

Memorandum

Department of Planning & Development Services



To: Planning and Public Works Committee

From: Cecilia Dvorak, Project Planner

Date: August 24, 2017

RE: **P.Z. 09-2017 18385 Chesterfield Airport Road (Chesterfield Hockey Association)**: A request for a zoning map amendment from a “M3” Planned Industrial District to a “PC” Planned Commercial District for 17.85 acres located on the north side of Chesterfield Airport Road approximately 290 feet northeast of its intersection with Olive Street Road and 860 feet northwest of its intersection with Wings of Hope Boulevard (17W640080).

Summary

Stock & Associates, on behalf of the Chesterfield Hockey Association (CHA), has submitted a request for a zoning map amendment from a “M3” Planned Industrial District to a “PC” Planned Commercial District. The request is for a 17.85 acre parcel located north of Chesterfield Airport Road, northeast of its intersection with Olive Street Road and northwest of its intersection with Wings of Hope Boulevard.

The public hearing was held on July 10, 2017, at which time five (5) issues were raised regarding the consistency in permitted uses with adjacent developments, hours of operation, the need for a traffic study, cross access, and adjacent development property rights.

Planning Commission recommended approval of the request on August 14, 2017 subject to a restriction on access to the private road upon granting signalized access at Olive Road by a vote of 6 to 0. This language has been incorporated into the Attachment A requirements, section I.7. and is written as follows:

- Upon connection of the Olive Street Road extension to Chesterfield Airport Road, the interim access point connecting to the development to the south shall be converted to right-in right-out access only.

Attached to this report, please find a copy of Staff’s Planning Commission report, Attachment “A”, and Preliminary Development Plan.

Respectfully submitted,

Cecilia Dvorak
Project Planner

Attachments: August 14, 2017 Planning Commission Report
Attachment A
Preliminary Plan



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Planning Commission Vote Report

Meeting Date: August 14, 2017

From: Cecilia Dvorak, Project Planner

Location: North of Chesterfield Airport Road and northeast of its intersection with Olive Street Road and northwest of its intersection with Wings of Hope Boulevard.

Applicant: Stock & Associates on behalf of the Chesterfield Hockey Association (CHA)

Petition: **P.Z. 09-2017 18385 Chesterfield Airport Rd. (Chesterfield Hockey Association)**: A request for a zoning map amendment from a “M3” Planned Industrial District to a “PC” Planned Commercial District for 17.85 acres located on the north side of Chesterfield Airport Road approximately 290 feet northeast of its intersection with Olive Street Road and 860 feet northwest of its intersection with Wings of Hope Boulevard (17W640080).

SUMMARY

Stock & Associates, on behalf of the Chesterfield Hockey Association (CHA), has submitted a request for a zoning map amendment from a “M3” Planned Industrial District to a “PC” Planned Commercial District. The request is for a 17.85 acre parcel located north of Chesterfield Airport Road, northeast of its intersection with Olive Street Road and northwest of its intersection with Wings of Hope Boulevard.

HISTORY OF SUBJECT SITE

The subject site was zoned “M-3” Planned Industrial by St. Louis County in 1965 with no site specific ordinance or development plan filed for this property after this zoning designation. A petition to rezone to “PC” Planned Commercial District was received in May of 2017, and a Public Hearing for this petition was held on July 10, 2017.

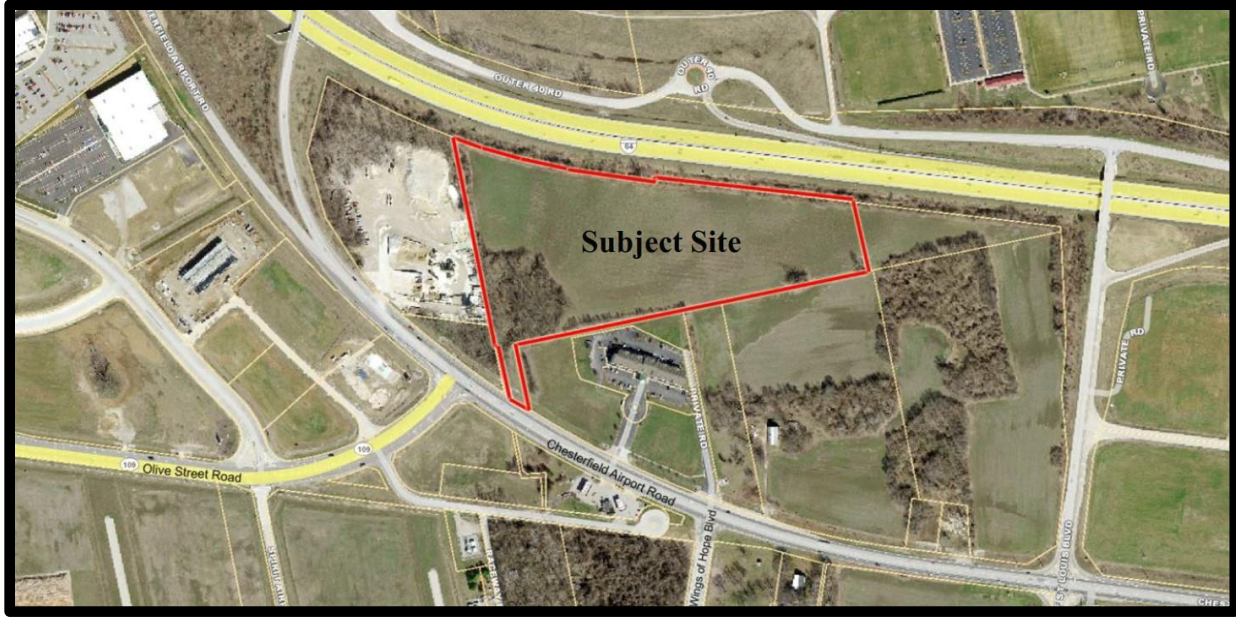


Figure 1: Aerial of Site and Proposed "PC" District

LAND USE AND ZONING OF SURROUNDING PROPERTIES

Direction	Zoning (this should be bolded)	Land Use
North	"M-3" Planned Industrial District	I-64/US 40 and Vacant Monarch-Chesterfield Levee District property
East	"M-3" Planned Industrial District	Vacant agricultural
South	"M-3" Planned Industrial District, "C-8" Planned Commercial District, and "PC" Planned Commercial District	vacant agricultural, hotel, and the wedge gas station
West	"M-3" Planned Industrial District	Industrial concrete company

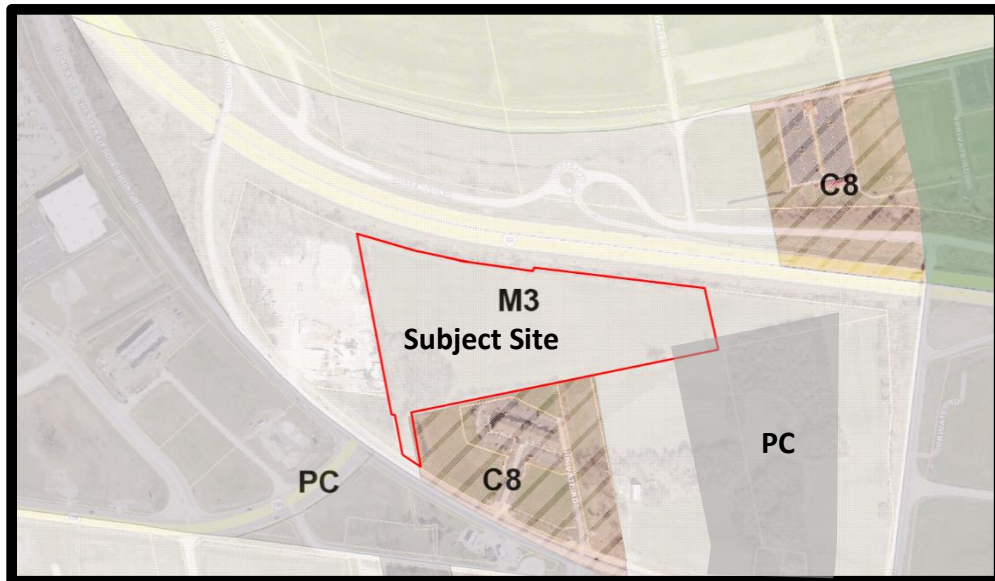


Figure 2: Zoning Map

COMPREHENSIVE PLAN ANALYSIS

The subject site is located in Ward 4 of the City of Chesterfield, as well as the Chesterfield Valley sub area, and is designated as Mixed Commercial Use in order to take advantage of the high visibility and access to I-64/US 40.

Policies within the Comprehensive Plan related to the Mixed Commercial Use site specify appropriate uses for this area as a mix of uses, including retail and office. The development request includes a mix of commercial uses such as office and/or retail on parcel 2 and a recreation center on parcel 1.

The parcel is within the Chesterfield Valley area, which the Comprehensive Plan states should take advantage of the high visibility and access to I-64/US40. The development request before you does accommodate the Olive Street Road extension which would connect Olive Street Road to the southwest, to Spirit of St Louis Blvd to the northeast.

There are specific policies within the Comprehensive Plan which are aimed at creating places which integrate the workplace with business and personal services, shopping and recreation opportunities. The Comprehensive Plan policies are intended to guide elected and appointed officials in their decision-making for commercial development as they review the quality, scale, signage, and aesthetics. Additionally, there are policies related to the Chesterfield Valley which encourage mixed-use office/retail-planned developments, and low-intensity industrial west of Long Road (where the subject site is located). The proposed development takes advantage of those uses and has included them in their list of proposed uses.

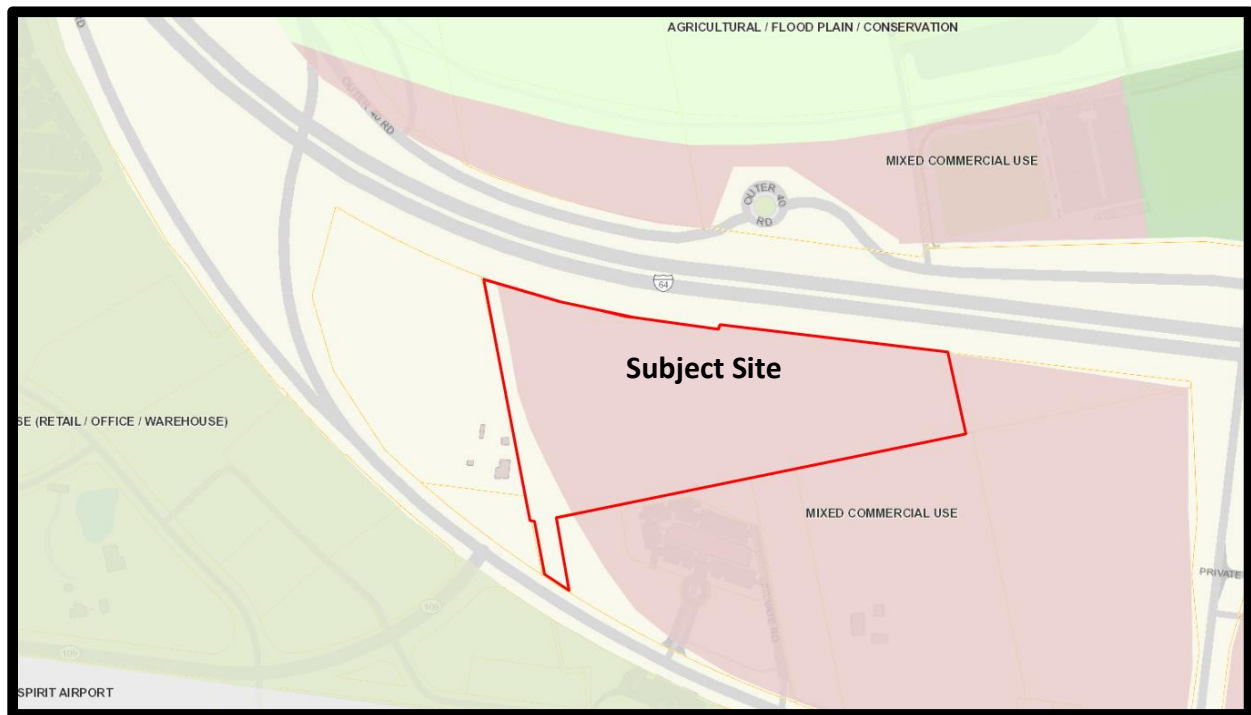


Figure 3: Future Land Use Plan

ISSUES

A Public Hearing was held on this request at the July 10, 2017 Planning Commission meeting. Several issues were raised at the Public Hearing. A summary of the issues is presented below. A formal response from the petitioner to each of the issues is attached to this report.

The first issue was regarding the consistency in permitted uses with adjacent developments, including drive-thru uses, automotive uses, regional land uses, and outdoor storage/sales.

The petitioner has agreed to remove and prohibit all drive-through uses, all automotive retail supply, all regional uses such as retail sales establishment- regional and grocery store- supercenter, and have agreed to prohibit outdoor storage/sales.

The second issue was regarding the hours of operation.

The petitioner has agreed to restrict the hours of operation for retail uses to 6:00 AM to 11:00 PM. This language has been added to Attachment A.

The third issue was regarding the need for a traffic study.

The petitioner understands that a traffic study will be required during the site plan review. This has been incorporated into the language of Attachment A.

The fourth issue was regarding cross access.

The petitioner has depicted a cross-access easement on the Preliminary Plan to the west of the subject site, connecting to the adjoining property. Additionally, language has been added to Attachment A to ensure cross access is provided to the east, south, and west of the subject site.

The final issue was regarding the development rights for the property to the south.

A representative of the adjacent development to the south, as a part of the Valley Village Development, raised a concern regarding the possible infringement on their right to develop a bank as proposed in their ordinance adopted in 1997, and the most recent Site Development Concept Plan approved and recorded in 1999.

The roadway, as shown on the subject site, follows the preliminary design as provided by St. Louis County Department of Transportation in the 2009 feasibility study. Should the St. Louis County Department of Transportation take this extension through to construction, the acquisition of right-of-way would not impede on the current rights of the property owner to build what has already been approved.

REQUEST

Staff has completed review of this petition and all agency comments have been received. Staff requests action on P.Z. 09-2017 18385 Chesterfield Airport Road (Chesterfield Hockey Association).

Respectfully Submitted,

Cecilia Dvorak
Project Planner

Attachments

1. Attachment A
2. Petitioner's issues response letter
3. Petitioner's Narrative Statement
4. Petitioner's revised list of requested uses
5. Preliminary Plan (Attachment B)

cc: Justin Wyse, Director of Planning and Development Services

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. Animal grooming service
 - b. Art gallery
 - c. Art studio
 - d. Auditorium
 - e. Bakery
 - f. Banquet facility
 - g. Bar
 - h. Barber- or beauty shop
 - i. Bowling center
 - j. Brewpub
 - k. Coffee shop
 - l. College/university
 - m. Drugstore and pharmacy
 - n. Dry-cleaning establishment
 - o. Financial institution, no drive-through
 - p. Grocery, community
 - q. Grocery, neighborhood

- r. Laundromat
 - s. Office – dental
 - t. Office – general
 - u. Office – medical
 - v. Recreation facility
 - w. Restaurant-fast-food
 - x. Restaurant-sit-down
 - y. Restaurant-take-out
 - z. Retail sales establishment-community
 - aa. Retail sales establishment-neighborhood
 - bb. Self-storage facility
 - cc. Specialized private school
 - dd. Theater, indoor
 - ee. Theater, outdoor
 - ff. Veterinary clinic
 - gg. Vocational school
 - hh. Vocational school with outdoor training
 - ii. Warehouse, general
2. All outdoor storage and / or outdoor sales activity shall be prohibited within this development.
 3. All drive through uses shall be prohibited within this development.
 4. Hours of Operation.
 - a. Uses “m”, “p”, “q”, “z”, and “aa” listed above are considered retail uses and retail sales, with respect to those uses, will be subject to hours of operation 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. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

1. Height
 - a. The maximum height of the building, exclusive of roof screening, shall not exceed forty-five (45) feet.
2. Building Requirements
 - a. A minimum of thirty-five percent (35%) openspace is required for each lot within this development.
 - b. This development shall have a maximum F.A.R. of 0.55.

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. Thirty (30) feet from the southern boundary of this district.
 - b. Thirty (30) feet from the northern boundary of this district.
 - c. Thirty (30) feet from the eastern boundary of this district.
 - d. Ten (10) feet from the western boundary of this district.
 - e. Ten (10) feet from the interior boundary lines within this 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. Thirty (30) feet from the southern boundary of this district.
 - b. Thirty (30) feet from the northern boundary of this district.
 - c. Thirty (30) feet from the eastern boundary of this district.

- d. Ten (10) feet from the western boundary of this district.
- e. Zero (0) feet from the interior boundary lines within this 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. No construction related parking shall be permitted within right of way or 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 development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code.

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.
- 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

- 1. Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.
- 2. Street lights shall be provided along the proposed Olive Street 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 the development shall be as shown on the Preliminary Site Plan attached hereto as Attachment "B" and adequate sight distance shall be provided, as directed by the City of Chesterfield, the Missouri Department of Transportation 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.
3. Access to this development from Chesterfield Airport Road shall be as directed by the Saint Louis County Department of Transportation. Cross-access easements shall be provided as necessary to allow for access through the adjacent property to Chesterfield Airport Road.
4. Provide cross-access easements as needed to the parcels to the south, east, and to the west as directed by the City of Chesterfield.
5. If any public roads are proposed within this development, the roads shall be designed to meet the current American Association of State and Highway Transportation Officials (AASHTO) Manual requirements and as directed by the Saint Louis County Department of Transportation.
6. 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.
7. Upon connection of the Olive Street Road extension to Chesterfield Airport Road, the interim access point connecting to the development to the south shall be converted to right-in right-out access only.

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. If a gate is installed on a street in this development, the streets within the development, or that portion of the development that is gated, shall be private and remain private forever.
3. 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 thirty (30) days of the street pavement being placed.
4. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along all frontages of the site. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk may be located within right of way controlled by another agency, if permitted by that agency or on private property within a six (6) foot wide sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right of way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Any work within MoDOT's right of way will require a MoDOT permit.
8. 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.
9. 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.

10. Due to the close proximity to Interstate 64, sound mitigation is the responsibility of the owner/developer. MoDOT will not provide any noise mitigation measures for this development.
11. 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.
12. 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.
13. The Olive Street Road extension shall be extended throughout the property as directed by the City of Chesterfield and Saint Louis County Department of Transportation. The typical section of the roadway to be constructed or escrowed, as directed by the Saint Louis County Department of Transportation, shall closely follow the Saint Louis County Standard Drawing C203.68. The right-of-way dedicated shall reflect the potential for a five (5) lane expansion per St. Louis County Standard Drawing C203.66 along with any easement required for future traffic control installations.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or St. Louis County Department of Transportation. The developer's additional road improvement obligation and traffic signal improvements shall be as determined by the approved study. 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 public right of way. 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 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. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty percent (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on the Site Development Plan(s).
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 thirty (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 St. 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 Director of Public Works, 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 Director of Public Works 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 proposed development is within 1,000 feet of the levee. Design plans and construction documents shall be submitted to the Monarch-Chesterfield Levee District for review. All site improvements are subject to review and approval by the St. Louis District Corps of Engineers. That determination is made by the Corps of Engineers.
12. Formal MSD review, approval, and permits are required prior to construction. Approval from the Monarch Chesterfield Levee District indicating that the final plans conform to their master conveyance plan will be required prior to formal MSD plan approval.
13. Post Construction Best Management Practices (BMPs) are required to treat the extents of the project's disturbed area. Areas appear to be identified on the plan for BMPs, however the actual types of BMPs to be utilized are not indicated. As a new development site, BMPs with a volume reduction component (such as bioretention, pervious pavements, etc.) are necessary. It is recommended that geotechnical investigation be conducted in order to determine the depth to the seasonal high water table and alluvial sand layer, as these two factors will influence BMP design and performance. MSD will review and comment on the details of these facilities during formal plan review.
14. The project is located within the Caulks Creek Impact area, and subject to the Caulks Creek Surcharge. The surcharge will be assessed and collected during formal plan review.

N. SANITARY SEWER

1. Sanitary Sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
2. Sanitary service is shown on the plan and is proposed to connect to the Valley Village Pump Station. That pump station's capacity will need to be evaluated by the developer's engineering consultant during formal plan review to assess its ability to accommodate this development as well as the properties it already serves. Upgrades to the pump station and/or additional storage will be required if the development cannot be served within its current level of service. Additional offsite easements may be necessary if warranted improvements cannot be accomplished within the limits of existing easements.

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. Public art work shall be provided and installed by the Developer in this development. 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.
3. 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.
4. 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 and Saint Louis County Department of Transportation. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

5. 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.
6. 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.
7. 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, 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.
8. Streetlights shall be required along public right of way frontage.

9. 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.

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 Transportation, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
5. Compliance with the current Metropolitan St. Louis 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 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 St. Louis 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 openspace 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 St. Louis 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 contribution 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:

<u>Type of Development</u>	<u>Required Contribution</u>
Recreational Uses	\$524.92/parking space
General Office	\$759.58/parking space
General Retail	\$2,278/parking space

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

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 St. 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 shall be retained in the appropriate trust fund.
- C.** Road Improvement Traffic Generation Assessment contributions shall be deposited with Saint Louis County Department of Transportation. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Transportation or prior to the issuance of building permits in the case where no Special Use Permit is required. If development phasing is anticipated, the developer shall provide the Traffic Generation Assessment contribution prior to the issuance of 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

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.

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

F. STORM WATER

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 St. Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,907.99 per acre for the total area as approved on the Site Development Plan.

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

G. SANITARY SEWER

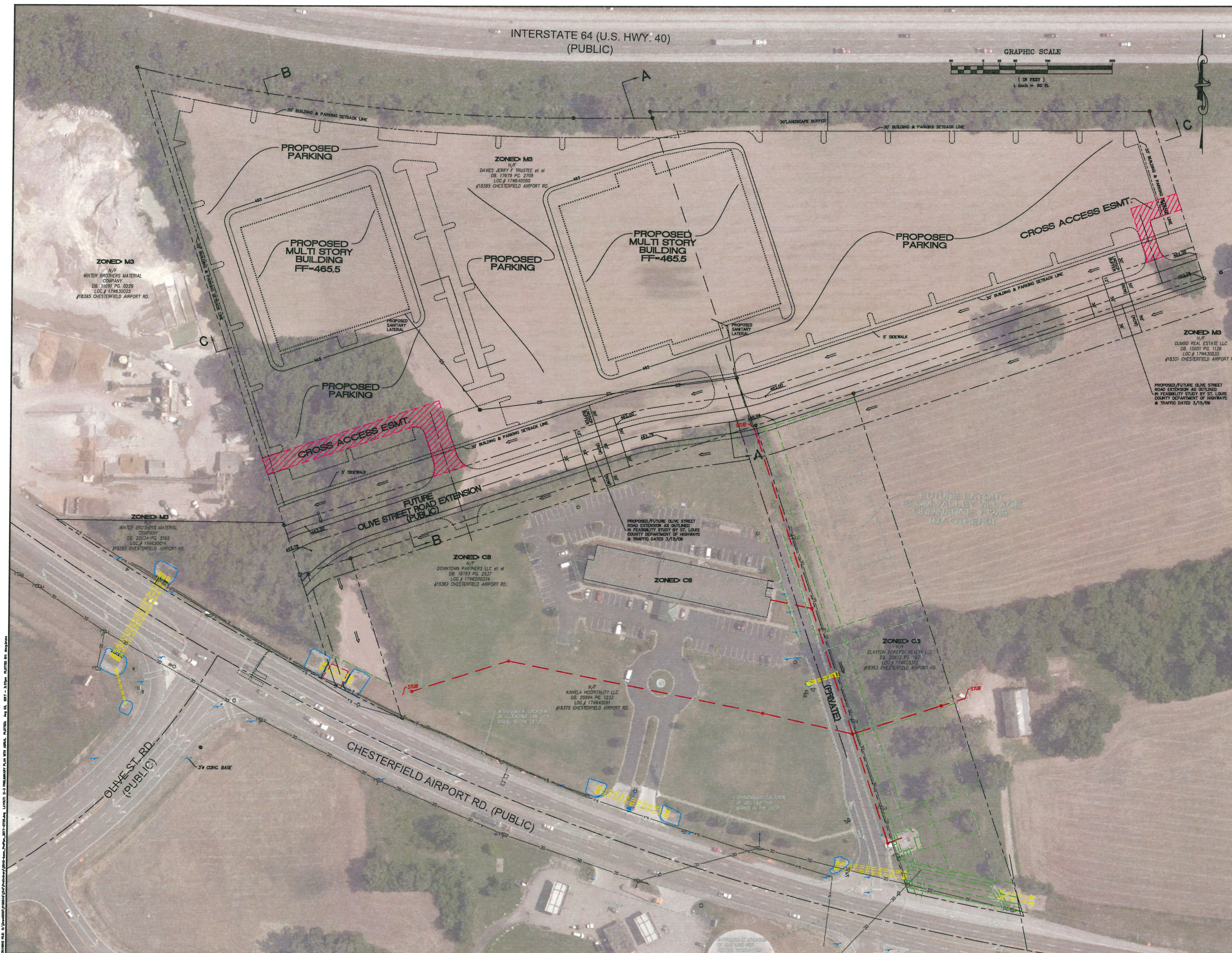
1. The sanitary sewer contribution is collected as the Caulks Creek impact fee.
2. The sanitary sewer contribution within Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

H. 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.

I. ENFORCEMENT

1. 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.
2. 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.
3. 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.
4. Waiver of Notice of Violation per the City of Chesterfield Code.
5. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.



PREPARED BY:
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PRELIMINARY PLAN FOR:
**CHESTERFIELD ICE AND SPORTS COMPLEX AND
 FUTURE DEVELOPMENT**

CHESTERFIELD, MISSOURI

DATE:

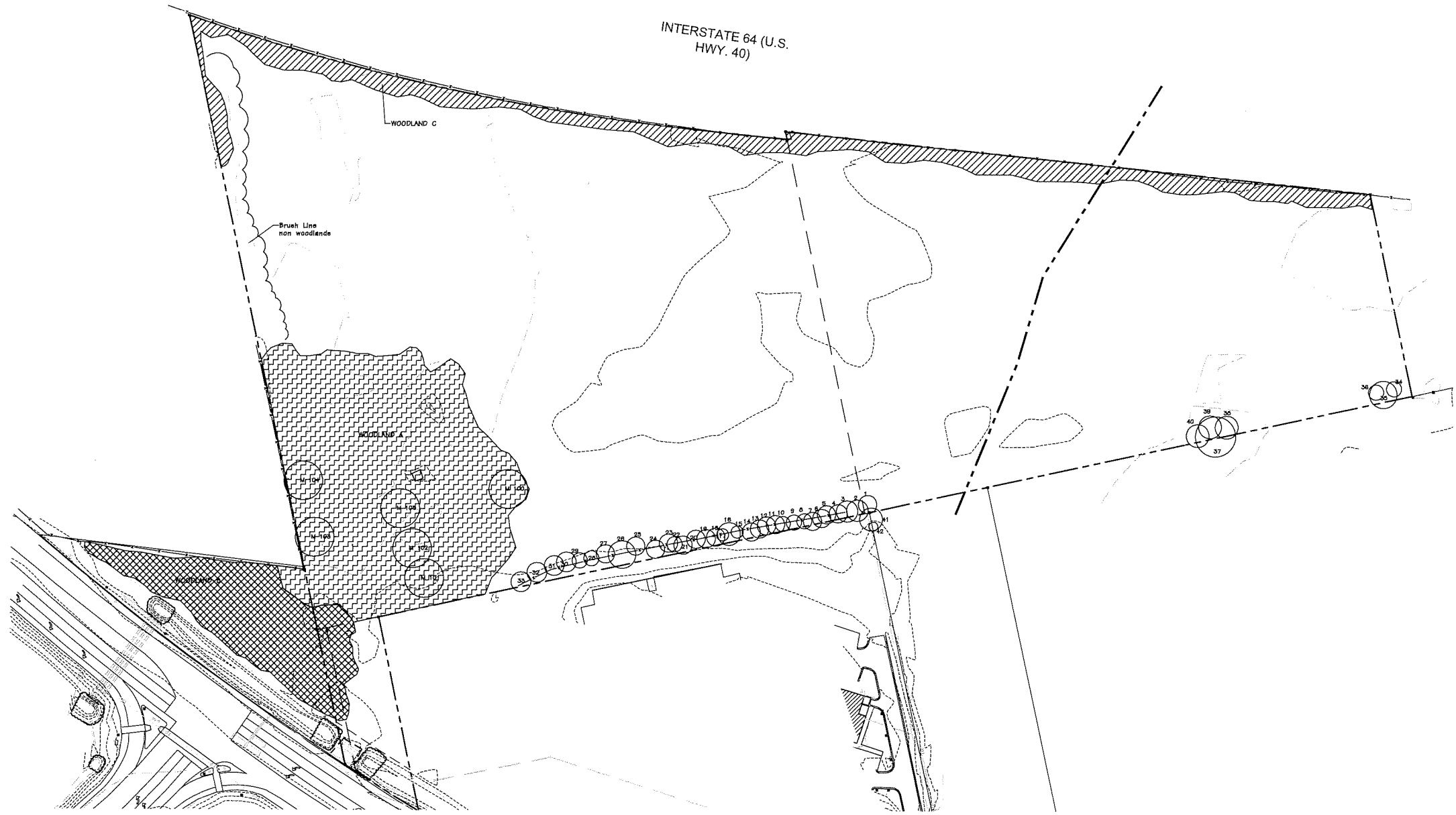
 GEORGE W. STOCK E-25116
 CIVIL ENGINEER
 CERTIFICATE OF AUTHORITY
 NUMBER: 000008

REVISIONS:

1.	2017-06-28	CITY COMMENTS
2.	2017-07-28	REVISED PURSUANT TO CITY LETTER DATED 6/29/17 (ISSUES RAISED AT PUBLIC HEARING)
3.	2017-07-28	CITY COMMENT LETTER DATED 07-27-17

DATE	D.P.R.	DATE	C.M.S.
06/16/2017		06/16/2017	215-5542
SHEET NO.		SHEET NO.	
MO-00		MO-00	
SHEET TITLE: PRELIMINARY PLAN WITH AERIAL			
SHEET NO.: C-3			

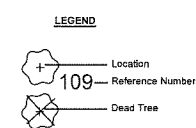
DATE: 06/16/2017 09:51:00 AM
 PROJECT: CHESTERFIELD ICE AND SPORTS COMPLEX AND FUTURE DEVELOPMENT
 SHEET: C-3 PRELIMINARY PLAN WITH AERIAL
 DRAWN BY: G. W. STOCK
 CHECKED BY: G. W. STOCK
 DATE: 06/16/2017 09:51:00 AM



Individual Tree List					
Number	Common Name	DBH Of Trunk	Canopy Area	Condition Rating	Comments
1	Boxelder	5	452	3	
2	Bradford Pear	8	615	3	
3	Bradford Pear	5	452	3	multi Trunk
4	Bradford Pear	5	452	3	
5	Bradford Pear	5	452	3	
6	Elm	7	254	2	Broken Leader
7	Mulberry	8	314	2	
8	Bradford Pear	6	314	3	
9	Sycamore	6	314	3	
10	Boxelder	5	314	3	
11	Boxelder	6	452	3	
12	Bradford Pear	6	452	3	
13	Elm	8	0	0	dead
14	Elm	8	452	3	
15	Boxelder	5	200	3	
16	Sycamore	8	615	3	
17	Boxelder	5	200	3	
18	Elm	9	615	3	
19	Elm	5	452	3	
20	Elm	6	452	3	
21	Bradford Pear	5	314	3	
22	Elm	7	452	3	
23	Elm	5	314	3	
24	Elm	6	452	3	
25	Elm	7	452	3	
26	Elm	9	1017	3	
27	Elm	6	452	3	
28	Elm	8	452	3	
29	Elm	5	314	3	Triple Trunk
30	Elm	7	379	3	
31	Elm	6	452	3	
32	Sycamore	6	452	3	
33	Sycamore	5	314	3	
34	Mulberry	10	706	2	
35	Silver Maple	40	1256	2	
36	Mulberry	20	706	2	
37	Cottonwood	70	1962	2	
38	Mulberry	12	706	1	DBL trunk
39	Mulberry	10	452	1	DBL trunk
40	Mulberry	18	452	1	multi Trunk
41	Cottonwood	30	706	2	multi Trunk
42	Mulberry	5	200	3	
TOTAL			20,712		

Tree Stand Delineation
SCALE 1" = 60'-0"

Monarch Tree List				
Number	Common Name	DBH Of Trunk	Condition Rating	Comments
100	Pecan	42	4	
101	Pecan	28	4	
102	Bur Oak	27	4	
103	Pecan	26	4	
104	Pecan	30	4	
105	Pecan	28	4	



Tree Stand Delineation Narrative
May 8, 2017

The overall lot comprises a total of 19.2 Ac and has a total of 8.5 Ac of Woodlands. The attached detailed Tree Stand Delineation map was completed by field inspection.

Woodland A: The woodland area is located along the western side of the property. The dominant canopy is oak, red oak, sycamore, and Pecan. The understory is made up of Boxelder, Mulberry and Elm. The size ranges from 4'-12" primarily. There are some larger trees but they do not meet the criteria to be classified as Monarch Trees. The overall quality is low and approximately 5% of the stand has died.

Woodland B: The woodland area is located between Chesterfield Airport Rd and the Winter Bros. Walnut Co. This woodland's dominant canopy is made up of Elm. The understory is made up of Walnut, Boxelder, and Silver Maple. The size ranges from 4'-12" primarily. There are some larger trees but they do not meet the criteria to be classified as Monarch Trees. The overall quality is low and approximately 5% of the stand has died.

Woodland C: The woodland area is located along the ROW of I-64 HWY 40. This woodland is made up of Boxelder and Elm that have volunteered. The size varies from 2'-12" with 2-8" being the dominant size. The overall quality of the trees is low due to the fact that grape vines have grown up into the canopy of the majority of these trees.

No state champion or rare trees were found on the site.

There is flood zone "X" on this parcel per FEMA map # 29189C0145 K

WOODLAND A = 2.11 Ac. (92,585 sq. ft.)
WOODLAND B = 0.73 Ac. (31,672 sq. ft.)
WOODLAND C = 0.79 Ac. (34,451 sq. ft.)
INDIVIDUAL TREES = 0.48 Ac. (20,712 sq. ft.)
Total Existing Canopy 4.11 Ac (179,860 sq. ft.)

Tree Stand Delineation Plan Prepared by Douglas A. DeLong Certified Arborist MW-4826A

Douglas A. DeLong
Base Map Provided by: Stock & Associates

Douglas A. DeLong, Landscape Architect LA-81
Consultants:

Chesterfield Ice and Sports Complex And Future Development
Chesterfield Hockey Association, Chesterfield, MO

Revisions:

Date	Description	No.

Drawn: **BD**
Checked: **DD**

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delongaa@gmail.com
Missouri State Certificate of Arborist # 021209145

Sheet Title: **Tree Stand Delineation**
Sheet No: **TSD-1**
Date: **05/15/2017**
Job #: **176.001**