



AGENDA
PLANNING AND PUBLIC WORKS COMMITTEE
MEETING

Conference Room 101
Thursday, May 8, 2025
5:30 PM

I. APPROVAL OF MEETING SUMMARY

- A. April 3, 2025, Planning and Public Works Meeting Summary

II. UNFINISHED BUSINESS

III. NEW BUSINESS

A. **Selection of Officers and Committee Assignments**

- Vice Chair of Planning & Public Works Committee
- Board of Adjustment

- B. **P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.)**: A request for an ordinance amendment to an existing “PC” Planned Commercial District comprising 77.8 acres located on the north side of Outer 40 Road (17W640035, 16W320011, 16W330021, and 16W320022). (Ward 4)

- C. **P.Z. 03-2025 The Wedge**: An ordinance amendment to modify development criteria for an existing “PC” Planned Commercial District totaling 5.04-acres located south of the intersection of Olive Street Road and Chesterfield Airport Road. (Ward 4)

- D. **P.Z. 10-2024 Article 4 and Article 10**: A request for approval from Planning and Public Works Committee to proceed with a petition to amend Article 04 and Article 10 of the Unified Development Code.

E. **MSD Municipal Stormwater Grant Program**

F. **Wilson Avenue Reconstruction – Temporary Access**

IV. OTHER

V. ADJOURNMENT

Note: The Planning and Public Works Committee will consider and act upon the matters listed above, and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE PLANNING & PUBLIC WORKS COMMITTEE MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636)537-6716 AT LEAST TWO (2) BUSINESS DAYS PRIOR TO THE MEETING.

MEMORANDUM

TO: Mike Geisel, City Administrator

FROM: Justin Wyse, Director of Planning **JW**

SUBJECT: Planning and Public Works Committee Meeting Summary
Thursday, April 3, 2025



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday April 3, 2025 in Conference Room 101.

In attendance:

Chair Dan Hurt (Ward III)
Councilmember Mary Monachella (Ward I)
Councilmember Mary Ann Mastorakos (Ward II)
Councilmember Merrell Hansen (Ward IV)
 Justin Wyse, Director of Planning
 Alyssa Ahner, Senior Planner
 Shilpi Bharti, Planner
 Theresa Barnicle, Executive Assistant
 George Stock, Stock & Associates
 Nick Dalba, Fisher Homes
 Kyle Brown, Developer - BluOnx

The meeting was called to order at 5:30 p.m.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the March 6, 2025 Committee Meeting Summary

Councilmember Hansen made a motion to approve the Meeting Summary of March 6, 2025. The motion was seconded by Councilmember Monachella and **passed** by a voice vote of 3-0.

Councilmember Mastorakos was absent from the March 6, 2025 meeting and thus abstained from voting.

II. UNFINISHED BUSINESS

There was no unfinished business at this time.

III. NEW BUSINESS

- A. P.Z. 09-2024 14001 Olive Blvd. (BluOnx Development LLC):** A request for an ordinance amendment to the existing “PUD” Planned Unit District to new “PUD” Planned Unit District for a 29.4-acre parcel located on the north side of Olive Blvd (Ward 1).

DISCUSSION

This new business item was discussed second with consensus of the committee.

Planner Shilpi Bharti presented the request for an ordinance amendment for the parcel located at 14001 Olive Blvd., which is north of Olive Blvd. and east of Hog Hollow Road. The ordinance is amended to reduce the total number of residential units from 100 to 81, reduce the area for single-family attached homes from 7,500 sq. ft. to 6,000 sq. ft., and increase the setback for single-family detached homes. Detail request is provided in the packet. The Public Hearing on the petition was held on January 13, 2025, during which two issues were raised. One issue was regarding making a left turn on Olive, and the second was to provide a fence along the southwest corner to screen the view of the property at 14015 Olive Blvd. The Planning Commission approved the petition on March 24, 2025. The revised PDP includes more green space and eliminates multi-family units from the previously approved PDP which was approved with the ordinance 3143.

The committee raised concerns about parking, particularly since the home designs feature one-car garages and the community has limited street parking. Mr. George Stock of Stock & Associates addressed the issue, explaining that additional driveway parking and standard-width streets would be available for parking. Despite this, the committee expressed concerns about potential parking challenges during holidays and special events. The developer also highlighted the affordability challenges, noting the high cost of land and the need for efficient design.

Councilmember Monachella mentioned that in discussions with Ward I residents, particularly those from neighboring areas, there was a strong desire to see the land developed to replace the current vacant lots. However, traffic concerns remained a significant issue. The committee also expressed interest in exploring solutions to mitigate traffic issues at the development's entrance.

Councilmember Monachella made a motion to approve P.Z. 09-2024 14001 Olive Blvd. (BluOnx Development LLC) to City Council with a recommendation to approve. The motion was seconded by Councilmember Hansen and passed by a voice vote of 3-1 with Councilmember Mastorakos voting nay.

[Please see the attached report prepared by Shilpi Bharti, Planner, for additional information on P.Z. 09-2024 14001 Olive Blvd (BluOnx Development LLC).]

- B. Wildhorse Village, Lot 2B-2 (Audere II):** A Site Development Section Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for a 0.69-acre tract of land zoned “PC&R” – Planned Commercial and Residence District located southeast of the intersection of Parkview Terrace and Wildhorse Lake Blvd. (Ward 4)

DISCUSSION

This new business item was discussed first with consensus of the committee.

Senior Planner, Alyssa Ahner detailed a proposed new development in her presentation to the committee. This second phase of the development, called Audere II, will be a new 16-unit multi-family building within the Wildhorse Village development. The building will be approximately 62 feet tall and include a 32-space internal parking garage. It is positioned close to Wildhorse Lake Blvd, in line with site-specific regulations. The building materials will feature brick, wood siding, metal panels, and stained concrete. This design mirrors a similar 16-unit building approved in 2022 on Lot 2B-1, which is part of the adjacent development, The Audere, now nearing completion.

The committee expressed a generally positive response to the building's design but emphasized the importance of accurately representing the final landscaping and screening of the rooftop mechanical equipment in the proposed renderings. This can be accomplished by thoroughly reviewing the landscaping plan to ensure proper screening of the concrete base while preventing issues with deep roots and sidewalk damage. Additionally, the committee highlighted that this area is highly visible from both roadways and walking trails, so it is essential to maintain the visual integrity of the surroundings.

Councilmember Hansen asked for clarification on the sidewalk that leads down to the lake after the topic of who could use the path was brought up at Planning Commission. Staff communicated that the City is requiring a cross access easement between Lot 2B-1 and Lot 2B-2 in case they should ever not be owned by the same entity. However, the path is ultimately located on private property and would not share the same public access easement that the trail around the lake has.

Councilmember Hansen made a motion to forward Wildhorse Village, Lot 2B-2 (Audere II) to City Council with a recommendation to approve as submitted. The motion was seconded by Councilmember Monachella and passed by a voice vote of 4-0.

[Please see the attached report prepared by Alyssa Ahner, Senior Planner, for additional information on Wildhorse Village, Lot 2B-2 (Audere II).]

IV. OTHER

There was no other business at this time.

V. ADJOURNMENT

The meeting adjourned at 6:36 p.m.

Memorandum

Department of Planning

To: Planning and Public Works Committee

From: Shilpi Bharti, Planner

Date: May 08, 2025

RE: **P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.):** A request for an ordinance amendment to an existing “PC” Planned Commercial District comprising 77.8 acres located on the north side of Outer 40 Road (17W640035, 16W320011, 16W330021, and 16W320022).



Summary

Stock & Associates Consulting Engineers, Inc., on behalf of Gumbo Flats Properties, LLC, has submitted a request to amend the ordinance for an existing “PC” Planned Commercial District encompassing 77.8 acres to add “Hotel” as a permitted use. The site fronts North Outer 40 Road and is situated within the Gumbo Flats Subdivision. No other changes are proposed as part of this petition. The submittal includes a Preliminary Development Plan and a Narrative Statement.

A Public Hearing was held on April 28, 2025 for this petition, and no issues were raised. Since no issues were raised during the Public Hearing, the Commission voted in the same meeting to approve the petition as presented, by a vote of 9-0.



Figure 1: Subject Site Aerial

Attached to this report, please find the April 28, 2025 Staff Report, draft Attachment A, Narrative and Preliminary Development Plan.

Attachments: April 28, 2025 Staff Report
Attachment A
Narrative
Attachment B – Preliminary Development Plan



690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

Planning Commission Public Hearing and Staff Report

Meeting Date: April 28, 2025

From: Shilpi Bharti, Planner *SB*

Location: North side of North Outer 40 Road

Description: **P.Z. 02-2025 Gumbo Flats (17955, 17965, 17985, and 17995 N. Outer 40 Rd.):** A request for an ordinance amendment to an existing “PC” Planned Commercial District comprising 77.8 acres located on the north side of Outer 40 Road (17W640035, 16W320011, 16W330021, and 16W320022).

PROPOSAL SUMMARY

Stock & Associates Consulting Engineers, Inc., on behalf of Gumbo Flats Properties, LLC, has submitted a request to amend the ordinance for an existing “PC” Planned Commercial District encompassing 77.8 acres, to add “Hotel” as a permitted use. The site fronts North Outer 40 Road and is situated within the Gumbo Flats Subdivision. No other changes are proposed as part of this petition. The submittal includes a Preliminary Development Plan and a narrative statement

HISTORY OF SUBJECT SITE

The subject site is located in Ward 4 of City of Chesterfield. In 2023, the site was rezoned from “M3” – Planned Industrial District to “PC” - Planned Commercial District. At that time the PC parcel comprised of four (4) lots. In 2023, Gumbo Flats LLC purchased the neighboring lots to the east, west, and south of the PC District, totaling ten (10) lots.



Figure 1: Subject Site

In 2024, the Boundary Adjustment Plat and Site Development Plan, comprising of ten (10) lots for Gumbo Flats, were approved. The Boundary Adjustment Plat re-platted ten (10) lots into four (4) lots: Lot A, Lot B,

Lot C, and Lot D. Lot A, Lot B, and the central portion of Lot C are zoned “PC” – Planned Commercial, and are governed by Ordinance 3229. The Applicant with this petition is requesting to amend the Ordinance 3299 to include “Hotel” as a permitted use and to revise the previously approved Preliminary Development Plan. The revised Preliminary Development Plan submitted with this petition reduces the previously proposed gravel parking area on Lot C. The revised size of the parking area conforms to the recently approved Site Development Plan for the subdivision. The site will serve as an amenity for Gateway Studios located southeast of the subject site and north of Chesterfield Airport Road.



Figure 2: Updated Lot Configuration as approved in the Boundary Adjustment Plat

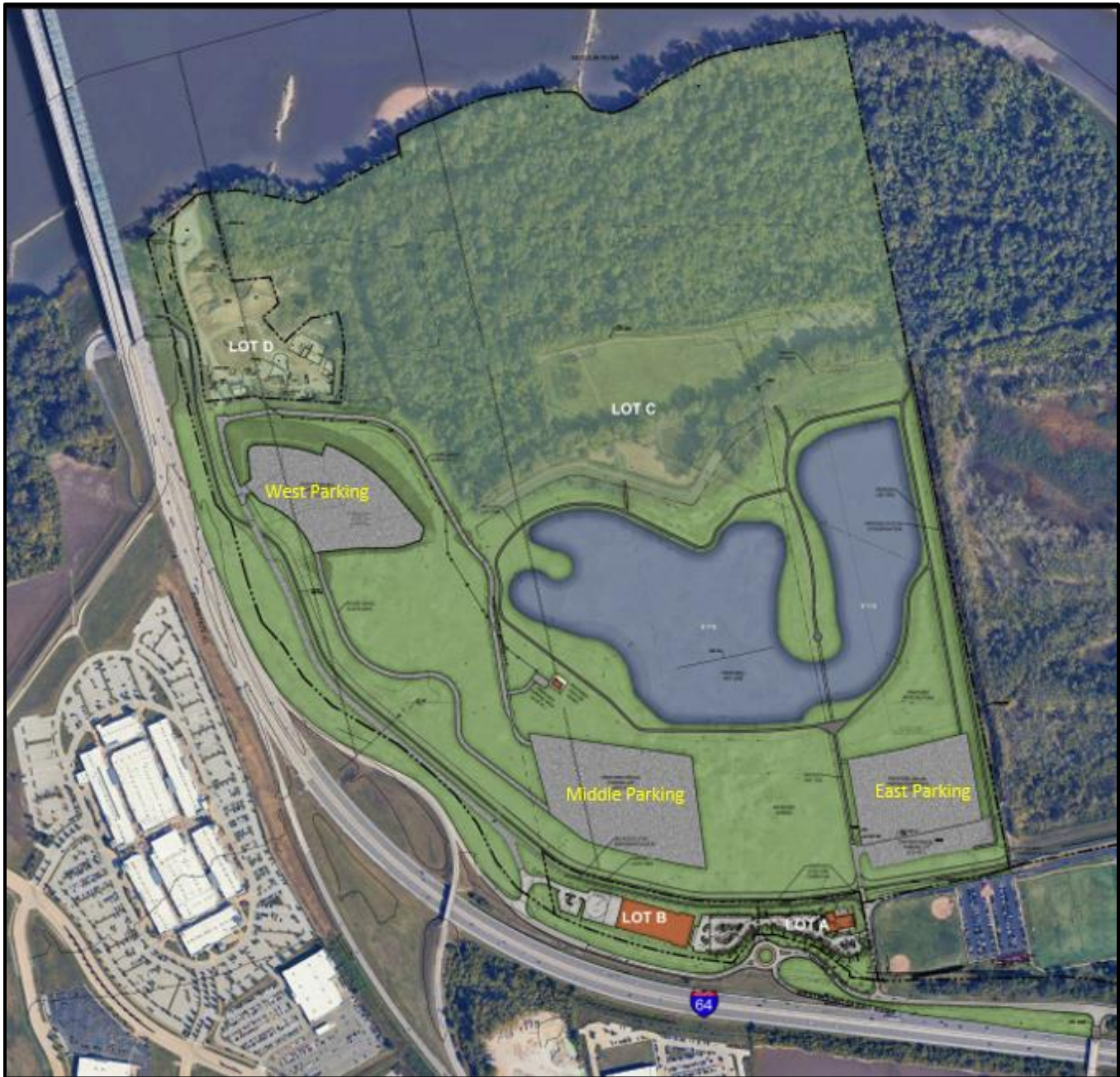


Figure 3: Approved Site Development Plan

SURROUNDING LAND USE AND ZONING

The subject site is surrounded by “M-3” Planned Industrial zoning districts on the north and east. The West side of the PC District is zoned “PI” Planned Industrial. North Outer 40 Road and Interstate 64 run south of the subject site. The property on the south is zoned “PC” Planned Commercial



Figure 4: Zoning map

COMPREHENSIVE PLAN

The subject site is located within Ward 4 of the City of Chesterfield. The City of Chesterfield Comprehensive Plan contains the City of Chesterfield Land Use Plan, which is helpful in determining the future use of the site.

As per the City of Chesterfield Land Use Plan, the subject sites are within the Conservation land use, and one(1) site, Lot A (17955 N. Outer 40 Road) is within Parks and Recreation. The subject site is surrounded by Parks and Recreation on the east, Conservation on the north and west, and Regional Commercial on the south.

As per the City of Chesterfield Comprehensive Land Use Plan, Conservation areas are undeveloped and/or preserved land dedicated for passive recreation or conservation purposes. Undisturbed land is reserved to protect natural beauty or serve environment and wildlife management purposes. Below are the development policies for Conservation land use as described in the City of Chesterfield Comprehensive Plan.

- Focus on preservation.
- Limit impervious surface or encourage the use of stormwater BMPs.

- Planned residential developments should promote open space and preserving natural features which may cluster new construction.

The Parks and Recreation use supports active recreation or leisure uses, whether community- or commercial-purposed. Development policies for Parks and Recreation facilities are described below.

- Leverage natural resources.
- Plans for development are to be coordinated with parks to assure parks and open space needs are addressed.
- Appropriation of parks and recreation facilities should be developed in association with Missouri River frontage.
- A trail system should be developed utilizing existing street rights-of-way, common ground when available, utility easements, flood plain areas, and additional property acquisition or private easements. Consideration should be given to cooperating with neighboring municipalities in developing portions of the trail system and between individual subdivision common ground. Trail systems could include walking, jogging, and biking. This system is to be fully integrated with and connected to the transportation network.



Figure 5: Land use map

It should be noted that the Planning Commission discussed this property late in 2022. At the time of the development of the Future Land Use Plan, the parcels were owned by the Monarch Chesterfield Levee District. The Commission discussed the property and the land use designation after learning the property was being offered for sale and there was general consensus of the Planning Commission that development consistent with the Regional Commercial designation would be appropriate.

REQUEST

The applicant is seeking to amend the existing ordinance for the PC – Planned Commercial District within the Contemporary Lodge & Wilderness Area Subdivision to add “Hotel” as a permitted use. As outlined in the Preliminary Development Plan, the proposed hotel is to be located on Lot B, a 6.23-acre parcel situated north of the Levee Trail. Access to Lot B will be provided via a shared driveway from Lot A to the east, as well as from a private street to the west. The access points shown on the Preliminary Development Plan align with those approved in the recently approved Site Development Plan for the subdivision. No changes are proposed to the existing building or parking setbacks. The updated ordinance will allow for a total of 28 permitted uses, as listed below:

- Auditorium
- Art Gallery, Art Studio
- Banquet Facility
- Bakery
- Bar
- Brewpub
- Coffee shop
- Commercial service facility
- Film drop-off and pick up stations
- Film processing plant
- Financial Institution, No Drive-Thru
- Gymnasium
- Hotel
- Motorcycle, ATV, and similar motor vehicles dealership
- Office-Dental
- Office-General
- Office-Medical
- Parking area (stand-alone), including garages, for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours
- Professional and technical service facility
- Recreational Facility
- Restaurant-Sit Down
- Restaurant – Fast Food, No Drive Thru
- Restaurant – Take Out
- Retail Sales Establishment – Community
- Retail Sales Establishment – Neighborhood

- Theater, indoor
- Theater, outdoor

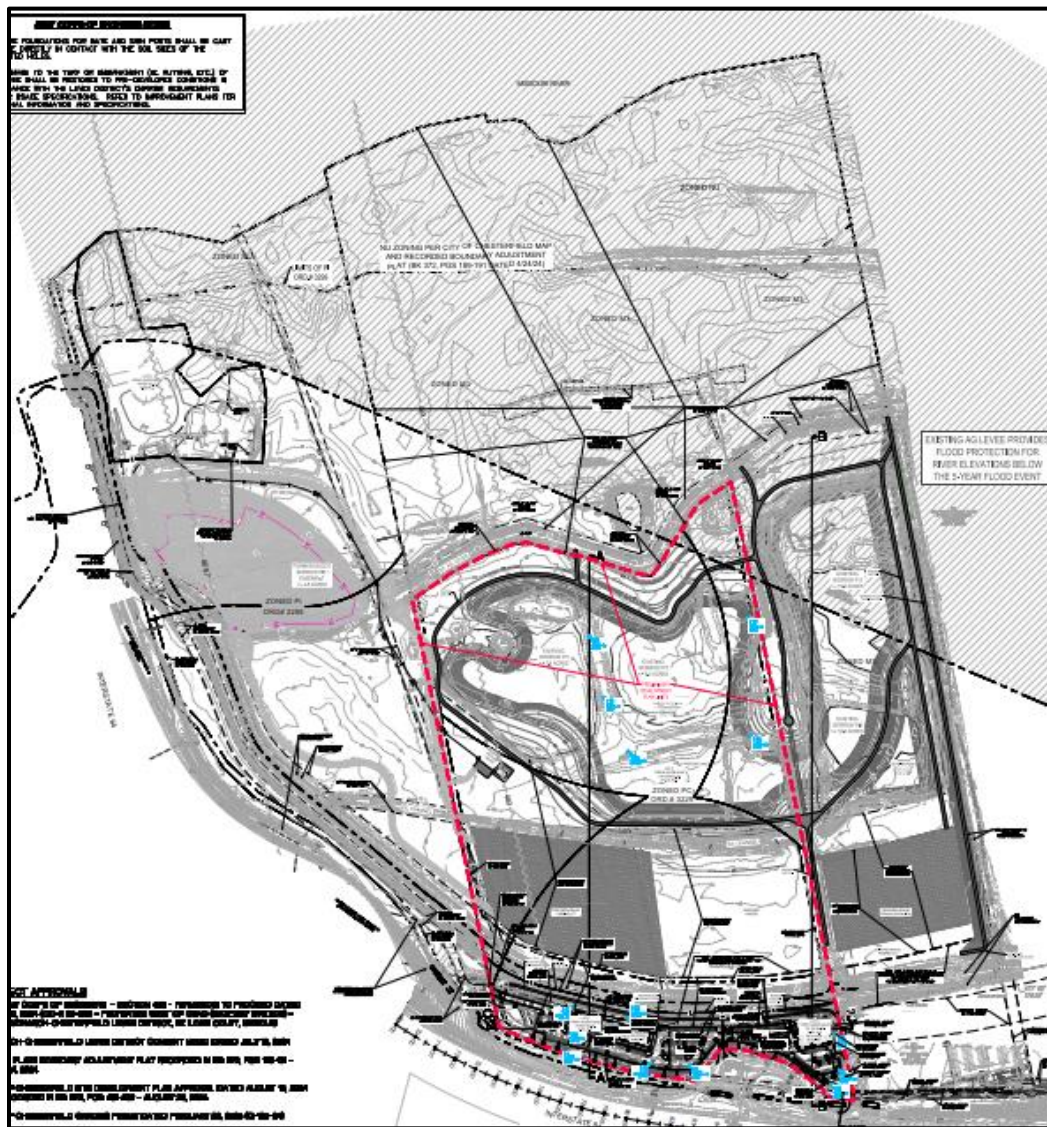


Figure 6: Preliminary Development Plan

A Public Hearing further addressing the request will be held at the April 28th, 2025 City of Chesterfield Planning Commission meeting. Attached please find a copy of the Public Hearing Notice, Petitioner's Narrative Statement and Preliminary Plan packet.

Staff has completed review of this petition and has prepared the Attachment A reflecting this request for consideration by the Planning Commission. All agency comments have been received. The Preliminary Development Plan has also been reviewed by Staff and is included herewith as Attachment B. Staff has no further comments or outstanding issues regarding the zoning request before the Commission. Therefore, the Planning Commission may proceed with a vote on the petition.

Upon receiving recommendation on this petition from the Planning Commission, this zoning request will be forwarded to both the Planning and Public Works Committee and City Council for review. If approved, the Site Development Plan process will then commence.

Attachments

1. Public Hearing Notice
2. Applicant Narrative Statement
3. Preliminary Development Plan
4. Attachment A

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. Auditorium
- b. Art gallery
- c. Art studio
- d. Banquet facility
- e. Bakery
- f. Bar
- g. Brewpub
- h. Coffee shop
- i. Commercial service facility
- j. Film drop-off and pick up stations
- k. Film processing plant
- l. Financial institution, No drive-thru
- m. Gymnasium
- n. Hotel
- o. Motorcycle, ATV, and similar motor vehicles dealership
- p. Office-Dental
- q. Office-General
- r. Office-Medical

- s. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours
 - t. Professional and technical service facility
 - u. Recreational facility
 - v. Restaurant – Sit down
 - w. Restaurant – Fast food, no drive-thru
 - x. Restaurant – Take out
 - y. Retail sales establishment – Community
 - z. Retail sales establishment – Neighborhood
 - aa. Theater, indoor
 - bb. Theater, outdoor
2. The permitted uses above are permitted south of the existing Levee Trail with the exception of use “s” which is applicable to either side of the existing Levee Trail.
 3. Use “o” shall allow indoor sales, storage, and indoor display only. No outdoor inventory is allowed.
 4. Hours of Operation.
 - a. Uses “y” and “z” listed above will be subject to hours of operation for the public from 6:00 AM to 11:00 PM.

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

1. Any improvements north of the Levee Trail shall substantially conform with the Preliminary Development Plan.
2. Below are the structure requirements for the south side of the existing Levee Trail measured from the Levee toe/property line described in the survey.
 - a. Height

The maximum height of the building, exclusive of roof screening, shall not exceed sixty-five (65.0) feet.
 - b. Building Requirements

A minimum of thirty-five percent (35%) open space is required for each lot within this development. In the event that parcels include areas on both the north and south side of the existing Levee Trail, areas south of the Levee Trail shall contain a minimum of thirty-five percent (35%) open space as measured from the south line of the 15' wide Hiking and Biking Trail Easement, as recorded in BK. 20217 Pgs. 2144-2203.

- c. This development shall have a maximum F.A.R. of fifty-five hundredths (0.55).

C. SETBACKS

Structure requirements are for properties south of the existing Levee Trail measured from Levee toe or property line as shown in the survey as exhibit B.

1. Structure Setbacks

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

- a) Thirty (30) feet from the right-of-way of N. Outer Forty Road on the south boundary of the Planned Commercial (PC) District.
- b) The south line of the Levee Easements as recorded in DB. 10348, Pg. 306 & DB. 10524, Pg. 1708.
- c) Thirty-five (35) feet from the east and west boundary of the Planned Commercial (PC) District.

2. Parking Setbacks for properties on the south side of the existing Levee Trail measured from Levee toe/ property line as shown in the Exhibit B.

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 right-of-way of N. Outer Forty Road.
- b) The south line of the Levee Easements as recorded in DB. 10348, Pg. 306 & DB. 10524, Pg. 1708.
- c) Twenty-five (25) feet from the east and west boundary of this Planned Commercial District.
- d) One hundred twenty (120) feet from the north line of the 15.0' wide hiking and biking trail easement, as recorded in Bk. 20217 Pgs. 2144-2203

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. 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.
3. No construction related parking shall be permitted within right of way or on any existing roadways or on City property at the Chesterfield Valley Athletic Complex and parking area north of the levee. All construction related parking shall be confined to the development.
4. 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 and are reviewed and approved by the City of Chesterfield Planning Commission.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic (or MoDOT), for sight distance considerations prior to installation or construction.

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

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

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development shall be as shown on the Preliminary Site Plan and adequate sight distance shall be provided, as directed by the City of Chesterfield, 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. Cross access shall be provided to the adjoining properties to the east, west and north as directed by the City of Chesterfield and a cross-access/maintenance agreement shall be executed by the City and property owner regarding the existing shared access drive prior to issuance of permits.
4. Access to Missouri Department of Transportation (MoDOT) road right-of-way and improvements within MoDOT road right-of-way (N. Outer 40 Road) shall be as directed by MoDOT.

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 a development, the access shall meet the requirements in as per City Code.
3. If a gated access is installed, a minimum stacking distance of sixty (60) feet shall be provided, and a turnaround for rejected vehicles, designed to accommodate a single unit truck, must be provided in advance of the gate.
4. Obtain approvals from the City of Chesterfield, MoDOT, and the St. 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.
5. Provide street connections to the adjoining properties as directed by the City of Chesterfield.
6. Additional right-of-way and road improvements shall be provided, as required by MoDOT and the City of Chesterfield.

7. Any work in MoDOT right-of-way will require separate permit from MoDOT.
8. Any water taps in MoDOT right-of-way will require separate permit issued to the plumber/contractor doing the work.
9. Pedestrian improvements and connections to and/or across the Levee Trail will require review and approval of the City of Chesterfield and Monarch Chesterfield Levee District.
10. The existing shared access drive shall be evaluated and improved, if necessary, as directed by the City of Chesterfield, to meet the City's existing needs and the increased traffic demand resulting from the development.
11. The existing portion of the Levee Trail at the road crossing shall be reviewed and improved, if necessary, as directed by the City of Chesterfield to meet the City's existing needs and the increased traffic demand resulting from the development.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or St. Louis County Department of Transportation. 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 N. Outer 40 Road. 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. MONARCH-CHESTERFIELD LEVEE DISTRICT

All development improvements shall be above the net seepage berm section. Geotechnical seepage analyses shall be submitted to demonstrate no adverse effect to the flood protection system from all proposed improvements.

M. 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 seventy-two (72) 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.

N. STORM WATER

1. Storm water shall be as approved by the City of Chesterfield, the Metropolitan St. Louis Sewer District, and the Monarch Chesterfield Levee District.
2. The site shall provide for the positive drainage of storm water. Stormwater from the portion of the site south of the levee shall flow into the Chesterfield Valley Storm Water Master system and ultimately along North Outer 40 Road to Pump Station 4. Off-site improvements may be required to ensure adequate positive drainage from this development to Pump Station 4.
3. Detention/retention and channel protection measures are to be provided in each watershed as required by the Metropolitan St. Louis Sewer District and Monarch Chesterfield Levee 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.
4. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the Monarch Chesterfield Levee District, Metropolitan St. Louis Sewer District, and the City of Chesterfield.
5. Provide stormwater management facilities as required by the City of Chesterfield, the Metropolitan St. Louis Sewer District, and the Monarch-Chesterfield Levee District. The location and types of stormwater management facilities shall be identified on all Site Development Plans.
6. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
7. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield, Monarch Chesterfield Levee District, and the Metropolitan Saint Louis Sewer District.

O. SANITARY SEWER

1. Easements will be required to allow for future public sewer extensions to adjacent tracts.
2. If sanitary service is proposed on the river side of the levee, the system would need to be designed as to minimize infiltration during a high water event.
3. Projects that affect wetland or waters of the United States will likely be accompanied by an additional assessment of the feature as required by the U.S. Army Corp of Engineers and/or Missouri Department of Natural Resources under the Clean Water Act section 401/404 permitting requirements. MSD may require documentation that the project has satisfied 401/404 permitting requirements prior to plan approval, or documentation that the activities are exempt.
4. The project is subject to the Caulk Creek Surcharge.
5. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District

P. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Services. 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.

Q. MISCELLANEOUS

1. An opportunity for recycling shall be provided in accordance with Chapter 235 of City Code.
2. 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.
3. Any retaining walls along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements.

4. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study, No-Rise Certification, and/or Floodplain Development Permit/Application, as necessary, 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 Chapter 405, Article 5 of Chesterfield City Code for specific requirements.
5. Gravel parking is allowed on the properties north of the existing Levee Trail.
6. Gravel parking area on the north side of the Levee not to be used as a storage area associated with dealership or repair uses or for inventory.
7. Spray water to control dust on the gravel lot.

II. 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 openspace percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.

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

III. TRUST FUND CONTRIBUTION

The developer shall be required to contribute to the Traffic Generation Assessment (TGA) Area E as established by City of Chesterfield [Ordinance 3207](#).

A. ROADS

The roadway improvement contribution is based on land and building use. The roadway contributions are necessary to help defray the cost of engineering, right-of-way acquisition, and major roadway construction. This contribution shall be established by the City of Chesterfield Trust Fund Rate Schedule effective at the time of development.

The Traffic Generation Assessment (TGA) contribution shall be made prior to the issuance of a Municipal Zoning Approval (MZA) by the City of Chesterfield.

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

As this development is located within a trust fund area, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development will be retained in the appropriate trust fund.

B. WATER MAIN

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be the sum of \$1,055.06 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 or Concept Plan unless otherwise directed by the Saint Louis County Department of Transportation. Funds shall be payable to Treasurer, Saint Louis County.

C. 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 Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$3,347.45 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.

D. SANITARY SEWER

The sanitary sewer contribution is collected as the Caulks Creek impact fee.

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

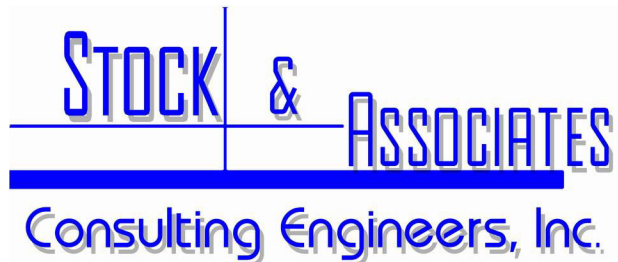
The amount of all required contributions for storm water and primary water line improvements, if not submitted by January 1, 2026, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Transportation & Public Works.

IV. 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.

V. 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.



PROJECT NARRATIVE

Request for an Amendment to Ordinance # 3229

Date: March 24, 2025

(Stock Project No. 222-7282.1)

On behalf of, “Gumbo Flats Properties, LLC.”, Stock & Associates Consulting Engineers Inc. respectfully requests the City of Chesterfield’s consideration in amending the Planned Commercial Ordinance # 3229 at 17955, 17985 and 17965 N. Outer Forty Road to add an additional permitted use “Hotel and Motel, extended stay.” This will allow a Four (4) story, approximately 127 room hotel on Lot B. In addition, some minor language changes/modifications and/or clarifications to Ordinance No. 3229 as directed by the City.

257 Chesterfield Business Parkway, St. Louis, MO 63005
636.530.9100 – Main | 636.530.9130 – Fax
www.stockassoc.com | general@stockassoc.com

ARMY CORPS OF ENGINEERS NOTES

- CONCRETE FOUNDATIONS FOR GATE AND SIGN POSTS SHALL BE CAST IN PLACE DIRECTLY IN CONTACT WITH THE SOIL SIDES OF THE EXCAVATED HOLES.
- ANY DAMAGE TO THE TURF OR EMBANKMENT (I.E. RUTTING, ETC.) OF THE LEVEE SHALL BE RESTORED TO PRE-DEVELOPED CONDITIONS IN ACCORDANCE WITH THE LEVEE DISTRICT'S OMRR&R REQUIREMENTS AND/OR USAGE SPECIFICATIONS. REFER TO IMPROVEMENT PLANS FOR ADDITIONAL INFORMATION AND SPECIFICATIONS.

PRELIMINARY DEVELOPMENT PLAN

A TRACT OF LAND BEING LOTS A, B AND PART OF C OF GUMBO FLATS AS RECORDED IN PLAT BOOK 372 PAGES 189-191 OF THE ST. LOUIS COUNTY RECORDS, LOCATED IN U.S. SURVEYS 368 AND 371 IN TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

SITE INFORMATION

OWNER: GUMBO FLATS PROPERTIES, LLC
ADDRESS: 17955, 17965, 17985 & 18045 N. OUTER 40 RD CHESTERFIELD, MO 63005
ZONING: "PC" PLANNED COMMERCIAL - ORD. NO. 3229
"P" PLANNED INDUSTRIAL - ORD. 3299, NU & M3
16V10077, 16W30025, 17W640035, 16W30022, 16W30036, 16W30001, 16W30021, 16W10015 16W240041 & 16W30045
MONARCH FIRE PROTECTION DISTRICT
ROCKWOOD
SCHOOL DISTRICT: METROPOLITAN ST. LOUIS SEWER DIST.
SEWER DISTRICT: MISSOURI RIVER
WATER SHED: MISSOURI RIVER
FEMA MAP: 29189C0145K (02/04/2015)
W/ LOMR NOV. 16, 2017 CASE NO. 17-07-0742P
ELECTRIC COMPANY: AMEREN UE
GAS COMPANY: SPIRE, INC.
AT&T
PHONE COMPANY: MISSOURI AMERICAN WATER COMPANY
WATER COMPANY:

SHEET INDEX

PDP 1.0
PDP 2.0
PRELIMINARY DEVELOPMENT PLAN
SITE SECTIONS

PROPERTY DESCRIPTION - OVERALL DEVELOPMENT:

A tract of land being part U.S. Survey 368 and 371 in Township 45 North, Range 3 East, of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the northwest corner of Lot 1 of the CVAC Consolidation Plat as recorded in Plat Book 359 Page 82 of said records; thence along the west line of said Consolidation Plat, South 11 degrees 19 minutes 32 seconds East, 381.84 feet; to the north right of way line of Interstate 64, variable width; thence the following courses and distances along said north line: North 83 degrees 05 minutes 28 seconds West, 138.18 feet; North 06 degrees 54 minutes 22 seconds East, 24.99 feet; North 53 degrees 19 minutes 19 seconds West, 201.50 feet; North 73 degrees 08 minutes 51 seconds West, 203.20 feet; North 88 degrees 51 minutes 59 seconds West, 100.51 feet; South 38 degrees 43 minutes 03 seconds West, 178.48 feet; North 83 degrees 05 minutes 28 seconds West, 65.50 feet to a curve to the right, having a radius of 2,654.79 feet, and along said curve an arc distance of 829.49 feet with a chord which bears North 74 degrees 06 minutes 29 seconds West, 829.15 feet; to the east line of a tract of land conveyed to St. Charles Sand Company by Deed Book 6033 Page 294 of said records, being on the west line of Lot 3 of Nicholas Mueller Estate Plat Book 2, Page 26, of said records; thence continuing along said north right of way line: North 55 degrees 11 minutes 00 seconds West, 225.12 feet; North 37 degrees 50 minutes 17 seconds West, 169.45 feet; North 25 degrees 25 minutes 51 seconds West, 199.71 feet; North 37 degrees 39 minutes 24 seconds West, 175.60 feet; North 46 degrees 48 minutes 50 seconds West, 100.60 feet; North 46 degrees 48 minutes 50 seconds West, 197.81 feet; North 60 degrees 07 minutes 09 seconds West, 187.51 feet; North 59 degrees 03 minutes 47 seconds West, 183.04 feet; North 45 degrees 52 minutes 41 seconds West, 193.39 feet; North 32 degrees 48 minutes 51 seconds West, 190.24 feet; North 42 degrees 30 minutes 56 seconds West, 148.45 feet to a curve to the right having a radius of 2,724.29 feet, along said curve an arc distance of 270.42 feet and a chord which bears North 18 degrees 31 minutes 12 seconds West, 270.33 feet; North 15 degrees 40 minutes 42 seconds West, 243.13 feet; North 41 degrees 19 minutes 10 seconds West, 110.92 feet; North 15 degrees 40 minutes 42 seconds West, 510.00 feet; North 19 degrees 19 minutes 18 seconds East, 10.00 feet; North 19 degrees 19 minutes 42 seconds West, 170.00 feet; North 74 degrees 19 minutes 18 seconds East, 5.00 feet; North 15 degrees 40 minutes 42 seconds West, 120.00 feet; North 74 degrees 19 minutes 18 seconds East, 10.00 feet; and North 15 degrees 40 minutes 42 seconds West, 525.24 feet; to the South Bank of the Missouri River, thence the following courses and distances along the said south Bank of the Missouri River: North 48 degrees 31 minutes 28 seconds East, 335.26 feet; North 84 degrees 44 minutes 55 seconds East, 198.93 feet; South 78 degrees 34 minutes 40 seconds East, 325.04 feet; and North 62 degrees 10 minutes 34 seconds East, 523.22 feet; North 11 degrees 29 minutes 32 seconds West, 62.50 feet; North 63 degrees 33 minutes 45 seconds East, 27.15 feet; North 62 degrees 47 minutes 30 seconds East, 94.51 feet; North 68 degrees 22 minutes 32 minutes 56 seconds East, 82.28 feet; North 65 degrees 10 minutes 24 seconds East, 90.14 feet; North 68 degrees 22 minutes 32 minutes 56 seconds East, 163.07 feet; North 79 degrees 01 minute 41 seconds East, 284.16 feet; South 11 degrees 11 minutes 32 seconds East, 34.07 feet; North 83 degrees 24 minutes 50 seconds East, 58.44 feet; North 88 degrees 18 minutes 53 seconds East, 70.75 feet; South 74 degrees 04 minutes 17 seconds East, 30.95 feet; South 41 degrees 30 minutes 31 seconds East, 99.33 feet; South 79 degrees 03 minutes 27 seconds East, 103.50 feet; North 70 degrees 09 minutes 53 seconds East, 90.88 feet; North 53 degrees 56 minutes 10 seconds East, 180.23 feet; North 60 degrees 58 minutes 57 seconds East, 297.00 feet; North 74 degrees 21 minutes 00 seconds East, 149.80 feet; North 79 degrees 44 minutes 30 seconds East, 201.51 feet; and North 80 degrees 23 minutes 28 seconds East, 320.33 feet to the west line of a tract of land conveyed to The United States of America by Deed Book 1441 Page 674 of said records; thence along said west line, South 11 degrees 13 minutes 52 seconds East, 4,105.53 feet; to the north line of above said Lot 1; thence the following courses and distances along said north line: South 71 degrees 51 minutes 21 seconds West, 99.83 feet; South 77 degrees 38 minutes 25 seconds West, 294.24 feet; and South 75 degrees 11 minutes 34 seconds West, 294.24 feet to the POINT OF BEGINNING. Containing 12,657.441 square feet or 290.575 acres, more or less.

PROPERTY DESCRIPTION - PC ORDINANCE # 3229:

A tract of land being part of Lot 4 of the Nicholas Mueller Estate according to the plat thereof recorded in Plat Book 2 page 25 of the St. Louis County Records, in U.S. Survey 371, Township 45 North, Range 3 East, St. Louis County, Missouri and being more particularly described as:

Beginning at a found cotton picker spindle located at the southwest corner of Lot 1 of the CVAC Consolidation Plat as recorded in Plat Book 359, Page 82 of the St. Louis County Records, said point also being located on the northern right-of-way line of Interstate 64, (aka U.S. Highway 404.51), variable width; thence along said right-of-way line the following courses and distances: North 83 degrees 05 minutes 28 seconds West, 138.18 feet; North 06 degrees 54 minutes 22 seconds East, 24.99 feet to a found iron rod; North 53 degrees 19 minutes 19 seconds West, 201.50 feet to a found iron rod; North 73 degrees 08 minutes 51 seconds West, 203.20 feet; North 88 degrees 51 minutes 59 seconds West, 100.51 feet to a found iron rod; South 38 degrees 43 minutes 03 seconds West, 178.48 feet to a found iron rod; North 83 degrees 05 minutes 28 seconds West, 65.50 feet to a found iron pipe being located on a curve to the right having a radius of 2,654.79 feet and along said curve with an arc length of 829.49 feet and a chord which bears North 74 degrees 06 minutes 29 seconds West, 829.15 feet to a found iron pipe located at the southeast corner of a tract of land conveyed to St. Charles Sand Company as recorded in Book 6033 page 294 of above said records; thence Northwesterly along the East line of said St. Charles Sand Company tract, North 11 degrees 23 minutes 32 seconds West, 1,018.21 feet to the southwest corner of a tract of land conveyed to Monarch Flats, LLC as recorded in Book 2102, Page 2090 of said records, said point also being the south toe of the Agricultural Levee as located in October, 1989 by Volo, Inc.; thence along the south line of said Monarch Flats, LLC tract the following courses and distances: North 57 degrees 05 minutes 24 seconds East, 33.18 feet; North 55 degrees 17 minutes 07 seconds East, 182.18 feet; North 62 degrees 40 minutes 07 seconds East, 170.36 feet; North 68 degrees 22 minutes 01 second East, 177.11 feet; North 68 degrees 22 minutes 32 seconds East, 95.16 feet; South 73 degrees 47 minutes 17 seconds East, 60.35 feet; North 74 degrees 33 minutes 52 seconds East, 130.98 feet; South 81 degrees 14 minutes 51 seconds East, 25.90 feet; South 81 degrees 15 minutes 17 seconds East, 29.90 feet; South 73 degrees 08 minutes 38 seconds East, 282.86 feet; South 86 degrees 18 minutes 31 seconds East, 40.04 feet; North 39 degrees 22 minutes 50 seconds East, 35.07 feet; North 31 degrees 54 minutes 06 seconds East, 301.56 feet; North 41 degrees 24 minutes 58 seconds East, 65.39 feet; North 50 degrees 39 minutes 15 seconds East, 150.70 feet to the west line of a tract of land as conveyed to the City of Chesterfield, by instrument recorded in Book 17745, Page 5807 of above said records; thence along said west line and the west line of above said CVAC Consolidation Plat, South 11 degrees 19 minutes 32 seconds East, 2,771.16 feet to the POINT OF BEGINNING.

Containing 3,390,081 square feet or 77.826 acres more or less according to calculations performed by Stock & Associates Consulting Engineers, Inc. on November 08, 2022

GEOTECHNICAL NOTE

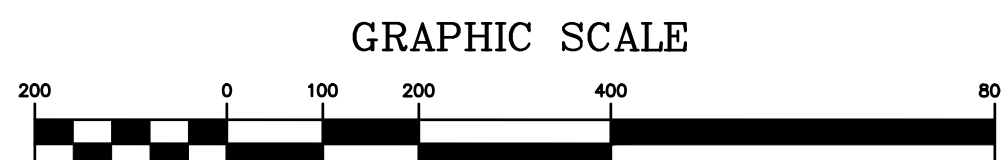
CONTRACTOR SHALL READ THE GEOTECHNICAL FEASIBILITY STUDY REVISED, MWT JOB NO. 15545 TITLED NORTH OUTER 40 RD, CHESTERFIELD, MISSOURI AS PREPARED BY MIDWEST TESTING (DAN BARCZYKOWSKI, P.E.) DATED 12/21/2022. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW ALL RECOMMENDATIONS AS OUTLINED IN THE GEOTECHNICAL REPORT. THE GEOTECHNICAL REPORT, ANY ADDENDUM OR ADDITIONAL RECOMMENDATIONS FROM THE GEOTECHNICAL ENGINEER ARE CONSIDERED PART OF THESE SPECIFICATIONS AND SHALL BE USED AS THE BASIS FOR CONSTRUCTION MEANS AND METHODS.

DISCLAIMER:

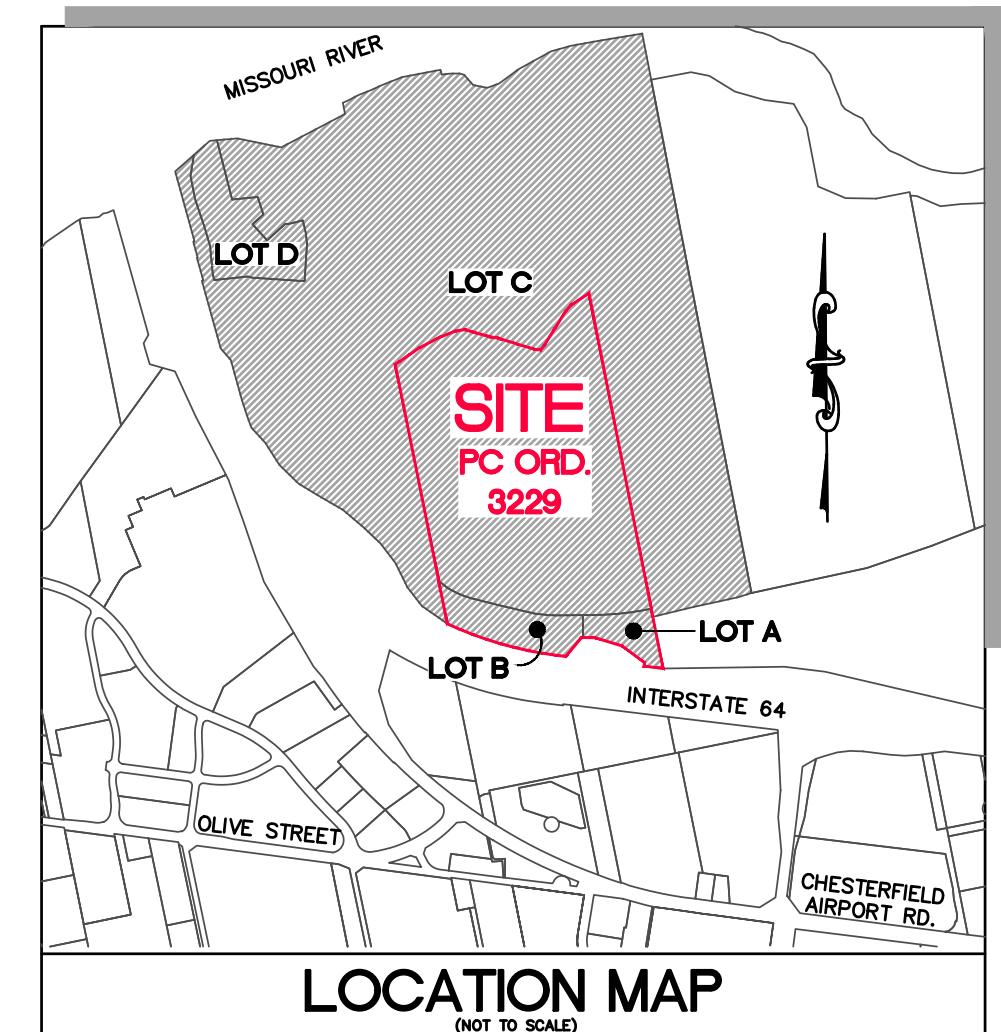
STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. AND THE UNDERSIGNED ENGINEER HAVE NO RESPONSIBILITY FOR SERVICES PROVIDED BY OTHERS TO IMPLEMENT THE IMPROVEMENTS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHEN THE UNDERSIGNED ENGINEER'S SEAL APPEARS. THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE OWNER AND CONTRACTOR. STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. HAS NO RESPONSIBILITY TO VERIFY FINAL IMPROVEMENTS AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY ENGAGED AND AUTHORIZED TO DO SO BY THE OWNER OR CONTRACTOR.

UTILITY NOTE:

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND, THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER KNOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OR IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.



SCALE: 1" = 200'



F.A.R. CALCULATION

- MAXIMUM FLOOR AREA RATIO (F.A.R.) OF 0.55 (PC ORD. #3229)

OPEN SPACE:

- MINIMUM 35.0% OPEN SPACE FOR EACH LOT. OPEN SPACE SHALL BE CALCULATED FROM THE SOUTH LINE OF THE 15' WIDE HIKING AND BIKING TRAIL EASEMENT, AS RECORDED IN BK. 20217, PGS. 2144-2203, (PC ORD. #3229)

HEIGHT:

- A MAXIMUM HEIGHT OF 65.0 FEET (PC ORD. #3229)
- REVISED LANGUAGE TO ADD: 65.0 FEET, EXCLUSIVE OF ROOF SCREENING

BUILDING AND PARKING SETBACKS

PC ORD. #3229:

STRUCTURE SETBACKS:

- THIRTY (30) FEET FROM NORTH OUTER FORTY ROAD RIGHT-OF-WAY
- THE SOUTH LINE OF LEVEE EASEMENTS AS RECORDED IN DB. 10348, PG. 306 & DB.10524, PG. 1708
- THIRTY-FIVE (35) FEET FROM EAST AND WEST BOUNDARY OF THIS PLANNED COMMERCIAL DISTRICT

PARKING SETBACKS:

- THIRTY (30) FEET FROM NORTH OUTER FORTY ROAD ROAD RIGHT-OF-WAY
- THE SOUTH LINE OF THE LEVEE EASEMENTS AS RECORDED IN DB. 10348, PG. 309 & DB.10524, PG. 1708.
- TWENTY-FIVE (25) FEET FROM EAST AND WEST BOUNDARY OF THIS PLANNED COMMERCIAL DISTRICT
- ONE HUNDRED TWENTY (120) FEET FROM THE NORTH LINE OF THE 15' WIDE HIKING AND BIKING TRAIL EASEMENT, AS RECORDED IN BK. 20217, PGS. 2144-2203

ABBREVIATIONS

ATG = ADJUST TO GRADE
B.C. = BACK OF CURB
C.O. = CLEANOUT
DB. = DEED BOOK
E. = ELECTRIC
ELEV. = ELEVATION
EX. = EXISTING
F.C. = FACE OF CURB
FL. = FLOWLINE
FT. = FEET
FND. = FOUND
G. = GAS
H.W. = HIGH WATER
LFB. = LOW FLOW BLOCKED
M.H. = MANHOLE
N/F. = NOW OR FORMERLY
P.B. = PLAT BOOK
PG. = PAGE
PR. = PROPOSED
P.V.C. = POLYVINYL CHLORIDE PIPE
R.C.P. = REINFORCED CONCRETE PIPE
R/W. = RIGHT-OF-WAY
SQ. = SQUARE
T. = TELEPHONE CABLE
T.B.A. = TO BE ABANDONED
T.B.R. = TO BE REMOVED
T.B.R. & R. = TO BE REMOVED AND REPLACED
TYP. = TYPICALLY
U.I.P. = USE IN PLACE
U.O.N. = UNLESS OTHERWISE NOTED
V.C.P. = VITRIFIED CLAY PIPE
W. = WATER
(86'W) = RIGHT-OF-WAY WIDTH

LEGEND

EXISTING SANITARY SEWER
EXISTING STORM SEWER
EXISTING TREE
EXISTING BUILDING
EXISTING CONTOUR
SPOT ELEVATION
EXISTING UTILITIES
FOUND 1/2" IRON PIPE
SET IRON PIPE
FOUND CROSS
FOUND STONE
FIRE HYDRANT
LIGHT STANDARD
BUSH
SIGN
NOTES PARKING SPACES
GUY WIRE
POWER POLE
WATER VALVE
DENOTES RECORD INFORMATION
ACCESSIBLE PARKING
PROPOSED CONTOUR
PROPOSED SPOT
PROPOSED STORM
PROPOSED SANITARY
PROJECT BOUNDARY
FLOODWAY

FLOOD NOTE:

SUBJECT PROPERTY LIES WITHIN FLOOD ZONE ZONE AE (BASE FLOOD ELEVATIONS DETERMINED, ELEV = 469.13-469.95), FLOODWAY AREAS IN ZONE AE, FLOOD ZONE AE (FLOOD DEPTHS OF 1 TO 3 FEET, USUALLY AREAS OF PONDS; BASE FLOOD ELEVATIONS DETERMINED, ELEV = 469), AND FLOOD ZONE X SHADDED AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD NOT SHOWN. AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES WITH 1% ANNUAL CHANCE FLOOD, ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP NUMBER 29189C0145K WITH AN EFFECTIVE DATE OF 02/04/2015 AND REVISED TO REFLECT LOMR NOV. 16, 2017 CASE NO. 17-07-0742P. BY GRAPHICALLY PLOTTING.

SITE BENCHMARK

ELEV = 465.84
FND. CUT CROSS ON EASTERN MEDIAN ISLAND OF ROUNDABOUT AS SHOWN HEREON.

EXISTING AG LEVEE PROVIDES FLOOD PROTECTION FOR RIVER ELEVATIONS BELOW THE 5-YEAR FLOOD EVENT

ST. LOUIS COUNTY BENCHMARK

BENCHMARK#2357
NAVD83 Elev = 461.00
Standard DNR aluminum disk stamped SL-38A situated in grassy area south of Chesterfield Airport Road and east of Chesterfield Industrial Boulevard, north of a bank addressed as #100 Chesterfield Industrial Boulevard; roughly 49 feet south of the centerline of Chesterfield Airport road, 78 feet east of the centerline of Chesterfield Industrial Boulevard, and 40.5 feet northeast of the northwest corner of the subdivision entrance monument for Chesterfield Industrial Park.

PROJECT APPROVALS

U.S. ARMY CORPS OF ENGINEERS - SECTION 408 - PERMISSION TO PROCEED DATED APRIL 25, 2024 (OD-R 22-036 - PROPERTIES WEST OF CVAC (GATEWAY STUDIOS) - MOLD, MONARCH-CHESTERFIELD LEVEE DISTRICT, ST. LOUIS COUNTY, MISSOURI

MONARCH-CHESTERFIELD LEVEE DISTRICT CONSENT MEMO DATED JULY 19, 2024

GUMBO FLATS BOUNDARY ADJUSTMENT PLAT RECORDED IN BK: 372, PGS: 189-191 - APRIL 24, 2024

CITY OF CHESTERFIELD SITE DEVELOPMENT PLAN APPROVAL DATED AUGUST 16, 2024 SDP RECORDED IN BK: 372, PGS: 451-462 - AUGUST 26, 2024

CITY OF CHESTERFIELD GRADING PERMIT DATED FEBRUARY 26, 2025 (G-120-24)

PREPARED FOR
GUMBO FLATS PROPERTIES, LLC
500 FOX RIDGE ROAD
FRONTENAC, MO 63131
MR. JERRY KERR - MANAGER
PHONE: (855) 332-4777

PREPARED BY:

STOCK & ASSOCIATES
Consulting Engineers, Inc.

PRELIMINARY DEVELOPMENT PLAN FOR:

TEXT AMENDMENT TO PC ORD.# 3229
17955, 17965 & 17985 NORTH OUTER 40 ROAD
CHESTERFIELD, MO 63005

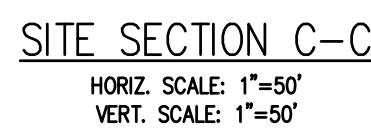
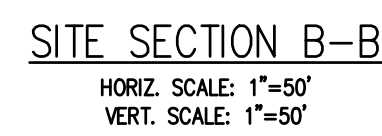
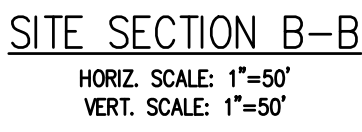
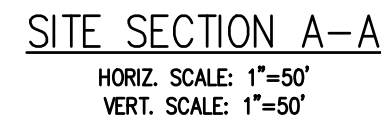
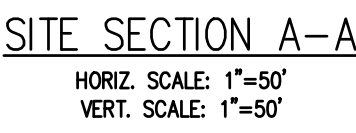


03/06/2025
GEORGE M. STOCK
E-25116
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

DATE	BY	REVISION
03/06/2025	GM.S.	222-7282.1
BASE MAP	16W & 17W	BASE MAP
S.L.C. HAT #	HAT SUP.	HAT SUP.
M.D.N.R. #		

SHEET TITLE	PRELIMINARY DEVELOPMENT PLAN
SHEET NO.	PDP 1.0



III.C.

Memorandum Department of Planning



To: Planning & Public Works Committee

From: Alyssa Ahner, Senior Planner

Date: May 8th, 2025

RE: **P.Z. 03-2025 The Wedge:** An ordinance amendment to modify development criteria for an existing “PC” Planned Commercial District totaling 5.04-acres located south of the intersection of Olive Street Road and Chesterfield Airport Road.

Summary

The City of Chesterfield, on behalf of Energy Marketing 709, LLC, is requesting an amendment to [Ordinance 2820](#) in order to modify the development criteria of a “PC” Planned Commercial District. The modifications requested are in response to a lawsuit that began back in 2017 and are part of the ongoing settlement.

A Public Hearing was held on February April 28th, 2025 and concerns regarding the proposed landscaping were raised. The petition was voted on the same evening by the Planning Commission and a motion was made to recommend approval with the condition that staff work with the applicant to review the landscaping. The motion passed by a vote of 9-0.

Staff and the property owner are currently working on revisions to the landscape proposal in response to Planning Commission’s condition. Revisions will be finalized prior to Council approval.

Please see the full description of the request, site history, and staff analysis pertaining to the petition may be found in the April 28th, 2025 Planning Commission report attached to this memo.

Attachments:
Planning Commission Packet

690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

Planning Commission Public Hearing/Vote Report

Meeting Date: April 28th, 2025

From: Alyssa Ahner, Senior Planner

Location: South of the intersection of Chesterfield Airport Road and Olive Street Road.

Description: **P.Z. 03-2025 The Wedge:** An ordinance amendment to modify development criteria for an existing “PC” Planned Commercial District totaling 5.04-acres located south of the intersection of Olive Street Road and Chesterfield Airport Road.

PROPOSAL SUMMARY

The City of Chesterfield, on behalf of Energy Marketing 709, LLC, is requesting an amendment to [Ordinance 2820](#) in order to modify the development criteria of a “PC” Planned Commercial District. The modifications requested are in response to a lawsuit that began back in 2017 and are part of the ongoing settlement.

SITE HISTORY

Ordinance 2820 was established in 2013 and included language for access to the site. More specifically, it included language that prohibited left turn movements out of the development at the easternmost access point on Chesterfield Airport Road and the requirement that the development must construct a barrier median separating the westbound and eastbound lanes of Chesterfield Airport Road.



Figure 1: Subject Site

A Site Development Plan was submitted in 2015 and the proposed development did not meet the access criteria established in the zoning ordinance. St. Louis County Department of Transportation, owner of Chesterfield Airport Road and Olive Street Road, provided comments on the Site Development Plan stating that “for traffic safety reasons the barrier median will not be permitted to be constructed on Chesterfield Airport Road. In addition the

left turn movement out of the easternmost access to Chesterfield Airport Road is required for adequate access and to enhance traffic safety". The City was later sued for reasons related to roadway jurisdiction.

STAFF ANALYSIS

The proposed Attachment A includes both the removal and modification to development criteria. There are no changes to the permitted uses. Please see below for the list of substantive changes:

- Removal of the requirement to construct a barrier median.
- Removal of the language prohibiting left turn movements.
- Removal of the language requiring a traffic generation assessment contribution.
- Reduction of structure and parking setbacks on Chesterfield Airport Rd and Olive Street Rd from 30 feet to 15 feet.
- Reduction of structure and parking setbacks on Old Olive Street Rd from 15 feet to 5 feet.
- Parking and loading requirements have been modified to state that *"the development shall substantially conform to the Preliminary Development Plan"* (PDP) i.e., the development would not adhere to [Section 405.04.040 Off-Street Parking, Stacking, and Loading Space Requirements](#). The parking shown on the PDP is what would be permitted during the review of an Amended Site Development Plan and it should be noted that this is an excess of what is allowed per Code. The maximum parking allowed for "filling station and convenience store with pump stations" or "retail sales, community" is 120% of the minimum parking required. The PDP depicts the "filling station and convenience store with pump stations" being parked at roughly 223% of the minimum parking requirements and the "retail sales, community" being parked at roughly 148% of the minimum parking requirements.
- Landscape and tree requirements have been modified to state that *"the development shall substantially conform to the Preliminary Development Plan"* (PDP) i.e., the development would not adhere to the [Section 405.04.020 Tree Preservation and Landscape Requirements](#). The landscaping shown on the is PDP is what would be permitted during the review of an Amended Site Development Plan.

The City is not soliciting comments from external agencies during this ordinance amendment. Staff's review has been limited to items that are under the City's jurisdiction i.e., access to the site from Olive Street Road or Chesterfield Airport Road has not been reviewed. External agencies will be provided with the opportunity to review when permits are applied for.

DEPARTMENT INPUT

Staff has reviewed the ordinance amendment and recommends approval. The project has been added to the agenda for both a public hearing and a vote. Upon recommendation by Planning Commission, the request will continue to Planning & Public Works Committee prior to final approval by City Council. The review of an Amended Site Development Plan and Sign Package will follow shortly after the ordinance amendment.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- "I move to approve (or deny) P.Z. 03-2025 The Wedge as presented."
- "I move to approve P.Z. 03-2025 The Wedge with the following conditions..."

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 studio.
- c. Automotive retail supply.
- d. Bakery.
- e. Bar.
- f. Barber or beauty shop.
- g. Brewpub.
- h. Car wash.
- i. Coffee shop.
- j. Coffee shop, drive-thru.
- k. Commercial service facility.
- l. Drug store and pharmacy.
- m. Drug store and pharmacy, drive-thru.
- n. Dry cleaning establishment.
- o. Filling station and convenience store with pump stations.
- p. Financial institution, no drive-thru.
- q. Financial institution, drive-thru.
- r. Grocery--Community.
- s. Grocery--Neighborhood.
- t. Kennel, boarding.
- u. Office, general.
- v. Oil change facility.

- w. Recreation facility.
 - x. Restaurant, fast food.
 - y. Restaurant, sit down.
 - z. Restaurant, take out.
 - aa. Retail sales establishment, community.
 - bb. Retail sales establishment, neighborhood.
 - cc. Veterinary clinic.
2. The above uses shall be restricted as follows: Drive-thru window for use 1.(j) Coffee Shop, drive-thru, 1.(x) Restaurant, fast food, 1.(y) Restaurant, sit down, and 1.(z) Restaurant, take out shall only be permitted within the same structure as use 1.(o) Filling station and convenience store with pump stations.
3. Hours of Operation.
- a. Hours of operation for this “PC” District shall be restricted as follows: Hours of operation for the convenience store and filling station, including any accessory uses within that structure, shall be unrestricted. Hours of operation for all other uses shall be permitted from 7:00 a.m. to 11:00 p.m. only.
 - b. Hours of operation for retail 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.
4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

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

1. Height
- a. The maximum height of the building, exclusive of roof screening, shall not exceed forty (40) feet.
 - b. The maximum height of a flagpole shall not exceed sixty (60) feet.
2. Building Requirements
- a. A minimum of 35% openspace is required for this development.
 - b. This development shall have a maximum F.A.R. of fifty-five hundredths (0.55).

C. SETBACKS

1. STRUCTURE SETBACKS

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

- a. Fifteen (15) feet from the right-of-way of Chesterfield Airport Road.
- b. Fifteen (15) feet from the right-of-way of Olive Street Road.
- c. Five (5) feet from the right-of-way of Old Olive Street Road.

2. PARKING SETBACKS

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

- a. Fifteen (15) feet from the right-of-way of Chesterfield Airport Road.
- b. Fifteen (15) feet from the right-of-way of Olive Street Road.
- c. Five (5) feet from the right-of-way of Old Olive Street Road.

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development shall substantially conform to the Preliminary Development Plan.

E. LANDSCAPE AND TREE REQUIREMENTS

1. The development shall substantially conform to the Preliminary Development Plan.

F. SIGN REQUIREMENTS

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

G. LIGHT REQUIREMENTS

1. The development shall adhere to the Lighting Standards of the City of Chesterfield Code.

H. ARCHITECTURAL

1. The development shall adhere to the Architectural Review Standards of the City of Chesterfield Code.

2. Trash enclosures: All exterior trash areas will be enclosed with a minimum 5'8" 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 or Site Development Section Plan.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development, except for the access to Out Lot A, shall be as shown on the Preliminary Plan, and adequate sight distance shall be provided, as directed by the City of Chesterfield, Missouri Department of Transportation and St. Louis County Department of Transportation, as applicable.
 - a. The access to Out Lot A shall be as directed by the City of Chesterfield.
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. Provide cross access easement and temporary slope construction license or other appropriate legal instrument or agreement guaranteeing permanent access between this site and adjacent properties as directed by St. Louis County Department Transportation and/or the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide a 5-foot-wide sidewalk, conforming to ADA standards, along the Olive Street Road and Chesterfield Airport Road frontages of the site. The sidewalks shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalks may be located within right-of-way controlled by another agency, if permitted by that agency or on private property within a 6-foot-wide sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.
2. Obtain approvals from the City of Chesterfield and St. Louis County Department of Transportation and other entities as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
3. Additional right-of-way and road improvements shall be provided, as required by the City of Chesterfield and the St. Louis County Department of Transportation.
4. Provide a twelve (12) foot wide right turn lane on Chesterfield Airport Road with six (6) foot shoulders with required tapers and including all storm drainage facilities as directed by the St. Louis County Department of Transportation.

5. Construct a pork-chop median at the westernmost access point to the development along Chesterfield Airport Road as directed by the St. Louis County Department of Transportation.
6. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Transportation.

K. TRAFFIC STUDY

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

L. POWER OF REVIEW

1. The City of Chesterfield City Council shall have automatic power of review of all Site Development Plans for this development. 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. 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.
3. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
4. Provide stormwater management facilities as required by the City of Chesterfield, Metropolitan St. Louis Sewer District, and Monarch-Chesterfield Levee District. The location and types of storm water management facilities shall be identified on all Site Development Plans or Site Development Section Plans.

N. SANITARY SEWER

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

O. GEOTECHNICAL REPORT

1. Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Services. 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. The developer is advised that utility companies will require compensation for relocation of their facilities within public road right-of-way. 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. 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, St. Louis County Department of Transportation, Monarch Chesterfield Levee District, Spirit of St. Louis Airport, and 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 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, St. Louis County Department of Transportation, Monarch-Chesterfield Levee District,

Spirit of St. Louis Airport, Metropolitan St. Louis Sewer District (MSD), and Missouri Department of Transportation.

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

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 a 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 one hundred and fifty (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 one hundred and fifty (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, St. Louis Department of Transportation, Monarch Levee District, Spirit of St. Louis Airport, Metropolitan St. Louis Sewer District (MSD), and 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.

III. TRUST FUND CONTRIBUTION

1. ROADWAY

A traffic generation assessment is not required for this development.

2. WATER MAIN

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$1,055.06 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 St. Louis County Department of Transportation. The deposit shall be made before St. Louis County approval of the Site Development Plan or Concept Plan unless otherwise directed by the St. Louis County Department of Transportation. Funds shall be payable to Treasurer, St. Louis County.

3. 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 St. Louis County and the Metropolitan St. Louis Sewer District. The amount of the storm water contribution will be computed based on \$3,347.45 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 St. Louis County Department of Transportation. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by St. 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, St. Louis County.

4. SANITARY SEWER

The sanitary sewer contribution is collected as the Caulk Creek impact fee.

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

5. ADDITIONAL CONDITIONS

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

The amount of all required contributions for storm water and primary water line improvements, if not submitted by January 1, 2025, 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 St. Louis County Department of Transportation.

IV. RECORDING

1. 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.

V. 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.

Energy Marketing
2nd Amended Site Development Plan

A tract of land being Lot 2 and Outlot A of McGrath Plaza,
part of Lot 6 of the Subdivision of R. H. Stevens Farm and
part of U. S. Survey 102, Township 45 North - Range 3 East,
St. Louis County, Missouri

- LEGEND
- UTILITY POLE
 - LIGHT STANDARD
 - MANHOLE
 - TREE
 - WATER VALVE
 - WATER METER
 - TREE LINE
 - CONC. P.V.M.T.
 - SIGN
 - OVERHEAD UTILITY
 - FENCE
 - SEWER CLEANOUT
 - ELECTRIC BOX
 - BOLLARD
 - GUY WIRE



LOCATION MAP



**Civil & Environmental
Consultants, Inc.**
3000 Little Hills Expressway, Suite 102
St. Charles, MO 63301
314-656-4566 www.ccecinc.com

Energy Marketing

A tract of land being Lot 2 and Outlot A of McGrath Plaza,
part of Lot 6 of the Subdivision of R. H. Stevens Farm and
part of U. S. Survey 102, Township 45 North - Range 3 East,
St. Louis County, Missouri

Prepared For:
Energy Marketing 709 LLC

2130 Kipling Avenue
St. Louis, MO 63121-5505
314-383-3700

REVISIONS

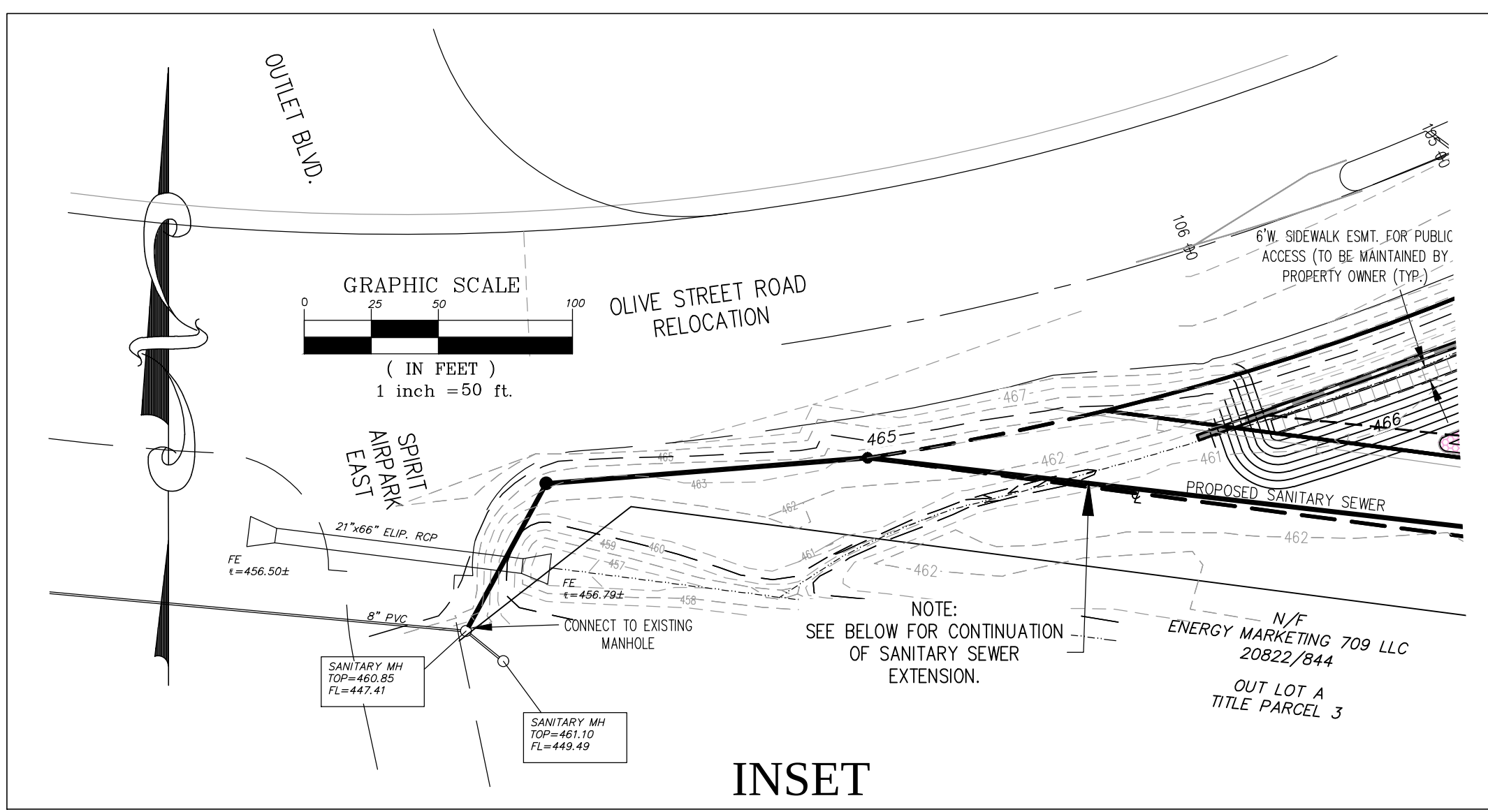
NO.	DATE	DESCRIPTION
	08/25/16	FOR CITY APPROVAL
	09/25/16	FOR CITY APPROVAL
	11/22/16	FOR CITY APPROVAL
	09/27/18	FOR CITY APPROVAL
	09/27/19	STREET LIGHTING ADDED
	07/24/24	REVISE PER CLIENT
	12/11/24	REVISE PER CLIENT

ENGINEERS AUTHENTICATION
The responsibility for professional engineering
activity on this project is hereby limited to the set of
plans authorized by the seal, signature, and date
herein attached. Responsibility is disclaimed for all
other engineering plans involved in this project and
specifically excludes revisions other than those
reauthorized.

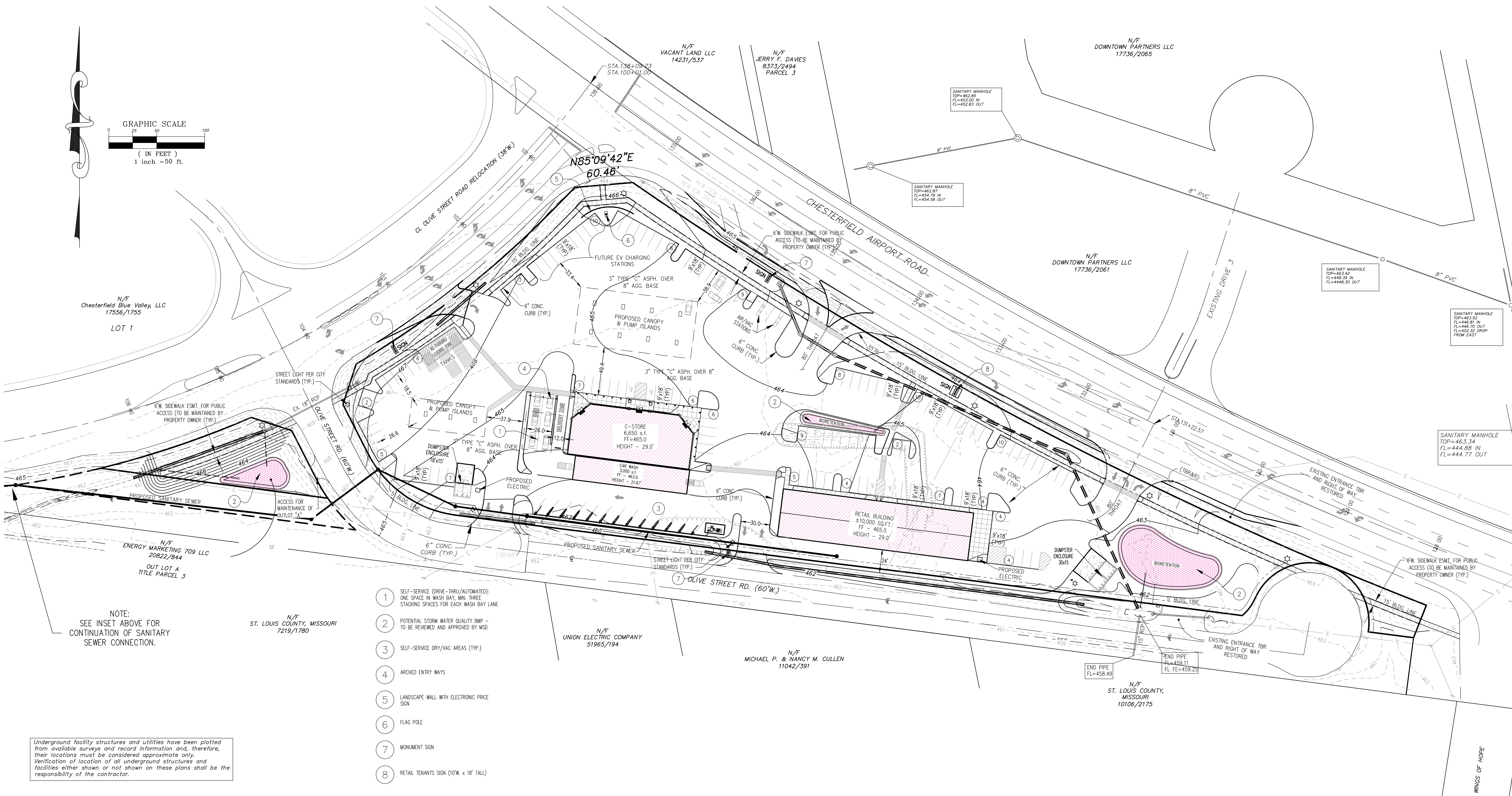


DRAWN DWD	DATE 06/19/24
CHECKED DST	DATE
PROJECT # 09056.EMKT.00R	
CBC # 325-768	FB 1287

SITE DEVELOPMENT PLAN
18423 OLIVE STREET ROAD
SHEET 2 OF 3
Copyright 2024 by Civil & Environmental Consultants, Inc.

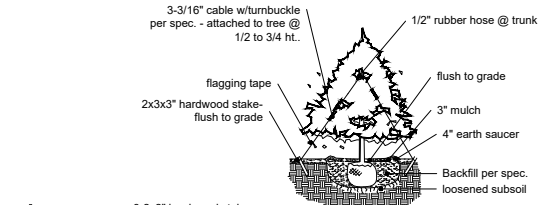
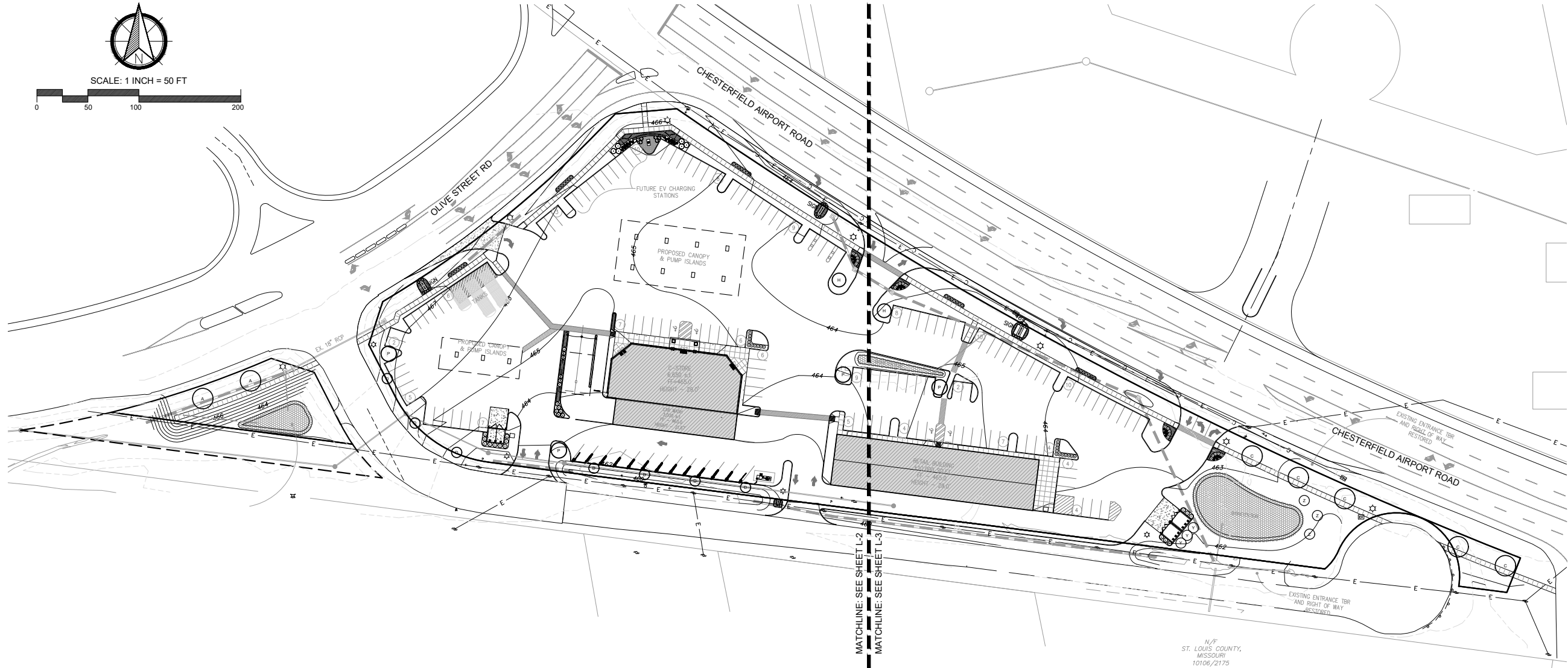
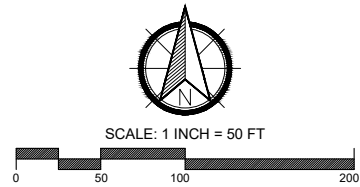


INSET

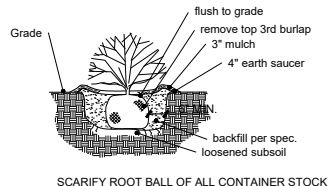


- SELF-SERVICE (DRIVE-THRU/AUTOMATED) ONE SPACE IN WASH BAY, MIN. THREE STACKING SPACES FOR EACH WASH BAY LINE
- POTENTIAL STORM WATER QUALITY BMP - TO BE REVIEWED AND APPROVED BY MSD
- SELF-SERVICE DRY/VAC AREAS (TYP.)
- ARCHED ENTRY WAYS
- LANDSCAPE WALL WITH ELECTRONIC PRICE SIGN
- FLAG POLE
- MONUMENT SIGN
- RETAIL TENANTS SIGN (10'W. x 18' TALL)

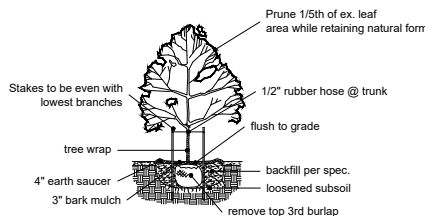
Underground facility structures and utilities have been plotted from available surveys and record information and, therefore, their locations must be considered approximate only. Verification of location of all underground structures and facilities either shown or not shown on these plans shall be the responsibility of the contractor.



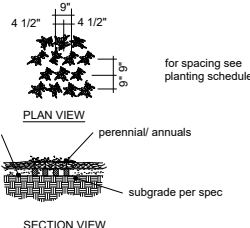
TYPICAL EVERGREEN PLANTING



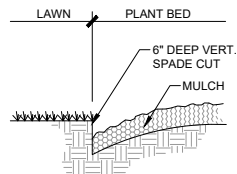
TYPICAL SHRUB PLANTING



CANOPY TREE PLANTING



TYPICAL PERENNIAL PLANTING

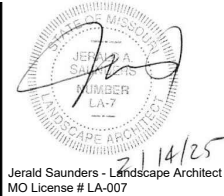


SPADE CUT BED EDGE

- LANDSCAPE NOTES:**
1. LAWN AREAS SHALL BE TURF-TYPE TALL FESCUE GRASS OR APPROVED EQUAL.
 2. TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
 3. SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
 4. MULCH TO BE 1.5" TRAP ROCK (EXCLUDES BIORETENTIONS).
 5. MULCH BEDS TO RECEIVE WOVEN GEOTEXTILE POLYPROPYLENE LANDSCAPE FABRIC WEED BARRIER BELOW ROCK MULCH.
 6. BED EDGES TO BE SPADE CUT. SEE DETAIL.
 7. ALL LANDSCAPED AREAS, INCLUDING ISLANDS, SHALL BE PROVIDED WITH MECHANICAL, IN-GROUND IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE DESIGN-BUILD DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT.

PLANTING SCHEDULE									
STREET-SPECIFIC CANOPY TREES									
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	MATURE HEIGHT	SIZE CLASS	GROWTH RATE	GROWTH RATE %
A	2	Gleditsia triacanthos var. inermis 'Skycole'	Skyline Thornless Honeylocust	2.5" cal	B&B	35-45'	Large	Fast	
C	5	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	2.5" cal	B&B	40-50'	Large	Fast	
D	7	Quercus robur x bicolor 'Nadler' (columnar)	Kindred Spirit Oak	2.5" cal	B&B	45+	Large	Medium	17%
CANOPY TREES									
H	2	Acer rubrum 'Armstrong' (columnar)	Armstrong Maple	2.5" cal	B&B	50-60'	Large	Fast	
UNDERSTORY TREES									
P	4	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2.5" cal	B&B	15-20'	Small	Medium	9.8%
EVERGREEN TREES									
X	15	Juniperus virginiana 'Taylor'	Taylor Upright Juniper	6' ht	B&B	15-20'	Small	Medium	36.6%
Y	3	Picea glauca	White Spruce	6' ht	B&B	35-40'	Medium	Medium	7.3%
Z	3	Picea pungens	Colorado Blue Spruce	6' ht	B&B	35-40'	Medium	Medium	7.3%
SHRUBS									
a	6	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	Cont.				
b	35	Spiraea japonica 'Tracy'	Double Play Big Bang Spirea	15"	Cont.				
c	41	Buxus 'Green Velvet'	Green Velvet Boxwood	18"	Cont.				
d	6	Cornus sericea 'Farrow'	Arctic Fire Redtwig Dogwood	18"	Cont.				
e	12	Juniperus x pfitzeriana 'Kallay's Compact'	Kallay's Compact Pfitzer Juniper	18"	Cont.				
ORNAMENTAL GRASSES									
oga	38	Panicum virgatum 'Cheyenne Sky'	Cheyenne Sky Switchgrass	3 gal	Cont.				
ogb	23	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	3 gal	Cont.				
PERENNIALS									
aa	33	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 gal	24" o.c.				
bb	20	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Goldsturm Black-eyed Susan	1 gal	24" o.c.				
cc	12	Salvia x sylvestris 'Mainacht'	May Night Salvia	1 gal	24" o.c.				
dd	122	Liriope muscari 'Variegata'	Variegated Liriope	1 qt	18" o.c.				
ee	96	Chrysanthemum x superbum 'Snowcap'	Snowcap Shasta Daisy	1 qt	18" o.c.				

- GENERAL NOTES & CALCULATIONS (PER CITY OF CHESTERFIELD LANDSCAPE REQUIREMENTS):**
1. STREET TREES SHALL BE LOCATED WITHIN A STREET RIGHT-OF-WAY UNLESS SO APPROVED BY VARIANCE.
 2. STREET TREES SHALL NOT BE PLANTED CLOSER THAN THREE (3) FEET TO ANY CURB.
 3. STREET TREES SHALL NOT BE PLACED WITHIN TWENTY-FIVE (25) FEET OF STREET LIGHTS, STREET SIGNS, AND INTERSECTIONS.
 4. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET OF STREET INLETS OR MANHOLES.
 5. A MINIMUM OF THIRTY PERCENT (30%) OF THE TREES MUST BE OF A SPECIES WITH A SLOW OR MEDIUM GROWTH RATE.
32 PROPOSED TREES WITH SLOW/MEDIUM GROWTH RATE
+ 41 TOTAL PROPOSED TREES
78% SLOW/MEDIUM GROWTH RATE
 6. ALL LANDSCAPED AREAS, INCLUDING ISLANDS, SHALL BE PROVIDED WITH MECHANICAL, IN-GROUND IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE DESIGN-BUILD DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT.



Consultants:

THE WEDGE

CHESTERFIELD, MISSOURI

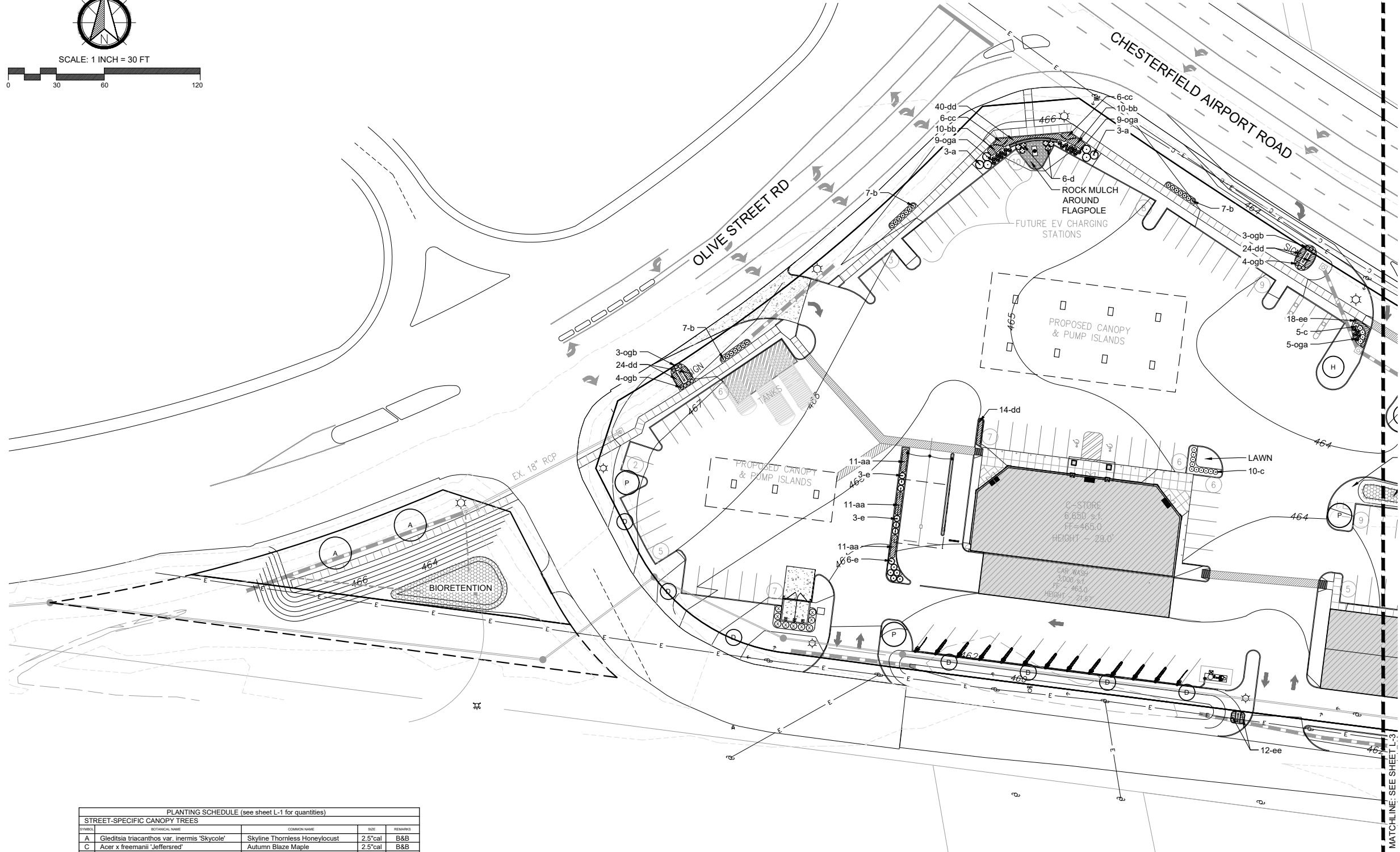
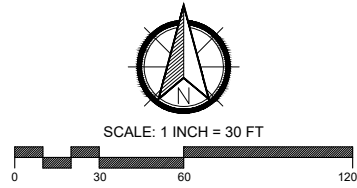
Revisions:		
Date	Description	No.
9/22/15	Plan Revision	
2/10/16	Plan Revision	
4/15/16	City Comments	
4/26/16	Plan Changes	
8/24/16	Plan Changes	
12/6/16	City Comments	
9/19/18	Plan Changes	
2/14/25	Plan Changes	

Drawn: LWH
Checked: JAS

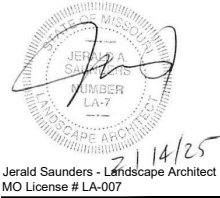


Sheet Title:	OVERALL LANDSCAPE PLAN
Sheet No:	L-1
Date:	04/15/16
Job #:	957.001

PREPARED FOR:
STEVE MADRAS
ENERGY MARKETING
2130 KIENLEN AVE.
ST. LOUIS MO 63121
(314) 383-3700



PLANTING SCHEDULE (see sheet L-1 for quantities)				
STREET-SPECIFIC CANOPY TREES				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	Gleditsia triacanthos var. inermis 'Skycole'	Skyline Thornless Honeylocust	2.5" cal	B&B
C	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	2.5" cal	B&B
D	Quercus robur x bicolor 'Nadler' (columnar)	Kindred Spirit Oak	2.5" cal	B&B
CANOPY TREES				
H	Acer rubrum 'Armstrong' (columnar)	Armstrong Maple	2.5" cal	B&B
UNDERSTORY TREES				
P	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2.5" cal	B&B
EVERGREEN TREES				
X	Juniperus virginiana 'Taylor'	Taylor Upright Juniper	6' ht	B&B
Y	Picea glauca	White Spruce	6' ht	B&B
Z	Picea pungens	Colorado Blue Spruce	6' ht	B&B
SHRUBS				
a	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	Cont.
b	Spiraea japonica 'Tracy'	Double Play Big Bang Spirea	15"	Cont.
c	Buxus 'Green Velvet'	Green Velvet Boxwood	18"	Cont.
d	Cornus sericea 'Farrow'	Arctic Fire Redtwig Dogwood	18"	Cont.
e	Juniperus x pfitzeriana 'Kallay's Compact'	Kallay's Compact Pfitzer Juniper	18"	Cont.
ORNAMENTAL GRASSES				
oga	Panicum virgatum 'Cheyenne Sky'	Cheyenne Sky Switchgrass	3 gal	Cont.
ogb	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	3 gal	Cont.
PERENNIALS				
aa	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 gal	24" o.c.
bb	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Goldsturm Black-eyed Susan	1 gal	24" o.c.
cc	Salvia x sylvestris 'Mainacht'	May Night Salvia	1 gal	24" o.c.
dd	Liriope muscari 'Variegata'	Variegated Liriope	1 qt	18" o.c.
ee	Chrysanthemum x superbum 'Snowcap'	Snowcap Shasta Daisy	1 qt	18" o.c.



Consultants:

THE WEDGE

CHESTERFIELD, MISSOURI

Revisions:		
Date	Description	No.
9/22/15	Plan Revision	
2/10/16	Plan Revision	
4/15/16	City Comments	
4/26/16	Plan Changes	
8/24/16	Plan Changes	
12/6/16	City Comments	
9/19/18	Plan Changes	
2/14/25	Plan Changes	

Drawn: LWH
Checked: JAS



Sheet Title: LANDSCAPE PLAN - WEST
Sheet No: L-2

Date: 04/15/16
Job #: 957.001

Memorandum

Department of Planning



To: Planning and Public Works

From: Isaak Simmers, Planner

Date: May 8, 2025

RE: **P.Z. 10-2024 Article 4 and Article 10:** A request for approval from Planning and Public Works Committee to proceed with a petition to amend Article 04 and Article 10 of the Unified Development Code.

Summary

At the January 9, 2025 Planning and Public Works Committee, staff was directed to review the Unified Development Code in light of recent conversations pertaining to outdoor storage, screening, and display areas. Staff has reviewed the UDC, reviewed concerns raised during recent discussions on these items, and present to P&PW a framework for amending the code to better align with desired outcomes. The framework below is proposed to begin the process of reviewing and drafting language to amend the UDC:

- Defined terms – reorganization and refinement of terms within the UDC should be considered. For example, the UDC includes a definition of “Retail Sales, Outdoor” under the “Use Terms” sub-section of the code; however, this use term is not included in the list of uses within zoning districts in Article 3. Additionally, review of definitions for “Outdoor Storage,” “Open Storage” and “Outdoor Display” should be reviewed to ensure terms adequately address development scenarios.
- Buffer and Screening – review and evaluate existing definitions and criteria. Current definition of landscape buffer states, “An area of landscaping separating two (2) land uses, or a land use and public right-of-way, and acts to soften or mitigate the effects or impacts of one land use on the other.”
- Incorporate the changes made to Article 10 into Article 04 Attachment 4 with respect to the landscape buffer and screening site/building design standards for commercial and industrial land use areas.

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *[Signature]*
Public Works Dir. / City Engineer

DATE: April 28, 2025

RE: MSD Municipal Stormwater Grant Program

In April 2024, voters approved Proposition S to allow MSD to address growing flooding and erosion problems throughout the St. Louis area. While this is overall good news to the City of Chesterfield, there are some consequences that concern the City's Engineering Staff. Specifically, thirty percent of the money generated through this ballot initiative will be allocated to municipalities through Municipal Stormwater Grants. The amount available to the City of Chesterfield will be \$300,000 per year, adjusted annually by MSD.

While this sounds like a good thing, in my professional opinion it most certainly is not. Within its literature, MSD states that these Municipal Stormwater Grants will "enable local municipalities to set their own funding priorities." This means, according to MSD, that MSD will now log and prioritize storm water problems but that cities should also separately do that. I question how such an obvious duplication of efforts is efficient. But of more concern is the ability for MSD now to "pass off" any storm water concerns they do not want to address to the municipalities. Moving forward, City residents will be told by MSD personnel that "while MSD cannot / will not address your storm water concern, you can contact the City of Chesterfield who can address this via a Municipal Stormwater Grant." This is unacceptable and clearly problematic for the City and its residents.

While I believe there are myriad reasons the City of Chesterfield should not begin prioritizing its own stormwater problems, I will address several. First, if the City funds a high priority problem designated as such by MSD, that merely allows MSD to use its funding to address other problems outside Chesterfield. How is this a benefit to Chesterfield residents? Alternatively, if the City were to choose to address problems MSD considers low priority, we would literally be spending funds on problems that are a lower priority than other known problems with an established higher priority. Either action is seriously flawed and fails to effectively allocate money for stormwater problems.

A second reason not to prioritize our own stormwater problems is the cost associated with such action. Stormwater does not follow or respect municipal boundaries. MSD was created to address stormwater for the entire St. Louis region. How is it cost effective for each individual municipality to create its own “Stormwater Master Plan?” Who benefits from this other than the Engineering consultants who create such plans and MSD who now can offload their problems? Further, the City’s Engineering Staff is at its work capacity. If we begin to address storm water problems we will need to consider hiring additional staff. \$300,000 per year will disappear quickly if we need to create a Storm Water Master Plan and hire staff to administer it. This is simply not the Chesterfield way of doing things.

Finally, having two separate entities prioritize and address stormwater problems is confusing and inefficient for residents. Currently the City’s messaging regarding storm water problems is clear – MSD is the regulatory authority regarding storm water projects and the City of Chesterfield does not perform work on private property. If the City enters this arena this will certainly “muddy the waters” – pun intended – and leave residents bouncing between two agencies. There is no question this will lead to frustration and resident dissatisfaction.

A large part of me wants to simply tell MSD that it is responsible for stormwater and that the City will never apply for any of these Municipal Stormwater Grant funds. While that position is based upon sound principles, its application will result in decreased service to the Chesterfield residents. That is not acceptable to me and I am fully aware that it will not be acceptable to City Council. **Accordingly, after much consideration, it is my opinion that instead of creating our own (and duplicative) storm water master plan, the City should handle the MSD Municipal Stormwater Grants as follows:**

1. **Utilize the municipal stormwater grants to fund public projects.** These could be projects in the public right of way (such as increased inlet capacity or the correction of street/sidewalk flooding), projects in City owned parks, or funding necessary maintenance for stormwater best management practices (BMPs) required by MSD. Such public projects will benefit all City residents and eliminate the need for the City to create its own master plan to prioritize projects on private property.
2. **Create a program whereby subdivisions can apply for funds to address private detention basin or subdivision BMPs.** As you know, detention basins and subdivision BMPs are not maintained by MSD and are typically the responsibility of the subdivision. Many subdivisions lack funding for addressing problems or maintenance necessary for the subdivisions or BMPs. The subdivision would be responsible for all aspects of any such project to improve their detention basin or BMPs, including design, construction, and future maintenance. Should Council agree with this course of action, the City Engineering Staff will

draft the parameters of such a program, which would likely include a cap, a financial match from the subdivision, and would be subject to available funding.

It is my understanding that these Municipal Stormwater Grants will begin in January of 2026. Accordingly, I would like to have a plan in place by that time to determine how the City will utilize these funds. As stated above, **I strongly recommend against the City implementing its own stormwater master plan and prioritizing its own stormwater projects separate from MSD.** By proceeding with the two options delineated above, the City can avoid creating its own plan, improve and maintain stormwater facilities in streets and parks, and provide funding assistance to subdivisions for work necessary to address or improve detention basin and private BMPs.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee of City Council. Should PPW concur with Staff's recommendation, it should authorize Public Works Staff to draft a Policy to clarify the future use of MSD Municipal Stormwater Grants. Specifically, the Policy will designate that these funds will only be used by the City to fund projects in the public right of way or parks. Additional funding will be provided to the subdivisions to address/improve detention basin and private BMPs, with restrictions contained within the Policy. Once drafted, the Policy will be forwarded to the full City Council for approval and implementation.

If PPW does not support the recommendation of the City Engineer, or prefers additional / alternate action, it should direct Staff accordingly.

Please forward to PPW for further review and concurrence. I am in full support of this approach.

 **2025-4-30**



STORMWATER MUNICIPAL GRANT PROGRAM FREQUENTLY ASKED QUESTIONS (FAQ)

What is the Stormwater Municipal Grant Program?

In April 2024, voters approved Proposition S to allow MSD Project Clear to address growing flooding and erosion problems being fueled by climate change. With the money collected from this tax, MSD will be able to begin addressing more than 7,000 known flooding and erosion problems reported to the District by residents throughout St. Louis City and County. The \$35 million that will be collected annually will be distributed as follows:

- Critical Projects Fund (50%): targeting the most critical stormwater issues, focusing on projects with the highest benefit-to-cost ratio
- Municipal Grant Fund (30%): allocated through municipal stormwater grants, enabling local municipalities to set their own funding priorities
- Environmental Justice Fund (10%): directed towards the highest priority projects in Environmental Justice areas based on a benefit/cost analysis
- Regional Priorities Fund (10%): Guided by feedback from a regional advisory group

How were the stormwater funds allocated for each municipality determined?

The amount of stormwater funds that each municipality will receive are based on population, which was approved by MSD's Rate Commission, Board of Trustees, and voters.

How much will MSD Project Clear customers be billed for the Proposition S tax and when will they receive their first bill?

Non-residential customers are billed \$1.05 for every 1,000 square feet of impervious surface, which includes areas like roofs and parking lots that do not absorb stormwater and create runoff. These customers will be billed directly by MSD Project Clear beginning in February 2025.

Residential customers will be billed 7.5 cents per \$100 of assessed value on their annual property tax.

When will the stormwater funds be available to be used by a municipality?

Municipalities will have access to the stormwater funds allocated to them beginning in January 2026.

What kind of projects can the stormwater municipal grant funds be spent on?

- Construction of storm sewers and inlets
- Improving drainage
- Stabilization of streambanks and erosion control

- Buyout of floodplains or floodproofing
- Cleaning under bridges and cleaning of detention basins
- Costs associated with stormwater planning or engineering
- Other stormwater-related expenses as determined appropriate by MSD Project Clear

Can a municipality spend its stormwater funds on projects outside its municipal boundaries or partner with other municipalities on stormwater projects?

Yes. MSD Project Clear recognizes that stormwater is a regional problem, and improvements across the region can benefit customers in other areas. Municipalities may spend their stormwater funds outside their boundaries including but not limited to combining their stormwater funds to partner with other municipalities on stormwater solutions.

How long does a municipality have to use the stormwater funds allocated to them?

There isn't necessarily a deadline for using the stormwater funds. However, if funds aren't used within 3-5 years of receiving them, MSD Project Clear would want to understand a municipality's plans for using the funds so that excessive balances of the funds aren't carried.

STORMWATER IMPROVEMENT PROGRAM

FALL 2024 UPDATE



With the passage of Proposition S in April 2024, MSD Project Clear can help to address the region's growing flooding and erosion issues, which are already more than the region's natural (creeks, streams, and rivers) and current constructed (stormwater sewers) stormwater systems can handle.

THE NEW STORMWATER IMPROVEMENT PROGRAM WILL FUND

 **700 million** in **stormwater solutions** over 20 years

 **50%** *funds the most pressing stormwater issues across MSDPC's service area.*

 **30%** *funds Municipal Stormwater Grants, allowing for local decisions on funding priorities.*

 **10%** *funds an environmental justice fund to aid solutions in poor and marginalized communities.*

 **10%** *funds projects identified by MSDPC and a regional advisory committee.*

REGIONAL FUND SURVEY LINK



MSDProjectClear.org/StormwaterSurvey

REGIONAL FUND OPTIONS INCLUDE

- Buying out properties in flood-prone areas
- Erosion control and prevention
- Building new/upsized stormwater sewers
- Increased funding for municipal grants – competitive selection
- Increased funding for municipal grants – based on population
- Increased funding for projects in environmental justice areas
- Local matches to attract potential state and federal funding
- Increase funding for MSDPC critical projects list

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *[Signature]*
Public Works Dir. / City Engineer

DATE: April 25, 2025

RE: Wilson Avenue Reconstruction – Temporary Access

As you know, we are finalizing right of way acquisition for the Wilson Avenue Reconstruction Project, which is scheduled for construction in 2026. As we move closer to construction it has become clear that during construction the portion of Wilson Avenue from Wild Horse Creek Road to Todd Evan Trail will need to be closed. We expect this portion of the road will need to be closed for approximately four months, with a total project construction duration of approximately ten months.

Prior to applying for a grant to reconstruct Wilson Avenue, a number of items were debated by the residents, City Council, and Staff in order to define a project scope. Based upon input from all affected parties, the City ultimately decided that the project would contain a pedestrian connection to Baxter Crossing Lane, but would NOT contain a roadway connection for vehicles. While we will adhere to those parameters, it is clear that during construction it would be advantageous to provide a vehicular connection from Wilson Avenue to Baxter Crossing Lane. This will minimize the detour for those residents impacted by the project, and will lessen response time for emergency services. Details of the proposed temporary connection, including potential signage during the project, are included in the attached memorandum from Senior Civil Engineer Jeff Paskiewicz.

Because the scope of this project was so passionately debated by area residents, the City Engineering Staff will NOT move forward with plans for the temporary connection (during construction only) without approval from City Council – specifically the Planning and Public Works Committee. However, **it is my recommendation that the temporary vehicular connection be authorized and implemented during construction.** Unless otherwise directed, this temporary connection will be signed as such, and will be removed at the conclusion of construction. Should you have questions or require additional information, please contact me.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee of City Council. Should PPW concur with Staff's recommendation, it should authorize a temporary vehicular connection between Wilson Avenue and Baxter Crossing Lane during project construction. If PPW does not accept the Staff recommendation, a longer detour route with no connection will be implemented.

I concur and understand the need to maintain reasonable access. Please forward to PPW for their review and consideration.

 **2025-4-30**

Memorandum

Department of Public Works



TO: James A. Eckrich, PE – Director of Public Works /City Engineer

FROM: Jeff Paskiewicz, PE – Senior Civil Engineer *JSP*

DATE: April 24, 2025

RE: Wilson Ave Improvement Project (2021-PW-14)
Temporary Access

As you are aware, the City will be reconstructing Wilson Avenue from Wild Horse Creek Road to Walnut Hill Farm Drive and constructing a new asphalt overlay from Walnut Hill Farm Drive to the Wilson Avenue culvert. Construction is scheduled to begin in early 2026. In order to construct the project, right of way and easements are needed from 10 parcels. To date, the necessary right of way and easements have been acquired from 9 of the 10 parcels.

Staff is currently working with Oates and Associates on compiling the project construction plans and specifications. As part of that effort, a phasing plan indicating the order in which the improvements will be constructed is necessary. Due to the narrow road corridor and revised vertical alignment of Wilson Avenue near the intersection of the Wild Horse Creek Road, it will be necessary to temporarily close the section of Wilson Avenue between Todd Evan Trail and Wild Horse Creek Road. Access to the properties on Todd Evan Trail, 1216 Wilson Avenue, and 1224 Wilson Avenue will need to be maintained during the closure.

Currently, the only detour path for access to these properties from Wild Horse Creek Road is Wild Horse Creek Road east to Baxter Road, Baxter Road south to Clarkson Road, Clarkson Road southwest to Wilson Avenue, and Wilson Avenue north to Todd Evan Trail. The length of this detour route is approximately 4.5 miles. This greatly increases travel time and distance for residents and emergency services.

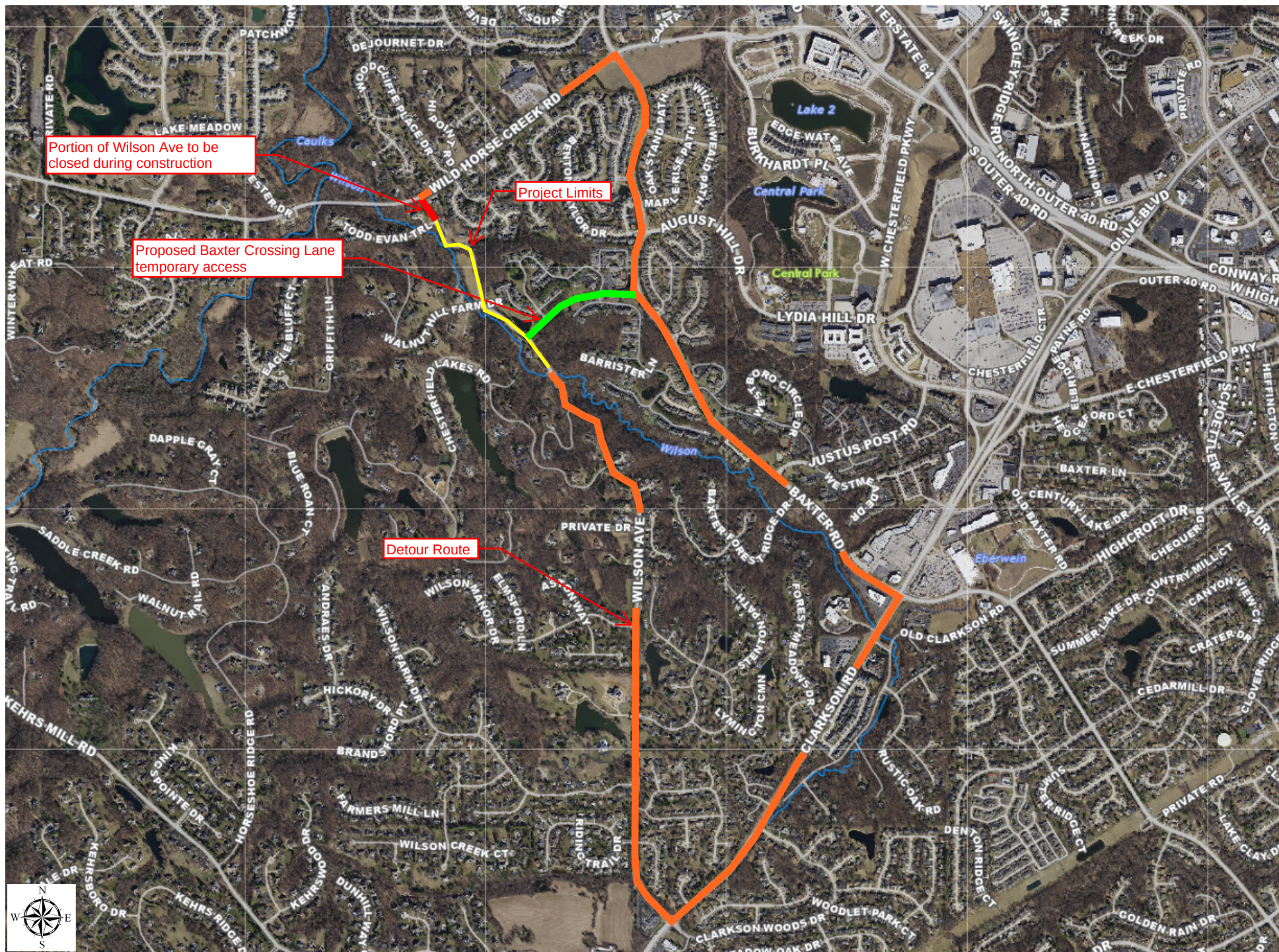
A potential solution that would reduce the travel time and distance for residents and emergency responders would be to utilize Baxter Crossing Lane as a temporary access. A temporary connection could be made from the existing terminus of Baxter Crossing Lane to Wilson Avenue. This area is located in City right of way and clearing and grading will already be necessary to accommodate the shared use path to be located in this same area. The detour distance from Wild Horse Creek Road utilizing the proposed Baxter Crossing Lane temporary construction access would substantially reduce the detour.

This connection would strictly be a temporary connection to be used during reconstruction of Wilson Avenue and then would be removed once construction is completed. Specifically, once construction is completed the temporary pavement will be removed and vegetation established in the disturbed area. As part of the connection, signage would be placed at both ends indicating the connection is temporary and will be removed after construction. See the attached proposed signage.

I recommend requesting approval from the Planning and Public Works Committee to allow a temporary connection between Baxter Crossing Lane and Wilson Avenue. The connection would be temporary only, used to minimize the detour length for the affected residents and emergency response vehicles. Once the project is complete, the temporary access would be removed and the area revegetated.

Attachments: Proposed Temporary Access Map
 Proposed Signage

Cc: Zach Wolff, Assistant City Engineer



Wilson Avenue Improvement Project
Proposed Temporary Access



**MOTOR VEHICLE ACCESS DURING
CONSTRUCTION ONLY. ROAD
CONNECTION WILL BE REMOVED UPON
COMPLETION OF THE PROJECT.**