

MEMORANDUM

TO: Michael G. Herring, City Administrator

FROM: Mike Geisel, Director of Public Services

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, September 18, 2014



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, September 18, 2014 in Conference Room 101.

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

Councilmember Nancy Greenwood (Ward I) was absent.

Also in attendance were: Planning Commission Chair Mike Watson; Mike Geisel, Director of Public Services; Jessica Henry, Project Planner; and Kathy Juergens, Recording Secretary.

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

I. APPROVAL OF MEETING SUMMARY

A. Approval of the September 3, 2014 Committee Meeting Summary.

Councilmember Fults made a motion to approve the Meeting Summary of September 3, 2014. The motion was seconded by Councilmember Grissom and passed by a voice vote of 3-0.

II. OLD 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 at its intersection with Chesterfield Airport Road. (17W620235, 17W620246, 17W610104, 17W610094, 17W610083).

STAFF REPORT

Jessica Henry, Project Planner, briefly summarized the project noting that several revisions have transpired since the plan was originally presented. These include the elimination of the easternmost building, a proposed right-in/right-out only access along Chesterfield Airport Road, the elimination of an access point along relocated Olive Street Road, and a reduction in the number of uses from 48 to 31.

Concerns raised during the last meeting have been discussed in a letter provided by the developer. However, some of the items remain open for discussion such as the hours of operation, access points, and general intensity of the site.

Mr. Mike Geisel, Director of Public Services, pointed out that the exhibit provided in the meeting packet from the applicant is an illustrative exhibit only and not a site plan. No actual review has been done pertaining to the use, square footage of use, location or parking requirements. The plan may show size and a suggested use combination but this is not an entitlement or indicative of a use configuration. In addition, it has not been determined whether this plan meets all of the City's code requirements.

DISCUSSION

Proposed Uses

Chair Hurt noted that while there are 31 proposed uses some are overlapping uses – for example, there are five restaurant uses but each is for a different type of restaurant. Both Chair Hurt and Councilmember Fults stated that they find the proposed number and types of uses acceptable.

However, Chair Hurt stated he would like to restrict the drive-thru restaurant use to only the C-Store building. Councilmember Grissom pointed out that there are additional drive-thru's associated with some of the other proposed uses, such as a bank or drug store, and asked for clarification as to whether Chair Hurt is proposing to limit all drive-thru's to the C-Store. After some discussion on the number of drive-thru's, placement of drive-thru uses, and possible drive-thru uses, Chair Hurt clarified his position by specifically stating drive-thru restaurant and drive-thru coffee shop uses be limited to the C-store.

Chair Hurt made a motion to accept the proposed 31 uses with the restriction that the restaurant drive-thru use and the coffee shop drive-thru use be limited to only the C-Store. Councilmember Fults seconded the motion.

Discussion on the Motion

Mr. Steven Madras, developer, and Mr. Brad Goss, Pickett, Ray, & Silver, agreed with the restriction.

It was then clarified that if a restaurant does not go in the C-store; it cannot have a drive-thru. Mr. Geisel pointed out that the C-Store could be located elsewhere on the site and not necessarily in the middle as shown on the preliminary plan. The plan was strictly a conceptual layout.

The motion passed by a voice vote of 3-0.

Density

Councilmember Fults asked if any effort had been made toward decreasing the density of the site. Mr. Brad Goss replied it has not been reduced any further at this point, but it is less intense than the original plan. In terms of floor to area ratio, they are well below the requirements and they meet all other requirements. Councilmember Fults stated it appears the site layout illustrative exhibit does not meet all the Code requirements noting that there is an issue with the proposed zero lot line and the plan does not show any landscaping. Mr. Goss replied they have gone through an extensive internal site plan process in order to ensure they meet all the requirements. Further discussion followed regarding the setback concerns with Ms. Henry explaining that the City's setback requirement is that *no parking stall, internal driveway or roadway, except points of ingress and egress, will be located within 15 feet from the right-of-way of Olive Street Road*, and that this requirement is met on the Preliminary Plan, but the exhibit as

presented conflicts with the City Code, the Attachment "A" prepared by Staff, and the Preliminary Plan submitted by the Petitioners.

Mr. Geisel stated this is an illustrative exhibit and when the site plan comes in, it will be reviewed against and required to meet all Code requirements. This exhibit is not to be reviewed against that Code. Councilmember Fults stated she thinks the site is still too intense and may vote against the rezoning.

Chair Hurt expressed concern with the 12 pump island and offered an amendment not allowing more than 8 pumps. Such a reduction would aid in reducing the intensity of the site.

Chair Hurt made a motion to restrict the pump island to no more than 8 gas pumps. Councilmember Grissom seconded the motion.

Discussion on the Motion

Mr. Madras explained that their existing gas station has two canopies and stated that one canopy was specifically designed for use of light commercial vehicles and the other for automobiles. Light commercial vehicles tend to block the automotive pumps, drive aisles, and entrance to the convenience store, which can cause an unsafe situation. Therefore, many gas stations are now being designed with two pump islands to alleviate this problem.

Mr. Goss then handed out a revised site layout illustrative exhibit (see Exhibit A attached) that proposes relocating 4 of the 12 gas pumps to the western side of the C-Store and eliminating the proposed 2,000 sq. ft. retail building, which will aid in the traffic circulation and reduce the intensity of the site. Councilmember Fults stated this was the movement she has been looking for. Chair Hurt summarized by stating the revised exhibit eliminates the 2,000 sq. ft. retail building, includes a C-Store, one retail strip, a car wash and 12 gas pumps spread over two locations.

Based on the new configuration, which was not previously submitted to or reviewed by Staff, Chair Hurt withdrew his previous motion to restrict the number of pumps to eight. As the seconder of the motion, Councilmember Grissom accepted the withdrawal.

Access

Chair Hurt stated he previously met with the Petitioners and Traffic Engineer, Julie Nolfo. Mr. Goss handed out Ms. Nolfo's report and stated that the report was just received by the Petitioners today.

Chair Hurt then stated he would prefer to eliminate the access at the western portion of Chesterfield Airport Road. However, since Staff recommended the right turn in and right turn out only, he will consider it with the stipulation that a concrete median be put in along that portion of the road so it will be impossible to make a left turn out of the site. Councilmember Fults pointed out that Chesterfield Airport Road is a County road and questioned whether they would allow it. Mr. Geisel replied there are two issues pertaining to concrete medians: 1) if there is a median, it needs to go all the way to the intersection because you cannot simply introduce an island in the middle of a thoroughfare, and 2) if a median is put in, it will increase the amount of road widening the developer would have to provide. Currently, there are two westbound lanes, two eastbound lanes and two westbound left turn lanes for a total of six lanes. The developer is adding a seventh lane which is the eastbound deceleration lane for the right turn. If you introduce a concrete curb or island, it would necessitate expanding the road further into their site to allow for the width of the median.

Chair Hurt further expressed his desire to eliminate the left turn out at the access at the east end of the site which is aligned with the existing access across Chesterfield Airport Road to the hotel, but still allow for a left turn into the development at this location. He also suggested a queuing lane be provided for the left turn in. Depending on the traffic volumes, Mr. Geisel stated County may not even require a separate left turn lane into the site.

Chair Hurt made a motion to include a barrier median separating the westbound and eastbound lanes in addition to the pork-chop median at the western access point along Chesterfield Airport Road and to eliminate the left turn out at the eastern access point along Chesterfield Airport Road. Councilmember Fults seconded the motion.

Discussion on the Motion

Councilmember Fults explained that she is in favor of the proposed restrictions along Chesterfield Airport Road.

Mr. Justin Riechmann, Bernardin, Lochmueller & Associates, pointed out there is an existing left-turn bay at the access point across from the hotel that serves as one of the two full access points for the existing gas station. Typically, the average queuing is one or two cars, but the queue length is designed to hold four or five cars. A comprehensive traffic impact study is not typically required at the zoning stage but to address the Committee's concerns, one has been completed in coordination with St. Louis County. He further discussed the importance of the left-in on Chesterfield Airport Road. He defended the left out at this location stating there is adequate spacing for a left out as more than 650 feet separates that intersection and the right out only to the west. He further discussed the negative consequences of closing the left out in terms of the 20-year forecast with respect to the anticipated growth along relocated Olive and the development of Blue Valley, Eatherton Road, and Highway 109.

Chair Hurt stated he would like to eliminate the intersection completely, however, will allow it with a restricted left turn out.

Councilman Grissom was in favor of having a left turn in only rather than completely eliminating the entire intersection.

The above motion passed by a voice vote of 3-0.

Proposed Green Sheet Amendment

Ms. Henry stated Staff is recommending that Item J.1. (Public/Private Road Improvements, Including Pedestrian Circulation) be removed via a Green Sheet Amendment as this requirement is fulfilled by Attachment "A" page 7, Item P.4. (Miscellaneous).

Councilmember Fults made a motion to remove Item J.1. (Public/Private Road Improvements, Including Pedestrian Circulation) from the Attachment "A." The motion was seconded by Councilmember Grissom and passed by a voice vote of 3-0.

Power of Review

Councilmember Fults made a motion for Power of Review on this project. The motion was seconded by Councilmember Hurt and passed by a voice vote of 3-0.

Hours of Operation

Councilmember Fults stated that 24-hour retail is not permitted in Chesterfield. Mr. Madras stated the C-Store would be operated 24-hours but the other two sites would be operational from 6 a.m. to 11 p.m. Councilmember Fults requested that it be consistent with the surrounding area.

Councilmember Fults made a motion to restrict the retail hours of operation, other than the potential convenience store, from 7 a.m. to 11 p.m. The motion was seconded by Councilmember Grissom and **passed** by a voice vote of 3-0.

Councilmember Fults made motion to forward **P.Z. 12-2013 The Wedge**, as amended, to City Council with a recommendation to approve. The motion was seconded by Chair Hurt and **passed** by a voice vote of 3-0.

Note: One Bill, as recommended by the Planning & Public Works Committee, will be needed for the **October 6, 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. 12-2013 The Wedge.]

III. NEW BUSINESS

A. Proposed 2015 Meeting Schedule.

Councilmember Fults made a motion to approve the 2015 Meeting Schedule. The motion was seconded by Councilmember Grissom and **passed** by a voice vote of 3-0.

IV. OTHER

None.

V. ADJOURNMENT

The meeting adjourned at 6:30 p.m.