



VII.A.

690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
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May 21, 2008

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **May 28, 2008** will include the following item for your consideration:

Drew Station (1662-1698 Clarkson Road): Parking Reduction for a 4.91 acre lot of land zoned “C-8” Planned Commercial located at the northeast corner of Clarkson and Baxter Roads.

Dear Planning Commission:

William F. Peick, of Summit Development Group, has submitted a request for a Parking Reduction for your review. The Department of Planning and Public Works has reviewed this submittal and submits the following report.

BACKGROUND

1. On February 22, 1989, The City of Chesterfield approved Ordinance 252 which amended the City of Chesterfield Zoning Ordinance by changing the boundaries of the “NU” Non-Urban District to a “C-8”.
2. On April 12, 2004, The City of Chesterfield administratively approved a parking space reconfiguration to the site removing 8 parking spaces for site plan coordination and integration with the adjacent site under development.

SUBMITTAL INFORMATION

1. The request is for a 20% reduction in parking for the Drew Station Development.
2. The petitioner has submitted a series of exhibits regarding a study that they undertook in reference to their request. Attached please find the petitioner’s rationale for their request for a reduction in the required parking.

CITY OF CHESTERFIELD PROCEDURE

Under the provisions of City of Chesterfield Zoning Ordinance Section 1003.165 “Off-Street Parking and Loading Requirements”:

- 4. “Where any existing or proposed development in a commercial or industrial district includes two (2) or more uses, the Planning Commission may recommend, and the City Council may approve, a total reduction of not more than twenty (20) percent ...of the required off-street parking and loading spaces, where it has been demonstrated by study of the combined uses and customary operation of the uses that adequate parking would be provided.”

DEPARTMENTAL INPUT

As stated above, the Zoning Ordinance allows for reductions in the parking requirements for multi-use and/or mixed-use developments. Said reductions are based on the notion that such developments generate less parking demand than freestanding developments due to the effects of shared parking. Shared parking is generally defined as joint utilization of a parking area for more than one use. A shopping center exhibits the operational characteristics of a typical shared parking facility in that the parking spaces are used at different times by different users. In theory, a shared parking space within a multi-use development serves several stores (or trip purposes) via a single vehicular trip.

Staff has reviewed multiple scenarios for how the development would be effected by the reduction in parking due to differing mixes of tenants based on the parking per code.

Parking Scenario	Req'd Number of Spaces	With 20% Reduction	Total Current Spaces
Current Development with Vacant as Office	273.9	219.1	262
Entire Development as Retail (5.5 per 1,000)	281.8	225.5	262
Current Development with Vacant as (2) Retail and (1) Sit-Down Restaurant	303.4	242.7	262
Current Development with Vacant as (2) Office and (1) Salon	327.4	261.9	262
Current Development with Vacant as (2) Retail and (1) Salon	351.9	281.5	262

The Department of Planning and Public Works requests action on the Parking Reduction.

Respectfully submitted,



Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Director of Planning & Public Works

Attachments:

Letter from Mr. William Peick dated May 19, 2008 with attached exhibits A-D
Amended Site Development Plan

May 19, 2008

Ms. Mara Perry
City of Chesterfield
Chesterfield City Hall
690 Chesterfield Pkwy W
Chesterfield, MO 63017-0670



RE: Drew Station Shopping Center
1662-1698 Clarkson Road
Reduction of Site Parking Requirements
Submission of Application for Site or Site Development Review

Dear Ms. Perry:

Please accept this petition for a reduction of parking requirements at Drew Station Shopping Center ("Center") in the amount of 20%. The strict application of the City of Chesterfield parking ratios exceeds the availability when factoring in projections for vacancies based on the code. The Center believes that the needs of our anticipated tenants can be satisfied and that our request is reasonable. To demonstrate this we have interviewed all our existing tenants, surveyed the parking lot usage, surveyed the usage of a new tenant Metro Design Studios, and summarized our findings. Our conclusions are as follows:

- Based upon the parking survey that was conducted on May 14, 2008 the existing demand for parking at the peak ½ hour (12:30 p.m.) was 136 spaces. Currently 37,171 square feet are leased which equates to 3.67 parking spaces per 1,000 square feet. **Exhibit A** dated May 14, 2008 is attached which shows the parking counts in ½ hour increments for that day.
- Drew Station desires to lease 3,780 square feet of its vacant space to Metro Design Studios that supports twenty-two (22) hair stylists. The City of Chesterfield parking code requires three (3) parking spaces per stylist, in this case sixty-six (66) spaces. A survey was conducted of two existing Metro Design Studios for five (5) days during the week of May 12, 2008 during which the number of stylists and clients were counted throughout the day. At the Barrett Station location the peak demand for parking equaled 1.4 spaces per stylist. At the Olive Street Road location the peak demand for parking was 1.6 spaces per stylist. The business format for this tenant is different than other hair salons. The salon is separated into studios each having four (4) walls and door for privacy. The stylist leases the studio and has exclusive rights to use it. The stylist schedules their own appointments and uses the studio at any time. This will be the fourth location for Metro Design Studios which has only one (1) employee who manages all the locations. The waiting area is very small. The results of the Metro Design Studio studies are summarized in the attached **Exhibit B**.

- Retail vacancies totaling 11,113 square feet remain to be filled. Planning 5.5 parking spaces per square foot for this vacancy there are ample available parking spaces to satisfy the needs of all tenants at peak hours.
- **Exhibit C** summarizes the parking demand documented during the survey, the projected demand for Metro Design Studios and the demand for the retail vacancies during ½ increments throughout the day. The exhibit assumes that Metro Design Studios and the retail vacancies will be at peak demand throughout the day which we know is a grossly conservative approach. The result is that excess parking spaces remain unused during every time increment. The conclusion to be drawn from this exhibit is that sufficient parking exists to satisfy the uses planned for the Center.
- **Exhibit D** compares the existing parking capacity to the current peak demand use plus the peak demand projections for Metro Hair Design and the retail vacancies. The result is that the total projected demand is satisfied by existing capacity.

In addition to the exhibits mentioned above please also find enclosed twenty-five (25) copies of the Amended Site Development Plan prepared by Frontenac Engineering dated April 6, 2004, and Application for Site or Site Development Review, signature dated May 9, 2008.

Thank you for your attention to this matter. Please contact me with any questions or comments you may have.

Sincerely,



William F. Peick
Vice President, Construction

**Drew Station Shopping Center
Parking Survey
May 14, 2008**

	A	B	C	D
1				
2				
3	Time	Available	Used	Total
4	10:00 AM	188	74	262
5	10:30 AM	174	88	262
6	11:00 AM	189	73	262
7	11:30 AM	167	95	262
8	12:00 PM	135	127	262
9	12:30 PM	126	136	262
10	1:00 PM	141	121	262
11	1:30 AM	153	109	262
12	2:00 PM	151	111	262
13	2:30 PM	172	90	262
14	3:00 PM	171	91	262
15	3:30 PM	172	90	262
16	4:00 PM	191	71	262
17	4:30 PM	181	81	262
18	5:00 PM	169	93	262
19	5:30 PM	164	98	262
20	6:00 PM	152	110	262
21	6:30 PM	151	111	262
22	7:00 PM	161	101	262

Metro II
 24 Stylists

(Manchester & Barrett Station Rd.) - 24 Stylists

	Mon 5/12	Tues 5/13	Wed 5/14	Thurs 5/15	Fri 5/16	Sat 5/17
11 - 11:30	15	16	13	14	20	22
11:30 -12	15	16	16	14	22	22
12 -12:30	16	27	26	16	26	18
12:30 - 1	16	25	24	18	26	18
1 - 1:30	15	25	26	18	22	18
1:30 - 2	15	26	28	16	22	20
4 - 4:30	11	25	22	32	16	10
4:30 - 5	12	23	26	32	18	12
5 - 5:30	14	25	26	32	20	10
5:30 - 6	12	23	25	34	16	8
Peak Parking Demand Per Stylist	0.7	1.1	1.2	1.4	1.1	0.9

Drew Station Peak Parking Demand Based Upon 22 Stylists	15	25	26	31	24	20
Chesterfield Code Requirement For 22 Stylists	66	66	66	66	66	66

Metro III
 18 Stylists

(Olive in Creve Coeur) - 18 Stylists

	Mon 5/12	Tues 5/13	Wed 5/14	Thurs 5/15	Fri 5/16	Sat 5/17
11 - 11:30	6	14	16	21	21	26
11:30 -12	6	17	19	22	19	26
12 -12:30	6	17	19	25	20	26
12:30 - 1	6	24	19	25	22	24
1 - 1:30	6	17	16	23	18	25
1:30 - 2	5	22	17	25	20	25
4 - 4:30	6	20	23	26	15	10
4:30 - 5	6	19	21	26	16	10
5 - 5:30	7	19	28	28	17	8
5:30 - 6	6	17	28	28	15	10
Peak Parking Demand Per Stylist	0.3	1.3	1.6	1.6	1.2	1.4

Drew Station Peak Parking Demand Based Upon 22 Stylists	7	29	34	34	27	32
Chesterfield Code Requirement For 22 Stylists	66	66	66	66	66	66

EXHIBIT C

**Drew Station Shopping Center
New Tenant Projections
May 19, 2008**

PARKING SURVEY 080524.xls
Projection 080514

	A	C	E	F	G	H	I
1			----- New Tenants -----				
2	Time	Used	Metro Design Studios Based Upon 2 Spaces Per Stylist	Retail Vacancies of 11,113 SF @ 5.5 Spaces Per 1,000 SF	Total Projected Parking Demand	Total Existing Spaces	Excess
3	10:00 AM	74	44	61	179	262	83
4	10:30 AM	88	44	61	193	262	69
5	11:00 AM	73	44	61	178	262	84
6	11:30 AM	95	44	61	200	262	62
7	12:00 PM	127	44	61	232	262	30
8	12:30 PM	136	44	61	241	262	21
9	1:00 PM	121	44	61	226	262	36
10	1:30 AM	109	44	61	214	262	48
11	2:00 PM	111	44	61	216	262	46
12	2:30 PM	90	44	61	195	262	67
13	3:00 PM	91	44	61	196	262	66
14	3:30 PM	90	44	61	195	262	67
15	4:00 PM	71	44	61	176	262	86
16	4:30 PM	81	44	61	186	262	76
17	5:00 PM	93	44	61	198	262	64
18	5:30 PM	98	44	61	203	262	59
19	6:00 PM	110	44	61	215	262	47
20	6:30 PM	111	44	61	216	262	46
21	7:00 PM	101	44	61	206	262	56

EXHIBIT D

**Drew Station Shopping Center
Parking Capacity and Projected Use
May 19, 2008**

	A	B	C	D
		Square Feet	Parking Spaces	Ratio
1				
2				
3	Total Center Capacity	52,064	262	5.0
4				
5	Existing Peak Demand Use	37,171	136	3.7
6				
7	Projected Peak Demand Use for Metro Design Studios	3,780	44	11.6
8				
9	Projected Peak Demand Use for Vacant Retail	11,113	61	5.5
10				
11	Total Projected Peak Demand Use	52,064	241	4.6

AMENDED SITE DEVELOPMENT PLAN

LOT 2 OF DREW STATION SHOPPING CENTER

PLAT BOOK 287, PAGE 71 U.S. SURVEY 2002, T 45 N, R 4 E

CITY OF CHESTERFIELD

ST. LOUIS COUNTY, MISSOURI

LEGAL DESCRIPTION

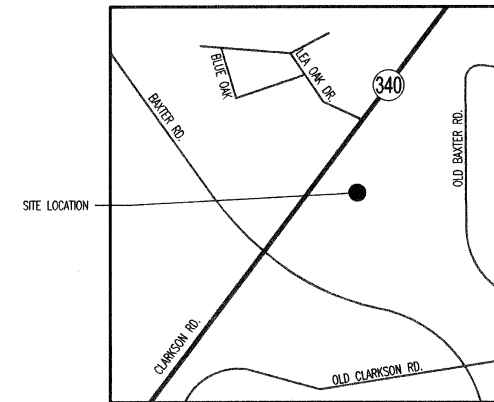
A tract of land being Lot 2 of "DREW STATION SHOPPING CENTER", a subdivision recorded in Plat Book 287 Page 71, in U.S. Survey 2002, Township 45 North, Range 4 East, City of Chesterfield, St. Louis County, Missouri, and being more particularly described as:

Beginning at an old 2 inch diameter aluminum monument stamped L.S. 140, marking the Southwest corner of the aforesaid "DREW STATION SHOPPING CENTER" and being in the East line of Clarkson Road 52.00 feet perpendicular distance opposite station 195469.02 on the centerline of the Northbound lane of Clarkson Road as widened by Deed Book 8302 Page 1119, thence along said East line of Clarkson Road as widened North 31°25'07" East 72.76 feet to the Southwest corner of Lot 1 of said "DREW STATION SHOPPING CENTER", thence along the common line between said Lots 1 and 2 the following: North 69°07'33" East 361.89 feet, North 20°52'27" West 198.73 feet and North 58°34'53" West 64.12 feet to a point in the aforesaid East line of Clarkson Road, thence along said East line of Clarkson Road as widened by Deed Book 8302 Page 1119 the following: North 31°25'07" East 25.36 feet, North 74°06'06" East 122.43 feet, North 31°25'07" East 35.34 feet and North 31°07'56" East 30.13 feet to a point in the North line of "DREW STATION SHOPPING CENTER", thence along the perimeter of said "DREW STATION SHOPPING CENTER" the following: North 73°07'56" East 458.86 feet, South 20°22'13" East 306.96 feet and South 69°07'33" West 1029.02 feet to the point of beginning and containing 4.9109 Acres more or less.

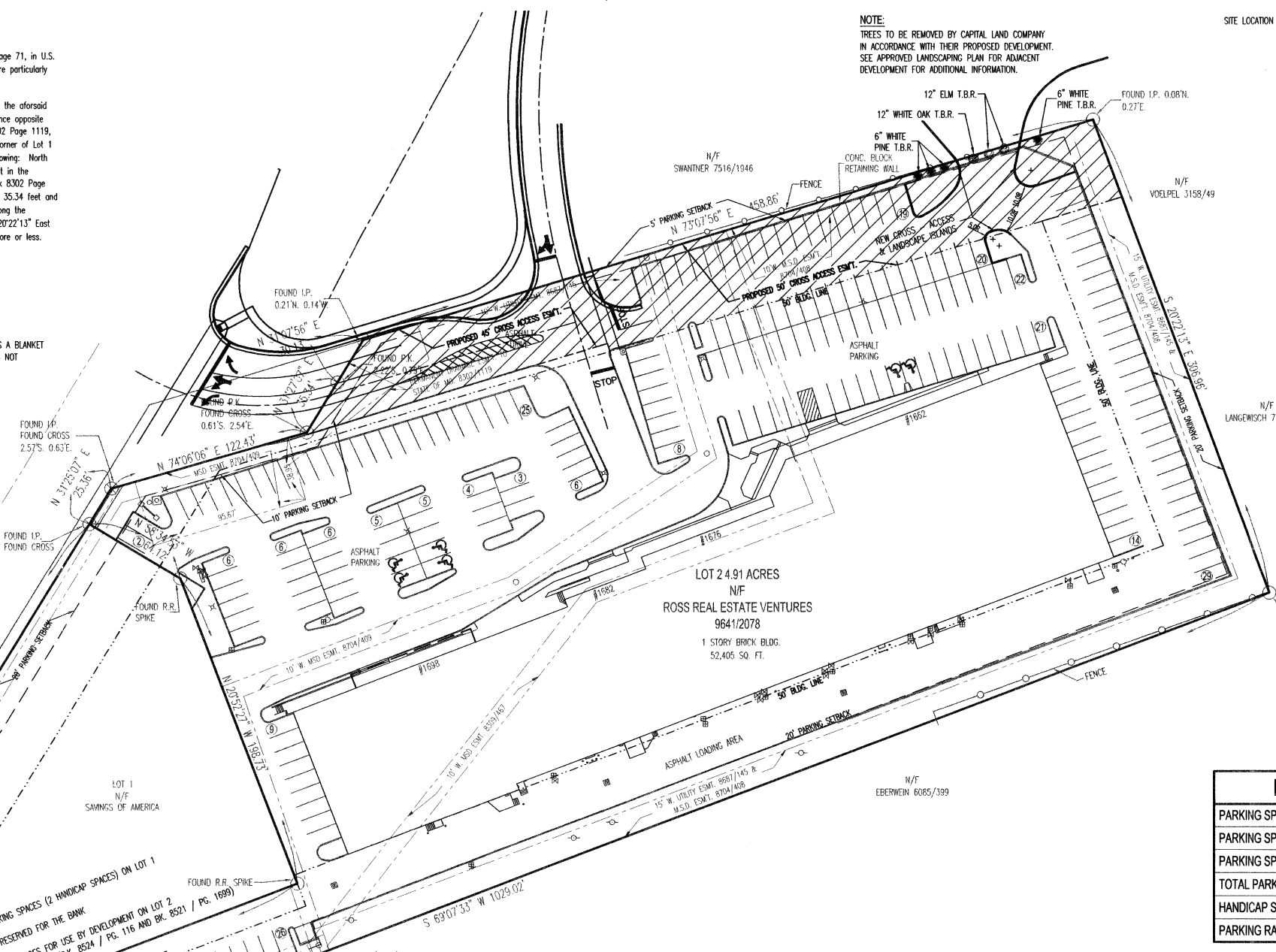
NOTES:

- 1) 8521 / 1699 - PARKING, INGRESS AND EGRESS EASEMENT FOR THE BENEFIT OF LOT 1.
- 2) 8524 / 1616 - CROSS EASEMENT AND ACCESS AGREEMENT FOR THE BENEFIT OF LOT 1.
- 3) EASEMENT TO YARHOLA PIPE CO. BY 420 / 215 AND ASSIGNED TO OZARK PIPE LINE CORP. BY 472 / 14 IS A BLANKET EASEMENT FOR PIPELINE AND TELEPHONE AND TELEGRAPH LINES COVERING THIS ENTIRE SITE. THE PIPELINE IS NOT PHYSICALLY LOCATED ON THIS SITE.
- 4) BEARING BASE ADOPTED PER SUBDIVISION PLAT RECORDED IN PLAT BOOK 287 PAGE 71.

NOTE:
TREES TO BE REMOVED BY CAPITAL LAND COMPANY IN ACCORDANCE WITH THEIR PROPOSED DEVELOPMENT. SEE APPROVED LANDSCAPING PLAN FOR ADJACENT DEVELOPMENT FOR ADDITIONAL INFORMATION.



Not To Be Recorded



LOT 2 4.91 ACRES
N/F
ROSS REAL ESTATE VENTURES
9641/2078
1 STORY BRICK BLDG.
52,405 SQ. FT.

APPROVED SITE DEVELOPMENT PLAN
CONCEPT SECTION LANDSCAPE
CITY OF CHESTERFIELD DEPT. PLANNING

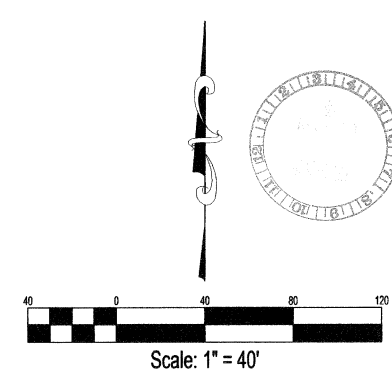
4-12-04 *Teresa Breen*
DATE DIRECTOR OF PLANNING

P.C. _____
MAP NO. _____ ZONING **CE**

AMENDED **PARKING ADJUSTMENT**
SPACE RECONFIGURATION

PARKING CALCULATIONS (LOT 2)	
PARKING SPACES REQUIRED (5.5 / 1,000 S.F.):	288
PARKING SPACES PROVIDED ON LOT 2:	236
PARKING SPACES PROVIDED FROM LOT 1:	26
TOTAL PARKING SPACES FOR LOT 2:	262
HANDICAP SPACES PROVIDED:	6
PARKING RATIO PROVIDED (52,405 S.F.):	5.0 SPACES PER 1,000 S.F.

LEGEND	
<p>EXISTING</p> <ul style="list-style-type: none"> ○ MANHOLE □ INLET MANHOLE ▨ GRATE INLET ▩ DOUBLE INLET ▧ MULTIPLE INLET ⊕ SANITARY SEWER STRUCTURE DESIGNATOR ⊕ STORM SEWER STRUCTURE DESIGNATOR --- GRADE --- FENCE --- 2" C UNDERGROUND UTILITIES --- FLOW LINE OF CREEK OR DITCH 	<p>NEW</p> <ul style="list-style-type: none"> ● MANHOLE □ INLET MANHOLE ▨ GRATE INLET ▩ DOUBLE INLET ▧ MULTIPLE INLET ⊕ SANITARY SEWER STRUCTURE DESIGNATOR ⊕ STORM SEWER STRUCTURE DESIGNATOR --- GRADE --- FENCE --- 2" C UNDERGROUND UTILITIES --- FLOW LINE OF CREEK OR DITCH
<p>ABBREVIATIONS:</p> <ul style="list-style-type: none"> AI = AREA INLET ASPH. = ASPHALT BLDG. = BUILDING CI = CURB INLET CO. = CLEANOUT CONC. = CONCRETE D.G.I. = DOUBLE GRATE INLET DN. = DIAMETER D.I.P. = DUCTILE IRON PIPE ELEV. = ELEVATION ED.P. = EDGE OF PAVEMENT ESMT. = EASEMENT EXIST. = EXISTING F.D. = FLOOR DRAIN FIN. = FINISH F.L. = FLOOR F.O.L. = FIBER OPTIC LINE GL. = GRATE INLET INT. = INTERNAL M.H. = MANHOLE O.H.E. = OVERHEAD ELECTRIC P.V.C. = POLYVINYL CHLORIDE PIPE PAINT. = PAINTMENT REQ'D. = REQUIRED R.C.P. = REINFORCED CONCRETE PIPE R.O.W. = RIGHT OF WAY T.B.R. = TO BE REMOVED T.R. & R. = TO BE REMOVED & REPLACED T.R.R.A. = TERMINAL RAILROAD ASSOCIATION U.G.E. = UNDERGROUND ELECTRIC U.G.T. = UNDERGROUND TELEPHONE V.C.P. = VITRIFIED CLAY PIPE W. = WALK 	<p>EXISTING</p> <ul style="list-style-type: none"> ○ REDUCER ▨ THRUST BLOCK ⊕ WATER METER (W.M.) ⊕ FIRE HYDRANT (F.H.) ⊕ AIR RELIEF VALVE ⊕ BLOW-OFF VALVE ⊕ BUTTERFLY VALVE ⊕ CHECK VALVE ⊕ GATE VALVE ⊕ POST INDICATOR VALVE ⊕ SMI-SESE CONNECTOR ⊕ WATER VALVE (W.V.) <p>NEW</p> <ul style="list-style-type: none"> ⊕ ADAPTER ⊕ 90° BEND FLANGE ⊕ 90° BEND WELDED ⊕ REDUCER FLANGE ⊕ REDUCER WELDED ⊕ TEE FLANGE ⊕ TEE WELDED ⊕ CAP/PLUG



THE PROFESSIONAL SEAL AND DOCUMENT NO. 000000000 ARE AFFIXED TO THIS PLAN. I HEREBY EXPRESSLY DISCLAIM ANY OTHER ESTIMATES, REPORTS, OR OTHER PARTS OF THE PROJECT TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO BE CONDUCTED BY ANY OTHER ENGINEERING GROUP, INC.

NO.	DATE	REVISIONS

CIVIL STRUCTURAL / LAND SURVEYING
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EMAIL: MAIL@FRONTENACENGINEERING.COM

DATE	CHECKED	W.K.B.	DRAWN	A.P.	SCALE
4/16/04					1" = 40'

AMENDED SITE DEVELOPMENT PLAN

DREW STATION
SUMMIT DEVELOPMENT
1662 CLARKSON ROAD
CHESTERFIELD, MO. 63017

ASP

SHEET NO. _____ OF 1

515