



River Valley Drive and Hog Hollow Road Impact Study

*An Impact Study of the Closure and/or
Vacation of these Roadways*



TABLE OF CONTENTS

STAFF MEMO

APPENDIX 1 RESIDENTS OF RIVER BEND SUBDIVISIONS REQUEST

APPENDIX 2 SURVEY

APPENDIX 3 AGENCY COMMENT LETTERS

- City of Maryland Heights
- Parkway School District
- MSD
- Missouri American Water
- City of Saint Louis Water
- Monarch Fire Protection District
- Howard Bend Levee District
- Central Midland Railway
- AT&T
- Laclede Gas
- St. Louis County
- Ameren

APPENDIX 4 Business Comments

- Monsanto
- Stemme Farms
- Timber Country
- Additional Letters

APPENDIX 5 Resident Comments

- Property Owners of 975 Hog Hollow Road
- Resident Emails



DATE: May 13, 2015

TO: Michael G. Herring, ICMA-CM
City Administrator

FROM: James A. Eckrich, P.E., PWD / City Engineer
Jessica Henry, Project Planner

RE: River Valley Drive and Hog Hollow Road
Closure / Vacation Analysis

The City of Chesterfield has been notified of a potential development in the levee protected area of Maryland Heights, just north of the City of Chesterfield in the vicinity of the River Bend Subdivisions. Data from the City of Maryland Heights indicates that the Maryland Heights Valley is comprised of approximately 8,600 acres, 2,000 of which are considered developable.¹ If fully built out, this area could contain between 28 and 33 million square feet of development.² The City of Maryland Heights is currently updating its Comprehensive Plan in part to determine whether the City of Maryland Heights desires such development in that area. Specifically, the review of the Comprehensive Plan was prompted by the submittal of a development application for a proposed 210 acre mixed-use development to be known as West County Farms.³ Exhibits 1 and 2 detailing the location, preliminary layout, and land use divisions of this plan are included at the end of this memo.



Figure 1: Hog Hollow Road and River Valley Drive Study Area

The Residents of the River Bend Subdivisions (RRBS), within the City of Chesterfield, have been closely following the potential development of the levee protected area in Maryland Heights. Some of the RRBS are concerned that the proposed development within Maryland Heights will utilize River Valley Drive as ingress / egress to Olive Boulevard. These residents believe that River Valley Drive was not constructed for this purpose, and that the characteristics of River Valley Drive, and their subdivision as a whole, will be adversely affected by such development. Accordingly, the RRBS have petitioned the City of Chesterfield to close River Valley Drive near the northern city limits. That petition is attached as Appendix 1.

The Chesterfield City Staff (Staff) was unsure whether a public roadway leading from one municipality to another could be lawfully closed. This question was directed to the Planning Public Works Committee, which subsequently authorized the City Attorney to study the matter. In summary terms, the City Attorney determined that a public roadway could be closed, so long as the roadway was closed in accordance with City construction and zoning standards.

The City Attorney's findings were presented to the Planning Public Works Committee (PPW) at its February 22 meeting. When presenting these findings, City Staff discussed the proposed Maryland Heights development, and the impacts such a development could have on River Valley Drive and Hog Hollow Road. Staff argued that simply closing River Valley Drive could potentially lead more traffic to Hog Hollow Road, and that the two roadways should be studied concurrently. After debating the matter, the PPW ultimately directed Staff to study the closure or vacation of both River Valley Drive and Hog Hollow Road, including area impact, cost estimates, and alternatives. Please reference Exhibits 3 and 4 for aerial images of the portions of these roadways that are within Chesterfield as well as an aerial image showing the full extent of River Valley Drive and Hog Hollow Road. This study was begun on February 23, 2015 and has concluded with the creation of this report.

River Valley Drive

River Valley Drive is a minor collector roadway with a southern terminus at Olive Boulevard (near Four Season Shopping Center and Meditation Park) and a northern terminus just beyond Missouri Route 141 where the road terminates in a cul-de-sac adjacent to Creve Coeur Mill Road, as shown in Exhibit 4. River Valley Drive currently crosses under Missouri Route 364 (Page Avenue Extension) with no connection. However, a connection from River Valley Drive to 364 is contemplated within the proposed Maryland Heights Development. Throughout the City of Chesterfield, River Valley Drive fronts mostly residential properties, which are accessed from this roadway. Two notable exceptions are River Bend Elementary School on the west side of River Valley Drive near Olive Boulevard, and the River Bend Bath and Tennis Club on the northwest side of River Valley Drive, near the city limits. Once River Valley Drive crosses the railroad tracks and enters Maryland Heights, there are no longer any residential parcels which abut this roadway.

Until the recent enhancement of Missouri Route 141, River Valley Drive was used by many area motorists as a means to travel north / south from Chesterfield to Maryland Heights. This is corroborated by traffic counts showing Average Adjusted Daily Traffic (AADT) on River

Valley Drive of between 1357 and 1471 vehicles from 2002 through 2005. Today, the AADT on the section of River Valley Drive south of the railroad tracks is only 473 vehicles per day.

River Valley Drive from Olive Boulevard to Ridgecrest Drive is in excellent condition. The roadway was reconstructed in 2004, at which time a roundabout was added at the intersection of River Valley Drive and River Bend Road in an effort to reduce traffic. The section of River Valley Drive from Ridgecrest Drive to the city limits remains in essentially the same condition as when the City of Chesterfield was incorporated in 1988. The grade of the roadway, which varies from eight to seventeen percent, exceeds the maximum allowed (twelve percent). River Valley Drive would be even steeper if not for the sharp curve which provides some length to the road in an attempt to obtain a more suitable slope. This roadway is obviously dangerous during snow and icy conditions, and commercial truck traffic is restricted except for local deliveries. Due to the grade differential, there is simply no reasonable action the City could take to reconstruct this roadway in accordance with today's standards. Photos of River Valley Drive are shown in Exhibit 5.

The improvements to Missouri Route 141 and the traffic calming measures (roundabout) added to River Valley Drive have caused a reduction in traffic, and speeds, on River Valley Drive. This level of traffic is acceptable to the RRBS, and those residents fear a development in Maryland Heights will return traffic on River Valley Drive to those levels experienced in the early 2000s.

The most recent development proposal considered by the City of Maryland Heights estimated a total number of new trips at 12,950 vehicles per day, and that ten percent of those drivers would utilize River Valley Drive south. This would result in 1,295 additional trips per day. Adding these trips to the current use of River Valley Drive would result in an AADT of 1,768 vehicles per day, which is 25 percent more traffic than that which was occurring in in the early 2000s.⁴

After reviewing the road characteristics and traffic counts, the Chesterfield City Staff determined that the next step in this analysis should be to meet with the City of Maryland Heights to discuss the potential development of the levee protected area, and how Maryland Heights plans to address the traffic generated by such a development. This meeting occurred on March 3, 2015, and included two representatives from the Maryland Heights Planning Department. At that meeting Maryland Heights indicated that they were aware of the concerns from the RRBS and have contracted with Crawford Bunte Brammeier to perform a traffic study of the area in order to determine how to address southbound traffic from this development. The representatives from Maryland Heights indicated that they desire to work with the City of Chesterfield to find a viable solution. Maryland Heights followed up with a letter dated April 1, 2015 (attached) which formally states their opposition to the closure of River Valley Drive and Hog Hollow Road, and their desire to develop an engineered solution which would discourage traffic on both roadways while leaving them open.

Subsequent to the meeting with Maryland Heights, the City of Chesterfield contacted all applicable utility companies, the fire district, and the school district. The vast majority of these agencies responded, in writing, that they oppose the closure or vacation of River Valley Drive and Hog Hollow Road. The responses are attached. The agencies most passionate in their response were the Missouri American Water Company and the Monarch Fire Protection

District. Missouri American is very concerned about access to their Central Plant on Water Works Drive. Monarch Fire Protection District indicated that the closure or vacation of these roadways would increase response time to those areas. The only agency in favor of closure was the railroad, which would be able to remove the two at-grade crossings at Hog Hollow Road and River Valley Drive.

While waiting for agency response, the City staff sent an email survey to residents in the River Valley Subdivisions; the full survey and results are included as Appendix 2. The survey was sent to 374 residents, and 256 unique responses were received. Of these responses, approximately 74% of respondents indicated that they reside within a River Valley Subdivision (River Bend Estates, River Bend Estates Addition, River Valley Court, River Valley Estates, and River Valley Apartments). The remaining 26% of respondents are residents of other nearby subdivisions, including Westbury, Westbury Manor, and Greenfield Village; Exhibit 6 shows the location of participating subdivisions relative to the roadways being studied. The results were that approximately 73% (178) of the residents surveyed favored the closure of River Valley Drive, while 27% (67) opposed the closure. Of those who favored the closure, 34% would be willing to keep the road open if an engineered solution could limit traffic on River Valley Drive, while 66% were not willing to consider alternative solutions.

We studied River Valley Drive in an effort to determine where and how a closure could occur. Alternatives investigated included a closure / turn around at Ridgecrest Drive, a cul-de-sac near the entrance to the River Bend Bath and Tennis Club, and a cul-de-sac just south of the train tracks. Included in the investigation of these alternatives was the conversion of a portion of River Valley Drive to a private drive, and a buy out of the homes located on River Valley Drive between the Bath and Tennis Club and the City Limits. Quickly it became apparent that many of these alternatives were not feasible, and that best option is a cul-de-sac near the City Limits. A schematic design of the cul-de-sac is shown in Exhibit 7, and is estimated to cost \$90,000. This cost does not include right of way acquisition costs, or water quality features that could be required by MSD. Additionally, a more detailed design would be necessary once it is determined whether an accommodation should be incorporated to provide for continued emergency access.

No analysis of the road closure would be complete without at least discussing the impacts to area motorists. If River Valley Drive is closed in the manner discussed above, residents desiring to access this portion of Maryland Heights will have to use Hog Hollow Road (discussed below), Creve Coeur Mill Road, or Missouri Route 141. This will obviously lower traffic on River Valley Drive, but it will increase traffic on all or some of these roadways. Additionally, if a residential development occurs, that area will be served by River Bend Elementary School. Those parents and children would not be able to access the school via River Bend Drive, and would have to use one of the other roadways. A formal statement from the Parkway School District is included within Appendix 3.

Hog Hollow Road

Hog Hollow Road is a minor arterial roadway with a southern terminus at Olive Boulevard and a northern terminus at River Valley Drive in Maryland Heights. Through the City of Chesterfield, Hog Hollow Road fronts one residential parcel to the west, and a vacant parcel to the east. Once you cross the railroad tracks to the south and enter Maryland Heights, Hog Hollow Road leads directly to Missouri American Water Company's Central Plant.

Similar to River Valley Drive, until the recent enhancement of Missouri Route 141 Hog Hollow Road was used by many area motorists as a means to travel north / south from Chesterfield to Maryland Heights. This is corroborated by traffic counts showing an AADT on Hog Hollow Road of 4,237 in 2009. Today, the AADT on Hog Hollow Road is only 1,758 vehicles per day.

The pavement on Hog Hollow Road is in fair condition, but the physical characteristic of the roadway do not meet City standards. The grade of the roadway, which varies from eight to sixteen percent, exceeds the maximum allowed (twelve percent). Hog Hollow Road also contains a sharp curve and lacks a suitable platform where it intersects Olive Boulevard. Further, the adjacent grade along Hog Hollow Road is steep, causing drainage problems and pavement failures near the outside of the roadway. This roadway is also dangerous during snow and icy conditions. Hog Hollow Road is also unusual in that it contains large transmission water mains which provide the majority of water to St. Louis County. Photos of Hog Hollow Road are shown in Exhibit 8.

The City of Maryland Heights has projected that fifteen percent of that traffic from its most recently proposed development would utilize Hog Hollow Road. This would result in the addition of 1,940 vehicles per day on Hog Hollow Road. Further, if the City of Chesterfield chose to close River Valley Drive, there could be up to 1,300 more vehicles per day on Hog Hollow Road. This would place eighteen percent more traffic on Hog Hollow Road than that which occurred prior to the improvements to Missouri Route 141. Hog Hollow Road is simply not suitable for that traffic load.

Unlike River Valley Drive, it does not appear that Hog Hollow Road could simply be closed. Both the Missouri American Water Company and the resident who fronts Hog Hollow Road want to keep the road open. It does appear as if the City could simply vacate its interest in Hog Hollow Road as a public roadway. This would essentially turn the roadway over to the "underlying property owners", with the utility companies maintaining their rights. This would eliminate the need for the City to spend any money to improve Hog Hollow Road. However, this action does nothing to address the problem of the increased traffic load due to the Maryland Heights development.

If Hog Hollow is to remain a City (public) roadway, the City of Chesterfield has essentially two options. The first is to do nothing and nurse the roadway along as we have done the last 26 years. The second option would be to improve the roadway. In 2008 the City of Chesterfield considered a potential residential development of the area east of Hog Hollow Road. As part of that project, the developer proposed to allow the City to utilize fill from the site to reconstruct Hog Hollow Road to meet standards. The City's financial participation in the cost of that project, using fill from the developer, was estimated at \$1,300,000. However, that

development did not occur, and that fill did not become available. The latest estimate, without on-site fill, was \$3,700,000. This did not include an estimated \$615,000 in utility relocations.

It would be difficult for the City of Chesterfield to justify spending \$4.3 million on a roadway which serves one resident, a utility company, and an arterial purpose for commuting between Maryland Heights and the City of Chesterfield. Given that motorists now have the option of using Missouri Route 141, it may be time to consider vacating this roadway.

However, as with River Valley Drive, there are drawbacks to this action. The adjacent resident, the Missouri American Water Company, and the Monarch Fire District oppose the vacation of this roadway (comments attached). Similarly, motorists who use the roadway will oppose its vacation. Further, if the roadway is vacated it is likely the road will not be maintained at a suitable level, and could be even more dangerous during snow and ice conditions.

The Planning and Public Works Committee recently asked Staff to investigate the restriction of tractor trailers on Hog Hollow Road. The 2015 traffic counts show that tractor trailers comprise two percent (39 per day) of the traffic on Hog Hollow Road. In the last three years there has only been one accident on Hog Hollow Road involving a tractor trailer, and that tractor trailer was providing a delivery to Missouri American Water Company. Given that the road does not meet standards for passenger vehicles, much less tractor trailers, I would have no basis to recommend a restriction to tractor trailers. Again, any restriction on Hog Hollow Road will simply transfer those motorists to another roadway.

Action Recommended

The City of Chesterfield should continue to work with the City of Maryland Heights to properly address traffic between the two cities, including any increase in traffic from the development of the levee protected area. If development occurs without proper traffic accommodations, the Planning and Public Works Committee, and ultimately City Council, should consider the closure of River Valley Drive and / or vacation of Hog Hollow Road. Prior to any further consideration occurring, additional notification should be provided to motorists who use those roadways.

Cc: Michael O. Geisel, Director of Public Services

¹ City of Maryland Heights, Future Land Use Framework Document, February 2015.

² City of Maryland Heights Comprehensive Plan, Howard Bend Planning Area Future Land Use Plan, Table 7.4.A

³ City of Maryland Heights October 28, 2014 Public Hearing Packet, Applicant's Narrative

⁴ City of Maryland Heights October 28, 2014 Public Hearing Packet, Lochmueller Group Transportation Assessment

Exhibit 1: Conceptual Development Plan

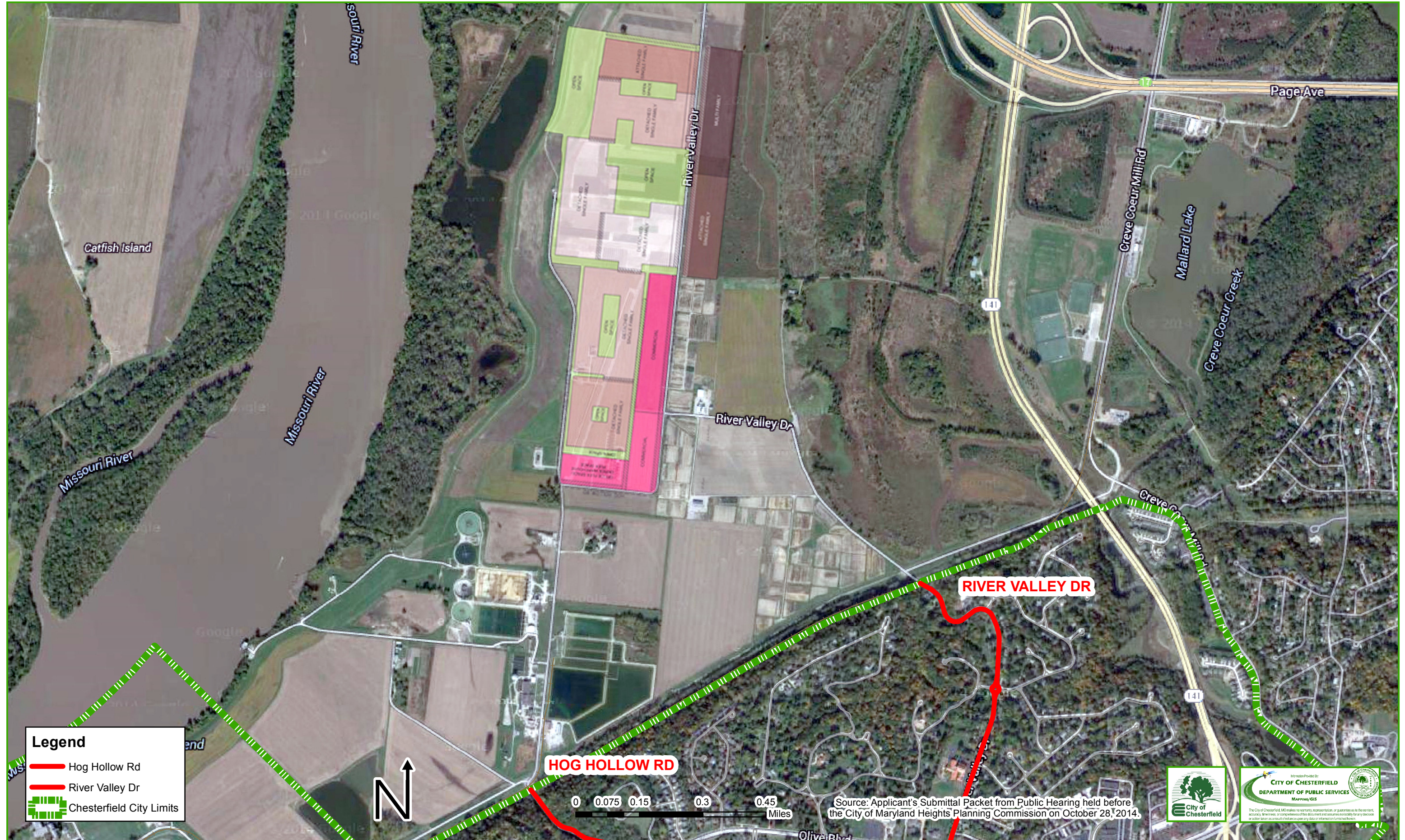
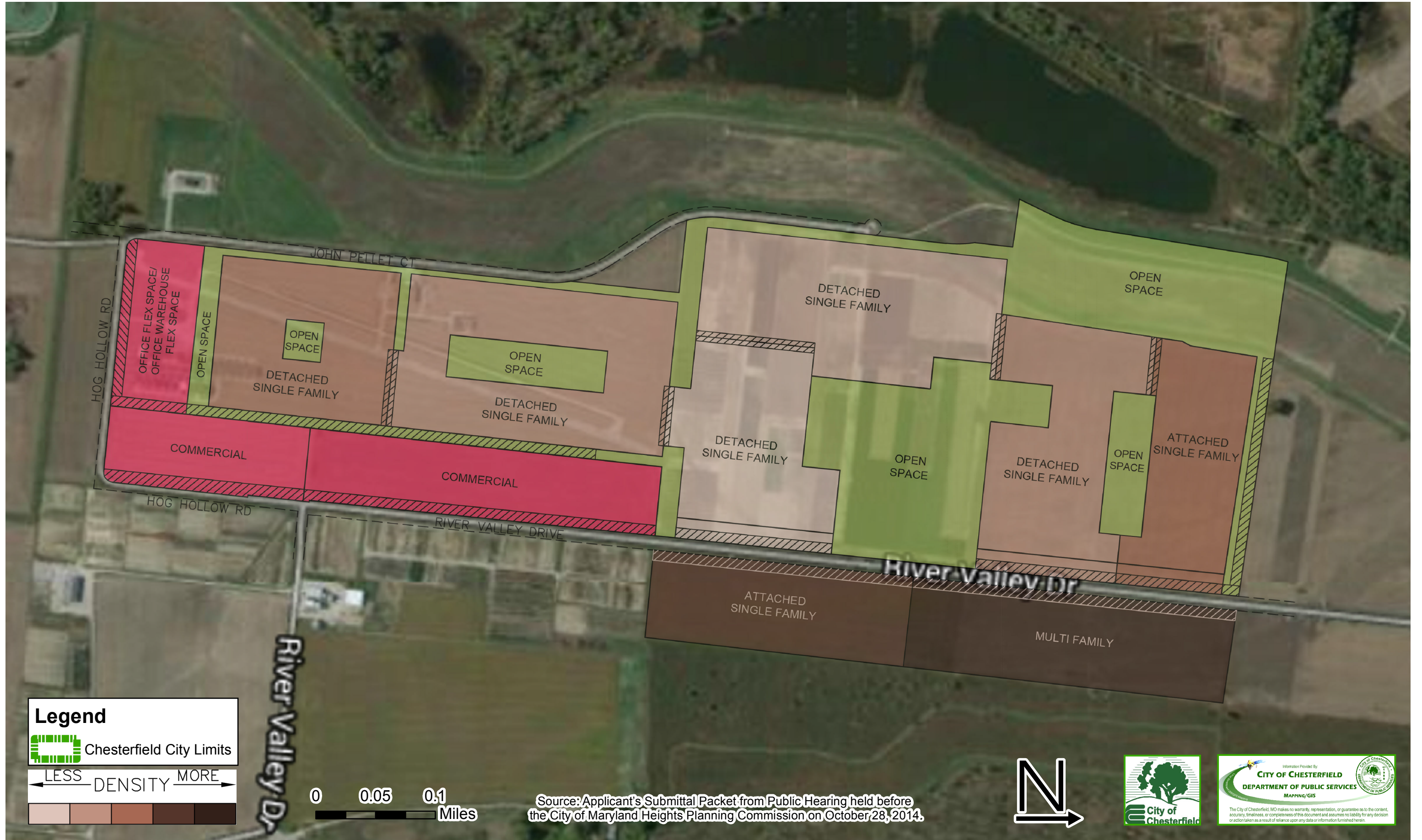
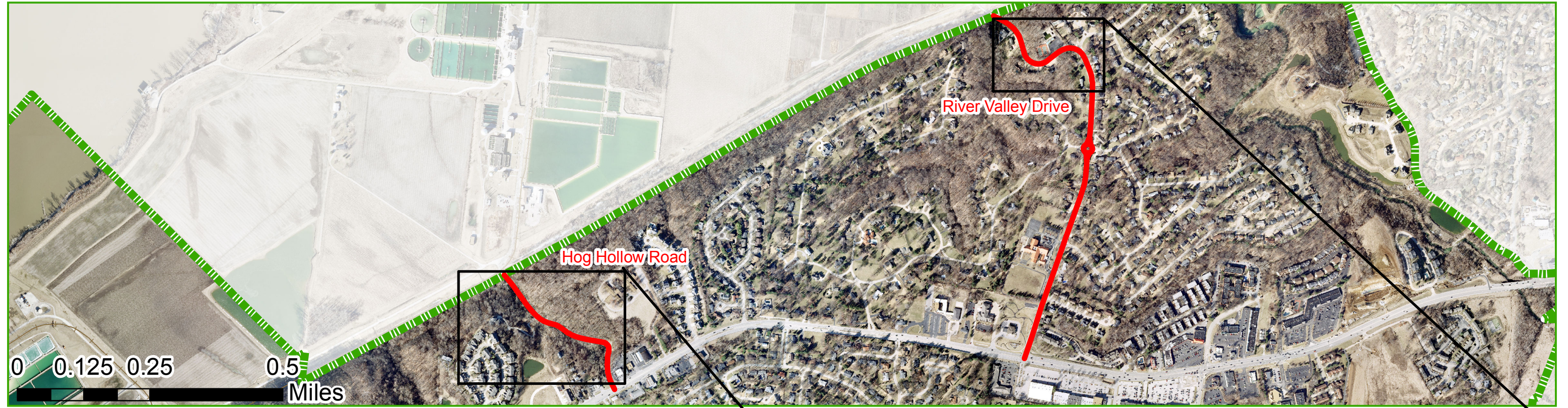


Exhibit 2: Conceptual Development Plan



Source: Applicant's Submittal Packet from Public Hearing held before the City of Maryland Heights Planning Commission on October 28, 2014.

Exhibit 3: Study Areas







Hog Hollow Road Study Area




River Valley Drive Study Area

Legend

-  Hog Hollow Rd
-  River Valley Dr
-  Chesterfield City Limits

Information Provided By
CITY OF CHESTERFIELD
 DEPARTMENT OF PUBLIC SERVICES
 MAPPING/GIS



The City of Chesterfield, MO makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of the treatment and assumes no liability for any decision or action taken as a result of reliance upon any data or information furnished herein.

Exhibit 4: Extents of River Valley Drive and Hog Hollow Road

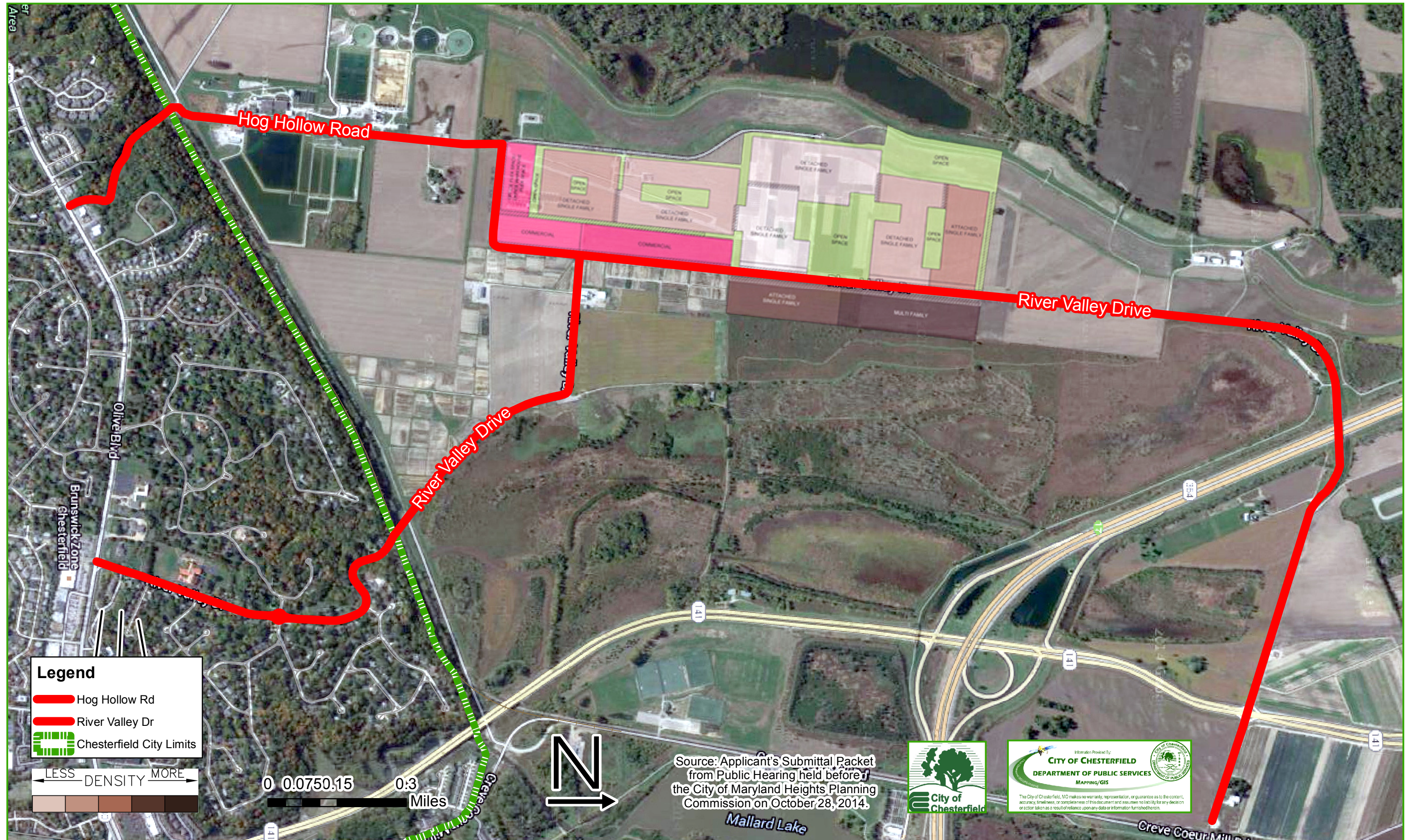


Exhibit 5: River Valley Drive Photo Gallery



Exhibit 5: River Valley Drive Photo Gallery (continued)



Exhibit 6: Sampling of Subdivisions Represented by Survey Respondents

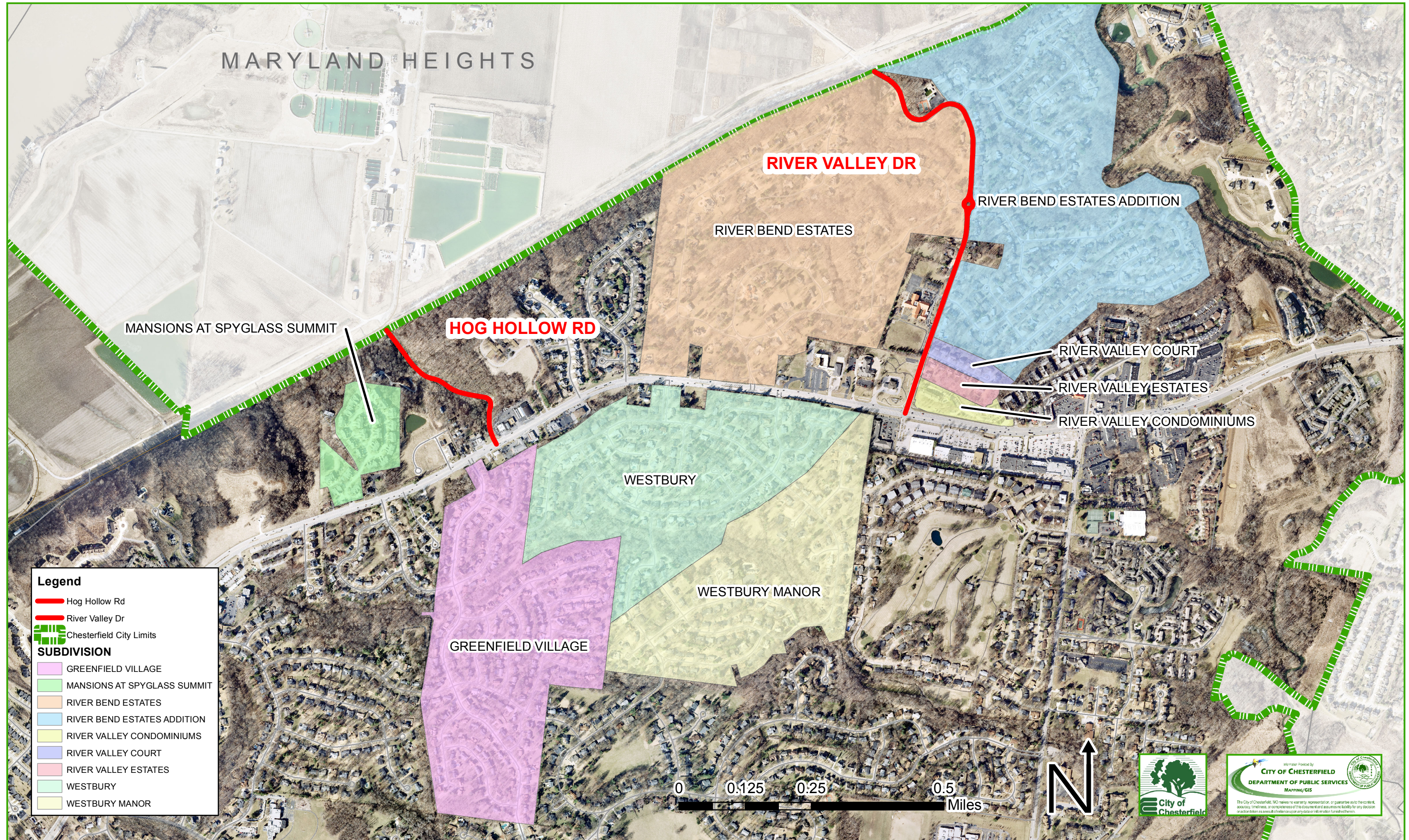
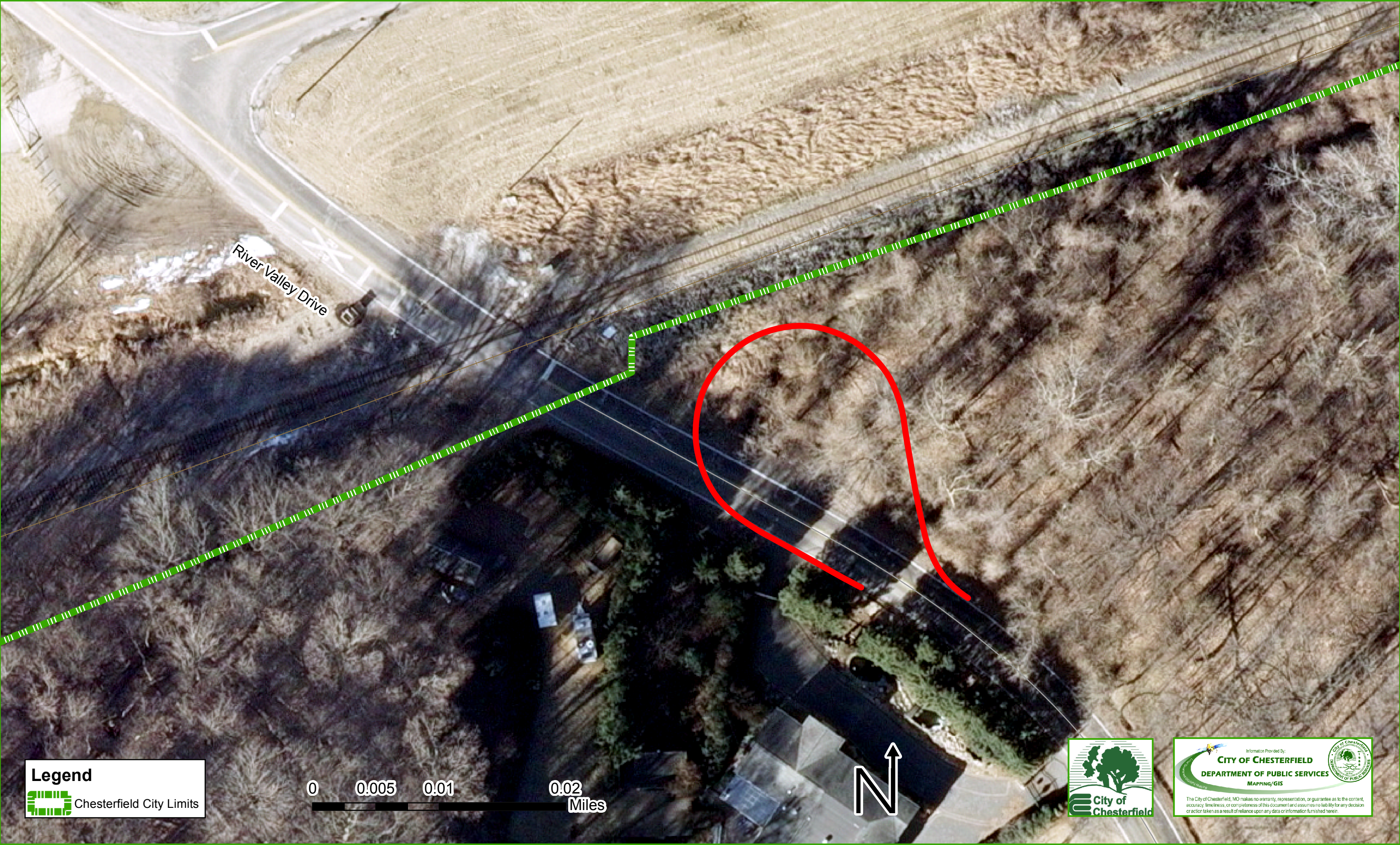


Exhibit 7: Cul-de-sac Design



Legend
Chesterfield City Limits

0 0.005 0.01 0.02 Miles



Information Provided By:
CITY OF CHESTERFIELD
DEPARTMENT OF PUBLIC SERVICES
MAPPING/GIS

The City of Chesterfield, MO makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of this document and assumes no liability for any decision or action taken as a result of reliance upon any data or information furnished herein.

Exhibit 8: Hog Hollow Road Photo Gallery





APPENDIX 1:

Residents of River Bend Subdivisions Request

**Closing River Valley Drive at
Chesterfield's City Limit to Protect
River Bend Estates**

Submitted by:

River Valley Drive Task Force

&

River Bend Association

Why Closing River Valley Drive at Chesterfield's City Limit Is Important.....

The City of Maryland Heights is proceeding with plans to amend their Comprehensive Plan to allow a proposed residential/commercial development (McBride) in the 'bottoms' not far from a water treatment plant. The site is less than ½ mile from River Bend.

In addition to some 200 thousand square feet of commercial, the development will have 930 dwelling units; more than all of River Bend, Westbury Manor and Greenfield Village combined. All of this is packed onto only 210 acres.

While we can all question the wisdom of residential development in this area (and we have), the problem for River Bend is traffic.

It is projected that this **single** development alone will generate more than 12,000 car trips per day (over 4 million a year) from the new Maryland Heights citizens who will live there. (*Lochmueller Group traffic study for McBride*)

Because there are absolutely no services in the bottoms, the new Maryland Heights residents will have to leave that area to buy everything and do anything. Since Olive is the closest commercial corridor to the site, they will use River Valley Drive, which runs right through our neighborhood, as the 'path of least resistance' to get to Olive and beyond.

River Bend cannot possibly absorb thousands of additional cars daily on our small street which feeds directly into our neighborhoods. Traffic of this magnitude must be diverted to roads built for large volume.

This is just the beginning. As is always the case, introducing residential to this area sets a precedent for further development. In fact, Maryland Heights officials, including the Mayor, have stated publically that they hope this project will 'drive development' and 'put us on the map'.

In the meantime, there is **NO** plan for a substantive road network added for this or any other project.

Some Background.....

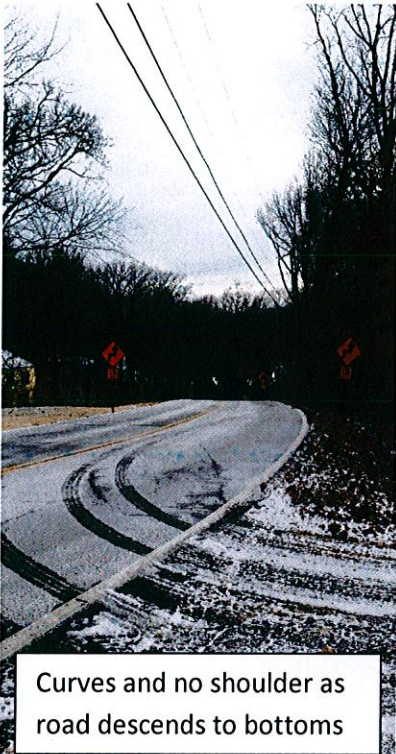
For many years, the Maryland Heights Comprehensive Plan strictly prohibited residential development in the "River Valley Subdistrict" of the Howard Bend Area. However, that City wants new housing stock and has convinced itself that this area, formerly designated an official 'flood plain', is the place to expand its residential opportunities. The site is less than ½ mile from River Bend.

Each and every new development in this 'plain that still floods' will produce tens of thousands of additional car trips daily which will use River Valley Drive to access Olive. In fact, River Valley and Hog Hollow have been cited as roads the new Maryland Heights residents are **expected** to use to access local services. The obvious choice will be River Valley Drive, particularly given the appeal of the signalized intersection at Olive.

Because of the dramatic and life-altering prospect of thousands of additional cars daily on River Valley, the River Bend neighborhood(s), River Bend Association and our Trustees (on behalf of the people we serve) have for many months continuously opposed this and future residential developments in that area. We have made our views known to the appropriate officials in Maryland Heights.

Our objections have fallen on deaf ears and we have even been publically told by city officials that we 'don't count' and 'should be ignored' because we live in Chesterfield and not Maryland Heights.

This Is River Valley Drive.....



River Valley Drive is a 2 lane, winding, shoulderless road which serves the 5 subdivisions and unaffiliated homes which make up River Bend proper as well as an elementary school, a 75 unit apartment complex, a community center/tennis courts/swimming pool and a small park.

It is a mere 0.8 of a mile long from its beginning at the electric signal on Olive to the Chesterfield city limits where the road enters Maryland Heights.

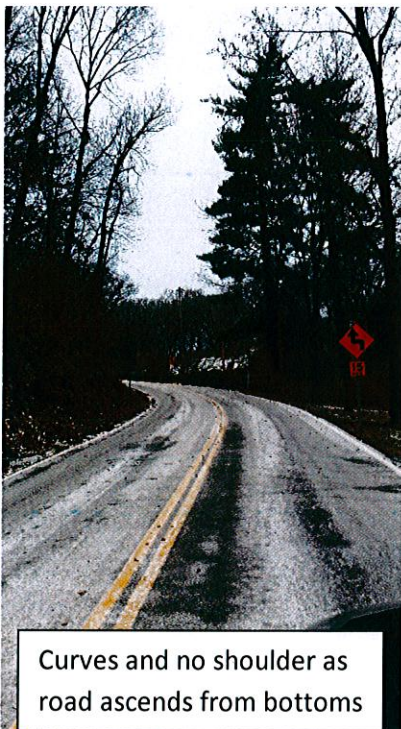
There are 39 homes that have frontage on the road and 31 private driveways whose only access is River Valley.

There are 5 ingress/egress points which serve the subdivisions plus 1 that serves the apartment complex. There is an ingress/egress point for the parking lot of the wrap-around park at Olive; another 2 for River Bend Elementary School and 1 for the neighborhood community center/pool.

There is a large round-about and 6 landscaped islands which, though they are City property, are financially and physically maintained by one of the River Bend subdivisions.

There is a stop sign and other traffic calming measures and a posted speed limit of 20 mph.

In addition to the usual activity one would expect a neighborhood street to have with a busy public elementary school and it's buses and car-poolers,



there are numerous walkers, runners, and kids and adults on bikes since the road is also marked as a designated 'bike route'.

River Valley Drive was never built, improved or equipped to be an arterial road carrying dangerously large volumes of traffic. It is a neighborhood collector designed to move traffic from the subdivisions to the electric signal at Olive.

This 8 tenths of a mile in Chesterfield is busy enough serving the homes, the school, the park, the apartments and community center/pool without adding thousands of additional vehicles to it every day.



Travelling north from school approaching circle



Busy RB school with buses, pickups and walkers

Community Impact.....

- Leaving the road open to the 'bottoms' and any development that occurs there will devastate River Bend.
- Thousands of new Maryland Heights cars descending daily upon this small Chesterfield street is dangerous and destabilizing. River Valley Drive and our neighborhood cannot possibly absorb it.
- Traffic of this magnitude must be directed to infrastructure that is built and designed for large volume. It is incumbent upon Maryland Heights to provide adequate roads for their developments.
- Closing the road does not bifurcate or separate one part of Chesterfield from another. The City has no assets or interest in anything beyond the railroad tracks as our corporate boundaries culminate there.
- Because there is no Chesterfield property beyond this point, there are zero Chesterfield residents, businesses or taxpayers. The City has nothing to protect, patrol, maintain, plow, build on, repair, tax, pay for or make decisions about.
- The costs associated with closing the road will pale in comparison to the constantly escalating and never-ending expense of maintaining it for the benefit of Maryland Heights.
- Allowing this and future new Maryland Heights traffic to constantly tear up and down River Valley Drive will cost the City of Chesterfield thousands of dollars annually for more and more police protection; costs that right now we do not have.
- 80% of River Bend residents **must** use River Valley Drive to exit the neighborhood. There is no other way to get out. If new traffic is allowed to pour in, we will be forced to constantly compete for a spot on our street. The solution is to close the road.

Overwhelming Majority of River Bend Residents Support Closure.....

Earlier this year, the River Bend Association asked River Bend residents to weigh in on closure. To ensure confidence in the sampling, nearly 80% of River Bend households were contacted via email and phone. After a brief explanation about the McBride proposal and its impact on our neighborhood, this was the question:

"Would you be in favor of asking the City of Chesterfield to close River Valley Drive at our city limits (the railroad tracks) to protect our neighborhood from this and all future additional traffic? Please answer YES, NO or UNSURE."

These are the results:

YES: 87% NO: 8% UNSURE: 5%

Conclusion.....

In the past few years, River Bend has absorbed our share of negative impact with the completion of 141. The portion that extends from Maryland Heights border to Olive Blvd runs basically through our back yards.

In terms of resale value, the location of that highway has done permanent damage to homes along the bluffs. Additionally, since we were not provided a sound wall, the entire neighborhood is exposed to the constant racket of vehicles 24/7.

Smothering River Bend with shocking amounts of new traffic, which will only get worse, is something we can't recover from. It is akin to being in the middle of an enormous flood and it **never** stops raining. Allowing this to happen does not benefit River Bend or the City of Chesterfield.

To preserve and protect the integrity, character and safety of one of the oldest and well cared for areas in Chesterfield, River Bend respectfully asks that the City of Chesterfield close River Valley Drive at our City Limits to prevent the further destruction of our neighborhood.

We further request that this occur sooner rather than later so that the City of Maryland Heights, the developer and his buyers will know that transportation opportunities do not include Chesterfield's portion of River Valley Drive.

We thank you in advance for your thoughtful consideration of our request.
Respectfully submitted on behalf of River Bend Neighborhood Residents,

River Valley Drive Task Force:

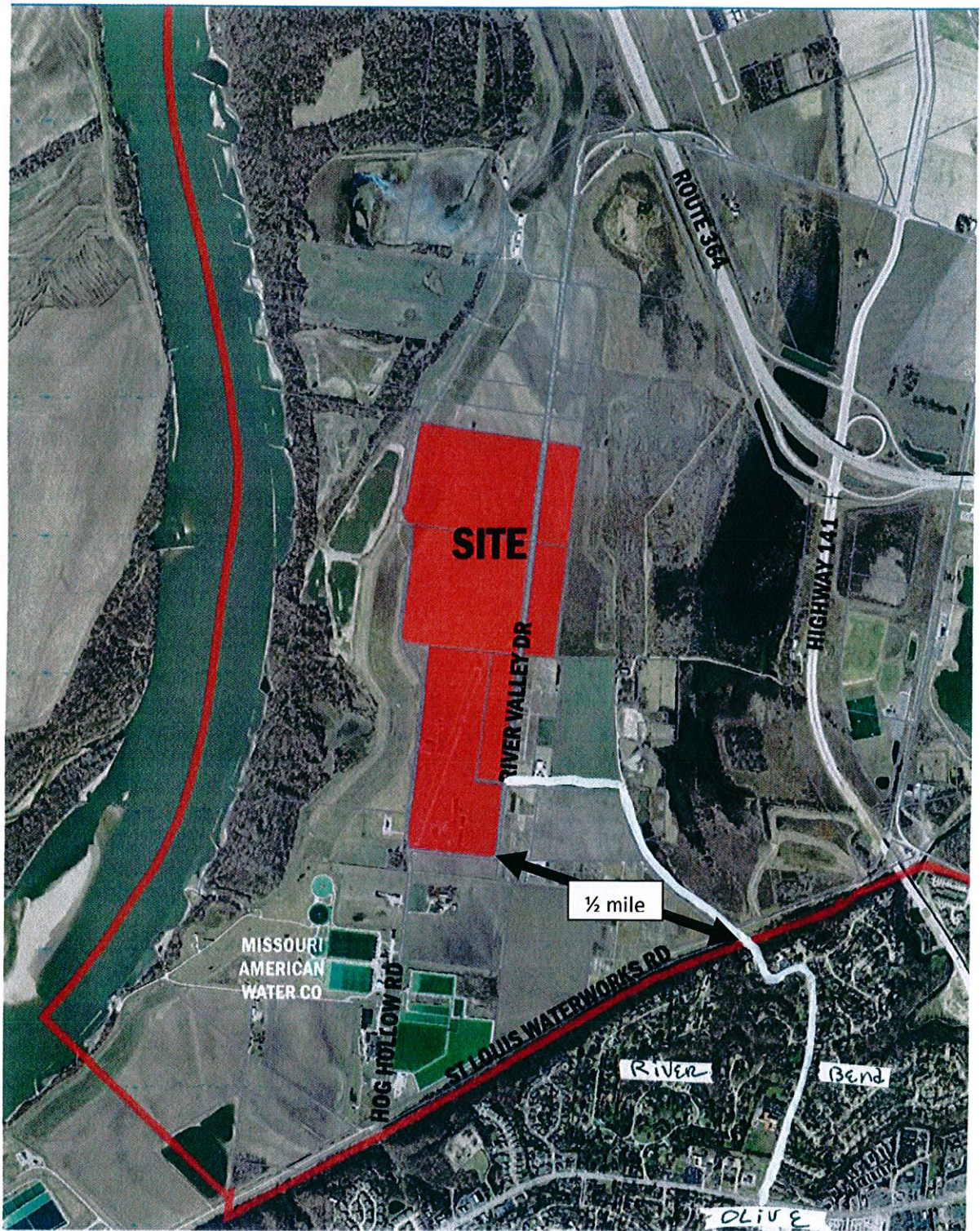
Steven Hannah, 293 Ridge Trail Court, 314-205-9405, hannahrock@sbcglobal.net

Allison Harris, 36 Shady Valley Drive, 314-878-3179, andharris@charter.net

Carol Kenney, 256 Ridge Trail Drive, 314-469-2767, csbek@msn.com

Barbara McGuinness, 95 River Bend Drive, 314-434-7326, velvetfreeze@yahoo.com

Elaine Zukowski, 88 River Bend Drive, 314-469-1739, eczukowski@att.net



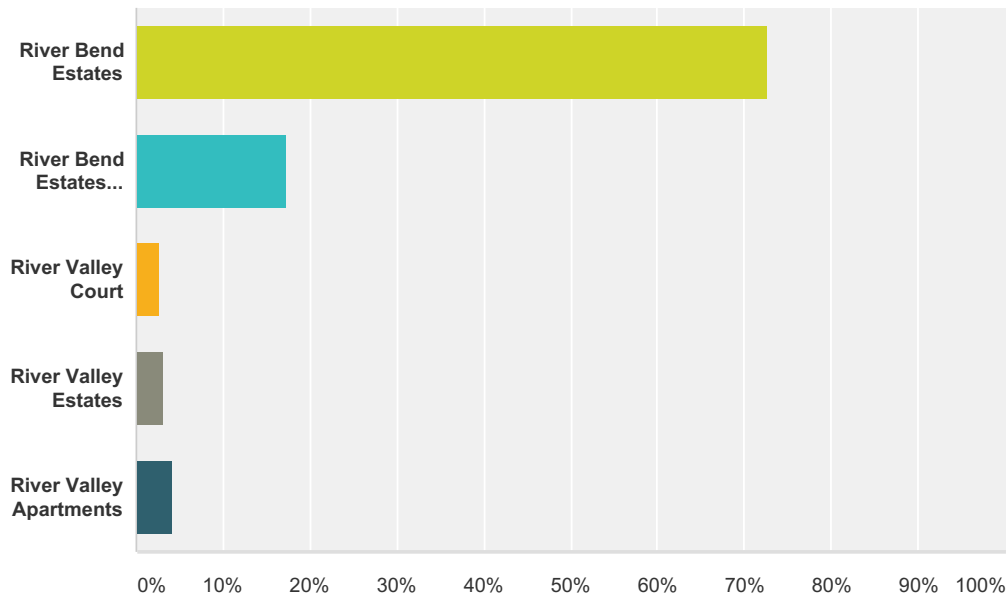


APPENDIX 2:

City of Chesterfield Survey

Q1 The City of Chesterfield is conducting an impact study of the potential closure of River Valley Drive in the vicinity of the Chesterfield city limits (near the railroad tracks). This study is being conducted in response to resident concerns regarding a proposed residential and commercial development in Maryland Heights and the associated traffic increase on River Valley Drive. Please participate in this brief survey to assist to the City of Chesterfield with this study. Please begin by choosing the subdivision you reside in.

Answered: 190 Skipped: 66



Answer Choices	Responses
River Bend Estates	72.63% 138
River Bend Estates Addition	17.37% 33
River Valley Court	2.63% 5
River Valley Estates	3.16% 6
River Valley Apartments	4.21% 8
Total	190

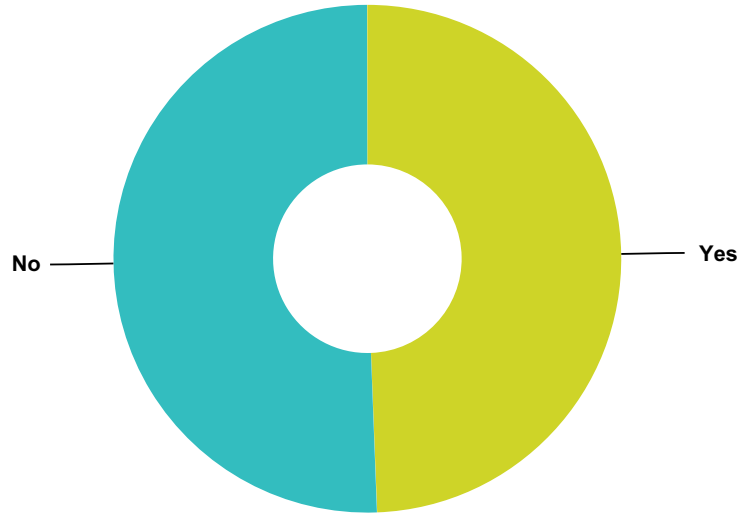
#	Other	Date
---	-------	------

1	Westbury Estates	4/17/2015 12:37 PM
2	Spyglass Summit	4/6/2015 3:11 PM
3	Westbury	4/4/2015 10:00 PM
4	White Plains	4/3/2015 6:29 AM
5	Green Trails Estates	4/2/2015 9:16 PM
6	Greenfield Village	4/2/2015 3:31 PM
7	Westbury Manor	4/1/2015 7:12 AM
8	Westbury Manor	3/31/2015 5:06 PM
9	Westbury Manor	3/30/2015 11:18 PM
10	Westbury Manor Subdivision	3/30/2015 6:43 PM
11	Green field village	3/30/2015 3:56 PM
12	Westbury Manor	3/30/2015 1:13 PM
13	Westbury Manor Estates	3/30/2015 12:20 PM
14	Westbury Manor	3/30/2015 12:13 PM
15	Westbury Manor	3/30/2015 12:04 PM
16	Westbury Manor	3/30/2015 11:35 AM
17	Westbury Manor	3/30/2015 10:30 AM
18	Westbury Manor	3/30/2015 9:29 AM
19	Westbury Manor	3/30/2015 9:11 AM
20	Westbury Manor	3/30/2015 9:06 AM
21	Westbury Manor	3/30/2015 8:52 AM
22	Westbury Manor	3/30/2015 8:49 AM
23	old farm estates	3/30/2015 7:47 AM
24	Westbury Manor	3/30/2015 3:10 AM
25	shenadoah	3/29/2015 10:19 PM
26	Shenandoah	3/29/2015 10:06 PM
27	333 Portico Ct. Chesterfield, MO. 63017	3/29/2015 9:11 PM
28	Greenfield Village	3/29/2015 9:05 PM
29	Greenfield Village	3/29/2015 8:58 PM
30	Westbury Manor	3/29/2015 7:43 PM
31	Greenfield village	3/29/2015 5:54 PM
32	Greenfield Village	3/29/2015 4:59 PM
33	westbury	3/29/2015 4:54 PM
34	Greenfield Village	3/29/2015 4:45 PM
35	Greenfield Village	3/29/2015 4:24 PM
36	Greenfield Village	3/29/2015 3:20 PM
37	Westbury Manor	3/29/2015 3:19 PM
38	Greenfield Village	3/29/2015 3:16 PM

39	Westbury Manor	3/29/2015 2:45 PM
40	Westbury Manor	3/29/2015 2:11 PM
41	Westbury Manor	3/29/2015 1:16 PM
42	westbury manor	3/29/2015 11:49 AM
43	Baxter Pointe Estates	3/29/2015 10:36 AM
44	Westbury Manor	3/29/2015 9:34 AM
45	Westbury Manor	3/29/2015 8:54 AM
46	Westbury	3/29/2015 8:04 AM
47	Westbury	3/29/2015 7:25 AM
48	Westbury Manor	3/29/2015 1:54 AM
49	Westbury	3/29/2015 12:36 AM
50	Westbury Manor	3/29/2015 12:22 AM
51	Westbury Manor	3/28/2015 11:15 PM
52	Westbury Manor	3/28/2015 10:54 PM
53	Westbury Manor	3/28/2015 10:37 PM
54	Westbury mannor	3/28/2015 10:33 PM
55	Westbury Manor	3/28/2015 10:09 PM
56	Westbury Manor	3/28/2015 10:06 PM
57	Westbury Manor	3/28/2015 10:06 PM
58	Westbury Manor	3/28/2015 9:59 PM
59	Westbury Manor Estates	3/28/2015 9:36 PM
60	Westbury Manner	3/27/2015 3:53 PM
61	Westbury Manor	3/27/2015 8:43 AM
62	Stonebriar	3/23/2015 4:21 PM
63	I live on River Valley Drive	3/17/2015 10:17 PM
64	260 River Valley Dr	3/17/2015 1:32 PM
65	?? We live on Ridgemeanow Drive. Is this new section??	3/17/2015 10:54 AM

Q2 Did you participate in the recent survey regarding the closure of River Valley Drive that was conducted by the River Bend Association and River Valley Drive Task Force?

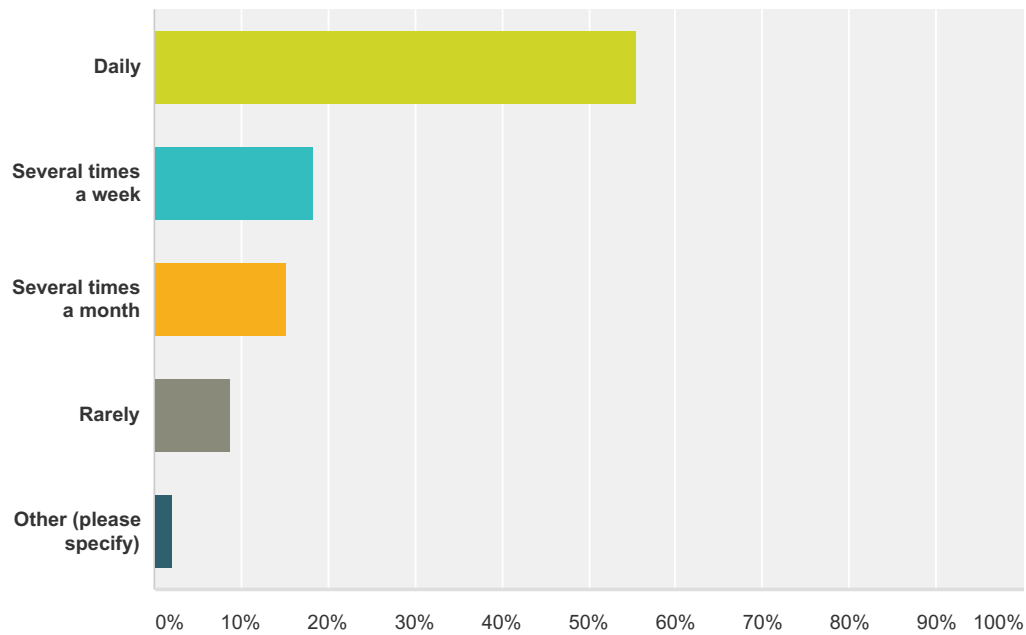
Answered: 251 Skipped: 5



Answer Choices	Responses	
Yes	49.40%	124
No	50.60%	127
Total		251

Q3 On average, how often to you travel on River Valley Drive?

Answered: 250 Skipped: 6

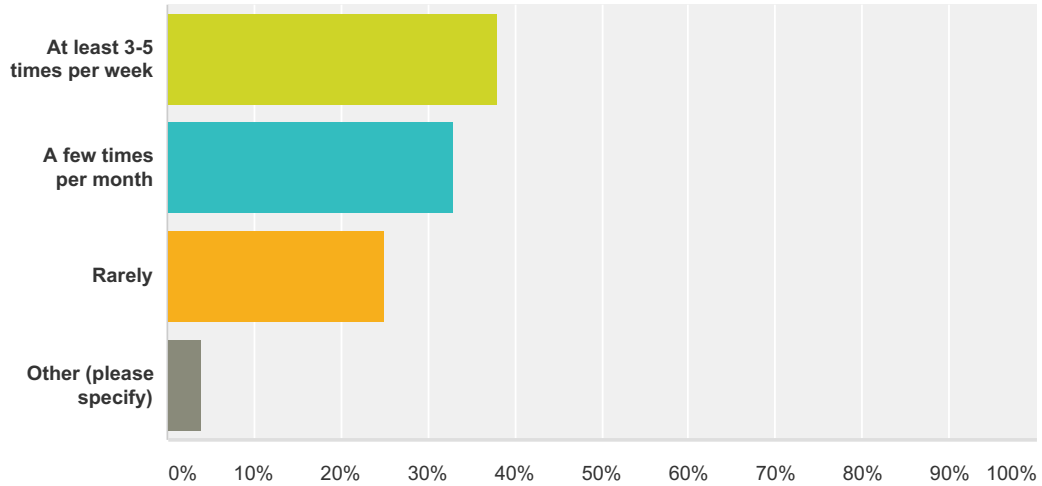


Answer Choices	Responses	Count
Daily	55.60%	139
Several times a week	18.40%	46
Several times a month	15.20%	38
Rarely	8.80%	22
Other (please specify)	2.00%	5
Total		250

#	Other (please specify)	Date
1	once a month	3/30/2015 12:05 PM
2	Several in biking season	3/29/2015 8:04 AM
3	I live at River Bend- River Valley	3/20/2015 6:34 PM
4	2 or 3 times a day	3/17/2015 11:40 AM
5	Regularly to access Olive saet..Creve Coeur....St. Charles....the Airport....Creve Coeur Park..ALL POINTS NORTH..!!!	3/17/2015 11:35 AM

Q4 On average, how often do you cross River Valley Drive at the city limit of Chesterfield and Maryland Heights?

Answered: 252 Skipped: 4

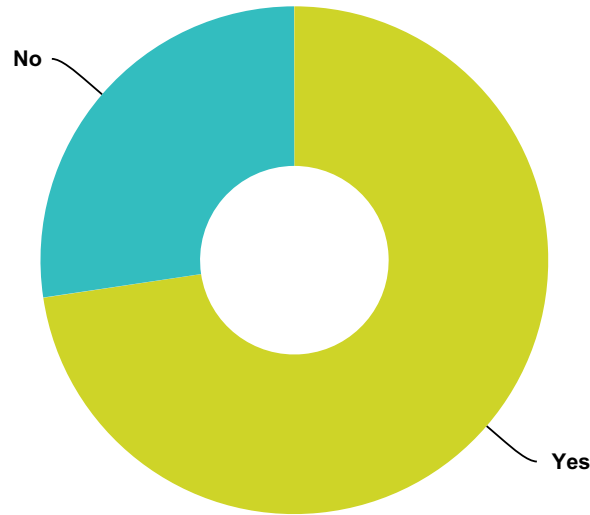


Answer Choices	Responses
At least 3-5 times per week	38.10% 96
A few times per month	32.94% 83
Rarely	25.00% 63
Other (please specify)	3.97% 10
Total	252

#	Other (please specify)	Date
1	8 + times a month	4/6/2015 3:12 PM
2	once a month	3/30/2015 12:05 PM
3	daily	3/30/2015 6:35 AM
4	same as above	3/29/2015 8:04 AM
5	Once or twice each week	3/18/2015 4:56 PM
6	Often, but more for fun with my motorcycle to ride in the bottoms	3/17/2015 7:32 PM
7	The 141 connection helps with north and south taveling	3/17/2015 3:36 PM
8	On a regular basis to destinations to the north and east such as the Airport, St. Charles and Creve Coeur	3/17/2015 2:26 PM
9	Hardly ever due to Hwy 141 access from Olive.	3/17/2015 12:15 PM
10	Daily	3/17/2015 11:25 AM

Q5 Given the potential development of the Maryland Heights Valley, would you be in favor of the closure of River Valley Drive near the Chesterfield city limits?

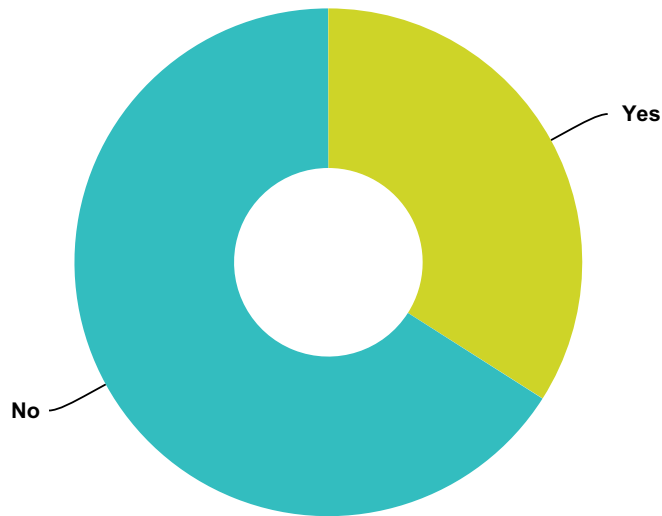
Answered: 245 Skipped: 11



Answer Choices	Responses	
Yes	72.65%	178
No	27.35%	67
Total		245

Q6 Please answer this question only if you selected "yes" on the previous question (#5). If a professional traffic study indicated that alternative road modifications would effectively limit or minimize the additional traffic from development in the Maryland Heights Valley, would you be in favor of keeping River Valley Drive open?

Answered: 191 Skipped: 65



Answer Choices	Responses	
Yes	34.03%	65
No	65.97%	126
Total		191



APPENDIX 3:

Agency Comment Letters



11911 Dorsett Road
Maryland Heights, MO 63043
t:314.291.6550 f: 314.291.7457
www.marylandheights.com

01 April, 2015

Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017.0760

RECEIVED
City of Chesterfield

APR - 1 2015

Department of Public Services

RE: City of Chesterfield - River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Thank you for giving the City of Maryland Heights the opportunity to comment on your impact study.

The comprehensive plan for the Howard Bend Planning Area was developed to guide development in an efficient, sustainable, and responsible manner. Specific to that plan, it is the City's vision that the Howard Bend Planning Area includes an integrated, coordinated, and interconnected transportation system that is designed multi-modally, avoids traffic congestion, and discourages isolated development areas and patterns. This plan was developed to provide both regional and local transportation benefits. For this to occur, the road system must include multiple interconnections between individual developed areas and the regional roadway system. Integrating the roadway system in this way avoids freestanding development areas that are unrelated to each other and helps to manage traffic and avoid traffic congestion.

Access to the Howard Bend River Valley District is limited by geography. It is constrained by the Missouri River on the west, MO 141 on the east, MO 364 on the north, and the Missouri River bluffs on the south. Currently access to the Howard Bend River Valley District is provided by River Valley Drive to the north (to MO 141) and River Valley Drive, Hog Hollow Road, and Creve Coeur Mill Road to the south (Olive Boulevard). The proposed closure or vacation of River Valley Drive and Hog Hollow Road would effectively close half of the access routes to the Howard Bend River Valley District. These closures would limit access to the Howard Bend River Valley District to only River Valley Drive to the north and Creve Coeur Mill Road to the south.

These road closures are contrary to good planning principles and the City's goals for the Howard Bend Planning Area. They would, in essence, create barriers between the communities of River Bend Estates and the Howard Bend River Valley District. Not only



11911 Dorsett Road
Maryland Heights, MO 63043
t:314.291.6550 f: 314.291.7457
www.marylandheights.com

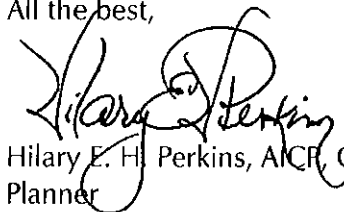
would these closures prevent Howard Bend River Valley District from accessing neighboring goods, services, and communities in the City of Chesterfield, it would prevent Chesterfield residents from accessing goods, services, and communities in the Howard Bend Planning Area now and as it develops. These barriers are adverse to a strong and healthy St. Louis regional community and economy. These closures would also put undue traffic pressure on the remaining access routes. Specifically, residents along Creve Coeur Mill Road would see traffic levels increased above what would be expected if River Valley Drive and Hog Hollow Road were to remain open.

The City of Maryland Heights would prefer to work with the City of Chesterfield to develop an engineered solution that would discourage the use of River Valley Drive and Hog Hollow Road as a cut-through to and from Olive Boulevard, but leave both roads open.

Thank you again for the opportunity to comment.

If you have any questions or concerns, do not hesitate to contact me at 314.738.2233 or via email at hperkins@marylandheights.com

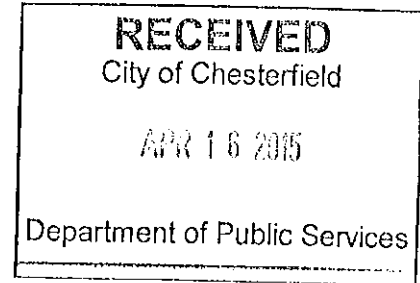
All the best,



Hilary E. H. Perkins, AICP, GISP
Planner



KEITH A. MARTY, Ed.D., Superintendent



April 10, 2015

James A. Eckrich, P.E.
Public Works Director/City Engineer
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760

Dear Mr. Eckrich:

The Parkway School District has become aware of efforts to close River Valley Drive north of River Bend Elementary School. The Parkway School District has been in discussions with the City of Maryland Heights and developers concerning the future development in Maryland Heights. City officials in Maryland Heights have been gracious in ensuring Parkway has this information because development will likely bring families and children to our school district. The development being proposed will cause the district to review school boundaries, but in all likelihood new students would need to be transported to River Bend Elementary School and the most efficient way would be on River Valley Drive. Closing River Valley Drive would cause serious transportation and scheduling problems for Parkway. One of our strong commitments is the development of neighborhood schools which creates convenience for families and students, plus creates a sense of community. Neighborhood schools are also a financial consideration, as we want to have routes to and from schools for families and for our buses that make the most sense and are efficient and practical. Not only does closing this main route cause problems, it would be a major financial burden for the Parkway School District and the taxpayers of our large school district.

Personnel from the Parkway School District, including me as superintendent, welcome the opportunity to address issues and particularly problems resulting from the Maryland Heights development. However, the closing of River Valley Drive does not offer this problem-solving opportunity and creates major problems for families and our Parkway School District.

Thank you for the opportunity to offer this report.

Sincerely,

Keith A. Marty, Ed.D.

c: Patty Bedborough, CFO
Mike Herring, Chesterfield City Administrator
Will Rosa, Director of Transportation

Jessica Henry

From: Will Rosa <wrosa@pkwy.k12.mo.us>
Sent: Wednesday, March 04, 2015 1:09 PM
To: Jessica Henry; adickerson@parkwayschools.net; wrosa@parkwayschools.net
Subject: Re: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Henry:

We currently do not travel on Hog Hollow Road or River Valley Drive as shown in attached drawing you sent. It has been several years since we have traveled on Hog Hollow road to pick up Parkway students that were living on a farm adjacent to the old Arrowhead airport. If a family moved into one of the houses on the portion of River Valley Drive you are considering to close we would not be able drive down to the house and pick them up. There is limited space for a turn around of a large bus.

Regards,

Will Rosa

Director of Transportation | Tel: 314.415.8415 | E-mail: wrosa@parkwayschools.net
Parkway School District | 347 N. Woods Mill Rd. | Chesterfield, MO 63017



NOTICE: Any information contained in or attached to this message is intended solely for the use of the intended recipient(s). Any review, retransmission, dissemination of, or taking of any action in reliance upon, this communication by persons other than the intended recipient(s) is prohibited. If you received this communication in error, please contact the sender and delete the material from all computers.

>>> Jessica Henry <JHenry@chesterfield.mo.us> 3/4/2015 12:07 PM >>>

Dear Ms. Dickerson and Mr. Rosa,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

**Parkway School District
Bus Driver Directions For RB 1-A RIVER INB**

Route: RB 1-A
 Bus: 1
 Driver: KRAMME, MARCI
 Anchor: RIVER BEND ELEMENTARY

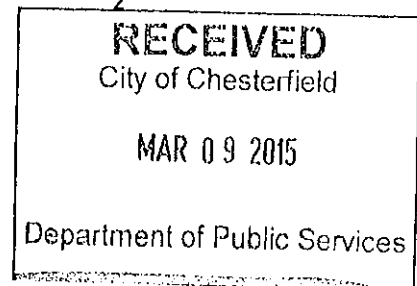
Start Time: 08:26 am
 End Time: 08:50 am
 Total Time: 23:23
 Distance: 5.82 mi.

Total Riders: 54
 Max Load: 54
 Route Days: MTWHF
 Schedule Day: Monday

Driver Sign-On Time: N/A

Driver Sign-Off Time: N/A

		Distance	Pick Up	Drop Off
8:26 am	START	13815 OLIVE BLVD	2	
	Start on	OLIVE BLVD 0.16		
	Right turn at	SUNBRIDGE DR 0.09		
8:27 am	STOP	SUNBRIDGE DR @ CLOVERTRAIL DR	5	
	Right turn at	CLOVERTRAIL DR 0.18		
	Left turn at	SUNBRIDGE DR 0.09		
8:28 am	STOP	SUNBRIDGE DR @ MARYGOLD CT	4	
	Continue on	SUNBRIDGE DR 0.18		
	Right turn at	OLIVE BLVD 0.10		
	Right turn at	EAGLE MANOR LN 0.10		
8:30 am	STOP	EAGLE MANOR LN @ EAGLE MANOR CT	4	
	Continue on	EAGLE MANOR LN 0.12		
	>>TURNAROUND<<	EAGLE MANOR LN (END) 0.22		
	Right turn at	OLIVE BLVD 0.42		
	Left turn at	WESTERNMILL DR 0.43		
	Right turn at	GLEN COVE DR (W) 0.06		
8:34 am	STOP	20 GLEN COVE DR (W) AT YELLOW SIGN	3	
	Continue on	GLEN COVE DR (W) 0.20		
	Right turn at	HIGH VALLEY DR 0.07		
8:35 am	STOP	HIGH VALLEY DR @ RIDGE POINT DR	4	
	Continue on	HIGH VALLEY DR 0.14		
8:36 am	STOP	HIGH VALLEY DR @ VILLAR HILL DR	4	
	Right turn at	VILLAR HILL DR 0.21		
8:37 am	STOP	VILLAR HILL @ HEATHER CREST	4	
	Left turn at	HEATHER CREST DR 0.24		
	Left turn at	GLEN COVE DR (E) 0.20		
8:39 am	STOP	GLEN COVE DR (E) @ GLEN VALLEY CT	3	
	Continue on	GLEN COVE DR (E) 0.21		
8:40 am	STOP	GLEN COVE DR (E) @ HIGH VALLEY DR	9	
	Continue on	GLEN COVE DR (E) 0.19		
8:41 am	STOP	79 GLEN COVE DR (E)	6	
	Continue on	GLEN COVE DR (E) 0.04		
	Right turn at	WESTBURY DR 0.07		
	Right turn at	OLIVE BLVD 0.17		
	Left turn at	RIVER BEND DR 0.27		
	Sharp Left at	WITMER DR 0.03		
8:44 am	STOP	48 WITMER DR	2	
	Continue on	WITMER DR 0.10		
	Right turn at	SHADY VALLEY DR 0.04		
8:44 am	STOP	42 SHADY VALLEY DR	2	
	Continue on	SHADY VALLEY DR 0.05		
8:45 am	STOP	37 SHADY VALLEY DR	2	
	Continue on	SHADY VALLEY DR 0.27		
	Bear Left on	RIDGE CREST DR 0.01		
	Right turn at	SHADY VALLEY CT 0.09		
	Continue on	SHADY VALLEY DR 0.36		



**Parkway School District
Bus Driver Directions For RB 1-A RIVER INB**

		<u>Distance</u>	<u>Pick Up</u>	<u>Drop Off</u>
	Left turn at WITMER DR	0.13		
	Bear Left on RIVER BEND DR	0.36		
	Right turn at CIRCLE ROUNDABOUT	0.02		
	Right turn at RIVER VALLEY DR	0.17		
	Right turn at RIVER BEND ES	0.03		
8:50 am	DEST RIVER BEND ELEMENTARY			54

**Parkway School District
Bus Driver Directions For RB 39-P RIVER OUT**

Route: RB 39-P
 Bus: 39
 Driver: THERIOT, CARL
 Anchor: RIVER BEND ELEMENTARY

Start Time: 04:00 pm
 End Time: 04:24 pm
 Total Time: 24:50
 Distance: 4.29 mi.

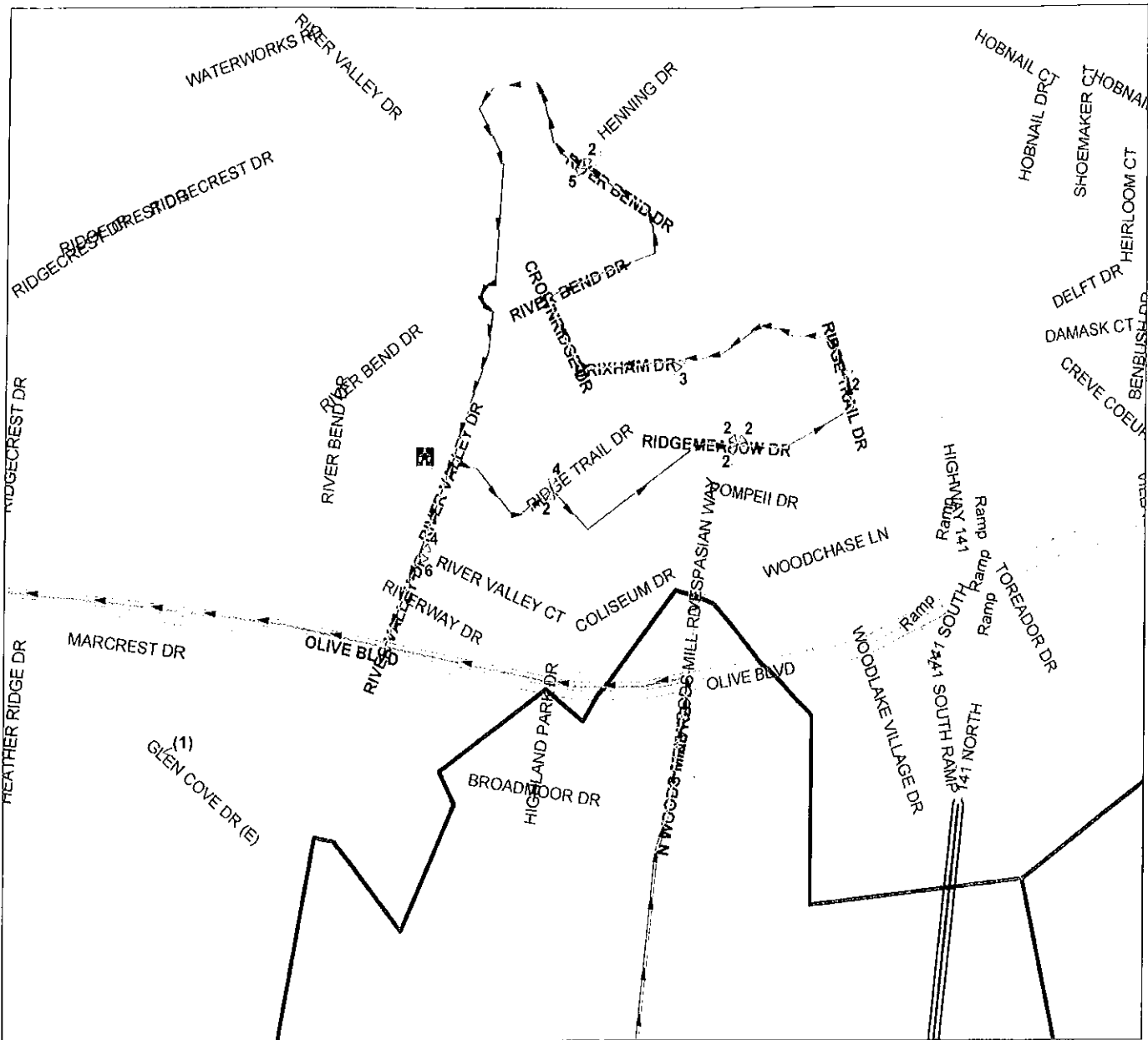
Total Riders: 37
 Max Load: 37
 Route Days: MTWHF
 Schedule Day: Monday

Driver Sign-On Time:N/A

Driver Sign-Off Time:N/A

		Distance	Pick Up	Drop Off
4:00 pm	ORIGIN	RIVER BEND ELEMENTARY	37	
		>> WAIT UNTIL 04:08 PM (IDLE FOR 8 MINUTES)<<		
	Start on	RIVER BEND ES 0.03		
	Left turn at	RIVER VALLEY DR 0.02		
	Right turn at	RIDGE TRAIL DR 0.15		
	Right turn at	CROWNRIDGE DR 0.06		
	Left turn at	RIDGEMEADOW DR 0.20		
4:09 pm	STOP	RIDGEMEADOW DR @ STONECREST CT		7
	Continue on	RIDGEMEADOW DR 0.15		
	Continue on	RIDGE TRAIL DR 0.07		
4:10 pm	STOP	339 RIDGE TRAIL DR		1
	Continue on	RIDGE TRAIL DR 0.16		
4:11 pm	STOP	265 RIDGE TRAIL DR		3
	Continue on	RIDGE TRAIL DR 0.04		
	Continue on	BRIXHAM DR 0.10		
	Continue on	CROWNRIDGE DR 0.09		
	Right turn at	RIVER BEND DR 0.16		
4:13 pm	STOP	215 RIVER BEND DR		2
	Continue on	RIVER BEND DR 0.08		
	Bear Right on	HENNING DR 0.17		
4:14 pm	STOP	HENNING DR @ SOUTHDOWN DR		1
	Left turn at	SOUTHDOWN DR 0.11		
4:14 pm	STOP	SOUTHDOWN DR @ RIDGE CREST DR		4
	Left turn at	RIDGE CREST DR 0.21		
	Left turn at	RIVER VALLEY DR 0.20		
	Left turn at	CIRCLE ROUNDABOUT 0.04		
	Bear Left on	RIVER VALLEY DR 0.40		
	Left turn at	OLIVE BLVD 0.50		
	Left turn at	WOODCHASE LN 0.12		
	Right turn at	WOODCHASE LN 0.05		
4:19 pm	STOP	1121 WOODCHASE		4
	Continue on	WOODCHASE LN 0.15		
4:20 pm	STOP	1227/1272 WOODCHASE LN		2
	Continue on	WOODCHASE LN 0.10		
4:20 pm	STOP	1271 WOODCHASE		4
	Continue on	WOODCHASE LN 0.15		
	Right turn at	OLIVE BLVD 0.15		
	Left turn at	N WOODS MILL RD 0.20		
	Right turn at	BROADMOOR DR 0.07		
	Left turn at	OAKLAND HILLS DR 0.06		
4:22 pm	STOP	OAKLAND HILLS DR @ CYPRESS POINT CT		4
	Continue on	OAKLAND HILLS DR 0.26		
	Right turn at	ORANGE HILLS DR 0.07		
4:24 pm	END	ORANGE HILLS DR @ LA GORCE DR		5

**Parkway School District
Route Map**



Route: CH 43-A
 Vehicle: 43
 Anchor: CH
 Start Time: 6:59 AM
 Pickups: 70
 Distance: 7.59 mi.

Desc:
 Driver: LAUDEL, LISA
 Max Load: 70
 Arrival Time: 7:27 AM
 Transfers On: 0
 Transfers Off: 0
 Days: MTWHF

RECEIVED
 City of Chesterfield

 MAR 09 2015

 Department of Public Services

Parkway School District
Route Map



Route: **CM 187-A**
Vehicle: **187**
Anchor: **CM**
Start Time: **7:30 AM**
Pickups: **59**
Distance: **8.71 mi.**

Desc:
Driver: **JAYNES, PERRY**
Max Load: **59**
Arrival Time: **8:00 AM**
Transfers On: **0**
Transfers Off: **0**
Days: **MTWHF**

RECEIVED
City of Chesterfield

MAR 09 2015

Department of Public Services

Parkway School District Route Map



Route: **RB 39-A**
 Vehicle: **39**
 Anchor: **RB**
 Start Time: **8:32 AM**
 Pickups: **43**
 Distance: **4.26 mi.**

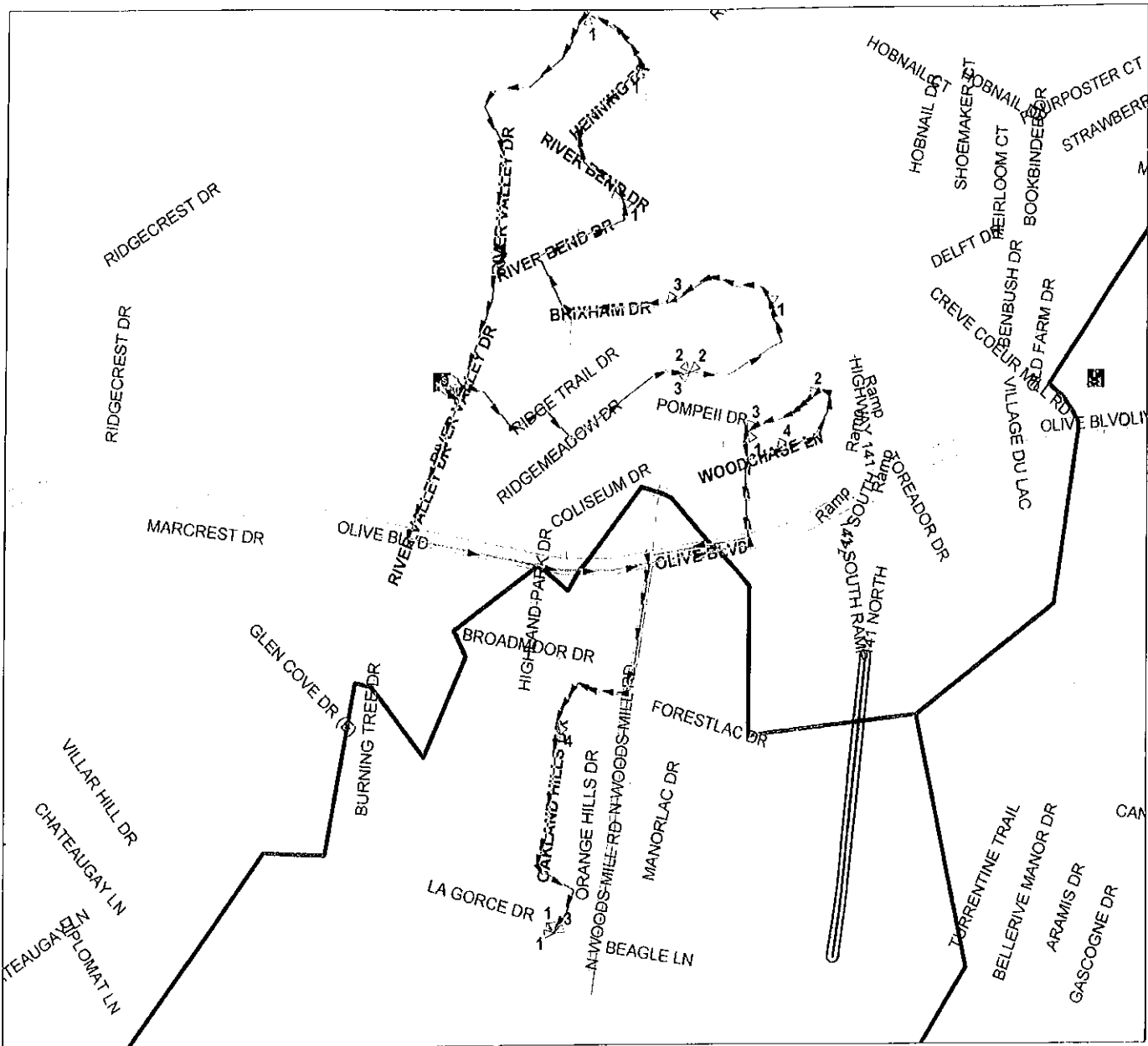
Desc:
 Driver: **THERIOT, CARL**
 Max Load: **43**
 Arrival Time: **8:50 AM**
 Transfers On: **0**
 Transfers Off: **0**
 Days: **MTWHF**

RECEIVED
 City of Chesterfield

MAR 09 2015

Department of Public Services

Parkway School District Route Map



Route: **RB 39-P**
 Vehicle: **39**
 Anchor: **RB**
 Depart Time: **4:00 PM**
 Dropoffs: **37**
 Distance: **4.29 mi.**

Desc:
 Driver: **THERIOT, CARL**
 Max Load: **37**
 End Time: **4:25 PM**
 Transfers On: **0**
 Transfers Off: **0**
 Days: **MTWHF**

RECEIVED
 City of Chesterfield

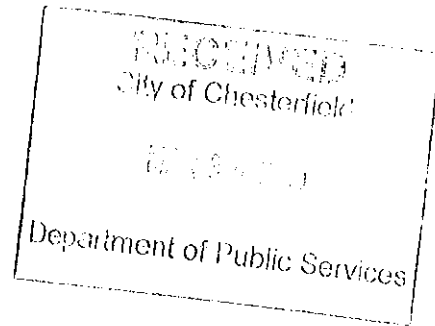
MAR 09 2015

Department of Public Services



**Metropolitan
St. Louis Sewer
District**

2350 Market Street
St. Louis, MO 63103-2555
(314) 768-6200



March 25, 2015

Ms. Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Per your correspondence dated March 4, 2015, MSD understands that the City of Chesterfield is assessing the impacts of potentially closing portions of Hog Hollow and River Valley Drive from Olive Blvd to the City's northern boundary. MSD staff has evaluated this proposal with respect to how this would influence the District's capabilities to serve customers within the City of Chesterfield and other parts of western St. Louis County.

MSD routinely utilizes these roads to access facilities that the District is required to maintain on a frequent basis as required by the Consent Decree. More specifically closure of Hog Hollow and River Valley would impact the District's access to the Caulks Creek Force Main, Monsanto Pump Station, and Ladue Bluffs pump station.

Should access to these roads be eliminated, response times and costs associated with normal maintenance and emergency response would increase. If a decision is made to close River Valley Dr. and Hog Hollow to public traffic, MSD requests consideration to an alternative that would still preserve MSD access via these two corridors.

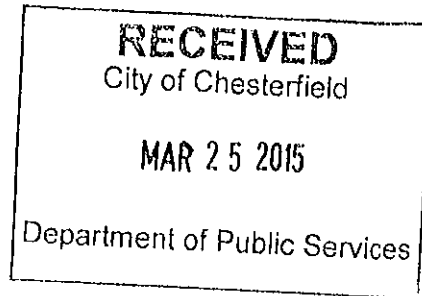
MSD also has public storm and sanitary sewer facilities located along the River Valley right of way corridor. MSD would request that easement rights be preserved for maintaining and operating these facilities.

Thank you for involving MSD in the City's consideration process. Please feel free to contact me at (314) 768-2773 or jtpete@stlmsd.com if you have any questions or if further discussion would be helpful.

Sincerely,

Jason Peterein, P.E.
Principal Engineer
Engineering / Planning - Development Review

pc: Bruce Litzsinger - MSD
John Grimm - MSD
Brad Nevois - MSD
Bret Berthold - MSD



Timothy W. Luft
727 Craig Road
St. Louis, MO 63141

P 314-996-2279
F 314-997-2451
C 314-277-5914

timothy.Luft@amwater.co

March 25, 2015

City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017-0760

Attention: Ms. Jessica Henry
Project Planner

In re: ***City of Chesterfield -
River Valley Drive and Hog Hollow Road Impact Study***

Dear Ms. Henry:

This will follow up on our telephone conversation and your March 3, 2015 letter.

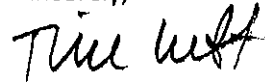
We share some of the concerns that residents of Chesterfield have relating to potential new development in the Howard Bend Levee District. However, vacating or closing Hog Hollow and/or River Valley Roads is not the answer to those concerns.

By way of background, our Central Plant located on Hog Hollow Road is the largest water plant across the entire American Water system. We have been using Hog Hollow for ingress and egress to our Central Plant since 1904, many decades before residential development on the bluffs and the creation of the City of Chesterfield.

We cannot have the roads shut down or vacated due to safety concerns. If we have an event at the plant (for example, a chemical emergency) hazardous material teams will need to have quick and immediate access to the plant. They utilize Olive Street Road and Hog Hollow Road to get to the plant. We are primarily served by Monarch Fire Protection District House No. 4 on Olive Street Road. If access to Hog Hollow and River Valley was eliminated, we would have to rely on an entirely different fire district, the Maryland Heights Fire District, with the closest fire station over seven miles away, which is unacceptable.

Please let me know if you need anything further. We are happy to meet with you to discuss our concerns.

Sincerely,

A handwritten signature in black ink that reads "Tim Luft". The signature is written in a cursive, slightly slanted style.

Timothy W. Luft

TWL:so

cc: Mr. Phil Wood, Vice-President - Operations
Mr. Bradley Brown, Manager Government and Regulatory Affairs



FRANCIS G. SLAY
MAYOR

City of Saint Louis

DEPARTMENT OF PUBLIC UTILITIES

OFFICE OF THE DIRECTOR
1640 So. Kingshighway Blvd.
Saint Louis, Missouri 63110
(314) 633-9000
FAX (314) 664-6786



CURTIS B. SKOUBY, P.E.

DIRECTOR OF PUBLIC UTILITIES

RECEIVED

City of Chesterfield

MAR 30 2015

Department of Public Services

Ms. Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

The City of St. Louis' Howard Bend Water Treatment Plant has been in operation since 1929 and provides drinking water to the City of St. Louis and portions of St. Charles and St. Louis Counties. It is home to a staff of 60 employees who operate and maintain the facility on a 24 hour/365 day basis.

Our staff and suppliers (materials, equipment, chemical, etc.) use many methods of entry and egress to and from our Facility but heavily rely upon Hog Hollow Road as a primary thoroughfare to Olive Blvd. In addition, the Monarch Fire District and Chesterfield Police Department use Hog Hollow Road to access our Facility for routine visits and emergency services. In the event that Hog Hollow Road were closed, it would negatively impact our operation by limiting the means of access and egress to our Facility and would increase response time to emergency 911 services. This could also increase traffic through the Ladue Bluffs subdivision including the delivery of water treatment chemicals. Lastly, the closure of River Valley Drive and Hog Hollow Road would provide the opportunity for the public to use our private entrance from the east off Hog Hollow Road as a means to gain direct entry to Olive through the Ladue Bluffs subdivision. This would jeopardize the security and safety of the public, staff and Facility.

I thank you for the opportunity to provide comments on behalf of the City of St. Louis Water Division regarding the above referenced Impact Study. If there is any need for clarification or assistance, please do not hesitate to contact me at (314) 633-9012 or cskouby@stlwater.com.

Respectfully submitted,

Curtis B. Skouby, P.E.
Director of Public Utilities



MONARCH FIRE PROTECTION DISTRICT

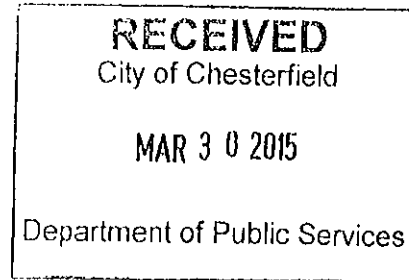
13725 Olive Blvd., Chesterfield, MO 63017-2640

Phone: 314.514.0900 Fax: 314.514.0696

www.monarchfpd.org

March 30, 2015

Jessica Henry, AICP
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017



RE: Hog Hollow Road and River Valley Drive Impact Study

Ms. Henry:

Thank you for the opportunity to comment regarding the impact study on Hog Hollow Road and River Valley Drive.

As you are aware, the Monarch Fire Protection District (MFPD) covers roughly 67 square miles of west St. Louis County, including portions of Ballwin, Chesterfield, Clarkson Valley, Creve Coeur, Maryland Heights, Wildwood and unincorporated St. Louis County. The areas of the impact study are situated in the northeast portion of MFPD.

HOG HOLLOW ROAD

Hog Hollow Road, going north from Olive Boulevard, leads to MFPD areas in the City of Maryland Heights known as the Howard Bend Planning Area (exhibit 1). This area currently is mostly agricultural and vacant, however it does contain a large Missouri American Water Company treatment plant which contains and uses a considerable amount of hazardous materials. The future land use plan for this area adopted by the Maryland Heights Plan Commission designates large areas in the MFPD portion of Howard Bend Planning Area for Office Distribution/Light Industrial and Retail uses (exhibit 2). However, there has been a recent request for Maryland Heights to consider a 210± acre development of high density residential (1,000+ units) with some light commercial use in this area.

The areas of the impact study, and the portions of the Howard Bend Planning Area within MFPD boundaries, are served by MFPD House 4 located on Olive Boulevard at White Road and MFPD House 3 located on Fernview at Olive Boulevard. Each of the facilities is equipped with a ladder truck and an ambulance – all of which are capable of advanced life support in addition to firefighting capabilities. The next closest fire house is Maryland Heights Fire Protection District's House 2 located on Dorsett Road and Pheasant Run Drive. There is currently no plan or funding for construction of a Monarch fire house in the Howard Bend Planning Area.

Current access to the Howard Bend Planning Area is primarily via Hog Hollow Road from Olive Boulevard (exhibit 3 green pathways). The width, number of lanes and available speed limit has proven Olive Boulevard to be the most efficient route for emergency equipment to approach the area. Closing Hog Hollow Road in the Impact Study area would require MFPD units to use alternate routes, as illustrated by the yellow pathways on exhibit 3. While Hog Hollow Road in the Impact Study area is narrow and tightly curved, these conditions occur in a comparatively short distance. The alternate routes

have road conditions which are similar, but span a much longer distance. The road conditions and added length of travel would adversely affect emergency response times in the Howard Bend Planning Area, which could result in a greater risk to life in the affected area.

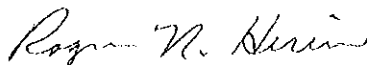
RIVER VALLEY DRIVE

Riverbend Subdivision has three points of access – Riverbend Drive from the west and River Valley Drive from the south and north. The primary access is River Valley Road from the south. The roads throughout Riverbend Subdivision are narrow and curvy, and addresses in the subdivision are not in a traditional sequence. This makes emergency response to this subdivision somewhat more challenging than most. This is pointed out to illustrate the importance of multiple access points.

MFPD House 4 is the primary responding fire house, with MFPD House 3 as a close second. However, response for a working house fire could also call for units from Maryland Heights Fire Protection District and Pattonville Fire Protection Districts. Emergency equipment positioned at an incident, especially a working fire, frequently blocks access for other responding equipment. Consequently, these additional units may be routed into the subdivision from the north on River Valley Drive depending on the location of the incident and resulting road blockages. Therefore, it is desirable to have as many access options as possible for subsequent responses to the same incident, or to additional incidents.

Once again, we appreciate the opportunity to weigh in on this important matter. And if you have any questions, please contact me at 314-514-0900 ext. 313, or at herin.r@monarchfpd.org.

Yours in Firesafety,



Roger N. Herin
Fire Marshal

EXISTING CONDITIONS

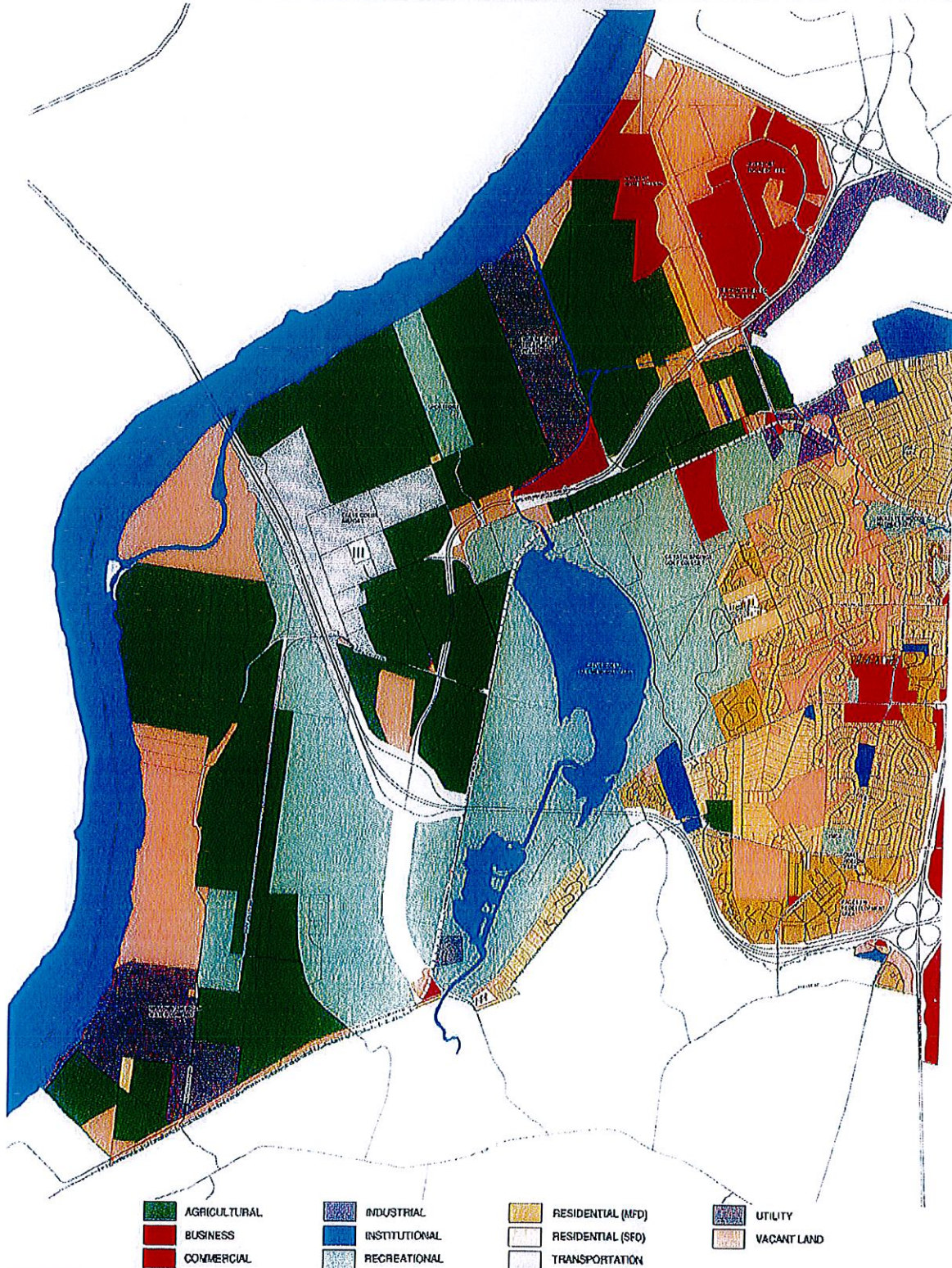
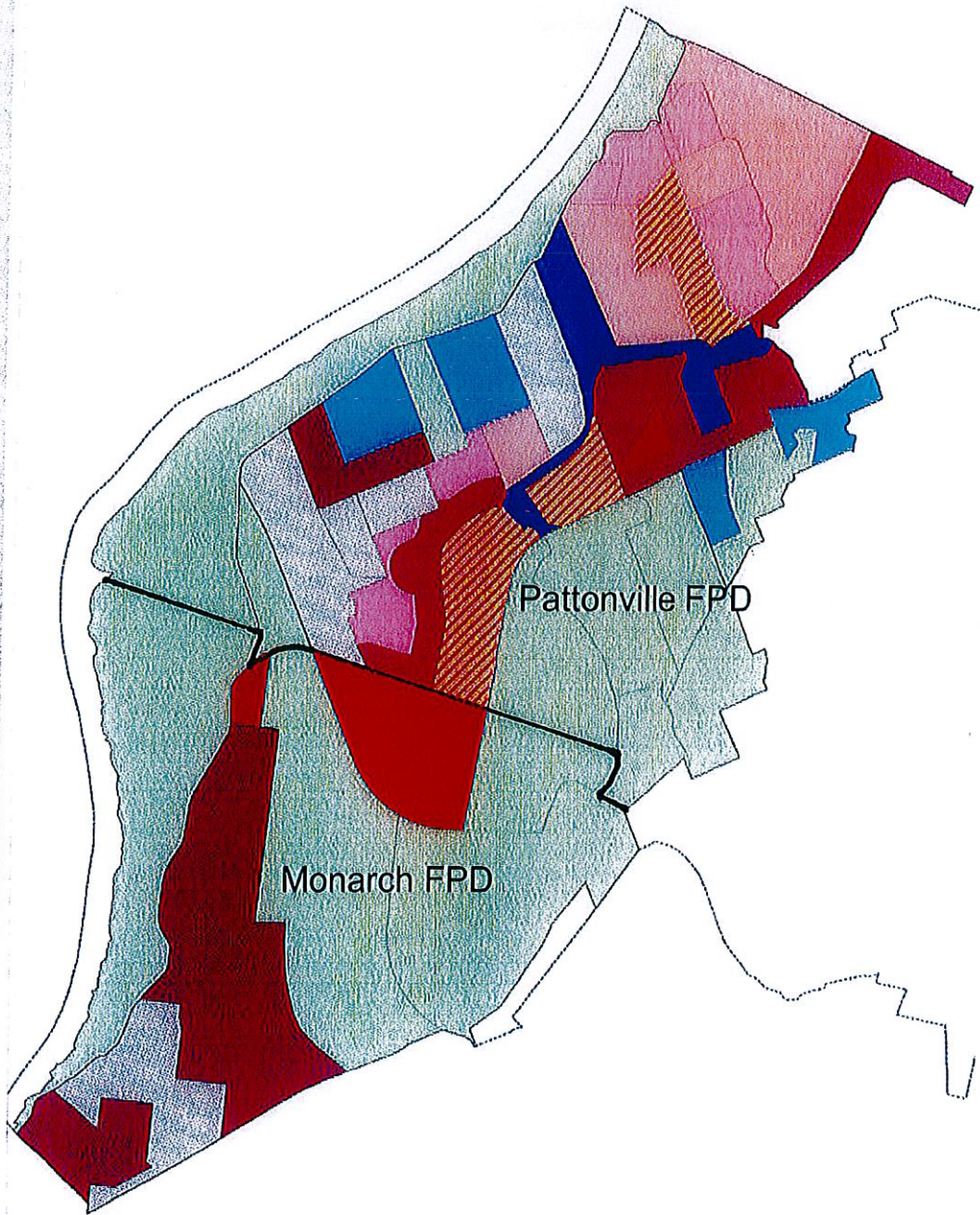


FIGURE 7.2.2: EXISTING LAND USE - HOWARD BEND PLANNING AREA



- | | | |
|------------------------------|--------------------------------------|-----------------|
| Entertainment | Mixed Use | Office Flex |
| Flood Storage Discharge Area | Office Campus | Recreation |
| Institutional | Office Distribution | Regional Retail |
| Light Industrial | Office Distribution Light Industrial | Service Retail |

FIGURE 7.4.1: HOWARD BEND FUTURE LAND USE—AMENDED JULY 12, 2011



Catfish Island

Mallard Lake

Exhibit 3

Hunter Lake



© 2015 Google

1996

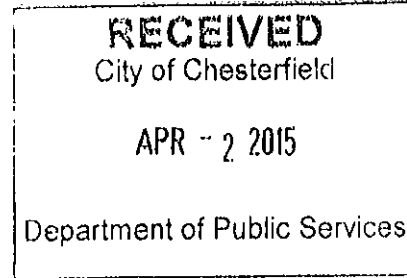
Imagery Date: 10/21/2014 38°40'50.15" N 90°30'36.20" W elev 602 ft eye al

HOWARD BEND LEVEE DISTRICT

3411 Creve Coeur Mill Road
Maryland Heights, Missouri 63146
(314) 603-2647

March 31, 2015

Jessica Henry
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760



Re: River Valley Drive and Hog Hollow Road Closure Impact Study

Dear Ms. Henry:

The Howard Bend Levee District provides flood protection and storm water management within an area of over 8500 acres along the Missouri River from Riverport on Interstate 70 to Bonhomme Creek in the City of Chesterfield. Access to this entire area is very limited due to the river bluff formation along much of the Chesterfield City limits. If River Valley Drive and/or Hog Hollow Road were to be closed there would be no public access to this entire area other than Highway 141 and Creve Coeur Mill Road from the south. There would be no public road access to the portion of our District in the City of Chesterfield southwest of Highway 141.

Major facilities which rely at least partially for access on these roads include the City of St. Louis water plant in Chesterfield, the Missouri-American water plant at the base of Hog Hollow Road and Creve Coeur Airport. These roads also provide access to Creve Coeur Lake Memorial Park. Many businesses and farmers also rely on these roads, such as Stemme Farms, River Valley Nursery, Stolte Farms and Monsanto test farms.

There are only five public access roads for the properties within the Howard Bend Levee District - Highway 141, Creve Coeur Mill Road, Marine Ave., River Valley Drive and Hog Hollow Road. The Monarch Fire Protection District serves a major portion of our District. The closure of either one or both of River Valley Drive and Hog Hollow Road would significantly impact the ability to provide emergency services within the area of the District. This area includes hundreds of acres within the City of Chesterfield.

We understand that River Valley Drive has to some extent been converted into an access road for a residential area in the City of Chesterfield. However this road has been a primary access to and from all the properties in the Howard Bend Levee District for over 150 years. We recognize that residential and commercial uses of the land within our District will change traffic patterns to some degree and that road improvements to Hog Hollow Road and River Valley Drive, as well as

Jessica Henry
City of Chesterfield
March 31, 2015
Page 2

Water Works Road and Creve Coeur Mill Road may be justified as these traffic patterns develop. We have long advocated for a Baxter Road/River Valley Connector Road along the bluff connecting Chesterfield Valley to the Creve Coeur Lake area. However closure of either of these vital connections between Olive Blvd. and the District and its businesses, parks and properties will isolate numerous facilities and landowners and would significantly increase public safety risks.

We strongly urge the City of Chesterfield to conclude that the closure or vacation of these roads is not justified and would not serve the public interest.

Sincerely yours,

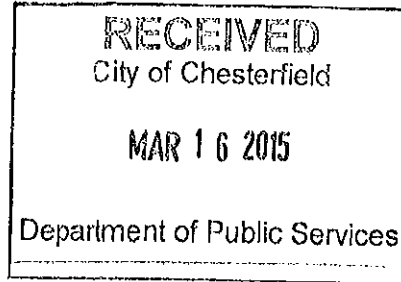
Daniel L. Human
Executive Director

cc: Mr. Warren Stemme, President
Howard Bend Levee District

The Honorable Mike Moeller
Mayor, City of Maryland Heights

CENTRAL MIDLAND RAILWAY

1400 N. WARSON ROAD
ST. LOUIS, MISSOURI 63132



March 11, 2015

Ms. Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, Missouri 63017-0760

RE: City of Chesterfield – River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry,

Thank you for notifying Central Midland of your impact study of the closure or vacation of River Valley Drive and Hog Hollow Road and for giving us the opportunity to comment on them. We would wholeheartedly support the closure of both of these roads for safety reasons.

Every year in the United States, over 2,000 collisions occur between trains and vehicles or pedestrians at public grade crossings such as the ones at River Valley Drive and Hog Hollow Road. Grade crossing collisions with vehicles and with pedestrians account for over 95% of all railroad fatalities. For this reason, any reduction in the number of locations where trains and the public can interact will be a safety enhancement for both the public and the railroad.

Thank you for soliciting our comments and please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Jordan D. Buck".

Jordan D. Buck
Vice President – Central Midland Railway/Crab Orchard & Egyptian Railway
Progressive Rail, Inc.
(618) 910-8273

Jessica Henry

From: CLOHESSY, DIANE M <dc8968@att.com>
Sent: Monday, March 16, 2015 10:31 AM
To: Jessica Henry
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jessica

AT&T currently has facilities on both of those roads serving customers which we would need to access. Although we would not have any objection to the closure of those roads at the north end by the Chesterfield City Limits.

Let me know if you have questions.
Thanks,

Diane Clohessy

Manager-Lead Engineer
636-949-1320

From: Jessica Henry [<mailto:JHenry@chesterfield.mo.us>]
Sent: Wednesday, March 04, 2015 11:52 AM
To: CLOHESSY, DIANE M
Subject: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Clohessy,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us



Jessica Henry

From: Langenbacher, Brian B. <Brian.Langenbacher@thelacledegroup.com>
Sent: Thursday, March 05, 2015 1:12 PM
To: Jessica Henry
Subject: RE: Request for comment--Road Closure/Vacation Impact Study
Attachments: Existing Facilities.pdf

Jessica - There is a 3-inch plastic gas main on Hog Hollow which serves the water treatment plant and a 4-inch steel gas main on River Valley Dr which serves the 5 houses and then dead ends. Both mains are in the existing ROW. See attached exhibit (2 pages) showing the existing facilities. We are not proceeding with a planned relocation or abandonment at this time. Please keep me updated on the progress/schedule of the project and how we can work with you to eliminate any potential conflicts with our facilities.

Thanks,

Brian Langenbacher, P.E.
Construction Engineer
Laclede Gas Company
4118 Shrewsbury Ave.
Shrewsbury, MO 63119
Office: (314) 768-7767
Cell: (314) 713-6572
Brian.Langenbacher@thelacledegroup.com

From: Jessica Henry [<mailto:JHenry@chesterfield.mo.us>]
Sent: Wednesday, March 04, 2015 11:56 AM
To: Langenbacher, Brian B.
Subject: Request for comment--Road Closure/Vacation Impact Study

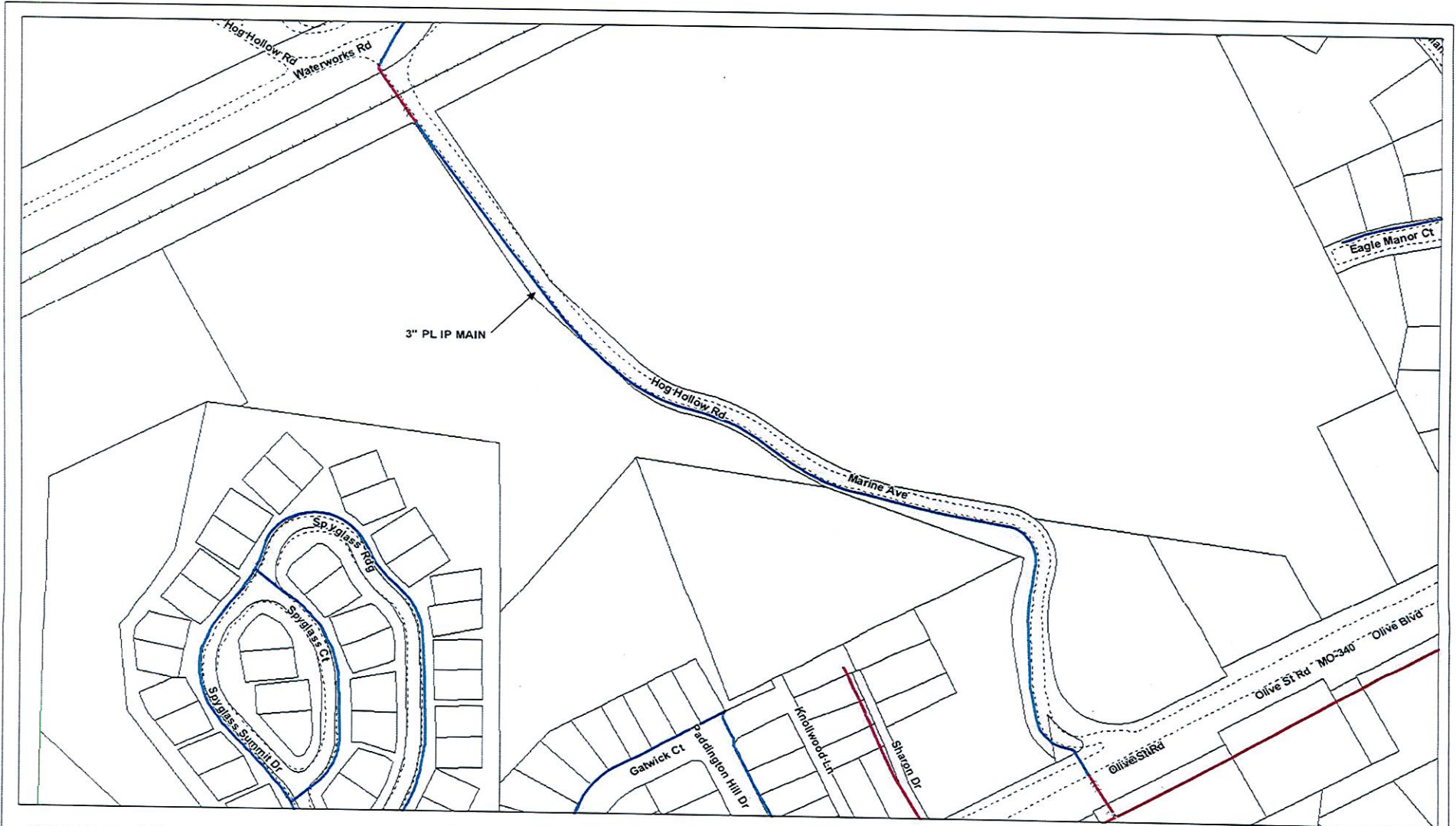
Dear Mr. Langenbacher,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

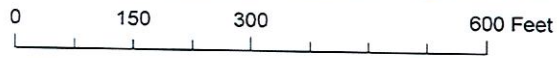
Thank you,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us



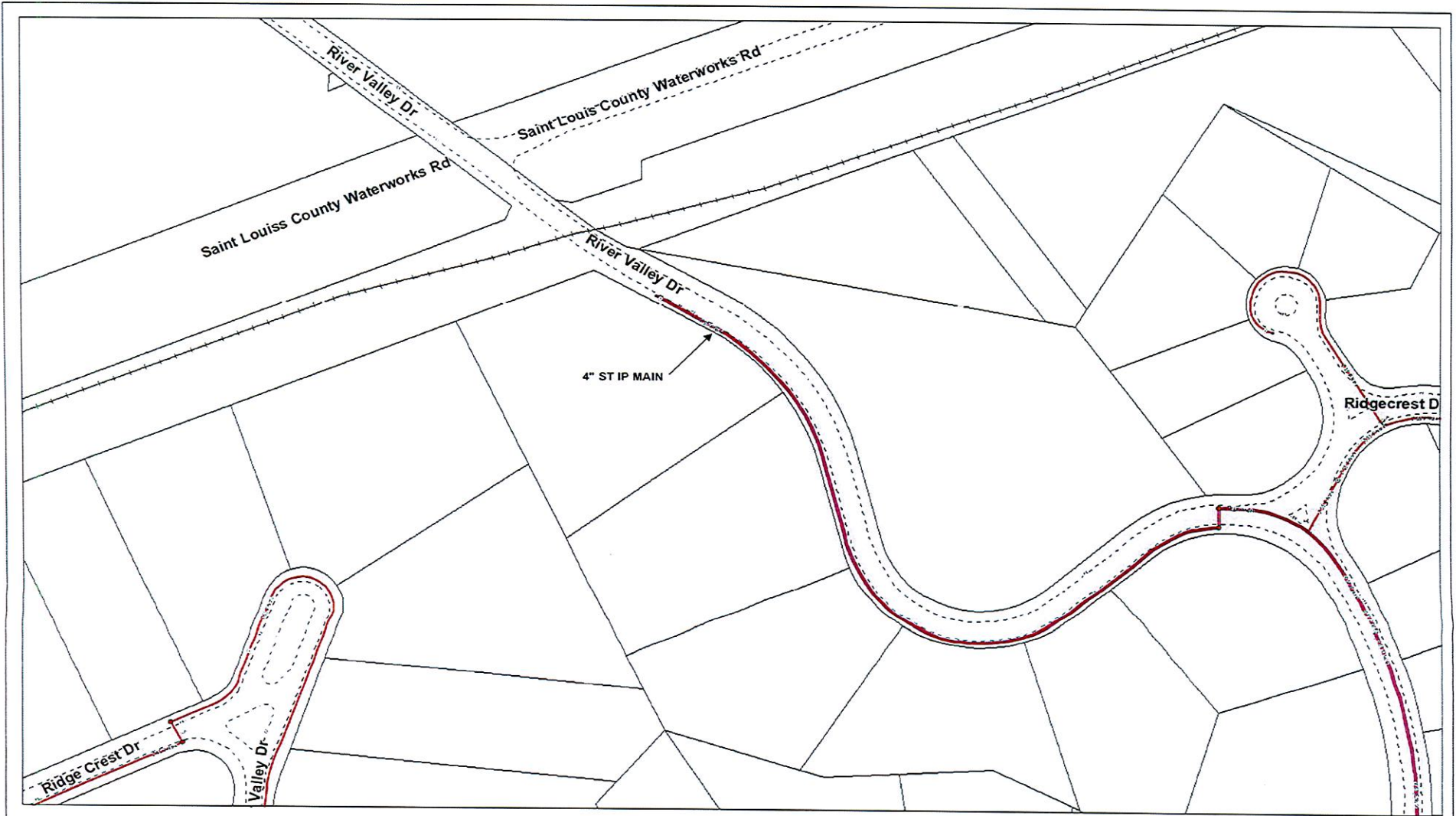


Work Request Name:
 Hog Hollow and River Valley Study Area

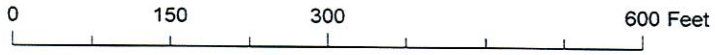


Hog Hollow Rd





Work Request Name:
Hog Hollow and River Valley Study Area



River Valley Dr



Jessica Henry

From: Knoll, James <JMKnoll@stlouisco.com>
Sent: Wednesday, March 11, 2015 10:00 AM
To: Jessica Henry
Cc: Kramer, Jennifer; Knoll, James
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jessica,

St. Louis County will have no comment related to the road closure/vacation Impact Study for these roads.

Feel free to call if any questions.

Thanks,
Jim

James M. Knoll, PE, CFM

Supervisor, Project Managers | Civil Plan Review and Special Use Permits Groups
St. Louis County Department of Highways and Traffic
41 S. Central Ave. | Clayton, MO 63105
direct 314-615-8554 | office 314-615-8517 | fax 314-615-7084
jmknoll@stlouisco.com | www.stlouisco.com

From: Jessica Henry [<mailto:JHenry@chesterfield.mo.us>]
Sent: Tuesday, March 10, 2015 3:44 PM
To: Knoll, James
Cc: Kramer, Jennifer
Subject: RE: Request for comment--Road Closure/Vacation Impact Study

Jim,

Thanks for the update. I look forward to receiving your comments on this matter.

Jessica

From: Knoll, James [<mailto:JMKnoll@stlouisco.com>]
Sent: Tuesday, March 10, 2015 3:13 PM
To: Jessica Henry
Cc: Kramer, Jennifer
Subject: FW: Request for comment--Road Closure/Vacation Impact Study

Jessica,

At first glance it looks like County will have no comment, but would like to run it by our Highway Planning group to be sure.

We'll get back to you shortly.

Thanks,

Jim

James M. Knoll, PE, CFM

Supervisor, Project Managers | Civil Plan Review and Special Use Permits Groups
St. Louis County Department of Highways and Traffic
41 S. Central Ave. | Clayton, MO 63105
direct 314-615-8554 | office 314-615-8517 | fax 314-615-7084
jmknoll@stlouisco.com | www.stlouisco.com

From: Jessica Henry [<mailto:JHenry@chesterfield.mo.us>]
Sent: Wednesday, March 04, 2015 12:02 PM
To: Kramer, Jennifer; Knoll, James
Subject: Request for comment--Road Closure/Vacation Impact Study

Dear Ms. Kramer and Mr. Knoll,

Please find a request for comment letter and preliminary drawing attached. These documents pertain to a road closure/vacation Impact Study currently underway in Chesterfield and the City is requesting the participation of your agency. Please feel welcome to contact me with any questions.

Thank you,

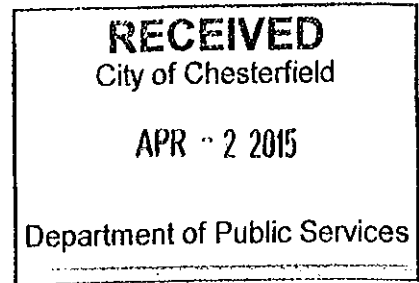
Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us



This electronic mail transmission and the information contained in it, or attached as a file to it, are intended for the exclusive use of the intended recipient(s). This email should be considered "unofficial communication" and does not necessarily reflect the official position of the City of Chesterfield. An "official position" of the City shall only be communicated in letter form, using City letterhead. The recipient should check this email and any attachments for the presence of viruses. The City of Chesterfield accepts no liability for any damage caused by any virus transmitted by this email.



March 26, 2015



Ms. Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Dear Ms. Henry:

**City of Chesterfield
River Valley Drive and Hog Hollow Road
Impact Study**

This letter is in response to your request that Ameren Missouri provide a written response indicating how the potential vacation or closure of River Valley Drive and Hog Hollow Road could impact our services or facilities. After our review, we determined that we have 34kV and other distribution facilities along Hog Hollow Road and River Valley Drive. If at any time said roads are closed or vacated, we will need to preserve easement rights at both locations.

Feel free to contact me at 314-554-3461 if you would like to discuss our comments and concerns further.

Best regards,

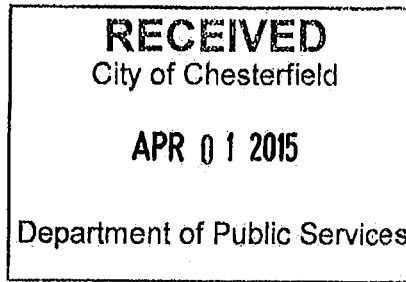
Nannette H. Morton
Senior Real Estate Representative

NHM/rst



APPENDIX 4:

Business Comment Letters



MONSANTO 
Monsanto Company
800 N. Lindbergh Blvd.
St. Louis, MO 63167

April 01, 2015

Jessica Henry, AICP
Project Planner
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0760
jhenry@chesterfield.mo.us

RE: City of Chesterfield – River Valley Drive and Hog Hollow Impact Study

Ms Henry,

I am writing concerning the impact study that the City of Chesterfield is conducting concerning the possible closure or vacation of both River Valley Drive and Hog Hollow Road. The Monsanto Company currently leases property at 15661 River Valley Drive where we modify and test custom agricultural equipment. This property is ideally suited for this use because it is fairly secluded and affords easy access to both our Creve Coeur and Chesterfield campuses.

My concern with your plan is twofold. First, the closure of River Valley Drive and Hog Hollow Road would necessitate a significantly longer drive between our River Valley operation and our Chesterfield Campus on Swingley Ridge Drive. My second, and more pressing, concern is with regard to proximity of EMS services. I assume that an EMS call to our property would currently be serviced by Monarch station 4 on Olive, not far from the top of Hog Hollow Road. Closing Hog Hollow Road would break the direct route from Station 4 to our facility, resulting in longer response times.

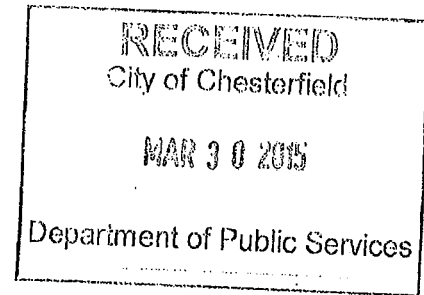
I appreciate your attention to our concerns and would be happy to provide any more information that you require.

Sincerely,



Jeff Lickenbrock, P.E.
Global Production and Deployment Lead
SmartFields Team
Monsanto Company
jeffrey.a.lickenbrock@monanto.com
Phone: 314-694-8596

W. STEMME FARMS
Established 1869
110 High Valley Drive
Chesterfield, MO 63017
Phone: (314)614-8897
Fax: (314)576-5084
warren.stemme@gmail.com



March 27, 2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I am a lifelong resident of the City of Chesterfield residing at 110 High Valley Drive. I own and operate a row crop farming business located at 165 River Valley Drive in Maryland Heights. For five generations and almost 150 years, my family and I have farmed our property and others located in this area, also known as the Howard Bend Levee District. Whenever I drive to our farmstead and its barns and equipment I use either Hog Hollow Road or River Valley Drive as my primary access routes. My operation includes farming over twenty additional properties located in this area, ten of which are directly accessed by either Hog Hollow Road or River Valley Drive.

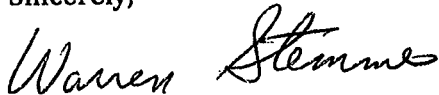
Both Hog Hollow Road and River Valley Drive have been in existence for well over 150 years. River Valley Drive was originally named Lower Bottom Road, as it was, and still is, a primary access for property owners and businesses along its route. It would be very disadvantageous to me, and other property owners to close this road since it provides this primary access from Chesterfield to our properties. Other access routes are limited.

I would also like to emphasize the impacts on safety that a closure of either River Valley Drive or Hog Hollow Road would have. The proposed closures would significantly increase emergency response time to our farm and neighboring properties and would create a serious risk if I or one of my neighbors has an accident while working at our properties.

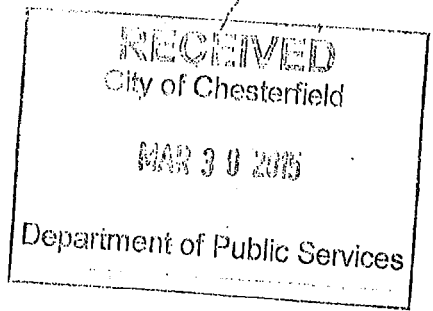
In addition to my operations, there are two major public utilities in this area that utilize these roads. Missouri American Water Company (MAWC) is located on Hog Hollow Road, and serves all residents and businesses in Chesterfield who utilize public water service. The City of St. Louis – Howard Bend water plant is also accessed by Hog Hollow Road, and serves as an emergency backup water supply to the MAWC plant, in addition to providing water to customers in the City of St. Louis, and several communities in St. Charles County.

We strongly urge the City of Chesterfield to conclude that the closure of River Valley Drive or Hog Hollow Road is not justified and would be dangerous for public safety, and have negative effects on our properties and businesses located on or near these roads. Thank you for this opportunity to comment on this study.

Sincerely,

A handwritten signature in cursive script that reads "Warren Stemme". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Warren Stemme



Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

Timber Country runs a business from a farm located in the Howard Bend Levee District. I am also a resident of the City of Chesterfield residing at 860 Hog Hollow and I am the owner of Timber Country.. For well over 100 years I and my family have farmed, created a landscaping business and lived on this property located on Hog Hollow in the Howard Bend Levee District. Whenever I drive to our farmstead, business, barns and equipment I use Hog Hollow/River Valley Drive as my primary access route. Also, my faithful customers come this route to buy mulch, flowers rocks etc and I and my employees use this route to deliver bulk shipments to our customers. Local customers would have to go way out of their way to come and purchase their landscaping needs.

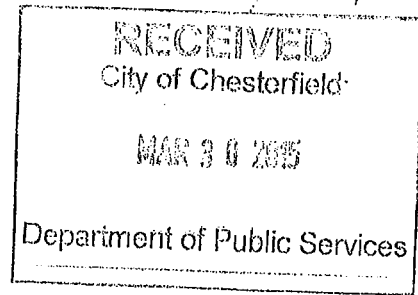
It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to our property. Access otherwise is very limited. I would also like to emphasize that the impact of a closure of either River Valley Drive or Hog Hollow Road would significantly increase emergency response time to our farm and neighboring properties and would create a serious risk if I or one of my neighbors have an accident while working at our properties.

We strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Cordell V. Queathem 314-799-5958

I LIVE IN A HISTORICAL HOME 140+ YRS OLD ON HOG HOLLOW AND MY GREAT GRANDFATHERS HOME ON OLIVE IN CHESTERFIELD (THE QUEATHAM HOUSE) AND THESE 2 ROADS WERE PUBLIC THOROUGHFARES FOR OVER HALF A CENTURY BEFORE THESE HOMES WERE EVER BUILT. RIVER VALLEY WAS A PUBLIC RD. OVER 100 YRS BEFORE ANY SUBDIVISIONS EVEN THE EARLIEST ONES WERE EVER BUILT. THIS WOULD ALSO CLOSE ANY SCHOOL AGE CHILDREN ACCESS TO THE PARKWAY SCHOOLS. CLOSING TWO OF THE THREE ROADS LINKING CHESTERFIELD AND NORTHWEST ST. LOUIS CO. WOULD BE DANGEROUS AND A PUBLIC SAFETY CONCERN
THANK YOU



3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

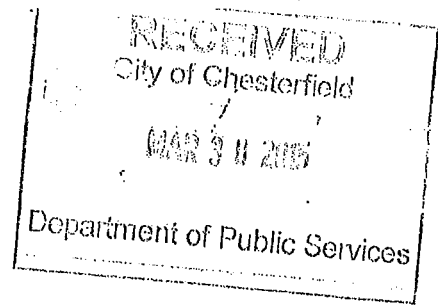
It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Shea Vogt

A handwritten signature in black ink, appearing to be "Shea Vogt", written over a horizontal line.

Closing these roads would cause major delays for companies around the area. These roads provide immediate access to this company and my offices on each side.



3/27/2015

Jéssica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

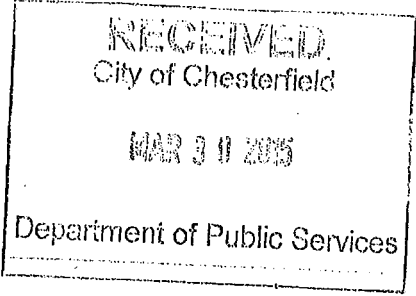
Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

Les Mueller
314-960-9021



3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

David C. Phlips
Director of Operations
Koester's Lawn & Landscaping

P.S. Closing of these roads will create a public safety issue that the Powers that be have not considered. Public service is love all, ~~not~~ ~~just~~ ~~the~~ ~~people~~ ~~with~~ ~~money~~ THANK you.

RECEIVED
City of Chesterfield
MAR 30 2015
Department of Public Services

3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

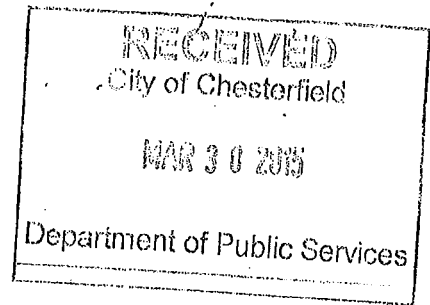
I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours,

J. M. Wall
1216 HIDDEN OAK RD
CHESTERFIELD, MO 63017
636-519-1746

They have been important public roads since the early 1800's. When you have a different view than Ballwin or Wildwood you don't close KEHRSMILL or Baxter roads Wilshire creek or 109 Highway.



3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

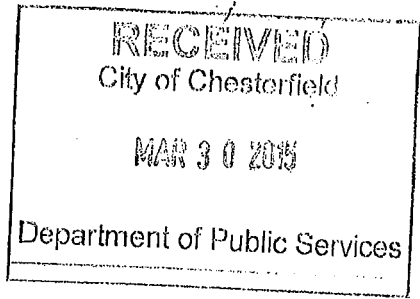
Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely yours, *Daniel Faron*

*PS. This would close 2 of the 3
Public Roads linking Chesterfield and
anywhere in Northwest St. Louis County
which increases traffic delays.*



3/27/2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760

Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I rent space from Timber Country to store my equipment I use in my business. Whenever I drive to Timber Country to pick up my equipment each day I use Hog Hollow/River Valley Drive as my primary access route. If this route is closed it would cost me a lot of valuable work time to pick up my equipment each day

It would be very disadvantageous to close this road since it provides this primary access from Chesterfield to the area my equipment is stored each night. Access otherwise is very limited. I strongly urge the City of Chesterfield to conclude that the closure of Hog Hollow Road or River Valley Drive is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

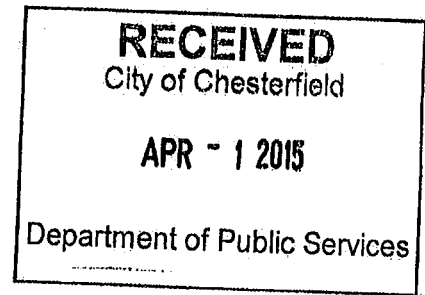
Sincerely yours,

A handwritten signature in black ink, appearing to read "Mary E. Vogt". The signature is fluid and cursive.

Closing these roads would cause unnecessary delays and financial hardship.

March 30, 2015

Jessica Henry
City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0760



Re: River Valley Drive and Hog Hollow Road Impact Study

Dear Ms. Henry:

I am a resident of Chesterfield, residing at 965 Old Riverwoods Lane. I, along with my brothers and sister own a family farm near Creve Coeur Lake which has been in our family for approximately 80 years. We also have deep roots in Chesterfield, having grown up nearby on Olive Street Road. Our family, the Sellenriek's on our mother's side, goes back over a hundred years as members of the Chesterfield community.

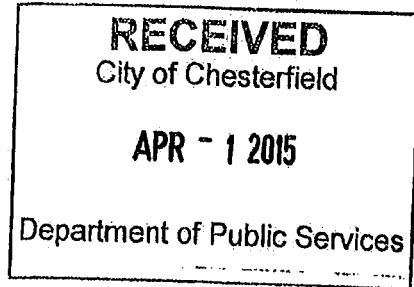
In my opinion, the movement to close both Hog Hollow and River Valley Drive is a knee jerk reaction to disgruntled citizens who are automatically opposed to any change of the status quo. We, and countless others, have used these roads continually as access to our property as well as Creve Coeur Lake. They are an invaluable access to businesses and farms located below and are necessary for the public safety.

We strongly urge the City of Chesterfield to conclude that the closure of River Valley Drive or Hog Hollow Road is not justified and would be dangerous for public safety. Thank you for this opportunity to comment on this study.

Sincerely


Edward J. Ortman

March 27, 2015



City of Chesterfield
690 Chesterfield Parkway W
Chesterfield, MO 63017-0670
Attn: Jessica Henry

Re: River Valley Drive and Hog Hollow Road Study

Dear Ms. Henry:

I am a resident of Chesterfield and live at 17102 Wildhorse Creek Road. My family has a farm at Hog Hollow and River Valley Drive where we grow trees.

It would be very difficult to get to the farm and have fire protection if you were to close off these roads.

I urge the City of Chesterfield not to close these roads for public safety. Thank you for the opportunity to comment on this study.

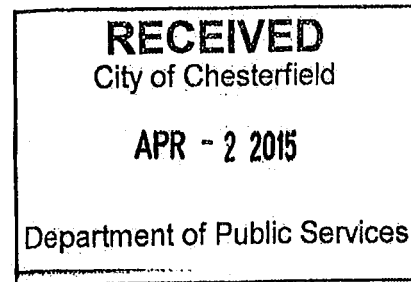
Sincerely,

A handwritten signature in black ink that reads "Gary Hente". The signature is written in a cursive style with a large, looped "G" and "H".

Gary Hente

CEW 280-0454

Jessica Henry
City Of Chesterfield
690 Chesterfield Parkway W
Chesterfield Mo. 63017-0760



Re: River and Hog Hollow impact study

Dear Ms. Henry,

I appreciate the time you spent with me, explaining the purpose and detail of the study.

My farm is at the bottom of Hog Hollow Road. My address is 899 Hog Hollow Road. I have a home and out buildings at that location. Current and future plans are Organic agriculture, which requires travel to and from the farm for workers, vendors and customers. My situation is such that the vacating (closing off) of Hog Hollow Road would greatly alter access to my property from what is a most convenient way to reach Olive, thereby putting my farm at the far end of a dead end street.

Currently the traffic on Hog Hollow Road is light and I have not seen any congestion since the opening of Maryland Heights Parkway. There is some cut through traffic at this time. For some reason the cut through traffic is always in a big hurry. I am concerned that if the proposed development North of me proceeds, the traffic on Hog Hollow Road will become a problem. As before the Parkway opened, evening traffic was typically backed up past the railroad tracks.

It would be perfect if I would continue to have access to Olive via Hog Hollow Road for routine business needs. And access to Maryland Heights Park way for trucks and trailers access.

As for River Valley Drive, I am not impacted by any change there.

Sincerely


John Baragiola



APPENDIX 5:

*Resident Comment
Letters*



The Loynd Group

Attorneys at Law

Michael Loynd

RECEIVED

City of Chesterfield

APR 29 2015

Department of Public Services

~~7701 Forsyth Blvd., Ste. 1000~~

St. Louis, Missouri 63105

Telephone: (314) 696-2217

Fax: (314) 696-2277

April 25, 2015

James A. Eckrich, P.E.
Public Works Director / City Engineer
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

Re: Hog Hollow Road

Dear Mr. Eckrich:

I represent Jack and Brigette Loynd with regard to their home located at 975 Hog Hollow Road and hereby express our strong opposition with regard to Chesterfield's preliminary consideration of a vacation of the right of way to Hog Hollow Road.

Hog Hollow Road has a long history in Chesterfield going back to one of Chesterfield's earliest historical communities (Hog Hollow) in 1850, which contains the first home to be listed on the Chesterfield Historic Register. Today, Hog Hollow Road still represents that history of Chesterfield. It is a well-traveled road, popular with Chesterfield cyclists and motorists alike who enjoy the convenient woodsy access to and from the valley. The Missouri American Water Company employees use it around the clock for all three shift changes. The Monarch Fire District uses it for its training facility. It also provides the training facility with the most direct route to Olive Blvd during an emergency response situation.

As my clients indicated in previous correspondence, they made a substantial investment in this 7-acre wooded property abutting Hog Hollow Road. The bluff that consumes most of the 7-acre property deterred most developers because of its difficult topographical logistics and the expense associated with making improvements. My client purchased the property in 1998. It took years of surveys and engineering ingenuity to build a driveway up the bluff so they could begin construction on their dream home. In 2008, they completed their million-dollar home. This improvement equated to an increase of approximately \$12,000 dollars in annual property tax revenue. In 2014, my clients paid \$17,677 in property taxes.

My clients' property abuts and fronts the west side of Hog Hollow Road. Vacation of Hog Hollow Road would deny my clients reasonable access to the general

scheme of city roads and streets. Vacating Hog Hollow would substantially devalue my clients' property and possibly render the house unsellable. Missouri Statute 88.673 provides that if the board of alderman exercise their power to vacate any road, all damages sustained by owners of property therein shall be ascertained, and the vacated property shall revert to the owners of the adjacent lots in proportion as it was taken from them.

My clients strongly oppose any vacation of Hog Hollow Road by the City of Chesterfield. My clients have lived in Chesterfield most of their lives, this is where they want to be, they shop and dine in Chesterfield which requires them to go up and down Hog Hollow Road, the location and beauty of the property is perfect for them, and any vacation of Hog Hollow Road would create an extreme hardship and immense damages.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Loynd". The signature is written in a cursive style with a large, looping initial "M".

Michael Loynd

Jessica Henry

From: Jim Eckrich
Sent: Wednesday, March 18, 2015 8:53 AM
To: jackloynd@aol.com
Cc: Jessica Henry
Subject: RE: Hog Hollow Road

Jack, thank you for the response. We are not considering a closure of Hog Hollow, but a vacation of the right of way where the City would no longer maintain it, essentially making it a private road. Further, let me state this consideration is **very preliminary** at this time. Jessica and I would very much like the opportunity to meet with you to explain the genesis of this consideration and the report we will be completing. Please let us know some good dates and times we can meet and we will set up a meeting. Again, thank you for getting back to us, and we look forward to hearing from you regarding a time and date to meet.

James A. Eckrich, P.E.
Public Works Director / City Engineer
City of Chesterfield
(636) 537-4764

From: Jackloynd@aol.com [mailto:Jackloynd@aol.com]
Sent: Monday, March 16, 2015 4:25 PM
To: Jessica Henry
Subject: Hog Hollow Road

Jessica,

RE: Hog Hollow Rd Impact Study

Thank you for your letter dated March 10, 2015. First let me say my first reaction was panic.

I lived in Green Trails subdivision for 20 years. I work in Earth City, so every day I would take Hog Hollow Rd to work and back. In late summer of 1998 on my way down Hog Hollow I noticed a FOR SALE sign half way down the road, I wrote a contract on 7 acres of land that same day. It took me 7 years to develop the site where my wife and I have built our dream home. I am the only house on Hog Hollow road as I own most of the property fronting Hog Hollow on the west side. We are in Chesterfield, which is where we want to be, we pay \$15,000 in taxes annually, we shop and dine in Chesterfield which requires us to go up Hog Hollow road. I work in Earth City, and have for 30 years, which requires me to go down Hog Hollow road.

975 Hog Hollow Road is perfect for us, the location, the beauty of the property, the view, the wildlife, the train, the everything. Closing Hog Hollow Road would substantially devalue our property, make access questionable, and possibly render the house UNSELLABLE.

I believe you understand where I stand concerning Hog Hollow Road. Please acknowledge receipt of this e-mail by return e-mail. Myself and Brigette are available to meet with you or anyone else to discuss this further. Thanks again.

Jack Loynd

Jessica Henry

From: Andy Shanfeld <abshanfeld@att.net>
Sent: Monday, March 23, 2015 3:00 PM
To: Jessica Henry; Jim Eckrich; Mike Geisel; Aimee Nassif
Cc: Connie Fults; Hurt Dan; Elliot Grissom; Nancy Greenwood
Subject: Fw: Fwd: River Vally Drive Impact Study

This Survey was not complete...

It should have asked... do the residents live in the east or west side of River Bend Estates. The signal from River Valley Drive onto Olive is nowand will continue to be..... the primary exit from ...River Bend Estates East ...**River Bend School**.....River Valley Court..... the River Valley Apartments as well as the Community Center during the summer. **It is already congested and a bottleneck..!!**

Closing of River Valley Drive to the north (at the railroad tracks) will eliminate this route as an **option to exit ...and access destinations to the north.....** as more traffic will be **forced** to use the signal at Olive and River Valley Drive. This will cause an even **greater overload and backup** ..and as a consequence making left hand turns from River Valley Court and the Apartments onto River Valley Drive virtually impossible. This is particularly true during peak traffic hours and during school drop offs and pick-ups.

This closing will also have the unintended consequence of forcing more traffic through the west side of River Bend Estates as an alternative to the traffic signal... through streets that are substandard ie. 20' wide ... If your destination is east...this also forces a non-signalized left turn onto Olive.....which creates an on going and dangerous condition..!!!.

River Valley Drive must not be closed..!!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

From: "City of Chesterfield" <City_of_Chesterfield@mail.vresp.com>
Date: March 17, 2015 at 8:03:26 AM CDT
To: abshanfeld@att.net
Subject: River Vally Drive Impact Study
Reply-To: "City of Chesterfield" <reply-9e2282c703-ca4bac4f44-405e@u.cts.vresp.com>

Hi Andy

The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.



Please participate in this impact study by taking a brief survey using the following web link:

<https://www.surveymonkey.com/s/D9JHJ8S>

Alternatively, you may call or email to participate in the survey via phone/email at 636-537-4741 or jhenry@chesterfield.mo.us

[Click to view this email in a browser](#)

If you no longer wish to receive these emails, please reply to this message with "Unsubscribe" in the subject line or simply click on the following link: [Unsubscribe](#)

[Click here to forward this email to a friend](#)

City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, Missouri 63017



Jessica Henry

From: Andy Shanfeld <abshanfeld@att.net>
Sent: Saturday, March 28, 2015 12:41 PM
To: Jim Eckrich; Connie Fults; Mike Geisel; Nancy Greenwood; Elliot Grissom; Jessica Henry; Michael Herring; Dan Hurt; Aimee Nassif
Subject: River Valley Drive

As all of you are aware, during the Planning and Zoning process, one of the basic principles adhered to when laying out streets for proposed residential subdivisions and commercial parks is one of **safety** dictated by codes and common sense. Routinely and consistently required are several means of both ingress and egress. to be utilized for daily traffic movements.....but most particularly to serve all **Emergency Vehicles (Fire..EMS...Police)**, any **"First Responders"** and **all residents and workers in those areas.**

Closing of River Valley Drive at the railroad tracks...which is a necessary alternative emergency route for ingress and egress..... **will result in violating those basic rules of accessibility and safety... !!** If for any reason, access to and from Olive Blvd is blocked or not available, this closing **compromises.... and puts at risk....**the students and teachers at River Bend School..families using the River Bend Community Center....and the residents of River Bend Estates- East and West, River Valley Court and the River Valley Apartments.

For the **safety** of everyone potentially affected, River Valley Drive must **not** be closed..!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

Jessica Henry

From: Andy Shanfeld <abshanfeld@att.net>
Sent: Wednesday, April 08, 2015 1:21 PM
To: Jim Eckrich; Connie Fults; Nancy Greenwood; Elliot Grissom; Jessica Henry; Michael Herring; Dan Hurt; Aimee Nassif
Subject: River Valley Drive closing
Attachments: River Valley Drive Closing Exhibits.pdf

Jim,

Another principle... often used for many years during the Planning and Zoning process...by numerous municipalities and St. Louis County...is to require a developer to provide

"cross access easements" with adjacent developments to create alternate routes in order to relieve traffic congestion on other streets and major roadways (Olive).

Closing River Valley Drive...at the railroad tracks...will no longer provide... a more convenient ...and... "alternate route" to access all of the following destinations..(partial list)!

- Lambert International Airport
- Creve Coeur Lake and Park
- St. Charles Rock road...Shops.. hospital.. businesses, restaurants...
- Interstate 70..All destinations East & West..
- I-270..via I-70...North County & Illinois
- St. Charles...Cave Springs..O'Fallon. the Ozarks...Columbia..Kansas City
- ETC...ETC...ETC...!!!

Closing River Valley Drive ...at the railroad tracks... ignores this principle of creating alternate routes ... and.. **forces** residents to use the signal at Olive adding to their **wait time, ..travel time**, ...traffic and congestion ..See Exhibit A attached...showing the number of residents directly effected..many depend on this existing alternate route to go to and from their places of business and many other these destinations... each day..

As an example, if the destination is the *intersection of Creve Coeur Mill Road and the Maryland Heights Expressway.....*leading to all of the destinations listed above...
the travel times are :

- 171 Henning Drive to River Valley Drive to Olive to 141 North to this intersection...**THRU 8 Traffic Signals..** Off peak & Peak—**over 11 minutes..!!**
- ALTERNATE route—171 Henning Dr. to River Valley Drive to Water Works to Creve Coeur Mill to this intersection.... thru ONE bouvelard stop.... Off peak & Peak...**5 1/2 minutes..**
- To my neighbor working at Express Scripts..that amounts to over **40 additional hours of travel time per year..!!!!** (just to get to and from work)

See Exhibit B attached..graphically showing the ..**Forced Route in Red..**and the Alternate Route in **Green..**

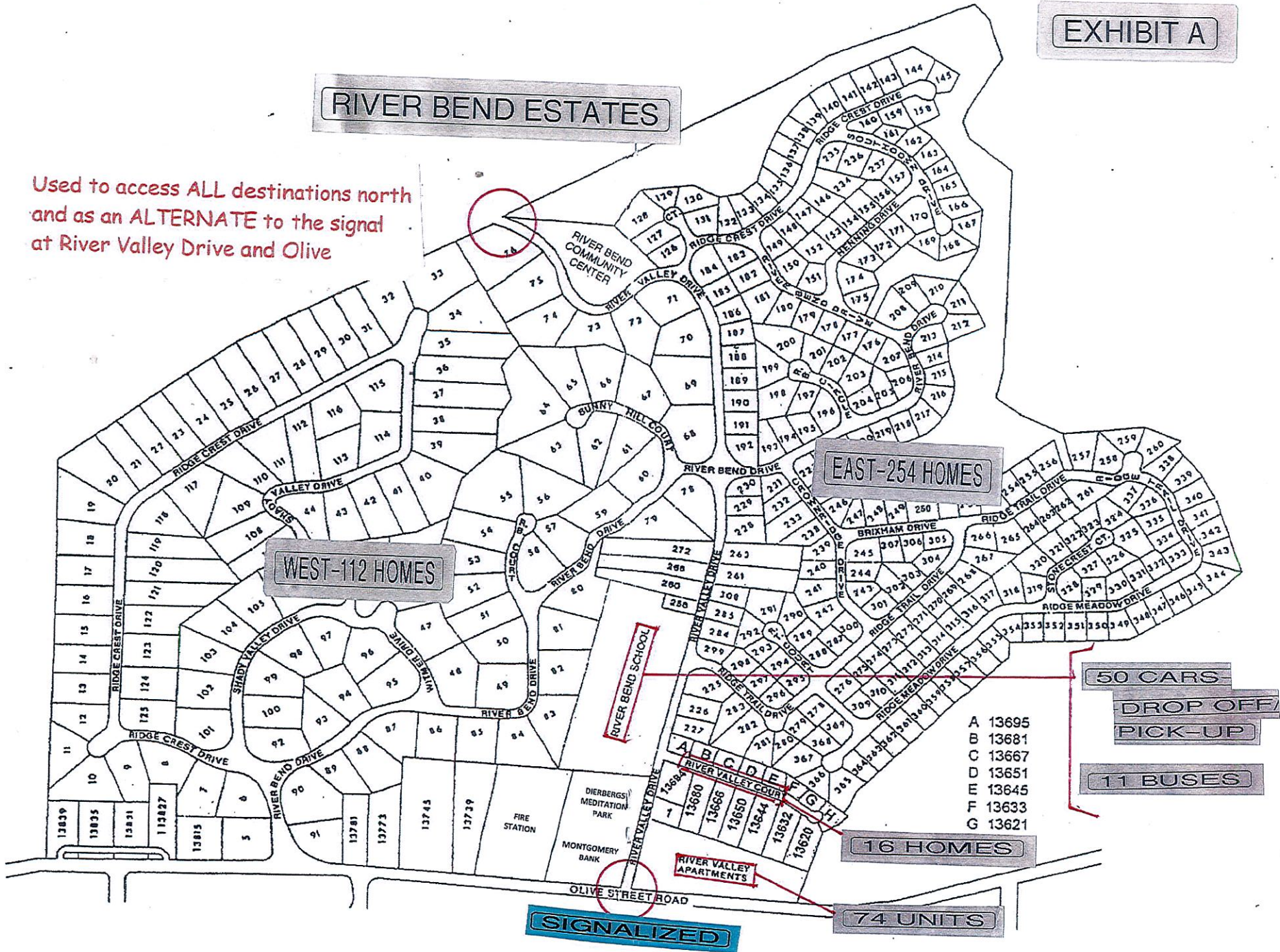
AN ALTERNATE ROUTE IS NECESSARY..!!!!.....DO NOT CLOSE IT..!!!

Andy Shanfeld
Shanfeld Construction Services, Inc.
171 Henning Drive
Chesterfield, Mo 63017
H-314-878-8648
W-314-878-8889
abshanfeld@att.net

EXHIBIT A

RIVER BEND ESTATES

Used to access ALL destinations north
and as an ALTERNATE to the signal
at River Valley Drive and Olive



WEST-112 HOMES

EAST-254 HOMES

16 HOMES

SIGNALIZED

**50 CARS
DROP OFF/
PICK-UP**

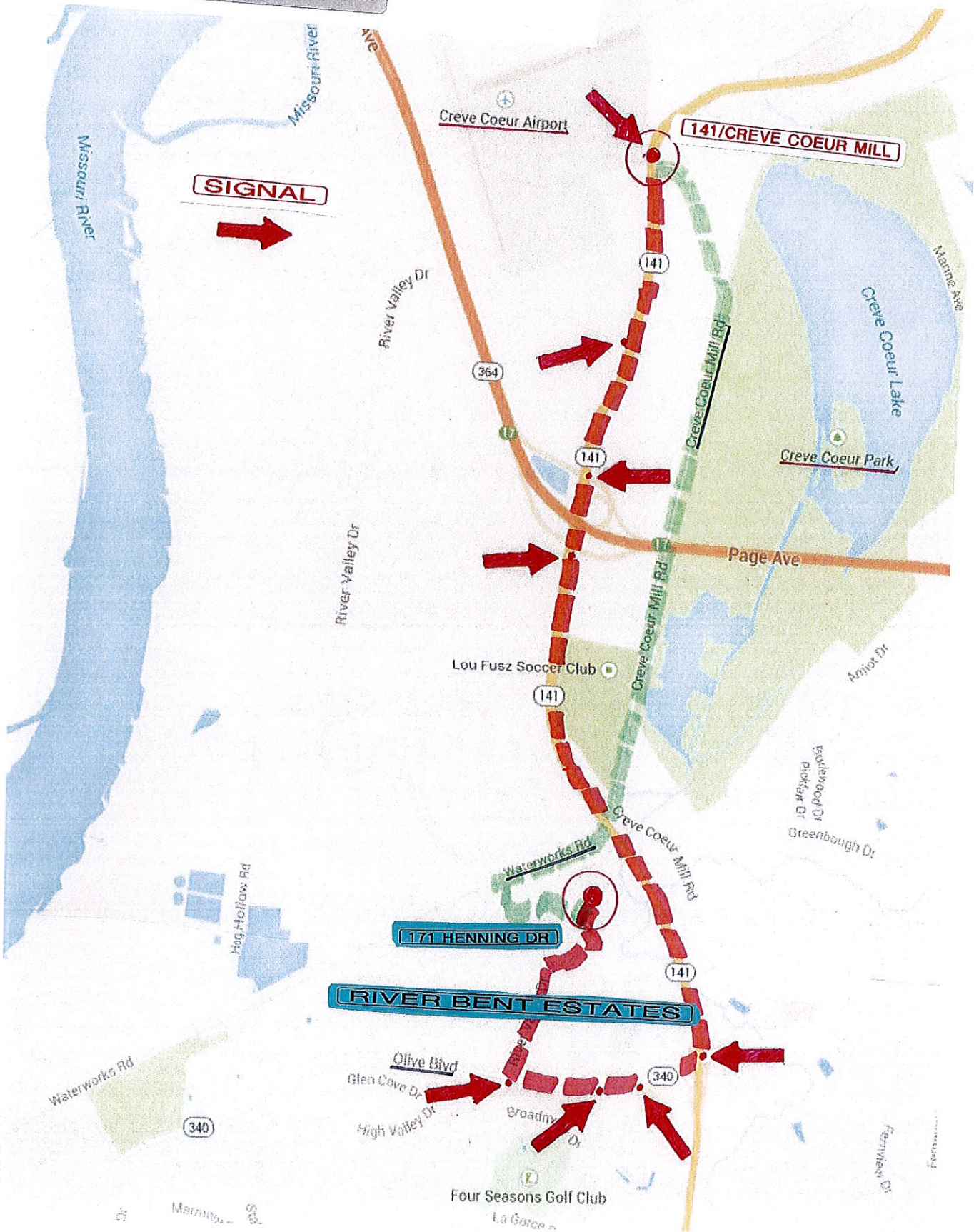
11 BUSES

- A 13695
- B 13681
- C 13667
- D 13651
- E 13645
- F 13633
- G 13621

RIVER VALLEY APARTMENTS

74 UNITS

EXHIBIT B



Jessica Henry

From: Greg Niemeyer <gregnie@yahoo.com>
Sent: Tuesday, March 17, 2015 1:20 PM
To: Jessica Henry
Subject: River Valley survey

Follow Up Flag: Follow up
Flag Status: Completed

I live in River Bend Estates. I completed the Survey Monkey survey that went out, but I didn't see a place for comments.

River Valley is designated as both a snow route and a bike route. It doesn't seem suitable for either. In fact, there is not a good bike route to get from the park up to Olive. River Valley, CC Mill and Hog Hollow are without a shoulder. I use River Valley (Between Water Works and the School) multiple times per week on my bike and in my car.

I don't prefer to have it closed. I wouldn't mind limiting traffic during certain hours or posting "no through traffic" like Old Farm/Seven Pines.

I would really like to see a safe route for bikes. That could be a separate path or a bike lane. Many cyclist I know avoid this route due to safety concerns.

Thanks,
Greg

Jessica Henry

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:48 AM
To: Jessica Henry
Subject: FW: River Vally Drive Impact Study - Autoforwarded

From: Timothy Wilmering [<mailto:wilmering@charter.net>]
Sent: Tuesday, March 17, 2015 10:46 AM
To: Matt Haug
Subject: Re: River Vally Drive Impact Study - Autoforwarded

thanks, Matt. I've completed the survey. The last question didn't really provide enough information - one would need to consider the "alternative road modifications" and any impact caused by those (since their nature is not specified), and the estimated reduction of estimated traffic from the new residents is also unknown.

Thanks,

Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:15 AM
To: Timothy Wilmering
Subject: RE: River Vally Drive Impact Study - Autoforwarded

The link issue has been resolved, please try it now.

Matthew Haug
City Manager
CITY OF CHESTERFIELD
690 Chesterfield Parkway West • Chesterfield, MO 63017 •
(636) 537.4724 • mhaug@chesterfield.mo.us

From: Timothy Wilmering [<mailto:wilmering@charter.net>]
Sent: Tuesday, March 17, 2015 8:51 AM
To: Matt Haug
Subject: Re: River Vally Drive Impact Study - Autoforwarded

I just tried to participate in the survey but the link provided appears to be broken. Please advise when this is corrected.

Also, please not the misspelling of the word "Valley" in the email subject line.

Thanks,

Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: [City of Chesterfield](#)
Sent: Tuesday, March 17, 2015 8:03 AM
To: wilmering@charter.net
Subject: River Vally Drive Impact Study

Hi Timothy

The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.



Please participate in this impact study by taking a brief survey using the following web link:

<https://www.surveymonkey.com/s/D9JHJ8S>

Jessica Henry

From: Timothy Wilmering <wilmering@charter.net>
Sent: Wednesday, March 18, 2015 8:24 PM
To: Jessica Henry
Subject: Re: River Vally Drive Impact Study

Follow Up Flag: Follow up
Flag Status: Completed

Thanks, Jessica. I appreciate the effort that the Chesterfield Planning folks like yourself are putting into soliciting public opinion on the proposed changes to River Valley Drive - it is an area of concern for those of us that live near and utilize River Valley Drive. I've completed the survey, and want to share one thought I had when completing it. The last question didn't really provide enough information - one would need to consider the "alternative road modifications" and any impact caused by those (since their nature is not specified), and the estimated reduction of estimated traffic from the new residents is also unknown. a Yes or No answer is difficult to provide given the lack of knowledge of the anticipated changes.

Thanks,

Tim

Timothy J. Wilmering
14 Ridge Crest Drive
Chesterfield, MO 63017
wilmering@charter.net

From: Jessica Henry
Sent: Wednesday, March 18, 2015 4:39 PM
To: Timothy Wilmering
Subject: RE: River Vally Drive Impact Study

Hi Tim,

Thanks for alerting me about the broken link. Our IT department was able to fix the issue yesterday morning, and I hope that you were able to participate in the survey! If not, the survey will remain open for some time. I really appreciate the great response so far and look forward to including the survey results in the impact study.

Please feel welcome to contact me with any additional questions.

Sincerely,

Jessica Henry, AICP
Project Planner
690 Chesterfield Parkway West
Chesterfield, Missouri 63017
(636) 537-4741
jhenry@chesterfield.mo.us

Jessica Henry

From: Matt Haug
Sent: Tuesday, March 17, 2015 10:23 AM
To: Jessica Henry
Subject: Fwd: River Vally Drive Impact Study - Autoforwarded

Begin forwarded message:

From: <Gperz@aol.com>
Date: March 17, 2015 at 10:22:00 AM CDT
To: <webmaster@chesterfield.mo.us>
Subject: Re: River Vally Drive Impact Study - Autoforwarded

I have taken the survey and returned it. My thoughts which I have voiced before is that a new exit road be constructed on the levy that goes by the Water plant and this road could empty onto Highway 40/I-64 going West.

However, I cannot believe that permission has been given to build all this in a flood plain.

Bob

PLEASE DON'T LET A SOLDIER WALK AWAY FROM MAIL CALL WITH NOTHING.

A veteran is someone who, at one point in his life, wrote a blank check made payable to 'The United States of America' for an amount of 'up to and including my life.' That is Honor, and there are way too many people in this country who no longer understand it.'

In a message dated 3/17/2015 8:03:29 A.M. Central Daylight Time, City of Chesterfield@mail.vresp.com writes:

Hi Robert

The City of Chesterfield is currently undertaking an impact study of the closure of River Valley Drive within the City of Chesterfield. The scope of this study includes requesting comments from all potentially impacted parties, including area residents.



Please participate in this impact study by taking a brief survey using the following web link:

<https://www.surveymonkey.com/s/D9JHJ8S>

Alternatively, you may call or email to participate in the survey via phone/email at 636-537-4741 or jhenry@chesterfield.mo.us

[Click to view this email in a browser](#)

If you no longer wish to receive these emails, please reply to this message with "Unsubscribe" in the subject line or simply click on the following link: [Unsubscribe](#)

[Click here to forward this email to a friend](#)

City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, Missouri 63017
US



Jessica Henry

From: Susan Thomson <susanmthomson@hotmail.com>
Sent: Thursday, March 19, 2015 1:33 PM
To: Jessica Henry
Cc: riverbendassociation@gmail.com
Subject: River Valley Drive

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for the survey and your interest in River Bend.

Consideration should also be given to making River Valley Drive south of the railroad tracks a 'residents only' drive as Maryland Heights has done with Amiot Drive through Seven Pines and Old Farm Estates Subdivisions.

Hefty penalties are assigned if ticketed using the street and not a resident.

Best regards,

Susan Thomson
234 Ridgecrest Drive

Jessica Henry

From: Lauren Christman <lchrist107@aol.com>
Sent: Thursday, March 19, 2015 6:37 PM
To: Jessica Henry
Subject: Please close River Valley Dr.

Our neighborhood has a school and a pool directly on River Valley Drive. Children , teenagers and adults will be trying to cross a car saturated access and cut through to Olive Street, with the decision of moving ahead with Maryland Heights expansion of homes, in the valley. River Valley road was never intended for a cut through for non- neighborhood Maryland Hts. Residents, nor a cut through for Chesterfield residents. Property values will drop significantly for anyone living on River Valley and River Bend. Therefore, all other River Bend Homes will have their property values drop. Please help us close this road and maintain River Bend as a safe and wonderful neighborhood for the families that live here. Thank you Lauren Christman 192 River Bend Dr.
Sent from my iPhone

Jessica Henry

From: NRODER@aol.com
Sent: Thursday, March 19, 2015 9:21 PM
To: Jessica Henry
Subject: River Valley

The proposed (or approved) new Maryland Heights housing development may increase the peaceful River Valley. If it does go thru I would like to see the road **closed to all traffic at Water Works road**.

Norman Roder
302 Ridge Trail Drive

Jessica Henry

From: Doug Mullikin <mullikin@sbcglobal.net>
Sent: Thursday, March 19, 2015 11:26 PM
To: Jessica Henry
Cc: Georgia Mullikin
Subject: River Valley Dr

Hillary probably deleted it:-)

Our opinion is CLOSE RIVER VALLEY DRIVE at the RR track AS SOON AS POSSIBLE.

Doug & Georgia Mullikin
lot 108 Shady valley Drive

Jessica Henry

From: American Acquisitions Group <m.oneil@amacgrp.com>
Sent: Friday, March 20, 2015 11:02 AM
To: Jessica Henry
Cc: jawoneil@gmail.com
Subject: River Valley Drive Closing

We have lived in Chesterfield for over 25 years and have supported the development of the city but always with an eye to preserving the integrity of the individual neighborhoods. We believe that the development of housing in the "bottoms" by Maryland Heights presents a significant threat to the River Bend neighborhood and to the Parkway Schools. The only apparent solution to keeping our neighborhood from being overrun with traffic and to creating substantial traffic hazards to other areas along Olive St. is to close River Valley Drive to through traffic from the railroad tracks to Olive. I also urge you to consider closing Hog Hollow Rd. to through traffic as that will prevent traffic hazards on Olive as well. All new traffic coming from the "bottoms" should be routed along the new MH Expressway as this was the justification for spending taxpayer money on this to begin with.

Safety and Property Values must be protected by our city!

We intend to be very actively watching elected officials and employees to ensure that Chesterfield residents are protected.

Michael and Janet O'Neil
34 Shady Valley Ct
Chesterfield, MO 63017

314-878-7695

Michael O'Neil
American Acquisitions Group

Jessica Henry

From: DianneE1@aol.com
Sent: Sunday, March 22, 2015 4:10 PM
To: Jessica Henry
Cc: cheifler1@aol.com
Subject: River Valley Drive

We are definitely in favor of closing off River Valley Drive to through traffic to prevent a huge influx of traffic from the proposed development in Maryland Heights. Please be considerate of our quiet neighborhood full of families with children....and also of our River Bend School located on River Valley Drive. Progress is important but so is quality of life in a neighborhood which has been here for over 50 years.

Thank you....

Dianne and Charlie Eifler
59 River Bend Drive

Jessica Henry

From: Wayne Franklin <w.frankme2@gmail.com>
Sent: Sunday, March 22, 2015 4:37 PM
To: Jessica Henry
Subject: I am in favor of closing river valley drive.

Jessica Henry

From: Michele Rutledge <michele_rutledge@yahoo.com>
Sent: Friday, March 27, 2015 11:10 AM
To: Jessica Henry
Cc: Bob Nation
Subject: comment on proposed closure of River Valley Drive

Dear City of Chesterfield:

I am a resident of Westbury Manor, in Chesterfield, and am **opposed** to the closure of River Valley Drive (or Hog Hollow Road for that matter) and access to Maryland Heights. I am disheartened to find out of this survey from a neighbor **today** and would like to inquire as to why adjoining neighborhoods to RiverBend were not contacted to participate? If River Bend et al residents wish to secede from Chesterfield and its associated services, so be it, and they can close then - via privatization - whichever roads they see fit. If they are Chesterfield residents, and paying the same taxes as I, then we should all have the same access to historic roads which have been in place for decades. Similarly, **all** Chesterfield residents should be polled as to their opinions regarding public streets and proposed closures in the city. I would be delighted to comment further and can be reached at 314.275.7413, or via email at michele_rutledge@yahoo.com.

Sincerely,
Michele Rutledge
46 High Valley Dr.
Chesterfield, MO 63017

Jessica Henry

From: Stemme, Nancy (ELS-STL) <n.stemme@elsevier.com>
Sent: Saturday, March 28, 2015 11:41 PM
To: Jessica Henry
Subject: Westbury resident against road closure

As a Chesterfield resident near the River Valley Drive area, I am opposed to restrictions that would limit my access to through River Valley or Hog Hollow Drives.

Jessica Henry

From: Jack McNamara <jackpatmcn@aol.com>
Sent: Sunday, March 29, 2015 10:33 AM
To: Jessica Henry
Subject: Road Closures

I understand the City of Chesterfield is considering closing River Valley and Hog Hollow Roads. I am shocked by this idea! What benefit do the individuals who want to cut off access to the Maryland Expressway and Highway 70 hope to gain? Nobody lives on Hog Hollow and only a few on River Valley. I take either of these roads on my route to work or return there from. Forcing me to take Olive Street all the way to the Expressway in either morning or afternoon traffic is ridiculous. Please advise the City Council this is one Chesterfield resident since 1985 who is against this proposal.

Also please tell me how I can find out who votes for this proposal whenever it is presented to the board/council.

Thank you.

John McNamara
16639 Benton Taylor Dr.

Jessica Henry

From: robert@estatejules.com
Sent: Sunday, March 29, 2015 4:33 PM
To: Jessica Henry
Subject: Closing Hog Hollow

Please do not close hog hollow! I live on Stablestone and my office is located at 13990 Olive. My wife works at Magellan health located on 141 right by the Hollywood casino. Hog Hollow corridor is a valuable route for us.

Thank you for your consideration!

Robert Greiner

Sent from my Verizon Wireless 4G LTE smartphone

Jessica Henry

From: Stephen McCarthy <mccarthy5881@sbcglobal.net>
Sent: Monday, March 30, 2015 8:00 AM
To: Jessica Henry
Subject: Hog Hollow and River Valley Closures

Dear Ms Henry,

I have just heard that the city of Chesterfield is considering closing both Hog Hollow and River Valley. These are the routes that I take to go to Creve Coeur Park. Closing both of these streets will add more than a mile to my trip each way.

I go to Creve Coeur Park several times a week. I volunteer at Forest ReLeaf Nursery in Creve Coeur Park. Also, I am part of a Missouri Stream Team that monitors water quality there.

Sometimes I ride my bike to Creve Coeur Park from my home in Westbury subdivision. Either of the roads in question gives a safer route than having to ride down Olive Blvd. (lots of traffic) to Creve Coeur Mill Rd., which is narrow and without a shoulder to ride on.

I urge those involved in the decision not to close those two roads. It will add considerable mileage for anyone going to Creve Coeur Park from where I live in Westbury, as well as those living farther west along Olive.

Thank you for your consideration.

Sincerely,

Stephen McCarthy
266 Glen Valley Drive
Chesterfield, MO 63017

Jessica Henry

From: Wayne Franklin <w.frankme2@gmail.com>
Sent: Wednesday, April 15, 2015 2:36 PM
To: Jessica Henry
Subject: Re: I am in favor of closing river valley drive.

I am also in favor of closing River Valley Drive as is my wife, Kathy.
Wayne Franklin

On Sun, Mar 22, 2015 at 4:37 PM, Wayne Franklin <w.frankme2@gmail.com> wrote: