



VIII. A.

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

Planning Commission Issues Report

Subject: Change of Zoning Issues Report

Meeting Date: April 23, 2012

From: Justin Wyse, Senior Planner

Location: North of Chesterfield Parkway E, south of I-64 (SE Quadrant)

Petition: P.Z. 02-2012 Mercy Health Systems (Chesterfield Village, SE Quadrant)

PROPOSAL SUMMARY

Sisters of Mercy Health System (Mercy) has submitted a request for a change of zoning for an area covered by a “C-8” Planned Commercial District and two “PC” Planned Commercial Districts to an “UC” Urban Core District for a 40.040 acre area of land located north of Chesterfield Parkway and east of Elbridge Payne Rd. The proposal would create a single planned district ordinance to allow for a corporate location for Mercy. The request proposes primarily office use and one orthopedic medical building.

DEPARTMENT INPUT

This petition is before the Commission following up on the issues that were raised during the Public Hearing on March 12, 2012. Following the Public Hearing, an issues letter was sent to the Petitioner. This letter included the issues identified at the Public Hearing, staff issues, and selected development criteria to which this development will be required to adhere. The Petitioner submitted a written response to these issues and this response is also attached to this report for the Commission’s information and review. Based on these items, a draft planned district ordinance has been prepared by Staff and is attached to this report for the Commission’s review, comment, and discussion.

SURROUNDING LAND USE AND ZONING

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

North: Interstate 64 borders the subject site to the north.

South: The property to the south of the subject site is currently zoned R-5 Residence District with a PEU (Brandywine).

East: The property to the east of the subject site is currently zoned R6A Residence District with a PEU (Schoettler Village Apartments).

West: The property to the west of the subject site is currently zoned C-8 Planned Commercial District (Elbridge Payne Office Park).



View of the existing residential structure on the property



View looking north from the subject site



Looking west from north side of subject site



View looking at property west of subject site



View looking at property east of subject site



View looking at property south of subject site

SUBJECT SITE HISTORY

The Chesterfield Village is a large and complex area. To assist in providing the most relevant and accurate information, Staff has gathered the following information from a variety of sources. Every attempt has been made to ensure that information below is based on official City (or St. Louis County as applicable) records and approvals are included below. However, selected information from other sources is provided where it was believed to be accurate and to provide insight for the Commission on the history.



DEVELOPMENT OF CHESTERFIELD VILLAGE CONCEPT¹

Chesterfield continued as mostly a rural community until the 1960's when St. Louis County prepared a general plan entitled, "The Guide for Growth." This Plan proposed the intersection of Highway 40 and Olive Boulevard become the major focus for urbanization in West St. Louis County. Published in 1962, high-density housing, office and retail uses were proposed around the intersection. St. Louis County reaffirmed this recommendation in subsequent plans in 1968 and 1969. In recognition of these plans, Louis Sachs began to acquire property around the intersection that would eventually become the planned community of Chesterfield Village.

Louis Sachs began to first acquire property in the Chesterfield area in 1967 with the purchase of 37 acres at Highway 40 and Olive Boulevard for the purpose of constructing an apartment building. This land would eventually be incorporated into Chesterfield Mall. In 1970-1971, Louis Sachs, with the help of a local consultant, created the Chesterfield Village Master Plan. The Plan incorporated 1,500 acres of land around and to the west of the intersection of Highway 40 and Olive Boulevard. Of the planned 1,500 acres, the development company founded by Louis Sachs, Sachs Properties, owned or controlled 1,125 acres. In creating a master planned community through the Chesterfield Village Master Plan, Mr. Sachs intended to have more control over the type and quality of development in an entire area rather than just in single projects. The main elements of the Plan included:

¹ City of Chesterfield Comprehensive Plan: Community Data Element; pages 10-12

- A major circulation system of boulevards linking the quadrants of Chesterfield Village, with the major feature being Chesterfield Parkway;
- A major system of permanent open space and recreational facilities;
- Three village centers and three convenience centers to serve as neighborhood focal points;
- A system of elementary schools;
- A town center designed as a civic focus of the community combining neighborhood shopping and community facilities;
- Chesterfield Mall;
- A system of landscaping and signage.

Louis Sachs presented the Chesterfield Village Master Plan to the St. Louis County Planning Commission in 1971. On separate occasions in 1973, 1977, and 1978, the Planning Commission granted the appropriate zoning for Sachs Properties to achieve the vision established in the Master Plan. Chesterfield Village has since been incorporated as part of the City of Chesterfield. Although located in the City of Chesterfield, the land included in the Village Master Plan must legally follow the requirements of the original zoning districts granted by the St. Louis County Planning Commission. If a developer wishes to deviate from the Village Plan and change existing zoning, it must be done through the City of Chesterfield and a zoning district from the Chesterfield Zoning Ordinance will be applied and enforced. Since the 1970's, the Chesterfield Village Master Plan has been followed with the exception of selling land set aside for housing and to Monsanto for the Pharmacia site.

SACHS PROPERTIES AND THE CHESTERFIELD VILLAGE²

Both the northwest and southwest quadrants of Olive / Clarkson and Highway 40 (now I-64) were included in the original presentation to the [St. Louis County Planning] Commission in 1971 to initiate development of the Chesterfield Village. Prior to 1971, the land use and zoning pattern in the two quadrants was "NU" and "R-3" with small commercial areas established adjacent to the offset intersections of Olive and Clarkson Roads with Highway 40. Commercial uses included four service stations, a small grocery store, a development company office, and a bank.

In 1971, Sachs Properties submitted fifteen separate petitions to initiate the development of Chesterfield Village, one of the largest and most integrated proposals ever to be considered by the [St. Louis County] Planning Commission. To be developed over a twenty to thirty year period was 1,115 acres of what might ultimately be a 1,500+ acre planned community. Of the petitioned 1,115 acres stretching across the northwest and southwest quadrants of Highway 40 and 340 [Olive / Clarkson], approximately forty-four (44) percent would be used for residential purposes, twenty-one (21) percent for commercial purposes, twenty-seven (27) percent left for open space and community facilities, and eight (8) percent would be used for right-of-way.

On review, the [St. Louis County] Planning Commission was of the opinion the proposed concept plan was well conceived and environmentally sensitive. It also came to the conclusion the U.S. Highway 40 /

² P.C. 235, 236, 237, and 238-87 St. Louis County Planning Department Staff Report.

State Highway 340 interchange was a prime area for future urbanization, this in view of observed development trends, the projected growth of west St. Louis County, the regional accessibility of the subject site, and the large expanse of open space available for development. The overall concept for the southwest quadrant included the regional mall surrounded by perimeter office development, two neighborhood shopping centers and a village center with recreational facilities, two elementary school sites and 4,125 multiple family units in a wide range of residential densities.

Although the majority of land affected by the 1971 Chesterfield Village proposal was in the southwest quadrant of U.S. Highway 40 and State Highway 340, five of the original fifteen petitions involved land in the northwest quadrant. Petitioned was residential and commercial rezoning for a total of 318 acres. Requested residential categories included the "R-2", "R-5", "R-6A", "R-6" and "R-8" Districts. In downscaling the original proposal, the County Council rejected commercial zoning in the northwest quadrant and limited residential rezoning to 270.7 acres of "R-3" zoned development in two P.E.U.'s. Of concern was how proposed development would integrate with existing development along Olive Boulevard.

Based on the [St. Louis County] Planning Commission's recommendation, County Council approved the Chesterfield Village proposal in amended form in July 1973. This legislative action also established the Chesterfield Village Road and Bridge Trust Fund; the financing mechanism for the area roadway improvements, most notably the circumferential highway [Chesterfield Parkway]. With the approval of the Chesterfield Village petitions, other development proposals were initiated in the surrounding area, particularly for office parks.

In 1979 Chesterfield Village, Inc. submitted five new petitions covering a total of 197.8 acres in the northwest quadrant. These five petitions and the concept plan submitted in conjunction therewith gave the [County] Commission and Council cause to reconsider the nature of development that would eventually take place in this quadrant. Specifically requested was P.C. 141-79, a change of zoning from "NU", "R-2", and "R-3" to "C-8" (83.0 acres) and "R-6A" (77.7 acres). Two general areas of "C-8" zoning were proposed, one along the north side of Highway 40 and the other surrounding the existing Hilltown Center. The 43.3 acres along Highway 40 would include 1,000,000 square feet of floor area being primarily offices, a hotel, theater, professional laboratories and schools. Also requested was 50,000 square feet of retail uses and a sewage treatment plant. The 39.7 acres near Hilltown Center would include 500,000 square feet of building area containing the same uses as above except retail.

Proposed "R-6A" zoning would be developed in conjunction with two P.E.U.'s. P.C. 142-79 along the southern frontage of Chesterfield Village Parkway would contain 460 attached dwellings on 60.5 acres. P.C. 143-79 was a 17.9 acre proposal north of the Hilltown Shopping Center for 187 attached residences. The remaining two petitions concerned the minor expansion of existing "C-8" development and were immediately approved.

Held for further study were P.C.'s 141, 142, and 143-79. Of particular concern were building heights, development intensities, setbacks, and the proposed clustering of commercial uses within "C-8" Districts requested via P.C. 141-79. The focus of proposed commercial development was four high rise buildings; a 400 foot high office building and twenty-five story hotel along Highway 40, and twenty-five and fifteen

story buildings closer to the Hilltown Center. Other buildings ranged in height from three to eight stories.

A revised plan was submitted adopting numerous changes suggested by the [County] Commission. Most notably they included a reduction in height of the four major buildings to twenty-five and fifteen stories along Highway 40 and eight and four stories further east toward the Hilltown Center. On review of the revised plan, the Commission noted three separate petitions were approved since 1971 establishing 250 acres of "C-8" zoning in the northwest quadrant. These petitions resulted in the development of the Monsanto office and research center, the Castle Oak Tennis Club, and Hilltown Center. In view of the development trend established by these petitions and the consistency of the new proposal with the original Chesterfield Village concept, the [County] Planning Commission recommended and County Council approved P.C.'s 141-142, and 143-79.

Commercial zoning for office park development on the remaining two quadrants (northeast and southeast) was initiated in 1978.

SOUTHEAST QUADRANT HISTORY³

The first petition to establish commercial zoning in the [southeast] quadrant was P.C. 38-78 Sachs Properties, Inc. As approved, there is the option of establishing only one freestanding restaurant in the Elbridge Payne Office Park. The "C-8" ordinance governing this site also establishes a transitional development pattern away from the interchange in much the same way required for the Herman Stemme Park. Specifically, no building within 300 feet of the southern property line can exceed two stories in height. Other buildings can be three stories.

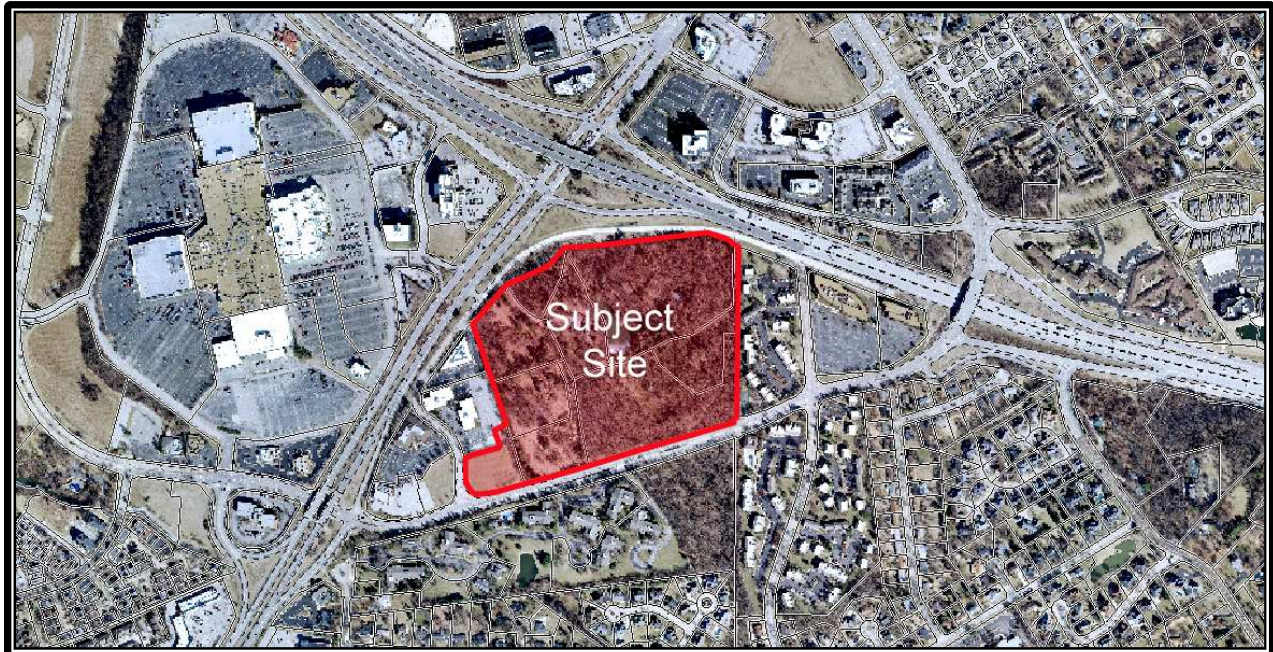
Two other subsequent petitions have included P.C. 128-83 Alvin D. Vitt approving a "C-8" on a 1.68 acre tract for a two-story 23,900 square foot office building with drive-up bank. The building is in existence and situated next to a five acre vacant tract zoned "C-8" via P.C. 175-84 First Missouri Bank for a seven story 120,000 square foot office building. Approval of the petition was based upon consistency of the zoning category and use with the pattern of commercial development that has evolved in conjunction with the Chesterfield Village concept. The proposal reflected a transition in office density from two to three stories closest to the circumferential road [Chesterfield Parkway] to higher intensity near the 40 / Clarkson interchange, similar in concept to the Herman Stemme Office Park.

Of further relevance to the background section is that the subject tract was discussed in detail in the Highway 40 Corridor Study approved by the [County] Planning Commission on January 7, 1985. The site is part of an approximate 40 acre tract identified as Tract D designated appropriate for both corporate office and multiple family residential development. This general area was recognized for its good visibility and potential accessibility to the future loop road system. An average 18,000 square foot per acre density was conceptualized for this large tract along with a suggested seven-story height limitation.

³ P.C. 54-86 St. Louis Industrial Properties, Ltd. No. 10: St. Louis County Planning Department Staff Report

SOUTHEAST QUADRANT – MERCY HEALTH SYSTEM AREA HISTORY

The information provided below outlines the development history of the specific area encompassed under P.Z. 02-2012 Mercy Health Systems. The petition includes over 40 acres of land in the southeast quadrant and has previously been proposed as several, smaller scale (in terms of land area) developments.



ELBRIDGE PAYNE OFFICE PARK

The first commercial development in the southeast quadrant was P.C. 38-78 Sachs Properties. As discussed previously, this development was approved to include a predominantly office development with an allowance for one freestanding restaurant. The development is outlined in the image on the next page. The shaded portion of the image shows the area that was originally included in the Elbridge Payne Office Park Development that is now being included in P.Z. 02-2012 Mercy Health Systems. The total development included 14.013 acres. The parcel of Elbridge Payne Office Park included in P.Z. 02-2012 totals 2.04 acres.



As can be seen, the development has two vacant parcels. The vacant portion of the Elbridge Payne Office Park included in P.Z. 02-2012 currently provides detention for the developed portions of the development. As shown on the Preliminary Plan, this area will continue to serve the detention requirements of the existing development and will also serve some of the requirements for the proposed development.

The planned district ordinance allows for a maximum of 170,000 square feet of office and 15,000 square feet of restaurant to be constructed. Height is restricted such that no structure within 300 feet of the existing northeast or southeast line of the subject property shall exceed two stories in height. The remainder of the development is permitted three stories in height.

The original planned district ordinance was amended by P.Z. 29-2007 which requested an amendment to the internal parking setbacks.

P.C. 128-83 ALVIN D. VITT AND COMPANY

This petition covers 1.6766 acres of land, as shown on the next page and requested a change in zoning from 'NU' Non-Urban District to 'C-8' Planned Commercial District. The area included in P.C. 128-83 is not located within the area included in P.Z. 02-2012; however, given the proximity of the sites, information on the development has been included.

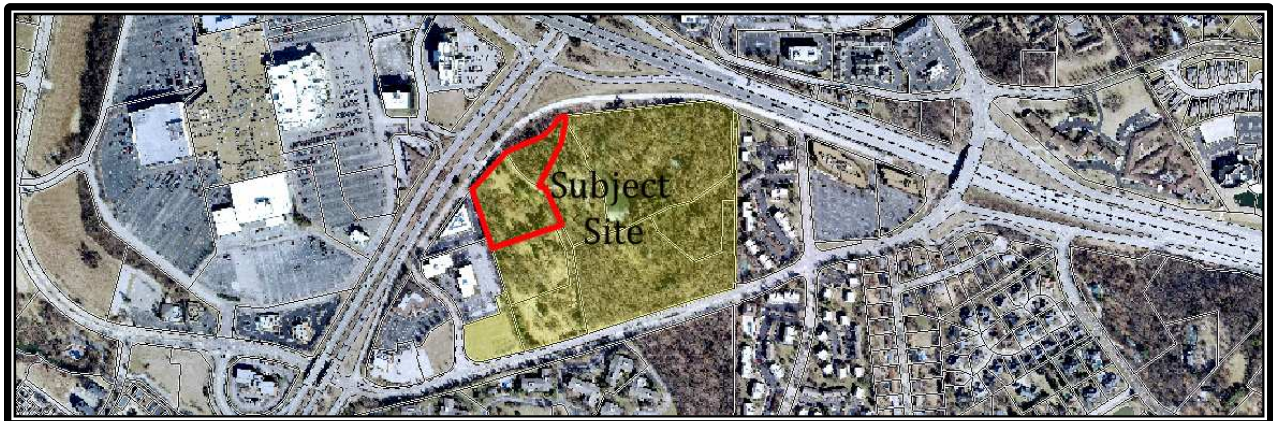
The development was approved by St. Louis County Ordinance 11,323. The approved planned district ordinance allows 23,900 square feet of floor area with an additional 3,000 square foot area solely for storage space. Maximum building height is two stories.



P.C. 175-84 FIRST MISSOURI BANK

This petition covers 5.0 acres of land, as shown below and requested a change in zoning from 'NU' Non-Urban District to 'C-8' Planned Commercial District. The area included in P.C. 175-84 is wholly located within the area included in P.Z. 02-2012.

The development was approved by St. Louis County Ordinance 11,920. The approved planned district ordinance allows for one seven story building (excluding below and partially below ground floors) with 120,000 square feet of floor area. Phase II included one four story building with 80,000 square feet of floor area.



P.C. 54-86 ST. LOUIS INDUSTRIAL PROPERTIES, LTD. NO. 10

This petition covered 11.6 acres of land, as shown on the next page and requested a change in zoning from 'NU' Non-Urban District to 'C-8' Planned Commercial District. The area included in P.C. 54-86 is wholly located within the area included in P.Z. 02-2012.

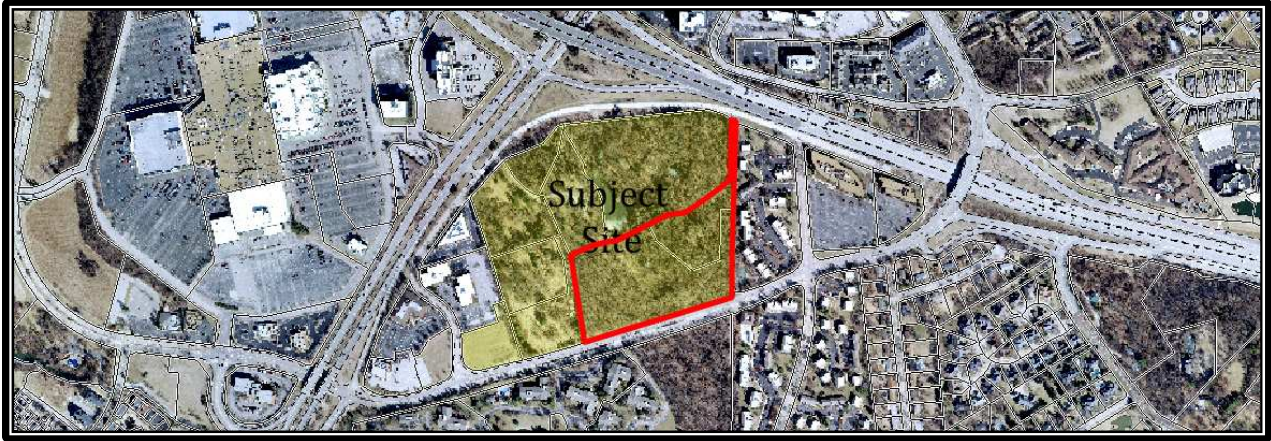
The development was approved by St. Louis County Ordinance 12,944 which was later amended by St. Louis County Ordinance 13,910 for modifications to the eastern drive setback (reduced from 50 feet to 30 feet). The approved planned district ordinance allowed for two phases of development. Phase I contained one eight story building with 200,000 square feet of floor area. Phase II included one four story building with 80,000 square feet of floor area.



P.C. 77-86 LAWRENCE ASSOCIATES, BOY'S TOWN OF MISSOURI, INC. AND CARDINAL GLENNON MEMORIAL HOSPITAL FOR CHILDREN

This petition included 13.05 acres of land, as shown below and requested a change in zoning from 'NU' Non-Urban District to 'C-8' Planned Commercial District. The area included in P.C. 77-86 is wholly located within the area included in P.Z. 02-2012.

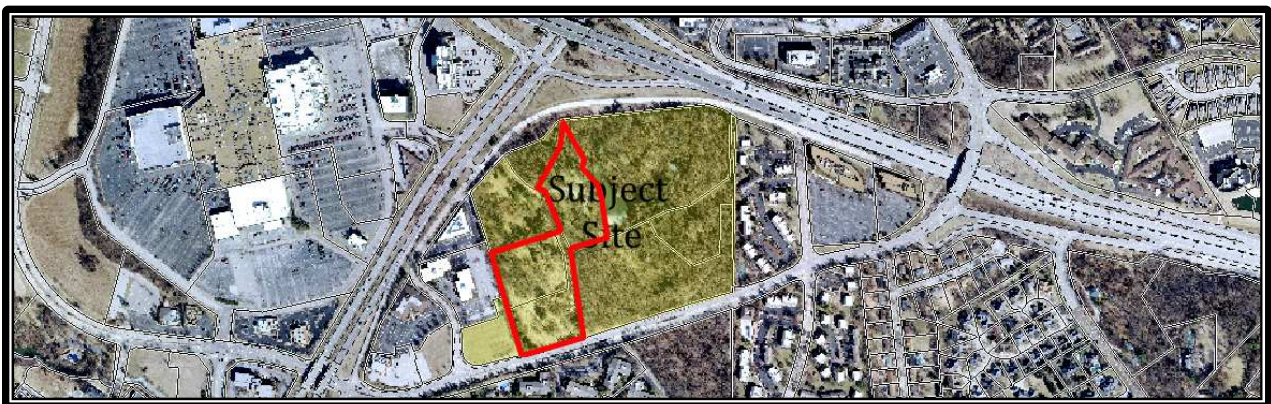
The development was approved by St. Louis County Ordinance 12,945 which was later amended by St. Louis County Ordinance 13,921 for modifications to the eastern drive setback (reduced from 50 feet to 30 feet). The approved planned district ordinance allowed four stories in height (five permitted for portions of buildings which face the interior of the development) and no structure greater than 750 feet above Mean Sea Level was permitted. The ordinance permitted a maximum of two buildings, each containing a maximum of 85,000 square feet for a total of 170,000 square feet permitted.



P.Z. 19-99 CHESTERFIELD VILLAGE (SACHS PROPERTIES)

This petition included 9.096 acres of land, as shown below and requested a change in zoning from 'NU' Non-Urban District to 'PC' Planned Commercial District. The area included in P.Z. 19-99 is wholly located within the area included in P.Z. 02-2012.

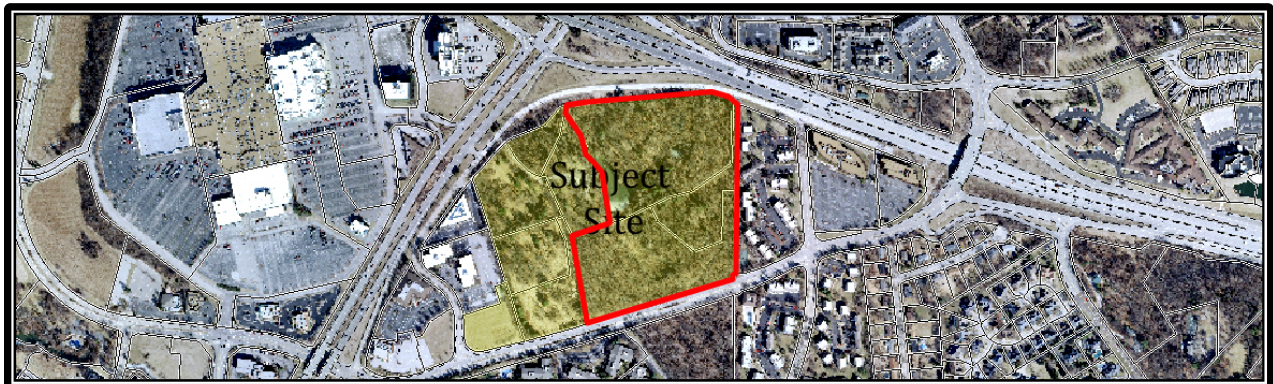
The development was approved by City of Chesterfield Ordinance 1722. The approved planned district ordinance created three Sites (A, B and C) with differing development standards. In total, the site was permitted 249,500 square feet of development (Site A – 69,000 square feet; Site B – 70,000 square feet; and Site C – 110,500 square feet). Site A is permitted a three story or 45 foot building, Site B is permitted four stories or 60 feet in height, and Site C is permitted six stories or 90 feet in height. No building is permitted to exceed 730 feet above Mean Sea Level.



P.Z. 43-01 SSM HEALTH CARE CENTRAL REGION (FORMERLY P.Z. 43-99)

This petition included 23.973 acres of land, as shown below and requested a change in zoning from 'C-8' Planned Commercial District to 'PC' Planned Commercial District. The area included in P.Z. 43-01 is wholly located within the area included in P.Z. 02-2012.

The development was approved by City of Chesterfield Ordinance 1823. The approved planned district ordinance allows for four buildings and four parking structures. Gross floor area for the buildings is not to exceed 410,000 square feet. Building height is regulated by creation of two sub areas (Chesterfield Parkway sub-area and South Outer 40 sub-area). The Chesterfield Parkway sub area is defined as that part of the site south of a line that is 300 feet north of the Chesterfield Parkway right-of-way (the portion north of the line is the South Outer 40 sub area). Buildings located in the South Outer 40 sub area are not to exceed 70 feet above grade (exclusive of rooftop mechanical equipment) or 710 feet above Mean Sea Level (exclusive of mechanical equipment). Buildings located in the Chesterfield Parkway sub area are not to exceed 60 feet above grade (exclusive of rooftop mechanical equipment) or 692 feet above Mean Sea Level (exclusive of mechanical equipment).



ANALYSIS

The 'UC' District contains fewer standards within the district regulations as compared to other planned districts established by the Zoning Ordinance. This was done to allow flexibility within the Urban Core. As such, many of these items are analyzed and regulations created within the planned district ordinance to enable development of an area.

PRELIMINARY PLAN

The proposed Preliminary Plan has changed drastically since the Public Hearing. The following are some of the major changes made since the Commission last reviewed the plan.

- The plan has been modified to work the proposed structures into the existing topography as much as possible. This would drastically reduce the amount of cut/fill required to develop the site and will leave a far greater percentage of the site undisturbed.
- The internal roadway network has been revised to eliminate the loop road, reducing the impact on the existing topography and landscape.
- An extensive trail system has been included.
- The building configuration has been modified.

DEVELOPMENT STANDARDS

The draft planned district ordinance presented for the Commission's review includes standards the development must adhere to when designing and utilizing the site. Many of these standards are standard requirements included in the majority of planned district ordinances; however, the 'UC' District includes various mechanisms to allow for site specific regulations to deviate (allowing both more and less restrictive standards to be utilized) from the established standards to address site specific characteristics. This flexibility is increasingly important in the Urban Core as this area contains and recommends for the highest density and greatest mixture of uses within the City. Staff is recommending several items that differ from the standard ordinance requirements for P.Z. 02-2012.

Each of these items is noted below with a justification for the deviation included for the Commission's review and consideration.

PARKING

Standard planned district ordinances approved by the City of Chesterfield require parking to adhere to the requirements found in Section 1003.165 of the Zoning Ordinance. This section of the code has a mechanism, typically utilized for property owners requesting a reduction to the parking requirements, to conduct a study to determine the parking required for a proposed development. Staff is recommending that the planned district ordinance for P.Z. 02-2012 include the following language to establish the minimum parking requirement:

A Parking Demand Study shall be submitted during the site development plan process in accordance with Section 1003.165 of the City of Chesterfield Zoning Ordinance. This study will be reviewed as part of the site development plan submittal and approved by Planning Commission.

This recommendation is based primarily on two factors. First, Staff believes the Petitioner has access to data that would better estimate the development's need than relying on the City's standards which are a collection of data from various sites in Chesterfield and around the country. Second, the Preliminary Plan depicts the majority of the parking will be accommodated utilizing structured parking. Reliance on a Parking Demand Study will reduce the likelihood of requiring excess parking.

HEIGHT

As illustrated in the site history section of this report, application of various metrics has been employed in the regulation of building height in this area. Staff has reviewed the area history, the adjacent development regulations, and the Preliminary Plan and is recommending the standards below be included in the planned district ordinance. The draft ordinance contains this information. Additionally, the Preliminary Plan has been modified to illustrate the horizontal relationship required by the proposed requirements. The proposed section profiles give a conceptual image of how the proposed development would fit into the existing topography. As is the case with all zonings, the Petitioner is not required to submit detailed building or site drawings at this time. If the zoning is approved, the Petitioner would be required to submit detailed site, landscape, lighting, and architectural plans for review and approval by the Planning Commission.

1. Height

- a. Any building that is primarily (greater than 50% of square footage) located within 300 feet of Chesterfield Parkway shall not exceed:
 - i. 700 feet above Mean Sea Level exclusive of mechanical equipment, and
 - ii. Three stories in height, exclusive of mechanical equipment.
- b. Any structure that is primarily (greater than 50% of square footage) located north of 300 feet of Chesterfield Parkway shall not exceed:
 - i. 715 feet above Mean Sea Level, exclusive of mechanical equipment, and
 - ii. Six stories in height, exclusive of mechanical equipment.
- c. Parking structures:
 - i. Parking Structure Area A, as delineated on the Preliminary Plan shall not exceed 45 feet in height (measured to the top rail) or be greater than 690 feet above Mean Sea Level.
 - ii. Parking Structure Area B, as delineated on the Preliminary Plan shall not exceed 35 feet in height (measured to the top rail) or be greater than 635 feet above Mean Sea Level.
 - iii. Parking Structure Areas C and D, as delineated on the Preliminary Plan shall not exceed 40 feet in height (measured to the top rail) or be greater than 670 feet above Mean Sea Level.
- d. For the purpose of this section, a story shall be defined as the horizontal segment of a building between the floor surface and the ceiling next above it, and wholly above grade.

DENSITY

The planned district ordinance included in your packet utilizes floor area ratio (F.A.R.) to regulate density instead of specifying a permitted amount of gross floor area. The Petitioner has requested an F.A.R. of 0.55 which would permit a maximum of 959,279.75 square feet. Utilization of F.A.R. to regulate density would potentially simplify a future scenario where the project wished to expand its land area (please note, Staff is not implying that Mercy Health Systems will be expanding, but simply using this as a hypothetical scenario). If F.A.R. is utilized, the user would only need to amend the ordinance to include a revised legal description. This would allow the density of a larger area to be 'automatically' increased proportionately with the land area added.

Lighting

The plan includes two parking structure areas on the eastern side of the site. Staff has included two regulations in the draft district ordinance to minimize lighting conflicts associated with these structures.

Section I.G. Light Requirements (page 4)

G. Light Requirements

2. Light standards associated with Parking Structure Areas C and D shall not exceed 16 feet in height and all light shall be cast into the development.

Section I.H. Architectural (page 4)

2. Parking Structure Areas C and D shall be designed such that automobile headlights are not visible or cast light on the adjacent residential property.

Landscaping

While the site will be required to comply with the Tree Preservation and Landscape Requirements, Staff has also included language to specifically reinforce the desire to utilize, to the greatest extent feasible, existing landscaping for buffering.

Section I.E. Landscape and Tree Requirements (page 5)

2. Where natural buffers exist, every effort shall be made to reduce disturbance and maintain the existing buffer, except for the removal of dead wood and invasive vines and plants. Additional trees and shrubs may be required to bring the natural buffer up to the full perimeter buffer requirements.

The standards above have been prepared by Staff after review of the City requirements, policies, and the proposed preliminary plan. The goal of the issues meeting is to get feedback from the Commission on the proposed development standards above, as well as additional requests below.

PETITIONER REQUESTED MODIFICATIONS

While the 'UC' District contains fewer defined standards in the enabling legislation, some standards do exist. Additionally, in reviewing the request for a change to the 'UC' District, Staff reviews the request to try to determine potential conflicts that may arise during future stages of the review and approval process. During this review, Staff has identified a required modification that is appropriate to address during the request for the change in zoning. It should again be noted that the 'UC' District was created to provide flexibility to implement the vision of the Comprehensive Plan.

The revised Preliminary Plan shows a north-south internal roadway along the western side of the site setback approximately 10 feet from the property line. The 'UC' District regulations state that no parking area, internal drive, loading space, or parking structure shall be permitted within thirty (30) feet of the boundary of the 'UC' District. A modification of this standard would be required if the Commission would like to recommend approval of the proposed request as presented.

In reviewing the request for this modification, Staff has reviewed the justification submitted by the Applicant, the Comprehensive Plan, and other code requirements. The 'UC' District was created as a tool to provide flexibility to achieve the goals of the Comprehensive Plan. In drafting the 'UC' District regulations, mechanisms were provided to allow the Applicant to make the requests above through the zoning process. Several of the explicitly stated goals of developments utilizing the 'UC' District apply to these requests.



Aerial image of western portion of subject site and adjacent property

- D. Incorporate site features such as topography, views, vegetation, water features, and other factors into the design so they become assets to the development.
- F. Allow for a mix of uses that are designed to negate the potential conflicts that normally occur between incompatible land uses.
- H. Promote environmentally sensitive developments.

As discussed at the Public Hearing, the initial proposal for this development included a great deal of land disturbance that would have greatly altered the existing framework of this site. It is Staff's view that the revised Preliminary Plan, which includes removal of the internal loop drive and adds two north-south drives along the eastern and western portions of the site, takes items D. and H. above into account and is more in line with the Comprehensive Plan than the initial proposal. The key consideration in reviewing this request is in negating potential conflicts between adjacent land uses.

The property to the west of the proposed internal roadway is currently zoned “C-8” Planned Commercial District and is developed with several low-rise office buildings. As the properties would both be commercial uses, no landscape buffering would be required to separate the land uses under the City’s Tree Preservation and Landscape Requirements ordinance. Staff has not identified any issues or concerns with the proposed location of this roadway and supports the location in order to reduce the amount of land disturbance in other areas of the site.

LANGUAGE FOR CONSIDERATION

In reviewing the above request, Staff has drafted language for the Commission’s consideration.

Section I.C. Setbacks (page 3)

2. Parking Setbacks

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

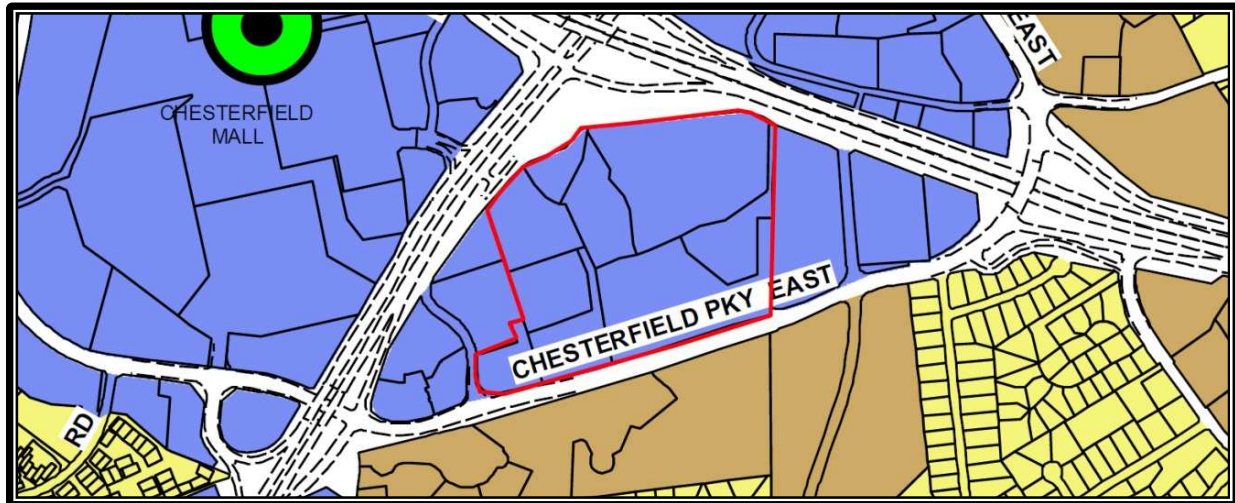
- a. 30 feet from the northern, eastern, and southern boundary of the ‘UC’ District.
- b. ~~30~~ 10 feet from the western boundary of the ‘UC’ District.

The modification to the perimeter parking setback will require a separate vote by the Commission when the request is before the Commission for a vote. Similar to requests in other planned districts, the modification will require 2/3 of the Commission to recommend approval of the request. Moving forward, the request would then only require a majority of Council approval for inclusion in a final planned district ordinance.

COMPREHENSIVE PLAN ANALYSIS

The City of Chesterfield Comprehensive Land Use Map delineates the subject site within the “Urban Core” land use designation. The Comprehensive Plan states the following about the 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.



The following information from the Comprehensive Plan relates to the proposed change in zoning. Information in italics is taken from the Plan, with Staff provided narrative following in non-italicized font.

Plan Policy 1.8 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.*

This policy is a general, overall policy for the Urban Core that will help guide the review of the zoning request and future site development proposals.

Plan Policy 2.1.5 Provide Buffer for Existing Residential Development - *New higher density residential development and non-residential development adjacent to existing residential subdivisions should provide for a substantial landscape buffer and landscaped area between the uses so as not to alter the conditions and environment of existing residential neighborhoods.*

The subject site is located with office development to the west (PC), I-64 to the north, Schoettler Valley Apartments to the east (R-6 PEU), and Brandywine to the south (R-5 PEU). The Preliminary Plan depicts large buffers on the southern portion of the site, with much smaller buffers to the east.

Plan Policy 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.*

The “UC” District allows for the flexibility to achieve these goals. The submitted Preliminary Plan shows conceptual building / parking locations.

Plan Policy 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.

Plan Policy 3.6.6 Multi-modal Transportation Choices – Developments in the Urban Core should be designed to accommodate a variety of motorized and non-motorized transportation choices such as mass transit, pedestrian, and vehicular. An emphasis on pedestrian connectivity is encouraged.

The subject site lies within the southeast quadrant of the Chesterfield Village with direct frontage on Chesterfield Parkway. The Pathway on the Parkway is not yet completed on this portion of the parkway. Requirements for the completion of this portion of the pathway are included in the planned district ordinance. Additionally, an internal trail system is being shown on the Preliminary Plan. Staff has included a requirement that this trail (in its conceptual nature) will be constructed and connection(s) with the public system be made.

Plan Policy 3.6.7 Parking Structures - The use of parking structures in the Urban Core is encouraged.

As depicted on the Preliminary Plan, parking structures are proposed to be utilized. While parking structures are encouraged, consideration to design and location is critical for aesthetic purposes and to address impacts on adjacent properties.

Plan Policy 4.1 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.

As mentioned previously, existing residential developments are adjacent located to the east and south of the subject site. Large buffers are included on the southern portion of the site while less substantial (25 feet) buffers are being proposed on the east.

Plan Policy 4.2 High-Density Office Development – High-density office development should be limited to the following areas: Along I-64/US 40 extending to Chesterfield Parkway on the west, Highway 141 on the east but isolated from Conway Road by appropriate buffering or residential zoning. High-density is defined as 70 feet above grade exclusive of mechanical.

7.2 Multi-Modal Transportation Design - Sites should be designed for all types of transportation choices including pedestrian, bicycle, mass transit, and vehicular. Sites should be designed to provide for pedestrian, bicycle, mass transit, and vehicular interconnectivity to adjacent sites.

7.2.1 Maintain Proper Level of Service - Level of Service (LOS) of a roadway or intersection describes the efficiency and ease of flow of traffic as perceived by users, and is quantified by using methodology described in the most recent Highway Capacity Manual or other accepted procedures.

As mentioned elsewhere in this report, a traffic impact study is underway. Findings and requirements of this study will be presented to the Commission prior to the vote meeting.

ISSUES

The Commission, with input from the public, identified several issues at the March 12, 2012 Public Hearing on this petition. Additionally, Staff identified several issues that were included with the Commission's issues and sent to the Petitioner. The Petitioner has submitted a formal response to each of these issues. The correspondence detailing these responses is attached to your packet for information and review.

There was considerable discussion pertaining to the visual impact of the proposed development particularly focusing on the relationship of the project to surrounding projects. In order to most effectively show the proposal, a conceptual model has been prepared by the Petitioner. This model will be presented during the site plan review meeting for the Commission and interested parties to review.

You will notice in reviewing the response to the issues letter a request for a modification to the required setbacks and landscape buffer requirements on the eastern portion of the site. After several discussions between the Petitioner and Staff, these modifications are no longer being requested.

Another issue that was raised by all parties pertained to the impact the project will have on various characteristics and operations of the roadway network. A traffic impact study detailing the impact of the proposed development on the roadway network is underway. Representatives for the Petitioner met with staff from the Missouri Department of Transportation (MoDOT), St. Louis County Department of Highways and Traffic (SLCDHT) and the City of Chesterfield to agree upon an appropriate scope of study for the proposed development. The Petitioner's traffic consultant has submitted a technical memorandum detailing many of the assumptions and methodology to the staff at MoDOT, SLCDHT, and the City of Chesterfield. The results and requirements of this study will be presented to the Commission during a future vote meeting.

Comments from all required agencies have been received and are included in the draft planned district ordinance attached for input from the Commission.

Public Comment

Three members of the public spoke during the Public Hearing about the proposed zoning request. Concerns raised by the public included:

- Promoting multi-modal developments (including walkability and the Pathway on the Parkway).
 - The proposed development will be required to complete a portion of the Pathway on the Parkway. Additionally, the Preliminary Plan depicts an internal trail system. The planned district ordinance for the Commission's review requires this trail system to be constructed and for connections to the public system to be made.
- Traffic concerns – not limited to the major thoroughfares, but also the impact of the development on roadways such as Schoettler Valley Drive.

- During the scoping meeting, and reinforced in the recently received technical memorandum for the traffic study, the study area will include the major roadways in the area (e.g. Olive/Clarkson, Chesterfield Parkway), as well as other facilities (e.g. Schoettler Rd., Schoettler Valley Dr., Justus Post).
- Access locations to the development to reduce the impact on adjacent and nearby residential areas.
 - All proposed access areas will be reviewed by MoDOT, SLCDHT, and City staff during the traffic study review process for consistency with all agency standards and to determine impacts associated with the proposed access locations.
- Noise – associated with both the proposed activity on the site as well as the additional traffic.
 - The development will be required to adhere to all City regulations regarding noise.
- Lighting – taking both building and sign lighting into consideration and the potential impact on adjacent residential properties.
 - The Preliminary Plan depicts substantial buffers on the southern portion of the site. Two parking structure areas are proposed on the eastern portion of the site adjacent to a multi-family development. Development standards have been included in the draft planned district ordinance to reduce light standard height on these structures and to reinforce the requirement that lighting be directed into the development.
- Stormwater run-off - to control the impact on the existing private detention basins.
 - It is Staff's understanding that Mercy has recently begun the process of surveying the detention basin at Brandywine and will survey the basin again once construction is completed. This will allow both parties to understand what, if any, impact the development of the subject site has on the basin.
- The impact of any additional traffic signals.
 - As noted previously, this will be fully addressed in the forthcoming traffic impact study.
- Visual impact of the development from the residential property to the south.
 - The Petitioner has created a scaled model to clearly illustrate the proposal and how buildings may be constructed to utilize existing topographic conditions. This model will be presented for the Commission's review during work session.

REQUEST

Staff is requesting feedback on the draft planned district ordinance. Additionally, Staff is requesting feedback on the proposed internal drive modification along the western side of the site.

P.Z. 02-2012 Mercy Health Systems
(Chesterfield Village, SE Quadrant)

Issues Report
April 23, 2012

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Planning, Public Works and Parks
Aimee Nassif, Planning and Development Services Director

Attachments:

1. Draft Planned District Ordinance
2. Response to Issues Letter
3. Preliminary Plan

ATTACHMENT A

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

I. SPECIFIC CRITERIA

A. PERMITTED USES

1. The uses allowed in this Urban Core District shall be:
 - a. Health services; including clinics of doctors and dentists
 - b. Hospice
 - c. Hospitals and medical centers
 - d. Medical care facilities
 - e. Office, dental
 - f. Office, general
 - g. Office, medical
 - h. Outpatient care and treatment facilities
 - i. Parking area, including garages, for automobiles
 - j. Parking structures, public or private
 - k. Residential care and treatment facilities
 - l. Schools for the handicapped
 - m. Wellness centers
2. Hours of Operation.
 - a. Hours of operation for this 'UC' District shall not be restricted.
3. Ancillary uses for the above referenced permitted uses shall be as follows:
 - a. Administrative office for educational or religious facility
 - b. Assisted living
 - c. Auditorium
 - d. Barber or beauty shop
 - e. Cafeterias for use by employees and guests of primary uses
 - f. Coffee shop
 - g. Day care, including adult day care
 - h. Device for energy generation
 - i. Dormitories
 - j. Duplicating, mailing, stenographic and office services
 - k. Dwelling, employee
 - l. Dwellings, multiple family
 - m. Educational facility – Specialized private school
 - n. Educational facility – Vocational school, outdoor training

- o. Educational services to the public related to health care
 - p. Financial institutions with no drive-throughs
 - q. Florists
 - r. Gift shops
 - s. Grocery – Neighborhood
 - t. Group housing
 - u. Gymnasium
 - v. Hospitality houses
 - w. Laboratories
 - x. Newspaper stand
 - y. Orthopedic stores
 - z. Pharmacies
 - aa. Places of worship
 - bb. Research facilities
 - cc. Restaurant, outdoor customer dining area
 - dd. Restaurant, sit down
 - ee. Restaurant, take out
 - ff. Restaurants under two thousand (2,000) square feet in gross floor area without drive-through or drive-in
 - gg. Satellite dish
 - hh. Schools and training facilities related to the medical professions including but not limited to schools for nursing
 - ii. Social services
 - jj. Substance abuse treatment facility, outpatient
 - kk. Substance abuse treatment facility, residential
 - ll. Telecommunications structure
 - mm. Telecommunications tower or facility
 - nn. Terminals for buses and other public mass transit vehicles
 - oo. Transit transfer station
4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City of Chesterfield Telecommunications Ordinance Number 2391.

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

- 1. Height
 - a. Any structure that is primarily (greater than 50% of square footage) within 300 feet of Chesterfield Parkway shall not exceed:
 - i. 700 feet above Mean Sea Level exclusive of mechanical equipment, and
 - ii. Three stories in height, exclusive of mechanical equipment.

- b. Any structure that is primarily (greater than 50% of square footage) north of 300 feet of Chesterfield Parkway:
 - i. 715 feet above Mean Sea Level exclusive of mechanical equipment, and
 - ii. Six stories in height, exclusive of mechanical equipment.
 - c. Parking structures:
 - i. Parking Structure Area A, as delineated on the Preliminary Plan shall not exceed 45 feet in height (measured to the top rail) or be greater than 690 feet above Mean Sea Level.
 - ii. Parking Structure Area B, as delineated on the Preliminary Plan shall not exceed 35 feet in height (measured to the top rail) or be greater than 635 feet above Mean Sea Level.
 - iii. Parking Structure Areas C and D, as delineated on the Preliminary Plan shall not exceed 40 feet in height (measured to the top rail) or be greater than 670 feet above Mean Sea Level.
 - d. For the purpose of this section, a story shall be defined as the horizontal segment of a building between the floor surface and the ceiling next above it, and wholly above grade.
2. Building Requirements
- a. A minimum of 30% openspace is required for this development.
 - b. This development shall have a maximum F.A.R. of 0.55.

C. SETBACKS

1. Structure Setbacks

No building or structure, other than: parking structures, freestanding project identification signs, light standards, public art or flag poles will be located within 35 feet of all perimeter boundaries of the 'UC' District.

2. Parking Setbacks

No parking structure, parking stall, loading space, internal driveway, or roadway, except points of ingress or egress, will be located within 30 feet of all perimeter boundaries of the 'UC' District.

D. PARKING AND LOADING REQUIREMENTS

1. A Parking Demand Study shall be submitted during the site development plan process in accordance with Section 1003.165 of the City of Chesterfield Zoning Ordinance. This study will be reviewed as part of the site development plan submittal and approved by Planning Commission.

E. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.
2. Where natural buffers exist, every effort shall be made to reduce disturbance and maintain the existing buffer, except for the removal of dead wood and invasive vines and plants. Additional trees and shrubs may be required to bring the natural buffer up to the full perimeter buffer requirements.

F. SIGN REQUIREMENTS

1. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code or a Sign Package may be submitted for the planned district. Sign Packages shall adhere to the City Code and are reviewed and approved by the City of Chesterfield Planning Commission.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, St. Louis County Department of Highways and Traffic, and / or MoDOT, as applicable, for sight distance considerations prior to installation or construction.

G. LIGHT REQUIREMENTS

1. Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.
2. Light standards associated with Parking Structure Areas C and D shall not exceed 16 feet in height and shall be directed into the development.

H. ARCHITECTURAL

1. The developer shall adhere to the Architectural Review Standards of the City of Chesterfield Code.
2. Parking Structure Areas C and D shall be designed such that automobile headlights are not visible or cast light on the adjacent residential property.
3. Trash enclosures: All exterior trash areas will be enclosed with a minimum six (6) foot high sight-proof enclosure complemented by adequate

landscaping. The location, material, and elevation of any trash enclosures will be as approved by the City of Chesterfield on the Site Development Plan.

I. ACCESS/ACCESS MANAGEMENT

1. Access to this development from Chesterfield Parkway shall be via one (1) commercial entrance, signalized as warranted by the MUTCD, and built to St. Louis County standards. If signalized, the entrance shall be centered between the existing signalized intersections at Elbridge Payne Drive and Schoettler Valley Drive, as directed by the St. Louis County Department of Highways and Traffic. Additional rights-only access to Chesterfield Parkway may be permitted as indicated in the approved traffic study.
2. Parking shall be prohibited along both sides of the main driveway and cross-traffic shall not be permitted within one hundred seventy five (175) feet from Chesterfield Parkway as directed by the Saint Louis County Department of Highways and Traffic.
3. 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 Saint Louis County Department of Highways and Traffic and / or the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. The intersection of Elbridge Payne and Chesterfield Parkway shall be brought up to adhere to the 2010 ADA Standards for Accessible Design, or most current requirements, to include pedestrian facilities.
2. Sidewalks shall be installed on both sides of internal drives. Drives running parallel to a property line with no building access between the drive and property line shall only be required to install sidewalks on the interior side of the drive. All pedestrian facilities shall adhere to the 2010 ADA Standards for Accessible Design or most current requirements, specifically regarding the site arrival points. Internal sidewalks shall connect to the site frontage and provide pedestrian access.
3. Provide improvements, including a 6 foot wide sidewalk, street trees, tree lawn, 'Share the Road' signage, and street lights, along the Chesterfield Parkway beginning on the west leg of Schoettler Valley Drive westward through the Elbridge Payne intersection in accordance with the preliminary plans for the "Pathway on the Parkway" project. The improvements may be

located in right of way if permitted by the St. Louis County Department of Highways and Traffic or within a sidewalk, maintenance and utility easement. An area at least 16 feet wide is required for the improvements. The City of Chesterfield will be responsible for maintenance of the improvements; the property owner shall be responsible for providing power to the street lights.

4. Due to the size of this development and potential traffic generation, a traffic impact study will be required to determine the needed roadway improvements to mitigate the additional traffic on local roads and the state highway system. The developer's additional road improvement obligation shall be as determined by the approved study and as directed by the City of Chesterfield, St. Louis County Department of Highways and Traffic, and Missouri Department of Transportation.
5. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the St. Louis County Department of Highways and Traffic. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
6. Prior to Special Use Permit issuance by the St. Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit must be established with the St. Louis County Department of Highways and Traffic to guarantee completion of the required roadway improvements.

K. TRAFFIC STUDY

1. The developer shall submit a traffic study, addressing the traffic generated by the proposed development, to the Missouri Department of Transportation (MoDOT), the St. Louis County Department of Highways and Traffic (SLCDHT), and the City of Chesterfield, as applicable, for review and approval. 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. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrances to this development. If adequate

sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

L. TRAIL

A trail for public use, as conceptually depicted on the Preliminary Plan and connecting to public sidewalk(s), shall be provided and maintained by the developer.

M. POWER OF REVIEW

The Mayor or a Councilmember of the Ward in which a development is proposed may request that the Site Development 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 Development Plan. The City Council will then take appropriate action relative to the proposal.

N. STORMWATER

1. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty percent (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(s).
2. This project will be considered "new development" and stormwater quality controls shall be designed and implemented to reasonably mimic pre-construction runoff conditions to the maximum extent practicable. Water quality, channel protection (extended detention), and flood detention requirements must be met during formal plan review.
3. Formal plan submittal and approval will be required by MSD prior to the issuance of permits. Formal plan approval is subject to the requirements of detailed review. A complete pre-existing natural resources plan shall be submitted with plan review materials
4. As previously part of development planning, a flood detention basin was proposed on this property that would serve development on the Mercy parcel, the proposed Hyatt Place at Drury Plaza, and the existing Drury Plaza. A "master stormwater detention plan" shall be submitted to MSD as part of formal plan review for all of these properties. Prior to approving development

plans, MSD will also need construction schedules for the project and the Drury Plaza project, as well as a commitment from both parties to meet the schedule's due date for detention basin construction.

Failure to meet the schedule for flood detention basin construction may necessitate compliance enforcement action by MSD.

5. New stormwater detention basins will be constructed based on current MSD standards. Creve Coeur Creek is a "release rate watershed", the impervious area in the development plans indicates the differential runoff will be >5 cfs, and the detention basin should be designed to limit runoff to watershed release rates in Table 4-5 of MSD's Rules and Regulations.
6. The storm sewer proposed to take runoff from the Clarkson Road and S. Outer 40 right-of-way will be a privately maintained storm sewer. Should the developer desire to make this sewer a public sewer, its alignment and potentially the site layout will need to be modified.

O. SANITARY SEWER

An assessment of the sanitary system that serves this site will be required to evaluate whether the sanitary system has capacity for the additional flow produced by this complex. The developer will be required to make any upgrades necessary to accommodate the additional sanitary flow from the site.

P. GEOTECHNICAL REPORT

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

Q. WETLANDS AND JURISDICTIONAL WATERWAYS

Prior to approval of any grading permit or improvement plans, or issuance of a building permit, required permits from the ACOE shall be obtained.

R. MISCELLANEOUS

1. All utilities will be installed underground.

2. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City of Chesterfield, Missouri Code shall be required where applicable.

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

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

III. COMMENCEMENT OF CONSTRUCTION

- A.** Substantial construction shall commence within two (2) years of approval of the Site Development Concept Plan or Site Development Plan, unless otherwise authorized by ordinance.
- B.** Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code.

2. Include a Conceptual Landscape Plan in accordance with the City of Chesterfield Code to indicate proposed landscaping along arterial and collector roadways.
3. Include a Lighting Plan in accordance with the City of Chesterfield Code to indicate proposed lighting along arterial collector roadways.
4. Provide comments/approvals from the appropriate fire district, the St. Louis County Department of Highways and Traffic, Spirit of St. Louis Airport, the Missouri Department of Transportation, and Metro Transit.
5. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

B. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of property.
3. Density calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide openspace percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.

13. Floodplain boundaries.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
21. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, the Missouri Department of Transportation, and Metro Transit.
22. Compliance with Sky Exposure Plane.
23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

C. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

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

2. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
3. Provide open space percentage for overall development including separate percentage for each lot on the plan.
4. Provide Floor Area Ratio (F.A.R.).
5. A note indicating all utilities will be installed underground.
6. A note indicating signage approval is separate process.
7. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
8. Specific structure and parking setbacks along all roadways and property lines.
9. Indicate location of all existing and proposed freestanding monument signs.
10. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
11. Floodplain boundaries.
12. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
13. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
14. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
15. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
16. Address trees and landscaping in accordance with the City of Chesterfield Code.
17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis Department of Highways and Traffic, the Missouri Department of Transportation, and Metro Transit.
20. Compliance with Sky Exposure Plane.
21. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

V. TRUST FUND CONTRIBUTION

The developer shall be required to contribute to the Chesterfield Village Road Trust Fund (Trust Fund No. 554). 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.

Roads

This contribution shall not exceed an amount established by multiplying the ordinance-required parking space by the following rate schedule:

<u>Type of Development</u>	<u>Required Contribution</u>
Medical Office	\$1,835.75/Parking Space
General Office	\$ 611.88/Parking Space

(Parking Space as required by the site-specific ordinance or by section 1003.165 of the Saint Louis County Zoning Ordinance.)

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

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

As this development is located within a trust fund area established by Saint Louis County any portion of the traffic generation assessment contribution, which

remains, following completion of road improvements required by the development, should be retained in the appropriate trust fund.

The amount of the required contribution, if not approved for construction by January 1, 2013, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accord with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

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

VI. RECORDING

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

VII. ENFORCEMENT

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



St. Louis
16090 Swingley Ridge Road
Suite 620
Chesterfield, MO 63017
(636) 532-0042
(636) 532.1082 Fax

Michael J. Doster
mdoster@dosterullom.com

March 29, 2012

4/2/12

Justin Wyse
City of Chesterfield
Planning & Public Works
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

RE: P.Z. 02-2012 Mercy Health Systems (Chesterfield Village SE Quadrant)

Dear Mr. Wyse:

This letter is in response to your letter of March 20, 2012 addressed to Terry Bader. It is our understanding that the first seven items require a response and the balance of your letter is for informational purposes, but a response will be provided to some of those informational items. Our responses to the first seven (7) items are as follows (in bold):

1. **Recreational amenities** – Developments within the Urban Core have often included various amenities as part of their developments. This includes the unconstructed portion of the Pathway on the Parkway project on Chesterfield Parkway along the frontage of the Mercy site. Additionally, staff will be reviewing various City plans, existing amenities in the area and amenities required by nearby developments for opportunities to tie this development into these systems. This will include a detailed review of pedestrian and bicycle access and potential internal pathways to connect to the Pathway on the Parkway.

Mercy will include in the Mercy project the unconstructed portion of the Pathway on the Parkway project on Chesterfield Parkway along the frontage of the Mercy site. Details have been added to the Preliminary Site Plan.

2. **Monarch trees** – While the Tree Stand Delineation maps the location of Monarch trees on the site, detailed information including size, species and health of all Monarch trees should be provided for review.

A revised preliminary site plan has been submitted that will allow Mercy to save more Monarch trees on the site than the original plan. Mercy's arborist will provide more detailed information. *Relating to the Monarch Trees.*

3. **Visual impact of parking structures and buildings on adjacent properties** – This would also include the visual relationship between proposed building heights and the Brandywine condominium buildings. Illustrations clarifying the relationship, particularly

focusing on heights of proposed structures as they relate to the Brandywine development, will be necessary to accurately review the proposal.

Illustrations (updated Sections, sheet 5 of 6) have been submitted that show this relationship, particularly the relationship to the Brandywine development.

4. Public art – The proposed development will be highly visible from both Chesterfield Parkway and I-64. Additionally, the City has adopted a Public Art Master Plan. It seems logical for this site to include elements from this plan to reinforce the existing developments within this neighborhood, in part, by incorporating public art into the development. The public art master plan is available online at <http://www.chesterfield.mo.us/webcontent/ced/docs/Art%20Master%20Plan/Art%20Master%20Plan.pdf>

Mercy will collaborate with Chesterfield Arts with respect to the placement of public art throughout the project.

5. Traffic impact – This item includes not only the impact on major State and County facilities such as Clarkson Road, but also the potential impact on the residential streets (Schoettler Valley Drive) in the area.

A Traffic Impact Study is underway. A “Draft” will be submitted prior to April 23, 2012. The Traffic Impact Study is being conducted pursuant to a scope defined by the various agencies, the City’s Department of Public Works, St. Louis County Department of Highways and Traffic and MoDOT. The final Traffic Impact Study will be submitted in four to five weeks from completion.

6. Lighting and noise – The impact of future lighting and noise of the proposed development on adjacent developments.

Mercy will comply with all applicable City regulations.

7. Stormwater management – The residential development to the south (Brandywine) has previously experienced issues related to nearby development as they relate to the stormwater infrastructure maintained by the Brandywine development. Staff will continue to monitor this to ensure compliance with stormwater management ordinances.

Mercy will comply with all applicable regulations and will conduct a before and after survey of the stormwater infrastructure maintained by the Brandywine development to assure that the Brandywine development is not adversely impacted.

- A Metro route currently operates along Chesterfield Parkway. Agency comments will be required from Metro. With the current layout of the site and the proposed employee count, it makes sense for Metro to access the site internally. Bus stop structures and ADA design will be required for all bus stops internal to the site or on the site's frontage.

Mercy acknowledges this information.

- Public improvements in or adjacent to Chesterfield Parkway East will also include street lighting to match existing, connection of pathway on the parkway from Elbridge Payne to Schoettler Valley Drive, and median revisions with landscaping and irrigation.

Mercy will provide the street lighting and median revisions noted in Staff's information items.

- The intersection of Elbridge Payne shall be brought up to ADA standards to include pedestrian facilities.

Mercy will upgrade the Elbridge Payne intersection to comply with ADA.

- A provision for pedestrian ways, trails or bikeways beyond the standard sidewalk otherwise required shall be included where appropriate.

Mercy will include pedestrian ways, trails and bikeways where appropriate within the project.

The responses to Staff's highlighted requirements are as follows (in italics):

- Non-residential developments are required a 30 foot landscape buffer when abutting a residential development.

Mercy requests a modification of the required landscape buffer on the East boundary of the site to accommodate the revised preliminary site plan. The modification is justified for the following reasons: (1) the revised preliminary site plan reflects a substantial reduction in grading/cut/fill to achieve retention of as much of the natural topography and tree stand as possible; (2) the revised preliminary site plan also provides many site amenities such as pathways/trails and water features in a campus setting that can be enjoyed by the general public; and (3) the revised preliminary site plan provides a substantial buffer on the Southern portion of the site that benefits the Brandywine development.

- A provision for common open space shall be provided in the UC District at a minimum of 30% of the total site acreage. Open space should be integrated into the development to provide aesthetic recreational, or other public benefit.

Mercy will comply with the 30% open space requirement.

Non-mech Trees