

**Memorandum
Planning & Development Services Division**



To: Planning and Public Works Committee

From: Justin Wyse, Senior Planner

Date: August 23, 2012

RE: **P.Z. 02-2012 Mercy Health System (Chesterfield Village, SE Quadrant)**: A request for a change of zoning from a "C-8" Planned Commercial District and two "PC" Planned Commercial Districts to a "UC" Urban Core District for a 40.040 acre area of land located north of Chesterfield Parkway and east of Elbridge Payne Rd. (19S531791, 19S531801, 18S210028, 18S210149, 18S210073, 18S210062, 18S220148, 18S220171 and 18S220061).

Summary

Doster Ullom, LLC., on behalf of Mercy Health Systems, is requesting a change in zoning to consolidate four planned districts into one 'UC' Urban Core District to allow for a campus location for Mercy. The requested modification would permit a maximum density of 0.55 F.A.R. (~960,000 square feet) on the 40 acre site.

A Public Hearing was held on March 12, 2012. Issues relating to building height, proximity to residential (south and east), tree preservation, public art, and traffic impact were discussed in detail following the Public Hearing. Although not typically requested during zoning, a traffic study has been provided. This study is continuing to evolve and final approval of the traffic study will not be completed until the site development stage. Approval from the City of Chesterfield, St. Louis County Department of Highways and Traffic, and MoDOT will be required prior to site plan approval.

At the August 13, 2012 Planning Commission, a recommendation for approval of the above-referenced matter was approved by a vote of 8-0 with two amendments approved, each by a vote of 8-0, to allow for reduced parking and drive aisle setbacks along the north and west district boundaries. Additionally, an increased setback from the south district boundary was included.

Attached please find a copy of staff's report, the Attachment A, and the Preliminary Plan.

Respectfully submitted,

Justin Wyse, AICP
Senior Planner

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

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

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

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

1. Height
- a. Any structures, other than parking structures, that are primarily (greater than 50% of square footage) located within 300 feet of Chesterfield Parkway ('Parkway Area') shall not exceed:
 - i. 700 feet above Mean Sea Level exclusive of mechanical equipment, penthouses and screening for such items, and

- ii. Three stories in height, exclusive of mechanical equipment and penthouses and screening for such items.
 - b. Any structures, other than parking structures, that are primarily (greater than 50% of square footage) located north of 300 feet of Chesterfield Parkway ('S. Outer 40 Area') shall not exceed:
 - i. 725 feet above Mean Sea Level, exclusive of mechanical equipment penthouses and screening for such items, and
 - ii. Six stories in height, exclusive of mechanical equipment and penthouses and screening for such items.
 - c. Parking structures:
 - i. Parking Structure Area A, as delineated on the Preliminary Plan shall not be greater than 690 feet above Mean Sea Level.
 - ii. Parking Structure Area B, as delineated on the Preliminary Plan shall not be greater than 640 feet above Mean Sea Level. Any proposed railing or similar structure on the top deck not associated with the parking of vehicles shall be considered part of building and subject to building height limitations.
 - iii. Parking Structure Area C, as delineated on the Preliminary Plan shall not be greater than 650 feet above Mean Sea Level.
 - d. For the purpose of this section, a story shall be defined as the horizontal segment of a building between the floor surface and the ceiling next above it, and wholly above grade.
- 2. Open Space
 - a. A minimum of 30% open space is required for this development.
- 3. Floor Area
 - a. This development shall have a maximum F.A.R. of 0.55 and be subject to the following phasing requirement.
 - i. A maximum F.A.R. of 0.32 is permitted prior to commencement of construction of the roadway improvements described in Section I.J.6 of this ordinance.

C. SETBACKS

1. Structure Setbacks

No building or structure, other than: parking structures, freestanding project identification signs, light standards, public art or flag poles will be located within:

- a. 35 feet of the northern, eastern and western perimeter boundaries of the 'UC' District.
- b. 100 feet of the southern boundary of the 'UC' District.

2. Parking Setbacks

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

- a. 30 feet of the southern and eastern perimeter boundaries of the 'UC' District.
- b. 10 feet of the western perimeter boundaries of the 'UC' District.
- c. 15 feet of the northern boundary of the 'UC' District

D. PARKING AND LOADING REQUIREMENTS

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

E. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.
2. Where natural buffers exist, every effort shall be made to reduce disturbance and maintain the existing buffer, except for the removal of dead wood and invasive vines and plants. Additional trees and shrubs may be required to bring the natural buffer up to the full perimeter buffer requirements.
3. The developer shall extend the landscaped median areas on Chesterfield Parkway which were previously planned for access to the property covered by this ordinance. The median(s) shall be constructed, backfilled, irrigated and landscaped in accordance with City standards, specifications, and guidelines.

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The developer will be responsible for the installation of any necessary water taps for the irrigation system. The City of Chesterfield will be responsible for future maintenance once construction of the medians has been completed and approved. Final extents of the medians shall be as directed by the City of Chesterfield and St. Louis County Department of Highways and Traffic.

F. SIGN REQUIREMENTS

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

G. LIGHT REQUIREMENTS

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

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. Access to this development from Chesterfield Parkway shall be via one (1) commercial entrance, signalized as warranted by the MUTCD, and built to St. Louis County standards. If signalized, the entrance shall be centered between the existing signalized intersections at Elbridge Payne Drive and Schoettler Valley Drive, as directed by the St. Louis County Department of Highways and Traffic. Additional rights-only access to Chesterfield Parkway may be permitted as indicated in the approved traffic study.

2. Parking shall be prohibited along both sides of the main driveway and cross-traffic shall not be permitted within 175 feet from Chesterfield Parkway as directed by the Saint Louis County Department of Highways and Traffic.
3. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the Saint Louis County Department of Highways and Traffic and / or the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. The intersection of Elbridge Payne and Chesterfield Parkway shall be brought up to adhere to the 2010 ADA Standards for Accessible Design, or most current requirements, to include pedestrian facilities.
2. Sidewalks shall be installed on both sides of internal drives. Drives running parallel to a property line with no building access between the drive and property line shall only be required to install sidewalks on the interior side of the drive. All pedestrian facilities shall adhere to all applicable 2010 ADA Standards for Accessible Design or most current requirements, specifically regarding the site arrival points. Internal sidewalks shall connect to the site frontage and provide pedestrian access.
3. Provide improvements, including a 6 foot wide sidewalk, street trees, tree lawn, 'Share the Road' signage, and street lights, along the Chesterfield Parkway along the frontage of the subject site in accordance with the preliminary plans for the "Pathway on the Parkway" project. The improvements may be located in right-of-way if permitted by the St. Louis County Department of Highways and Traffic or within a sidewalk, maintenance and utility easement. An area at least 16 feet wide is required for the improvements. The City of Chesterfield will be responsible for maintenance of the improvements; the property owner shall be responsible for all costs related to providing power to the street lights.
4. Due to the size of this development and potential traffic generation, a traffic impact study will be required to determine the needed roadway improvements to mitigate the additional traffic on local roads and the state highway system. The developer's additional road improvement obligation shall be as determined by

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- the approved study and as directed by the City of Chesterfield, St. Louis County Department of Highways and Traffic, and Missouri Department of Transportation.
5. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the St. Louis County Department of Highways and Traffic and the City of Chesterfield. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
 6. The development shall be responsible for the improvements associated with S. Outer 40 Road, access to I-64 from S. Outer 40 Road and related improvements as identified in the study prepared by Bernardin, Lochmueller & Associates, Inc. dated May 21, 2012, as amended, under *Preliminary Evaluation of Alternative Freeway Access*. These improvements shall be in conformance with the City's plan for roadway improvements and be as directed by the City of Chesterfield. This improvement is required prior to exceed a 0.32 F.A.R. and build to the maximum 0.55 F.A.R.
 7. Prior to Special Use Permit issuance by the St. Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit must be established with the St. Louis County Department of Highways and Traffic to guarantee completion of the required roadway improvements.

K. TRAFFIC STUDY

1. The developer shall submit a traffic study, addressing the traffic generated by the proposed development, to the Missouri Department of Transportation (MoDOT), the St. Louis County Department of Highways and Traffic (SLCDHT), and the City of Chesterfield, as applicable, for review and approval. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrances to this development. If adequate sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

L. TRAIL

A trail for public use that connects to public sidewalk(s) shall be provided and maintained by the developer.

M. PUBLIC ART

General areas where public art may be placed shall be indicated on the appropriate site development plan. The specific details for the public art, such as location, size, placement, type, etc., shall be approved by the City of Chesterfield.

N. POWER OF REVIEW

Either Councilmember of the Ward where a development is proposed or the Mayor may request that the plan for a development be reviewed and approved by the entire City Council. This request must be made no later than twenty-four (24) hours after Planning Commission review. The City Council will then take appropriate action relative to the proposal. The plan for a development, for purposes of this section, may include the site development plan, site development section plan, site development concept plan, landscape plan, lighting plans, architectural elevations, sign package or any amendment thereto.

O. STORMWATER

1. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield. The stormwater management facilities shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty percent (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location and types of stormwater management facilities shall be identified on the Site Development Plan(s).
2. This project will be considered "new development" and stormwater quality controls shall be designed and implemented to reasonably mimic pre-construction runoff conditions to the maximum extent practicable. Water

quality, channel protection (extended detention), and flood detention requirements must be met during formal plan review.

3. Formal plan submittal and approval will be required by MSD prior to the issuance of permits. Formal plan approval is subject to the requirements of detailed review. A complete pre-existing natural resources plan shall be submitted with plan review materials
4. As previously part of development planning, a flood detention basin was proposed on this property that would serve development on the Mercy parcel, the proposed Hyatt Place at Drury Plaza, and the existing Drury Plaza. A "master stormwater detention plan" shall be submitted to MSD as part of formal plan review for all of these properties. Prior to approving development plans, MSD will also need construction schedules for the project and the Drury Plaza project, as well as a commitment from both parties to meet the schedule's due date for detention basin construction.

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

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

P. SANITARY SEWER

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

Q. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Planning, Public Works and Parks. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole,

ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and improvement plans.

R. WETLANDS AND JURISDICTIONAL WATERWAYS

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

S. MISCELLANEOUS

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

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

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

III. COMMENCEMENT OF CONSTRUCTION

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

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN

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

B. SITE DEVELOPMENT PLAN AND SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

Site Development Plan or Site Development Section Plan(s) 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 open space 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. Indicate location of public art as identified in Section I.M.
13. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
14. Floodplain boundaries.
15. 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.
16. 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.
17. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
18. 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.
19. Address trees and landscaping in accordance with the City of Chesterfield Code.
20. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.

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21. 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.
22. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, the Missouri Department of Transportation, and Metro Transit.
23. Compliance with Sky Exposure Plane.
24. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

V. TRUST FUND CONTRIBUTION

The developer shall be required to contribute to the Chesterfield Village Road Trust Fund (Trust Fund No. 554). Traffic generation assessment contributions shall be deposited with St. Louis County prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development.

Roads

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

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

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

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

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

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

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

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

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

VI. RECORDING

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

VII. ENFORCEMENT

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



VIII. A.

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PLANNING COMMISSION VOTE REPORT

Subject: Change of Zoning Issues Report

Meeting Date: August 13, 2012

From: Justin Wyse, Senior Planner

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

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

PROPOSAL SUMMARY

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

PUBLIC HEARING AND ISSUES MEETING

A Public Hearing was held on this Petition on March 12, 2012. Three members of the public spoke at the Public Hearing (in addition to those representing the Petitioner) regarding the request. In addition to the concerns raised by the public, issues were identified by the Commission. Staff coordinated with the Petitioner and presented an update of the proposal at the April 23, 2012 Planning Commission meeting. The project was scheduled for a vote meeting at the July 9, 2012 Planning Commission meeting; however, the Petitioner presented a motion to ‘Hold’ the project which was approved by the Commission by a vote of 7-0. Since that time, the Petitioner has submitted an

addendum to the Traffic Study to address the 'Areas of Concern' included in the July 9, 2012 Staff Report.

DEPARTMENT INPUT

EXISTING ENTITLEMENTS

Previously Staff presented a detailed zoning history of the site now proposed for the Mercy development. Staff has identified an error in the previous Issues Report with respect to the zoning of P.C. 175-84 First National Bank. The report stated, "Phase II included one four story building with 80,000 square feet of floor area." This is incorrect as the total entitlements for this development totaled 120,000 square feet.

At present, the site is currently planned as three developments.

1. P.Z. 19-1999 Chesterfield Village permits a 249,500 square foot office development;
2. P.Z. 43-1999 SSM Health Care Central Region permits a 410,000 square foot office, medical office, and hospital development; and
3. P.C. 175-84 First National Bank permits a 120,000 square foot office / bank development.

The proposed Mercy petition also includes one parcel in the Elbridge Payne Office Park development. This development approved a maximum of 185,000 square feet of office and restaurant. However, the areas where density may be allocated are not defined. As such, inclusion of the site into the Mercy ordinance does not negate the ability for the remainder of the development to fully build to the maximum density permitted. Staff has not included this in the existing entitlements. Staff has not raised this as an issue at this time as the property in question currently provides stormwater management for adjacent development and is proposed to be expanded and used in the same manner (i.e. no building / parking area is proposed on this portion of the development).

The subject site is currently permitted to construct a maximum of 779,500 square feet of office, medical office, hospital and banking facilities.

CHANGES TO THE PRELIMINARY PLAN

Several changes have been made to the Preliminary Plan since the last time the Commission reviewed the request. Most notably, changes have been made on the eastern side of the site in response to conversations at the Issues Meeting. Previously,

two parking structures were shown on the easternmost portion of the site, adjacent to the existing apartment buildings. The Petitioner has modified this by combining the two parking structures into one structure, moving the parking toward the interior of the site and revising the drive location further to the east. In addition to moving further from the existing apartments, **the maximum height permitted has been reduced from 670 feet above mean sea level to 650 feet above mean sea level.** While changes in proposed location of the parking structures and drive lane have occurred, **the requirement for a 30 foot landscaped buffer will still be required** to buffer the proposed development from the existing residential use.

PUBLIC ART

Previous discussion has included requiring public art to be presented as part of the development. The planned district ordinance attached for the Commission's consideration requires that public art be coordinated and provided in the development.

TREES

Two trees (#30 and #63 as shown on the Tree Stand Delineation) were specifically discussed during the Issues Meeting. Staff has coordinated with the Petitioner regarding their ability to save these two trees, in addition to the required trees to be saved under the Tree Preservation and Landscape Requirements ordinance. The Petitioner has indicated that while they are committed to meeting the City's requirements for tree preservation, they are unwilling to make this concession at this time. This decision is based on the number of variables that are still unknown to the Petitioner regarding full development plans and specific engineering and architectural details at this time.

BUILDING HEIGHT

Prior to the Issues Meeting, the Petitioner advised Staff of their concern with the building height presented in the draft planned district ordinance for the 'S. Outer 40 Area.' The height requirement included that no buildings would be permitted to exceed 715 feet above mean sea level. The Petitioner indicated they would like this restriction to be 725 feet above mean sea level. No issues were raised with this change at the Issues Meeting and the attached planned district ordinance includes this change.

There was also discussion regarding building height restrictions and the exclusion to permit rooftop mechanical equipment above the height requirement. Staff has researched previous projects, focusing on office buildings adjacent to residential properties, to clarify how the City has interpreted this requirement in the past. Staff found: (1) All development researched permitted rooftop mechanical equipment to

exceed the height limitation; and (2) Penthouses have, in every example reviewed by Staff, been classified as rooftop mechanical equipment.

While a potential penthouse may exceed the maximum height, no useable floor area would be permitted. **Any proposed useable floor area in the penthouse would require the penthouse to meet height requirements.**

PARKING SETBACKS

The Preliminary Plan shows an internal drive along the western side of the property that encroaches into the required 30 foot setback for internal drives. The Petitioner is requesting the setback along the western district boundary be modified to 10 feet. No issues were raised with this request at the Issues Meeting.

In addition to the request to modify the requirement to permit an internal drive within 10 feet of the western property line, the Petitioner is also now requesting a modification to the parking setback on the northern district boundary to permit a surface parking area within 15 feet of the northern district boundary. This request is primarily being made due to the irregular shape of the right-of-way along the northern frontage. Further, a modification to allow parking within 15 feet of the northern district boundary facilitates the plan to preserve a maximum amount of open space along the southern district boundary.

Two separate votes by the Commission are required to (1) reduce the western setback from 30 feet to 10 feet for the drive isle; and (2) to modify the northern parking setback from 30 feet to 15 feet.

BUILDING SETBACKS

The Commission, in conjunction with the request for a modification to the parking setback along the western district boundary, asked the Petitioner if they would be willing to increase the building setback on the southern property line in conjunction with the requests to reduce the parking setbacks along the north / west. The Petitioner indicated they would not be opposed to inclusion of an increased building setback on the south. This increased setback is reflected in the planned district ordinance.

Additionally, it should be understood that the 100 foot setback on the south is not a Greenspace Preservation Area. The draft planned district ordinance prohibits structures within 100 feet of the southern limits of the district. However, you will notice in reviewing the Preliminary Plan that a trail system is included within the setback area. This system, while not inherently requiring the removal of trees, will likely require some

minimal grading work and removal of underbrush which would not be permitted in a Greenspace Preservation Area.

TRAFFIC IMPACT STUDY AND ANALYSIS

A traffic study was requested for the petition to construct approximately 960,000 square feet of development on the subject site. The project was on the July 9, 2012 agenda for the Planning Commission's review. The project was held by the Commission after a request from the Petitioner to hold the project. Since that time, the Petitioner has submitted an addendum to the traffic study based on concerns raised in the Staff Report from the July 9, 2012 Planning Commission meeting. **This addendum has specifically addressed the comments raised in the previous report and the staff concerns have been adequately addressed.**

While traffic studies are generally done in conjunction with the site plan review process, the purpose of the study at this time is to ensure that the public infrastructure (i.e. streets) can accommodate the proposed development consistent with the City's expectations and policies for service. The preliminary review of the study is utilized to ensure that City plans for future improvements are accommodated through required improvements and that improvements being pursued by the development are consistent with City plans and identify any critical improvements required.

CITY OF CHESTERFIELD PLANS AND POLICIES

The City of Chesterfield has several plans which identify future improvements and policies on the operational characteristics of the transportation system.

The City of Chesterfield Comprehensive Plan Policy 7.2.1 states:

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

Six (6) Levels of Service range from A (free flow with little interruptions) to F (complete breakdown of flow conditions). The City should require that each new or expanded development be reviewed against other previously approved but not built parcels and/or undeveloped parcels (consistent with uses proposed by the Conceptual Land Use Plan) relative to traffic volumes shown to reasonably impact Level of Service by the City travel demand model. New or expanded development shall not degrade the

traffic system's Level of Service by more than one (1) level, and a minimum Level of D (where E represents operating conditions at capacity) should be achieved or maintained. (A detailed explanation of Level of Service is found in the City-Wide Transportation Plan.)

This policy provides the Planning Commission and Staff guidance in the review of traffic impact studies. While it is the goal of the City to achieve this goal, it must also be acknowledged that many of the more congested areas of the City are owned, operated and maintained by St. Louis County or the Missouri Department of Transportation. With that said, the City of Chesterfield does have authority to govern land use in the City which has a direct impact on the system. As it pertains to the petition submitted by Mercy Health Systems, the Planning Commission has the job of balancing the policy to maintain proper traffic conditions with the other policies and plans of the City. This balance is complicated not only by existing and forecasted deficiencies in the system, but also by looking at the severity and duration of anticipated concerns.

The City of Chesterfield Comprehensive Plan Policy 7.2.7 states:

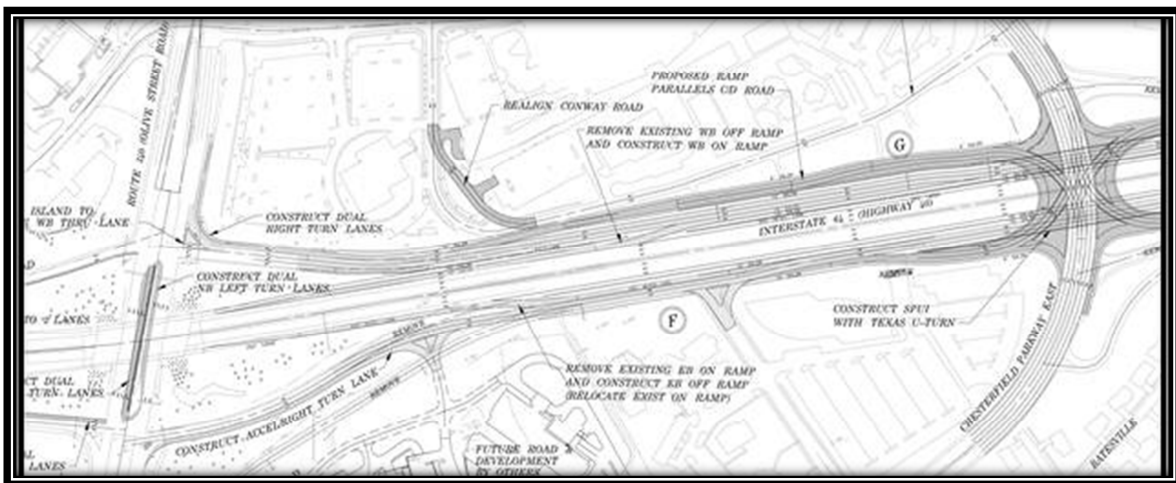
Collectors and Local Streets - Collectors and local streets primarily serving residential neighborhoods should be preserved as neighborhood streets through transportation system design and individual street character design.

In reviewing the traffic impact study for the subject site, Staff has identified key areas where operations are particularly critical in trying to prevent traffic from traveling through residential areas to bypass congested areas.

TRAVEL DEMAND MODEL AND TRANSPORTATION PLANS

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

The image below shows the planned roadway network from the above referenced study. It should be acknowledged that this configuration is based on preliminary planning level analysis and a more detailed, cost constrained analysis will be performed prior to each improvement. While detailed studies will finalize the recommendation for improvements in these areas, the planning process is still highly valuable as this process is utilized to identify the key concepts and result in a well-defined and comprehensive system, as well as to identify areas where future improvements will be needed. Of importance in reviewing the request in P.Z. 02-2012 in relation to the image below is the extension of the outer road system to provide consistency in the network.



The *Traffic Demand Model Review of Conceptual Major Roadway and Highway Improvements* study specifically included the extension of the south outer road between Clarkson Road and Chesterfield Parkway East to complete the outer road system on the south side of I-64. The City of Chesterfield, St. Louis County, and the Missouri Department of Transportation have all endorsed this plan which also includes modifications to the existing ramp alignments on South Outer 40 Road. Additionally, the improvements have been included in the *Regional Transportation Plan 2040* prepared and adopted by East-West Gateway as Illustrative Projects. Illustrative Projects do not have funding specifically identified; however, projects must be on the list for consideration of federal funding if additional funds become available.

TRANSPORTATION PLAN AND CONSISTENCY

Through this process, Staff has been coordinating extensively with the Petitioner, MoDOT, and St. Louis County to provide initial comment on the study and identify concerns. As part of the initial review of this study, Staff has been doing a preliminary review to ensure the proposed development and associated improvements are consistent with the Comprehensive Plan, the City Wide Transportation Study, and the Travel Demand Model. One of the primary items Staff has identified is that the existing

I-64 eastbound on-ramp from Clarkson Road should be modified to an alignment and design consistent with the outer road system across the frontage of the subject site. This will act as an initial phase toward the completion of S. Outer 40 Road between Clarkson Road and Chesterfield Parkway E. In addition to this modification, a slip ramp, consistent with the access provided elsewhere along the interstate / outer road system within the City of Chesterfield should be pursued. It is important to recognize that this improvement will require a lengthy review and analysis with the Federal Highway Administration (FHWA) being the ultimate approval authority and there is no guarantee at this time that the developer will be able to secure approval.

OUTER ROAD AND RELOCATED RAMP IMPACT

The extension of the outer road system with access to / from adjacent parcels with the outer road and a modified access to provide an eastbound on-ramp (slip ramp) would have several benefits.

The first benefit is that, “motorists exiting the Mercy Health Campus or other uses in the southeast quadrant of the interchange that are destined to the east on I-64 would be able to directly access the eastbound lanes. This would reduce the volume of traffic projected to use Clarkson Road (particularly north of Elbridge Payne) and, more importantly, Chesterfield Parkway [From Elbridge Payne through South Outer Forty].” [Quote from submitted traffic study].

The second benefit is that, “motorists from the west on I-64 (including those arriving from St. Charles County) would be able to access the southeast quadrant of the interchange from the eastbound ramps. This would reduce the volume of traffic on Clarkson Road and Chesterfield Parkway (from Clarkson Road through Mercy).” [From Elbridge Payne through South Outer Forty].” [Quote from submitted traffic study].

The study includes a preliminary analysis of forecast changes in the trip assignment as a result of the provision of the outer road / slip ramp concept. The study shows that approximately 260 vehicles will use the revised connection in the AM Peak Hour and approximately 349 vehicles will use the connection in the PM Peak Hour. This high diversion of traffic is logical given that it is anticipated that 47% of the traffic for the site is anticipated to come to / from the east on I-64 and 19% to / from the west on I-64. Based on this it is clear that the outer road concept would reduce traffic volumes on Chesterfield Parkway as well as provide alternative access locations where intersections may already be experiencing severe congestion (e.g. Olive / Clarkson and I-64 ramp terminals).

RECOMMENDATION

It is Staff's recommendation that the development of the subject site should include:

- (1) The first phase of the extension of S. Outer 40 Road by modifying the existing on-ramp from Clarkson Road to I-64 eastbound to provide a Collector-Distributor roadway; and
- (2) Relocation of the existing ramp gore to a location that meets Federal and State requirements while also serving the development.

Staff is recommending that a phasing trigger for development be identified with the above-noted improvements. This trigger is designed to accommodate reasonable development of the area while providing an incentive for the completion of the roadway improvements included in the plan.

Based on this information, Staff is recommending that the Mercy site be permitted to develop their site to an F.A.R. of 0.32 until construction of the outer road on the north side of the Mercy site, as well as a modified eastbound ramp from the S. Outer Road to I-64 is approved and construction for the improvements are underway. For reference, applying an F.A.R. of 0.32 to the Mercy site would permit development of 560,176 square feet of development prior to the improvements to the outer road and connection to I-64. This requirement is included in the planned district ordinance for the Commission's consideration.

REQUEST

The attached planned district ordinance has been prepared based on input by the Commission and includes requirements for the development of a medical and general office development. The included requirements are derived from standard development requirements, and additional requirements to help ensure the goals of the Comprehensive Plan are promoted.

The Petitioner has requested that the required 30 foot setback from the western district boundary be modified to 10 feet and the parking setback along the northern district boundary be modified to 15 feet. **Each of these will require a separate vote of Planning Commission with a two-thirds vote for recommendation of approval.** As mentioned previously, the condition for an increased building setback from the south is already included in the planned district ordinance and no separate action is required on that matter.

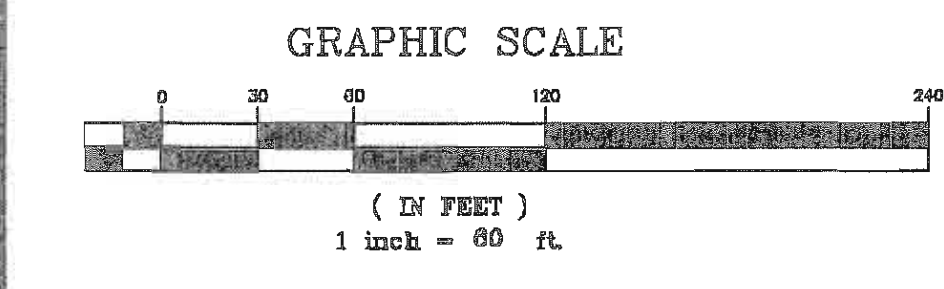
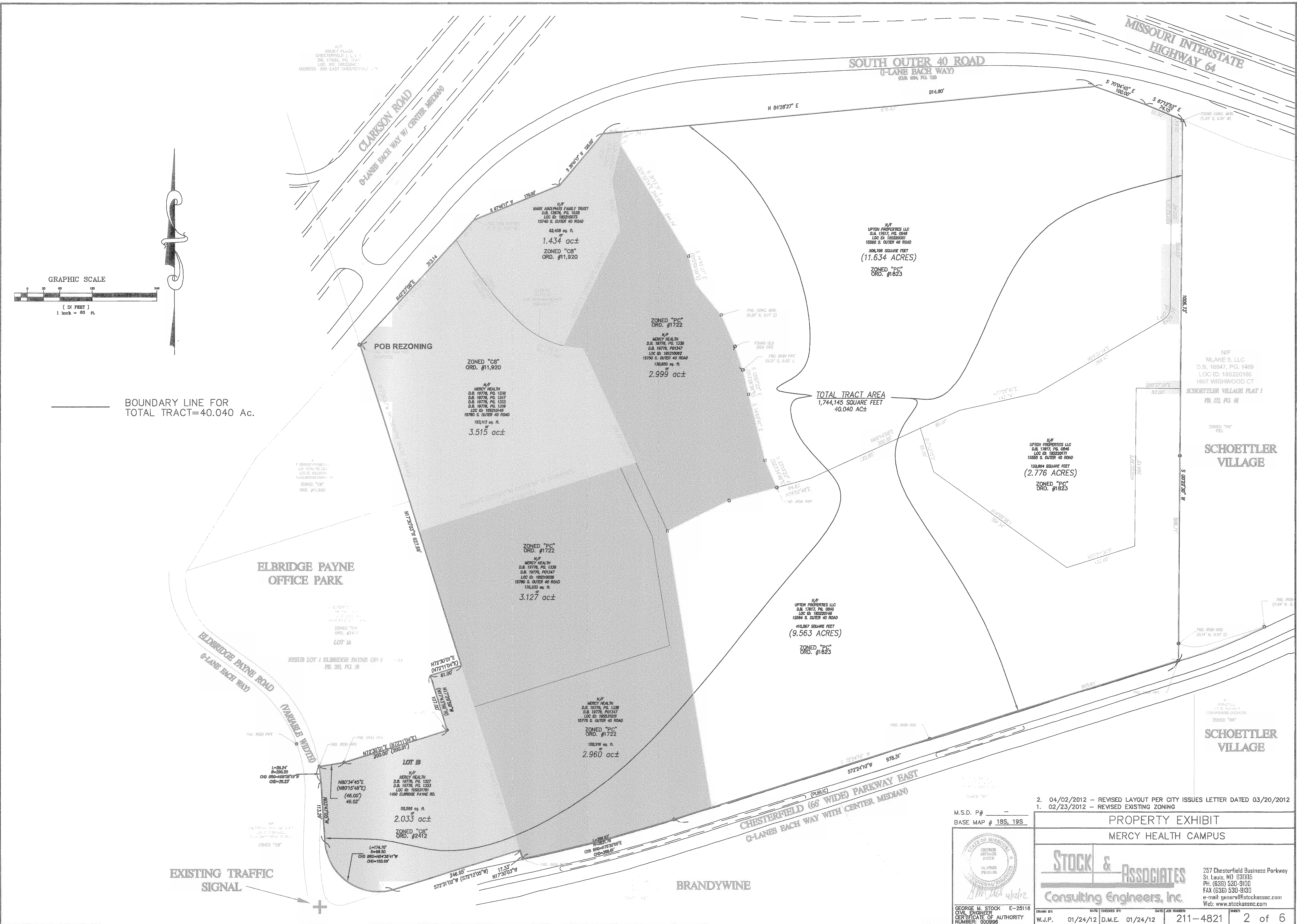
Planning Commission
August 13, 2012

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

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

Attachments

1. Draft Planned District Ordinance
2. Preliminary Plan



BOUNDARY LINE FOR TOTAL TRACT=40.040 Ac.

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M.S.D. P# _____
 BASE MAP # 18S, 19S

2. 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATED 03/20/2012
 1. 02/23/2012 - REVISED EXISTING ZONING

PROPERTY EXHIBIT
 MERCY HEALTH CAMPUS

Stock & Associates
 Consulting Engineers, Inc.

257 Chesterfield Business Parkway
 St. Louis, MO 63015
 PH. (636) 530-9100
 FAX (636) 530-9100
 e-mail: general@stockassoc.com
 Web: www.stockassoc.com

GEORGE M. STOCK
 CIVIL ENGINEER
 LICENSE NUMBER: 000996

E-25116

DRAWN BY: W.J.P. DATE CHECKED BY: D.M.E. DATE: 01/24/12

211-4821

2 of 6

SCHOETTLE VALLEY DRIVE

I-64/HWY 40

SOUTH OUTER 40
(DB 6314, PG 728)

CLARKSON RD (NORTH BOUND)
CLARKSON RD (SOUTH BOUND)

"SCHOETTLE VILLAGE PLAT ONE"
P.B. 192, PG. 168

J. MLANKS S. LLC
D.B. 18847, PG. 1488
LOC ID: 198220185
1607 WILSON WOOD CT

"NO BUILDINGS"

EX. STRUCTURE (T.B.R.)

DRURY PLAZA
CHESTERFIELD I.L.L.C.
DB: 17332, PG. 1163
LOC ID: 185230433
ADDRESS: 359 EAST CHESTERFIELD CTR

ELBRIDGE PAYNE L.L.C.
D.B. 10758, PG. 2384
LOC ID: 188219130
1350 ELBRIDGE PAYNE RD

CHESTERFIELD 1400 INC
D.B. 7340, PG. 2118
LOC ID: 188218105
1400 ELBRIDGE PAYNE RD

CURB INLET
TOP=854.22
FL=847.0

SANITARY M.H.
TOP=856.44
FL=846.25

SANITARY M.H.
TOP=847.38
FL=841.55

SANITARY M.H.
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SANITARY M.H.
TOP=847.38
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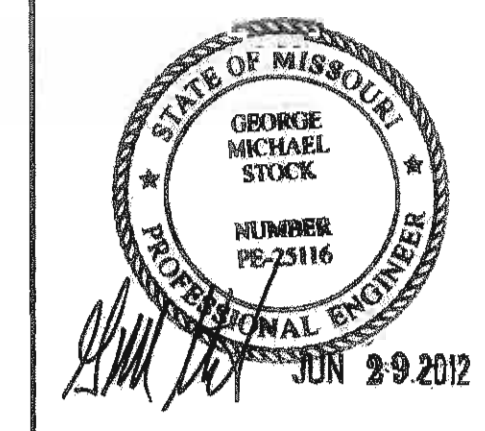
CHESTERFIELD PKWY EAST
(PUBLIC 66 W)

BRANDYWINE

- 06/29/2012 - REVISED PER CLIENT AND CITY DISCUSSION
- 05/23/2012 - REVISED PER CLIENT AND CITY DISCUSSION
- 04/12/2012 - REVISED PER CLIENT AND CITY DISCUSSION
- 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATE 03/20/2012
- 03/21/2012 - REVISED BUILDING LAYOUT

M.S.D. P#
BASE MAP # 185, 195

EXISTING CONDITIONS PLAN
MERCY HEALTH CAMPUS



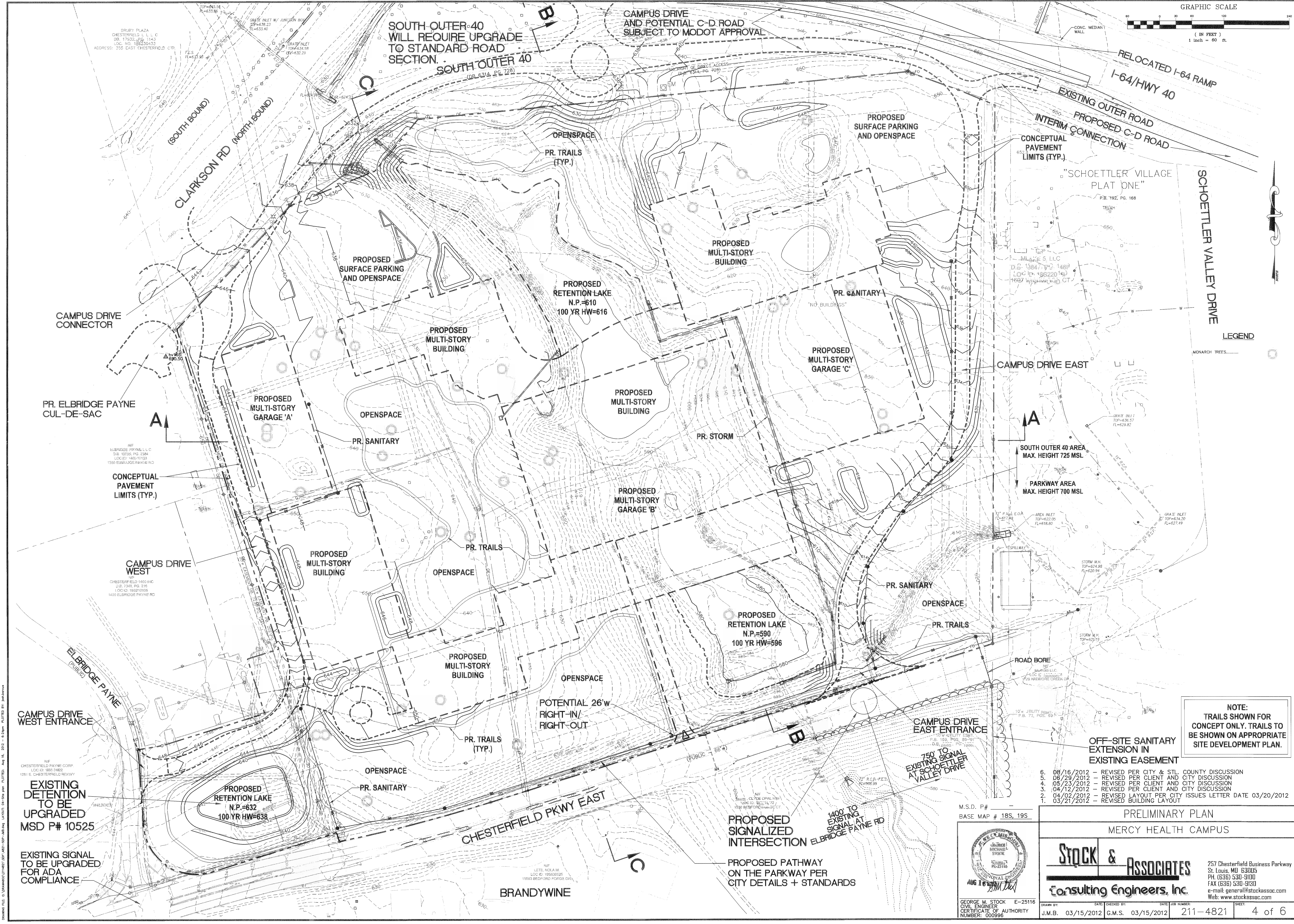
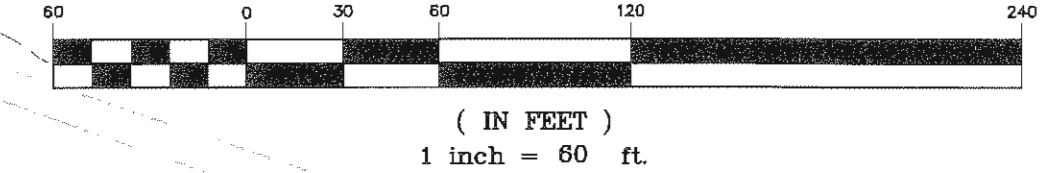
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

STOCK & ASSOCIATES
Consulting Engineers, Inc.

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: J.M.B. 02/01/2012 DATE CHECKED BY: G.M.S. 02/01/2012 DATE: 02/01/2012 JOB NUMBER: 211-4821 SHEET: 3 of 6

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SCHOETTLE VALLEY DRIVE

LEGEND

MONARCH TREES.....

SOUTH OUTER 40 WILL REQUIRE UPGRADE TO STANDARD ROAD SECTION.

CAMPUS DRIVE AND POTENTIAL C-D ROAD SUBJECT TO MODOT APPROVAL

RELOCATED I-64 RAMP
I-64/HWY 40

EXISTING OUTER ROAD
INTERIM CONNECTION
PROPOSED C-D ROAD

CONCEPTUAL PAVEMENT LIMITS (TYP.)

"SCHOETTLE VALLEY PLAT ONE"
P.B. 192, PG. 168

M.L.A.F.E. S. LLC
D.B. 18847, P.G. 1469
L.O.C. 185220140
1687 WYOMING CT.

SOUTH OUTER 40 AREA
MAX. HEIGHT 725 MSL

PARKWAY AREA
MAX. HEIGHT 700 MSL

NOTE:
TRAILS SHOWN FOR CONCEPT ONLY. TRAILS TO BE SHOWN ON APPROPRIATE SITE DEVELOPMENT PLAN.

OFF-SITE SANITARY EXTENSION IN EXISTING EASEMENT

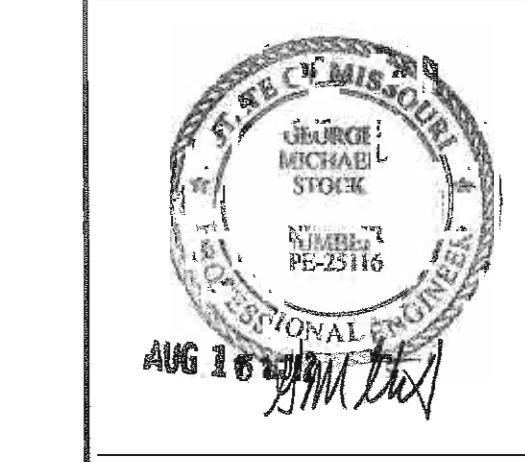
6. 08/16/2012 - REVISED PER CITY & STL. COUNTY DISCUSSION
5. 08/29/2012 - REVISED PER CLIENT AND CITY DISCUSSION
4. 05/23/2012 - REVISED PER CLIENT AND CITY DISCUSSION
3. 04/12/2012 - REVISED PER CLIENT AND CITY DISCUSSION
2. 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATE 03/20/2012
1. 03/21/2012 - REVISED BUILDING LAYOUT

M.S.D. P#
BASE MAP # 18S, 19S

PRELIMINARY PLAN
MERCY HEALTH CAMPUS

Stock & Associates
Consulting Engineers, Inc.

257 Chesterfield Business Parkway
St. Louis, MO 63105
PH: (636) 530-9100
FAX: (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com



PR. ELBRIDGE PAYNE CUL-DE-SAC
CONCEPTUAL PAVEMENT LIMITS (TYP.)

CAMPUS DRIVE WEST
CHESTERFIELD 1400 INC
318, 3281 PG. 216
L.O.C. 198210109
1400 ELBRIDGE PAYNE RD.

EXISTING DETENTION TO BE UPGRADED
MSD P# 10525

EXISTING SIGNAL TO BE UPGRADED FOR ADA COMPLIANCE

ELBRIDGE PAYNE (PUBLIC)

CAMPUS DRIVE WEST

EXISTING DETENTION TO BE UPGRADED
MSD P# 10525

EXISTING SIGNAL TO BE UPGRADED FOR ADA COMPLIANCE

PROPOSED RETENTION LAKE
N.P.=632
100 YR HW=638

CHESTERFIELD PKWY EAST

BRANDYWINE

PROPOSED RETENTION LAKE
N.P.=610
100 YR HW=616

PROPOSED RETENTION LAKE
N.P.=590
100 YR HW=596

POTENTIAL 26'w RIGHT-IN/
RIGHT-OUT

PROPOSED SIGNALIZED INTERSECTION ELBRIDGE PAYNE RD
1400 TO EXISTING SIGNAL AT SCHOETTLE VALLEY DRIVE
750' TO EXISTING SIGNAL AT SCHOETTLE VALLEY DRIVE

PROPOSED PATHWAY ON THE PARKWAY PER CITY DETAILS + STANDARDS

PROPOSED MULTI-STORY GARAGE 'C'

PROPOSED MULTI-STORY BUILDING

PROPOSED MULTI-STORY BUILDING

PROPOSED SURFACE PARKING AND OPENSAPCE

PROPOSED SURFACE PARKING AND OPENSAPCE

OPENSAPCE
PR. TRAILS (TYP.)

PROPOSED MULTI-STORY BUILDING

PR. SANITARY
"NO BUILDINGS"

PR. STORM

PROPOSED MULTI-STORY BUILDING

OPENSAPCE
PR. TRAILS

OPENSAPCE

PROPOSED MULTI-STORY BUILDING

PROPOSED MULTI-STORY BUILDING

PR. SANITARY

PROPOSED MULTI-STORY GARAGE 'A'

PROPOSED SURFACE PARKING AND OPENSAPCE

CLARKSON RD (NORTH BOUND)
CLARKSON RD (SOUTH BOUND)

DRURY PLAZA
CHESTERFIELD, L.L.C.
DB: 17932, PG. 1144
L.O.C. NO. 185230453
ADDRESS: 355 EAST CHESTERFIELD CTR.
F.E.S. FL=633.90

GRATE INLET W/ JUNCTION BOX
TOP=638.23
FL=633.40

GRATE INLET
TOP=634.58
FL=632.29

LETIZ, NOLA M.
L.O.C. NO. 195630255
19563 BEECHWOOD PORCH DRIVE

AREA INLET
TOP=622.03
FL=618.80

GRATE INLET
TOP=624.99
FL=620.94

STORM M.H.
TOP=624.99
FL=620.94

STORM M.H.
TOP=627.19

ROAD BORE

AREA INLET
TOP=624.99
FL=620.94

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

10" UTILITY INLET
P.B. 72, PG. 69

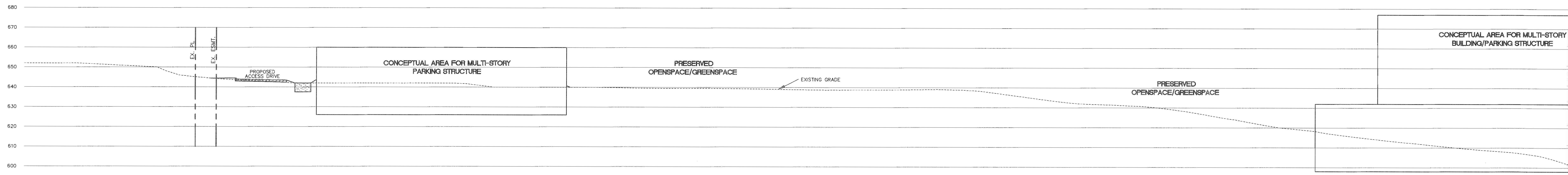
750' TO EXISTING SIGNAL AT SCHOETTLE VALLEY DRIVE

1400 TO EXISTING SIGNAL AT SCHOETTLE VALLEY DRIVE

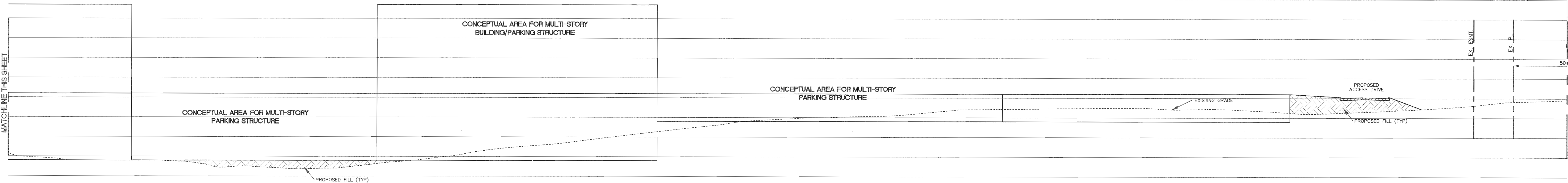
PROPOSED SIGNALIZED INTERSECTION ELBRIDGE PAYNE RD

PROPOSED PATHWAY ON THE PARKWAY PER CITY DETAILS + STANDARDS

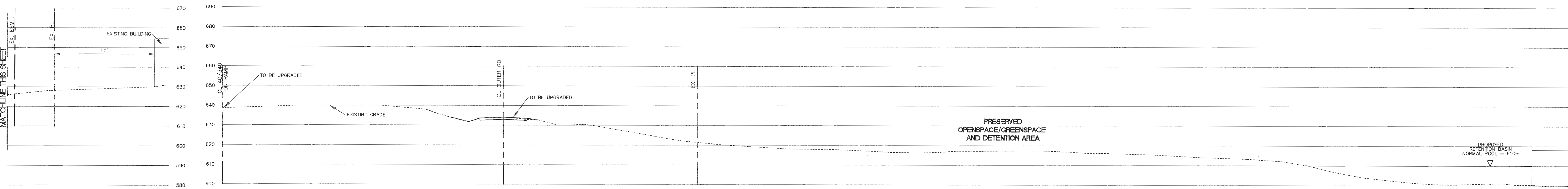
PROPOSED SURFACE PARKING AND OPENSAPCE



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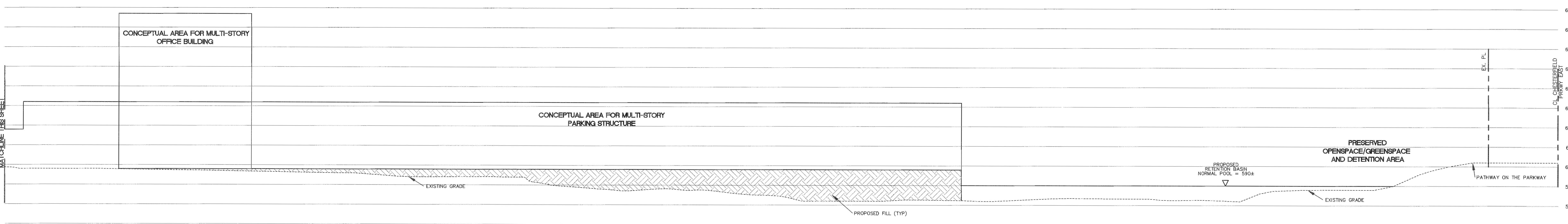


SITE SECTION A-A
SCALE: 1"=20'



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

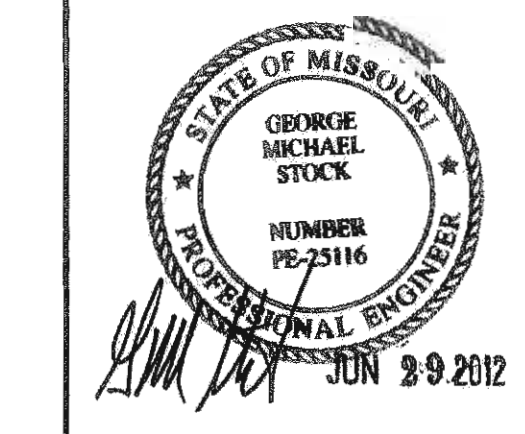
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SCALE: 1"=20'



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

5. 06/29/2012 - REVISED PER CLIENT AND CITY DISCUSSION
4. 05/23/2012 - REVISED PER CLIENT AND CITY DISCUSSION
3. 04/12/2012 - REVISED PER CLIENT AND CITY DISCUSSION
2. 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATE 03/20/2012
1. 03/21/2012 - REVISED BUILDING LAYOUT

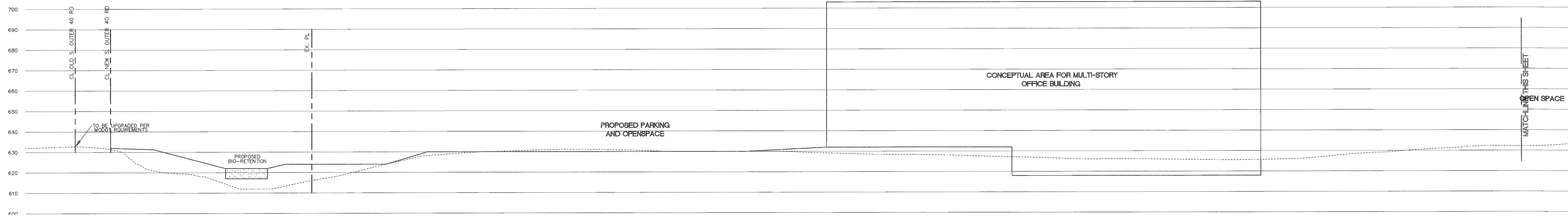
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BASE MAP # 18S, 19S



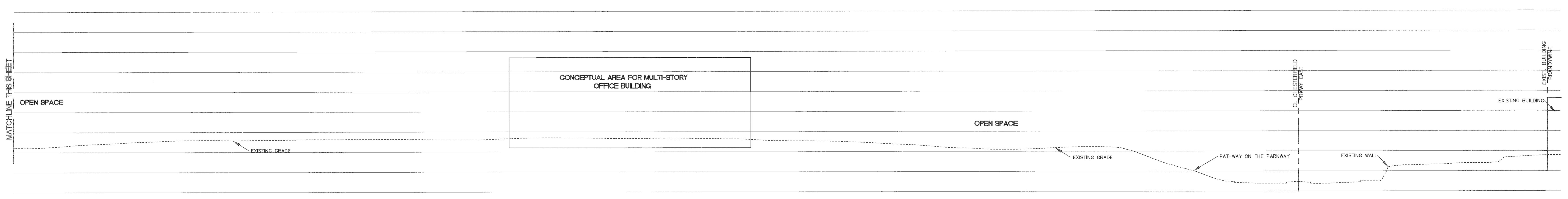
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

SITE SECTIONS	
MERCY HEALTH CAMPUS	
Stock & Associates	257 Chesterfield Business Parkway St. Louis, MO 63005 PH (636) 530-9100 FAX (636) 530-9100 e-mail: general@stockassoc.com Web: www.stockassoc.com
Consulting Engineers, Inc.	
DRAWN BY: J.M.B. 02/01/2012 CHECKED BY: G.M.S. 02/01/2012 DATE: 02/01/2012	JOB NUMBER: 211-4821 SHEET: 5 of 6

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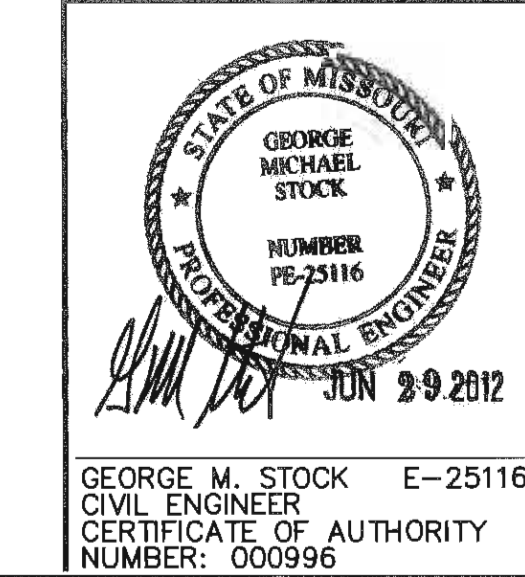
SITE SECTION C-C
SCALE 1"=20'



SITE SECTION C-C
SCALE 1"=20'

5. 06/29/2012 - REVISED PER CLIENT AND CITY DISCUSSION
4. 05/23/2012 - REVISED PER CLIENT AND CITY DISCUSSION
3. 04/12/2012 - REVISED PER CLIENT AND CITY DISCUSSION
2. 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATE 03/20/2012
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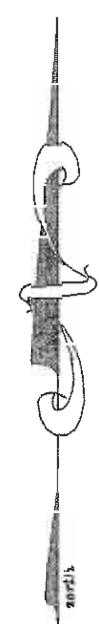
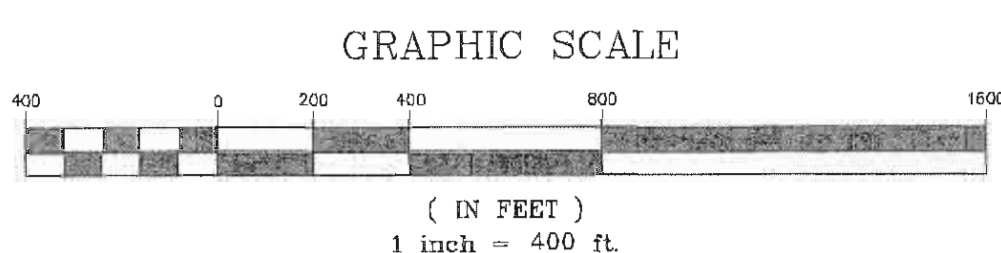
M.S.D. P# _____
BASE MAP # 18S, 19S



GEORGE N. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

SITE SECTIONS	
MERCY HEALTH CAMPUS	
Stock & Associates Consulting Engineers, Inc.	257 Chesterfield Business Parkway St. Louis, MO 63105 PH: (636) 530-9100 FAX: (636) 530-9130 e-mail: general@stockassoc.com Web: www.stockassoc.com
DRAWN BY: J.M.B.	DATE: 02/01/2012
CHECKED BY: G.M.S.	DATE: 02/01/2012
JOB NUMBER: 211-4821	SHEET: 5.1 of 6

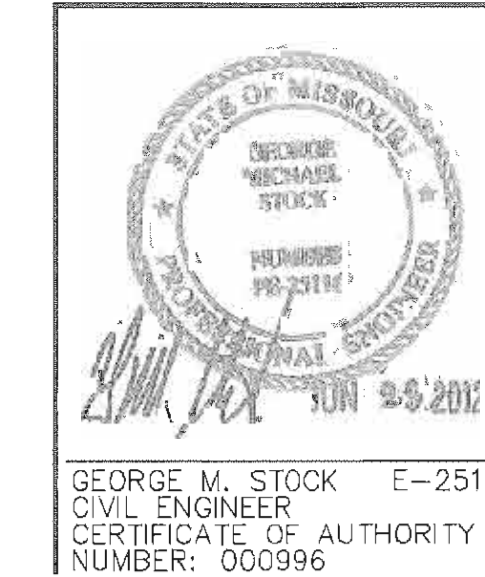
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- 2. 04/02/2012 - REVISED LAYOUT PER CITY ISSUES LETTER DATED 03/20/2012
- 1. 02/23/2012 - REVISED EXISTING ZONING

M.S.D. P# _____
BASE MAP # 18S, 19S

AERIAL EXHIBIT WITH CURRENT ZONING
MERCY HEALTH CAMPUS

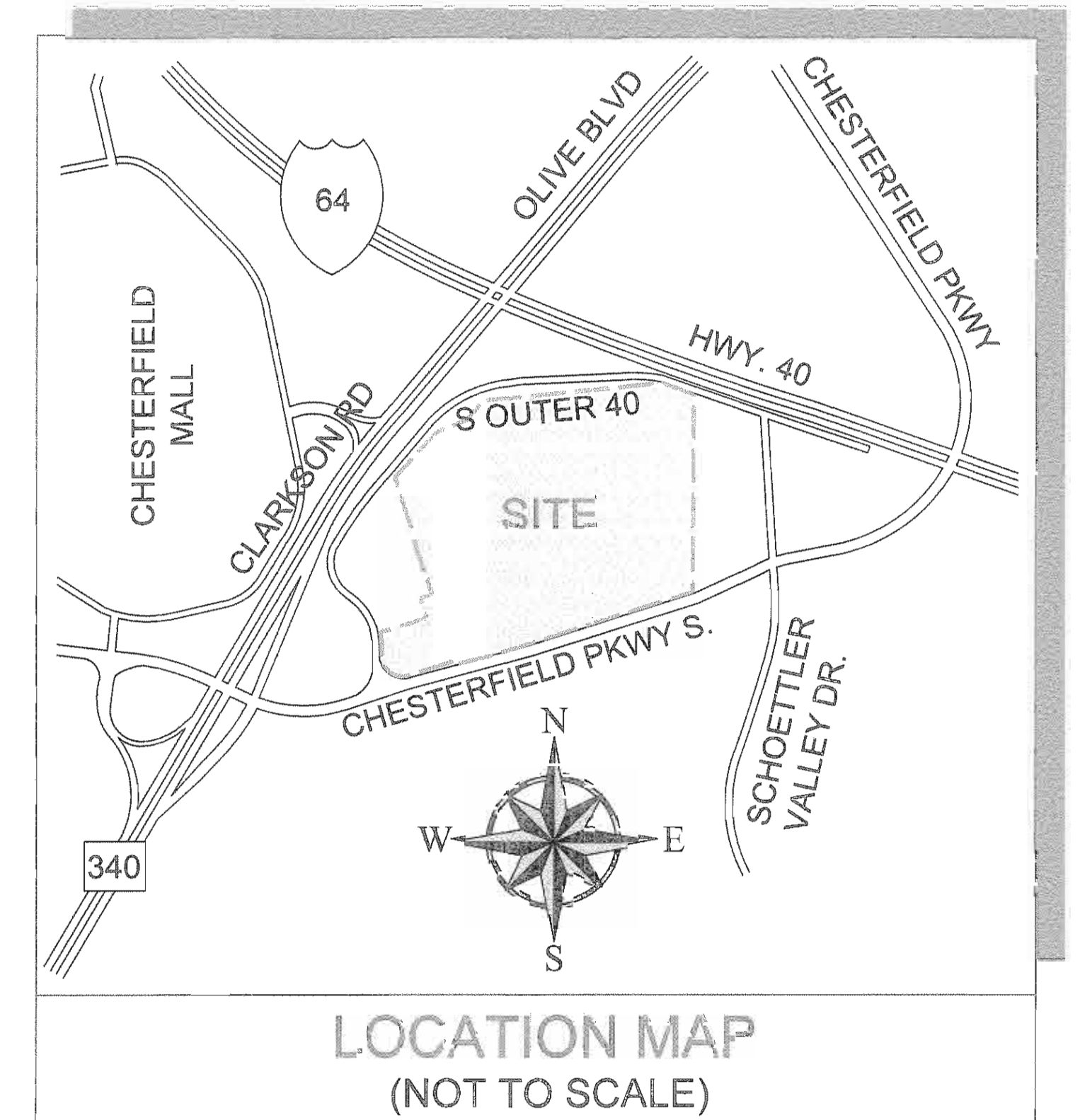


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6 of 6

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WOODLAND NARRATIVE

- W1 - 0.04 acre**
A small area of green ash with overstory that ranges from 5-8" DBH.
- W2 - 2.04 acres**
A mixture of older planted trees and native trees that have grown in to fill in what was once a savanna-like setting. Species is a variety of evergreens (white pine, scotch pine, Norway spruce, and Austrian pine) with overstory diameters ranging from 6-12" and mixed hardwoods (sycamore, elms, black locust, and silver maple) that range from 14" and larger in diameter. Most of the evergreens are mostly in a state of serious decline.
- W3 - 0.73 acre**
A young stand of elm, sweetgum, maple, and oak with overstory diameters ranging from 6-14". A few remnant larger diameter (12-24" DBH) trees include sycamore, pin oak, and silver maple.
- W4 - 0.56 acre**
A young stand of elm, sweetgum, maple, and oak with overstory diameters ranging from 6-14". A few remnant larger diameter (12-24" DBH) trees include sycamore, pin oak, and silver maple.
- W5 - 0.49 acre**
A young stand of black locust and elm with overstory diameters ranging from 8-10". A few remnant larger diameter (12-24" DBH) trees include sycamore, pin oak, and silver maple.
- W6 - 1.25 acres**
A high quality upland hardwood white oak stand with a small component of black oak, elm, and hackberry. The average overstory diameter is 18".
- W7 - 0.37 acre**
A high quality upland hardwood white oak stand with a small component of black oak, elm, and hackberry. The average overstory diameter is 12".
- W8 - 1.52 acres**
A young stand of black locust, sycamore, and elm with overstory diameters ranging from 8-10". A few remnant larger diameter (12-24" DBH) trees include sycamore, pin oak, and silver maple.
- W9 - 3.20 acres**
An undisturbed upland hardwood forest with an overstory of mostly white oak, with some red oak, black oak, and hickory. The average overstory diameter is 18". The understorey consists of serviceberry, dogwood, redbud and regeneration-sized oak and hickory.
- W10 - 0.25 acre**
A stand of black locust and elm with overstory diameters ranging from 8-12". A few scattered larger diameter (12-24" DBH) trees include sycamore and silver maple.
- W11 - 3.57 acres**
A mixture of older planted trees and native trees that have grown in to fill in what was once a pastured area and slopes toward the north lake. Planted trees include evergreens (white pine, scotch pine, Norway spruce, and Austrian pine) with diameters ranging from 6-24" and hardwoods planted along the roadways that range from 14" to 28" in diameter. Most of the evergreens are declining. The historic open areas between the remnant evergreen plantings are now filled with 6-10" DBH elm, oak, and maple.
- W12 - 1.21 acres**
This stand contains an overstory of euonymus vine-covered, large-diameter black locust that range from 12-26" DBH. Other species include elm, oaks, and sycamore.
- W13 - 0.11 acre**
A row of Norway spruce 8-16" DBH growing along the north boundary have been severely trimmed to accommodate overhead wires. Several scotch and Austrian pines are dead from a pine wilt nematode infestation.
- W14 - 1.23 acres**
A mixture of older planted trees and native trees that have grown in to fill in what was once a pastured area. Planted trees include evergreens (white pine, scotch pine, Norway spruce, and Austrian pine) with diameters ranging from 6-24" and hardwoods planted along the roadways that range from 14" to 28" in diameter. Most of the evergreens are declining. The historic open areas between the remnant evergreen plantings are now filled with 6-10" DBH elm, oak, and maple.
- W15 - 0.22 acre**
A successional area (once pastureland) that is now filled with 6-10" DBH elm, oak, and maple.
- W16 - 3.23 acres**
A remnant upland forest area that now forms a border (buffer) along some of the assembled tracts and also surrounds small fields. Overstorey is mixed hardwoods with areas of planted white pine (diameter ranges from 8-26") and sweetgum (diameter ranges from 8-22").
- W17 - 0.30 acre**
A grouping of silver maple trees in an old field with an overstory diameter that ranges from 20-13" DBH.
- W18 - 0.06 acre**
A row of Scotch pine along Chesterfield Parkway in fair to poor condition that range from 6-10" DBH.
- W19 - 0.04 acre**
A grouping of white pine trees in an old field with an overstory diameter that ranges from 14-18" DBH.
- W20 - 0.13 acre**
A grouping of silver maple trees in an old field with an overstory diameter that ranges from 18-20" DBH.
- W21 - 0.05 acre**
A grouping of white pine trees in an old field with an overstory diameter that ranges from 14-18" DBH.
- W22 - 0.06 acre**
A grouping of black locust trees in an old field with an overstory diameter that ranges from 8-10" DBH.

- = Approximate study area (40 acres)
- = Mapped tree and tree number
- = Mapped monarch tree and tree number
- = Mapped tree with canopy spread for trees in non-woodland areas
- = Canopy spread

- W4 = Woodlands (20.69 acres)
- N2 = Non-woodlands (14.57 acres)
- = Water (ponds, lakes)
- = Roads

Woodland Canopy Area	20.66 acres
Non-Woodland Canopy Area	2.03 acres
Total Canopy On-Site	22.69 acres

Prepared by

 A Division of The Davey Tree Expert Company

Prepared for

 Consulting Engineers, Inc.

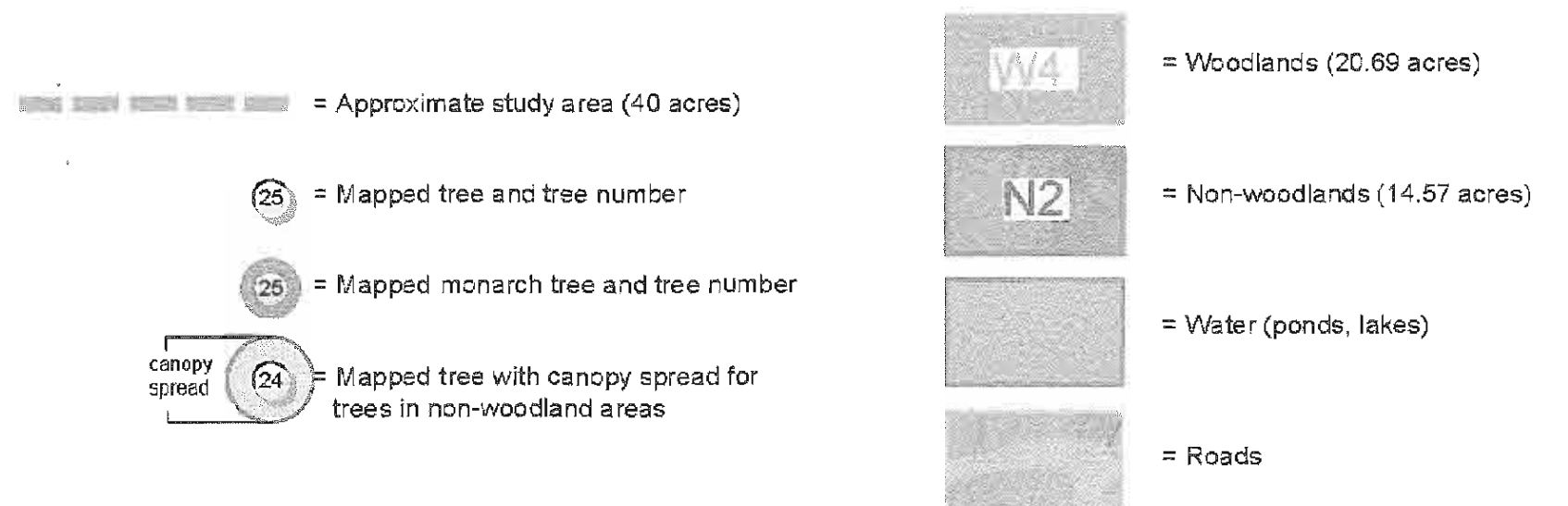
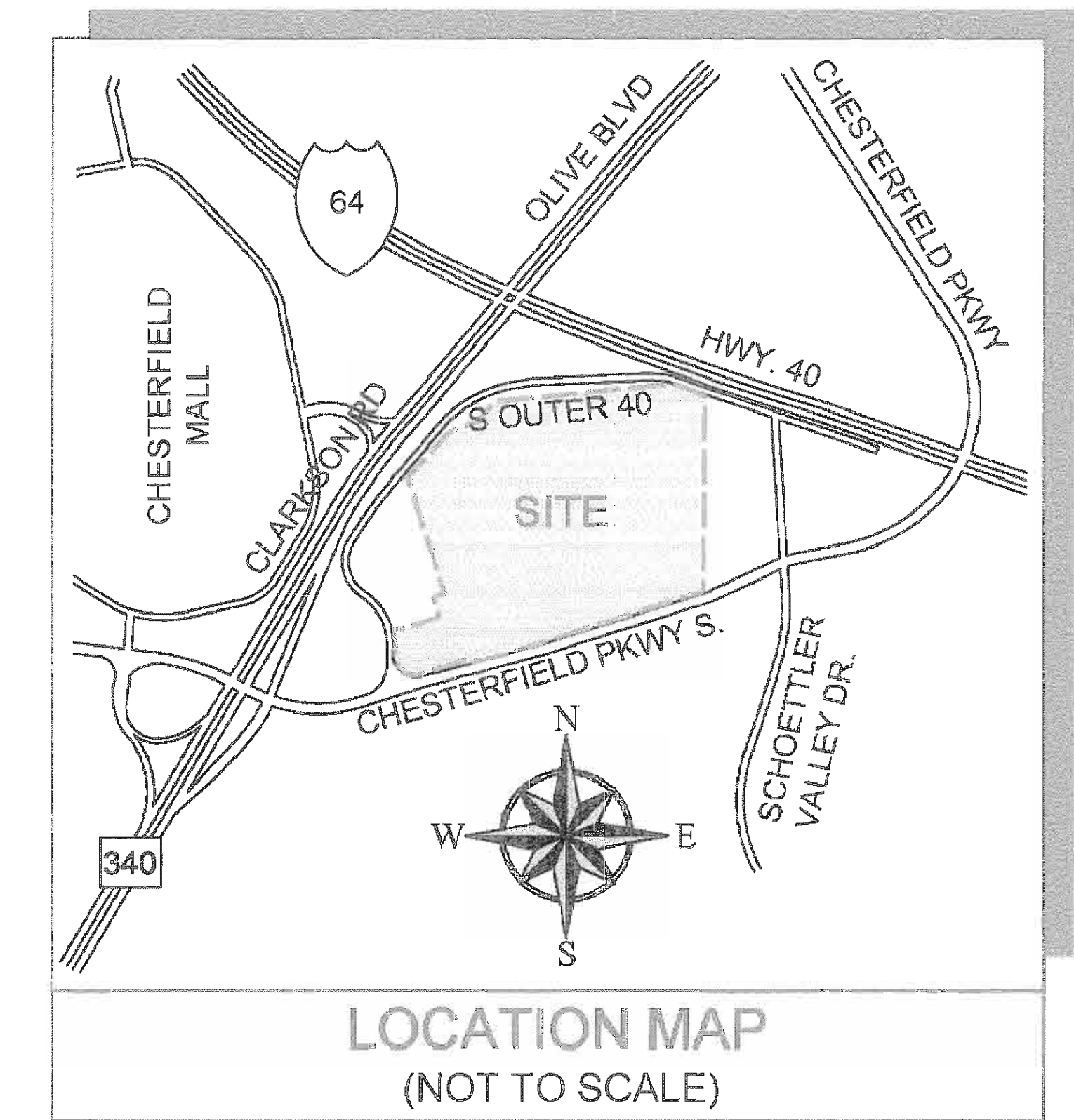
Tree Stand Delineation
 Mercy Site
 40 Acres, I-64 and Clarkson Road
 Chesterfield, Missouri
 Tree Stand Delineation prepared by:
 Skip Kincaid, ISA Board Certified
 Master Arborist (MW-0155BM)

Tree data used to produce this map were collected on January 16, 17, and 18, 2012
 Tree Stand Delineation mapping prepared by: Ken Christensen, ISA Board Certified Arborist (A-0690)

TREE DATA - Mercy Site - Chesterfield, MO - January 20, 2012

Map ID	Common Name	Diameter (Inches @ 4.5')	Canopy Spread (feet)	Condition Rating	Monarch Tree?	Woodland Tree?	Comments
1	Ash, Green	8	25	Fair	No	No	
2	Ash, Green	11	20	Poor	No	No	
3	Ash, Green	7	20	Fair	No	No	
4	Ash, Green	11	30	Fair	No	No	
5	Ash, Green	10	25	Fair	No	No	
6	Ash, Green	8	25	Fair	No	No	
7	Ash, Green	10	25	Fair	No	No	
8	Ash, Green	11	25	Fair	No	No	
9	Ash, Green	8	20	Fair	No	No	
10	Ash, Green	9	20	Fair	No	No	
11	Maple, Silver	8	25	Fair	No	No	DUAL STEM
12	Oak, Pin	18	30	Fair	No	No	
13	Sycamore, American	13	45	Fair	No	No	
14	Pine, White	23	55	Fair	Yes	Yes	
15	Maple, Silver	7	15	Fair	No	No	
16	Cottonwood, Eastern	15	35	Fair	No	No	
17	Cottonwood, Eastern	14	40	Fair	No	No	
18	Ash, Green	14	25	Fair	No	No	
19	Ash, Green	23	55	Fair	No	No	
20	Pine, White	28	35	Fair	Yes	Yes	
21	Maple, Sugar	28	55	Poor	No	No	
22	Pine, White	20	40	Fair	Yes	Yes	
23	Pine, White	20	50	Fair	Yes	Yes	
24	Maple, Silver	15	30	Fair	No	No	
25	Pine, White	24	30	Fair	Yes	Yes	
26	Oak, Pin	35	65	Fair	Yes	Yes	
27	Bald Cypress	14	25	Fair	No	No	
28	Mimosa	13	40	Fair	No	No	MULTI STEM
29	Walnut, Black	26	55	Fair	Yes	Yes	
30	Bald Cypress	33	45	Good	Yes	Yes	
31	Oak, Pin	28	75	Fair	Yes	Yes	
32	Oak, Pin	28	60	Fair	Yes	Yes	
33	Oak, Pin	24	55	Fair	Yes	No	
34	Oak, Pin	36	75	Fair	No	No	
35	Walnut, Black	25	55	Fair	Yes	No	
36	Oak, Pin	37	60	Fair	No	No	
37	Pine, White	24	50	Fair	Yes	Yes	
38	Oak, Shingle	35	75	Fair	Yes	No	
39	elm, American	34	80	Poor	No	No	
40	Spruce, Colorado Blue	8	15	Poor	No	No	
41	Magnolia, Saucer	12	35	Fair	No	No	MULTI STEM
42	Locust, Black	27	30	Fair	No	No	
43	Pine, White	21	35	Fair	Yes	Yes	
44	Pine, White	24	45	Fair	Yes	Yes	
45	Pine, White	20	25	Fair	Yes	Yes	
46	American holly	5	15	Fair	No	No	
47	Oak, Pin	38	80	Poor	No	No	
48	Oak, Pin	30	60	Fair	No	No	
49	American holly	8	15	Fair	No	No	
50	Pine, White	30	40	Poor	Yes	Yes	
51	Maple, Sugar	15	30	Poor	No	No	
52	Pine, White	27	40	Fair	No	No	
53	Pine, White	25	30	Fair	Yes	Yes	DUAL STEM
54	Maple, Sugar	18	40	Fair	No	No	
55	Maple, Sugar	15	35	Fair	No	No	
56	Spruce, Colorado Blue	10	20	Fair	No	No	
57	Maple, Sugar	14	30	Fair	No	No	
58	American holly	6	10	Fair	No	No	DUAL STEM

59	Spruce, Colorado Blue	14	30	Good	No	No	
60	Maple, Red	35	55	Good	Yes	No	
61	Maple, Sugar	16	30	Poor	No	No	
62	Pine, White	20	30	Fair	Yes	No	
63	Beech, American	24	45	Fair	Yes	Yes	
64	Maple, Red	23	45	Fair	No	No	
65	Locust, Black	15	35	Poor	No	No	
66	Oak, Pin	35	70	Fair	Yes	No	
67	Pine, White	15	30	Fair	No	No	
68	Maple, Sugar	14	45	Fair	No	No	
69	Pine, White	12	20	Fair	No	No	
70	Crabapple, Spp.	7	20	Fair	No	No	
71	Pear, Aristocrat Callery	9	20	Fair	No	No	
72	Pine, White	20	30	Fair	Yes	Yes	
73	Bald Cypress	25	55	Fair	Yes	No	
74	Ginkgo	18	35	Poor	No	No	
75	Oak, Pin	22	45	Fair	No	No	
76	Maple, Sugar	21	40	Fair	No	No	
77	Pine, White	33	45	Fair	Yes	No	
78	Pine, White	28	55	Fair	Yes	Yes	
79	Walnut, Black	26	45	Fair	No	No	
80	Pine, White	20	45	Fair	Yes	Yes	
81	Pine, White	22	55	Fair	Yes	Yes	
82	Maple, Sugar	18	45	Fair	No	No	
83	Sweetgum, American	22	60	Fair	No	No	
84	Oak, Pin	33	60	Fair	No	No	
85	Sweetgum, American	21	65	Fair	No	No	
86	Pine, White	21	30	Fair	Yes	Yes	
87	Oak, Pin	38	65	Fair	No	No	
88	Pine, White	23	35	Fair	Yes	Yes	
89	American holly	6	20	Fair	No	No	
90	Oak, Shingle	39	65	Fair	Yes	Yes	
91	Hackberry, Common	34	65	Good	Yes	No	
92	Oak, Pin	44	65	Fair	No	No	
93	Locust, Black	32	30	Poor	No	No	
94	Locust, Black	30	35	Fair	No	No	
95	Locust, Black	27	30	Fair	No	No	
96	Walnut, Black	14	35	Fair	No	No	
97	Locust, Black	18	25	Poor	No	No	
98	Locust, Black	28	40	Fair	No	No	
99	Locust, Black	22	35	Poor	No	No	
100	Locust, Black	26	20	Poor	No	No	
101	Locust, Black	24	35	Fair	No	No	
102	Locust, Black	25	25	Poor	No	No	
103	Locust, Black	25	30	Poor	No	No	
104	Sycamore, American	36	60	Fair	Yes	No	
105	Sycamore, American	32	65	Fair	Yes	No	
106	Sycamore, American	40	80	Fair	Yes	Yes	
107	Locust, Black	9	30	Fair	No	No	
108	Tree of Heaven	18	45	Fair	No	No	
109	Oak, Shingle	18	60	Fair	Yes	No	
110	Tree of Heaven	9	25	Poor	No	No	
111	Tree of Heaven	10	20	Poor	No	No	
112	Walnut, Black	13	35	Poor	No	Yes	
113	Spruce, Norway	25	35	Fair	No	Yes	



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Total Canopy On-Site	22.69 acres

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