



VIII. B.

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PLANNING COMMISSION VOTE REPORT

Subject: Change of Zoning Issues Report

Meeting Date: August 13, 2012

From: Justin Wyse, Senior Planner

Location: North of Chesterfield Parkway W, west of Swingley Ridge Rd.

Petition: P.Z. 07-2012 Chesterfield Village NW Quadrant (RGA Insurance Co.)

PROPOSAL SUMMARY

Doster Ullom, LLC., on behalf of Chesterfield Village, Inc. and RGA Reinsurance Co., are requesting an Ordinance Amendment for the purpose of modifying the density standards and height requirements in a development zoned "C8" Planned Commercial District of 75 acres in size. The requested modification would permit an increase in density and an increase in height of office development on Parcel III of the NW Quadrant of the Chesterfield Village Development. Additionally, the petitioners seek to remove a density cap for both Parcels III and IV. Note, both parcels include a number of building groups, that further limit density and as such, the removal of the density cap would not remove all density restrictions on these parcels.

PUBLIC HEARING

A Public Hearing was held on this Petition on June 25, 2012. There was one speaker at the meeting who spoke in opposition to the proposed amendment. The speaker stated that they are opposed to the proposed ordinance amendments but they are not in opposition to RGA or to RGA relocating to the proposed site. They noted that they have significant concerns regarding the increased traffic that could result from a 655,000 sf. building on a parcel adjacent to their office.

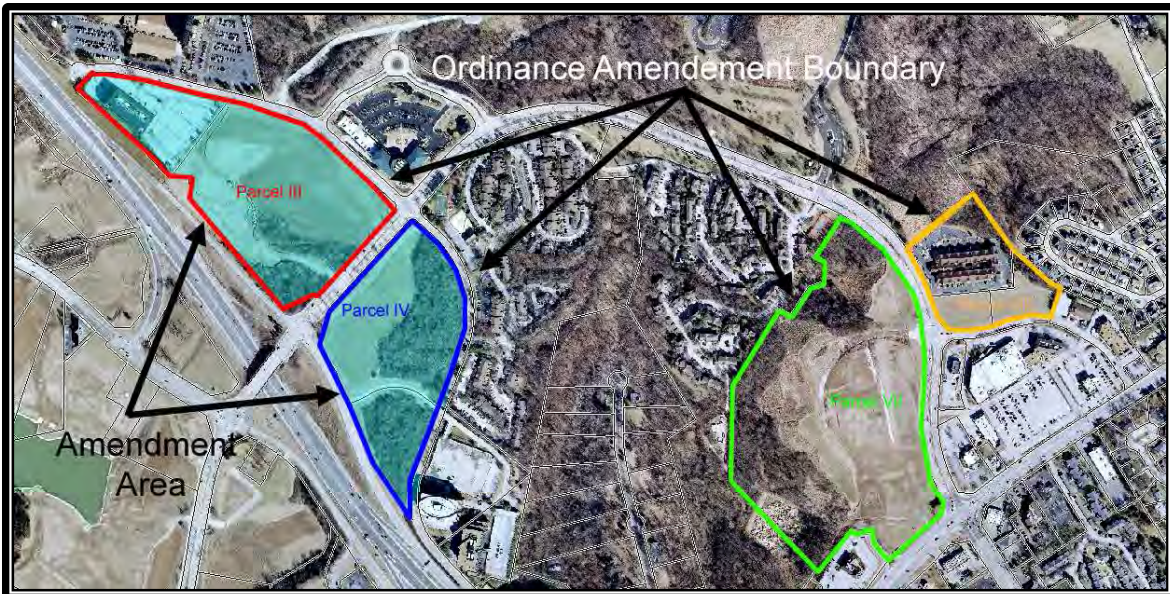
As communicated at the meeting, a traffic study has been submitted in conjunction with the ordinance amendment request to address the infrastructure improvements that will be required

to serve the proposed increased development of Parcel III. More on the submitted traffic study can be found later in this report.

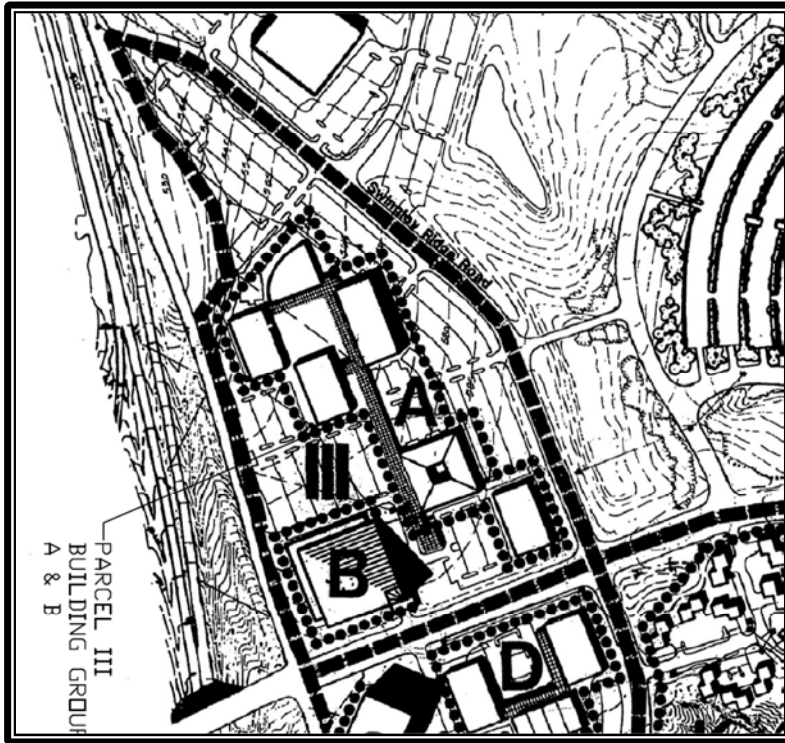
DEPARTMENT INPUT

The following images are provided to clarify how the existing entitlements are allocated to various areas within the development and provide information to assist in the review of the remainder of this report.





Original Parcel III (Building Groups A & B)



Parcel III and IV Existing Conditions



NORTHWEST QUADRANT HISTORY AND EXISTING ENTITLEMENTS

The northwest and southwest quadrants of Olive / Clarkson and I-64 were included in the original presentation to the St. Louis County Planning Commission in 1971 to initiate development of Chesterfield Village. Prior to 1971, the land use and zoning pattern in the quadrants was "NU" and R-3" with small commercial areas established adjacent to the offset intersections of Live and Clarkson Roads with Highway 40 (now I-64). 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 20 to 30 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 MO 340, approximately 44% would be used for residential purposes, 21% for commercial purposes, 27% left for open space, and 8% 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 Highway 40 / MO 340 interchange was a primate 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.

Although the majority of land affected by the 1971 Chesterfield Village proposal was in the southwest quadrant, five of the original fifteen petitions involved land in the northwest quadrant. Petitioned was residential and commercial rezoning for a total of 318 acres. In downscaling the original proposal, the County 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.

In 1979 Chesterfield Village Inc., submitted five new petitions covering a total of 197.8 acres in the northwest quadrant. 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. (The proposed amendment embodied in P.Z. 07-2012 amends this section of the planned development). The 39.7 acres near Hilltown Center would include 500,000 square feet of building area containing primarily the same use as above.

In considering the requests, discussion centered on building heights, development intensities, setbacks, and the proposed clustering of commercial uses within "C-8" Districts. The focus of the proposed commercial development was four high rise buildings; a 400 foot high office building (Building Group C) and a 25 story hotel (Building Group B) near I-64 (this is the area for

of proposed RGA development), and a 15 and 25 story buildings closer to Hilltown Center. Other buildings ranged in height from three to eight stories in height.

The proposal was amended to reduce the height to 15 (Building Group B) and 25 stories (Building Group C) along I-64 and eight and four stories closer to Hilltown Center. After review, the County Planning Commission recommended approval of the proposal as amended. This resulted in the passage of St. Louis County Ordinance 9,476 permitting 1.5 million square feet of non-residential development on Parcels III, IV, V, VII, and VIII (see attached Preliminary Plan).

In 1982, St. Louis County amended this “C8” district with the passage of Ordinance 10,842. A petition was submitted in 1987 pertaining to Parcel V, Building Group E (5.452 acres). This building group was approved for a three story, 20,000 square feet office development in St. Louis County Ordinance 9,476 as amended by St. Louis County Ordinance 10,842. The request was removed from the original ordinance and separate regulations were approved through St. Louis County Ordinance 13,756 which permitted a six story, 190,000 square foot office development. The Staff Report included language that St. Louis County Ordinance 10,842 should be amended to delete any reference to Building Group E. To date, this amendment has not been completed.

In 1997, the City of Chesterfield approved two additional amendments to this “C8” Planned Commercial District to modify the permitted land uses and allow additional flexibility in the density requirements. Finally, the City of Chesterfield approved a Commercial-Industrial Design Development (CIDD) procedure in 2012 to permit additional shifting of density within the development.

EXISTING AND PROPOSED DEVELOPMENT DENSITY

The table below shows a summary of the existing entitlements and development for parcels III, IV and V.

Existing Density for Parcels III and IV

Parcel	Building Group	Permitted Density	Existing Development	Existing Density	Remaining Density
III	A	460,000	Dierberg's	94,783	365,217
			Vacant	0	
	B	350 Rooms	Vacant	0	350 Rooms
IV	C	350,000	Vacant	0	350,000
	D	170,000	Vacant	0	170,000

Under the proposed ordinance amendment, the permitted density of for Parcels III and IV would be removed; however, each density allotments for each Building Group would remain in place.

Proposed Density for Parcels III and IV

Parcel	Building Group	Permitted Density		Existing Development	Existing Density
III	A & B	460,000 of office and a 350 room hotel OR 749,783 of office	Maximum density based on entitlements for each building group	Dierberg's	94,783
				Vacant	0
				Vacant	0
				Vacant	0
IV	C	350,000		Vacant	0
	D	170,000		Vacant	0

Under the proposed ordinance amendment, maximum density on Parcels III and IV would be increased to a potential of 1,269,783 square feet (assuming the development of Building Groups A and B as office).

BUILDING HEIGHT

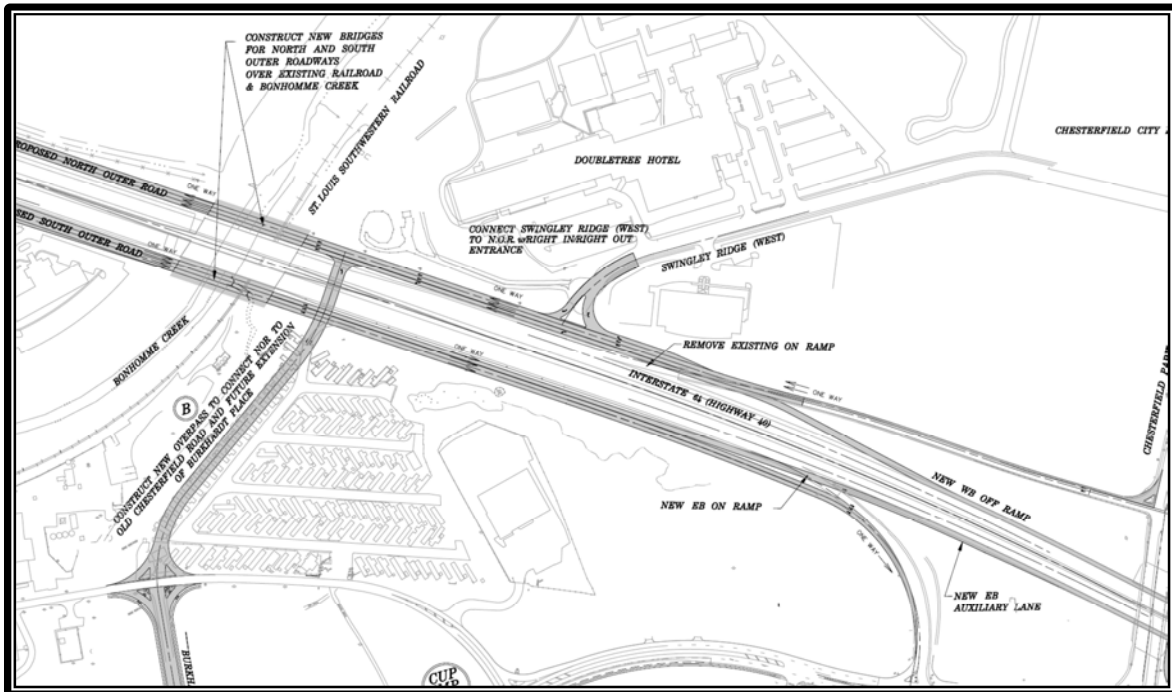
In addition to changes to the permitted density, modifications to the permitted building height are being requested. The Building Group A is permitted a maximum of six stories in height and Building Group B permits a maximum height of 15 stories in height. The Petitioner’s request, similar to the density modification would maintain existing entitlements but add flexibility to the site in the event that the hotel planned for Building Group B is developed as office. Under the proposed changes, office uses on Building Groups A and B would be restricted to 10 stories in height and the hotel would retain the ability to be 15 stories.

In reviewing the request, it is also important to note that Building Group C located south of the subject tract is permitted a maximum of 25 stories in height for a variety of uses. Since the original inception of the proposed development, this area has been designed to be the visual focus.

TRAFFIC IMPACT STUDY AND ANALYSIS

TRAVEL DEMAND MODEL AND TRANSPORTATION PLANS

In 2002 the City of Chesterfield hired a traffic consultant to complete a Travel Demand Model and City Wide Transportation Study. This effort identified future areas where deficiencies in the network can be anticipated based on different land use scenarios. This effort was updated in 2008 when the City again hired a traffic consultant to convert the model utilizing new software and update potential development scenarios. Several new roadway improvements were analyzed and additional improvements were identified in the study titled *Traffic Demand Model Review of Conceptual Major Roadway and Highway Improvements* following the conversion, input update and recalibration effort. These new improvements generally were focused on providing additional access and mobility to areas along I-64 in the area of the Urban Core. The image below shows the planned roadway network from the above referenced study.



TRANSPORTATION PLAN AND CONSISTENCY

The traffic study and corresponding improvements have been reviewed for Staff for consistency with the above mentioned plan. The study includes details that indicate the future development will be done in phases. Phase I was shown to include 405,000 square feet of development on Parcel III (in addition to the Dierberg's office building) and identifies improvements required to mitigate the impact of the development. The study also identifies the potential for a future expansion of 250,000 square feet of office use comprising Phase II. The study identifies improvements conceived out of the City's plan for the roadway network in this area. This would include modification of the existing I-64 on-ramp at Chesterfield Parkway to extend the outer road, consistent with the outer road to the east of Chesterfield Parkway, and relocate the access to I-64 further west. In conjunction with this improvement, the extension of Swingley Ridge Rd. into the outer road would be required.

CHANGES TO THE PRELIMINARY PLAN

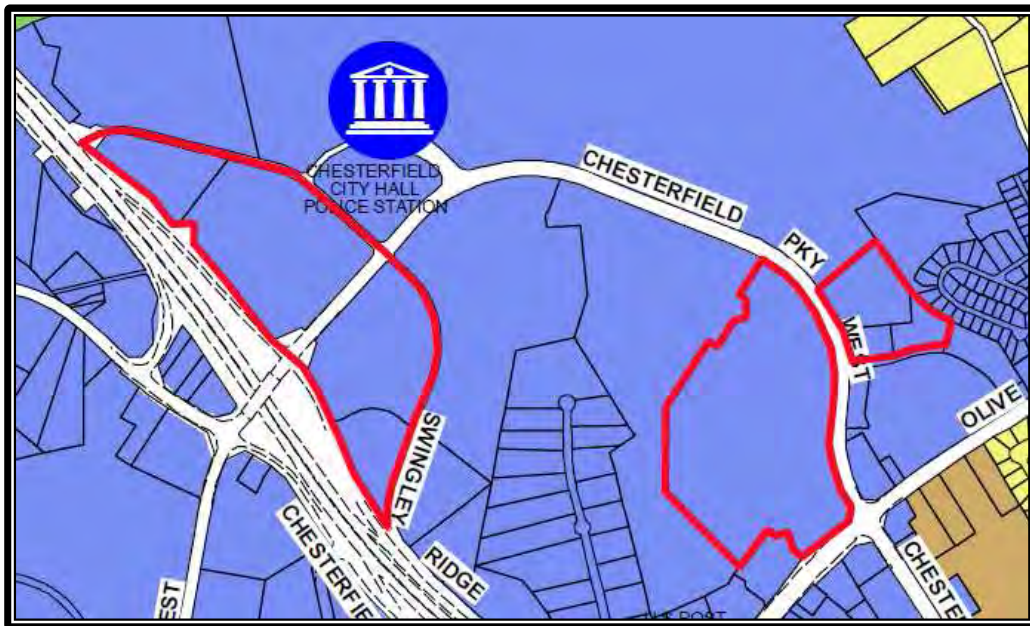
The preliminary plan includes two changes from prior plans submitted in conjunction with ordinance amendments for the development. The first change, also reflected in the draft planned district ordinance, is noting that Parcel V, Building Group E is no longer included as a part of this development and regulations. Staff is recommending this change to clarify the action taken by St. Louis County in 1987 as it related to former Parcel V.

The second change is that the Building Groups A and B have been modified. The boundary of Building Group A is now shown to correspond with the Dierberg's office building tract and Building Group B would be the remaining, undeveloped portion of Parcel III.

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. As originally petitioned, the subject Building Group B has historically been envisioned as a visual focus within the area. The request includes a modification to the permissible height on the vacant portion of Parcel III.

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 for the vacant portion of Parcel III (now proposed as Building Group B).

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 northwest quadrant of the Chesterfield Village with direct frontage on Chesterfield Parkway. The Pathway on the Parkway is completed on this portion of the parkway. Additionally, there is an existing bus route serving the area with an existing stop on the frontage of the subject site.

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 visual impacts.

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.

RECOMMENDATION

It is Staff's recommendation that the development of the subject site should reference the submitted traffic study for conceptual improvements to allow for continued review and refinement by appropriate agencies (City, County, State) but still ensuring improvements to further the City's plan for the roadway network and provide acceptable levels of service. This requirement would prescribe improvements for both Phase I (405,000 square feet) as well as the potential full build out of the site.

PLANNED DISTRICT ORDINANCE

The draft planned district ordinance includes the existing language from City of Chesterfield Ordinance 1358, changes proposed by the Petitioner, and recommendations from Staff. The first part of this ordinance includes language verbatim (with the exception that several references from St. Louis County to reflect the City of Chesterfield) from the Ordinance. Where modifications to the ordinance are proposed, red text has been included to highlight the new language. All of the changes included in the new planned district ordinance pertain to the revised building group b with the exception that the existing density cap for Parcels III and IV is also being removed and density would be regulated by building group only.

REQUEST

The attached planned district ordinance has been prepared based on input by the Commission and includes requirements for the development Parcel III, Building Group B. The included requirements are derived from standard development requirements, as well as requirements to help ensure the goals of the Comprehensive Plan are promoted.

Staff requests action on P.Z. 07-2012 Chesterfield Village NW Quadrant (RGA Insurance Co.).

Attachments

1. Draft Planned District Ordinance
2. Preliminary Plan

ATTACHMENT A

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

The application for a Planned Commercial Development on the tracts of land described in this ordinance is approved on condition that said development and plan is carried out in accordance with the preliminary plans filed with the St. Louis County Planning Commission and forwarded to the County Council with a communication dated September 21, 1979, which reference as if fully set out in and made a part of this ordinance, and subject to all applicable ordinances, laws and regulations and to the following conditions:

I. General Conditions

1. This Ordinance authorizes the commercial development of an integral planned commercial and residential community known as "Chesterfield Village". Of the larger overall development, this commercial portion is located generally west of Olive Street Road (State Route 340) and north of U.S. Highway 40 containing 75 acres. The intent of this Ordinance is to effect proper development of this site conforming to good planning practices and adhering to the preliminary plan revised August 24, 1979, and approved by the Planning Commission.
2. Within two (2) years of the date of approval of this "C-8" Planned Commercial District rezoning by the City of Chesterfield Council and prior to any site preparation, the petitioner shall submit to the Planning Commission for review and approval a Final Development Concept Plan. Where due cause is shown by the petitioner, this time interval may be extended through approval to and approval by the Planning Commission. Said plan shall include but not be limited to the following:
 - a. Primary use types.
 - b. Project road rights-of-way.
 - c. Approximate location of peripheral and primary internal roads.
 - d. Parking and building setbacks.
 - e. Off-street parking and loading ratios.
 - f. Indication of phasing lines which shall serve as project boundary lines for the future section plans.
 - g. Gross square footage and maximum height of all proposed building, or building groups.
 - h. Parcel numbers and building group numbers as indicated of the approved preliminary development plan.

- i. All zoning district boundaries and zoning classifications.
 - j. Location of advertising sign limited to project identification only.
3. Within one (1) year of the date of approval of the Final Development Concept Plan and after the Plan has been recorded with the St. Louis County Recorder of Deeds Office, the petitioner shall submit to the Planning Commission for its review and approval, the first Final Development Section Plan. Where due cause is shown by the petitioner, this time interval may be extended through appeal to and approval by the Planning Commission. Said Final Development Section Plan shall include but not be limited to the following:
 - a. The location, size and use of all proposed structures, including retaining walls.
 - b. Indication of development phasing on the same parcel if anticipated.
 - c. Existing and proposed contours at two (2) foot intervals, except that grades greater than ten (10) percent may be indicated at five (5) foot contour intervals.
 - d. Location and size of all parking areas including landscape treatment of such.
 - e. Roadways and drives on and adjacent to the property in question.
 - f. The design, location, and size of all proposed free standing signs, lighting, fences and trash areas.
 - g. A landscape plan, including the location, size, and type of all plantings and other materials to be used.
 - h. Indication of sanitation and drainage facilities.
 - i. Parking and building setbacks on the property in question.
 - j. Paring calculations for the property in question.
4. With each Final Development Section Plan a detailed landscape plan must be submitted to the Planning Commission for review and approval. Such plan shall as a minimum contain information on type, size, and number of each landscape material to be used. Specifically the following shall also be required:
 - a. Parking areas in excess of 10,000 square feet shall contain internal landscape islands planted with trees and other plant materials. Planning areas within parking lots shall not be less than six (6) feet in width and each shall not be less than 400 square feet in area. Vertical curbs will be used around planning areas to protect them from automobiles and keep out de-icing salt. Such areas will control traffic patterns and

thereby improve safety as well as provide shade and offer a visual relief against extensive pavement area.

- b. In retail, office and general commercial parking lots, rows of trees planted in landscape areas shall be used to subdivide large parking areas into smaller and more identifiable parking areas. Pedestrian walkways shall be provided in the parking areas to safety allow pedestrian movement to and from building access points. In the case of parking decks, said structures shall be supplemented by a significant landscape plan around the periphery of said structure to mitigate visual impacts.
 - c. Where commercial development is contiguous to residentially zoned areas, special landscape treatment will be required. A minimum shall be a planting strip of twenty (20) feet in order to insulate adjacent residential land uses. In addition, planning, masonry walls, sight-proof fences, earth berms and / or depressed parking areas may be required by the Planning Commission.
 - d. Planting of street trees shall be a standard practice along the major arterials and collector streets. Trees shall be planted at regular intervals (minimum of two, two inch caliper, trees every seventy-five feet of frontage) on both sides except where berms, existing topography or views make another specific design treatment preferable and when approved by the Planning Commission.
 - e. The circumferential roadway connecting the Chesterfield Parkway North with Schoettler Road will contain a median planter area. Special considerations shall be given to the scenic qualities of this roadway and a landscape plan of such shall be reviewed and approved by the Planning Commission.
5. All Final Development Section Plans must be consistent with the approved Final Development Concept Plan, and shall contain one or more complete development sections. Each such plan shall be comprised of at least twenty (20) percent open space devoid of any structures or paving.
 6. All Final Development Section Plans shall be reviewed in order to determine whether mass-transit facilities should be included as part of the site development design. Such facilities might include bus shelter locations and bus pull-off lanes.
 7. Roadway alignment and location, and other roadway circulation design features including right-of-way dedication and improvement on the Final Development Concept Plan and curb cuts on each Final Development Section Plan shall be reviewed and approved by the Department of Highways and Traffic and, as applicable, the Missouri State Highway Commission prior to recording of any plan.

8. The height, design, location, and lighting intensity of all light standards shall be reviewed and approved by the Planning Commission on each Final Development Section Plan. Special consideration shall be given to such standards which may have exposure to residential property. Supplemental information to adequately assess the above (such as cross section, details of light standard construction, etc.) may be required by the Planning Commission prior to approval.
9. Except as specifically approved by the Planning Commission, utilities shall be underground.
10. The following shall regulate all signs for the "C-8" development:
 - a. Advertising signs limited to project identification only shall be permitted only at locations approved by the Planning Commission on the Final Development Concept Plan. Details such as size, design, lighting etc. shall be submitted to the Commission prior to approval.
 - b. Parcels III and IV shall be limited to a maximum of five (5) free standing business signs not to exceed fifty (50) square feet in outline area and thirty (30) feet in height. The location and size of said signs shall be as approved by the Planning Commission on final development plans.
 - c. Parcels VII and VIII shall be limited to a maximum of three (3) free standing business signs not to exceed fifty (50) square feet in outline area and thirty (30) feet in height. The location and size of said signs shall be as approved by the Planning Commission on final development plans.
 - d. All other signs (i.e. attached wall signs and directional signs) shall conform to the sign regulations of the "C-3" Shopping District.
11. Off-street parking requirements and loading requirement shall be regulated by that zoning district in which the use is permitted. Where more than one (1) of the parking requirements may be construed as applicable to the same use, lot or building, the final determination shall be made by the Planning Commission.
12. Prior to approval of all above Final Development Plans the petitioner shall:
 - a. Provide verification to the Department of a preliminary plan indicating adequate handling of differential runoff due to proposed impervious areas.
 - b. Submit verification of approval by the St. Louis County Department of Highways and Traffic and the Missouri Department of Transportation as applicable, of location of all curb cuts, roadway dedication, and improvements.

13. Subsequent to approval of the Final Development Section Plans and prior to issuance of any building permit, the following requirements shall be met:
 - a. Provide verification to the Department indicating adequate provision of sanitary services.
 - b. Provide verification to the Department indicating adequate handling of storm water runoff off the subject property at abutting roadways.
 - c. The petitioner shall furnish a two (2) year bond or escrow sufficient in amount to guarantee the installation of all landscaping as required on the final development section plan. Said bond or escrow shall be based on estimated costs determined by a plant nursery for such improvements and approved by the Department of Planning.
 - d. Record the approved Final Development Section Plan with the St. Louis County Recorder of Deeds Office.
 - e. The petitioner shall deposit in a trust fund, to be held by the St. Louis County Treasurer, funds necessary to help defray costs for the engineering, right-of-way acquisition, and construction of a roadway bridge with sidewalks and interchange at the Chesterfield Parkway North and U.S. Highway 40. The amount of the Petitioner's contribution to this fund will be computed as follows:
 - i. for each square foot of office floor area, \$0.135;
 - ii. for each square foot of other commercial floor space, \$0.733.
14. The required contributions shall be increased at the rate of five (5) percent per year effective on the first day of January, 1980, and the first day of each calendar year thereafter. Such sums shall be collected by the Department of Public Works and disbursed to the County Treasurer.
15. Within two (2) years of the date of approval of the first Final Development Section Plan by the Planning Commission, construction shall commence. Said time limit may be extended on approval by the Planning Commission.
16. The petitioner shall be required to provide temporary off-street parking for construction employees. Parking on non-paved surfaces shall be prohibited.
17. Any transfer of ownership or lease of property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the conditions herein set forth and included in the approved development plan for the property. A copy of all the herein attached conditions shall be furnished by the owner or petitioner to the operator(s), owners(s), or manager(s) including successive operator(s), owners(s), or manager(s), who shall forward to the Zoning Enforcement Officer an acknowledgment that he

or she has read and understood each of these conditions and agrees to comply therewith.

18. The above conditions of the "C-8" Planned Commercial District shall be enforced in compliance with the Final Development Section Plans approved by the City of Chesterfield Planning Commission.
19. In addition to the conditions herein imposed, this Planned Commercial District shall be subject to all applicable provisions of the City of Chesterfield Zoning Ordinance and Subdivision Ordinances. The Zoning Enforcement Officer of the City of Chesterfield shall enforce the conditions of this permit in accord with the approved Final Development Concept and Section Plans approved by the Planning Commission.

II. Specific Design Criteria: "C-8" Along Highway 40

1. The uses permitted in this "C-8" Planned Commercial District shall be limited to the following (based upon building group numbers supplied on the preliminary development plan):
 - a. building groups A and B: offices, retail commercial, one (1) service station, restaurants, theaters and heliport; such uses not to exceed 460,000 gross square feet. Additionally, one (1) hotel with a maximum of 350 rooms with certain retail uses specifically accessory to a hotel facility is permitted within building group B. In the event that the hotel is not constructed in building group B, a maximum floor area of 749,783 gross square feet on building groups A and B shall be permitted.
 - b. building group C: offices, retail and restaurant not to exceed 350,000 gross square feet;
 - c. building group D: offices, retail, restaurants, one (1) service station and theater; and one (1) hotel, not to exceed 170,000 gross square feet;

The above noted gross square foot figures indicate the maximum allowable within each building group. The word "offices" shall also include the following: medical laboratories, technical and business schools, public and professional schools, medical clinics, and scientific laboratories.

2. The following shall regulate all retail commercial uses in the building groups A, B, C, and D:
 - i. a maximum of 50,000 gross square feet may be used for retail commercial activity;
 - ii. in any office building or hotel no retail commercial activity shall be permitted above the first floor;

- iii. no single-user being a retail commercial activity shall exceed 10,000 gross square feet.
3. No parking area, loading areas or structures including internal drive except ingress and egress drives shall be allowed within the following landscaped setbacks:
- a. Parcel III:
 - i. Fifteen (15) feet of all roadway rights-of-way.
 - b. Parcel IV:
 - i. Fifteen (15) feet of U.S. Highway 40 and Chesterfield Parkway North rights-of-way;
 - ii. Twenty (20) feet of Swingley Ridge Road.
 - c. Parcel V:
 - i. Fifteen (15) feet of Swingley Ridge Road right-of-way;
 - ii. Thirty (30) feet of the northeast and southeast property lines;
 - iii. Two hundred (200) feet of the eastern point of the parcel contiguous to residential zoned land.
4. No building shall be located within the following setbacks:
- a. Parcel III:
 - i. Twenty (20) feet of all roadway rights-of-way.
 - b. Parcel IV:
 - i. Twenty (20) feet of U.S. Highway 40 and Chesterfield Parkway North rights-of-way;
 - ii. Thirty (30) feet of Swingley Ridge Road;
 - c. Parcel V:
 - i. Twenty (20) feet of Swingley Ridge Road;
 - ii. Thirty (30) feet of the northeast and southeast property line;
 - iii. Two hundred (200) feet of the eastern point of the parcel contiguous to residential zoned land.
 - d. The following shall be the maximum allowable height for structures:

- e. building group A: six (6) floors;
 - f. building group B: fifteen stories for the hotel and **ten (10) floors for all other uses**;
 - g. building group C: twenty-five (25) floors;
 - h. building group D: six (6) floors;
 - i. building group E: three (3) floors
5. The uses listed below shall only be allowed within the following described setbacks:
- a. the permitted twenty-five (25) story office building in building group C shall be situated within 300 feet of U.S. Highway 40 right-of-way and within 400 feet of the Chesterfield Parkway North;
 - b. the permitted fifteen (15) story hotel building in building group B shall be situated within 300 feet of U.S. Highway 40 right-of-way and within 400 feet of the Chesterfield Parkway North;
 - c. the permitted service station within building group A shall be located within 200 feet of Swingley Ridge Road or within 200 feet of the Chesterfield Parkway North rights-of-way;
 - d. the permitted service station within building group D shall be located within 400 feet of the Chesterfield Parkway North.
6. **In addition to requirements elsewhere in this ordinance and requirements of the City of Chesterfield City Code, the following are additional requirements for building group B:**
- a. **Provide a traffic study as directed by the City of Chesterfield, St. Louis County Department of Highways and Traffic, and the Missouri Department of Transportation. Improvements involving regional issues shall be addressed as directed by all governing jurisdictions.**
 - b. **Provide road improvements, as directed by the City of Chesterfield, St. Louis County Department of Highways and Traffic, and the Missouri Department of Transportation as identified in the study prepared by Bernardin, Lochmueller & Associates, Inc. dated July 23, 2012. As identified in this study, modification of the westbound I-64 on ramp in conformance with the City's plan for the extension of outer road system is required for office development in excess of 405,000 square feet on building group B.**
 - c. **The developer shall submit a traffic study, addressing the traffic generated by the proposed development, to the Department of Highways and Traffic for review and approval. Prior to preparation of this study, the developer's traffic engineer shall meet with representatives of the**

department to determine the study scope. The developer's additional road improvement obligation shall be as determined by the approved study.

- d. 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 and Public Works. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and improvement plans.
- e. Provide a sidewalk conforming to Saint Louis County ADA standards adjacent to Chesterfield Parkway as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield.
- f. Access to this development from Chesterfield Parkway shall be as directed by the City of Chesterfield and the St. Louis County Department of Highways and Traffic.
- g. 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 City of Chesterfield and Saint Louis County Department of Highways and Traffic.
- h. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction shall be reviewed by the City of Chesterfield and Saint Louis County Department of Highways and Traffic for sight distance consideration and approved prior to installation or construction.
- i. 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.
- j. The developer shall contribute a Traffic Generation Assessment (TGA) to the Chesterfield Village Road Trust Fund (No. 554). This contribution shall not exceed an amount established by multiplying the ordinance-required parking spaces for the difference between the existing and proposed uses by the following rate schedule:

<u>Type of Development</u>	<u>Required Contribution</u>
TGA Category	Contribution
General Office	\$611.88/parking space
General Retail	\$1,835.75/parking space
Loading Space	\$3,003.97/parking space

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

As a portion of the improvements required herein are needed to provide for the safety of the traveling public, their completion as a part of this development is mandatory.

Allowable credits for required roadway improvements will be awarded as directed by the Saint Louis County Department of Highways and Traffic and the City of Chesterfield. Sidewalk construction and utility relocation, among other items, are not considered allowable credits.

TGA contribution for building group B shall be based only on the increase in development density from that density previously approved in St. Louis County Ordinance 9,476.

- k. As this development is located within a trust fund area established by Saint Louis County, any portion of the traffic generation assessment contributions which remains following completion of road improvements required by the development shall be retained in the appropriate trust fund.
- l. The amount of the required contributions, if not submitted 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.
- m. Traffic generation assessment contributions shall be deposited with Saint Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development. Funds shall be payable to Treasurer, St. Louis County.
- n. 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 Saint Louis County Department of Highways and Traffic. As previously noted, the delays due to utility

relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

- o. Prior to Special Use Permit issuance by the Saint Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Highways and Traffic to guarantee completion of the required roadway improvements.
- p. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

III. Specific Design Criteria: "C-8" Along Olive Street Road

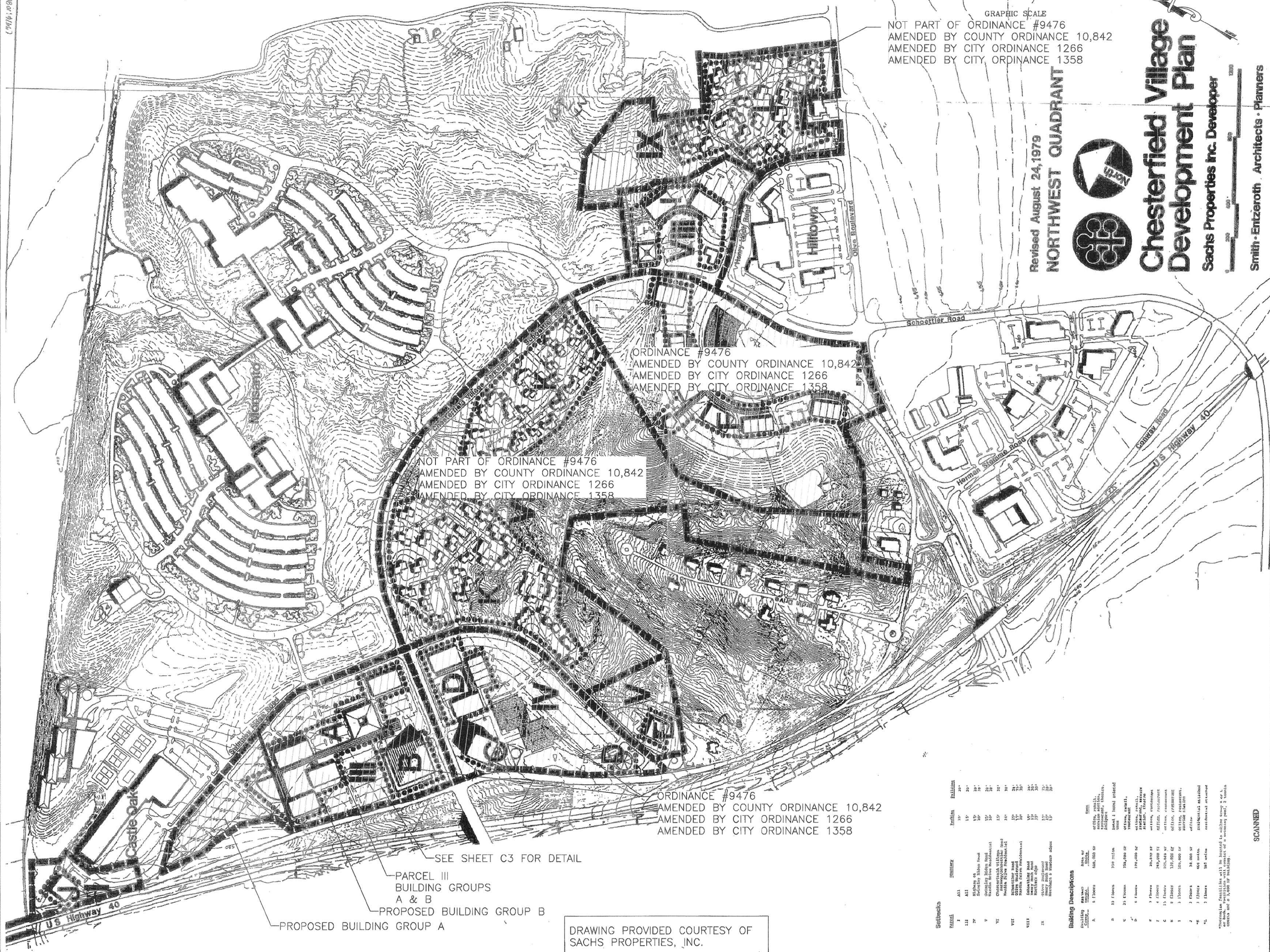
- 1. The uses permitted in this "C-8" Planned Commercial District shall be limited to the following (based upon building group numbers supplied on the preliminary development plan):
 - a. building group F: offices, in addition a maximum of ten (10) percent of each building gross floor area may be utilized for cafeterias or personal services to serve the employees of said building; not to exceed 240,000 square feet;
 - b. building groups G and H: offices and restaurants (one restaurant permitted in building group G and one restaurant permitted in building group H) not to exceed a combined total of 345,000 square feet;
 - i. Maximum size of any one building 300,000 square feet.
 - ii. Maximum footprint of any one building 50,000 square feet.
 - c. building group I: offices, restaurant, one (1) service station, and two (2) hotels not to exceed 150,000 square feet. At the time of the Site Development Plan approval, special consideration will be given to landscaping, architectural elevations and lighting at the northeast property line.

The above noted gross square foot figures indicate maximum allowable within each building group. However, not more than 500,000 square feet shall be allowed collectively for building groups F, G, H, and I.
- 2. No parking areas, loading areas or structures, including internal drives except ingress and egress drive shall be located within the following landscaped setbacks:
 - a. Parcel VII:

- i. Fifteen (15) feet of the proposed right-of-way of Chesterfield Parkway North and the future right-of-way of Olive Street Road;
 - ii. Two hundred (200) feet of the western property line within 1,200 feet of Olive Street Road right-of-way;
 - iii. Thirty (30) feet of the remainder of the western property line.
 - b. Parcel VIII:
 - i. Fifteen (15) feet of all roadway right-of-way and the northwestern property line;
 - ii. Thirty (30) feet of the northeastern property line.
3. No building shall be located within the following setbacks:
 - a. Parcel VII:
 - i. Twenty (20) feet of Chesterfield Parkway North right-of-way;
 - ii. Seventy-five (75) feet of the future right-of-way of Olive Street Road;
 - iii. Two hundred (200) feet of the western property line within 1,200 feet of Olive Street Road;
 - iv. Thirty (30) feet of the remainder of the western property line.
 - b. Parcel VIII:
 - i. Twenty (20) feet of all roadway rights-of-way and the northwestern property line;
 - ii. Thirty (30) feet of the northeastern property line.
4. The following shall be the maximum allowable height for structures:
 - a. building group F: four (4) floors;
 - b. building group G: eight (8) floors;
 - c. building group H: four (4) floors;
 - d. building group I: three (3) floors.
5. The uses listed below shall only be allowed with the following described setbacks:
 - a. the singular allowable eight (8) story building in building group G shall be situated within 500 feet of Chesterfield Parkway North right of way.

- b. the four (4) story building allowed in building group H shall be located within 300 feet of Chesterfield Parkway North and within 300 feet of Olive Street Road rights-of-way;
- c. the permitted service station in building group I shall be located within 200 feet of Chesterfield Parkway North and within 200 feet of Henry Hoch Road rights-of-way;
- d. the permitted restaurant in building group I shall be located within 300 feet of Chesterfield Parkway North right-of-way.

C:\1116\10801



GRAPHIC SCALE
 NOT PART OF ORDINANCE #9476
 AMENDED BY COUNTY ORDINANCE 10,842
 AMENDED BY CITY ORDINANCE 1266
 AMENDED BY CITY ORDINANCE 1358

Revised August 24, 1979
 NORTHWEST QUADRANT



**Chesterfield Village
 Development Plan**
 Sachs Properties Inc. Developer

Smith-Entzeroth Architects-Planners
 FILE COPY

NOT PART OF ORDINANCE #9476
 AMENDED BY COUNTY ORDINANCE 10,842
 AMENDED BY CITY ORDINANCE 1266
 AMENDED BY CITY ORDINANCE 1358

ORDINANCE #9476
 AMENDED BY COUNTY ORDINANCE 10,842
 AMENDED BY CITY ORDINANCE 1266
 AMENDED BY CITY ORDINANCE 1358

ORDINANCE #9476
 AMENDED BY COUNTY ORDINANCE 10,842
 AMENDED BY CITY ORDINANCE 1266
 AMENDED BY CITY ORDINANCE 1358

SEE SHEET C3 FOR DETAIL
 PARCEL III
 BUILDING GROUPS
 A & B
 PROPOSED BUILDING GROUP B
 PROPOSED BUILDING GROUP A

DRAWING PROVIDED COURTESY OF
 SACHS PROPERTIES, INC.

Setbacks	MINIMUM	RADIUS	MAXIMUM
1	15'	15'	25'
2	15'	15'	25'
3	15'	15'	25'
4	15'	15'	25'
5	15'	15'	25'
6	15'	15'	25'
7	15'	15'	25'
8	15'	15'	25'
9	15'	15'	25'
10	15'	15'	25'
11	15'	15'	25'
12	15'	15'	25'
13	15'	15'	25'
14	15'	15'	25'
15	15'	15'	25'
16	15'	15'	25'
17	15'	15'	25'
18	15'	15'	25'
19	15'	15'	25'
20	15'	15'	25'
21	15'	15'	25'
22	15'	15'	25'
23	15'	15'	25'
24	15'	15'	25'
25	15'	15'	25'

Building Descriptions	Area of Building	Area of Site
A	100,000 sq ft	100,000 sq ft
B	100,000 sq ft	100,000 sq ft
C	100,000 sq ft	100,000 sq ft
D	100,000 sq ft	100,000 sq ft
E	100,000 sq ft	100,000 sq ft
F	100,000 sq ft	100,000 sq ft
G	100,000 sq ft	100,000 sq ft
H	100,000 sq ft	100,000 sq ft
I	100,000 sq ft	100,000 sq ft
J	100,000 sq ft	100,000 sq ft
K	100,000 sq ft	100,000 sq ft
L	100,000 sq ft	100,000 sq ft
M	100,000 sq ft	100,000 sq ft
N	100,000 sq ft	100,000 sq ft
O	100,000 sq ft	100,000 sq ft
P	100,000 sq ft	100,000 sq ft
Q	100,000 sq ft	100,000 sq ft
R	100,000 sq ft	100,000 sq ft
S	100,000 sq ft	100,000 sq ft
T	100,000 sq ft	100,000 sq ft
U	100,000 sq ft	100,000 sq ft
V	100,000 sq ft	100,000 sq ft
W	100,000 sq ft	100,000 sq ft
X	100,000 sq ft	100,000 sq ft
Y	100,000 sq ft	100,000 sq ft
Z	100,000 sq ft	100,000 sq ft

SEAL

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CONTRACTOR / DEVELOPER
 CLAYCO
 CIVIL ENGINEER
 STOCK & ASSOCIATES
 STRUCTURAL ENGINEER

MECHANICAL ENGINEER
 ELECTRICAL ENGINEER
 PLUMBING ENGINEER
 FIRE PROTECTION ENGINEER

SCANNED

Developer
 RGA REINSURANCE CO.
 Project Address
 16600 SWINGLEY RIDGE ROAD
 CHESTERFIELD, MO

DRAWING ISSUE

Description	Date
ISSUE DATE	08/23/12
REVISIONS PER CITY	07/12/12
OFFSITE IMPROVEMENTS	07/12/12
OFFSITE IMPROVEMENTS	07/12/12
REVISIONS PER CITY	08/23/12
REVISIONS PER CITY	08/23/12

Drawing Title
 PRELIMINARY
 PLAN

Drawing No.
 C2

Clayco Job No. 4-000-000 Consult Job No. 211-4866



SEAL

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MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

RG REINSURANCE CO.

Project Address
16600 SWINGLEY RIDGE ROAD
CHESTERFIELD, MO

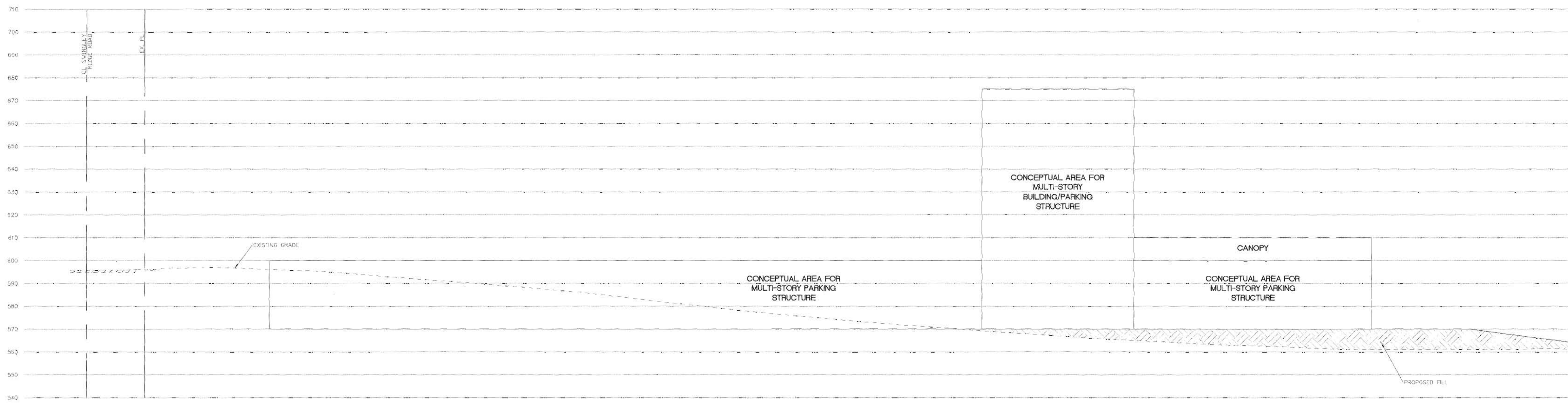
Developer

ISSUE DATE	DESCRIPTION	DATE
06/21/12	ISSUE DATE	06/21/12
06/28/12	REVISIONS PER CITY	06/28/12
07/02/12	OFFSITE IMPROVEMENTS	07/02/12
07/10/12	OFFSITE IMPROVEMENTS	07/10/12
07/18/12	OFFSITE IMPROVEMENTS	07/18/12
07/23/12	REVISIONS PER CITY	07/23/12
08/03/12	REVISIONS PER CITY	08/03/12

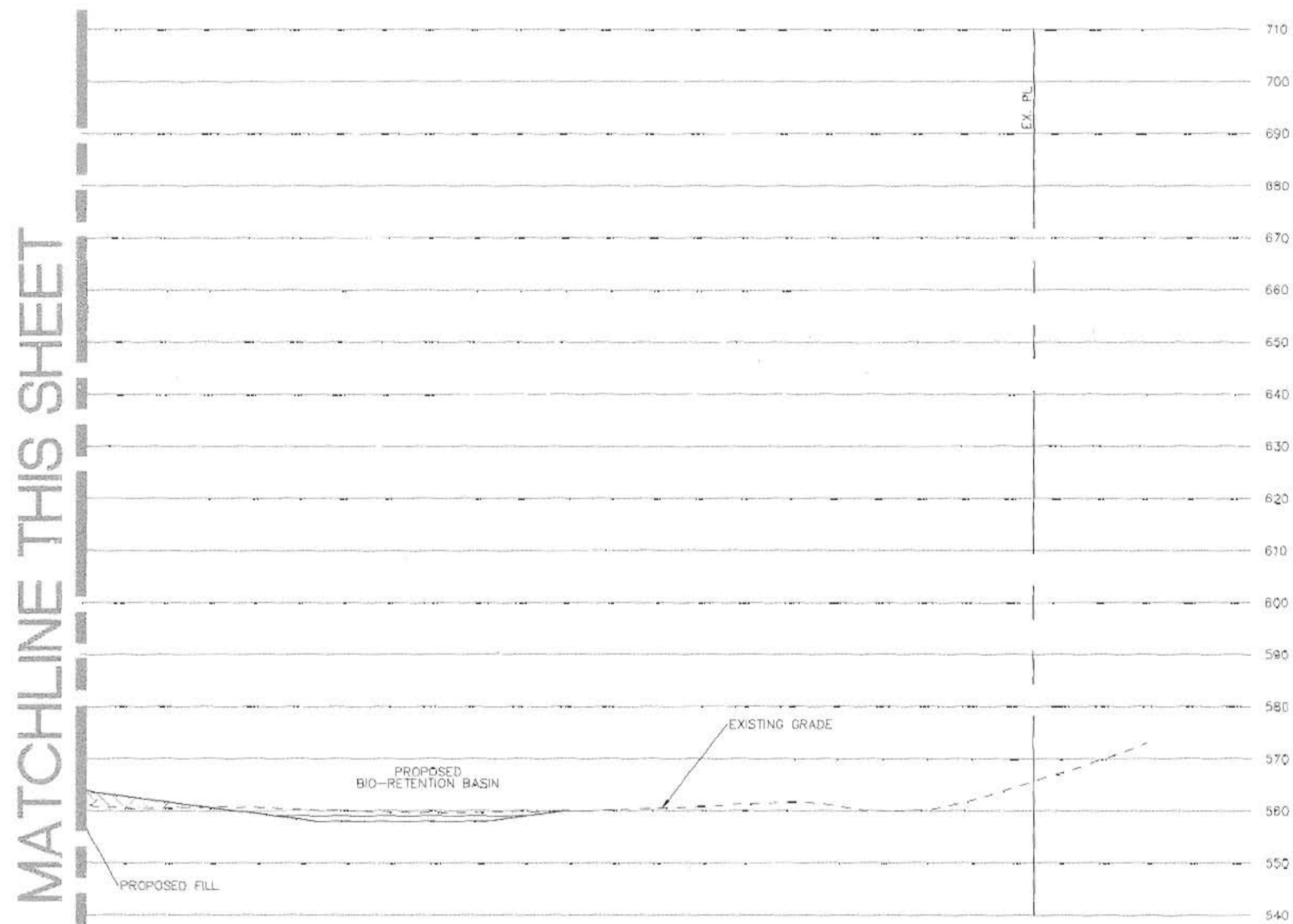
Drawing Title
PRELIMINARY PLAN

Drawing No.
C3

Check No. 211-000



SECTION A-A



SECTION A-A

SITE SECTION LOT C-300A

MATCHLINE THIS SHEET

MATCHLINE THIS SHEET

SEAL

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Project Address
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CHESTERFIELD, MO

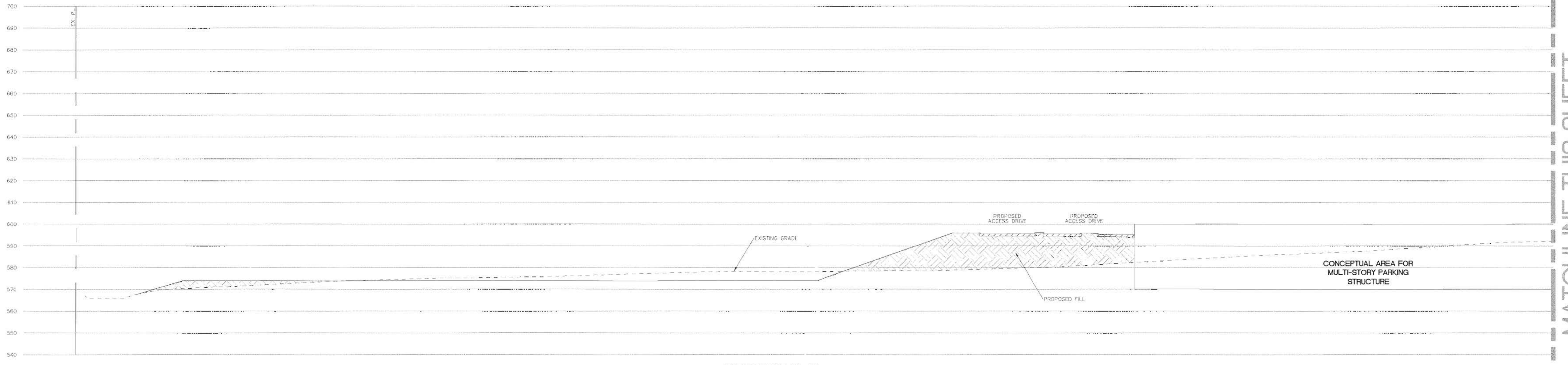
Developer

DRAWING ISSUE	
Description	Date
ISSUE DATE	06.21.12
REVISIONS PER CITY	05.26.12
OFFSITE IMPROVEMENTS	07.02.12
OFFSITE IMPROVEMENTS	07.10.12
REVISIONS PER CITY	08.22.12
REVISIONS PER CITY	09.03.12

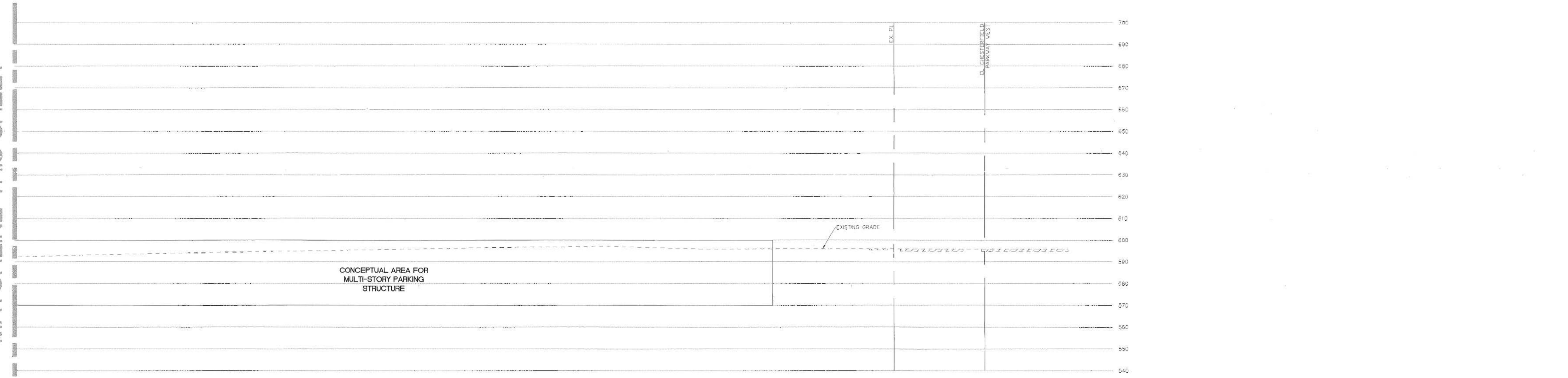
Drawing Title
SITE SECTIONS

Drawing No.
C4

ClayCo Job No. # 000-000 Consult Job No. 211-4666



SECTION B-B



SECTION B-B

SITE SECTION LOT C-300A

MATCHLINE THIS SHEET

MATCHLINE THIS SHEET

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 STOCK & ASSOCIATES
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 MECHANICAL ENGINEER
 ELECTRICAL ENGINEER
 PLUMBING ENGINEER
 FIRE PROTECTION ENGINEER

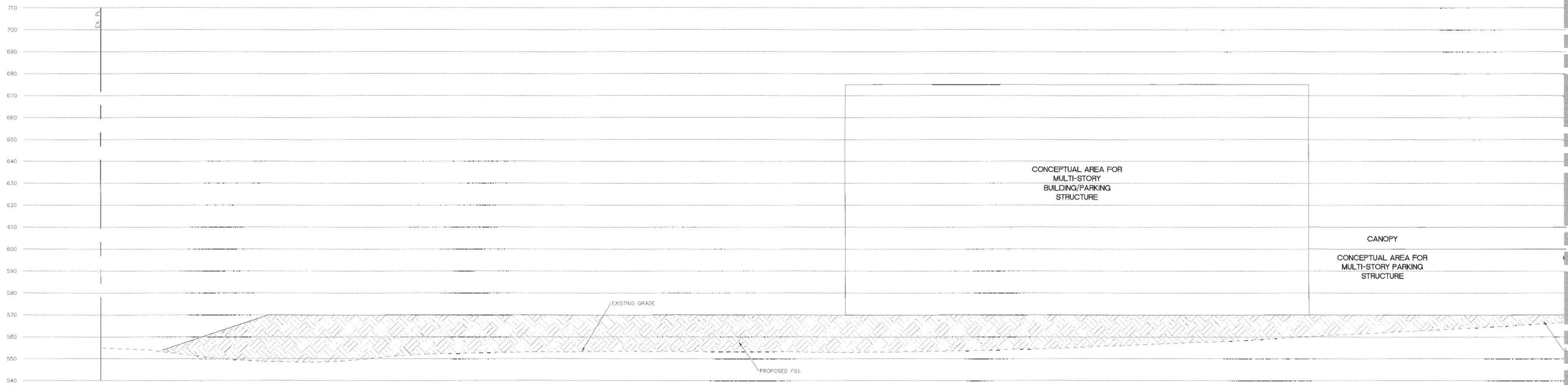
RGA REINSURANCE CO.
 Project Address
 16600 SWINGLEY RIDGE ROAD
 CHESTERFIELD, MO

Developer

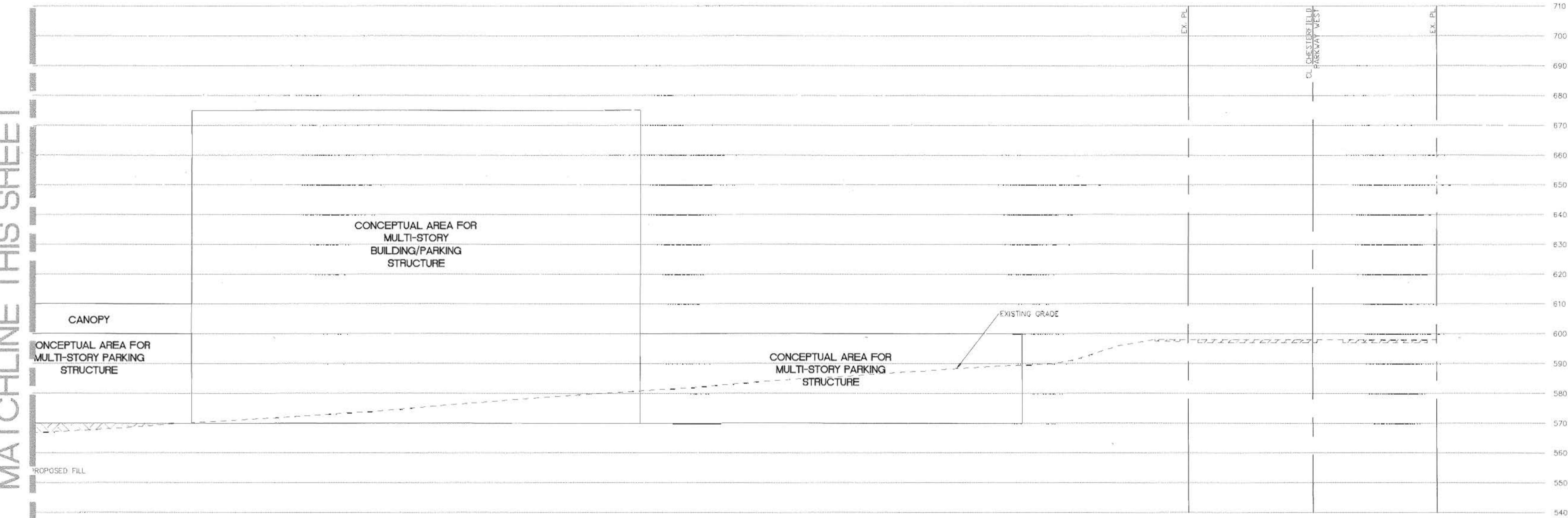
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Description	Date
ISSUE DATE	05-21-12
REVISIONS PER CITY	05-29-12
OFF-SITE IMPROVEMENTS	07-23-12
OFF-SITE IMPROVEMENTS	07-16-12
OFF-SITE IMPROVEMENTS	07-18-12
REVISIONS PER CITY	07-23-12
REVISIONS PER CITY	08-03-12

Drawing Title
SITE SECTIONS

Drawing No.
C4.1



SECTION C-C



SECTION C-C

SITE SECTION LOT C-300A

MATCHLINE THIS SHEET

MATCHLINE THIS SHEET

SEAL
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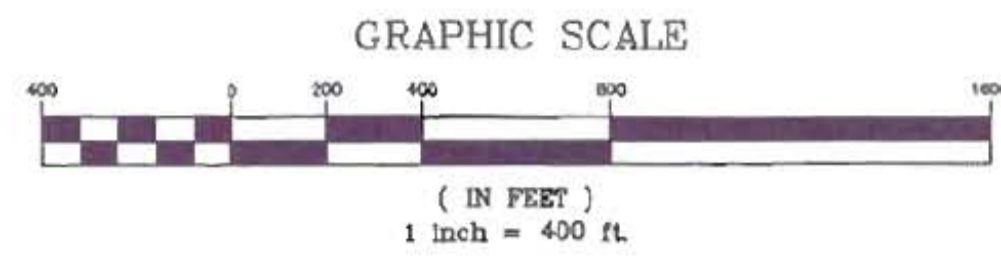
CONTRACTOR / DEVELOPER
 CLAYCO
 CIVIL ENGINEER
 STOCK & ASSOCIATES
 STRUCTURAL ENGINEER
 MECHANICAL ENGINEER
 ELECTRICAL ENGINEER
 PLUMBING ENGINEER
 FIRE PROTECTION ENGINEER

RGA REINSURANCE CO.
 Project Address
 16600 SWINGLEY RIDGE ROAD
 CHESTERFIELD, MO

Developer

ISSUE DATE	Description	Date
05-26-12	REVISIONS PER CITY	05-21-12
07-02-12	OFFSITE IMPROVEMENTS	07-02-12
07-10-12	OFFSITE IMPROVEMENTS	07-10-12
07-18-12	OFFSITE IMPROVEMENTS	07-18-12
07-23-12	REVISIONS PER CITY	07-23-12
08-03-12	REVISIONS PER CITY	08-03-12

Drawing Title
SITE SECTIONS
 Drawing No.
C4.2
 ClayCo Job No. 211-4866



SEAL

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STOCK & ASSOCIATES
STRUCTURAL ENGINEER

MECHANICAL ENGINEER
ELECTRICAL ENGINEER
PLUMBING ENGINEER
FIRE PROTECTION ENGINEER

RG REINSURANCE CO.

Project Address
16600 SWINGLEY RIDGE ROAD
CHESTERFIELD, MO

Developer

DRAWING ISSUE	
Description	Date
ISSUE DATE	05.21.12
REVISIONS PER CITY	05.29.12
OFF-SITE IMPROVEMENTS	07.02.12
OFF-SITE IMPROVEMENTS	07.16.12
REVISIONS PER CITY	07.16.12
REVISIONS PER CITY	08.03.12

Drawing Title
AERIAL EXHIBIT WITH CURRENT ZONING

Drawing No.
C5

ClayCo Job No. e-25118-001 Consult Job No. 211-4866