

MEMORANDUM

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TO: Michael G. Herring, City Administrator
FROM: Teresa J. Price, Director of Planning ✓
DATE: October 26, 1999
SUBJECT: Planning and Zoning Committee Meeting Summary from October 21, 1999

A meeting of the Planning and Zoning Committee of the Chesterfield City Council was held at 5:30 p.m., on Thursday, October 21, 1999, in the City Council Conference Room. In attendance were: Chair Mary Brown (Ward IV); Councilmember Jane Durrell (Ward I); Councilmember Barry Streeter (Ward II); and, Councilmember Mike Casey (Ward III). Also in attendance were: Councilmember Dan Hurt (Ward III); Planning Commission Chair Dan Layton; Teresa J. Price, Director of Planning; Michael O. Geisel, Director of Public Works/City Engineer; Laura Griggs-McElhanon, Assistant Director of Planning; and, Jennifer Samson, Planner I.

*To be discussed at 11/1/1999 City Council Meeting.

I. Approval of Planning and Zoning Committee Meeting Summary of October 7, 1999.

A motion to approve the meeting summary of October 7, 1999 was made by Councilmember Casey and seconded by Councilmember Durrell.

The motion was **approved by a vote of 4 to 0**.

*III. P.Z. 31-1999 Taylor Morley, Inc.; A request for a change in zoning from "NU" Non-Urban District to an "E-2" One Acre Residence District for a 22.5 acre tract of land located on the south side of Wild Horse Creek Road, east of Steeple Road and west of Wildhorse Parkway. Proposed Use: Single family

Jennifer Samson, Planner I, described the request to rezone 22.4 acres from "NU" Non-Urban District to "E-2" One Acre Residence District to allow for the development of a single family subdivision. The petitioner has requested the standard procedure, so all lots will be a minimum of one acre in size.

Planning Commission Chair Dan Layton advised the Committee that an issue at the Public Hearing was that the developer had not contacted the adjacent property owners. Subsequently, the developer sent letters to the adjacent property owners requesting meetings to discuss the proposed development – the developer received no response.

There was general discussion by the Committee, including: linear appearance of development; surrounding zoning; side yard setbacks are only 20'; narrowness of lots (minimum of 125' per the Subdivision Ordinance); street lighting (within subdivision and along Wild Horse Creek Road); stormwater; retention of trees in southeast corner; and, center turn lane on Wild Horse Creek Road (MoDOT didn't require one because subdivision will have less than 100 lots).

Don Anderson, attorney for petitioner, addressed the Committee. His client is not opposed to a center turn lane, but they don't feel they should have to bear the brunt of the cost of installation of this lane. They feel that sharing the cost with Gateway Academy, based on traffic generation is appropriate.

Mark Morley, Taylor Morley Homes, stated that although the Zoning Ordinance requires a 30' front yard setback in this zoning district, the future Record Plat will include a 40' front yard setback. In addition, they will be installing 2 islands in the center of the street which will be landscaped.

There was extensive discussion between the Committee, staff and the developer on they type of street to be constructed (concrete versus asphalt, in different combinations).

A motion was made by Chair Brown, and seconded by Councilmember Casey, to approve P.Z. 31-1999 subject to requiring an escrow for the future construction of a center turn lane on Wild Horse Creek Road based on the development's TGA.

Mark Morley advised the Committee that they are willing to make the turn lane escrow a condition of rezoning.

The motion was approved by a vote of 4 to 0.

Note: Two bills relative to this matter will be needed for the November 1, 1999, City Council Meeting (one as recommended by the Planning Commission, and one as recommended by the Planning & Zoning Committee).

SEE Bill # (as recommended by the Planning Commission)

SEE Bill # (as recommended by the Planning & Zoning Committee)

***II. Proposal for Regional Transportation Study**

Director of Planning Teresa Price and Director of Public Works/City Engineer Michael Geisel provided the following information to the Committee:

- The City received three (3) proposals for this Study.
- One firm withdrew prior to the interview.
- The Study will be much more in depth than expected and the scope of work has been adjusted.
- Originally just the Highway 40 Corridor – needs to be extended to include all of the major intersections in the City of Chesterfield, including those in the Chesterfield Valley.

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- The model will look at the current level of development and at build out.
- \$60,000 was originally budgeted for the update of the Comprehensive Plan. The City Council directed that this money be used for the Regional Transportation Study.
- It will cost approximately \$120,000 for this study. The additional money needs to come from Contingency.
- The scope of work includes training the City users on the model (Planning and Public Works staff).
- There will be a need for a periodic training budget and upgrades to the system (approximately \$1500 per year to maintain the software and train staff, and every 4-5 years a major calibration could cost \$20,000).
- Depending on the outcome of the Study, the City has several options: build the necessary infrastructure to accommodate the traffic; revise the Comprehensive Plan to reduce density; or a combination of both.
- The City can make it a requirement of a developer to plug their development into the model.
- Overland Park, Kansas uses the same model, and it resulted in the City designated maximum Floor Area Ratio (FAR).
- The firm selected by staff is using the president of the Tmodel Company for the project.
- Targeting the November 1, 1999 meeting for City Council approval of the contract.

There was extensive discussion between the Committee and staff on this issue.

A motion to send this item to the City Council endorsing the Regional Transportation Study and taking additional money out of contingency, up to \$60,000, was made by Councilmember Casey and seconded by Councilmember Streeter.

Bert Solomon addressed the Committee on concerns and issues associated with the Regional Transportation Study.

The motion was approved by a vote of 4 to 0.

The next regularly scheduled meeting will be held at 5:30 p.m. on Thursday, November 4, 1999.

The meeting adjourned at 6:50 p.m.

TJP/LPGM/lpgm

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