

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
MAY 27, 2020**

VIRTUAL MEETING VIA ZOOM

The meeting was called to order at 7:00 p.m.

I. ROLL CALL

PRESENT

Commissioner John Marino
Commissioner Debbie Midgley
Commissioner James Rosenauer
Commissioner Gene Schenberg
Commissioner Jane Staniforth
Commissioner Guy Tilman
Commissioner Steven Wuennenberg
Chair Merrell Hansen

Mayor Bob Nation
Councilmember Mary Ann Mastorakos, Council Liaison
Mr. Michael Lindgren, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning
Mr. Mike Knight, Assistant City Planner
Ms. Mary Ann Madden, Recording Secretary

ABSENT

Commissioner Allison Harris

Chair Hansen acknowledged the attendance of Mayor Bob Nation; Councilmember Mary Ann Mastorakos, Council Liaison; Councilmember Mary Monachella, Ward I; Councilmember Dan Hurt, Ward III; and Councilmember Michelle Ohley, Ward IV.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS – None

V. APPROVAL OF MEETING SUMMARY

Commissioner Tilman made a motion to approve the Meeting Summary of the May 11, 2020 Planning Commission Meeting. The motion was seconded by Commissioner Midgley.

Upon roll call, the vote was as follows:

**Aye: Commissioner Marino, Commissioner Midgley,
Commissioner Rosenauer, Commissioner Schenberg,
Commissioner Staniforth, Commissioner Tilman,
Commissioner Wuennenberg, Chair Hansen**

Nay: None

The motion passed by a vote of 8 to 0.

VI. PUBLIC COMMENT

A. Chesterfield Outlets (The District) 4th ASDP

Petitioner:

1. Mr. Tim Lowe, Vice President of Leasing and Development, The Staenberg Group, 2127 Innerbelt Business Center Drive, St. Louis, MO

Mr. Lowe noted that as a result of evaluating the proposed future project phases of The District, they have determined that the proposed office building is no longer feasible at the subject site due to its limited size and shared parking. Consequently, there is no longer a need for the structured parking deck. Parking requirements for The Music Factory can be adequately handled with a surface parking lot, and the Traffic Management Plan has been updated to address this change. In addition to a few other minor revisions, the proposed 4th Amended Site Development Plan is required to remove the structured parking deck and replace it with a new surface parking lot.

2. Mr. Todd Ehlen, Civil Engineer for the project, Stock & Associates Consulting Engineers, 257 Chesterfield Business Parkway, Chesterfield, MO – available for questions.

VII. SITE PLANS, BUILDING ELEVATIONS AND PLATS

- A. Chesterfield Outlets (The District) 4th ASDP: An Amended Site Development Plan, Landscape Plan, and Lighting Plan for a 48.2 acre tract of land zoned “PC” Planned Commercial District located north of North Outer 40 Road east of Boone’s Crossing (17T420027).

Mr. Mike Knight, Assistant City Planner, provided the following information about the Amended Site Development Plan for The District:

Background

In 2012, a Site Development Plan was approved for a 472,282 square foot outlet retail center, followed by an Ordinance Amendment and Amended Site Development Plan in 2019 for Phase 1 of The District. Phase 1 included a 3,000 sq. ft. indoor music venue, the Main Event recreation center, and a two-story parking garage.

Request

The request is to remove the two-story parking garage from the Site Development Plan and add surface parking in its place. As the Office is no longer in scope for phase 2, the garage is no longer warranted.

Chesterfield Valley Design Policy - Automobile Parking for Buildings Along I-64

The policy states that *Parking should be primarily located to the side or rear of any building façade facing I-64/US 40 or along North Outer 40.*

The existing surface parking is primarily in front of all of the existing buildings. The new surface parking is in the same location as the approved two-story parking garage on the 3rd Amended Site Development Plan, which is west of the approved buildings.

Parking

The proposed parking meets all Unified Development Code requirements, and continues to be closer to the maximum parking allowed vs. minimum allowed.

Circulation and Access

No changes are proposed in the vehicular or pedestrian access than what was approved in the 3rd Amended Site Development Plan.

Rivers Edge Park

All necessary access and parking easements associated with the Rivers Edge Park were secured with the 3rd Amended Site Development Plan, and no changes are necessary in conjunction with the requested update. Access will be maintained to Rivers Edge Park throughout the construction process of The District.

Lighting

The site lighting has been updated in conjunction with the parking re-configuration.

Landscaping

The landscaping has also been updated in conjunction with the parking re-configuration and meets all code requirements.

Open Space

Proposed open space is 32.3% compared to the required 30% open space for the site.

Traffic Management Plan

An updated Traffic Management Plan has been provided for the updated parking in relationship to the parking garage being removed from the Site Plan.

Commissioner Tilman made a motion recommending approval of the Amended Site Development Plan, Landscape Plan, and Lighting Plan for Chesterfield Outlets (The District). The motion was seconded by Commissioner Midgley.

Discussion

Parking

It was confirmed that the site is allowed 2,500 parking spaces with 2,462 proposed spaces on the surface parking lot.

Rivers Edge Park

At the City's request, the Developer has agreed to provide access to Rivers Edge Park and its parking during the construction process.

Landscaping

Commissioner Wuennenberg noted that because of a seepage berm on the site, trees are not permitted to be planted in this area. As a result, he has concerns that the parking lot will not be adequately screened, and requested additional plantings to soften the appearance of the lot. Discussion followed with suggestions being made to consider plantings in containers, grass medians, and berming similar to Chesterfield Commons. Mr. Lowe noted that the site's landscaping is already very comparable to Chesterfield Commons. Mr. Justin Wyse, Director of Planning, added that the site is heavily landscaped and noted that the large sign currently being installed cannot be seen from the highway because of the landscaping.

Commissioner Wuennenberg made a motion to amend the motion to have the Petitioner work with Staff to review the landscaping. The motion was seconded by Commissioner Tilman.

It was clarified that the project would move forward without having to come back to the Planning Commission with any possible revised Landscape Plan. Mr. Lowe asked for specific criteria as to what the Planning Commission is seeking as they feel they have met the landscaping requirements. Mr. Knight stated that Staff would work with the City Arborist to see if there are any specific areas that could be improved to provide a better buffer, but it is not anticipated there would be any major changes.

Upon roll call, the vote on the amendment was as follows:

**Aye: Commissioner Midgley, Commissioner Rosenauer,
Commissioner Schenberg, Commissioner Staniforth,
Commissioner Tilman, Commissioner Wuennenberg,
Commissioner Marino, Chair Hansen**

Nay: None

The motion passed by a vote of 8 to 0.

Upon roll call, the vote on the motion to approve, as amended, was as follows:

**Aye: Commissioner Rosenauer, Commissioner Schenberg,
Commissioner Staniforth, Commissioner Tilman,
Commissioner Wuennenberg, Commissioner Marino,
Commissioner Midgley, Chair Hansen**

Nay: None

The motion passed by a vote of 8 to 0.

VIII. UNFINISHED BUSINESS - None

IX. NEW BUSINESS

A. City of Chesterfield – Travel Demand Model Update

Mandy Anderson of Garver and Chris Novasel of GBA presented a PowerPoint Presentation highlighting aspects of the 'Travel Demand Model Update' for the City of Chesterfield. Excerpts from the *Executive Summary* and *PowerPoint Presentation* are summarized below.

In 2018, GBA was retained by the City of Chesterfield to complete an update of the City's existing PM peak hour travel demand model. The scope of work included a model update of existing land use and infrastructure, data collection, model calibration, long-term Master Plan model scenarios with future land use and anticipated infrastructure improvements, capacity analyses, and other infrastructure improvement recommendations.

The update of the Existing Model, along with the creation of the new *Future No-Build Model* and *Future Improvements Model* produced volumes and level of service results in line with expectations. With the projected increases in land use density and external pass-through traffic, and the associated significant increases in traffic generation, the Chesterfield roadway network will experience significant increases in delay and decreased traffic operations across the City.

The *Future No-Build Model* was used to identify corridors and intersections either with poor overall level of service, significantly decreased level of service, or a level of service or capacity that was inconsistent with the rest of the corridor. Numerous future improvements have been proposed to mitigate these increases in traffic volumes at intersections, as well as improve corridor congestion across the City.

As overall growth and significant large-scale development continue within the City, continued improvements to the roadway network and additional traffic control infrastructure will be vital to maintaining traffic flow within and through the City of Chesterfield.

Many of the corridors with expected undesirable levels of service are adjacent to larger proposed developments, like Olive Street Road on the western end of the City, and Chesterfield Parkway near the Bayer facility. Other corridors, including I-64, Clayton Road, Clarkson Road, Olive Boulevard, and MO-141, are also expected to operate poorly in the future due to traffic growth.

The **Improvement Selection** process included the following:

- Intersection and roadway capacity
- Turning movement volumes
- Expected travel patterns
- Adjacent to large development

Recommended Improvements for Major Corridors

Long Road

- I-64 full diamond interchange
- Turn lane additions at Chesterfield Airport Road
- Lane additions at Edison Avenue
- Capacity improvements along Kehrs Mill

Chesterfield Parkway

- I-64 and Chesterfield Parkway West interchange capacity improvements
- I-64 and Chesterfield Parkway East interchange capacity improvements
- Lane additions at Wild Horse Creek Road
- Corridor improvements between Justus Post Road and Elbridge Payne Road
- Ramp improvements at southbound Clarkson Road
- Additional access for Bayer facility

MO-141

- Grade separated interchange at Conway Road
- Grade separated interchange at Brooking Park Drive
- I-64 and MO-141 interchange capacity improvements

Olive Boulevard

- Turn lane addition at Ladue Road
- Turn lane addition at Woods Mill Road

Future Considerations

- Through capacity along corridor
- Baxter Road extension as parallel route (costly)

Clarkson Road

- Spot improvements unlikely to improve operations
- Capacity issues pushed downstream

Future Considerations

- Through capacity along corridor:
 - Grade separation or additional through lanes
 - Costly and significant property impacts

Technology-based solutions

- Updated signal timings
- Automated traffic signal performance measures

Clayton Road

- Spot improvements unlikely to improve operations
- Capacity issues pushed downstream

Future Considerations

- Through capacity along corridor:
 - Additional through lanes
 - Costly and significant property impacts

Technology-based solutions

- Updated signal timings
- Automated traffic signal performance measures

Model Outcomes

The focus of the model has evolved over time because Chesterfield has become significantly more built out in the last 20 years with significant growth and roadway additions. The focus of the model is how to more effectively use the existing network and how to address hotspots.

Since growth and land-use is more targeted and refined, they are better able to target and refine estimates and projections. The model has also shifted to align with revisions made to the City's Comprehensive Plan.

The model should be viewed as a tool, which can be modified to address changes in land-use, large-scale development, or infrastructure improvements.

Staff Input

Mr. Wyse stated that Staff's goal has been to provide a realistic estimate of traffic projections while remaining conservative. It was noted that the modeling process validates the land use inputs and while there will be increased traffic, the infrastructure system is largely in place. He also pointed out that transportation and land use have been intentionally integrated together so that the impacts of growth on the transportation network can be determined.

Mr. Wyse summarized that a map needs to be integrated into the Comprehensive Plan, which includes policy recommendations for network improvements endorsed by the Planning Commission.

Discussion

During discussion, the following areas were reviewed and clarified as necessary.

Recommended Improvements

It was pointed out that of the 29 recommended improvements, only 1 improvement is on a City-owned street; and only 3 or 4 of the projects are slated to be done within the next 12-18 months. Consequently, there will have to be major co-ordination with the State, County, and East-West Gateway, along with the development community, to move the recommendations forward. It was also emphasized that many of the projects will be development-driven with the developer building the roads and dedicating them to the City.

Olive Boulevard

A three-level increase in service is anticipated at the intersection of Olive Boulevard and Ladue due to a future roadway improvement of a westbound double left-turn lane at the intersection.

Long Road Interchange

There is a recommendation for a full-access interchange at I-64 and Long Road. This improvement is listed as an eligible project in the Chesterfield Valley TDD District, but it will also require substantial federal or state funding. It was noted that the existing structure will need impactful maintenance work in the near future. Rather than spending millions on maintenance, it is hoped that MoDOT will provide funding, along with TDD funds, to improve the location to a full access interchange.

Baxter & Clarkson

Noting that the intersection at Baxter and Clarkson Roads is the "most dangerous intersection in the City", Councilmember Hurt expressed concern that the updated Traffic Demand Model does not recommend any improvements to the intersection. Mayor Nation referred to the consultants' explanation that any improvements to the intersection would be financially unfeasible. Councilmember Hurt responded that the intersection is functioning at a *Level of Service F*, and that efforts need to be made to improve it.

Mr. Wyse suggested that the Comprehensive Plan acknowledge the fact that spot improvements to the Clarkson corridor would not address the operational concerns of the Clarkson/Baxter intersection as it would only shift the issue downstream. As a result, the Comp Plan should note that the City is looking for innovative ways to address a corridor-wide issue without negatively impacting the adjacent land uses.

Closing

After further discussion, it was agreed that any additional questions and comments regarding the updated Traffic Demand Model should be forwarded to Mr. Wyse by June 5th to be discussed at a future Planning Commission meeting.

B. Appointment of Nominating Committee

Mr. Wyse explained that the current By-Laws of the Planning Commission state that *no officer shall hold their position for more than three consecutive terms*. This requirement currently applies to the Chair who has held the office for the last three years. Mr. Wyse proposed that the Commission consider suspending the rules of the By-Laws for this year taking into account that Chair Hansen has been significantly involved in the Comprehensive Plan updates over the last few years. This would allow for a continuity in seeing the Comp Plan carried through to completion.

Chair Hansen then appointed the Nominating Committee to propose next year's slate of officers. The Committee members are Commissioner Marino, Commissioner Schenberg, and Commissioner Tilman as Chair. Anyone interested in serving as an officer should contact one of the Committee members.

X. COMMITTEE REPORTS - None

XI. ADJOURNMENT

The meeting adjourned at 9:23 p.m.

Gene Schenberg, Secretary