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Planning Commission Staff Report

Project Type: Parking Reduction

Meeting Date: August 10, 2009

From: Mara M. Perry, AICP
Senior Planner

Location: Chesterfield Commons

Applicant: Doster Guin Ullom Benson & Mundorf, LLC, on behalf of THF
Chesterfield Development, LLC

Description: **Chesterfield Commons**: Parking Reduction for a 159.69 acre tract of land, zoned “C-8” Planned Commercial District located on the south side of Chesterfield Airport Road, north of Edison Avenue and between RHL Drive and Chesterfield Commons Drive.

PROPOSAL SUMMARY

Doster Guin Ullom Benson & Mundorf, LLC, on behalf of THF Chesterfield Development, LLC has submitted a Parking Reduction for your review. The request is for a ten (10) percent reduction in parking for the Main Lot of Chesterfield Commons and all associated Outparcels. The development is currently zoned “C-8” Planned Commercial District.

LAND USE AND ZONING HISTORY OF SUBJECT SITE

On April 6, 1981, St. Louis County approved Ordinance 10,160 which zoned the property “M-3” Planned Industrial District. The City of Chesterfield approved Ordinance 1344 on November 17, 1997 which changed the boundaries of the “M-3” Planned Industrial District and an “NU” Non-Urban District to a “C-8” Planned Commercial District.

On February 7, 2000, The City of Chesterfield approved Ordinance 1600 which amended Ordinance 1344 to add property and revise access requirements. In May of 2000, The City of Chesterfield approved Ordinances 1623 and 1627 which amended

Ordinance 1600 to revise the building height requirements and to add additional permitted uses. The City of Chesterfield approved Ordinance 2081 on April 19, 2004 which repealed Ordinances 1600 and 1627 and consolidated their conditions into a singular ordinance with the addition of seasonal outdoor storage.

Land Use and Zoning of Surrounding Properties:

Direction	Land Use	Zoning
North	Mixed Use (Chesterfield Commons North & McBride and Son Center)	“C-8” & “PC” Planned Commercial
South	Levee and Trail	“NU” & “FPNU” Non-Urban and Flood Plain Non-Urban
East	Commercial (Chesterfield Commons East)	“PC” Planned Commercial
West	Commercial & Industrial (Chesterfield Commons West)	“PC” Planned Commercial & “M-3” Planned Industrial



STAFF ANALYSIS

- **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 or thirty (30) percent for developments greater than five hundred thousand

(500,000) square feet in gross floor area under single ownership or management control, 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. The Planning Commission may recommend a further reduction beyond the thirty (30) percent for developments greater than seven hundred fifty thousand (750,000) square feet of gross floor area under single ownership or management control based on a similar approved study as above.”

- **Current Conditions**

The Chesterfield Commons Development which includes the Main Lot 8 as well as all the adjacent Outparcels 1-15 has a current gross leasing area of 840,630 square feet. The number of parking spaces which have been built for the development totals 5,266 spaces. The Chesterfield Commons Development is currently parked at 6.26 parking spaces per 1,000 Square Feet of Gross Leasing Area (SFGLA)

- **Current Mix of Uses**

The current mix of uses on the Main Lot 8 includes general retail; barber, beauty, nail and tanning facilities; office; veterinarian; bank; and fast food restaurant uses. The Outparcels include primarily fast food and sit down restaurants; with some general retail; barber, beauty, nail and tanning facilities; and a vehicle service center. The development is currently 94.4% occupied with only 46,500 square feet of vacant space available.

- **Parking Counts**

Staff performed field parking counts during the first week of June 2009 on the peak retail/restaurant parking time of noon. The counts found the parking spaces of the entire development to be only thirty-four (34) percent occupied during that peak time. The occupancy percentage of Main Lot 8 without the Outparcels was only twenty-eight (28) percent.

- **Parking Demand**

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 idea that 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.

- **Proposed Changes to Existing Development**

THF Chesterfield Development, LLC has proposed to make changes to the existing end parking islands located along the south side of THF Boulevard. According to the submittal for the parking reduction, those changes would result

in a net loss of 215 existing parking spaces. According to the plans submitted for review the loss would be 207 with potential for minor changes during construction.

- **Parking Calculations**

Based on the data submitted and the field verification and data collection done by Staff, the following is a summary of the parking that would be required and the impacts of the ten (10) percent reduction.

Required Parking Based on Current Tenant Mix	5,196
Current Parking Spaces Available	5,266
Required Parking at 100% Occupancy (based on all vacant spaces leased at General Retail Use)	5,452
Parking Spaces with loss from new parking islands	5,059
After proposed ten (10) percent reduction:	
Required Parking at 100% Occupancy (based on all vacant spaces leased at General Retail Use)	4,907
Additional spaces available should Uses requiring above the 5.5 per thousand square feet of retail go into the vacant leasing locations	152

DEPARTMENTAL INPUT

Please see the attached required Justification Statement and Exhibits submitted by the petitioners in regards to this request. The petitioner will be available at the meeting to answer questions regarding the details of the parking reduction request.

Staff has reviewed the Parking Reduction and has found the application to be in conformance with the City Code. Municipal Zoning Approvals for any new tenants will require the submittal and review of the overall parking numbers prior to receiving approval to obtain building permits

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- 1) “I move to approve (or deny) the ten (10) percent Parking Reduction for Chesterfield Commons.”
- 2) “I move to approve the ten (10) percent Parking Reduction for Chesterfield Commons with the following conditions...” (Conditions may be added, eliminated, altered or modified)

Cc: City Administrator
City Attorney
Department of Planning and Public Works

Attachments:
Justification Statement from Petitioner
Parking Exhibits

JUSTIFICATION STATEMENT

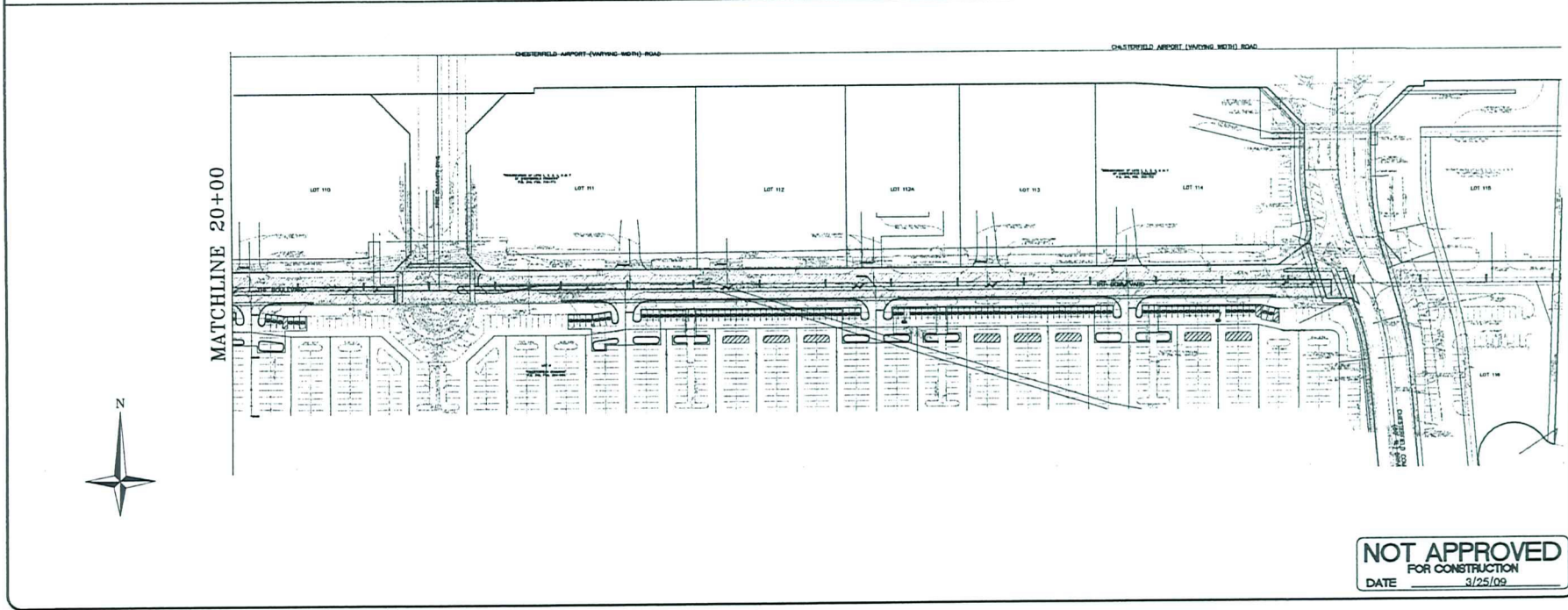
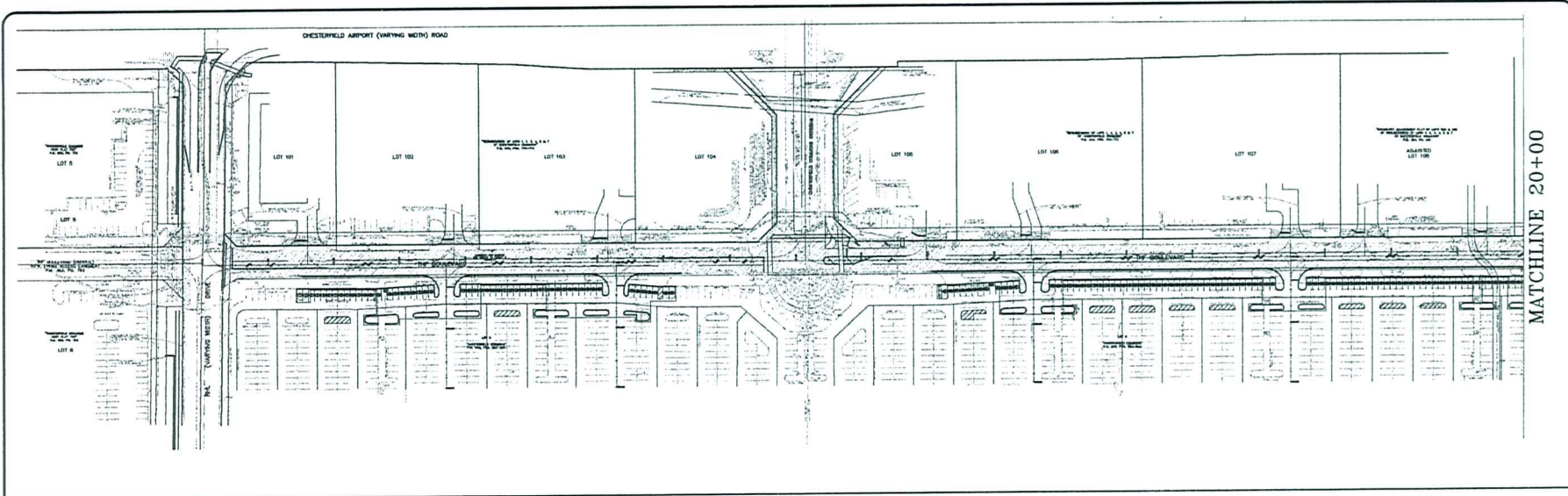
PARKING REDUCTION REQUEST

CHESTERFIELD COMMONS, CHESTERFIELD, MO

In accordance with Section III of the Parking Reduction Worksheet submitted on behalf of Chesterfield Commons, please note the following:

In accordance with City Ordinance, the owners of the Chesterfield Common Shopping Center are requesting a reduction equal to Ten Percent (10%) of the total number of parking spaces currently required for the Center. Four percent (4%) of the reduction requested (approximately 215 spaces) relates to lost spaces to accommodate installation of Canoe Islands. Once installed, the Canoe Islands will improve overall traffic flow, access and aesthetics for the entire development (see Exhibit A attached which shows the proposed location for installation of the Canoe Islands).

The remaining six percent (6%) reduction (an additional 331 spaces) will establish parking requirements at a level which appropriately reflects the various mix of uses at the Center. Photographs attached as Exhibit B taken on November 24, 2007 at 2:30 in the afternoon (the Saturday after Thanksgiving) demonstrate that surplus parking is available given the current mix of tenants. The requested reduction would provide the owners with a better ability to attract and maintain the current mix of uses which have helped assure the continued success of the Chesterfield Commons Development.



SHEET NO.

Job No. 050-09
 Date: 3/25/09
 Scale: 1"=80'
 Drawn by: BEC
 Design by: BEC
 Approved by: CMB
 File Name: PLN

REVISIONS

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 Traffic and Transportation Engineers
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ROADWAY
 OVERALL
 THE BOULEVARD ROUNDABOUTS
 @ CHESTERFIELD COMMONS
 CHESTERFIELD, MISSOURI

NOT APPROVED
 FOR CONSTRUCTION
 DATE 3/25/09

Exhibit A



Exhibit B







