

JJH

3/5/08

*→ cc: Mike Geisel
→ Add to next P/PW
Committee Agenda*

→ cc: Mayor Peterson



MEMORANDUM

DATE: March 4, 2008
TO: Mike Herring, CA
FROM: Mike Geisel, DP/PW *mol*
RE: CITY OF MARYLAND HEIGHTS
HOWARD BEND DEVELOPMENT

As you may be aware, our Project Planner, Justin Wyse, was previously employed by the transportation engineering firm of Crawford, Bunte, Brammeier (CBB). During his employment with CBB, he served on the project team employed by the City of Maryland Heights, to study the future land use plan and associated traffic generation resulting from development of the Howard Bend valley area. Subsequently, the project team was asked to make presentations at professional associations on this work. Attached, hereto, are selected power point slides from that presentation. More importantly these slides represent the traffic conditions from the approved land use plan in the City of Maryland Heights.

A cursory review of this information is alarming. Its impact on the City of Chesterfield may be dramatic and Chesterfield should be aware of these plans. It should be noted that the future land use plan anticipates new development in the Howard Bend Valley totaling 28 million to 33 million square feet.

This new development is anticipated to generate between 180,000 and 340,000 new vehicle trips per day. These are projected trip additions over and above the current level of traffic.

It should also be noted that they also analyzed a no-build condition. This no-build condition assumed the extension and connection of Maryland Heights Expressway to Missouri Route 141. Traffic volume on this section of future 141 (not currently in existence) under the **no-build** scenario is projected to be 55,000 vehicles per day.

More importantly, Maryland Heights identifies the following as "REQUIRED IMPROVEMENTS":

1. New interchange at River Valley Drive and Page Avenue (MO. Route 364).
2. Northward extension of River Valley Drive, generally running parallel to the Maryland Heights Expressway (aka: Earth City Expressway or Route 141 Extension).
3. Modifications to the I-70 Interchange, which would feed directly into the northward extension of River Valley Drive.
4. Completion of the Baxter Road Extension from the Maryland Heights Expressway extension, south and westward through the City of Chesterfield to Interstate 40/64. Please recall that this connection/extension was previously incorporated in Chesterfield's Comprehensive Plan and was identified by our traffic consultant(s). Our consultants have identified this road segment as the single most important transportation improvement within the City of Chesterfield.

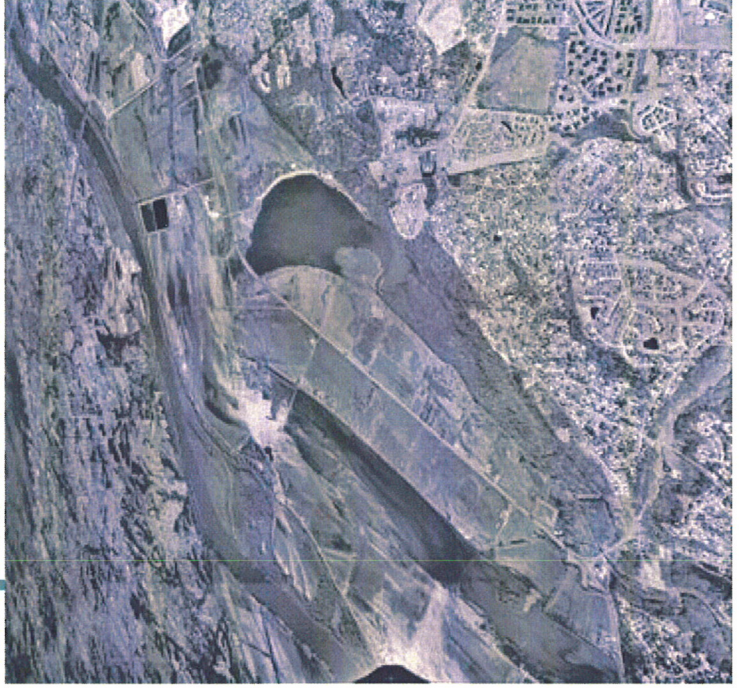
Clearly this information is relevant to the City and identifies multiple areas where the adjacent cities and, perhaps, St. Louis County should cooperate to develop a mutually agreeable plan for implementation.

Also important, are the real impacts of the proposed development on existing roads such as River Valley and Hog Hollow.

If you so desire, Justin and I would be happy to brief you and the elected officials on this information.

HOWARD BEND PLANNING AREA

Making The Connection Between
Land Use And Transportation

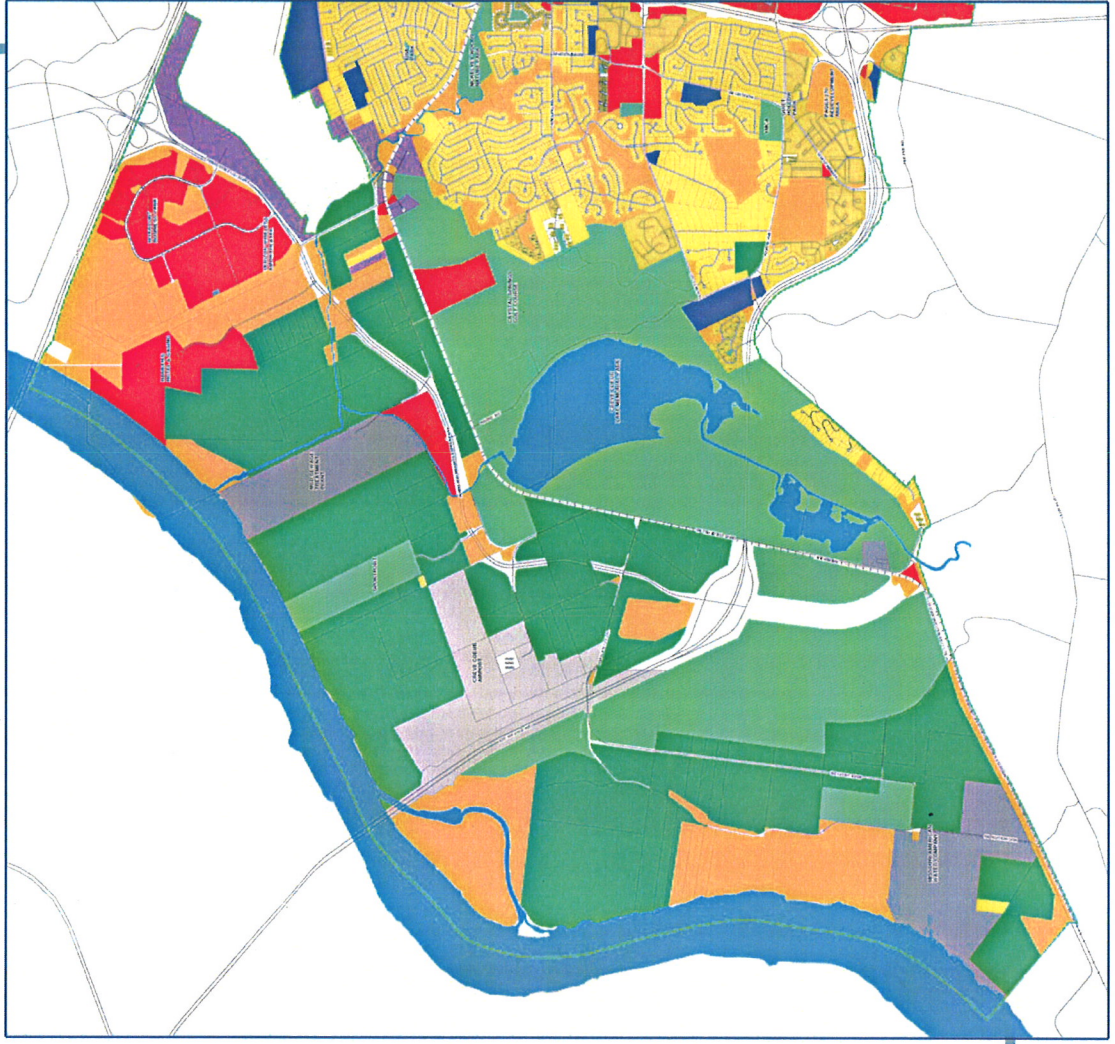


Mitchell E. Bair, AICP

Justin Wyse

EXISTING LAND USES

- Agricultural
- Public Utility
- Recreation



comprehensive plan

CITY OF MARYLAND HEIGHTS

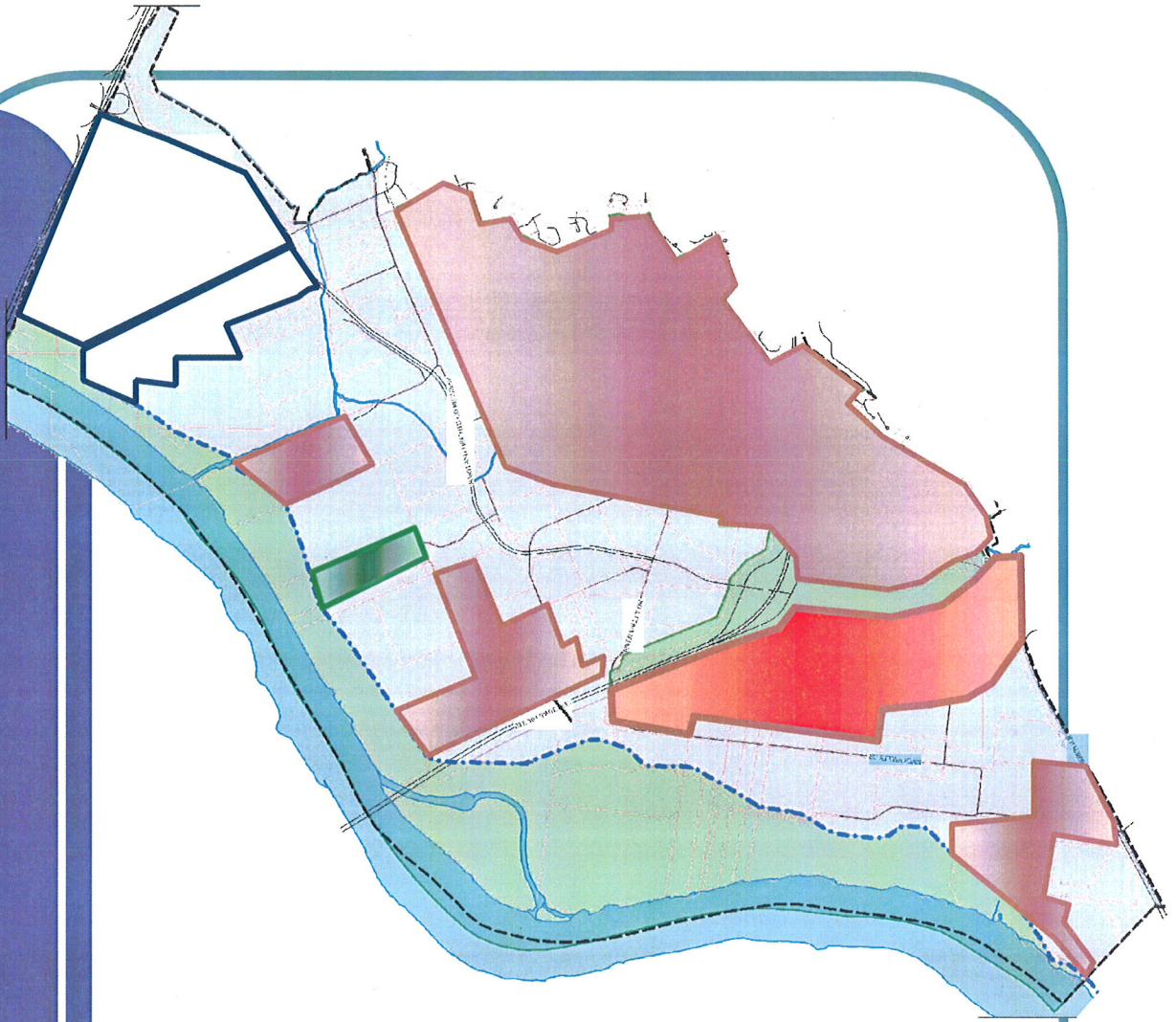


2007 FUTURE LAND USE PLAN

SECTION 7.1 - OVERVIEW

HOWARD BEND PLANNING AREA

EXISTING DEVELOPMENT



Limited Opportunity

- Riverport Business Park
- Harrah's Casino Complex

Fixed

- MSD Plant
- Missouri American Water
- Creve Coeur Airport
- Creve Coeur Memorial Park

Transitional

Sportport

LAND USE PLAN BUILD-OUT

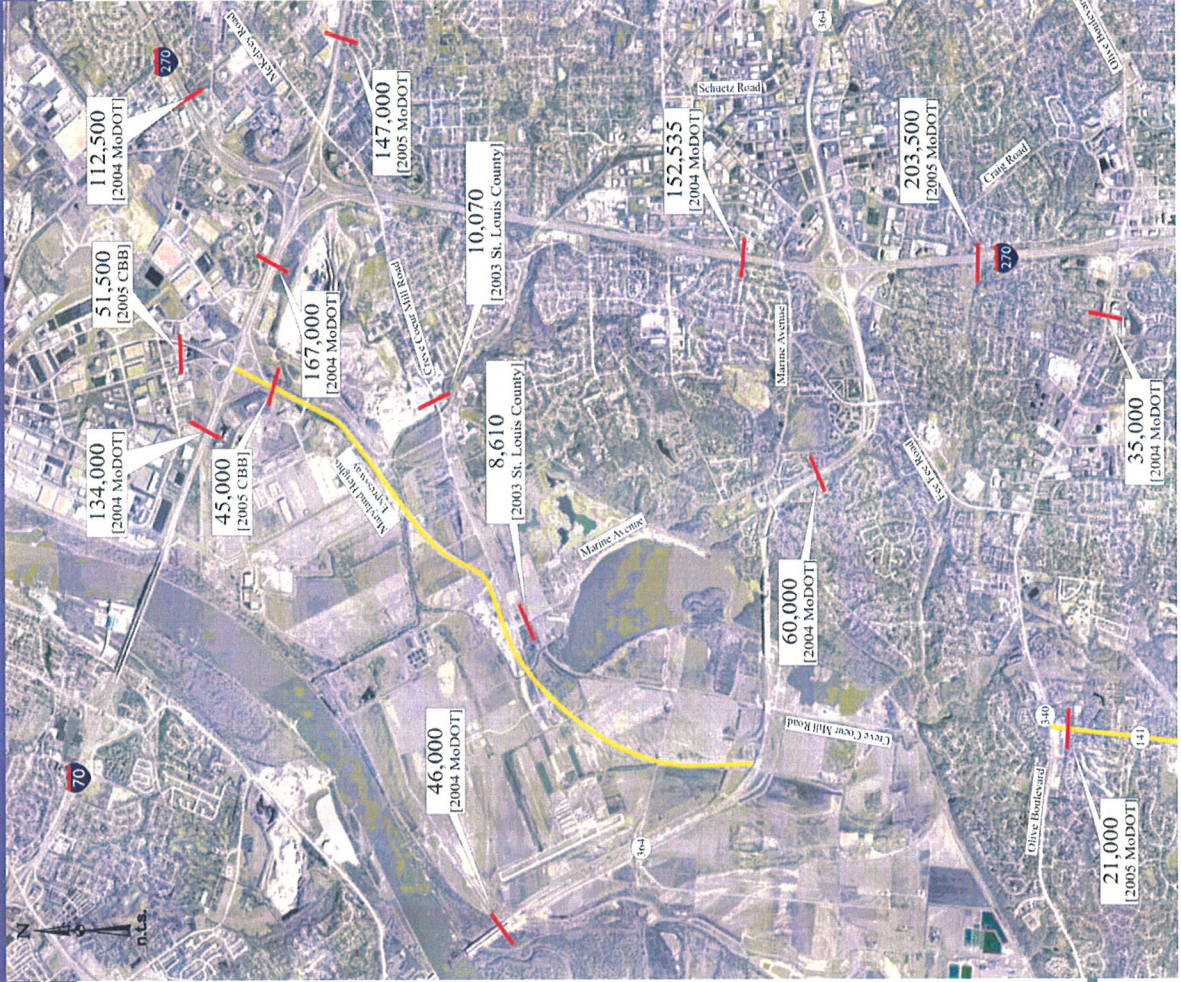
LAND USE	TOTAL PROJECTED SQUARE FEET (LOW)	TOTAL PROJECTED SQUARE FEET (HIGH)
ENTERTAINMENT	908,226	1,135,283
MIXED USE	1,287,198	1,608,998
OFFICE CAMPUS	2,654,438	3,185,325
OFFICE FLEX	3,272,227	3,817,598
OFFICE DISTRIBUTION	2,477,693	2,890,642
OFFICE DIST	8,969,875	10,464,854
LIGHT IND.	3,272,227	3,817,598
SERVICE RETAIL	261,360	300,564
REGIONAL RETAIL	1,698,840	2,123,550
LIGHT INDUSTRIAL	3,272,227	3,817,598
TOTAL	28,074,311	33,162,010

SOURCE: HNTB

BUILD OUT TRIP GENERATION

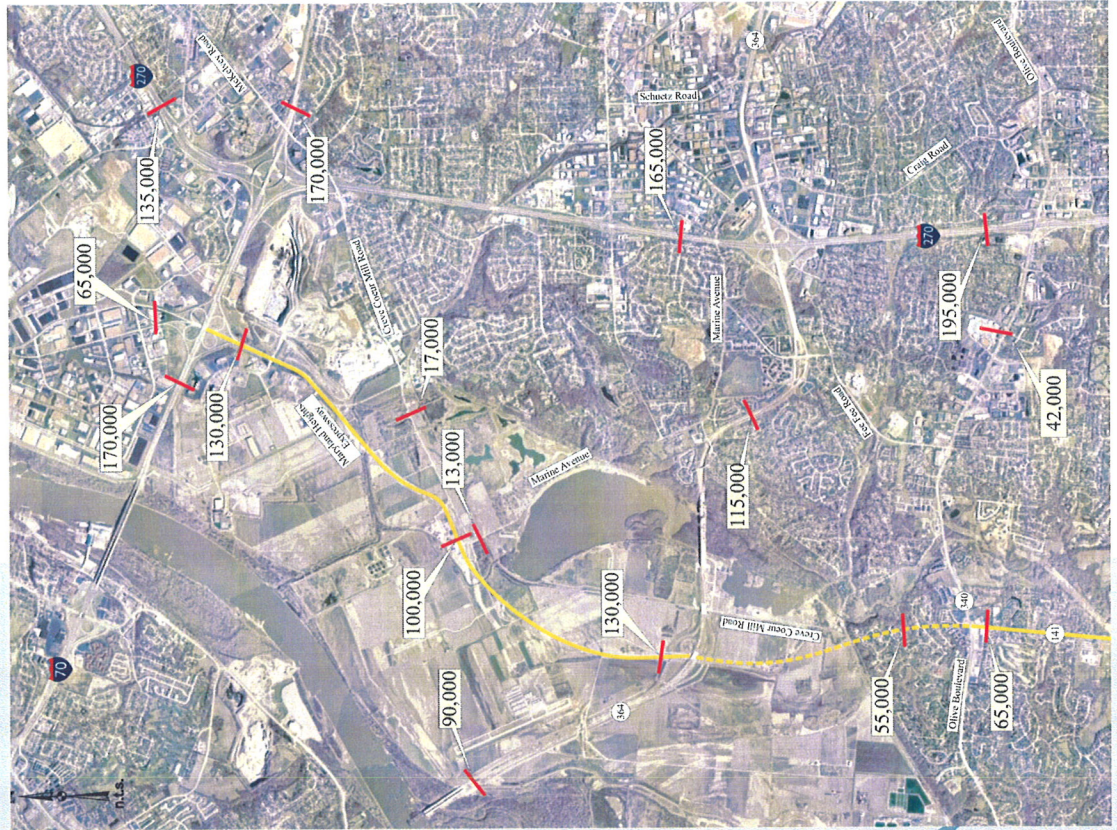
	SF Low (HNTB)	SF High (HNTB)	Generation Rate	Trips Low	Trips High
Entertainment	908,226	1,135,283	Estimated at 20-30 trips/1000 ft ²	18,165	34,058
Mixed Use	1,287,198	1,608,998	Estimated at 20-30 trips/1000 ft ²	25,744	48,270
Office Campus	2,654,438	3,185,325	Office Park (750) 3.5 trips/employee or 11.4 trips/1,000 ft ²	30,968	36,376
Office Flex	3,272,227	3,817,598	Business Park (770) 4.0 trips/employee or 12.8 trips/1,000 ft ²	15,399	48,713
Office Distribution	2,477,693	2,890,642	Warehousing(150) 3.9 trips/employee or 5 trips/1,000 ft ²	9,382	14,453
Office Dist/Light Ind.	8,969,875	10,464,854	Warehouse/General Light Industrial Mix 3.5 trips/employee or 6trips/1,000 ft ²	30,480	62,789
Service Retail	261,360	300,564	Estimated at 43 trips/1000 ft ²	11,238	12,924
Regional Retail	1,698,840	2,123,550	Shopping Center (820) 43 trips/1,000 ft ²	73,050	91,313
Light Industrial	3,272,227	3,817,598	General Light Industrial (110) 3 trips/employee or 7 trips/1,000 ft ²	9,531	26,723
Total	24,802,084	29,344,412		223,957	375,620
Common / Pass-By Trip Reduction				20%	10%
Total Trips				179,165	338,058

EXISTING TRAFFIC VOLUMES

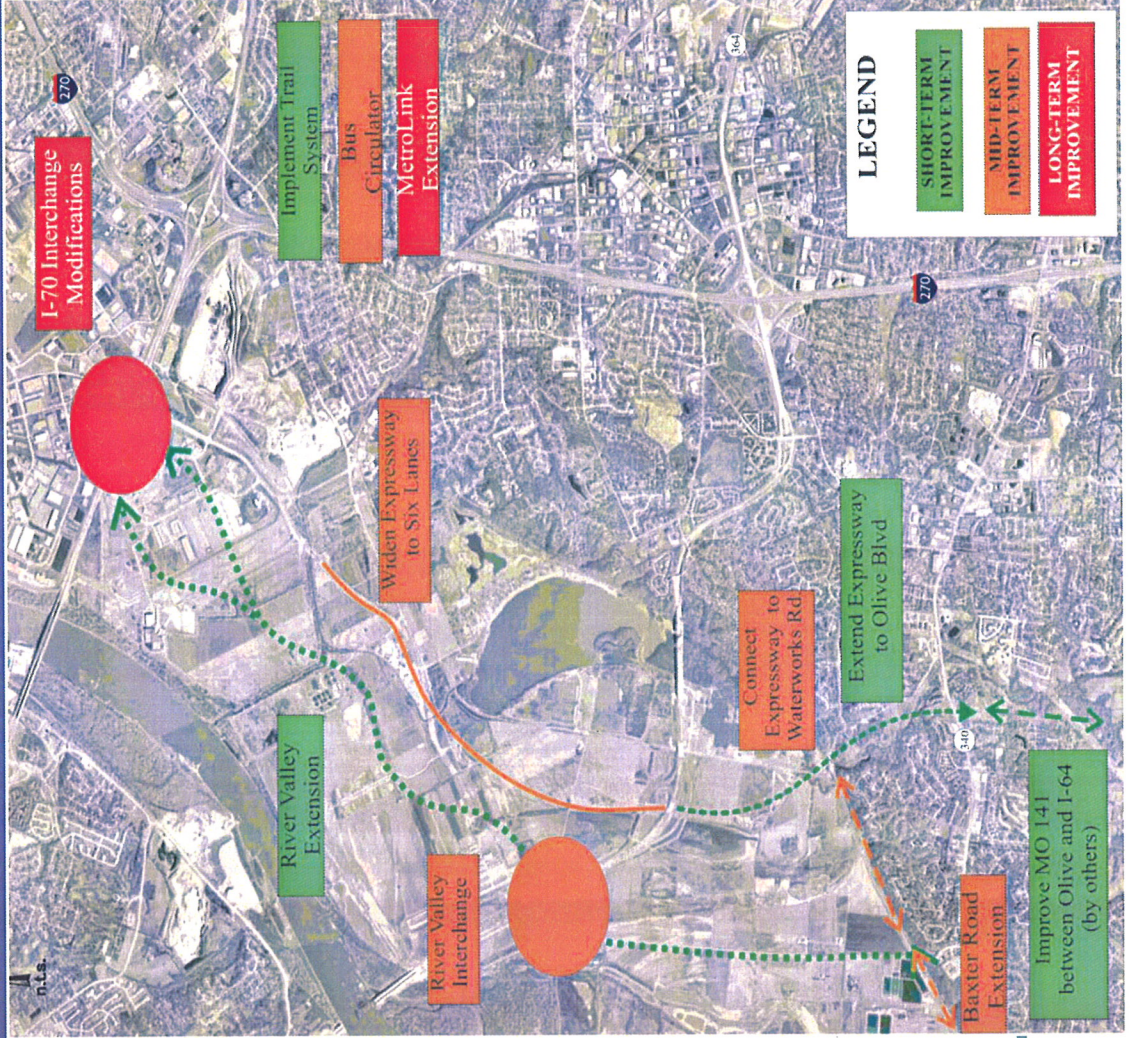


NO-BUILD TRAFFIC VOLUMES

- Full build out of land use plan
- No improvements
- Assumed Maryland Heights Expressway Connection to MO RTE 141.

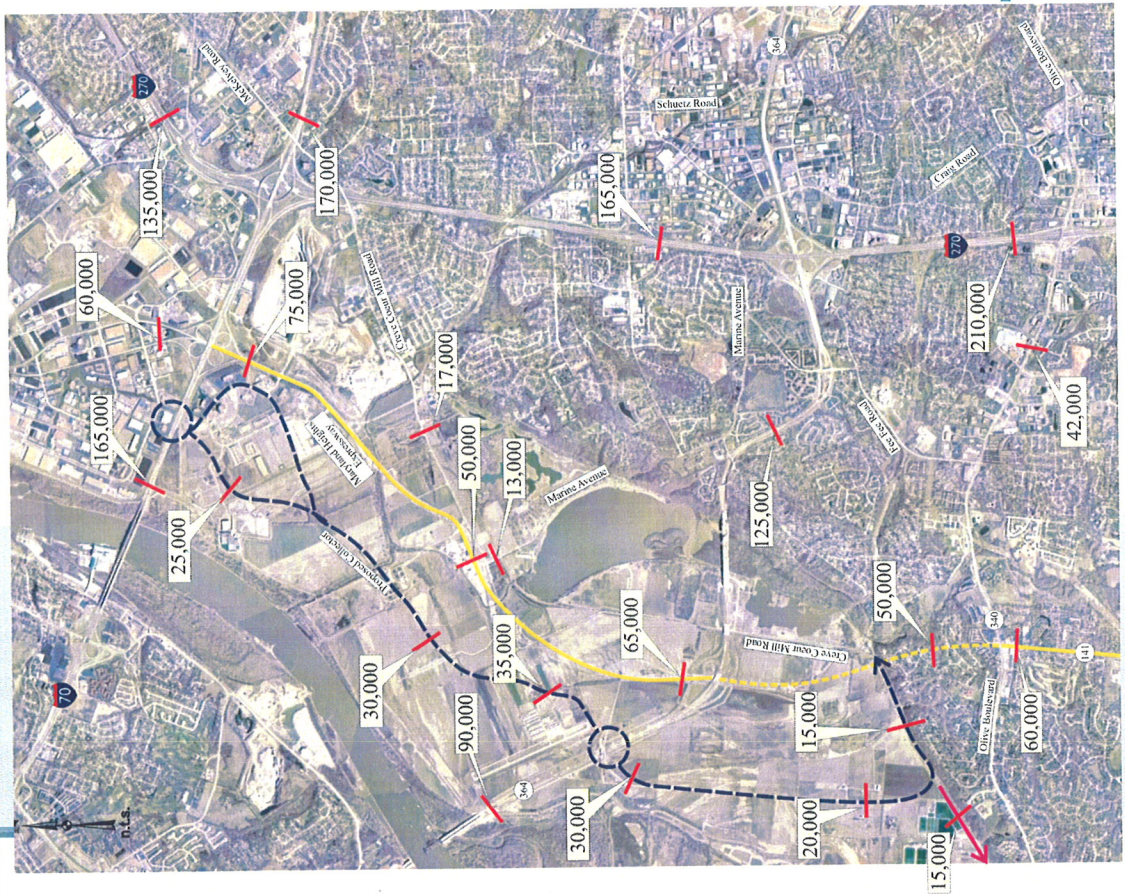


REQUIRED IMPROVEMENTS



FORECASTED PLAN ADT

- Full build out of land use plan
- Parallel collector – River Valley Parkway
- Ancillary additional improvements





City of
MARYLAND HEIGHTS
DEPARTMENT OF COMMUNITY DEVELOPMENT

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TO: PLANNING COMMISSION

FROM: J. WAYNE OLDROYD, DIRECTOR OF COMMUNITY DEVELOPMENT

SUBJECT: RIVER VALLEY PARKWAY PREFERRED ALIGNMENT

DATE: MARCH 5, 2008

Attached please find the preferred alignment for the River Valley Parkway as recommended by both the City Planner and the City Engineer. The alignment was prepared and submitted by the City's transportation Consultant, CBB, meeting the following criteria:

- **CONTINUOUS FLOW ROADWAY:** This alignment allows continuous north/south traffic flows throughout the Howard Bend area thereby reducing the required number of trips on the Maryland Heights Expressway.
- **MINIMAL PRIVATE PROPERTY IMPACT:** This alignment presents minimal impact to private property and development proposals along the alignment.
- **POTENTIAL INCREASE IN DEVELOPMENT INTENSITY:** This alignment potentially increases both the quality and amount of potential development in the area by providing greater options for the future street network in the Howard Bend area.

Future development applications will be required to utilize this alignment in their proposals; alternate alignments will be considered provided they maintain the integrity of the overall parkway system.

JWO/meb



RIVER VALLEY PARKWAY PREFERRED ALIGNMENT