

**CITY OF CHESTERFIELD
PLANNING COMMISSION MEETING
MONDAY - FEBRUARY 26, 2007
7:00 PM**

AGENDA

I. ROLL CALL

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC HEARINGS

- A. P.Z. 3-2007 Chesterfield Retail Center:** A request for a change of zoning from an "M3" Planned Industrial District to a "PC" Planned Commercial District for an approximately 2.045 acre tract of land located at 17670 and 17680 Chesterfield Airport Road east of the intersection of Chesterfield Airport Road and Chesterfield Industrial Boulevard.

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

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

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

- C. P.Z. 07-2007 Spirit Valley Business Park (18652, 18630, 18650, and 18660 Olive Road):** A request for a change of zoning from "NU" Non-Urban to "PI" Planned Industrial for a 52.89 acres of land located south of Olive Street Road, east of Wardenburg. (17W420057, 17W420035, 17W230010, 17W230021)

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

V. APPROVAL OF MEETING MINUTES

- A.** Approval of February 12, 2007 Planning Commission Minutes

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

- A. McDonald's Corporation:** An Amended Site Development Plan, Landscape Plan and Lighting Plan for a fast-food restaurant located at southeast corner of the intersection of Long Road and Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

VIII. OLD BUSINESS

- A. P.Z. 28-2006 Chesterfield Neighborhood Office Park (17655 and 17659 Wild Horse Creek Road):** A request for a change of zoning from "NU" Non-Urban to "PC" Planned Commercial District with a "WH" Wild Horse Creek Road Overlay for 8.04 acre tract of land located north of Wild Horse Creek Road and west of Long Road. (18V510095 & 18V510040)

Staff will discuss issues with the Planning Commission.

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

The Planning Commission may vote on this item tonight.

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

The Planning Commission may vote on this item tonight.

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.

NOTICE OF PUBLIC HEARING CITY OF CHESTERFIELD PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Chesterfield will hold Public Hearings on February 26, 2007 in the Council Chambers at the City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017.

Said hearings will be as follows:

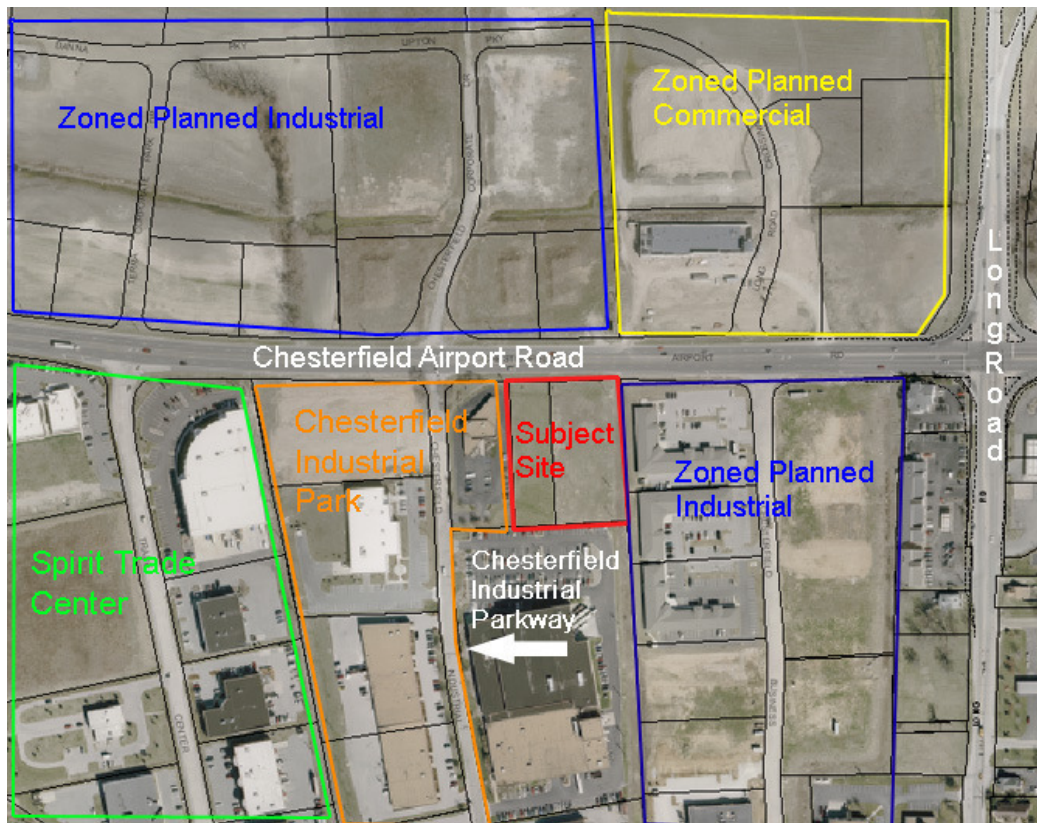
P.Z. 3-2007 Chesterfield Retail Center: A request for a change of zoning from an “M3” Planned Industrial District to a “PC” Planned Commercial District for an approximately 2.045 acre tract of land located at 17670 and 17680 Chesterfield Airport Road east of the intersection of Chesterfield Airport Road and Chesterfield Industrial Boulevard. (17U130165 & 17U130770)

Permitted Uses:

- (e) Associate work and storage areas required by a business, firm or service to carry on business operations.
- (h) Barber shops and beauty parlors.
- (i) Bookstores.
- (o) Dry cleaning drop-off and pick up stations.
- (s) Financial institutions.
- (x) Medical and dental offices.
- (z) Offices or office buildings.
- (hh) Restaurants, fast food.
- (ii) Restaurants, sit down.
- (mm) Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
- (nn) Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craft persons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales, goods and services associated with these uses may be sold or provided directly to the public on the premises.
- (rr) Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.

Anyone interested in the proceedings will be given an opportunity to be heard. Copies of the request are available for review in the Department of Planning at the Chesterfield City Hall, 690 Chesterfield Parkway West during weekdays between the hours of 8:30 a.m. and 4:30 p.m. If you should need additional information about this project, please contact Ms. Jennifer Yackley, Project Planner, by telephone at 636-537-4743 or by email at jyackley@chesterfield.mo.us.

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



Description of Property

Original Lot 1A-2

A tract of land being Lot 1A-2 of “Chesterfield Industrial Lot Split Plat,” A Lot Split of Adjusted Lot 1-A of A Boundary Adjustment Plat of Lots 1-A and 1-B of a Resubdivision of Lot 1 of the Resubdivision of Lot 1 of Chesterfield Industrial Park, in U.S. Survey 1010 Township 45 North-Ranges 3 and 4 East, City of Chesterfield, St. Louis County, Missouri, according to the plat thereof recorded in Plat Book 353 page 837 of the St. Louis County Records and being more particularly described as:

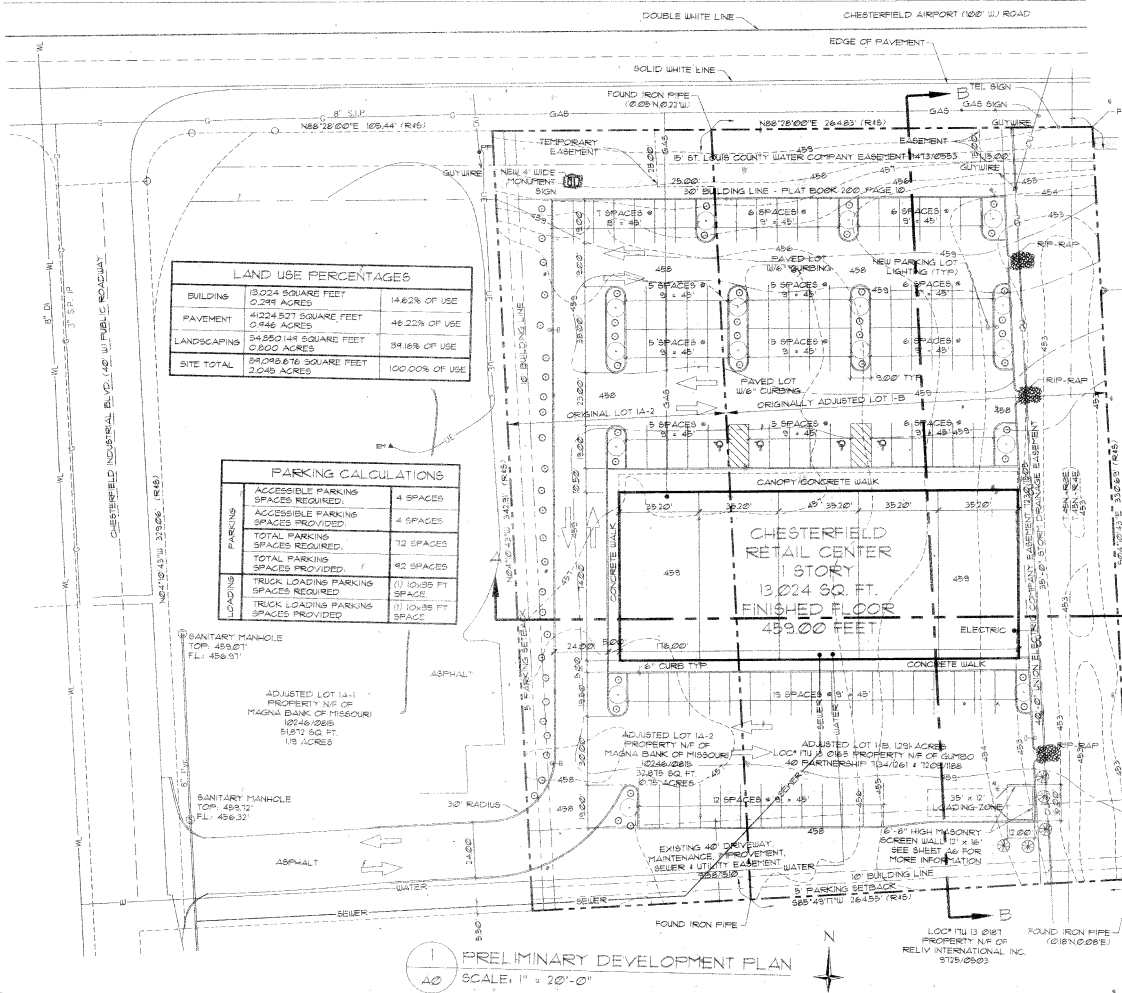
Beginning at the Northwest corner of said Adjusted Lot 1A-2; said point being also a point in the South line of Chesterfield Airport Road, 100 feet wide; thence Eastwardly along said South line of Chesterfield road North 88 degrees 28 minutes 00 seconds East 96.60 feet to the Northeast corner of said Adjusted Lot 1-A-2; thence Southwardly along the East line of said Adjusted Lot 1A-2, South 04 degrees 10 minutes 43 seconds East 338.45 feet to the Southeast corner of said Adjusted Lot 1A-2; said point being also a point in the North line of Lot 2 of “The Resubdivision of Lot 1 of Chesterfield Industrial Park”, a subdivision according to the plat thereof recorded in Plat Book 200 page 10 of the St. Louis County records; thence Westwardly along said North line of Lot 2, being also along the South line of said Adjusted Lot 1A-2, South 85 degrees 49 minutes 17 seconds West 96.50 feet to the Southwest corner of said Adjusted Lot 1A-2; thence Northwardly along the West line of said adjusted Lot 1A-2 North 04 degrees 10 minutes 43 seconds West 342.91 feet to the point of beginning and containing 0.754 acres.

Original Adjusted Lot 1-B

A tract of land being Adjusted Lot 1-B of ‘A Boundary Adjustment Plat of Lots 1-A and 1-B’ of A Resubdivision of Lot 1 of the Resubdivision of Lot 1 of Chesterfield Industrial Park in U.S. Survey 1010, Township 45 North—Ranges 3 and 4 East, City of Chesterfield, St. Louis County,

Missouri, according to the plat thereof recorded in Plat Book 309 page 5 of the St. Louis County records and being more particularly described as:

Beginning at the Southeast corner of said Adjusted Lot 1-B; said point being also the Northeast corner of Lot 2 of "The Resubdivision of Lot 1 of Chesterfield Industrial Park," a subdivision according the plat thereof recorded in Plat Book 200 page 10 of the St. Louis County records; thence Westwardly along the North line of said Lot 2, South 85 degrees 49 minutes 17 seconds West 168.05 feet to the Southwest corner of said Adjusted Lot 1-B; thence Northwardly along the West line of said Adjusted Lot 1-B North 04 degrees 10 minutes 43 seconds West 338.45 feet to the Northwest corner thereof; said point being also a point in the South line of Chesterfield Airport, 100 feet wide; thence Eastwardly along said South line of Chesterfield Airport Road North 88 degrees 28 minutes 00 seconds East 168.23 feet to the Northeast corner of said Adjusted Lot 1-B; thence Southwardly along the East line of said Adjusted Lot 1-B South 04 degrees 10 minutes 43 seconds East 330.69 feet to the point of beginning and containing 1.291 acres.

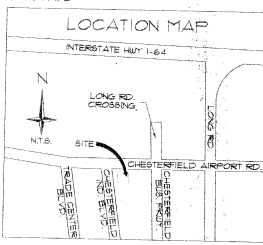


LAND USE PERCENTAGES

BUILDING	13,024 SQUARE FEET 0.299 ACRES	14.62% OF USE
PAVEMENT	4,224,521 SQUARE FEET 0.146 ACRES	46.22% OF USE
LANDSCAPING	34,250.141 SQUARE FEET 0.800 ACRES	34.16% OF USE
SITE TOTAL	34,088,616 SQUARE FEET 0.800 ACRES	100.00% OF USE

PARKING CALCULATIONS

ACCESSIBLE PARKING SPACES REQUIRED	4 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	4 SPACES
TOTAL PARKING SPACES REQUIRED	72 SPACES
TOTAL PARKING SPACES PROVIDED	42 SPACES
TRUCK LOADING PARKING SPACES REQUIRED	(1) 10'x35' FT SPACE
TRUCK LOADING PARKING SPACES PROVIDED	(1) 10'x35' FT SPACE



LANDSCAPE LEGEND

(Symbol)	DECIDUOUS TREE
(Symbol)	EVERGREEN TREE
(Symbol)	EVERGREEN SHRUB
(Symbol)	FLOWERING ANNUALS

CONTOUR LEGEND

(Symbol)	EXISTING CONTOUR AND ELEVATION
(Symbol)	PROPOSED CONTOUR AND ELEVATION

TREE STAND DELINEATION

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

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

A BOUNDARY ADJUSTMENT PLAT OF A TRACT OF LAND BEING ADJUSTED LOT 1-B OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 1-A AND 1-B OF A RESUBDIVISION OF LOT 1 OF CHESTERFIELD INDUSTRIAL PARK AND LOT 1-A OF CHESTERFIELD INDUSTRIAL LOT SPLIT PLAT A LOT SPLIT PLAT OF ADJUSTED LOT 1-A OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 1-A AND 1-B OF A RESUBDIVISION OF LOT 1 OF CHESTERFIELD INDUSTRIAL PARK IN US SURVEY 1200 TOWNSHIP 45 NORTH - RANGES 3 AND 4 EAST CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI.

STUDIO ONE
architecture inc.

4871 HIGHWAY 2
NORTHVILLE, MISSOURI 63055
PH: 636.368.6102 FAX: 636.398.8155
WWW.STUDIOONEARCHITECTURE.COM

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

REVISIONS:

ISSUE DATE:
January 31, 2007

A0

PRELIMINARY
DEVELOPMENT PLAN



STUDIO ONE
architecture inc.
4071 HIGHWAY 7
ST. LOUIS, MO 63115
tel: 636.368.6162 fax: 636.368.6155
www.studioonearch.com

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

REVISIONS:

ISSUE DATE:
December 29, 2006

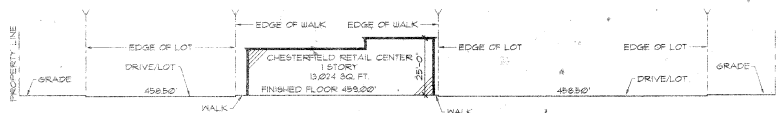
A0.1

PRELIMINARY
DEVELOPMENT PLAN

12/29/06 2:00 pm



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



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

IV. B.

NOTICE OF PUBLIC HEARING CITY OF CHESTERFIELD PLANNING COMMISSION

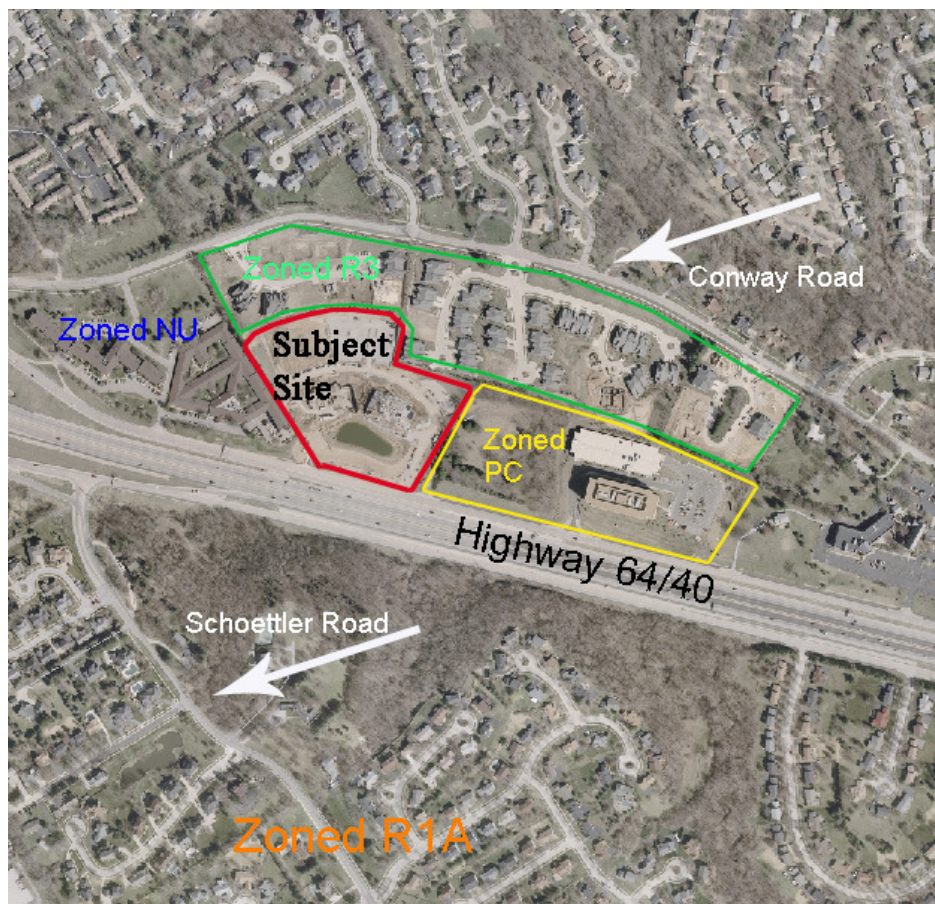
NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Chesterfield will hold Public Hearings on Monday, February 26, 2007, in the Council Chambers at the City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017.

Said hearings will be as follows:

P.Z. 6-2007 Delmar Gardens Enterprises (Ordinance Amendment): a request for an amendment to City of Chesterfield Ordinance 2129 to change the building setbacks, parking structure setbacks, parking and loading space setbacks for a 8.477 acre "PC" Planned Commercial District located near the intersection of North Outer Forty and Conway Road at 14805 North Outer Forty Drive (18S320194)

Anyone interested in the proceedings will be given an opportunity to be heard. Copies of the request are available for review in the Department of Planning at the Chesterfield City Hall, 690 Chesterfield Parkway West during weekdays between the hours of 8:30 a.m. and 4:30 p.m. If you should need additional information about this project, please contact Ms. Jennifer Yackley, Project Planner, by telephone at 636-537-4743 or by email at jyackley@chesterfield.mo.us

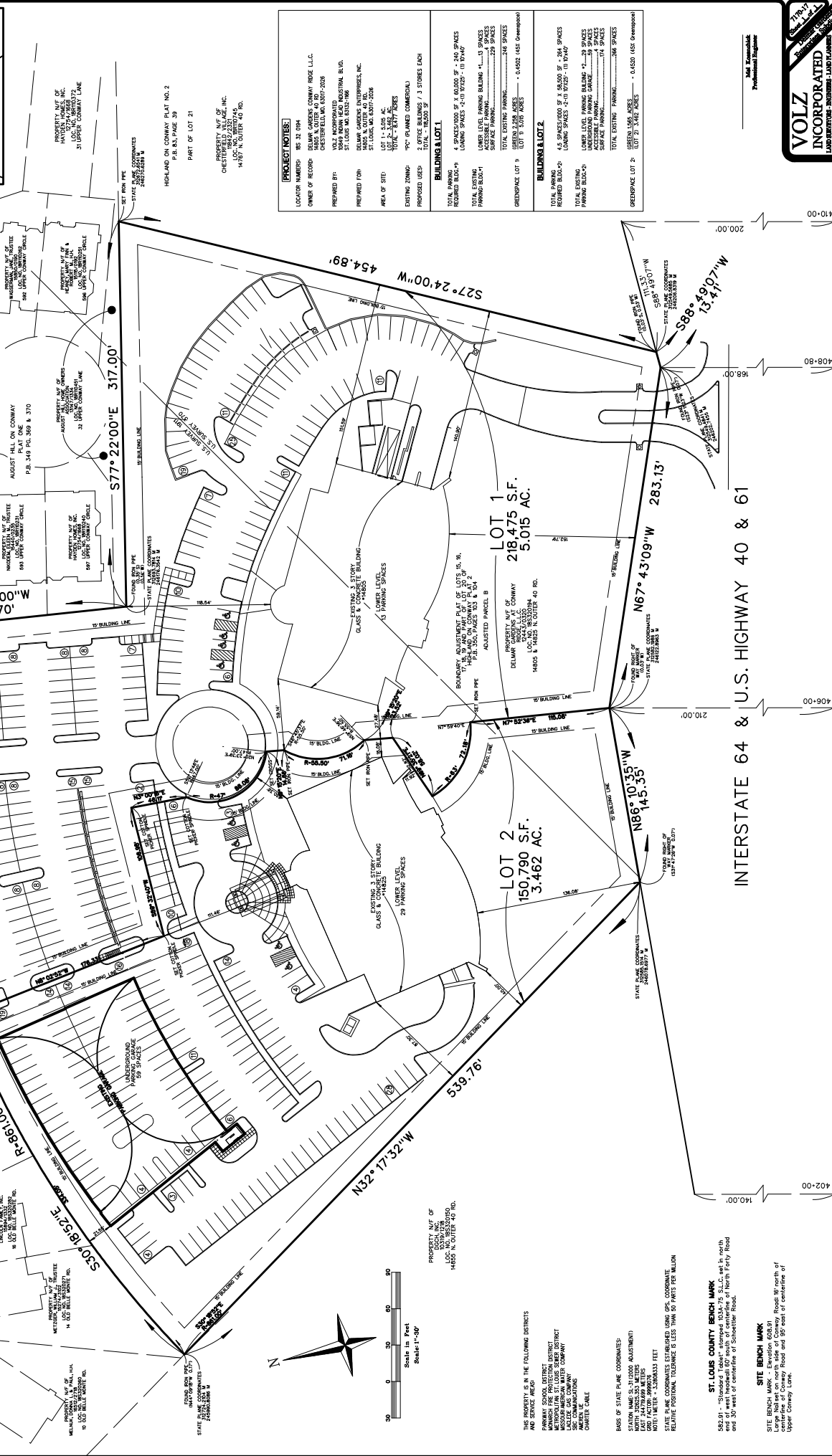
CITY OF CHESTERFIELD
Maurice L. Hirsch, Jr., Chair
Chesterfield Planning Commission



Description of Property

A tract of land being Adjusted Parcel B of "Boundary Adjustment Plat of Lots 15, 16, 17, 18, 19 and part of Lot 20 of Highland on Conway Plat 2," according to the plat thereof recorded in Plat Book 350 pages 103 and 104 of the St. Louis County records, in U.S. Surveys 1911 and 370, Township 45 North –Range 4 East, City of Chesterfield, St. Louis County, Missouri, and being more particularly described as:

Beginning at the Northwest corner of said Adjusted Parcel B, being also the Southwest corner of "Belle Monte Road," a subdivision according to the plat thereof recorded in Plat Book 351 pages 35 and 36 of the St. Louis County records; thence Eastwardly along a North line of said Adjusted Parcel B, being also the South line of said "Belle Monte Road," along a curve to the right whose radius point bears South 30 degrees 18 minutes 52 seconds East 861.00 feet from the last mentioned point, a distance of 657.78 feet to a point in the West line of "August Hill On Conway Plat One," a subdivision according to the plat thereof recorded in Plat Book 349 pages 369 and 370 of the St. Louis County records; thence Southwardly and Eastwardly along the West and South lines of said "August Hill On Conway Plat One," being also an East and a North line of said Adjusted Parcel B, South 07 degrees 41 minutes 00 seconds West 195.70 feet and South 77 degrees 22 minutes 00 seconds East 317.00 feet to the Easternmost corner of said Adjusted Parcel B, being also the Northwest corner of Lot 21 of "Highland on Conway Plat No. 2," a subdivision according to the plat thereof recorded in Plat Book 83 page 39 of the St. Louis County records; thence Southwardly along an East line of said Adjusted Parcel B, being also the West line of said Lot 21, South 27 degrees 24 minutes 00 seconds West 454.89 feet to a point in the North right of way line of Interstate 64 and U. S. Highway 40/61, of varying width; thence Westwardly along said North line the following courses and distances: South 88 degrees 49 minutes 07 seconds West 13.41 feet, North 67 degrees 43 minutes 09 seconds West 283.13 feet and North 86 degrees 10 minutes 35 seconds West 145.35 feet to the Southwest corner of said Adjusted Parcel B; thence Northwestwardly along the Southwest line of said Adjusted Parcel B North 32 degrees 17 minutes 32 seconds West 539.76 feet to the point of beginning and containing 8.477 acres according to calculations by Volz Incorporated on July 26, 2006.

[illegible]

INTERSTATE 64 & U.S. HIGHWAY 40 & 61

ST. LOUIS COUNTY BENCH MARK
592.91' - "Standard Table" stamped 103A-75 S.L.C. set in north end of west headwall; 60' south of centerline of North Forty Road and 30' west of centerline of Schoettler Road.

SITE BENCH MARK
SITE BENCH MARK - Elevation 608.91
Large Nail set on north side of Conway Road 16' north of
centerline of Conway Road and 95' east of centerline of
Lower Conway Lane.

SITE BENCH MARK

SITE BENCH MARK - Elevation 608.91
 Large Nail set on north side of Conway Road: 16' north of
 centerline of Conway Road and 95' east of centerline of
 Inner Conway Lane.

1998

7700-7799 7170-151502 6-27-06 410

NOTICE OF PUBLIC HEARING CITY OF CHESTERFIELD PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Chesterfield will hold Public Hearings on February 26, 2007 at 7:00 p.m. in the City Council Chambers at Chesterfield City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017. Said Hearings will be as follows:

P.Z. 07-2007 Spirit Valley Business Park (18652, 18630, 18650, and 18660 Olive Road): A request for a change of zoning from "NU" Non-Urban to "PI" Planned Industrial for a 52.89 acres of land located south of Olive Street Road, east of Wardenburg.(17W420057,17W420035,17W230010,17W230021)Proposed Uses include:

- (b) Animal hospitals, veterinary clinics, and kennels.
- (c) ~~Animal slaughtering~~, meat packing, ~~or rendering~~ facilities.
- (e) Arenas and stadiums.
- (f) Auditoriums, churches, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
- (h) Broadcasting studios for radio and television.
- (i) Broadcasting, transmitting, or relay towers, studios, and associated facilities for radio, television, and other communications.
- (j) Business, professional, and technical training schools.
- (k) Business service establishments.
- (l) Cafeterias for employees and guests only.
- (n) Churches shall be allowed on tracts of land of at least one acre in size.
- (q) Financial institutions.
- (u) Filling stations, including emergency towing and repair services.
- (v) Gymnasiums, indoor swimming pools, indoor handball and racquetball courts (public or private), and indoor unlighted outdoor tennis courts (public or private).
- (w) ~~Harbors, marinas, and docks for water borne vehicles, including storage and charter of boats, on land or in the water, repair facilities for boats, and sale of fuel and other supplies for marine use.~~
- (x) Highway Department garages.
- (y) Hotels and motels.
- (bb) Laundries and dry cleaning plants, not including personal and individual drop-off and pick-up service.
- (cc) Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles, shall be:
 - (i) Adequately screened with landscaping, fencing, or walls, or any combination thereof; or
 - (ii) Placed underground; or
 - (iii) Enclosed in a structure in such a manner so as to blend with and complement the character of the surrounding area.
- (dd) Mail order sale warehouses.

- (ee) Manufacturing, fabrication and processing of flammable gases, liquids, and explosives.
- (ff) Manufacturing, fabrication, assembly, processing, or packaging, of any commodity except:
 - ~~(i) Facilities producing or processing explosives or flammable gases or liquids;~~
 - (ii) Facilities for animal slaughtering, ~~meat packing~~, or rendering;
 - (iii) Sulphur plants, rubber reclamation plants, or cement plants; and
 - (iv) Steel mills, foundries, or smelters.
- (gg) Medical and dental offices.
- (ii) Office or office buildings.
- (ll) Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.
- (mm) Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.
- (nn) Police, fire, and postal stations.
- (oo) Printing and duplicating services.
- (pp) Public utility facilities.
- (tt) Recreational facilities, indoor and illuminated outdoor facilities, including swimming pools, golf courses, golf practice driving ranges, tennis courts, and gymnasiums, and indoor theaters, including drive-in theaters.
- (uu) Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
- (vv) Restaurants, fast food.
- (ww) Restaurant, site down.
- (xx) Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
- (yy) Sales, servicing, repairing, cleaning, renting, leasing, and necessary outdoor storage of equipment and vehicles used by business, industry, and agriculture.
- (zz) Sales yards operated for a charitable purpose by a church, school, or other not-for-profit organization.
- (ccc) Service facilities, studios, or work areas for antique salespersons, artist, candy makers, craftpersons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
- (eee) Permitted signs (See Section 1003.168 "Sign Regulations")
- (ggg) Storage and repair garages for public mass transit vehicles.
- (hhh) Storage yards for lumber, coal, and construction materials.
- (iii) Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
- (nnn) Union halls and hiring halls.
- (ooo) Vehicle repair facilities.
- (ppp) Vehicle service centers.
- (qqq) Vehicle washing facilities.
- (sss) Welding, sheet metal, and blacksmith shops.

(ttt) Yards for storage of contractors' equipment, materials, and supplies, excluding junk yards and salvage yards.

Ancillary Uses:

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



Anyone interested in the proceedings will be given an opportunity to be heard. Copies of the request are available for review from the Department of Planning at Chesterfield City Hall, 690 Chesterfield Parkway West, weekdays between the hours of 8:30 a.m. and 4:30 p.m. If you should need additional information about this project, please contact Ms. Aimee Nassif, Senior Planner by telephone at 636-537-4745 or by email at anassif@chesterfield.mo.us.

CITY OF CHESTERFIELD

Maurice Hirsch, Chair,
Chesterfield Planning Commission

For information about this and other projects under review by the Department of Planning, please visit "Planning Projects" at www.Chesterfield.mo.us.

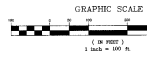
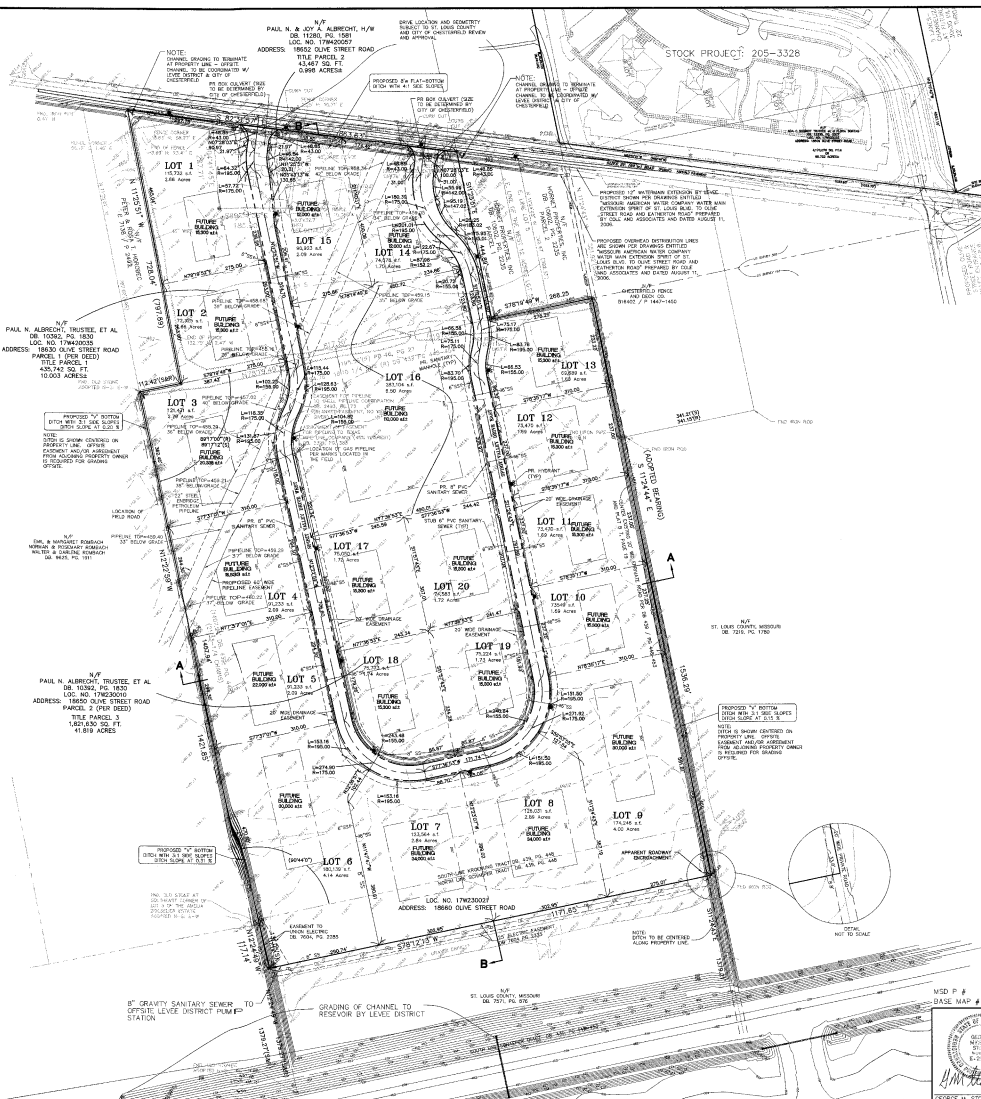
Legal Description

A tract of land in St. Louis County, Missouri, being part of Lot 5 of the subdivision of Amelia Boisselier Estate, in U.S. Surveys 368, 1937 and 133, Township 45 North, Range 3 East, according to plat thereof recorded in Plat Book 16 page 27 of the St. Louis County Records, and a tract of land in U.S. Survey 153, Township 45 North, Range 3 East, being composed of two parcels, one marked "Cosmos Tamian Kroenung" and the other marked "Herman Schaeper and Agnes Schaeper" according to the plat accompanying Commissioner's Report in Partition in Estate of Valentine Kroenung, deceased, being Cause No. 16263 of the Circuit Court of the City (former County) of St. Louis, Missouri, in the year 1870, a copy of which report is recorded in Book 439 page 448 of the records of said City, and being more particularly described as follows:

BEGINNING at a point on the southern line of Olive Street Road at the point of intersection with the western line of Lot 5 of the subdivision of the Amelia Boisselier Estate as recorded in Plat Book 16, Page 27 of the St. Louis County Records; thence along the southern line of said Olive Street Road South 82 degrees 31 minutes 57 seconds East, a distance of 863.63 feet to the point of intersection with the western line of a tract of land described as Parcel 1 in a deed to Hornet Properties Inc., as recorded in Deed Book 10602, Page 2235 of the St. Louis County Records; thence along said western line South 11 degrees 25 minutes 51 seconds East, a distance of 444.89 to the southern line of the aforesaid Lot 5; thence along said southern line and the prolongation thereof North 78 degrees 19 minutes 49 seconds East, a distance of 268.25 feet to Northeast corner of a tract of land described as Parcel 2 in a deed to Paul N. Albrecht, Trustee, et al. as recorded in Deed Book 10392, Page 1830 of the aforesaid St. Louis County Records; thence along the eastern line of said Parcel 2 of said Albrecht Tract South 11 degrees 24 minutes 44 seconds East, a distance of 1536.29 feet to a found iron rod at the Southeast corner of said tract; thence along the southern line of said Parcel 2 of said Albrecht Tract South 78 degrees 12 minutes 13 seconds West, a distance of 1171.65 feet to the Southwest corner of said tract; thence along the western line of said Parcel 2 of said Albrecht Tract North 12 degrees 24 minutes 49 seconds West, a distance of 117.14 feet to a stone at the Southeast corner of Lot 3 of the aforesaid subdivision of the Amelia Boisselier Estate; thence continuing along the western line of the aforesaid Parcel 2 of said Albrecht Tract, being the eastern line of said Lot 3, North 12 degrees 22 minutes 59 seconds West, a distance of 1421.85 feet to a stone at the Northwest corner of the aforesaid Parcel 2 of said Albrecht Tract; thence along the northern line of said tract North 78 degrees 19 minutes 49 seconds East, a distance of 112.42 feet to the Southwest corner of the aforesaid Lot 5 of the subdivision of the Amelia Boisselier Estate; thence along the western line of said Lot 5 North 11 degrees 25 minutes 51 seconds West, a distance of 728.04 feet to the Point of Beginning and containing 2,300,839 sq. ft. 52.819 acres.

OLIVE STREET ROAD (60'W PUBLIC)

STOCK PROJECT: 206-3328



3.1. REVIEW FOR CITY AND CLIENT COMMENTS (11/20/04)
3.2. REVIEW FOR CITY COMMENTS (11/20/04)

PRELIMINARY SITE DEVELOPMENT PLAN
SPIRIT VALLEY BUSINESS PARK

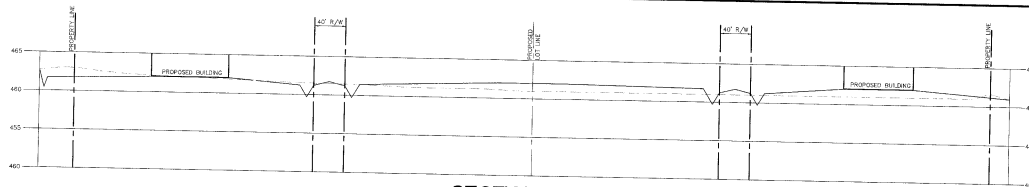
Stock & Associates
Consulting Engineers, Inc.

257 Chesterfield Business Parkway
St. Louis, MO 63103
PH (636) 538-9611
FAX (636) 538-9600
e-mail: general@stockassociates.com
Web: www.stockassociates.com

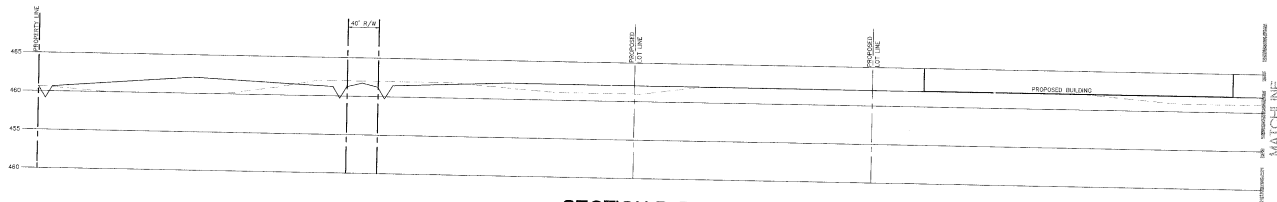
MSD P. # 17W
BASE MAP # 17W

DATE: 11/20/04
BY: GWS
CHECKED BY: GWS
DATE: 11/20/04

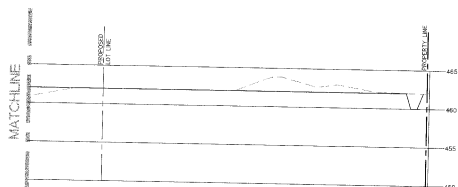
206-3923 2 of 3



SECTION A-A
SCALE: HORIZONTAL 1"=50'
VERTICAL 1"=5'



SECTION B-B
SCALE: HORIZONTAL 1"=50'
VERTICAL 1"=5'



2) REVISED FOR CITY AND CLIENT COMMENTS 10/16/07
1) REVISED FOR CITY COMMENTS 10/25/07

PRELIMINARY SITE DEVELOPMENT PLAN
SPIRIT VALLEY BUSINESS PARK



STOCK & ASSOCIATES
Consulting Engineers, Inc.

201 Chesterfield Business Parkway
St. Louis, MO 63103
PH (314) 535-9800
FAX (314) 535-9500
e-mail: general@stockassociates.com
Web: www.stockassociates.com

DATE: 11/20/06 D.P.B. 11/20/06 206-3923 3 of 3

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
FEBRUARY 12, 2007**

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

I. PRESENT

ABSENT

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

Mayor John Nations
Councilmember Mary Brown, Council Liaison
City Attorney Rob Heggie
Mr. Michael Herring, City Administrator
Ms. Libbey Simpson, Assistant City Administrator
for Economic & Community Development
Mr. Mike Geisel, Acting Director of Planning
Ms. Aimee Nassif, Senior Planner
Ms. Jennifer Yackley, Project Planner
Ms. Mary Ann Madden, Planning Assistant

II. INVOCATION: Commissioner O'Connor

III. PLEDGE OF ALLEGIANCE – All

Chair Hirsch acknowledged the attendance of Mayor John Nations; Councilmember Mary Brown, Council Liaison; Councilmember Connie Fults, Ward IV; and City Administrator Mike Herring.

PUBLIC HEARINGS – Commissioner Perantoni read the "Opening Comments" for the Public Hearings.

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

Project Planner Jennifer Yackley gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. Yackley stated the following:

- The Petitioner is requesting the following two uses:
 - (kk) Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
 - (ll) Sales, servicing, repairing, cleaning, renting, leasing, and necessary outdoor storage of equipment and vehicles used by business, industry and agriculture.
- The subject site is the northern part of Long Road Crossing at the intersection of Long Road and Chesterfield Airport Road and just north of Walgreen's.
- The Comprehensive Land Use Plan indicates the subject parcel as "Mixed Commercial Use".
- Departmental Issues:
 - 1. Awaiting agency comments from the Public Works Department and St. Louis County.
 - 2. The amended Attachment A will include the updated criteria for commercial developments.

PETITIONER'S PRESENTATION:

1. Mr. Chris Kehr, representing Butler Investment Partnership, 11141 Clayton Road, St. Louis, MO stated the following:
 - They are only requesting use (kk); use (ll) is not being requested.
 - There is a time constraint in that the requested use by the Saturn dealership is based upon the closing of the current dealership at 141 and Manchester Road.
 - They are interested in locating in Chesterfield Valley and feel the dealership would be a great addition to the area.
 - The proposed building is for a one-story, 19,000 square-foot Saturn dealership on 5.3 acres. The current proposed use is for a five-story, 89,000 sq. ft. hotel.
 - Saturn proposes to locate its building in the northwest corner of the site with the front of the building facing U.S. 40/64.
 - The site would have about 31% open space with significant landscaping on all four sides to buffer the car lot. The site would include parking islands with no more than 10 spaces in-between – all being landscaped and irrigated.

- The Petitioner proposes amending use (kk) as follows:
Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, ~~trailers, construction equipment, agricultural equipment, and boats~~, as well as associated repairs and necessary outdoor storage of said vehicles.
 - The current Zoning Ordinance allows the sale of automobiles, but it is limited to indoor sales.
 - Saturn's intent is to bring a quality building and business to the Chesterfield area. Saturn's prototype building is proposed for the site with some flexibility in the design.
2. Ms. Jackie Dunne, Owner, Saturn of West County, 17915 Pond Bridge Road, Chesterfield, MO was available for questions:
 3. Mr. Paul Boyer, 11402 Gravois Road, #100, St. Louis, MO was available for questions.
 4. Mr. Michael E. Bauer, President, Bauer & Associates Architects, Inc. 12412 Powerscourt, St. Louis, MO was available for questions.

Responding to questions from the Commission, Mr. Kehr or Ms. Dunne stated the following:

- **Regarding a body shop on site:** There will not be a body shop at the subject site. There will be a service department on-site. Customers' vehicles would be towed to the South County location for body work. Commissioner Banks expressed concern about having wrecked cars sitting on the lot waiting for repairs. He noted that the current language would allow this.
- **Regarding static displays:** A typical Saturn dealership keeps 4-5 cars on display outside in front of the building with the majority of the inventory being stored outside toward the rear of the building.
- **Regarding repair of vehicles:** All vehicles would be repaired indoors in the Service Department at the rear of the facility. The Service Department is not visible from the front of the building – customers would enter the front of the building to a service reception area.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

REBUTTAL: None

ISSUES:

1. Does the current zoning ordinance allow the indoor sale of motor vehicles?
Ms. Yackley stated that the indoor sale of motor vehicles is included in the use of general retail.

2. Clarify the uses – delete use (ll) from the request.
3. Amend use (kk) per the Petitioner's statement.
4. Should "body shop" be specifically excluded in the Attachment A?
5. Address language in the Attachment A that would allow the storage of vehicles for repair.
6. When was the current Ordinance approved? Ms. Yackley stated that it passed June 7, 2004.
7. Provide the entire list of uses as approved, along with the changes proposed.
8. Provide comments from the Department of Public Works regarding how the proposed use will affect traffic/safety on Chesterfield Airport Road.
9. What are the open space requirements for the proposed use? Ms. Yackley stated that the open space is not defined by use; the open space for this site, per the governing ordinance, is 30%. They comply with the requirement.

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

Ms. Aimee Nassif, Senior Planner, gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. Nassif stated the following:

- Staff has worked with the Petitioner regarding the proposed uses – the proposed uses are as follows with those being removed, or amended, as noted:
 - a. Animal hospitals, veterinary clinics, and kennels.
 - b. Arenas and stadiums. **(removed)**
 - c. Associated work and storage areas required by a business, firm, or service to carry on business operations.
 - d. Auditoriums, churches, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
 - e. Automatic vending facilities for: **(ancillary)**
 - Ice and solid carbon dioxide (dry ice);
 - Beverages;
 - Confections.
 - f. Barber shops and beauty parlors.
 - g. Bookstores.
 - h. Broadcasting studios for radio and television. **(removed)**
 - i. Cafeterias for employees and guests only.
 - j. Child care centers, nursery schools, and day nurseries.
 - k. Colleges and universities.
 - l. Dry cleaning drop-off and pick-up stations.
 - m. Filling stations, including emergency towing and repair services, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours. **(limit to 1, southern lots)**
 - n. Film drop-off and pick-up stations.

- o. Fishing tackle and bait shops. Open storage and display are prohibited. **(removed)**
- p. Financial Institutions.
- q. Hospitals.
- r. Hotels and Motels.
- s. Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles.
- t. Medical and dental offices.
- u. Offices or office buildings.
- v. Outdoor advertising signs. **(removed)**
- w. Outpatient substance abuse treatment facilities. **(removed)**
- x. Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.
- y. Police, fire and postal stations.
- z. Public utility facilities.
- aa. Recreational facilities, indoor and illuminated outdoor facilities, including swimming pools, golf courses, golf practice driving ranges, tennis courts, and gymnasiums, and indoor theaters, including drive-in theaters.
- bb. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
- cc. Restaurants, fast food.
- dd. Restaurants, sit down.
- ee. Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
- ff. Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
- gg. Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craft persons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
- hh. Permitted signs. **(removed)**
- ii. Souvenir shops and stands, not including any zoological displays, or permanent open storage and display of manufacturing goods.
- jj. Stores, shops, markets, service facilities, and automatic vending facilities in which goods or serves of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
- kk. Vehicle repair facilities for automobiles. **(Restricted to 1 and to the southern lots.)**
- ll. Vehicle service centers for automobiles. **(Restricted to 1 and to the southern lots.)**

- mm. Vehicles washing facilities for automobiles. **(Restricted to 1 and to the southern lots.)**
- Issues currently under review:
 - Road improvements
 - Cross access
 - Traffic issues
- Road improvements are proposed with the subject development for the interstate and Spirit of St. Louis Boulevard.
- The Comprehensive Land Use Plan shows the area zoned for “Mixed Commercial Use”.

PETITIONER’S PRESENTATION:

1. Mr. Jerry Crylen, Senior Vice-President of Duke Realty Corporation, 520 Maryville Center Drive, Town & County, MO stated the following:
 - They have been under contract to acquire the site from the St. Louis Port Authority.
 - They have been discussing the road improvements, particularly confirming the proper access and configuration for additional on/off accesses on to Highway 40/64 and along Spirit of St. Louis Boulevard.
 - They feel the proposal will be beneficial to the City in that it removes the “antiquated jail facility” on the site.
2. Mr. George M. Stock, Stock & Associates, 257 Chesterfield Business Parkway, Chesterfield, MO stated the following.
 - The subject site is the former adult correctional institute, which is located at the southeast corner of I-64 and Spirit of St. Louis Boulevard – immediately north of Chesterfield Airport Road.
 - The site is 32.24 acres. The Petitioner’s intent is to divide the property into three distinct areas.
 - They propose five lots fronting Chesterfield Airport Road ranging from 1.54 acres to 2 acres. They envision these lots to be retail use ranging in size from 8,000-12,400 square feet and would be single-story buildings.
 - They propose two lots, which would be mid-size retail, commercial, or small office. These lots range in size from 3.17 acres to 4.2 acres. These buildings would be either one- or two-story buildings with approximately 37,000-40,000 square feet.
 - The remaining area would be predominantly an office component, which has been divided into two lots ranging in size from 7.7 acres to 8.4 acres. These would be multi-story office buildings, as tall as four stories with 126,000-140,000 square feet.
 - There have been a number of meetings with St. Louis County, MoDOT, and the City relative to access to the proposed development. They are proposing two points of ingress/egress on to Chesterfield Airport Road. At the southeast corner, they are proposing a signalized intersection. Moving to the west is a proposed right-in/right-out intersection. Along the frontage would be a right-turn lane and an additional shoulder moving to the intersection of Spirit of St. Louis Boulevard, which would also become a fully-signalized intersection.

- There would be improvements to Spirit of St. Louis Boulevard all the way up to the bridge.
- Road improvements include:
 - An additional center left-hand turn lane, along with shoulders;
 - An east-bound ramp onto Highway 64;
 - Re-striping of the bridge to accommodate the intersections – both on the south and the north sides; and
 - A west-bound ramp is proposed west of the bridge.
- Within the development, there will be internal driveways between the lower third and the mid-point, which will provide access for the retail lots fronting Chesterfield Airport Road.
- They will be incorporating the City's Master Drainage Plan, which includes a channel that runs along the eastern side of Spirit of St. Louis Boulevard. There will be an upgrade to the sanitary sewers to service the proposed development. Improvements will be made to the storm water system.
- The Developer has agreed to eliminate some of the uses, as outlined by Ms. Nassif.
- Open space of 30% is being proposed for the development, which is consistent with the other developments along Chesterfield Airport Road going back to the east.
- Regarding the building coverage, they would adhere to the 25% maximum building coverage.
- There are no specific users at this time.
- They would move forward with the development of this property, in conjunction with St. Louis County, to construct the proposed improvements in an expeditious manner. However, some permitting is out of their control, specifically the access ramp, which is under discussion with the Federal Highway Commission.
- They would like to commence with the razing and the infrastructure improvement of the roads.

3. Mr. Doug Shatto, Crawford, Bunte, Brammeier, was available for questions.

Responding to questions from the Commission, Mr. Crylen or Mr. Stock stated the following:

- **Regarding restricting the number of uses for the two office buildings on the northern part of the property:** They will work with Staff to clarify the uses.
- **Regarding access from Highway 40:** There is an existing bridge, which will be used. Going west-bound on I-64 and going underneath the bridge, a motorist will have the ability to exit using a new ramp.
- **Regarding the two signalized intersections:** The Spirit of St. Louis intersection will align with Spirit of St. Louis Boulevard as it goes to the south. The intersection at the southeast corner will not line up with any driveway.

Commissioner Broemmer expressed concern about a possible stacking problem from motorists trying to make a left-hand turn out of the development. Mr. Stock stated that there is another proposed signalized intersection located at Goddard, which has been recently approved at Greenberg Developments. All the signals will be sequenced, which will allow queues in the traffic for the motorists wanting to exit the site going left.

Commissioner Perantoni expressed her appreciation in having the taller buildings located near the highway. She encouraged the Developer to keep the buildings along Chesterfield Airport Road as one-story.

Mayor Nations stated that he is delighted with the proposed plan for this site. The County has been very cooperative in working with the City regarding this site. He feels the redevelopment of this property will be beneficial to the Valley and for the residents of Chesterfield.

Commissioner Asmus commended the Petitioner for presenting a plan that includes signalized intersections and right-turn lanes. He hopes the City can expeditiously act on the petition.

Commissioner Sherman expressed concern about the intersection to the east. It was noted that the Commission will be receiving comments from Public Works regarding the Traffic Study.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

REBUTTAL: None

ISSUES:

1. Create a separate list of uses for the properties to the north.
2. The taller buildings are to be constructed on the northern part of the property; one-story buildings are to be constructed along Chesterfield Airport Road; and one- or two-story buildings on the middle lots.
3. Road improvements
4. Cross access
5. Traffic issues – It was noted that the Traffic Study will be available at the next meeting.
6. Does the PC Ordinance or the Comprehensive Plan place a height limitation for this area? Ms. Nassif stated that the general requirement is that when a building goes over a specific number of feet, the setback changes – but there is no specific height limitation.

Commissioner Perantoni read the Closing Comments for the Public Hearings.

V. APPROVAL OF MEETING MINUTES

Chair Hirsch clarified two points from the February 12th Planning Commission meeting regarding P.Z. 01-2007 Sentrus (17947 Chesterfield Airport Road.):

- It was noted in the Meeting Summary that “Also in for review at this time are the Site Development Concept Plan and Section Plan for proposed Lot 4. These plans will be going to the Architectural Review Board in February; and then for review before the Commission simultaneously with the vote for the rezoning”. It was clarified that **the petitioner has requested review by the Commission simultaneously with the vote for the rezoning. It was also noted that the Planning Commission would conduct the Public Hearing for P.Z. 01-2007 at the February 12th meeting and solicit any concerns or issues evident at that time.**
- It was noted in the Meeting Summary that “Commissioner Banks reported that he and Chair Hirsch had met previously with Mr. Weinstein and some of the development team regarding the timeline of the project”. It was clarified that **Chair Hirsch and Commissioner Banks had attended a meeting called by the City, at which City Staff discussed the unique needs and timeline requested for this project. This meeting also included Mayor Nations, Councilmember Fults, Acting Director of Planning Geisel, and other City Staff.**

Commissioner Sherman made a motion to approve the minutes, as presented, of the February 12, 2007 Planning Commission Meeting. The motion was seconded by Commissioner Perantoni and **passed by a voice vote of 8 to 0.** (Commissioner Asmus was absent during the vote.)

VI. PUBLIC COMMENT

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

Petitioner:

1. Mr. Randy Johnson, Lighthouse Architects, 14323 South Outer 40 Drive, Chesterfield, MO stated the following:
 - Lighthouse Architects has been hired to plan and design the subject site, located at Conway Road and Chesterfield Parkway.
 - They feel the proposed use is in alignment with the City’s Land Use Plan.
 - They would like to discuss the merits of the project being developed as a gateway into the City of Chesterfield as opposed to the existing empty lot.
 - They have begun conversations with the neighbors, who have indicated agreement with the rezoning. The petitioner is awaiting a signed document from the neighboring property owners, which will be submitted to the City.

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

- **Regarding the proposed rooftop garden:** Rooftop gardens are a way to minimize the heat gain on certain portions of the building. They view the rooftop gardens as a progressive building component along the highway and as a statement-maker for the City. The rooftop area being considered is about 1700 sq. ft. It is expected that the garden will be seen from Chesterfield Parkway and Highway 40.
- **Regarding the pervious paving:** The paving system is proposed in the head-in parking spaces – not in any of the drive aisles. It is a pervious paving system that allows water to percolate through as opposed to sheet draining as most asphalt and concrete parking lots drain. By allowing the water to percolate through, it delays the introduction into the MSD system. The pervious paving is considered a green building component. The pavers are readily identifiable as a place for parking.
- **Regarding green building components:** In addition to the possible rooftop garden and pervious paving, they are also reviewing the possibility of utilizing a geothermal system, which would use the earth to heat and cool the building.
- **Regarding open space requirements:** it was noted that the open space requirements are 45% for the subject site. The revised landscaped area, which includes about 6,000 sq. ft. for the eco-pavers and 1700 sq. ft. for the rooftop garden, would increase the open space to 52.5% - this percentage does not include any MoDOT property. The petitioner is required to escrow funds for sidewalks, which would be on MoDOT property. The petitioner would maintain and landscape the MoDOT property and is asking whether the MoDOT property can be counted as part of the green space.

Commissioner Sherman stated that she is in favor of the eco-pavers, but expressed concern about them being counted towards open space.

2. Mr. Jim Wolterman, SWT Design, 7722 Big Bend Blvd, St. Louis, MO stated he was available for questions.
3. Mr. Dave Bohler, Clayton Engineering Company, 11920 Westline Industrial Drive, St. Louis, MO stated he was available for questions.

RE: P.Z. 25-2006 Simply Storage (OB Development, LLC)

Petitioner:

1. Mr. Mike Doster, Attorney for the Petitioner, 17107 Chesterfield Airport Road, Chesterfield, MO addressed the following issues:
 - Height: The building under the revised Plan will be 42' high, which will result in a 31-foot green space along the western property line. The previous Plan showed a building 45' in height to the roofline and 53' to the top with the mansard roof peaks. The peaks are removed on the revised Plan.

- Variance for the west side: The new site layout will meet the setback requirement along the western boundary line. With the reduced height, no variance will be necessary on the western boundary.
- Open Space: The previous Plan showed 30% open space; the revised Plan will also have the required 30% open space – possibly a little more as the building now totals 101,500 sq. ft. down from 101,740 sq. ft. The total retail has been reduced from 11,800 sq. ft. to 8,750 sq. ft. – a reduction of a little over 3,000 sq. ft. This reduction results in a lesser parking requirement of 49 spaces vs. the previous requirement of 63 spaces.
- Building Appearance: The revised Plan will show a design where the south and west sides of the building are wrapped with a single-story structure – 22 feet in height with a 30-foot minimum depth. The building will have a stepped appearance on the west side and south side, which will push most of the mass back from the edges of the property and make the building look smaller.
- Elevations: Per comments from Staff, they are in the process of changing the elevations to make the building look more like an office building.

Mr. Doster stated that if the re-consideration is approved, they hope to present the revised Plan at the next scheduled Planning Commission meeting.

2. Mr. Steven W. Polk, 17813 Edison Avenue, Chesterfield, MO stated he was available for questions.

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS - None

VIII. OLD BUSINESS

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

ISSUES:

1. Staff is awaiting the requested Traffic Study.
2. Open space – Ms. Yackley clarified the open space numbers. The plan shows 37% open space. If the rooftop garden is included in the open space, the open space is increased to 38%; if the Commission chooses to include the pavers in the open space, it would be increased to 52%.

Commissioner Banks stated he is not opposed to the pavers or rooftop garden, but felt the Commission should not overlook why the City has specific requirements, which hold down the density of the building and the required number of parking spaces. He felt the site will have access issues and

questioned why they should be given relief on green space. He felt the building should be smaller, which would require less parking.

Commissioner Broemmer stated he is not opposed to the pavers and rooftop garden but did not feel the pavers should be used in the open space calculations or that the rooftop garden should be considered as part of the green space.

Mr. Mike Geisel, Acting Director of Planning, stated that Staff's perspective is that the pavers are a good idea for storm water purposes. However, there is a problem with applying the pavers in a parking area to the open space definition. The definition of open space excludes areas for vehicular access and parking so the subject pavers would not be applied to the open space calculations. From a storm water perspective, it is a reasonable expectation that credits could be given for a reduction in the storm water run-off generated but he did feel any credit should be given for those pavers that are under a parked car.

Mr. Geisel also pointed out that Staff has denied a request for a variance to the 30-foot landscaping requirement on the east side of the site. The landscaping is required because the lot abuts a residential parcel.

Ms. Yackley stated that the site is surrounded on the east and south sides by MoDOT property, which is currently zoned residential. At the Public Hearing, question was raised as to whether or not other developments in the City had been granted the ability to use neighboring MoDOT properties toward open space calculations. Staff has found that the Drury Hotel has an open space requirement of 20% within its property lines because the landscape berm is half owned by MoDOT. The subject petitioner, in an attempt to avoid having to use MoDOT land, is requesting that the Commission grant a reduction in its open space requirement considering the use of pavers and rooftop gardens.

IX. NEW BUSINESS

- A. P.Z. 25-2006 Simply Storage (OB Development, LLC):** A request for a change of zoning from a Non-Urban "NU" to a Planned Industrial "PI" for an approximately 2.3 acre tract of land located at 17555 and 17551 Chesterfield Airport Road east of the intersection of Long Road and Chesterfield Airport Road. (Locator Numbers 17U140263 and 17U140203)

Chair Hirsch stated that a motion to re-consider P.Z. 25-2006 would have to be made by one of the three members of the Commission who voted against the petition at the last meeting.

Because Mr. Doster has addressed her previous concerns, **Commissioner Perantoni made a motion to reconsider P.Z. 25-2006 Simply Storage (OB Development, LLC)**. The motion was seconded by Commissioner Banks.

City Attorney Rob Heggie clarified that if the motion to re-consider passes, the petition would be placed on a future agenda as though it had not been previously voted upon. It was noted that Staff has not yet received the revised Plan, so this petition will be placed on the Agenda after Staff's review.

Upon roll call, the vote was as follows:

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

Nay: None

The motion passed by a vote of 9 to 0.

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

Commissioner Banks made a motion to hold a Public Hearing on P.Z. 6-2007 Delmar Gardens Enterprises (Ordinance Amendment). The motion was seconded by Commissioner Sherman and passed by a voice vote of 9 to 0.

C. Resolution regarding Ordinance Amendments

Commissioner Asmus made a motion to adopt the Resolution as amended below:

Be it resolved that all Ordinance Amendments under City of Chesterfield Code Section 1003.178.3 shall require a Public Hearing before the Planning Commission unless specifically exempted by a ~~majority~~ **super majority** vote **(6)** of the Planning Commission.

The motion was seconded by Commissioner Geckeler.

Commissioner Banks questioned whether all Commissioners would have to vote for exemption of a Public Hearing if only six Commissioners are present at a particular meeting. Commissioner Asmus replied that this is the intent as he does not feel the Commission should bypass the public's right to a hearing.

Upon roll call, the vote was as follows:

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

Nay: None

The motion passed by a vote of 9 to 0.

X. COMMITTEE REPORTS - None

XI. ADJOURNMENT

The meeting adjourned at 8:45 p.m.

David Banks, Secretary



VILA.

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

February 20, 2007

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

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

McDonald's Corporation: An Amended Site Development Plan, Landscape Plan and Lighting Plan for a fast-food restaurant located at southeast corner of the intersection of Long Road and Chesterfield Airport Road.

Dear Planning Commission:

Core States Engineering, on behalf of McDonald's Corporation, has submitted for your review a request for an Amended Site Development Plan, Landscape Plan and Lighting Plan for the McDonald's located at the intersection of Long and Chesterfield Airport Road.

BACKGROUND INFORMATION

1. On May 4, 1997, the City of Chesterfield approved Ordinance Number 1248 which rezoned a 2.03 acre parcel from "NU" Non-Urban District to "C8" Planned Commercial District.
2. Also included in Ordinance 1248 was .91 acres which was already zoned "C8" Planned Commercial via St. Louis County Ordinance 5,531. The total acreage for the site is 2.94 acres. The permitted uses for the site authorize a freestanding co-use convenience store/fastfood restaurant with drive-thru window, under canopy gas dispensing and a freestanding three (3) bay oil/lube operation.
3. The current Site Development Plan for the site was approved on September 8, 1997.
4. The City of Chesterfield approved Ordinance 1348 on October 6, 1997 to clarify signage criteria for the site.

SUBMITTAL INFORMATION

1. The request is for an additional ordering lane for the fast-food restaurant on the site.
2. No change to the landscaping is proposed for the site. Rather landscaping that must be removed to make way for the new lane will be relocated.
3. The lighting plan for the area has been reviewed and is in conformance with the City of Chesterfield Lighting Ordinance.

DEPARTMENTAL INPUT

Action is requested by the Planning Commission regarding approval of the Amended Site Development Plan, Landscape Plan and Lighting Plan for McDonald's at Long Road.

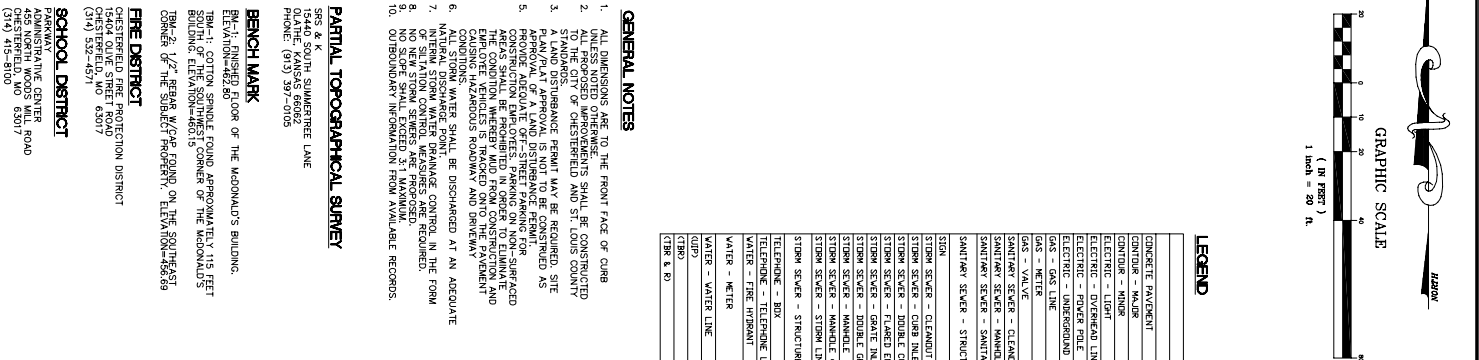
Respectfully submitted,



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

Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Amended Site Development Plan
Landscape Plan
Lighting Plan



McDONALD'S CORPORATION Information and proprietary data and documents were created on the date of the later time. Use project requires a. Reproduction is not	McDONALD'S CORPORATION 10801 MASTIN BLVD OVERLAND PARK, KS 66201 McDONALD'S 100 LONG ROAD, CHESTERFIELD MO 63017 AMENDED SITE DEVELOPMENT PLAN
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Rev. #	Date	Description
1	02/16/07	PER CITY COMMENTS

		22. EXISTING OLIVET WALKWAY
		23. EXISTING 30' WIDE ST. LOUIS COUNTY DEPARTMENT OF
		24. EXISTING 40' WIDE ST. LOUIS COUNTY DEPARTMENT OF
		25. EXISTING PUBLIC SANITARY FORCE MAIN,
		26. EXISTING PRIVATE SANITARY FORCE MAIN,
		27. EXISTING 12" DIAMETER SANITARY FORCE MAIN,
		28. EXISTING 6" SANITARY LATERAL (GRAVITY),
		29. EXISTING SANITARY TIE/VENT,
		30. EXISTING 12" DIAMETER SANITARY FORCE MAIN,
		31. EXISTING PAINTED LANE STRIPES,
		32. EXISTING WATER METER,
		33. EXISTING GAS SERVICE,
		34. EXISTING APPROX. 10.0' SIGN (18 5/8" F.),
		35. EXISTING PAINTED DRIVE THRU,
		36. EXISTING PAINTED DRIVE THRU,
		37. EXISTING PAINTED TEXT ONLY,
		38. EXISTING PAINTED DRIVE THRU,
		39. EXISTING DIRECTIONAL SIGN "WELCOME",
		40. EXISTING DIRECTIONAL SIGN "HAWAII",
		41. EXISTING FLAG POLE SIGN "HAWAII",
		42. EXISTING SIGN BOARD (TRUCK),
		43. EXISTING SIGN BOARD (TRUCK),
		44. EXISTING 20' APPROX. 10.0' PEGGE SIGN (62 5/8" F.),
		45. OMITTED,
		46. EXISTING "PARKING BOARD (TRUCK)",
		47. EXISTING PAVED PARKING EXTENSION,
		48. EXISTING PAVED PARKING EXTENSION,
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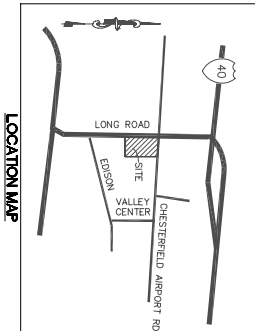
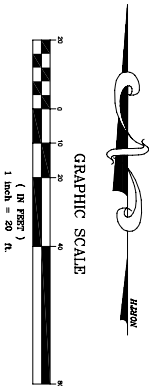
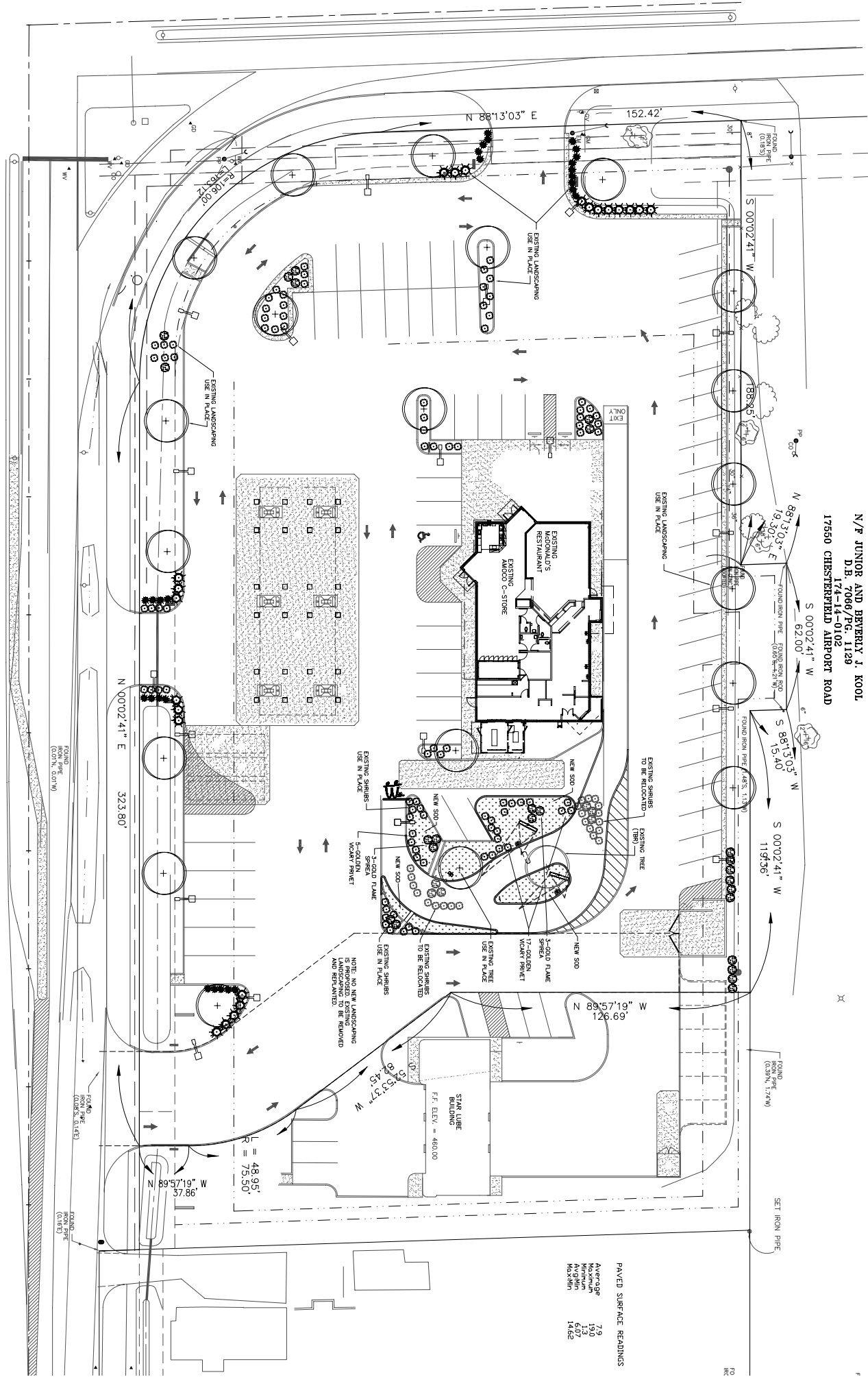
AMENDED SITE DEVELOPMENT PLAN

LOCATION MAP
 N.T.S.

LEGEND

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LONG (60'W) ROAD



PAVED SURFACE READINGS

Average 7.9

SODDING NOTES

- [illegible]

CORE STATES
ENGINEERING

50 Crestwood Executive Center
Suite 500
St. Louis, MO 63126
314-843-4320 fax 314-843-4323
cbennett@core-eng.com

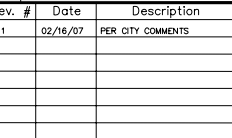
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LANDSCAPE PLAN

Rev. #	Date	Description
1	02/16/07	PER CITY COMMENTS



* POLES SPECIFIED ON THIS DRAWING ARE RATED FOR AN 80 MPH WIND LOAD FOR AREAS WHERE THE WIND LOAD CRITERIA EXCEEDS 80 MPH. PLEASE CONSULT WITH US FOR PROPER POLE SPECIFICATION AND MODEL NUMBER.

THIS LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA. THESE VALUES ARE BASED UPON A STANDARD LUMINOUS FLUX MEASURED UNDER IDEAL CONDITIONS IN A CONTROLLED ENVIRONMENT. ACTUAL FIELD ILLUMINATION VARIATIONS MAY OCCUR DUE TO VARIOUS FACTORS SUCH AS: MOUNTING HEIGHT, SURFACE REFLECTANCE, AMBIENT LIGHT, OBSTRUCTION, DISTANCE, COLOR TEMPERATURE, TOLERANCE IN LUMENS, AND OTHER VARIABLE FIELD CONDITIONS.

METS SURVEYS SPECIFIC AL DOMINION ARE IN INDEX			
10 x 10 SECTION: 20' 0" METRIC: 600' 0"			
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DESIGN:	DATE:	REV. NUMBER:	
DESIGNED BY:	DATE:	REV. NUMBER:	
APPROVED BY:	DATE:	REV. NUMBER:	
APPROVED BY:	DATE:	REV. NUMBER:	
CAD DESIGN:	DATE:	REV. NUMBER:	
PROJECT NO.	REVISION:		
POINT-BY-POINT FOOTCANDLE PLT FOR NICHOLS'S LANDING CHESTERFIELD, MO DRAWING NUMBER 1PCP17192B			

Job#:	MCD-4915
Scale:	1"=20'
Date:	04-14-06
Drawn By:	CAW
Checked By:	CAW



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LIGHTING PLAN

Rev. #	Date	Description
1	02/16/07	PER CITY COMMENTS

Planning Commission Staff Report

Subject: Rezoning Issues Report

Meeting Date: February 26, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 17655 and 17659 Wild Horse Creek Road

Petition: P.Z. 28-2006 Chesterfield Neighborhood Office Park

Proposal Summary

Rodney Henry has submitted an application for a change of zoning from “NU” Non-Urban to “PC” Planned Commercial with the “WH” Overlay per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.140 and Section 1003.110. The location of the site is north of Wild Horse Creek Road and west of Long Road.

Development Process

Change of zoning requests to any planned district is regulated under the requirements of Section 1003.178 of the City of Chesterfield Zoning Ordinance. The City of Chesterfield Zoning Ordinance requires only the following items be shown on a preliminary plan:

1. Conceptual location of buildings.
2. Existing and proposed contours.
3. Proposed uses.
4. Location of tree masses.
5. Cross section of the site.
6. Proposed ingress and egress.
7. Sanitation and drainage facilities.
8. Legal description.

Area Land Use

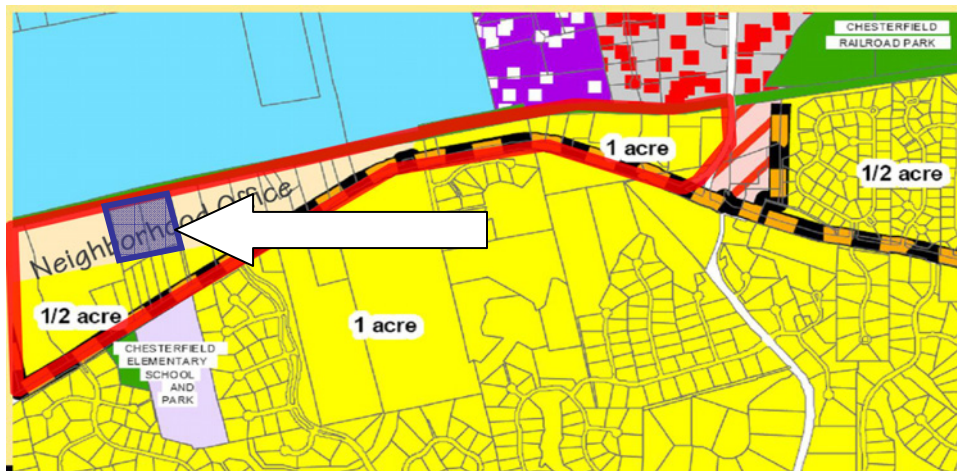
The subject site is located at 17655 and 17659 Wild Horse Creek Road.



Area map of the sites surrounding the subject site.



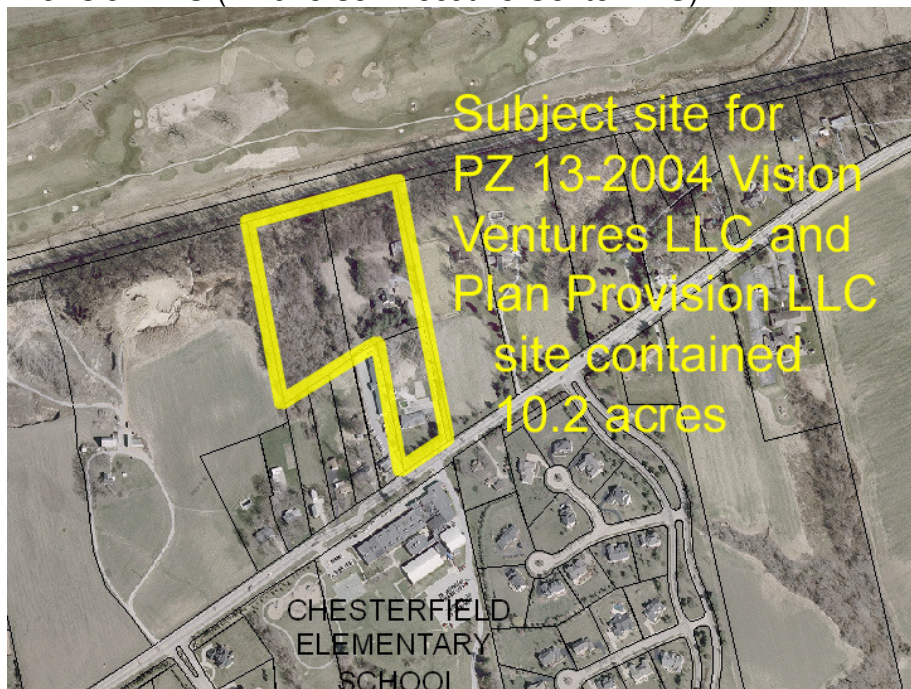
Subject site as shown on Land Use Map. This site is located in the area known as the “bowtie” area of Wild Horse Creek Road. This area is designated as Neighborhood Office and is subject to the “WH” Wild Horse Overlay criteria.



Issues

A Public Hearing was held on December 11, 2006. At that time several issues were identified. Those issues along with the Petitioner's responses are attached. Below are the issues that remain open as well as those that Staff was asked to respond to:

1. Staff was asked to provide information on the previous rezoning petition for this area. That project was known as P.Z. 13-2004 Vision Ventures LLC and Plan Provision LLC (Wildhorse Executive Center LLC).



- The subject site was divided into two phases as shown below:



- The request was for a change of zoning from Non-Urban to Planned Commercial. A public hearing was held on June 14, 2004.
- There were several changes made to the first preliminary plan submitted to the City. As requested, the final preliminary plan provided to the City Council in May 2005, contained the following information:

Phase 2 of P.Z. 13-2004 Vision Ventures LLC			
Number of Office Buildings		4 buildings.	
Square footage		45,554 sq. ft total (not included lower levels)	
Parking Spaces		Provided 193; 183 required	
Building height		Maximum height 45 feet.	

The rezoning request before you contains only **8.04** acres and encompasses the area known as Phase 2 of P.Z. 13-2004 Vision Ventures LLC. The front parcel, 17661 Wild Horse Creek Road, was rezoned via petition P.Z. 10-2006 Wildhorse Child Care Center to Estate Half Acre District.



- The preliminary plan submitted for your consideration with the rezoning request provides the following information:

8.04 acres of P.Z. 28-2006 Chesterfield Neighborhood Office Park	
Number of Office Buildings	4 buildings, 12,000 sq. ft. each.
Square footage	48,000 total square feet
Parking Spaces	Provided 193; required 183.
Building height	Maximum height allowed is 35 feet. Height shown on plan is 30 feet.

2. This development will be regulated under the requirements of Section 1003.110 "WH" Overlay District. This district establishes specific design criteria; one of which is the preservation of natural features and slopes. The ordinance states that development on slopes in excess of 20% is discouraged. The proposed development only proposes a disturbance of 17%.

3. The "WH" Overlay District requires that a maximum of 9 spaces shall be permitted for any parcel in this district. The intent of this restriction was for preservation of the area and to enhance the creation of a "neighborhood office" feel as opposed to a standard office development.

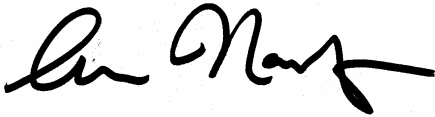
There are some areas of unusual lot size, shape, and topography; and to reward good planning and architectural design, the ability for modification of this requirement was written into the "WH" District. The Planning Commission may approve a modification where good planning and architecture have been provided. This will require a two-thirds vote of the Planning Commission.

The required number of parking spaces for a 48,000 square foot office development is 192 spaces. The Petitioner is requesting 192 parking spaces.

Request

Staff is requesting that additional issues be identified at this time for this rezoning request.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Aimee Nassif', with a stylized flourish at the end.

Aimee Nassif
Senior Planner of Zoning Administration
Attachments

1. Draft Attachment A
2. Preliminary Plan
3. Traffic Study dated January 30, 2007

ATTACHMENT A

All provisions of the City of Chesterfield City Code, including both the Planned Commercial “PC” District and Wild Horse “WH” Overlay District requirements, shall apply to this development except as specifically modified herein.

I. SPECIFIC CRITERIA

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

B. PERMITTED USES

1. The uses allowed in this “PC” District with “WH” Overlay shall be:
 - a. Professional, business, government or institutional office;
 - b. Medical and dental office, excluding surgical centers;
 - c. Parks, parkways, and playgrounds, public or private not-for-profit;
 - d. Forest and wildlife reservations including conservation projects.

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

1. BUILDING REQUIREMENTS

- a. A minimum of fifty seven percent (57%) openspace is required for this development.
- b. Floor Area Ratio: F.A.R. is the gross floor area of all buildings on a lot divided by the total lot area. This square footage does not include any structured or surface parking. Planning Commission may request two (2) calculations: one (1) calculation for those areas above grade and another that includes building area below grade.

This development shall have a maximum F.A.R. of (.15)

D. SETBACKS

1. STRUCTURE SETBACKS

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

- a. Eighty (80) feet from the right-of-way of the east west roadway system on the southern boundary of the PC District.
- b. One hundred and fifteen (115) feet from the northern boundary of the PC District.
- c. Twenty five (25) feet from the eastern boundary of the PC District.
- d. Twenty five (25) feet from the western boundary of the PC District.

2. PARKING SETBACKS

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

- a. Twenty (20) feet from the right-of-way of the east west roadway system.
- b. Twenty (20) feet from the eastern boundary of the PC District.
- c. Twenty (20) feet from the western boundary of the PC District.
- d. One hundred and twenty (120) feet from the northern boundary of the PC District.

E. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.

- b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
3. Parking lots shall not be used as streets.
4. No parking shall be permitted along the future loop road and the developer shall post signs accordingly. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within thirty (30) days of the placement of the street pavement.

F. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Tree Manual of the City of Chesterfield Code.
2. Landscaping, if proposed in the right-of-way, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic, or any other applicable agency.

G. SIGN REQUIREMENTS

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

H. LIGHT REQUIREMENTS

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

I. ARCHITECTURAL

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

2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.
3. Trash enclosures: The location and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

J. ACCESS/ACCESS MANAGEMENT

1. A maximum of two (2) drive entrances shall be permitted along the north side of the East/West connector roadway. Access to the drive entrances shall be designed to support a Single Unit Truck radius of 42 feet at a minimum.

K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide a minimum of a forty (40) foot right-of-way, with ten (10) foot minimum roadway improvement, maintenance, utility, drainage and sidewalk easements on both sides from the eastern to the western property lines of this development. The intersection of the right of way at the eastern property line shall be a minimum of 440 feet north of the Wild Horse Creek Road right of way. The right of way and easements shall also be placed along the western property line as directed by the City of Chesterfield's Department of Public Works. In addition, the right of way and roadway easements shall also coincide with the adjacent developments access on the east and west sides of this site in accordance with the roadway concept plan. The centerline radius shall be a minimum of 275 feet. Construct a minimum of twenty six foot pavement with seven foot shoulders on both sides and appurtenant storm drainage facilities as required by the City of Chesterfield Department of Public Works. Additional pavement widening to support a center turn lane may be required by the Department of Public Works.

2. Stub street signage, in conformance with Section 1005.180 of the Subdivision Ordinance, shall be posted within thirty (30) days of the street pavement being placed.
3. All roadway and related improvements shall be constructed prior to 50% of the building permits within the development being issued.
4. Install street trees and street lights along both sides of the future loop road as directed by the City of Chesterfield.
5. A special cash escrow may be required prior to improvement plan approval for the extension of the public street to the east and west property lines as needed.
6. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the future loop road as directed by the City of Chesterfield.
7. Ingress and egress must conform to MoDOT's Access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right-of-way will require permit. The entrance geometrics and drainage design shall be in accordance with MoDOT standards.
8. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right-of-way.
9. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and zoning setbacks, or fifteen (15) feet from the new or exiting right-of-way line, whichever is greater.

L. TRAFFIC STUDY

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

M. RECREATIONAL EASEMENT

1. An easement, for recreational and trail purposes, shall be provided for this site as directed by the City of Chesterfield. The easement is anticipated to be located along the east parcel line.

N. POWER OF REVIEW

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

O. STORMWATER AND FLOODPLAIN

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Storm sewers discharging to the northwest along the long slope shall be extended to the toe of the slope unless; extraordinary measures are taken to protect the slope from erosion in the long term, as approved by the City of Chesterfield, Department of Public Works.
3. The adequacy of the existing downstream conditions shall be verified and upgraded if necessary as directed by the City of Chesterfield Department of Public Works. Be advised, for this specific development, the downstream channels and structures must be analyzed using the MSD standard 100-year, 20 minute storm.
4. Grading and storm water systems shall be designed so as to collect all surface water from all disturbed areas along the north portion of the development, parallel and adjacent to the top of the slope draining to the north, and convey that surface water to an adequate discharge point where extraordinary measures will be employed to dissipate energy, attenuate flows, and protect slopes from degradation. No storm water shall be allowed to flow from an area which has been graded, to the undisturbed slope.
5. Stormwater shall be controlled as required by the Chesterfield Valley Master Facility Plan.

P. SANITARY SEWER

Q. GEOTECHNICAL REPORT.

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

R. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. The hours of operation shall be from 6:00 am to 9:00 pm Monday thru Friday.
3. This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2750.00 per acre.

S. SPIRIT OF ST. LOUIS AIRPORT

1. Prior to the approval of any site development plan, the developer shall provide, at the direction of the Spirit of St. Louis Airport, an avigation easement or other appropriate legal instrument or agreements to fully remise and release any right or cause of action which they, their successors and assigns may now have or which they may have in the future against the St. Louis County, its assessors and assigns, due to such noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused or may have been caused by the operation of aircraft landing at or taking off from, or operating at or on Spirit of St. Louis Airport.
2. The developer shall provide the following notes on the Site Development Plan:
 - a. The avigation easement will be recorded along with the Site Development Plan. In addition, the avigation easement will be referenced on the record plat and individual plot plans.

- b. The developer shall disclose to prospective home owners that this site is in close proximity to the Spirit of St. Louis Airport and is subject to occasional over flights. This note is intended to be a noise disclosure statement to any prospective home owners.

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

- A. The developer shall submit a concept plan within eighteen (18) months of City Council approval of the change of zoning.
- B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within 18 months of the date of approval of the change of zoning by the City.
- C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.
- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA

C. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of the property.
3. Density Calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.

17. Depict existing and proposed contours at intervals of not more than two feet, and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Provide a lighting plan in accordance with the City of Chesterfield Code.
20. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.
21. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
22. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, and the Metropolitan St. Louis Sewer District.
23. Compliance with Sky Exposure Plane.

V. TRUST FUND CONTRIBUTION

- A. The developer will contribute a Traffic Generation Assessment (TGA) to the Eatherton-Kehrs Mill Road Trust Fund (Trust Fund No. 552). This contribution will not exceed an amount established by multiplying the ordinance required parking spaces by the following rate schedule:

<u>Type of Development</u>	<u>Required Contribution</u>
Medical Office	\$1611.66/Parking Space
General Office	\$537.19/Parking Space
Loading Space	\$2637.29/Loading Space

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

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

Allowable credits for roadway improvements will be awarded as directed by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic.

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

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

VI. RECORDING

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

VII. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

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

VIII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

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

IX. ENFORCEMENT

- A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.
- B. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.
- C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not

limited to, the penalty provisions as set forth in the City of Chesterfield Code.

- D. Waiver of Notice of Violation per the City of Chesterfield Code.
- E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

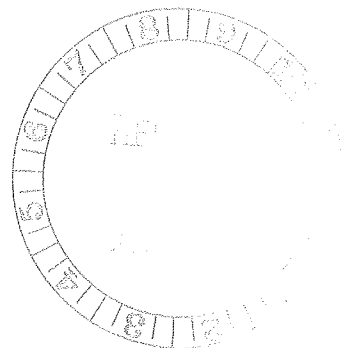
DRAFT

CIVIL ENGINEERING DESIGN CONSULTANTS, INC.

11402 GRAVOIS ROAD • SUITE 100 • SAINT LOUIS • MISSOURI 63126
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January 30, 2007

Ms. Aimee Nassif
City of Chesterfield
Department of Planning
690 Chesterfield Parkway West
Chesterfield, Missouri 63017-0670



RE: P.Z. 28-2006 Chesterfield Neighborhood Office Park (17655 and 17659 Wild Horse Creek Road): A request for a change of zoning from "NU" Non-Urban to "PC" Planned Commercial District with a "WH" Wild Horse Creek Road Overlay for 8.04 acre tract of land located north of Wild Horse Creek Road and west of Long Road.
(CEDC Project No. 0554)

Dear Ms. Nassif:

Pursuant to your issues letter dated December 18, 2006, we offer the following responses:

Issues identified by the City of Chesterfield

- 1. **What is the open space and Floor Area Ratio if the bluffs are excluded from the calculation?**

Response:

City ordinances do not exclude the bluff area in the open space calculation definition. The bluff area is an integral element of the entire development and enhances the visual and aesthetic aspects of the development—both for the traveling public, our neighbors and the occupants of the buildings. The extensive and mature stand of trees that are preserved, at great expense, provides visual open space that is visible from current and future public right of way (as well as from the State Highway CC).

City Ordinance allows the use this common ground in the development with a maximum of 20% impact. The bluff area will also be utilized to interconnect to a larger City trail system for public use.

2. **A rezoning petition was previously submitted to the City of Chesterfield for this parcel. Please provide from that previous submittal, how many parking spaces and buildings were being proposed, and the height and square footage of those buildings. Please explain how this new plan is different.**

Response:

The previous plan was the result of significant interplay and input with the City. Any plan submitted had already benefited from the input of the City's staff and had been tailored accordingly. That said, the first official plan (which was reduced from earlier conceptual drawings) had 230 parking spaces and 6 general office buildings with basements providing a total of 65,936 s.f. The maximum height was thirty five (35) feet. The buildings were positioned along the bluff line and the parking lot was located to the south of the buildings and visible from the public right-of-way.

The new plan provides 48,000 s.f. with 192 parking spaces, which is the minimum allowed by the Planned Commercial ordinance (as encouraged by the City). The maximum building height is thirty (30) feet. The development will now be approximately ten feet lower in overall elevation (see section plan) compared to the State Highway CC, therefore decreasing the visibility of the development from State Highway CC. Common plaza areas, internal sidewalks, and a walking trail have all been included in this new plan. Additional buffering/landscaping has been placed along the East/West interior roadway system as well as at the east and west property lines

In addition, we have developed an architectural vision for this project that was not incorporated into the original plan. It includes:

- Modular size brick with a 'grapevine' mortar pattern designed throughout to lend a more historic 'main street' feel.
- The brick will be laid in a running bond pattern that will be highlighted by accent coursing patterns at locations (i.e. above windows, at window sills and recessed patterns on columns).
- A natural stone colored, rough hewn, cast stone wainscot element is designed around the entire perimeter of each building including the columns.
- Fenestration is provided in the form of oversized, tinted, insulated glass units in a kynar finished aluminum frame. The kynar finish is an upgrade to the standard finish of most buildings in Chesterfield.
- In an effort to minimize the appearance of the roof, each roof has been broken into overlapping planes. High profile architectural grade shingles are standard and each roof is accentuated with a residential craftsman style 'eyebrow' element specifically intended to create that *old neighborhood* feeling.
- Gutters are designed as ogee shape and all downspouts will be round in the traditional old house motif.
- Even the building footprints are designed to add interest and shadow lines at the expense of additional square footage.

3. **What type of buffering are you proposing along the internal roadway, specifically, what is the height of the buffering?**

Response:

We are proposing an extensive and creative vegetative buffer consisting of 21 evergreen trees (6'H Norway Spruce and White Pine); 6 Canopy Trees (2.5" Pin Oak and Red Maple) as well as 13 understory (2.5" Spring Snow Crabapple, Redspire Pear and Redbud) trees to provide screening and color interest. Further, 1/3 of the evergreen trees will be upsized to 8' height; another 1/3 of the evergreen will be upsized to 10' height. These trees will be located on the slopes of the conveyance channels to maximize the height of the trees. This planting alignment will provide the trees the best opportunity for sustained and significant growth. These planting will total 40 buffering trees for the 520 lineal feet of plantable roadside (i.e. 1 tree for every 13 feet of roadside).

We also propose to add 85 shrub plantings to provide hedge-like screening. These will be combination with evergreen and deciduous plants that will start out at 24" in height, but will be capable of maturing to 8'-12' in height.

4. **Provide extra landscaping than what is required; specifically provide additional landscaping along the eastern property line.**

Response:

See above. We are providing significantly more planting than the required minimum. Further, we will add 7 White Pines at 10' high to the east property line to provide additional screening. This will be similar to what will be done on the Childcare development to the south.

5. **Consider a greater structure setback along the eastern property line adjacent to the Kirchoff property.**

Response:

Agreed. The plans have been revised to incorporate an increased set-back.

6. Discuss the concern with the density of this development.

Response:

The density of the site is appropriate and consistent with, or less than, that allowed in the adjacent commercial properties.

- 1) This eight acre site is considerable in size and is appropriately developed. As a point of reference, the eight acres could contain within its property lines; 4 regulation football fields, and 7 regulation tennis courts. It is certainly large enough for the 4 one story buildings.

The density proposed for this development is less than the city's ordinance requirements for a typical Planned Commercial 8 acre development:

- a. The open space is 57% for this development which is substantially higher than the minimum allowed in the zoning regulations of 50%.
 - b. The floor to area ratio (FAR) of this development is 0.15, which is substantially lower than the maximum allowed in the Planned Commercial zoning regulations of 0.55.
- 2) We are disturbing only 17% of the bluff area which is less than the 20% allowed by City Ordinance.
 - 3) We meet or exceed all the front, side and rear set-backs and buffer yard requirements per city ordinance. We meet these in despite the fact of: a) The public road dedication for the proposed east/east connector road; and b) the assumption that the properties to the east and west are (and will stay) residentially zoned, when they are actually zoned non-urban. According to the Comprehensive Plan, these farmed properties should eventually be developed commercially.
 - 4) We are proposing a maximum building height of thirty feet (30'), when the ordinance allows thirty-five feet (35')
 - 5) In order to facilitate a request/desire by the City to move future traffic from State Road CC, we have been requested to include the East/West roadway system for future connection through the adjoining properties to the east and west.
 - 6) These improvements can only be made where it is viable over certain usable space. All infrastructure improvements will need to be extended to this site.

7. **Discuss traffic concerns and how traffic will be affected by this development.**

Response:

Crawford, Bunte, Brammeier, traffic engineers, have been engaged and are currently preparing a traffic analysis for this development. However, the Rockwood School District has submitted plans to the Missouri Department of Transportation and the City of Chesterfield for lane widening along our frontage (State Highway CC). The widening, as proposed, will include a middle turn lane for left turns into this development. The widening as prepared by the school district has been depicted on our plans.

8. **What are the hours of operation?**

Response:

6:00AM to 9:00 PM

9. **Parking permitted for this development is a maximum of 9 spaces. The preliminary plan shows a total of 192 spaces.**

Response:

Allowable uses in the Wild Horse Creek overlay district include Professional, Business, Government or Institutional office, Medical and Dental office, Schools, public and private, including Kindergarten, Elementary, Secondary and Collegiate.

Nine (9) parking spaces are not feasible for the development of any of these permitted uses. This development is situated on eight (8) acres; it demonstrates good site planning, and appealing architectural vision. We have met or exceeded all the parameters of the Planned Commercial and Wild Horse Creek overlay zoning district.

The City has the discretion in its ordinances to allow this development, as presented

10. **Section 1003.140 subsection 4 states that parking requirements for office shall be 4 spaces for every 1,000 square feet of gross floor area. Your plan depicts parking at 3.3 spaces for every 1,000 square feet.**

Response:

The plan has been revised to reflect 4 per 1000 s.f. minimum parking required

11. Per the requirements of Section 1003.110 of the City of Chesterfield Zoning Ordinance, a sign package will be required for this development.

Response:

Agreed. We will comply

12. Section 1003.140 of the City of Chesterfield Zoning Ordinance states that no parking area, internal drive, or structure shall be permitted within 25 feet of a property line adjoining property zoned Non-Urban.

Response:

Agreed. The plans have been revised to reflect the required set-back.

13. Section 1003.140 of the City of Chesterfield Zoning Ordinance states that any structure exceeding 30 feet in height which adjoins property zoned "NU" shall be set back an additional 1 foot for every 2 feet in height above 30 feet.

Response:

Agreed. Maximum building height will be 30 feet

14. Retaining walls greater than six (6) feet in height are considered structures and must adhere to all structure setbacks.

Response:

Agreed. We will comply

15. Section 1003.140 subsection 4 states that a minimum 50 foot setback for all structures must be maintained from any new right-of-way line. In addition, the requirements of the "WH" Overlay state that there shall be an additional 30 foot front yard setback for any structure in addition to that established by the underlying zoning district. Therefore, the front yard setback for this development is 80 feet.

Response:

Agreed. We will comply

16. As stated in the Comprehensive Plan, the Neighborhood Office Area should include public plazas, courtyards, landscaping, public art and similar amenities.

Response:

Agreed.

1. The project team has met with and solicited comments from Ward 4 Council members, Planning Department, Department of Public Works and neighbors.
2. The current plan proposes two public plaza areas connected to the trail and sidewalk system
3. Entry plazas will be created with a colored stamped concrete in a pattern that will lend itself perfectly to the neighborhood.
4. The natural, campus-like grouping of four small buildings and the lack of a central parking lot system presents the appearance of tree lined neighborhood streets and a neighborhood of buildings.
5. The juxtaposition of the buildings on the site was designed specifically to create an interesting environment in which the lack of formal relationship of the buildings is, in itself, the key to their relationship and architectural interest.

17. Sidewalks shall be provided as required in the City of Chesterfield Subdivision Ordinance.

Response:

Agreed. The plans have been revised to reflect the required sidewalks

18. The City of Chesterfield Tree Manual requires a 30 foot landscape buffer when a non-residential subdivision abuts a residential property.

Response:

Agreed. The plans have been revised to reflect the required set-back.

19. The City of Chesterfield Tree Manual requires that no parking space be further than 50 feet from a tree.

Response:

Agreed. The plan complies

20. **Street trees shall be required along the future loop road.**

Response:

Agreed.

We have located street trees at 50' spacing on the north side of the new future loop road. We will add two trees at the western extent of future loop road on the north side of the road. These trees will be upsized to 3" caliper to provide greater initial size. It is not this developer's responsibility to provide street trees to the properties south of the future loop road (across our street). These properties will eventually develop/redevelop and the new street trees will need to coordinate with their future access drives.

21. **The Monarch Fire Protection District has advised that they cannot approve the plan as shown. Please provide approval from the Fire District.**

Response:

The fire marshal has verbally approved the site plan. His letter will follow under separate cover.

22. **Spirit of St. Louis Airport has advised that an avigation easement will be required.**

Response:

Agreed. We will comply

23. The Missouri Department of Transportation has the following comments:
- a. Provide amended traffic impact study to assess the impacts of the proposed development on the access points to the state highway system.
 - b. Ingress and egress must conform to MoDOT's Access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right of way shall require permit. The entrance geometrics and drainage design shall be in accordance with MoDOT standards.
 - c. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right of way.
 - d. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and zoning setbacks, or 15 feet from the new or existing right of way line, whichever is greater.

24. The Metropolitan St. Louis Sewer District has the following comments:
 - a. Stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan.
 - b. Treatment may be required at this site for water quality and channel protection per MSD February 2006 (Chapter 4) guidelines.
 - c. This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2750.00 per acre.
25. St. Louis County Highways and Traffic has submitted comments regarding this project being within the Eatherton-Kehrs Mill Trust Fund. The current rates for this contribution shall be included in the Attachment A for this development.
26. Grading and Storm water systems shall be designed so as to collect all surface water from all disturbed areas along the north portion of the development, parallel and adjacent to the top of the slope draining to the north, and convey that surface water to an adequate discharge point where extraordinary measures will be employed to dissipate energy, attenuate flows, and protect slopes from degradation. No storm water shall be allowed to flow from an area which has been graded, to the undisturbed slope.
27. A special cash escrow will be required prior to Improvement Plan approval for the extension of the public street to the west property line.
28. The future loop road is to be considered as a local road for zoning purposes.

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

These standard comments are acceptable to the developer.

Access

1. A maximum of two drive entrances shall be permitted along the north side of the East/West connector roadway. Access to the drive entrances shall be designed to support a Single Unit Truck radius of 42 feet at a minimum.

Road Improvements

1. Provide a minimum of a 40 foot right of way, with 10 foot minimum roadway improvement, maintenance, utility, drainage and sidewalk easements on both sides from the eastern to the western property lines of this development. The intersection of the right of way at the eastern property line shall be a minimum of 440 feet north of the Wildhorse Creek Road right of way. The right of way and easements shall also be placed along the western property line as directed by the City of Chesterfield's Department of Public Works. In addition, the right of way and roadway easements shall also coincide with the adjacent developments access on the east and west sides of this site in accordance with the roadway concept plan. The centerline radius shall be a minimum of 275 feet. Construct a minimum of twenty six foot pavement with

seven foot shoulders on both sides and appurtenant storm drainage facilities as required by the City of Chesterfield Department of Public Works. Additional pavement widening to support a center turn lane may be required by the Department of Public Works.

2. Stub street signage, in conformance with Section 1005.180 of the Subdivision Ordinance, shall be posted within 30 days of the street pavement being placed.
3. All roadway and related improvements shall be constructed prior to 50% of the building permits within the development being issued.
4. Install street trees and street lights along both sides of the future loop road as directed by the City of Chesterfield.
5. A special cash escrow may be required prior to Improvement Plan approval for the extension of the public street to the east and west property lines as needed.

Pedestrian Circulation

6. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the future loop road as directed by the City of Chesterfield.

Parking

7. No parking shall be permitted along the future loop road and the developer shall post signs accordingly. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within 30 days of the placement of the street pavement.

Traffic Studies

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

Recreational Easement

9. An easement, for recreational and trail purposes, shall be provided for this site as directed by the City of Chesterfield. The easement is anticipated to be located along the east parcel line.

Storm water and Floodplain

10. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system. Storm sewers discharging to the northwest along the long slope shall be extended to the toe of the slope unless; extraordinary measures are taken to protect the slope from erosion in the long term, as approved by the City of Chesterfield, Department of Public Works.
11. The adequacy of the existing downstream conditions shall be verified and upgraded if necessary as directed by the City of Chesterfield Department of Public Works. Be advised, for this specific development, the downstream channels and structures must be analyzed using the MSD standard 100-year, 20 minute storm.
12. Grading and Storm water systems shall be designed so as to collect all surface water from all disturbed areas along the north portion of the development, parallel and adjacent to the top of the slope draining to the north, and convey that surface water to an adequate discharge point where extraordinary measures will be employed to dissipate energy, attenuate flows, and protect slopes from degradation. No storm water shall be allowed to flow from an area which has been graded, to the undisturbed slope.

Furthermore, the following general conditions shall be applied to the petition.

Storm water

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

Geotechnical Report

- G-4. Provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Works. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and improvement plans.

Site Development Plan Requirements

- G-5. Prior to Site Development Plan approval, depict existing and proposed contours, at intervals of not more than two (2) feet, extending a minimum of 150 feet beyond the limits of the site as directed.

- G-6. Prior to Site Development Plan approval, depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
- G-7. Prior to Site Development Plan approval, depict all existing and proposed easements and rights of way within 150 feet of the site and all existing or proposed off-site easements and rights of way required for proposed improvements
- G-8. Prior to Site Development Plan approval, indicate the location of proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems
- G-9. Prior to Site Development Plan approval, provide comments/approvals from the appropriate Fire District, Missouri Department of Transportation, Spirit of St. Louis Airport, Monarch Chesterfield Levee District, Railroad, and the Metropolitan St. Louis Sewer District.

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

- A traffic study/sight distance study will be required.
- A downstream impoundment area exists which must be documented and protected.
- Should the design of the subdivision include retaining walls that serve multiple properties, those walls shall be located within common ground or special easements, including easements needed for access to the walls.

Please call should you have any questions or require additional information.

Sincerely,
Civil Engineering Design Consultants, Inc.



Brandon A. Harp, P.E.
Principal

January 30, 2007

Mr. Rodney Henry
Wildhorse Creek Executive Center, LLC
1402 Norwood Hills Drive
O'Fallon, MO 63366



RE: Traffic Impact Study
Update to Wild Horse Child Care Center
Proposed Chesterfield Neighborhood Office Park
CBB Job No. 92-06-1

Dear Mr. Henry:

In accordance with your request, Crawford, Bunte, Brammeier has completed an update to the traffic impact study for the Wild Horse Child Care Center dated, May 22, 2006. The Wildhorse Child Care Center project site is located along the north side of Wildhorse Creek Road (Missouri Route CC) in the City of Chesterfield, Missouri. Access to the site is to be provided initially via an access roadway that would intersect Wildhorse Creek Road opposite the eastern drive to Chesterfield Elementary.

Since that study, the site plan has been expanded to include the proposed Chesterfield Neighborhood Office Park on a parcel of ground north of the day care center. Primary access would remain the proposed drive opposite Chesterfield Elementary off Wildhorse Creek Road. The preliminary concept plan, as provided by Civil Engineering Design Consultants, is illustrated in Exhibit A.

The Chesterfield Neighborhood Office Park includes four buildings of 12,000 square feet each. Two buildings (24,000 s.f.) are expected to consist of general office space and the remaining two buildings (24,000 s.f.) are assumed to be occupied as medical office space. As can be seen, the proposed layout of the Chesterfield Neighborhood Office Park proposes right-of-way dedication for a future east/west internal roadway that would ultimately intersect Wildhorse Creek Road opposite Wildhorse Parkway and Greystone. However, the construction of this roadway is dependent upon development of the adjacent parcels and therefore, the timing of the construction of this roadway is unknown. At such time that the internal roadway is constructed, the proposed access opposite Chesterfield Elementary would become a secondary means of access to Chesterfield Neighborhood Office Park and the Wild Horse Child Care Center.

The purpose of the update to the May 2006 traffic study for the Wild Horse Child Care Center is to determine the number of additional trips that would be generated by the proposed office park, identify the impact of those additional trips and the new access configuration on the public road system and recommend improvements (auxiliary turn lanes and/or heightened traffic control) where necessary to safely and efficiently accommodate the site generated traffic. The data and conclusions presented in the May 2006 traffic study were used as the basis for this update.

Base Traffic & Roadway Conditions

The proposed development is located along the north side of Wildhorse Creek Road, approximately 1.1 miles west of Long Road. Wildhorse Creek Road is a two lane arterial (classified as a minor arterial within the City of Chesterfield) that is maintained by the Missouri Department of Transportation (MoDOT). Separate left-turn lanes are provided at some locations along the roadway, in particular at Wildhorse Parkway and at Greystone. The posted speed limit along Wildhorse Creek Road is 45 mph with the exception of the segment adjacent to Chesterfield Elementary, where the school zone provides for a 35 mph speed limit.

In addition to the designation of a school zone adjacent to Chesterfield Elementary, the school is served via a traffic signal that is operational during school arrival and dismissal periods. Specifically, the traffic signal is in operation during the following hours:

- 8:30 - 9:15 a.m.;
- 11:50 a.m. - 1:15 p.m.; and
- 3:40 - 4:20 p.m.

It should be noted that classes begin at Chesterfield Elementary at 9:02 a.m. and dismissal is at 3:52 p.m. Kindergarten classes change during the noon hour. Based upon the traffic volume information collected as part of this study, it was determined that the peak hour along Wild Horse Creek Road actually occurs outside of the school's peak periods. For example, in the morning traffic volumes on Wildhorse Creek Road peak from 7:30 a.m. to 8:30 a.m. with a volume in excess of 1,200 vehicles per hour (vph). During the peak hour that encompasses the school's arrival peak (8:45 a.m. and 9:15 a.m.) Wildhorse Creek Road carries less than 1,000 vph. Similarly, in the afternoon, the peak hour of Wildhorse Creek Road occurs between 5:00 to 6:00 p.m., when commuter traffic is at its heaviest and volumes exceed 1,200 vph. Volumes along Wildhorse Creek Road during the school's peak (3:30 to 4:30 p.m.) are approximately 985 vph.

Given the nature of the recently approved child care development, the traffic characteristics of the proposed Office Park as well as existing traffic patterns in the area, it remains the conclusion that the study should address conditions for the morning and afternoon peak periods of a typical weekday (7:30 to 8:30 a.m. and 5:00 to 6:00 p.m.). It is reasoned that if the additional traffic from the proposed office development, which peaks during the commuter periods, can be accommodated during these worst-case periods, then the road system can easily accommodate the increased traffic during those times when traffic volumes along Wildhorse Creek Road are lower (such as the school peak periods).

As previously mentioned, the traffic study prepared in May 2006 was used as the basis for this update. The Wild Horse Child Care Center was approved earlier in 2006. Therefore, the traffic associated with the child care center was considered in the development of the no-build traffic volumes that are reflective of conditions prior to the development of the Chesterfield Neighborhood Office Park. To that end, the forecasted traffic volumes presented in the May 22, 2006 traffic study were considered representative of the no-build traffic volumes for this update. "Exhibit 3 – Forecasted Traffic Volumes" from the May 2006 report was renamed "Exhibit B – No-Build Traffic Volumes" and represents the base traffic volumes that were utilized in this analysis. Exhibit B includes existing traffic on the area roadways as well as the site generated traffic associated with the development of the Wild Horse Child Care Center.

The no-build operating conditions at the critical intersections along Wildhorse Creek Road were evaluated based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) published in 2000 by the Transportation Research Board. This manual, which is used universally by highway and traffic engineers to measure roadway capacity, establishes six levels of traffic service: "Most Desirable" (Level A), to "Fully Loaded" (Level F). Levels of traffic service are measures of traffic flow, which consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience.

Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban areas. Level of Service (LOS) and vehicular delay are key Measures of Effectiveness (MOE) in the analysis of alternatives.

The thresholds which define LOS are based upon the type of traffic control used at an intersection, i.e. whether it is signalized or unsignalized. For signalized intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and for the intersection as a whole. At intersections with partial (side-street) stop control, LOS is defined for each minor movement (or approach if a single-lane is provided) and is not defined for the intersection as a whole since motorists on the main road are not required to stop.

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

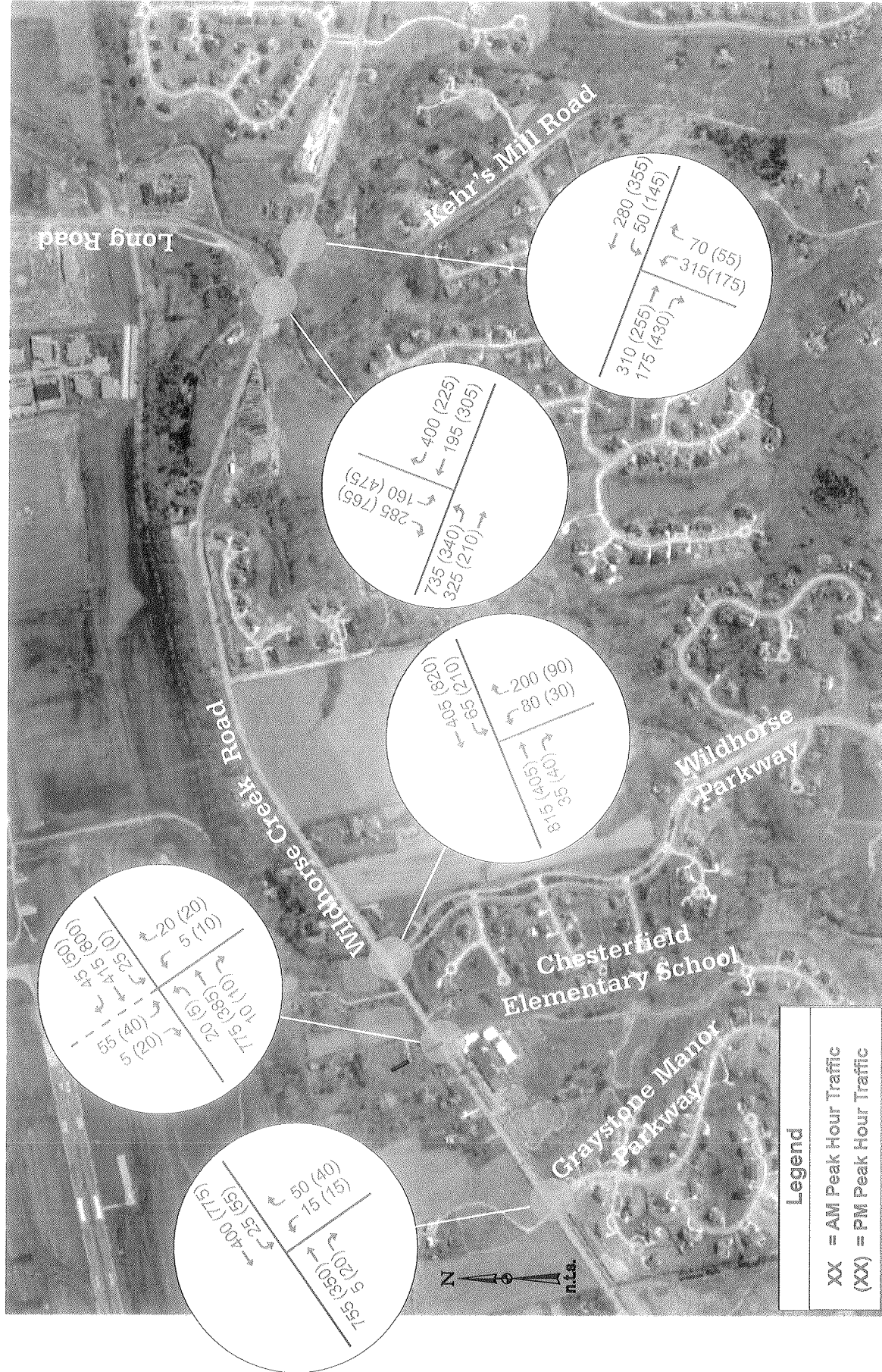


Exhibit B: Base Traffic Volumes

Job# 92-06-1
11/27/06

Table 1: Level of Service Thresholds		
<u>Level of Service (LOS)</u>	<u>Control Delay per Vehicle (sec/veh)</u>	
	<i>Signalized Intersections</i>	<i>Unsignalized Intersections</i>
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

Table 2 summarizes the no-build operating conditions at each of the study intersections, which is consistent with the findings of the forecasted conditions presented in the May 2006 traffic study for the Wild Horse Child Care Center. In an effort to be conservative, the conditions at the intersection of the proposed drive and Chesterfield Elementary were evaluated as unsignalized since the school signal is not in operation during the peak commuter periods.

The May 2006 study concluded that the conditions along Wildhorse Creek Road would be relatively unaffected by the additional traffic generated by the proposed child care development. Without signalized access, motorists exiting Wild Horse Child Care Center would experience a failing level of service (LOS F in the a.m. peak hour and LOS E in the p.m. peak hour). Therefore, separate left and right turn lanes were recommended to minimize delays for vehicles turning onto Wildhorse Creek Road. As a result, the need for a permanent traffic signal is not necessary to accommodate the additional traffic generated by Wild Horse Child Care Center. Nevertheless, should MoDOT opt to turn the signal on full time, the operating conditions for traffic exiting Wildhorse Child Care Center would be vastly improved.

However, it should be noted that MoDOT has not indicated a preference to activate the traffic signal full time but rather leave it operational during the school peaks only. It is acknowledged that the school signal at the existing intersection does not currently provide service to a north leg. Discussions with MoDOT in conjunction with Wild Horse Child Care Center indicate that the signal should be modified to accommodate the north leg at the times when the traffic signal is operational (three times a day).

Table 2 No-Build Operating Conditions Wildhorse Creek Road – Chesterfield, Missouri		
<i>Traffic Movement</i>	<i>Weekday AM Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Wildhorse Creek Road & Long Road (signalized)		
Eastbound Approach	D (36.6)	A (8.5)
Westbound Approach	B (16.4)	C (20.4)
Southbound Approach	B (15.4)	D (41.8)
Overall Intersection	C (29.1)	C (29.0)
Wildhorse Creek Road & Kehr's Mill Road (signalized)		
Eastbound Approach	B (19.3)	C (20.5)
Westbound Approach	A (6.4)	A (5.0)
Northbound Approach	C (22.1)	C (23.3)
Overall Intersection	B (16.4)	B (14.9)
Wildhorse Creek Road & Wildhorse Parkway (unsignalized)		
Westbound Left	B (10.4)	A (9.4)
Northbound Approach	F (>200)	F (110.8)
Wildhorse Creek Road & Chesterfield Elementary (unsignalized)		
Eastbound Left	A (8.5)	A (9.8)
Westbound Left	A (9.8)	A (8.2)
Northbound Approach	C (23.1)	C (20.5)
Southbound Approach	F (89.3)	E (39.7)
Wildhorse Creek Road & Greystone (unsignalized)		
Westbound Left	A (9.7)	A (8.2)
Northbound Approach	C (20.0)	C (16.0)

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

Note: The intersection with Chesterfield Elementary was analyzed as "unsignalized" since the traffic signal is not in operation during the a.m. or p.m. commuter peak hours.

Proposed Chesterfield Neighborhood Office Park

It is our understanding that the proposed Chesterfield Neighborhood Office Park would consist of four buildings containing 12,000 square feet each. Two of the buildings (totaling 24,000 square feet) are assumed to be occupied by medical office tenants and two of the buildings (totaling 24,000 square feet) were assumed to be utilized as general office space.

Access to the development is proposed through the Wild Horse Child Care site and the new driveway opposite the eastern drive to Chesterfield Elementary, where the school signal is currently installed. It is acknowledged that in the future there is the possibility that an east/west internal roadway could be constructed that would ultimately intersect Wildhorse Creek Road opposite Wildhorse Parkway and Greystone. However, the construction of this roadway is

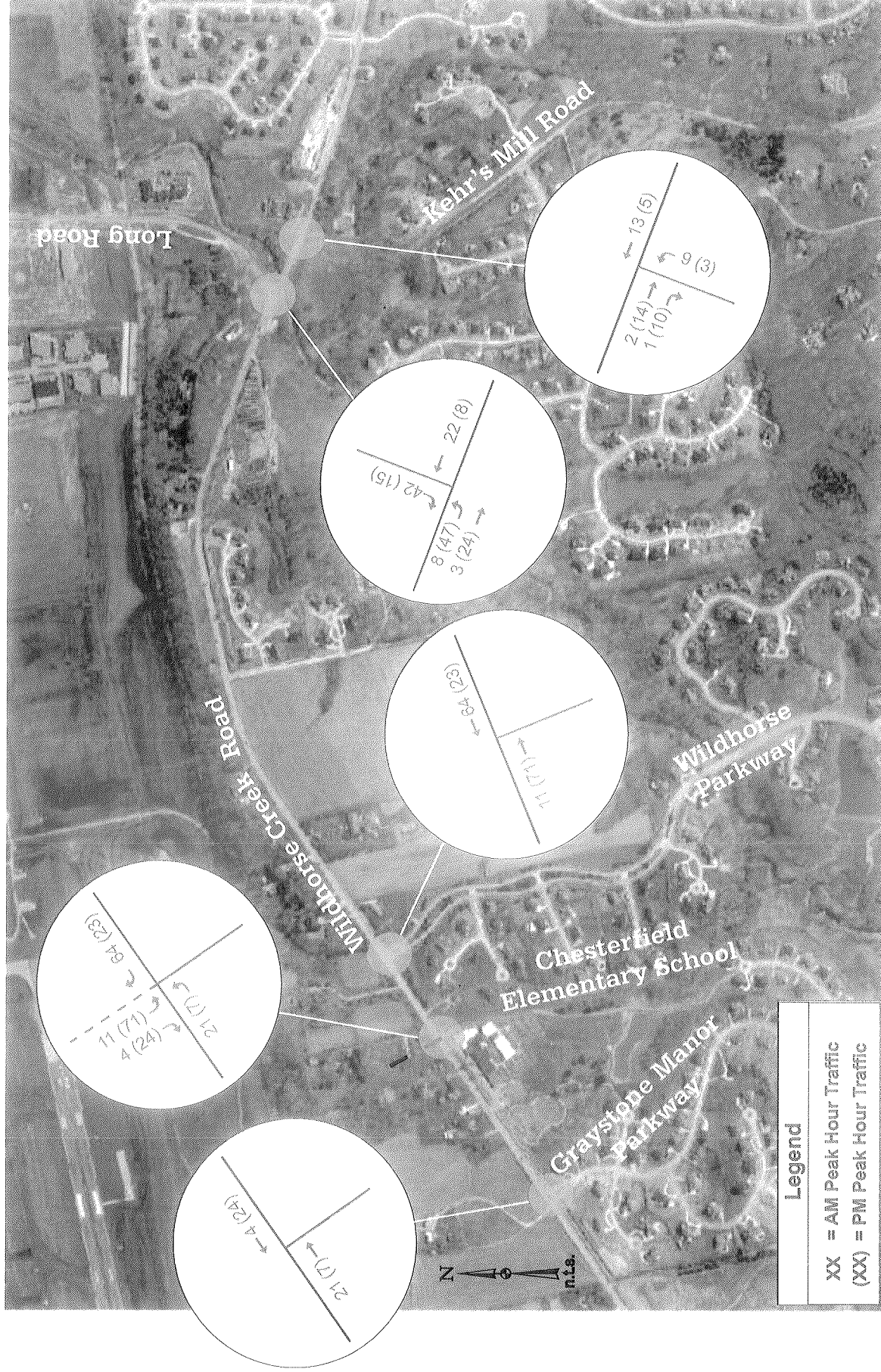
dependent upon development of the adjacent parcels and therefore, the timing of the construction of this roadway is unknown. For that reason, the only means of access contemplated in this study was the one access proposed across from Chesterfield Elementary. This analysis provides a worst-case scenario with all the traffic accessing the child care center and the office park via the driveway opposite Chesterfield Elementary.

The number of trips that would be generated by the proposed office development was forecasted based upon data provided in the "Trip Generation Manual", Seventh Edition, published by the Institute of Transportation Engineers. Table 3 summarizes the projected trips into and out of the development during the a.m. and p.m. peak hours, which represent the peak hours of trip generation for the office facilities. According to Table 3, the proposed office space would generate a total of 100 trips during the morning peak hour and 125 trips in the afternoon peak hour.

Table 3 Trip Generation Estimate Proposed Chesterfield Neighborhood Office Park								
<i>Land Use</i>	<i>Square Feet</i>	<i>Daily Trips</i>	<i>AM Peak Hour</i>			<i>PM Peak Hour</i>		
			<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
General Office	24,000 SF	870	50	10	60	25	65	90
Medical Office	24,000 SF	265	35	5	40	5	30	35
Total Office Trips		1,135	85	15	100	30	95	125

Based upon an understanding of the area travel patterns, the new trips generated by the proposed office uses were assigned to the area roadways assuming that 25% would travel to and from the west on Wildhorse Creek Road and the remaining 75% would travel to and from the east on Wildhorse Creek Road. Of the 75% utilizing Wildhorse Creek Road to the east of the site, 50% would originate to the north on Long Road while 15% would travel to and from the east on Wildhorse Creek Road, east of Kehrs Mill Road. The remaining 10% would utilize Kehrs Mill Road to and from the south.

Exhibit C illustrates the assignment of the traffic generated by the proposed Chesterfield Neighborhood Office Park on the area roadways. As can be seen, the proposed development would be expected to generate moderate turning movements at the proposed entrance. 94 vph or less new trips would be added to Wildhorse Creek Road to the east of the site during either peak hour, while no more than 31 vph would be added to Wildhorse Creek Road to the west. The site generated trips were aggregated with the No-Build traffic volumes (Exhibit B) along Wildhorse Creek Road to develop the traffic forecast depicted in Exhibit D.



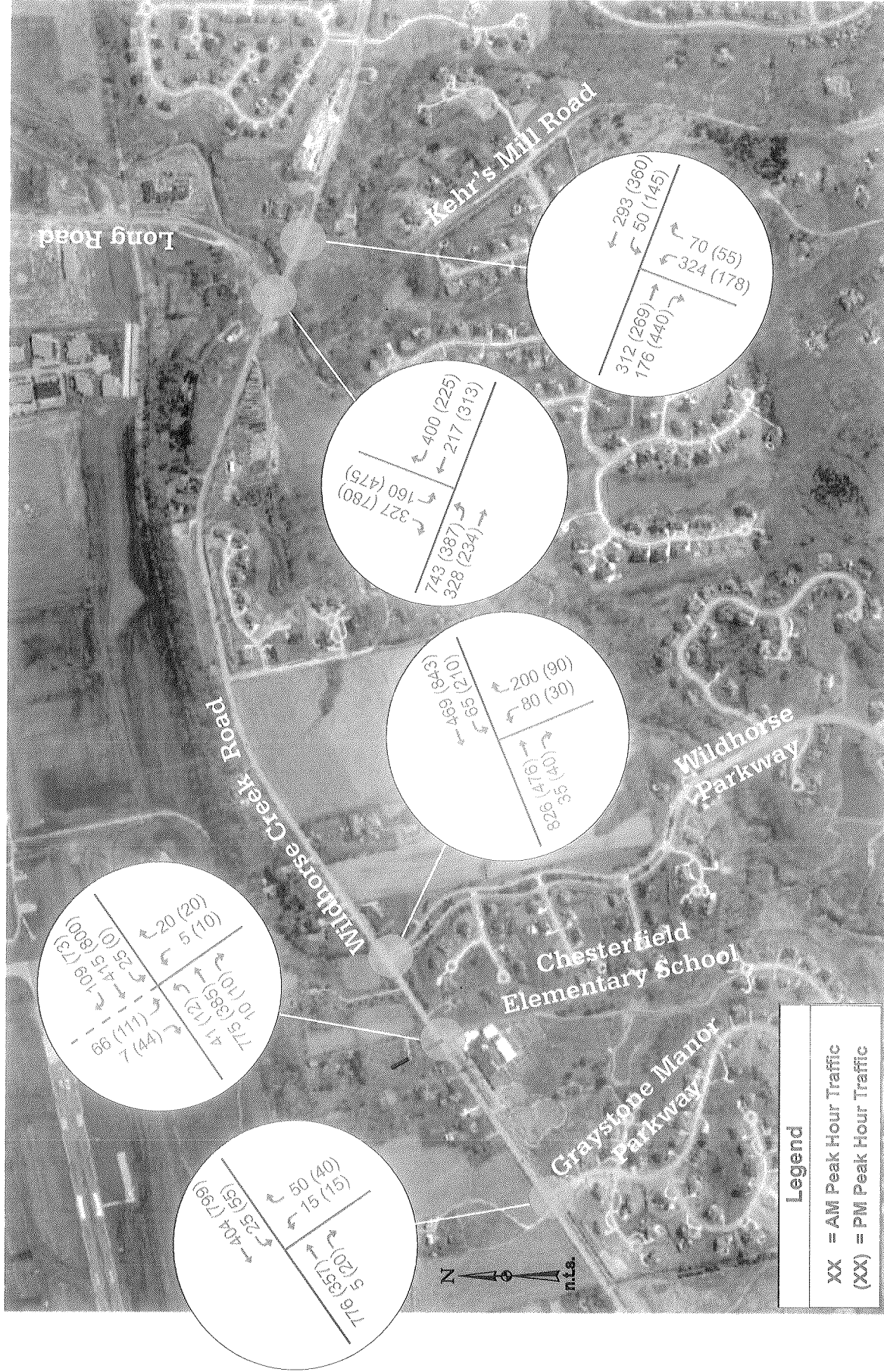


Exhibit D: Forecasted Traffic Volumes

Job# 92-06-1
11/27/06

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

CBB



Need for Auxiliary Turn Lanes as Dictated by MoDOT's "Access Management Guidelines"

Wildhorse Creek Road is owned and maintained by MoDOT; therefore, the need for separate left and right-turn lanes on Wildhorse Creek Road was evaluated using MoDOT's "Access Management Guidelines" updated May 1, 2005.

MoDOT provides guidelines for separate left-turn lanes on the through roadway by comparing the total advancing volume (which includes all turning traffic) to the total opposing volume (which includes opposing through and right-turn movements) during the design hour with respect to the number of mainline left-turns. The total advancing and opposing volumes were plotted on the appropriate graph for a two-lane highway posted at less than 40 mph since the entrance is on the section that is posted at 35 mph. Then, the percentage of left-turns is determined by dividing the number of left-turns by the total advancing volume. If the plotted point lies to the right of the percentage line, then a left-turn lane should be considered. If the point is to the left of the line, then a left-turn lane is not necessary.

Figure 1 illustrates the left-turn lane needs evaluation for eastbound Wildhorse Creek Road at the drive serving Wild Horse Child Care Center/Chesterfield Elementary under the forecasted conditions. According to MoDOT's "Access Management Guidelines", the left-turn volumes would exceed the minimum requirements for installation of a separate turn lane. The existing eastbound through volume is heavy during the morning peak hour (more than 800 vph), and warrants a separate left-turn lane even with a modest number of left-turn movements.

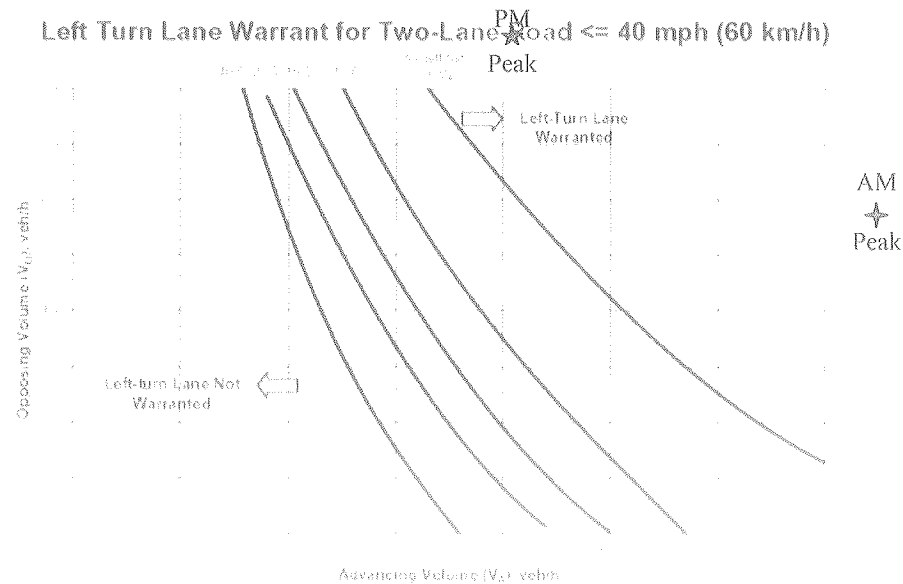
It is our understanding that Rockwood School District is required by MoDOT to construct a dedicated westbound left turn lane on Wildhorse Creek Road in conjunction with the previously installed school signal. Given that the School District was successful in passing a bond issue that facilitates the funding for this left turn lane, it appears that construction of the westbound left turn lane is eminent. In fact, a review of the preliminary construction plans prepared by Kuhlmann Design Group for the Rockwood School District (dated 12/7/06) reveals that Wildhorse Creek Road would be widened across the school's entire frontage (a distance of approximately 1,255 feet) to accommodate a center left turn lane, which will provide left turn access into both the school as well as the subject property.

The need for a separate right-turn lane was also evaluated using MoDOT's "Access Management Guidelines". The MoDOT guidelines for a separate right-turn lanes was analyzed using a similar graphical method. Figure 2 illustrates the forecasted volumes during the a.m. and p.m. peak hours plotted on the right-turn warrants graph. The speed on Wildhorse Creek Road is 35 mph, and the plotted point during the p.m. peak hour lies to the right of that line. Therefore, the eastbound right-turn volume would meet the minimum volume requirement for a separate westbound right-turn lane on Wildhorse Creek Road at the drive serving the Wild Horse Child Care Center and Chesterfield Neighborhood Office Park.

Figure 1
Eastbound Left-Turn Lane Warrant
Wildhorse Creek Road at Wild Horse Creek Child Care
Entrance/Chesterfield Elementary
Forecasted Volumes

<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
SB LT = 41	SB LT= 12
$V_A = 826$ vph	$V_A = 407$ vph
$V_O = 549$ vph	$V_O = 873$ vph
% LT = 5 %	% LT= 3%

***Result: EB Left-Turn Lane Warranted**



The following data are required:

1. Opposing Volume (veh/hr) = V_O : The opposing volume should include only the right-turn and through movements in the opposite direction of the left turning vehicle.
2. Advancing Volume (veh/hr) = V_A : The advancing volume should include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.
3. Operating Speed (mph) : The greater of design or posted speed.
4. Percentage of left turns in V_A .

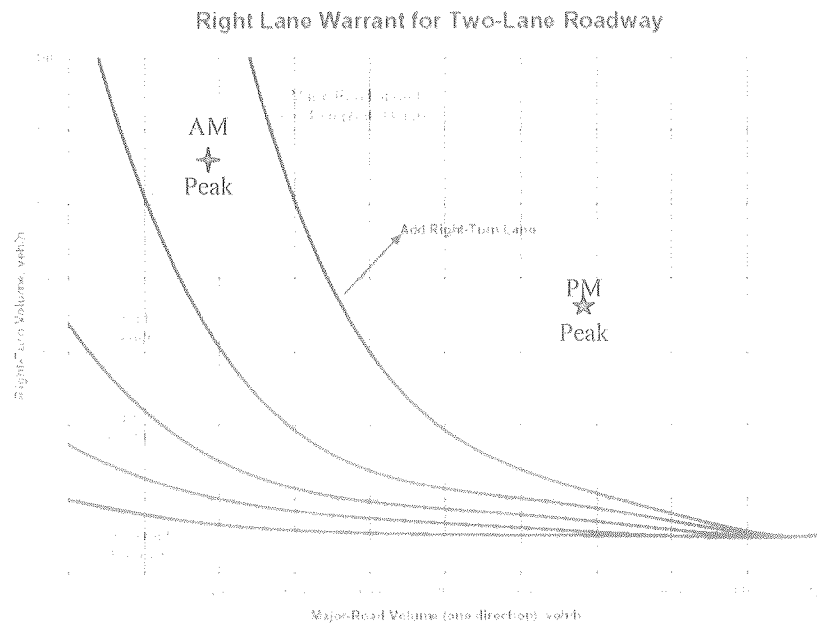
Left turn lane is not warranted for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is warranted.

Figure 2
Westbound Right-Turn Lane Warrants
Wildhorse Creek Road at Wild Horse Creek Child Care
Entrance/Chesterfield Elementary
Forecasted Volumes

Posted Speed = 35 mph	
<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Va = 549 vph	Va = 873 vph
Right-Turns = 109 vph	Right-Turns = 73 vph

***Result: WB Right-Turn Lane Warranted**



The following data are required

1. Advancing Volume (veh/hr) - The advancing volume should include the right-turn, left-turn and through movements in the same direction as the right turning vehicle
2. Right Turning Volume (veh/hr) - The right turning volume is the number of advancing vehicles turning right.
3. Operating Speed (mph) - The greater of design or posted speed

Note: Right turn lane is not warranted for right turn volume less than 10 vph

If the combination of major-road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding the major road operating speed, then a right-turn lane is warranted

The forecasted operating conditions at each of the study intersections were reanalyzed using the same methodology applied to the no-build conditions. It should be noted that these analyses include the warranted eastbound and westbound left-turn on Wildhorse Creek Road as well as the auxiliary westbound right-turn lane. The Wild Horse Child Care traffic study recommended separate southbound left and right-turn lanes at the approach to Wildhorse Creek Road, which remains valid and was also assumed in this analysis. Table 4 summarizes the operational results. Again, the conditions at the intersection of the proposed drive/Chesterfield Elementary were evaluated as unsignalized since the school signal is not in operation during the peak commuter periods.

Table 4 Forecasted Operating Conditions Wildhorse Creek Road – Chesterfield, Missouri		
<i>Traffic Movement</i>	<i>Weekday AM Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Wildhorse Creek Road & Long Road (signalized)		
Eastbound Approach	D (44.8)	A (10.0)
Westbound Approach	B (16.6)	C (20.6)
Southbound Approach	B (14.6)	D (42.1)
Overall Intersection	C (33.6)	C (29.0)
Wildhorse Creek Road & Kehr's Mill Road (signalized)		
Eastbound Approach	B (19.5)	C (22.6)
Westbound Approach	A (6.5)	A (5.1)
Northbound Approach	C (23.0)	C (23.6)
Overall Intersection	B (16.7)	B (16.1)
Wildhorse Creek Road & Wildhorse Parkway (unsignalized)		
Westbound Left	B (10.5)	A (9.8)
Northbound Approach	F (>200)	F (163.5)
Wildhorse Creek Road & Chesterfield Elementary (unsignalized)		
Eastbound Left	A (8.8)	A (10.0)
Westbound Left	A (9.8)	A (8.2)
Northbound Approach	C (24.9)	C (22.8)
Southbound Approach	F (127.8)	F (99.9)
Wildhorse Creek Road & Greystone (unsignalized)		
Westbound Left	A (9.8)	A (8.3)
Northbound Approach	C (20.6)	C (16.4)

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

Note: The intersection with Chesterfield Elementary was analyzed as "unsignalized" since the traffic signal is not in operation during the a.m. or p.m. commuter peak hours.

As can be seen, conditions along Wildhorse Creek Road itself would be relatively unaffected by the additional traffic generated by the proposed office park. Intersections that are currently operating at acceptable levels would continue to do so, such as the signalized intersections with Long and Kehrs Mill Roads and the unsignalized intersection with Greystone. However,

locations that are currently experiencing operational difficulties, such as the approaches of Wildhorse Parkway and the proposed southbound approach from Wild Horse Child Care Center/Chesterfield Neighborhood Office Park, would continue to operate at unacceptable LOS.

With respect to the northbound approach of Wildhorse Parkway to Wildhorse Creek Road, the additional traffic generated by Chesterfield Neighborhood Office Park would increase the delay for motorists during the peak hours by approximately one minute. The provision of dedicated left and right turn lanes would minimize the delays, improving conditions to better than pre-development.

Without signalized access, motorists exiting Wild Horse Child Care Center in the morning and afternoon would experience a failing level of service (LOS F) during both peak hours. The poor level of service is primarily due to the heavy eastbound and westbound traffic, which limits the number of adequate gaps to enter or cross the traffic stream during the peak hours. A traffic signal would be expected to provide improved operating conditions, if warranted.

Warrants for Signalization

The need for permanent traffic signal control (more than the school peak hours) was evaluated at the main entrance to the proposed Chesterfield Neighborhood Office Park/Wild Horse Child Care Center and was evaluated using criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration, United States Department of Transportation. Part Four of the MUTCD provides eight different warrants for signalization that are based on hourly traffic volumes, traffic operations, pedestrian volumes or accident experience. The MUTCD further states that a traffic signal should not be installed unless one or more warrants are satisfied, an engineering study indicates that the installation will improve the overall safety and/or operation of the intersection, and that a traffic signal will not seriously disrupt progressive traffic flow.

Warrant 1A (Minimum Vehicular Volume) requires hourly approach volumes of at least 500 vehicles per hour (vph) on major streets with one lane per direction for any eight hours of a typical day. During this same period, the volume of traffic entering from the minor street must exceed 150 vph (assuming a single lane approach). Warrant 1B (Interruption of Continuous Traffic) requires approach volumes of at least 750 vph on a major street with one lane per direction with a minimum of 75 vph (assuming a single-lane approach) on the minor street. A reduction in the requirement is allowed when the major street speed exceeds 40 mph. Since the posted speed limit is 35 mph, the reduced warrants do not apply.

In accordance with MoDOT policy, only the left-turns on the minor street should be considered using single-lane approach criteria (assuming the provision of separate left and right-turn lanes). It is commonly accepted that the eighth highest traffic hour can be estimated at approximately 55% of the peak hour traffic. Using this methodology, the southbound left-turn would generate approximately 62 vph during the eighth highest hour. Since 75 left-turns are needed for signal Warrant 1B and 150 left-turns for Warrant 1A, a traffic signal would not be warranted for more than eight hours.

However, without signalization motorists exiting the proposed Chesterfield Neighborhood Office Park and the Wild Horse Child Care Center would experience poor levels of service during the a.m. and p.m. peak hours (LOS F). Separate southbound left and right turn lanes will be provided on the new approach to minimize delays for vehicles turning right onto Wildhorse Creek Road. Furthermore, an eastbound left-turn lane and a westbound right-turn lane are warranted along Wildhorse Creek Road. Short of signalization, no other roadway improvements would vastly improve conditions for the southbound left-turn movement.

Therefore, we recommend that MoDOT consider allowing the traffic signal to operate during the commuter peak hours and possibly throughout the day to obtain acceptable levels of service at the intersection. Should MoDOT opt to turn the signal on full time, the forecasted operating conditions are illustrated in Table 5. It should be noted that the signal timing was assumed to favor Wildhorse Creek Road during the peak hours.

Table 5 Forecasted Operating Conditions Wildhorse Creek Road – Chesterfield, Missouri		
<i>Traffic Movement</i>	<i>Weekday AM Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Wildhorse Creek Road & Chesterfield Elementary/Chesterfield Neighborhood Office Park & Wildhorse Creek Child Care (<i>signalized</i>)		
Eastbound Approach	B (16.7)	A (8.6)
Westbound Approach	A (9.6)	B (16.6)
Northbound Approach	C (32.4)	D (35.1)
Southbound Approach	C (33.2)	D (37.6)
Overall Intersection	B (15.1)	B (17.1)

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

As previously mentioned, the school signal at the existing intersection does not currently provide service to a north leg. Consequently, the traffic signal would need to be modified to accommodate this future leg when the traffic signal is operational, whether it is partially operational or fully operational.

Lastly, the layout for Chesterfield Neighborhood Office Park accommodates future connections to the adjacent properties in an effort to facilitate an east/west internal roadway that is ultimately planned to intersect Wildhorse Creek Road opposite Wildhorse Parkway to the east and Greystone to the west. The construction of this roadway is dependent upon development of the adjacent parcels and therefore, the timing of the construction of this roadway is unknown. Nevertheless, at that time, the proposed access opposite Chesterfield Elementary would become a secondary means of access to the Child Care Center, as well as any future development on the remainder of the tract.



Chesterfield Transportation Model Analysis

The Chesterfield Transportation Model, which utilized TMODEL software, is a computer-based traffic demand model which simulates existing conditions and projects future year traffic volumes in both the near-term (Zoned But Not Built) as well as in the long-term (Year 2040), when the City of Chesterfield has reached build-out conditions. In each of the forecast years, the road network is revised to reflect improvements that are already planned for implementation or that are identified in the City's Comprehensive Plan. For example, the realignment of Long and Kehrs Mill Roads is reflected in the City's model.

To that end, the volumes provided by the City's model are to be used to provide "background volumes" for use in developer-commissioned traffic studies, as directed by the City of Chesterfield. These volumes are to be evaluated using the HCM methodology in order to reflect traffic conditions in both the near-term and long-term.

As part of the original study of Wild Horse Executive Center (Fall 2004), the City of Chesterfield's Planning Department provided the incremental increase in traffic associated with the near-term and long-term scenarios. These volumes were aggregated with the base traffic volumes as well as the traffic generated by the proposed Chesterfield Neighborhood Office Park and each of the critical intersections along Wildhorse Creek Road was re-evaluated using the HCM methodology. Table 6 summarizes the conditions for both projection scenarios (Zoned but Not Built and Year 2040).

As background traffic on Wildhorse Creek Road increases, the conditions at the various intersections would deteriorate. Based upon the traffic volumes forecasted by the City's model, the following improvements are necessary to provide the best operating conditions feasible (as presented in Table 6):

Improvements Necessary to Maintain Favorable Traffic Operations in Zoned but Not Built (5-Year) Scenario

- Long Road would need to be widened to five-lanes per the City of Chesterfield's Transportation Plan;
- Realignment of Long and Kehrs Mill Roads to one signalized intersection;
- Two thru lanes northbound and southbound (Long Road and Kehrs Mill Road, respectively) would be necessary at the signalized intersection with Wildhorse Creek Road;
- Dedicated right-turn lanes would be necessary on all but the northbound approaches to the signalized intersection of Wildhorse Creek Road and Long/Kehrs Mill Roads; and
- Wildhorse Creek Road would need to be widened to three lanes, thereby providing a center left-turn lane, per the City of Chesterfield's Transportation Plan.

Table 5
Forecasted Traffic Operating Conditions
Wildhorse Creek Road: Long/Kehrs Mill Road to Greystone
Weekday PM Peak Hour

Intersection/Approach	Following Development of Chesterfield Neighborhood Office Park	
	Zoned But Not Built (5-Year)	Master Plan (Year 2040)
<i>Wildhorse Creek Road & Long Road / Kehrs Mill Road (Realigned and Signalized)^{1/}</i>		
Eastbound Approach (Wildhorse Creek Road)	D (54.9)	E (58.5)
Westbound Approach (Wildhorse Creek Road)	D (44.0)	E (70.9)
Northbound Approach (Kehrs Mill Road)	C (28.5)	C (32.9)
Southbound Approach (Long Road)	D (42.7)	D (47.0)
Overall Intersection	D (43.4)	E (55.6)
<i>Wildhorse Creek Road & Wildhorse Parkway (unsignalized)</i>		
Westbound Left	B (10.3)	C (22.7)
Northbound Approach	E (39.2)	F (108.6)
<i>Wildhorse Creek Road & Chesterfield Elementary / Access to Wild Horse Executive Center (unsignalized)^{2/}</i>		
Eastbound Left	B (11.1)	B (12.8)
Westbound Left	A (8.2)	B (10.4)
Northbound Approach (Chesterfield Elementary)	C (18.7)	C (19.8)
Southbound Approach (Wild Horse Exec. Center)	E (47.4)	F (128.2)
<i>Wildhorse Creek Road & Greystone (unsignalized)</i>		
Westbound Left	A (8.4)	B (10.8)
Northbound Approach	B (14.4)	C (16.5)

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

1/ Traffic signal timing was assumed for this intersection since the improvement is not yet in place.

2/ The intersection with Chesterfield Elementary was analyzed as "unsignalized" since the traffic signal is not in operation during the p.m. commuter peak hour.



Improvements Necessary to Maintain Favorable Traffic Operations in Year 2040

- Long Road would need to be widened to five-lanes per the City of Chesterfield's Transportation Plan;
- Realignment of Long and Kehrs Mill Roads to one signalized intersection;
- Two thru lanes northbound and southbound (Long Road and Kehrs Mill Road, respectively) would be necessary at the signalized intersection with Wildhorse Creek Road;
- Two thru lanes eastbound and westbound on Wildhorse Creek Road would be necessary at the signalized intersection with Long/Kehrs Mill Road;
- Dual eastbound left-turn lanes would be necessary on the approach of Wildhorse Creek Road to the signalized intersection with Long/Kehrs Mill Road;
- Dual southbound left-turn lanes would be necessary on the approach of Long Road to the signalized intersection with Wildhorse Creek Road;
- Dedicated right-turn lanes would be necessary on all approaches to the signalized intersection of Wildhorse Creek Road and Long/Kehrs Mill Roads; and
- Wildhorse Creek Road would need to be widened to five lanes, thereby providing a center left-turn lane.

In some instances, favorable operating conditions in the Year 2040 were not possible on the side street approaches to Wildhorse Creek Road due to the heavy flow of traffic forecasted by the City's model. Given that the installation of a traffic signal is not practical at every intersection along Wildhorse Creek Road, some stop-controlled approaches operating at a LOS E or below are inevitable by the Year 2040.

Conclusion

As requested, Crawford, Bunte, Brammeier has completed an update to the traffic impact study, dated May 22, 2006, for the Wild Horse Child Care Center in Chesterfield, Missouri. The Wildhorse Child Care Center project site has been expanded to include four office buildings expected to consist of a total of 24,000 s.f. of general office space and 24,000 s.f. of medical office space. The proposed development is located north of the Wild Horse Child Care Center. Access to the offices is proposed initially via an access roadway that would also serve the Wild Horse Child Care Center and intersect Wildhorse Creek Road opposite the eastern drive to Chesterfield Elementary.

The proposed additional office development would generate a total of 100 and 125 trips during the a.m. and p.m. peak hours, respectively. Once dispersed onto the area's roadways, 94 vph or less would be added to Wildhorse Creek Road to the east of the site during either peak hour, while no more than 31 new trips would be added to Wildhorse Creek Road to the west.

Conditions along Wildhorse Creek Road itself would be relatively unaffected by the additional traffic generated by the proposed office park. Intersections that are currently operating at acceptable levels would continue to do so, such as the signalized intersections with Long and Kehrs Mill Roads and the unsignalized intersection with Greystone. However, locations that are



currently experiencing operational difficulties, such as the approaches of Wildhorse Parkway and the proposed southbound approach from Wild Horse Child Care Center/Chesterfield Neighborhood Office Park, would continue to operate at unacceptable levels of service.

Despite the provision of separate left and right turn lanes on the southbound approach of the proposed drive to Wildhorse Creek Road, the southbound left-turn would still operate at poor levels of service (LOS F) during the peak hours. Short of signalization, no other roadway improvements would vastly improve conditions for the southbound left-turn movement. Therefore, to obtain acceptable levels of service at this intersection MoDOT may want to consider allowing the traffic signal to operate during the commuter peak hours in addition to the school peaks or perhaps on a full time basis. Should MoDOT opt to turn the signal on full time, the forecasted operating conditions would be favorable for all approaches.

Based on MoDOT's Access Management Guidelines and the forecasted traffic entering the site, a dedicated eastbound left-turn lane and a westbound right-turn lane are warranted on Wildhorse Creek Road in conjunction with the proposed development. However, the Rockwood School District is in the process of designing and constructing a center left turn lane on Wildhorse Creek Road that would serve as a left turn lane into the subject site. Therefore, the left turn lane warranted for this site should be in place prior to completion of the Chesterfield Neighborhood Office Park.

Lastly, the existing signal at the intersection does not currently provide service to a north leg. Therefore, the traffic signal would need to be modified to accommodate this future leg, when the traffic signal is operational, whether it is partially operational or fully operational.

I trust that you will find this information useful in evaluating the traffic impacts of the recently approved Wildhorse Child Care Center and the Chesterfield Neighborhood Office Park. Please do not hesitate to contact our office should you have any additional questions or concerns.

Sincerely,

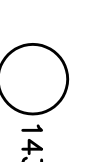
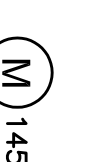
A handwritten signature in dark ink that reads 'Julie M. Nolfo'. The signature is written in a cursive, flowing style.

Julie M Nolfo, P.E., PTOE
Vice President of Studies & Planning

JMN:BJR

Existing Tree Schedule										
Key	Species	Canal Rating	DBH	Rating	Health	Canopy	Roots	Value to Site	Comments	Monarch
101	Pt. Oak	Poor	30"	Good	Good	Good	Good	Good	within new ROW	
102	Sweet Gum	Poor	30"	Poor	Poor	Poor	Poor	Poor		
103	Sweet Gum	Poor	30"	Poor	Poor	Poor	Poor	Poor		
104	Cottonwood	Poor	18"	Poor	Poor	Poor	Poor	Poor		
105	Cottonwood	Poor	26"	Poor	Good	Poor	Poor	Poor		
106	Cottonwood	Poor	26"	Good	Good	Good	Good	Good		Monarch
108	White Pine	Poor	20"	Good	Good	Good	Good	Good		Monarch
110	Austrian Pine	Poor	12"	Poor	Poor	Poor	Poor	Poor		
111	White Pine	Poor	20"	Good	Good	Good	Good	Fair		Monarch
112	White Pine	Poor	20"	Good	Good	Good	Good	Fair		Monarch
113	White Pine	Poor	28"	Good	Good	Good	Good	Fair		Monarch
114	White Pine	Poor	24"	Good	Good	Good	Good	Fair		Monarch
115	White Pine	Poor	24"	Good	Good	Good	Good	Good	on steep slope	Monarch
128	White Pine	Poor	18"	Good	Good	Fair	Good	Good	on steep slope	
129	Mulberry	Poor	16"	Poor	Poor	Poor	Poor	Poor		
130	Sycamore	Good	40"	Poor	Poor	Poor	Poor	Poor	at hill side	
134	Hickberry	Good	18"	Good	Good	Good	Good	Good	at hill side	Monarch
135	Green Ash	Good	32"	Good	Good	Fair	Good	Good	at hill side	Monarch
136	Green Ash	Good	34"	Fair	Fair	Fair	Fair	Good	at hill side	Monarch
137	Green Ash	Good	34"	Fair	Fair	Fair	Fair	Good	at hill side	Monarch
138	Green Ash	Good	30"	Good	Fair	Fair	Good	Good	at hill side	Monarch
139	Cottonwood	Poor	28"	Fair	Fair	Poor	Good	Fair	at hill side	Monarch
140	Sycamore	Excellent	30"	Fair	Poor	Good	Good	Good	at hill side	Monarch
141	Sycamore	Excellent	30"	Fair	Fair	Good	Good	Good	at hill side	Monarch
142	Sycamore	Excellent	36"	Good	Good	Good	Good	Good	at hill side	Monarch
143	Sycamore	Excellent	34"	Dead	Dead	Dead	Dead	Dead	at hill side	Monarch
144	Sycamore	Excellent	32"	Good	Good	Good	Good	Good	at hill side	Monarch
145	Sycamore	Excellent	38"	Good	Good	Good	Good	Good	at hill side	Monarch
146	Sycamore	Excellent	34"	Good	Good	Good	Good	Good	at hill side	Monarch
147	Sycamore	Excellent	28"	Good	Good	Good	Good	Good	at hill side	Monarch
148	Sycamore	Excellent	28"	Good	Good	Good	Good	Good	at hill side	Monarch
149	Sycamore	Excellent	28"	Good	Good	Poor	Good	Good	at hill side	Monarch
150	Green Ash	Good	28"	Fair	Fair	Good	Good	Good	at hill side	Monarch
151	Green Ash	Good	28"	Fair	Fair	Good	Good	Good	at hill side	Monarch
152	Green Ash	Good	28"	Fair	Fair	Good	Good	Good	at hill side	Monarch
153	Green Ash	Good	28"	Fair	Fair	Good	Good	Good	at hill side	Monarch
165	Sycamore	Excellent	40"	Poor	Fair	Poor	Poor	Good	along eroded slope	Monarch
166	Silver Maple	Good	30"	Poor	Poor	Poor	Poor	Good	along eroded slope	Monarch
173	Cottonwood	Fair	30"	Poor	Fair	Fair	Fair	Good	along eroded slope	Monarch
175	Hickberry	Fair	28"	Dead	Dead	Dead	Dead	Dead		
176	Mulberry	Poor	28"	Poor	Poor	Poor	Poor	Poor		
177	Mulberry	Poor	28"	Poor	Poor	Poor	Poor	Poor		
178	Cottonwood	Poor	40"	Poor	Poor	Poor	Poor	Poor		
179	Silver Maple	Good	30"	Good	Good	Good	Good	Good		Monarch
180	American Elm	Good	30"	Dead	Dead	Dead	Dead	Dead		
182	Green Ash	Good	32"	Good	Good	Good	Good	Good		Monarch
183	Hickberry	Good	30"	Fair	Fair	Fair	Fair	Fair		Monarch
184	Green Ash	Good	30"	Fair	Fair	Fair	Fair	Fair		Monarch
186	Black Cherry	Poor	20"	Poor	Poor	Poor	Poor	Poor		Monarch
196	Mulberry	Poor	24"	Poor	Poor	Poor	Poor	Poor		Monarch
197	Sycamore	Fair	28"	Fair	Fair	Fair	Fair	Fair		Monarch
198	Sycamore	Fair	28"	Fair	Fair	Fair	Fair	Fair		Monarch
199	White Pine	Good	16"	Good	Good	Good	Good	Poor	within new ROW	
200	White Pine	Good	16"	Good	Good	Good	Good	Poor	within new ROW	
201	White Pine	Good	18"	Good	Good	Good	Good	Poor	within new ROW	
202	White Pine	Good	16"	Good	Good	Good	Good	Poor	within new ROW	
203	White Pine	Good	16"	Good	Good	Good	Good	Poor	within new ROW	
204	White Pine	Good	16"	Good	Good	Good	Good	Poor	within new ROW	
205	White Pine	Good	16"	Good	Good	Good	Good	Poor		
207	White Pine	Good	10"	Good	Good	Good	Good	Poor		
228	Cottonwood	Poor	12"	Poor	Poor	Poor	Poor	Poor		

Tree Stand Delineation Legend:

Symbol	Description
	Woodland A
	Existing Tree: see schedule
	Existing Monarch Tree: see schedule
	Existing Tree: off site: shown for reference only
	Grouping of small diameter trees non monarch and non woodlands
	Sampling Area

PROPERTY DATA
(Information provided by Stock and Associates)

OWNER = VISION VENTURES, LLC.
ADDRESS = 717655 WILD HORSE CREEK ROAD
LOCATOR NO. = 18V510095
ACREAGE = 8.04

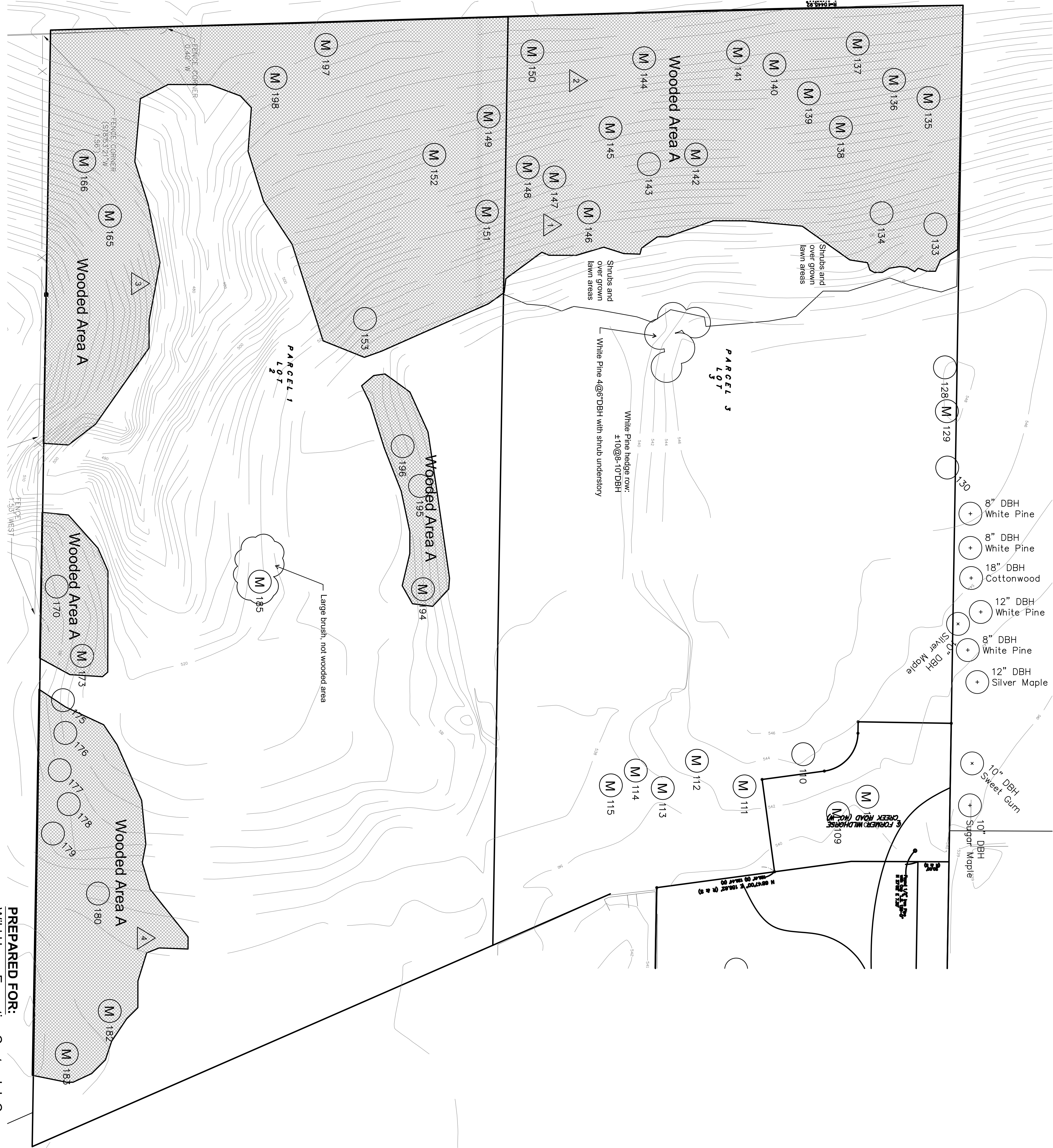
EXISTING ZONING = NU
PROPOSED ZONING = PC (NEIGHBORHOOD OFFICE DEVELOPMENT OVERLAY)
FIRE DISTRICT = MONARCH FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = ROCKWOOD
SEWER DISTRICT = METRO, ST. LOUIS SEWER DISTRICT
WATER SHED = MISSOURI RIVER
FEMA MAP = 29189C0120H
ELECTRIC COMPANY = AMEREN
GAS COMPANY = LAQUELLE GAS COMPANY
PHONE COMPANY = SOUTHWESTERN BELL TELEPHONE
WATER COMPANY = MISSOURI AMERICAN WATER COMPANY

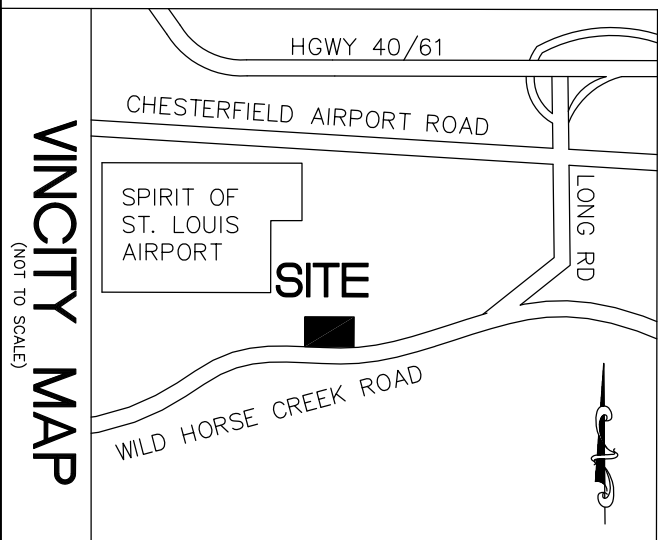
WOODLAND DESCRIPTION
Woodland A: A bottom land site on low areas and eroded slopes. Tree quality is generally poor. The site is heavily wooded with a dense canopy of trees.

Wooded area A: 115,880 sq. ft. or 2.68 ac.

Woodland	Forest Type	Area (Sq.Ft.)	Dominant & co-dominant species	Density	Avg. DBH	Understory Species
A	Mature, bottom land species	116,880 sq. ft.	Platanus/ Green Ash Silver Maple/ Cottonwood	60 trees/ ac.	20" DBH	Honeyuckle

Tree Stand Delineation Diagram





VINCI MAP



loomisAssociates
707 Spirit of Park Drive, Suite 135
Chesterfield, Missouri 63005-1194
636.939.4668 Fax 636.939.0797

CLIENT: Wild Horse Executive Center, L.L.C.

PROJECT: Wild Horse Executive Center
Chesterfield, Missouri

Date: 10-23-06 Drawn By: EMD Checked By: RRS Job Number: 658,006

PREPARED FOR:
Wild Horse Executive Center, L.L.C.
ATTN: Rodney Henry
1402 Norwood Hills Drive
O'Fallon, Missouri 63366
Phone: (636) 299-8272

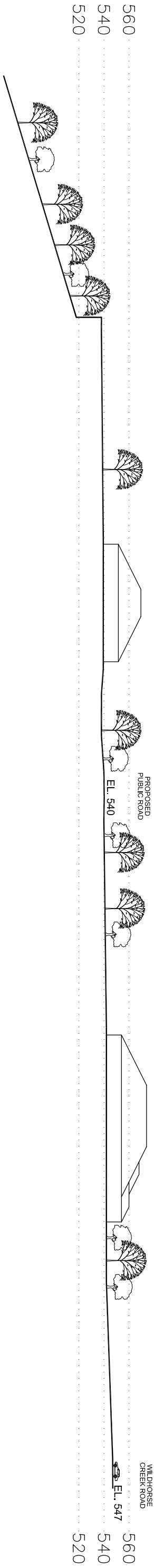
Tree Specialist:
Skip Kincaid & Associates

SHEET TITLE:
Tree Stand Delineation

SHEET NUMBER:
1 OF 1

Revisions:

Date	Description	No.
10-25-04	Per City Comment	1
11-15-04	Per City Comment	2
12-22-04	Per City Comment	3
02-22-06	Revised Grading	4



VIII.B.

Planning Commission Staff Report

Subject: Rezoning Vote Report

Meeting Date: February 26, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 17947 Chesterfield Airport Road

Petition: P.Z. 01-2007 Sentrus Place

Proposal Summary

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

Staff Recommendation

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

Zoning Analysis

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

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

The subject site is being petitioned for a change of zoning from “M3” Planned Industrial to “PI” Planned Industrial. The rezoning request along with the uses requested is compatible with this area and the surrounding developments.

Surrounding Land Use and Zoning

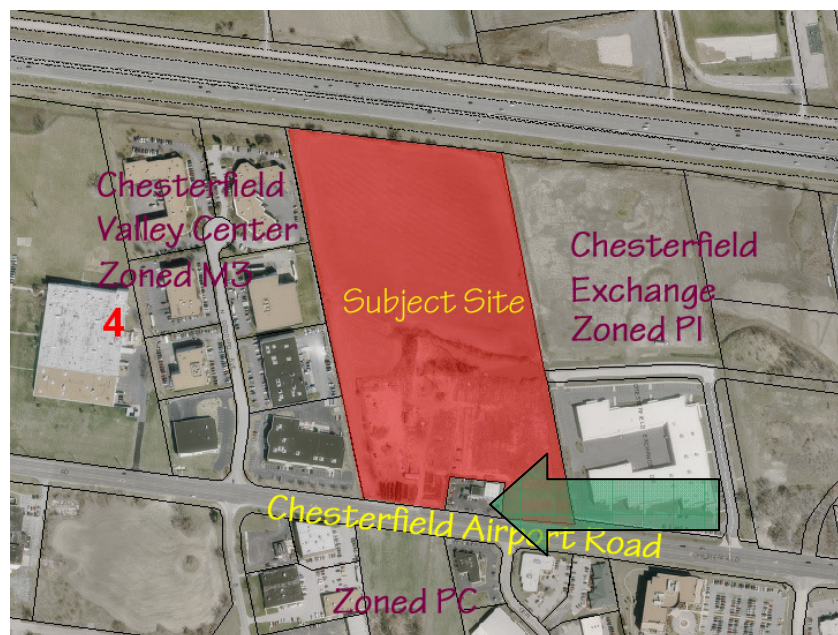
The land use and zoning for the properties surrounding this parcel are as follows:

North: To the north of the subject site is North Outer 40 Road; the property beyond that is zoned “C8” Planned Commercial District.

South: The property to the south is Chesterfield Executive Park and is zoned “M3” Planned Industrial District.

East: The property to the east is the Chesterfield Exchange and is zoned “PI” Planned Industrial District.

West: The property to the west is Chesterfield Valley Center and is zoned “M3” Planned Industrial District.



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



Looking north across site.



Looking west at site from Chesterfield Exchange.

Comprehensive Plan Analysis

The subject site is located within Ward 4 of the City of Chesterfield. The Comprehensive Plan calls for this area to be Office Park. This subject site is not located in any sub-area identified by the Comprehensive Plan; therefore there are no additional development guidelines for this site.

Site Area History

The subject site was zoned "M3" Planned Industrial by St. Louis County in 1965 prior to the incorporation of the City of Chesterfield. Currently, the site is the location of a landscape maintenance and installation company known as Olde Chesterfield Gardens. The remaining area of this proposed development is currently vacant.

Issues

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

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

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

Request

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

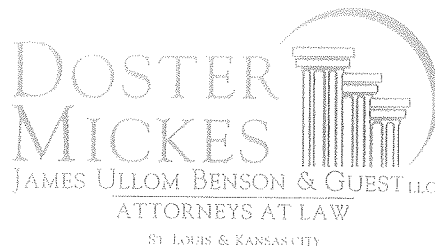
Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments

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

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



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

John L. Wagner
jwagner@dostermickes.com

Reply to St. Louis Office

February 14, 2007

HAND DELIVERED

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

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

Dear Aimee:

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

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

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

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

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

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

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

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

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PLANNING
DEPARTMENT

Ms. Hinde Nassif
February 14, 2007
Page 2

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

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

Sincerely,


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

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

Phase II Investments, LLC – Proposed "PI" Uses

C. PERMITTED USES:

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

- (j) Business, professional, and technical training schools.
- (k) Business service establishments.
- (q) Financial institutions.
- (ff) Manufacturing, fabrication, assembly, processing, or packaging of any commodity except:
 - (i) Facilities producing or processing explosives or flammable gases or liquids;
 - (ii) Facilities for animal slaughtering, meat-packing, or rendering;
 - (iii) Sulphur plants, rubber reclamation plants, or cement plants; and
 - (iv) Steel mills, foundries, or smelters.
- (gg) Medical and dental offices.
- (ii) Office or Office Buildings.
- (mm) Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.
- (nn) Planning and engineering offices.
- (oo) Research, development, testing, and design facilities, including offices, laboratories, processing laboratories used in conjunction therewith.
- (vv) Restaurants, fast food, excluding drive-through facilities.
- (ww) Restaurants, sit down.
- (xx) Retail stores, including:
 - (i) Retail stores selling or offering for sale or hire, or displaying for sale or hire, goods or services, including but not limited to, clothing, shoes, furniture, appliances, electronics, and other consumer goods, and
 - (ii) Retail stores, repairing, refueling, and/or displaying goods or services, including but not limited to, automobiles, boats, motorcycles, and other vehicles, and
 - (iii) Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
- (rrr) Warehousing, storage, or wholesaling of manufactured commodities, live animals, explosives, or flammable gases and liquids (excluding live animals, explosives, or

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

2. The following Ancillary Uses shall be permitted:

- (g) Automatic vending facilities for:
 - (i) Ice and solid carbon dioxide (dry ice);
 - (ii) Beverages;
 - (iii) Confections
- (l) Cafeterias for employees and guests only.

The following requirements shall apply to the above categories by the 2017 phase of development:

Any new development (city block) containing up to 100,000 sq ft of office space and/or retail space shall be required to have a minimum of 100,000 sq ft of office space and/or retail space.

ATTACHMENT A

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

I. SPECIFIC CRITERIA

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

B. PERMITTED USES

- 1. The uses allowed in this "PI" Planned Industrial District shall be:
 - a. Business, professional, and technical training schools.
 - b. Business service establishments.
 - c. Financial Institutions.
 - d. Manufacturing, fabrication, assembly, processing, or packaging of any commodity except:
 - i. Facilities producing or processing explosives or flammable gases or liquids;
 - ii. Facilities for animal slaughtering or rendering;
 - iii. Sulphur plants, rubber reclamation plants, or cement plants; and
 - iv. Steel mills, foundries, or smelters.
 - e. Medical and Dental offices.
 - f. Offices or Office buildings.
 - g. Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.
 - h. Printing and duplicating services.
 - i. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
 - j. Restaurants, fast food.

- k. Restaurants, sit down.
 - l. Stores, shops, markets, service facilities, and automatic vending facilities in which good or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
 - m. Warehousing, storage, or wholesaling of manufactured commodities, excluding live animals, explosives, or flammable gases and liquids.)
2. The following Ancillary Uses shall be permitted:
- a. Automatic vending facilities for:
 - i. Ice and solid carbon dioxide (dry ice);
 - ii. Beverages;
 - iii. Confections.
 - b. Cafeterias for employees and guests only.
3. The above uses shall be restricted as follows:
- a. For use "m.", devices that have explosives may be stored in a secure underground bunker, constructed, secured and accessed pursuant to the Bureau of Alcohol, Tobacco, Firearms, and Explosives regulations and requirements. This limited permission only extends to devices used for demonstration, prototyping, support purposes and does not extend to inventory or general warehousing of explosives.
 - b. Uses "j.", "k.", and "l." shall be limited to those lots within six hundred (600) feet of Chesterfield Airport Road.

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

1. HEIGHT

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

2. BUILDING REQUIREMENTS

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

D. SETBACKS

1. STRUCTURE SETBACKS

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

- a. Thirty (30) feet from the eastern property line of this development.
- b. Twenty five (25) feet from the western property line of this development.
- c. There shall be a twenty five (25) foot setback from the northern, eastern, and western property lines bordering 17V520082.
- d. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
- e. Ninety (90) feet from the right-of-way of I-64/U.S. 40-61.

2. PARKING SETBACKS

- a. No parking stall or loading space will be located within the following setbacks:
 - i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
 - ii. Ten (10) feet from the internal property lines, with the exception of shared driveways.
 - iii. Fifteen (15) feet from the principal internal street.
 - iv. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.
 - v. Thirty (30) feet from the east and west property lines of this development.

- b. No internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:
 - i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
 - ii. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.
 - iii. Thirty (30) feet from the east and west property lines of this development.

E. PARKING AND LOADING REQUIREMENTS

- 1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
- 2. No construction related parking shall be permitted within the Chesterfield Airport Road right of way.
- 3. No parking shall be permitted on any roadway in or adjacent to the development. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within thirty (30) days of the placement of street pavement.

F. LANDSCAPE AND TREE REQUIREMENTS

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

G. SIGN REQUIREMENTS

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

H. LIGHT REQUIREMENTS

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

I. ARCHITECTURAL

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.
3. Trash enclosures: The location, elevation, and material of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

J. ACCESS/ACCESS MANAGEMENT

1. Access to this development from Chesterfield Airport Road shall be restricted to one (1) 3-lane street approach with two (2) outbound and one (1) inbound lane, located to provide required sight distance and constructed to Saint Louis County standards as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield. The street shall generally align with Cepi Drive, which lies on the south side of Chesterfield Airport Road.
2. Provide cross access easement(s) as required to ensure the parcel at 17909 Chesterfield Airport Road, three (3) sides of which are contiguous to this development, has reasonable access to a proposed road in this development per the standards outlined in Chapter 26, Article III, Driveway Access Location and Design Standards, of the City Code.

**K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING
PEDESTRIAN CIRCULATION**

1. Extend Long Road Crossing Drive from its existing terminus east of the site, providing a connection to Chesterfield Airport Road via public right-of-way.
2. Provide a forty (40) foot right of way with a minimum of ten (10) foot roadway improvement, maintenance, utility and drainage easements on both sides for all interior roadways. Minimum roadway sections shall provide a twenty six (26) foot travelway with seven (7) foot shoulders on both sides and appurtenant storm drainage facilities as required by the Department of Public Works.
3. Road improvements shall be constructed prior to or concurrently with construction on the first lot developed and completed prior to the occupancy of any building on that lot. Building permits shall not be issued for more than one lot prior to completion of the road improvements.
4. Provide additional right of way and improvements, along Chesterfield Airport Road as required by the Department of Public Works and/or the St. Louis County Department of Highways and Traffic.
5. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site and along both sides of all interior roadways. The sidewalks shall connect to the sidewalks constructed with the adjacent development to the east. The sidewalk shall be privately maintained; therefore, no public easements shall be required.
6. Construct a westbound right turn lane two hundred (200) feet in length on Chesterfield Airport Road at Sentrus Place with a 10:1 inbound taper as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield.
7. Construct a ten (10) foot wide shoulder adjacent to Chesterfield Airport Road along the frontage of the tract, except where it is located adjacent to the right turn lane where its width shall be six (6) feet wide, to Saint Louis County standards, as directed by Saint Louis County Department of Highways and Traffic and the City of Chesterfield.
8. Parking shall be prohibited along both sides of principal internal street for a distance of at least two hundred (200) feet from Chesterfield Airport Road right-of-ways. The principal internal street shall not have stop signs or speed bumps for a distance of

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

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

L. POWER OF REVIEW

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

M. STORMWATER

1. Per the Chesterfield Valley Master Storm Water Plan, a ten (10) foot wide flat bottom ditch has been constructed along the north property line of this site, with drainage from this site directed to the east to the pump station at Long Road. The developer shall extend the existing ditch on this site to the west to connect to the existing ditch on the adjacent parcel to provide positive drainage. The developer shall coordinate construction of the required storm water improvements with the owners of the properties affected by construction of the required improvements.
2. Provide any additional Chesterfield Valley Storm Water Easement along the north and east property lines as required and directed by the Department of Public Works to accommodate the Chesterfield Valley Master Storm Water Plan channel in that area, and depict the channel on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.
3. All Chesterfield Valley Master Storm Water Plan improvements shall be operational prior to the paving of any driveways or parking areas.
4. Treatment may be required for water quality in accordance with MSD regulations dated February 2006.
5. Any improvements within MoDOT's right-of-way will require a permit. The drainage design shall be in accordance with MoDOT standards.

6. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right-of-way.
7. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and zoning setbacks, or fifteen (15) feet from the new or existing right-of-way line, whichever is greater.
8. Storm water shall be controlled as required by the Chesterfield Valley Master Facility Plan.

N. SANITARY SEWER

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

O. GEOTECHNICAL REPORT.

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

P. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. Prior to the issuance of an occupancy permit, any existing stormwater channel located on this site and between this site and the pump station to which it should drain shall be regraded to restore the channel to the line and grade of the original design.
3. This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2,750 per acre.

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

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

- B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within eighteen (18) months of the date of approval of the change of zoning by the City.
- C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.
- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Subdivision Ordinance.
2. Provide a conceptual landscape plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.
3. Provide a lighting plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Subdivision Ordinance.
2. Provide a landscape plan in accordance with the City of Chesterfield Code.
3. Provide a lighting plan in accordance with the City of Chesterfield Code.
4. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.

V. TRUST FUND CONTRIBUTION

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

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

Roads

The amount of the developer's contribution to this fund shall be computed based on the following:

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

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

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

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

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

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

Water Main

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

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

Stormwater

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

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek Impact Fee. The sanitary sewer contribution within Chesterfield Valley area shall be deposited with MSD as required by the District.

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

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

VI. RECORDING

Within 60 days of approval of any development plan by the City of Chesterfield, the approved Plan will be recorded with the St. Louis County Recorder of Deeds.

Failure to do so will result in the expiration of approval of said plan and require re-approval of a plan by the Planning Commission.

VII. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

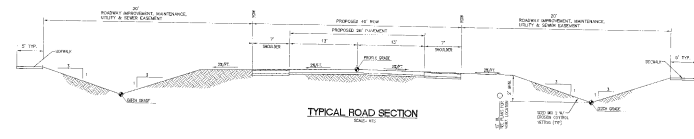
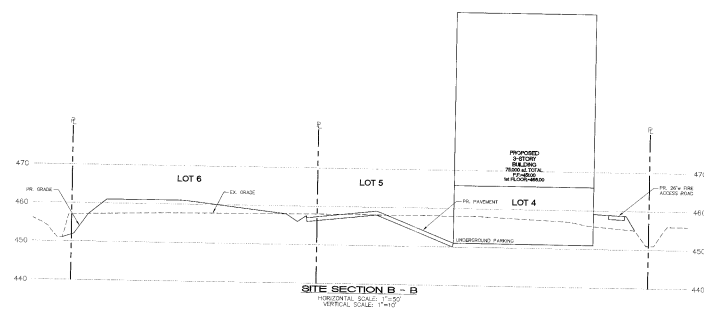
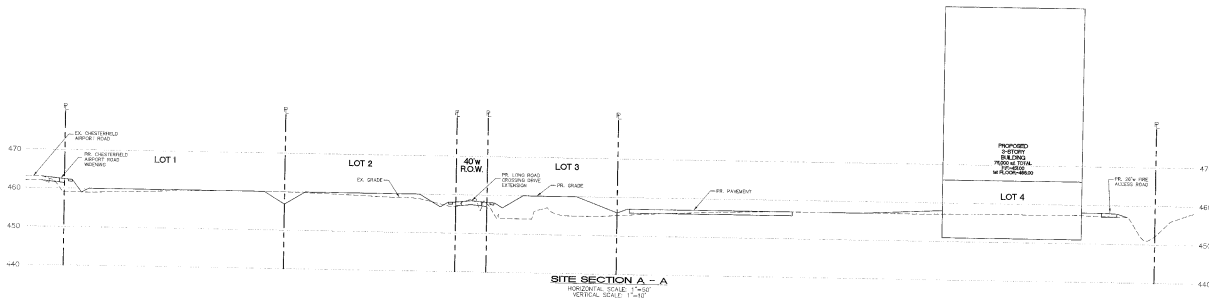
Prior to any Special Use Permit being issued by St. Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Highways and Traffic to guarantee completion of the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

VIII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

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

IX. ENFORCEMENT

- A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development Concept and Section Plans approved by the City of Chesterfield and the terms of this Attachment A.
- B. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.
- C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.
- D. Waiver of Notice of Violation per the City of Chesterfield Code.
- E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.



PREPARED FOR
Phase 2 Investments, LLC
c/o Sentrus, Inc.
Attention: Mr. Richard Weinstein
141 Chesterfield Industrial Blvd
Chesterfield, MO 63005



REVISOR PER CITY/COUNTY COMMENTS 02/07/07
REVISOR PER CITY COMMENTS 01/29/07

SITE SECTIONS	
PHASE TWO INVESTMENTS, L.L.C. - SENTRUS	
Stock & Associates Consulting Engineers, Inc. 287 Chesterfield Business Parkway St. Louis, MO 63025 PH: (314) 533-9000 FAX: (314) 533-9000 e-mail: gordon@stockandassociates.com Web: www.stockandassociates.com	
DRAWN BY: BROCK W. STOCK DATE: 01/11/07 CDS: 206-4012	CHECKED BY: G.M.S. DATE: 01/11/07 2 of 2

Planning Commission Staff Report

Subject: Rezoning Vote Report

Meeting Date: February 26, 2007

From: Aimee Nassif, Senior Planner of Zoning Administration

Location: 18199 and 18299 Chesterfield Airport Road

Petition: P.Z. 05-2007 Spirit of St. Louis Corporate Center

Proposal Summary

Ryan Hodges, on behalf of Spirit of St. Louis Corporate Center, has submitted an application for a change of zoning from “M3” Planned Industrial District to “PC” Planned Commercial District per the regulations of the City of Chesterfield Zoning Ordinance Section 1003.140. The location of the site is north of Chesterfield Airport Road and east of Spirit of St. Louis Boulevard.

Staff Recommendation

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

Zoning Analysis

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

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

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

Surrounding Land Use and Zoning

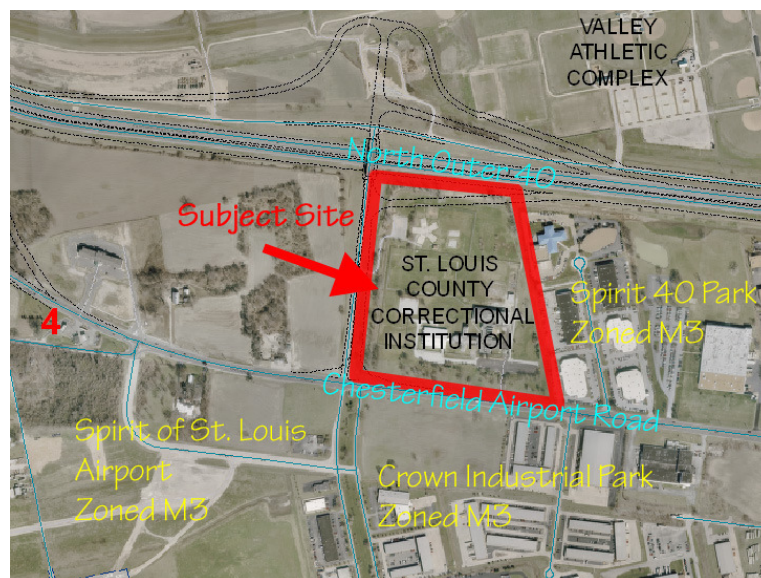
The land use and zoning for the properties surrounding this parcel are as follows:

North: The property to the north is the Chesterfield Valley Athletic Complex and is zoned “PS” Park and Scenic District.

South: The property to the south is Crown Industrial Park and is zoned “M3” Planned Industrial District.

East: The property to the east is the Spirit 40 Park and is zoned “M3” Planned Industrial District.

West: The property to the west is zoned “M3” Planned Industrial District.



Looking east across site.

**Looking north at site from Chesterfield
Airport Road.**

Comprehensive Plan Analysis

The subject site is located within Ward 4 of the City of Chesterfield. The Comprehensive Plan calls for this area to be mixed commercial use. This subject site is not located in any sub-area identified by the Comprehensive Plan; therefore there are no additional development guidelines for this site.

Site Area History

The subject site was zoned "M3" Planned Industrial by St. Louis County in 1965 prior to the incorporation of the City of Chesterfield. The site was previously the location of the St. Louis County Correctional Institution which was built in 1967.

Issues

A public hearing was held on this request on February 12, 2006. At that time there were no speakers on this matter other than the petitioners. At the hearing, several issues were identified. Those issues along with the Petitioner's responses are attached.

Below are the issues that remain open at this time as well as those that Staff was asked to respond to:

1. Staff has worked with the petitioners to amend the list of permitted uses and has provided in the Attachment A two (2) separate lists of permitted uses for the northern lots and southern lots of the development.
2. Attached is a Traffic Study performed by Crawford, Bunte, Brammeier and received by the City of Chesterfield on February 13, 2007.
3. At the public hearing, Staff was asked to provide language in the Attachment A which would divide this development into three (3) different sections each with separate height restrictions. To maintain consistency with other requirements of the Attachment A; Staff has provided language which would divide this development into two (2) sections with separate height restrictions.

Although this development will have to adhere to all requirements of the Zoning Ordinance, Staff also added the existing limitation for any retail development in a Planned Commercial District. This language is located in Section C.1.c. on page 4.

4. The petitioner is requesting the following change to Section L. item 5 on page 8 of the Attachment A which states:
 - a. Provide a five (5) foot sidewalk, conforming to ADA standards, along the Chesterfield Airport Road and Spirit of St. Louis Boulevard frontage of the site and along both sides of all interior roadways.

Petitioner is requesting that the sidewalk along the interior roadways be limited to one side of the roadway and not both sides.

Request

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

Staff is also requesting action on Petitioner’s request regarding an amendment to the requirement regarding sidewalks in Section L. item 5 on page 8 of the Attachment A. Staff has no objection to this request.

Respectfully submitted,

Aimee Nassif
Senior Planner of Zoning Administration

Attachments

1. Attachment A
2. Preliminary Plan
3. Response Letter from Petitioner
4. Traffic Study

ATTACHMENT A

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

I. SPECIFIC CRITERIA

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

B. PERMITTED USES

- 1. The following uses shall be allowed in this "PC" Planned Commercial District on only those lots within six hundred (600) feet of Chesterfield Airport Road:
 - a. Animal hospitals, veterinary clinics, and kennels.
 - b. Auditoriums, churches, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
 - c. Barber shops and beauty parlors.
 - d. Dry cleaning drop-off and pick-up stations.
 - e. Film drop-off and pick-up stations.
 - f. Police, fire and postal stations.
 - g. Recreational facilities, indoor and illuminated outdoor facilities, including swimming pools, golf courses, golf practice driving ranges, tennis courts, and gymnasiums, and indoor theaters, including drive-in theaters.
 - h. Restaurants, fast food.
 - i. Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craft persons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
 - j. Souvenir shops and stands, not including any zoological displays, or permanent open storage and display of manufacturing goods.

- k. Not more than one (1) filling stations, including emergency towing and repair services, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than twenty-four (24) hours.
 - l. Not more than one (1) vehicle repair facilities for automobiles.
 - m. Not more than one (1) vehicle service centers for automobiles.
 - n. Not more than one (1) vehicles washing facilities for automobiles.
2. The following uses shall be allowed in this "PC" Planned Commercial District on only those lots farther than six hundred (600) feet of Chesterfield Airport Road:
- a. Associated work and storage areas required by a business, firm, or service to carry on business operations.
 - b. Bookstores.
 - c. Cafeterias for employees and guests only.
 - d. Child care centers, nursery schools, and day nurseries.
 - e. Colleges and universities.
 - f. Financial Institutions.
 - g. Hospitals.
 - h. Hotels and Motels.
 - i. Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles, shall be:
 - i. Adequately screened with landscaping, fencing or walls, or any combination thereof; or
 - ii. Placed underground; or
 - iii. Enclosed in a structure in such a manner so as to blend with and complement the character of the surrounding area.All plans for screening these facilities shall be submitted to the Department of Planning for review. No building permit or installation permit shall be issued until these plans have been approved by the Department of Planning.
 - j. Medical and dental offices.
 - k. Offices or office buildings.

- l. Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.
 - m. Public utility facilities.
 - n. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
 - o. Restaurants, sit down.
 - p. Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
 - q. Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
 - r. Stores, shops, markets, service facilities, and automatic vending facilities in which goods or serves of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
3. The following Ancillary Uses shall be permitted on all lots:
- a. Automatic vending facilities for:
 - i. Ice and solids carbon dioxide (dry ice);
 - ii. Beverages;
 - iii. Confections.

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

1. BUILDING REQUIREMENTS

- a. Openspace: A minimum of (30%) openspace is required for this development.
- b. Floor Area Ratio: F.A.R. is the gross floor area of all buildings on a lot divided by the total lot area. This square footage does not include any structured or surface parking. Planning Commission may request two (2) calculations: one (1) calculation for those areas above grade and another that includes building area below grade.

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

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

E. SETBACKS

1. STRUCTURE SETBACKS

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

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

2. PARKING SETBACKS

- a. No parking stall or loading space will be located within the following setbacks:
 - i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
 - ii. Ten (10) feet from the internal driveways or roadways.
 - iii. Fifteen (15) feet from the principal internal street.
 - iv. Thirty (30) feet from the east and west property lines of this development.
 - v. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

- b. No internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:
 - i. Thirty (30) feet from the right-of-way of Chesterfield Airport Road.
 - ii. Thirty (30) feet from the east and west property lines of this development.
 - iii. Thirty (30) feet from the right-of-way of I-64/U.S. 40-61.

F. PARKING AND LOADING REQUIREMENTS

- 1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
- 2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.
 - b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
 - c. No construction related parking shall be permitted within the Chesterfield Airport Road or Spirit of St. Louis Boulevard rights-of-way.
- 3. Parking lots shall not be used as streets.
- 4. No parking shall be permitted on any roadway in or adjacent to the development. The parking restriction and requirement for signage shall be indicated on the Site Development Plan and improvement plans. Signage shall be posted within 30 days of the placement of street pavement.

G. LANDSCAPE AND TREE REQUIREMENTS

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

H. SIGN REQUIREMENTS

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

I. LIGHT REQUIREMENTS

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

J. ARCHITECTURAL

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.
3. Trash enclosures: The location and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

K. ACCESS/ACCESS MANAGEMENT

1. Access to Chesterfield Airport Road shall be limited to a maximum of two (2) street approaches and constructed to St. Louis County standards as directed by the City of Chesterfield and St. Louis County. One of the street approaches shall be located as far to the east on the site as possible. The second street approach shall be limited to right in/right out only.
2. Access to Spirit of St. Louis Boulevard shall be limited to one (1) street approach and constructed to St. Louis County standards as directed by the City of Chesterfield and St. Louis County. The approach shall be located approximately midway between Chesterfield Airport Road and the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard.
3. Provide cross access easements as needed to provide the adjacent subdivision to the east access to the easternmost proposed street off Chesterfield Airport Road.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide the necessary right-of-way and easements for the construction of the proposed Interstate 64 access ramp from Spirit of St. Louis Boulevard as required by the Department of Public Works, the St. Louis County Department of Highways and Traffic, and/or the Missouri Department of Transportation.
2. All streets within this development shall be private and remain private forever. Private street signage, in conformance with Section 1005.180 of the Subdivision Ordinance, shall be posted within 30 days of the placement of the adjacent street pavement. Private streets shall be those travelways that intersect Chesterfield Airport Road and Spirit of St. Louis Boulevard. The private street sections shall provide a 26 foot travelway with 7 foot shoulders on both sides and appurtenant storm drainage facilities as required by the Department of Public Works. Additional pavement width at the intersections of the private streets and the existing public streets shall be provided as directed by the St. Louis County Department of Highways and Traffic and/or the Department of Public Works.
3. Provide required right of way/agreements and construct traffic signals and related intersection improvements on Chesterfield Airport Road at the proposed eastern private street and at Spirit of St. Louis Boulevard. Improvements include, but are not limited to, removal of the private drive on the adjacent parcel to the east and

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

4. All road improvements and the Interstate 64 access ramp from Spirit of St. Louis Boulevard shall be constructed prior to the issuance of 60% of the building permits in the development or as directed by the City of Chesterfield.
5. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road and Spirit of St. Louis Boulevard frontage of the site and along both sides of all interior roadways. The sidewalks shall connect to any sidewalks constructed with the adjacent development to the east. The sidewalks shall be privately maintained; therefore, no public easements shall be required.

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

6. MoDOT will require the developer to provide right-of-way dedicated for the proposed roadway improvements for future E/B US40/64 ramp.
7. FHWA approval of Variance from approved AJR 1998 will be required prior to MoDOT permitting.
8. Ingress and egress must conform to MoDOT's access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right-of-way will require permit. The entrance geometrics and drainage design shall be in accordance with the MoDOT standards.
9. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right-of-way.
10. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and setbacks, or 15 feet from the new or existing right-of-way line, whichever is greater.
11. The developer shall be responsible for providing all necessary right-of-way, easements, Temporary Slope Construction License, etc., as may be required for construction of the I-64 Eastbound on-ramp from Spirit of St. Louis Boulevard. All on-site improvements shall be compatible with this project.

12. Improve Chesterfield Airport Road to one half of one hundred foot (100') right-of-way and a sixty foot (60') pavement with ten foot (10') full depth shoulders and additional widening to provide twelve foot (12') wide by two hundred foot (200') long right turn lanes at the two access driveways serving this site as well as at the intersection of Spirit of St. Louis Boulevard and including all storm drainage facilities as directed by the St. Louis County Department of Highways and Traffic.
13. The developer shall submit a traffic study, addressing the traffic generated by the proposed development, to the Department of Highways and Traffic for review and approval. The developer's traffic engineer has been meeting with representatives of the department to determine the study scope. The developer's additional road improvement obligation, including those related to Spirit of St. Louis Boulevard shall be as determined by the approved study.

M. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield, St. Louis Department of Highways and Traffic, and the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.
2. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Highways and Traffic.

N. POWER OF REVIEW

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

O. STORMWATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on the Site Development Plan.
3. The Chesterfield Valley Master Storm Water Plan indicates a 30' flat bottom ditch with 3:1 side slopes shall be constructed along the west and north property lines of this site. One crossing of that ditch can be accommodated by the installation of 3 - 36" minimum diameter reinforced concrete pipes. The developer shall be responsible for construction of the required storm water improvements on site, connection to the existing drainage ditch to the east, and any grading of the downstream ditch necessary to provide positive drainage. The developer shall coordinate construction of the required storm water improvements with the owners of the properties affected by construction of the required improvements.
4. The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements. Functional equivalence is said to be achieved when, as determined by the Director of Public Works, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Director of Public Works determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The

hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.

5. Provide additional Chesterfield Valley Storm Water Easement along the west and north property lines, as required by the Department of Public Works, to accommodate the Chesterfield Valley Master Storm Water Plan channel in that area, and depict the channel on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.
6. All Chesterfield Valley Master Storm Water Plan improvements shall be operational prior to the paving of any driveways or parking areas.

P. SANITARY SEWER

1. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, in accordance with the Metropolitan St. Louis Sewer District Conceptual Sewer Master Plan for Chesterfield Valley.
2. Treatment may be required for water quality in accordance with MSD regulations dated February 2006.
3. Stormwater shall be controlled as required by the Chesterfield Valley Master Facility Plan.

Q. GEOTECHNICAL REPORT.

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

R. MISCELLANEOUS

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

2. Prior to the issuance of an occupancy permit all storm water channels located on this site shall be regraded to restore the channel to the line and grade of the original design, and downstream channels shall be graded as necessary to maintain positive drainage.
3. This project will be subject to the Caulk's Creek Surcharge of \$2,750 per acre.

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

- A. The developer shall submit a concept plan within 18 months of City Council approval of the change of zoning.
- B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within 18 months of the date of approval of the change of zoning by the City.
- C. Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.
- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Code.
2. Include a conceptual landscape plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.
3. Include a lighting plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

1. All information required on a sketch plan as required in the City of Chesterfield Code.
2. Include a landscape plan in accordance with the City of Chesterfield Code.
3. Include a lighting plan in accordance with the City of Chesterfield Code.
4. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.

V. CHESTERFIELD VALLEY TRUST FUND

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

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

Roads

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

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

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

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

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

Water Main

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

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

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by St. Louis County and MSD. The amount of the storm water contribution will be computed based on \$2,077.15 per acre for the total area as

approved on the Site Development Plan. The stormwater contributions to the Trust Fund shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (SUP) by St. Louis County Highways and Traffic. Funds shall be payable to the "Treasure, Saint Louis County".

Sanitary Sewer

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

The sanitary sewer contribution with Chesterfield Valley area shall be deposited with MSD as required by the District.

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

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

VI. RECORDING

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

VII. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

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

VIII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

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

Sewer District must be received by the St. Louis County Department of Public Works.

IX. ENFORCEMENT

- A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.
- B. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.
- C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.
- D. Waiver of Notice of Violation per the City of Chesterfield Code.
- E. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

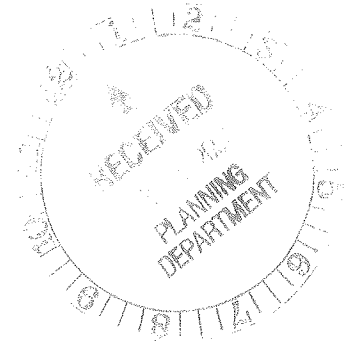
STOCK & ASSOCIATES
Consulting Engineers, Inc.

Dated: February 14, 2007

Revised: February 15, 2007

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

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



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

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

Dear Aimee:

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

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

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

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

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

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

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

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

Response: We agree.

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

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

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

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

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

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

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

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

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

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

Openspace

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

Response: We agree.

Setbacks

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

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

Response: We agree.

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

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

Response: We agree.

Access

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

Response: We agree.

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

Response: We agree.

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

Response: We agree.

Road Improvements

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

Response: We agree.

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

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

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

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

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

Response: We agree.

Pedestrian Circulation:

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

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

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

Parking

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

Response: We agree.

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

Response: We agree.

Traffic Study

Comment 11 – Provide a traffic study as directed by the City of Chesterfield, No construction related parking shall be permitted within the Chesterfield Airport Road or Spirit of St. Louis Boulevard rights of way. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

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

Storm water and Floodplain

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

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

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

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

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

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

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

Response: We agree.

Sanitary Sewers

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

Response: We agree.

Occupancy Permit

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

Response: A Geotechnical Report is forthcoming.

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

Geotechnical Report

G-4. Prior to the Site Development (Section) Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Works. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, poles, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and improvement plans.

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

- *Portions of the site are located in and adjacent to the regulatory floodplain. Consult Chapter 14 of the City Code for specific requirements.*
- *The regulatory 100 year water surface elevation for the site is controlled by the Chesterfield Valley Stormwater Master Plan Model. The lowest floor of any building needs to be at least 1 foot above the elevation of the 100 year water surface of any channel within 200 feet of the building footprint. The 100 year high water elevation varies from 569.4 at the southwest corner of the site to 457.4 at the northwest corner of the site to 457.2 at the northeast corner of the site. For buildings along the western portion of the site, 459.4 will be the controlling elevation. For buildings along the northern portion of the site, 457.4 will be the controlling elevation.*
- *A certification of the actual elevation of the constructed floor will be required prior to occupancy of each building for which a Floodplain Development Permit is issued.*
- *The developer will be required, after completion of grading, to obtain a LOMR from FEMA to update the Flood Insurance Rate Map to show the new location of the Zone AH floodplain due to the construction of the master plan drainage channels. The LOMR application will be required to be submitted to FEMA before occupancy of any building.*
- *No individual lot will be permitted direct access to Chesterfield Airport Road or Spirit of St. Louis Boulevard. In addition, cross access will be required for adjacent lots. More information on access management requirements can be found in Ordinance 2103.*
- *Utility/utility access easements shall be required throughout the development.*

Response: We understand and agree.

Dated: February 14, 2007
Revised: February 15, 2007
CITY OF CHESTERFIELD
Page 10

Issue at Public Hearing regarding Building Height

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

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

Sincerely,



George M. Stock, P.E.,
President

CC: Mr. Jerry Crylen – Duke – via e-mail (jerry.crylen@dukerealty.com)
& Fax (314) 514-6995
Mr. Ryan Hodges – Duke – via e-mail (ryan.hodges@dukerealty.com)
& Fax: (314) 514-6995
Mr. Mike Hejna – Gundaker Commercial (mhejna@gundakercommercial.com)
& Fax: (636) 728-5111
Mr. Dean Burns – Gundaker Commercial (dburns@gundakercommercial.com)
& Fax: (636) 728-5140
Mr. Doug Shatto – CBB (Via E-Mail (dshatto@cbbtraffic.com)
Mr. Doug Bruns, P.E., Vice President-Engineering
Mr. Joseph Fischer, Senior Project Engineer
Mr. Eric Fischer, E.I.T., Project Engineer

February 9, 2007

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

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

Dear Mr. Hodges:

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

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

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

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

Base Roadway Conditions

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

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

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

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

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

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

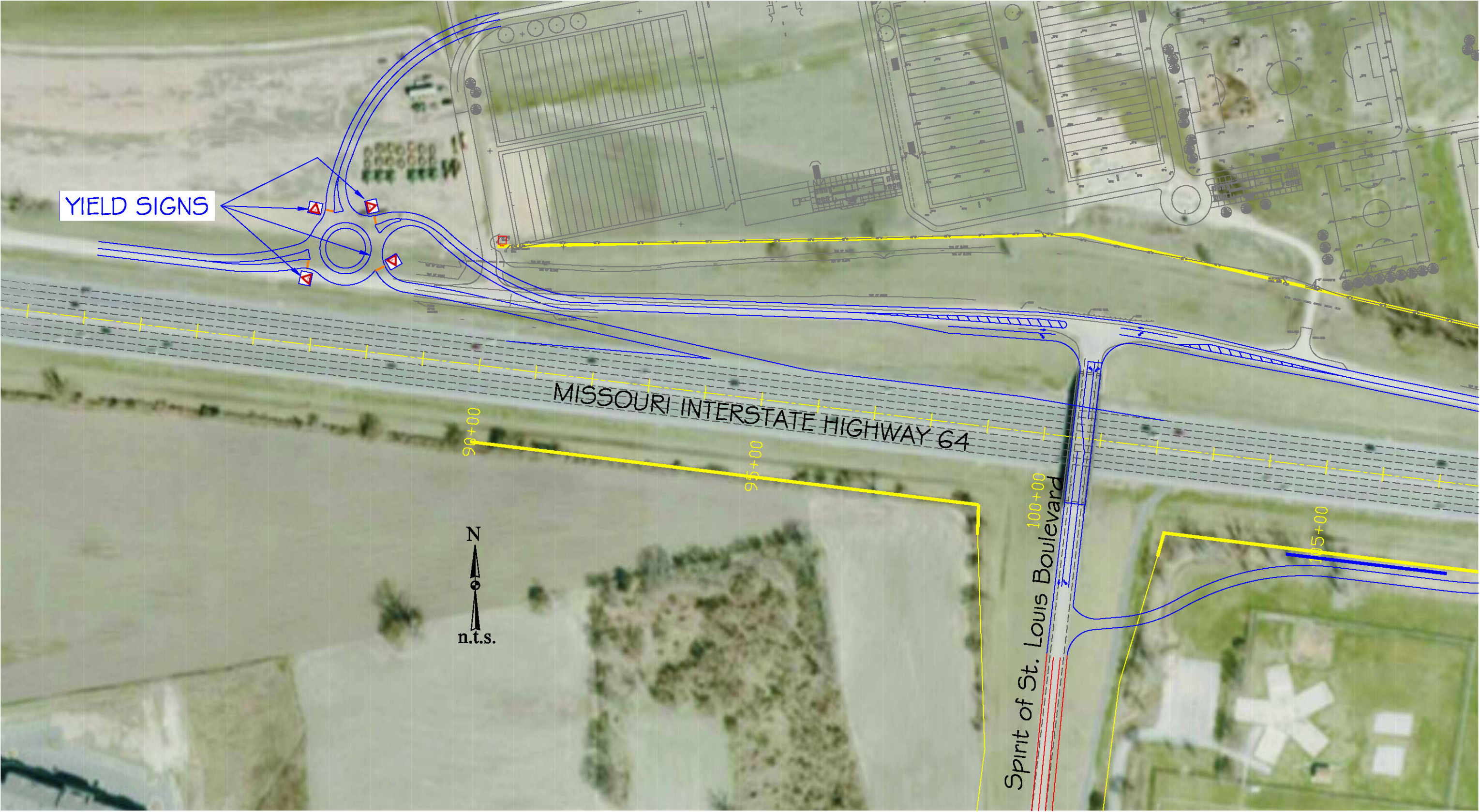


Exhibit 1: Proposed Spirit of St. Louis Boulevard Interchange

Job# 174-06
1/25/07

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

Base Traffic Conditions

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

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

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

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

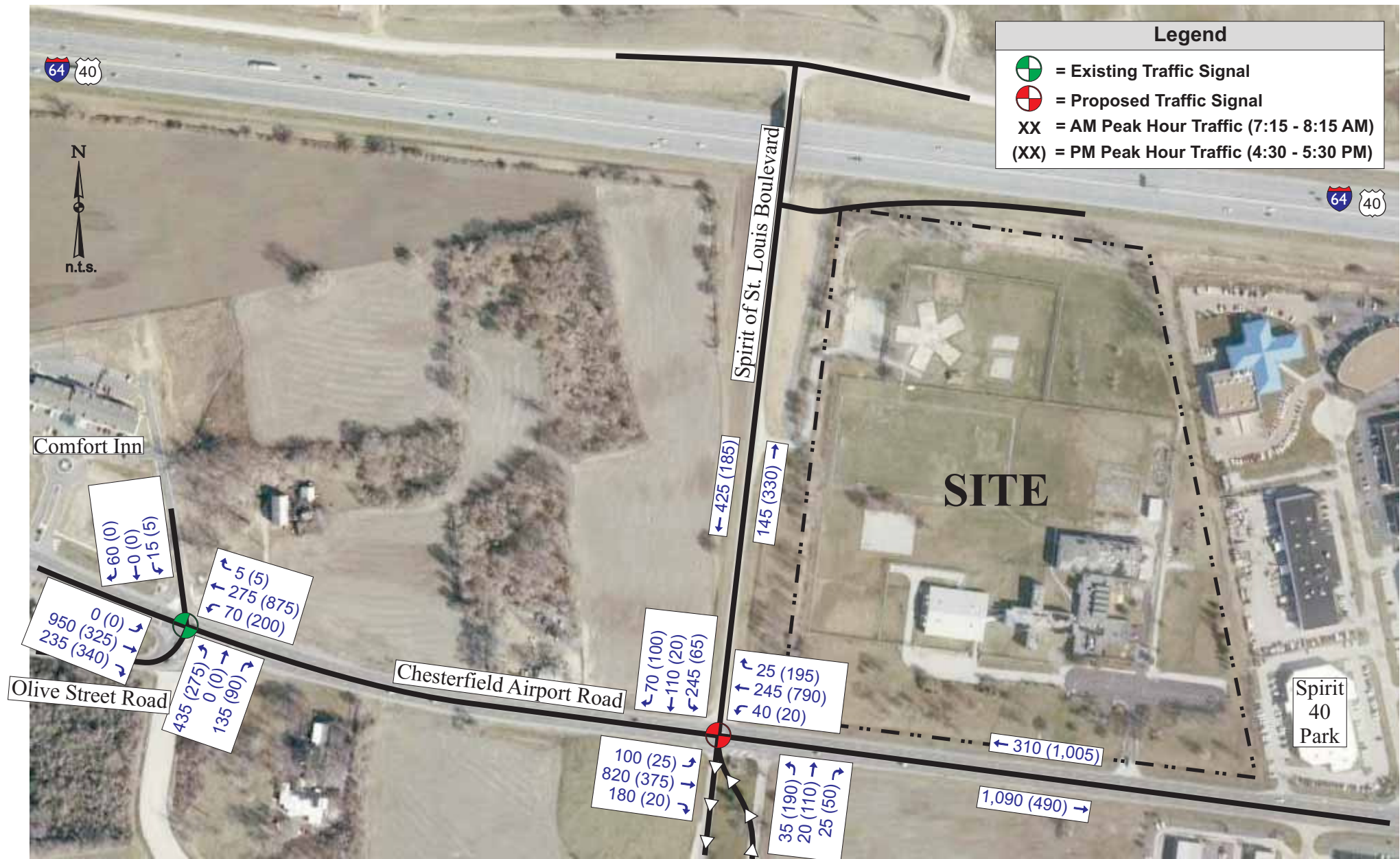


Exhibit 2: Base 2010 Traffic Volumes

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

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

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

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

Base Operating Conditions

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

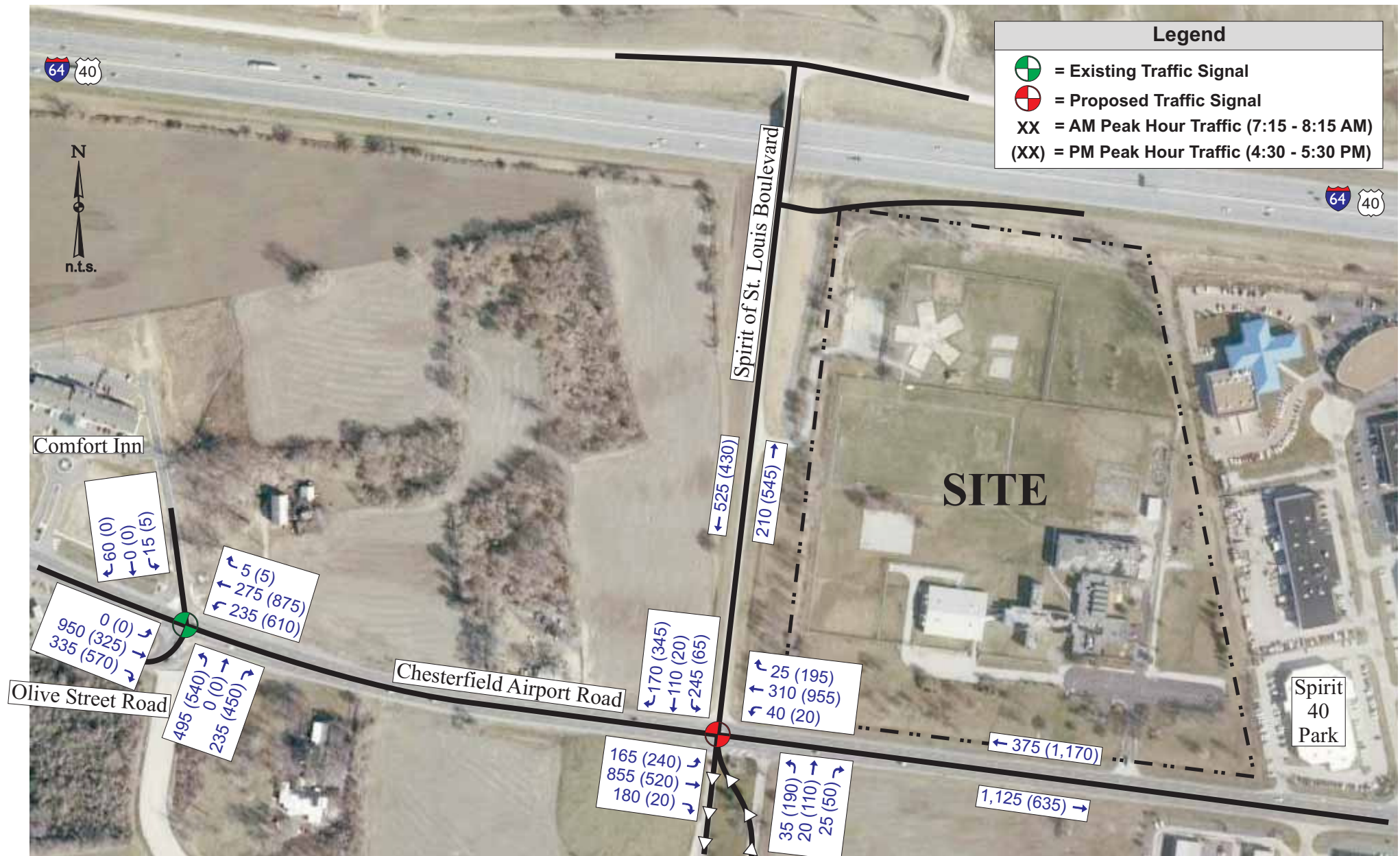


Exhibit 3: Base 2010 Traffic Volumes Including Blue Valley Site-Generated Traffic Volumes

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

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

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

Table 1 Level of Service Thresholds		
Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

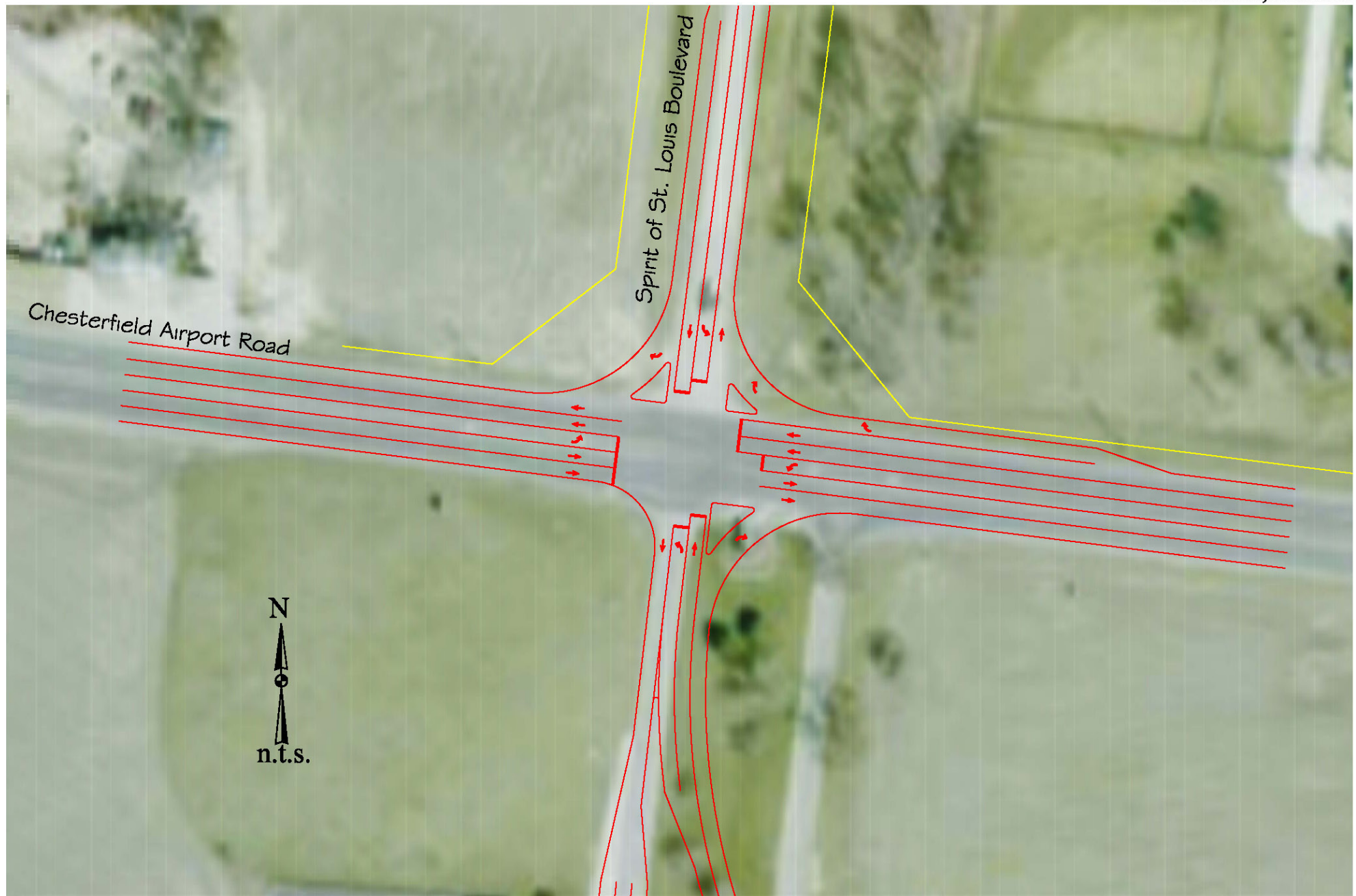


Exhibit 4: Conceptual Improvements Intersection of Chesterfield Airport Road
and Spirit of St. Louis Boulevard

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

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

Blue Valley Lifestyle Center

Next, it was important to layer on the site-generated traffic due to the Blue Valley Lifestyle Center in order to verify whether the additional traffic could be accommodated at the study intersections. According to the Blue Valley traffic impact study (completed in 2005), the development would comprise over 400,000 ft² of leasable space (mostly retail) and generate approximately 500 trips during the morning peak hour and 1,300 trips during the afternoon peak hour. As a product of that study, the following lane configuration was recommended for the intersection of Chesterfield Airport Road and Olive Street Road:

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

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

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

Table 4 Base Operating Conditions – With Improvements Including Blue Valley Lifestyle Center		
<i>Traffic Movement</i>	<i>Weekday Morning Peak Hour</i>	<i>Weekday Afternoon Peak Hour</i>
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	B (16.4)	B (13.8)
Westbound Approach	B (19.4)	B (18.2)
Northbound Approach	C (34.4)	D (36.2)
Southbound Approach	D (46.7)	D (38.4)
Overall Intersection	C (22.9)	C (22.3)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (6.2)	B (15.1)
Westbound Approach	B (17.7)	B (16.6)
Northbound Approach	C (27.0)	D (35.7)
Southbound Approach	C (30.6)	C (28.3)
Overall Intersection	B (13.9)	C (20.5)

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

Forecasted Traffic Conditions

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

As a primary step in this analysis, the number of trips that would be generated by the proposed development was estimated using data provided in the “Trip Generation Manual”, Seventh Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses. Based upon the recommended procedure for estimating trip

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

- ❑ Land Use Code 710, *General Office Building*, was used to determine the anticipated trip generation of the proposed office buildings comprising 266,000 ft² ;
- ❑ Land Use Code 820, *Shopping Center*, was used to determine the anticipated trip generation of the proposed 77,000 ft² retail center as well as the development on two outparcels (totaling 20,000 ft²) ;
- ❑ Land Use Code 912, *Drive-In Bank*, was used to determine the anticipated trip generation of one outparcel, which was assumed to develop as a banking facility with 3 drive-thru bays ;
- ❑ Land Use Code 932, *High-Turnover (Sit-Down) Restaurant*, was used to determine the anticipated trip generation of two outparcels, which were assumed to develop with sit-down restaurants (totaling 14,000 ft²) ; and
- ❑ Land Use Code 933, *Fast Food Restaurant w/ Drive-Thru*, was used to determine the anticipated trip generation of one outparcel, which was assumed to develop with a fast food restaurant comprising 4,000 ft².

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

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

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

¹Accounts for pass-by traffic along Chesterfield Airport Road

²Accounts for diverted trips from the Chesterfield Valley Athletic Center

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

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

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

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

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

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

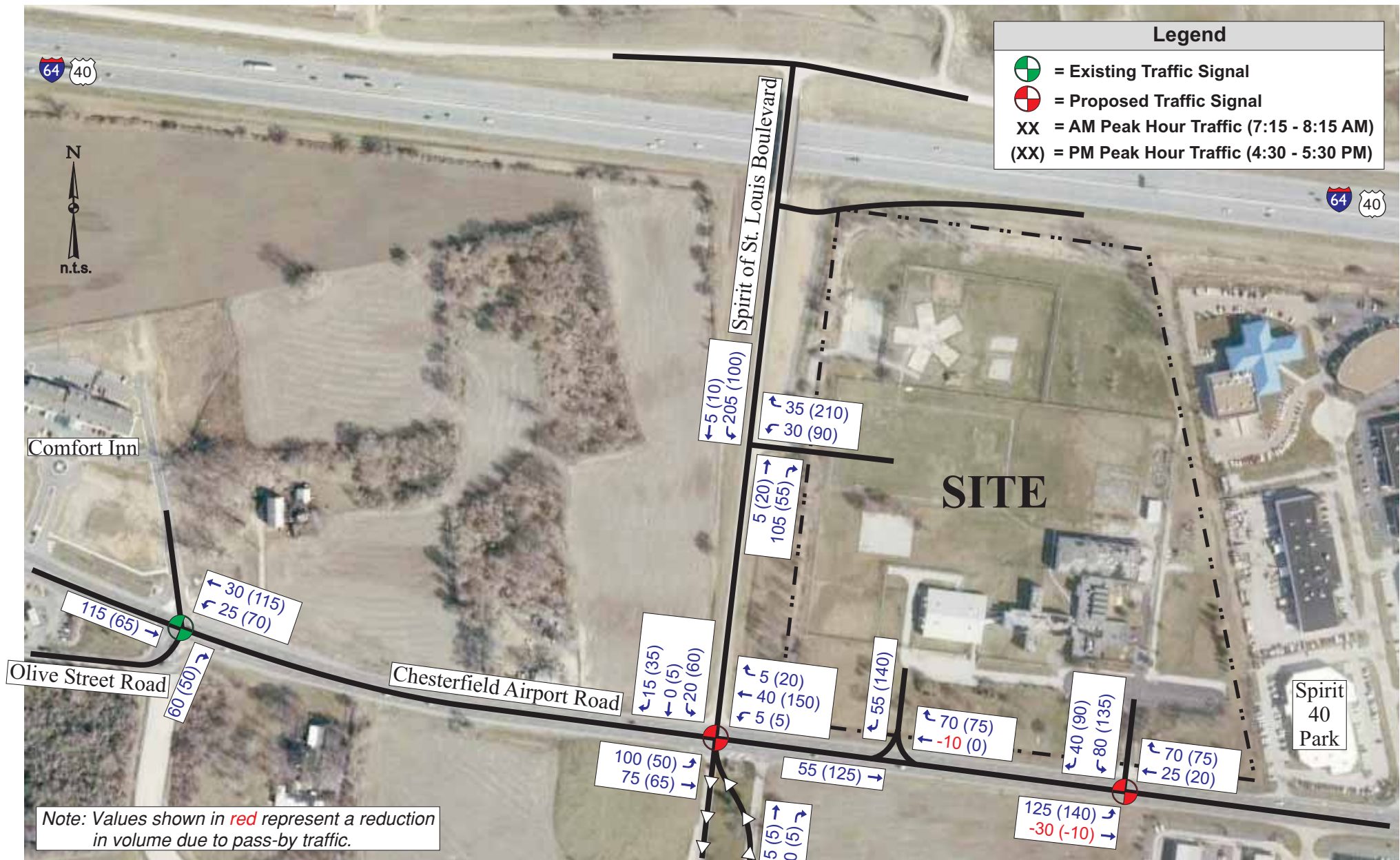


Exhibit 5: Site-Generated Traffic Volumes

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

Recommended Improvements

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

Signal Warrants Analyses

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

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

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

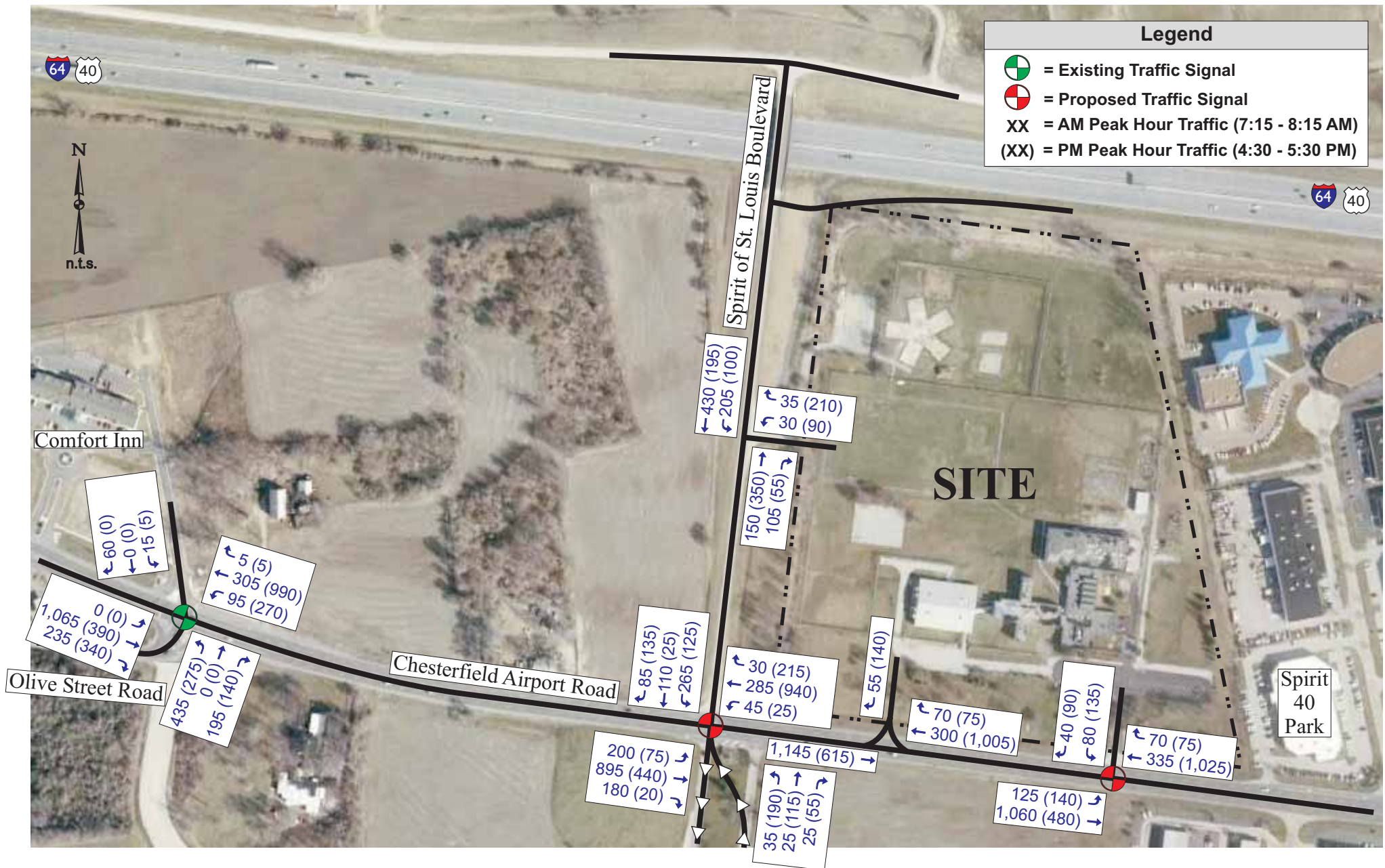


Exhibit 6: Forecasted 2010 Traffic Volumes

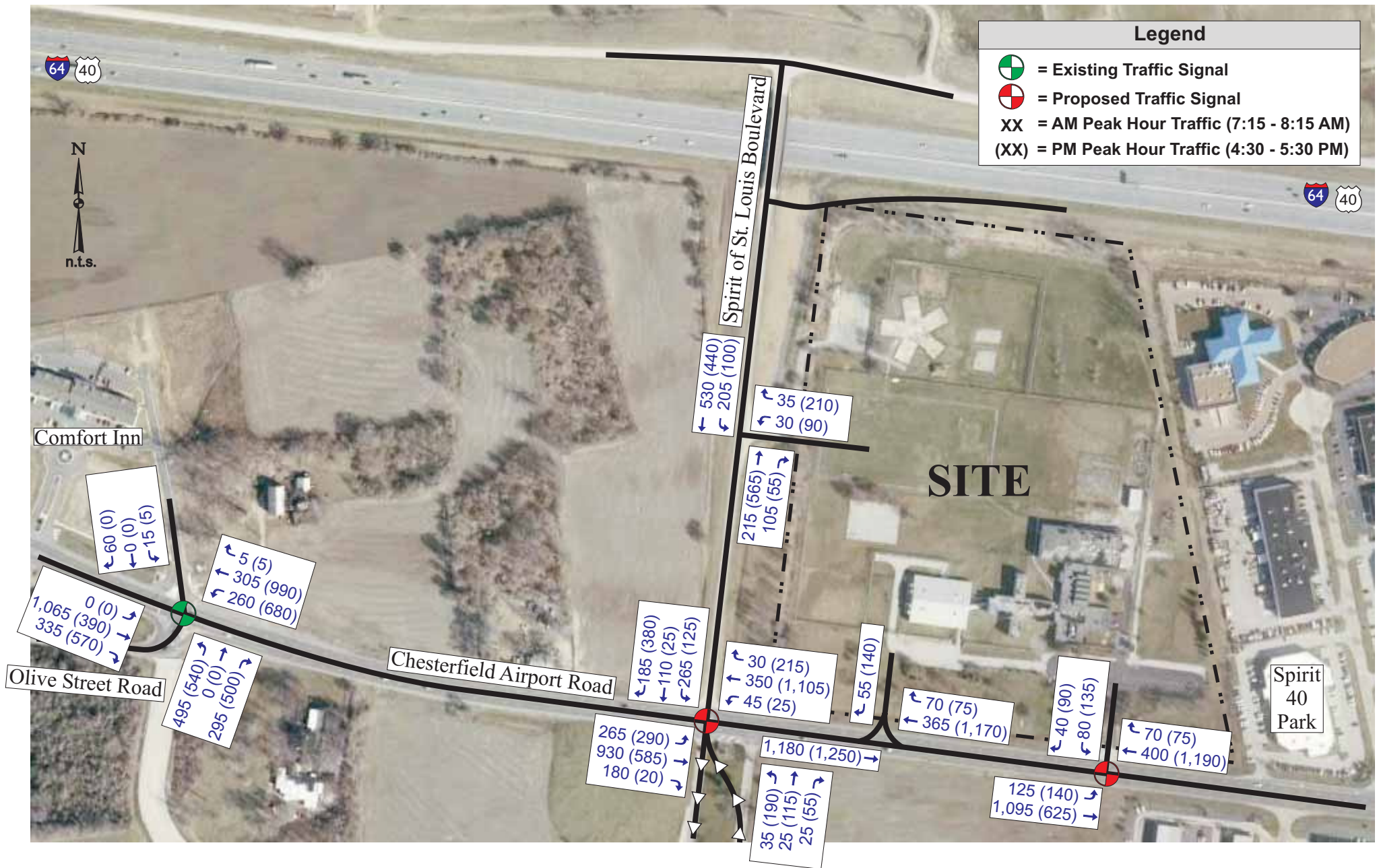


Exhibit 7: Forecasted 2010 Traffic Volumes Including Blue Valley Site-Generated Traffic Volumes

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

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

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

Auxiliary Turn Lanes Analyses

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

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

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

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

Proposed Access Drive Locations/Configurations

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

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

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

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

Forecasted Operating Conditions

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

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

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

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

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

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

Blue Valley Lifestyle Center

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

Table 7 Forecasted Operating Conditions – Including Blue Valley Lifestyle Center Proposed Spirit of St. Louis Corporate Center Chesterfield, Missouri		
<i>Traffic Movement</i>	<i>Weekday AM Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Spirit of St. Louis Boulevard at Proposed Full Access Drive (unsignalized)		
Westbound Approach	C (15.6)	C (21.3)
Southbound Left-Turn	A (8.6)	A (9.8)
Chesterfield Airport Road at Spirit of St. Louis Boulevard (signalized)		
Eastbound Approach	A (9.9)	B (18.1)
Westbound Approach	B (15.8)	B (11.9)
Northbound Approach	C (27.5)	D (37.7)
Southbound Approach	C (25.5)	C (27.0)
Overall Intersection	B (15.1)	B (19.2)
Chesterfield Airport Road at Proposed Right-In Right-Out (unsignalized)		
Southbound Right-Turn	A (9.8)	B (13.1)
Chesterfield Airport Road at Proposed East Access Drive (signalized)		
Eastbound Approach	A (2.3)	A (3.6)
Westbound Approach	A (6.1)	B (12.8)
Southbound Approach	C (34.8)	C (30.5)
Overall Intersection	A (5.4)	B (11.4)
Chesterfield Airport Road at Olive Street Road (signalized)		
Eastbound Approach	B (14.7)	B (19.4)
Westbound Approach	B (19.5)	A (8.8)
Northbound Approach	C (34.9)	C (29.6)
Southbound Approach	D (47.7)	D (38.6)
Overall Intersection	C (22.1)	B (17.5)

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

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

Conclusion

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

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

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

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

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

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

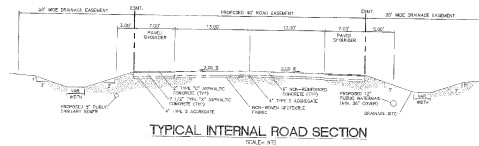
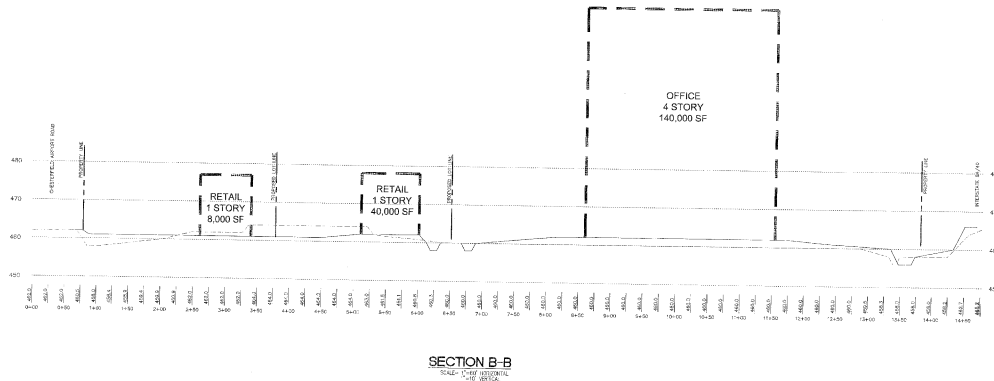
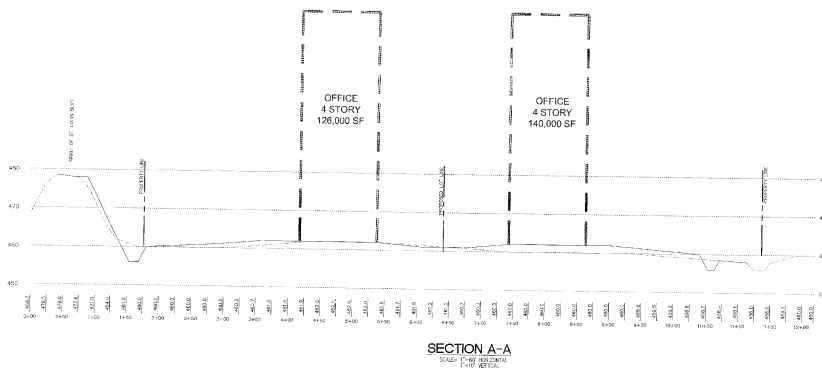
- ❑ Install a traffic signal at the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard. Each approach to the intersection should be constructed with dedicated left-turn, thru and right-turn lanes with the exception of the eastbound approach which does not require a dedicated right-turn lane.
- ❑ Install a traffic signal at the intersection of Chesterfield Airport Road with the site's proposed east access drive. This signal should be coordinated with the proposed signal at Spirit of St. Louis Boulevard and the existing signal at Olive Street Road to the west.
- ❑ Modify the south leg of the intersection of Chesterfield Airport Road with Spirit of St. Louis Boulevard so that the northbound approach is shifted to the west (adjacent to the southbound lanes) to align opposite the north leg of the intersection.
- ❑ Implement auxiliary right-turn lanes at the intersections of Chesterfield Airport Road with the proposed east access drive and the proposed right-in right-out as well as along Spirit of St. Louis Boulevard at the proposed full access drive. Auxiliary left-turn lanes are already provided due to the provision of a center left-turn lane on Chesterfield Airport Road and a planned center left-turn lane on Spirit of St. Louis Boulevard.
- ❑ In order to achieve the preferred driveway spacing along Chesterfield Airport Road, it is recommended that the western-most drive for Spirit 40 Park be closed and that cross access between Spirit of St. Louis Corporate Center and Spirit 40 Park be pursued. Spirit 40 Park has two other full access drives that serve the site and the closure of the western drive should have a negligible impact upon their operations assuming the suggested cross access to the proposed drive within Spirit of St. Louis Corporate Center is also provided.
- ❑ Construct the proposed full access site drives to provide for three lanes of traffic: one inbound lane and two outbound lanes (one left-turn lane and one right-turn lane). The proposed right-in right-out drive on Chesterfield Airport Road requires one ingress lane and one egress lane.

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

Sincerely,

A handwritten signature in black ink that reads "Julie Nolfo". The signature is written in a cursive, flowing style.

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



S.L.C. MAT
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Checked by: [Name]
Approved by: [Name]

Date: 12/10/2010

Scale: 1" = 40' HORIZONTAL
1" = 10' VERTICAL

Sheet: 2 of 2

Project No.: 206-3799.1

PRELIMINARY DEVELOPMENT PLAN