



VIII.A.

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PLANNING COMMISSION VOTE REPORT

SUBJECT: Change in Zoning Vote Report

MEETING DATE: October 10, 2011

FROM: Justin Wyse, AICP
Senior Planner

LOCATION: North Outer 40 Road, east of Boone's Crossing

PETITION: P.Z. 07-2011 Chesterfield Outlets (T-O Ventures, LLC.) – A request for a change of zoning from a “NU” Non-Urban District and an “FP NU” Flood Plain Non-Urban District to a “PC” Planned Commercial District for a 48.625 acre area of land located north of North Outer 40 Road and east of Boone's Crossing (17T420016, 17T430048, and 17U640103).

PROPOSAL SUMMARY

Doster Ullom, LLC, on behalf of T-O Ventures, LLC, is requesting a change in zoning to change from an “NU” Non-Urban District and an “FPNU” Flood Plain Non-Urban District to a Planned Commercial (“PC”) District. The proposed request seeks land use entitlements to allow for an outlet shopping center to be constructed and operated.

PUBLIC HEARING AND ISSUES MEETING

A Public Hearing was held on this Petition on September 12, 2011. At the time of the Public Hearing, Staff presented that the Petitioner had submitted a formal request to the Department of Planning and Public Works removing part of the area to be rezoned. The area north of the existing levee was removed from the request resulting in a request for a change in zoning from a “NU” Non-Urban District and an “FPNU” Flood Plain Non-Urban District to a “PC” Planned Commercial District for a 48.625 acre area of land.

Five individuals filled out speaker's cards regarding the Petition. One speaker was in opposition to the proposed request, but chose not to address the Commission at that time. The other four speakers were in support of the project. Two of the speakers were representing T-O Ventures, LLC (owner under contract), one speaker was representing the current owner of the property (Chesterfield Monarch Levee District), and the third speaker in favor of the project represented ownership of two parcels to the east of the subject site. Several issues were raised at that time. Below is a summary and discussion of the issues raised.

Uses

As noted in the Public Hearing presentation, Staff has previously raised issues regarding the consistency of several of the proposed uses with the project as described in the Petitioner's narrative statement. During the Public Hearing, a representative from the Chesterfield Monarch Levee District stated their willingness to remove the following uses from the request before the Commission.

Permitted Uses

- (9) Automobile sales, new
- (27) Coffee shop, drive-thru
- (35) Drug store and pharmacy, drive-thru
- (37) Dry cleaning establishment, drive-thru
- (45) Filling station and convenience store with pump stations
- (49) Financial institution, drive-thru
- (85) Restaurant, with drive-thru window

Accessory Uses

- (10) Automobile sales, accessory to Automobile sales, new
- (80) Research facility, accessory to Office – general and medical
- (101) Vehicle repair and services facility, accessory to Automobile sales, new

Additionally, concern was noted by the Commission regarding the accessory use (2) Amusement Park on the site. During the meeting, Mr. Doster, representing T-O Ventures, LLC agreed to remove this use from the request.

Staff has received correspondence following the meeting once again reiterating the willingness on the part of the Petitioners in this request to remove all of the above uses from the request. The Attachment 'A' included with your packet omits these uses.

Traffic Impact Study

Staff, in coordination with the Missouri Department of Transportation (MoDOT) and the St. Louis County Department of Highways and Traffic (SLCDHT) has been working with the T-O Ventures development team. The Executive Summary of the Traffic Impact Study is included in your packet. The recommendations include:

North Outer 40 Road @ Boone's Crossing:

- Install traffic actuated signal with interconnect/coordination capability.
- Widen the east leg to provide two eastbound through lanes and two westbound lanes (one exclusive left turn lane and one shared through and left turn lane).
- Widen the west leg as required for through lane transitions.

WB I-64 Ramps and Boone's Crossing:

- Increase the storage length of the three exit ramp lanes to provide a minimum of 750 feet of storage for each lane.
- Reconstruct the medians on the north and south legs to provide a third southbound through lane. Modify traffic signal installations as needed.
- Upgrade traffic signal equipment and timing plans to coordinate the four signals on Boone's Crossing between North Outer 40 Road and Chesterfield Airport Road. Upgrading of communication, detection and control equipment should be provided to maximize operational efficiencies.

North Outer 40 Road:

- Extend the four-lane widening on North Outer 40 Road from Boone's Crossing east to the location of Access Driveway 2 which will permit all traffic movements.
- Construct a curbed median on a segment of North Outer 40 Road to restrict traffic movements at Access Driveway 1 to right turns in and out.

The study concludes:

"With the implementation of these improvements acceptable traffic operating conditions will be achieved for 2014 and will continue over the Long Range (2034). Fine tuning of the traffic signal operations will be needed in later years to reflect increased traffic volumes."

Improvements recommended by the report will be required to support the proposed development. This condition is included in the Attachment 'A' for your review and no action on the study is required.

Comprehensive Plan – Regional Retail

The Public Hearing Report and presentation during the Public Hearing discussed the recommendation in the Comprehensive Plan that no new regional retail facilities be constructed.

The Comprehensive Plan defines Regional Retail as, “a center characterized by two (2) or more national retail anchor stores at a minimum of 150,000 square feet that provides general merchandise and services and attracts customers from Chesterfield and surrounding municipalities that will travel .5 hours or greater to reach the center.”

The Petitioner indicated that the proposed development would not be considered regional retail under the definition in the Comprehensive Plan as the Petitioner does anticipate having tenants occupy tenant spaces of 150,000 square feet or more. Staff discussed the issue with the Petitioner and the idea was presented to the Commission of including a restriction that would limit the space occupied by a single tenant to ensure compliance with the Comprehensive Plan. The Petitioner has submitted correspondence indicating no objection to a restriction that would limit single tenant occupancy to no more than 75,000 square feet within the development.

DEPARTMENT INPUT

Comprehensive Plan

As requested, Staff has researched the possibility of including a restriction on the size of single tenants to ensure compliance with the City of Chesterfield Comprehensive Plan. The following table illustrates the types of tenants and uses that generally exceed this level.

Tenant	Square Feet	Subdivision
Wal-Mart	190,617	Chesterfield Commons
Sears (including automotive)	170,298	Chesterfield Village Mall
Target	143,000	Chesterfield Commons East
Sam’s Club	130,656	Chesterfield Commons
Dierberg’s	72,847	Dierberg’s Market Place
Amini’s	54,300	Chesterfield Commons Six
Dick’s Sporting Good	51,170	Chesterfield Commons East
24 Hour Fitness	37,235	Baxter Center
Babies ‘R’ Us	30,606	Chesterfield Commons
Barnes and Noble	25,000	Chesterfield Oaks

Tenant	Square Feet	Location
Bass Pro Shop	131,184	Vaughan Mills (Ontario)
Cabella’s	130,000	St. Louis Mills Mall
Burlington Coat Factory	81,020	St. Louis Mills Mall
Marshalls (former tenant)	50,186	St. Louis Mills Mall

Tommy Hilfiger	7,553	Cookstown Outlet Mall (Ontario)
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While researching existing tenants within the City of Chesterfield and tenants at other outlet malls, Staff noted a noticeable gap in sizes that tend to group outlet malls into two categories. As one would likely assume, Staff’s research suggests that centers with tenants that exceed 75,000 – 100,000 square feet in size tend to be much larger centers as a whole (in excess of one million square feet). Conversely, centers where the largest tenant is less than 75,000 square feet tend to be in the range of 300,000 to 500,000 square feet. This is consistent with the proposal and information presented by the Petitioner.

Based on this information, Staff has concluded that including a restriction on the maximum tenant space is appropriate to help ensure compliance with the Comprehensive Plan by ensuring a new regional retail center is not developed. Staff believes that a restriction at 75,000 square feet would be appropriate to implement the vision of the Comprehensive Plan while providing the property owner adequate flexibility to fill tenant spaces and adapt to changing market conditions.

Additionally, Staff believes that a restriction on the overall density of the district is also appropriate. The application submitted by the Petitioner indicates a proposed density of 500,000 square feet. Again, this density seems to be consistent with smaller scale outlet centers.

Both conditions discussed above are included in the Attachment ‘A’ included with your packets for consideration. Staff has reviewed the request and does not have any outstanding issues.

Height

Since the Public Hearing, the Petitioner has indicated a potential desire to have portions of the building exceed 45 feet in height. The increase in height was presented as a way to provide additional changes in the building to help break up the long narrow buildings that result from the shape of the property and existence of the 500 year levee. To address this desire, Staff has included a provision in Section I.B.2.a. (page 2 of the Attachment ‘A’) that allows for architectural features to be no taller than 60 feet in height, while other portions of the building must not exceed 45 feet in height.

As with all developments, the proposed building will be required to adhere to the sky exposure plane as well as the air navigation space regulations within the zoning ordinance. Finally, an FAA permit will be required prior to the site plan being placed on

any agenda for Planning Commission consideration. Staff has reviewed the request and does not have any outstanding issues.

Open Space

Finally, the Petitioner presented a request to reduce the required open space from the minimum of 35% to 30%. The justification presented by the Petitioner for the reduction was that the required drainage channel along the front (southern) portion of the property would be enclosed which would improve the aesthetic value of the open space when compared to the typical open channel along other portions of North Outer 40 Road. Section 1003.140.5.B. states a modification can be granted:

If it may be demonstrated that said modification is consistent with the Comprehensive Plan and it is found that no detriment to the public health, safety and welfare will be created. Additionally, site design features identified in subsection 6. of this section should be included the development for projects requesting modifications to the above standards.

Subsection 6 includes the following language pertaining to desirable site design features:

3. Enhanced landscaping, deeper and opaque buffers, and increased planting along public rights-of-way, open space/recreational areas, and the overall perimeter of the project;

The Petitioner has presented that enclosing the stormwater structure will allow for an enhanced landscape along the most visible portion of the site. Staff has reviewed the request and does not have any outstanding issues.

REQUEST

Staff has reviewed the requested change in zoning by Doster Ullom, LLC , on behalf of T-O Ventures, LLC, and the Attachment A as written adheres to all applicable requirements of the City of Chesterfield.

The applicant has requested that the required 35% open space requirement be reduced to 30%. **This will require a separate vote of Planning Commission with a two-thirds vote for recommendation of approval.** If the Planning Commission believes the enclosed drainage system with less overall open space is more desirable than 35% open space, Staff recommends the following amendment be included in the Attachment 'A' for this development:

3. Open Space

- a. A minimum of 35% openspace is required for this development. 30% open space shall be required if the required storm water improvements, per the current version of the Chesterfield Valley Master Storm Water Plan, along the southern portion of this District are enclosed.

Staff requests action on P.Z. 07-2011 Chesterfield Outlets (T-O Ventures, LLC).

Attachments

1. Draft Attachment A
2. Traffic Impact Study Executive Summary
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 PC District shall be:
 - a. Administrative office for educational or religious facility
 - b. Art gallery
 - c. Art studio
 - d. Bakery
 - e. Bar
 - f. Barber or beauty shop
 - g. Bowling center
 - h. Brewpub
 - i. Coffee shop
 - j. Commercial service facility
 - k. Community center
 - l. Drug store and pharmacy
 - m. Dry cleaning establishment
 - n. Education facility-specialized private schools
 - o. Education facility-vocational school
 - p. Educational facility-college/university
 - q. Educational facility – kindergarten or nursery school
 - r. Film drop-off and pick-up station
 - s. Financial institution
 - t. Grocery-community
 - u. Grocery-neighborhood
 - v. Grocery-supercenter
 - w. Gymnasium
 - x. Hospital
 - y. Hotel and motel
 - z. Hotel and motel, extended stay
 - aa. Office, dental
 - bb. Office, general
 - cc. Office, medical
 - dd. Professional and technical service facility
 - ee. Recreation facility
 - ff. Restaurant, fast food
 - gg. Restaurant, outdoor customer dining area
 - hh. Restaurant, sit down
 - ii. Restaurant, take out

- jj. Retail sales establishment, community
 - kk. Retail sales establishment, neighborhood
 - ll. Retail sales establishment, regional
 - mm. Retail sales, outdoor
 - nn. Tackle and bait shop
 - oo. Theater, indoor
2. Accessory uses for this development shall include, but not be limited to:
- a. Cafeteria for employees and guests only
 - b. Day care center, child
 - c. Donation collection bin
 - d. Farmers market
 - e. Kennel, boarding
 - f. Newspaper stand
 - g. Parking area, including garages, for automobiles
 - h. Sales yard operated by a church, school, or other not for profit
 - i. Theater, outdoor
 - j. Veterinary clinic
3. The above uses in the PC District shall be restricted as follows:
- a. No single tenant shall occupy more than 75,000 square feet within this PC District.
4. Hours of Operation.
- a. Hours of operation for this “PC” District shall not be restricted.

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

1. Floor Area
- a. Total building floor area shall not exceed 500,000 square feet.
2. Height
- a. The maximum height of the building, exclusive of rooftop mechanical equipment and screening, shall not exceed 45 feet; however, architectural features, including but not limited to towers, that do not add any usable floor area may be a maximum of 60 feet in height.
3. Open Space
- a. A minimum of 35% openspace is required for this development.

C. SETBACKS

1. Structure Setbacks

No building or structure, other than: freestanding project identification signs, light standards, or flag poles will be located within the following setbacks:

- a. 75 feet from the southern boundary of the PC District.
- b. 25 feet from the north, east and west boundaries of the PC District.

2. Parking Setbacks

No 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 north, south, and west boundaries of the PC District.
- b. 0 feet from the eastern boundary of the PC District.

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.
 - b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
3. Parking lots shall not be used as streets.

E. LANDSCAPE AND TREE REQUIREMENTS

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

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, and/or the St. Louis County Department of Highways and Traffic (or MoDOT), for sight distance considerations prior to installation or construction.
3. The maximum height from grade of any wall sign shall not exceed 45 feet.

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

1. The developer shall adhere to the Architectural Review Standards of the City of Chesterfield Code.
2. 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. Ingress and egress must conform to the Missouri Department of Transportation's (MoDOT), St. Louis County Department of Highways and Traffic, and City of Chesterfield's Access Management Guidelines, as applicable. Ingress and egress must be reviewed and approved by MoDOT, St. Louis County, and the City of Chesterfield, as applicable.
2. Provide public access easements as needed along the eastern and western extents of the property such that access is provided from North Outer 40 Road to the adjoining property to the north. The easements shall be dedicated to the City of Chesterfield for public use. The conveyance or dedication of these easements will be a condition of the issuance of permits following Site Improvement Plans approval. The location, dimensions and form of the conveyance or dedication shall be mutually agreed upon by the developer and the City of Chesterfield, and any such conveyance or dedication shall be subject to existing easements, if any."

J. ROAD IMPROVEMENTS

1. Construct improvements to North Outer 40 Road and Boone's Crossing as required by MoDOT, St. Louis County and the City of Chesterfield, as applicable, to support the proposed development.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield, St. Louis County and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.
2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto N. Outer 40 Rd. 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. MONARCH-CHESTERFIELD LEVEE DISTRICT/HOWARD BEND LEVEE DISTRICT

1. All set-backs, dedication of easements and/or other restrictions or limitations shall be established as directed by the Monarch-Chesterfield Levee District upon site plan review.

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 AND FLOOD PLAIN

1. Construct the required on-site storm water improvements per the current version of the Chesterfield Valley Master Storm Water Plan. The developer shall be responsible for construction of the required on-site storm water improvements and for providing positive drainage for the development. In the event that the ultimate off-site required improvements are not constructed concurrently with this development, the developer shall provide interim drainage facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage for the development.

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

2. Provide a Chesterfield Valley Storm Water Easement along North Outer 40 Road to accommodate the future construction of the Chesterfield Valley Master Storm Water Plan improvements in that area, and depict the improvements on the Site Development Plan and improvement plans. Maintenance of the required channel shall be the responsibility of the property owner.
3. All Chesterfield Valley Master Storm Water Plan on-site improvements shall be operational and positive drainage provided for the development prior to the paving of any driveways or parking areas.
4. The project is located in the Caulks Creek Impact area and subject to applicable fees.
5. Formal plan submittal and approval is required by the District prior to the issuance of permits.

O. 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 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.

P. 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.
3. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

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, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
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 and the Missouri Department of Transportation.
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, and the Missouri Department of Transportation.
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 Valley Trust Fund. Traffic generation assessment contributions shall be deposited with St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

1. The developer shall contribute a Traffic Generation Assessment (TGA) to the Chesterfield Valley Trust Fund (No. 556). This contribution shall not exceed an amount established by multiplying the required parking spaces by the following rate schedule:

<u>Type of Development</u>	<u>Required Contribution</u>
TGA Category	Contribution
General Office	\$606.42
General Retail	\$1,819.37
Loading Space	\$2,977.17

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

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

If 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.

Credits for roadway improvements will be as approved by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic. Any portion of the roadway improvement contribution that remains, following completion of road improvements required by the development, shall be retained in the appropriate Trust Fund. Sidewalk construction and utility relocation, among other items, are not considered allowable credits.

2. 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.
3. 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, Saint Louis County.

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$731.73 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

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

Stormwater

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,321.64

per acre for the total area as approved on the Site Development Plan. The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic or before the issuance of building permits in the case where no Special Use Permit is required. Funds shall be payable to the Treasurer, Saint Louis County.

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek impact fee.

The sanitary sewer contribution within Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2012, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

VI. RECORDING

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

VII. 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.

TRAFFIC IMPACT STUDY

CHESTERFIELD OUTLETS

CHESTERFIELD, MISSOURI



PREPARED FOR:
T-O VENTURES, LLC

BY:

DKS Associates

IN ASSOCIATION WITH:
Bernadin-Lochmueller & Associates

TRAFFIC IMPACT STUDY

CHESTERFIELD OUTLETS

CHESTERFIELD, MISSOURI

PREPARED FOR:

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Bernadin-Lochmueller & Associates

September 12, 2011

EXECUTIVE SUMMARY

This report summarizes the evaluation of the impact that new vehicle trips associated with the proposed Chesterfield Outlets will have on the surrounding road system. This evaluation was performed in accordance with the Missouri DOT Traffic Impact Study Guidelines and procedures recommended by the City of Chesterfield and St. Louis County. The scope and procedures of the study were agreed upon in a scoping meeting held on July 6, 2011.

Chesterfield Outlets is a 450,000 sf retail development proposed for a 40-acre site located in the northeast quadrant of the Boone's Crossing interchange with Interstate 64 in Chesterfield Missouri. Construction of the project is anticipated to commence in 2012 with completion in 2013. In accordance with the MoDOT Traffic Impact Study Guidelines, 2014 and 2034 were used as the horizon years for the Short Range and Long Range scenarios, respectively.

Study Scope

Based on the conclusions of the scoping meeting, the study area included the intersections of Boone's Crossing with North Outer 40 Road, the WB I-64 Ramps, the EB I-64 Ramps and Chesterfield Airport Road. Two time periods were selected for analysis: the weekday PM peak hour (normal commuter peak) and the Saturday afternoon shopping peak hour. Detailed inventories and evaluations of the existing physical and operating conditions at these intersections during the critical periods were performed to define baseline conditions for evaluating traffic impacts from the proposed development. Projections of traffic conditions with and without the site development were prepared for the Short Range (2014) and Long Range (2034) scenarios.

Site Traffic Estimates

The expected traffic volumes to be added to the surrounding roadways Chesterfield Outlets were determined using the methodology agreed upon at the scoping meeting. Trip generation estimates for the development program listed in Table 1 were based on survey data published by the Institute of Transportation Engineers in the 2008 report *Trip Generation, 8th Edition*. These trips were assigned to the surrounding roadway network and added onto Short Range (2014) and Long Range (2034) background traffic volumes in accordance with prescribed standard traffic engineering procedures.

**Table 1:
Site Trip Generation**

Land Use	ITE Land Use Code	Size	Units	Adjacent Street Peak Hour (4-6 PM)			Saturday Afternoon Peak Hour		
				Total	In	Out	Total	In	Out
Outlet Center	823	450,000	sf GFA	548	258	290	1706	870	836
	Primary Retail Trips			328	148	180	1020	527	493
	I-64 "Pass-By"	25.2%		138	69	69	430	215	215
	Local Retail Trips	15.0%		82	41	41	256	128	128

Evaluation

Operating conditions at the study area intersections were evaluated using the SYNCHRO/SimTraffic model which implements the procedures outlined in the Highway Capacity Manual. This manual, which is used universally by highway and traffic engineers to evaluate roadway performance, establishes six levels of service: "Most Desirable" (Level A), to "Unacceptable" (Level F). Levels of service are measures of traffic flow, which consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience. In addition to Levels of Service, the potential for progression and queuing of traffic was also examined. Comparison of traffic conditions with and without the proposed development were performed to identify Short Range (2014) and Long Range (2034) impacts from the project.

Summary of Findings and Recommendations

The evaluation of projected traffic conditions indicates the impact of additional traffic generated by Chesterfield Outlets can be mitigated by the following improvements:

North Outer 40 Road @ Boone's Crossing:

- Install traffic actuated signal with interconnect/coordination capability.
- Widen the east leg to provide two eastbound through lanes and two westbound lanes (one exclusive left turn lane and one shared through and left turn lane).
- Widen the west leg as required for through lane transitions.

WB I-64 Ramps and Boone's Crossing:

- Increase the storage length of the three exit ramp lanes to provide a minimum of 750 feet of storage for each lane.
- Reconstruct the medians on the north and south legs to provide a third southbound through lane. Modify traffic signal installations as needed.
- Upgrade traffic signal equipment and timing plans to coordinate the four signals on Boone's Crossing between North Outer 40 Road and Chesterfield Airport Road. Upgrading of communication, detection and control equipment should be provided to maximize operational efficiencies.

North Outer 40 Road:

- Extend the four-lane widening on North Outer 40 Road from Boone's Crossing east to the location of Access Driveway 2 which will permit all traffic movements.
- Construct a curbed median on a segment of North Outer 40 Road to restrict traffic movements at Access Driveway 1 to right turns in and out.

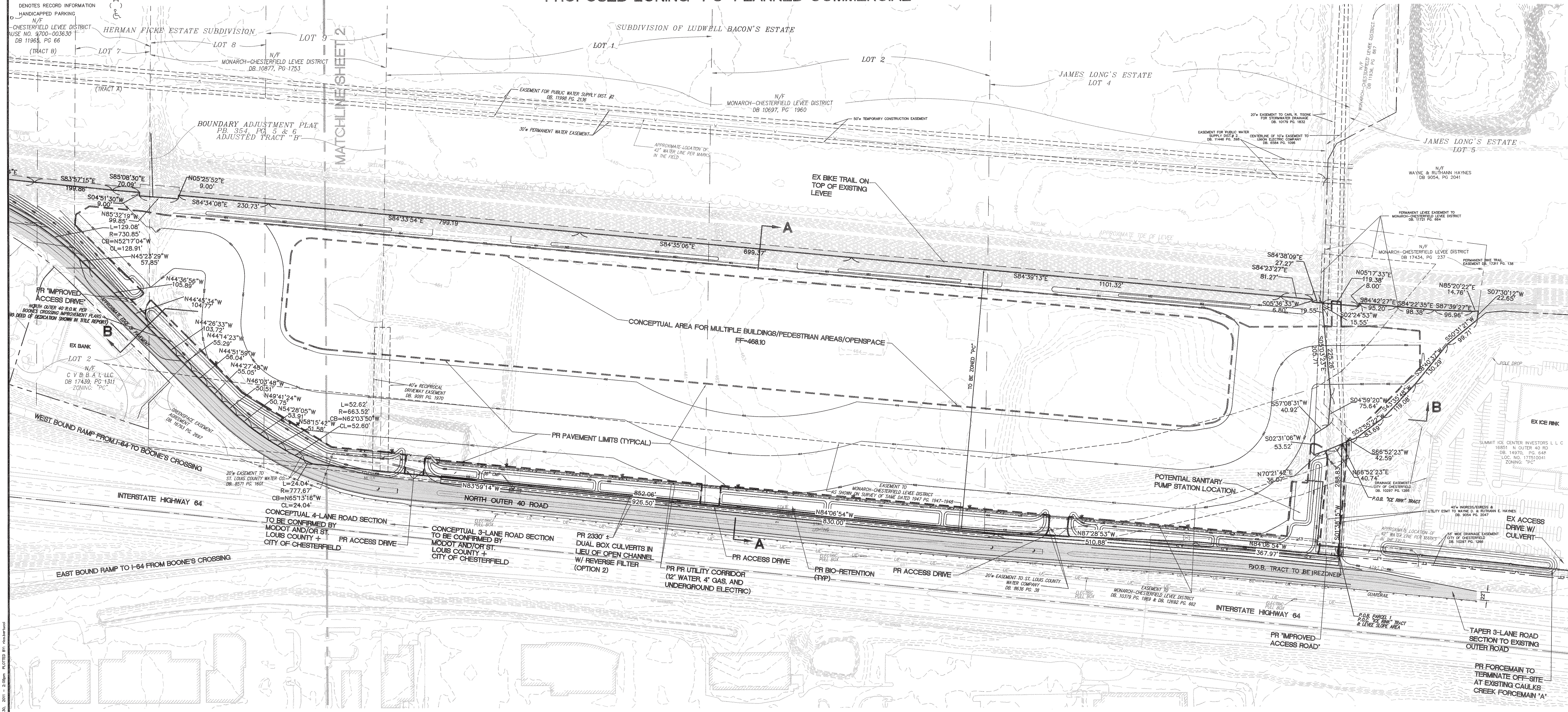
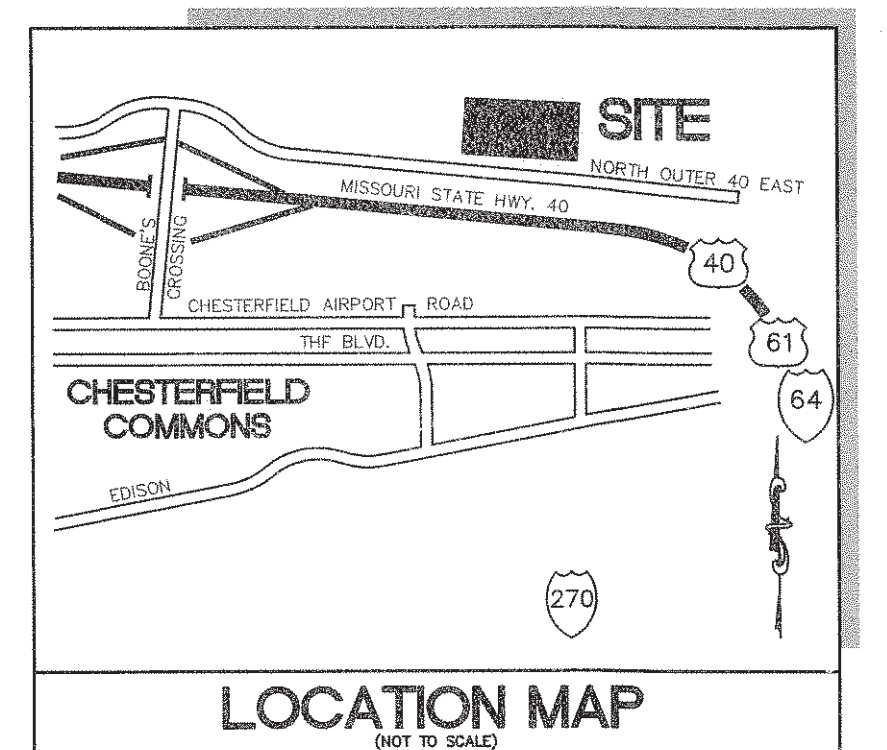
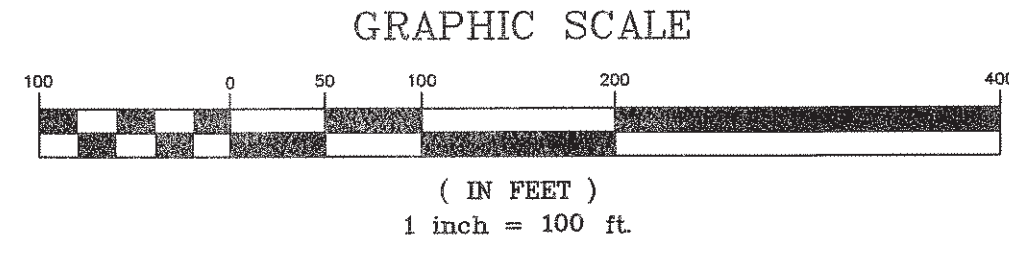
With the implementation of these improvements acceptable traffic operating conditions will be achieved for 2014 and will continue over the Long Range (2034). Fine tuning of the traffic signal operations will be needed in later years to reflect increased traffic volumes.

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

ABBREVIATIONS	
C.O.	CLEANOUT
DB.	DEED BOOK
E.	ELECTRIC
FL.	FLOWLINE
FT.	FEET
FND.	FOUND
G.	GAS
M.H.	MANHOLE
N/F.	NOW OR FORMERLY
P.B.	PLAT BOOK
P.C.	PLAT
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
P.V.C.	POLYVINYL CHLORIDE PIPE
R.C.P.	REINFORCED CONCRETE PIPE
SQ.	SQUARE
T.C.	TELEPHONE CABLE
V.C.P.	VERIFIED CLAY PIPE
W.	WATER
(86'W)	RIGHT-OF-WAY WIDTH

CHESTERFIELD OUTLETS PRELIMINARY PLAN

A TRACT OF LAND IN PART OF LOT 4 OF THE JAMES LONG'S ESTATE AND PART OF LOTS 1 AND 2 OF THE SUBDIVISION OF LUDWELL BACON'S ESTATE LOCATED IN U.S. SURVEY 2031, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI
CURRENT ZONING: "NU" NON-URBAN + FPNU "FLOODPLAIN NON-URBAN"
PROPOSED ZONING: "PC" PLANNED COMMERCIAL



GENERAL NOTES

- BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY STOCK AND ASSOCIATES.
- ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
- NO GRADE SHALL EXCEED 3:1 SLOPE.
- GRADING AND STORM WATER PER M.S.D. AND THE CITY OF CHESTERFIELD.
- NO STEP ALLOWED AT ACCESSIBLE ENTRANCE DOORS.
- ADEQUATE EASEMENTS SHALL BE DEDICATED FOR UTILITY RELOCATION.

SURVEYOR'S CERTIFICATION

This is to certify that Stock and Associates Consulting Engineers, Inc. has prepared this Preliminary Plan from an actual survey. The information shown is a correct representation of all existing and proposed land divisions.

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

Daniel Ehlmann 9/30/11
Daniel Ehlmann, Missouri L.S. No. 12215

PERTINENT DATA

OWNER	= MONARCH CHESTERFIELD LEVEE DISTRICT
DEED	= D.B. 11936, PG. 887
PROPOSED ZONING	= "PC"-PLANNED COMMERCIAL
SITE ADDRESS	= 16995 NORTH OUTER 40 ROAD
PROPOSED ZONING	= "PC"-PLANNED COMMERCIAL
SITE AREA	= 59,144 Acres ±
FIRE DISTRICT	= MONARCH
SEWER DISTRICT	= M.S.D.
WATER SERVICE	= CAULK'S CREEK, MO. RIVER
WATER SHED	= MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE	= LALEIDE GAS COMPANY
ELECTRIC SERVICE	= AMEREN UE ELECTRIC COMPANY
PHONE SERVICE	= AT&T

FIRM 29189CO14014
LOMR 4/17/00
MISSOURI RIVER:
100 YR. H.W. ELEV. - MO RIVER: 464.51 ((465.00))
500 YR. H.W. ELEV. - MO RIVER: 465.83 ((466.00))

BENCHMARK

#12-166
ELEV.=458.86
"STANDARD ALUMINUM DISK" STAMPED SL-32, 1990.
DISK IS SET IN BETWEEN THE HWY I-64 NORTH OUTER ROAD AND THE WEST BOUND HWY I-64, 1' SOUTH OF THE CENTERLINE OF THE NORTH BOUND LANE HWY. I-64, APPROXIMATELY 0.5 MILES EAST OF THE INTERSECTION OF BOONE'S CROSSING ROAD AND NORTH OUTER ROAD. (SL-32 WAS RESET FROM UNDERGROUND POSITION. THIS IS A NEW ELEVATION SET IN JULY 2002.) AS SHOWN HEREON

UTILITY NOTE

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND, THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

PREPARED FOR:
T-O VENTURES L.L.C.
200 EAST LONG LAKE RD, SUITE 300
BLOOMFIELD HILLS, MI 48304-0200

9/30/11 REVISED - REMOVED AREA NORTH OF LEVEE

**PRELIMINARY PLAN
SITE PLAN**

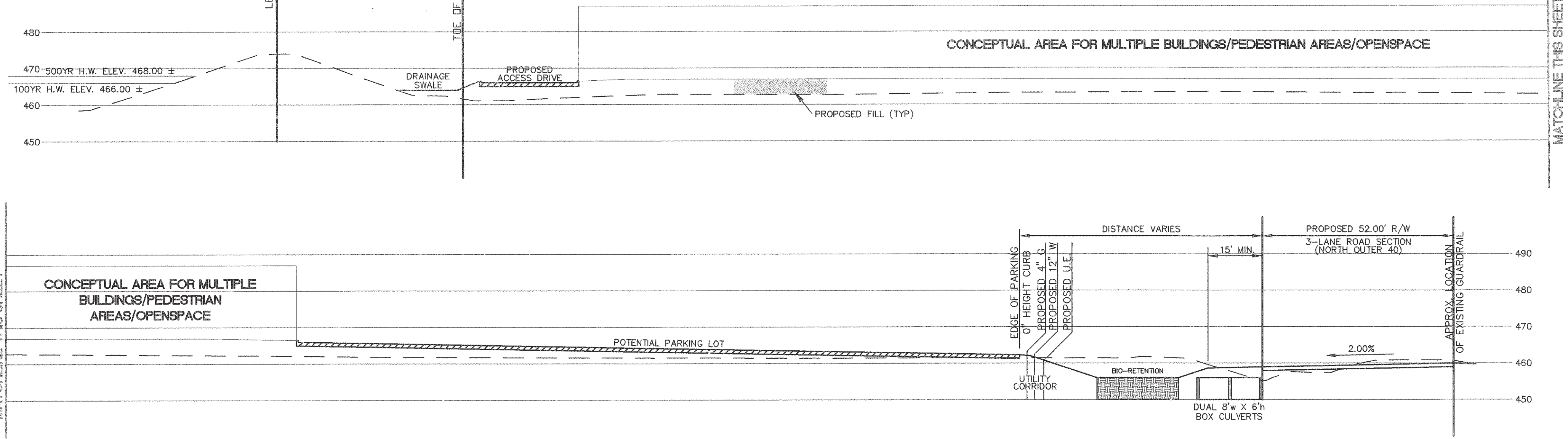
	257 Chesterfield Business Parkway St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com
	DRAIN BY: E.J.B. 07/22/11 DATE CHECKED BY: G.M.S. 07/22/11 DATE JOB NUMBER: 211-4742 SHEET: 1 of 4

STATE OF MISSOURI
PROFESSIONAL ENGINEER
GEORGE MICHAEL STOCK
NUMBER PE-25116
9/30/11
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

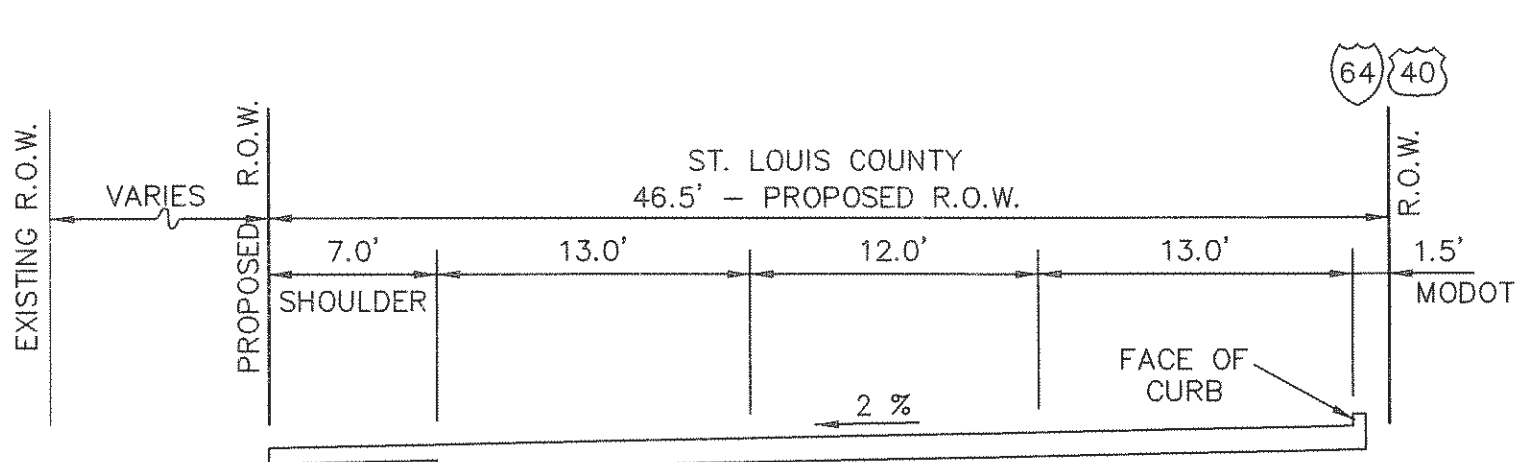
STATE OF MISSOURI
PROFESSIONAL LAND SURVEYOR
DANIEL EHLMANN
NUMBER PLS-2215
9/30/11

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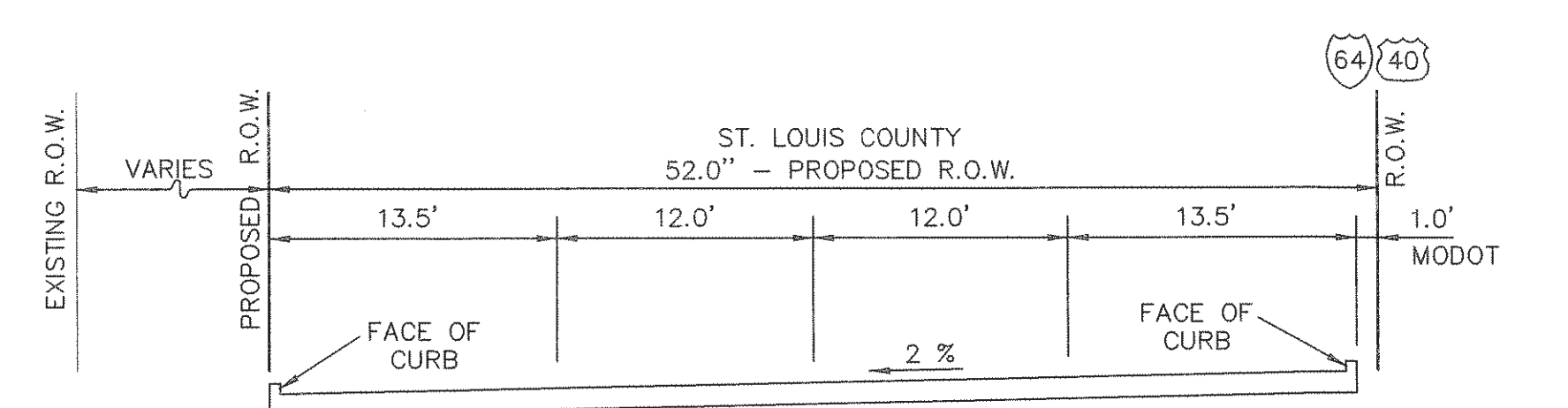
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 LOMR 4/17/00
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 500 YR. H.W. ELEV. - MO RIVER: 468.00



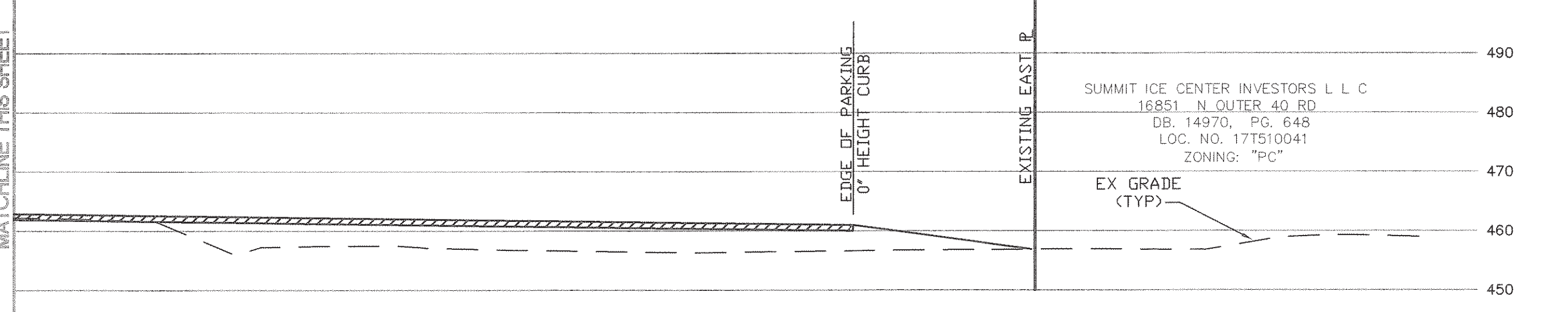
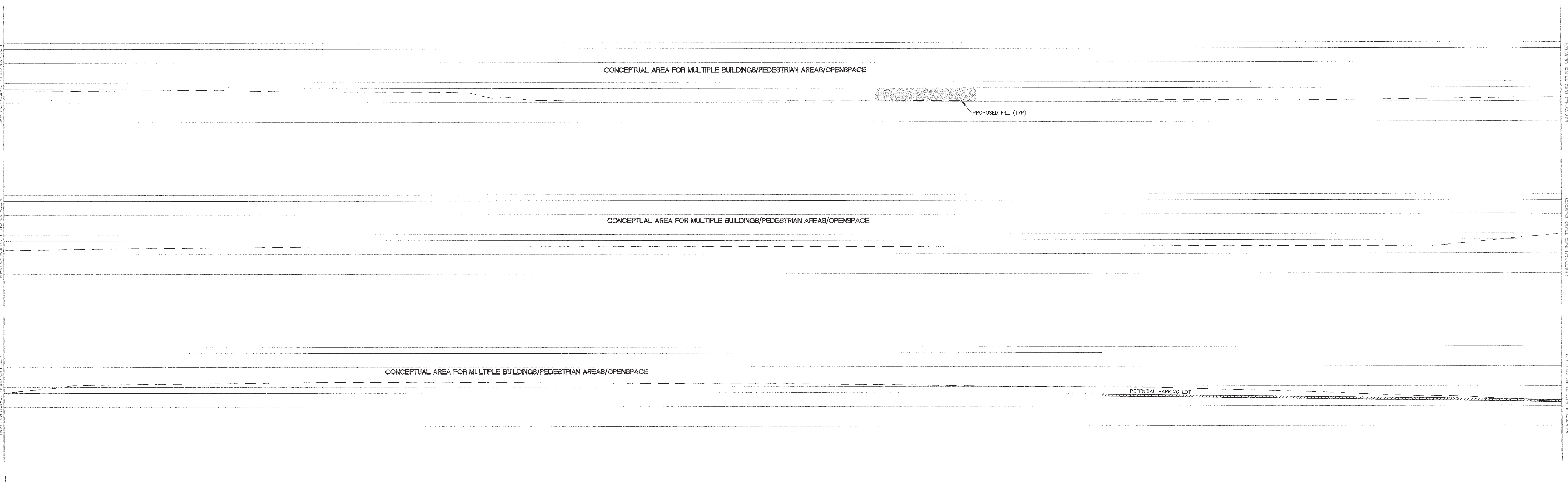
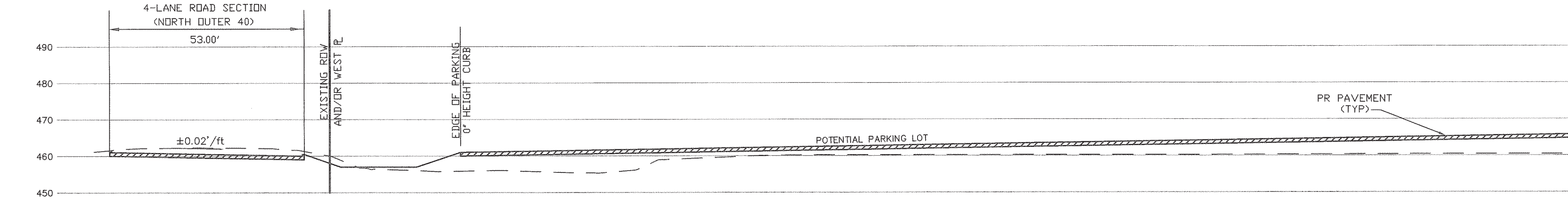
SITE SECTION A-A
 SCALE: 1"=20'



**NORTH OUTER FORTY
 TYPICAL 3-LANE SECTION**
 SCALE: 1"=10'
 NOTE: TO BE CONFIRMED BY
 MODOT AND/OR ST.
 LOUIS COUNTY



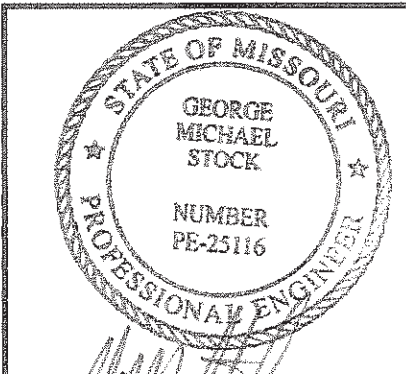
**NORTH OUTER FORTY
 TYPICAL 4-LANE SECTION**
 SCALE: 1"=10'
 NOTE: TO BE CONFIRMED BY
 MODOT AND/OR ST.
 LOUIS COUNTY



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

SUMMIT ICE CENTER INVESTORS L.L.C.
 16851 N. OUTER 40 RD.
 DB. 14970, PG. 648
 LOC. NO. 177510041
 ZONING: "PC"

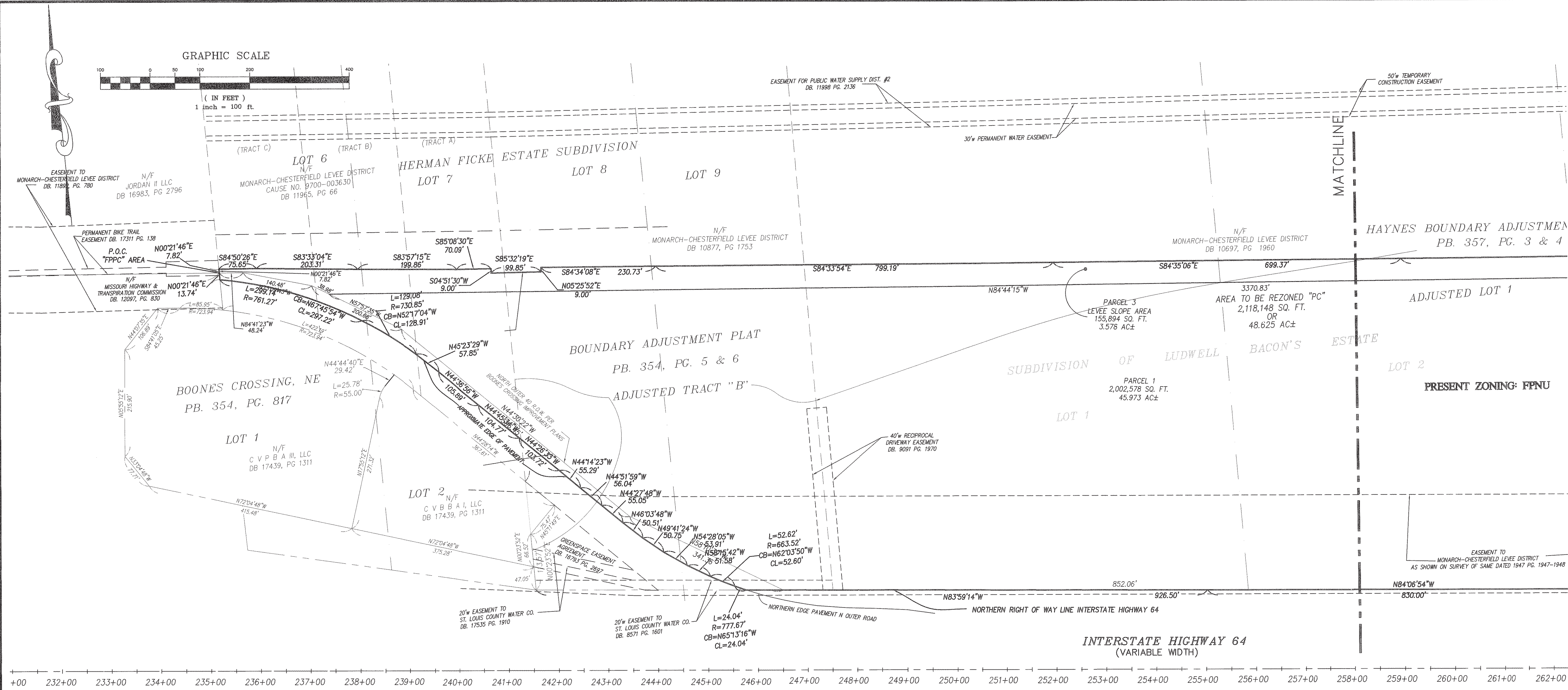
9/30/11 REVISED - REMOVED AREA NORTH OF LEVEE



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

PRELIMINARY PLAN	
SITE SECTIONS	
Stock & Associates	257 Chesterfield Business Parkway St. Louis, MO 63005 PH. (636) 530-9100 FAX (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com
DRAWN BY: E.J.B. DATE: 07/22/11	CHECKED BY: G.M.S. DATE: 07/22/11
JOB NUMBER: 211-4742	SHEET: 3 of 4

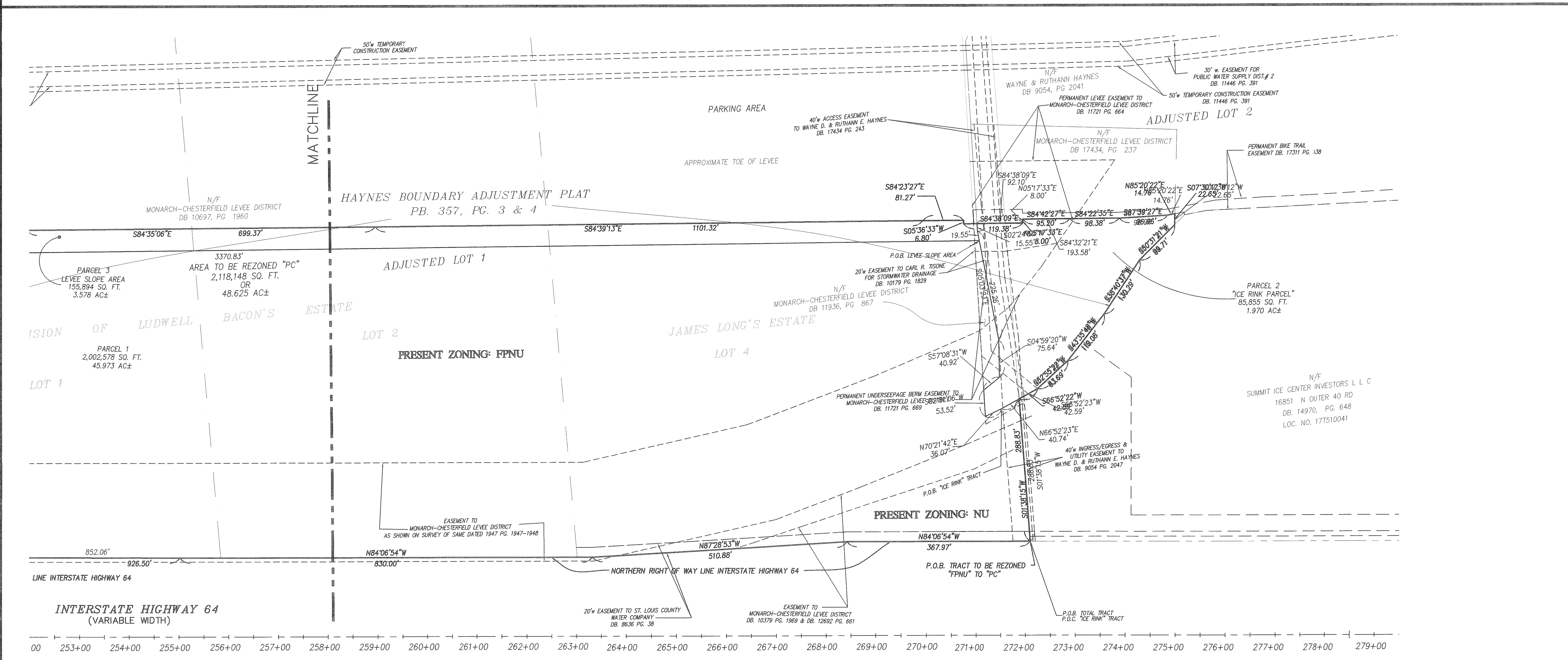
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PROPERTY DESCRIPTION
 Rezoning Tract from "NU" & "FPNU" to "PC"

A tract of land being part of Adjusted Lot 1 of Haynes Boundary Adjustment Plat, according to the plat thereof recorded in Plat Book 357 page 3, part of Adjusted Tract B of the Boundary Adjustment Plat of Lots 8 & 9 of Herman Ficke Estate Subdivision, according to the plat thereof recorded in Plat Book 354, Pages 5 & 6, both of the St. Louis County Records and part of Lots 6 & 7 of Herman Ficke Estate Subdivision in U.S. Survey 2031, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the intersection of the north right-of-way line of Interstate Highway 64, variable width, with the east line of above said Adjusted Lot 1, said point also being the southwest corner of a tract of land as conveyed to Summit Ice Center Investors, L.L.C., by instrument recorded in Book 14970, page 648 of the St. Louis County records; thence westerly along said north right-of-way line the following courses and distances: North 84 degrees 06 minutes 54 seconds West, 367.97 feet; North 87 degrees 28 minutes 53 seconds West, 510.88 feet; North 84 degrees 06 minutes 54 seconds West, 830.00 feet and North 83 degrees 59 minutes 14 seconds West, 926.50 feet to the eastern edge of pavement of North Outer 40, variable width, said point also being located on a curve to the right having a radius of 777.67 feet; thence along the eastern, northeastern and northern edge of said pavement the following courses and distances: thence along said curve with an arc length of 24.04 feet and a chord which bears North 65 degrees 13 minutes 16 seconds West, 24.04 feet to a curve to the right, thence along said curve having a radius of 663.52 feet, an arc length of 52.62 feet and a chord which bears North 62 degrees 03 minutes 50 seconds West, 52.60 feet; North 58 degrees 15 minutes 42 seconds West, 51.58 feet; North 54 degrees 28 minutes 05 seconds West, 53.91 feet; North 49 degrees 41 minutes 24 seconds West, 50.75 feet; North 46 degrees 03 minutes 48 seconds West, 50.51 feet; North 44 degrees 27 minutes 48 seconds West, 55.05 feet; North 44 degrees 51 minutes 59 seconds West, 56.04 feet; North 44 degrees 14 minutes 23 seconds West, 55.29 feet; North 44 degrees 26 minutes 33 seconds West, 103.72 feet; North 44 degrees 45 minutes 34 seconds West, 52.00 feet; North 44 degrees 36 minutes 56 seconds West, 105.80 feet; North 45 degrees 23 minutes 28 seconds West, 57.85 feet to a curve to the left having a radius of 730.85 feet; along said curve an arc length of 129.08 feet and a chord which bears North 52 degrees 17 minutes 04 seconds West, 128.91 feet to a curve to the left having a radius of 761.27 feet and along said curve an arc length of 299.14 feet and a chord which bears North 67 degrees 45 minutes 54 seconds West, 297.22 feet to the east line of a tract of land as conveyed to the Missouri Highway and Transportation Commission by instrument recorded in Book 12097, Page 830 of above said records said point also being located on the west line of above said Lot 6; thence along said west line North 00 degrees 21 minutes 46 seconds East, 21.56 feet; thence departing last said west line the following courses and distances: South 84 degrees 50 minutes 26 seconds East, 75.65 feet; South 83 degrees 33 minutes 04 seconds East, 203.31 feet; South 83 degrees 57 minutes 15 seconds East, 199.86 feet; South 85 degrees 06 minutes 30 seconds East, 70.09 feet; South 84 degrees 51 minutes 30 seconds East, 90.00 feet; South 85 degrees 32 minutes 19 seconds East, 99.85 feet; North 05 degrees 25 minutes 52 seconds East, 9.00 feet; South 84 degrees 34 minutes 08 seconds East, 230.73 feet; South 84 degrees 33 minutes 54 seconds East, 799.19 feet; South 84 degrees 35 minutes 06 seconds East, 699.37 feet; South 84 degrees 39 minutes 13 seconds East, 1101.32 feet; South 84 degrees 23 minutes 27 seconds East, 81.27 feet; South 05 degrees 36 minutes 53 seconds East, 6.80 feet and South 84 degrees 38 minutes 09 seconds East, 27.27 feet to the south line of a Permanent Bike Trail Easement according to instrument recorded in Book 17311, Page 138 of above said records; thence along said south line the following courses and distances: South 84 degrees 38 minutes 09 seconds East, 92.10 feet; North 05 degrees 17 minutes 33 seconds East, 8.00 feet; South 84 degrees 42 minutes 27 seconds East, 95.20 feet; South 84 degrees 22 minutes 35 seconds East, 98.36 feet; South 87 degrees 09 minutes 27 seconds East, 98.90 feet and North 85 degrees 20 minutes 22 seconds East, 14.76 feet to the east line of above said Adjusted Lot 1; thence along the east and southeastern lines of said Adjusted Lot 1 the following courses and distances: South 07 degrees 30 minutes 12 seconds West, 22.65 feet; South 50 degrees 31 minutes 21 seconds West, 99.71 feet; South 38 degrees 40 minutes 37 seconds West, 130.29 feet; South 43 degrees 35 minutes 48 seconds West, 119.08 feet; South 52 degrees 55 minutes 22 seconds West, 83.09 feet; South 60 degrees 52 minutes 22 seconds West, 42.59 feet and South 01 degrees 38 minutes 15 seconds West, 288.83 feet to the Point of Beginning and containing 2,118,148 square feet or 48.625 acres more or less according to calculations performed by Stock & Associates Consulting Engineers, Inc. on July 22, 2011.



9/30/11 REVISED - REMOVED AREA NORTH OF LEVEE

PRELIMINARY PLAN
ZONING EXHIBIT

STOCK & ASSOCIATES
Consulting Engineers, Inc.

257 Chesterfield Business Parkway
 PH: (636) 530-9100
 FAX: (636) 530-9130
 e-mail: general@stockassoc.com
 Web: www.stockassoc.com

DATE: 7/22/11
 CHECKED BY: D.M.E.
 JOB NUMBER: 211-4742
 SHEET: C4 of 4

DRAWN BY: J. W. HARRIS (2011) DATE: 7/22/11
 CHECKED BY: J. W. HARRIS (2011) DATE: 7/22/11
 DATE: 7/22/11
 SHEET: C4 of 4