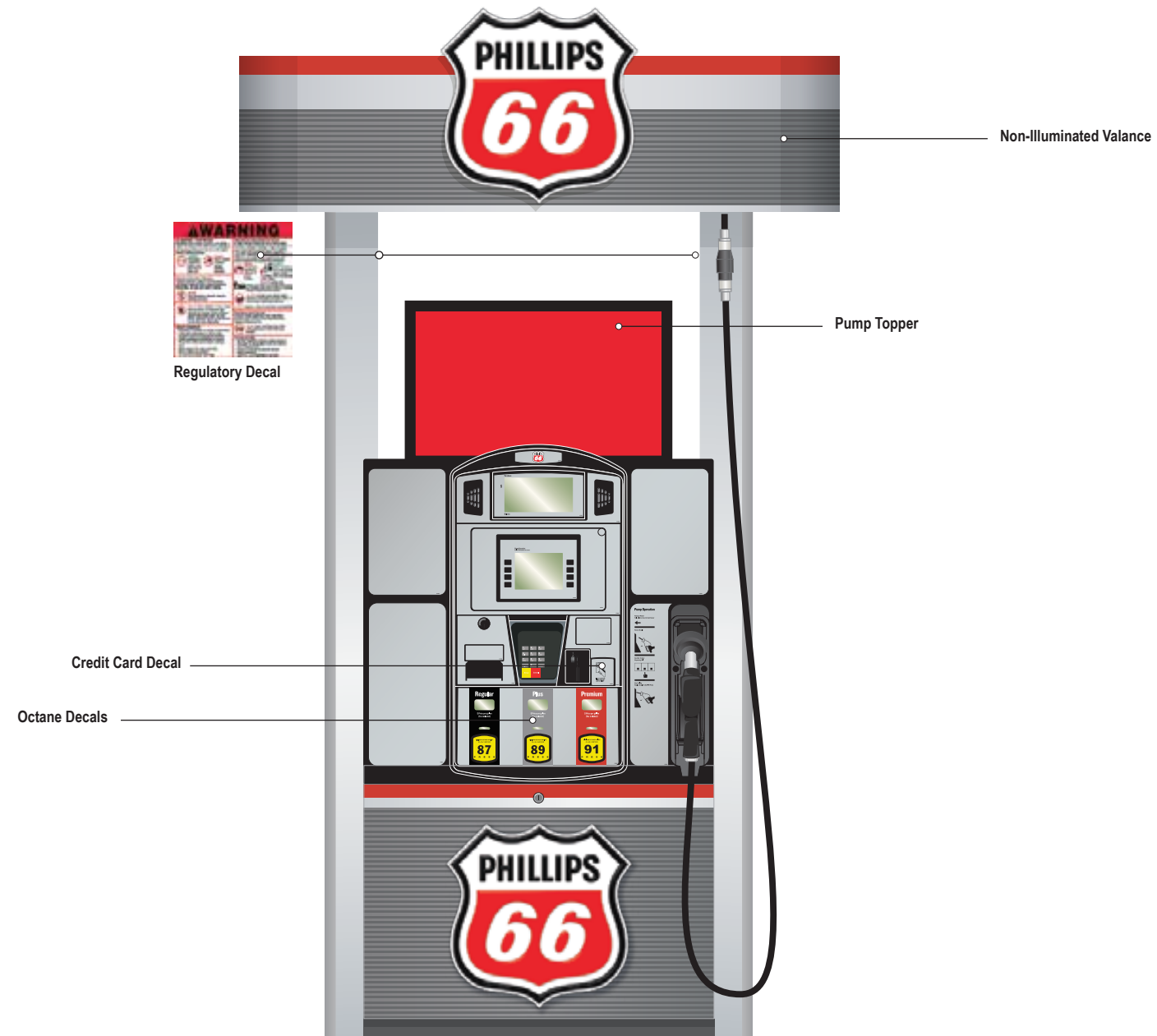
Project Name	SHIP TO #	Customer	Created by	Brand Book BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564
PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen	
Revision #	Date	Scale	Page #	
R4	03_21_2025	NA	5 OF 9	

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Brand Book
BIG RED ROOSTER FLOW
 2 Northfield Plaza, Ste 211
 Northfield, IL 60093
 P: (847) 441-1818 F: (847) 592-9564

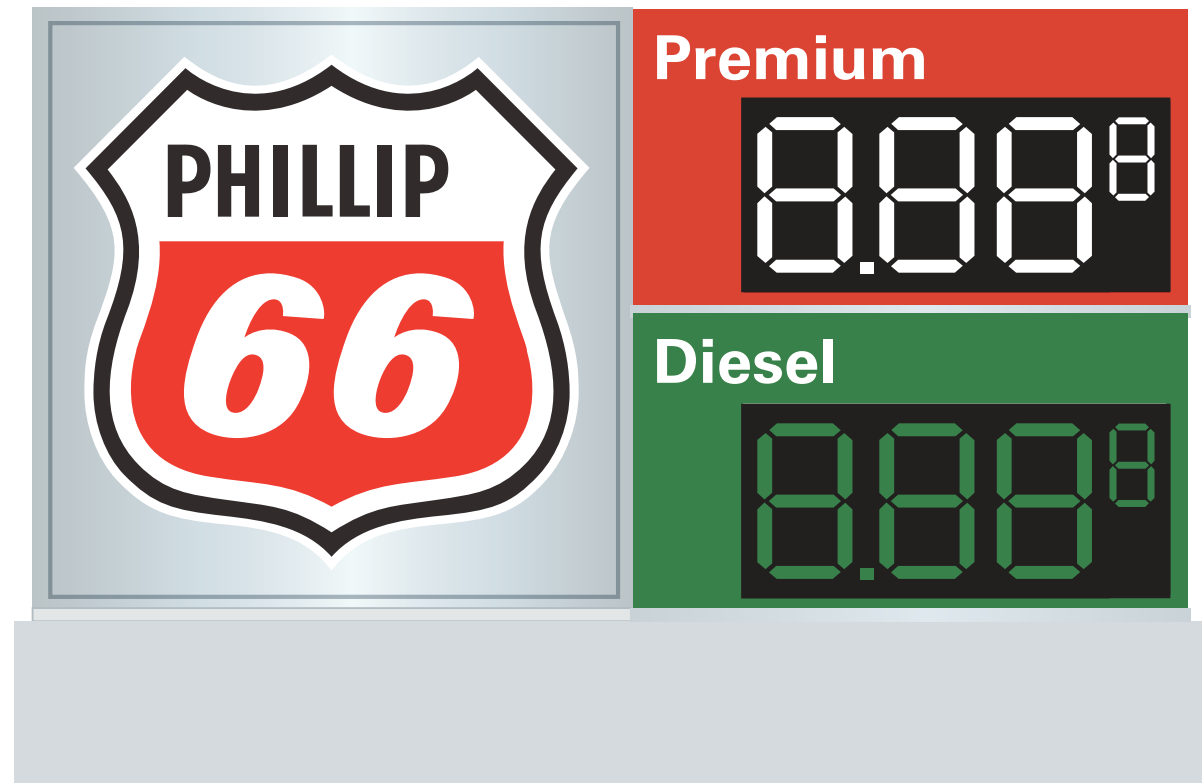
WARNING: The following example is for visual purposes only.



Dispenser Type: Gilbarco Encore 500/700S

Project Name	SHIP TO #	Customer	Created by	Brand Book BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564
PHILLIPS 66	809521	PHILLIPS 66	B. Dahmen	
Revision #	Date	Scale	Page #	
R4	03_21_2025	NA	8 OF 9	

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Proposed

Project Name	SHIP TO #	Customer	Created by	Brand Book BIG RED ROOSTER FLOW 2 Northfield Plaza, Ste 211 Northfield, IL 60093 P: (847) 441-1818 F: (847) 592-9564
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Revision #	Date	Scale	Page #	
R4	03_21_2025	NA	9 OF 9	

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Planning Commission Staff Report

Meeting Date: June 9th, 2025

From: Alyssa Ahner, Senior Planner

Location: South of the intersection of Olive Street Road and Chesterfield Airport Road

Description: **The Wedge:** A Comprehensive Sign Package for a 5.04-acre tract of land zoned “PC” – Planned Commercial located south of the intersection of Olive Street Road and Chesterfield Airport Road.

PROPOSAL SUMMARY

Energy Marketing 709, LLC, has submitted a Comprehensive Sign Package for the future redevelopment of an existing gas station into a mixed use development. The mixed use development will consist of a new gas station with a car wash and convenience store on the western portion of the site and a multi-tenant retail building just to the east of the gas station. The existing gas station on site will be demolished.

The applicant has submitted a package which is used by the City as supplemental material. The regulations for the site, which have been written to mirror the applicant’s proposal, can be found attached to this report as “Sign Regulations” and is the document that staff will use to review any future Municipal Zoning Approvals (MZA).



Figure 1: Subject Site

STAFF ANALYSIS

Freestanding Signs

Per Unified Development Code, the subject site would be permitted one freestanding sign per roadway frontage. Given that the site has roadway frontage on Chesterfield Airport Road, Olive Street Road, and Old Olive Street Road, it would be allowed 3 freestanding signs. Each sign would be allowed 50 square feet and could not exceed 6 feet in height.

The applicant is proposing a total of 5 freestanding signs. Two of these are proposed as electronic message centers to allow for electronic LED fuel prices. Each would be 13'4" in height and 81 square feet in signage area. It's important to note that per [Section 405.04.050\(D\)\(5\)](#), "Electronic message centers that exceed the size requirements eligible for administrative approval per the Unified Development Code (UDC) for permanent freestanding signs shall not be permitted within one thousand (1,000) feet from the center point of two (2) intersecting arterial roadways as designated within the City of Chesterfield Street Classification Map". The 1,000-foot buffer from the intersection of Chesterfield Airport Road and Olive Street Road can be seen in Figure 2. As seen in the figure, both of the proposed EMC's are within 1,000 feet of intersecting arterial roadways. This standard may be modified with a separate two-thirds (2/3) vote of the Planning Commission.

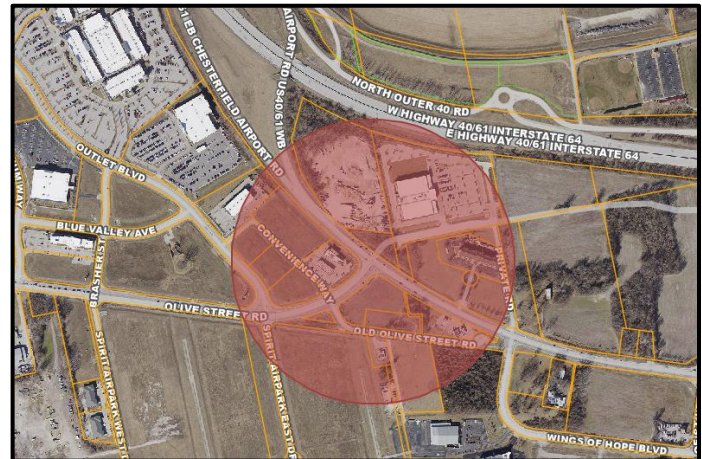


Figure 2: 1,000-foot buffer

A third freestanding sign is a project identification sign for a proposed multi-tenant retail building. It would be 15' in height and 100 square feet in signage area. The fourth freestanding sign would be 5' in height and 30 square feet in signage area. Lastly, the fifth freestanding sign is for a car wash entry structure. It would be 12' in height and 30 square feet in signage area.

STAFF ANALYSIS (continued)

Attached Wall Signs

Per the Unified Development Code, the proposed convenience store would be permitted one attached wall sign on any three building elevations given the multiple roadway frontages. Each sign could not exceed 5% of the elevation that they are located on.

The applicant is proposing three attached wall signs on the north elevation. The cumulative total of all three signs would not exceed 5%. This would be an increase in the total amount of signs but not an increase in the square footage of signage allowed. As for the south, east, and west elevations, the applicant is proposing one attached wall sign per elevation. Each sign would be limited to 5% of the elevation that they are located on.

The "Sign Regulations" document attached to this report does not include specific language for the multi-tenant retail building or the fuel canopies. The applicant's proposal for these structures adheres to the Unified Development Code so they would be encapsulated in the beginning statement of the "Sign Regulations" that states "Any signage not specifically identified in the Comprehensive Sign Package shall conform to the City of Chesterfield Sign Code."

DEPARTMENT INPUT

Staff has reviewed the Sign Package and found that it meets the requirements to be presented to the Planning Commission for review. Staff recommends action. Be advised, this project has automatic Power of Review. Pending a recommendation from the Planning Commission, the project will proceed to Planning and Public Works Committee prior to final review/approval by City Council.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- 1) "I move to forward the Sign Package for The Wedge, as presented, with a recommendation for approval (or denial)."
- 2) "I move to forward the Sign Package for The Wedge with the following recommendations..."

Attachments:

1. Sign Regulations
2. Site Package Submittal

SIGN REGULATIONS

All signage within the development shall be in conformance with the Comprehensive Sign Package.

All tenants, businesses, owners within the development shall receive a copy of the Comprehensive Sign Package from the owner at the time of lease/sale.

Any signage not specifically identified in the Comprehensive Sign Package shall conform to the City of Chesterfield Sign Code.

The Wedge – As depicted on Exhibit A

1) SIGNS – FREESTANDING

A. Five (5) freestanding signs permitted.

- i. Sign one is permitted the use of an electronic message center. Maximum height shall be limited to 13'4" above the average existing finished grade, or the elevation of the adjacent street, whichever is higher. Maximum allowed sign area per face shall not exceed 85 square feet.

In addition to submittal requirements noted in Subsection (D)(4), any request for an electronic message center shall comply with the following:

- a. Duration Of Image Display. Each image displayed shall have a minimum duration of thirty (30) minutes.
- b. Presentation. The image shall be a static display. No portion of the image shall flash, scintillate, fade in or fade out, scroll, twirl, change color, or in any manner imitate movement. No motion imagery, special effect to imitate movement, or presentation of graphics displayed in a progression of frames that give the illusion of motion shall be permitted.
- c. Transition. When the image or any portion thereof changes, the change sequence shall only be accomplished by means of instantaneous re-pixelization.
- d. Dimmer Control. The electronic message center shall be equipped with an automatic dimmer control to automatically produce a distinct illumination change from a higher illumination level to a lower level according to ambient light conditions and for the time period between sundown and sunrise.
- e. Brightness. The electronic message center shall not exceed a maximum of seven thousand (7,000) nits (candelas per square meter) during daylight hours and a maximum illumination of six hundred (600) nits (candelas per square meter) between sundown and sunrise measured from the sign's face at maximum brightness.
- f. Fluctuating Or Flashing Illumination. No portion of the electronic message center may fluctuate in light intensity or use intermittent,

- strobe or moving light or light that changes in intensity in sudden transitory bursts, streams, zooms, twinkles, sparkles or that in any manner creates the illusion of movement.
 - g. **Malfunction And Non-Compliance.** In the case of malfunction, digitally-illuminated signs are required to contain a default design to freeze the sign message in one (1) position.
 - h. **Resolution And Pixel Spacing.** The electronic message center shall not have a pixel pitch larger than sixteen (16) millimeters (mm).
 - i. **Angle.** When the interior angle formed by the faces of a V-shaped sign is less than one hundred eighty degrees (180°), both faces of the sign must display the same image.
- ii. Sign two is permitted the use of an electronic message center. Maximum height shall be limited to 13'4" above the average existing finished grade, or the elevation of the adjacent street, whichever is higher. Maximum allowed sign area per face shall not exceed 85 square feet.
- a. **Duration Of Image Display.** Each image displayed shall have a minimum duration of thirty (30) minutes.
 - b. **Presentation.** The image shall be a static display. No portion of the image shall flash, scintillate, fade in or fade out, scroll, twirl, change color, or in any manner imitate movement. No motion imagery, special effect to imitate movement, or presentation of graphics displayed in a progression of frames that give the illusion of motion shall be permitted.
 - c. **Transition.** When the image or any portion thereof changes, the change sequence shall only be accomplished by means of instantaneous re-pixelization.
 - d. **Dimmer Control.** The electronic message center shall be equipped with an automatic dimmer control to automatically produce a distinct illumination change from a higher illumination level to a lower level according to ambient light conditions and for the time period between sundown and sunrise.
 - e. **Brightness.** The electronic message center shall not exceed a maximum of seven thousand (7,000) nits (candelas per square meter) during daylight hours and a maximum illumination of six hundred (600) nits (candelas per square meter) between sundown and sunrise measured from the sign's face at maximum brightness.
 - f. **Fluctuating Or Flashing Illumination.** No portion of the electronic message center may fluctuate in light intensity or use intermittent, strobe or moving light or light that changes in intensity in sudden transitory bursts, streams, zooms, twinkles, sparkles or that in any manner creates the illusion of movement.

- g. Malfunction And Non-Compliance. In the case of malfunction, digitally-illuminated signs are required to contain a default design to freeze the sign message in one (1) position.
 - h. Resolution And Pixel Spacing. The electronic message center shall not have a pixel pitch larger than sixteen (16) millimeters (mm).
 - i. Angle. When the interior angle formed by the faces of a V-shaped sign is less than one hundred eighty degrees (180°), both faces of the sign must display the same image.
- iii. Sign three shall be a project identification sign. Maximum height shall be limited to 15' above the average existing finished grade, or the elevation of the adjacent street, whichever is higher. Maximum allowed sign area per face shall not exceed 100 square feet.
 - iv. Sign four shall have a maximum height of 5' above the average existing finished grade, or the elevation of the adjacent street, whichever is higher. Maximum allowed sign area per face shall not exceed thirty (30) square feet.
 - v. Sign five shall be for the car wash entry structure. Maximum height shall be limited to 12' above the average existing finished grade, or the elevation or the adjacent street, whichever is higher. Maximum allowed sign area per face shall not exceed thirty (30) square feet.

2) SIGNS – ATTACHED WALL

A. Fuel & Convenience Station

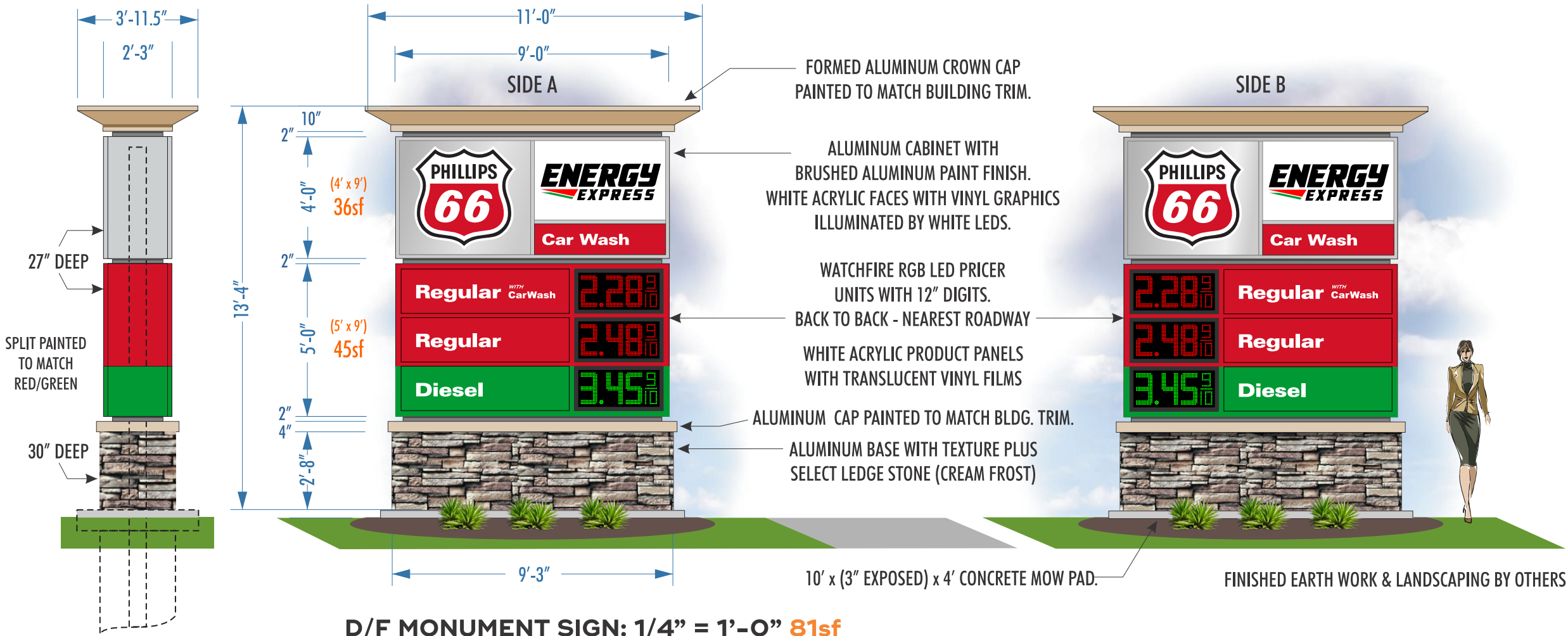
- i. North elevation is permitted three (3) attached wall signs. Cumulative outline area of signs shall not exceed 5% of the elevation.
- ii. South elevation is permitted one (1) attached wall sign not to exceed 5% of the elevation.
- iii. East elevation is permitted one (1) attached wall sign not to exceed 5% of the elevation.
- iv. West elevation is permitted one (1) attached wall sign not to exceed 5% of the elevation.

3) This Document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of the document.

EXHIBIT A



BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™



PIPE & FOOTING PER SEALED ENGINEER'S DRAWING.

D/F MONUMENT SIGN: 1/4" = 1'-0" 81sf

FABRICATE AND INSTALL TWO DOUBLE FACE FREESTANDING MONUMENT SIGNS. ALUMINUM SKIN OVER ANGLE FRAME CABINET CONSTRUCTION PAINTED WITH AKZO-NOBEL ACRYLIC POLYURETHANE FINISHES. SIGNS SUPPORTED BY A STEEL CENTER MOUNT PIPE DIRECT BURIED IN A CONCRETE FOOTING PER ENGINEER'S SPECIFICATIONS. A PRIMARY ELECTRICAL CIRCUIT TO EACH SIGN LOCATION SHALL BE PROVIDED BY OTHERS. WARREN SIGN SHALL MAKE FINAL CONNECTION AT TIME OF INSTALLATION. SIGNS BUILT WITH UL LISTED ELECTRICAL COMPONENTS AND SHALL HAVE A UL LISTED DISCONNECT SWITCH AND BEAR A UL LABEL. COORDINATE PLACEMENT WITH SITE PLAN.



WARREN SIGN

2955 Arnold Tenbrook Road, St. Louis, MO 63010
P: 636.282.1300 F: 636.282.3388
warrensing.com

CLIENT
ENERGY PETROLEUM & MARKETING

PROJECT
ENERGY EXPRESS | WEDGE PLAZA

LOCATION
18386 OLIVE STREET RD., CHESTERFIELD MO 63017

DATE
1/21/25

SAVED AS
ENERGY EXPRESS - WEDGE PLAZA SIGN PLAN

DRAWING NO.
JK 010525A

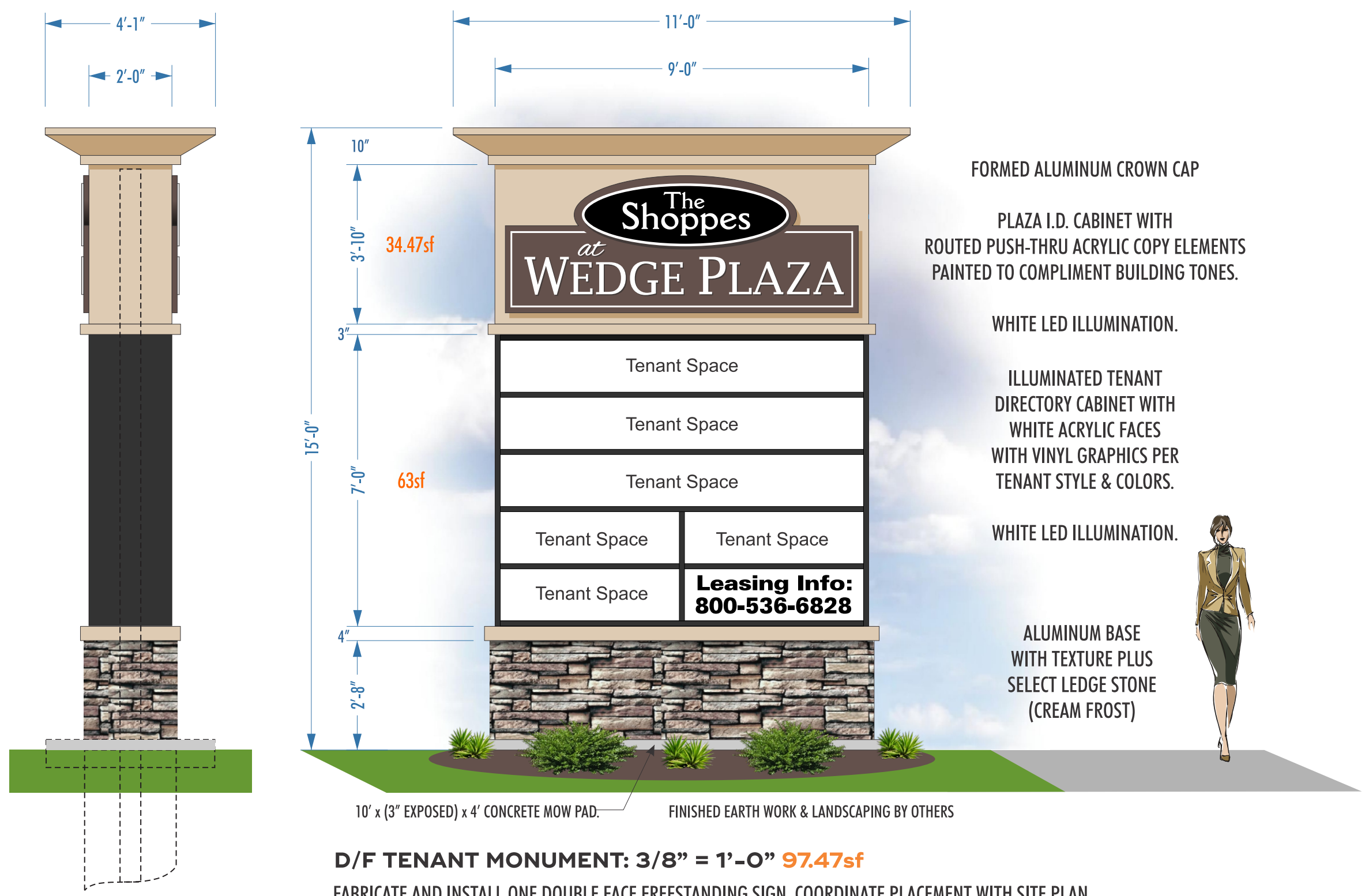
REVISED
3/21/25

DESIGNED BY
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UNION AFFILIATED DESIGN PROFESSIONAL

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DRAWING NO.
JK 010525B

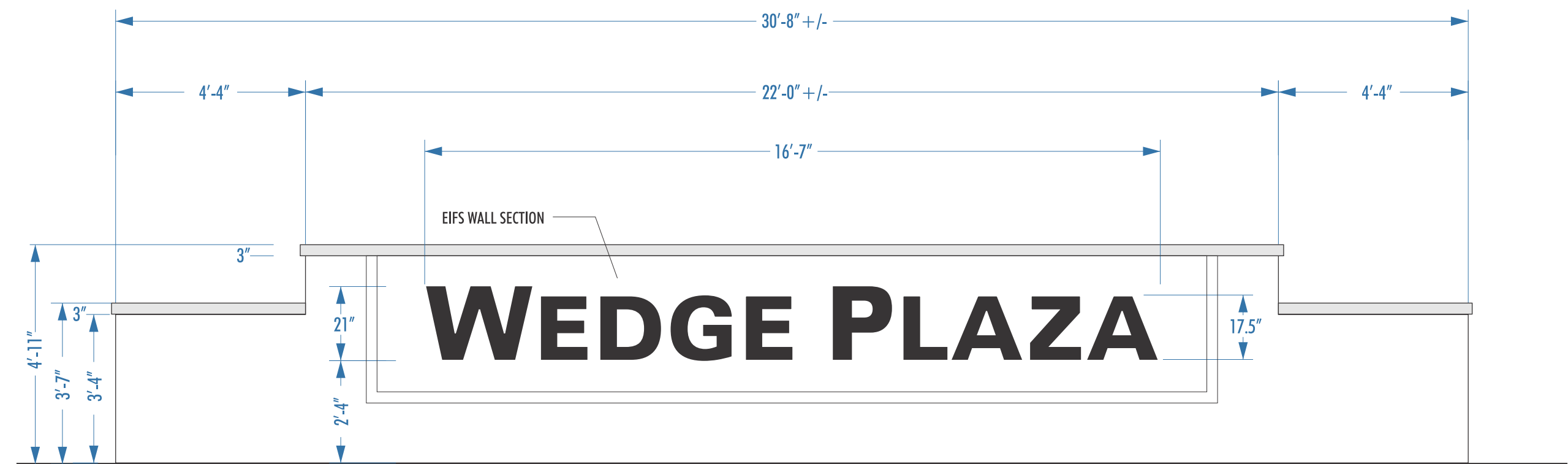
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UNION AFFILIATED DESIGN PROFESSIONAL

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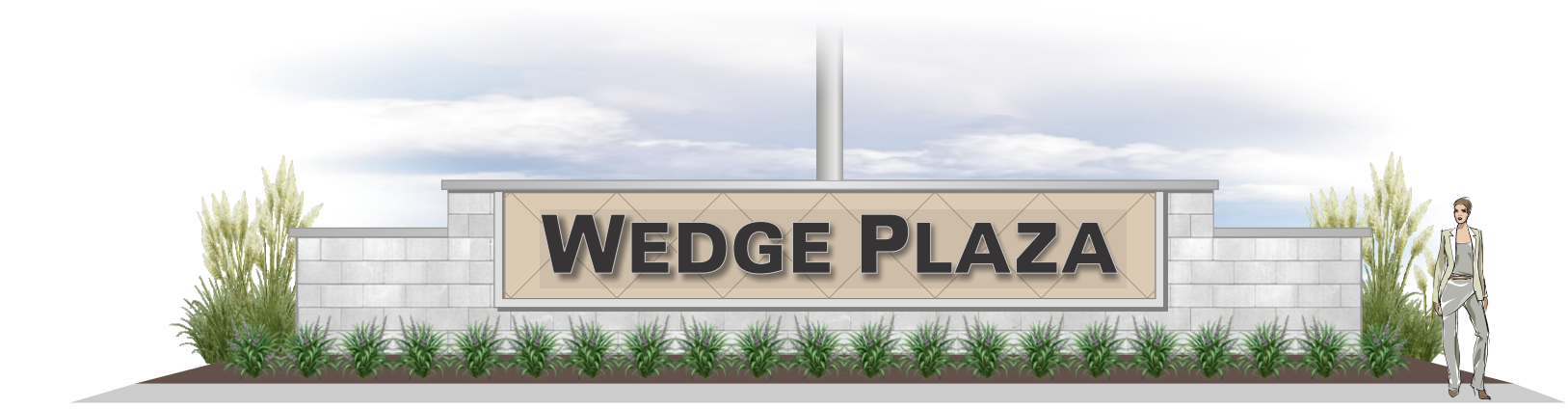
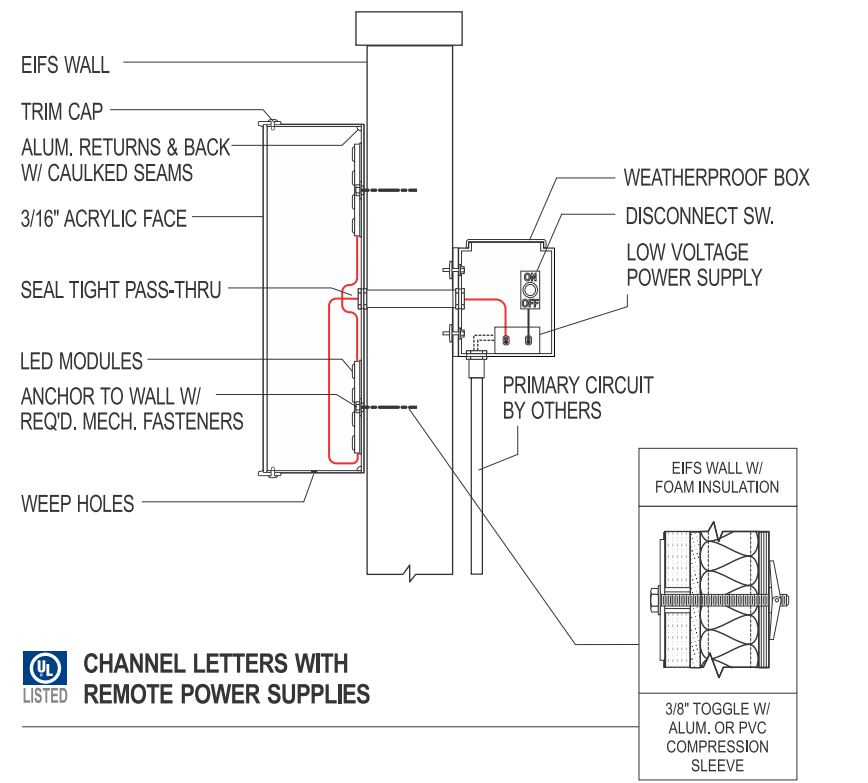
BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™ _____



WALL SIGN: 3/8" = 1'-0" 1.75' X 16.62' = 29.08sf

LANDSCAPE WALL PROVIDED BY OTHERS ~ WALL DIMENSIONS SHOWN ARE APPROXIMATE.

FABRICATE AND INSTALL: ONE SET OF ILLUMINATED CHANNEL LETTERS: WHITE ACRYLIC FACES WITH 3M BLACK/WHITE VINYL OVERLAYS. 3.5" DEEP ALUMINUM RETURNS PAINTED BRUSHED ALUMINUM WITH SATIN SILVER TRIMCAP. ILLUMINATION SHALL BE BY WHITE LEDS POWERED BY LOW VOLTAGE POWER SUPPLIES SET REMOTELY BEHIND WALL IN WEATHERPROOF BOXES AS REQUIRED. A PRIMARY ELECTRICAL CIRCUIT TO POWER SUPPLY LOCATION SHALL BE PROVIDED BY OTHERS. WARREN SIGN SHALL MAKE FINAL CONNECTION AT TIME OF INSTALLATION. COORDINATE WITH G.C. ALL REQUIRED ROUGH IN PRE-WIRING PRIOR TO WALL BACK FILL.



30 LF +/- CURVED WALL ELEVATION: 3/16" = 1'-0"

FINAL LANDSCAPING PROVIDED BY OTHERS



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CAR WASH ENTRY STRUCTURE

3.3" AND 2" X 2" STEEL TUBE ARCHWAY TRUSS CONSTRUCTION WITH 4" X 4" STEEL TUBE UPRIGHT SUPPORTS PER SEALED ENGINEER'S DRAWING. STRUCTURE PAINTED BLACK. COORDINATE EXACT PLACEMENT ON SITE. * ALUM. POLE COVERS (SEE NOTES).

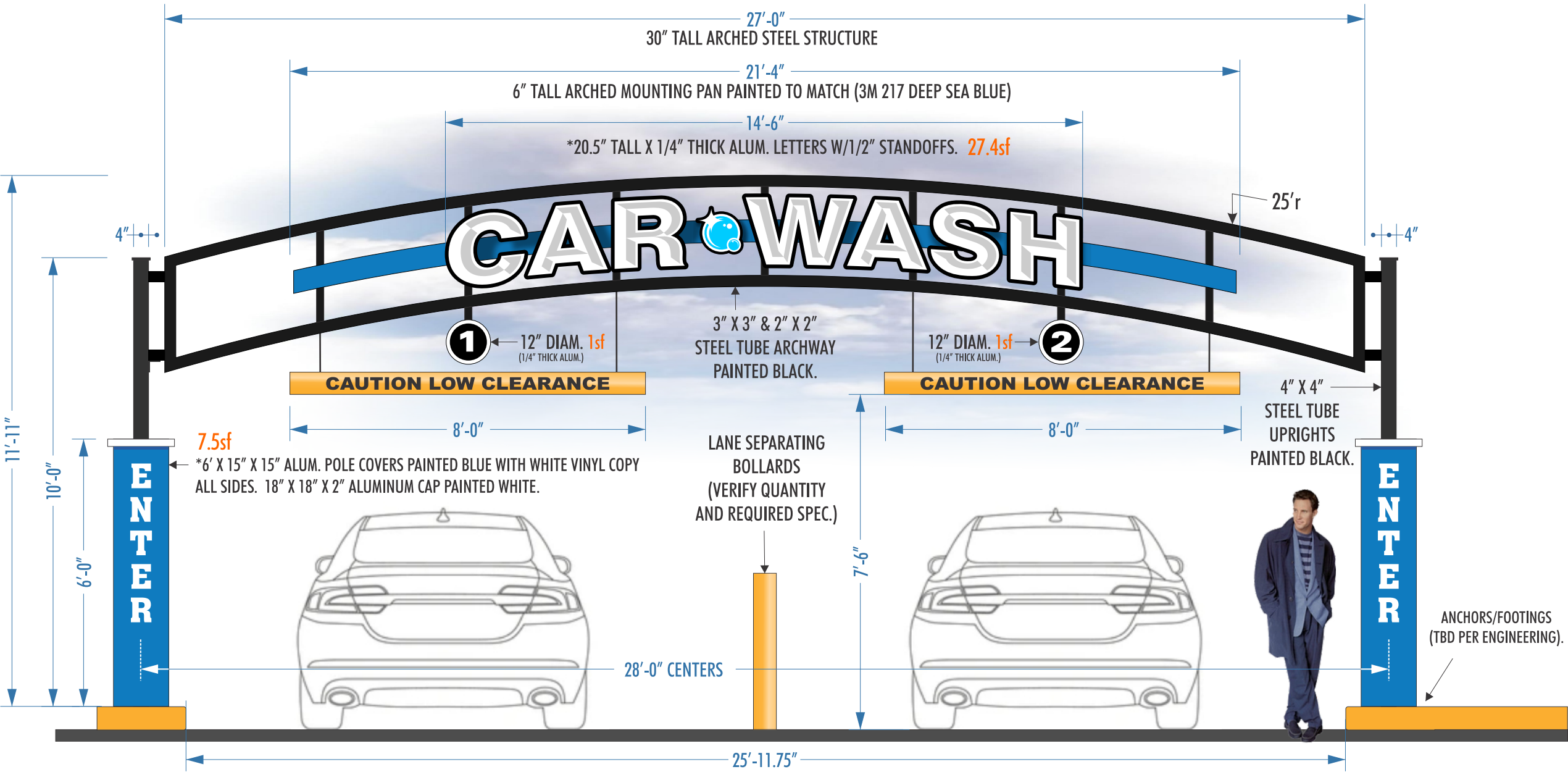
ALUMINUM CUT OUT LETTERS

*20.5" TALL 1/4" THICK LETTERS ALUMINUM CUT OUTS PAINTED BLACK (BOTH SIDES). FACES TO BE DECORATED WITH 3M PREMIUM VINYL (WHITE, MEDIUM GRAY & PEACOCK BLUE). ALL UNITS MOUNTED TO ARCHED MOUNTING PAN WITH 1/2" STANDOFFS.



CAR WASH ENTRANCE - LOW CLEARANCE BARS: 3/4" = 1'-0"

6" DIAMETER PVC PAINTED CAUTION YELLOW WITH BLACK VINYL COPY. SUSPEND BY STEEL CABLES USING NON-CORROSIVE HARDWARE AS REQUIRED.



CAR WASH ENTRANCE - LOW CLEARANCE BARS: 3/8" = 1'-0" 44.4sf



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2/13/25

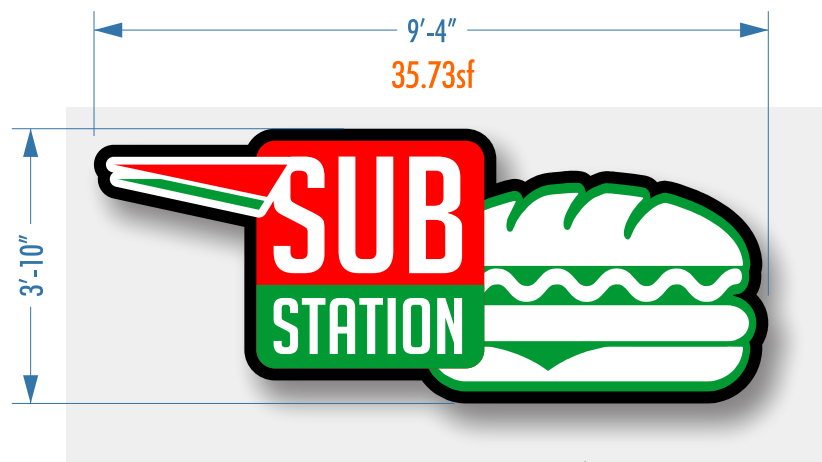
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UNION AFFILIATED DESIGN PROFESSIONAL

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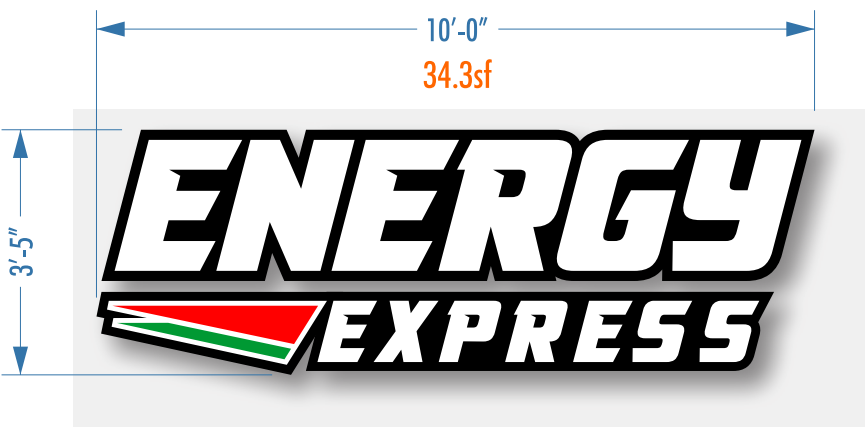


THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | COPYRIGHT © 2025 WARREN SIGN COMPANY. ALL RIGHTS RESERVED

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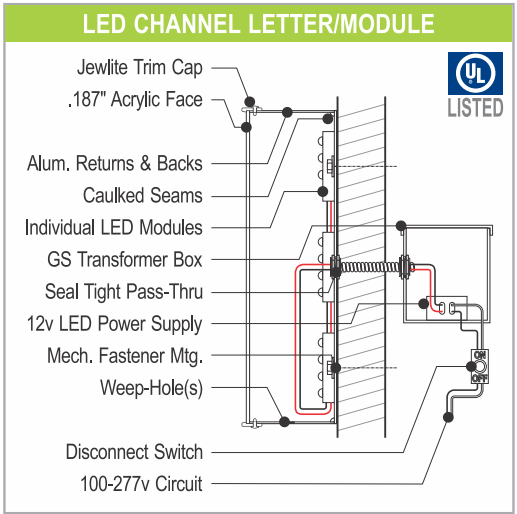


ILLUMINATED WALL SIGN: 3/8" = 1'-0" (1 REQUIRED)



ILLUMINATED WALL SIGN: 3/8" = 1'-0" (2 REQUIRED)

INTERNALLY ILLUMINATED CHANNEL LETTER MODULES. 3.5" DEEP ALUMINUM RETURNS (BLACK). 3/16" THICK WHITE ACRYLIC FACES DECORATED WITH TRANSLUCENT VINYL GRAPHICS. ILLUMINATION BY WHITE LEDS POWERED BY LOW VOLTAGE POWER SUPPLIES. ALL UNITS MOUNTED TO E.I.F.S. WALL SURFACES WITH NON-CORROSIVE ANCHORS AS REQUIRED. SIGNS BUILT WITH UL LISTED ELECTRICAL COMPONENTS AND SHALL HAVE UL LISTED DISCONNECT SWITCHES AND BEAR UL LABELS.



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DATE
1/21/25

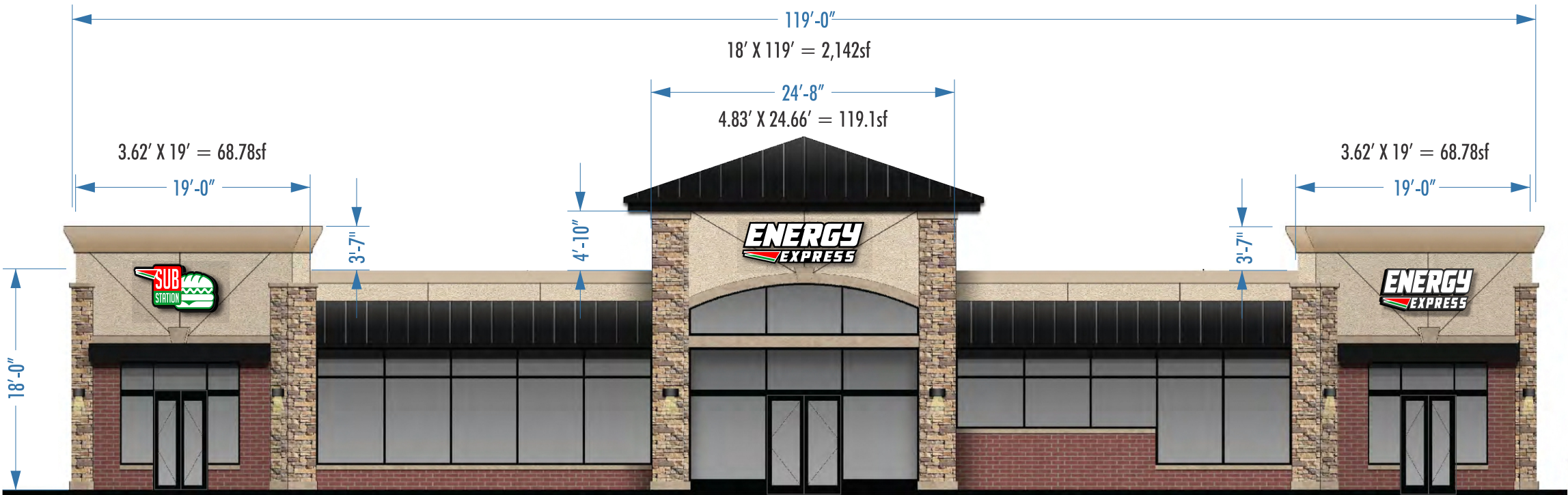
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DRAWING NO.
JK 010525E

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FUEL & CONVENIENCE STATION - FRONT (NORTH) ELEVATION: 3/32" = 1'-0"

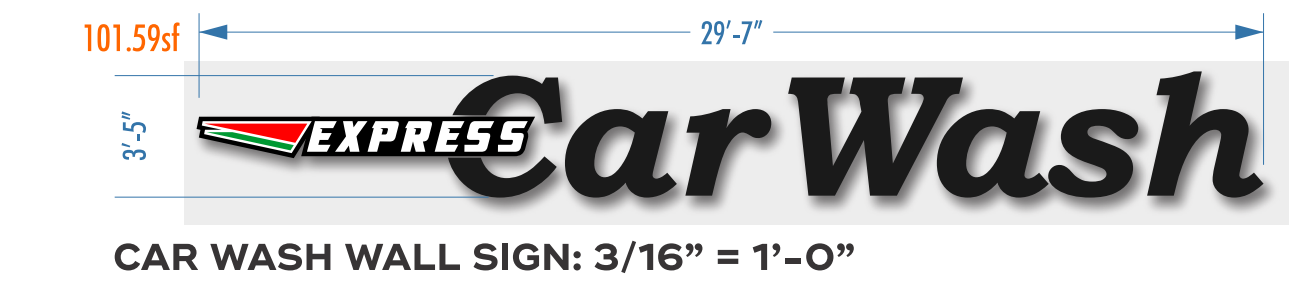
$2,142sf + 68.78sf + 119.1sf + 68.78sf = 2,398.66sf \times 5\% = 119.93sf$ SIGN AREA PERMITTED

$35.73f + 34.3sf + 34.3sf = 104.33sf$ SIGN AREA PROPOSED

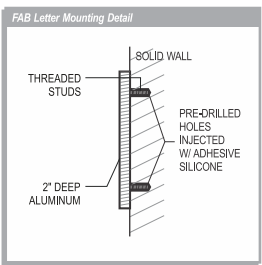


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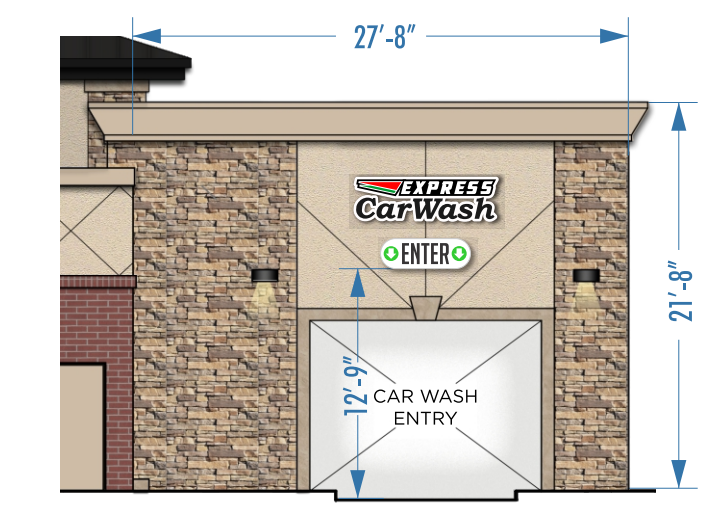
BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™



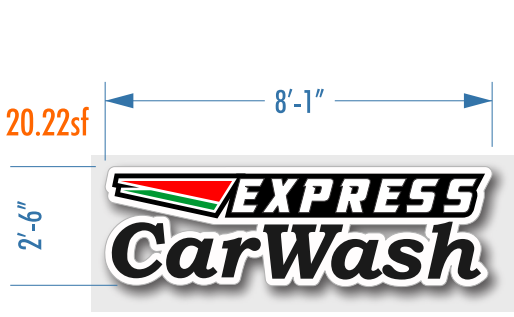
2" DEEP FABRICATED ALUMINUM LETTER FORMS PAINTED BLACK AND DECORATED WITH 3M VINYL GRAPHICS. ALL UNITS STUD MOUNTED TO E.I.F.S. WALL SURFACE WITH ALL PENETRATIONS INJECTED WITH SILICONE SEALANT.



C - STORE REAR (SOUTH) ELEVATION: 3/32" = 1'-0"
WALL AREA: 2,322sf + 96.65sf + 76.65sf = 2,495.3sf x 5% = 124.76sf SIGN AREA PERMITTED 3.43' X 29.62' = 101.59sf SIGN AREA PROPOSED

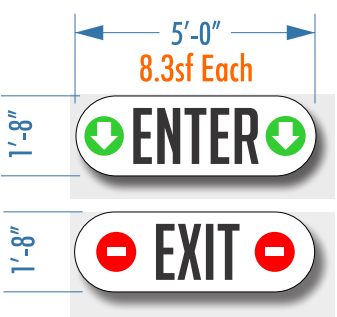


C - STORE RIGHT (WEST) ELEV: 3/32" = 1'-0"
WALL AREA: 21.66' X 27.66' X 5% = 29.95sf SIGN PERMITTED
PROPOSED SIGN AREA: 28.52sf TOTAL SIGN AREA

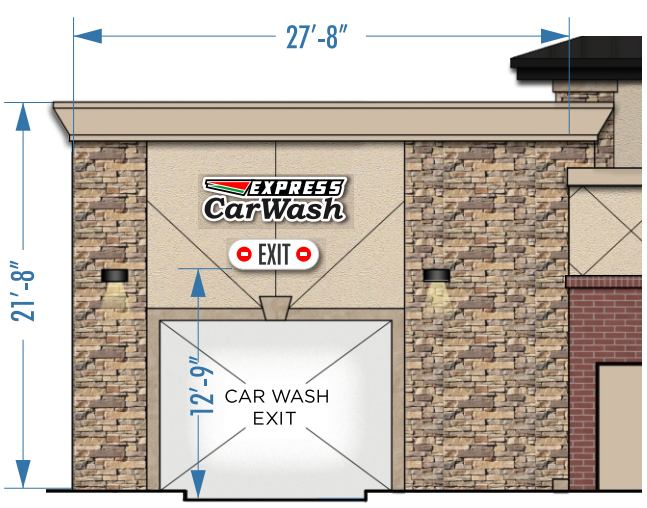


CAR WASH WALL SIGN: 1/4" = 1'-0" 2 SETS REQUIRED

INTERNALLY ILLUMINATED CHANNEL MODULES. 3.5" DEEP ALUMINUM RETURNS (WHITE). 3/16" THICK WHITE ACRYLIC FACES DECORATED WITH TRANSLUCENT VINYL GRAPHICS. ILLUMINATION BY WHITE LEDS POWERED BY LOW VOLTAGE POWER SUPPLIES. ALL UNITS MOUNTED TO E.I.F.S. WALL SURFACES WITH NON-CORROSIVE ANCHORS AS REQUIRED.



ENTER/EXIT SIGNS: 1/4" = 1'-0" 1 EACH



C - STORE LEFT (EAST) ELEV: 3/32" = 1'-0"
WALL AREA: 21.66' X 27.66' X 5% = 29.95sf SIGN PERMITTED
PROPOSED SIGN AREA: 28.52sf TOTAL SIGN AREA



WARREN SIGN

2955 Arnold Tenbrook Road, St. Louis, MO 63010
P: 636.282.1300 F: 636.282.3388
warrensign.com

CLIENT
ENERGY PETROLEUM & MARKETING

PROJECT
ENERGY EXPRESS | WEDGE PLAZA

LOCATION
18386 OLIVE STREET RD., CHESTERFIELD MO 63017

DATE
1/21/25

SAVED AS
ENERGY EXPRESS - WEDGE PLAZA SIGN PLAN

DRAWING NO.
JK 010525F

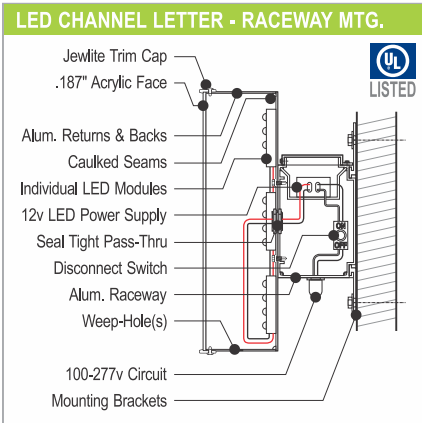
REVISED
2/18/25

DESIGNED BY
Keith Hempen | UADP
UNION AFFILIATED DESIGN PROFESSIONAL

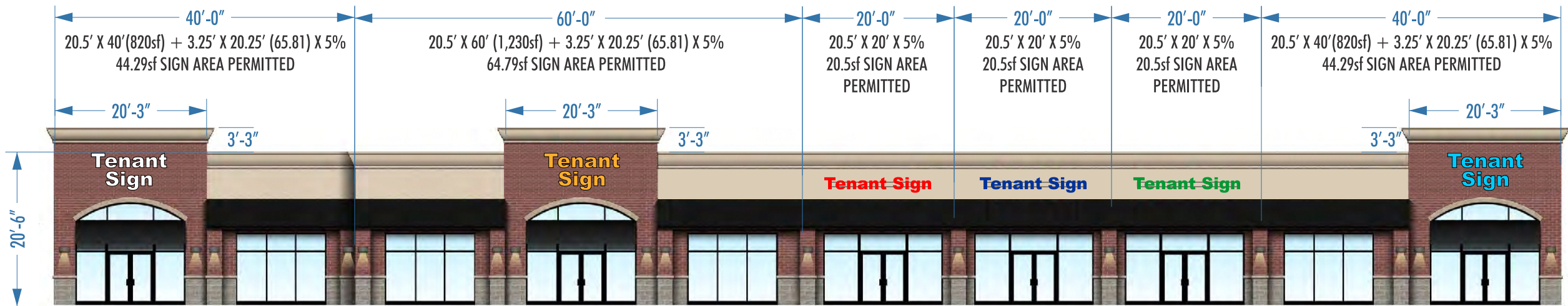
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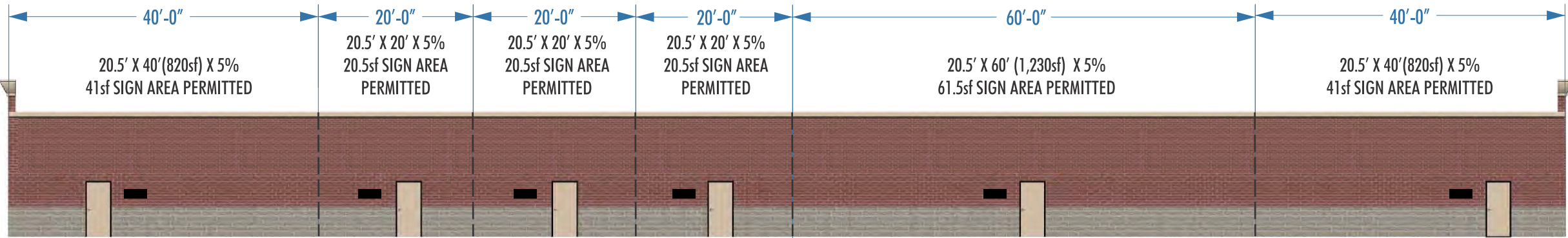
BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™



RETAIL TENANT SIGNS SHALL BE CHANNEL LETTERS, LOGOS, MODULES WITH ACRYLIC FACES (PER TENANT STYLE & COLORS) ILLUMINATED BY LEDS WHICH SHALL BE POWERED BY LOW VOLTAGE POWER SUPPLIES SET IN A RACEWAY PAINTED TO MATCH CORRESPONDING WALL SURFACE (E.I.F.S. or BRICK TONE). ALL SIGNS SHALL BE BUILT PER UL SPECIFICATIONS AND BEAR UL LABELS. G.C. SHALL PROVIDE A DEDICATED 120V - 20A CIRCUIT PER EACH STOREFRONT.

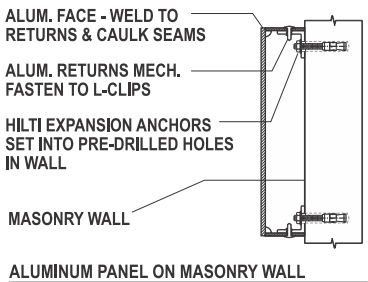


RETAIL TENANT SPACES - FRONT (NORTH) ELEVATION: 1/16" = 1'-0"



RETAIL TENANT SPACES - REAR (SOUTH) ELEVATION: 1/16" = 1'-0"

REAR ELEVATION TENANT SIGNAGE. LANDLORD SHALL PROVIDE 3" TALL VINYL ADDRESS NUMERALS APPLIED TO EACH REAR ENTRY DOOR. LANDLORD SHALL ALSO PROVIDE ONE 15" X 36" X 1" DEEP ALUMINUM PAN SIGN (BLACK) WITH WHITE VINYL COPY.



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REVISED
2/13/25

DESIGNED BY
Keith Hemen | UADP
UNION AFFILIATED DESIGN PROFESSIONAL

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