

Planning Commission Report

- Meeting Date:** April 22, 2019
- From:** Jessica Henry, Assistant City Planner
- Location:** A 2.84 acre tract of land located at the northwest corner of the intersection of Chesterfield Parkway East and Conway Road
- Petition:** **P.Z. 12-2018 Fairfield Suites (Chesterfield Village Lodging):** A zoning map amendment request from a “C-8” Planned Commercial District to a “PC” Planned Commercial District for a 2.84 acre tract of land located at the northwest corner of the intersection of Chesterfield Parkway East and Conway Road. (18S331381).

SUMMARY

Chesterfield Village Lodging is requesting a zoning map amendment from a “C-8” Planned Commercial District to a “PC” Planned Commercial District for a 2.84 acre tract of land located at the northwest corner of the intersection of Chesterfield Parkway East and Conway Road. The petitioner is seeking to define development criteria for the site that would allow two development paths, the first one being two conjoined hotels and the second being similar to what exists on the site currently, one hotel and one sit down restaurant. The request includes modifications to landscape buffers, open space, and the Floor Area Ratio requirements. A Public Hearing on this request was held at the January 14, 2019 Planning Commission meeting, at which time a number of issues were raised.



Figure 1: Subject site aerial image

HISTORY OF SUBJECT SITE

Prior to the City’s incorporation, the subject site was zoned “C-8” Planned Commercial from “R3” 10,000 sq. ft. Residence District by St. Louis County in November 1985, as a part of a larger development. In 1996, additional property zoned “R3” 10,000 sq. ft. Residence District was consolidated with a portion of the “C-8” property to create a new “C-8” Planned Commercial District over the 2.8 acre subject site by City of Chesterfield Governing Ordinance 1207. A Site Development Plan was approved in June 1997, followed by a Boundary Adjustment Plat to create the one lot that exists today in September 1997. On June 21, 1999, an ordinance amendment was approved regarding the signage for the site, which resulted in City of Chesterfield Ordinance 1525. This is the current governing ordinance over the site. Lastly, in June 2004, Amended Architectural Elevations were approved for updates to the siding material.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

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

Direction	Zoning	Land Use
North	“C-8” & “PC” Planned Commercial Districts	Office Uses & Stages
West	“C-8” Planned Commercial District	Hotel
South	“PC” Planned Commercial District	Undeveloped
East	“R3” Single Family Residential	Conway Cove Condominium Subdivision

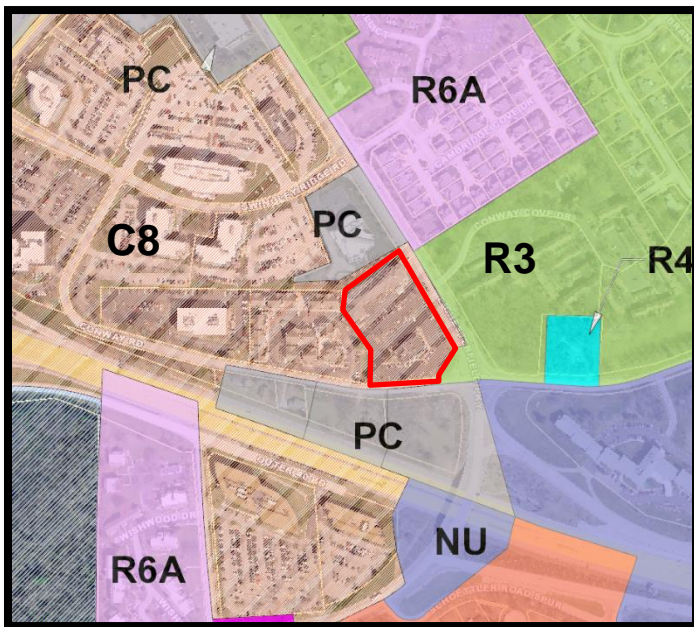


Figure 2: Zoning Map

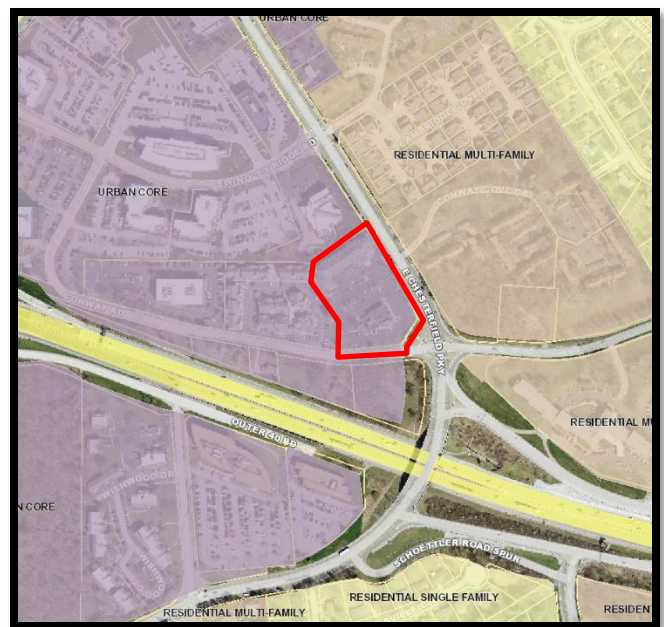


Figure 3: Future Land Use Map

COMPREHENSIVE PLAN ANALYSIS

The subject site is located within Ward 2 of the City of Chesterfield. The City of Chesterfield Land Use Plan indicates this parcel is within the “Urban Core” land use designation with appropriate land uses being residential and commercial with parks, municipal services, and preservation of historic structures, and cultural, entertainment, and pedestrian amenities for its residents.

The proposed uses in this request comply with the Land Use Plan and would permit the applicant to build a commercial development in accordance with requirements established in the UDC and a site specific ordinance.

Additionally, a number of Plan Policies are applicable to this request. The following items identify the applicable plan policy and the staff analysis follows in italics:

1.8 Urban Core – The Urban Core should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City and include both residential and commercial developments with parks, municipal services, and preservation of historic structures and areas, with cultural, entertainment and pedestrian amenities for its residents.

The proposal is for an expansion of an existing commercial use on the site and includes maintaining existing pedestrian and multi-modal transportation options.

3.1 Quality Commercial Development – Commercial developments should positively affect the image of the City, provide employment opportunities, and offer retail and service options to residents.

The uses proposed as part of this request provide service options to residents and businesses of Chesterfield.

3.1.1 Quality of Design – Overall design standards should provide for smaller-scale, mixed-use, project-oriented developments. Developments should emphasize architectural design, pedestrian circulation, landscaping, open space, innovative parking solutions and landscape buffering between any adjacent residential uses.

The existing ordinance contains specific architectural standards that require at least 70% of the building materials shall be brick, with rooflines that are similar to the adjacent land uses. The petitioner is not requesting that this language be removed, noting that they intend to provide a high quality design that integrates the new hotel with the existing hotel. If this request is approved, Architectural Elevations would be reviewed by the ARB and Planning Commission as part of a future Amended Site Development Plan. The petitioner is proposing to connect to the existing pedestrian infrastructure in place along Chesterfield Parkway East and Conway Road. Further they are seeking to increase the amount of open space on the site and accommodate parking needs by adding an underground parking structure. Additionally, the new building will be located on the western side of the development, furthest from the existing residential development opposite Chesterfield Parkway East.

3.6.1 High-Density Development - High-density development should be developed as part of the Urban Core. High-density development encourages clustering of buildings with diverse building form through minimum restrictions for building height, open space and setback requirements.

This request includes clustering the hotel buildings near the northwest corner of the site, and leaving the remaining portion open for parking, including structured parking. The request includes a three story

building (the existing building) and a new four story building. The additional building is resulting in a request to increase the F.A.R. to 0.86 in lieu of the Unified Development Code maximum of 0.55.

3.6.7 Parking Structures - The use of parking structures in the Urban Core is encouraged.

Parking structures are encouraged within the Urban Core, consideration should still be given to their design impact and the site as a whole. The proposed parking structure will be located under the building.

7.2 Multi-Modal Transportation Design - Sites should be designed for all types of transportation choices including pedestrian, bicycle, mass transit, and vehicular. Sites should be designed to provide for pedestrian, bicycle, mass transit, and vehicular inter- connectivity to adjacent sites.

Sidewalks are currently installed along Chesterfield Parkway East (Pathway on the Parkway) and Conway Road, the Petitioner is proposing to maintain these and add connections to the internal pedestrian pathways on the site. There is also an existing bus stop shelter located on Chesterfield Parkway East that is proposed to remain. Lastly, decorative street lighting is already installed adjacent to the sidewalk along Chesterfield Parkway East.

7.3 Multi-Modal Transportation System - The transportation system within the City of Chesterfield is essential to the proper function of the City. Maintenance of an efficient and safe multi-modal transportation system is a high priority.

The Petitioner is not proposing to remove any of the previously installed features.

REQUEST

A zoning map amendment to a planned zoning district, such as “PC” Planned Commercial District, requires a narrative statement and Preliminary Development Plan, which have been included in the Planning Commission’s packet. Some elements of the proposal include, but aren’t limited to:

- Two hotel uses in a conjoined “L” shaped building along the north and west sides of the property with an underground parking garage;
- Underground stormwater detention at the south side of the development;
- Retaining the water feature near the intersection of Chesterfield Parkway East and Conway Road; and
- No additional access points.

Uses

The request is for two uses – “Hotel and motel” and “Restaurant, sit down.” These are the same uses allowed under the current governing ordinance. The Petitioner is requesting two development options that they have outlined in their project narrative:

- Option One – Hotel with a maximum of 92 rooms and a sit down restaurant, with a maximum square footage of 5,400 square feet (currently permitted and exists on the site today).
- Option Two – Hotel with up to 200 rooms (shown on Preliminary Development Plan).

The current planned district ordinance for the site permits both uses requested by the Petitioner; however, they are requesting to allow an additional 108 rooms of the hotel use, if the sit-down restaurant is not operated on the site.

ISSUES

During the Public Hearing held on January 14, 2019, several concerns were identified by Planning Commission. Below is a brief summary of those issues and a summary of the response from the petitioner. The petitioner's full response is attached to this report.

1. Adherence to the Comprehensive Plan's Urban Core Land Use Designation and Policies.

Applicant Response. The architectural, landscape, and site design will all be carefully considered in order to present a project that appropriate for the Urban Core.

2. Visual impact of the parking garage from Chesterfield Parkway East and residential area located across the Parkway.

Applicant Response. The parking garage has been relocated to under the new building. This change is reflected on the revised Preliminary Plan.

3. Parking setback modification request.

Applicant Response. The parking setback modification is no longer necessary as the parking garage has been relocated to the under the new building. The parking setback will remain at 15 feet.

4. Landscape buffer modification request.

Applicant Response. The Landscape Plan submitted in conjunction with a future Amended Site Development Plan will compliment and beautify the project. Landscaping will be utilized throughout the site to enhance the architectural designs of the buildings.

5. Specific architectural requirements established in the current ordinance.

Applicant Response. Design is an important element for the entire project. The architects will utilize architectural accents and updates as well as coordinating materials to tie both buildings together to create an updated appearance and flow for the site.

STAFF ANALYSIS

Open Space

The UDC requires a minimum of 35% open space for "PC" Planned Commercial Districts; the current governing ordinance does not have a minimum open space requirement. The Petitioner is requesting a reduction from the UDC requirement to 26% open space. The site currently has 23.4% open space.

This modification will require a separate motion and 2/3 affirmative vote by the Planning Commission.

Floor Area Ratio (F.A.R.)

The UDC allows for a maximum F.A.R. of 0.55 for the “PC” Planned Commercial District. Floor Area Ratio is defined as “The gross floor area of all buildings on a lot divided by the total lot area.”

The Petitioner is requesting an increase to 0.86 F.A.R. in order to accommodate both hotel buildings. The current governing ordinance does not provide a maximum F.A.R., instead regulating the site by establishing a maximum height and room numbers for the hotel, and limiting the square footage for the restaurant to 5,400 square feet.

This modification will require a separate motion and 2/3 affirmative vote by the Planning Commission.

Landscape Buffer

The UDC requires a 30’ landscape buffer along Chesterfield Parkway East and Conway Road, as they are classified as Major Arterial and Collector, respectively. The existing parking setbacks, which will be maintained under the current request, produce smaller landscape buffers than those required along these roadway frontages. Therefore, the Petitioner is seeking a modification to the landscape requirements as a part of this request. The Petitioner has stated in their narrative statement they plan on keeping and supplementing the landscaping currently installed.

Further, sidewalks were previously installed in the right-of-way along both roadways, so they are outside of the property lines of the subject site. As a result, the landscape buffers can have additional plantings because they will not have to accommodate a sidewalk.

Summary of Request

In summary, the Petitioner is requesting a zoning map amendment to establish a new “PC” Planned Commercial District with the uses of “Hotel/motel” and “Restaurant, sit down.” They are requesting three modifications:

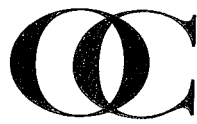
- 1) Reduce the open space requirement from 35% to 26% *(requires a separate motion and 2/3 affirmative vote by the Planning Commission)*
- 2) Increase the maximum F.A.R. from 0.55 to 0.86 *(requires a separate motion and 2/3 affirmative vote by the Planning Commission)*
- 3) Reduce the required landscape buffers along Chesterfield Parkway East and Conway Road to correspond to the following parking setbacks:

REQUESTED	Parking Setbacks
Chesterfield Parkway East	15’
Southern Property Line (along Conway)	10’

All issues discussed at the Public Hearing on January 14, 2019 have been resolved. Staff has no concerns/issues with this petition. The petition has met all filing requirements and procedures of the City of Chesterfield. Staff recommends action from Planning Commission on the amended request and Attachment A.

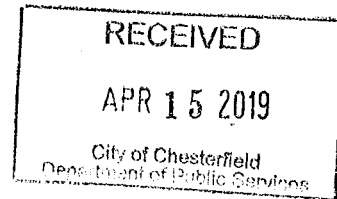
Attachments

1. Project Narrative
2. Attachment A
3. Preliminary Development Plan



Otis & Clark Properties

April 9, 2019



Jessica Henry, AICP
Assistant City Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

Re: P.Z. 12-2018 Fairfield Suites (Chesterfield Village Lodging) – Zoning Amendment – owner response

Ms. Henry,

The conversion of the existing Spring Hill Suites to a Fairfield Suites and subsequent attachment to a newly developed Spring Hill Suites lies within the Urban Core land use as outlined in Chesterfield's comprehensive plan. By building a four story Spring Hill Suites attached to an existing converted structure, it gives us an opportunity to bring a positive updated focus to the project. By expanding the hospitality on the site with an additional brand, we expect approximately 15 additional employees daily. The newly constructed and rebranded hotels provide a needed service to our corporate neighbors as well as local residents.

As we rebrand the existing hotel and attach it to the newly constructed Spring Hill Suites, design becomes an important element for the entire project. The architects will utilize architectural accents and updates as well coordinating materials to tie both buildings together to create an updated appearance and flow for the site. Landscaping plays an important part in the overall beauty of a project and we believe that is true here. Landscaping will be utilized throughout the site to enhance the architectural designs of the buildings.

As outlined in section 3.1.1, the ownership group is identifying parking solutions to provide the parking necessary for additional hotel rooms on the site. Further details regarding the parking garage relocation and the affected considerations are outlined below.

By relocating the garage under the new building it has given us the opportunity to create a "Dual brand – Shared lobby experience". This is something special and it was created to facilitate a more efficient layout when coupled with smaller sites. The experience is much simpler to navigate as a guest.

Per section 3.6.1, the hospitality expansion project is ideally suited for the urban core land use. By adding additional rooms to the site the F.A.R. exceeds a typical suburban development. The buildings will be

clustered together to create a cohesive unit and our architect will design the exterior elevations and use materials to compliment both buildings.

Chesterfield Village Lodging has analyzed all options regarding the addition of a parking structure. We advised our engineers and concrete consultants to engage the feasibility of locating the garage under the building. We also enlisted the Marriott Corporate development team to give the project a fresh set of eyes. Upon our investigation it was determined that locating the garage under the hotel proved to be feasible and furthermore has helped the design team to achieve a better guest arrival experience for the dual branded concept. By locating the garage under the newly constructed Spring Hill Suites, our engineers have been able to meet the throat depth concern located at the entrance of Chesterfield Parkway East. We now have achieved the 60' requirement. Additionally, by relocating the parking structure, we will be able to preserve the 15' building and parking setback along Chesterfield Parkway East.

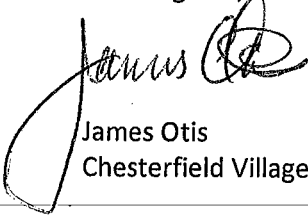
At this point in the planning process, a landscape plan has not been developed. We welcome the feedback of city officials as this plan gets closer to fruition. It is our intent to provide a first class landscape plan that compliments and beautifies the project.

The existing structures building materials are composed of mainly brick and EFIS. While we don't want to necessarily restrict our design to these materials we do recognize the design will need to complement the existing materials. To ensure the best compliment can be accommodated we ask the commission to allow some leeway in the choices of materials. The utilization of stone, brick, EFIS hardie-panels, Nichiha, etc can go a long way in creating a great design. The new building will have a flat roof but parapets will be designed in such a fashion as to compliment and coordinate with the existing building and surrounding structures.

We have given great thought to the driveway throat depths and those driveway throat depths shown on the drawing are limited by existing conditions. The original ordinance, Chesterfield ordinance #1031, outlined the entry guidelines. These guidelines were dictated by St. Louis County at the time. The guidelines were adhered to during the design and construction of the project in 1996.

G&W Engineering has taken ADA accessibility into account in providing access to and from the existing and new buildings. G&W has provided additional information to further illustrate vehicular movements as it pertains to the garage and whether the garage is fully parked and how a vehicle will navigate in and out of the parking garage.

Best Regards,



James Otis
Chesterfield Village Lodging, LLC

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 Planned Commercial District shall be:
 - a. Hotel and Motel
 - b. Restaurant, sit-down
2. Hours of Operation.
 - a. Hours of operation for this "PC" District shall not be restricted.
3. Telecommunication facilities siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

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

1. Floor Area
 - a. If the hotel and motel use is developed in conjunction with the standalone use "restaurant, sit down," the hotel shall not exceed three (3) stories and a room count of ninety-two (92) rooms. Building height shall be measured from the average finished ground elevation of each building and shall be exclusive of rooftop mechanical equipment and screening. The total gross floor area of the freestanding sit-down restaurant shall not exceed 5,400 square feet.
 - b. If the hotel and motel use is not developed in conjunction with the standalone use "restaurant, sit down," the hotel shall not exceed four (4) stories and a room count of two hundred (200) rooms. Building height shall be measured from the average finished ground elevation of each building and shall be exclusive of rooftop mechanical equipment and screening.

2. Height

The maximum height of the building, exclusive of rooftop mechanical equipment and screening, shall not exceed 65 feet.

3. Building Requirements

- a. A minimum of 26% open space is required for this development.
- b. This development shall have a maximum F.A.R. of 0.86.

C. SETBACKS

1. Structure Setbacks

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

- a. 25 feet from the right-of-way of Conway on the southern boundary of the Planned Commercial "PC" District.
- b. 15 feet from the right-of-way of Chesterfield Parkway East on the eastern boundary of the "PC" District.
- c. 10 feet from the northern boundary of the "PC" District.
- d. 10 feet from the western boundary of the "PC" District.

2. Parking Setbacks

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

- a. 10 feet from the right-of-way of Conway on the southern boundary of the Planned Commercial "PC" District.
- b. 15 feet from the right-of-way of Chesterfield Parkway East on the eastern boundary of the "PC" District.
- c. 5 feet from the western boundary of the "PC" District.
- d. Parking shall not be permitted along the northern boundary of the "PC" District.

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. Parking lots shall not be used as streets.
3. No construction related parking shall be permitted within right of way or on any existing roadways. All construction related parking shall be confined to the development.
4. 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.

E. LANDSCAPE AND TREE REQUIREMENTS

1. The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.
2. The width of the required landscape buffers along Conway Road and Chesterfield Parkway East shall correspond to the parking setbacks.

F. SIGN REQUIREMENTS

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

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

1. The development shall adhere to the Architectural Review Standards of the City of Chesterfield Code.
2. Trash enclosures: All exterior trash areas will be enclosed with a minimum six (6) foot high sight-proof enclosure complemented by adequate landscaping. The location, material, and elevation of any trash enclosures will be as approved by the City of Chesterfield on the Site Development Plan.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development shall be as shown on the Preliminary Site Plan and adequate sight distance shall be provided, as directed by the City of Chesterfield, and St. Louis County Department of Transportation, as applicable.
2. If adequate sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement and other off-site improvements may be required to provide the required sight distance as required by the City of Chesterfield and the agency in control of the right of way off which the access is proposed.

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 agency in control of the right of way off of which the entrance is constructed. No gate installation will be permitted on public right of way.
2. Existing sidewalk along Chesterfield Parkway and Conway Road shall remain and at the time of construction shall be evaluated and updated, as necessary, to conform to ADA standards. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects and shall provide an internal connection from the existing sidewalk onto the site as shown on the Preliminary Plan.

3. Prior to improvement / construction plan approval, the engineer shall provide a signed and sealed note on the plans for both residential and commercial projects, stating that the unimproved existing sidewalk/pedestrian path along the project frontage meets current St. Louis County / ADA Standards.
4. Obtain approvals from the City of Chesterfield and the St. Louis County Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
5. Improve Chesterfield Parkway East right-of-way, as directed by the Saint Louis County Department of Transportation.
6. Additional right-of-way and road improvements shall be provided, as required by the St. Louis County Department of Transportation and the City of Chesterfield.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

L. POWER OF REVIEW

The development shall adhere to the Power of Review requirements of the City of Chesterfield Code.

M. STORM WATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or connected to an adequate piped system.

2. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the 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 all Site Development Plans.
3. 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.
4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
5. The lowest opening of all structures shall be set at least two (2) feet higher than the one hundred (100) year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the one hundred (100) year high water.
6. 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.
7. Storm sewers shall be as approved by the Metropolitan St. Louis Sewer District and the City of Chesterfield.
8. Formal MSD review, approval, and permits are required prior to construction.

N. SANITARY SEWER

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

O. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, the developer shall provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the City of Chesterfield. The report shall verify the suitability of grading and

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

P. MISCELLANEOUS

1. All utilities will be installed underground.
2. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City Code shall be required where applicable.
3. Prior to record plat approval, the developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary.
4. Retaining walls along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements.
5. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.
6. The developer is advised that utility companies will require compensation for relocation of their 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.

7. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

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

- A.** The developer shall submit a concept plan within eighteen (18) months of City Council approval of the change of zoning.
- B.** In lieu of submitting a Site Development Concept Plan and Site Development Plans, the petitioner may submit a Site Development Plan for the entire development within eighteen (18) months of the date of approval of the change of zoning by the City.
- C.** Failure to comply with these submittal requirements will result in the expiration of the change of zoning and will require a new public hearing.
- D.** Said Plan shall be submitted in accordance with the combined requirements for Site Development 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, the City Council may extend the period to submit a Site Development Concept Plan or Site Development Plan for eighteen (18) months.

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 City Council may extend the period to commence construction for two (2) additional years.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

The Site Development Plan shall include, but not be limited to, the following:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of property.
3. Density calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide openspace percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the

site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.

15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
21. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.
22. Compliance with Sky Exposure Plane.
23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

V. TRUST FUND CONTRIBUTION

As this development is not subject to traffic generation assessment, the roadway improvements required herein represent the developer's road improvement obligation. These improvements will not exceed an amount established by multiplying the ordinance-required parking spaces by the following applicable rates:

<u>Type of Development</u>	<u>Required Contribution</u>
Hotel	\$1,546.62/parking space
Loading Space	\$3,796.14/parking space

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

If types of development differ from those listed, rates shall be provided by St. 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.

The applicable rates limiting required road improvements shall be adjusted on January 1, 2020 and on the first day of January in each succeeding year thereafter in accord with the construction cost index as determined by the Saint Louis County Department of 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.

VI. RECORDING

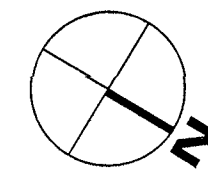
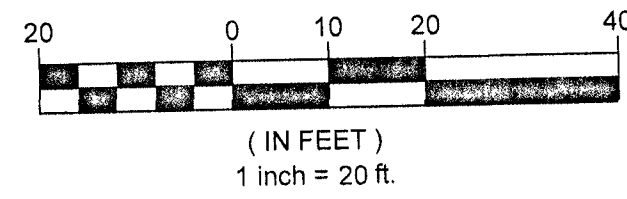
Within sixty (60) days of approval of any development plan by the City of Chesterfield, the approved Plan will be recorded with the St. Louis County Recorder of Deeds. Failure to do so will result in the expiration of approval of said plan and require re-approval of a plan by the Planning Commission.

VII. ENFORCEMENT

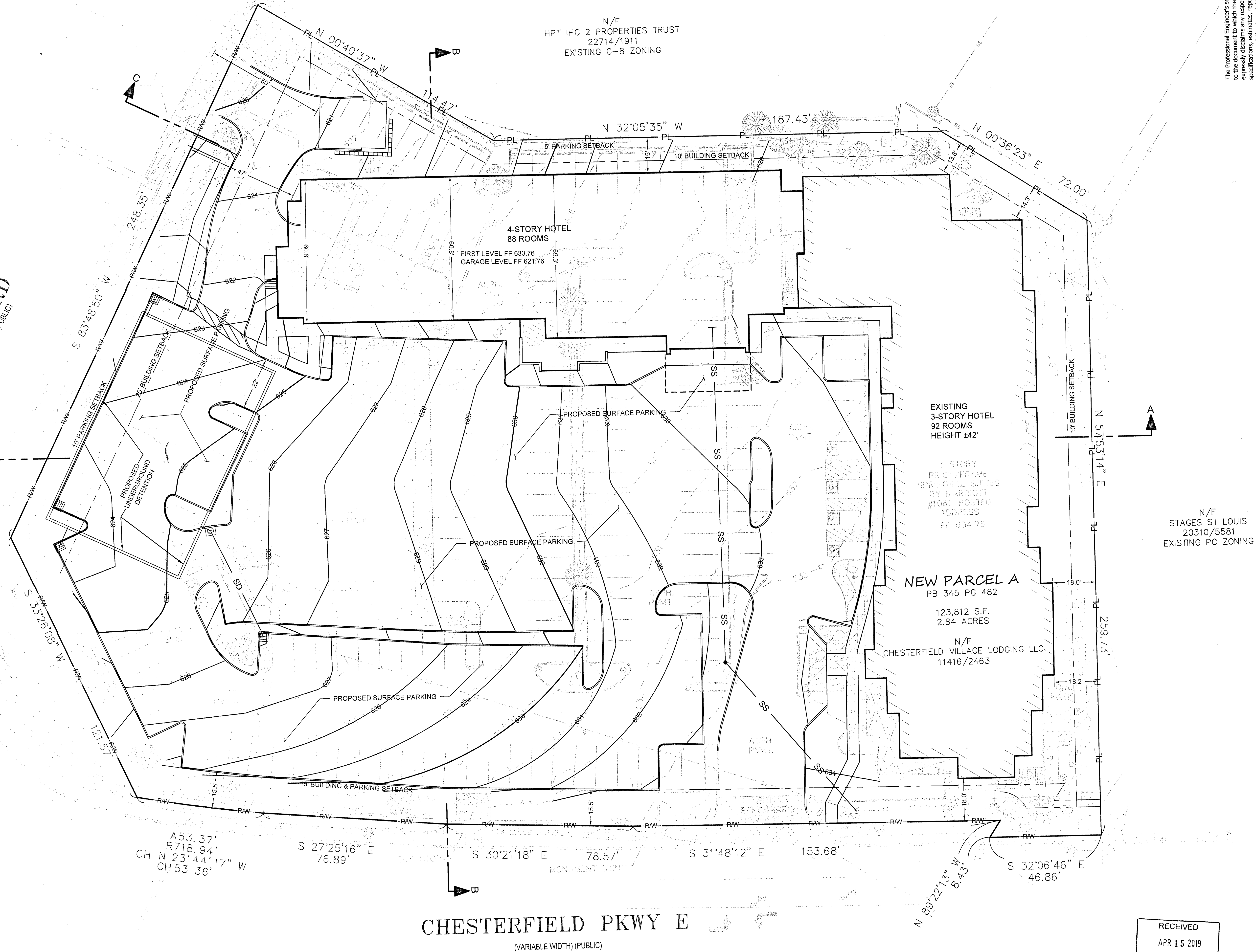
- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.

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

THE UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, OR LOCATION OF THESE OR OTHER UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UTILITIES, SHOWN OR NOT SHOWN, AND SAID UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY CONSTRUCTION OF IMPROVEMENTS.

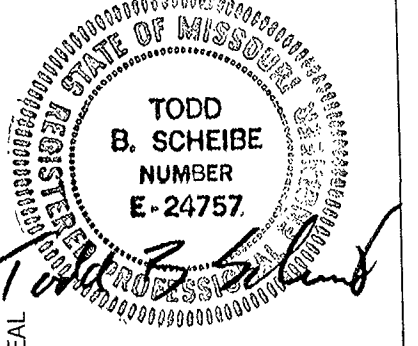


CONWAY RD
(VARIABLE WIDTH) (PUBLIC)



The Professional Engineer's seal and signature apply only to the work specifically identified in the project title block. The Engineer expressly disclaims any responsibility for all other plans, specifications, estimates, reports or other documents or instruments relating to or intended to be used for any part of the engineering project.

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G&W ENGINEERING
138 WILDWOOD PARKWAY
ST. LOUIS, MO 63143
314-499-3737
WWW.GANDWENGINEERING.COM
MISSOURI STATE CERTIFICATE OF AUTHORITY # 2008082

CHESTERFIELD VILLAGE
LODGING, LLC
1850 CRAIGSHIRE, SUITE 103
ST LOUIS, MO 63146

PRELIMINARY DEVELOPMENT PLAN
SPRINGHILL SUITES / FAIRFIELD SUITES
1065 East Chesterfield Parkway
Chesterfield, Missouri 63017
A TRACT OF LAND BEING NEW PARCEL A OF A RESUBDIVISION OF ADJUSTED LOT 3C OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 3B AND 3C OF THE SUBDIVISION OF LOT OF HERMAN STEWME OFFICE PARK, PB 345 PG 482 OF THE ST. LOUIS COUNTY RECORDS.

ISSUE DATE	DESCRIPTION

JOB NO: CV18-0409.00
DRAWN BY: GAS
CHECKED BY: TBS
DATE: 04/09/2019

SHEET NO.
PRELIMINARY
DEVELOPMENT PLAN

01

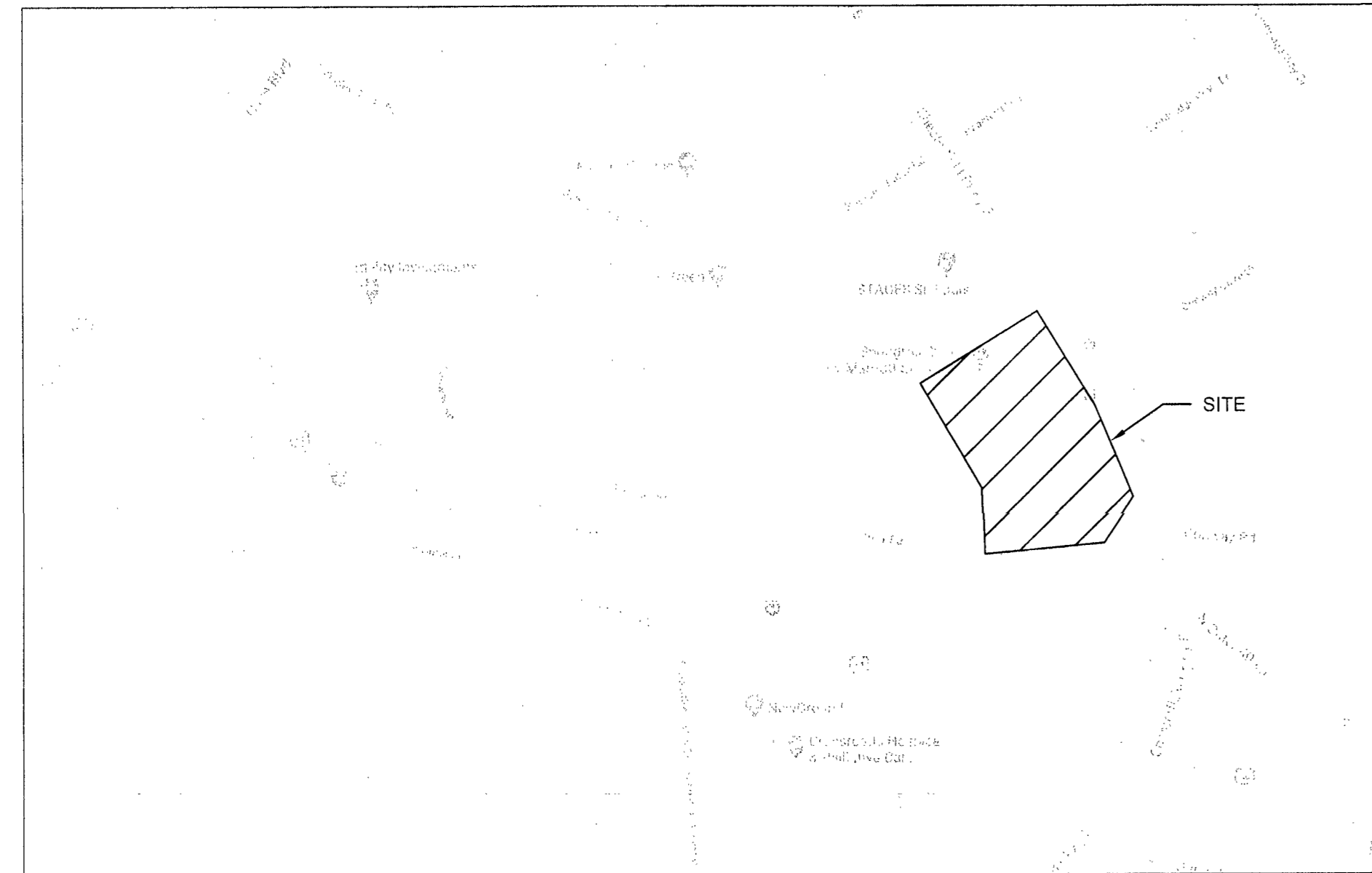
RECEIVED
APR 15 2019
City of Chesterfield
Department of Public Services

Springhill Suites / Fairfield Suites

1065 East Chesterfield Parkway
St Louis, MO 63017

LOCATION MAP

SCALE: NTS, MAP IMAGE SOURCE: GOOGLE



GENERAL INFORMATION

PROPERTY ADDRESSES: 1065 EAST CHESTERFIELD PARKWAY
PARCEL ID #: 185331381
MUNICIPALITY: CHESTERFIELD
ZONING DISTRICT: C-8

TOTAL AREA:
2.84 ACRES

OWNER NAME:
CHESTERFIELD VILLAGE LODGING, LLC
1850 CRAIGSHIRE ROAD
ST LOUIS, MO 63146
314-434-4004

FIRE DISTRICT:
MONARCH FIRE PROTECTION DISTRICT

UTILITIES AND CONTACT:
MISSOURI AMERICAN WATER
SPIRE ENERGY
AT&T
AMEREN MISSOURI
METROPOLITAN ST. LOUIS SEWER DISTRICT

PLAN SUBMITTER:
ANDY SUTTON
G&W ENGINEERING
138 WELDON PARKWAY
MARYLAND HEIGHTS, MO 63043
314.236.6371
ASUTTON@GANDWENGINEERING.COM

AREA CALCULATIONS

Existing Area Calculations			Proposed Area Calculations		
Description	Area (ac)	Percent %	Description	Area (ac)	Percent %
Existing Hotel	0.40	13.95%	Existing Hotel	0.40	13.95%
Existing Restaurant	0.12	4.20%	Proposed Hotel	0.32	11.26%
Existing Pavement (not including walks or plazas)	1.66	58.41%	Proposed Pavement (not including walks or plaza)	1.32	46.49%
Existing walks & plaza	0.13	4.55%	Proposed walks & plaza	0.18	6.18%
Existing Green Space	0.54	18.89%	Proposed Green Space	0.63	22.10%
Total	2.84	100.00%	Total	2.84	100.00%

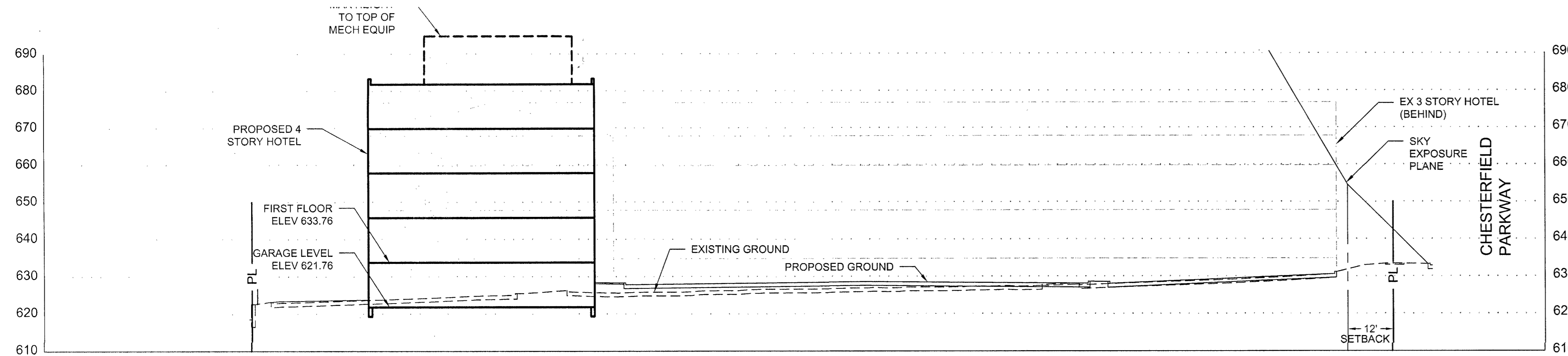
Existing Open Space 0.67 23.43%

Open Space 0.80 28.27%

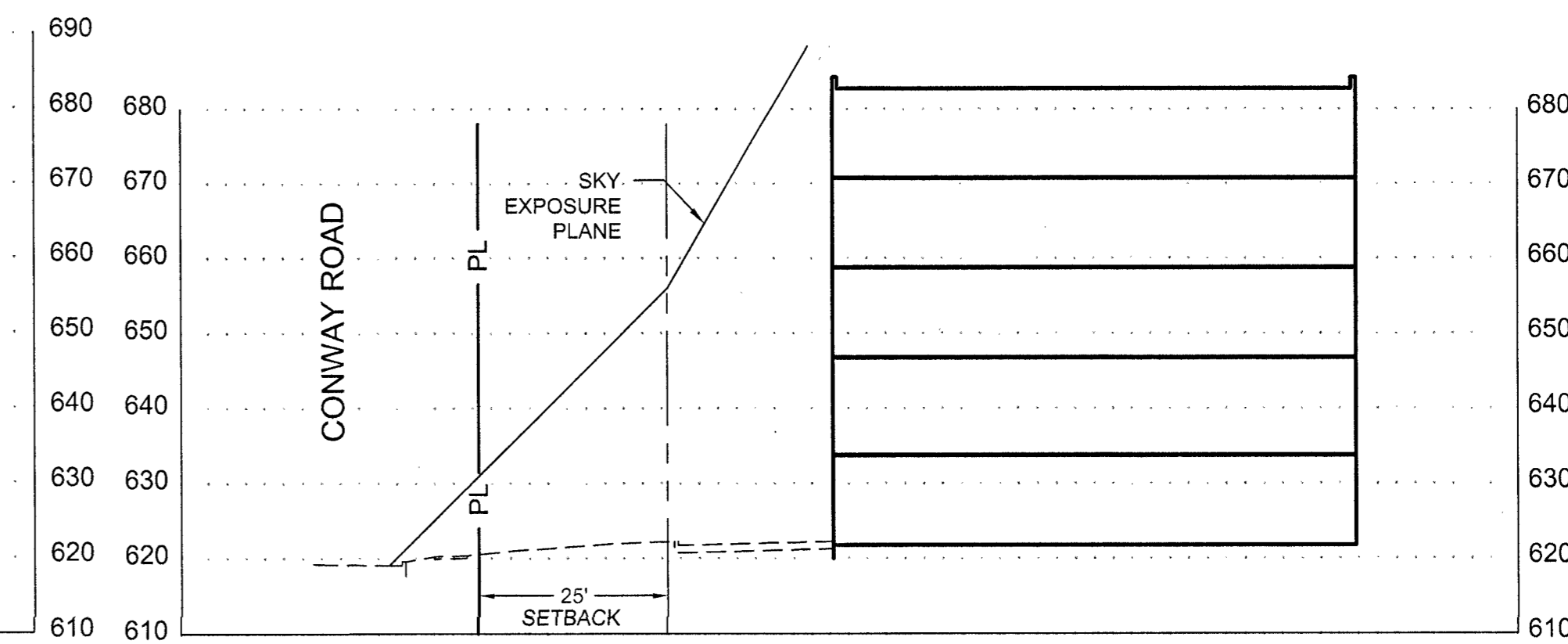
FLOOR AREA RATIO (F.A.R.) CALCULATIONS

DESCRIPTION	AREA (SF)
SITE	123,812
EXISTING HOTEL	51,810
PROPOSED HOTEL	54,780
TOTAL	106,590

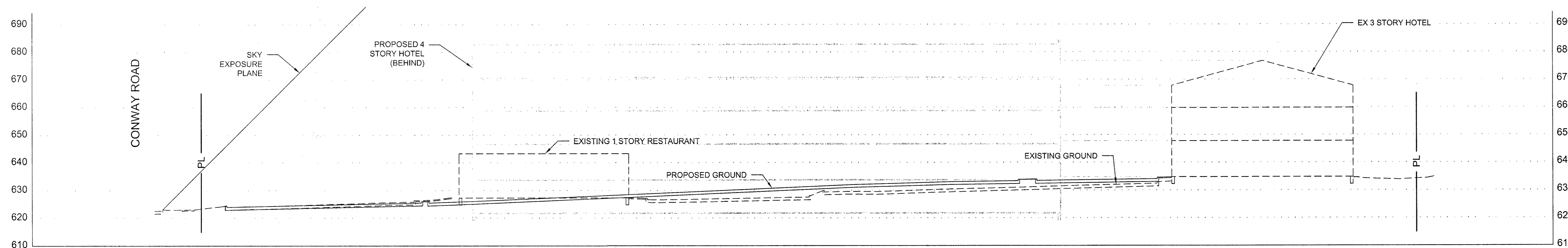
F.A.R. = 106,590 / 123,812 = 0.86



SECTION B-B
(EAST - WEST)

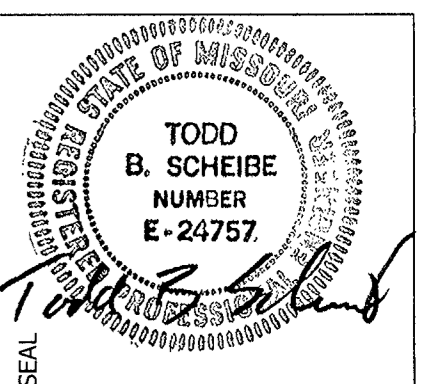


SECTION C
SKY EXPOSURE PLANE



SECTION A-A
(NORTH - SOUTH)

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CHESTERFIELD VILLAGE
LODGING, LLC
1850 CRAIGSHIRE, SUITE 103
ST LOUIS, MO 63146

PRELIMINARY DEVELOPMENT PLAN
SPRINGHILL SUITES / FAIRFIELD SUITES
1065 East Chesterfield Parkway
Chesterfield, Missouri 63017

A TRACT OF LAND BEING NEW PARCEL A OF A RESUBDIVISION OF ADJUSTED LOT 3C OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 3B AND 3C OF THE SUBDIVISION OF LOT OF HERMAN STEINME OFFICE PARK, PB 345 PG 482 OF THE ST LOUIS COUNTY RECORDS.

PRELIMINARY - NOT FOR CONSTRUCTION

DESCRIPTION	ISSUE DATE

JOB NO: CV18-0409.00

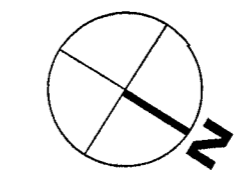
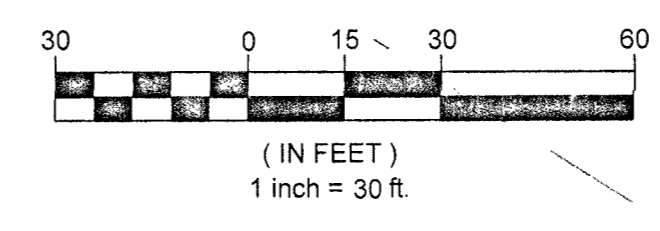
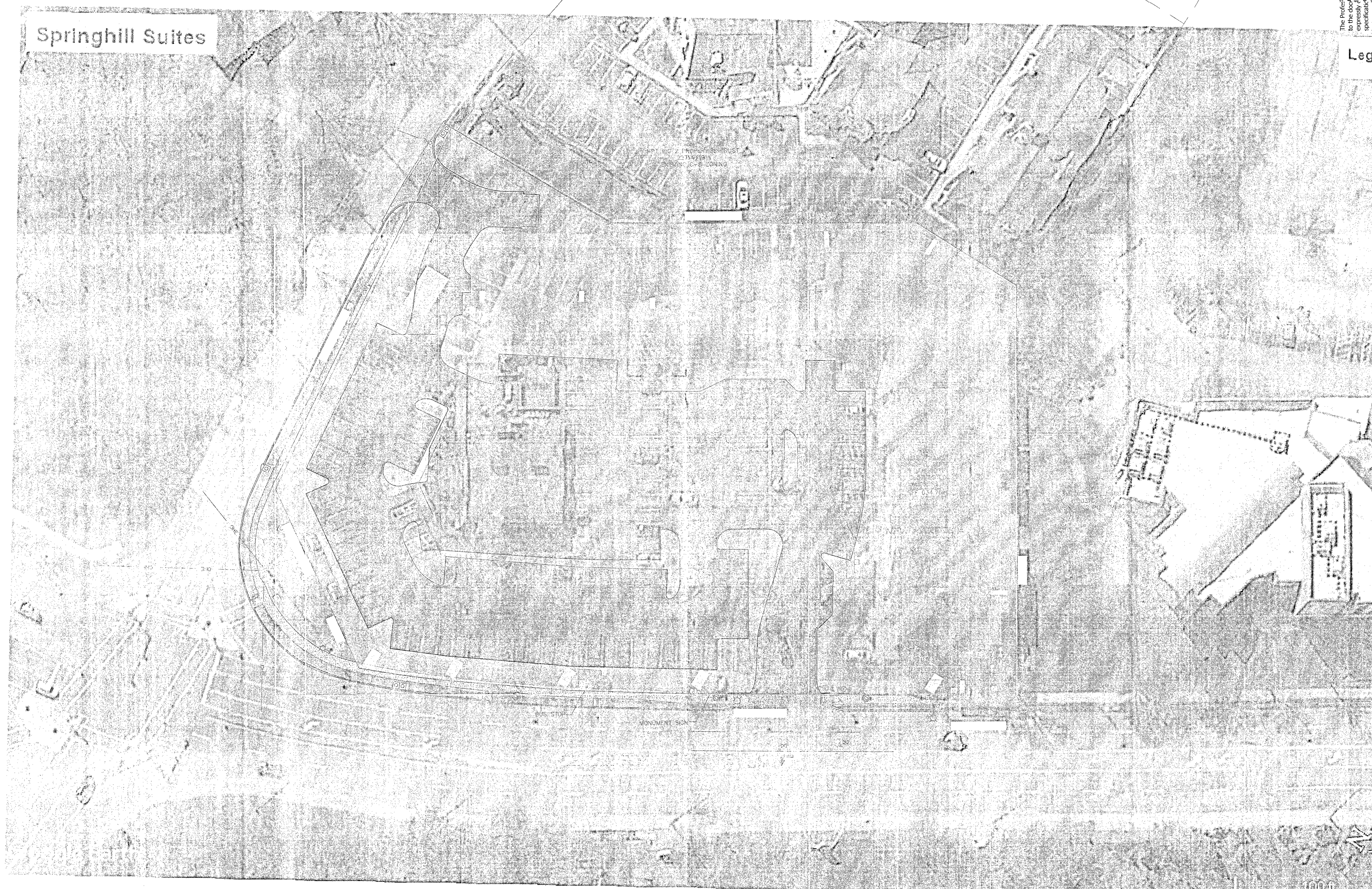
DRAWN BY: GAS

CHECKED BY: TBS

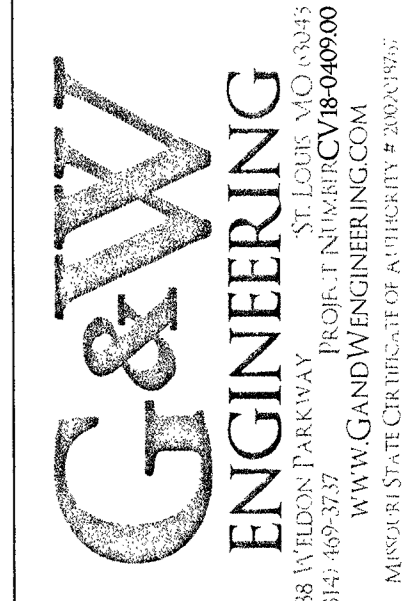
DATE: 04/09/2019

SHEET NO.
PRELIMINARY
DEVELOPMENT PLAN

02



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CHESTERFIELD VILLAGE
 LODGING, LLC
 1850 CRAIGSHIRE, SUITE 103
 ST LOUIS, MO 63146

PRELIMINARY DEVELOPMENT PLAN
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 1065 East Chesterfield Parkway
 Chesterfield, Missouri 63017

A TRACT OF LAND BEING NEW PARCEL A OF A RESUBDIVISION OF ADJUSTED LOT 3C OF A BOUNDARY ADJUSTMENT PLAT OF LOTS 3B AND 3C OF THE SUBDIVISION OF LOT OF HERMAN STEMMER OFFICE PARK, PB 345 PG 482 OF THE ST LOUIS COUNTY RECORDS.

ISSUE DATE	DESCRIPTION

JOB NO: CV18-0409.00
 DRAWN BY: GAS
 CHECKED BY: TBS
 DATE: 04/09/2019

SHEET NO.
 PRELIMINARY
 DEVELOPMENT PLAN

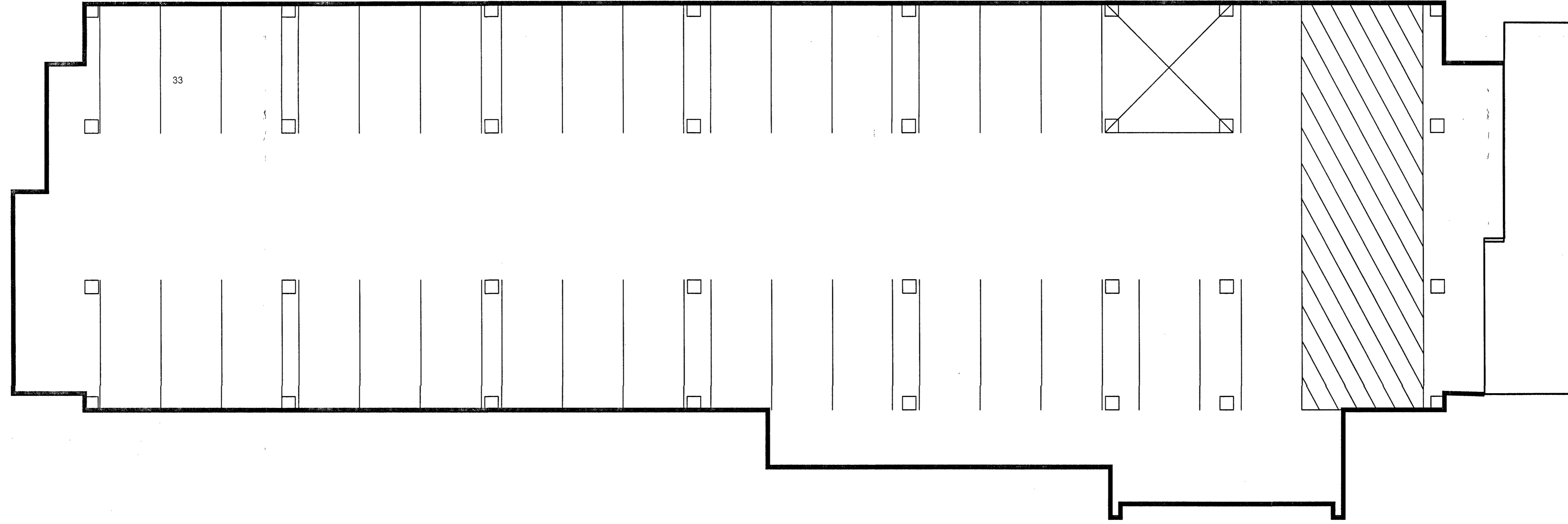
03

NOTE: THIS SHEET IS FOR REFERENCE ONLY, TO SHOW EXISTING IMPROVEMENTS WITHIN 150' OF SITE.

PRELIMINARY - NOT FOR CONSTRUCTION

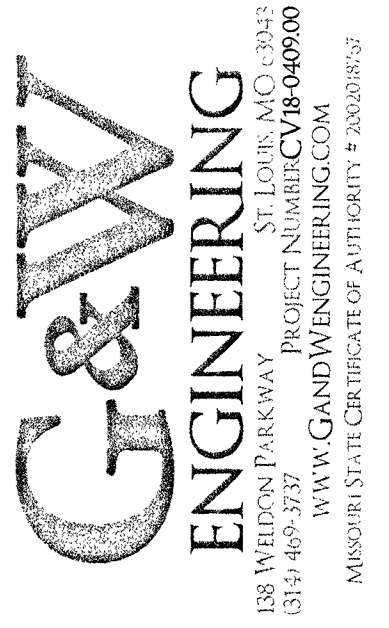
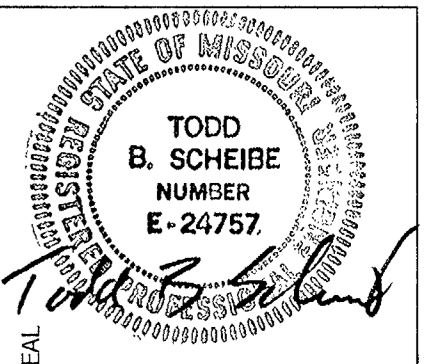
Springhill Suites / Fairfield Suites

1065 East Chesterfield Parkway
St Louis, MO 63017



GARAGE PARKING PLAN (UNDER BUILDING)
SCALE: 1" = 10'

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PRELIMINARY
DEVELOPMENT PLAN

04