



690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
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Planning Commission Issues Report

Subject: Change of Zoning Issues Report

Meeting Date: December 9, 2013

From: Jessica Henry, Project Planner

Location: North side of Olive Street Road, at its intersection with Chesterfield Airport Rd.

Petition: P.Z. 12-2013 The Wedge (McGrath Plaza)

Proposal Summary

Pickett, Ray & Silver, Inc. has submitted a request for a zoning map amendment to rezone five parcels from “C8” Planned Commercial District to a new “PC” Planned Commercial District for a proposed convenience store with fuel pump stations, a fast food restaurant, and future retail/commercial development.

Department Input

This petition is before the Planning Commission following up on issues that were identified during the Public Hearing on October 28, 2013. After the meeting, an Issues Letter was sent to the petitioner by Staff. This letter included concerns identified at the Public Hearing and Staff issues. A written response to those issues and a revised Preliminary Plan were received by Staff, and are included for your review as attachments to this report. Despite numerous discussions and meetings with the Petitioner, the Petitioner has chosen to proceed back to the Planning Commission with a Preliminary Plan which does not meet City Code requirements and with other outstanding issues which have not been addressed. Based upon these items, Staff has elected not to prepare a draft planned district ordinance associated with P.Z. 12-2013 due to the outstanding issues identified during the Public Hearing that have not been addressed by the applicant. Based on the current submittal, any Attachment A that may have been prepared would not have met City Code requirements.

Site History

The site was zoned “NU” Non-Urban District prior to the incorporation of the City of Chesterfield. The convenience store/service station structure was built in 1960 and was zoned “NU” Non-Urban District with the adoption of the 1965 St. Louis County Zoning Ordinance. The three large parcels that are currently in existence are governed by three different City of Chesterfield Ordinances. Each of the three parcels was granted a change in zoning from the “NU” Non-Urban District to the “C-8” Planned

Commercial District in 1993. Since that period, the parcel containing the Phillips 66 structure has twice requested to amend its site specific governing ordinance. In 1994, City of Chesterfield Ordinance 959 permitted an increase to two pump island canopies and five pump islands. In 1998, the pump island canopy setback was amended from 40' to 25' from Chesterfield Airport Road by City of Chesterfield Ordinance 1425.

Surrounding Land Uses

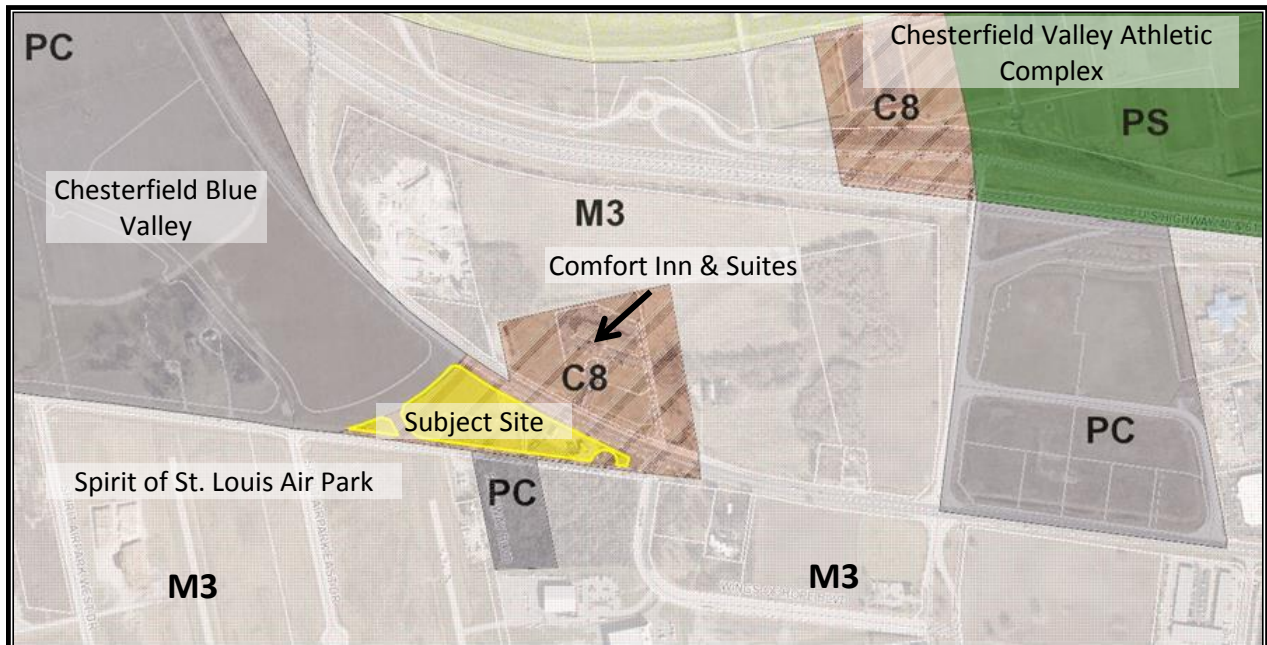
The land use and zoning for the properties surrounding this parcel are as follows:

North: The land use of the property to the north is commercial and currently contains the Comfort Inn & Suites hotel which is zoned "C8" Planned Commercial District.

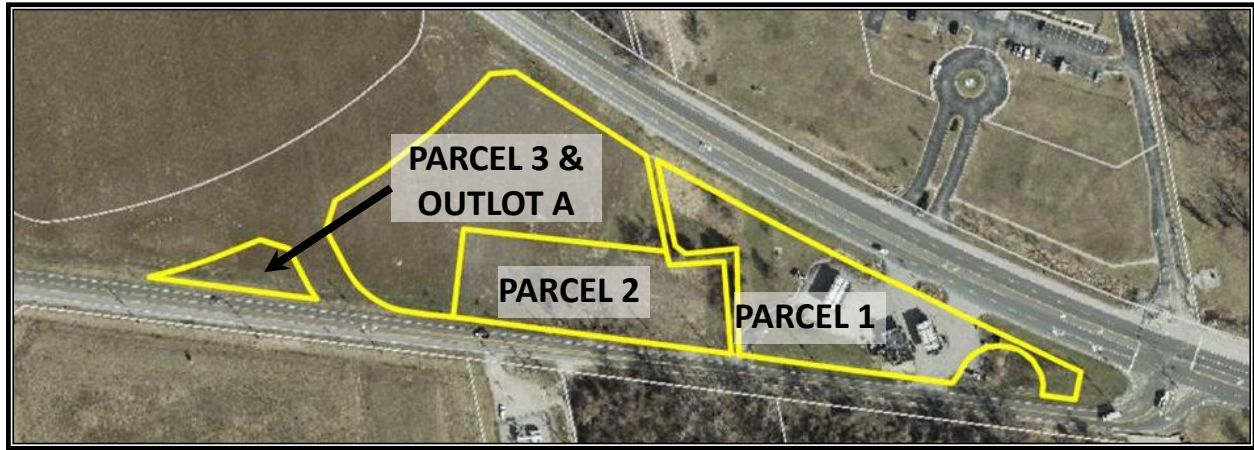
South: The properties to the south are primarily vacant and are zoned "M3" Planned Industrial District, however one parcel contains an electric utility substation just south across Old Olive Street Road.

East: Properties east of the site are primarily vacant and are zoned "M3" Planned Industrial District.

West: The property to the west is the Chesterfield Blue Valley Development which is zoned "PC" Planned Commercial District.



Area Zoning



Site Location



Existing Service Station—View from North Side of
Chesterfield Airport Road



Existing Service Station—View from Eastern Property
Line



Westernmost Parcel—View from Old Olive Street Road



Existing Service Station Canopy—View from Old Olive
Street Road



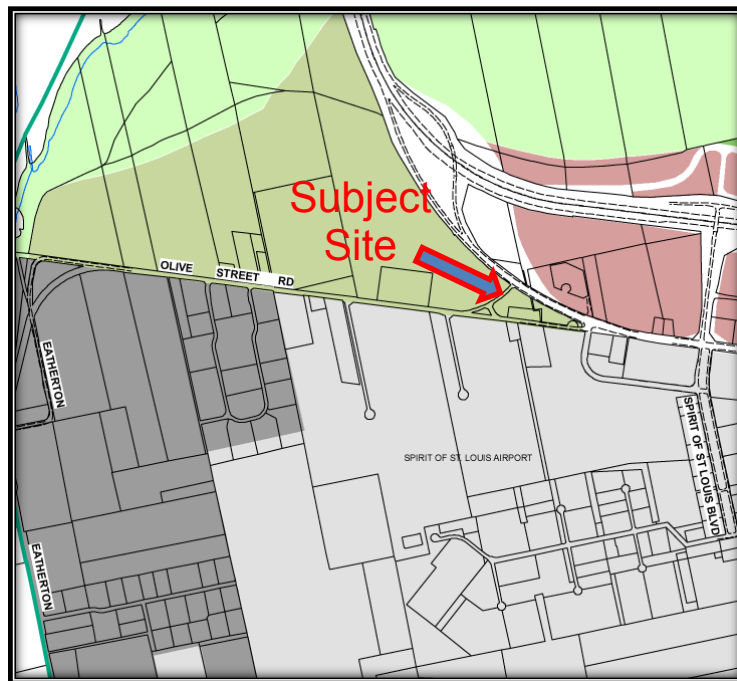
Facing South from Chesterfield Airport Road



Facing West from the Olive Street Road Connector

Comprehensive Plan Analysis

The subject site is located within Ward 4 of the City of Chesterfield. The City of Chesterfield Land Use Plan indicates these parcels are within the *Mixed Use (Retail/Office/Warehouse)* which is defined as a mixture of office, office /warehouse distribution and retail development with a maximum height of 3 stories (45 feet above grade). Development should have “business park” quality. The subject site is located in the Chesterfield Valley as identified by the Comprehensive Plan; however there are no additional sub-area development guidelines for this site.



Comprehensive Land Use Plan

Analysis*Zoning Request*

The rezoning of this property from the existing “C8” Planned Commercial District to “PC” Planned Commercial District via application P.Z. 12-2013 would repeal the three existing governing ordinances and unite the parcels under a single site-specific governing ordinance that reflects all current City of Chesterfield Municipal Code requirements.

Preliminary Plan

Following the Public Hearing, the Petitioner provided an amended Preliminary Plan which made revisions to the site to address issues identified at the Public Hearing and by Staff. This new Preliminary Plan increased the landscape buffer along Chesterfield Airport Road and the relocated portion of Olive Street Road to the thirty (30) foot minimum requirement for commercial districts with frontage along arterial streets. In order to achieve this, the Petitioner removed the previously proposed fifteen (15) foot landscape buffer along Old Olive Street Road, which is no longer classified as an arterial street and is therefore not subject to any buffering requirement by the Municipal Code. Further, in removing the buffers along Old Olive Street Road, the applicant has pushed the large parking areas back to the property line. The internal circulation area surrounding the proposed fast food restaurant (identified as “Proposed QSR” on the Preliminary Plan) was modified to incorporate the thirty (30) foot landscape buffer and the proposed building now abuts the buffer area. The proposed entrance located off of the cul de sac at the eastern end of the site has been removed. No revisions were made to the five proposed access points off of Chesterfield Airport Road, relocated Olive Street Road, and Old Olive Street Road. As previously advised, the access points do not meet City Code requirements and will create conflicts and safety issues if permitted.

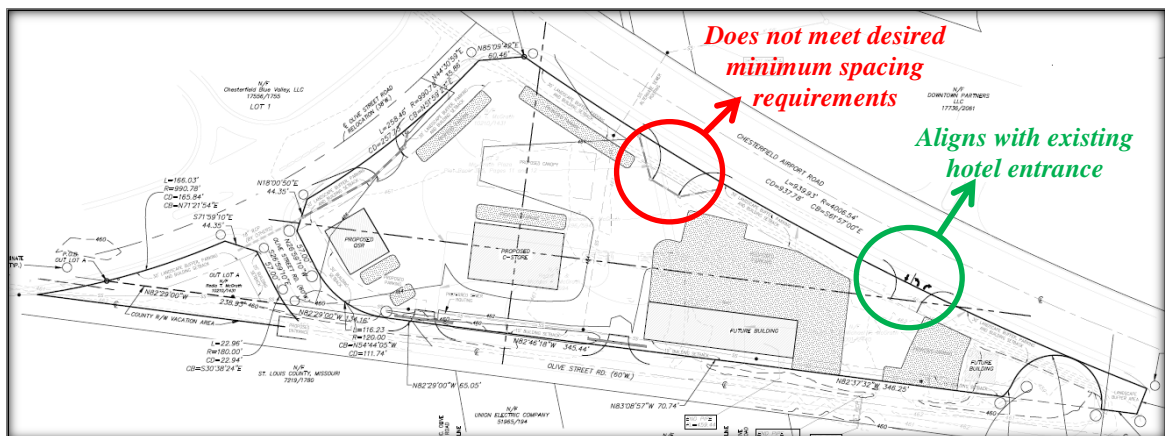
Issues

The Planning Commission and Staff identified multiple issues at the October 28, 2013 Public Hearing on this petition and a letter detailing these issues was sent to the Petitioner. The Petitioner has submitted a formal response to each of these items which is attached to the Planning Commission’s packet for review. Additional information from Staff on several of these issues is provided below.

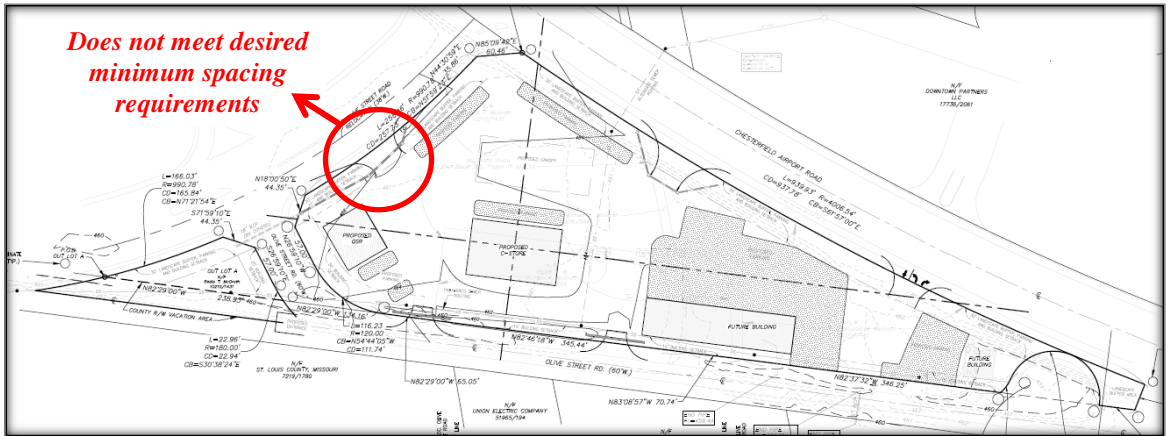
- **Concerns regarding the number and location of access points off of Olive Street and Chesterfield Airport Roads.**

In their November 26, 2013 correspondence, the Petitioner indicates compliance with the drive spacing requirements; however, Staff does not agree that compliance has been achieved. The proposed driveway locations on Chesterfield Airport Road and Relocated Olive Street Road, as shown on the preliminary plan, do not meet the City’s access requirements as defined in Chapter 26, article III, section 26-55 of the Chesterfield City Code. The proposed development is not located in an older development and the site contains sufficient frontage, therefore, the desired minimum spacing requirements must be met. The desired minimum spacing requirements which the Petitioner is to meet are defined in Table A1 and Table A2 under the section indicated above. The access points shown on the Preliminary Plan do not meet the City’s access requirements in the following ways:

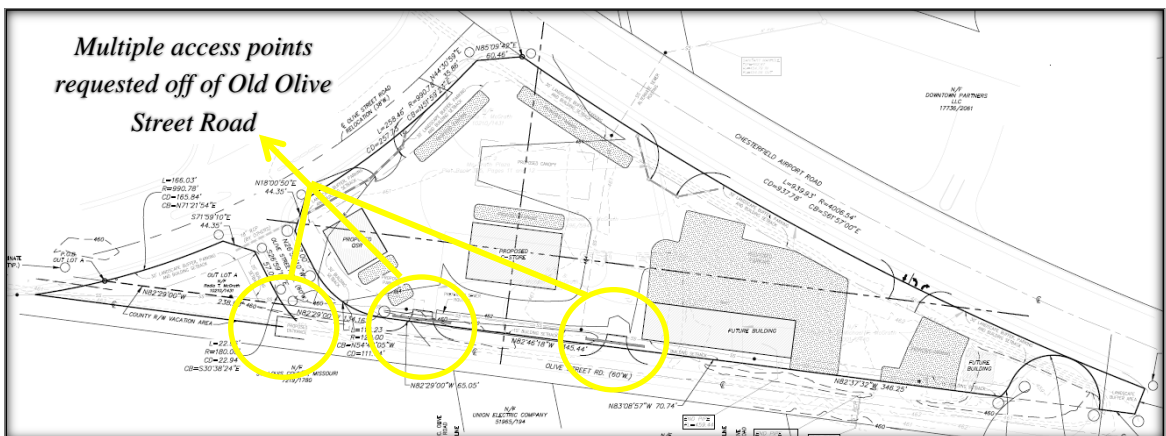
1. Chesterfield Airport Road and Olive Street Road are classified as Major Arterials; as such the requirements are 400 feet for opposite right (downstream) drive spacing, Table A1, and 350 feet for adjacent drive spacing, Table A2. The petitioner was informed of these requirements at a meeting on November 25, 2013.
2. The proposed entrances on Chesterfield Airport Road do not meet the 350 foot spacing requirement as identified in Table A2 or the 400 foot spacing requirement as identified in Table A1. While the code does allow for a maximum of three non-residential entrances for a property with 950 feet of frontage, the entrances must still meet the desired minimum spacing requirement. As depicted on the Preliminary Plan, the easternmost drive must align with the existing hotel entrance on the north side of Chesterfield Airport Road. With the easternmost drive location being set, the remaining distance between the proposed eastern entrance and relocated Olive Street Road is approximately 620 feet. In order to provide the required 400 foot drive spacing, 700 feet would be necessary to accommodate the proposed westernmost entrance on Chesterfield Airport Road. That being said, the proposed western entrance on Chesterfield Airport Road does not meet the required spacing. **As such, Staff recommends that the westernmost access point be eliminated, as shown below.**



3. The property frontage on the relocated Olive Street Road equates to approximately 360 feet. This frontage is located between the remaining portion of Olive Street Road and Chesterfield Airport Road. This does not provide adequate spacing for the proposed access onto relocated Olive Street Road. The proposed entrance is approximately 165 feet from the remaining portion of Olive Street Road. Since 400 feet is the required minimum spacing, the proposed entrance on relocated Olive Street Road does not meet the required spacing. **As such, Staff recommends this access point be eliminated, as shown below.**



4. The remaining portion of (Old) Olive Street Road has not been reclassified by the City but it would be reasonable to assign it a local street classification. That being said, the two westernmost proposed entrances meet the drive spacing requirements. It is unclear as to purpose of the proposed entrance shown to Outlot A. Clarification as to the purpose of this entrance has not been provided by the petitioner. Although the drive spacing requirements are met, the stated purpose of the City's Driveway Access Location and Design Standards is "to recognize the City's desire to **minimize the number of permitted access points** in an effort to improve traffic flow, minimize congestion, and enhance the public safety. **The number of access points may be restricted, even to the extent that all other criteria may be met.**" Therefore, if the Planning Commission chooses not to request elimination of an access point off of the remaining portion of (Old) Olive Street Road, Staff recommends that a written justification for multiple access points be provided by the Petitioner.



- **Concerns with the number, type, and intensity of the uses requested.**
As addressed in the Petitioner's Issues Response Letter, the requested uses were reduced from seventy-nine (79) uses to forty-eight (48) uses. Additionally, the six (6) light industrial uses were

removed from the list of requested uses. The revised list of forty-eight (48) requested uses is included in the Petitioner's Issues Response Letter for the Planning Commission's review and input regarding any further reduction or limitations on the number of a particular use that may occur on the site.

- **Concerns with requested setbacks and lack of landscape buffers as required by Chapter 27.5 Tree Preservation and Landscape Manual of the Municipal Code.**

As discussed in the Analysis section of this report, the Petitioner revised the Preliminary Plan to meet the thirty (30) foot minimum landscape buffer requirement for commercial districts with frontage along arterial streets. As discussed in the Preliminary Plan section of this report, the Petitioner has removed the buffer along Old Olive Street Road.

- **Concerns with the ability of the development as shown on the Preliminary Plan to achieve the minimum thirty-five percent (35%) Open Space requirement through distribution of Open Space throughout the site.**

This issue is advisory at this point and will be reviewed and enforced during the Site Plan review process.

- **Concerns regarding the request to clear cut the site in order to place several feet of fill on the site, and, specifically, the effect this action will have on drainage patterns and the ability of the site to comply with the Chapter 27.5 Tree Preservation and Landscape Manual requirements.**

The concerns regarding how drainage patterns will be affected with the addition of fill material on the site will be addressed during site plan and improvement plan review. Placement of fill will not be permitted unless it is demonstrated that storm water drainage can adequately be handled.

- **Concerns with the Petitioner's request of the maximum Floor Area Ratio (FAR) of 0.55 for the development in light of previous concerns.**

In the Issues Response Letter, the Petitioner provided an approximated FAR that was much lower than the 0.55. This comment was largely advisory and the applicant is aware that several Municipal Code requirements will affect the achievable density for the site.

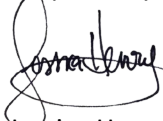
City Staff has received all agency comments concerning this development proposal. All comments received at this point from other agencies will be incorporated into a future draft planned district ordinance. It should be noted that Staff met with the Petitioner again after the Public Hearing and expressed concerns and issues with the items detailed above. During this meeting, the Petitioner restated their claim of an agreement with St. Louis County entitling them to the access points shown on the Preliminary Plan. However, during multiple meetings with the Petitioner both prior to and post submittal of the zoning application, no such agreement has been produced. Staff has discussed this issue in detail with St. Louis County and has been repeatedly informed that St. Louis County will defer to the City of Chesterfield requirements regarding the location and number of any and all access points to this development. As with all Change of Zoning Requests, Staff's position remains that when an ordinance is repealed and replaced by a new ordinance and Attachment A as required by the change of zoning process, the new Attachment A must comply with all City of Chesterfield Municipal Code requirements.

Therefore, it is Staff's opinion that the Petitioner has no access entitlements resulting from the current governing ordinances which the Petitioner is requesting to repeal.

Request

The purpose of this meeting is for the discussion of issues concerning the request for a change in zoning to the "PC" Planned Commercial District (P.Z. 12-2013). No vote is requested at this time for this project. The intent of the Issues Meeting is to receive feedback on the revised Preliminary Plan, an analysis of the suitability of the zoning request, and to present the Planning Commission with the outstanding issues that must be resolved prior to requesting a recommendation from the Planning Commission. Staff recommends that these issues be addressed before an Attachment A is prepared. This is especially critical due to Staff's concerns with the access being shown on the Preliminary Plan.

Respectfully Submitted,



Jessica Henry, Project Planner

Attachments:

1. Response to Issues Letter
2. Preliminary Plan
3. Tree Stand Delineation Plan

PICKETT, RAY & SILVER, INC.

CIVIL ENGINEERING, LAND SURVEYING & LAND PLANNING SERVICES

November 26, 2013

Ms. Jessica Henry
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760

RE: Energy Marketing #709 – Preliminary Development Plan/Change in Zoning “Wedge Property”
Pickett, Ray & Silver, Inc. Project No. 09056.EMKT.00R

Dear Ms. Henry:

The following is a written response to your letter dated November 1, 2013. Attached are 21 copies of this response letter, the revised Preliminary Development Plan and Tree Stand Delineation. The Tree Stand Delineation has not been changed from the previous submittal. The Preliminary Development Plan has been revised to address your comments.

- 1. Address concerns with the number of location and access points off of Olive Street and Chesterfield Airport Roads. Note that compliance with Chapter 25 Article III Driveway Access Location and Design Standards of the Municipal Code is required.*

The drawing has been revised to illustrate that the proposed Development Plan meets the Driveway Access Location and Design Standard of the Municipal Code except at the proposed right-in/right-out on Relocated Olive Street.

- A. Chesterfield Airport Road. Both proposed entrances on Chesterfield Airport Road (Major Arterial) meet the minimum criteria for opposite, Table A-1 (300 feet) and adjacent spacing. Table A-2 (275 feet). The frontage on Chesterfield Airport Road is approximately 950 feet which allows a maximum of three non-residential entrances and we are proposing two entrances. Additionally, the plan meets the geometric design criteria for width and driveway throat length of 80 feet for an arterial as shown on the plan.
- B. Relocated Olive Street Road. The plan proposes one right-in/right-out entrance on Relocated Olive Street located approximately 163 feet from the existing entrance to the dead end portion of Olive Street Road. This right-in/right-out entrance was granted by City of Chesterfield Ordinance No. 811, Bill No. 828 on Page 2 of Attachment A, Section 4 Site Development Plan Design Criteria, Item d. under Access states “Access to this development from Relocated Olive Street Road shall be restricted to one commercial entrance restricted to right-turns in and right-turns out by the raised median on Relocated Olive Street Road. This driveway shall be located and constructed as directed by the St. Louis County Department of Highways and Traffic.”

C. Dead End Portion of Olive Street Road. The plan shows two entrances from the dead end portion of Olive Street Road to the development site. The first entrance is approximately 297 feet from Relocated Olive Street Boulevard and the second entrance is 260 feet further east along the dead end portion of Olive Street Boulevard. These entrances meet the City of Chesterfield criteria for a collector or local street classification. This portion of Olive Street Road has been modified and a cul-de-sac has been constructed at the end of the road near Wings of Hope and should now be classified as a local street. Additionally, the plan meets the geometric design criteria for width and driveway throat length of 45 feet for a non-residential and collector class street.

2. *Address the concerns with the number, type, and intensity of the uses requested.*

The list of uses requested on the site has been revised from seventy-nine (79) uses to the following forty-eight (48) uses.

- (1) Animal grooming service.
- (2) Art gallery.
- (3) Art studio.
- (4) Automotive retail supply (indoor sales only).
- (5) Bakery.
- (6) Bar.
- (7) Barber or beauty shop.
- (8) Brewpub.
- (9) Broadcasting studio.
- (10) Car wash.
- (11) Car wash, self-service.
- (12) Check cashing facility.
- (13) Coffee shop.
- (14) Coffee shop, drive-thru.
- (15) Commercial service facility.
- (16) Donation collection bin.
- (17) Drug store and pharmacy.
- (18) Drug store and pharmacy, drive-thru.
- (19) Dry cleaning establishment.
- (20) Dry cleaning establishment, drive-thru.
- (21) Filling station and convenience store with pump stations.
- (22) Financial institution.
- (23) Financial institution, drive-thru.
- (24) Grocery--Community.
- (25) Grocery--Neighborhood.
- (26) Kennel, boarding.
- (27) Laundromat.
- (28) Newspaper stand.
- (29) Office, dental.
- (30) Office, general.
- (31) Office, medical.
- (32) Oil change facility.
- (33) Professional and technical service facility.
- (34) Reading room.
- (35) Recreation facility.
- (36) Research facility.

- (37) Restaurant, fast food
- (38) Restaurant, outdoor customer dining area.
- (39) Restaurant, sit down.
- (40) Restaurant, take out.
- (41) Restaurant, with drive-thru window.
- (42) Retail sales establishment, community.
- (43) Retail sales establishment, neighborhood.
- (44) Tackle and bait shop.
- (45) Tattoo parlor/body piercing studio.
- (46) Telecommunications structure.
- (47) Telecommunications tower or facility.
- (48) Veterinary clinic.

3. *Address concerns with requested setbacks and lack of landscape buffers as required by Chapter 27.5 Tree Preservation and Landscape Manual of the Municipal Code.*

The plan has been revised to include a 30-foot wide landscape buffer, parking and building setback along the entire portion of Chesterfield Airport Road and Relocated Olive Street Road.

4. *Specific to the Planned Commercial (PC) district regulations, a minimum of thirty-five percent (35%) Open Space is required for the proposed development.*

The PC District requires a minimum of thirty-five (35) percent open space of the total site acreage. We are aware of this requirement and will meet the requirement. At this time, we do not know the exact uses for the development of the project, but have analyzed the site and will be able to obtain the thirty-five percent (35%) open space requirement for the development. The open space would be distributed throughout the site. The proposed 30 foot wide landscape buffer along Chesterfield Airport Road and Relocated Olive Street Road provides 17% of open space area and is distributed along the entire length of the property.

5. *Provide more information regarding the request to clear cut the site in order to place several feet of fill on the site. Specifically, how will this action affect drainage patterns and how will this comply with the Chapter 27.5 Tree Preservation and Landscape Manual requirements.*

We are proposing to remove 29 trees on the five-acre site. The majority of the existing trees are located near the center of the proposed development along an interior lot line. The trees are largely clumped in a row and did not allow for proper development; the lower portions of the pines have been crowded and the limbs are dead. The overall quality of the trees is poor and only two species of the trees on the site are on the current list of desirable trees for City of Chesterfield, Silver Maple and Elm. Because Relocated Olive Street Road and Chesterfield Airport Road are elevated from three to five feet above the existing site, fill material will be required to raise the site and create adequate drainage patterns. It is a building code requirement that grades adjacent to structures shall slope away by 5% except for sidewalk and parking areas. Therefore, the proposed buildings need to be elevated to have good drainage around the buildings and drainage for the entire site. The storm water drainage pattern for the site has been established by the existing pipes under Relocated Olive Street Road; the site will need to be raised to be able to drain to the storm water pipes. The storm water pipe under the dead end portion of the Olive Street Road was to be constructed at an elevation of 460.37. The future buildings are approximately 500 to 600 feet from this pipe, utilizing a 1% slope from these buildings they would need to have a finish floor elevation of 466 or more. The existing grade on the majority of the site is 462; therefore, at least four feet of fill will be needed in the building pad areas. The entire site will need to be graded to create proper drainage and trees would not be able to sustain fills of this amount. To mitigate the 29 trees on the

site, a minimum of 9 mitigation trees (30%) will be planted on the site. These trees will be in addition to the street trees and landscaping requirements.

6. *The project narrative states the maximum FAR of 0.55 is requested for the site. In light of the concerns detailed in Items 1-5, provide a written statement indicating how such a density could be achieved on the site.*

The floor area ratio has been analyzed for the site as proposed in the site development plan and the FAR density (including pump canopy) is 0.151. This density is well below the required maximum of 0.55.

If you have any questions or need additional information, feel free to contact me at (636) 397-1211 or dtiemann@prs3.com.

Yours very truly,

PICKETT, RAY & SILVER, INC.

A handwritten signature in black ink that reads "Douglas S. Tiemann". The signature is written in a cursive, flowing style.

Douglas S. Tiemann, P.E., P.L.S.
Director of Engineering

Preliminary Development Plan

Energy Marketing 709 LLC

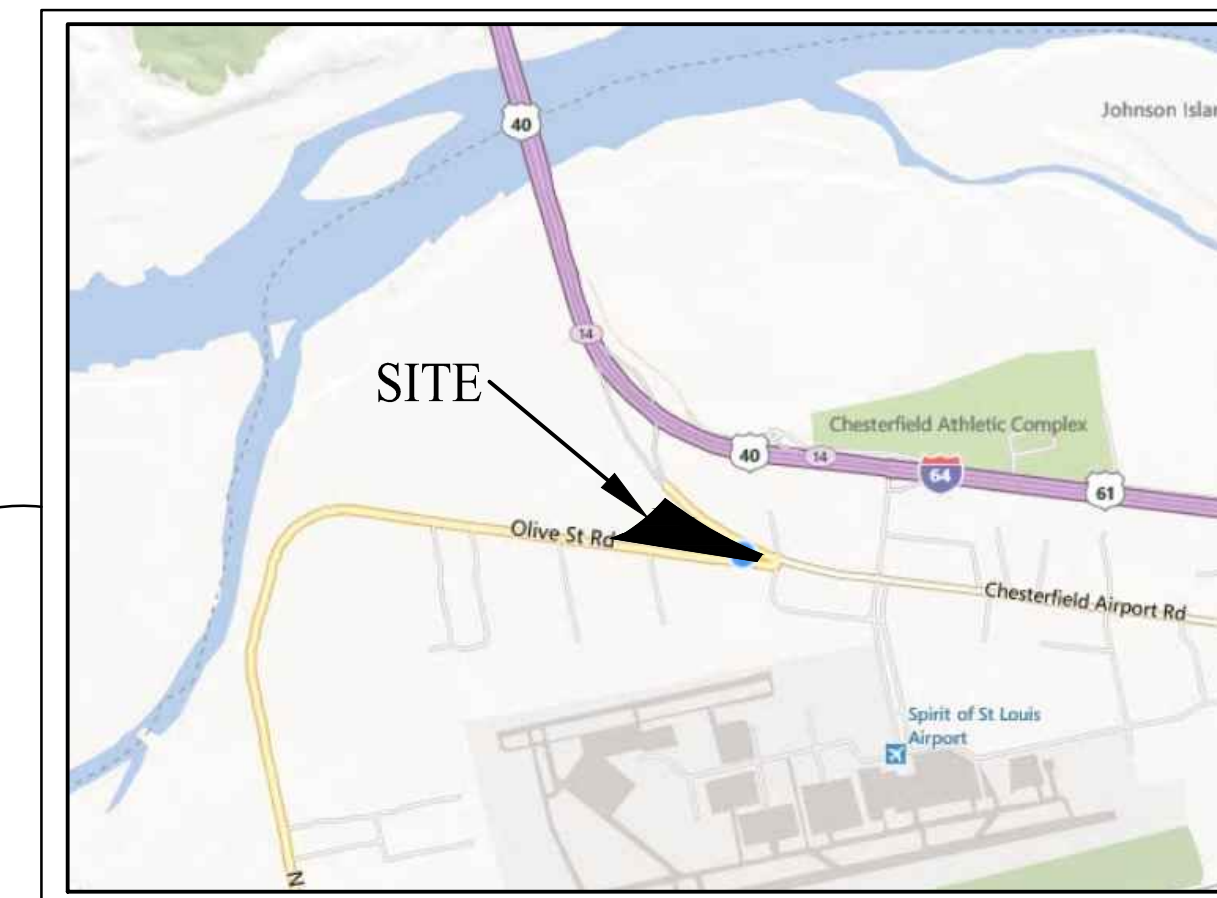
OWNER & CONSULTANT CONTACTS

PROPERTY OWNER:
 ENERGY MARKETING 1877 LLC
 2130 KIENLEN AVENUE
 ST. LOUIS, MO 63121
 PHONE: (314) 383-3700

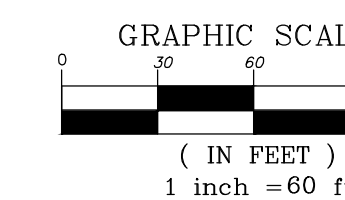
CIVIL ENGINEER:
 PICKETT, RAY & SILVER
 MO LICENSE #000325
 22 RICHMOND CENTER COURT
 ST. PETERS, MO 63376
 PHONE: (636) 397-1211

N/F
 DOWNTOWN PARTNERS
 LLC
 17736/2065

N/F
 DOWNTOWN PARTNERS
 LLC
 17736/2061



LOCATION MAP



- Items 1 - 7 Standard Exceptions
- Item 8 Restrictions, Conditions and easements, contained in instrument(s) recorded in: Plat Book 325 Page 11. (EASEMENTS SHOWN, SUBJECT TO RESTRICTIONS AND CONDITIONS)
- Item 9 Easement granted to Union Electric Company recorded in Book 1132 page 49. (SHOWN)
- Item 10 Covenants, conditions and restrictions according to instruments recorded in Book 10 page 494, Book 11 page 247, Book 3951 Page 581 and in Book 9305 page 1047. (SUBJECT TO)
- Item 11 Oil and Gas Lease granted by instrument recorded in Book 524 page 86 and assigned to Mobil Oil Corporation. (SUBJECT TO)
- Item 12 Easement granted to Southwestern Bell Telephone Company recorded in Book 8509 page 390, (SHOWN) Book 7383 page 1263 (DOES NOT AFFECT).
- Item 13 Reservation of a perpetual easement for the installation, use, enjoyment, operation, maintenance, repair, replacement, relocation and removal of any and all utility systems and/or parts thereof, lines and related facilities for sanitary and storm sewer, water, electrical, gas, lighting, and telephone, etc., as contained in instrument recorded in Book 9305 page 1047 (SHOWN) and in Book 10210 page 1431.
- Item 14 Reservation of a Perpetual Access Easement as contained in instrument recorded in Book 9305 page 1047 and in Book 10210 page 1431. (SHOWN)
- Item 15 Easement granted to Laclede Gas Company recorded in Book 9820 page 2469. (SHOWN)
- Item 16 Terms and provisions of the Development Plan recorded in Plat Book 284 pages 49 thru 51, Plat Book 325 page 40 and Plat Book 332 page 8. (SUBJECT TO)
- Item 17 Permanent Roadway Improvement, Maintenance Utility Sewer and Sidewalk Easement granted to St. Louis County, Missouri by instrument recorded in Book 10106 page 2178. (SHOWN)
- Item 18 Terms and provisions of Ordinance No. 854 of the City of Chesterfield, a certified copy of which is recorded in Book 10148 page 1935, as amended by Ordinance No. 959 of the City of Chesterfield, a certified copy of which is recorded in Book 10379 page 2059. (SUBJECT TO)
- Item 19 Right of way of roadways over any portion of the herein described property embraced therein.
- Item 20 Not Survey Related Item.
- Item 21 Easement granted Monarch Chesterfield Levee District according to the instrument recorded in Book 10611 Page 2052, Book 11723 page 316, Book 11723 page 321 and Book 17962 page 4033. (DOES NOT AFFECT)
- Item 22-28 Not Survey Related Items.

GENERAL NOTES

- The easements shown on this survey were plotted from items furnished Pickett, Ray & Silver by Commonwealth Land Title Insurance Company File No: 11644798, Revision 1, Effective Date: April 28, 2009. Other easements not shown may encumber this site.
- The bearings shown hereon are based upon State Plane Coordinates. The following information was used in determining the State Plane Coordinates as shown hereon.
 Station Name SL-40, ELEVATION = 486.82
 Missouri Coordinate System (NAD 1983)
 Missouri Coordinates (meters), North = 315379.803, East = 237342.881
 Zone Central, Convergence: Negative 00'05"27.2"
 Grid Factor: 0.9999169
 The relative positional tolerance of said State Plane Coordinates are ±0.03 meters.
- Class of property - Urban.
- (R1) Record bearing per Plat Book 325 Pages 11 & 12.
 (R2) Record bearing per Deed Book 12001 Page 2440.
- This property lies within Zone AH (flood depths of 1 to 3 feet usually areas of ponding, base flood elevations determined) per the Flood Insurance Rate Map, Community Panel No. 29189C0120 H, Panel 120 of 420, effective date August 2, 1995.
- This survey has been executed in accordance with the Current Minimum Standards for Property Boundary Surveys, 20 CSR 2030-16, and the results are shown hereon.

PROPERTY DESCRIPTION

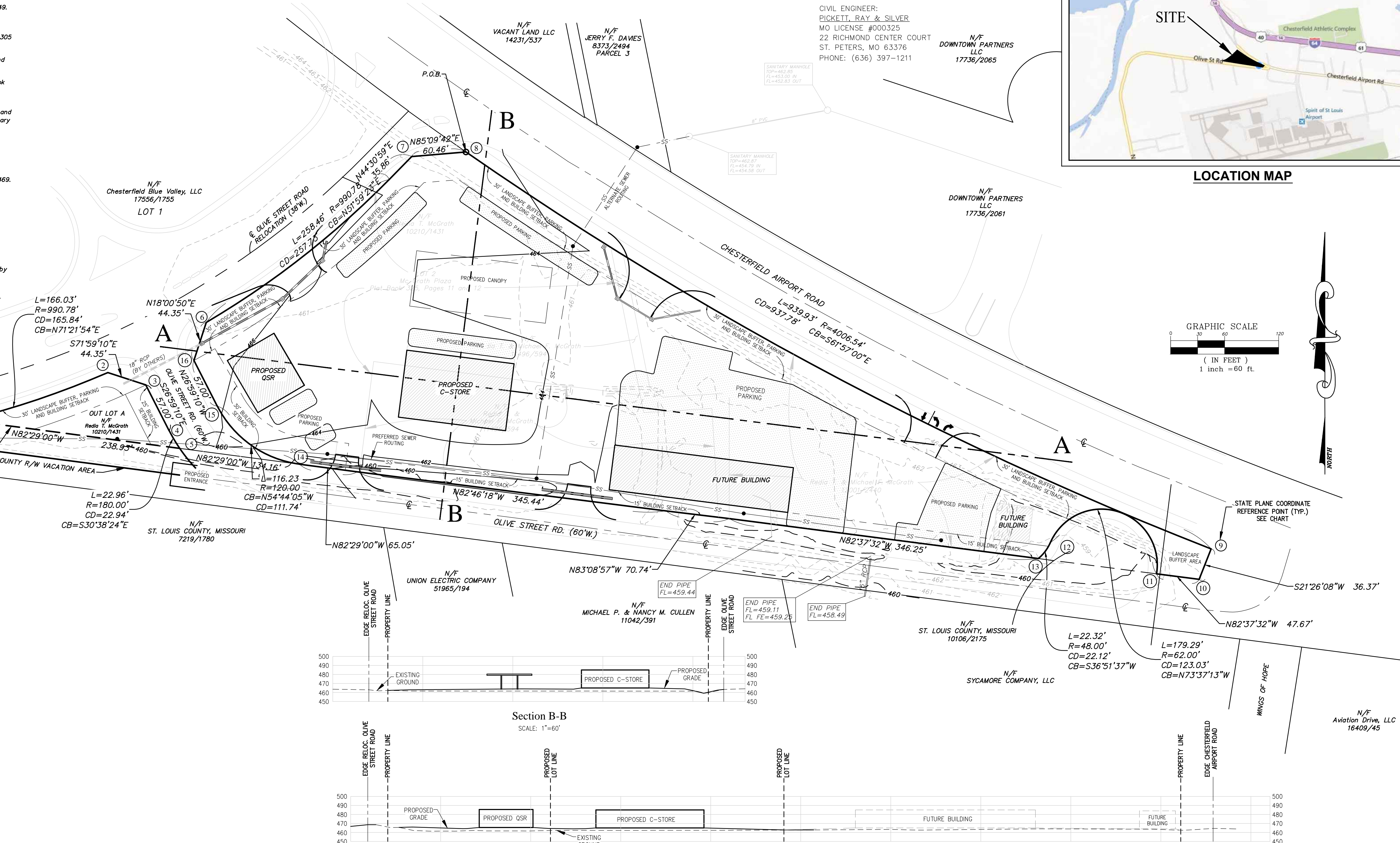
A tract of land being Lot 2 of McGrath Plaza, a subdivision according to the plat thereof recorded in Plat Book 325, Pages 11 and 12 of the St. Louis County Records, part of Lot 6 of the Subdivision of R. H. Stevens Farm according to the plat thereof recorded in Plat Book 7, Page 37 of the St. Louis County records and part of U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the most Northern corner of said Lot 2 of McGrath Plaza, said point being on the South right-of-way line of Chesterfield Airport Road; thence Eastwardly along said South right-of-way line of Chesterfield Airport Road along a curve to the left having a radius of 4006.54 feet an arc distance of 938.93 feet, a chord which bears S 61° 57' 00" E a chord distance of 837.78 feet to the most Eastern corner of property of Redia T. and Michael F. McGrath, as described in the deed recorded in Book 12001, Page 2440 of the St. Louis County Records; thence S 21° 26' 08" W a distance of 36.37 feet and N 82° 37' 32" W a distance of 47.67 feet along the boundary line of said McGrath property to the Southeast corner of property conveyed to St. Louis County, Missouri as described in the deed recorded in Book 10106, Page 2175 of the St. Louis County Records; thence along said St. Louis County, Missouri boundary, along a curve to the left having a radius of 62.00 feet an arc length of 179.29 feet, a chord which bears N 73° 37' 13" W a chord distance of 123.03 feet and along a curve to the right having a radius of 48.00 feet an arc distance of 22.32 feet, a chord which bears S 36° 51' 37" W a chord distance of 22.12 feet, a chord which bears the South line of the aforesaid McGrath property; thence N 82° 37' 32" W a distance of 346.25 feet to the Southeast corner of property of Redia T. and Michael F. McGrath, as described in the deed recorded in Book 11496, Page 594 of the St. Louis County Records; thence N 83° 08' 37" W a distance of 70.74 feet and N 82° 46' 18" W a distance of 345.44 feet along the South line of said McGrath property to the Southeast corner of the aforesaid Lot 2 of McGrath Plaza; thence along the boundary lines of said Lot 2, the following courses and distances: N 82° 29' 00" W a distance of 65.05 feet, along a curve to the right having a radius of 120.00 feet an arc distance of 116.23 feet, a chord which bears N 54° 44' 05" W a chord distance of 111.74 feet, N 26° 59' 10" W a distance of 57.00 feet, N 18° 00' 50" E a distance of 44.35 feet, along a curve to the left having a radius of 990.78 feet an arc distance of 258.46 feet, a chord which bears N 51° 59' 23" E a chord distance of 257.73 feet, N 44° 30' 59" E a distance of 35.86 feet and N 85° 09' 42" E for a distance of 60.46 feet to the point of beginning and containing 219,558 square feet or 5.04 acres more or less.

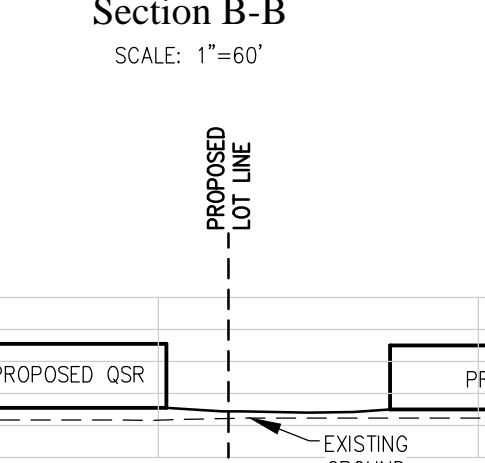
PROPERTY DESCRIPTION OUT LOT A

A tract of land being Out Lot A of McGrath Plaza, a subdivision according to the plat thereof recorded in Plat Book 325, Pages 11 and 12 of the St. Louis County Records, in U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri and being more particularly described as:

Beginning at the most Western corner of said Out Lot A of McGrath Plaza, said point being on the North right-of-way line of Olive Street Road, 60 feet wide; thence along the boundary line of said Out Lot A the following courses and distances: along a curve to the left having a radius of 990.78 feet an arc length of 166.03 feet, a chord which bears N 71° 21' 54" E a chord distance of 165.84 feet, S 71° 59' 10" E a distance of 44.35 feet, S 26° 59' 10" E a distance of 57.00 feet, along a curve to the left having a radius of 180.00 feet an arc length of 22.96 feet, a chord which bears S 30° 38' 24" E a chord distance of 22.94 feet and N 82° 29' 00" W a distance of 238.93 feet to the point of beginning and containing 9,530 square feet or 0.22 acres more or less.



Section B-B SCALE: 1"=60'



Section A-A SCALE: 1"=60'



STATE PLANE COORDINATE REFERENCE POINT CHART

POINT #	COORDINATE IN FEET	COORDINATE IN METERS
1	1033394.0303	775643.4539
2	1033441.0177	775800.8532
3	1033433.3040	775842.7569
4	1033382.5146	775868.6200
5	1033362.7775	775880.3111
6	1033502.7008	775909.9334
7	1033686.9662	776138.1212
8	1033692.0653	776198.3607
9	1033251.1221	77025.9157
10	1033217.2707	77012.6252
11	1033223.3891	77065.3512
12	1033258.0822	776847.3206
13	1033240.3826	776834.0505
14	1033345.2284	776013.3112
15	1033409.7389	775922.0825
16	1033460.5283	775986.2195
17	314979.1307	23616.5978
18	314985.2813	23644.4815
19	314991.1014	23647.3455
20	314975.6207	236485.2286
21	315012.2535	236497.8209
22	315068.4178	236567.3727
23	315069.9720	236585.7338
24	314955.5722	236837.9730
25	314925.2543	236833.9221
26	314927.1192	236819.5129
27	314937.6936	236783.5371
28	314932.2988	236779.4924
29	314964.2559	236529.3306
30	314983.9187	236501.5240
31	314999.3993	236493.6409

ENGINEERS AUTHENTICATION

The responsibility for professional engineering liability on this project is hereby limited to the set of plans authenticated by the seal, signature, and date hereunder attached. Responsibility is disclaimed for all other engineering plans involved in this project and specifically excludes revisions after this date unless reauthenticated.

PICKETT, RAY & SILVER, INC
 MO LICENSE # 000325

DOUGLAS S. TIEMANN, PE
 PROFESSIONAL ENGINEER
 LICENSE# E-23345

DOUGLAS S. TIEMANN, PLS
 PROFESSIONAL LAND SURVEYOR
 LICENSE# LS-2378

PICKETT, RAY & SILVER INC.
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 AND NATURAL RESOURCES SERVICES

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 22 Richmond Center Court
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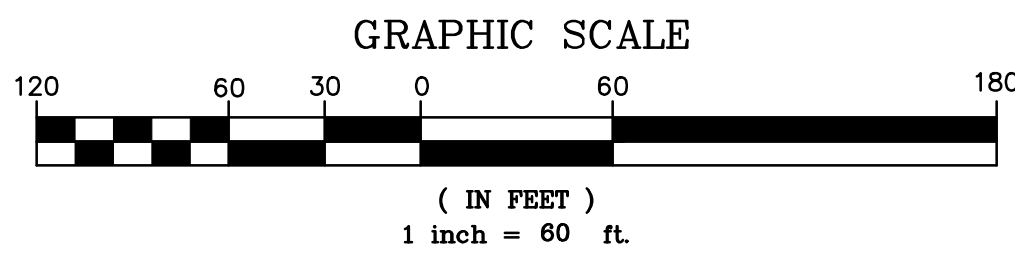
Preliminary Development Plan
 A tract of land being Lot 2 and Outlot A of McGrath Plaza, part of Lot 6 of the Subdivision of R. H. Stevens Farm and part of U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri

Prepared For:
Energy Marketing 709 LLC

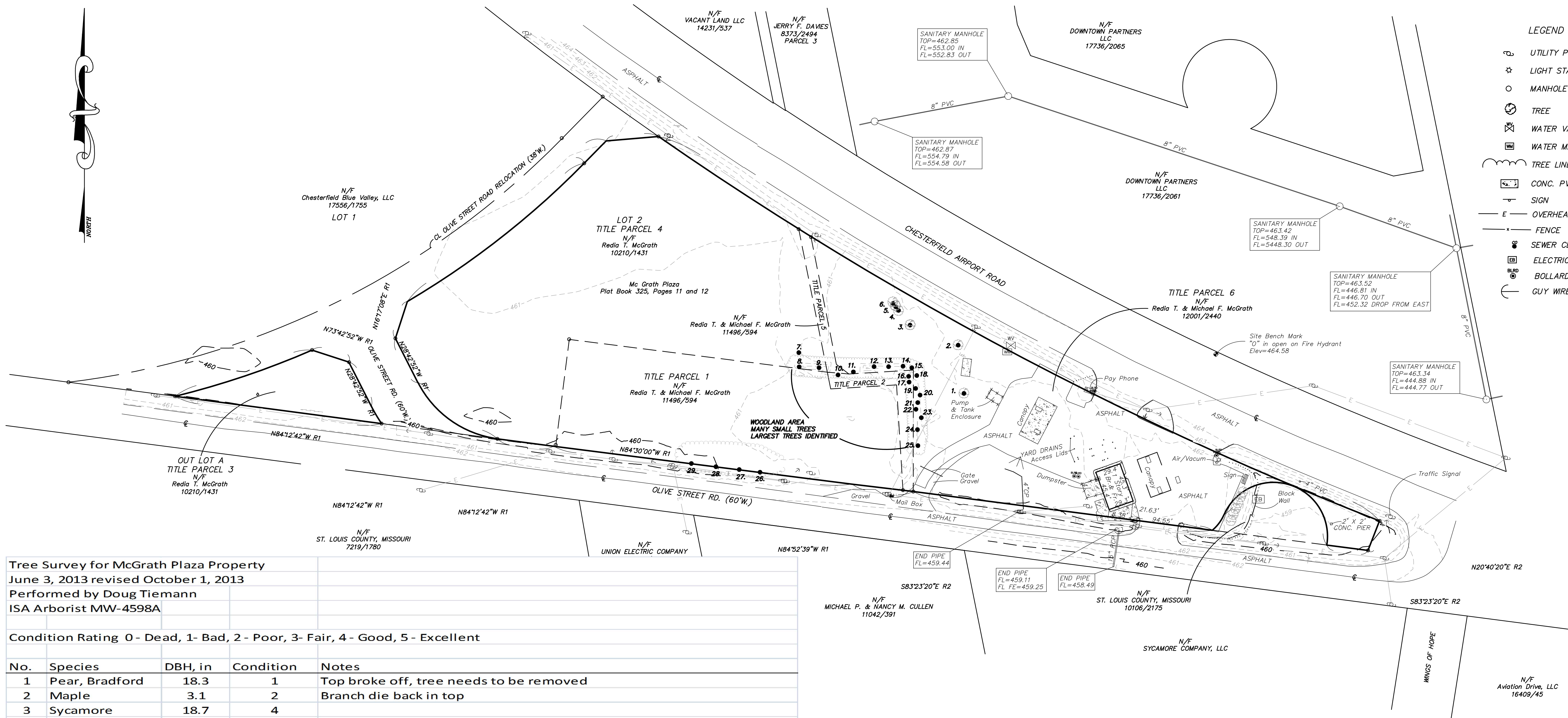
Mr. Steve Minars
 18423 Olive Drive, Suite 201
 St. Louis, MO 63121-5905
 314-383-3700

REVISIONS	DATE	DESCRIPTION
1	09/05/13	REVISED PER CITY COMMENTS DATED 9/30/13
2	10/09/13	REVISED PER CITY COMMENTS
3	11/25/13	REVISED PER CITY COMMENTS

DRAWN	DATE
RGD-DWD	05-29-13
CHECKED	DATE
DFS	05-29-13
PROJECT #	09056.EMKT.005
TASK #	1
FIELD BOOK	1287



Tree Stand Delineation



- LEGEND**
- UTILITY POLE
 - ☆ LIGHT STANDARD
 - MANHOLE
 - TREE
 - ⊗ WATER VALVE
 - ⊠ WATER METER
 - TREE LINE
 - ▭ CONC. PWMT.
 - SIGN
 - OVERHEAD UTILITY
 - FENCE
 - ⊙ SEWER CLEANOUT
 - ⊠ ELECTRIC BOX
 - ⊙ BOLLARD
 - GUY WIRE

Tree Survey for McGrath Plaza Property
 June 3, 2013 revised October 1, 2013
 Performed by Doug Tiemann
 ISA Arborist MW-4598A

Condition Rating 0 - Dead, 1- Bad, 2 - Poor, 3- Fair, 4 - Good, 5 - Excellent

No.	Species	DBH, in	Condition	Notes
1	Pear, Bradford	18.3	1	Top broke off, tree needs to be removed
2	Maple	3.1	2	Branch die back in top
3	Sycamore	18.7	4	
4	Maple	12.6	3	Multiple Stems - largest stem measured
5	Pine, Austrian	4.8	3	
6	Pine, Austrian	3.8	3	
7	Elm	6.1	3	
8	Elm	7.0	3	Multiple Stems - 5", 6" & 7"
9	Maple, Silver	14.5	3	
10	Elm	5.0	3	
11	Pine, Austrian	3.4	2	
12	Maple, Silver	8.0	3	
13	Pine, Austrian	8.8	3	
14	Pine, Austrian	12.0	3	
15	Pine, Austrian	18.7	2	Bottom portion dead
16	Elm, Siberian	8.8	3	
17	Elm, Siberian	8.4	3	
18	Pine, Austrian	12.2	2	
19	Elm	5.0	3	
20	Pine, Austrian	11.5	2	Bottom portion dead
21	Pine, Austrian	11.8	3	
22	Pear, Bradford	4.6	3	
23	Elm, Siberian	8.8	3	
24	Elm, Siberian	8.0	3	
25	Pear, Bradford	4.2	3	
26	Maple, Silver	35	1	Heavily trimmed on south side for power lines - Approximate diameter
27	Maple, Silver	46	1	Heavily trimmed on south side for power lines - Approximate diameter
28	Maple, Silver	32	1	Heavily trimmed on south side for power lines - Approximate diameter
29	Maple, Silver	44	1	Heavily trimmed on south side for power lines - Approximate diameter

PICKETT, RAY & SILVER INC.
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 3027 W. Hwy 76, Suite B Branson, MO 64616
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 www.prs.com 1-800-708-3916

Tree Survey
 A tract of land being Lot 2 and Outlot A of McGrath Plaza, part of Lot 6 of the Subdivision of R. H. Stevens Farm and part of U. S. Survey 102, Township 45 North - Range 3 East, St. Louis County, Missouri
 Prepared For:
Energy Marketing 709 LLC
 2130 Kessler Avenue
 St. Louis, MO 63121-5505
 314-383-3700

REVISIONS NO.	DATE	DESCRIPTION
1.	11-08-2013	CHANGED NAME FOR DRAWING

DRAWN	DWD	DATE	06-03-13
CHECKED	DST	DATE	06-03-13
PROJECT #	09056.EMKT.005		
TASK #	1	FIELD BOOK	1287