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## Planning Commission Vote Report

**Meeting Date:** March 12, 2018

**From:** Cecilia Dvorak, Project Planner

**Location:** North of North Outer 40 Rd, east of Long Road, west of Boone's Crossing, and south of the Missouri River.

**Applicant:** Matt Surdyke of Surdyke Motorsports

**Petition:** **P.Z. 07-2017 Chesterfield Valley Motor Sports (17501 N Outer 40 Rd):** A request for an amendment to an existing "C8" Planned Commercial District for a 3.0 acre tract of land located north of North Outer 40 Rd west of its intersection with Boone's Crossing (17U510051).

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### **SUMMARY**

Mr. Surdyke has submitted a request for an ordinance amendment in a "C8" Planned Commercial District. The request seeks to remove the restriction of a maximum of 6 vehicles for the outdoor storage area directly north and west of the existing building. Additionally, the applicant is requesting to expand the outdoor storage area to the northeast of the building by approximately 55 feet as shown on the attached preliminary plan.

A public hearing was held for this petition on April 24, 2017. At that time, four (4) issues were heard. The applicant responded to those issues and the petition was scheduled for a second Planning Commission meeting on October 9, 2017. At that time, the Commission continued to express concern regarding the type and amount of display proposed. The Commission first made a motion to approve which failed by a vote of 4-3. A motion was then made to reconsider, which was approved by a vote of 7-0. The commission requested additional detail with regard to the number of vehicles to be displayed on the sidewalk area surrounding the building, and clarification with regard to the type of construction for the display area which had been described as a "mounded display".

Since that time, Staff received a resubmittal on February 13, 2018 with a response letter providing information with regard to the display desired and images of various examples and numbers of vehicles.

**HISTORY OF SUBJECT SITE**

The subject site consists of one parcel that is 3.0 acres in size and was originally zoned “C-8” Planned Commercial District by St. Louis County via Ordinance 13,027 prior to the incorporation of the City of Chesterfield. This original ordinance permitted only the sale, service, and storage of boats, motors, trailers, and marine accessory items; however, it did not have restrictions on display vehicles. The ordinance was amended once in 1998 by the City of Chesterfield Ordinance 1372 and ultimately repealed in 2007 by the City of Chesterfield Ordinance 2363 to allow for an increase in building height.

The restrictions on outdoor equipment display areas were originally put in place via Ordinance 1372 in 1998, which placed restrictions on the location and requirements for screening of outdoor storage. Subsequently, Ordinance 2363 added a restriction on the number of vehicles which are permitted to be displayed during business hours only.

In late 2015 the property owner was issued a violation for failing to comply with the requirements of City of Chesterfield Ordinance 2363, which governs the site. This petition has been submitted in order to attempt to bring the property into compliance. If the amendment is not approved, the property owner will be required to comply with the current regulations for which the violation is active in court.

**LAND USE AND ZONING OF SURROUNDING PROPERTIES**

Direction	Zoning	Land Use
North	“FPNU” Flood Plain Non-Urban District	Undeveloped
East	“PI” Planned Industrial District	Midwest Veterinary Referral and Metro Lighting
South	“PC” Planned Commercial District	Commercial Chesterfield Commons Seven and River Crossings Subdivisions
West	“NU” Non-Urban District	Undeveloped

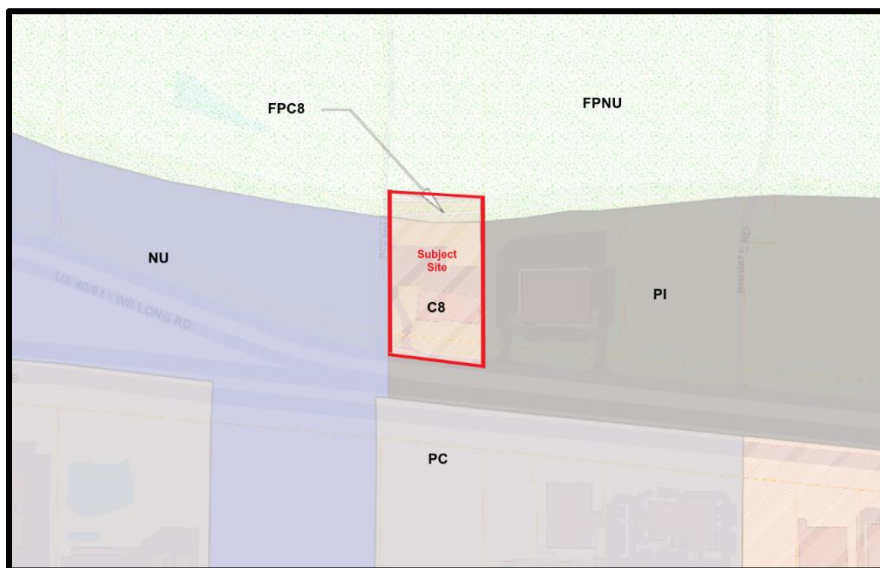


Figure 1- Zoning Map

### **COMPREHENSIVE PLAN ANALYSIS**

The subject site is within Ward 4 of the City of Chesterfield. The City of Chesterfield Land Use Plan indicates this parcel is located within the Mixed Commercial Use designation. The subject site is also located within the Chesterfield Valley Master Plan area, and if this zoning request were to be approved, future Site Development Plans would be required to adhere to all applicable Chesterfield Valley Design Policies discussed in the Architectural Review Design Standards of the UDC.



Figure 2- Comprehensive Plan Land Use Map

### **ISSUES**

The last meeting on this request was held at the October 9, 2017 Planning Commission meeting. At that time, several concerns were discussed. A summary of the issues is presented below. A formal response from the petitioner to each of the issues is attached to this report.

- 1. Type of display area proposed.** The applicant had previously described the area as a “mounded display” and the Commission requested that the applicant provide information regarding the construction that is proposed.

Per the petitioner’s response letter, they would now like to provide a grass paver solution (as seen below in figure 3) which would maintain the look of grass, however, it would be dust free and remain permeable. This change was made to simplify the request given the concerns regarding a mounded display.



Figure 3- Grass Paver

2. **Number of vehicles displayed.** The applicant had previously mentioned that the vehicles he sells can vary greatly in size and therefore he would like to remove the restriction on the number of vehicles to be displayed.

The petitioner has submitted a number of photos which show various numbers of vehicles displayed and can be seen in figures 4-6 below. The number in the top right corner identifies the number of vehicles displayed.



Figures 4-6- Display Examples

**ORDINANCE CHANGES**

The following is a redline version of the proposed changes to Ordinance 2363. Additionally, Staff has integrated changes to the TGA requirements from Saint Louis County, made minor changes to the language based on current conditions of stormwater infrastructure on site, and updated the language used for Attachment A’s today including references to Saint Louis County Department of Transportation as opposed to Saint Louis County Department of Highways and Traffic.

REDLINE CHANGES	EXPLANATION
<b>A. PERMITTED USES</b>	
1. The uses allowed in this “C8” Planned Commercial District shall be the sales and service of new and used motorcycles, motor scooters, all-terrain vehicles, personal watercraft boats, jet boats and trailers, <del>herein referred to as equipment.</del>	To ensure consistency throughout the ordinance and therefore consistent enforcement, staff has added this language.
<b>B. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS</b>	
<b>3. OUTDOOR STORAGE AND DISPLAY AREAS</b>	
<del>a. A paved storage area shall be permitted in the southeast portion of the site, which shall maintain a fifty (50) foot setback from the southern property line, ten (10) feet from the eastern property line.</del>	This section is now unnecessary given that paved areas will be as shown on the preliminary plan. This will be attached to the ordinance, and any changes desired to the location or extent of the storage area in the future will require an ordinance amendment.
<del>a. b.</del> Outdoor <u>paved</u> storage or display of equipment shall be at locations depicted on the Preliminary Plan, <del>and approved by the Planning Commission. No more than six (6) new or current model v</del> Vehicles will be permitted to be displayed during business hours only.	This change incorporates the request to delineate an area where display can take place as opposed to a number of vehicle restriction.  Additionally, staff has amended the language of the approval body of the Preliminary Plan given that City Council approves the ordinance amendment and thus the Preliminary Plan.

<p>b. <del>e</del>. Sight-proof fencing and/or landscaping shall be <del>located between the buildings required for all storage areas</del>, which shall be a minimum of six (6) feet in height at the time of installation. Sight-proof fencing shall be as approved <del>by the Planning Commission</del> on the Site Development Plan.</p>	<p>Staff has amended to language to ensure clarity that all storage areas will require sight proof fencing. The item above establishes the location, and thus, this became redundant.</p> <p>Additionally, staff has incorporated a change to the language of the approval body of the Site Development Plan given that the process of determining which body approves which plan has been clearly outlined in the Unified Development Code.</p>
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**REQUEST**

Staff has completed review of this petition request for an amendment to an existing ordinance and all agency comments have been received. Staff requests action on P.Z. 07-2017 Chesterfield Valley Motor Sports (17501 N Outer 40 Rd).

Respectfully Submitted,

Cecilia Dvorak  
Project Planner

A copy of the current governing Ordinance 2363 may be obtained at <http://www.chesterfield.mo.us/webcontent/ordinances/2007/ord2363.pdf>

Attachments

1. Draft Attachment A
2. Petitioner’s Narrative Statement
3. Issues Letter
4. Petitioner’s Issues Response Letter
5. Preliminary Plan

## ATTACHMENT A

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

### **I. SPECIFIC CRITERIA**

#### **A. PERMITTED USES**

1. The uses allowed in this “C8” Planned Commercial District shall be the sales and service of new and used motorcycles, motor scooters, all-terrain vehicles, personal watercraft boats, jet boats and trailers, herein referred to as equipment.

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

##### 1. BUILDING REQUIREMENTS

- a. A maximum of two (2) structures/buildings shall be permitted in this development.
- b. A minimum thirty percent (30%) openspace requirement is required for this site.

##### 2. HEIGHT

- a. No building shall exceed two (2) stories in height.

##### 3. OUTDOOR STORAGE AND DISPLAY AREAS

- a. Outdoor paved storage or display of equipment shall be at locations depicted on the Site Development Plan. Vehicles will be permitted to be displayed during business hours only.
- b. Sight-proof fencing and/or landscaping shall be required for all storage areas, which shall be a minimum of six (6) feet in height at the time of installation. Sight-proof fencing shall be as approved on the Preliminary Plan.

**C. SETBACKS**

1. STRUCTURE SETBACKS

No building or structure, other than: a freestanding project identification sign, boundary and retaining walls, light standards, flag poles or fences will be located within the following setbacks:

- a. Fifty (50) feet from the right-of-way of North Outer Forty Road.
- b. Ten (10) feet from the eastern property line.
- c. Fifty (50) feet from the western property line.
- d. Forty (40) feet from the northern property line, unless further required by the Chesterfield Levee District.

2. PARKING SETBACKS

No parking stall, loading space except points of ingress or egress, will be located within the following setbacks:

- a. Fifty (50) feet from the right-of-way of North Outer Forty Road.
- b. Thirty (30) feet from the northern property line, unless further required by the Chesterfield Levee District.
- c. Forty-five (45) feet from the eastern property line.
- d. Forty-five (45) feet from the western property line.

3. No internal driveway, or roadway, except points of ingress or egress will be located within the following setbacks:

- a. Twenty (20) feet from the western property line.

**D. PARKING AND LOADING REQUIREMENTS**

- 1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
- 2. No construction related parking shall be permitted within the North Outer Forty Road right-of-way.
- 3. Provide adequate temporary off-street parking for construction employees. Parking on non-surface areas shall be prohibited in order to eliminate the condition whereby mud from construction



and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

**E. LANDSCAPE AND TREE REQUIREMENTS**

1. The developer shall adhere to the Tree Manual of the City of Chesterfield Code.

**F. SIGN REQUIREMENTS**

1. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction, if proposed, shall be reviewed by the Saint Louis County Department of Transportation and the City of Chesterfield for sight distance consideration and approved prior to installation or construction.
2. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code.
3. One freestanding business sign shall be permitted on North Outer Forty Road. If said sign is taller than six (6) feet in height, said sign shall be a minimum of twenty five (25) feet from the right-of-way of North Outer Forty Road.
4. No advertising signs shall be permitted.

**G. LIGHT REQUIREMENTS**

1. Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.
2. No light standard shall exceed twenty four (24) feet in height.

**H. ARCHITECTURAL**

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient

building articulation and landscaping to avoid a monotonous or overpowering appearance.

3. Trash enclosures: The location, material, and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complemented by adequate landscaping approved by the Planning Commission on the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

**I. ACCESS/ACCESS MANAGEMENT**

1. Access to this development from North Outer forty Road shall be restricted to the one (1) existing commercial entrance as directed by the Saint Louis County Department of Transportation. Cross-access easements shall be provided as necessary to allow for the shared access with the neighboring property.
2. No direct access will be granted to Interstate 64, U.S. Highway 40/61.
3. Provide cross access easements and temporary slope construction licenses or other appropriate legal instruments or agreements guaranteeing permanent access between this site and adjacent properties as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

**J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION**

1. Any request to install a gate at the entrance to this development must be approved by the City of Chesterfield and the Missouri Department of Transportation. No gate installation will be permitted on public right of way.
2. Obtain approvals from the City of Chesterfield and Saint Louis County Department of Transportation and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.

3. Additional right-of-way and road improvements shall be provided, as required by Saint Louis County Department of Transportation and the City of Chesterfield.
4. If a gate is installed on a street in this development, the streets within the development or that portion of the development that is gated shall be private and remain private forever.
5. Trust fund contributions shall be deposited with St. Louis County through standard escrow procedure prior to the issuance of building permits. The trust fund contribution shall be deposited with St. Louis County in the form of a cash escrow.
6. Any improvements within MoDOT's right-of-way will require permit. The entrance geometrics and drainage design shall be in accordance with MoDOT standards.
7. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right-of-way.
8. 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 Transportation.
9. Prior to Special Use Permit issuance by the Saint Louis County Department of Transportation, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Transportation to guarantee completion of the required roadway improvements.
10. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

**K. MONARCH-CHESTERFIELD LEVEE DISTRICT**

1. The Monarch-Chesterfield Levee District retains a Permanent Underseepage Berm Easement for the area covered by the seepage

berm. Any use or improvements proposed within the Permanent Underseepage Berm Easement are subject to Protective Restrictions.

2. Improvements to the site shall not be permitted if they hinder the flood protection system operation and maintenance.
3. Parking and roadway areas may be permitted when designed to accommodate all seepage forces and flows.
4. Temporary storage may be possible subject to review and approval from the Monarch Chesterfield Levee District and the City of Chesterfield.

#### **L. POWER OF REVIEW**

The Mayor or a Councilmember of the Ward in which a development is proposed may request that the site plan be reviewed and approved by the entire City Council. This request must be made no later than 24 hours before posting the agenda for the next City Council meeting after Planning Commission review and approval of the site plan. The City Council will then take appropriate action relative to the proposal.

#### **M. STORMWATER**

1. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.
2. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
3. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan Saint Louis Sewer District.
4. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location

and types of storm water management facilities shall be identified on the Site Development Plan.

5. The Chesterfield Valley Storm Water Master Plan indicates a 7'x7' box to be constructed along the south property line of this site. According to the Chesterfield Valley Storm Water Collection Data completed in 2017 by the City of Chesterfield, an 8'x5' box culvert is installed along the south side of the property. If future development on this site occurs, an analysis shall be completed to determine functional equivalence with the Chesterfield Storm Water Master Plan. The developer shall provide all necessary Chesterfield Valley Storm Water Easements to accommodate future construction of the Chesterfield Valley Master Storm Water Plan improvements.
6. All Chesterfield Valley Master Storm Water Plan improvements, as applicable, shall be operational prior to the paving of any driveways or parking areas unless otherwise approved
7. All storm water shall be discharged at an adequate natural discharge point by means of bleeder ditches and/or construction of portions of the main channel as outlined in the Chesterfield Valley Master Drainage Plan or by other means that may be approved by the City of Chesterfield. This may require extensive off-site storm sewer ditch work and appropriate easements.
8. All drainage detention storage facilities shall be placed outside of the standard governmental agency planning and zoning setbacks, or 15 feet from the new or existing right-of-way line, whichever is greater.
9. Certification will be required from the City of Chesterfield that stormwater will be controlled as required by the Chesterfield Valley Master Facility Plan.

#### **N. 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 Public Works. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

**O. MISCELLANEOUS**

1. If any development or alteration of in or within 200 feet, the floodplain is proposed, the developer shall submit a Floodplain Development Permit/Application to the City of Chesterfield for approval. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the Developer shall submit a floodplain study and be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final release of any escrow held by the City of Chesterfield for improvements in the development. Elevation Certificates will be required for any structures within the Special Flood Hazard Area or the Supplemental Protection Area (200 feet from the Special Flood Hazard Area). All new roads within and adjacent to this site shall be constructed at least one (1) foot above the base flood elevation of the Special Flood Hazard Area. Improvements to existing roadways shall be required as necessary to provide at least one access route to each lot that is at least one (1) foot above the base flood elevation. Consult Article 5 of the Unified Development Code for specific requirements for specific requirements.
2. All utilities will be installed underground. The developer of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
3. The developer is advised that utility companies will require compensation for relocation of their utility facilities within 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.
4. The Underseepage Berm Area is subject to the following restrictions:
  - a. No use that would alter, diminish, damage or interfere with the Monarch-Chesterfield Levee or the Underseepage Berm Area is permitted.

- b. No excavation, penetration, or exploration hole which extends below the surface of the Underseepage Berm Area by more than one (1) foot is permitted. Material shall not be removed from the Underseepage Berm Area.
- c. Additional fill over and above the surface of the Underseepage Berm Area is permissible at any time.
- d. Subject to obtaining a permit as required below, the following uses are generally permitted in the Underseepage Berm Area: farming, parking lots, and roadways.
- e. Requests to construct any improvements or to use the Underseepage Berm Area for any purpose, including those uses provided for in paragraph 4 above, shall be subject to review and approval of the Monarch Chesterfield Levee District prior to initiating construction of the proposed improvements or use of the Underseepage Berm Area, which approval shall not be unreasonably withheld. Prior to initiating any construction of the proposed improvements or use of the Underseepage Berm Area, the applicant must receive written approval of the request. Upon receipt of the request to construct any improvements or to use the Underseepage Berm Area, the Monarch Chesterfield Levee District shall forward said request to the U.S. Army Corps of Engineers (the "Corps") for review and comment.

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

- A.** The developer shall submit a concept plan within 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 18 months of the date of approval of the change of zoning by the City.
- C.** Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.

- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

**III. COMMENCEMENT OF CONSTRUCTION**

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

**IV. GENERAL CRITERIA**

**A. SITE DEVELOPMENT PLANS**

The Site Development Plan shall adhere to the above criteria and to the following:

1. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Transportation, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
2. Location map, north arrow, and plan scale. The scale shall be no greater than 1 inch equals 100 feet.
3. Outboundary plat and legal description of the property.
4. Density Calculations.
5. Parking calculations. Including calculation for all off-street parking spaces, required and proposed, and the number, size and location for handicap designed.



6. Provide open space percentage for overall development including separate percentage for each lot on the plan.
7. Provide Floor Area Ratio (F.A.R.).
8. A note indicating all utilities will be installed underground.
9. A note indicating signage approval is separate process.
10. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
11. Specific structure and parking setbacks along all roadways and property lines.
12. Indicate location of all existing and proposed freestanding monument signs.
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, and significant natural features, such as wooded areas and rock formations, 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 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 two (2) 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. Provide a lighting plan in accordance with the City of Chesterfield Code.
- 21. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.
- 22. 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.
- 23. Compliance with Sky Exposure Plane.

**V. CHESTERFIELD VALLEY TRUST FUND**

The developer shall be required to contribute to the Chesterfield Valley Trust Fund.

Roads

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

<b>Type of Development</b>	<b>Required Contribution</b>
General Retail	\$2,278.87/parking space

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

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

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

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

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

that remains, following completion of road improvements required by the development shall be retained in the appropriate Trust Fund.

Road Improvement Traffic Generation Assessment contributions shall be deposited with the Saint Louis County Department of Transportation. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Transportation or prior to the issuance of building permits in the case where no Special Use Permit is required. If development phasing is anticipated, the developer shall provide the Traffic Generation Assessment contribution prior to the issuance of a building permit of each phase of development. Funds shall be payable to "Treasurer, Saint Louis County".

The amount of all required contributions for roadway, storm water and primary water line improvements, if not submitted by January 1, 2018, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Transportation.

Prior to Special Use Permit issuance by the Saint Louis County Department of Transportation, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Transportation to guarantee completion of the required roadway improvements.

#### Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$916.54 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of construction of the primary water line serving the Chesterfield Valley area.

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

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,907.99 per acre for the total area as approved on the Site

Development Plan. The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Transportation. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Transportation or prior to the issuance of building permits in the case where no Special Use Permit is required. Funds shall be payable to "Treasurer, Saint Louis County".

Sanitary Sewer

Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District

The sanitary sewer contribution is collected as the Caulks Creek Impact Fee.

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

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2008 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Transportation.

Trust Fund contributions shall be deposited with Saint Louis County in the form of a cash escrow prior to the issuance of building permits.

**VI. RECORDING**

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

**VII. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE**

Prior to any Special Use Permit being issued by St. Louis County Department of Transportation, a special cash escrow, or a special escrow supported by an Irrevocable Letter of Credit, must be established with this Department to guarantee completion of the required roadway improvements.

**VIII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS**

- A.** Prior to the issuance of foundation or building permits, all approvals from all applicable agencies and the Department of Public Works, as applicable, must be received by the City of Chesterfield Department of Planning.
- B.** Prior to issuance of foundation or building permits, all approvals from the City of Chesterfield, the Missouri Department of Transportation, St. Louis County Department of Transportation, Monarch Chesterfield Levee District and the Metropolitan St. Louis Sewer District must be received by the St. Louis County Department of Public Works.

**IX. ENFORCEMENT**

- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development 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.



**17501 North Outer Forty Road Chesterfield, MO 63005**  
**Phone: 636-449-1500 | Fax: 636-449-1505**

This purpose of this proposal is to allow us to better represent our products. Since the original site plan was put in place the products within our industry have changed substantially. There are significantly more variations within the product lines as well as many of the products being physically much larger. This has necessitated an increased amount of storage area. We aim to get our fenced storage area in compliance with requirements. In addition, we want to designate specific areas within our lot for displaying units during normal business hours. The new proposed display areas will be landscaped to maintain the natural beauty of the property and there will be no effect on any existing trees. Nothing within our proposal changes the uses of our property from those that are already approved.



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690 Chesterfield Pkwy W • Chesterfield MO 63017-0760  
Phone: 636-537-4000 • Fax 636-537-4798 • [www.chesterfield.mo.us](http://www.chesterfield.mo.us)

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October 13, 2017

Matthew Surdyke  
17501 North Outer 40 Rd  
Chesterfield, MO 63005

**SENT BY ELECTRONIC MAIL TO: [matt@surdyke.com](mailto:matt@surdyke.com)**

**Re: P.Z. 07-2017 Chesterfield Valley Motor Sports (17501 N Outer 40 Rd)**

Mr. Surdyke:

An issues meeting was held for the project referenced above on October 9, 2017. At that time, several items were discussed as they relate to your ordinance amendment request. The following is a list of items discussed at the meeting which must be addressed **in writing** prior to being scheduled for a future Planning Commission agenda:

1. The Commission expressed concern about the type of display proposed. Detail the number of vehicles to be displayed on the sidewalk area of the building, provide the total square footage of display requested, and provide information regarding the type of items requested to be displayed. Requests from the Commission to clarify these items included the following:
  - a. Provide information regarding the construction (mounded boulders, flat pavers, etc) that is proposed for the display area adjacent to the building. Include images illustrating the type of natural display you intend to have in the area next to the building.
  - b. Images of the wrap-around display area depicting examples of the display as desired. With each image, please provide the number of vehicles being displayed.

A written response to the issues listed in the letter is required. You may contact me at 636-537-4738 or at [cdvorak@chesterfield.mo.us](mailto:cdvorak@chesterfield.mo.us) if you have any questions or concerns regarding the information in this letter.

Sincerely,

Cecilia Dvorak  
Project Planner

cc: Chris Krueger, Senior Civil Engineer  
Justin Wyse, Director of Planning and Development Services

Feb 13 2018



17501 North Outer Forty Road Chesterfield, MO 63005  
Phone: 636-449-1500 | Fax: 636-449-1505

**Re: P.Z. 07-2017 Chesterfield Valley Motor Sports (17501 N Outer 40 Rd) – Ordinance Amendment**

**Response letter.**

The number of vehicles will vary based on the season and type of product that we are focused on. Because of the large variance in the size of vehicles, ranging from a small kids two wheeled motorcycle that takes about the same amount of space as an office chair to a full sized 4 wheeled, six passenger utility vehicle that is the size of a small car. For this reason, placing a fixed number on the number of vehicles is very difficult.

In addition to the new “proposed” display area we seek permission to utilize the sidewalk area around the building for display. This area is approximately 1500 square feet, currently exists, and has concrete as its surface. The “proposed” display area will have more of a natural look. We propose to use a grass paver system similar to the attached document. This allows the surface to maintain the natural look of grass while being sturdy enough to support the weight of the vehicles and remain dust free and drainage friendly.

Please refer to the included pictures for some examples of the vehicle sizes and display areas.

If you have any other questions, feel free to call or email.

Thank you,

Matt Surdyke





**NDS**<sup>®</sup>  
We put water in its place

## Permeable Pavers

High performance alternative to traditional paving



**Greatest Compressive  
Strength in the Industry!**

**Tufftrack**<sup>™</sup>  
Grass Paver

**EZ Roll**<sup>™</sup>  
Grass Paver

**EZ Roll**<sup>™</sup>  
Gravel Paver

# What are Permeable Pavers?

NDS Permeable Pavers provide a high-performing alternative to traditional paving methods.

Creating a strong and durable grass or gravel surface that can support heavy vehicles, they maintain permeable surface areas, eliminating or reducing stormwater runoff.

## Benefits

**Stormwater Management.** A sustainable solution that reduces impervious area, volume of runoff, and size of downstream BMPs.

**High Structural Strength.** Offering a high load bearing capacity, NDS Permeable Pavers feature hexagonal cells that connect to form a flexible grid capable of handling significant structural loads.

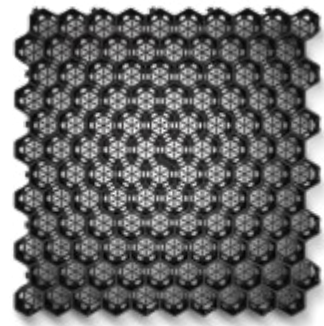
**Enhanced Aesthetics.** Grass or gravel surfaces blend with surrounding natural surface.

**Easy Installation.** EZ Roll™ Products come in large rolls that are easily placed and clipped together. Tufftrack™ features an integrated easy assemble clip that greatly reduces installation time.

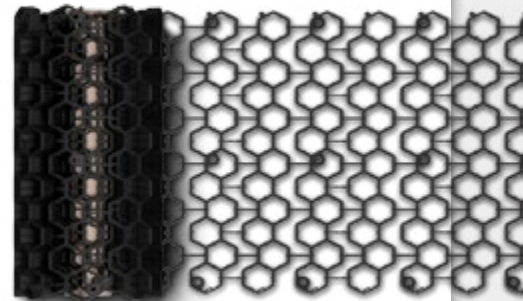
**Environmentally Friendly.** NDS permeable pavers can help contribute to LEED credits and are made of recycled plastic.



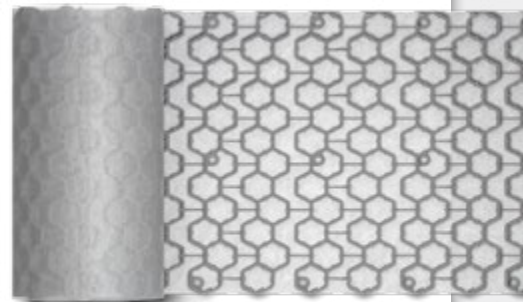
Tufftrack™  
Grass Paver



EZ Roll™  
Grass Paver



EZ Roll™  
Gravel Paver

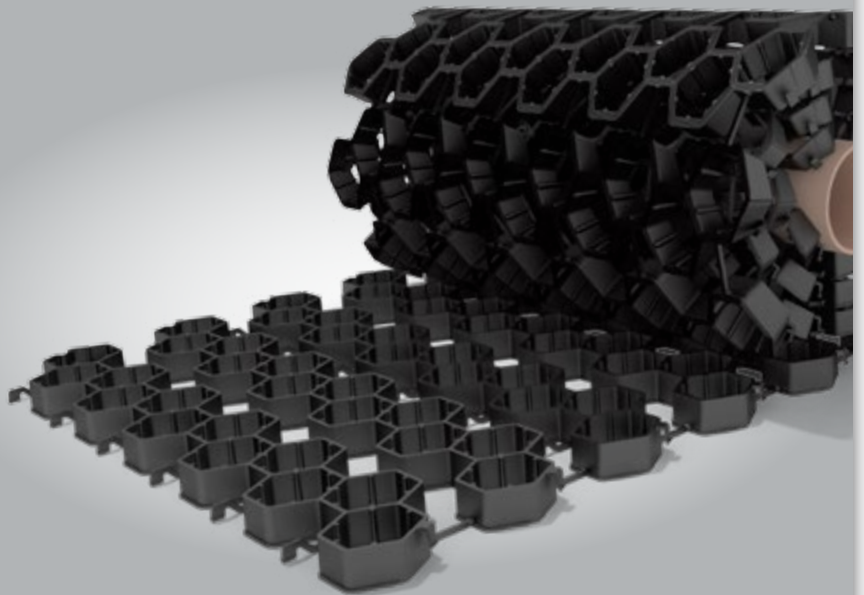


## EZ Roll™ Grass Pavers

A turf reinforcement, load transferring paving system designed to be placed directly on an engineer specified compacted road base.

This system is designed to transfer vehicle weight directly to the supportive base course and prevent soil compaction. The web of interconnected honeycomb cells provides resistance from vehicular load as well as lateral containment that prevents the soil compaction that would inhibit healthy root growth. This system also provides a porous condition that allows rapid absorption of stormwater. EZ Roll™ Grass Pavers have a compressive strength of 53,683 lbs. in an empty condition and greater than 400,000 lbs. when filled with native top soil. The EZ Roll™ Grass Paver system has been used and accepted across the country for a wide variety of projects including emergency vehicle access purposes.

Additional information, details, and specifications can be found at  
<http://www.ndspro.com/permeable-pavers/grass-pavers/ez-roll-grass-pavers>  
For further technical support or assistance, contact: [techservice@ndspro.com](mailto:techservice@ndspro.com)

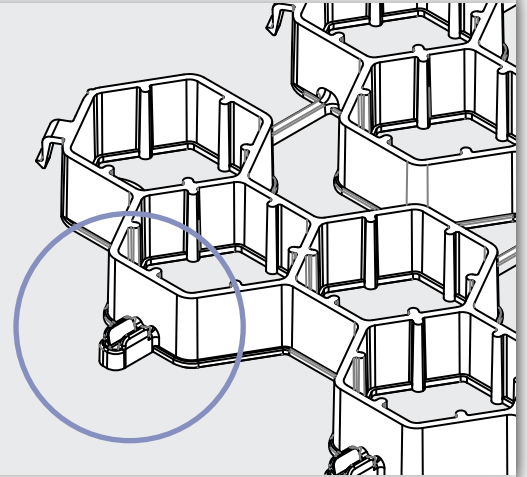


## Design Theory

The EZ Roll™ Grass Paver comes in pre-assembled rolls, which means it is easy to roll out, decreasing installation time and increasing efficiency.

EZ Roll™ Grass Paver has been tested for compressive strength at 53,683 lbs. bare product, meaning that EZ Roll™ does not rely on the fill material for load carrying.

Connections between rows of EZ Roll™ are secure due to unique side-to-side and end-to-end clips that minimize the paver mat movement and separation due to lateral and horizontal pressure. These sturdy locking clips prevent paver displacement or mat failure that could result from traffic load movement or changing ground conditions.



## Recommended Use

### Light Loads:

- Golf Cart Paths
- Jogging Tracks
- Bike Paths
- ATV Paths
- Equestrian Parks
- Trail Reinforcements
- Runoff Areas

### Medium Loads (occasional traffic):

- Roadway Shoulders
- Overflow Parking Area
- Truck & Cart Wash-Down Areas
- RV and Boat Access

### Heavy Loads/Fire Lane (occasional traffic):

- Emergency Vehicle Access Roads
- Service Vehicle Utility Roads

### Non-load Applications:

- Erosion Control on Slopes (staking recommended)
- Erosion Control in Swales (staking recommended)
- Semi-Trucks with Trailers

### Not Recommended for the Following:

- Traffic on slopes exceeding a 10% grade
- To support tread driven vehicles
- Frequent use traffic, since grass will not have time to recover



The EZ Roll™ Grass Pavers from NDS is the latest and most advanced product of its type on the market. NDS has used its years of experience in the landscaping industry to create a product with all of the most desirable features.

## Product Specifications

**Material.** 100% recycled HDPE plastic (50% pre-consumer 50% post-consumer). HDPE is rugged, flexible and ideally suited for outside exposure and longevity. NDS uses UV inhibitors in the polymer structure to prevent breakdown in the strength of the paver.

**Manufacturing.** Manufactured in Lindsay, CA.

**Recyclability.** 100% recyclable. Please recycle whenever possible.

**Paver Size.** Each 24" x 24" panel contains 72, 2¼" nested hexagonal cells. Panels are integrated with crosslinks and clips to form rolls. Part No. EZ4X24 has dimensions of 4' x 24' per roll and EZ4X150 has dimensions of 4' x 150'. Custom size rolls available upon request.

**Paver Details.** The top surface of the hexagonal cell walls is smooth and devoid of notches or grooves. The bottom surface of the paver mat has over 80% open area for increased permeability.

**Chemical Resistance.** EZ Roll™ Pavers have superior chemical resistance and are totally inert.

**Compressive Strength (Empty Cells).** 53,683 lbs.

**Compressive Strength (Native Soil filled Pavers):** 400,000 lbs.

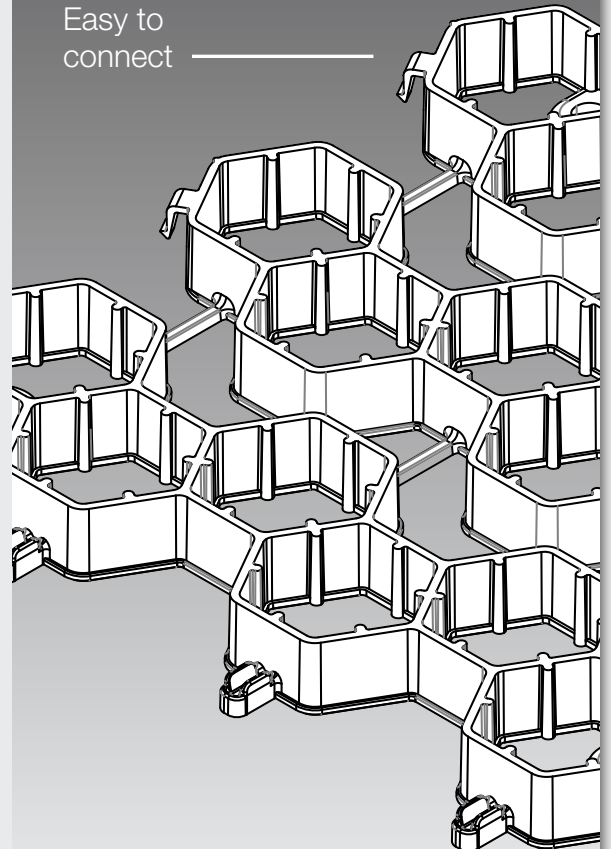
**Unique Product Features.** EZ Roll™ Pavers feature an easy to install top down locking feature. This locking mechanism allows pavers to be installed quickly and easily.

Empty cells have a compressive strength of

**53,683 lbs.**

Product ships in large rolls for easy rollout

Easy to connect



# Dare to Compare

EZ Roll™ Grass Pavers are **25% STRONGER** than the competition

Compare the strength of NDS Permeable Pavers to the competition below.



Roll Pavers	Max Load Unfilled (lbs.)	Area (sq. in.)	Max Load (PSI)
<b>NDS EZ Roll™</b>	53,683	144	373
<b>ISI GrassPave<sup>2</sup></b>	40,623	144	282

**NDS Max load for soil-filled cells is 400,000 lbs.**

ISI GrassPave<sup>2</sup> is a registered trademark of Invisible Structures Inc.

## Case Studies – EZ Roll™ Grass Pavers

### Trump Taj Mahal Casino Resort Atlantic City, NJ

#### Fire lane and maintenance access

Access to the building facade was needed for maintenance and to allow access for emergency vehicles. EZ Roll™ was chosen for its strength and flexibility, but also for its aesthetic advantages. The ability to sod directly on top of the product reduced the time needed to seed and wait for growth, while keeping up appearances at the busy casino.

### Keller High School White Settlement, TX

#### Overflow parking

A new school needed additional parking for their football program and looked to convert a former cow pasture they owned across the street. The solution had to be aesthetically pleasing, cost-effective and demonstrate to the community an ongoing commitment to supporting the environment. The 150,000 sq. ft. project was installed in just 10 days.





# SURDYKE MOTORSPORTS CHESTERFIELD



17501



**SURDYKE MOTORSPORTS CHESTERFIELD**



**SURDYKE**  
MOTORSPORTS  
CHESTERFIELD

17501



**SURDYKE MOTORSPORTS CHESTERFIELD**



**SURDYKE**  
**MOTORSPORTS**  
**CHESTERFIELD**

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**YKE MOTORSPORTS CHESTERFIELD**



**SURDYKE**  
MOTORSPORTS  
CHESTERFIELD

17501



SURDYKE MOTORSPORTS CHESTERFIELD



PLAZA









**SURDYKE MOTORSPORTS-CHESTERFIELD**



HONDA

PELARI

**SURDYKE**  
MOTORSPORTS



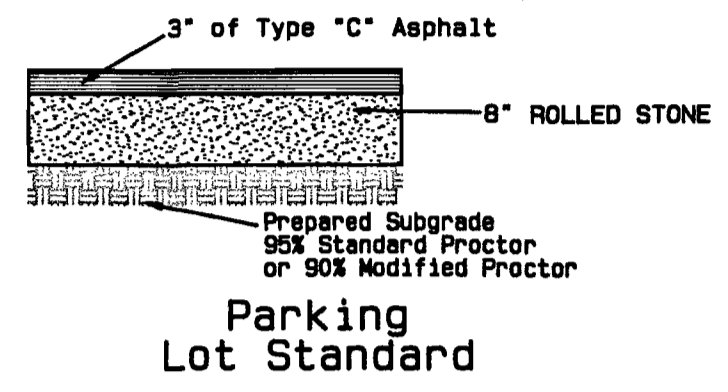
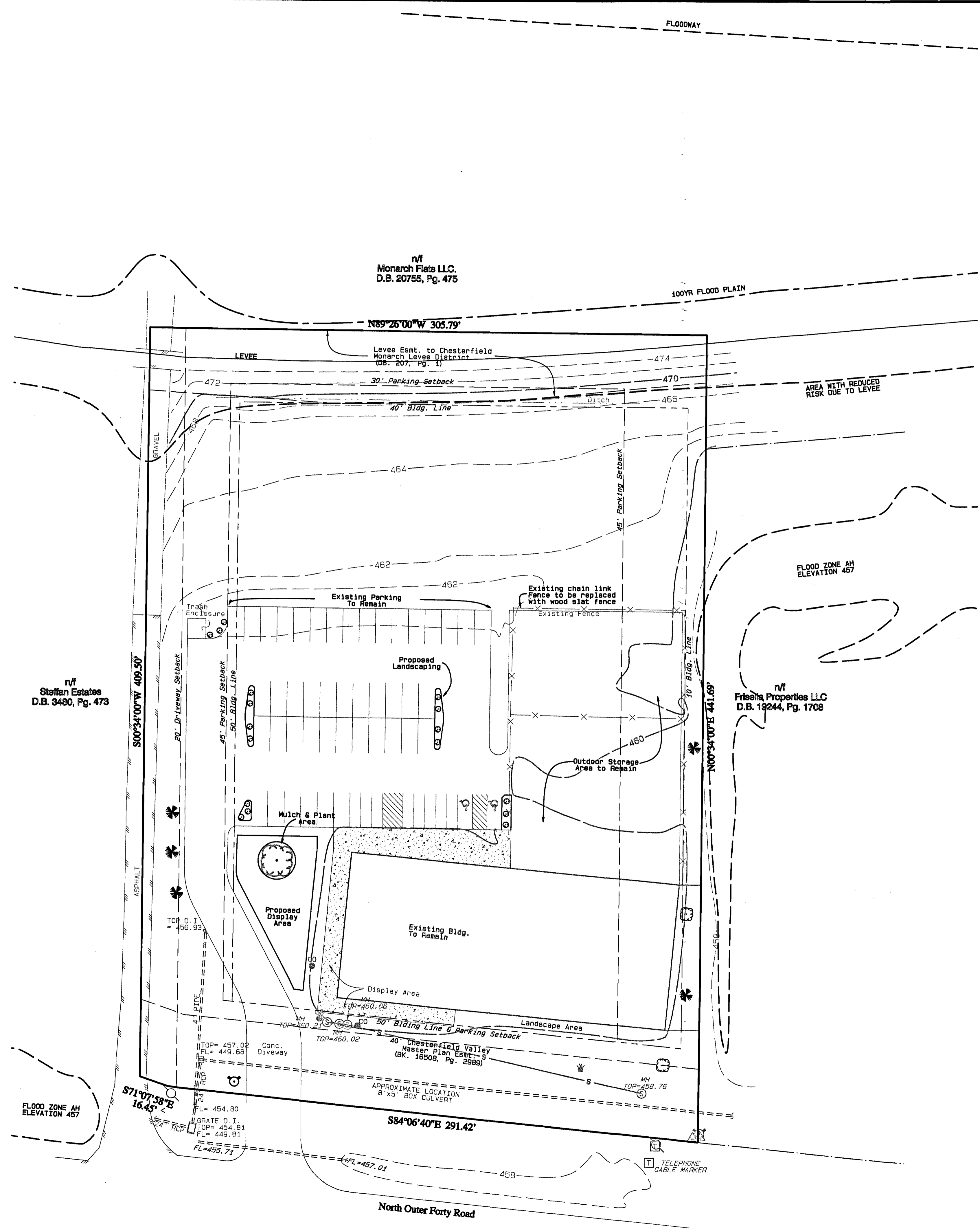
**SURDYKE MOTORSPORTS CHESTERFIELD**



**SURDYKE**  
MOTORSPORTS  
CHESTERFIELD, OHIO







LANDSCAPE LEGEND

	Existing Glauca Juniper
	Existing Red Maple
	Existing China Girl Holley

SITE BENCHMARK  
 \*0' in open on fire hydrant west of entrance  
 Elevation 460.25

16037  
 Legal Description  
 All of Lot 1 of Koester Acres located in US Surveys 125 and 126, Township 45 North, Range 4 East, in St. Louis County, Missouri, as recorded in Book 207, Page 1, of the St. Louis County Land Records more particularly known as follows:  
 Beginning at the Southeast corner of said Lot 1, also the North right of way of Highway 40; thence North 00 degrees, 34 minutes, 00 seconds East, a distance of 441.69 feet to the Northeast corner of said Lot 1; thence North 89 degrees, 26 minutes, 00 seconds West, a distance of 305.79 feet to the Northwest corner of Lot 1; thence south 00 degrees, 34 minutes, 00 seconds West, a distance of 406.50 feet to the southwest corner of Lot 1, and also being the right of way of Highway 40; thence along the right of way South 71 degrees, 07 minutes, 58 seconds East, a distance of 16.45 feet; thence South 84 degrees, 06 minutes, 40 seconds East a distance of 291.42 feet to the Point of Beginning.

DISCLAIMER  
 THE PLANS WHICH THE REGISTERED PROFESSIONAL ENGINEER HAS PREPARED OR HAD PREPARED ARE LIMITED TO ONLY SITING, LAYOUTS OF GRADES, SEWERS, WATER SYSTEMS, DRAINAGE AND IRRIGATION SYSTEMS, AND ANY OTHER SERVICES FOR WHICH HE IS LICENSED AND REGISTERED IN THE STATE OF MISSOURI. THE ENGINEER HAS NOT CONDUCTED A VISUAL INSPECTION OF THE SITE OR THE EXISTING CONDITIONS THEREON. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM OR HER AND ALL PARTS OF THIS PROJECT WHICH ARE NOT THE ENGINEER'S RESPONSIBILITY SHALL BE THE RESPONSIBILITY OF THE CLIENT. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM OR HER AND ALL PARTS OF THIS PROJECT WHICH ARE NOT THE ENGINEER'S RESPONSIBILITY SHALL BE THE RESPONSIBILITY OF THE CLIENT. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY HIM OR HER AND ALL PARTS OF THIS PROJECT WHICH ARE NOT THE ENGINEER'S RESPONSIBILITY SHALL BE THE RESPONSIBILITY OF THE CLIENT.

Preliminary Development Plan  
**Chesterfield Motor Sports**  
 17501 N. Outer 40 Rd  
 Chesterfield, MO 63005

**GOVERO**  
 LAND SERVICES  
 SURVEYING • ENGINEERING  
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 Engineering Corporation License #011028  
 Surveying Corporation License #022622

REVISION	03/06/2017
REVISION	04/12/2017
REVISION	08/17/2017
REVISION	08/16/2016

FIELD WORK BY	
DRAWN BY	J. MARTIN
CHECKED BY	D. GOVERO
DATE	08/16/2016

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 JOB NO. 16037  
 SHEET NO. 2 OF 2