

## MEMORANDUM

TO: Michael G. Herring, City Administrator  
FROM: Mike Geisel, Director of Public Services  
SUBJECT: Planning & Public Works Committee Meeting Summary  
Thursday, August 21, 2014



I.A.

A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, August 21, 2014 in Conference Room 101.

In attendance were: **Chair Dan Hurt** (Ward III), **Councilmember Connie Fults** (Ward IV), **Councilmember Nancy Greenwood** (Ward I), and **Councilmember Elliot Grissom** (Ward II).

Also in attendance were: Mayor Bob Nation; Planning Commission Chair Mike Watson; Jim Eckrich, Public Works Director/City Engineer; Aimee Nassif, Planning & Development Services Director; Jessica Henry, Project Planner; and Kathy Juergens, Recording Secretary.

The meeting was called to order at 5:30p.m.

### I. APPROVAL OF MEETING SUMMARY

#### A. Approval of the August 7, 2014 Committee Meeting Summary.

Councilmember Greenwood made a motion to approve the Meeting Summary of August 7, 2014. The motion seconded by Councilmember Grissom and **passed by a voice vote of 4 - 0.**

### II. OLD BUSINESS – None.

### III. NEW BUSINESS

- A. **P.Z. 12-2013 The Wedge (McGrath Plaza)**: A request for a change of zoning from an existing "C8" Planned Commercial District to a new "PC" Planned Commercial District for 5 tracts of land totaling 5.26 acres located on the north side of Olive Street Road, west of its intersection with Chesterfield Airport Road. (17W620235, 17W620246, 17W610104, 17W610094, 17W610083).

### STAFF REPORT

Ms. Aimee Nassif, Planning and Development Services Director, stated the request is for a change of zoning from a "C8" District to a "PC" District for five tracts of land totaling 5.26 acres located in the area of Olive Street Road and Chesterfield Airport Road, more commonly referred to as "The Wedge". The site is governed by three different "C8" ordinances that were approved in 1993. Allowed uses consist of multiple restaurants, a bar, gas station, convenience store and a two-story office building with several curb cuts and access points off of Olive Street Road, relocated Olive Street, and Chesterfield Airport Road. The proposal is to incorporate the entire area into one new Planned Commercial District. The original application for this petition was submitted in September, 2013. Since that time, Staff has had several meetings with the

applicants. A Public Hearing was held on October 28, 2013. At that time, the Planning Commission identified several issues which were also issues and concerns of Staff's. An Issues Meeting was held on December 9, 2013 and the main areas of concern remained as follows:

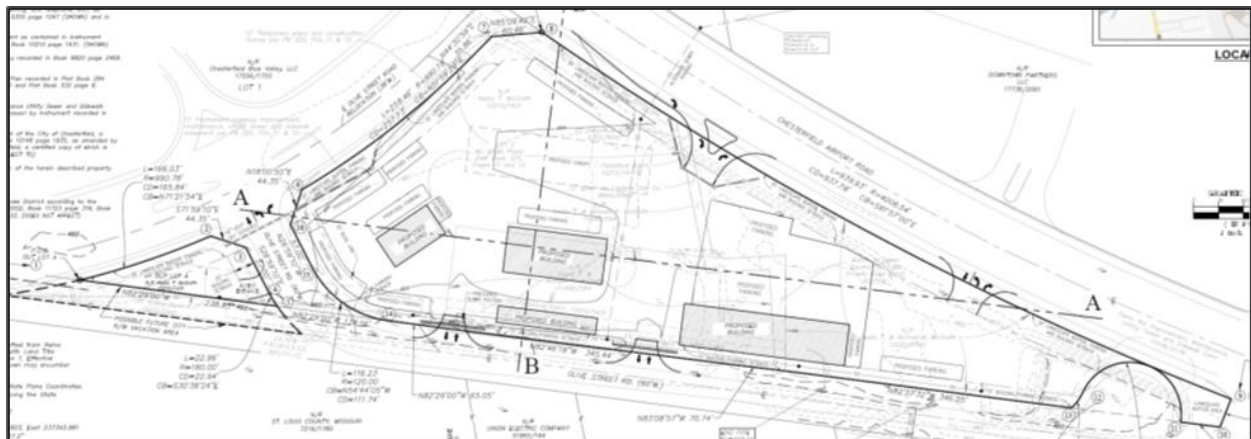
- The number, type, and intensity of uses for the site;
- The number and location of access points into the development; and
- The requested setbacks and lack of required landscape buffers.

After the Issues Meeting and meetings with Staff, the Petitioner submitted a revised Preliminary Plan to address the outstanding issues. The changes to the revised Plan are noted below:

1. The number of requested uses has been reduced from 85 to 48.
2. A 30-foot landscape buffer is provided along Chesterfield Airport Road and relocated Olive Road, both of which are classified as major arterials.
3. The proposed access point off relocated Olive Street Road has been eliminated.
4. The easternmost building has been eliminated.
5. The parking and building setback along Old Olive Street Road is proposed at 15 feet.
6. The access point on the cul-de-sac at the easternmost end of the site has been eliminated.

### Access

The main area of concern for the City has been access to the site. Due to the request of the Applicant, and comments received from St Louis County regarding access, Staff required that an access analysis be performed. The preliminary plan below shows the current proposal from the applicant.



There are two access points off of Olive Street Road, which meets the City's access requirements for a local street, and a proposed full curb cut located directly across from Comfort Inn & Suites' curb cut, which meets the City's access management requirements as well. .

It should be noted that the proposed curb cuts do help to improve the internal circulation of the site due to the unique shape of the site. Because of this, Staff does not oppose the proposed right-in and right-out access point off Chesterfield Airport Road with an extended pork-chop median constructed.

Staff has reviewed the request for this zoning map amendment and has found that the request, as currently presented, is compliant with City Code and compatible with the surrounding land

uses and zoning districts. The Planning Commission recommended approval of the zoning map amendment request by a vote of 9 – 0 at its August 11, 2014 meeting.

### **DISCUSSION**

Chair Hurt inquired about the total square footage of the buildings. Ms. Nassif indicated four buildings are in the Preliminary Plan but no proposed square footage has been identified on the plan or established in the Attachment A.

Chair Hurt commented that he is opposed to the number of curb cuts. He is in favor of the full access across from the hotel as well as the access point along Olive Street Road that aligns with the driveway across from it. He stated that it is difficult to predict in 20 to 30 years what the traffic pattern will be in this area. He pointed out that Highway 109 will eventually come through at this point and Chesterfield Blue Valley will be fully developed. This is the western gate to the City and traffic congestion in this area will only increase. If a reduced number of curb cuts affects the interior traffic flow, it is a problem for the developer to resolve.

Councilmember Fults stated that when this first came before the Planning Commission, the issues were density, the number of uses, the number of buildings, lack of setbacks, the number of curb cuts, and lack of landscaping. Some improvements have been made since that time; however, she feels there are additional improvements still needed.

To clarify, Ms. Nassif stated the original plan proposed five access points. The revised plan has one restricted, one full, and two access points at the rear of the lot off of the local street. They have also removed the building in the far eastern corner of the site. Additionally, there is now a 15 foot parking and building setback along Old Olive Street Road. This is a preliminary plan and thus conceptual in nature as the City has a two-step process for zoning and site plan review. Staff had expressed concern to the applicant about their ability to meet parking and landscape requirements during site plan review stage. Consequently, some of the building footprints have been moved further from Chesterfield Airport Road and relocated Olive. Ms. Nassif pointed out that Staff did not include a square footage requirement in the Attachment A, but Council has the option of adding one.

Chair Fults said that when the project was first presented, a gas station, strip stores and a drive-thru restaurant were all shown. Now there are three buildings with no square footage indicated and there are still 48 possible uses. The number of uses still needs to be narrowed down so the Committee can have some idea as to what they are approving. She is pleased to see additional landscaping and questioned how much landscaping is being provided. Ms. Nassif stated they have to provide 35% openspace and a 30 foot landscape buffer along relocated Olive Street Road and Chesterfield Airport Road.

### **PLANNING COMMISSION REPORT**

Mike Watson, Planning Commission Chair, indicated the Planning Commission objected to the number of uses and to the full access across from the hotel until it was pointed out that it would become a signalized intersection. Ms. Nassif clarified that this will not be a signalized intersection.

Councilmember Greenwood agreed with Councilmember Fults' comments and stated she did not agree with allowing 24-hour access especially since the proposed use of the site is not known. She also indicated that she would like to know the proposed total square footage of the buildings. Since there are too many unknowns, she is not willing to vote on the petition at this time.

Councilmember Grissom also agreed with the general consensus and stated it is hard to make a decision with not knowing what the uses will be.

## **PETITIONER COMMENTS**

### **Landscape**

Mr. Doug Tiemann, Engineer with Picket, Ray & Silver, discussed the landscape requirements and explained they are providing the required 30 foot buffer along the full length of relocated Olive Street and along Chesterfield Airport Road. Even though a buffer is not required along Old Olive Street, they are providing one.

### **Proposed Uses/Square Footage**

Mr. Tiemann stated they reduced the number of uses to 48 but they do not know exactly how the retail building will be used and how that area will be configured. He discussed floor area ratios and stated they are well below the requirement. When looking at the plan, it appears there is a lot of density within the site, but the total acreage is a little over 5 acres. He also indicated that they can easily meet the 35% openspace requirement – buffers will be provided at each end of the site with greenspace by the cul-de-sac and Outlot A.

Chair Hurt asked if Mr. Tiemann could identify the square footage or use of any of the four buildings depicted on the plan. Mr. Tiemann replied that the building depicted in the middle of the site is a proposed convenience store with roughly 5,000 square feet. The building behind it is projected to be a car wash. The building on the left is set up to be a drive-thru restaurant with 2,000 square feet and the building on the right is a proposed 10,000 square foot retail use. Chair Hurt felt it was possible to reduce the proposed number of uses and to identify the square footage area. Attorney Brad Goss stated they are trying to forecast possible uses for the next 30 years.

Councilmember Fults expressed concern about the traffic circulation in the site. Ms. Nassif explained the purpose of the Preliminary Plan during zoning and why limited conceptual items are shown as this is the first step of the City's two step process.

Councilmember Fults stated that it leads into why there is a request for so many access points. If the goal is to have a gas station, car wash and fast-food restaurant, then there is very limited movement through the site from the access point that the City wants for this site. The uses are now dictating the access points whereas the access points should dictate the uses. Ms. Nassif verified the access study submitted by the applicant identified just four uses.

Chair Hurt pointed out that the number of fuel pumps will also affect the traffic patterns.

### **Access**

Mr. Goss explained that currently the site provides for three parcels and allows for substantially more access to the site than what they are proposing. He recognizes the City's desire to limit the number of access points so they are trying to develop it in a way that is reasonable. They would not have chosen to place a full access point onto Chesterfield Airport Road at the eastern portion of the site; however, since the hotel's access is already located directly across from it, they have to accept it. They would prefer to place access at the middle of the site. They have performed extensive site plan studies to make sure there are no traffic conflicts and to make sure the building setbacks are in compliance. As a result of these studies, they have determined another access point off Chesterfield Airport Road is critical so as not to create traffic conflicts. They have limited this access to a right-in/right-out only in an attempt to work with City requirements.

The access off of relocated Olive Street Road has been eliminated even though Mrs. McGrath had obtained that curb cut by giving the right-of-way to St. Louis County, which has enabled the development of the area surrounding the parcel including the outlet mall. They are agreeing to back off of this in order to work with the City and to come up with a site that works internally for them as well.

They have also eliminated the building on the eastern side at Staff's suggestion; however, economically it was not in their best interest. In terms of the location of the retail center building, they know the size cannot increase any more to the east because if it does, it will create a traffic conflict with the loading zone, and it cannot be shifted westerly because an exit point is there.

The gas pumps and the convenience store in the center works for circulation. They have given the circulation considerable thought having performed a traffic study and have worked with Staff extensively. The traffic consultant confirmed the access points would work and not cause problems. Nonetheless, due to Staff's concern, they have eliminated the entrance at relocated Olive Street Road to try and meet the City's access guidelines.

They feel the current configuration overall fits into the City's guidelines and they work well with the site. Upon site plan review, they will identify the proposed uses.

Chair Hurt stated he would prefer to work out the details now and not wait for the site plan review. He would like to see the number of uses reduced, requested the traffic study be distributed to the Councilmembers, and asked for better clarification on the square foot area of the buildings as restrictions may have to be included in the Attachment A.

**Councilmember Fults made a motion to hold P.Z. 12-2013 until the next meeting to give the applicant another opportunity to address the Committee's concerns.** The motion was seconded by Chair Hurt.

Chair Hurt then asked that Staff provide the traffic study to the Committee, asked the petitioner to provide a better definition of the square foot area and footprints, to pare down the number of uses, and to address the hours of operation.

Councilmember Grissom stated he is having a difficult time in understanding how the traffic flows through the site. Councilmember Fults felt that the traffic does not work for the site considering the proposed carwash, restaurant and retail building unless there are five curb cuts and she does not think the Committee will approve that many curb cuts.

**The motion to hold passed by a voice vote of 4 – 0.**

Ms. Nassif then asked that the motion be amended to allow the Petitioner to come back to the Committee when they are ready rather than at the next meeting to allow adequate time to address the concerns raised.

**Councilmember Fults amended the motion to hold P.Z. 12-2013 until the next possible meeting after these comments were addressed.** Councilmember Hurt accepted the amendment to the motion. **The amended motion passed by a voice vote of 4 – 0.**

- B. P.Z. 13-2014 City of Chesterfield (Unified Development Code - Article 3):** An ordinance repealing sections 03-03H, 03-04E, and 03-06 of the City of Chesterfield Unified Development Code and replacing them with new sections to address the lot area criteria for the “R-2” Residence District, development standard for the “PI” District and the Use Table for Residential Districts pertaining to the “LLR” Residence District.

**Councilmember Fults** made a motion to forward **P.Z. 13-2014 City of Chesterfield (Unified Development Code - Article 3)** to City Council with a recommendation to approve. The motion was seconded by **Councilmember Grissom** and **passed** by a voice vote of 4 - 0.

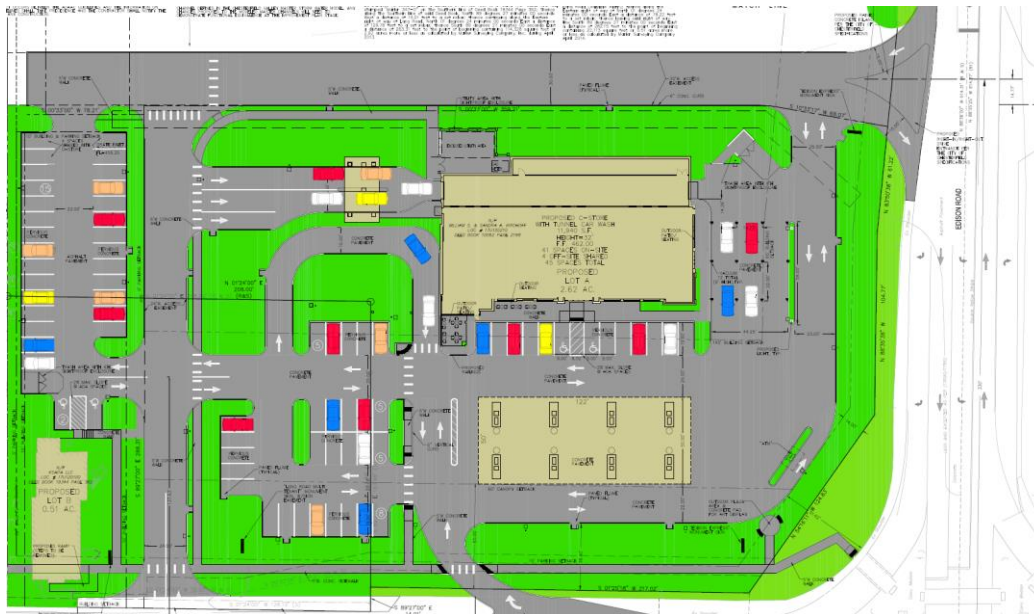
**Note:** One Bill, as recommended by the Planning & Public Works Committee, will be needed for the September 3, 2014 City Council Meeting.  
See Bill #

**[Please see the attached report prepared by Aimee Nassif, Planning and Development Services Director, for additional information on P.Z. 13-2014 City of Chesterfield (Unified Development Code - Article 3).]**

- C. Monarch Center, Lots A & B (Edison Express):** A Site Development Section Plan, Landscape Plan, Lighting Plan, Architectural Elevations, and Architect’s Statement of Design for a 3.13 acre tract of land zoned “PC” Planned Commercial District located on the northeast corner of the intersection of Long Road and Edison Road.

### **STAFF REPORT**

**Ms. Aimee Nassif**, Planning and Development Services Director, stated that the Concept Plan for Monarch Center was approved by Planning Commission along with the Site Development Section Plan for Lots A and B. City Council subsequently called for Power of Review on the Section Plan.



The site has one (1) restricted access off Edison Road for a right-in/right-out, along with full access across from the fire house, and a right-in only off Long Road. The proposal includes a gas station, three-lane car wash facility, convenience store with a fast-food drive-thru restaurant, several areas of greenspace and public art.

The site meets the City's parking requirements and will also utilize shared parking with the adjacent lot. The Landscape Plan details the sidewalk area and seating area with public art, and shows 30 feet of landscaping along Long and Edison Roads. The plan was reviewed by the City Arborist and meets the City's landscape requirements.

The Lighting Plan meets the City's light code requirements and includes several different types of light fixtures, both building-mounted and freestanding in the parking lot.

The Architectural Elevations were reviewed by the Architectural Review Board and were recommended for approval with some minor modifications. The elevations were also approved by Planning Commission by a vote of 8 - 1.

### **PLANNING COMMISSION REPORT**

Planning Chair Watson reported that the Commission's major concerns related to: 1) the drive-thru restaurant and safety concerns regarding pedestrian flow to the outdoor eating area; 2) the proposed three lanes going into the car wash and concern that the third lane would cause traffic congestion; 3) traffic flow in the southeast corner; and 4) the ATM in the southwest corner and why it is not inside the convenience store.

Since the Planning Commission meeting, Ms. Nassif pointed out that the outdoor eating area has been changed to greenspace; concerns about the three-car car wash bay were addressed by including more greenspace and relocating the car wash entrance off the internal drive to the development. She stated that the Commission also asked that the raised median constructed as part of the right-in/right-out access point be extended to assist motorists. The Commission had also requested more information about the outdoor seating in the car wash area. The Commission had concerns about cars exiting the car wash and how they would exit the site; but it was explained that an attendant would be driving the car out to the dry-down area so motorists would be required to leave from a designated area.

### **DISCUSSION**

#### **Greenspace Area**

Chair Hurt asked whether the greenspace area, which was formerly the patio, could be used as a picnic area. Ms. Nassif explained that since it is shown on the Landscape Plan as enhanced landscaping, it must remain that way. The landscaping was added to alleviate safety concerns about pedestrians crossing the drive-thru area to access the patio.

#### **Building Design**

Councilmember Fults noted her appreciation of the building design.

#### **Site Circulation**

Councilmember Fults expressed concerns about the site circulation and had questions about a number of parking spaces which she feels are "in the middle of traffic flow" and asked about how this plan differs from what was shown during the zoning of the site.

Ms. Nassif stated that since the rezoning, the plan has changed significantly noting that some areas of parking were removed, the internal drive was realigned, the right-in only access point off Long Road and the throat depth have been set and extended from what was previously

shown. She explained that the site does need the amount of parking now shown because fast-food, drive-thru restaurants require 15 spaces/1,000 sq. ft. which is what is driving the large amount of required parking.

Councilmember Greenwood also expressed concern about the site circulation and pedestrian flow. She further stated she does not think two handicap parking spaces are enough for the site. She had concerns that there may not be enough stacking space at the drive-thru resulting in cars backing up while waiting to turn into the drive-thru lane.

Chair Hurt then asked the Petitioner to address the concerns raised.

Mr. Brandon Harp, representing the developer, stated that after meeting with the Planning Commission and Staff, they made changes to the plan by relocating the entrance lanes to the car wash; relocating the outdoor patio area; and moving the drive-thru restaurant entry lane further north to line up with the drive lane to the west. Subsequent to the Preliminary Development Plan and the progression of the Site Development Plan, they are sharing four parking spaces with the doctor's office; and moved some of the parking to the north to allow for larger landscape islands. Mr. Harp then pointed out the various areas of outdoor seating that are included on the Site Development Section Plan.

Mr. Harp pointed out that concerns raised by the Planning Commission included the ingress and egress through the car wash tunnel and possible traffic conflicts with the other uses on the site. Mr. Harp explained that customers using the car wash will exit the vehicle before entering the tunnel. The car will exit the tunnel to the dry down area south of the building where customers will pick up their car. This will prevent cars from exiting the tunnel and continuing south to the southern east/west internal driveway.

The ATM area is not within the internal circulation and it is anticipated that there will only be 2-3 vehicles using it at any one time.

Chair Hurt then made suggestions on how to improve the site circulation which would move some of the parking out of the congested area. He stated that he feels the design of the car wash area is appropriate.

Mr. Mace Nosovitch, owner and developer of the site, agreed that the suggestion regarding the entrance is a viable option, but disagreed with the suggestion to shift parking spaces. He then pointed out that the proposed restaurant is a 1200 sq. ft. doughnut shop – not a McDonald's. He does not think there will be a lot of people in the restaurant and that most of the parking spaces will be used by employees. Commissioner Fults noted that with the drive-use being requested, they have the option of putting in a fast-food restaurant. Mr. Nosovitch then explained that 16 cars can park at the fuel pumps but those spaces are not counted as parking spaces; if they could be considered as parking, some of the other spaces could be removed from the site.

Mr. Harp indicated that he would try to address the concerns raised by the Committee.

With respect to the entrance to the fast-food restaurant, Planning Chair Watson pointed out that four of the Planning Commissioners wanted that entrance to be separate from the car wash.

**Councilmember Fults made a motion to hold Monarch Center, Lots A & B (Edison Express) to allow the Petitioner to address the concerns raised and to bring it back to the Committee at the next possible meeting once these comments were addressed.** The motion was seconded by Councilmember Grissom.



### **Discussion on the Motion**

Councilmember Grissom questioned the location of the ATM and why it is considered to be better outside than inside the building. Mr. Harp explained that it is outside as a convenience for the customer and noted that it also allows for more privacy and security when located outside.

The vote on the motion to hold **passed by a voice vote of 4 - 0.**

### **D. Model Traffic Ordinance.**

#### **STAFF REPORT**

Jim Eckrich, Public Works Director/City Engineer, stated Staff has become aware of a number of traffic postings which were not in accordance with the City's Model Traffic Ordinance. To ensure the Model Traffic Ordinance reflects exactly what is posted, Staff performed a comprehensive review of each of the City's Traffic Schedules. This is simply a housekeeping measure to ensure that our traffic ordinances are as precise as possible and accurately reflect the postings and traffic conditions on our roadways.

**Councilmember Fults made a motion to forward the Model Traffic Ordinance to City Council with a recommendation to approve.** The motion was seconded by Councilmember Grissom and **passed by a voice vote of 4 - 0.**

**Note: Sixteen Bills, as recommended by the Planning & Public Works Committee, will be needed for the September 3, 2014 City Council Meeting.  
See Bill #**

**[Please see the attached report prepared by Jim Eckrich, Public Works Director/City Engineer, for additional information on the Model Traffic Ordinance.]**

## **IV. PROJECT UPDATES**

Ms. Aimee Nassif, Planning and Development Services Director, provided the following summation.

### **Ward 1: Project Update**

- Monsanto Campus
- Four Seasons Plaza
- St. Luke's Hospital

### **Ward 2: Project Update**

- Herman Stemme Office Park – Mitek USA
- Beckman Properties

### **Ward 4: Project Update**

- Chesterfield Blue Valley, Lot 1 A, Gas Mart
- Chesterfield Senior Living
- Spirit Valley Business Park, Lot 7, The Place
- Burgundy Arrow – Bar Louie
- Wild Horse Bluffs

**Other Projects under Review:**

- 18626 Olive Street Road
- 318 N Eatherton Road
- 346 N Eatherton Road
- Arbors at Kehrs Mill
- Arbors at Wild Horse
- Boone's Crossing NE Interchange
- Brattle Hill
- Chesterfield Blue Valley Lot 4
- Chesterfield Blue Valley, Outlet addition
- Chesterfield Exchange, Lot 1
- Chesterfield Plaza
- Larry Enterprises/Lynch Hummer (Scott Enterprises)
- Mercy Health Systems
- New Covenant Group (Kemp Auto Museum Subdivision)
- Property Maintenance Code research/update
- Reserve at Chesterfield Village
- Spirit Valley Business Park, Lot 16
- The Wedge
- Unified Development Code Article 3 Amendments
- Wildhorse Overlay District Updates

**V. OTHER****VI. ADJOURNMENT**

The meeting adjourned at 6:47 p.m.