

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
SPECIAL MEETING
December 16, 1996**



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

PRESENT

Mr. Fred Broemmer
Mr. Dave Dalton
Mr. Robert Grant
Ms. Carol Kenney
Mr. Dan Layton, Jr.
Ms. Linda McCarthy
Chairman Michael Casey
Mr. Douglas R. Beach, City Attorney
Councilmember Linda Tilley (Ward IV), Council Liaison
Mr. Jerry Kelley, Director of Planning
Ms. Laura Griggs-McElhanon - Assistant Planning Director
Mr. Paul Mann, Planner II

ABSENT

Mr. Rick Bly
Mr. Allen Yaffe

INVOCATION - Commissioner Grant

PLEDGE OF ALLEGIANCE - All

Chairman Casey recognized Councilmember Linda Tilley (Ward IV) - Council Liaison; Councilmember Dan Hurt (Ward III); and Councilmember Larry Grosser (Ward II).

Chairman Casey stated this is a special meeting tonight to act upon P.Z. 30-96 McDonald's Corporation and P.Z. 22-90 Sverdrup Investments, Inc./Opus - United HealthCare. He noted the following:

- Staff will make a presentation to the Commission;
- the Commission will then ask questions of the Staff;
- if Staff is unable to answer a question, a representative from either McDonald's Corporation or Sverdrup Investments/Opus will be called upon to respond accordingly; and
- there will be no Public Comment at the meeting tonight.

NEW BUSINESS:

- A. **P.Z. 30-96 McDonald's Corporation;** "NU" Non-Urban District to "C-8" Planned Commercial District and an amendment to St. Louis County Ordinance 5531 establishing a "C-8" Planned Commercial District; southeast corner of the intersection of Long Road and Chesterfield Airport Road. This request will result in a new "C-8" Planned Commercial District encompassing 2.94 acres.

Planner I Paul Mann noted this item was held at the December 9th meeting in order to allow the petitioner and Staff time to go over an alternate site development plan for the proposed development. He summarized the Department's concerns.

- The Department believes that, collectively, the proposed uses are too intense for the subject site, and would pose safety & efficiency problems with regard to:
 - a) fast-food stacking aisle;
 - b) major intersection;
 - c) stacking for car wash;
 - d) cross-access to Vermeer site to the East; and
 - e) close proximity to single-family residential to the South.
- The Department is recommending the elimination of at least one (1) use to allow for re-design of the area (i.e., the office use);
- McDonald's latest, revised plan eliminated the car wash, but the Department is still concerned about the remaining stacking/safety issues.
- The Department recommends approval of its original proposal, which is to omit the office use in order to allow for the proper spacing of the remaining uses on the site.

Comments/Concerns of the Commission:

- The petitioner's statistics on stacking differ from those of the Staff's (i.e., the petitioner says the average would be 4 to 8 - Staff believes that from 11:00 a.m. to 2:00 p.m. this site will have considerably more traffic, thus creating safety concerns.
- The Staff proposes a stacking pattern which would not permit additional vehicles (beyond 3 or 4) to go into one of the main drive aisles.
- The Department is recommending conceptual approval tonight.
- A revised preliminary plan addressing the concerns in the Department's report is needed to enable the Department to prepare the conditions that would have to come back to the Planning Commission before being forwarded to the Planning and Zoning Committee.

- The location of the proposed canopy was mentioned as being the main source of the safety concerns; however, this hasn't been addressed on the petitioner's most recent plans submitted tonight.
- Concern was expressed regarding the size of the proposed McDonald's and the stacking of vehicles.
- Concern was expressed about the lack of adequate parking for employees.
- The proposed office building should be eliminated to allow sufficient space for re-designing of remaining uses proposed.

Commissioner Grant asked if Mr. Feder could be allowed to present the petitioner's response to concerns expressed.

Chairman Casey asked Mr. Feder to address the Commission.

Mr. Gary Feder, Attorney for the petitioner, responded as follows.

- The petitioner asked for this meeting because they felt they were close to an agreement between Staff, Commission and themselves, due to their most recent submittal which eliminates the car wash, which, they believe addresses the stacking/safety concerns.

Mr. Norm Roden, Traffic Engineer for the project, responded as follows.

- He passed out a memo to the Commission.
- The Lea Oak McDonald's has the highest volume of all McDonald's restaurants in the Metropolitan St. Louis area (i.e., 80% higher than the other restaurants).
- Nine (9) vehicles may be stacked from the food service window (allowing 22 feet per vehicle). Nine (9) vehicle queues, or less, represent ninety-three percent (93%) of all queues you find at a normal one (1) window, fast-food restaurant.
- The petitioner believes the proposed McDonald's will have less than average stacking because it is smaller than the average McDonald's, has fewer seats, and is a shared use with Amoco, and thus offering customers the option of walking into the McDonald's rather than using the drive-through.
- The estimated number of restaurant oriented trips, during the busiest hours of the day, for all of McDonald's restaurants, is eighty-five (85). If half of those are drive-through, this number becomes forty-three (43).

- The capacity of a three (3) window restaurant (order to a person, pay at second window, pick-up food at third window), is approximately 112 vehicles per hour, as determined by surveys of other similar facilities.
- If the load per hour is 40, 50 or 60 vehicles, and the capacity is over 100, the amount of queue shouldn't be typical/average, let alone greater than average.
- He doesn't know where the McDonald's at Olive and Woods Mill (141) falls, regarding the stacking capacity, in the graph presented tonight.
- The vehicles at the pumps would be oriented in an east-west direction.
- Several traffic/stacking questions were addressed.
- There would be four (4) uses on the site: - McDonald's and Amoco (co-uses/2 uses); office or retail (1 use); and an automobile lubrication facility (1 use).

Mr. Feder gave a handout to the Commission (an article depicting layouts, etc., of co-use facilities).

Planner II Paul Mann noted the Department has concerns regarding the location of the curb cut, extending the median on Long Road, and the potential for blocking flow-through traffic to the office.

The motion to hold P.Z. 30-96 was made by Commissioner Grant, pending submittal of a revised, preliminary plan with conditions. The motion was seconded by Commissioner Kenney and **passes by a voice vote of 6 to 0 to 1, with Commissioner Dalton abstaining.**

Chairman Casey noted this item is held and will be revisited when the petitioner submits a revised preliminary plan, and the Department prepares conditions.

Commissioner Kenney requested that, since this development is adjacent to an Interstate, we should consider trucks in the stacking/circulation calculations.

- B. P.Z. 22-90 Sverdrup Investments, Inc./Opus - United HealthCare**; request for amendment of "C-8" Planned Commercial District Ordinance, City of Chesterfield Ordinance Number 563; south side of Conway Road, west of White Road.

Planner II Paul Mann presented the Department's recommendation of approval, subject to conditions in Attachment A, amended as follows: Condition 2.e. - Office building height to top of main roof, including elevator and mechanical penthouses, shall not exceed five (5) stories, or 620 feet above mean sea level; and Condition 4.c.(1) - One hundred fifty (150) feet from the right-of-way of Conway Road.

COMMENTS/DISCUSSION/RECOMMENDATIONS BY COMMISSION

- The existing power lines limit the location(s) of the proposed office buildings.
- The possibility of an additional parking structure was suggested.

Ms. Julie Kimble noted the developer will build a detention pond to MSD standards.

Chairman Casey inquired if Ms. Kimble was told this project could be completed/approved by January 27, 1997.

Ms. Kimble stated that the best case scenario was laid out to the petitioner, but Staff didn't promise dates.

Chairman Casey asked Director Kelley if it is possible to meet this schedule.

Director Kelley stated it could go to P & Z on December 19, 1996, then on to City Council at its January 6, 1997 meeting.

- Existing power lines dictate where buildings should be located.

Additional changes to Conditions in Attachment A:

- Condition 4.a.(1) - Office buildings shall maintain a one hundred sixty (160) foot setback from the existing right-of-way of Conway Road.
- Condition 4.c.(2) - Twenty (20) feet from the eastern property limits.
- Lighting Requirements:
 - p. **(Phase Two)** shall not exceed sixteen (16) feet in height. Light standards at other locations shall not exceed **thirty (30) feet** in height.
 - q. Street lighting shall be provided and maintained within the North and South Outer Forty right-of-way **and the Timberlake Manor overpass**, as approved by the **Missouri Department of Transportation (MoDOT)** and the City of Chesterfield. **A MoDOT approved lighting plan, indicating the light standard, footcandle and location shall be submitted as part of the Site Development Plan, as approved by the City of Chesterfield Departments of Planning and Public Works.**
- Miscellaneous Design Criteria
 - r. **All exterior trash areas shall be enclosed with a six (6) foot high sight-proof fence, complemented by adequate landscaping as approved by the Planning Commission on the Site Development Plan.**

- 6. PHASING
 - a. Phase One - a maximum of a **205,067** square foot general office building and associated parking shall be permitted. (Note: The remainder of this conditions remains the same.)
 - b. Phase Two - a maximum of **125,000** square foot general office building and a three (3) level parking garage shall be permitted upon completion of all lighting requirements provided herein.
- Condition 7.a.(4) to read: **The developer is required to provide a detention facility to accommodate the 100 year, 15 year, 10 year, 5 year, and 2 year - twenty (20) minute storm event in accord with MSD regulations.**

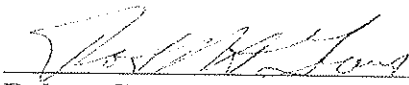
The motion for approval, as amended above, was seconded by Commissioner Layton.

Upon a roll call the vote was as follows: Commissioner Broemmer, yes; Commissioner Dalton, yes; Commissioner Grant, yes; Commissioner Kenney, yes; Commissioner Layton, yes; Commissioner McCarthy, yes; Chairman Casey, yes.

The motion passes by a vote of 7 to 0.

A motion to adjourn was made by Commissioner McCarthy seconded by Commissioner Kenney and passes by a voice vote of 7 to 0.

The meeting adjourned at 9:30 p.m.

 as revised 1/13/97
Robert Grant, Secretary

[MIN12-16.096]

- 6. PHASING
 - a. Phase One - a maximum of a 205,067 square foot general office building and associated parking shall be permitted. (Note: The remainder of this conditions remains the same.)
 - b. Phase Two - a maximum of 125,000 square foot general office building and a three (3) level parking garage shall be permitted upon completion of all lighting requirements provided herein.
- Condition 7.a.(4) to read: The developer is required to provide a detention facility to accommodate the 100 year, 15 year, 10 year, 5 year, and 2 year - twenty (20) minute storm event in accord with MSD regulations.

The motion for approval, as amended above, *was made by* Commissioner Grant and seconded by Commissioner Layton.

Upon a roll call the vote was as follows: Commissioner Broemmer, yes; Commissioner Dalton, yes; Commissioner Grant, yes; Commissioner Kenney, yes; Commissioner Layton, yes; Commissioner McCarthy, yes; Chairman Casey, yes.

The motion passes by a vote of 7 to 0.

A motion to adjourn was made by Commissioner McCarthy seconded by Commissioner Kenney and passes by a voice vote of 7 to 0.

The meeting adjourned at 9:30 p.m.

Robert Grant, Secretary

[Revised 1/13/97]

[MIN12-16.j97]