



IV. A.

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Planning and Development Services Division Public Hearing Report

Meeting Date: April 11, 2016

From: Justin Wyse, AICP – Senior Planner

Location: Northeast corner of Chesterfield Airport Road and Long Road

Petition: **P.Z. 02-2016 Highway 40 Park (Lot C)**: A request for rezoning from “PC” Planned Commercial District to “PI” Planned Industrial District for a 6.8 acre tract of land at the northeast corner of Chesterfield Airport Road and Long Road (17U420147).

Summary

Stock and Associates Consulting Engineers, on behalf of NorthPoint Development, has submitted a request for a zoning map amendment from the existing “PC” Planned Commercial District to a “PI” Planned Industrial District for the currently vacant 6.8 acre subject site. The applicant has indicated, in the attached narrative statement, that it is requesting this rezoning in anticipation of construction of a self-storage facility with truck / trailer rental facility. A full list of the eleven (11) requested uses can be seen in the attached narrative statement and have been chosen by the applicant from the larger list of over one-hundred (100) possible permitted uses in the “PI” Planned Industrial District designation.

The proposed Preliminary Plan features a single three-story building on the eastern side of the site with one (1) access point off Caprice Drive and no direct access to Long Road. The western side of the site is shown as a proposed stormwater reservoir. Construction of this regional stormwater reservoir is required under the current “PC” Planned Commercial District and is part of the larger Chesterfield Valley Stormwater Master Plan.

Parking is proposed on the southern end of the proposed building location. This would result in minimal visibility of the parking area from Chesterfield Airport Rd., Long Rd., and I-64. Additionally, outdoor storage is shown adjacent to the proposed parking area and would allow for storage of rental vehicles and trailers that would potentially be operated in conjunction with the self-storage facility.

Finally, the applicant is requesting that floor area ratio and open space be regulated for the entire “PI” District to allow potential future splitting of the lot and transfer of the reservoir to another jurisdiction (i.e. the Chesterfield Monarch Levee District).

Site History

Highway 40 Park is separated into three lots. Lot A is a 1.51 acre tract located on Chesterfield Airport Rd. and developed as a retail strip center. Lot B is a 1.82 acre tract of land located north of Lot A along Caprice Dr. and is currently developed as an automotive repair facility. Prior to the City's incorporation, Lots A and B were zoned "M-3" Planned Industrial District by St. Louis County. Lots A and B were later changed to a "C-8" Planned Commercial District in 1991 by City of Chesterfield Ordinance 615 and later changed to "PC" Planned Commercial District in 2001.

Lot C, the subject site of P.Z. 02-2016, was originally zoned "NU" Non-Urban District and "M-3" Planned Industrial District. The entire 6.8 acre Lot C was approved as a "PC" Planned Commercial District by City of Chesterfield Ordinance 1691 in November of 2000. The Preliminary Plan at the time showed construction of a hotel on the eastern side of the site with the regional stormwater reservoir on the western side of the site. Ordinance 1691 is the current governing ordinance for Lot C.

Figure 1 shows the boundary of the Highway 40 Park subdivision and lots within the subdivision.



Figure 1: Highway 40 Park, Lot 1A, 1B, and 1C Parcel Areas

Surrounding Land Use and Zoning

The land use and zoning for the properties surrounding this parcel are shown in the aerial image in Figure 2 and are described below:

North: The properties to the north across I-64 are zoned "NU" Non-Urban District and are undeveloped.

- South:** The properties to the south are zoned “PC” Planned Commercial and “NU” Non-Urban. Development of properties within the Highway 40 Park subdivision are described above. The two lots west of Lots A and B of Highway 40 Park are undeveloped.
- East:** The property to the east is zoned “PC” Planned Commercial and the lot is developed as a Lou Fusz Ford dealership.
- West:** Properties west of Long Rd. are part of the Long Road Crossing development and are zoned “PC” Planned Commercial. Several lots are developed (Kia dealership, Walgreens, and a strip center) while others are still vacant.

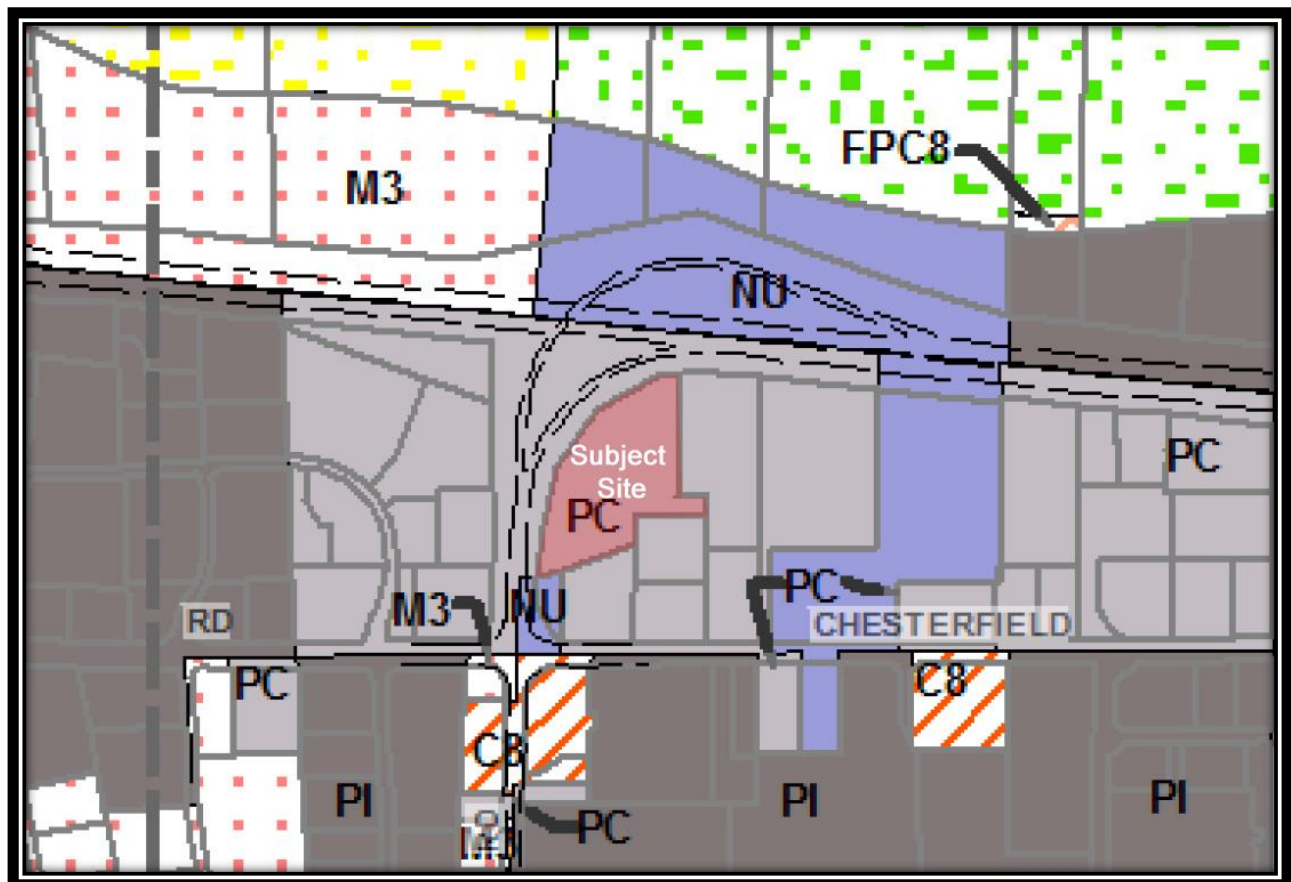


Figure 2. Zoning Map

Comprehensive Plan Analysis

The subject site is located within Ward 4 of the City of Chesterfield and is within the Mixed Commercial Use designation per the City’s Land Use Plan as seen in Figure 3 on the next page. Page 62 of the Comprehensive Plan indicates that retail, low density office, and limited office /warehouse facilities are appropriate uses within this designation. The Comprehensive Plan includes conceptual land use categories and a self-storage facility would be similar to a warehousing use under this designation, making limited development of this use consistent with the Comprehensive Plan.

While the subject site is situated next to numerous planned commercial district areas, other “PI” Planned Industrial Districts have been approved by the City of Chesterfield within the Mixed Commercial Use designation. This includes much of the area north of Chesterfield Airport Rd., west of Long Road Crossing, and south of I-64. Additionally, the Comprehensive Plan specifically states that limited warehouse facilities are appropriate within this designation.

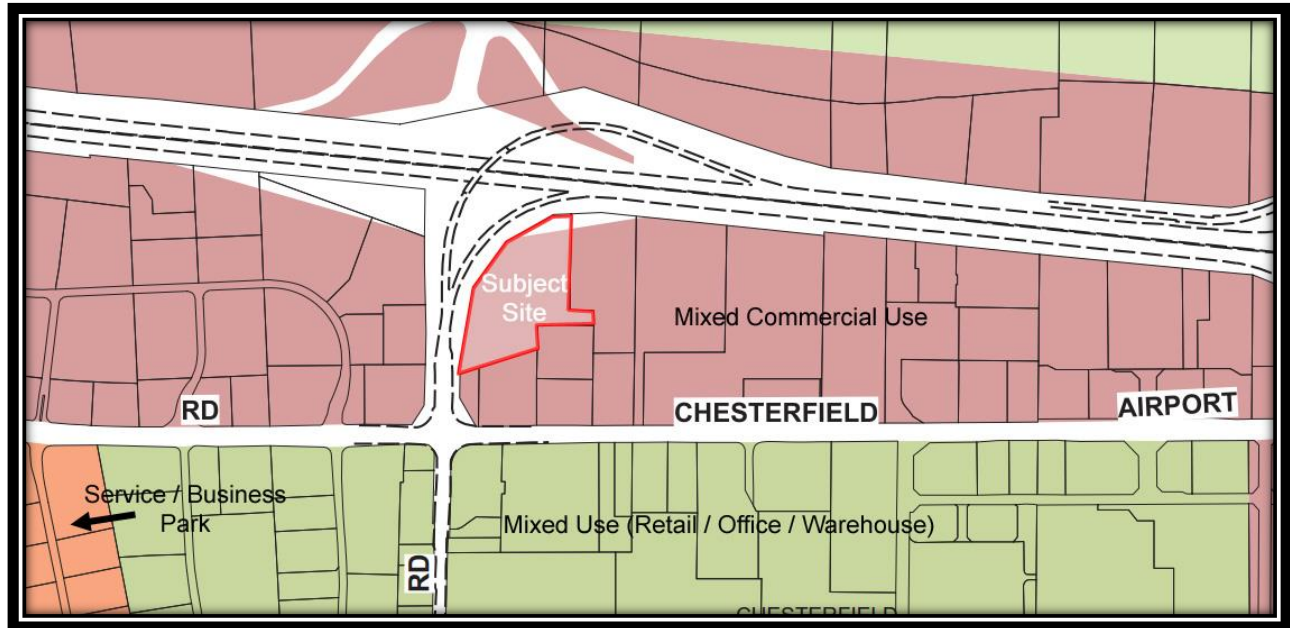


Figure 3. Land Use Plan

In addition to the Land Use designation, the Comprehensive Plan also includes the following policies which would apply to this proposal and will be addressed in the Staff Analysis portion of this report:

- Page 64 – The area located immediately adjacent to the highway, both north and south, is planned for Mixed Commercial Use, Office Park, and Mixed Use (Retail/Office/Warehouse) to take advantage of the high visibility and access to I-64/US 40.
- Page 38 – Industrial Development Policies – Industrial development should be encouraged to adopt a similar attitude toward quality, as do residential and commercial developments.
- 7.4.4 I-64/Highway 40 Access – To manage traffic generated by development in Chesterfield Valley, the I-64/US 40 interchanges at Long Road and Chesterfield Airport Road should be upgraded to full-access interchanges.
- 7.2.9 Access Management – The placement of driveways should be controlled to maintain the safety and efficiency of roadways.

Staff Analysis

Requested Uses

Proposed uses for the “PI” Planned Industrial District are included in the narrative statement. The narrative indicates a desire to construct a self-storage facility on the property with rental trucks and trailers also available. The “PC” Planned Commercial District regulations do not permit self-storage facilities unless the property is west of Long Rd. The subject site is located immediately to the east of Long Rd.; therefore, this provision does not allow for an amendment to the “PC” governing ordinance to request the self-storage use. General uses requested for the site include office (general, medical, and dental), commercial service, warehousing, self-storage, and outdoor storage for rental equipment. These uses are consistent with other uses approved within “PI” Districts (i.e. Terra Corporate Park, Long Road Crossing / Lipton Parcel, Kramer Commerce Center, Waller Hoch Corporate Center, Chesterfield Exchange, Sentrus Place) located within the Mixed Commercial Use land use designation from the City’s Comprehensive Plan. However, the set of proposed uses is small in comparison to these other “PI” Districts located within the Mixed Commercial Use future land designation.

The primary concern with the proposed uses that has been identified by Staff is the inclusion of an outdoor storage area for rental vehicles and trailers. Staff believes the location of the proposed outdoor storage area is the most appropriate location on the site; however, additional regulations are likely necessary to ensure these areas are adequately screened and do not detract from the overall aesthetic value of the area.

Site Access

Access to the site is proposed off Caprice Dr., an existing private roadway servicing other lots within the Highway 40 Park development. No changes are proposed to this access to accommodate the development. Current restrictions are in place to clarify that no direct access is permitted to Long Rd. or the I-64 / Long Rd. eastbound on-ramp. These restrictions will be included in a future Attachment A containing development regulations for the Commission’s review and consideration prior to being forwarded to City Council.

I-64 / Long Road Interchange

Conversion of the existing partial access interchange to a full access interchange is a planned improvement to alleviate future congestion in the area. In order to accommodate this future project, acquisition of additional right-of-way is anticipated. The Preliminary Plan will need to be amended to reflect this additional right-of-way (if any) to ensure drainage channel improvements and site improvements do not preclude this future improvement. Figure 4 below shows the proposed configuration and impact on the subject property.

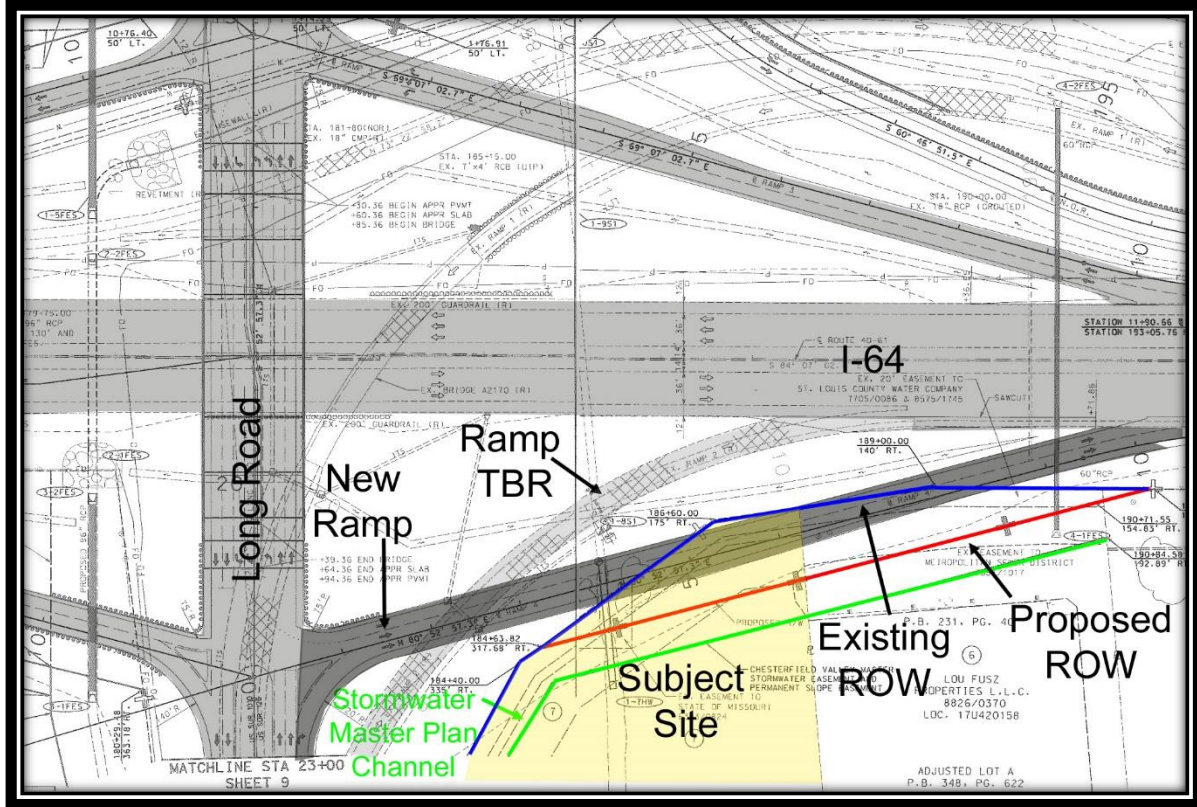


Figure 4. Long Road Interchange Preliminary Plan

Public Hearing

A Public Hearing further addressing this request will be held at the Monday, April 11th, 2016, City of Chesterfield Planning Commission meeting. Attached please find a copy of the Public Hearing Notice, Narrative Statement, and Preliminary Plan.

Attachments

1. Public Hearing Notice
2. Applicant's Narrative Statement
3. Preliminary Plan

cc: Aimee Nassif, Planning and Development Services Director



NOTICE OF PUBLIC HEARING CITY OF CHESTERFIELD PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Chesterfield will hold a Public Hearing on April 11, 2016 at 7:00 p.m. in the City Council Chambers at Chesterfield City Hall, 690 Chesterfield Parkway West, Chesterfield, Missouri 63017. Said Hearing will be as follows:

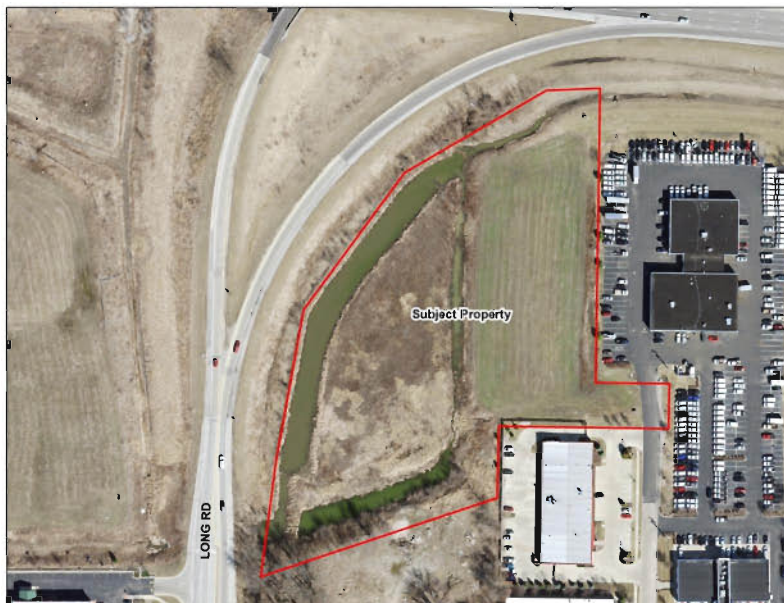
P.Z. 02-2016 Highway 40 Park (Lot C) : A request for rezoning from "PC" Planned Commercial District to "PI" Planned Industrial District for a 6.8 acre tract of land at the northeast corner of Chesterfield Airport Road and Long Road (17U420147).

PROPERTY DESCRIPTION

Lot C of the resubdivision Plat of Lot 1 of HIGHWAY FORTY PARK, according to the plat thereof recorded in Plat Book 347 pages 145 and 146 of the St. Louis County Records.



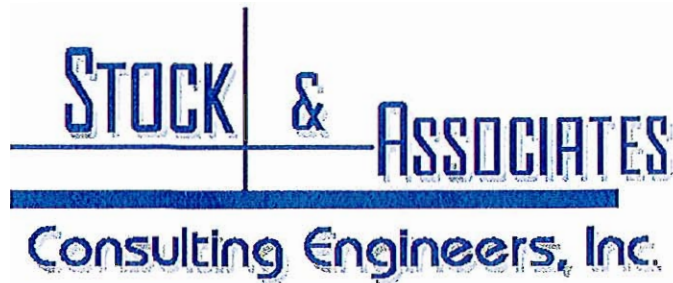
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017



Information on this Public Hearing may be found on the City's website at <http://www.chesterfield.mo.us/public-notice.html> or by contacting Senior Planner Justin Wyse at 636.537.4734 or via e-mail at jwyse@chesterfield.mo.us. All interested parties will be given an opportunity to be heard at the Public Hearing.

PROJECT NARRATIVE

Four (4) Pages



PROJECT NARRATIVE

1. Rationale for, and character of, the proposed development:

NorthPoint Development is highly interested in the Chesterfield, Missouri location for many reasons, including:

There is a relatively strong population base within the 5-mile trade area (80,000 residents and almost 30,000 households). Additionally, household incomes are double the state average (\$64,201), and 2.5 times the state average within the immediate 3-mile trade area, which is a very positive market indicator.

There is 4.0 SF per capita of existing self-storage space within 5 miles of the Subject Property and only 3.1 SF per capita within a 7-mile radius, so **the surrounding area appears to be undersupplied relative to the St. Louis area (6.5 SF), the state of MO (10.4 SF), and the entire U.S. (7.35 SF)**. In addition to this lack of supply, most of the existing competition is older and antiquated. There are some units with climate control, but none could be considered to have Class A amenities. NorthPoint Development is focused on satisfying the perceived need and providing value to the community by bringing an attractive, modern self-storage facility to this market. The project site is located within the "Mixed Commercial Use" corridor which is bound by "North of Chesterfield Airport Road between Boone's Crossing on the East and Cambridge Engineering to the West. The site is abutted by Lou Fusz Automotive Development to the East, Car Star Automobile Facility to the South, and a large stormwater reservoir to the West. The "Mixed Commercial Use" lists Permitted Land Uses as Retail, Low-Density Office, Limited Office/Warehouse Facilities. The Current Zoning is "PC" and our request would be to "PI". The existing uses abutting our project being Automotive Dealer, Repair and Auto Body Repair Exhibit, a character similar to Light Industrial and those Uses within the "PI" District. Review of the Existing Zoning Map (attached) does show existing "PI" Uses to the South and East of this property.

Our prototype facility is vastly different from what many would envision if asked to describe self-storage. Self-storage began as a land use alternative, often in less desirable locations, and was often built as inexpensively as possible. We at NorthPoint are focusing on Class A facilities in strong urban and suburban markets because of the operational value that comes from being in a prime location with good drive-by traffic and great visibility. Our properties will boast outstanding professionals who have excellent management and organizational skills including sales, customer service, and marketing.

This facility will be state-of-the-art with modern amenities including climate control, high-tech security and access control systems, and self service automation. The building will include a drive-in loading and unloading area for the convenience and security of the customers.

Attractive materials will be utilized on the exterior of the building and architectural interest pieces such as glass curtain walls will be included to ensure an aesthetically pleasing structure. This design is consistent with the "Chesterfield Valley Design Policies", which include high-quality uniform materials and attractiveness of the building façade to I-64/US 40. Automobile parking, or storage of vehicles, will not be located along the north side of building, facing I-64.

1. Proposed Land Uses and Development Standards:

a. Proposed permitted land uses:

i. OFFICE

1. Office-dental
2. Office-general
3. Office-medical

ii. COMMERCIAL/SALES

1. Automotive retail supply
2. Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facility

iii. SERVICE/INDUSTRIAL

1. Commercial service facility
2. Industrial sales, service and storage
3. Mail order sales warehouse
4. Parking area
5. Self-storage facility
6. Warehouse, general

b. Development Standards:

- i. Floor Area Ratio: Maximum of 0.55
- ii. Open Space: A minimum of 35% open space
- iii. Height limitation: 35'
- iv. Setbacks:
 1. Building setback: 30' from all property lines
 2. Parking Setback:
 - a. 10' from East, South and North property lines
 - b. 0' from West property line (adjacent to detention)

2. As noted above

3. Exceptions, variances or waivers from the UDC

a. Parking Waiver

The UDC defines the minimum parking required for a self-storage facility to be 1.0 space per 1,000 square feet of gross floor area. This would require over 100 parking spaces for this proposed facility.

In reality, the parking needs of a self-storage facility are incredibly minimal. A study of self-storage facility traffic and parking needs was completed by Aurecon, a leading traffic management firm. Their study focused on facilities in Australia, but it is representative of the needs in the US as well. Below is a table of recommended parking counts established by the report (adapted with imperial units). The entire report can be found here:

https://www.selfstorage.org.au/sites/default/files/user-content/ssaa_report_-_traffic_and_parking_study.pdf

Rentable SF	Office & Retail	Storage Area	Staff	Trailer	TOTAL
0 – 32,500	1	2	2	1	6
32,500 – 65,000	2	5	2	1	10
65,000 – 102,000	3	5	2	1	11

For comparison purposes, the proposed facility will have approximately 85,000 GSF. The current plan includes 15 surface parking spaces along the South and 4 interior loading/unloading spaces on the East side of the building. Therefore, the proposed facility would include 172% of the parking counts recommended by the Aurecon report.

We are confident that the 4-5 interior loading areas are more than adequate to serve existing customers at 100% occupancy. To further understand the needs of retail and office parking, we analyzed data for a comparable facility that was provided by our self-storage consultant, who has 31 years of experience operating self-storage facilities. For a comparably sized building in the Boston area, the facility saw the following visits in 2015:

Retail visitors: 2.1 per day

New customer visits: 3.1 per day

Total: 5.2 visitors per day to the office area

Given that information, we are obviously more than comfortable with the 15 provided surface parking spaces.

We understand that a project for Simply Storage at 1755 Chesterfield Airport Road was approved in 2007. As part of their review and approval, the parking was addressed. They provided five (5) spaces for the 91,120 s.f. of storage space. This information was supported by information provided by the Self Storage Association. The Simply Self Storage Site Development Plan is recorded in Plat Book 355, Pages 903-906 on 2/14/07. That project was governed by Ordinance #2379.

In addition, the 4th Addition of the Institute of Transportation Engineers has a category for Land Use: 151 "Mini-Warehouse". Attached are a Weekday and Saturday Study which put Parking Demand at .14 Vehicles and .11 Vehicles per 1,000 sq. ft. GFA. This ratio is consistent with our project.

Enclosures with our Narrative include the ITE Information, excerpts from the City's Comprehensive Plan for "Policies" and "Land Use".

EXECUTED CONTRACT PAGE

(w/Property Owner)

Two (2) Pages

IN WITNESS WHEREOF, the parties have caused this Contract to be duly executed as of the Effective Date.

BUYER:

NorthPoint Development, LLC, a Missouri limited liability company

Dated: January 10, 2016

By: _____
Name: Nathaniel Haselwan
Title: manager

SELLER:

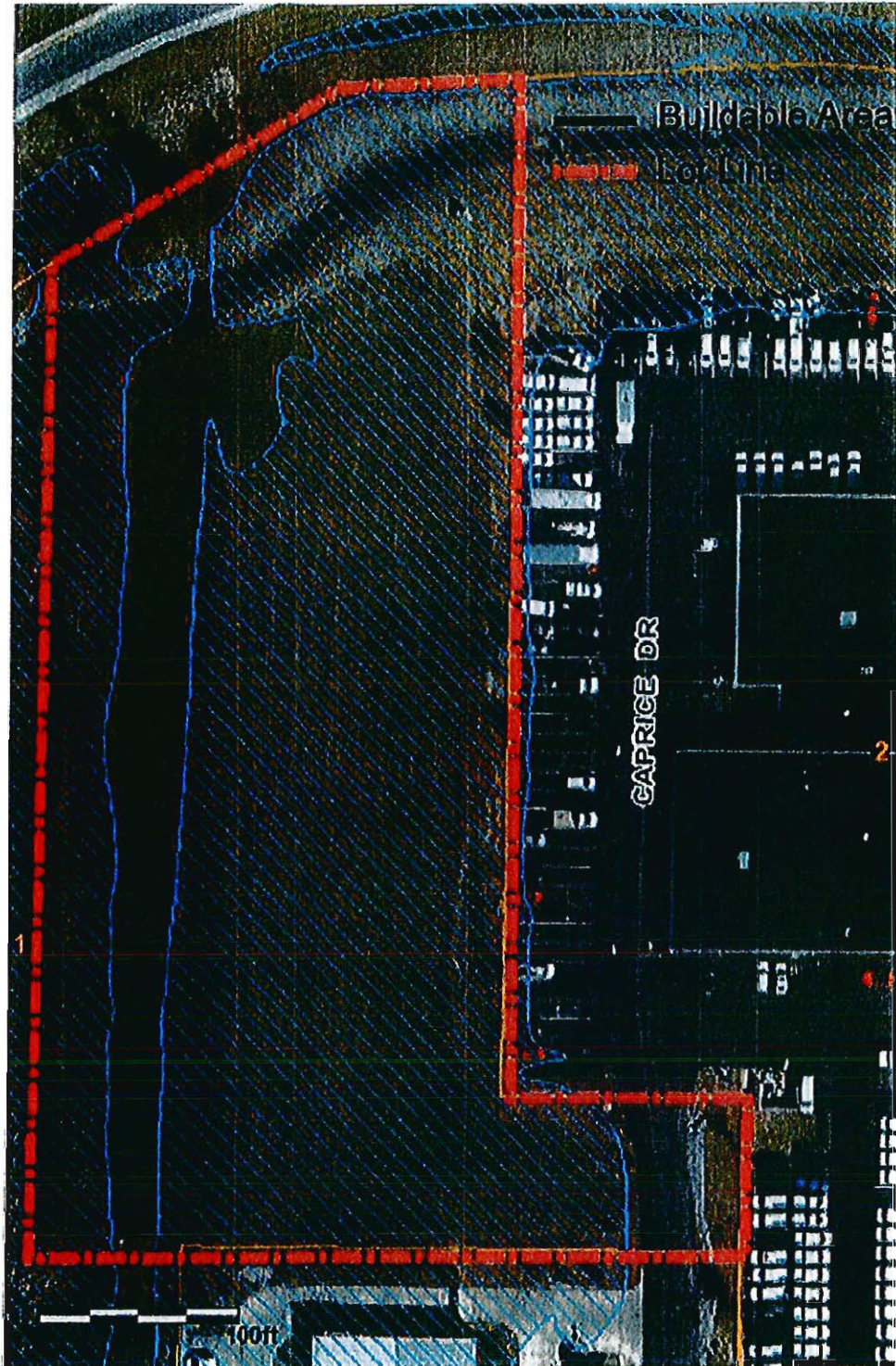
Kehr Development, L.L.C., a Missouri limited liability company

Dated: January 21, 2016

By: Kent D. Kehr
Name: Kent D. Kehr
Title: MANAGER

EXHIBIT A

Depiction of Subject Property



LETTER REGARDING "TSD" –

Tree Stand Delineation

One (1) Page


DeLong
Landscape Architecture, LLC

7620 West Bruno Ave
St. Louis, MO 63117
Phone: 314-346-4856
delong.la@gmail.com

February 18, 2016

Mr. Randall Mardis
Landscape Technologies
67 Jacobs Creek Drive
Saint Charles, MO 63304

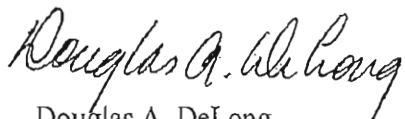
Re: Chesterfield Self Storage
17545 Chesterfield Airport RD
Dear Mr. Mardis:

I preformed a site visit on above date and have determined that there are no wooded areas on this site. There are some clusters of willow that have started volunteering along the banks of the drainage channel with trunk diameters that vary from 0.5" to 1.5" caliper.

It is our opinion that a Tree Stand Delineation Plan is not required for this site and that this letter meets that requirement.

Respectfully,

DeLong Landscape Architecture, LLC



Douglas A. DeLong
Certified Arborist MW-4826A

ITE SUPPORTING DATA

For Parking Waiver Outlined

In Project Narrative

Four (4) Pages

4th Edition

Parking Generation



Institute of Transportation Engineers

①

Land Use: 151 Mini-Warehouse

Description

Mini-warehouses are buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Database Description

- Average parking supply ratio: 0.2 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) (two study sites).

The Saturday parking demand ratio for a site with 1,400 storage units was 0.77 vehicles per 100 storage units. Parking demand data at this site were collected for six consecutive hours between 1:00 and 7:00 p.m., and the peak period of demand occurred between 4:00 and 5:00 p.m.

The following table presents a time-of-day distribution of parking demand for three study sites.

Based on Vehicles per 1,000 sq. ft. GFA	Weekday	
	Percent of Peak Period	Number of Data Points*
Hour Beginning		
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	31	3
8:00 a.m.	24	3
9:00 a.m.	59	3
10:00 a.m.	91	3
11:00 a.m.	100	3
12:00 p.m.	55	3
1:00 p.m.	45	3
2:00 p.m.	46	3
3:00 p.m.	40	2
4:00 p.m.	88	1
5:00 p.m.	27	1
6:00 p.m.	35	1
7:00 p.m.	27	1
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

* Subset of database

Study Sites/Years

Canada:

Burnaby, BC (1991); Coquitlam, BC (1991); Richmond, BC (1991)

United States:

Santa Barbara, CA (1998); Hadley, MA (2008)

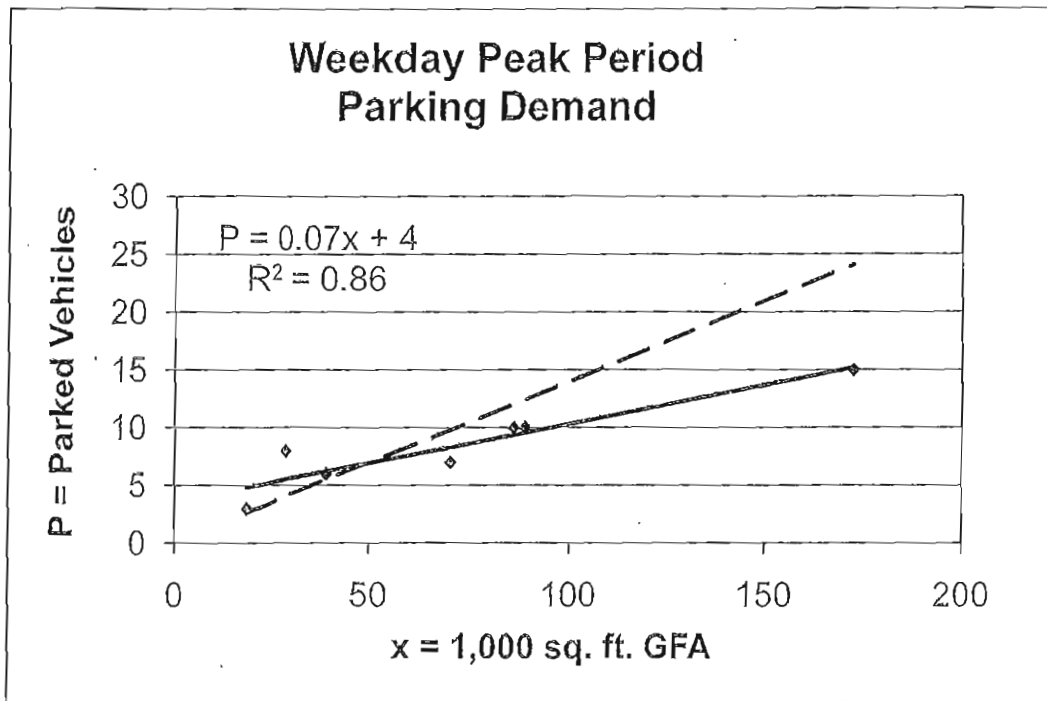
4th Edition Source Number

1115

Land Use: 151 Mini-Warehouse

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA On a Weekday

Statistic	Peak Period Demand
Peak Period	10:00 a.m.–12:00 p.m.; 4:00–5:00 p.m.
Number of Study Sites	7
Average Size of Study Sites	72,000 sq. ft. GFA
Average Peak Period Parking Demand	0.14 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.06
Coefficient of Variation	44%
Range	0.09–0.27 vehicles per 1,000 sq. ft. GFA
85th Percentile	0.17 vehicles per 1,000 sq. ft. GFA
33rd Percentile	0.11 vehicles per 1,000 sq. ft. GFA



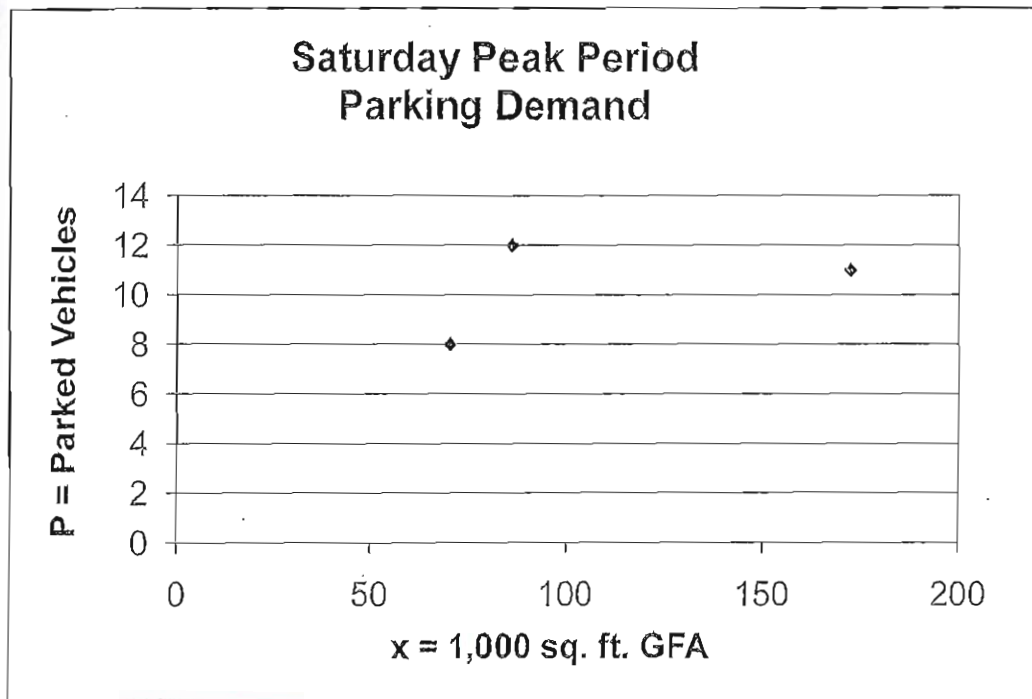
◆ Actual Data Points — Fitted Curve - - - - Average Rate

3

Land Use: 151 Mini-Warehouse

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA On a Saturday

Statistic	Peak Period Demand
Peak Period	9:00–10:00 a.m.
Number of Study Sites	3
Average Size of Study Sites	109,000 sq. ft. GFA
Average Peak Period Parking Demand	0.11 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.04
Coefficient of Variation	36%
Range	0.06–0.14 vehicles per 1,000 sq. ft. GFA
85th Percentile	0.13 vehicles per 1,000 sq. ft. GFA
33rd Percentile	0.10 vehicles per 1,000 sq. ft. GFA



◆ Actual Data Points

COPIES OF RELEVANT PAGES AND MAPS
FROM CITY COMPREHENSIVE PLAN

Sixteen (16) Pages

Four (4) Maps

PLAN POLICIES ELEMENT

Plan Policies are the guiding principles for this Comprehensive Plan. These policies create the framework for decision-making related to future land use and development. They were developed through extensive meetings with the Citizen Advisory Committee and community meetings. These policies serve as the framework for the Comprehensive Plan.

1.0 GENERAL POLICIES

The General Policies reflect the over-riding principles of general comprehensive planning and, more specifically, their relationship to the City of Chesterfield. They summarize the purpose of the Plan and how adherence to the Plan, **while remaining adaptable to changing needs, will achieve the common vision**. The two (2) key policies derived from the community involvement process were the desire to maintain a high quality of development standards and to expand the current offering of residential, employment, and recreation opportunities.

Policies

1.1 Purpose of the Plan - The purpose of the Chesterfield Comprehensive Plan is to ensure a high quality of life for the residents of Chesterfield.

1.2 Adherence to the Plan - Through adherence to the Comprehensive Plan, elected officials, appointed officials, and City staff should make decisions and take appropriate actions that over time, will strive to achieve the residents' vision regarding the physical aspects of the City of Chesterfield as laid out in the Plan.

1.3 Maintain, Revise and Administer the Plan - The Comprehensive Plan establishes the policy document by which the City can continue to maintain, revise and administer appropriate planning, zoning, subdivision, architectural, and site development standards to ensure quality development.

1.4 Quality New Development - Given the existing development and the pressure for additional development, high-quality design and development standards should be maintained within the City of Chesterfield.

1.5 Diversity of Development - To provide a complete range of lifestyle opportunities within the City of Chesterfield, new development should take into consideration the desire to provide residential, retail, service, and recreational opportunities.

1.6 Lighting Plan and Program - Lighting plans and programs for future development should conform to an ordinance based on guidelines set forth by the

The following policies have been identified for specific areas or projects.

2.2 No Residential Projects in the Valley - Residential development should be limited to areas outside of the Chesterfield Valley. Follow land use policies in the Spirit of St. Louis Airport Noise Compatibility Program, Part 150 Study, 1987 and updates. This should preclude residential use throughout the Valley.

2.3 Homes in West Sub-Area - New residential development west of Wilson Road generally should consist of single-family homes.

2.4 Higher Density Residential in Urban Core - New multiple-family residence should be located in or near the Urban Core.

2.5 Westland Acres - The residential development of Westland Acres should be coordinated with preservation efforts that acknowledge the area's historic significance.

3.0 COMMERCIAL DEVELOPMENT POLICIES

Like residential development, commercial development should reflect character and sense of identity of the community. In Chesterfield, that character is one of high quality, well-planned and uniquely designed "places." These places attempt to integrate the workplace with business and personal services, shopping and recreation opportunities. If Chesterfield is to be known as a place to "live, work, and play," commercial development must support these principles by providing a complete mix of goods, services, jobs, and recreational facilities. This set of Plan Policies addresses the quality of development, defines appropriate development for Chesterfield Valley and the Urban Core, places an emphasis on the need for landscape buffering between adjacent residential uses, recognizes a hierarchy of retail centers, provides guidance to avoid strip commercial development, and establishes sign control policies.

Policies

3.1 Quality Commercial Development - Commercial developments should positively affect the image of the City, provide employment opportunities, and offer retail and service options to residents.

3.1.1 Quality of Design - Overall design standards should provide for smaller-scale, mixed-use, project-oriented developments. Developments should emphasize architectural design, pedestrian circulation, landscaping, open space, innovative parking solutions and landscape buffering between any adjacent residential uses.

3.1.2 Buffering of Neighborhoods - Development should substantially buffer the neighboring residential uses in all directions by employing good site design, addressing vehicular access, building materials selection, tree preservation, and expanded setbacks.

3.4.2 Discouragement of Billboards - Billboards or off-site advertising signs should be discouraged in the City of Chesterfield.

The following policies have been identified for specific areas or projects.

3.5 Chesterfield Valley - Private development and public infrastructure investments in Chesterfield Valley should correspond with the guidelines and recommendations defined in the Chesterfield Valley Master Plan as adopted by the Planning Commission on February 8, 1999; June 11, 2001 and this Comprehensive Plan.

3.5.1 Chesterfield Valley Regional Retail and Low Intensity Industry - Regional retail and low-intensity industrial developments should be located in Chesterfield Valley. These include mixed-use office/retail-planned developments, low-intensity industrial assembly, distribution, and research and development business parks, and corporate campuses. Specifically, low-intensity industrial use is encouraged west of Long Road.

3.5.2 Chesterfield Valley Airport Compatibility - Follow land use policies in the Spirit of St. Louis Airport Noise Compatibility Program, Part 150 Study, 1987 and updates. This includes airport-compatible use zoning in Chesterfield Valley and south to Wild Horse Creek Road, Height and Hazard Zoning, and Subdivision Regulations. Further growth of the airport should be balanced against noise and air pollution impacts on the residential community.

3.6 Urban Core - The Urban Core should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City and include both residential and commercial developments with parks, municipal services, and preservation of historic structures and areas, with cultural, entertainment and pedestrian amenities for its residents.¹

3.6.1 High-Density Development - High-density development should be developed as part of the Urban Core. High-density development encourages clustering of buildings with diverse building form through minimum restrictions for building height, openspace and setback requirements.¹

3.6.2 Mixed-Use Development - The Urban Core should accommodate office, retail, high-density housing, government facilities, multi-modal transportation, cultural and entertainment facilities, and park space. Horizontal and vertical integration of uses is encouraged.¹

3.6.3 Regional Shopping Area - The Chesterfield Mall area should remain a retail focus for the Urban Core and should be modified, as necessary, to meet the demand for region-oriented retail facilities.

¹ Revised 07-13-09

buffering or residential zoning. High-density is defined as 70 feet above grade exclusive of mechanical.

4.3 Low-Density Office Development - Low-density office development should be limited to the following areas: Properties located in the Urban Core and also west of Clarkson Road/Olive Boulevard that are adjacent to I-64/US 40. Low-density is defined as 45 feet above grade exclusive of mechanical.

5.0 RESEARCH AND DEVELOPMENT BUSINESS PARKS AND CORPORATE CAMPUSES POLICIES

It is important for the City of Chesterfield to provide opportunities for the development of multiple-user research and development business parks and single-user corporate campuses. Research and development business parks would provide a planned office/research/technology environment with common amenities, infrastructure, and management for multiple users. Corporate campuses would provide a protected environment for the orderly growth and development of a single business in a park-like setting. Uses within these business parks and campuses would include a combination of administrative, executive, professional, research, low-intensity industrial assembly, distribution, and other similar activities.

Policy

5.1 Research and Development Business Parks and Corporate Campuses - Opportunities for research and development business parks and corporate campuses should be identified in the Urban Core as well as Chesterfield Valley. Business parks should provide a planned office/research/technology environment with common amenities, infrastructure, and management. Corporate campuses should provide a protected environment for the orderly growth and development of a business or industry in a park-like setting.

6.0 INDUSTRIAL DEVELOPMENT POLICIES

Industrial development in Chesterfield historically has been located in Chesterfield Valley in small suburban business parks. Many of the developments include a mix of uses such as back office functions, showroom/office/warehouse, warehouse/distribution, and research and development/assembly/distribution. Industrial development should be encouraged to adopt a similar attitude toward quality, as do residential and commercial developments. The Industrial Policy defines the intended character of future industrial development and limits development to Chesterfield Valley.

LAND USE ELEMENT

EXISTING LAND USE

One of the initial tasks completed during the comprehensive planning process involved the identification of existing land uses. Displayed in map form, existing land uses are used to identify and evaluate historical patterns of growth, general locations of services, potential land use conflicts, and potential areas for development and redevelopment. The base land use information was obtained from St. Louis County where the Planning Department and Revenue Department maintain a parcel and real estate data Geographic Information System (GIS). To update and verify the GIS data, additional information was gathered from the City of Chesterfield Subdivision Map, aerial photography, field analysis, and discussions with City of Chesterfield planning staff.

Ten (10) different categories were used in the land use inventory. These uses include single-family residential (which includes single-family attached), multi-family residential, commercial, office, industrial/utility, research and development, institutional, common ground, parks/recreation, and vacant/agriculture. Existing land use is very different from zoning. Zoning has separate categories for density of development. While similarities may exist, the City of Chesterfield Zoning Ordinance and Existing Land Use Map do not depict the same information. The Zoning Ordinance shows specific types and densities of land uses that may legally exist on a subject property. It also specifies the conditions for development of the site. The Existing Land Use Map shows what actually exists.

A land use shown on the Existing Land Use Map may differ from the Zoning Ordinance for one or more of the following reasons:

- The land use existed before the Zoning Ordinance was implemented and is, therefore, legal but non-conforming;
- The land use originally complied with the Zoning Ordinance and is now non-conforming because the Ordinance has been changed to allow a different use;
- The land use is a result of a Conditional Use Permit (CUP);
- The land use is permitted within the zoning district, but bears a different name, such as a church or synagogue, in a residential neighborhood;
- The land use was established subsequent to and in violation of the Ordinance;
- The Zoning Ordinance designates separate districts for different densities of housing and commercial development that are not identified by a separate land use category;
- More than one land use may occur on the same parcel of land or in the same development. If this occurs, the land use shown on the map is the one that predominates the development.

Single-Family Residential

Single-Family Residential land use consists of all detached and attached residential buildings used to house one family and the parcels on which they are located. Accounting for 38% of Chesterfield's land area, this is the single largest land use within the City. The first single-family residences constructed in the area were built as farm houses for local homesteaders. Generally constructed before World War II, these houses were located in the Missouri River floodplain behind the levee and on higher, level ground where agriculture activities were the most productive. Although most of these houses succumbed to development, floods or time, a few of them can still be seen scattered throughout the City. Following World War II, during the period referred to as the Baby Boom, the United States experienced unprecedented suburban growth. During that time the Chesterfield area experienced only pockets of growth along larger arterial routes such as Olive Boulevard.

In the following two decades from 1965 to 1985, major settlement of the area occurred. Through the middle 80's, most of the growth occurred east of Olive Boulevard. More recently, growth has occurred in the section of the City located west of Olive Boulevard and south of Interstate 64.

Single-family attached residences are referred to as villas and townhomes and may consist of two to three single-family dwelling units located in a single structure. However, one unit cannot be stacked or located above another unit. These attached residential developments are generally located near other dense developments or near high traffic roads and intersections.

Multiple-Family Residential

Multiple-Family Residential housing types located in Chesterfield include apartments and condominiums which consist of four (4) or more dwelling units located in a single structure. Multiple-family residences tend to be located along roads with high traffic volumes, such as Olive Boulevard, Chesterfield Parkway, Clayton Road, Baxter Road, and Woods Mill Road. These housing complexes are also clustered together in large developments near other dense land uses such as commercial and office as opposed to being scattered throughout neighborhoods. Multiple-family residences are typically physically and visually isolated from single-family residences in Chesterfield.

Commercial

Land uses that are considered commercial include shopping and retail centers, convenience stores, eating and drinking establishments, and other service-oriented businesses such as dry cleaners and copy centers. Historically, the largest concentration of commercial activity in the City of Chesterfield was located in Chesterfield Village and at intersections of major thoroughfares. Within this area, the Chesterfield Mall and its outparcels comprised the largest concentration of commercial

activity and was considered the retail center for the City. However, in recent years, square footage of retail space in the Chesterfield Valley surpassed that in and around Chesterfield Mall. Now Chesterfield Mall shares recognition with Chesterfield Valley as being regional shopping destinations.

The Chesterfield Valley began to intensively develop after the flood of 1993. Once the floodwaters receded and the City improved the stormwater drainage system within the levee-protected area, the Chesterfield Valley became prime for commercial development. Activities related to and located around the Spirit of St. Louis Airport expanded and grew. Numerous office, warehousing, light industrial, and retail developments were established along Chesterfield Airport Road. Most recently, over approximately two million square feet of retail space has been approved in Chesterfield Commons developments. As the construction in Chesterfield Valley progresses, the City is continuing its efforts to raise the Monarch-Chesterfield Levee to the 500-year flood elevation.

In other parts of the City, commercial development has been limited to areas along major roads such as Olive Boulevard, Baxter Road, and Clayton Road. The City has been very meticulous about allowing only high-quality developments through zoning and site plan review. One style of commercial development is the "linear commercial mall." Common elements of linear commercial malls include a single-story structure with multiple tenants, large setback from road with parking in front, unified design features such as exterior colors, materials and sign dimensions, and common access points. Through zoning and land use regulations, the City of Chesterfield has avoided complete commercial buildout along its major roads, also known as "strip commercial development." Strip commercial development is defined as the result of free-standing, independent retail or other commercial businesses on individual lots with varying depths, varying building setbacks, independent parking, and independent access points along a major road that has no significant variation in land use. Strip commercial development of other major roads in St. Louis County, such as Manchester Road, has led to traffic congestion, unsafe conditions for motorists and pedestrians, and poor aesthetics.

Office

Office land uses are described as professional offices that do not usually involve direct sales to the public, but offer services that are predominantly administrative, professional, or clerical in nature. Although office space is generally categorized as a commercial use, it has distinct design characteristics and development requirements. Therefore, office space is shown as a separate category on the Existing Land Use Map.

A large portion of office development has taken place around the center of the City along the major thoroughfares. Business parks have been built along I-64/US 40 off of North Outer Forty Road, at the eastern edge of the City next to Maryville University and St. Luke's Hospital, and at Woods Mill Road and Olive Boulevard. Office development

also occurs at the City's center along Highway 340 and I-64/US 40. Business park growth has emerged close to the airport in Chesterfield Valley with a mix of offices and light industry.

Office space in Chesterfield can be classified according to two categories: Class A and Class B. Class A generally is 100,000 square feet or larger, consists of five or more floors, is of concrete and steel construction, contains business/support amenities such as restaurants, and has a strong identifiable location with good access. Class B office generally is smaller than Class A, consists of one or two stories, is of wood frame construction, and is located in a non-visible/prominent location. Within Chesterfield, Class A office space is located in Chesterfield Village or at prominent locations along I-64/US 40. Class B office space is located in Chesterfield Valley.

Industrial/Utility

Mini - Warehouses (Light)

Industrial land uses are considered to be manufacturing, warehousing, distribution facilities, mining, and landfill activities. These uses can vary from light to heavy depending on how noxious the by-products are of the materials being produced, stored, or distributed, the noise level that occurs, and the traffic generated. With the exception of the quarry on the Missouri River, just east of the I-64 bridge, all of Chesterfield's industry is located along Chesterfield Airport Road and can be considered light industrial. Quarry operations are considered heavy industrial.

Utilities are all facilities related to the provision, distribution, collection, or transmission of power, information, telecommunication, cable, drinking water, and sanitary and stormwater sewage. Small parcels within residential areas are used for public utilities. Electrical power transfer stations are likely to appear in neighborhoods. A large electric utility corridor runs through the southeast part of the City from Clarkson Road and Wilson Road to the northeast. The corridor is not displayed as Utility on the existing Land Use Map because it is an easement on platted common ground of adjacent subdivisions. The City of St. Louis operates a water treatment plant in the Missouri River Valley at the end of Howard Bend Road.

Research and Development

Research and Development (R&D) includes scientific or engineering laboratories (and their associated administrative buildings) that examine/develop existing/new products, services, or procedures. At this time, the Monsanto (Pharmacia) research facility in Chesterfield Village is the only identified research and development land use. Smaller research or development operations are located in office or industrial park/buildings and are identified on the Land Use Map according to the predominant use of that park or building.

LAND USE PLAN

Land use recommendations were based on several factors. First and most important of these factors were the planning sessions held with the Chesterfield Comprehensive Plan Citizen Advisory Committee (CAC). Other factors included a review of Chesterfield's 1990 Comprehensive Plan, revisions made to the Plan by the City's Planning Commission since 1990 including the 1994 West Area Study, and new issues raised at public meetings on the Plan.

This analysis led to the compilation of the Land Use Map. The Land Use Map adopted with this Plan serves as the framework for future land use and development decisions. This Map is distinguished by three unique sets of land use characteristics. The first being the residential area interspersed with pockets of multi-family, office, retail and various public uses. The second is the Urban Core located at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard (Highway 340). This area is characterized by higher density residential, retail and office uses. The third is Chesterfield Valley. Uses in Chesterfield Valley are predominantly mixed commercial, mixed use retail, office, warehouse, agriculture/floodplain/conservation, and the Spirit of St. Louis Airport. Both the Urban Core and Chesterfield Valley contain a regional retail complex.

Definitions

The following table summarizes the land use categories for the Land Use Map. Complete definitions are provided in the Glossary of Terms.

Land Use Categories	Permitted Land Uses
Agricultural/Flood Plain/Conservation	<ul style="list-style-type: none"> ▶ Agriculture ▶ Open Space
Park/Recreation	<ul style="list-style-type: none"> ▶ Public Recreation, Education, or Culture ▶ Conservation Area ▶ Open Space
Residential, Single-Family	<ul style="list-style-type: none"> ▶ Detached Single-Family Dwellings ▶ 2 or 3 Attached Single-Family Dwellings
Public School	▶ Publicly-Funded Primary or Secondary Education
College	▶ Post-Secondary Educational Institution
Hospital	▶ Medical and Surgical Care Institution
Retail, Community	▶ Community Retail Serving Multiple Neighborhoods and Neighboring

Table 9 Permitted Land Uses by Category	
Land Use Categories	Permitted Land Uses
	Communities
Neighborhood Office	<ul style="list-style-type: none"> ▶ Office ▶ Medical & Dental Excluding Surgical Centers
Mixed Commercial Use	<ul style="list-style-type: none"> ▶ Retail ▶ Low-Density Office ▶ Limited Office/Warehouse Facilities
Mixed Use (Retail/Office/Warehouse)	<ul style="list-style-type: none"> ▶ Retail ▶ Low-Density and Mid-Density Office ▶ Office/Warehouse Facilities
Office Park	<ul style="list-style-type: none"> ▶ Low-Density and Mid-Density Office ▶ Limited Retail
Service/Business Park	<ul style="list-style-type: none"> ▶ Warehousing and Distribution ▶ Low-Intensity Industrial ▶ Low-Density and Mid-Density Office
Office	<ul style="list-style-type: none"> ▶ Low-Density and Mid-Density Office
Urban Core	<ul style="list-style-type: none"> ▶ High-Density Residential ▶ Retail ▶ Office, Including High-Density
Spirit Airport	<ul style="list-style-type: none"> ▶ Spirit of St. Louis Airport Uses
Industrial, Low-Intensity	<ul style="list-style-type: none"> ▶ Manufacturing and Assembly ▶ Warehousing and Distribution
Corridor for Future 141 Extension	<ul style="list-style-type: none"> ▶ Preserved for Future Roadway
City Hall	<ul style="list-style-type: none"> ▶ Chesterfield City Hall
Regional Retail Center	<ul style="list-style-type: none"> ▶ Designates Location of Regional Retail Centers Serving Multiple Communities
City Center	<ul style="list-style-type: none"> ▶ Designates Location of a Community Center with a Mix of Community, Retail, Office, and Residential Uses
New Neighborhood Retail Center	<ul style="list-style-type: none"> ▶ Designates location of a new Neighborhood Retail Center
Boundary of Chesterfield Valley	<ul style="list-style-type: none"> ▶ Defines Area of Generally Mixed Commercial, Mixed Use, Office Park, Low-Intensity Industrial, Agricultural/Conservation, and Airport Uses
Boundary of West Area	<ul style="list-style-type: none"> ▶ Defines Area of Generally Single-Family Residential Use
City Limits	<ul style="list-style-type: none"> ▶ Defines the Corporate Boundary of the City of Chesterfield

Park/Recreation Land Use. The Land Use Map displays Park/Recreation uses throughout Chesterfield, many along the Missouri River bluff line. Public Park/Recreation land use is identified on the north side of Olive Boulevard including Howard Bend Park and Faust County Park, adjacent to the Urban Core at Central City Park, and along the railroad tracks at the base of the bluffs including Railroad Park. Two (2) proposed parks west of Clarkson Road are also shown for the future sites of Baxter Park and Schoettler Park. A Park/Recreation area is designated near Woods Mill Road and Olive Boulevard associated with a private golf course.

Corridor for Route 141 Improvement. The Missouri Department of Transportation has designated a corridor for the extension/relocation of Woods Mill Road (Route 141) between Ladue Road and Olive Boulevard and extending north to connect with the Maryland Heights Expressway. At Olive Boulevard and Ladue Road, the new alignment is to be constructed east of the existing intersections with Woods Mill Road (Route 141). Properties being impacted near these intersections are designated as the Corridor for the Route 141 Improvement on the City of Chesterfield Land Use Plan. Upon completion of the Corridor Improvements, the land use designation for these areas will be re-evaluated.

Urban Core

The Urban Core was defined as the area known as Chesterfield Village, centered at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard and primarily served by the Chesterfield Parkway. Land uses for the Urban Core include a mixture of high-density residential, retail, and office uses containing the highest density development in Chesterfield.

Chesterfield Valley

The Chesterfield Valley area of the City of Chesterfield contains both levee-protected and unprotected portions of the Missouri River floodplain. The levee-protected portion includes the I-64/US 40 corridor, the Spirit of St. Louis Airport, and the Chesterfield Commons retail complex. **The area located immediately adjacent to the highway, both north and south, is planned for Mixed Commercial Use, Office Park, and Mixed Use (Retail/Office/Warehouse)** to take advantage of the high visibility and access to I-64/US 40.

The Spirit of St. Louis Airport area, located south of Chesterfield Airport Road and west of Long Road, is planned for Spirit Airport use. Low-Intensity Industrial is located west of the Airport, and Service Business Park is located east of the Airport. The Chesterfield Commons retail complex dominates the area south of Chesterfield Airport Road and east of Long Road. The Land Use Plan for this area includes Mixed Commercial Use and Mixed Use (Retail/Office/Warehouse). The area south of Edison Avenue in Chesterfield Valley generally is planned for Park/Recreation use.

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CHESTERFIELD VALLEY POLICIES ELEMENT

CHESTERFIELD VALLEY MASTER PLAN

On February 8, 1999, the Chesterfield Valley Master Plan was adopted by the Planning Commission. The Plan outlines specific land use, drainage and infrastructure policies for Chesterfield Valley.

Land Use

Three (3) general types of land use are proposed for new development in the Valley. The land use categories are intentionally broad to allow for flexibility in responding to changing market conditions. Two (2) existing land use categories are proposed to remain (Mixed Use and Spirit of St. Louis Airport) and two (2) existing land use categories are recommended to be eliminated (New Major Retail and Light Manufacturing). The proposed land uses are:



Mixed Commercial Use

The construction of Chesterfield Commons and Chesterfield Grove will add large mixed commercial use developments to the Valley. It is logical to accommodate similar mixed commercial use developments in the Valley where combinations of commercial uses can occur, subject to City approval of the specific configuration on any specific site. Appropriate uses in this designation would be retail and office. In addition to the Chesterfield Commons and Chesterfield Grove developments, areas where this type of mixed commercial use development would be appropriate include:



- North of Chesterfield Airport Road between Boone's Crossing on the east and Cambridge Engineering on the west.
- The generally triangular area west of Spirit of St. Louis Boulevard and south of I-64/US 40.
- The northeast corner of the intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard, which was previously the St. Louis County Correctional facility.
- North side of I-64/US 40 and east of Boone's Crossing (vicinity of US Ice Sports Complex).

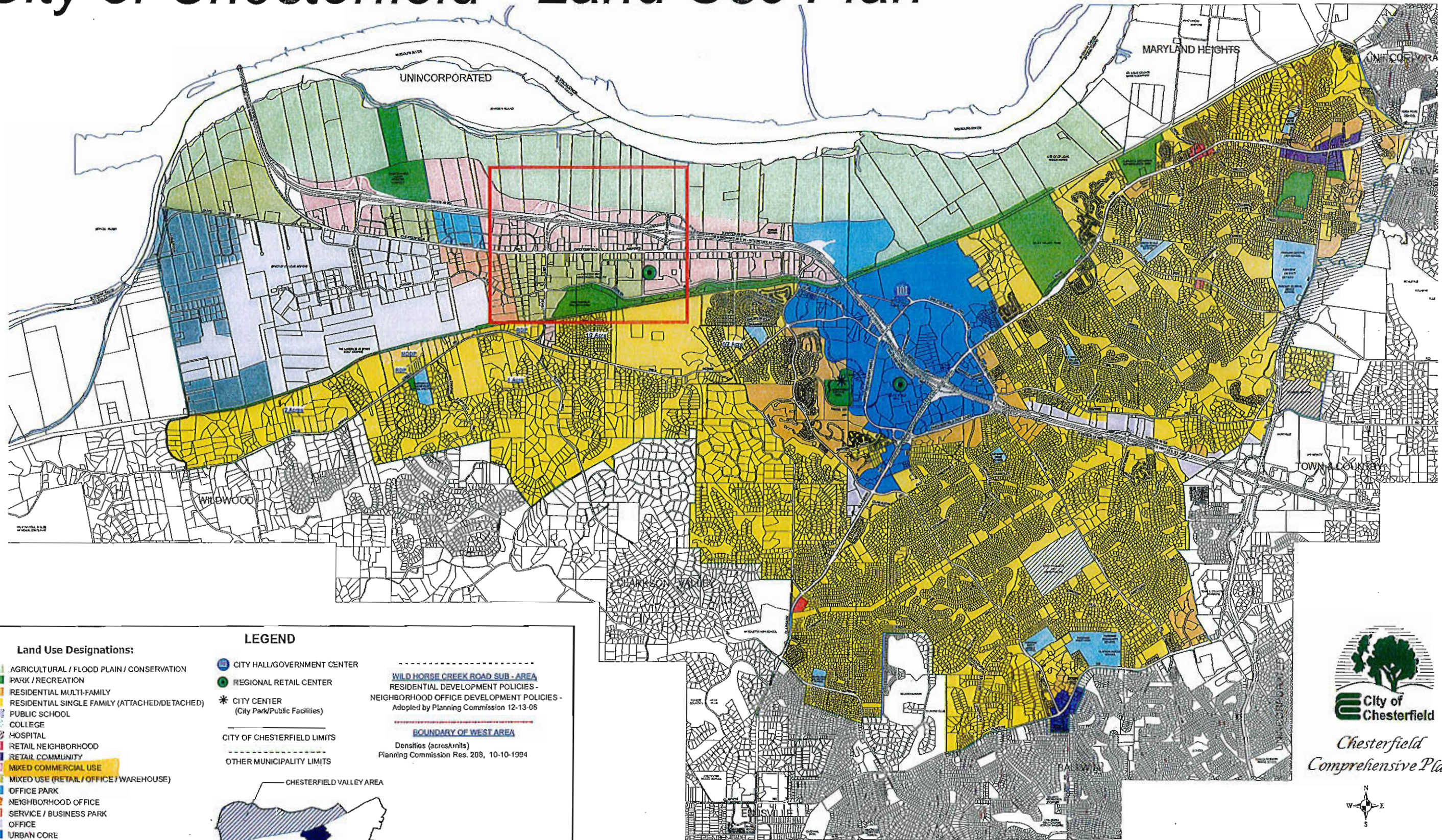
Chesterfield Valley Design Policies

The policies for Chesterfield Valley are to be applied to commercial and industrial development.

Of particular concern is the image presented by development along I-64/US40. The following policies are intended to address this concern.

- 1. Facades of Buildings Along I-64/US 40 and Arterial and Collector Roadways** - Care should be taken to make sure that any portion of a building that can be viewed from I-64/US 40 or any arterial and collector roadways should convey the image of a high-quality office or commercial development and should be equally uniform in materials and attractiveness as the primary facade of the building if it does not face I-64/US 40 or the roadways. The intent is to avoid projects having their view from I-64/US 40 or the roadways appear to be the rear or side of a development.
- 2. Lighting of Buildings Along I-64/US 40** - The facades of buildings facing I-64/US 40 should be lighted to provide an attractive image at night for individuals traveling along I-64/US 40.
- 3. Signage Along I-64/US 40** - Billboards or freestanding signs (including pylon signs), other than monument signs complying with the requirements of the Chesterfield Zoning Ordinance, should not be permitted along I-64/US 40.
- 4. Automobile Parking for Buildings Along I-64/US 40** - Parking should be primarily located to the side or rear of any building façade facing I-64/US 40 or along North Outer 40.
- 5. Storage or Truck Parking** - No outdoor storage or the parking of equipment, trucks or automobiles (for sale or being repaired) should be visible from I-64/US 40 or arterial and collector roadways. Loading areas which are visible from these roadways should be screened.
- 6. Pedestrian Circulation** - In order to promote pedestrian movement, each development is required to address pedestrian circulation within and between all developments. This pedestrian system shall be designed in an overall safe, clearly understood plan meeting ADA (American Disabilities Act) requirements.

City of Chesterfield - Land Use Plan



Land Use Designations:

- AGRICULTURAL / FLOOD PLAIN / CONSERVATION
- PARK / RECREATION
- RESIDENTIAL MULTI-FAMILY
- RESIDENTIAL SINGLE FAMILY (ATTACHED/DETACHED)
- PUBLIC SCHOOL
- COLLEGE
- HOSPITAL
- RETAIL NEIGHBORHOOD
- RETAIL COMMUNITY
- MIXED COMMERCIAL USE
- MIXED USE (RETAIL / OFFICE / WAREHOUSE)
- OFFICE PARK
- NEIGHBORHOOD OFFICE
- SERVICE / BUSINESS PARK
- OFFICE
- URBAN CORE
- SPIRIT AIRPORT
- INDUSTRIAL - LOW INTENSITY
- CORRIDOR FOR ROUTE 141 IMPROVEMENT

LEGEND

- CITY HALL/GOVERNMENT CENTER
- REGIONAL RETAIL CENTER
- CITY CENTER (City Park/Public Facilities)

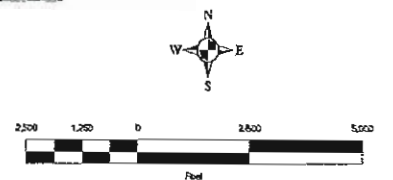
CITY OF CHESTERFIELD LIMITS
 OTHER MUNICIPALITY LIMITS

WILD HORSE CREEK ROAD SUB - AREA
 RESIDENTIAL DEVELOPMENT POLICIES -
 NEIGHBORHOOD OFFICE DEVELOPMENT POLICIES -
 Adopted by Planning Commission 12-13-06

BOUNDARY OF WEST AREA
 Densities (acres/units)
 Planning Commission Res. 208, 10-10-1994

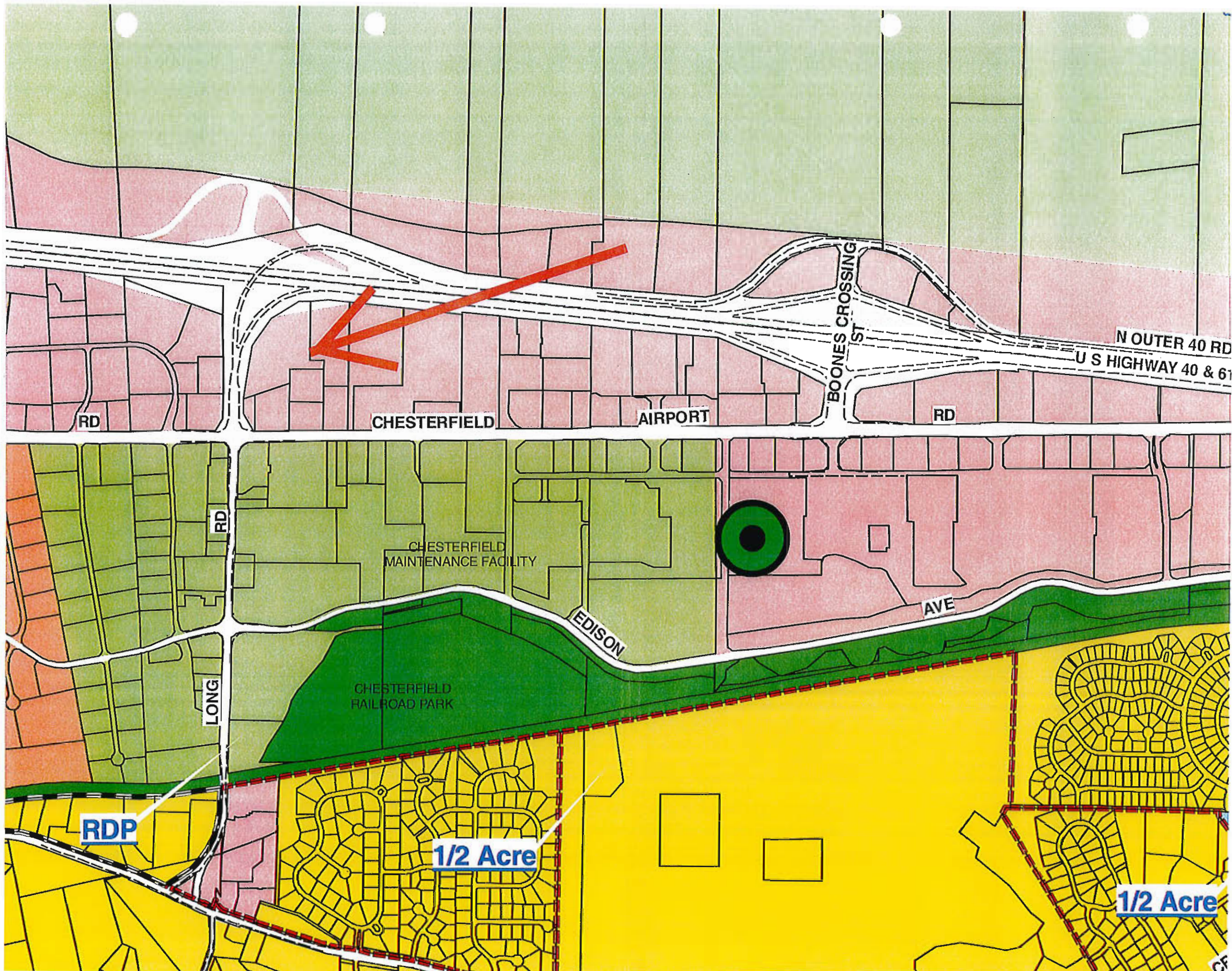
CHESTERFIELD VALLEY AREA
 URBAN CORE AREA

Updated Through May 29, 2009



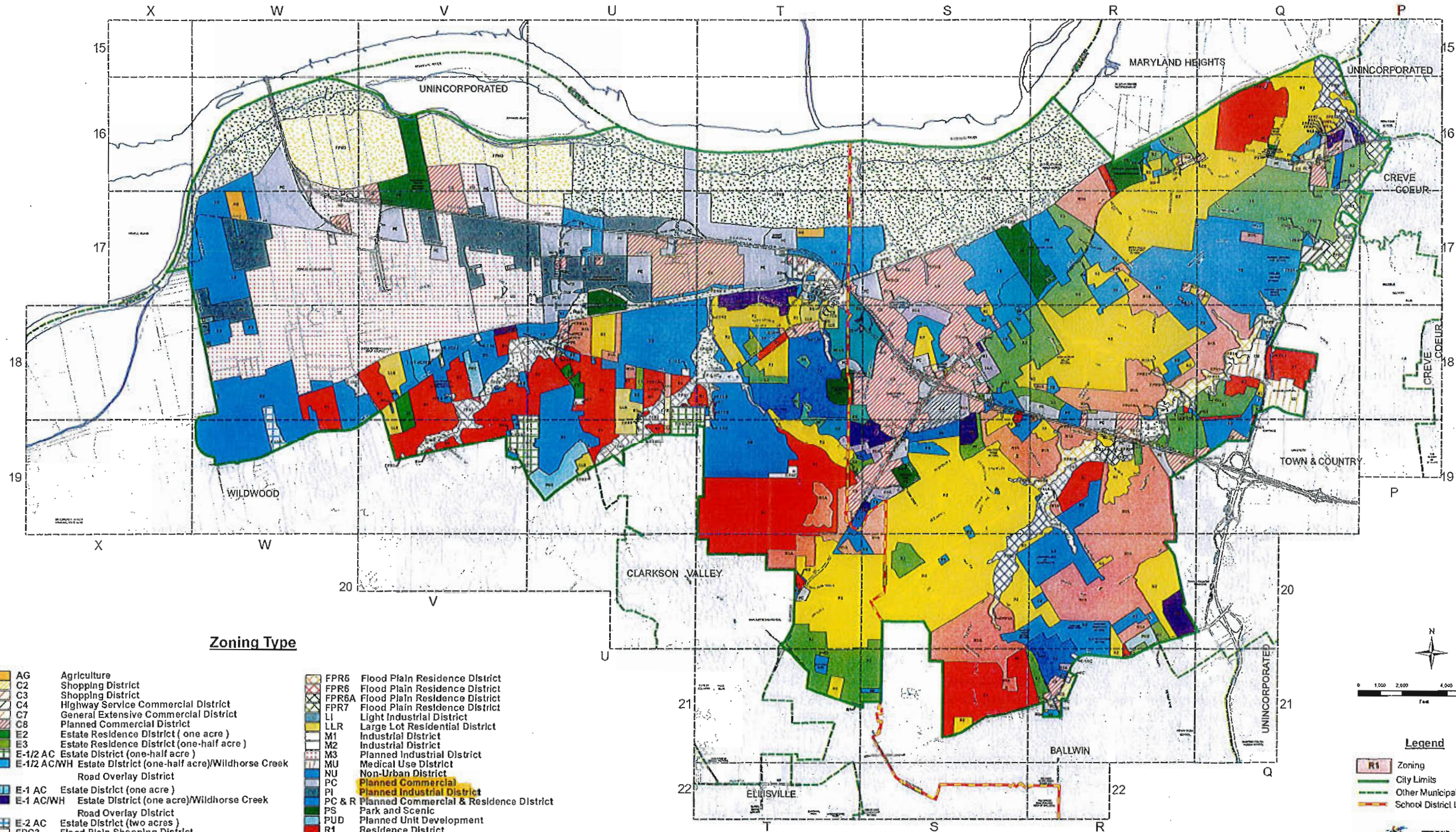
This Map has been prepared from the most reliable information obtainable. We cannot, however, due to circumstances beyond our control, guarantee complete accuracy. Any errors or omissions brought to our attention will be appreciated and will be corrected in subsequent updates. Rev: 5-29-2009

FIXED
COMMERCIAL
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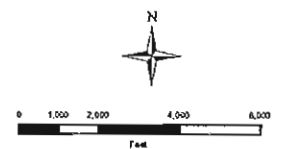


City of Chesterfield - Zoning Base Map

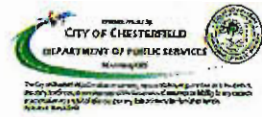


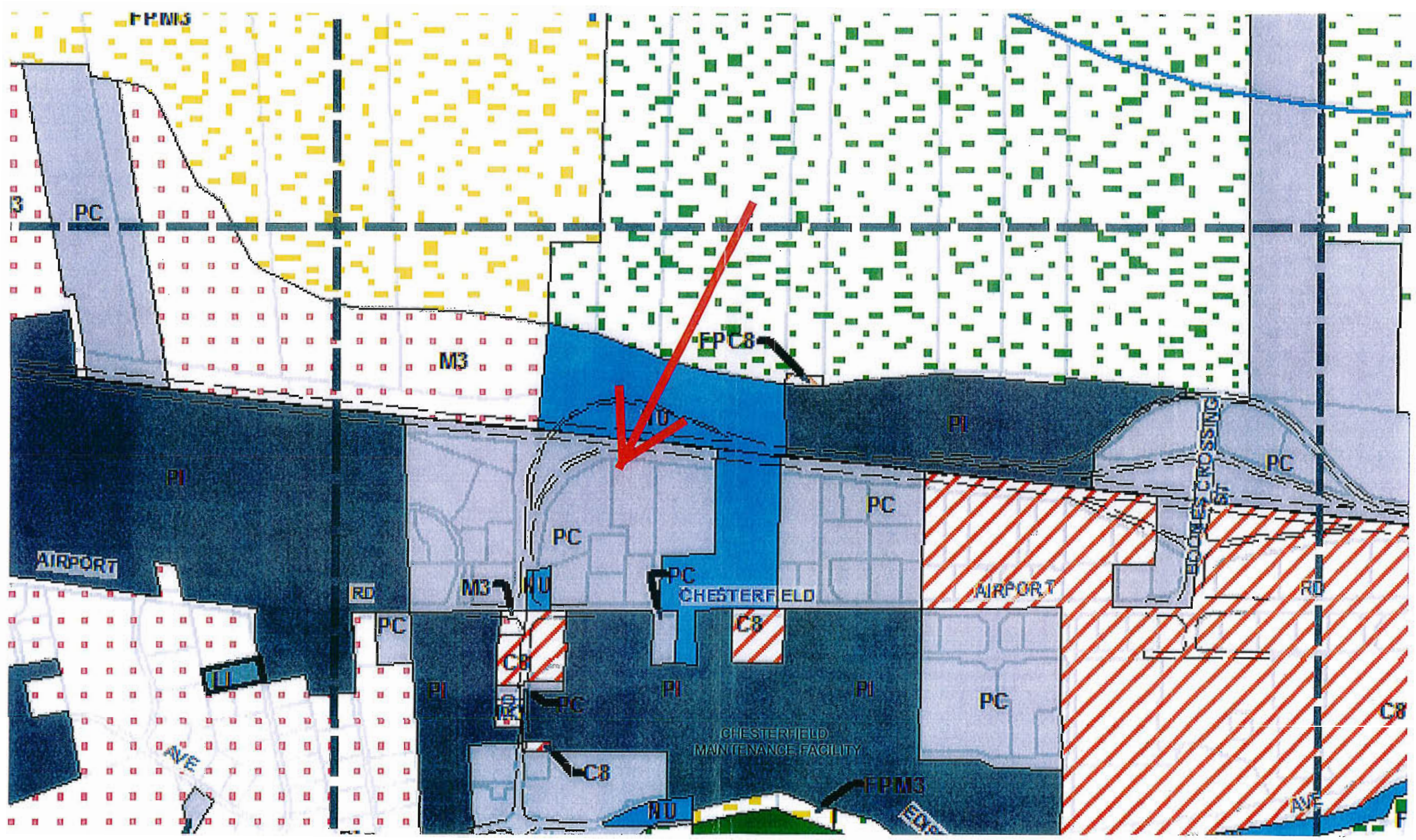
Zoning Type

- | | | | | | |
|--|-------------|---|--|--------|---|
| | AG | Agriculture | | FPR6 | Flood Plain Residence District |
| | C2 | Shopping District | | FPR6 | Flood Plain Residence District |
| | C3 | Shopping District | | FPR6A | Flood Plain Residence District |
| | C4 | Highway Service Commercial District | | FPR7 | Flood Plain Residence District |
| | C7 | General Extensive Commercial District | | LI | Light Industrial District |
| | C8 | Planned Commercial District | | LLR | Large Lot Residential District |
| | E2 | Estate Residence District (one acre) | | M1 | Industrial District |
| | E3 | Estate Residence District (one-half acre) | | M2 | Industrial District |
| | E-1/2 AC | Estate District (one-half acre) | | M3 | Planned Industrial District |
| | E-1/2 AC/WH | Estate District (one-half acre)/Wildhorse Creek Road Overlay District | | MU | Medical Use District |
| | E-1 AC | Estate District (one acre) | | NU | Non-Urban District |
| | E-1 AC/WH | Estate District (one acre)/Wildhorse Creek Road Overlay District | | PC | Planned Commercial |
| | E-2 AC | Estate District (two acres) | | PI | Planned Industrial District |
| | FPC3 | Flood Plain Shopping District | | PC & R | Planned Commercial & Residence District |
| | FPC7 | Flood Plain General Extensive Commercial District | | PS | Park and Scenic |
| | FPC8 | Flood Plain Planned Commercial District | | PUD | Planned Unit Development |
| | FPM2 | Flood Plain Industrial District | | R1 | Residence District |
| | FPM3 | Flood Plain Planned Industrial District | | R1A | Residence District |
| | FPMU | Flood Plain Non-Urban District | | R2 | Residence District (15,000 sq. ft.) |
| | FPPS | Flood Plain Park and Scenic | | R3 | Residence District (10,000 sq. ft.) |
| | FPPUD | Flood Plain Planned Unit Development | | R4 | Residence District (7,500 sq. ft.) |
| | FPR1 | Flood Plain Residence District | | R5 | Residence District (6,000 sq. ft.) |
| | FPR1A | Flood Plain Residence District | | R6 | Residence District (2,000 sq. ft.) |
| | FPR2 | Flood Plain Residence District | | R6A | Residence District (4,000 sq. ft.) |
| | FPR3 | Flood Plain Residence District | | R6AA | Residence District |
| | | | | R7 | Residence District (1,750 sq. ft.) |
| | | | | R8 | Residence District (500 sq. ft.) |
| | | | | UC | Urban Core District |



- ### Legend
- Zoning
 - City Limits
 - Other Municipal Boundaries
 - School District Line





SITE PHOTOS (w/ Adjoining Uses)

Three (3) Pages

LOU FUSZ

CARSTAR
AUTO BODY

SELF
STORAGE
SITE

I-64





AIRSTAR
AUTO BODY

SELF STORAGE
SITE

LOU FUSZ

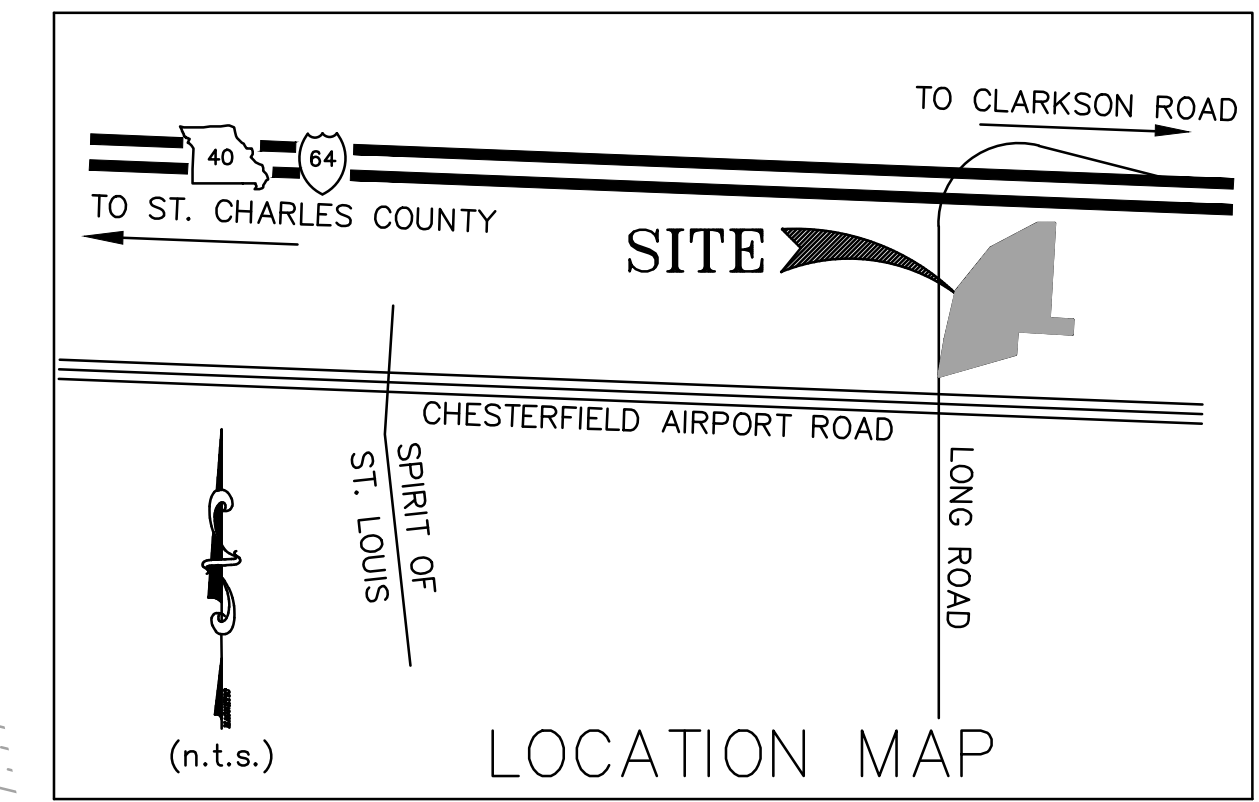


Approx. 3 Acres
Lot Available
314.608.7915
endredevel.com
CADRE

BODY SHOP SERVICE

CAPRICE
DRIVE.

PRELIMINARY DEVELOPMENT PLAN LOT C OF RESUBDIVISION PLAT OF A TRACT OF LAND BEING LOT 1 OF "HIGHWAY FORTY PARK" IN U.S. SURVEY 126, TOWNSHIP 45 NORTH, RANGE 4 EAST CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI P.B. 347, PGS. 145/146



LEGAL DESCRIPTION

A TRACT OF LAND SITUATED IN THE COUNTY OF ST. LOUIS, AND THE STATE OF MISSOURI, LYING IN PART OF U.S. SURVEY 126, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE FIFTH PRINCIPAL MERIDIAN, BEING LOT C OF THE RESUBDIVISION PLAT OF LOT 1 OF "HIGHWAY FORTY PARK," ACCORDING TO THE RECORDS RECORDED IN PLAT BOOK 347, PAGES 145 AND 146 OF THE ST. LOUIS COUNTY LAND RECORDS, AND BEING PART OF A TRACT CONVEYED TO THE MOSELEY TEAM LIMITED PARTNERSHIP IN DEED BOOK 10347, PAGE 1573 OF SAID ST. LOUIS COUNTY LAND RECORDS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF PROPERTY CONVEYED TO JELENEK EIGHT PARTNERSHIP BY DEED RECORDED IN BOOK 8387, PAGE 1562 OF SAID ST. LOUIS COUNTY RECORDS AND THE EAST LINE OF LONG ROAD EXTENSION; THENCE EAST, A DISTANCE OF 197.27 FEET; THENCE NORTH 10 DEGREES 23 MINUTES 04 SECONDS EAST, A DISTANCE OF 253.18 FEET; THENCE NORTH 36 DEGREES 23 MINUTES 58 SECONDS EAST, A DISTANCE OF 282.59 FEET TO THE SOUTH LINE OF STATE HIGHWAY 40 (INTERSTATE HIGHWAY 64); THENCE EASTERLY ALONG SAID SOUTH LINE AS FOLLOWS: NORTH 59 DEGREES 51 MINUTES 28 SECONDS EAST, A DISTANCE OF 272.03 FEET; THENCE NORTH 87 DEGREES 35 MINUTES 17 SECONDS EAST, A DISTANCE OF 89.55 FEET TO THE NORTHWEST CORNER OF PROPERTY CONVEYED AS PARCEL 1 TO LOUIS J. FUSZ TRUST BY DEED RECORDED IN BOOK 8828 PAGE 370 OF SAID ST. LOUIS COUNTY RECORDS; THENCE SOUTH 00 DEGREES 49 MINUTES 59 SECONDS WEST, A DISTANCE OF 489.55 FEET ALONG THE WEST LINE OF SAID PARCEL 1 TO THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE SOUTH 89 DEGREES 10 MINUTES 01 SECONDS EAST ALONG THE SOUTH LINE OF SAID PARCEL 1, A DISTANCE OF 122.19 FEET TO THE NORTHWEST CORNER OF PARCEL 3 OF SAID FUSZ PROPERTY; THENCE SOUTH 00 DEGREES 49 MINUTES 59 SECONDS WEST, A DISTANCE OF 74.86 FEET ALONG THE WEST LINE OF SAID PARCEL 3 TO THE NORTHEAST CORNER OF LOT B OF THE SAID RESUBDIVISION PLAT OF LOT 1; THENCE NORTH 89 DEGREES 10 MINUTES 01 SECONDS WEST, A DISTANCE OF 282.10 FEET ALONG THE NORTH LINE OF SAID LOT B TO THE NORTHWEST CORNER OF SAID LOT B; THENCE SOUTH 01 DEGREES 30 MINUTES 13 SECONDS WEST, A DISTANCE OF 119.11 FEET; TO THE NORTHEAST CORNER OF PROPERTY CONVEYED TO WILMA SCHNEIDERWIND BY DEED RECORDED IN BOOK 11470 PAGE 2326 OF SAID ST. LOUIS COUNTY RECORDS; THENCE SOUTH 71 DEGREES 30 MINUTES 37 SECONDS WEST, A DISTANCE OF 414.18 FEET ALONG THE NORTH LINE OF SAID SCHNEIDERWIND PROPERTY AND THE SAID NORTH LINE OF JELENEK PROPERTY TO THE POINT OF BEGINNING, CONTAINING 6.80 ACRES, DERIVED FROM RECORD INFORMATION, BEING SAID RESUBDIVISION PLAT OF LOT 1.

LOCATOR NUMBER	17U 42 0147
SITE ADDRESS	1 CAPRICE DRIVE
ZIP CODE	63005
MSD BASE MAP	17-U
EXISTING ZONING	PC - PLANNED COMMERCIAL
PROPOSED ZONING	P1 - PLANNED INDUSTRIAL DISTRICT
SITE AREA	6.796 ACRES
WATER SHED	MISSOURI RIVER
WATER DISTRICT	ST. LOUIS COUNTY WATER
FIRE DISTRICT	CHESTERFIELD
SCHOOL DISTRICT	ROCKWOOD R-6
SEWER DISTRICT	M.S.D.
FEMA MAP NO.	29189C0165 K (REV. 2/4/2015)
	ZONE AH
	100 YEAR FLOOD ELEV. = 454.00

- ### LEGEND
- EXISTING**
- 460 — CONTOUR
 - 8" PVC — SANITARY SEWER
 - 12" W — WATER LINE (SIZE AS SHOWN)
 - UGE — UNDER GROUND ELECTRIC
 - OHE — OVER HEAD ELECTRIC
 - 8" G — GAS LINE (SIZE AS SHOWN)
 - U — UTILITY POLE
- PROPOSED**
- 454 — CONTOUR
 - FM — SANITARY FORCE MAIN
 - 8" W — WATER LINE
 - G — GAS LINE
 - UE — UNDERGROUND ELECTRIC LINE

- ### ABBREVIATIONS
- | | | | |
|------|-----------------|-------|----------|
| N/F | NOW OR FORMERLY | FND. | FOUND |
| SAN. | SANITARY | CONC. | CONCRETE |
| M.H. | MAN HOLE | R | RADIUS |
| W | WIDE | L | LENGTH |
| DB. | DEED BOOK | D | DELTA |
| PB. | PLAT BOOK | EX. | EXISTING |
| PG. | PAGE | | |

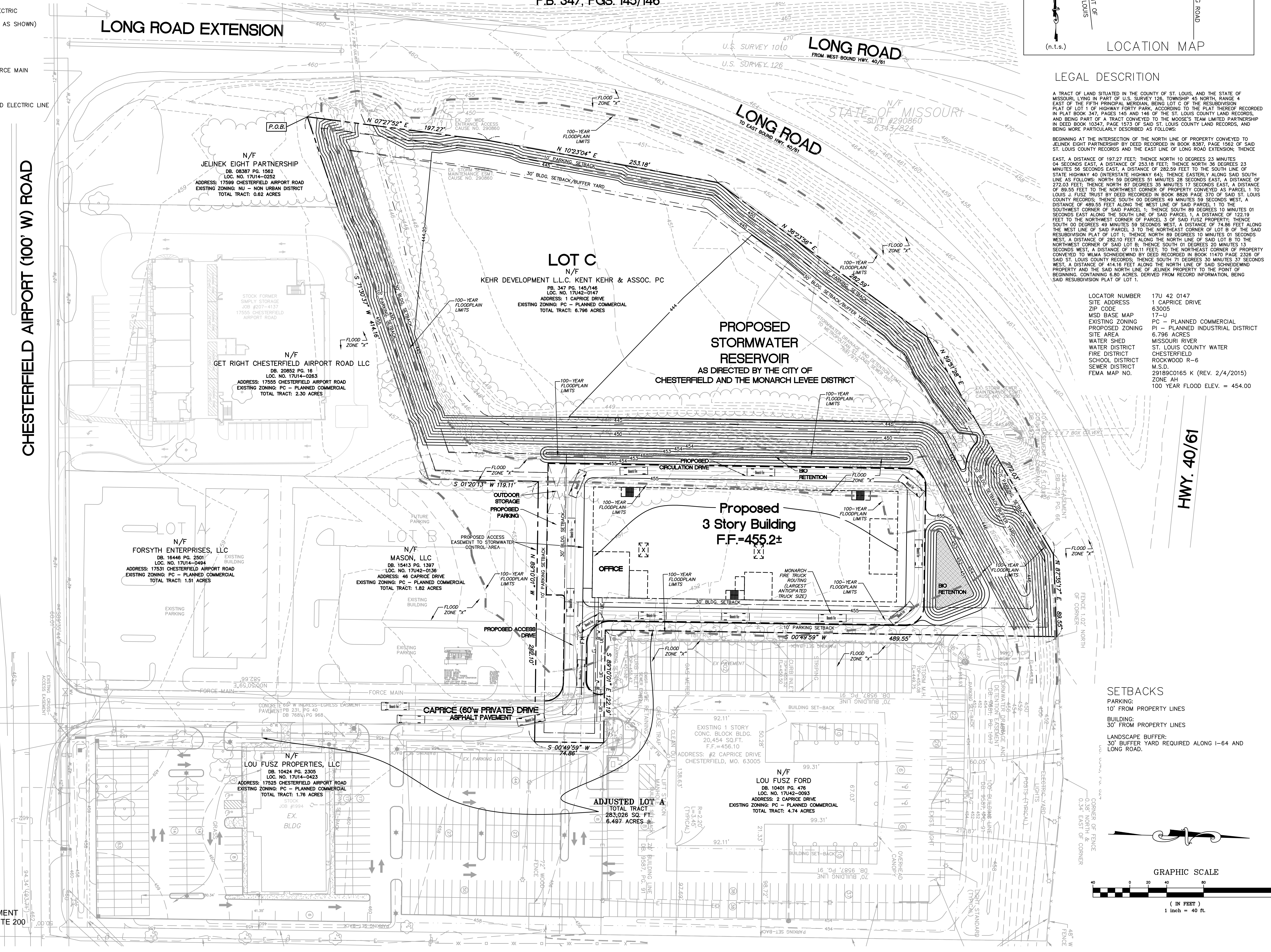
CHESTERFIELD AIRPORT (100' W) ROAD

HUMAN WILLIAM
11455/161
17U 14 0472
ZONED: C8

JUNIOR KOOL
7086/1129
17U 14 0102
ZONED: C8

SAINT HANRY M.H.
TOP=457.54
(FORCE MAIN)

SAINT HANRY M.H.
TOP=458.08
(FORCE MAIN)

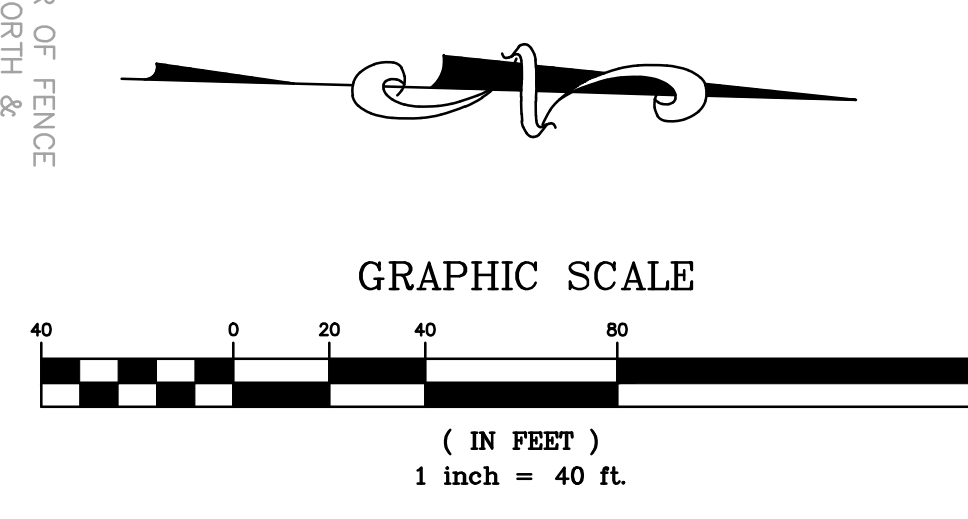


SETBACKS

PARKING:
10' FROM PROPERTY LINES

BUILDING:
30' FROM PROPERTY LINES

LANDSCAPE BUFFER:
30' BUFFER YARD REQUIRED ALONG I-64 AND LONG ROAD.



PREPARED FOR:
NORTHPOINT DEVELOPMENT
5015 NW CANAL ST. - SUITE 200
RIVERSIDE, MO 64150
CONTACT: R.J. AGEE
(816) 888-7643

PREPARED BY:



PRELIMINARY DEVELOPMENT PLAN FOR:

CHESTERFIELD SELF STORAGE
1 CAPRICE DRIVE
CITY OF CHESTERFIELD, MISSOURI

DATE:



GEORGE M. STOCK PE 062-047-546
CIVIL ENGINEER
DESIGN FROM NO. 184-003869

REVISIONS:

1	CITY COMMENTS	03.15.2016
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DRAWN BY: Z.P.S. CHECKED BY: G.M.S.
DATE: 3/01/2016 JOB NO.: 216-5755
W.S.D. # _____ BAG W/P # _____
E.L.C. # _____ NET EXP. # _____
W.S.D. # _____ MO-00 _____
SHEET TITLE: **PRELIMINARY DEVELOPMENT PLAN**
SHEET NO.: **C1**