

IV. A.

Memorandum Department of Planning & Public Works



To: Planning and Public Works Committee
From: Mara M. Perry, Senior Planner of Site Plan Review
Date: 07/07/2008
RE: **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.

Summary

At the June 23, 2008 meeting of the City of Chesterfield Planning Commission, a recommendation for approval of the above-referenced matter was approved by a vote of 6-1. Parking reductions are approved by City Council.

Attached please find a copy of staff's report, a copy of the most recently approved Amended Site Development Plan, and Exhibits A-C from the petitioner.

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Site Plan Review

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Planning and Public Works



VII.A.

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June 18, 2008

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

The Planning Commission agenda for **June 23, 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 other similar mixed retail developments that have already received parking reductions.

Development	Square Footage	Reduction	Approved Date
Chesterfield Ridge (Chesterfield Retail)	20,500	4 per 1,000 (equal to 27.3 % for retail uses)	2002
Drew Station	52,405	N/A	N/A
Chesterfield Oaks	58,749	4.5 per 1,000 (equal to 18.2% for retail uses)	2005
Dierberg’s Marketplace	105,000	17.1% (was 10% in 1992)	2006
Hilltown Village	126,856	20% (was 15% in 1995)	1996
Clarkson Square	150,400	15%	1984

The latest edition of Institute of Transportation Engineers’ (ITE) Parking Generation Manual shows parking demand statistics for retail centers based on a survey of various retail sites. Eighty-Five (85%) percent of those surveyed were at or below the following levels:

- Mon-Thursday Non-Holiday Peak Period Parking demand = **3.35** vehicles per 1,000 SFGLA (19 sites)
- Friday Non-Holiday Peak Period Parking Demand = **4.36** vehicles per 1,000 SFGLA (14 sites)
- Saturday Non-Holiday Peak Period Parking Demand = **3.56** vehicles per 1,000 SFGLA (20 sites)
- Sunday Non-Holiday Peak Period Parking Demand = **2.39** vehicles per 1,000 SFGLA (5 sites)

Staff has reviewed multiple scenarios for how the development would be affected 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

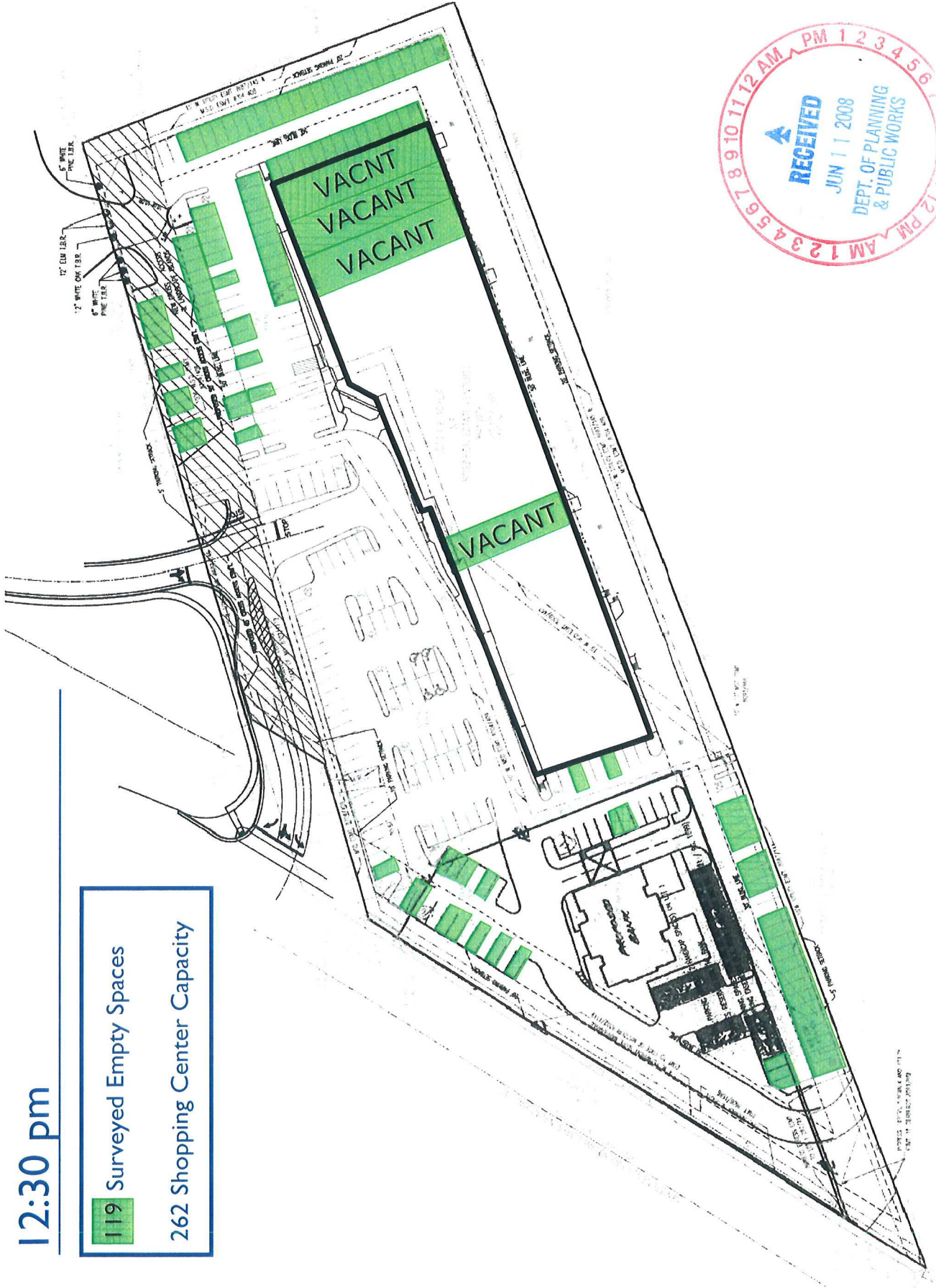
Cc: City Administrator
City Attorney
Director of Planning & Public Works

Attachments:
Exhibits A-C
Amended Site Development Plan

Exhibit A

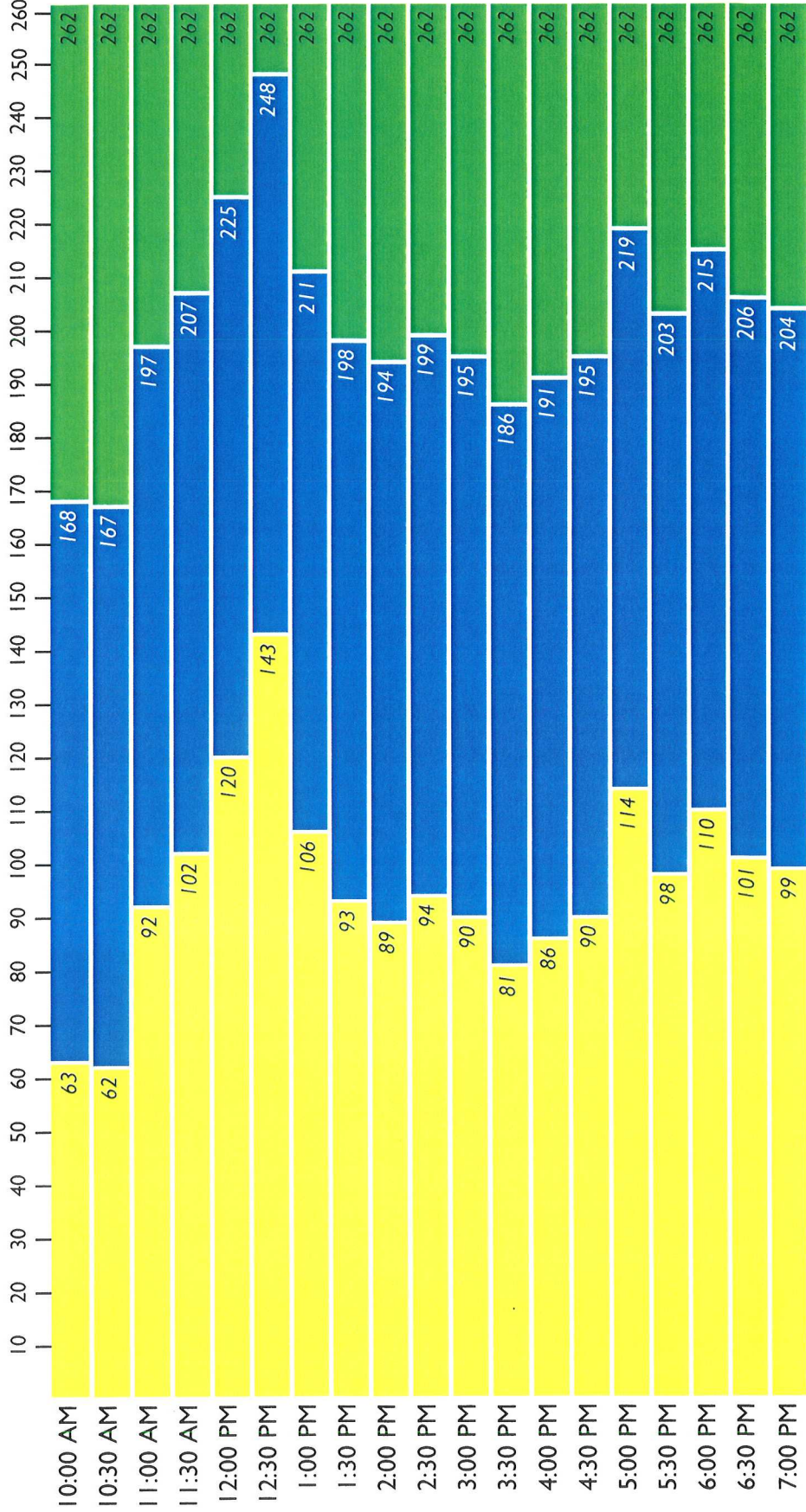
12:30 pm

119 Surveyed Empty Spaces
262 Shopping Center Capacity



PARKING PROJECTIONS

Date of Study: May 21, 2008



■ Surveyed Current Use
■ Projected Use For All Vacancies
■ Remaining Capacity
 262 Shopping Center Capacity

12:30 pm

