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## Planning Commission Staff Report

**Meeting Date:** June 12, 2017

**From:** Jessica Henry, Senior Planner

**Location:** North of Chesterfield Airport Road, east of Long Road, west of Arnage Blvd, and south of Interstate 64/US 40

**Petition:** **P.Z. 18-2016 17511 Chesterfield Airport Road (Palio Partners)**: A request for a zoning map amendment from an “NU” Non-Urban District to a “PC” Planned Commercial District for a 13.01 acre tract of land located north of Chesterfield Airport Road, east of Long Road, west of Arnage Blvd, and south of Interstate 64/US 40 (17U510084).

### PROPOSAL SUMMARY

Cochran Engineering, on behalf of Palio Partners, LLC has submitted a request for a zoning map amendment from the “NU” Non-Urban District to the “PC” Planned Commercial District. As stated in the submitted written narrative, the applicant wishes to rezone the site to allow for redevelopment of the site into a mixed-use commercial development comprised of five lots. A Public Hearing was held on this request at the February 27, 2017 Planning Commission meeting where several issues were identified. Staff has worked with the Petitioner to finalize the Preliminary Plan, and this Petition is ready for Planning Commission action.



Figure 1: Aerial Image

**SITE HISTORY**

The subject site consists of one parcel that is 13.01 acres in size and was originally zoned “NU” Non-Urban District by St. Louis County prior to the incorporation of the City of Chesterfield. The site is currently vacant.

**SURROUNDING LAND USE AND ZONING**

Direction	Zoning	Land Use
North	“NU” Non-Urban District	Vacant
South	“C-8” Planned Commercial District & “PI” Planned Industrial District	St. Louis Family Church
East	“PC” Planned Commercial District	Chesterfield Commons Seven
West	“PC” Planned Commercial District	84 Lumber and Lou Fusz Ford

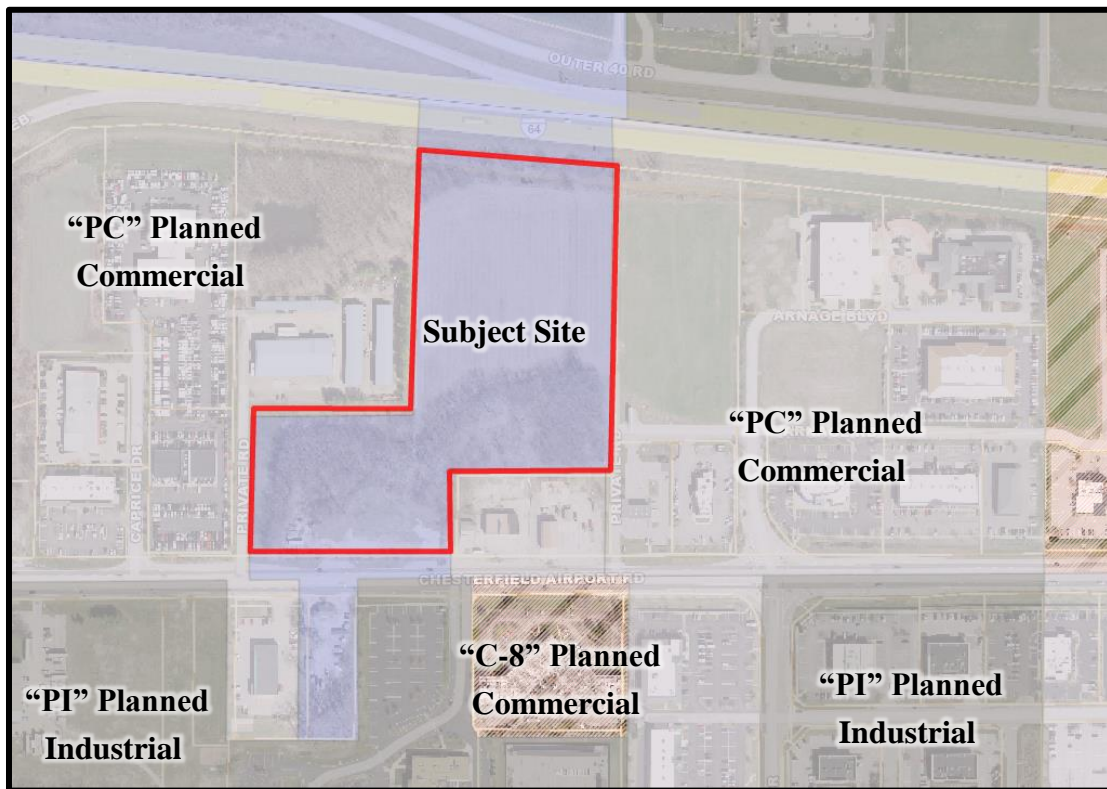


Figure 2: Surrounding Zoning

**COMPREHENSIVE PLAN DESIGNATION**

The subject site is located within Ward 4 of the City of Chesterfield. The City of Chesterfield Land Use Plan indicates these parcels are within the Mixed Commercial Use land designation and the requested uses are compatible with this designation. The subject site is located within the Chesterfield Valley Master Plan area, and if this zoning request were to be approved, any future Site Development Plans would be required to adhere to all applicable Chesterfield Valley Design Policies.

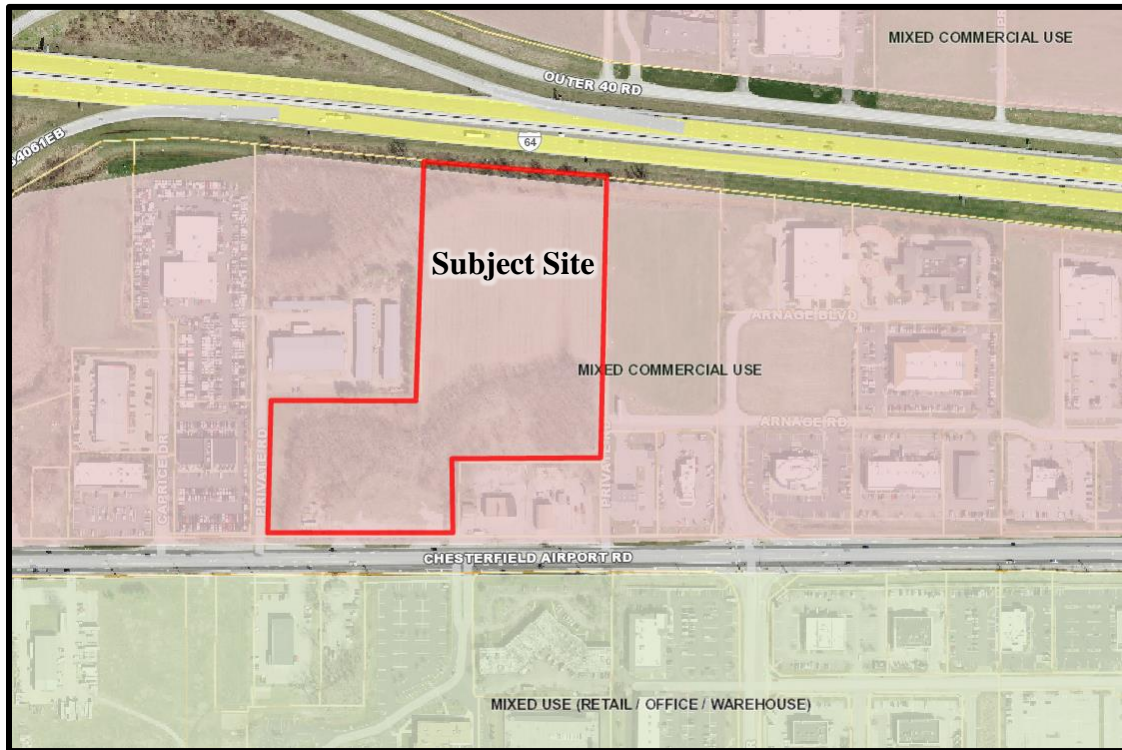


Figure 3: Comprehensive Plan

### **ISSUES**

A Public Hearing was held on the request at the February 27, 2017 Planning Commission meeting. A summary of the issues discussed during the Public Hearing is presented below. A formal response from the Petitioner to each of the issues is attached to this report.

1. *The first several issues pertained to the Petitioner’s proposed set of uses and the appropriateness of specific uses within the proposed “PC” Planned Commercial District.*

The Petitioner had initially requested 48 uses, but is now requesting 40. The 8 that have been removed are as follows:

- Hospital
- Retail Sales Establishment—Regional
- Grocery—Supercenter
- Vocational School
- Automotive Dealership
- Arena
- Stadium
- College/University

The remaining uses are included in the Attachment A. The issues letter requested that the Petitioner review certain uses for compatibility within the same development, and the Petitioner's response indicated that they would like to keep these uses "due to the variety of possible users for this project." Uses identified as conflicting include bar, brewpub and day care center, Church and other places of worship, and specialized private school.

- 2. Consideration should be given to prohibiting outdoor storage/sales, similar to numerous other developments within the Mixed Commercial land use designation.*

The Petitioner is amenable to prohibiting outdoor storage within this district and the Attachment "A" has been written to reflect this.

The Petitioner has requested that outdoor sales be permitted in patio and sidewalk areas adjacent to retail storefronts and the Attachment "A" has been written to reflect this.

- 3. In order to address appropriate land uses in various areas, consideration should be given to defining permitted uses, heights, etc. based on location within the development.*

The Petitioner has clarified their request to include a 42 foot height maximum for all buildings within the proposed development, including a hotel. The Petitioner further noted that all buildings, besides a hotel, will be limited to single story construction. The Attachment "A" has been written to reflect these restrictions.

- 4. Provide details on the intensity of development proposed for the area for comparison to adjacent areas to assess potential traffic impact from the proposal. Details should include a maximum amount of floor area devoted to a particular use (hotels should provide maximum number of rooms).*

The Petitioner has clarified within the narrative that the proposed hotel use would be restricted to a maximum of 120 rooms. Further, the Petitioner has indicated a maximum building floor area of 50,000 square feet per building, exclusive of the hotel use. The Petitioner has requested that the F.A.R. remain at the Planned Commercial District maximum of 0.55. The Petitioner is also requesting to provide the minimum required 35% open space for the development as a whole, rather than for each individual lot. This would also the open space to vary across lots, while meeting the 35% requirement. The Attachment "A" reflects these items.

- 5. The City of Chesterfield encourages installation of public art. A requirement for public art will be included in the planned district ordinance.*

One public art area has been added to the Preliminary Plan. The requirement to provide public art has been included in the draft Attachment "A".



6. *Restriction on hours of operation for retail uses will be included. Retail uses shall be restricted to hours of operation open to the public from 6:00 AM to 11:00 PM. Hours of operation for said use may be expanded for Thanksgiving Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to the City of Chesterfield at least seven (7) business days in advance of said holiday.*

The Petitioner has indicated that they are agreeable to Staff’s recommendation that some retail uses shall be restricted from 6:00 AM-11:00 PM. However, the Petitioner is requesting that the Grocery and Drug Store and Pharmacy uses be excluded from the hours of operation restrictions. In accordance with standard practice, all of the typically restricted uses are reflected in the hours of operations restrictions in the Attachment “A” provided to the Planning Commission for review. The Planning Commission may consider the Petitioner’s request to exclude the Grocery and Drug Store and Pharmacy uses from the hours of operations restrictions.

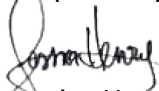
**PRELIMINARY PLAN**

Currently, this site has direct access from Chesterfield Airport Road and Arnage Road terminates at the eastern boundary of the site. Arnage Road provides cross access circulation through the three developments—Chesterfield Commons Seven, River Crossings, and Chesterfield Commons Six—to the west and, as shown on the Preliminary Plan, Arnage Road will be extended to serve each of the proposed lots within the development. Additionally, the subject site will be served by the access point that was recently constructed for the recently rezoned AutoZone site, which is located between the southern perimeter of the site and Chesterfield Airport Road. The Attachment “A” has also been written to ensure future cross access to the adjacent properties.

**REQUEST**

Staff has completed review of this petition and all agency comments have been received. Staff requests action on P.Z. 18-2016 17511 Chesterfield Airport Road (Palio Partners).

Respectfully submitted,



Jessica Henry, AICP  
Senior Planner

Attachments

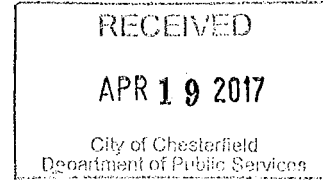
1. Issues Response Letter
2. Revised Project Narrative
3. Attachment “A”
4. Preliminary Plan

cc: Justin Wyse, Director of Planning and Development Services



April 18, 2017

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



RE: P.Z. 18-2016 17511 Chesterfield Airport Rd (Palio Partners) – Zoning Map Amendment NU to PC

Dear Ms. Henry:

We received your letter dated April 3, 2017 and have made revisions to the preliminary plan and narrative. Following are responses to your comments:

Narrative Statement Comments:

1. Originally you requested that the uses "Surgery Center" and "Urgent Care" be permitted within this development. However, these specific uses fall under either "medical office" or "hospital", with the distinction being whether inpatient or outpatient treatment is being provided. Please clarify if you desire that inpatient medical care (hospital) be permitted, or if only outpatient medical care (office, medical) be permitted. If inpatient care is not specifically desired, please consider eliminating the use "hospital" from your request as this intensive land use may not be compatible with the other requested uses and surrounding land uses. **The "hospital" use has been removed as requested.**
2. The proposed zoning includes "regional" land uses. Creation of new regional areas is in conflict with the City's Comprehensive Plan. Consider removing these uses from the request. **Retail sales establishment – regional and grocery supercenter have been removed as requested.**
3. The proposed use "vocational school" is only permitted in new Planned Commercial districts that are located west of Long Road. This use should be eliminated from the request. **The "vocational school" use has been removed.**
4. Consideration should be given to prohibiting outdoor storage/sales, similar to numerous other developments within the Mixed Commercial land use designation. **Outdoor storage shall be prohibited. Outdoor sales on patio/sidewalk shall be permitted. The narrative has been revised accordingly.**
5. Although adjacent developments include automotive uses and these uses are generally compatible with the proposes and surrounding land uses, the use "automobile dealership" represents a more intensive land use than the other requested uses within this Planned Commercial District. Consideration should be given to eliminating or proposing restrictions for this use. **The use "automotive dealership" has been removed as requested.**

6. Restriction on hours of operation for retail uses will be included. Retail uses shall be restricted to hours of operation open to the public from 6:00 AM to 11:00 PM. Hours of operation for said use may be expanded for Thanksgiving Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to the City of Chesterfield at least seven (7) business days in advance of said holiday. **The narrative has been revised to show the hours mentioned for retail users. The hours restriction will not apply to groceries, pharmacies or restaurants.**
7. Provide details on the intensity of development proposed for the area for comparison to adjacent areas to assess potential traffic impact from the proposal. Details should include a maximum amount of floor area devoted to a particular use (hotels should provide maximum number of rooms). **Added to narrative as requested.**
8. The proposed set of uses contains numerous conflicting land uses that are not appropriate within the same district. Revise the proposed land uses for the planned district to eliminate conflicting land uses (e.g. a bar, brewpub and day care center, Church and other places of worship, specialized private school). **Due to the variety of possible users for this project the developer choses to keep these uses.**
9. A number of land uses that typically require large land areas are requested (recreation facility, arena and stadium, college/university, theatre, auditorium, banquet facility). Given that only one lot large enough for to accommodate the typical user for these land uses is shown on the Preliminary Plan, consideration should be given to eliminating some of these uses from the request. **Narrative revised to remove arena and stadium, college/university, and auditorium.**
10. The City of Chesterfield encourages installation of public art. A requirement for public art will be included in the planned district ordinance. **A public art area has been added at the new entrance from Chesterfield Airport Rd and the eastern end of the Arnage Rd extension.**

Preliminary Plan Comments:

1. Revise the setback lines to reflect building and/or parking setback as opposed to side, rear, etc. **Preliminary Plan revised as requested.**
2. Remove the setback information from the legend; the Attachment A will indicate that setbacks are to be as shown on the Preliminary Plan. **Preliminary Plan revised as requested.**
3. Chesterfield Valley Master Plan channels are to be kept clear to ensure the storm water system can function properly. Show all trees and any other obstructions in the stormwater easement area as "To Be Removed" and omit existing trees in the channel from the woodland area calculations. **Note added as requested.**
4. Show the additional information for proposed and existing improvements within 150 feet of the site (e.g. existing topography, existing storm/sanitary sewers, location of existing 84 lumber buildings, driveway entrance locations on the south side of Chesterfield Airport Road, proposed AutoZone development, etc.) on Sheet 1 as well as Sheet 2. **Added as requested.**

5. Sidewalk is typically required on both sides of the road. However, it is understood that sidewalk was not required along the western side of the AutoZone development. Please add sidewalk across the frontage of Lot 1 on the north side of Arnage Road. Sidewalk along the north side of Arnage Road west of lot opposite Lots 2, 3, and 4 will be required in conjunction with future development. **Sidewalk added as requested.**
6. The eastern drive on Lot 1 and the drive for Lot 5 do not comply with the City's driveway access location and design standards. Please revise the access locations such that they are in compliance with the requirements which can be found in City Code Sec. 31-04-10. **Revised as requested.**
7. The temporary cul-de-sac proposed on Lot 2 presents some issues with the tree lawn area and width of the driveway entrance. Please revise the driveway access to Lot 2 to be a typical width entrance drive from the temporary turnaround and maintain the tree lawn area around the turn around. Alternatively, in accordance with City Code Section 31-04-09B.1.(l) it is acceptable to utilize a driveway as a temporary turnaround provided any easements necessary for the turnaround movement are in place and the property owner accepts the responsibility for any repairs necessary due to the turning movements. **In lieu of the temporary turn around, cross access has been provided and applicant accepts code above.**
8. In accordance with City Ordinance 2575, the existing direct access to Chesterfield Airport Road from 17519 Chesterfield Airport Road (84 Lumber) is permitted until access to the site is provided via a connector road to Arnage Boulevard or Caprice Drive. The proposed development will provide access for 84 Lumber via New Arnage Road. Provide confirmation that the owner of 17519 Chesterfield Airport Road has been contacted to discuss the potential for abandoning the existing entrance west of proposed Lot 2 and utilizing access to New Arnage Road. **The developer is in the process of discussing this with the owner of the adjoining property.**

TSD Comments:

1. Identify existing roads, lot entrances, parking lots, storm water structures and utilities on the TSD. **Additional information will be provided to the City at a future date.**
2. Include a detailed description and location of individual and groups of trees within the woodland areas A, B, & C. **Additional information will be provided to the City at a future date.**
3. For trees larger than five inches DBH, either BAF-10 study or ocular estimate method may be used. **Additional information will be provided to the City at a future date.**

Advisory Comments:

1. As you are aware, a special flood hazard area (Zone AH) is located in the northwest portion of the site. Due to the proximity of the proposed building on Lot 1 to the special flood hazard area the building will likely be located within the supplemental protection area as defined in Section 31-05 Flood Damage Prevention. In general the Supplemental Protection Area is the area within 200-feet of a special flood hazard area. See City Code Sec. 31-05-03 for requirements associated with construction in a Supplemental Protection Area. **Understood.**



2. Additional information will be requested in the future to either show the existing Chesterfield Valley Stormwater Master Plan channel along the northern property line conforms to the Master Plan or to determine work that may be necessary to bring the channel into compliance with the Master Plan. **Understood.**
3. Streetlights will be required along all roadways including Chesterfield Airport Road. **Understood. Lights will be installed in phases as outlots are developed.**
4. In addition to roadway sidewalk, suitable accessible pedestrian paths from the roadway sidewalk shall be provided for access to each lot. **Understood.**
5. A special cash escrow may be required for future removal of the temporary turn-around at the western terminus of Arnage Road, re-construction of the entrance to Lot 2, and construction of sidewalk and ramps, as necessary. **Temporary turn around has been removed. Cross access easements and entrances will provide turn around.**
6. All utilities must be installed underground. **Understood.**
7. Internal streets shall be constructed in accordance with Article 04-09 of the Unified Development Code of the City of Chesterfield. **Understood.**
8. Each lot within this development will be independently required to meet the minimum requirement of 35% open space. **Understood.**

Access/Access Management:

- Access to the development from Chesterfield Airport Road shall be via one (1) new commercial entrance located opposite Valley Center Drive to be shared with the adjacent AutoZone property to the east and to provide required sight distance and to be constructed to Saint Louis County standards as directed by the Saint Louis County Department of Transportation. **Understood.**
- Provide ingress/egress and cross access easements and temporary slope construction license or other appropriate legal instrument or agreements guaranteeing permanent access between parcels in this development and to ensure access rights to Chesterfield Airport Road and the new portion of Arnage Road and the new access road for all parcels in the development. **Understood.**
- If required sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide the adequate sight distance as directed by the City of Chesterfield and the Saint Louis County Department of Transportation. **Understood.**
- Provide access rights, cross access, and/or ingress/egress rights for property west and north of the development including but not limited to 17519 Chesterfield Airport Road. **The easement for Arnage Road touches this properties south property line. The Record Plat will grant them rights to this easement.**

- All access drive locations shall conform to the City's Driveway Access Location and Design Standards. **Understood.**

Public/Private Road Improvements, Including Pedestrian Circulation:

- Construct an extension to Arnage Road that will connect to the existing portion of Arnage Road and extended approximately 910 feet to the west of the existing terminus. The western terminus of Arnage Road shall be aligned to allow for a future connection to the west to Caprice Drive through 17519 Chesterfield Airport Road and 17525 Chesterfield Airport Road. Arnage Road shall be privately maintained. **Understood.**
- New roadways proposed as part of this development shall be privately maintained. **Understood.**
- The new commercial entrance and Arnage Road extension shall be constructed prior to or concurrently with construction on the first lot developed and shall be completed prior to occupancy of any building on that lot. **Arnage Road extension will be built in phases as the lots are developed.**
- Provide a 5 foot wide sidewalk, conforming to ADA standards, along Chesterfield Airport Road, Arnage Road, and the western side of the new access road as shown on the preliminary plan. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk shall be privately maintained and may be located within right-of-way controlled by another agency, if permitted by that agency, or on private property. **Understood.**
- Internal sidewalks shall be provided to each lot from the sidewalks along the adjacent roadways creating accessible pedestrian paths to the proposed buildings. Internal sidewalks and curb ramps shall conform to ADA standards. **Understood.**
- Obtain approvals from the City of Chesterfield and the 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. **Understood.**
- Additional right-of-way and road improvements shall be provided, as required by Saint Louis County Department of Transportation and the City of Chesterfield. **Understood.**
- Provide street connections to the adjoining properties as directed by the City of Chesterfield. Stub street signage, in conformance with Article 04-09 of the Unified Development Code of the City of Chesterfield, shall be posted within 30 days of the street pavement being placed. **Mase, LLC will have rights to connect to Arnage Road. Since no development plan is available for Mase, LLC no curb cut is planned at this time.**

Storm Water:

- The development shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system. **Understood.**

- 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. The location and type of storm water management facilities shall be identified on all Site Development Plans. **Detention/Retention is provided by the City's regional basin. Water quality will be provided onsite.**
- 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. **Understood.**
- Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed. **Understood.**
- 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. **Understood.**
- 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. **Understood.**
- The developer shall be responsible for construction and maintenance of any required storm water improvements per the Chesterfield Valley Master Storm Water Plan, as applicable, and shall coordinate with the owners of the properties affected by construction of the required improvements. In the event that the ultimate required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities and establish sufficient escrows as guarantee of future construction of the required improvements, including removal of interim facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage and may include a temporary pump station, if necessary. Interim facilities shall be removed promptly after the permanent storm water improvements are constructed. **Understood.**
- The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements per the Chesterfield Valley Master Storm Water Plan. Functional equivalence is said to be achieved when, as determined by the Public Works Director, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Public Works Director determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant. **Understood.**

- The developer shall provide all necessary Chesterfield Valley Storm Water Easements to accommodate future construction of the Chesterfield Valley Master Storm Water Plan improvements, and depict any and all Chesterfield Valley Master Storm Water Plan improvements on the Site Development Plan(s) and Improvement Plans. Maintenance of the required storm water improvements shall be the responsibility of the property owner unless otherwise noted. **Understood.**
- 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. **Understood.**
- The developer shall reimburse the Chesterfield Valley Mitigation Bank Program for any jurisdictional wetlands that have been identified on this site. The reimbursement is required prior to approval of a Grading Permit, Improvement Plans, or issuance of any Building Permits. The reimbursement amount is based on the total acres delineated on the site requiring mitigation and will be the proportionate share of the cost of establishment of the mitigation area. **Understood. Developer will discuss with Matt Shively.**

Miscellaneous:

- All utilities shall be installed underground. **Understood.**
- 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. **Understood.**
- 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. **Understood.**
- If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application to the City of Chesterfield for approval. The Floodplain Study must be approved by the City of Chesterfield prior to the approval of the Site Development Plan, unless otherwise directed. 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 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. 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. **We will adjust plan as necessary to avoid impact to flood plain.**

Public Art:

- General areas where public art may be placed shall be indicated on the appropriate site development plan. The specific details for the public art, such as location, size, placement, type, etc., shall be approved by the City of Chesterfield. **A public art area has been added to the Preliminary Plan.**

Hours of Operation:

- Retail uses and retail sales, with respect to those uses, will be subject to hours of operation open to the public from 6:00 AM to 11:00 PM. Hours of operation for said use may be expanded for Thanksgiving Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to the City of Chesterfield at least seven (7) business days in advance of said holiday. **The narrative has been revised to show the hours mentioned for retail users. The hours restriction will not apply to groceries, pharmacies or restaurants.**

If you have any questions please feel free to contact me.

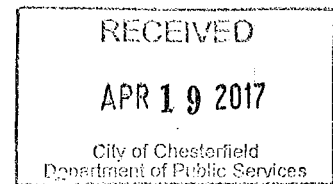
Sincerely,



Eric S. Kirchner, P.E.  
Senior Project Manager

17511 Chesterfield Airport Road

**Narrative Statement**



The property located at 17511 Chesterfield Airport Road measuring a total site area of 13.01 acres is proposed to be developed. The property currently is undeveloped and is partially wooded with agricultural fields.

The development will remove portions of the wooded area according to City requirements and construct approximately 74,000 SF of mixed use commercial type development. The project will be developed using any of the following types of uses:

1. Church and other places of worship
2. Community Center
3. Art Gallery
4. Art Studio
5. Banquet Facility
6. Recreation Facility
7. Office-dental
8. Office-general
9. Office-medical
10. Automotive retail supply
11. Bakery
12. Bar
13. Brewpub
14. Coffee Shop
15. Coffee Shop, drive thru
16. Filling Station and Convenience Store with Pump Stations
17. Grocery-community
18. Grocery-neighborhood
19. Restaurant – sit down
20. Restaurant – Fast Food
21. Restaurant – Take Out
22. Retail Sales Establishment – Community
23. Retail Sales Establishment – Neighborhood
24. Animal Grooming Service
25. Barber or Beauty Shop
26. Check Cashing Facility
27. Drug Store and Pharmacy
28. Drug Store and Pharmacy, with Drive Thru
29. Dry Cleaning Establishment
30. Dry Cleaning Establishment, with Drive Thru
31. Financial Institution, No Drive Thru
32. Financial Institution, Drive Thru
33. Hotel and Motel
34. Hotel and Motel-Extended Stay
35. Laundromat
36. Oil Change Facility
37. Theatre, Indoor
38. Specialized Private School
39. Day Care Center
40. Vehicle Repair and Service Facility



This development will happen in phases in the coming years. Upon rezoning the property will be marketed and developed according to the users drawn to the site.

The project consists of a total of 13.01 acres and Lot 1 will be 7.77, Lot 2 will be 1.31 acres, Lot 3 will be 1.30 acres, Lot 4 will be 1.64 acres and Lot 5 will be 0.99 acres. Arnage Road will be extended thru the property and easements will be provided.

The lots on the project shall utilize 30 ft. front setbacks along Chesterfield Airport Road, 10 ft. front setbacks interior, 10 ft. rear setbacks, and 10 ft side setbacks. The retail/office/restaurant buildings shall all be single story construction only. A hotel or motel building shall be allowed to be multiple stories.

There will be adequate easements established as part of the development to allow for utilities and for cross access between the lots.

The development of each lot shall provide parking stalls and drive aisles shall be sized according to the City's minimum standards with stalls being 9 ft. wide and 19 ft. long with drive aisles being a minimum of 22 ft. wide.

The lighting shall be positioned to provide zero intensity at the lot line. In order to obtain this it may be necessary to provide shielding on the lights in some areas. Street lights, approved by the City and electric provider, are to be provided along the frontage of Chesterfield Airport Road. The street lights are to be installed in phases as the outlots along Chesterfield Airport Road are developed.

The new development shall be landscaped to meet the City's landscape requirements. The development shall include a 30 ft. landscape buffer along Chesterfield Airport Road.

Outdoor storage on the project shall be prohibited. Outdoor sales shall only be permitted in patio and sidewalk areas of retail users. The outdoor sales shall only be displayed outside the building during business hours. Restaurants will be permitted to have outdoor seating and dining areas such as patios.

Business hours for retail users, excluding pharmacies and grocery users, shall be 6 a.m. to 11 p.m. with possible expansion of hours during the holiday season. If an expansion of hours is desired the business itself, not the developer or property owner, shall apply for a special activities permit thru the City of Chesterfield. The application must be made to the City a minimum of seven (7) business days in advance of the holiday. The hours also do not include restaurant users. Restaurants shall submit their projected hours to the developer and City for review and approval.

The retail/office/restaurant buildings shall all be single story construction only. A hotel or motel building shall be allowed to be multiple stories with a maximum of 120 rooms. The maximum height of any building within the district shall be 42 ft. The maximum size of any building, excluding a hotel, shall be 50,000 s.f. The site FAR is set at 0.55.

Public art areas shall be provided for within the development. Their final locations and specific details, such as placement, type, etc. shall be as proposed by the developer and approved by the City of Chesterfield.

## **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 “PC” Planned Commercial District shall be:
  - a. Church and other places of worship
  - b. Community Center
  - c. Art Gallery
  - d. Art Studio
  - e. Banquet Facility
  - f. Recreation Facility
  - g. Office-dental
  - h. Office-general
  - i. Office-medical
  - j. Automotive retail supply
  - k. Bakery
  - l. Bar
  - m. Brewpub
  - n. Coffee Shop
  - o. Coffee Shop, drive thru
  - p. Filling Station and Convenience Store with Pump Stations
  - q. Grocery-community
  - r. Grocery-neighborhood
  - s. Restaurant – sit down
  - t. Restaurant – Fast Food

- u. Restaurant – Take Out
  - v. Retail Sales Establishment – Community
  - w. Retail Sales Establishment – Neighborhood
  - x. Animal Grooming Service
  - y. Barber or Beauty Shop
  - z. Check Cashing Facility
  - aa. Drug Store and Pharmacy
  - bb. Drug Store and Pharmacy, with Drive Thru
  - cc. Dry Cleaning Establishment
  - dd. Dry Cleaning Establishment, with Drive Thru
  - ee. Financial Institution, No Drive Thru
  - ff. Financial Institution, Drive Thru
  - gg. Hotel and Motel
  - hh. Hotel and Motel-Extended Stay
  - ii. Laundromat
  - jj. Oil Change Facility
  - kk. Theatre, Indoor
  - ll. Specialized Private School
  - mm. Day Care Center
  - nn. Vehicle Repair and Service Facility
2. All outdoor storage shall be prohibited within this development.
3. All outdoor sales activity shall be limited to patio and pedestrian areas located adjacent to the storefronts of retail users.
4. Hours of Operation
- a. Uses “j”, “q”, “r”, “v”, “w”, “aa”, and “bb”, above shall be restricted to hours of operation open to the public from 6:00 AM to 11:00 PM. Hours of operation for said uses may be expanded for Thanksgiving

Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to the City of Chesterfield at least seven (7) business days in advance of said holiday.

- b. All deliveries and trash pick-ups shall be limited to the hours from 7:00 AM to 11:00 PM.

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

### 1. Floor Area

- a. The total building floor area of any single building within this development, exclusive of a hotel, shall not exceed 50,000 square feet.

### 2. Height

- a. The maximum height including parapets and rooftop equipment of all buildings shall not exceed forty-two (42) feet.
- b. All buildings within this development shall be limited to single story construction only with the exception of a hotel.

### 3. Building Requirements

- a. A minimum of thirty-five percent (35%) openspace is required for this development.
- b. This development shall have a maximum F.A.R. of 0.55.
- c. Uses “gg” and “hh” above shall be restricted to a maximum of 120 rooms.

## **C. SETBACKS**

### 1. Structure Setbacks

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

- a. Thirty (30) feet from the southern boundary of this district that fronts on Chesterfield Airport Road.

- b. Fifty-five (55) feet from the northern boundary of this district that fronts on I-64/US 40.
  - c. Ten (10) feet from all other boundary lines within this district.
2. Parking Setbacks

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

- a. Thirty (30) feet from the southern boundary of this district that fronts on Chesterfield Airport Road.
- b. Fifty-five (55) feet from the northern boundary of this district that fronts on I-64/US 40.
- a. Zero (0) feet from all other boundary lines within this district.

#### **D. PARKING AND LOADING REQUIREMENTS**

- 1. Parking and loading spaces for this development shall be as required in the City of Chesterfield Unified Development Code.
- 2. 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.
- 3. Parking lots shall not be used as streets.

#### **E. LANDSCAPE AND TREE REQUIREMENTS**

The developer shall adhere to the Tree Preservation and Landscape Requirements of the City of Chesterfield Unified Development Code.

#### **F. SIGN REQUIREMENTS**

- 1. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Unified Development Code or a Sign Package may be submitted for the planned district. Sign packages shall adhere to the City of Chesterfield Unified Development Code.
- 2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County

Department of Highways and Traffic, for sight distance considerations prior to installation or construction.

### **G. LIGHT REQUIREMENTS**

1. Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Unified Development Code.
2. Street lights shall be provided along Chesterfield Airport Road in accordance with the City of Chesterfield Unified Development Code and as directed by the City of Chesterfield.

### **H. ARCHITECTURAL**

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

### **I. ACCESS/ACCESS MANAGEMENT**

1. Access to this development from Chesterfield Airport Road shall be via one (1) new access road, as shown on the Preliminary Plan, located opposite Valley Center Drive. The access road shall be shared with the adjacent AutoZone property to the east, provide required sight distance and be constructed to Saint Louis County standards as directed by the Saint Louis County Department of Transportation.
2. Access to this development from Arnage Road shall be via a roadway extension as shown on the Preliminary Plan.
3. Provide ingress/egress and cross access easements and temporary slope construction license or other appropriate legal instrument or agreement guaranteeing permanent access between parcels in this development and the public and to ensure access rights to Chesterfield Airport Road, the new portion of Arnage Road, and the new access road for all parcels in the development as directed by the St. Louis County Department of Transportation and the City of Chesterfield.



4. If required sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide the adequate sight distance as directed by the City of Chesterfield and the Saint Louis County Department of Transportation.
5. Provide access rights, cross access, and/or ingress/egress rights for property west and north of the development including but not limited to 17519 Chesterfield Airport Road.
6. All access drive locations shall conform to the City's Driveway Access Location and Design Standards.
7. 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.
8. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction shall be reviewed by the Saint Louis County Department of Transportation for sight distance consideration and approved prior to installation or construction.

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

1. Construct a new north/south access road as shown on the Preliminary Plan that will connect to Arnage Road.
2. Construct an extension to Arnage Road that will connect to the existing portion of Arnage Road and extended approximately 910 feet to the west of the existing terminus. The western terminus of Arnage Road shall be aligned to allow for a future connection to the west to Caprice Drive through 17519 Chesterfield Airport Road and 17525 Chesterfield Airport Road.
3. All new roadways proposed as part of this development shall be privately maintained.
4. The new north/south access road and Arnage Road shall be

constructed prior to or concurrently with construction and in any case shall be completed prior to issuance of occupancy permits. The portion of Arnage Road west of the new north/south access road may be constructed in phases in conjunction with construction on Lots 4, 3, and 2, as approved by the City of Chesterfield. Each phased terminus shall provide a suitable turn around and end of pavement signage/stub street signage.

5. Provide a 5 foot wide sidewalk, conforming to ADA standards, along Chesterfield Airport Road, Arnage Road, and the western side of the new north/south access road as shown on the Preliminary Plan. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk shall be privately maintained and may be located within right-of-way controlled by another agency, if permitted by that agency, or on private property.
6. Internal sidewalks shall be provided to each lot from the sidewalks along the adjacent roadways creating accessible pedestrian paths to the proposed buildings. Internal sidewalks and curb ramps shall conform to ADA standards.
7. Obtain approvals from the City of Chesterfield and the 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.
8. Additional right-of-way and road improvements shall be provided, as required by Saint Louis County Department of Transportation and the City of Chesterfield.
9. Stub street signage, in conformance with Article 04-09 of the Unified Development Code of the City of Chesterfield, shall be posted within 30 days of the street pavement being placed.
10. Any work within MoDOT's right of way will require a MoDOT permit.
11. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will affect MoDOT right of way.
12. All proposed work in MoDOT right of way must comply with MoDOT standards, specifications, conform to MoDOT's Access Management

Guidelines with detailed construction plans being received and approved by MoDOT.

13. Due to the close proximity to Interstate 64, any sound mitigation is the responsibility of the owner/developer. MoDOT will not provide any noise mitigation measures for this development.
14. 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.
15. 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. TRAFFIC STUDY**

1. Provide a traffic study as directed by the City of Chesterfield and/or the St. Louis County Department of Highways and Traffic. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.
2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto Spirit of St. Louis Boulevard. If adequate sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield and/or the Missouri Department of Transportation.

## **L. POWER OF REVIEW**

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

## **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 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. 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.
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. The developer shall be responsible for construction of any required storm water improvements per the Chesterfield Valley Master Storm Water Plan, as applicable, and shall coordinate with the owners of the properties affected by construction of the required improvements. In the event that the ultimate required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities and establish sufficient escrows as guarantee of future construction of the required improvements, including removal of interim facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage and may include a temporary pump station, if necessary. Interim facilities shall be removed promptly after the permanent storm water improvements are constructed.
8. The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements per the Chesterfield Valley Master Storm Water Plan. Functional equivalence is said to be achieved when, as determined by the Public Works Director, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Public Works Director determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.
9. The developer shall provide all necessary Chesterfield Valley Storm Water Easements to accommodate future construction of the

Chesterfield Valley Master Storm Water Plan improvements, and depict any and all Chesterfield Valley Master Storm Water Plan improvements on the Site Development Plan(s) and Improvement Plans. Maintenance of the required storm water improvements shall be the responsibility of the property owner unless otherwise noted.

10. 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.
11. The developer shall reimburse the Chesterfield Valley Mitigation Bank Program for any jurisdictional wetlands that have been identified on this site. The reimbursement is required prior to approval of a Grading Permit, Improvement Plans, or issuance of any Building Permits. The reimbursement amount is based on the total acres delineated on the site requiring mitigation and will be the proportionate share of the cost of establishment of the mitigation area.
12. Formal MSD review, approval, and permits are required prior to construction.
13. Post construction water quality Best Management Practices (BMPs) are required to treat the extents of the project's disturbed area. A Water Quality Area is depicted on Lot 1 which would appear to service the development area in one common location. MSD would be amenable to this under the following conditions:
  - a. A subdivision trusteeship would need to be established. The water quality area would need to be located within a common ground or easement dedicated to the trusteeship. A standard MSD maintenance agreement would need to be recorded on the property.
  - b. The water quality area would need to service a drainage area limited to the confines of the proposed commercial subdivision. Offsite flows from beyond this proposed development area would need to be diverted around the water quality feature.
  - c. Tributary acreage to a facility would need to be limited to less than 5 acres in order to ensure the basin's performance and longevity. Given the size of Lot 1, a separate facility(ies) may need to be broken out and configured to serve that particular property.



d. If the arrangements noted above cannot be met, individualized BMPs to serve each lot and the access road will need to be integrated into the layout.

14. Approval from the City of Chesterfield and the Monarch Chesterfield Levee District indicating that the final plans conform to their master stormwater conveyance plan will be required prior to formal MSD plan approval.

**N. SANITARY SEWER**

1. Public sanitary sewers shall be extended to serve each lot.
2. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
3. The sanitary lift station (as depicted “by TJB Development” on the Preliminary Plan) is the nearest sanitary sewer location. The lift station must obtain construction approval from MSD prior to the District concurring with occupancy for this development.

**O. 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 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. Prior to redevelopment of this property, provide detailed plans to MoDOT for review and approval.
3. Public art installations shall be required in the locations depicted on the Preliminary Site Plan attached hereto as Attachment “B.”
4. Street lights shall be required along public right-of-way frontage.

5. 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 contribution. 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.
6. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City of Chesterfield, Missouri Code, with the exception of the land use designation, shall be required where applicable.
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, MoDOT, and Saint Louis County Department of Highways and Traffic. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
8. 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.
9. 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.
10. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application to the City of Chesterfield and the

City of Wildwood for approval. The Floodplain Study must be approved by the City of Chesterfield prior to the approval of the Site Development Plan, as directed. 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 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. 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.

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

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

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

#### **B. 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 open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. 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 Unified Development Code.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Unified Development 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 and the Missouri Department of Transportation, Metropolitan St. Louis Sewer District (MSD), and St. Louis County Department of Highways and Traffic.
22. Compliance with Sky Exposure Plane.
23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

**C. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS**

The Site Development Section Plan shall adhere to the above criteria and 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. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
3. Provide open space percentage for overall development including separate percentage for each lot on the plan.
4. Provide Floor Area Ratio (F.A.R.).
5. A note indicating all utilities will be installed underground.
6. A note indicating signage approval is separate process.
7. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.

8. Specific structure and parking setbacks along all roadways and property lines.
9. Indicate location of all existing and proposed freestanding monument signs.
10. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
11. Floodplain boundaries.
12. 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.
13. 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.
14. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
15. 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.
16. Address trees and landscaping in accordance with the City of Chesterfield Code.
17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
18. 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.
19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis

Department of Highways and Traffic, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.

20. Compliance with Sky Exposure Plane.
21. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

## V. TRUST FUND CONTRIBUTION

- A.** 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><u>Type of Development</u></b>	<b><u>Required Contribution</u></b>
General Retail	\$2,278.87/required parking space
Loading Space	\$3,729.09/required parking space

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.

- B.** As this development is located within a trust fund area established by Saint Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development should be retained in the appropriate trust fund.
- C.** Road improvement traffic generation assessment contributions shall be deposited with Saint Louis County Department of Highways and Traffic. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic or prior



to the issuance of building permits in the case where no S.U.P. is required. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development. Funds shall be payable to Treasurer, Saint Louis County.

- D.** 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.

**E. WATER MAIN**

1. 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 constructing the primary water line serving the Chesterfield Valley area.
2. The primary water line contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before St. Louis County approval of the Site Development Plan unless otherwise directed by the Saint Louis County Department of Highways and Traffic. Funds shall be payable to the Treasurer, Saint Louis County.

**F. STORM WATER**

1. 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.
2. The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic or before the issuance of building permits in the case where no Special

Use Permit is required. Funds shall be payable to the Treasurer, Saint Louis County.

### **G. SANITARY SEWER**

1. The sanitary sewer contribution is collected as the Caulks Creek impact fee.
2. The sanitary sewer contribution within the Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

### **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**

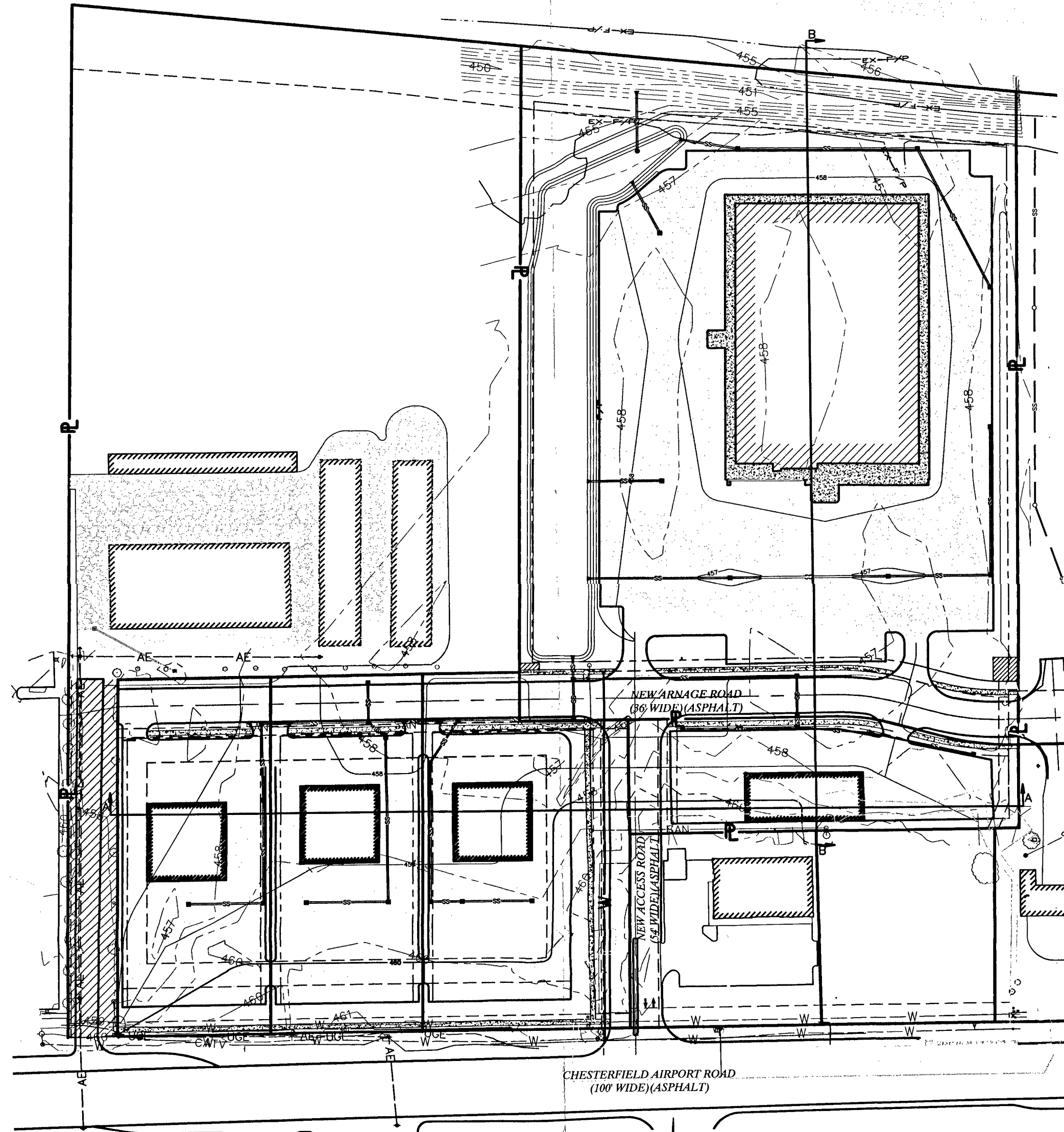
- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.
- B.** Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation 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.



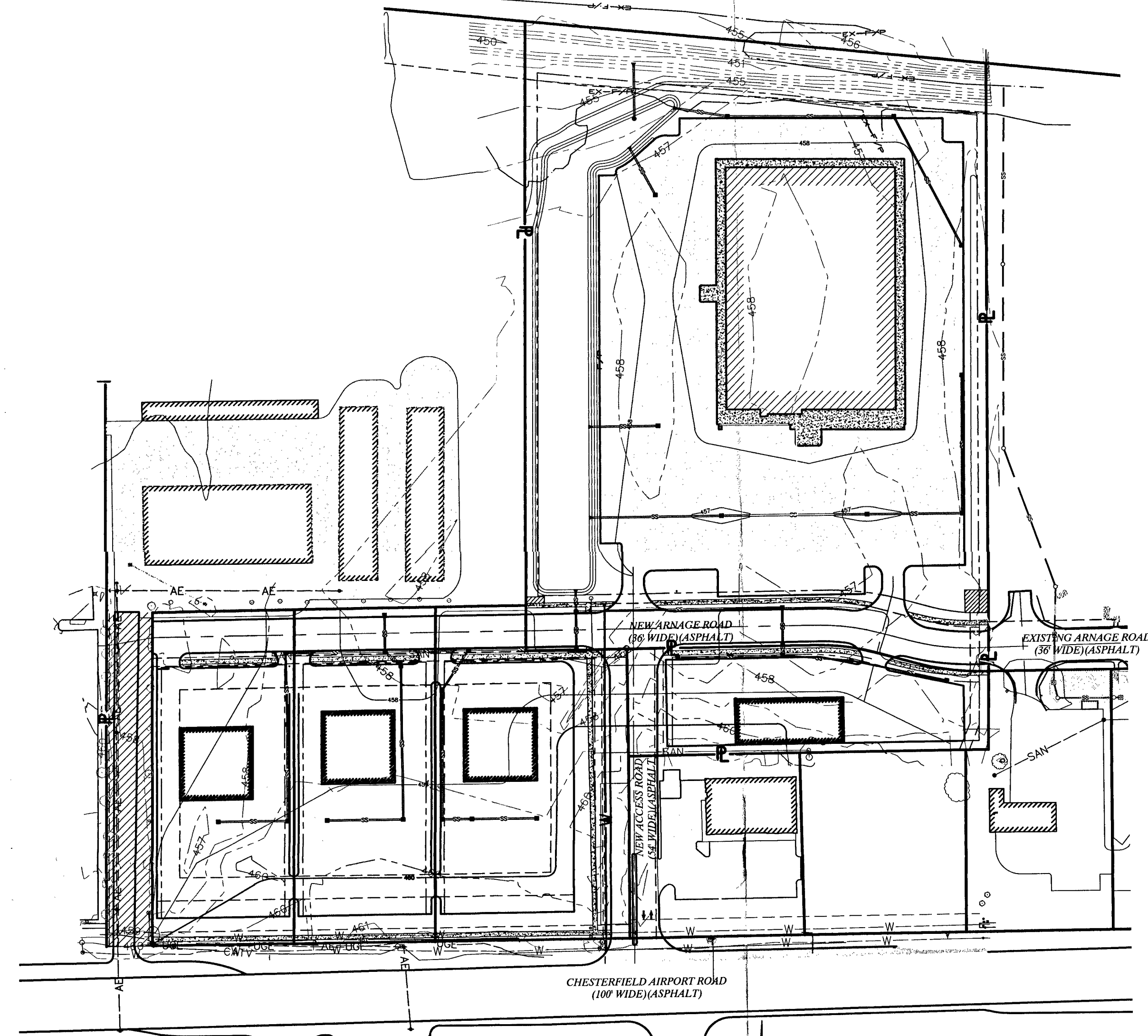


MISSOURI INTERSTATE  
HIGHWAY 64/40  
(VARIABLE WIDTH)(ASPHALT)

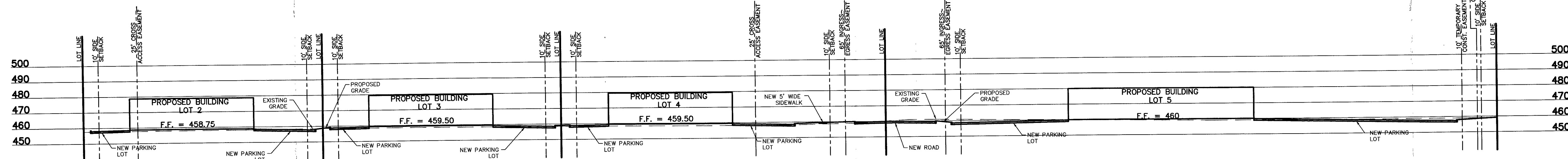
MISSOURI INTERSTATE  
HIGHWAY 64/40  
(VARIABLE WIDTH)(ASPHALT)



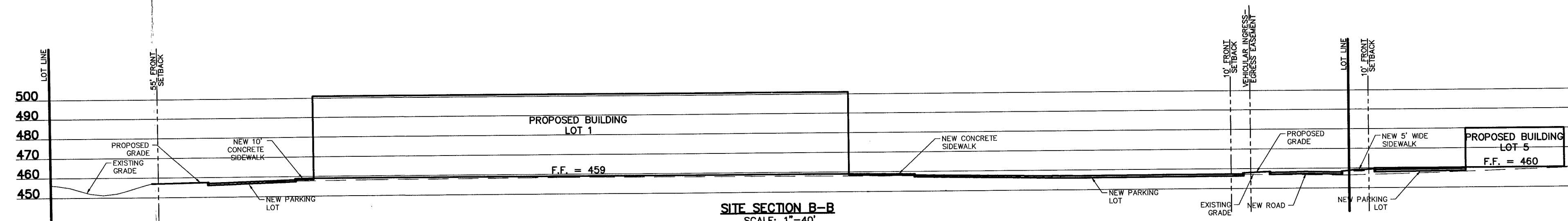
CROSS SECTION PLAN VIEW  
SCALE: 1"=100'



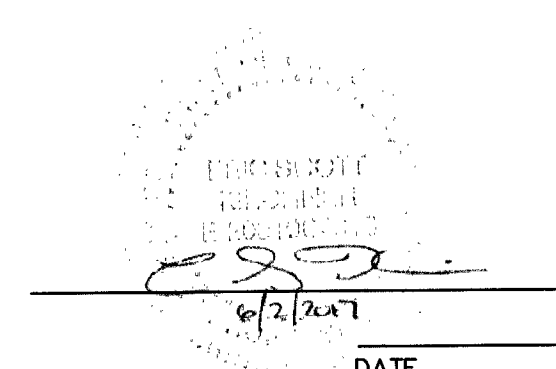
SURROUNDING PROPERTY PLAN VIEW  
SCALE: 1"=100'



SITE SECTION A-A  
SCALE: 1"=40'



SITE SECTION B-B  
SCALE: 1"=40'



DATE  
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North Office  
8 East Main Street  
Wentzville, Missouri 63385

PRELIMINARY PLAN  
17511 CHESTERFIELD AIRPORT ROAD  
CHESTERFIELD, MISSOURI

DATE	BY	CHK	APP'D BY
12-18-17	NTB	ESK	
6/2/17	SMR	ESK	
DATE	NTB	ESK	DATE
DEC. 2016			
SCALE:	AS SHOWN		
PROJ. NO.:	M16-7213		
DWG. NO.:			

PLOT SAVED BY GRANWALL, LAST SAVED DATE: 6/2/2017  
 Drawing Name: J:\2016\W16-7213 - 17511 Chesterfield Airport - PRELIMINARY DRAWINGS\02 - PRELIMINARY DRAWINGS\W16-7213 preliminary 12-5-16.rvt  
 Drawn by: jgranwall  
 Date: 6/2/2017  
 Printed on: Jan 02, 2017 - 8:58am  
 Plotted by: mandall