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## Planning Commission Vote Report

**Subject:** Change of Zoning Vote Report

**Meeting Date:** September 16, 2015

**From:** Jessica Henry, Project Planner

**Location:** North of Chesterfield Airport Road, west of its intersection with Arnage Boulevard

**Petition:** **P.Z. 06-2015 17505 Chesterfield Airport Road (AutoZone)**

### Proposal Summary

Cochran Engineering, on behalf of The Reding Company, LLC, has submitted a request for a zoning map amendment from the “NU” Non-Urban District to the “PC” Planned Commercial District. As stated in the submitted written narrative, the applicant wishes to rezone the site to allow for redevelopment of the site into two lots, each to contain one building with the building on proposed Lot 1 identified for retail use by an AutoZone automotive parts retailer. In conjunction with the application for the zoning map amendment, a Preliminary Plan is attached for the Planning Commission’s consideration. The applicant has requested the following uses:

1. Office, dental
2. Office, general
3. Office, medical
4. Retail sales establishment, community
5. Retail sales establishment, neighborhood
6. Coffee shop, drive thru
7. Restaurant, sit down
8. Restaurant, fast food
9. Restaurant, take out
10. Financial Institution, drive-thru
11. Dry cleaning establishment, with drive-thru
12. Vehicle repair and service facility

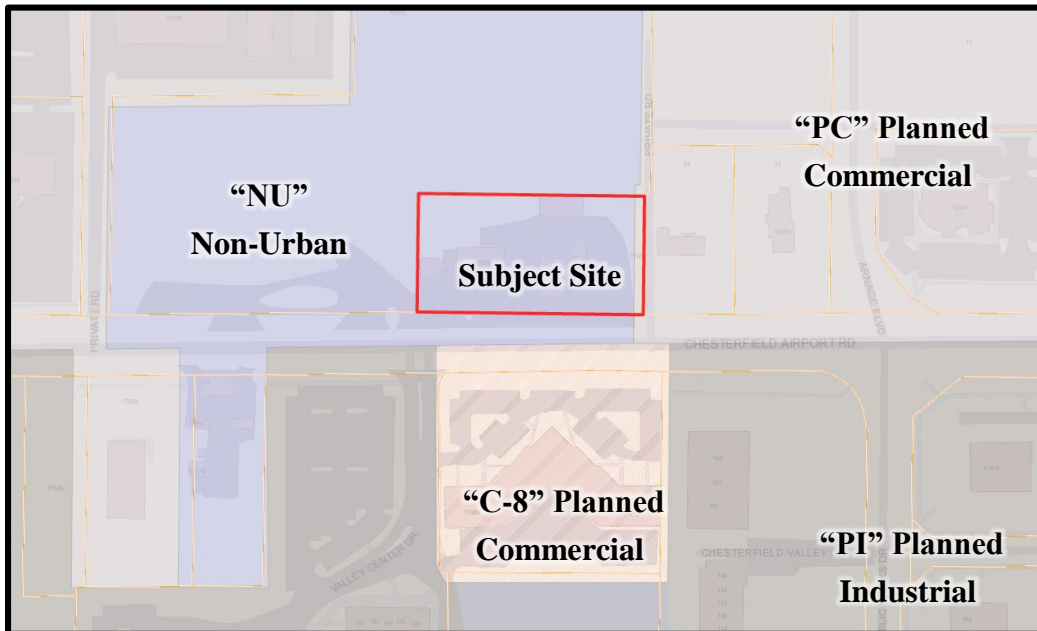
**Site History**

The subject site consists of one parcel that is 1.77 acres in size and was originally zoned “NU” Non-Urban District by St. Louis County prior to the incorporation of the City of Chesterfield. The site currently contains three buildings that were constructed in the 1940s, a shed, and a pole barn that was constructed in the 1990s. This site was formerly occupied by the Heavy Duty equipment business.



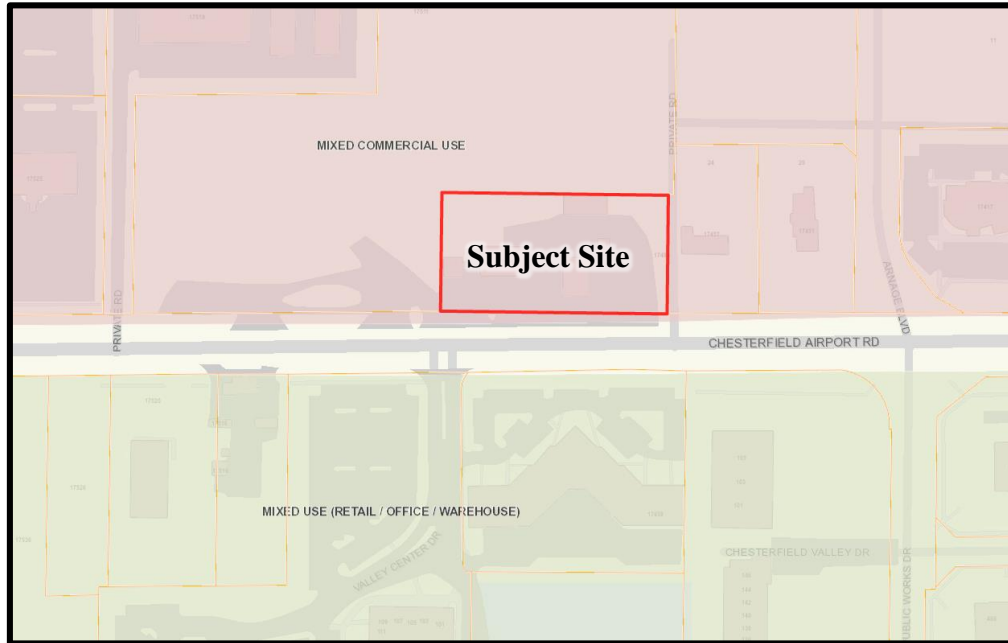
**Surrounding Land Use and Zoning**

- North:** The undeveloped property to the north of the site is zoned “NU” Non-Urban.
- South:** The property to the south is owned by the St. Louis Family Church and is zoned “C-8” Planned Commercial District.
- East:** To the east is the Chesterfield Commons Seven Development which is zoned “PC” Planned Commercial District.
- West:** The undeveloped property to the west of the site is zoned “NU” Non-Urban.



### **Comprehensive Plan Analysis**

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



### **Staff Analysis**

The Petitioner is requesting a zoning map amendment to the “PC” Planned Commercial District for 1.77 acres to develop two new mixed use retail buildings. As stated in the attached Project Narrative, the proposal is to create two new lots and development will be constructed in two phases.

As required by the “PC” Planned Commercial District regulations, the Petitioner is proposing a 30 foot landscape buffer along Chesterfield Airport Road as well as a minimum of 35% open space on the site.

Currently, this site has direct access from Chesterfield Airport Road and no other roads serve this site. However, Arnage Road, shown in the image on the following page, provides cross access circulation through the three developments—Chesterfield Commons Seven, River Crossings, and Chesterfield Commons Six—to the west; however, the road terminates at the western perimeter of the Chesterfield Commons Seven development and does not share a boundary with the subject site. As future development occurs on the parcels to the north of the subject site, the City of Chesterfield will require that Arnage Road be extended westward to serve this new development and to alleviate traffic from Chesterfield Airport Road. In order to ensure that the subject site will be served by this future extension of Arnage Road, cross access easements to the east, west, and north are being required and the access from Chesterfield Airport Road as shown on the Preliminary Plan will be expanded to serve the entire development.



Figure 1: Subject Site and Surrounding Developments

### Issues

A public hearing on this request was held at the July 13<sup>th</sup>, 2015, City of Chesterfield Planning Commission meeting. At that time, the following issues were identified by Staff and affirmed by the Planning Commission:

- 1. The Preliminary Plan as presented did not provide for adequate site circulation for the requested drive-thru uses.**

The Petitioner submitted a revised Preliminary Plan to show a centered building on proposed Lot 2 that renders the drive-thru use component of several of the requested permitted uses feasible. The centered building would permit for the adequate vehicular circulation associated with a drive-thru use component; however, the precise layout and configuration of such a use would be fully reviewed during the Site Development Plan review phase. Staff has reviewed the plan and found it to be in compliance with the requirements of the City of Chesterfield Unified Development Code.

- 2. Due the location and layout of the access from Chesterfield Airport Road and internal shared drive, which will be expanded to a shared access point as future development occurs around this site, revisions to the setbacks, location of open space, and cross-access easements as shown on the Preliminary Plan were required.**

The Petitioner revised the Preliminary Plan and the access has been aligned with the existing Valley Center Drive on the south side of Chesterfield Road. The access as shown on the Preliminary Plan will be expanded in the future to serve the adjacent parcel as it develops and will eventually tie into the westward Arnage Road extension.

The cross-access easement configuration was revised to allow for east-west access across the two proposed lots as well as access to the adjacent northern property that aligns with the entrance access from Chesterfield Airport Road. The northern cross-access easement that was previously proposed between the buildings was eliminated, providing additional space on the site for the provision of open space, stormwater quality features, parking, etc. which will be reviewed in detail on a future Site Development Plan submittal. Accordingly, the parking setback between the proposed Lot1 and Lot 2 was eliminated and a greater building setback from the western boundary of proposed Lot 1 was added to the plan to accommodate the site entrance access and northern cross-access easement.

**3. Staff recommended that restrictive language for the requested use “Vehicle Repair and Service Facility” be incorporated into the Attachment A for this petition.**

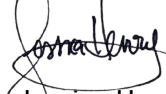
In order to mitigate the visual and aesthetic impacts of this requested use, Staff has included the following restrictive language on Page 1 under item **A. Permitted Uses** in the Attachment A for the Planning Commission’s consideration:

- *All permitted uses in this “PC” District that include outdoor storage and/or outdoor activity shall be adequately screened and shown on the Site Development Plan and approved by the City of Chesterfield.*
- *In conjunction with use “1” above, the parking and storage of vehicles shall be restricted to periods of time not to exceed 24 hours, located at the rear of the building only, and not visible from Chesterfield Airport Road.*

**Recommendation**

Staff has reviewed the requested zoning map amendment and has prepared an Attachment A reflecting this request for consideration by the Planning Commission. The petition has met all filing requirements and procedures of the City of Chesterfield. Additionally, all agency comments have been received and the comments are represented in the provided Attachment A. Staff therefore recommends approval and requests action on P.Z. 06-2015 17505 Chesterfield Airport Road (AutoZone).

Respectfully submitted,



Jessica Henry, AICP  
Project Planner

Attachments

1. Project narrative
2. Draft Attachment “A”
3. Preliminary Plan

cc: Aimee Nassif, Planning and Development Services Director

SEP - 1 2015

Department of Public Utilities

17505 Chesterfield Airport Road

### Narrative Statement

The property located at 17505 Chesterfield Airport Road measuring approximately 385 ft. wide and 200 ft. deep for a total site area of 1.76 acres is proposed to be redeveloped. The property currently contains three (3) buildings which were constructed in the 1940's and a pole barn style building which was constructed in the 1990's.

The redevelopment will remove all the current buildings, paving, septic tank, etc. and construct a 6,000 SF Autozone auto parts store on the western most portion of the property which will be known as Lot 1. The eastern portion of the property, Lot 2, will be developed in the future as one of the following:

1. Office, dental
2. Office, general
3. Office, medical
4. Retail Sales Establishment, community
5. Retail Sales Establishment, neighborhood
6. Coffee Shop, drive thru
7. Restaurant, sit down
8. Restaurant, fast food
9. Restaurant, take out
10. Financial Institution, Drive Thru
11. Dry Cleaning Establishment with Drive Thru
12. Vehicle Repair and Service Facility

This development will happen in two phases with Lot 1 (Autozone) being constructed immediately upon receiving all approvals and permits required by the City of Chesterfield. Lot 2 should see development within two years.

The project consists of a total of 1.76 acres and Lot 1 will be 0.87 acres (49.4%) while Lot 2 shall be 0.89 acres (50.6%).

The lots on the project shall utilize 30 ft. front setbacks, 10' rear setbacks, 35 ft side setback on the west side of Lot 1 and 5 ft side setback on the east side of Lot 2. The development of each lot shall not exceed 8,500 sf of building per acre. The buildings shall all be single story construction only.

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

The development of each lot shall provide adequate parking according to the City's requirements based on the proposed use. The parking stalls and drive aisles shall be sized according to the City's minimum standards with stalls being 9 ft. wide and 19 ft. long with drive aisles being a minimum of 22 ft. wide. Each lot shall also provide the number of loading spaces required by the City's ordinances.

The lighting shall be positioned to provide zero intensity at the lot line. In order to obtain this it may be necessary to provide shielding on the lights in some areas.

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

## **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. Office, dental
  - b. Office, general
  - c. Office, medical
  - d. Retail sales establishment, community
  - e. Retail sales establishment, neighborhood
  - f. Coffee shop, drive thru
  - g. Restaurant, sit down
  - h. Restaurant, fast food
  - i. Restaurant, take out
  - j. Financial Institution, drive-thru
  - k. Dry cleaning establishment, with drive-thru
  - l. Vehicle repair and service facility
2. All permitted uses in this “PC” District that include outdoor storage and/or outdoor activity shall be adequately screened and shown on the Site Development Plan and approved by the City of Chesterfield.
3. In conjunction with use “1” above, the parking and storage of vehicles shall be restricted to periods of time not to exceed 24 hours, located at the rear of the building only, and not visible from Chesterfield Airport Road.
4. Hours of Operation
  - a. All deliveries and trash pick-ups shall be limited to 7:00 AM to 11:00 PM.
  - b. Hours of operation for this development shall not be restricted.

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

### 1. Height

The maximum height of the buildings, exclusive of roof screening, shall not exceed thirty (30) feet.

### 2. Building Requirements

A minimum of thirty-five percent (35%) open space will be required for each lot within this development.

## **B. SETBACKS**

### 1. Structure Setbacks

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

- a. Thirty (30) feet from the southern boundary of this district.
- b. Ten (10) feet from the northern boundary of this district.
- c. Five (5) feet from the eastern boundary of this district.
- d. Thirty-five (35) feet from the western boundary of this district.

### 2. Parking Setbacks

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

- a. Thirty (30) feet from the southern boundary of this district.
- b. Ten (10) feet from the northern boundary of this district.
- c. Five (5) feet from the eastern boundary of this district.
- d. Zero (0) feet from the western boundary of this district.



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

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

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

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

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

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

#### **G. LIGHT REQUIREMENTS**

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

#### **H. ARCHITECTURAL**

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

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

1. Access to this development from Chesterfield Airport Road shall be via one (1) commercial entrance located opposite Valley Center Drive to be expanded and shared by adjacent future development to the west and to provide required sight distance and constructed to Saint Louis County standards as directed by the Saint Louis County Department of Transportation and the City of Chesterfield.
2. Cross access easements shall be provided to adjacent properties to the east, north, and west. Cross access easements shall be 26' wide.
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 to the north to eventually connect to the extension of Arnage Road as directed by the Saint Louis County Department of Transportation.
4. Adequate sight distance shall be provided, as directed by the City of Chesterfield, the Missouri Department of Transportation and St. Louis County Department of Highways and Traffic, as applicable.
5. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the Saint Louis County Department of Transportation.

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

1. Improve Chesterfield Airport Road to one half of the ultimate section including all storm drainage facilities as directed by the Saint Louis County Department of Transportation.
2. Construct a two-hundred (200) foot right turn deceleration lane on Chesterfield Airport Road as directed by the Saint Louis County Department of Transportation.

3. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site. The sidewalk shall be privately maintained; therefore, no public easements shall be required.
4. Obtain approvals from the City of Chesterfield, St. Louis County Highways and Traffic and other entities as necessary for locations of proposed curb cuts and access points.
5. Prior to Special Use Permit issuance by the Saint Louis County Department of Transportation, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Transportation to guarantee completion of the required roadway improvements.
6. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

#### **K. TRAFFIC STUDY**

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

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

## **M. STORMWATER**

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty percent (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on all Site Development Plans.
3. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.
4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
5. The lowest opening of all structures shall be set at least two (2) feet higher than the one hundred (100) year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the one hundred (100) year high water.

6. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan Saint Louis Sewer District.
7. The developer shall be responsible for construction of any required storm water improvements per the Chesterfield Valley Master Storm Water Plan, as applicable, and shall coordinate with the owners of the properties affected by construction of the required improvements. In the event that the ultimate required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities and establish sufficient escrows as guarantee of future construction of the required improvements, including removal of interim facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage and may include a temporary pump station, if necessary. Interim facilities shall be removed promptly after the permanent storm water improvements are constructed. Interim facilities shall also provide a no volume increase in runoff to adjacent properties as compared to existing conditions and a site plan showing no concentrated discharge points to adjacent properties. Interim facilities shall provide means to connect to future storm water facilities across the north property.
8. Formal MSD review, approval, and permits are required prior to construction.
9. Post Construction Best Management Practices (BMPs) are required to treat the extents of the project's disturbed area. Volume reduction BMPs shall be the emphasis of the site's post construction water quality strategy and applied to the maximum extent practicable.
10. The project is located within the Caulks Creek Impact area, subject to a surcharge of \$2750.00/acre.
11. Approval from the Monarch Chesterfield Levee District indicating that the final plans conform to their master conveyance plan will be required prior to formal MSD plan approval.

#### **N. SANITARY SEWER**

1. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
2. Public sanitary sewers will need to be extended to the site, and would appear to require offsite construction, easement acquisition and dedication of existing offsite private facilities. A combination of a pumping and gravity system may be necessary.

#### **O. GEOTECHNICAL REPORT**

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the City of Chesterfield. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

#### **P. MISCELLANEOUS**

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. The developer is advised that utility companies will require compensation for relocation of their facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's traffic generation assessment contribution. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.
3. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City of Chesterfield, Missouri Code, with the exception of the land use designation, shall be required where applicable.

4. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield and Saint Louis County Department of Highways and Traffic. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
5. Prior to record plat approval, the developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary.
6. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.

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

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

- D.** Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E.** Where due cause is shown by the developer, the City Council may extend the period to submit a Site Development Concept Plan or Site Development Plan for eighteen (18) months.

### **III. COMMENCEMENT OF CONSTRUCTION**

- A.** Substantial construction shall commence within two (2) years of approval of the Site Development Concept Plan or Site Development Plan, unless otherwise authorized by ordinance.
- B.** Where due cause is shown by the developer, the City Council may extend the period to commence construction for two (2) additional years.

### **IV. GENERAL CRITERIA**

#### **A. SITE DEVELOPMENT CONCEPT PLAN**

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



## **B. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS**

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of property.
3. Density calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.

14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Unified Development Code.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Unified Development Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
21. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation, Metropolitan St. Louis Sewer District (MSD), and St. Louis County Department of Highways and Traffic.
22. Compliance with Sky Exposure Plane.
23. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

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

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

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

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

## **V. TRUST FUND CONTRIBUTION**

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

<b><u>Type of Development</u></b>	<b><u>Required Contribution</u></b>
General Retail	\$1,990.41/required parking space
Loading Space	\$3,257.06/required parking space

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

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

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

- B.** As this development is located within a trust fund area established by Saint Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development should be retained in the appropriate trust fund.
- C.** Road improvement traffic generation assessment contributions shall be deposited with Saint Louis County Department of Highways and Traffic. The deposit shall be made prior to the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic or prior to the issuance of building permits in the case where no S.U.P. is required. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution prior to issuance of building permits for each phase of development. Funds shall be payable to Treasurer, Saint Louis County.
- D.** The amount of all required contributions for roadway, storm water and primary water line improvements, if not submitted by January 1, 2016, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Transportation.

**E. WATER MAIN**

- 1. The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$800.53 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

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

#### **F. STORM WATER**

1. The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,539.89 per acre for the total area as approved on the Site Development Plan.
2. The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic or before the issuance of building permits in the case where no Special Use Permit is required. Funds shall be payable to the Treasurer, Saint Louis County.

#### **G. SANITARY SEWER**

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

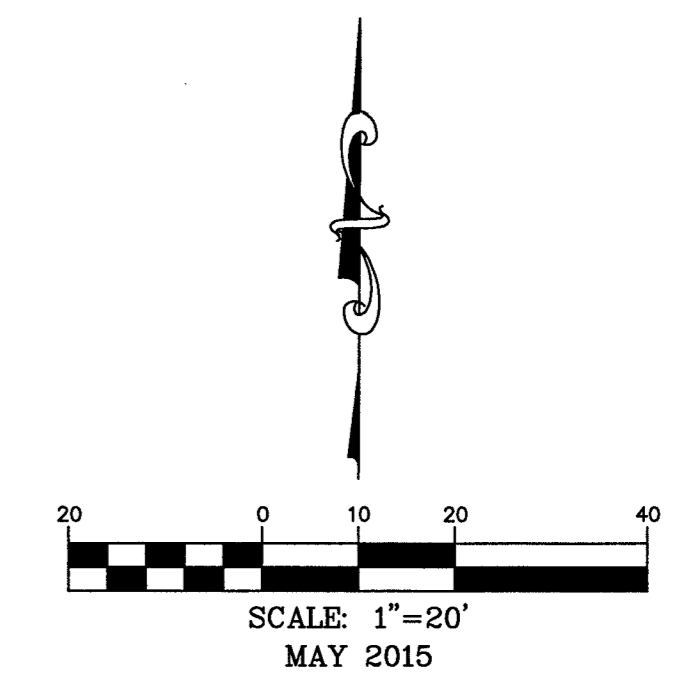
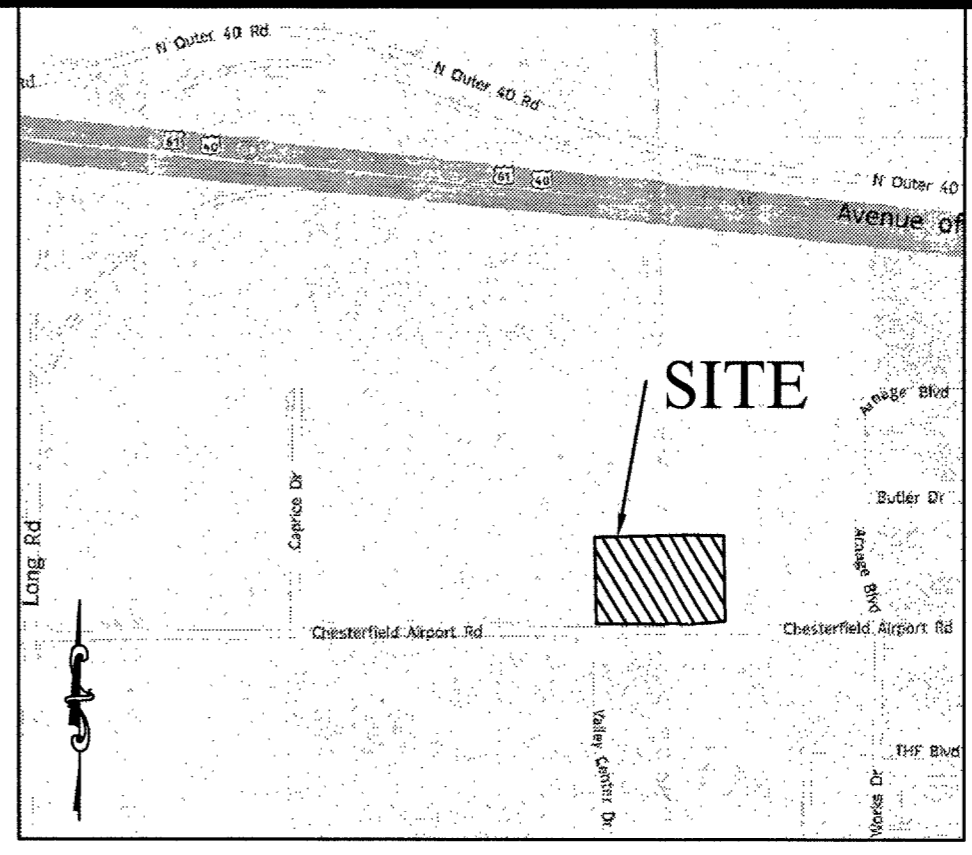
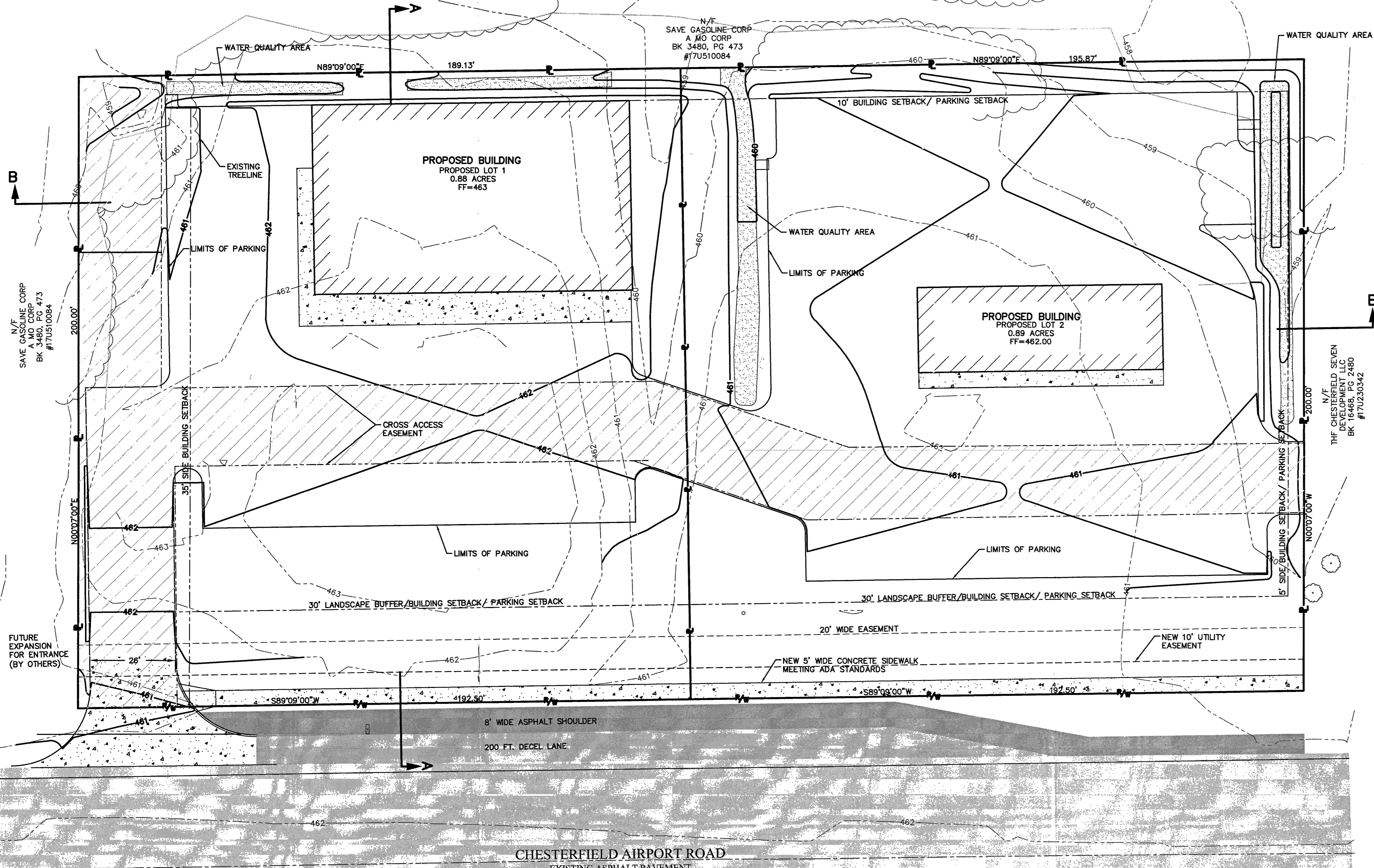
#### **VI. RECORDING**

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

## **IX. 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.

# PRELIMINARY PLAN



**LEGEND**

RIGHT OF WAY	R/W
PROPERTY LINE	---
BUILDING SETBACK	---
EXISTING EASEMENT	---
EXISTING CONTOUR	---
EXISTING CONTOUR IDX	---
EXISTING ASPHALT PAVEMENT	---
EXISTING WATER LINE	---
NEW BUILDING	---
NEW STANDARD DUTY ASPHALT	---
NEW CONCRETE SIDEWALK AND APPROACHES	---
WATER QUALITY AREA	---
CROSS ACCESS EASEMENT	---

- NOTES:**
- TOTAL SITE ACREAGE: 1.77 ACRES
  - EXISTING ZONING: NU - NON-URBAN
  - PROPOSED ZONING: PC - PLANNED COMMERCIAL DISTRICT
  - SETBACKS:
    - BUILDING:
      - FRONT - 30'
      - REAR - 10'
      - SIDE - 5' (EAST SIDE LOT 2)
      - SIDE - 35' (WEST SIDE LOT 1)
    - PARKING:
      - FRONT - 30'
      - REAR - 10'
      - SIDE - 5' (EAST SIDE OF LOT 2)
      - SIDE - 0' (WEST SIDE OF LOT 1)
    - LANDSCAPE:
      - FRONT - 30'
  - THE SITE LAND USE SHALL BE COMMERCIAL.
  - THIS SITE IS SERVED BY:
    - WATER - MISSOURI AMERICAN WATER
    - SEWER - MISSOURI AMERICAN WATER
    - TELEPHONE - AT&T DISTRIBUTION/CHARTER COMMUNICATIONS/MCI
    - ELECTRIC - AMEREN MISSOURI ELECTRIC
    - GAS - LAQUEDE GAS COMPANY
  - THIS SITE FALLS WITHIN THE "UNSHADED ZONE X" AREAS OF 500 YR FLOOD, AREAS OF 100 YR FLOOD WITH AVERAGE DEPTHS LESS THAN 1 FT. OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 100 YR FLOOD, PER FIRM, FOR ST. LOUIS COUNTY, MISSOURI MAP NUMBER 2918900165K, EFFECTIVE DATE OF FEBRUARY 4, 2015. EFFORTS WILL BE MADE TO DIRECT DRAINAGE TO EXISTING DISCHARGE POINTS.
  - ALL UTILITIES ARE TO BE LOCATED UNDERGROUND.
  - THE PROPOSED BUILDING HEIGHT SHALL BE NO MORE THAN 30 FT.
  - THE SITE SHALL CONFORM TO CITY OF CHESTERFIELD STANDARDS.
  - UNDERGROUND STRUCTURES, FACILITIES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, DEEDS AND RECORDS. THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS NOT KNOWN.
  - ALL ROADWAY DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
  - NO INVESTIGATION HAS BEEN PERFORMED BY COCHRAN REGARDING HAZARDOUS WASTE, UNDERGROUND CONDITIONS OR UTILITIES AFFECTING THE TRACT SHOWN HERON.
  - THIS DRAWING DOES NOT CONSTITUTE A BOUNDARY SURVEY.
  - ALL PAVEMENT STRIPING SHALL BE 4" WIDE PAINTED YELLOW.
  - ACCESSIBLE PARKING STRIPING SHALL BE BLUE.
  - LOCATION, REPLACEMENT, AND CONNECTION OF THE UTILITIES SHALL BE COORDINATED WITH THE UTILITY COMPANIES.
  - TRASH ENCLOSURE IS TO BE MASONRY TO MATCH THE BUILDING AND SCREENED ACCORDING TO CITY REQUIREMENTS.
  - ALL MECHANICAL, HVAC, AND UTILITY EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW ACCORDING TO CITY ORDINANCE.
  - ALL LANDSCAPING MATERIAL AND DESIGN WILL FOLLOW CHESTERFIELD CITY CODES, INCLUDING TYPES OF PLANTS AND SPACING.
  - ALL DISTURBED AREAS INTENDED FOR GRASS SHALL BE SOODED.
  - MAXIMUM BUILDING HEIGHT SHALL BE TWO STORY.
  - OPEN SPACE SHALL BE A MINIMUM OF 35% OF EACH LOT FOR THE DEVELOPMENT.

**PROPERTY DESCRIPTION:**  
 FIRST AMERICAN TITLE INSURANCE COMPANY  
 FILE NO.: 050208006V1; EFFECTIVE DATE: APRIL 7, 2015  
 SCHEDULE "A", NO. 4.

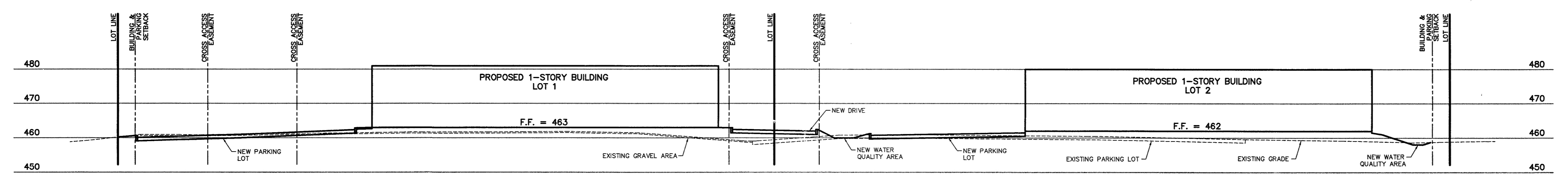
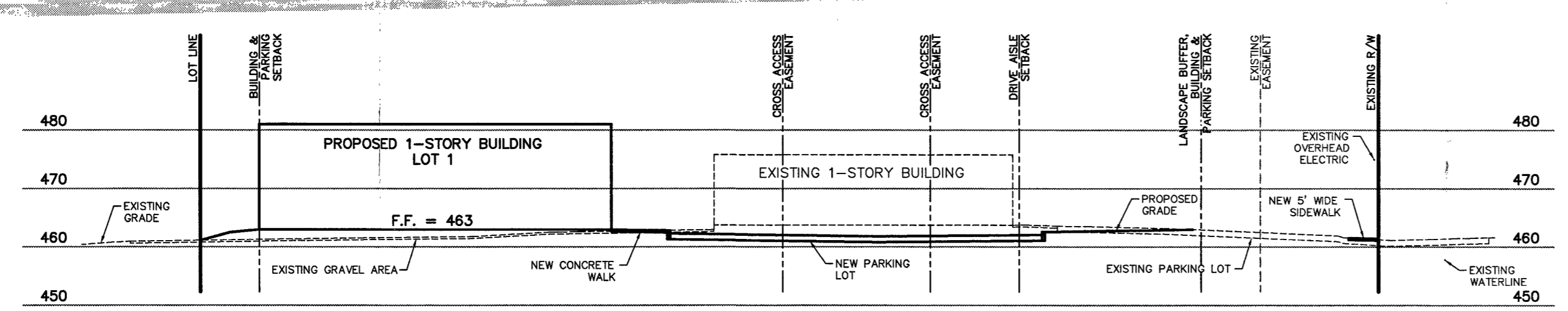
A TRACT OF LAND BEING PART OF LOTS 5 AND 6 OF THE SUBDIVISION IN PARTITION OF THE ESTATE OF PETER STEFFAN, DECEASED, IN U.S. SURVEYS 125 AND 126 TOWNSHIP 45 NORTH, RANGE 4 EAST, ACCORDING TO THE PLAT OF SAID SUBDIVISION ATTACHED TO REPORT OF COMMISSIONERS IN PARTITION SUIT OF KRANING, ET AL. VS. STEFFAN, ET AL. IN CAUSE NO. 4189 OF THE CIRCUIT COURT OF ST. LOUIS COUNTY, MISSOURI, A CERTIFIED COPY OF WHICH IS RECORDED IN BOOK 80 PAGE 457 OF THE ST. LOUIS COUNTY RECORDS; IN THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AND SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE POINT OF INTERSECTION OF THE NORTHERLY LINE OF CHESTERFIELD AIRPORT ROAD, 100 FEET WIDE WITH THE EASTERLY LINE OF A PARCEL DESCRIBED IN DEED TO JAMES WALLER RECORDED IN BOOK 4129 PAGE 488 OF THE ST. LOUIS COUNTY RECORDS, AID POINT BEING 10 FEET WESTERLY OF THE EASTERLY LINE OF SAID LOT 5; DEGREES 09 MINUTES 00 SECONDS WEST 385.00 FEET TO THE WESTERLY LINE OF A PARCEL DESCRIBED IN DEED TO JAMES WALLER RECORDED IN BOOK 4129 PAGE 488 OF THE ST. LOUIS COUNTY RECORDS, AID POINT BEING 10 FEET WESTERLY OF THE WESTERLY LINE NORTH 00 DEGREES 07 MINUTES 00 SECONDS EAST 200.00 FEET TO THE NORTHWESTERLY CORNER OF SAID WALLER PARCEL RECORDED IN BOOK 4192 PAGE 492; THENCE ALONG THE NORTHERLY LINE OF SAID WALLER PARCEL AND THE NORTHERLY LINE OF A PARCEL DESCRIBED IN DEED TO JAMES WALLER RECORDED IN BOOK 2932 PAGE 441 OF SAID COUNTY RECORDS, NORTH 89 DEGREES 09 MINUTES 00 SECONDS EAST 385.00 FEET TO THE NORTHEASTERLY CORNER OF SAID WALLER PARCEL RECORDED IN BOOK 4129 PAGE 488; 488 SOUTH 00 DEGREES 07 MINUTES 00 SECONDS WEST 200.00 FEET TO THE POINT OF BEGINNING ACCORDING TO SURVEY NO. 118469 EXECUTED BY JAMES ENGINEERING & SURVEYING CO., INC. IN MAY 1993.

**BENCHMARKS:**  
 PROJECT BENCHMARK:  
 ELEV=460.06 (NGVD 1929)

ST. LOUIS COUNTY BENCHMARK SYSTEM 12-171: "STANDARD ALUMINUM DISK" STAMPED 31-38, 1960. DISK IS SET AT THE NORTHWEST CORNER OF CHESTERFIELD AIRPORT ROAD AND CAPRICE DRIVE.

**SITE BENCHMARK:**  
 ELEV=463.04

\*0" IN OPEN ON A FIRE HYDRANT LOCATED APPROXIMATELY 50 NORTH OF THE CENTERLINE OF CHESTERFIELD AIRPORT ROAD AND 1,165 FEET EAST OF THE INTERSECTION WITH CAPRICE DRIVE IN CHESTERFIELD, MISSOURI.



**DEVELOPER:**  
 THE REDING COMPANY, LLC  
 2460 EXECUTIVE DRIVE, SUITE 114.  
 ST. CHARLES, MO 63303

City of Chesterfield  
 SEP - 1 2015  
 Department of Public Services

ERIC SCOTT KIRCHNER  
 E-2001004618  
 Registered Professional Engineer  
 State of Missouri

Eric S. Kirchner No. E-2001004618  
 Registered Professional Engineer  
 State of Missouri  
 for Cochran Engineering & Surveying

**COCHRAN**  
 Civil Engineering  
 Land Surveying  
 Architecture  
 Site Development  
 General Consulting  
 Master Planning

936-332-4574 (fax)  
 936-332-4570  
 www.cochraneng.com  
 North Office: Street  
 Wentzville, Missouri 63385

**PRELIMINARY PLAN**  
 AUTOZONE  
 CHESTERFIELD, MISSOURI

DATE	BY	REVISION
5-29-15	ESK	REVISED PER CITY COMMENTS

DATE: 5-12-15  
 SCALE: 1"=20'  
 PROJ. NO.: M14-7090  
 DWG. NO.: 1 OF 1