



CITY PLANNER'S CONCEPTUAL DEVELOPMENT PLAN REVIEW

APPLICATION NUMBER: CDP21-0003

PROJECT NAME: PRECISION VEHICLE STORAGE AND LOADING FACILITY

APPLICANTS: Precision Vehicle Holding
c/o Brett Griffin
4401 Fletcher Street, Wayne, MI 48184

PROPERTY OWNER NAME: Walker James G Trust Et Al.
1719 Washington St., Highland, IL 62249
Queathem Evelyn Irrevocable Trust
18111 Bent Ridge Dr., Glencoe, MO 63038

APPLICANT'S REQUEST: Consideration of the Conceptual Development Plan for a rezoning from "NU" Non-Urban District to "PDM" Planned District—Manufacturing

SITE LOCATION: Southwest of Route 364 and MO 141, along Hog Hollow Road, just south of its intersection with River Valley Drive

PARCEL/LOCATOR NUMBER: 16Q430053 and 15R320013

EXISTING ZONING DISTRICT: "NU" Non-Urban District

TOTAL SITE AREA: 90.95 acres

PLANNING AREA: MARYLAND PARK LAKE DISTRICT

SUB-DISTRICT: RIVER VALLEY

REPORT DATE: November 17, 2021

PUBLIC HEARING DATE: November 23, 2021

CASE MANAGER: Erin LoRusso

OVERALL FINDING: GENERALLY CONSISTENT WITH THE COMPREHENSIVE PLAN,
PARTIALLY INCONSISTENT WITH THE ZONING CODE
(MODIFICATIONS REQUESTED)
See summary of findings on page 12



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PREFACE

The first step in the creation of a Planned District is the review and approval of the Conceptual Development Plan (CDP). The purpose of the CDP process is to evaluate the consistency of the proposed Planned District with the Comprehensive Plan and the Zoning Code. In general, the CDP process is used to decide whether the project is appropriate in the location at which it is proposed and consistent with the City's vision for development in the area. If the CDP is approved, the applicant is then entitled to submit a Preliminary Development Plan for review and a draft ordinance will be prepared to rezone the property under a set of conditions specific to the site and development.

This report examines the *Precision Vehicle Storage and Loading Facility* application for consistency with the review criteria of Section 25-6.6, Conceptual Development Plan, of the Zoning Code. While findings are located throughout, page 12 contains a brief summary. To give the Planning Commission the most complete analysis on which to base their decision, this report examines the project's consistency with the land use, transportation, stormwater management, and open space policies of the Comprehensive Plan, and the landscaping, lighting, parking, and building design regulations of the Zoning Code.

PROJECT LOCATION

Location and Current Use

The 90.95 acre site, consisting of two parcels, is located southwest of Route 364 and MO 141, along Hog Hollow Road, just south of its intersection with River Valley Drive. The site is also located on the north side of Waterworks Drive. A location map is included in the appendix of this report.

Each parcel is currently being utilized in the existing "NU" Non-Urban Zoning District. 860 Hog Hollow Road is partially developed and currently operates as *Timber Country Products*, a landscaping company. 149 River Valley Drive is undeveloped and is a working agricultural property.

Adjoining Land Uses

North of the site is property zoned "NU" Non-Urban District, previously developed with Arrowhead Airport. In 2021 a Conceptual Development Plan for the site was approved for *Maryland Park Distribution Center*, a proposed rezoning from Non-Urban District to "PDM" Planned District—Manufacturing to authorize office distribution, office flex, and light industrial uses. A Preliminary Development Plan for the site has not yet been submitted.

East of the site is a working agricultural property zoned "NU" Non-Urban District. Further east, across River Valley Drive, is designated wetland maintained by St. Louis County, zoned "MXD" Mixed Use District.

South of the site is the CMR Railroad Line. Further south, across Waterworks Drive and atop of the bluff, are residential properties located within Chesterfield city limits. Beyond the residential subdivision is Olive Boulevard, a principal arterial roadway.

Surrounding the west and southwestern boundary of the site is the Missouri American Water Treatment Plant zoned "NU" Non-Urban District. Further west are the Howard Bend Levee and the Missouri River.

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COMPLETENESS REVIEW

The following information was received in conjunction with this application:

1. Application Form and Fee
2. Narrative (including development schedule, transportation report, and stormwater report)
3. Conceptual Site Plan
Prepared by G&W Engineering, dated October 29, 2021

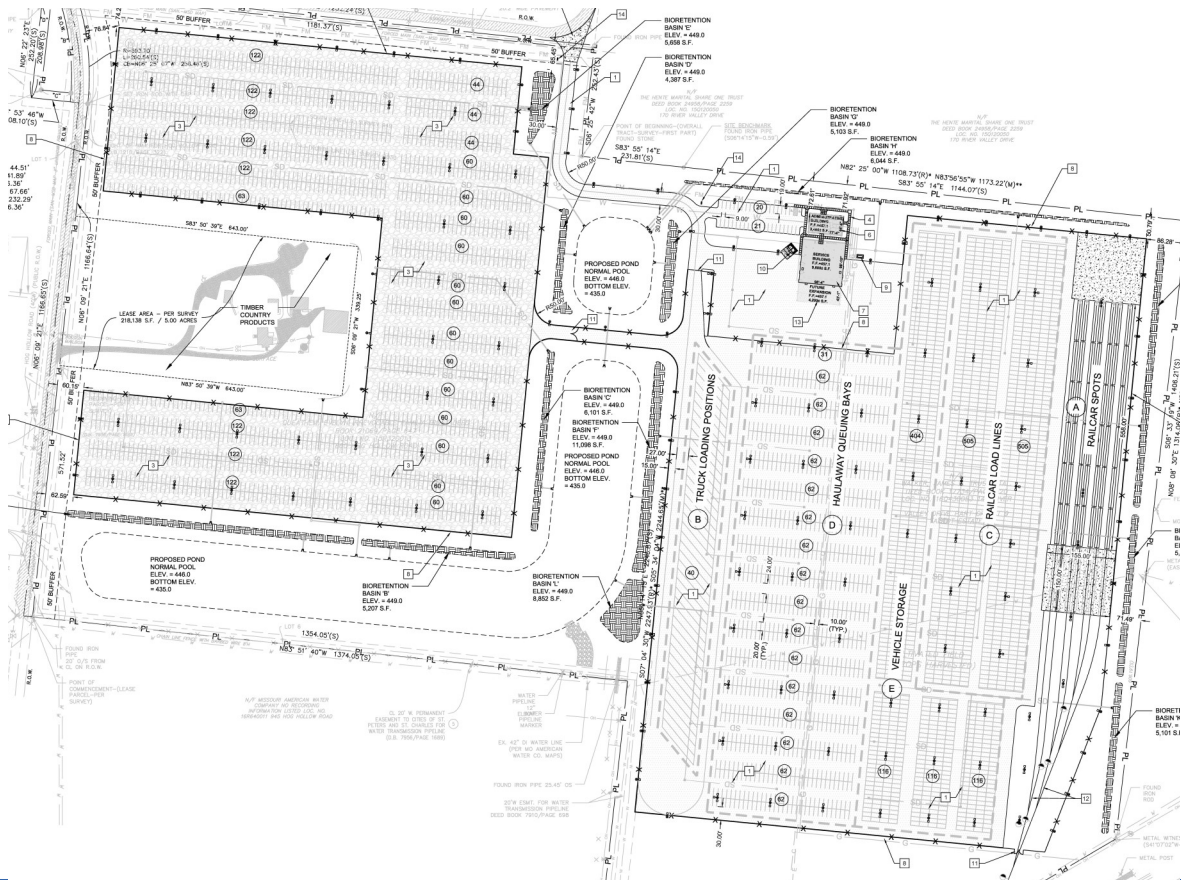
The applicant's complete submittal is attached to this report.

FINDING:

Precision Vehicle Holding is an **eligible applicant** with legal standing in the application to rezone this site. The applicant's Conceptual Development Plan submittal meets the requirements of Section 25-6, Planned Districts, of the Zoning Code and is **complete for review**.

DEVELOPMENT PROPOSAL OVERVIEW

The applicant requests a rezoning to "PDM" Planned District—Manufacturing to develop a vehicle logistics facility. The proposed facility would marshal, store, and distribute new production vehicles originating from the General Motors Assembly Plant in Wentzville, MO via rail and car carriers. The site is proposed to be developed with ample parking, a small administration building and a 9,500 square foot truck repair facility. The western most portion of the site is considered Phase II and will be developed at a later date.





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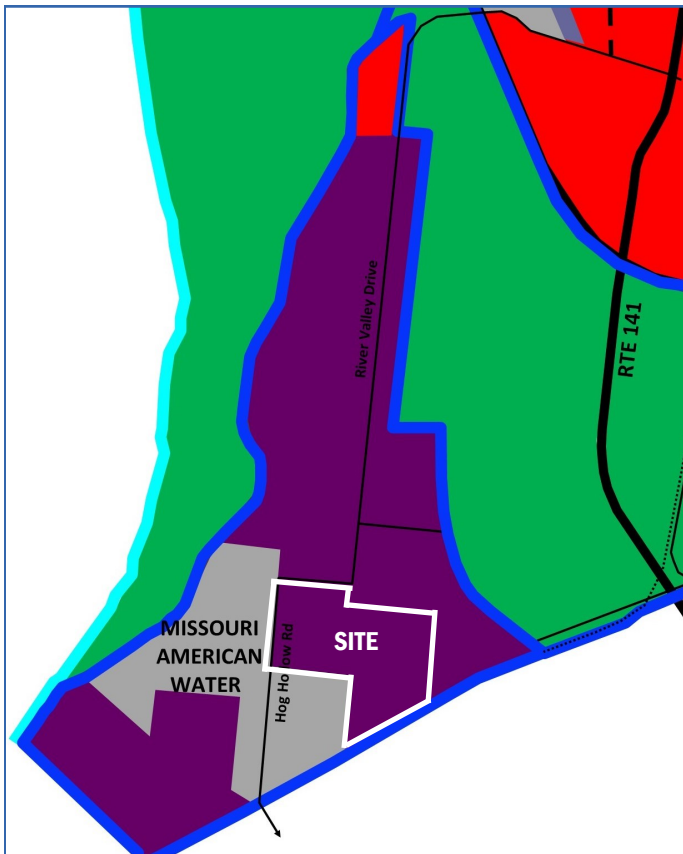
COMPREHENSIVE PLAN CONSISTENCY

The first step in the Planned District process is to evaluate the project's consistency with the Comprehensive Plan. In the case of projects within the Maryland Park Lake District, it is necessary to determine the consistency of the project with the goals and policies of the Comprehensive Plan related to:

- ◆ Land Use
- ◆ Stormwater Management
- ◆ Transportation
- ◆ Open Space

FUTURE LAND USE MAP AND LAND USE ACCEPTABILITY MATRIX

The Comprehensive Plan contains a future land use map and a land use acceptability matrix for each sub-district of the Maryland Park Lake District. The map establishes the preferred future land use for specific locations. The acceptability matrix is a policy which establishes the range of acceptability for land uses in each sub-district.



FUTURE LAND USE MAP

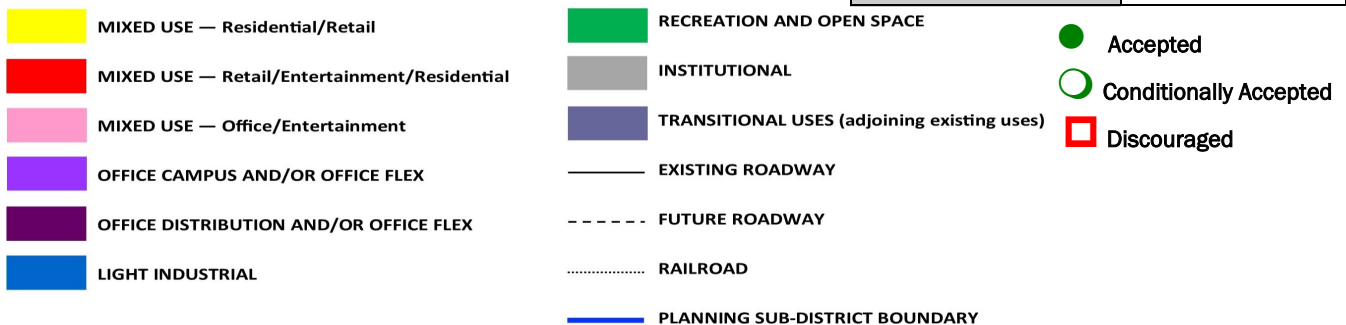


TABLE 7.5.F: RIVER VALLEY PLANNING SUB-DISTRICT LAND USE ACCEPTABILITY MATRIX	
LAND USE CATEGORY	ACCEPTABILITY LEVEL
SINGLE FAMILY RESIDENTIAL	☐
MULTI-FAMILY RESIDENTIAL	☐
MIXED-USE	☐
SERVICE RETAIL	◯
REGIONAL RETAIL	☐
ENTERTAINMENT	☐
OFFICE CAMPUS	◯
OFFICE FLEX	◯
OFFICE DISTRIBUTION	●
LIGHT INDUSTRIAL	●
RECREATION	◯
AGRICULTURE	◯

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COMPREHENSIVE PLAN CONSISTENCY (CONT.)

CONSISTENCY WITH THE FUTURE LAND USE MAP

The future land use map is not the zoning map, but rather a guide for future land use, identifying preferred future land use patterns. The purpose of the map is to guide the decisions of property owners, developers, and public policy makers over the life of the Plan. The preferred future land use at this location, and throughout most of the River Valley Sub-District, is office distribution and/or office flex. The proposed use does not exemplify office distribution in its classic sense, but it does involve logistics, just not within a large building. Staff's opinion is that the project is not inconsistent with the future land use map.

CONSISTENCY WITH THE LAND USE ACCEPTABILITY MATRIX

Supplementing the future land use map is the land use acceptability matrix which establishes the range of acceptability for land uses in each planning district. The matrix is considered a policy which is subservient to the future land use map when it comes to the review of development proposals for consistency with the Comprehensive Plan. Within the River Valley Sub-District, light industrial is an accepted use. Therefore, the project is consistent with the land use acceptability matrix.

CONSISTENCY WITH THE VISION OF THE RIVER VALLEY SUB-DISTRICT

The River Valley Sub-District's development vision is as follows:

This district will consist of high quality, but lower intensity office distribution and business service centers with integrated architectural and site design.

The applicant is proposing a logistics facility centered around the distribution of vehicles, comprised of two buildings, for a total building area of 13,000 square feet. If approved, the conditions of the Planned District ordinance would ensure integrated architectural and site design based on the site's context. The proposed land use is considered a low intensity industrial use. Overall, the project is consistent with the vision of the River Valley Sub-District.

FINDING:

The project is generally consistent with the future land use policies of the Comprehensive Plan for the River Valley Sub-District.



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COMPREHENSIVE PLAN CONSISTENCY (CONT.)

CONSISTENCY WITH TRANSPORTATION POLICIES

The Transportation Section of the Comprehensive Plan contains a detailed discussion regarding the future roadway network in the Maryland Park Lake District including its alignment, access, and roadway classifications and typologies. The Plan also includes a series of goals and policies related to transportation and its relationship with land use and development. The Transportation Goals for the Maryland Park Lake District include the following:

- *The Maryland Park Lake District will include future road improvements that provide both a local and regional benefit.*
- *The internal street system will be coordinated and integrated, including multiple interconnections between individual developed areas, avoiding freestanding development areas unrelated to each other.*
- *Access to planned developments will be managed to maximize traffic efficiency.*
- *Traffic will be managed within the Maryland Park Lake District so as to avoid traffic congestion.*
- *Transportation improvements will include aesthetic enhancements that add character and further the image of the area.*
- *Transportation improvements will be designed to include multi-functional and multi-model elements.*

The River Valley Sub-District has additional policies related to the transportation system:

- *All new development must be connected to the future River Valley Parkway.*
- *All development must provide multi-modal connections between planned developments and other adjacent districts.*
- *All development must provide multi-modal considerations, while accommodating vehicular traffic in an efficient manner.*

The project would connect to the regional transportation system as River Valley Drive will connect to the future River Valley Parkway. Access to the site is limited to one entrance along Hog Hollow Drive's eastern-most curve, just south of River Valley Drive. A traffic study is required prior to approval of a Preliminary Development Plan to examine the traffic generation associated with the project in addition to the traffic efficiency as a result of the proposed access. However, given the previous traffic study prepared for a development to be constructed just north of the site along River Valley Drive, the project is unlikely to result in traffic impacts that cannot be accommodated by the existing roadways, as improved by nearby developments such as Westport Commerce Center and Maryland Park Distribution Center. The applicant has hired Lochmueller Group to perform their traffic analysis.

The applicant intends to utilize the site's proximity to the railroad line to transport vehicles, consistent with the multi-modal transportation policies of the River Valley Sub-District. The conceptual site plan does not include sidewalk connections and routes within the site, aside from one paved road connecting the two parcels. Similarly, the conceptual site plan does not propose a connection to nearby properties. It could be argued that given the proposed use and the site's location adjacent to the Missouri American Water treatment plant, interconnectivity by means of a sidewalk and/or an internal street system could pose a

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COMPREHENSIVE PLAN CONSISTENCY (CONT.)

security risk to the utility company. In fact, the Comprehensive Plan states a predevelopment consideration in the River Valley Sub-District should be that a buffer is provided to the Missouri American Water treatment plant. The Commission must determine if connectivity at this location is appropriate given the site's context and the proposed use.

CONSISTENCY WITH STORMWATER MANAGEMENT POLICIES

The Comprehensive Plan addresses the general design of on-site stormwater management systems and advocates connection with the regional stormwater management system planned for the area. Specific goals for the Maryland Park Lake District include the following:

- *Construct a regional stormwater conveyance system to manage upland runoff from a 100-year joint frequency event.*
- *The stormwater management system should be based on sound engineering practice and environmentally sound practices and policies incorporating best management practices to the maximum extent possible.*
- *Create value and character for the City, property owners, and the development community through innovative design of the stormwater management system.*
- *Impacted wetlands will be identified and appropriately mitigated within the regional stormwater management system.*

Based on the information provided, the project is generally consistent with the stormwater management goals and policies. The applicant's narrative indicates bio-retention basins be provided to improve the water quality and volume reduction measures per Metropolitan St. Louis Sewer District (MSD) requirements. To provide flood protection measures as required by the Howard Bend Levee District, two wet ponds are proposed. At this point in the conceptual stage, edge treatments along the banks of the basins and wet ponds have yet to be identified. Said treatments are encouraged as they support a healthy habitat and provide additional landscaping.

At the present stage of design, the proposal is to provide water quality and water quantity control in the basins and ponds on site to preclude the need for discharge off-site. While the site would not connect to the regional stormwater management system as advocated by the Comprehensive Plan, no such connection is necessary if all stormwater is adequately managed on site.

MSD has reviewed the conceptual development plan and has provided the following comments:

1. Formal MSD review, approval, and permits are required.
2. Post-construction BMP's will be required. Stormwater Management facilities and site design strategies shall be applied such that the extents of the project's disturbed areas are managed. The site is considered new development; volume reducing BMP's will be required.
3. MSD will require approval from the Howard Bend Levee District prior to issuing plan approval.
4. Sanitary flow estimates must be provided. These shall include the estimated average daily and peak flow rates. These estimates are needed to determine the sanitary requirements for the site. Sanitary improvements, including pump station upgrades may be required based on the flow rates provided.



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COMPREHENSIVE PLAN CONSISTENCY (CONT.)

5. MSD will not allow new connections to the 24-inch diameter force main adjacent to the parcel. An alternate sanitary connection to public sewer will be required.
6. Offsite easements may be required.
7. New encroachments will not be allowed.
8. Easements may be required to allow for future public sewer extensions to adjacent tracts.

At the time of this report, Staff was awaiting comments from the Howard Bend Levee District. Comments from both agencies must be addressed on the Preliminary Development Plan.

CONSISTENCY WITH OPEN SPACE POLICIES

The Comprehensive Plan promotes connections to and integration with the regional open space and parks system. Goals include:

- *The Maryland Park Lake District will include a system of connected linear open spaces that connect private development to new and existing open space and recreation facilities.*
- *Development within Howard Bend will include public spaces and integrated open space.*
- *Public spaces within Planned Districts will be interconnected through a series of pedestrian and bicycle linkages to the maximum extent possible.*
- *Pedestrian and bicycle facilities will be linked to the Katy Trail through Creve Coeur Park, Route 364 (Page Avenue), planned developments and the Howard Bend Levee System.*
- *The areas outside of the 500-year Howard Bend Levee will be utilized for passive recreational opportunities.*

The Comprehensive Plan advocates a minimum of 35% open space for projects within the Maryland Park Lake District. According to the proposed development schedule, the project includes 44% open space, or just over 38 acres of open space. At this time, the project does not intend to be connected to the regional pedestrian system given security concerns associated with the proposed use and the adjoining location of the Missouri American Water treatment plant. If the Planning Commission feels such connectivity is necessary and/or appropriate, the applicant could connect to the regional pedestrian system by means of a sidewalk which could be constructed along the site's Hog Hollow Road frontage. As previously mentioned in this report, the River Valley Sub-District does require a buffer be provided to the treatment plant. An alternate connection to the regional pedestrian system should be considered. Any alternate proposals by the applicant will be examined in greater detail on the Preliminary Development Plan.

FINDING:

While further details, particularly in regard to connectivity and response to agency comments, would need to be considered on the Preliminary Development Plan, the project is generally consistent with the transportation, stormwater management, and open space policies of the Comprehensive Plan.

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ZONING CODE CONSISTENCY

While the Preliminary Development Plan stage of the Planned District review and approval process will examine the project in detail for its compliance with the Zoning Code, it is useful at this stage to identify any significant inconsistencies. More specifically, this report evaluates the project's consistency with the provisions of the Zoning Code related to parking, landscaping, lighting, and building design standards.

NOISE

Given the use of the rail and the frequency of tractor-trailers coming in and out of site, it can be assumed noise is of concern. Staff would first point out that the existing rail is currently operational and the applicant affirms the storage and loading facility would necessitate one train per day. Each train would consist of 42 rail cars. The additional pull should not negatively impact nearby properties as the rail is currently operational. Given most of the surrounding uses are industrial or agricultural in nature, noise is of most concern for the single-family residential dwellings to the property's south. The dwellings are at a higher elevation than the facility, meaning mitigation efforts such as buffering would be ineffective. The most effective means of sound control for the proposed use would be to rely on the St. Louis County Noise Control Code. The code specifies maximum decibels (dB) at the residential property line based on time of day and duration of the noise (the lower the duration, the higher the permissible noise). Between the hours of 07:00 a.m. and 10:00 p.m., the code allows noise to be louder.

It should be noted that neither the City of Maryland Heights nor St. Louis County has any jurisdiction over noise in regards to a moving train. Per the U.S. Department of Transportation Federal Railroad Administration, the Train Horn Rule (49 CFR Part 222) requires locomotive engineers begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings. This is pertinent as there is a crossing west of the residential subdivision, where Hog Hollow Road intersects with Water Works Road. The maximum volume level for the train horn is 110 dB, whereas the minimum sound level is 96 dB. If the residents so wish, they could petition to the Federal Railroad Administration to establish a 'Quiet Zone' if they have not done so already.

CONSISTENCY WITH PARKING REGULATIONS

The Zoning Code typically requires one parking space for each employee on the maximum shift in addition to one parking space per vehicle customarily used in operation of the use or stored on the premises. For this request, the greatest demand for parking is associated with the storage of vehicles on the site. The applicant's conceptual site plan provides nearly 3,000 parking spaces. Obviously, the proposed use provides more than sufficient parking to support the site's development.

One other feature which needs to be discussed is the proposed gravel parking lot on the Hog Hollow portion of the site. The 38 acre portion of the 85 acre site will be developed at a later date, which Staff is considering Phase II of the development. Phase II is relatively simple and includes utilizing 860 Hog Hollow Road for additional parking need. 18 acres of the 38 acre parcel are proposed to be graveled. The house will remain in tact, allowing *Timber Country Products* to remain operational. Article 14, Parking and Loading Regulations, of the Zoning Code requires parking surfaces to consist of Portland cement concrete or asphaltic concrete. Given the site's context, fenced perimeter, and exclusion of visitors to the site, Staff would argue that gravel could be considered appropriate for overflow parking for Phase II of the development.

CONSISTENCY WITH LANDSCAPING REGULATIONS

The conceptual plans greatest deviation from the Zoning Code lies within the proposed landscaping. The Zoning Code's landscaping standards are designed for much smaller sites. The Code requires the square footage of the site be divided by 500 to determine the required amount of landscaping points. At 3,961,782 square feet, the project would require 7,924 landscaping points. In other words, it is not feasible for the site to be developed to the Code's landscaping requirements. To ease this requirement, the



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ZONING CODE CONSISTENCY (CONT.)

Commission may consider a lesser multiplier than what's required in the Code.

From Staff's perspective, appropriately screening the site should take precedence over the need for landscaping throughout the site. The conceptual plan depicts a 50' buffer along Hog Hollow Road and River Valley Drive. The Zoning Code states that if such a buffer is provided, screening should include a double alternating row of evergreen trees in said buffer and one canopy/overstory tree, two evergreen trees, and five shrubs per thirty lineal feet. Alternatively, if the 50' buffer area incorporates a decorative fence or a wall as a visual screen, the Code permits one canopy/overstory tree, two evergreen trees, and five shrubs per forty lineal feet. The conceptual development plan indicates the use of a 50' buffer along adjoining roadways, however the aforementioned requirements are not in place on the plan. Firstly, a decorative fence must consist of either stockade or vinyl. A chainlink fence with supplemental sightproofing material does not constitute as a decorative fence. Secondly, if a decorative fence is proposed to be used, the Code does requires it be no taller than six foot. Further, the Code requires a double alternating row of evergreen trees when a decorative fence is not incorporated. Lastly, the planting schedule on the conceptual site plan states there will be a total of 28 evergreen trees, 28 canopy trees, and 62 shrubs with supplemental ornamental plants. The conceptual plan only shows the proposed location of 14 of the 62 shrubs. While the site's context and proposed land use should afford the applicant flexibility with landscaping requirements, the current landscaping proposal is not sufficient. In summary, the landscaping plan will need to be revised at the time of the submittal for a Preliminary Development Plan.

CONSISTENCY WITH LIGHTING REGULATIONS

The purpose and intent of the Lighting Design Standards of the Zoning Code is to provide minimum standards for effective, economical, and attractive outdoor lighting. Excessive lighting is discouraged, glare and light trespass are to be minimized while still creating a safe environment. The Zoning Code requires a minimum of 0.5 footcandle and a maximum of 8 footcandle (measured from the base of the light standard) but encourages an average of 1 footcandle. Lights are required to be fully shielded and light poles must be no taller than 30 feet. Based on staff's cursory review, the proposed lighting is between 0.5 fc and 5.3 fc and the proposed light standards are 28 feet tall. The plan appears to be generally consistent with the lighting design standards. Consistency with the Lighting Design Standards of the Zoning Code would be examined in greater detail prior to issuance of permits.

CONSISTENCY WITH BUILDING DESIGN REGULATIONS

The Building and Design Standards of the Zoning Code are intended to provide minimum standards for sustainable, interesting, and attractive building design. In other words, the design regulations were created to ensure that new buildings add character and value to the community. The Zoning Code prohibits the use of corrugated steel as a primary building material or architectural finish. The applicant is asking to utilize metal panels as the primary building material for both buildings. Staff would argue given the site's intended use, context, and the exclusion of visitors to the site, corrugated steel could be appropriate. It should be noted the metal panels are to be textured and colored blue or gray. The applicant has included windows and attached lighting to give the buildings more character. The last site specific feature to be considered when reviewing this request is the fact that the entire Property will be fenced with a six or eight foot sight proof fence. See the appendix of this report for detailed images.

FINDING:

The project is consistent with the parking regulations and lighting standards of the Zoning Code. Consistency with the building design and landscaping standards of the Zoning Code would be determined through the review and approval of the Preliminary Development Plan.

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FINDINGS

Based on the information submitted by the applicant, the City Planner makes the following findings:

1. Precision Vehicle Holding is an eligible applicant with legal standing in the application to rezone this site and the application is complete for review.
2. The project is generally consistent with the future land use policies of the Comprehensive Plan and its supporting documents.
3. The project is generally consistent with the transportation policies, stormwater management policies, and open space goals and policies of the Comprehensive Plan, subject to review of additional details on the Preliminary Development Plan, particularly regarding connectivity and response to agency comments.
4. The project is consistent with the parking and lighting regulations of the Zoning Code. Consistency with the building design and landscaping standards of the Zoning Code would be determined through the review and approval of the Preliminary Development Plan.
5. Overall, the project is consistent with the Comprehensive Plan.

REQUESTED ACTION

The City Planner requests that the Planning Commission consider the above findings in rendering a decision on the Conceptual Development Plan for Precision Vehicle Storage and Loading Facility. Upon review, the Planning Commission may:

- A. Approve the Conceptual Development Plan;
- B. Approve the Conceptual Development Plan with conditions applicable to the Preliminary Development Plan;
- C. Deny the Conceptual Development Plan; or
- D. Request additional information from the applicant or staff.

Approval of the Conceptual Development Plan would allow the rezoning process to continue to move forward, which will include submittal of additional information and preparation of a draft ordinance for consideration.

A handwritten signature in black ink, appearing to read 'Erin LoRusso', written over a horizontal line.

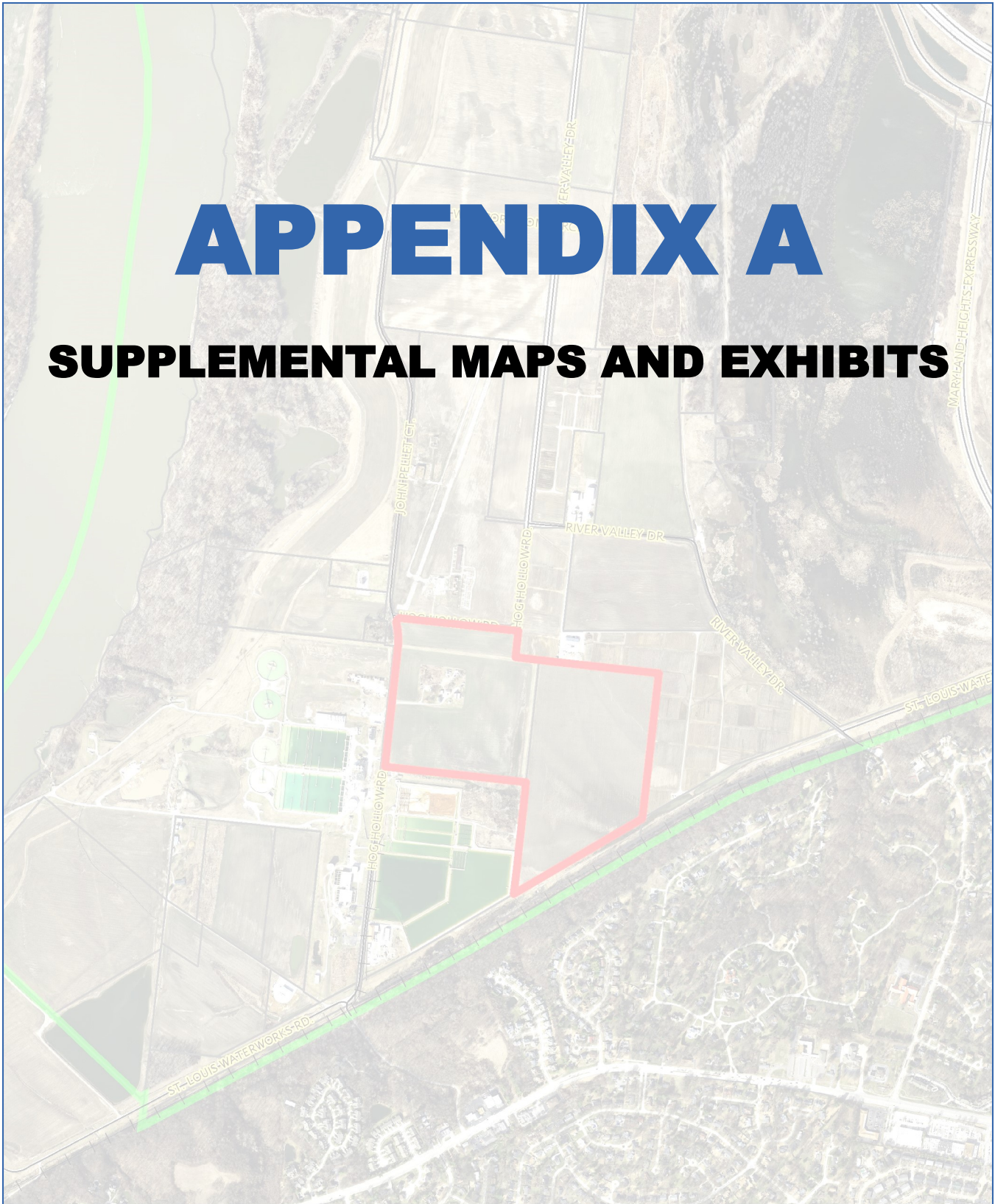
Erin LoRusso
Planner



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APPENDIX A

SUPPLEMENTAL MAPS AND EXHIBITS



CITY PLANNER'S CONCEPTUAL DEVELOPMENT PLAN REVIEW

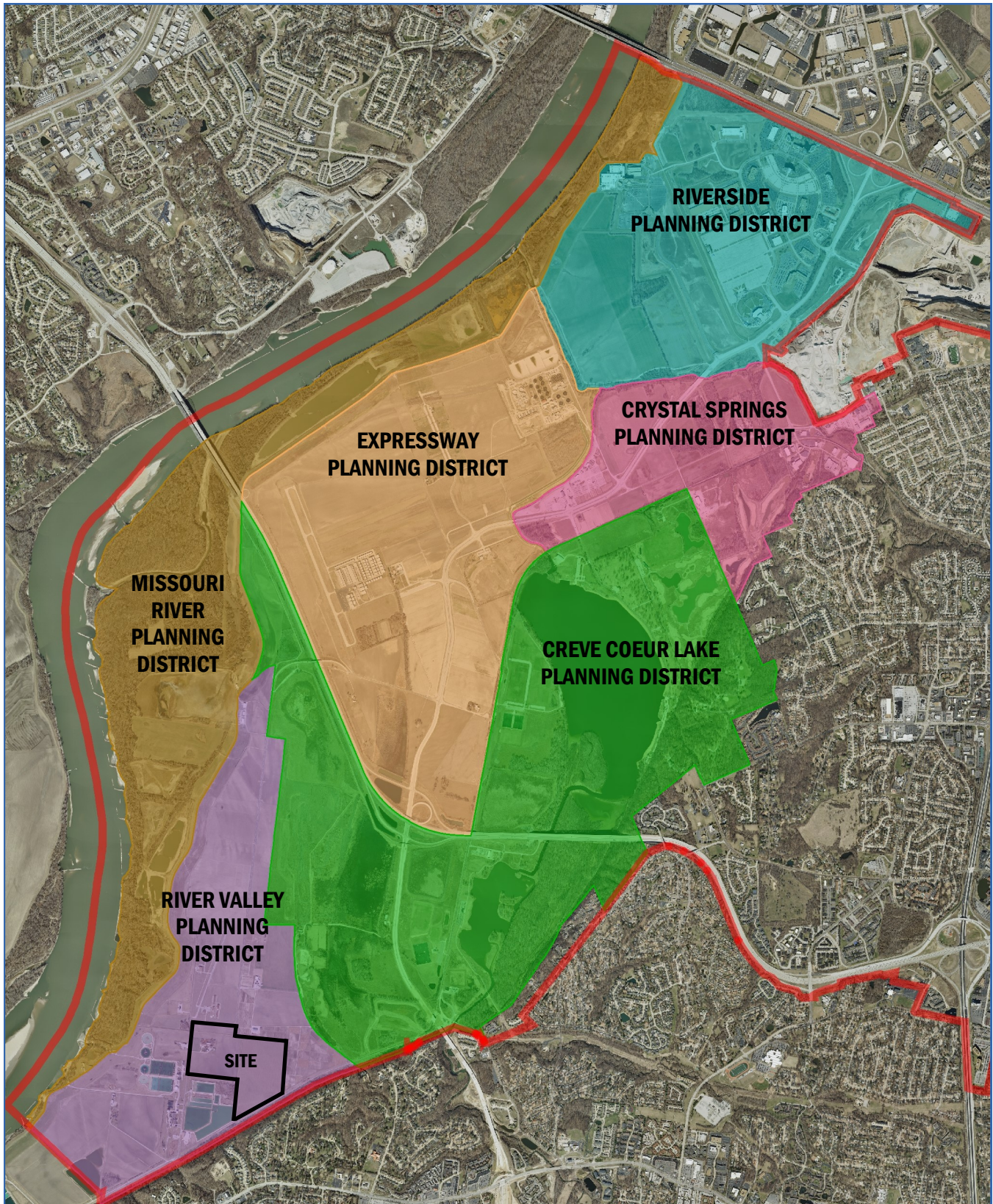


FIGURE 1 - MARYLAND PARK LAKE DISTRICT PLANNING AREAS



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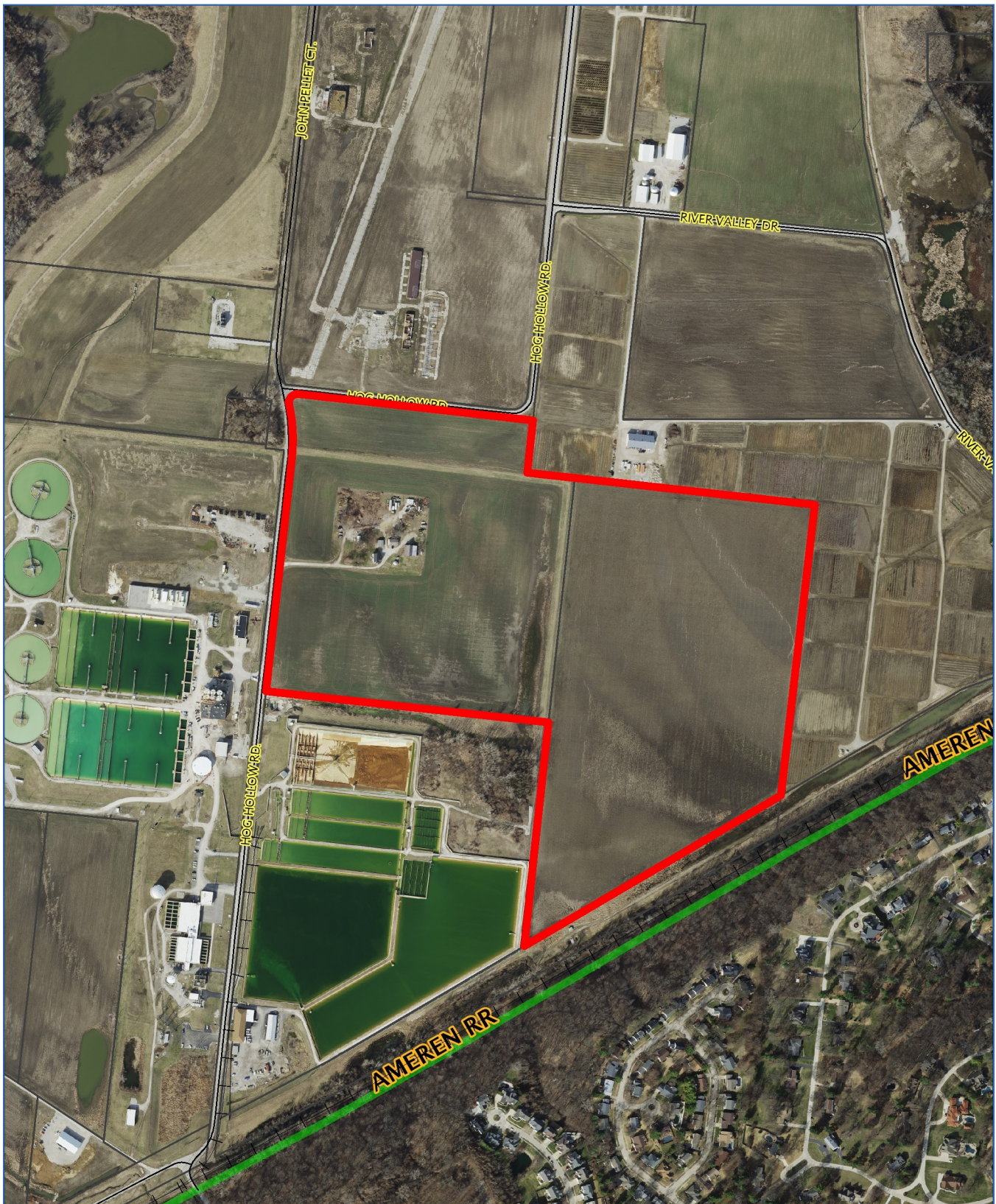
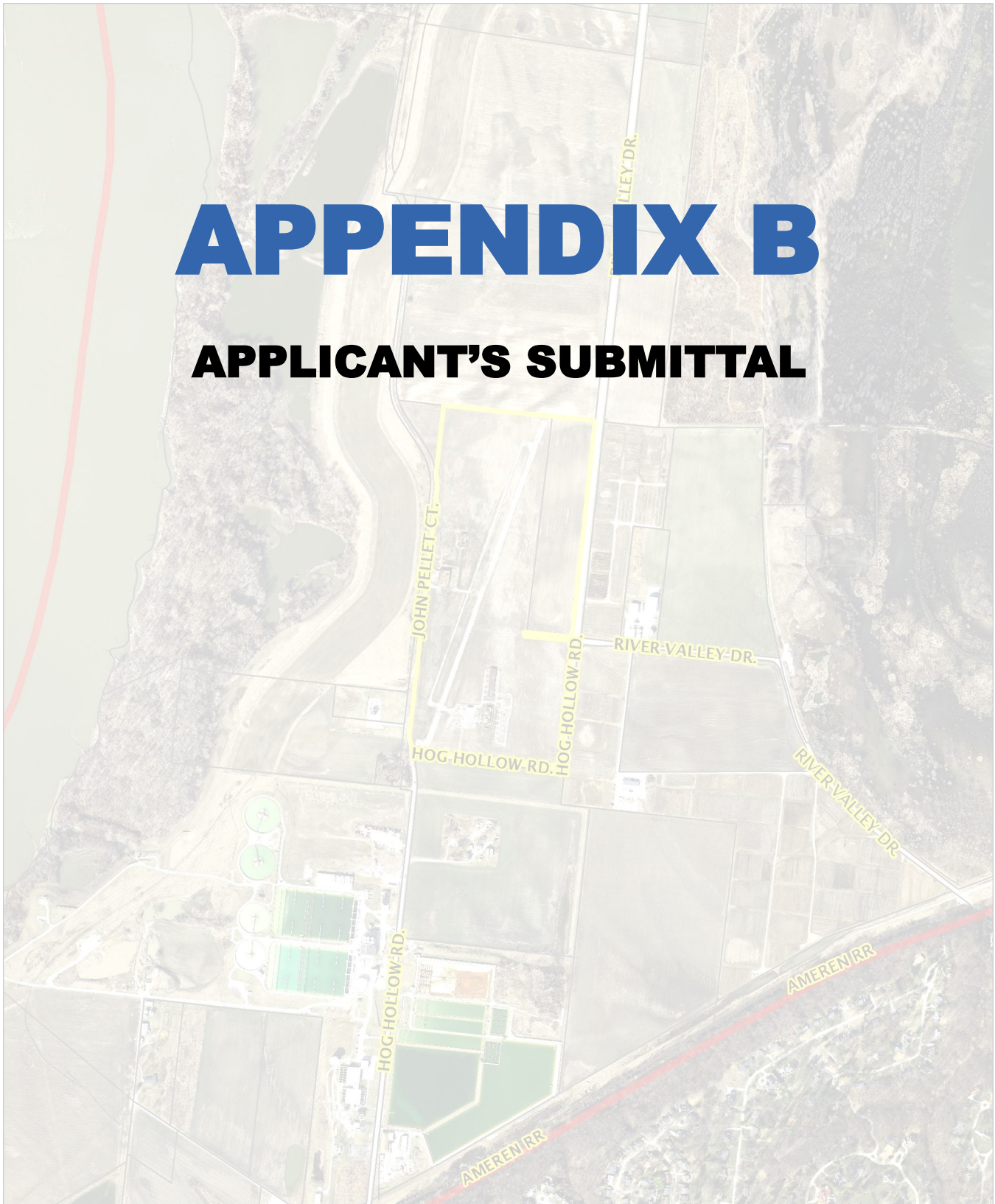


FIGURE 2 - PROJECT LOCATION



APPENDIX B

APPLICANT'S SUBMITTAL



Proposed Vehicle Production Storage & Loading Facility

Purchaser: Maryland Heights Holdings, LLC, a Precision Company

About Precision: Precision is a customer service organization currently committed to service excellence in finished vehicle logistics with a mission to be the world's best finished logistics solution provider.

Bret Griffin and Darrin McElroy (Mac) founded Precision in 2014 with a clear vision of what great vehicle processing could be against what was not seen in the marketplace. To fulfill this vision, Precision partnered with Liberty Hill Equity Partners (fka River Trading Company).

Liberty Hill is a 4th generation family-owned energy solutions and industrial services company based in Cincinnati, OH that traces its roots to 1882. Its core businesses include logistics and terminal operations. They are active partners, providing strategic, financial, and administrative support to Precision. Liberty Hill is an atypical private equity company as they look to acquire or invest in business and hold such interests forever without the use of outside investor capital or financing.

Land to be acquired: 149 River Valley Drive, Chesterfield, MO, consisting of 48.49 acres (River Valley) and 860 Hog Hollow, Chesterfield, MO, consisting of 43.17 acres (Hog Hollow). The combined 91.66-acre subject sites are within the River Valley Planning District in the Maryland Park Lake District in the City of Maryland Heights.

Existing Land Use: River Valley is currently agricultural, with the crops harvested. Hog Hollow is currently occupied by a landscape company (Timber Country Products) that will remain on a portion of the site after development. A tree nursery (River Valley Nursery) is located east of the site at 170 River Valley Drive. Residential subdivisions are located south of the site within the City of Chesterfield. Missouri American Water Company has a treatment plant south and west of the proposed development.

Zoning Request: Purchaser, with the current owners, respectfully request a rezoning of the subject property from "NU" Non-Urban to Manufacturing to permit of the marshalling, storage and distribution by rail and car carriers of new production vehicles originating from the General Motors Assembly Plant at 15 East Route A in Wentzville, MO.

Conceptual Site Plan: One office administration building of approximately 3,500 square feet and a truck repair facility of 9,500 square feet oriented as shown on the River Valley Parcel. The total anticipated building area is 13,000 sf. The Hog Hollow parcel will be developed at a later date and will serve as an overflow for the River Valley Parcel.

Proposed Buildings: Office/administration building of 3,500 square feet and truck repair facility of 9,500 square feet.

Stormwater: The subject property is located within the Creve Coeur Creek watershed and drains to the south and east to the State Route 364 mitigation area per the Maryland Park Lake District. The proposed plan includes several bioretention basins to provide the water quality and volume reduction measures per MSD requirements. A wet pond is proposed to provide the flood protection measures per the Howard Bend Levee District requirements.

Parking: Employee Parking: 23 spaces; Truck Parking: 16 spaces; Bay Parking: 1,012 spaces; and Load Line Parking: 1,926 spaces

Site Access and Traffic. Access to the subject property will be provided from River Valley Drive. A traffic study has been contracted for with Lochmueller Group and the technical review has been submitted to the City for approval. Anticipated number of employees and shifts are as follows:

Employees:

- 25 employees maximum will be assigned to the site

Hours of Operation and Shifts:

Typical hours of operation will be 6 am to 2:00 am

- Shift 1: 6 AM to 4 PM (10 hours)
- Shift 2: 4 PM – 2 AM (10 hours)

MEMO

To: Mr. Michael Zeek, AICP
Mr. Cliff Baber, PE

Cc: Mr. Dean Anos, Precision Vehicle Logistics

From: Ms. Julie Nolfo, PE, PTOE
Ms. Morgan Bowen

Date: October 20, 2021

Subject: Technical Memorandum
New Vehicle Production Storage & Loading Facility for General Motors
Lochmueller Group Project 521-0132

Lochmueller Group (LochGroup) has been requested to complete a traffic study pertaining to the development of a new vehicles production storage and loading facility for General Motors in Maryland Heights, Missouri. The site is located southwest of Page Avenue (Route 364) and MO 141, along Hog Hollow Rd, just south of its intersection with River Valley Drive. The site is currently undeveloped, but it is Precision Vehicle Logistics intention to develop a facility accommodating 48.5 acres of storage overflow for new vehicles from the GM plant in Wentzville, which would be transported to the site via rail and haulaway trucks.

Access to the site is proposed via Hog Hollow Rd at the eastern 90° curve, south of River Valley Drive. **Figure 1** depicts the study area and the location of the development that is under consideration. A concept plan for the proposed facility development is shown in **Figure 2**.



FIGURE 1. GM STORAGE FACILITY STUDY AREA

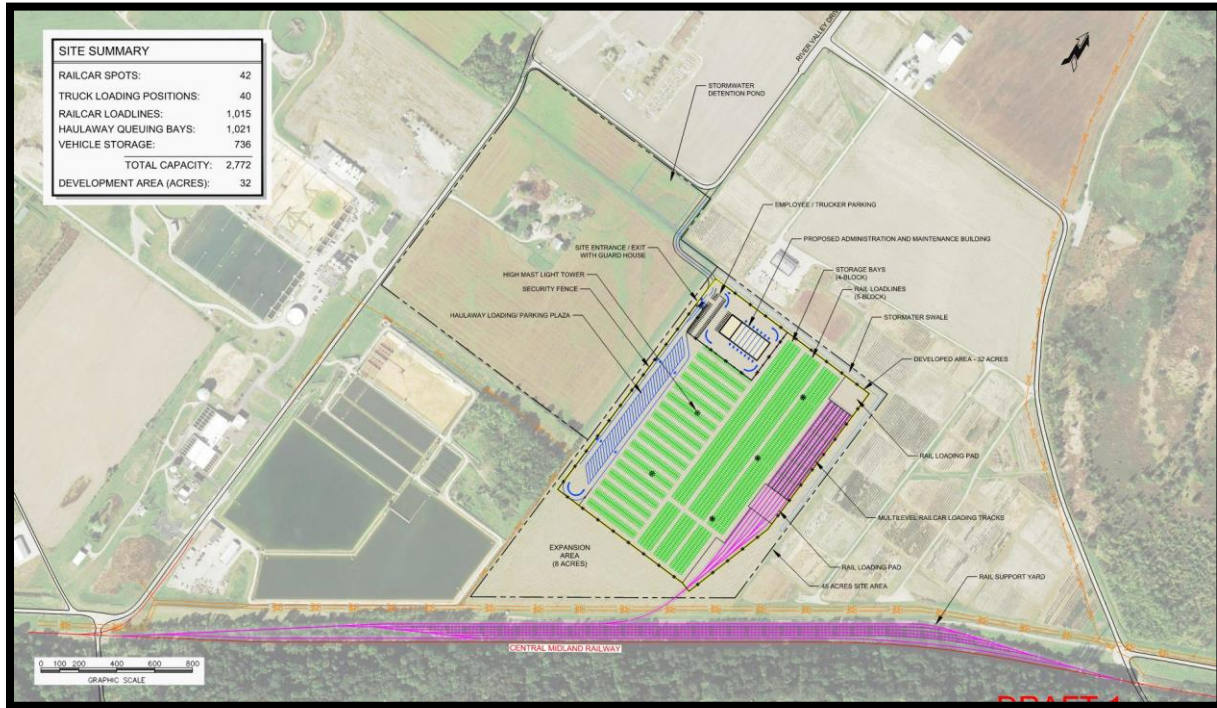


FIGURE 2. PRELIMINARY SITE PLAN - NEW VEHICLE PRODUCTION STORAGE & LOADING FACILITY (Provided by Others)

The intent of this study is to identify the traffic generation associated with the proposed development, analyze the traffic impacts associated with the proposed development, and determine the need for mitigation measures, if necessary, to offset the traffic impacts to the all-way stop controlled intersection of River Valley Drive and Hog Hollow Drive. The following scenarios will be evaluated:

- 2021 Base Conditions
- 2021 Forecasted
- 2031 Base Conditions
- 2031 Forecasted Conditions

This technical memorandum provides an overview of the trip generation, directional distribution, and growth rate assumptions for the site.

Existing Conditions

LochGroup performed a traffic impact study in 2020 for the Westport West development being built to the north of the proposed site along River Valley Drive. For the purpose of this scope of work, the information presented in the Westport West study is to be utilized. Based upon a review of the data presented in 2020, it was determined that the peak hours of traffic flow at the intersection of Hog Hollow Road and River Valley Drive are 7:15 to 8:15 a.m. and 4:30 to 5:30 p.m.

However, in order to be conservative, it was assumed that Phase I of the Westport West development (175,000 SF of Industrial Park) was in place for the 2021 Base Conditions. Therefore, the traffic

attributable to this level of development within Westport West that would travel through the unsignalized intersection of Hog Hollow Road with River Valley Drive was included. The 2021 baseline traffic volumes are illustrated in **Exhibit 3**.

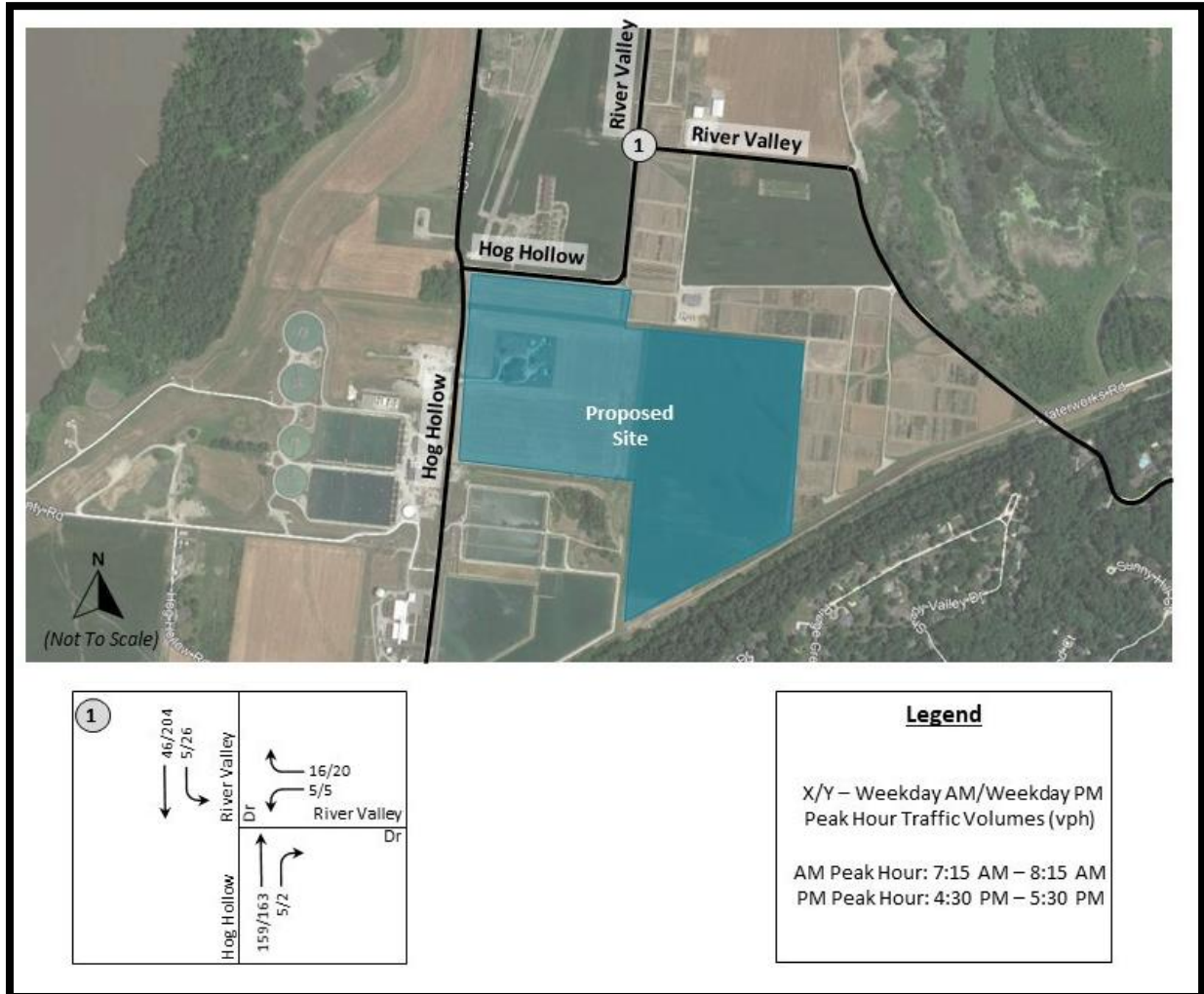


EXHIBIT 3. 2021 BASELINE TRAFFIC VOLUME

Trip Generation

In forecasting the proposed use's impacts upon traffic conditions, it was necessary to identify the site's trip generation potential, as any impacts to the surrounding road system would be tied to the net increase in trip generation. Given the unique usage of the proposed site, the trip generation was based upon an understanding of the operational characteristics, which are as follows:

Shifts:

- Shift 1: 6 AM to 4 PM (10 hours); arrival 5:30 – 6 AM/departure 4:00 – 4:30 PM
- Shift 2: 4 PM – 2 AM (10 hours); arrival 3:30 – 4:00 PM/departure 2:00 – 2:30 AM
- no activity on site from 2 AM to 6 AM

Employees:

- 25 employees max assigned to the site
- Shift 1 – 15 employees
- Shift 2 – 10 employees
- Employees typically arrive within 30 minutes of shift start and leave within 30 minutes of shift end

Employee Traffic:

- 5:30 – 6:00 AM (Shift 1 Arrival) 15 employees into site / 0 exiting site
- 3:30 – 4:00 PM (Shift 2 Arrival) 10 employees into site / 0 exiting site
- 4:00 – 4:30 PM (Shift 1 Departure) 0 employees into site / 15 exiting site

Based upon the above information from the operator, it was assumed that there would not be any employee traffic traveling through the intersection of Hog Hollow Road and River Valley Drive during either the AM or PM peak hours.

Truck Traffic:

- 11 trucks per 10-hour shift
- 4 turns (roundtrip) per shift per truck
- 44 trips into site / 44 trips out of site per 10-hour shift
- Equates to 4.4 trips into site / 4.4 trips out of site in 1 hour (assuming even distribution across 10 hours)
- Recommend 5 trucks into site / 5 trucks out of site each peak hour (rounded)

Consequently, the forecasted trips that would be generated by the proposed development are summarized in **Table 3**.

TABLE 3. VEHICLE PRODUCTION STORAGE & LOADING FACILITY TRIP GENERATION ESTIMATE

Time Period	Vehicular Trips		
	In	Out	Total
Weekday AM Peak Hour	5	5	10
Weekday PM Peak Hour	5	5	10

Directional Distribution

The site's trip generation would be assigned to the study area roadways in accordance with an anticipated directional distribution that reflects prevailing traffic patterns as well as the anticipated market area for the proposed development. Given the nature of the development, it is anticipated that the majority of the site's traffic would be destined to and from Missouri Route 141 to Interstate 70 (I-70) and Page Avenue (Route 364).

The proposed directional distribution percentages for site generated new trips are presented in **Table 3** and illustrated in **Exhibit 4**.

TABLE 3. DIRECTIONAL DISTRIBUTION PERCENTAGES APPLIED TO GM OVERFLOW FACILITY

To/From	Percentage
North on River Valley Drive to 141 or 364	95%
South on Hog Hollow Road	3%
East on River Valley Drive from Hog Hollow	2%

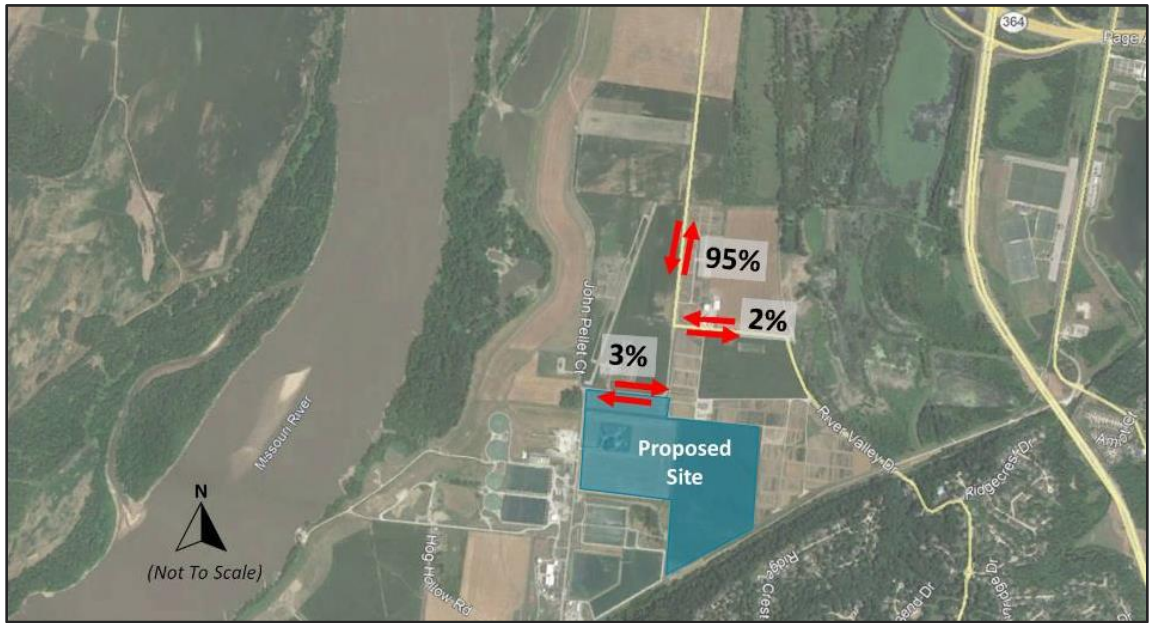
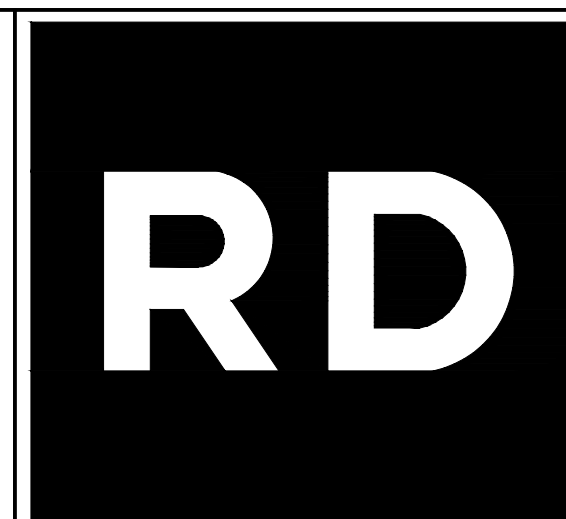


EXHIBIT 4. DIRECTIONAL DISTRIBUTION FOR GM OVERFLOW FACILITY

Background Growth

0.50% annual growth rate is assumed for the area and will be utilized to increase background traffic at the intersection of River Valley Drive and Hog Hollow Road.

These assumptions are hereby submitted to the City of Maryland Heights for their review and comment. It is our intent to reach a consensus prior to completing the remainder of the traffic impact study. Given the petitioner's desire to submit the completed traffic impact study as soon as possible, we ask that the agencies complete their review in an expediated timeframe. Please contact Julie Nolfo at jnolfo@lochgroup.com/314-446-3791 should any questions arise during your review.



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PRECISION VEHICLE LOGISTICS
Precision - Maryland Heights, MO

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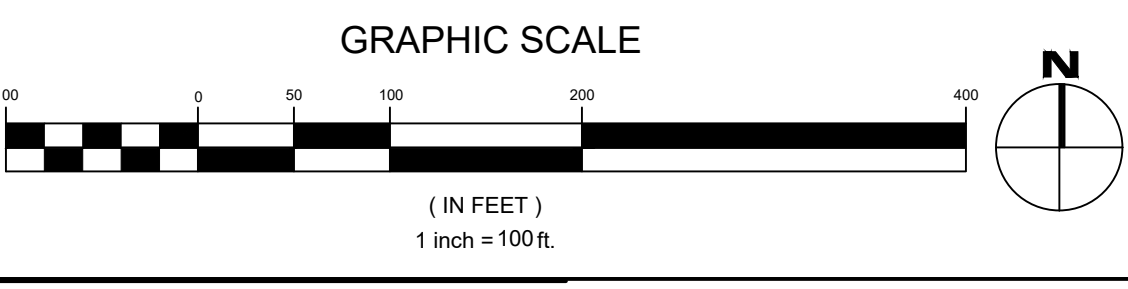
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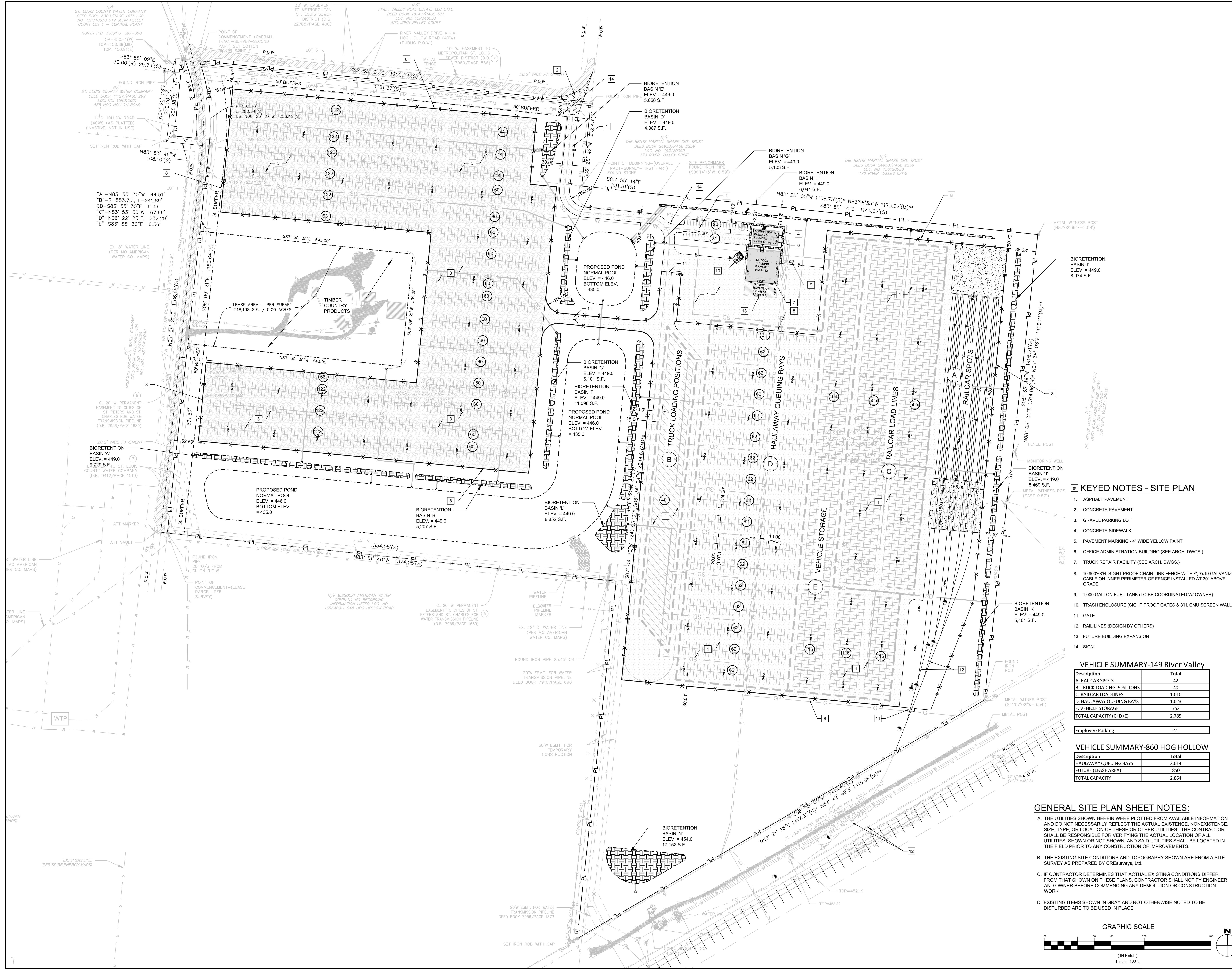
SHEET TITLE:
OVERALL EXISTING CONDITIONS PLAN

C100

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- IF CONTRACTOR DETERMINES THAT ACTUAL EXISTING CONDITIONS DIFFER FROM THAT SHOWN ON THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER BEFORE COMMENCING ANY DEMOLITION OR CONSTRUCTION WORK.





KEYED NOTES - SITE PLAN

- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL PARKING LOT
- CONCRETE SIDEWALK
- PAVEMENT MARKING - 4" WIDE YELLOW PAINT
- OFFICE ADMINISTRATION BUILDING (SEE ARCH. DWGS.)
- TRUCK REPAIR FACILITY (SEE ARCH. DWGS.)
- 10,000'-8H. SIGHT PROOF CHAIN LINK FENCE WITH 3" 7x19 GALVANIZED CABLE ON INNER PERIMETER OF FENCE INSTALLED AT 30" ABOVE GRADE
- 1,000 GALLON FUEL TANK (TO BE COORDINATED W/ OWNER)
- TRASH ENCLOSURE (SIGHT PROOF GATES & 8H. CMU SCREEN WALL)
- GATE
- RAIL LINES (DESIGN BY OTHERS)
- FUTURE BUILDING EXPANSION
- SIGN

VEHICLE SUMMARY-149 River Valley

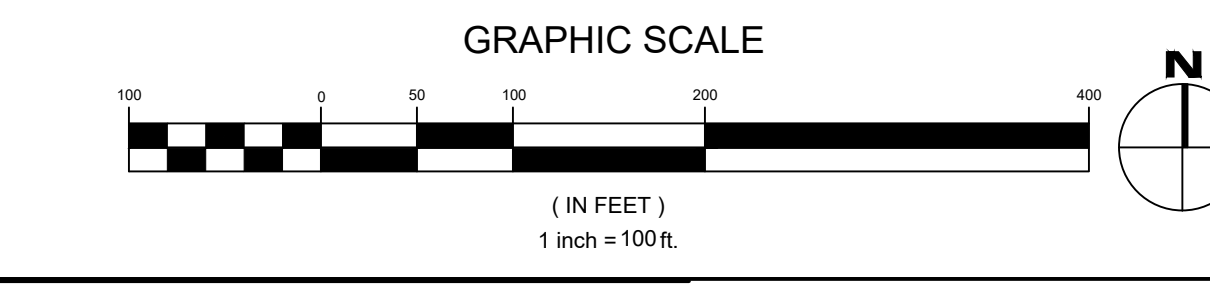
Description	Total
A. RAILCAR SPOTS	42
B. TRUCK LOADING POSITIONS	40
C. RAILCAR LOADLINES	1,010
D. HAULWAY QUEUING BAYS	1,023
E. VEHICLE STORAGE	752
TOTAL CAPACITY (C+E)	2,785
Employee Parking	41

VEHICLE SUMMARY-860 HOG HOLLOW

Description	Total
HAULWAY QUEUING BAYS	2,014
FUTURE (LEASE AREA)	850
TOTAL CAPACITY	2,864

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SHEET TITLE:
OVERALL SITE PLAN

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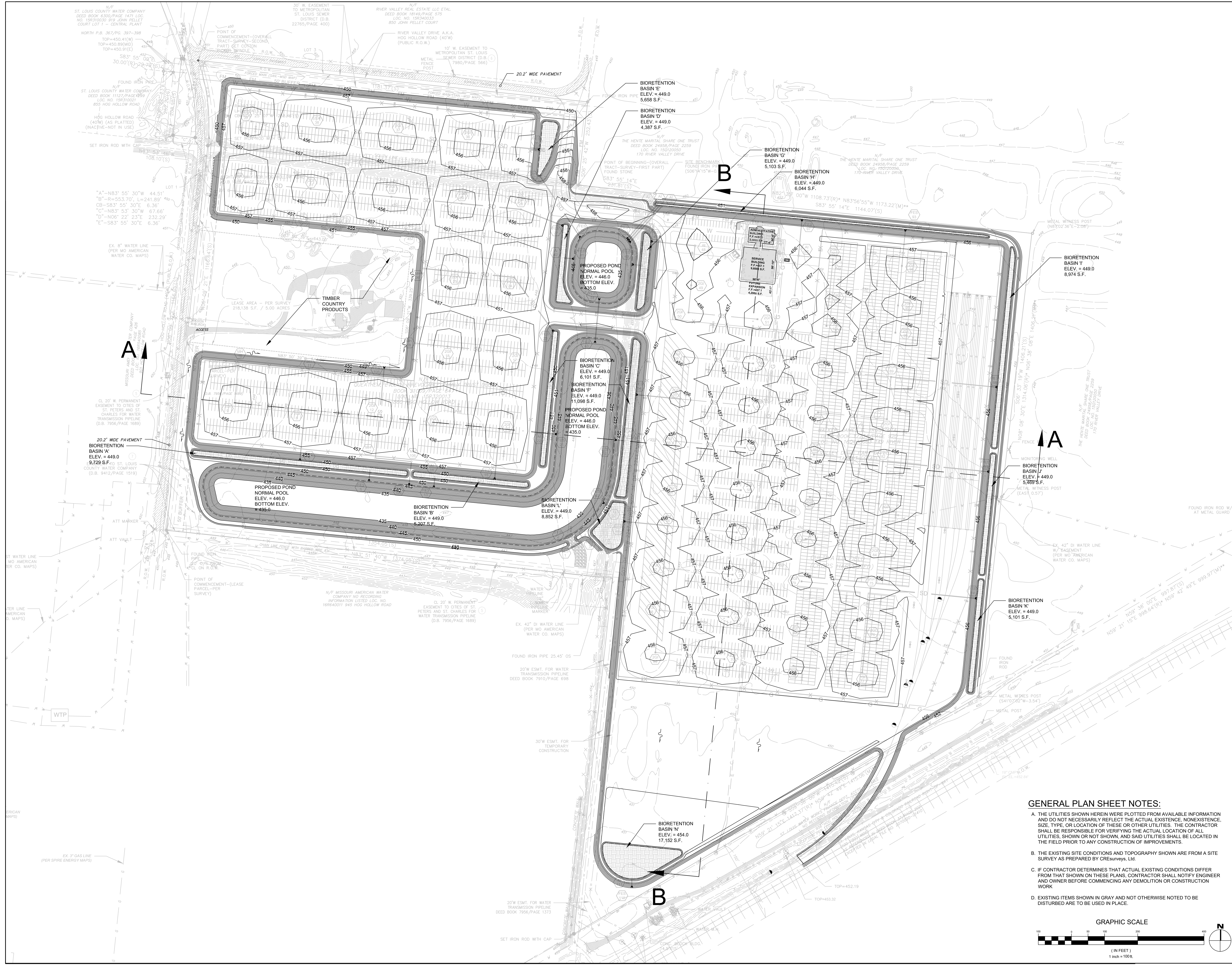
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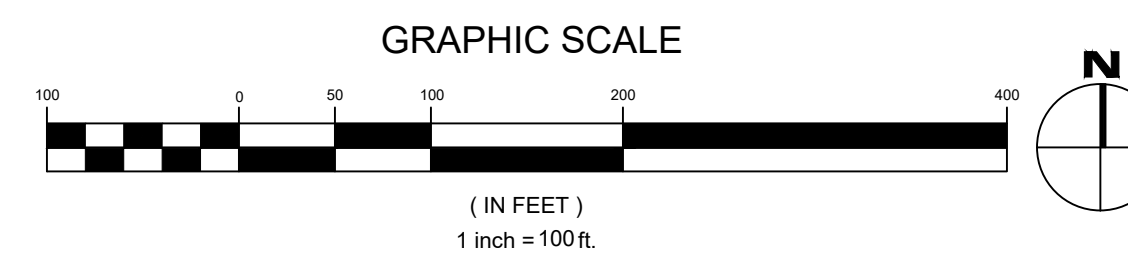
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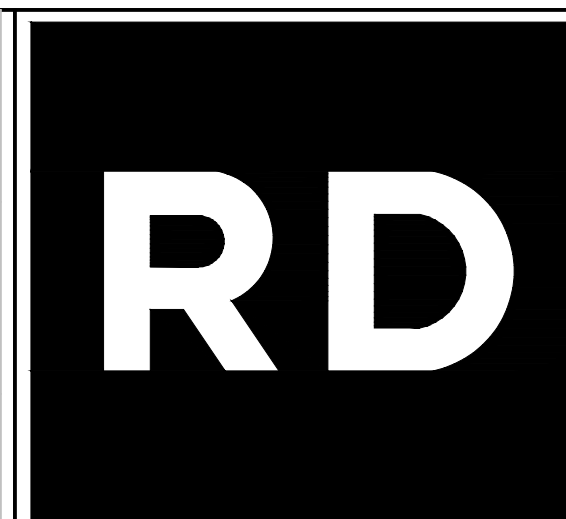
SHEET TITLE:
OVERALL GRADING PLAN

C300



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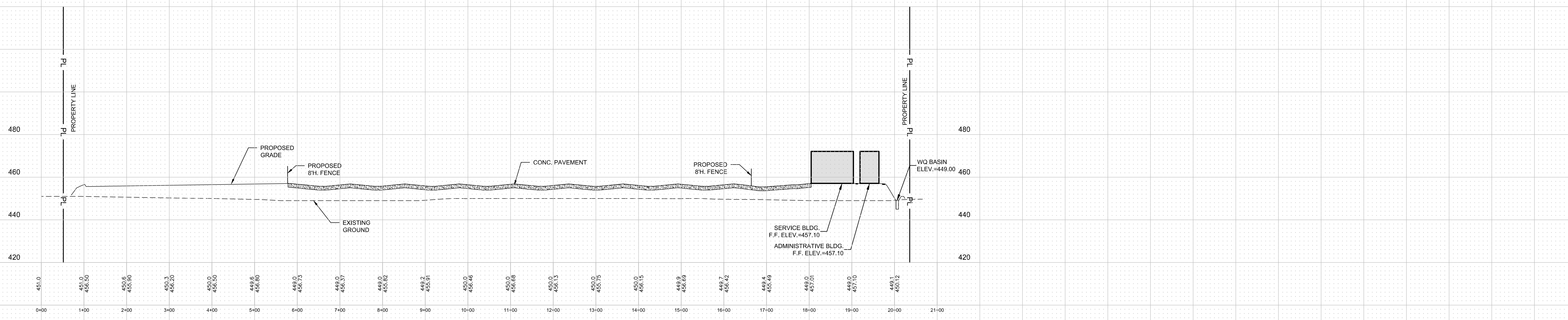
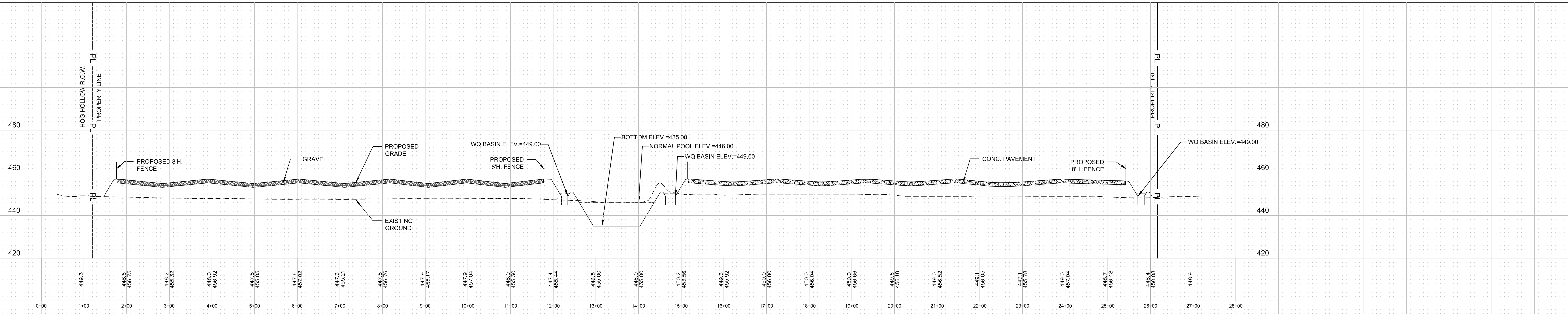
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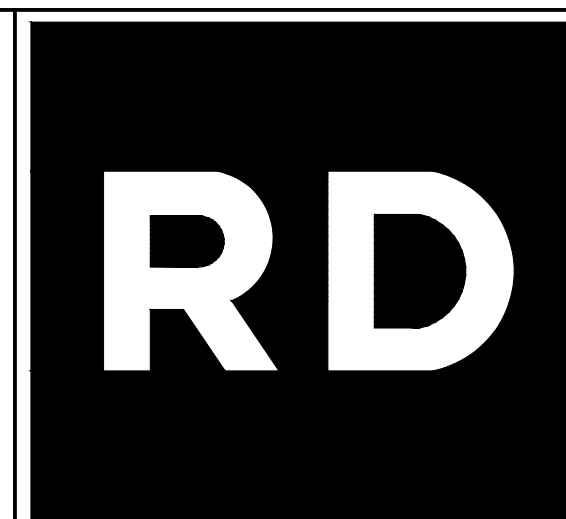
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SITE SECTIONS

C301



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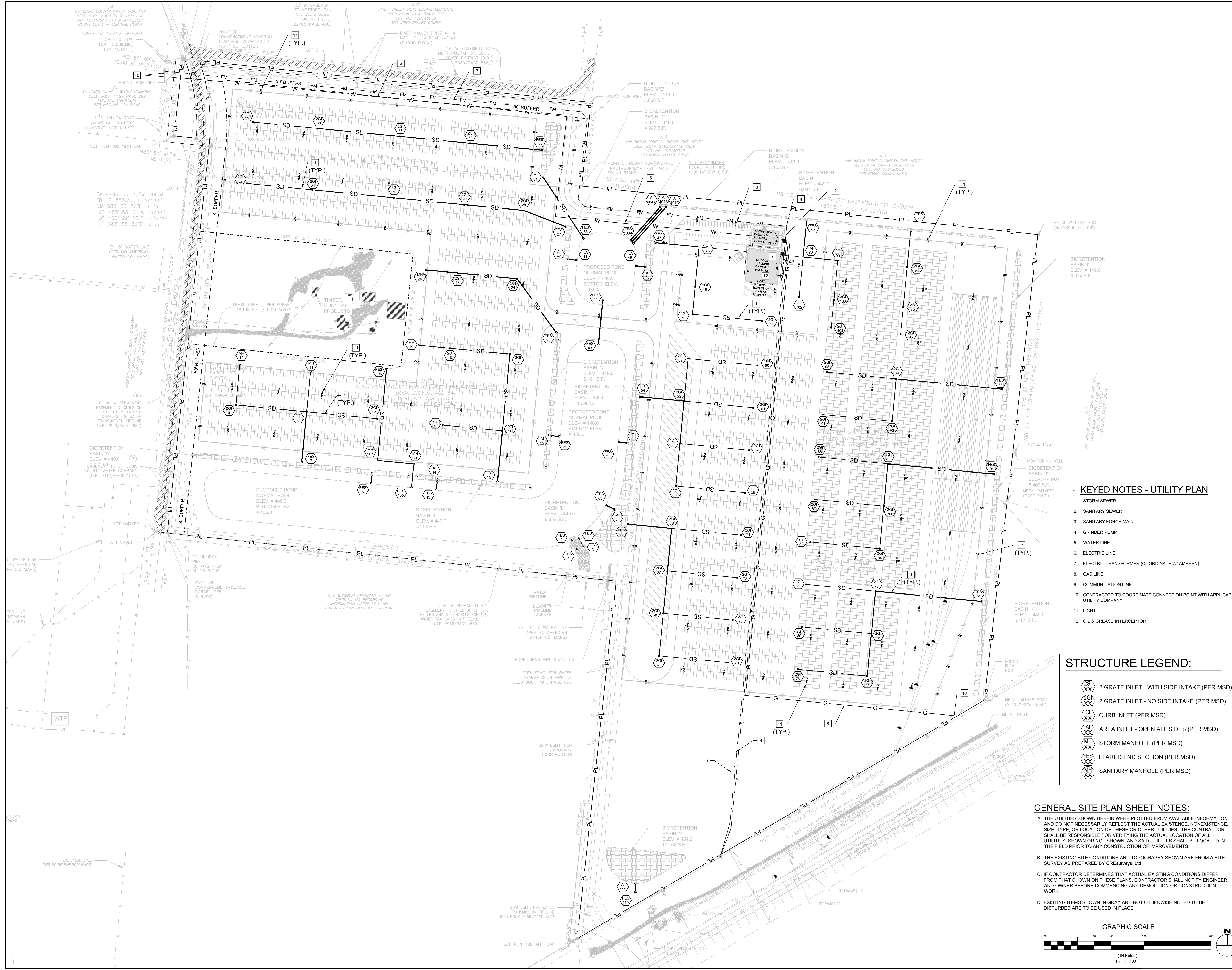
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SHEET TITLE:
OVERALL UTILITY PLAN

C400



KEYED NOTES - UTILITY PLAN

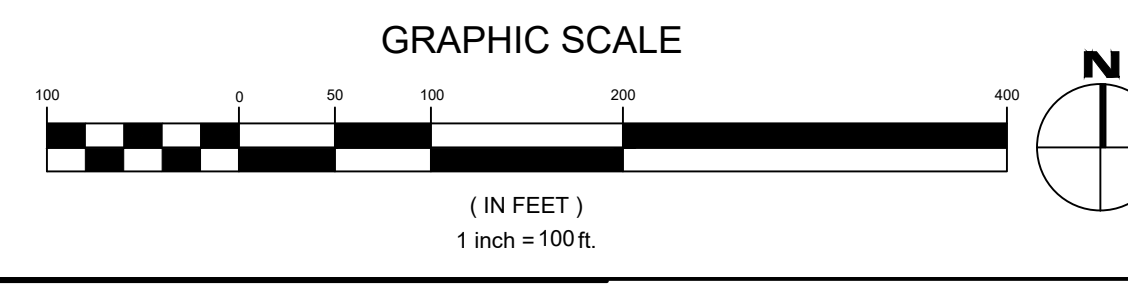
- STORM SEWER
- SANITARY SEWER
- SANITARY FORCE MAIN
- GRINDER PUMP
- WATER LINE
- ELECTRIC LINE
- ELECTRIC TRANSFORMER (COORDINATE W/ AMEREN)
- GAS LINE
- COMMUNICATION LINE
- CONTRACTOR TO COORDINATE CONNECTION POINT WITH APPLICABLE UTILITY COMPANY
- LIGHT
- OIL & GREASE INTERCEPTOR

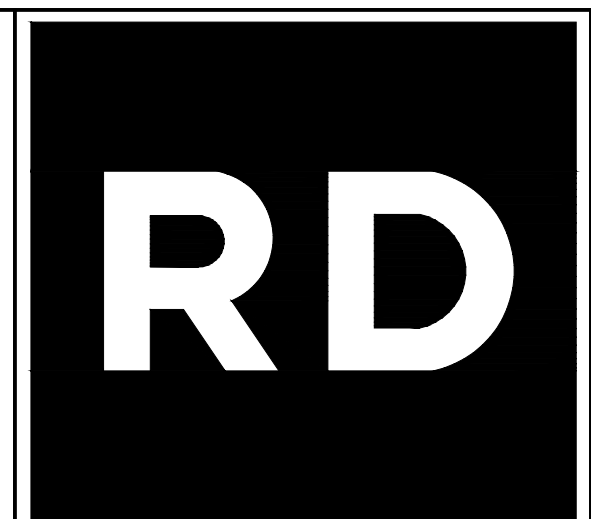
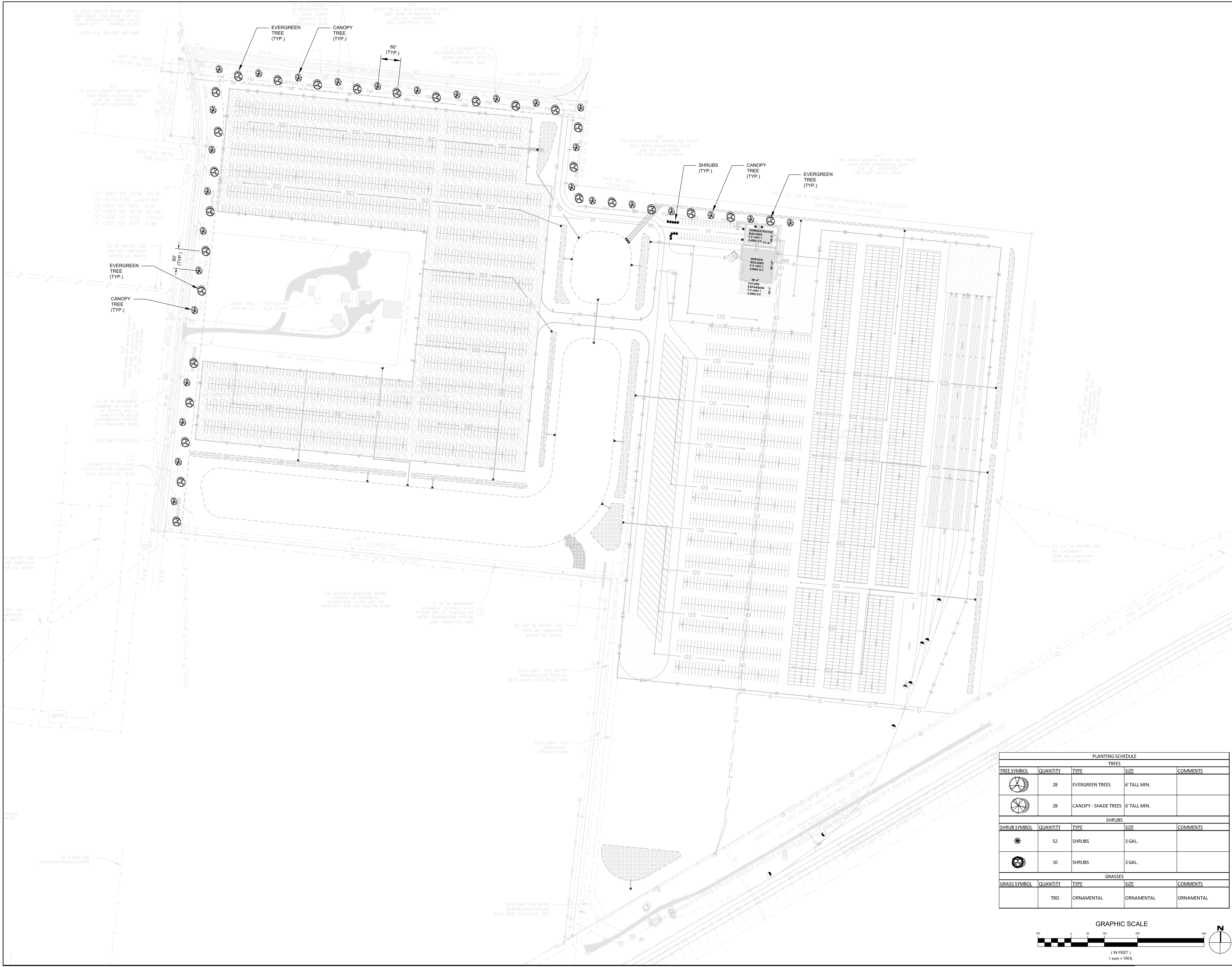
STRUCTURE LEGEND:

- 2 GRATE INLET - WITH SIDE INTAKE (PER MSD)
- 2 GRATE INLET - NO SIDE INTAKE (PER MSD)
- CURB INLET (PER MSD)
- AREA INLET - OPEN ALL SIDES (PER MSD)
- STORM MANHOLE (PER MSD)
- FLARED END SECTION (PER MSD)
- SANITARY MANHOLE (PER MSD)

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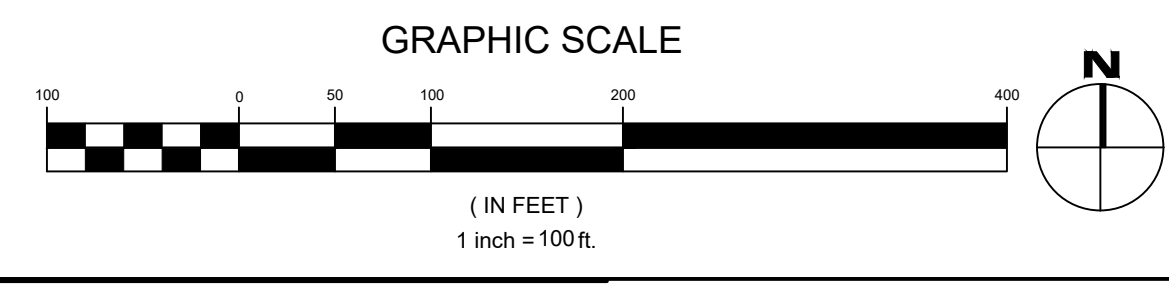
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SHEET TITLE:
LANDSCAPE PLAN

L100

PLANTING SCHEDULE				
TREES				
TREE SYMBOL	QUANTITY	TYPE	SIZE	COMMENTS
	28	EVERGREEN TREES	6' TALL MIN.	
	28	CANOPY - SHADE TREES	6' TALL MIN.	
SHRUBS				
SHRUB SYMBOL	QUANTITY	TYPE	SIZE	COMMENTS
	52	SHRUBS	3 GAL.	
	10	SHRUBS	3 GAL.	
GRASSES				
GRASS SYMBOL	QUANTITY	TYPE	SIZE	COMMENTS
	TBD	ORNAMENTAL	ORNAMENTAL	ORNAMENTAL





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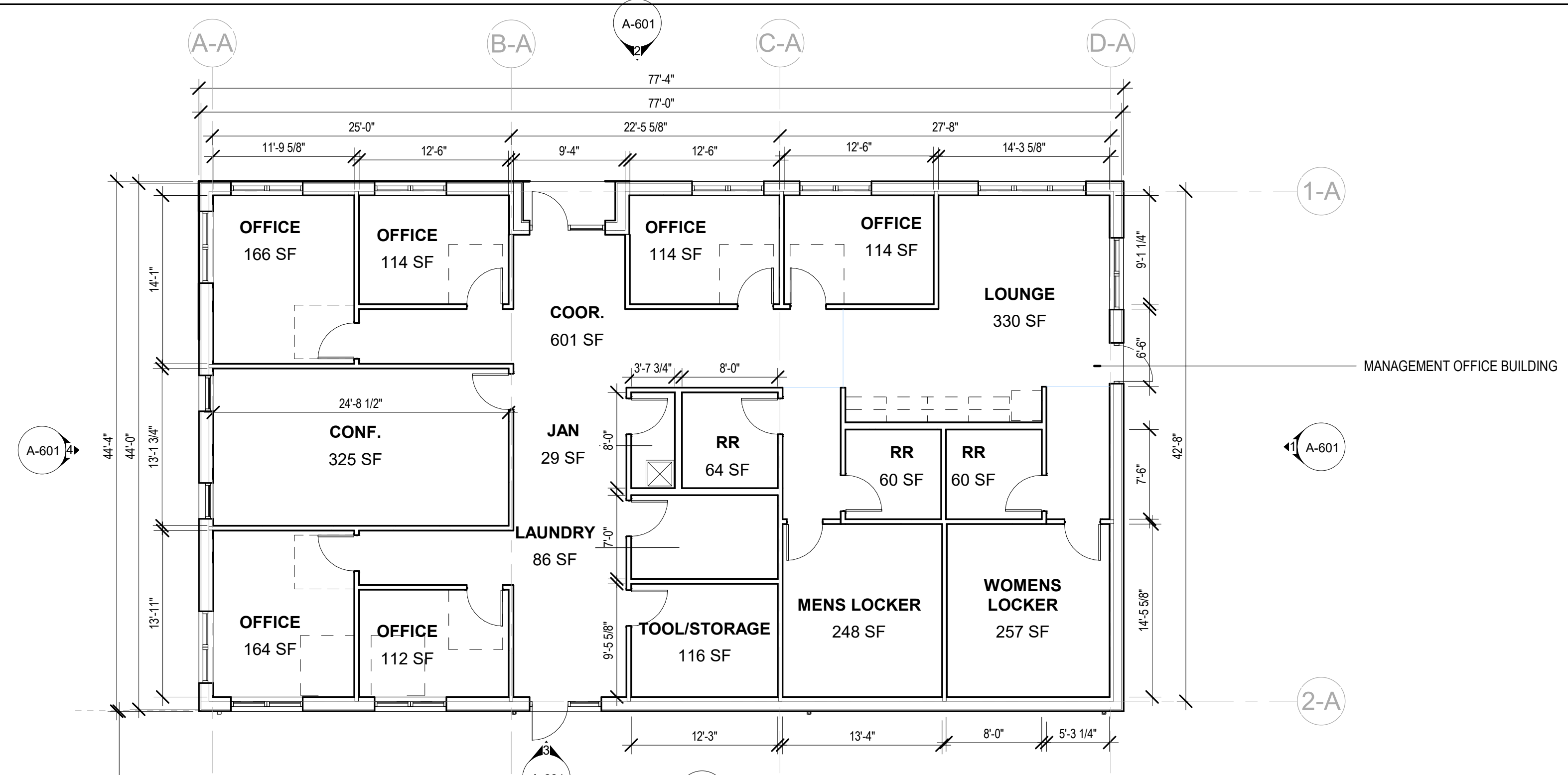
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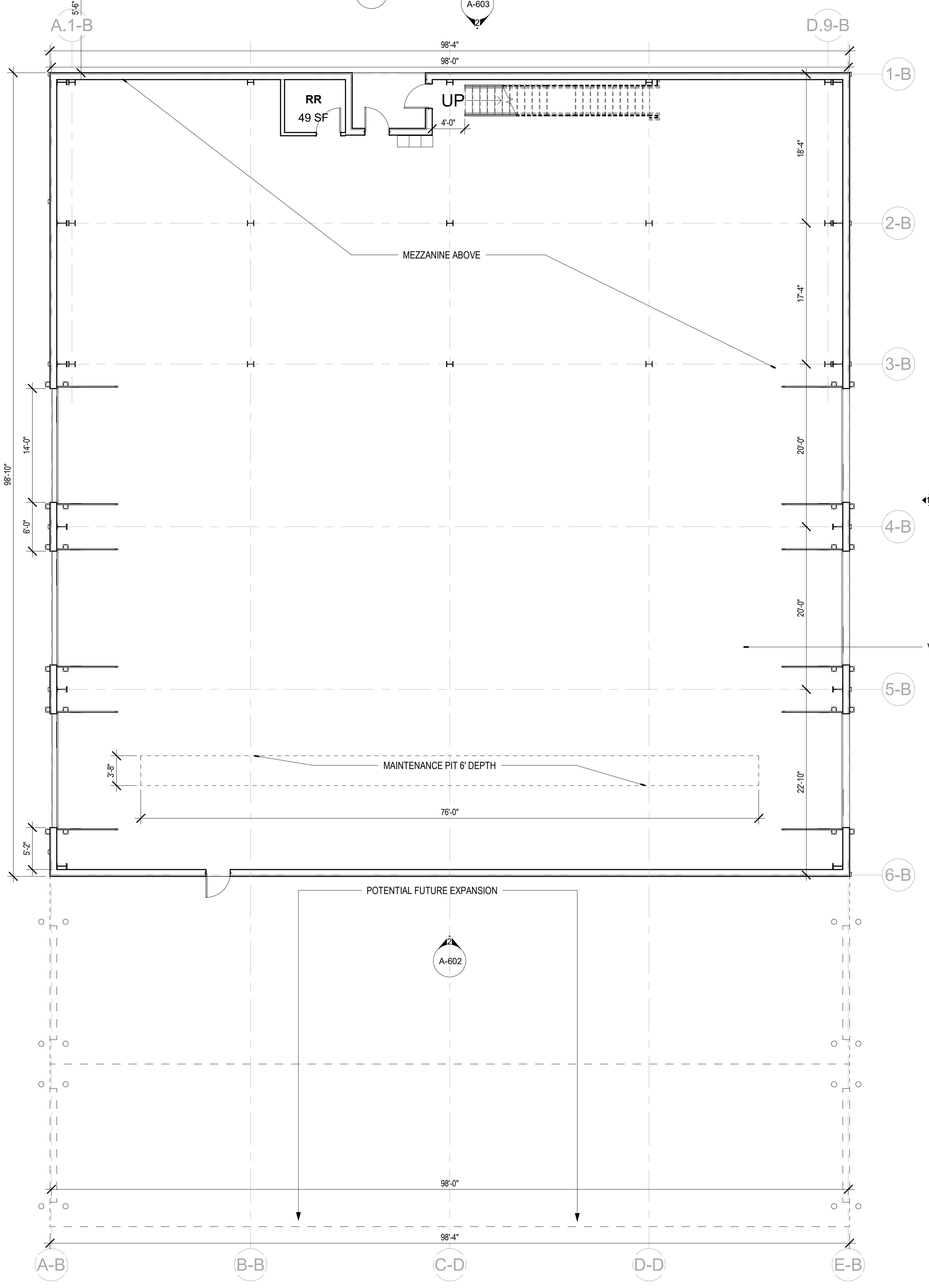
PROJECT NUMBER:
Project Number

SHEET TITLE:
ARCHITECTURAL PLAN

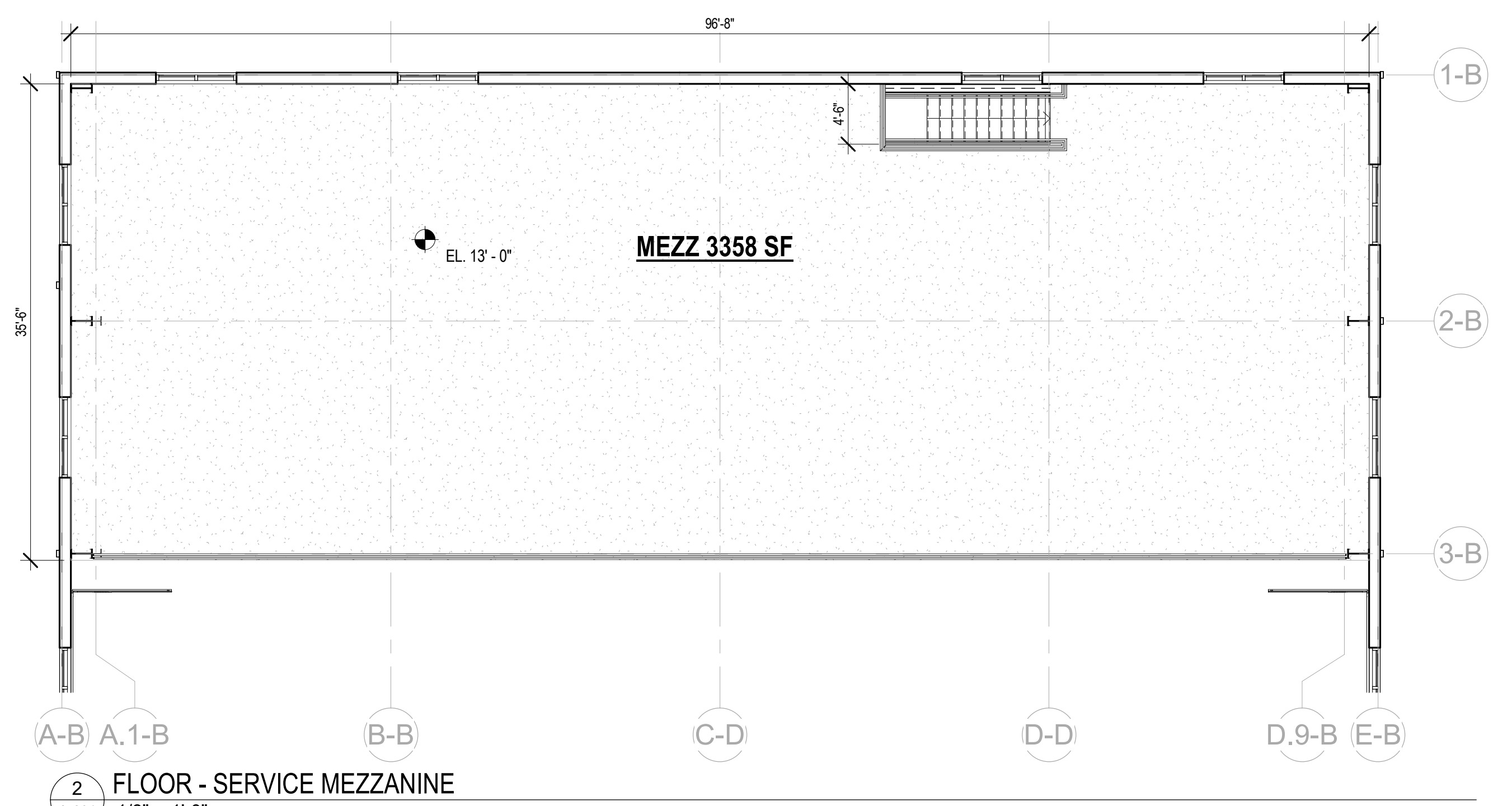
A-201



MANAGEMENT OFFICE BUILDING



VEHICLE SERVICE BUILDING



FLOOR - SERVICE MEZZANINE
1/8" = 1'-0"



1 PLAN - FIRST FLOOR
A-201 1/8" = 1'-0"



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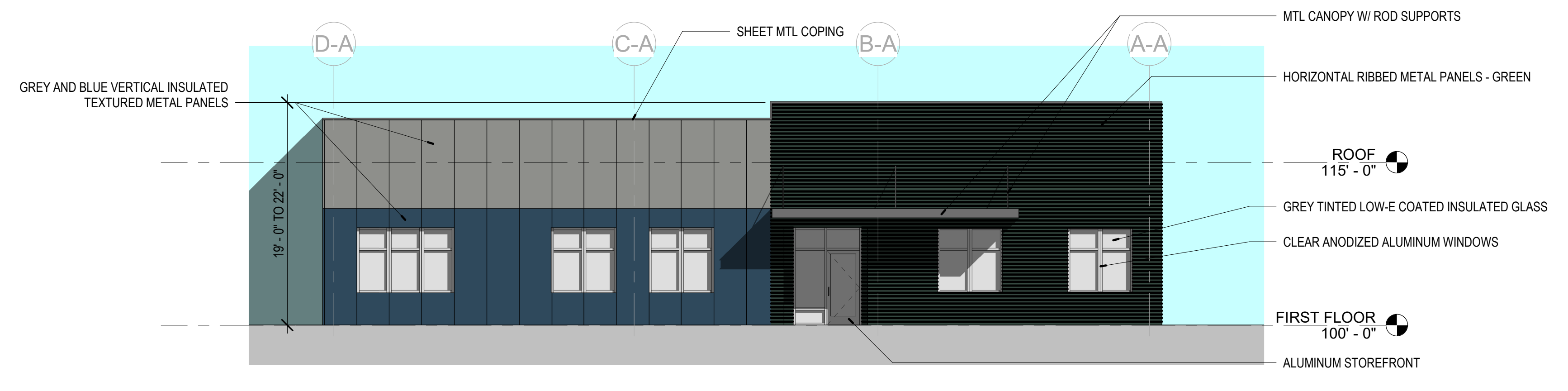
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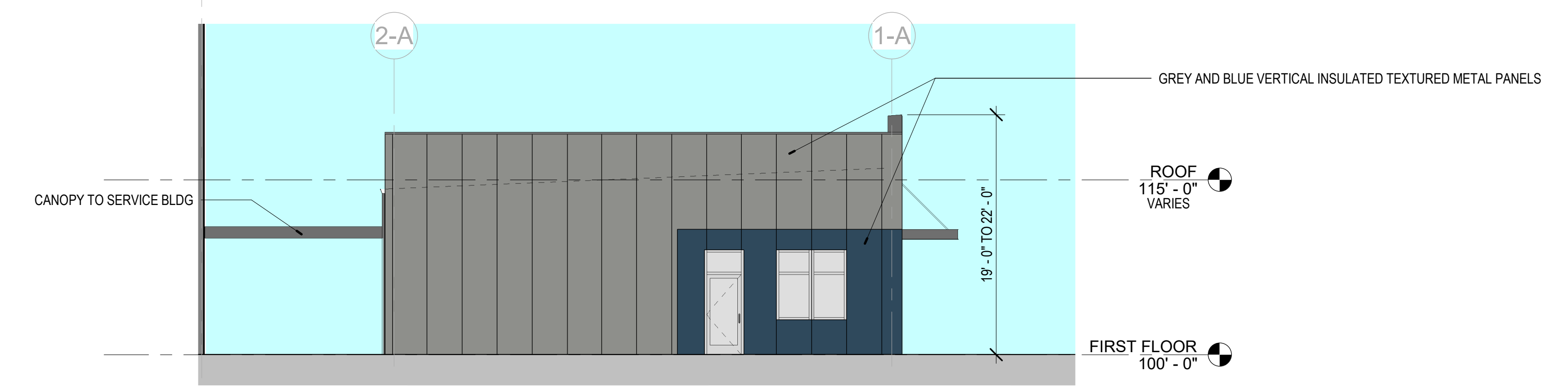
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Project Number

SHEET TITLE:
EXTERIOR ELEVATIONS

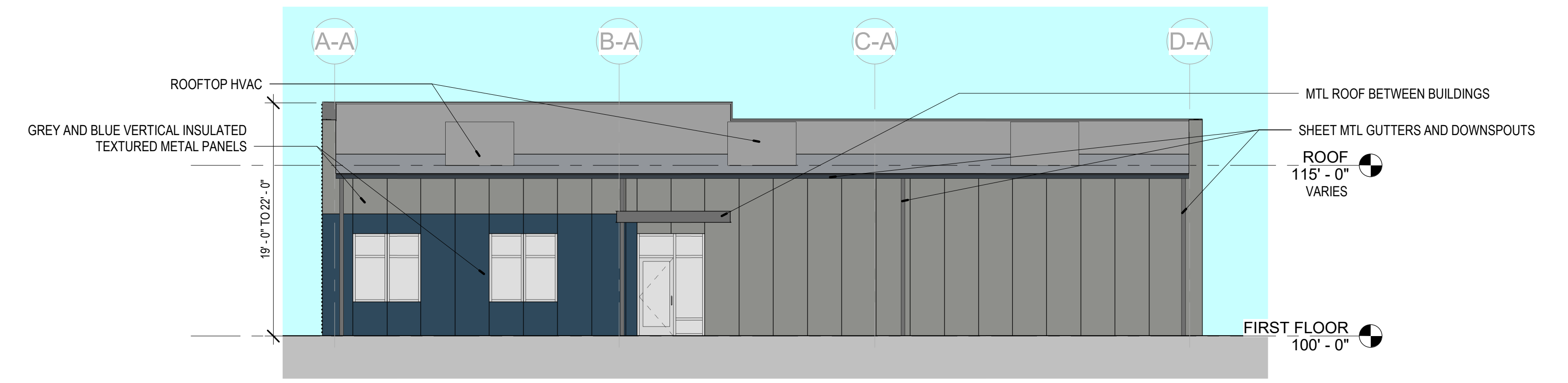
A-601



2 MANAGEMENT - NORTH ELEVATION
1/8" = 1'-0"



1 MANAGEMENT - EAST ELEVATION
1/8" = 1'-0"



3 MANAGEMENT - SOUTH ELEVATION
1/8" = 1'-0"



4 MANAGEMENT - WEST ELEVATION
1/8" = 1'-0"

ISSUED DRAWINGS

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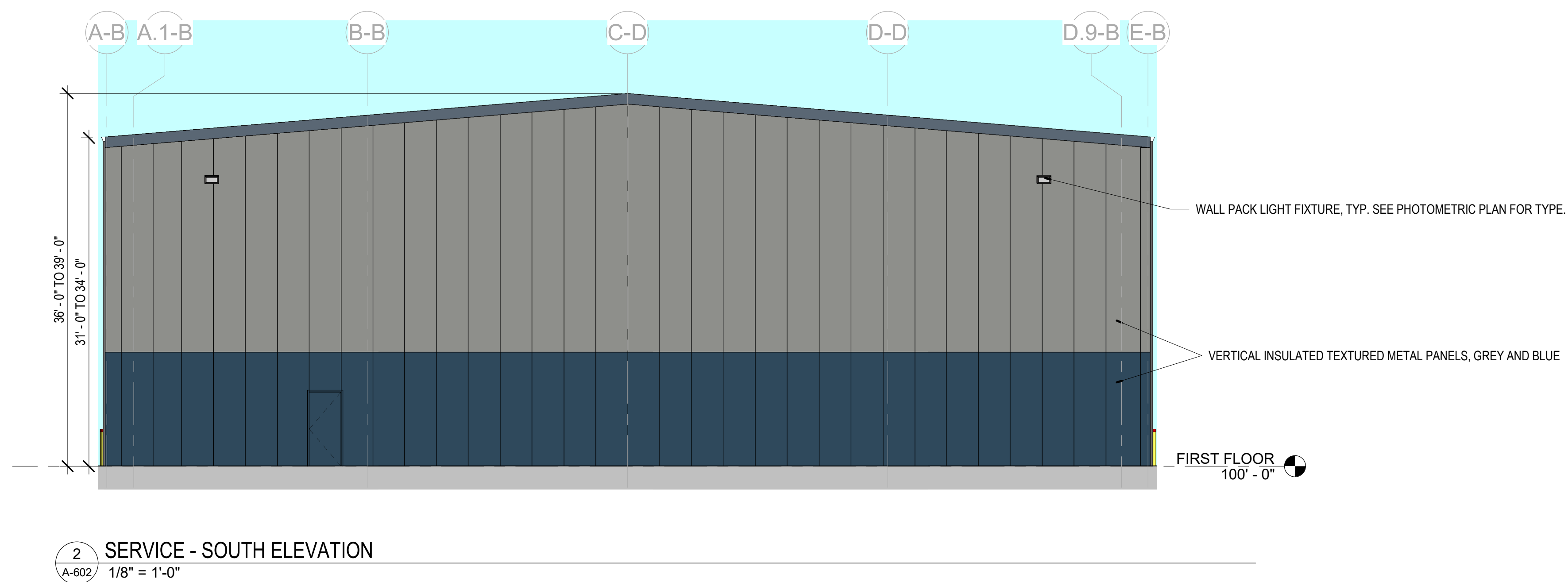
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SHEET TITLE:
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10-29-2021		PLANNING AND ZONING SUBMISSION

ARCHITECT OF RECORD:

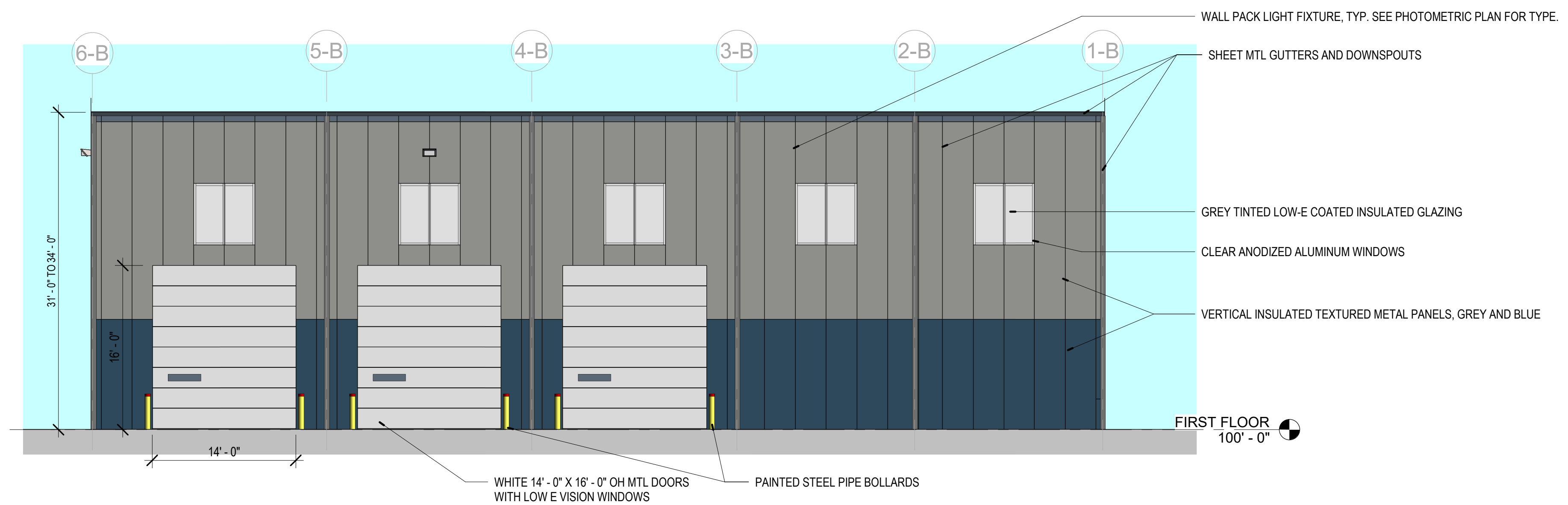
Vernon J. Remiger - Architect
MO Number A-4311

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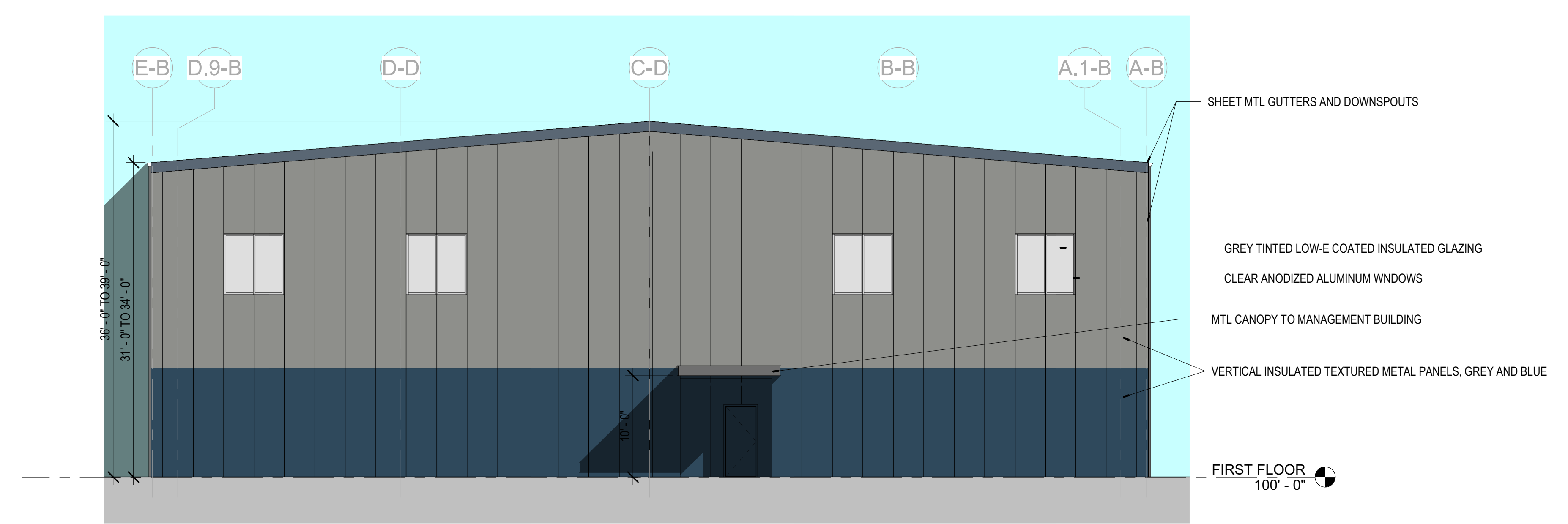
PROJECT NUMBER:
Project Number

SHEET TITLE:
EXTERIOR ELEVATIONS

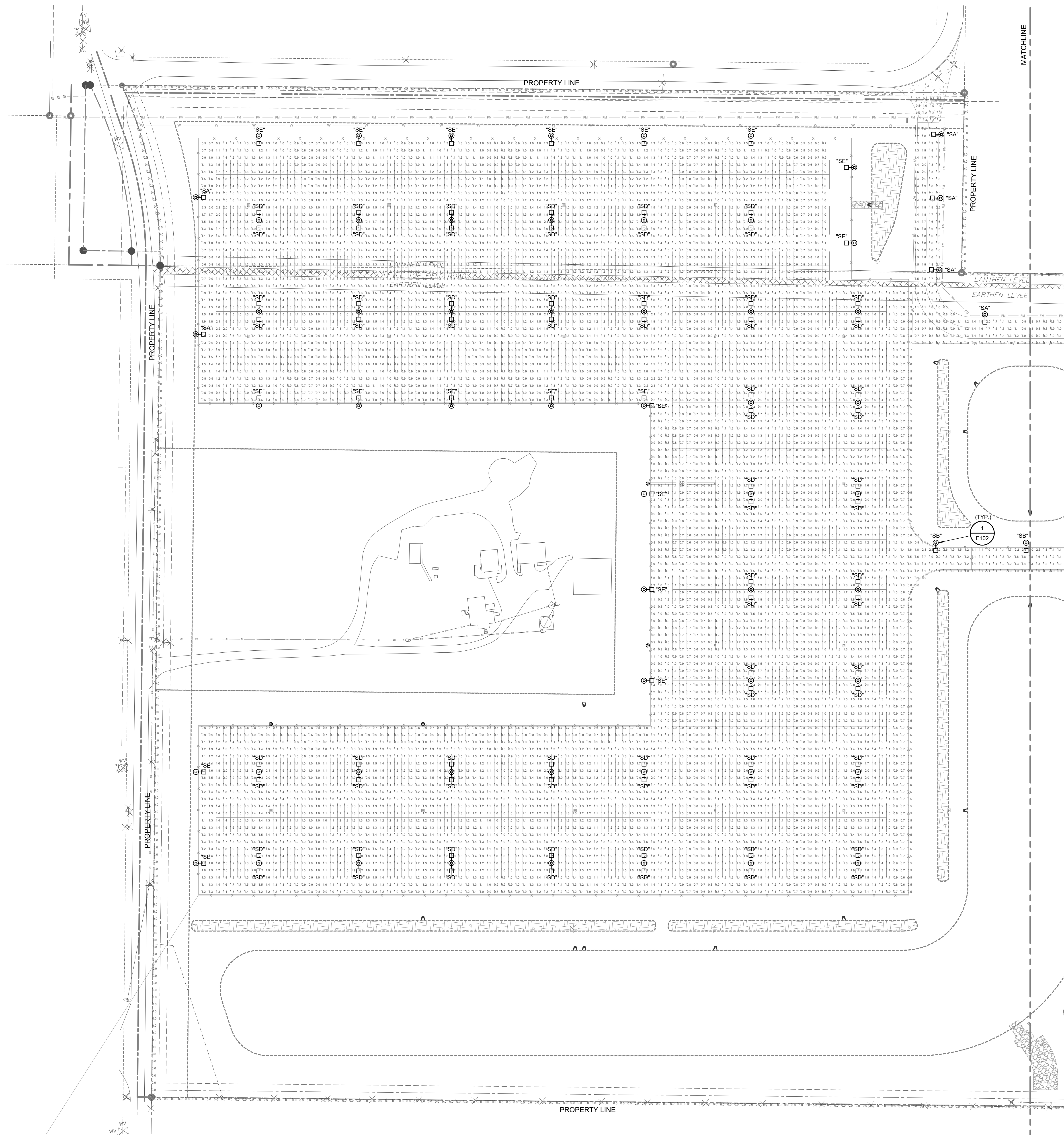
A-603



1 SERVICE - EAST ELEVATION
1/8" = 1'-0"



2 SERVICE - NORTH ELEVATION
1/8" = 1'-0"



GENERAL NOTES - PHOTOMETRIC PLAN

- A. SEE SHEET E102 FOR ALL LIGHT FIXTURE SPECIFICATIONS.
- B. ALL PARKING LOT POLE MOUNTED LIGHT FIXTURES ARE MOUNTED TO 25'-0" POLE ON TOP OF A 3'-0" CONCRETE POLE BASE FOR A TOTAL FIXTURE HEIGHT OF 28'-0" A.F.G.
- C. ALL WALL MOUNTED LIGHT FIXTURES ARE MOUNTED AT 25'-0" A.F.G.



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PRECISION VEHICLE LOGISTICS
Precision - Maryland Heights, MO

ISSUED DRAWINGS:

No.	Date	Description

ENGINEER OF RECORD:

Expiration Date: Dec. 31, 2021

10-25-2021
Kevin S. Griesemer - Engineer
MO# PE-23628

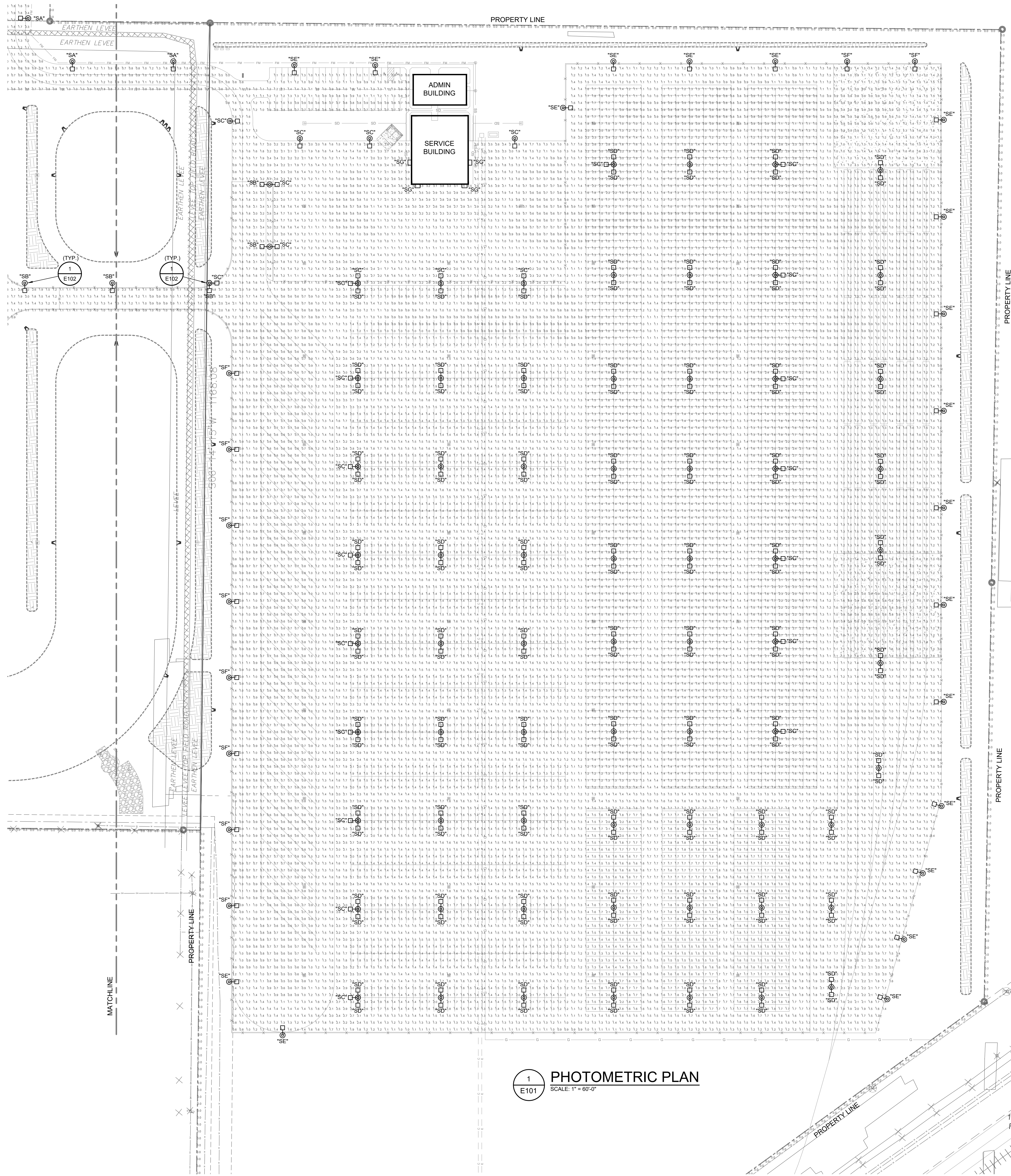
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PROJECT NUMBER:
2020-0864.00

SHEET TITLE:
PHOTOMETRIC PLAN

E100

1
E100
PHOTOMETRIC PLAN
SCALE: 1" = 60'-0"



GENERAL NOTES - PHOTOMETRIC PLAN

- A. SEE SHEET E102 FOR ALL LIGHT FIXTURE SPECIFICATIONS.
- B. ALL PARKING LOT POLE MOUNTED LIGHT FIXTURES ARE MOUNTED TO 25'-0" POLE ON TOP OF A 3'-0" CONCRETE POLE BASE FOR A TOTAL FIXTURE HEIGHT OF 28'-0" A.F.G.
- C. ALL WALL MOUNTED LIGHT FIXTURES ARE MOUNTED AT 25'-0" A.F.G.



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PRECISION VEHICLE LOGISTICS
Precision - Maryland Heights, MO

ISSUED DRAWINGS:

No.	Date	Description

ENGINEER OF RECORD:

Expiration Date: Dec. 31, 2021

Kevin S. Greenlee, Engineer
MO# PE-23628

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PROJECT NUMBER:
2020-0864.00

SHEET TITLE:
PHOTOMETRIC PLAN

E101

PHOTOMETRIC PLAN
SCALE: 1" = 60'-0"

18" CMP
FL. EL. = 452.84

18" CMP
FL. EL. = 452.8

