

Memorandum Department of Planning

To: Planning and Public Works Committee

From: Alyssa Ahner, Planner

Date: September 22, 2022

RE: P.Z. 08-2022 TSG Chesterfield Airport Road (Stock & Associates Consulting Engineers Inc.): A request for a zoning map amendment from a "PC" Planned Commercial District to a new "PC" Planned Commercial District for 13 acres located north of Chesterfield Airport Road.



Summary

Stock & Associates Consulting Engineers Inc., on behalf of TSG Chesterfield Airport Road LLC & Tifton Car Wash LLC, has submitted a request for a zoning map amendment from a "PC" Planned Commercial District to a new "PC" Planned Commercial District. The petitioner is requesting the property to have one additional use as well as revising the open space language.

A Public Hearing was held for this petition on August 22nd, 2022; there was one request made by the Planning Commission.

The petition was reviewed by the Planning Commission on September 12th, 2022. At that time, the Planning Commission recommendation to approve passed by a vote of 9-0.

A full description of the applicant's request, site history, and staff analysis pertaining to the petition may be found in the September 12th, 2022 Planning Commission report attached to this document.

Attachments: Public Hearing Notice
Planning Commission Packet

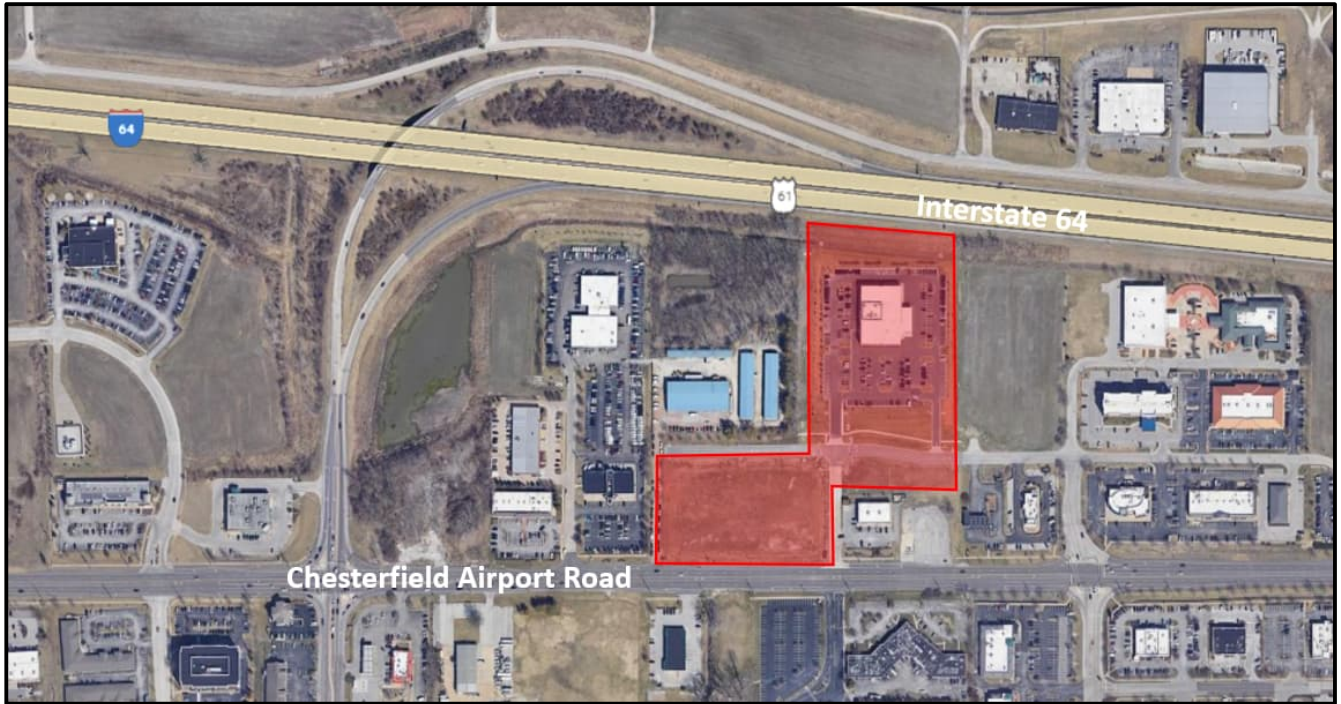


Figure 1: Subject Site Aerial



VIII.C.

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Planning Commission Vote Report

Meeting Date: September 12th, 2022

From: Alyssa Ahner, Planner

Location: 30, 34, 38, 42 Arnage Road & 1 Jaguar Land Rover Way

Description: P.Z. 08-2022 TSG Chesterfield Airport Road (Stock & Associates Consulting Engineers Inc.): A request for a zoning map amendment from a "PC" Planned Commercial District to a new "PC" Planned Commercial District for 13 acres located north of Chesterfield Airport Road.

PROPOSAL SUMMARY

Stock & Associates Consulting Engineers Inc., on behalf of TSG Chesterfield Airport Road LLC & Tifton Car Wash LLC, has submitted a request for a zoning map amendment from a "PC" Planned Commercial District to a new "PC" Planned Commercial District. The petitioner is requesting the property to have one additional use as well as revising the open space language. This submittal includes a Preliminary Development Plan and a narrative statement.

HISTORY OF SUBJECT SITE

Pre-1988: Site was zoned "NU" Non-Urban.

1995: A record plat was approved for Lots 1 & 2 of the 84 Lumber subdivision.

2017: Site was rezoned from "NU" Non-Urban to "PC" Planned Commercial under City of Chesterfield governing Ordinance 2969.

2019: A boundary adjustment plat was approved for the consolidation of a small tract of land located between the 84 Lumber subdivision and the Chesterfield Commons Seven subdivision. A Site Development Concept Plan was approved later the same year.

2020: A record plat for TSG Chesterfield Airport Road was approved and followed by a Site Development Section Plan.

2021: An Amended Site Development Section Plan was approved for Lot A (Jaguar Land Rover).

ZONING & LAND USE

| Direction | Zoning | Land Use |
|-----------|--|------------------------|
| North | "PC" Planned Commercial & Interstate 64 | Autobody/Interstate 64 |
| South | "PC" Planned Commercial & "NU" Non-Urban | Service Station/Church |
| East | "PC" Planned Commercial | Service Station |
| West | "PC" Planned Commercial | Car Dealership |

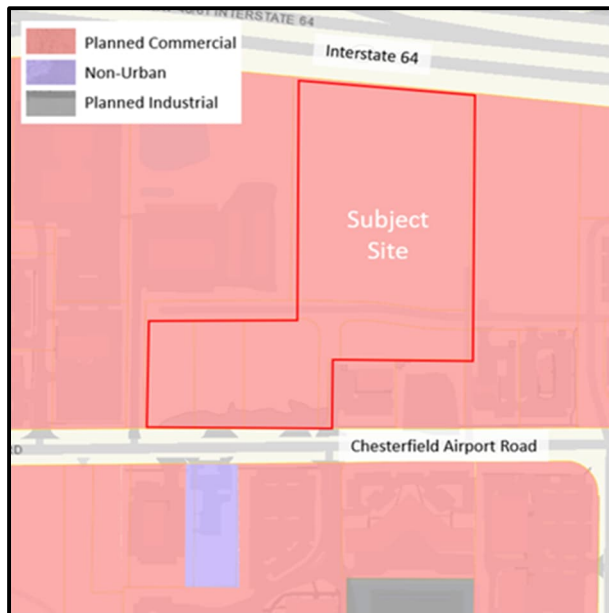


Figure 1: Zoning Map

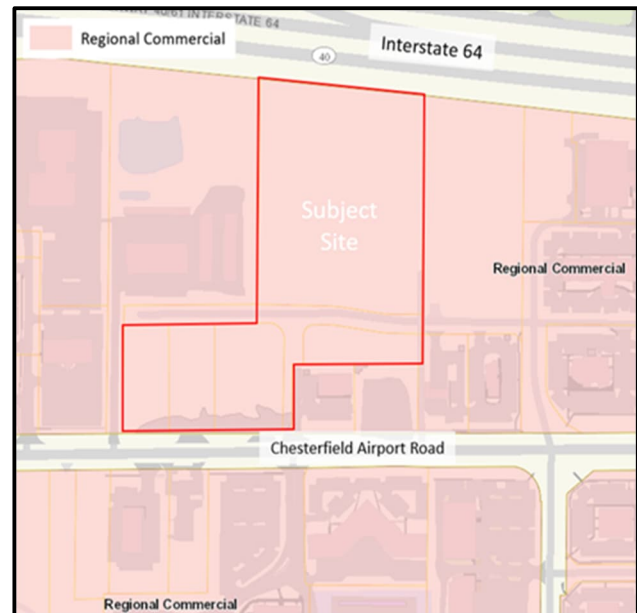


Figure 2: Land Use Map

COMPREHENSIVE PLAN

The City of Chesterfield Comprehensive Land Use Plan indicates the subject site as being part of the Regional Commercial land use designation. The City of Chesterfield provides a character description of this designation as, *"Areas that serve regional commercial needs (emphasizing retail, dining, entertainment, hotel, and leisure components) and draw visitors from both Chesterfield and the surrounding areas. Multiple buildings planned and developed together using unified project development standards"*. The development policies for Regional Commercial are listed below:

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Primary entrance points should be aligned with access points immediately across the street

- Promote the re-invention of existing tenant space to accommodate different users to increase the mix of uses and redefine the centers, allowing them to be modernized and remain relevant in the market
- Landscape buffering should be utilized between roadways to screen areas of surface parking
- Maintain pedestrian connectivity from transit stops to facilitate the large employment centers
- Secure infrastructure for safe walking and biking between lodging and attraction centers
- Residential projects should be limited to areas outside of the Chesterfield Valley

PLANNED COMMERCIAL DISTRICT

Per Section 405.03.040, *"The regulations of the PC District offer a method for commercial and limited light industrial development of land in the City of Chesterfield that allows flexibility in applying certain zoning standards. The PC District method allows innovative designs, meets market niches, and promotes well-designed developments."*

A Planned Commercial District should have the following outcomes:

- Ensure consistency with the Comprehensive Plan;
- Promote more efficient use of land;
- Incorporate site features, such as topography, views, vegetation, water features, and other factors into the design so they become assets to the development;
- Promote building styles and architectural styles that complement one another;
- Allow a mix of uses that are designed to negate potential conflicts that normally occur between incompatible land uses;
- Promote the most efficient arrangement of circulation systems, land use, and buildings;
- Promote environmentally sensitive developments; and
- Allow development under a specifically approved design concept and site plan.

STAFF ANALYSIS

There are two requests with this proposal. The first request is to add the permitted use "Car wash" to the existing Planned Commercial District. The current governing Ordinance 3082 has forty (40) permitted uses.

The second request is to revise the language pertaining to openspace requirements. The current governing Ordinance 3082 reads, "A minimum of thirty-five percent (35%) openspace is required for this development". The applicant is requesting the language be revised to read, "A minimum of thirty-five percent (35%) openspace is required for each lot". There are no other changes proposed to this existing Planned Commercial District.

PRELIMINARY DEVELOPMENT PLAN

A zoning map amendment to a planned zoning district requires a Preliminary Development Plan, which has been included in the Planning Commission's packet. The blue shading in the figure below indicates the proposed location for the car wash.

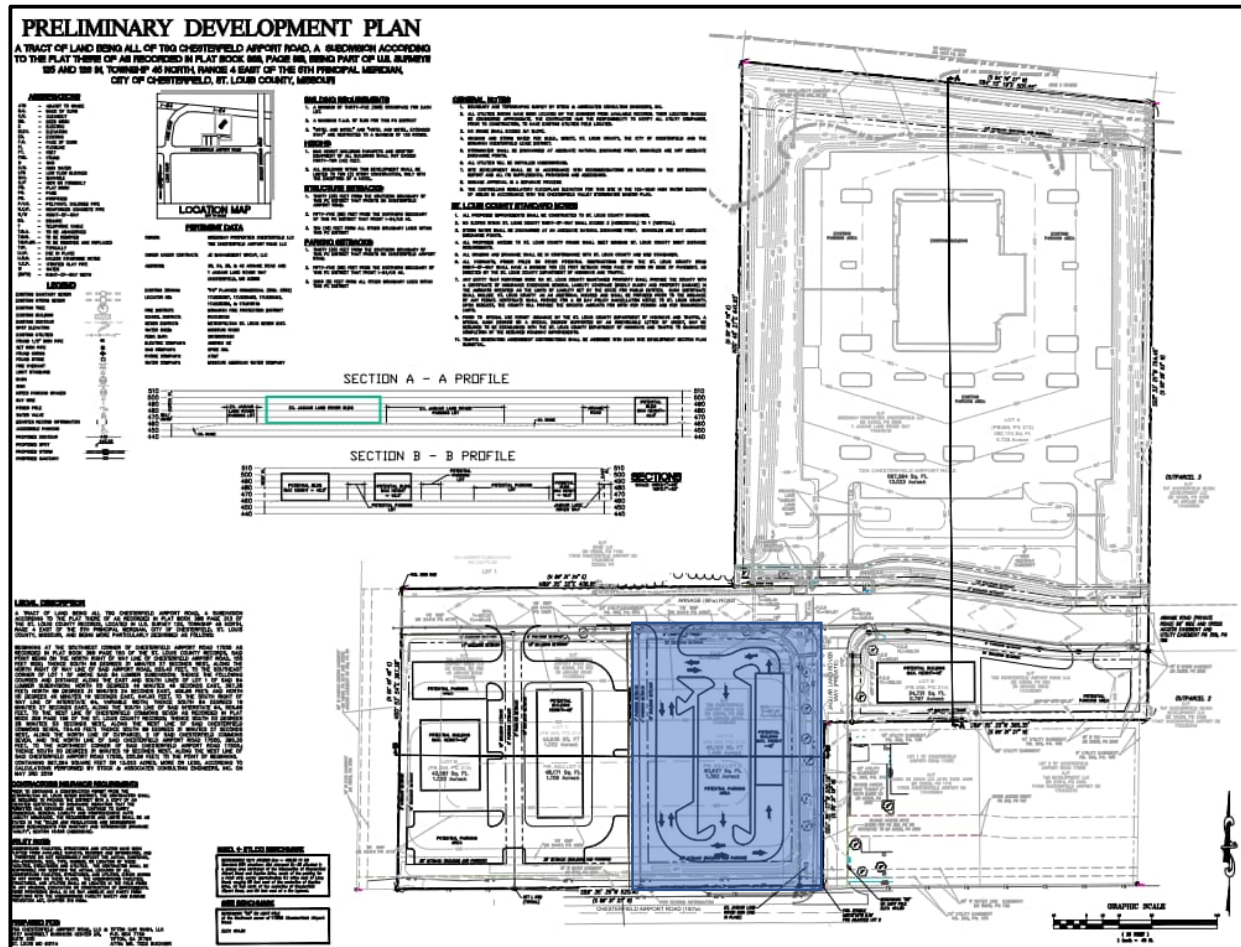


Figure 3: Preliminary Development Plan

PUBLIC HEARING

A public hearing was held on August 22nd, 2022 at which time the Planning Commission and general public discussed the zoning map amendment. Planning Commission made the request that the petitioner review the existing permitted uses and determine if any could be removed. Since the Public Hearing, the petitioner has requested the removal of the following twelve (12) permitted uses: Art gallery, Art studio, Banquet facility, Check cashing facility, Church and other places of worship, Community center, Dry-cleaning establishment, Dry-cleaning establishment, with drive-through, Hotel and motel, Hotel and motel (extended stay), Specialized private school, Theater, indoor. The full list of the forty (40) existing permitted uses in Ordinance 3082 may be found on the following page.

Existing Permitted Uses

- a. Animal grooming service
- b. Art gallery
- c. Art studio
- d. Automotive dealership
- e. Automotive retail supply
- f. Bakery
- g. Banquet facility
- h. Bar
- i. Barber or beauty shop
- j. Brewpub
- k. Check-cashing facility
- l. Church and other places of worship
- m. Coffee shop
- n. Coffee shop, drive-through
- o. Community center
- p. Day-care center
- q. Drugstore and pharmacy
- r. Drugstore and pharmacy, with drive-through
- s. Dry-cleaning establishment
- t. Dry-cleaning establishment, with drive-through
- u. Financial institution, no drive-through
- v. Financial institution, with drive-through
- w. Grocery, community
- x. Grocery, neighborhood
- y. Hotel and motel
- z. Hotel and motel, extended stay
- aa. Laundromat
- bb. Office-dental
- cc. Office-general
- dd. Office-medical
- ee. Oil change facility
- ff. Recreation facility
- gg. Restaurant-fast-food
- hh. Restaurant-sit-down
- ii. Restaurant-take-out
- jj. Retail sales establishment-community
- kk. Retail sales establishment-neighborhood
- ll. Specialized private school
- mm. Theater, indoor
- nn. Vehicle repair and service facility

In accordance to the City's Comprehensive Plan, staff is also requesting the removal of the following: "Public art installations shall be required in the locations depicted on the Preliminary Plan attached hereto as Attachment "B"" – eliminating the public art requirement. In the most recent Comprehensive Plan update, incorporating public art into new construction and re-development projects is focused within the City Center Land Use Designation. Specific development policy incorporated the public art requirement in the City Center but is not included into the Regional Commercial Land Use designation which encompasses the entire subject site.

REQUEST

Staff has reviewed the requested zoning map amendment by the petitioner and has prepared an Attachment A reflecting this request for consideration by the Planning Commission. The Preliminary Development Plan has been reviewed by Staff and is marked hereto as Attachment B. Staff has no further comments or outstanding issues on the zoning request before the Commission and request action be taken.

Attachments

1. Applicant's Narrative Statement
2. Attachment A
3. Attachment B

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. Automobile dealership
 - 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-through
 - k. Day-care center
 - l. Drugstore and pharmacy
 - m. Drugstore and pharmacy, with drive-through
 - n. Financial institution, no drive-through
 - o. Financial institution, with drive-through
 - p. Grocery, community
 - q. Grocery, neighborhood
 - r. Laundromat
 - s. Office-dental
 - t. Office-general
 - u. Office-medical
 - 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. Vehicle repair and service facility
2. Outdoor Storage and Sales Activity
- a. All outdoor storage shall be prohibited within this development, with the exception of automotive vehicles in conjunction with an “Automobile Dealership”. Outdoor storage for the use “Automobile Dealership” shall be as approved on the Site Development Plan.
 - b. All outdoor sales activity shall be limited to patio and pedestrian areas located adjacent to the storefronts of retail users, with the exception of an “Automobile Dealership”. Outdoor sales and/or displays for the use “Automobile Dealership” shall be as approved on the Site Development Plan.
3. Hours of Operation
- a. Uses “c”, “l”, “m”, “p”, “q”, “aa”, and “bb” above shall be restricted to hours of operation open to the public from 6:00 AM to 11:00 PM. Hours of operation for said uses may be expanded for Thanksgiving Day and the day after Thanksgiving upon review and approval of a Special Activities Permit, signed by the property owner and submitted to the City of Chesterfield at least seven (7) business days in advance of said holiday.
 - b. All deliveries and trash pick-ups shall be limited to the hours from 7:00 AM to 11:00 PM.

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

1. Floor Area
- a. The total building floor area of any single building within this development shall not exceed 50,000 square feet.
2. Height
- a. The maximum height including parapets and rooftop equipment of all buildings shall not exceed forty-two (42) feet.
 - b. All buildings within this development shall be limited to two (2) story construction.

3. Building Requirements

- a. A minimum of thirty-five percent (35%) openspace is required for each lot.
- b. This development shall have a maximum F.A.R. of 0.55.

C. SETBACKS

1. Structure Setbacks

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

- a. Thirty (30) feet from the southern boundary of this district that fronts on Chesterfield Airport Road.
- b. Fifty-five (55) feet from the northern boundary of this district that fronts on I-64/US 40.
- c. Ten (10) feet from all other boundary lines within this district.

2. Parking Setbacks

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

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

D. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development shall be as required in the City of Chesterfield Code.
2. No construction related parking shall be permitted within right of way or on any existing roadways. All construction related parking shall be confined to the development.
3. 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.
4. 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 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. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Transportation, for sight distance consideration and approved prior to installation or construction.

G. LIGHT REQUIREMENTS

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

H. ARCHITECTURAL

1. The development shall adhere to the Architectural Review Standards of the City of Chesterfield 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 limited to one (1) commercial entrance located opposite Valley Center Drive to be shared with the adjacent AutoZone property to the east as shown on the Preliminary Plan. The entrance shall be built to St. Louis County Standards, as directed by the St. Louis County Department of Transportation and shall be located to provide adequate sight distance, as directed by the St. Louis County Department of Transportation.
2. 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.

3. Construct an eight (8) foot wide full depth shoulder along the frontage on Chesterfield Airport Road, as directed by the St. Louis County Department of Transportation.
4. Access to this development from Arnage Road shall be via a roadway extension as shown on the Preliminary Plan.
5. Provide ingress/egress and cross access easements and temporary slope construction license or other appropriate legal instrument or agreement guaranteeing permanent access between parcels in this development and the public and to ensure access rights to Chesterfield Airport Road, the new portion of Arnage Road, and the new access road for all parcels in the development as directed by the St. Louis County Department of Transportation and the City of Chesterfield.
6. Provide cross access easements and temporary slope construction license or other appropriate legal instruments or agreements guaranteeing permanent access between this site and all adjacent properties as directed by the St. Louis County Department of Transportation and the City of Chesterfield.
7. Access to lots A, B, C, D, and E shall substantially conform to the preliminary development plan.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Construct an extension to Arnage Road that will connect to the existing portion of Arnage Road and extended approximately 910 feet to the west of the existing terminus. The western terminus of Arnage Road shall be aligned to allow for a future connection to the west to Caprice Drive through 17519 Chesterfield Airport Road and 17525 Chesterfield Airport Road.
2. All new roadways proposed as part of this development shall be privately maintained.
3. The new north/south access road and Arnage Road shall be constructed prior to or concurrently with construction and in any case shall be completed prior to issuance of occupancy permits. The portion of Arnage Road west of the new north/south access road may be constructed in phases in conjunction with construction on Lots D, C, and B, as approved by the City of Chesterfield. Each phased terminus shall provide a suitable turn around and end of pavement signage/stub street signage.
4. Provide a 5 foot wide sidewalk, conforming to ADA standards, along Chesterfield Airport Road, Arnage Road, and the western side of the new north/south access road as shown on the Preliminary Plan. The sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk shall be privately maintained and may be

located within right-of-way controlled by another agency, if permitted by that agency, or on private property.

5. Internal sidewalks shall be provided to each lot from the sidewalks along the adjacent roadways creating accessible pedestrian paths to the proposed buildings. Internal sidewalks and curb ramps shall conform to ADA standards.
6. Obtain approvals from the City of Chesterfield 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.
7. Additional right-of-way and road improvements shall be provided, as required by St. Louis County Department of Transportation and the City of Chesterfield.
8. Stub street signage, in conformance with Article 04-09 of the Unified Development Code of the City of Chesterfield, shall be posted within 30 days of the street pavement being placed.
9. Any work within MoDOT's right of way will require a MoDOT permit.
10. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will affect MoDOT right of way.
12. All proposed work in MoDOT right of way must comply with MoDOT standards, specifications, conform to MoDOT's Access Management Guidelines with detailed construction plans being received and approved by MoDOT.
13. Due to the close proximity to Interstate 64, any sound mitigation is the responsibility of the owner/developer. MoDOT will not provide any noise mitigation measures for this development.
14. Prior to Special Use Permit issuance by the 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 the St. Louis County Department of Transportation to guarantee completion of the required roadway improvements.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or the 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 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

1. The development shall adhere to the Power of Review Requirements of the City of Chesterfield.

M. STORM WATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District. The storm water management facilities shall be operational prior to paving of any driveways or parking areas. The location and types of storm water management facilities shall be identified on all Site Development Plans.
3. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.
4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
5. The lowest opening of all structures shall be set at least two (2) feet higher than the one hundred (100) year high water elevation in detention/retention facilities.
6. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
7. The developer shall be responsible for construction of any required storm water improvements per the Chesterfield Valley Master Storm Water Plan, as applicable, and shall coordinate with the owners of the properties affected by construction of the required improvements. In the event that the ultimate

required improvements cannot be constructed concurrently with this development, the developer shall provide interim drainage facilities and establish sufficient escrows as guarantee of future construction of the required improvements, including removal of interim facilities. Interim facilities shall be sized to handle runoff from the 100-year, 24-hour storm event as produced by the Master Storm Water Plan model. The interim facilities shall provide positive drainage and may include a temporary pump station, if necessary. Interim facilities shall be removed promptly after the permanent storm water improvements are constructed.

8. The developer may elect to propose alternate geometry, size and/or type of storm water improvements that are functionally equivalent to the required improvements per the Chesterfield Valley Master Storm Water Plan. Functional equivalence is said to be achieved when, as determined by the Public Works Director, the alternate proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting any of the following: water surface profiles at any location outside the development; future capital expenditures; maintenance obligations; equipment needs; frequency of maintenance; and probability of malfunction. The City will consider, but is not obligated to accept, the developer's alternate plans. If the Public Works Director determines that the developer's proposal may be functionally equivalent to the Chesterfield Valley Master Storm Water Plan improvements, hydraulic routing calculations will be performed to make a final determination of functional equivalence. The Director will consider the developer's proposal, but is not obligated to have the hydraulic analysis performed if any of the other criteria regarding functional equivalence will not be met. The hydraulic routing calculations regarding functional equivalence may be performed by a consultant retained by the City of Chesterfield. The developer shall be responsible for all costs related to consideration of an alternate proposal, which shall include any costs related to work performed by the consultant.
9. The developer shall provide all necessary Chesterfield Valley Storm Water Easements to accommodate future construction of the Chesterfield Valley Master Storm Water Plan improvements, and depict any and all Chesterfield Valley Master Storm Water Plan improvements on the Site Development Plan(s) and Improvement Plans. Maintenance of the required storm water improvements shall be the responsibility of the property owner unless otherwise noted.
10. All Chesterfield Valley Master Storm Water Plan improvements, as applicable, shall be operational prior to the paving of any driveways or parking areas unless otherwise approved.
11. The developer shall reimburse the Chesterfield Valley Mitigation Bank Program for any jurisdictional wetlands that have been identified on this site. The reimbursement is required prior to approval of a Grading Permit, Improvement Plans, or issuance of any Building Permits. The

reimbursement amount is based on the total acres delineated on the site requiring mitigation and will be the proportionate share of the cost of establishment of the mitigation area.

12. Formal MSD review, approval, and permits are required prior to construction.
13. Post construction water quality Best Management Practices (BMPs) are required to treat the extents of the project's disturbed area. A Water Quality Area is depicted on Lot A which would appear to service the development area in one common location. MSD would be amenable to this under the following conditions:
 - a. A subdivision trusteeship would need to be established. The water quality area would need to be located within a common ground or easement dedicated to the trusteeship. A standard MSD maintenance agreement would need to be recorded on the property.
 - b. The water quality area would need to service a drainage area limited to the confines of the proposed commercial subdivision. Offsite flows from beyond this proposed development area would need to be diverted around the water quality feature.
 - c. Tributary acreage to a facility would need to be limited to less than 5 acres in order to ensure the basin's performance and longevity. Given the size of Lot A, a separate facility(ies) may need to be broken out and configured to serve that particular property.
 - d. If the arrangements noted above cannot be met, individualized BMPs to serve each lot and the access road will need to be integrated into the layout.
14. Approval from the City of Chesterfield and the Monarch Chesterfield Levee District indicating that the final plans conform to their master stormwater conveyance plan will be required prior to formal MSD plan approval.

N. SANITARY SEWER

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

O. GEOTECHNICAL REPORT

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

P. MISCELLANEOUS

1. All utilities will be installed underground.
2. Prior to redevelopment of this property, provide detailed plans to MoDOT for review and approval.
3. Street lights shall be required along public right-of-way frontage.
4. The developer is advised that utility companies will require compensation for relocation of their facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.
5. 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.
6. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield, MoDOT, and St. Louis County Department of Transportation. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
7. 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.

8. 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.
9. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application to the City of Chesterfield and the City of Wildwood for approval. The Floodplain Study must be approved by the City of Chesterfield prior to the approval of the Site Development Plan, as directed. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the Developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final release of any escrow held by the City of Chesterfield for improvements in the development. Elevation Certificates will be required for any structures within the Special Flood Hazard Area or the Supplemental Protection Area. All new roads within and adjacent to this site shall be constructed at least one (1) foot above the base flood elevation of the Special Flood Hazard Area. Improvements to existing roadways shall be required as necessary to provide at least one access route to each lot that is at least one (1) foot above the base flood elevation. Consult Article 5 of the Unified Development Code for specific requirements.

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

III. 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:

| <u>Type of Development</u> | <u>Required Contribution</u> |
|----------------------------|------------------------------|
| General Retail | \$2,319.85/parking space |
| General Office | \$773.24/parking space |

(Parking Space as required by the site-specific ordinance).

If types of development proposed differ from those listed, rates shall be provided by the St. Louis County Department of Transportation.

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

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

- B. As this development is located within a trust fund area established by Saint Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development shall be retained in the appropriate trust fund.
- C. Road Improvement Traffic Generation Assessment contributions shall be deposited with 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 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, St. Louis County.
- D. The amount of all required contributions for roadway, storm water and primary water line improvements, if not submitted by January 1, 2020, 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.

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 \$933.02 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 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.

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 St. Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,960.28 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 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.

G. SANITARY SEWER

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

VI. RECORDING

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.

VII. ENFORCEMENT

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

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

August 31, 2022 – Responses to 8/26/2022 City Letter

City of Chesterfield
690 Chesterfield Pkwy W.
Chesterfield, MO 63017

Attention: Ms. Alyssa Ahner – Planner (Via Email: ahahner@chesterfield.mo.us)

RE: TSG Chesterfield Airport Road – Ordinance Amendment 8/26/2022 City Letter
(Stock Project No. 222-7230)

Dear Alyssa,

Pursuant to your departmental letter dated 8/26/2022, we offer the following responses:

General Comments

1. Review the list of the existing forty (40) permitted uses and determine if any could be eliminated.

Response: The Developer has agreed to delete eight (8) of the originally permitted uses.

PRELIMINARY DEVELOPMENT PLAN:

1. Depict the required 5' wide sidewalk along Chesterfield Airport Road, Jaguar Land Rover Way, and Arnage Road.

Response: Sidewalk added to the Preliminary Plan.

ADVISORY COMMENTS:

1. Be advised, an amendment to the Site Development Concept Plan will be required in conjunction with a Boundary Adjustment Plat prior to an Amended Site Development Section Plan.

Response: Understood.

Attachment A (Draft Language)

A draft of the proposed ordinance language for this planned district will be provided for the next Planning Commission meeting agenda on which this project is reviewed. Development criteria pertinent to this district that will appear in the Attachment A will include, but not be limited to:

PERMITTED USES

1. The uses allowed in this “PC” Planned Commercial District shall be:
 - a. Animal grooming service
 - b. Automobile dealership
 - 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-through
 - k. Day-care center
 - l. Drugstore and pharmacy
 - m. Drugstore and pharmacy, with drive-through
 - n. Financial institution, no drive-through
 - o. Financial institution, with drive-through
 - p. Grocery, community
 - q. Grocery, neighborhood
 - r. Laundromat
 - s. Office-dental
 - t. Office-general
 - u. Office-medical
 - 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. Vehicle repair and service facility

Response: Acceptable

FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

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

Response: Acceptable

2. Height
 - a. The maximum height including parapets and rooftop equipment of all buildings shall not exceed forty-two (42) feet.
 - b. All buildings within this development shall be limited to two (2) story construction.

Response: Acceptable

3. Building Requirements
 - a. A minimum of thirty-five percent (35%) openspace is required for each lot.
 - b. This development shall have a maximum F.A.R. of 0.55

Response: Acceptable

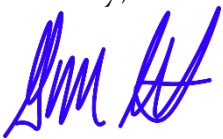
ACCESS/ACCESS MANAGEMENT

1. Access to lots of A, B, C, D, and E shall substantially conform to the preliminary plan.

Response: Understood

Should you have any additional comments and/or questions please do not hesitate to call.

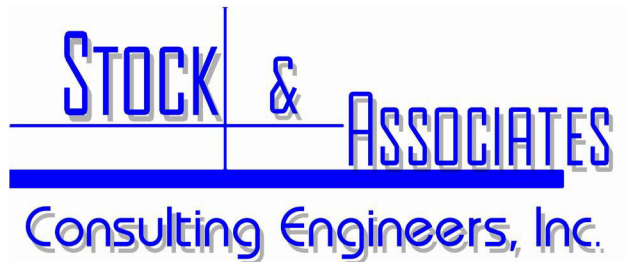
Sincerely,



George M. Stock, P.E.
President

CC: Ms. Kate Stock Gitto, P.E. (kate.gitto@stockassoc.com)
Mr. Tim Lowe, The Staenberg Group (tlowe@tsgproperties.com)
Mr. Todd Thomas Buckner (tbuckdesigns@gmail.com)
Mr. Thomas Buckner (Thomas.tbuckpivots@gmail.com)

Enclosure: Preliminary Plan Dated 8/31/2022



**PROJECT NARRATIVE ASSOCIATED WITH
A REQUEST FOR TEXT AMENDMENT TO ORDINANCE #3082**

Date: July 29, 2022

(Stock Project No. 2022-7230)

On behalf of TSG Chesterfield Airport Road LLC and Tifton Car Wash LLC, Stock and Associates Consulting Engineers Inc, respectfully requests the City of Chesterfield’s consideration in a “Text Amendment” to City Ordinance No. 3082. Our request is to add “Carwash” to the list of permitted uses currently outlined in the Attachment A - Section I.A and clarify language in Section I.B.3a to the following “A minimum of thirty-five percent (35%) openspace is required for each lot”.

This site specific ordinance is for ±13.023 Acre tract zoned Planned Commercial “PC” is located north of Chesterfield Airport Road at 30, 34, 38, 42 Arnage Road & 1 Jaguar Land Rover Way. The City of Chesterfield Unified Development Code “UDC” Use Table for Non-Residential Districts lists “Carwash” as a permitted use in a “PC” District.

Our request is to allow Tifton Carwash, LLC c/o Scrubbles Express Wash Chesterfield Valley, LLC to develop Lot D of TSG Chesterfield Airport Road Subdivision PB. 368, PG 313 to build and operate Scrubbles Express Wash Development.

June 20, 2022

Mr. Justin Wyse
Director of Planning
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO. 63017

RE: 7230 TSG Chesterfield Airport Road Text Amendment_TSD

Dear Mr. Wyse:

All trees identified on the TSD completed in 2019 were removed for the development of this property. The only trees that are currently on the site are landscape trees planted with the completion of the Jaguar, Range Rover dealership. At that time mitigation plantings were assigned to each platted lot based on the acreage.

All the existing trees are under 3" DBH. This letter should meet the requirement of a TSD.

Respectfully

DeLong Landscape Architecture, LLC



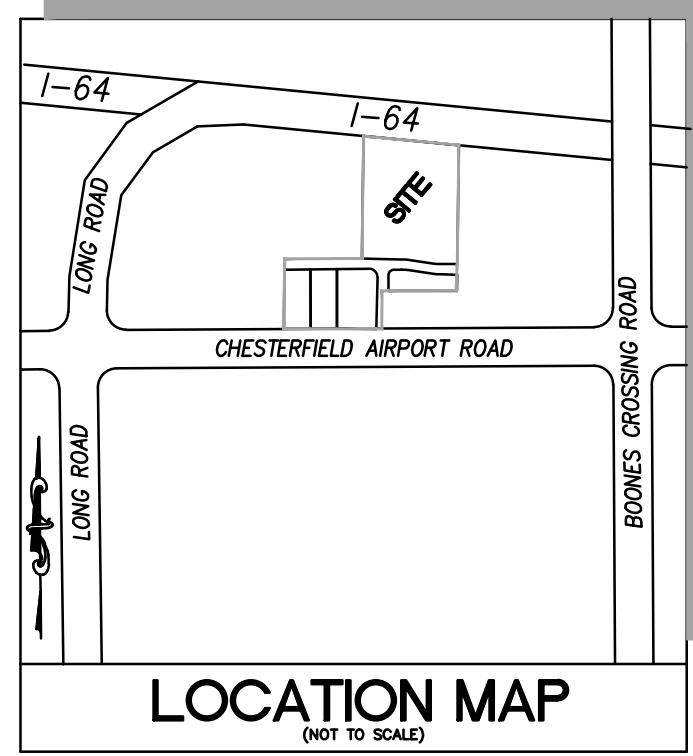
Douglas A. DeLong,
Member

PRELIMINARY DEVELOPMENT PLAN

A TRACT OF LAND BEING ALL OF TSG CHESTERFIELD AIRPORT ROAD, A SUBDIVISION ACCORDING TO THE PLAT THERE OF AS RECORDED IN PLAT BOOK 368, PAGE 313, BEING PART OF U.S. SURVEYS 125 AND 126 IN, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

ABBREVIATIONS

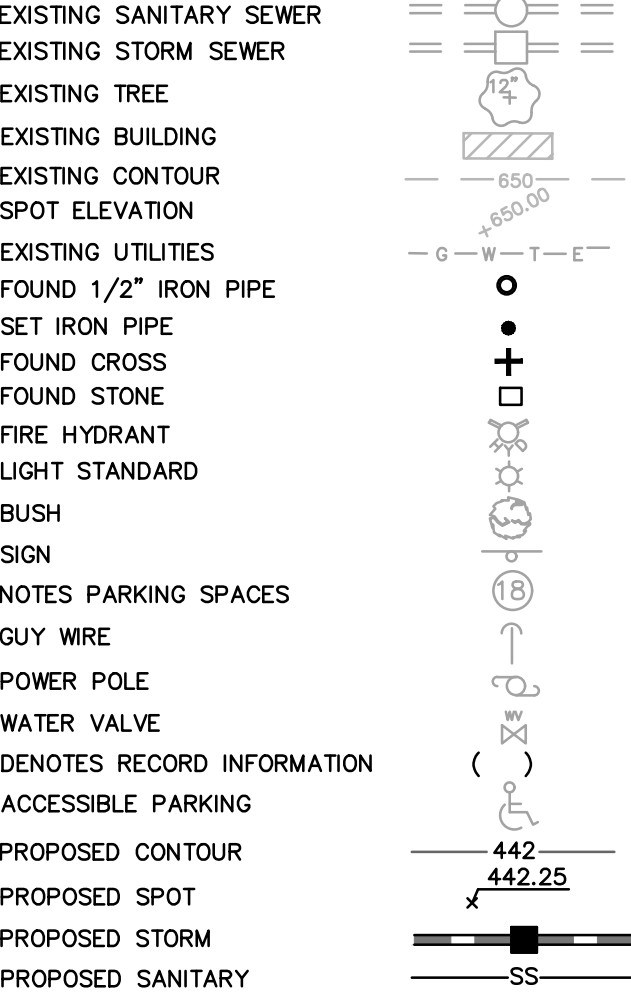
| | |
|----------|----------------------------|
| ATG | ADJUST TO GRADE |
| B.C. | BACK OF CURB |
| C.O. | CLEANOUT |
| DB. | DEED BOOK |
| E. | ELECTRIC |
| ELEV. | ELEVATION |
| EX. | EXISTING |
| F.C. | FACE OF CURB |
| FL. | FLOWLINE |
| FD. | FEET |
| FND. | FOUND |
| G. | GAS |
| H.W. | HIGH WATER |
| LFB. | LOW FLOW BLOCKED |
| M.H. | MANHOLE |
| N/F. | NOW OR FORMERLY |
| PL. | PLAT BOOK |
| PG. | PAGE |
| PR. | PROPOSED |
| P.V.C. | POLYVINYL CHLORIDE PIPE |
| R.C.P. | REINFORCED CONCRETE PIPE |
| R/W. | RIGHT-OF-WAY |
| SO. | 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 |



PERTINENT DATA

OWNER: GREENBAY PROPERTIES CHESTERFIELD LLC
 TSG CHESTERFIELD AIRPORT ROAD LLC
 OWNER UNDER CONTRACT: J2 MANAGEMENT GROUP, LLC
 ADDRESS: 30, 34, 38, & 42 ARNAGE ROAD AND 1 JAGUAR LAND ROVER WAY, CHESTERFIELD, MO 63005
 EXISTING ZONING: "PC" PLANNED COMMERCIAL (ORD. 3082)
 LOCATOR NO: 17U230397, 17U230403, 17U230412, 17U230386, & 17U0510116
 FIRE DISTRICT: MONARCH FIRE PROTECTION DISTRICT
 SCHOOL DISTRICT: ROCKWOOD
 SEWER DISTRICT: METROPOLITAN ST. LOUIS SEWER DIST.
 WATER SHED: MISSOURI RIVER
 FEMA MAP: 201900105K
 ELECTRIC COMPANY: AMEREN UE
 GAS COMPANY: SPIRE INC.
 PHONE COMPANY: AT&T
 WATER COMPANY: MISSOURI AMERICAN WATER COMPANY

LEGEND



BUILDING REQUIREMENTS

- A MINIMUM OF THIRTY-FIVE (35%) OPENSPACE FOR EACH LOT
- A MAXIMUM F.A.R. OF 0.55 FOR THIS PC DISTRICT
- "HOTEL AND MOTEL" AND "HOTEL AND MOTEL EXTENDED STAY" ARE RESTRICTED TO A MAXIMUM OF 120 ROOMS.

HEIGHT:

- MAX HEIGHT INCLUDING PARAPETS AND ROOFTOP EQUIPMENT OF ALL BUILDINGS SHALL NOT EXCEED FORTY-TWO (42) FEET.
- ALL BUILDINGS WITHIN THIS DEVELOPMENT SHALL BE LIMITED TO TWO (2) STORY CONSTRUCTION, ONLY WITH THE EXCEPTION OF A HOTEL.

STRUCTURE SETBACKS:

- THIRTY (30) FEET FROM THE SOUTHERN BOUNDARY OF THIS PC DISTRICT THAT FRONTS ON CHESTERFIELD AIRPORT ROAD.
- FIFTY-FIVE (55) FEET FROM THE NORTHERN BOUNDARY OF THIS PC DISTRICT THAT FRONTS ON CHESTERFIELD AIRPORT ROAD.
- TEN (10) FEET FROM ALL OTHER BOUNDARY LINES WITHIN THIS PC DISTRICT

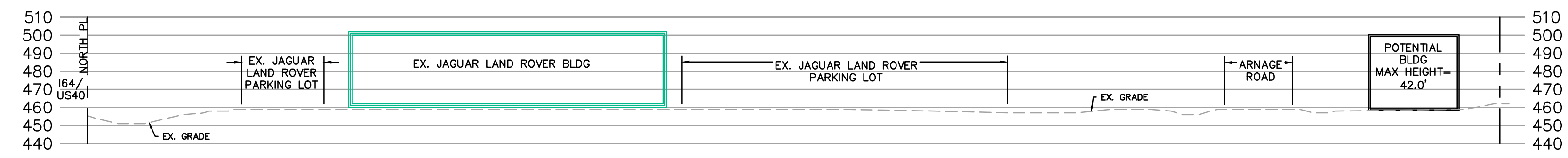
PARKING SETBACKS:

- THIRTY (30) FEET FROM THE SOUTHERN BOUNDARY OF THIS PC DISTRICT THAT FRONTS ON CHESTERFIELD AIRPORT ROAD.
- FIFTY-FIVE (55) FEET FROM THE NORTHERN BOUNDARY OF THIS PC DISTRICT THAT FRONTS ON CHESTERFIELD AIRPORT ROAD.
- ZERO (0) FEET FROM ALL OTHER BOUNDARY LINES WITHIN THIS PC DISTRICT

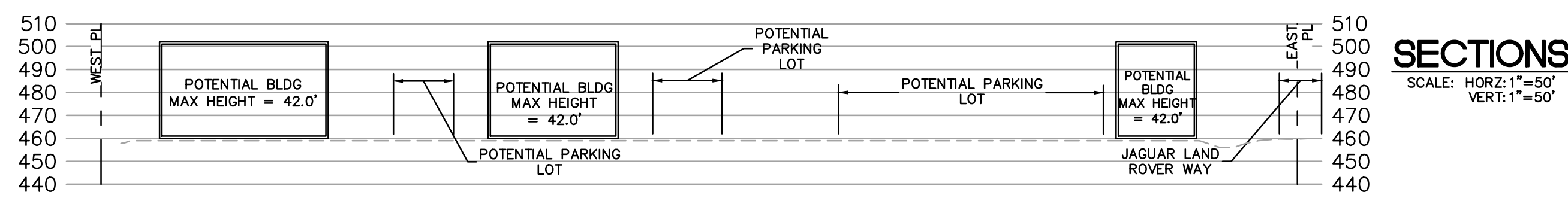
GENERAL NOTES

- BOUNDARY AND TOPOGRAPHIC SURVEY BY STOK & ASSOCIATES CONSULTING ENGINEERS, INC.
 - ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
 - NO GRADE SHALL EXCEED 3:1 SLOPE.
 - GRADING AND STORM WATER PER M.S.D., MDDOT, ST. LOUIS COUNTY, THE CITY OF CHESTERFIELD AND THE MONARCH CHESTERFIELD LEVEE DISTRICT.
 - STORMWATER SHALL BE DISCHARGED AT ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
 - ALL UTILITIES WILL BE INSTALLED UNDERGROUND.
 - SITE DEVELOPMENT SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS AS OUTLINED IN THE GEOTECHNICAL REPORT AND ALL ITS SUPPLEMENTAL PROVISIONS AND ADDENDUMS.
 - SIGNAGE APPROVAL IS A SEPARATE PROCESS
 - THE CONTROLLING REGULATORY FLOODPLAIN ELEVATION FOR THIS SITE IS THE 100-YEAR HIGH WATER ELEVATION OF 458.00 IN ACCORDANCE WITH THE CHESTERFIELD VALLEY STORMWATER MASTER PLAN.
- ## ST. LOUIS COUNTY STANDARD NOTES
- ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
 - NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
 - STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
 - ALL PROPOSED ACCESS TO ST. LOUIS COUNTY ROADS SHALL MEET MINIMUM ST. LOUIS COUNTY SIGHT DISTANCE REQUIREMENTS.
 - ALL GRADING AND DRAINAGE SHALL BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
 - ALL HYDRANTS, POWER POLES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT-OF-WAY SHALL HAVE A MINIMUM TWO (2) FOOT SETBACK FROM FACE OF CURB OR EDGE OF PAVEMENT, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
 - ANY ENTITY THAT PERFORMS WORK ON ST. LOUIS COUNTY MAINTAINED PROPERTY SHALL PROVIDE THE COUNTY WITH A CERTIFICATE OF INSURANCE EVIDENCING GENERAL LIABILITY COVERAGE (BODILY INJURY AND PROPERTY DAMAGE) IN THE AMOUNTS SPECIFIED AS THE LIMITS OF LIABILITY SET BY THE STATE FOR PUBLIC ENTITIES. SUCH CERTIFICATE SHALL INCLUDE "ST. LOUIS COUNTY" AS AN ADDITIONAL INSURED AND SHALL BE PROVIDED PRIOR TO THE ISSUANCE OF ANY PERMIT. CERTIFICATE SHALL PROVIDE FOR A 30 DAY POLICY CANCELLATION NOTICE TO ST. LOUIS COUNTY. UPON REQUEST, THE COUNTY WILL PROVIDE THE SPECIFIC AMOUNTS FOR BOTH PER PERSON AND PER OCCURRENCE LIMITS.
 - PRIOR TO "SPECIAL USE PERMIT" ISSUANCE BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LETTER OF CREDIT, MAY BE REQUIRED TO BE ESTABLISHED WITH THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
 - TRAFFIC GENERATION ASSESSMENT CONTRIBUTIONS SHALL BE ASSESSED WITH EACH SITE DEVELOPMENT SECTION PLAN SUBMITTAL.

SECTION A - A PROFILE



SECTION B - B PROFILE



SECTIONS
 SCALE: HORIZ: 1"=50'
 VERT: 1"=50'

LEGAL DESCRIPTION

A TRACT OF LAND BEING ALL TSG CHESTERFIELD AIRPORT ROAD, A SUBDIVISION ACCORDING TO THE PLAT THERE OF AS RECORDED IN PLAT BOOK 368 PAGE 313 OF THE ST. LOUIS COUNTY RECORDS, LOCATED IN U.S. SURVEY 125, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF CHESTERFIELD AIRPORT ROAD 17505 AS RECORDED IN PLAT BOOK 365 PAGE 150 OF THE ST. LOUIS COUNTY RECORDS, SAID POINT BEING ON THE NORTH RIGHT OF WAY LINE OF CHESTERFIELD AIRPORT ROAD, 100 FEET WIDE, THENCE SOUTH 89 DEGREES 31 MINUTES 27 SECONDS WEST, ALONG THE NORTH RIGHT OF WAY LINE OF SAID AIRPORT ROAD, 520.40 FEET, TO THE SOUTHEAST CORNER OF LOT 1 OF ABOVE SAID 84 LUMBER SUBDIVISION; THENCE THE FOLLOWING COURSES AND DISTANCE ALONG THE EAST AND SOUTH LINES OF LOT 1 OF SAID 84 LUMBER SUBDIVISION: NORTH 00 DEGREES 49 MINUTES 46 SECONDS EAST, 367.38 FEET; NORTH 89 DEGREES 31 MINUTES 24 SECONDS EAST, 406.95 FEET; AND NORTH 00 DEGREES 45 MINUTES 19 SECONDS EAST, 641.93 FEET, TO THE SOUTH RIGHT OF WAY LINE OF INTERSTATE 64, VARIABLE WIDTH; THENCE SOUTH 84 DEGREES 19 MINUTES 27 SECONDS EAST, ALONG THE SOUTH LINE OF SAID INTERSTATE 64, 505.66 FEET, TO THE WEST LINE OF CHESTERFIELD COMMONS SEVEN AS RECORDED IN PLAT BOOK 359 PAGE 156 OF THE ST. LOUIS COUNTY RECORDS; THENCE SOUTH 00 DEGREES 28 MINUTES 53 SECONDS WEST, ALONG THE WEST LINE OF SAID CHESTERFIELD COMMONS SEVEN, 754.45 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 27 SECONDS WEST, ALONG THE NORTH LINE OF OUTPARCEL 2 OF SAID CHESTERFIELD COMMONS SEVEN, AND THE NORTH LINE OF SAID CHESTERFIELD AIRPORT ROAD 17505, 395.35 FEET, TO THE NORTHWEST CORNER OF SAID CHESTERFIELD AIRPORT ROAD 17505; THENCE SOUTH 00 DEGREES 31 MINUTES 19 SECONDS WEST, ALONG THE WEST LINE OF SAID CHESTERFIELD AIRPORT ROAD 17505, 200.56 FEET; TO THE POINT OF BEGINNING, CONTAINING 567,264 SQUARE FEET OR 13.023 ACRES, MORE OR LESS, ACCORDING TO CALCULATIONS PERFORMED BY STOK & ASSOCIATES CONSULTING ENGINEERS, INC. ON MAY 3RD 2019.

CONTRACTOR'S INSURANCE REQUIREMENTS

PRIOR TO OBTAINING A CONSTRUCTION PERMIT FROM THE METROPOLITAN ST. LOUIS SEWER DISTRICT, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE THE DISTRICT WITH A COPY OF AN EXECUTED CERTIFICATE OF INSURANCE INDICATING THAT THE PERMITTEE HAS OBTAINED AND WILL CONTINUE TO CARRY COMMERCIAL GENERAL LIABILITY AND COMPREHENSIVE AUTO LIABILITY INSURANCE. THE REQUIREMENTS AND LIMITS SHALL BE AS STATED IN THE "RULES AND REGULATIONS AND ENGINEERING DESIGN REQUIREMENTS FOR SANITARY AND STORMWATER DRAINAGE FACILITY", SECTION 10.090 (ADDENDUM).

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, 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 SHOWN 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 OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

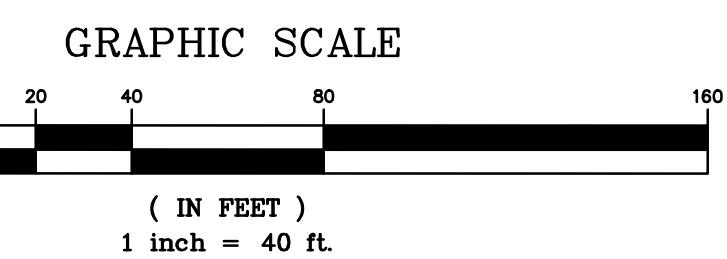
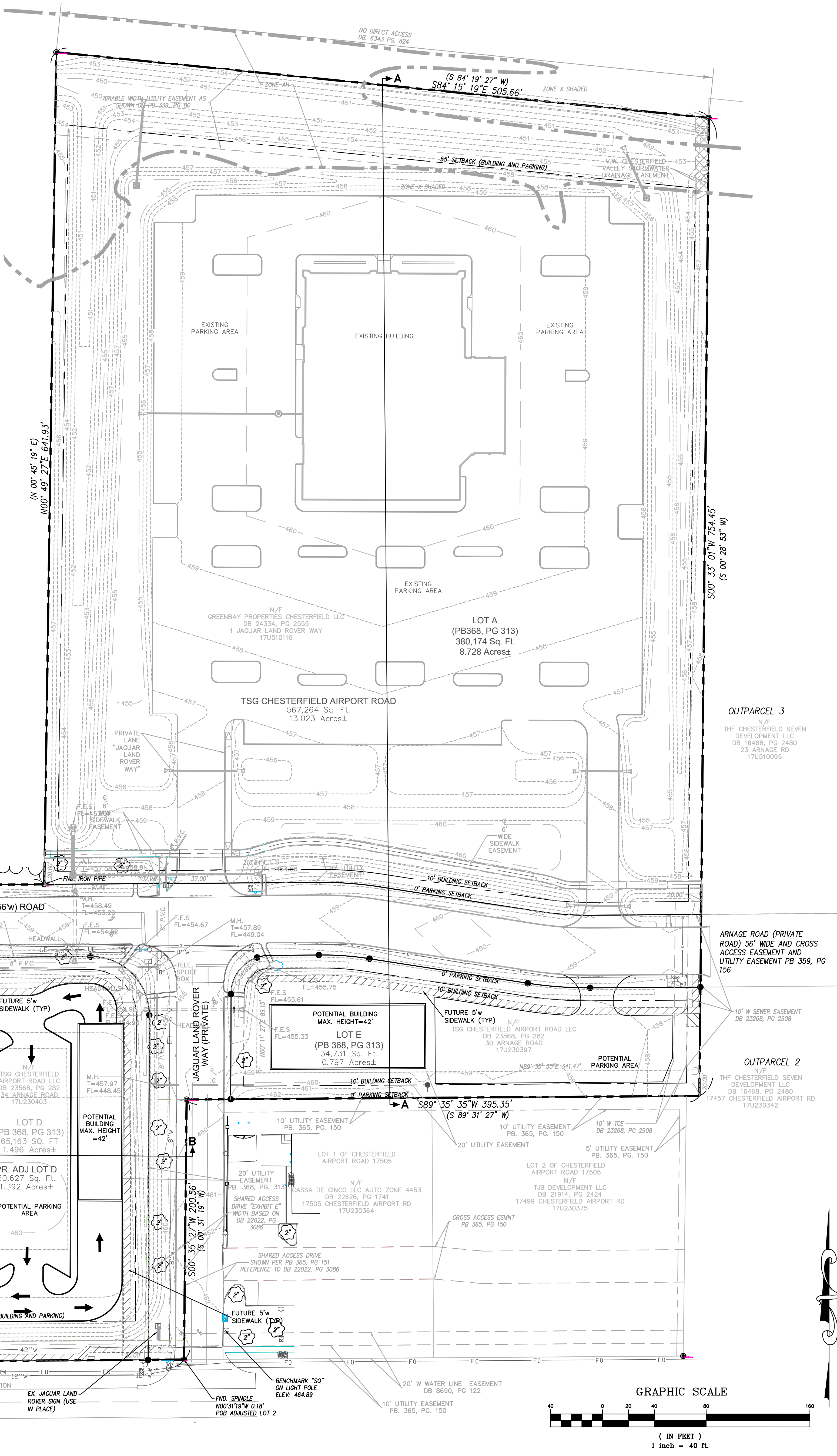
M.S.D. + ST.LCO BENCHMARK

BENCHMARK 1271 NVD29 Elev = 460.06 Ft US Standard DTM aluminum disk stamped 3L-38 situated in a grassy area northwest of the intersection of Chesterfield Airport Road and Caprice Drive, south of the parking for a retail strip center approximately 0.1 miles east of Long Road, roughly 58 feet west of the centerline of Caprice Drive, 43 feet north of the centerline of Chesterfield Airport Road, and 89 feet east of a fire hydrant.

SITE BENCHMARK

BENCHMARK "50" ON LIGHT POLE at the Southwest corner of 17505 Chesterfield Airport Road
 ELEV: 464.89

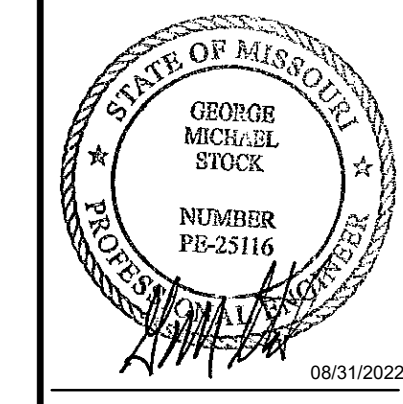
PREPARED FOR:
 TSG CHESTERFIELD AIRPORT ROAD, LLC & TIFTON CAR WASH, LLC
 2127 INNERBELT BUSINESS CENTER DR., P.O. BOX 7726
 SUITE 200 TIFTON, GA 31793
 ST. LOUIS MO 63114 ATTN: MR. TODD BUCKNER



257 Chesterfield Business Parkway
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PREPARED BY:
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 Consulting Engineers, Inc.

PRELIMINARY DEVELOPMENT PLAN FOR:
TSG CHESTERFIELD AIRPORT ROAD
 17511 CHESTERFIELD AIRPORT ROAD
 CHESTERFIELD, MISSOURI



REVISIONS:

| | | |
|----|------------|------|
| 1. | 2022-07-29 | CITY |
| 2. | 2022-08-09 | CITY |
| 3. | 2022-08-16 | CITY |
| 4. | 2022-08-31 | CITY |

| | | | |
|--------------|------------------------------|-------------|-----------|
| DRAWN BY: | CKG | CHECKED BY: | CKG |
| DATE: | 5/14/2022 | JOB NO.: | 2022-7730 |
| M.S.D. # | | BASE MAP # | |
| S.L.C. MAP # | | MAP SUP. # | |
| M.D.N.R. # | | | |
| SHEET TITLE: | PRELIMINARY DEVELOPMENT PLAN | | |
| SHEET NO.: | C1.0 | | |

