

Our Vision - The City of Weldon Spring fosters a premier Community that is a safe place to live and enjoy life.



**CITY OF WELDON SPRING
PLANNING & ZONING COMMISSION
ON MONDAY, AUGUST 5, 2024, AT 7:30 P.M.
WELDON SPRING CITY HALL
5401 INDEPENDENCE ROAD
WELDON SPRING, MISSOURI 63304**

******Tentative Agenda******

A NOTICE IS HEREBY GIVEN that the Planning & Zoning Commission will hold a meeting at 7:30 PM on August 5, 2024, at 5401 Independence Road Weldon Spring, Missouri, 63304, with the following tentative agenda:

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES:**
 - A. July 1, 2024 – Planning & Zoning Regular Meeting Minutes
- 5. VISITOR'S/PUBLIC COMMENT**
- 6. REPORT OF THE BOARD OF ALDERMEN**
- 7. PUBLIC HEARING:**
- 8. PUBLIC HEARING:**
 - A. Consideration of a Zoning Change Application (RZ-2024-01) filed by Chris DeGuentz, from Fischer & Frichtel Custom Homes, LLC, (applicant) for BPD CO. I, LLC, (owner) to change the present zoning from "AG" Agricultural District to "RS-1/2" Single-Family Residential District at 6101 Ozark Way
 - B. Conditional Use Permit (CUP-2024-01) filed by Steve Quigley of "The Clayton Engineering Company," (applicant) for Forty Nine Fifty, LLC, (owner) for the purpose of allowing a "light industrial use" (warehouse) at 450 Technology Drive.
- 9. NEW BUSINESS:**
 - A. Request for a Zoning Change from (AG) Agricultural District to (RS-1/2) Residential ½ Acre District (RZ-2024-01) – 6101 Ozark Way **(Discussion/Recommendations)**
 - B. Request for Conditional Use Permit (CUP-2024-01) – 450 Technology Drive **(Discussion/Recommendations)**
 - C. Major Preliminary Plat for Persimmon Trace – 6101 Ozark Way **(Discussion/Recommendations)**
 - D. Major Site Plan for Weldon Spring Pointe – 450 Technology Drive **(Discussion/Recommendations)**

Our Mission - The City of Weldon Spring will provide premier public services to the Community with integrity, transparency, and fiscal responsibility.

**CITY OF WELDON SPRING
PLANNING AND ZONING COMMISSION
JULY 1, 2024**

CALL TO ORDER: The regular meeting of the Planning and Zoning Commission of the City of Weldon Spring was held on Monday, July 1, 2024, at approximately 7:30 PM. The meeting was held at the Weldon Spring City Hall at 5401 Independence Road. The meeting was called to order by Chairman Szilasi.

ROLL CALL: The following Planning and Zoning members were present:

Commissioner Eash
Mayor Licklider
Alderman Martiszus
Commissioner Wagner

Commissioner Heyl
Commissioner Marstall
Commissioner Reiter
Chairman Szilasi

Commissioner Busching, Commissioner Castrop, and Commissioner Foster were absent. A quorum is present.

Also, present were Bill Hanks (City Clerk) and Steve Lauer (City Planner).

PLEDGE OF ALLEGIANCE: The Pledge of Allegiance was recited.

APPROVAL OF MINUTES: Vice-Chairman Heyl made a motion to approve the April 16, 2024, Conceptual/Sketch Plan Review meeting minutes, as written, seconded by Commissioner Wagner. The motion carried with 8 ayes.

VISTOR'S/PUBLIC COMMENT:

- **Brian Gaddy, 221 Pitman Hill Road** – He was happy that the City is considering changing the code regarding front entry garages for houses built prior to 1997.

BOARD REPORT:

There was no Board Report.

PUBLIC HEARING:

Consideration of proposed amendments to the City of Weldon Spring's Zoning regulations pertaining to Architectural Review Commission Chairman appointment, front-entry garages, home occupations, the land use table, and temporary signage: Commissioner Szilasi opened the public hearing at 7:35 PM. There were no comments from the public. Commissioner Szilasi closed the public hearing at 7:36 PM.

Commissioner Szilasi closed the public hearing at 7:44 PM.

NEW BUSINESS:

Zoning Code Amendments Discussion – Architectural Review Commission Chairman appointment, front-entry garages, home occupations, the land use table, and temporary signage: Mr. Lauer (City Planner) summarized the proposed code changes, which were explained in the Staff Report given to the Planning & Zoning Commission prior to the meeting, which was included in the meeting's packet.

The main changes were:

- **Appointment of Chairman to the Architectural Review Commission (ARC):** This code change would allow the Architectural Review Commission (ARC) members to vote to designate a member to serve as Chairman and Secretary to the Commission every year.
- **Front Entry Garages:** This proposed amendment would allow Architectural Review Commission (ARC) to approve front entry garages for single-family residential buildings, which currently already has a front entry garage and was completed or under construction prior to March 11, 1997.
- **Home Occupations:** This proposed change would amend the zoning code regarding home-based businesses, so the language in the zoning code would comply with the recent changes in the Missouri State Statutes.
- **Land Use Table** – There were several changes to the Definitions that were added to the Land Use Table, and additional uses were designated as permitted or conditional uses under the “HTO” High-Technology Office Zoning District and the “PC”, Planned Commercial Zoning District. Also, some other necessary corrections were made to the Land Use Table.
- **Temporary Signage (Election Signs)** – With recent decisions by the judicial system, the duration and number requirement of signs for election signs were removed due to the freedom of speech argument.

City's staff has created five separate proposed Bill so Chairman Szilasi wanted a separate vote for each topic.

- **Appointment of Chairman to the Architectural Review Commission (ARC):** Commissioner Eash made a motion to recommend approval on the change to appointment of the Chairman to the Architectural Review Commission (ARC), seconded by Commission Heyl. On a roll call vote, the **motion carried** with 8 ayes.
- **Front Entry Garages:** There was a brief discussion about the City being selective on homes built prior to 1997 by only including homes that currently have front-entry garages. Commissioner Wagner made a motion to recommend a change to allow front-entry garage approval for single-family residential buildings which currently have a front

entry garage and were completed or under construction prior to March 11, 1997. This motion was seconded by Commission Heyl. On a roll call vote, the **motion carried** with 7 ayes. Alderman Martiszus voted no.

- **Home Occupations:** After a brief discussion about the State's definition of "no-impact" businesses and the State Statutes, Commissioner Eash made a motion to recommend the zoning changes regarding home-based businesses, seconded by Commission Reiter. On a roll call vote, the **motion carried** with 8 ayes.
- **Land Use Table:** Commissioner Wagner made a motion to recommend changes to the Land Use Table, seconded by Commission Marstall. On a roll call vote, the **motion carried** with 8 ayes
- **Temporary Signage (Election Signs) – Commissioner:** Wagner made a motion to recommend the removal of the duration and number of signs requirement for election sign in the zoning codes, seconded by Commission Reiter. On a roll call vote, the **motion carried** with 8 ayes.
- **Short-Term Rentals (Air B&B & VRBO) Restrictions Discussion:** There was a brief discussion, but no direction was given because the Planning & Zoning Commission believes the City should not create rules for a problem that does not exist.

ADJOURNMENT: Commissioner Marstall made a motion to adjourn the meeting at 8:09 PM, seconded by Commissioner Wagner. The **motion carried** with 6 ayes.

Respectfully submitted,

William C. Hanks
City Clerk

NOTICE OF PUBLIC HEARING

City of Weldon Spring

NOTICE IS HEREBY GIVEN THAT the City of Weldon Spring will conduct Public Hearings before the Planning & Zoning Commission at its regular meeting on Monday, August 5, 2024, at 7:30 P.M. in the Weldon Spring City Hall located at 5401 Independence Road, Weldon Spring, Missouri, and before the Board of Aldermen at its regular meeting on Thursday, August 8, 2024, at 7:30 P.M. in the Weldon Spring City Hall located at 5401 Independence Road, Weldon Spring, Missouri, to consider a request for a Zoning Change Application (RZ-2024-01) filed by Chris DeGuentz, from Fischer & Frichtel Custom Homes, LLC, (applicant) for BPD CO. I, LLC, (owner) to change the present zoning from "AG" Agricultural District to "RS-1/2" Single-Family Residential District.

Also, there will be a Public Hearing on the said dates above for the Major Subdivision Preliminary Plat Application, which was filed by Fischer & Frichtel Custom Homes, LLC. The name of the Preliminary Plat is Persimmon Trace. The property that has been named in both applications consists of approximately 9.548 acres and is located at 6101 Ozark Way, which is located on the north side of Ozark Way approximately 1,000 feet west of O'Fallon Road.

All interested parties are invited to appear and be heard at the time and date of said Public Hearing or submit written comments to the City Clerk, Bill Hanks, at City Hall or at bhanks@weldonspring.org. Anyone with a disability requiring reasonable accommodation should contact City Hall at 636-441-2110 before the Hearing to make accommodations to attend.

For additional information please contact Bill Hanks, City Clerk, at 636-441-2110 – ext. 103.

NOTICE OF PUBLIC HEARING

City of Weldon Spring

NOTICE IS HEREBY GIVEN THAT the City of Weldon Spring will conduct Public Hearings before the Planning & Zoning Commission at its regular meeting on Monday, August 5, 2024, at 7:30 P.M. in the Weldon Spring City Hall located at 5401 Independence Road, Weldon Spring, Missouri, and before the Board of Aldermen at its regular meeting on Thursday, August 8, 2024, at 7:30 P.M. in the Weldon Spring City Hall located at 5401 Independence Road, Weldon Spring, Missouri, to consider a request for a Conditional Use Permit (CUP-2024-01) filed by Steve Quigley of “The Clayton Engineering Company,” (applicant) for Forty Nine Fifty, LLC, (owner) for the purpose of allowing a “light industrial use” (warehouse). The land is currently zoned “HTO” High-Technology Office District. The property that has been named in this application consists of approximately 8.330 acres and is located at 450 Technology Drive, which is located at the northwest corner of the intersection of Technology Drive and Meadows Parkway.

All interested parties are invited to appear and be heard at the time and date of said Public Hearing or to submit written comments to the City Clerk, Bill Hanks, at City Hall or bhanks@weldonspring.org. Anyone with a disability requiring reasonable accommodation should contact City Hall at 636-441-2110 before the Hearing to make accommodations to attend.

For additional information please contact Bill Hanks, City Clerk, City of Weldon Spring, at (636) 441-2110 (ext. 103) or bhanks@weldonspring.org.

NOTICE OF PUBLIC HEARING
CITY OF WELDON SPRING



CITY OF WELDON SPRING

5401 Independence Road
Weldon Spring, MO 63304
phone: (636) 441-2110
fax: (636) 441-8495
www.weldonspring.org

STAFF REPORT

To: Planning & Zoning Commission **Date:** 07/30/24
From: Steve Lauer, City Planner
Subject: 6101 Ozark Way Rezoning Request
Cc: Mayor Don Licklider, City Administrator Don Stolberg, City Clerk Bill Hanks, City Engineer Bill Schnell & City Attorney Bob Wohler

BACKGROUND:

Application Number: RZ-2024-01
Property Address: 6101 Ozark Way
Property Owner: BPD Co. I, LLC
Applicant: Fischer & Frichtel Custom Homes, LLC
Current Zoning: AG, Agricultural District
Current Use: Kennel (Bark Central Kennel & Pet Resort)
Proposed Zoning: RS-1/2, Single-Family Residential District,
twenty thousand (20,000) square foot minimum lot size
Proposed Use: Single-Family Residential Subdivision containing thirteen (13) lots
2015 Comprehensive Plan: Low Density Residential (Single Family)
Rezoning Area: 9.548 acres

Location: 6101 Ozark Way; located on the north side of Ozark Way approximately 1,000 feet west of O’Fallon Road.

**Adjacent Land Uses
& Zoning:**

| Direction | Zoning | Current Land Use |
|-----------|--------------|---------------------------|
| North | R-1 O’Fallon | Single-Family Residences |
| South | RS-1/2 | Single-Family Residences |
| East | RS-1/2 | Single-Family Residences |
| West | RS-1 | Persimmon Woods Golf Club |

Public Service: School District – Francis Howell School District
Fire District – Cottleville Fire Protection District

Utilities: Water – Missouri American Water Company
Sewer – Duckett Creek Sanitary District
Electric – Ameren Missouri
Gas – Spire

CONTENT:

The applicant requests that the City of Weldon Spring amend its Zoning Map at 6101 Ozark Way from AG, Agricultural District to RS-1/2, Single-Family Residential District. This request is in conjunction with the Major Subdivision Preliminary Plat Persimmon Trace, a thirteen (13) lot, 9.548-acre subdivision. Both the rezoning application and the preliminary plat will be heard at the Public Hearing of the Planning & Zoning Commission meeting on August 5, 2024.

The Conceptual/Sketch Plan submittal for Persimmon Trace contained nineteen (19) villa lots under the PR, Planned Residential District and was reviewed on April 16, 2024. At that meeting much of the concern that was expressed was about the smaller lots and overall higher density of the project. The developer is now requesting a different zoning district (RS-1/2, Single Family Residential) with larger lots and a reduced density of thirteen (13) single family residential lots.

The following is a review of this application for compliance with the conditions, policies and standards applicable to the future land use category in which the proposed development is located. All rezoning applications are reviewed for consistency with the City’s 2015 Comprehensive Plan and Zoning Ordinance. The Future Land Use Map, Future Land Use Matrix and supporting text of the 2015 Comprehensive Plan must be considered when making decisions regarding zoning changes.

The subject parcel is zoned AG, Agricultural as the kennel was first permitted by the County and existed at the time the property was annexed into the City in 1991. Under the AG district in the City, a kennel is a permitted use. Under the current zoning district with a five (5) acre minimum lot size only one single-family residence could be constructed on the parcel. The proposed rezoning to RS-1/2 would reduce the minimum lot size from five (5) acres to twenty thousand (20,000) square feet in size. Any development of the site of more than two (2) lots would require a Major Subdivision plat be submitted to the City.

The Persimmon Trace Major Subdivision Preliminary Plat has been submitted for consideration by the Planning & Zoning Commission contingent upon the rezoning to RS-1/2 being approved by the City. This development would necessitate the closing and removal of the kennel to be replaced with thirteen lots being at least twenty thousand (20,000) square feet in size on a loop street that meets City codes. The site is served by both public water and sewer from the Missouri American Water Company and the Duckett Creek Sanitary District.

AERIAL VIEW:



SURROUNDING ZONING MAP:

The proposed development is primarily surrounded by single-family residential developments. To the east and south of the parcel are the Ozark Meadows and Osage Park subdivisions in the City of Weldon Spring. Both subdivisions are zoned RS-1/2 however they both have lot sizes which are larger than twenty thousand (20,000) square feet in size. The minimum lot size in the Ozark Meadows subdivision is one (1) acre and in Osage Park, it is one and sixty one hundredths (1.61) acre in size. To the north is the Hidden Creek subdivision in the City of O'Fallon. This development is zoned R-1, Single-Family Residential and the adjacent lot sizes are at a minimum of ten thousand (10,000) square feet. The adjacent lots in Hidden Creek subdivision range in size from fourteen thousand three hundred and seventy-five (14,375) square feet to twenty-six thousand five hundred and seventy-two (26,572) square feet. The parcel to the west is currently zoned RS-1 in the City. The site is currently under a long-term lease for the existing golf club, Persimmon Woods. Under the current City zoning this property could also be developed into a residential subdivision with one (1) acre minimum lot size in the event the golf club ceases operation on the site.

COMPREHENSIVE PLAN - FUTURE LAND USE MAP and MATRIX:

The Existing Land Use Map in the 2015 Comprehensive Plan Update for the City of Weldon Spring depicts the current use of the parcel at 6101 Ozark Way as being commercial. The Future Land Use Map depicts the future use as low density residential (single family). Under the Future Land Use Matrix, the following zoning districts would be recommended, PR, Planned Residential and the single-family residential districts of RS-3, RS-2, RS-1 and RS-1/2. These minimum lot sizes would range from three (3) acres down to twenty thousand (20,000) square feet depending on zoning with one acre being desired.

Areas designated Single Family should have access to infrastructure such as paved roads and connections to public utilities. Single Family residential areas are intended for subdivisions containing a minimum lot size of twenty thousand (20,000) square feet up to three acres depending on the official zoning district. Measures should be taken to preserve the natural character of the land and accommodate pedestrian and bike infrastructure. The cost to extend and improve utilities and roads should be paid by the developer and installed prior to the occupancy of the new homes. Homeownership is encouraged. A traditional subdivision is permitted in the RS-1/2, Single-family Residential zoning district.

Future single family development is recommended adjacent to existing single-family neighborhoods whenever possible to minimize costs associated with providing services to new residential areas, avoid incompatible mixes of land use and preserve the City's natural woodlands and open space. The following restorative development option is recommended to help stabilize, diversify, and expand the City's housing stock: The development of vacant parcels (there are no residences on the site) within existing neighborhoods with new residential infill.

The Future Land Use Map in the 2015 City of Weldon Spring Comprehensive Plan Update provides a land use framework for future development within the City. The Future Land Use Map recommends Single-Family Residential of which the RS-1/2 District is a listed use. The RS-1/2 district is consistent with most of the surrounding zoning districts. The twenty thousand (20,000) square foot lot sizes should present no adverse land use impacts to the larger neighboring lot sizes. The proposed zoning map amendment is consistent with the 2015 City Comprehensive Plan.

STAFF RECOMMENDATION:

City staff recommends approval of this application as it is consistent with the 2015 Weldon Spring, Missouri, Comprehensive Plan Update.



CITY OF WELDON SPRING

5401 Independence Road
Weldon Spring, MO 63304
phone: (636) 441-2110
fax: (636) 441-8495
www.weldonspring.org

STAFF REPORT

To: Planning & Zoning Commission

Date: 07/30/24

From: Steve Lauer, City Planner

Subject: 450 Technology Drive Conditional Use Permit (CUP) Request

Cc: Mayor Don Licklider, City Administrator Don Stolberg, City Clerk Bill Hanks, City Planner Steve Lauer, City Engineer Bill Schnell & City Attorney Bob Wohler

BACKGROUND:

| | |
|--------------------------|--|
| Application Number: | CUP-2024-01 |
| Property Address: | 450 Technology Drive |
| Property Owner: | Forty Nine Fifty, LLC |
| Applicant: | The Clayton Engineering Company |
| Current Zoning: | HTO, High-Technology Office District |
| Current Use: | Vacant |
| Proposed Use: | Light Industrial Use (Warehouse/Distribution) |
| 2015 Comprehensive Plan: | High Tech |
| Area: | 8.330 acres |
| Location: | 450 Technology Drive, which is located at the northwest corner of the intersection of Technology Drive & Meadows Parkway |

**Adjacent Land Uses
& Zoning:**

| Direction | Zoning | Current Land Use |
|------------------|---------------|--------------------------------|
| North | HTO | Verizon |
| South | HTO | Vacant (Meadows Parkway) |
| East | HTO | Verizon |
| West | N/A | Technology Drive/Interstate 64 |

Public Service:

School District – Francis Howell School District
 Fire District – Cottleville Fire Protection District

Utilities:

Water – Public Water Supply District No. 2
 Sewer – Duckett Creek Sanitary District
 Electric – Cuivre River Electric
 Gas – Spire

ANALYSIS:

The applicant is seeking approval for a conditional use permit in order to construct a warehouse (distribution center) which is a light industrial use in the HTO, high-technology office district. In addition to the warehouse (distribution center) unit(s) there will be office(s) for each unit. The major site plan (Weldon Spring Pointe) for this development has been submitted for review by the Planning & Zoning Commission contingent upon the approval of the conditional use permit.

The site has been previously subdivided as part of the Weldon Spring Crossing subdivision. The proposed site is Lot B of the Weldon Spring Crossing subdivision with Lot A being the Verizon campus which is owned by WorldCom Technologies Inc. The site has access off Meadows Parkway and Technology Drive through cross access ingress/egress easements along the common boundary of Lots A and B of Weldon Spring Crossing.

A traffic impact study was performed by Lochmueller group for this site. The conclusions of the study are as follows:

- Analysis of the 2024 baseline operating conditions determined that the study area intersections operate acceptably during the morning and afternoon peak hours of the day demonstrating a surplus of capacity in the roadway network. Operations

for the three study intersections showed Level of Service A for all approaches during the morning and afternoon peak hours.

- A total of nine crashes occurred within the study area during a 5-year period. None of these crashes resulted in fatalities, however one resulted in suspected serious injury and three resulted in minor injuries. The most common crash type was out-of-control, with five crashes being this type.
- The proposed development will add a 100,800 SF building on Lot B of Weldon Spring Crossing. Of the total SF of this building, 15,120 SF is planned as office space, and the remaining 85,680 SF as warehouse space. Consequently, the proposed development would generate a total of approximately 67 and 72 trips during the weekday morning and evening peak hours, respectively upon completion.
 - Access is to be provided to the development via three full access drives: one onto Meadows Parkway and two others from the internal access drives serving Weldon Spring Crossing. Direct access to Technology Drive West is not proposed. The access drives are located as follows:
 - Access onto Meadows Parkway – 485 feet north of the roundabout with Technology Drive, 310 feet south of the existing drive to the adjacent parking area
 - Access onto the Internal Loop Road – 290 feet east of the internal intersection with the Access Drive
 - Access onto the Internal Access Drive – 67 feet south of the internal intersection with the loop road, 230 feet north of Technology Drive
- The analysis of the 2024 forecasted operating conditions determined the adequacy of the surrounding road network to accommodate the additional traffic generated by the proposed development and concluded that no mitigation will be necessary to accommodate the development.

Stormwater detention for the subdivision is located on lot A, a maintenance agreement is needed. Water would be provided to the site by Public Water Supply District No. 2 and sanitary sewer service would be provided by Duckett Creek Sanitary District.

AERIAL VIEW:**CONDITIONAL USE PERMIT (CUP) CRITERIA:**

- 1) According to the "HTO" High-Technology Office District regulations, in the Land Use Table a Light Industrial Use is permitted as a Conditional Use. In accordance with Article IX: Conditional Use Regulations, notice of the public hearing was made in the local newspaper with general circulation on July 19, 2024, and mailed to all owners within 500' of the subject site on July 18, 2024, and public hearings were scheduled for the August 5, 2024, Planning & Zoning Commission Meeting and the August 8, 2024 Board of Aldermen Meeting. After the public hearing, the Planning and Zoning Commission shall review the application based on evidence presented during the public hearing. Consideration should be given to the effect of the requested use on the health, safety, morals and general welfare of the residents of the area in the vicinity of the property in question and the residents of the City generally.

In considering the conditional use, the Planning and Zoning Commission shall also consider

the following standards and ensure the Commission's response to each is in the affirmative.

1. Whether the proposed conditional use is consistent with the City's Comprehensive Plan and will not impede normal orderly development of the neighborhood.

Office and Light manufacturing are recommended uses for the High-Tech Land Use category.

2. The compatibility with surrounding uses and compatibility with the surrounding neighborhood, including any substantial impact on property values.

The proposed site is surrounded by properties with the same HTO, High-Technology Office Zoning District. There should be no negative impact on surrounding property values.

3. The comparative size, floor area, mass and general appearance of the proposed structure in relationship to adjacent structures and buildings in the surrounding properties and neighborhood.

The proposed building is 100,800 square feet in size. The total area of the adjacent Verizon buildings is 361,166 square feet in size. The proposed building would need to meet the design standards of the Architectural Review Commission.

4. The amount of traffic movements generated by the proposed use and the relationship to the amount of traffic on abutting streets and on minor streets in the surrounding neighborhood in terms of the street's capacity to absorb the additional traffic and any significant increase in hourly or daily traffic levels.

A Traffic Impact Study was prepared by Lochmueller Group for this site. Overall, it was concluded that the study intersections can easily accommodate the proposed development and that additional infrastructure improvements are not necessary to offset the traffic generated by the proposed development.

5. The added noise level created by activities associated with the proposed use and the impact of the ambient noise level of the surrounding area and neighborhood.

As the businesses are located inside the building the added noise would be the truck traffic and the loading and unloading of the trucks. Any sound levels and impulse type noises shall comply with the City's noise standards.

6. The impact of night lighting in terms of intensity, duration and frequency of use as it impacts adjacent properties and in terms of presence in the neighborhood.

The lighting of the building and parking areas will have to meet the standards of the City's Lighting Regulations.

7. The impact of the landscaping of the proposed use in terms of landscaped areas, buffers and screens.

The site must provide a landscape plan that meets the design standards for the City. In the HTO District there are additional landscape standards that must be met.

8. The potential for the proposed use to remain in existence for a reasonable period of time and not become vacant or unused. Consideration should also be given to unusual single purpose structures or components of a more temporary nature.

The building will be set up for one or multiple tenants. With the flexibility of rental space, the building should not become vacant or unused.

9. Whether there are any facilities near the proposed use (such as schools or hospitals) that require special protection.

The Independence Elementary School, the Bryan Middle School and the Early Childhood Development Center are all located to the east of the proposed development off Meadows Parkway and Independence Road. Meadows Parkway is gated between 9:30 AM and 3:30 PM Monday through Friday. The analysis of the Traffic Impact Study assumed none of the site's traffic would use Meadows Parkway to travel to the north past the school. In order to ensure that the site's truck traffic does not utilize Meadow Parkway to access Independence Road, the entrance on Meadows Parkway will be designed to limit trucks turning left, a condition could be added to restrict truck traffic from this development using

Meadows Parkway to the east of the site and Francis Howell could consider closing the road permanently or during off hours to discourage truck traffic.

RECOMMENDATION:

Due to the limited amount of property designated high-technology office district and the potential impact of such development, the Planning & Zoning Commission needs to review, and the Board of Aldermen approve all future high tech development on a case by case basis.

City staff recommends approval of this conditional use application with the following Conditions:

1. All operations shall take place within a fully enclosed building.
2. All storage of materials and equipment shall be within a fully enclosed building or a screened rear yard not visible to any adjacent property.
3. No use shall store or discharge beyond its lot or site boundaries any toxic matter in such concentrations as to be detrimental to or endanger the public health, safety, comfort or welfare or cause injury or damage to property or business.
4. Any operation producing noise, glare or heat shall be performed within a completely enclosed building in such a manner as not to create a public nuisance or hazard beyond the boundaries of the lot on which such building is located.
5. No activity involving radiation hazards shall be permitted which causes exposure to persons at or beyond the lot lines in excess of the maximum permitted by the general population in applicable Federal, State and local laws and regulations.
6. Tractor Trailer Trucks from this facility are restricted from using Meadows Parkway east of the site.
7. The uses within the warehouse must be limited to uses permitted within the HTO, High-Technology Office District unless a separate Conditional Use Permit (CUP) is approved by the City for other light industrial uses.

MAY 15, 2024

Weldon Spring Crossing: Development on Lot B Traffic Impact Study

Prepared for:

49Fifty Real Estate
139 W. Monroe Avenue, Suite 200
Kirkwood, Missouri 63122
314-802-1187

Prepared by:

Lochmueller Group
411 N. 10th Street, Suite 200
St. Louis, MO 63101
314.621.3395



Table of Contents

| | |
|--|----|
| List of Figures | i |
| List of Tables | i |
| Introduction | 1 |
| Existing Conditions | 2 |
| Baseline 2024 Roadway Network..... | 2 |
| Crash History | 4 |
| Baseline 2024 Traffic Volumes | 6 |
| Baseline 2024 Operating Conditions | 7 |
| Proposed Development..... | 8 |
| Trip Generation | 8 |
| Directional Distribution | 10 |
| Year 2024 Forecasted Conditions..... | 12 |
| Forecasted Operating Conditions..... | 12 |
| Conclusions | 14 |

List of Figures

| | |
|---|----|
| Figure 1. Proposed Development Site Area..... | 1 |
| Figure 2. Proposed Concept Plan (Provided by Others) | 2 |
| Figure 3. Existing Lane Configuration and Traffic Control | 4 |
| Figure 4. Crash Dashboard (2018-2022) | 5 |
| Figure 5. 2024 Baseline Traffic Volume | 6 |
| Figure 6. Directional Distribution | 10 |
| Figure 7. Site Generated Traffic Volumes | 11 |
| Figure 8. 2024 Forecasted Traffic Volumes | 13 |

List of Tables

| | |
|--|----|
| Table 1. Intersection Level of Service Thresholds | 7 |
| Table 2. Year 2024 Baseline Traffic Operating Conditions | 8 |
| Table 3. Proposed Trip Generation | 9 |
| Table 4. Proposed Truck Generation | 9 |
| Table 5. Directional Distribution Percentages | 10 |
| Table 6. Year 2024 Forecasted Traffic Operating Conditions | 12 |

Introduction

Lochmueller Group has completed a traffic study pertaining to a proposed development in Weldon Spring, Missouri. This traffic study is intended to analyze the impact of the proposed development, which consists of a 100,800 SF building on Lot B of Weldon Spring Crossing, which would be comprised of both office and warehouse uses.

Figure 1 depicts the location of the proposed development. Access is to be provided, as shown in the concept plan illustrated in **Figure 2**, via three full access drives: one onto Meadows Parkway and two others from the internal access drives serving Weldon Spring Crossing. Direct access to Technology Drive West is not proposed.

The intent of this traffic study is to identify the traffic generation associated with the proposed development, analyze the traffic impacts associated with the development, and determine modifications to the supporting road system, if necessary.



Figure 1. Proposed Development Site Area

Technology Drive is functionally classified as a major collector with a posted speed limit of 35 miles per hour (mph) and one lane in each direction. For the purposes of this study, Technology Drive runs east-west within the study area since it is essentially the outer road to adjacent I-64. The road intersects Meadows Parkway in a single lane roundabout intersection, where Technology Drive is the west leg, Meadows Parkway is the north leg, Technology Drive/Wolfrum Road is the east leg, and the I-64 Westbound Off-Ramp is the southeast leg.

Within the study area, Technology Drive is intersected by the access drive serving the Weldon Spring Crossing development in a T-intersection, where the access road is stop-controlled and Technology Drive flows freely. Southeast of the study area, Technology Drive provides access to I-64 Eastbound On and Off-Ramps at Research Park Circle. Northwest of the study area, Technology Drive connects to Highway 94 via Siedentop Road, which then provides access to both Eastbound and Westbound I-64.

Meadows Parkway is functionally classified as a major collector with a posted speed limit of 20 mph. The road has one lane in each direction. It provides access Weldon Spring Crossing development as well as to Independence Elementary School and Meadows Parkway Early Childhood Center. The road is privately owned, with the adjacent property owners each owning half of the roadway for the first 950 feet back from Technology Drive. Beyond that, the roadway is owned and maintained by the Francis Howell School District until its termini at Patriotic Trail. The School District closes the roadway to through traffic via gates between 9:30 AM and 3:30 PM Monday through Friday. Note, this closure is outside of the peak traffic hours of the day, and therefore, does not impact the analysis within this report.

The access drive to Weldon Spring Crossing is a private driveway along Technology Drive that serves the Weldon Spring Crossing development. As mentioned previously, it intersects Technology Drive in a T-intersection, with stop control for those exiting via the access drive. At this intersection the access drive, serving as the southbound approach, has dedicated left-turn and right-turn lanes. Technology Drive has an eastbound left-turn lane with 415' of storage, and no other dedicated turn lanes.

The access drive intersects a loop road within the Weldon Spring Crossing complex at an internal intersection with side-street stop-control. The side street in this intersection is the loop road.

Figure 3 illustrates the existing lane configurations and traffic control at the intersections included in the study. For purposes of this analysis, Technology Drive was considered to run east-west and Meadows Parkway runs north-south.

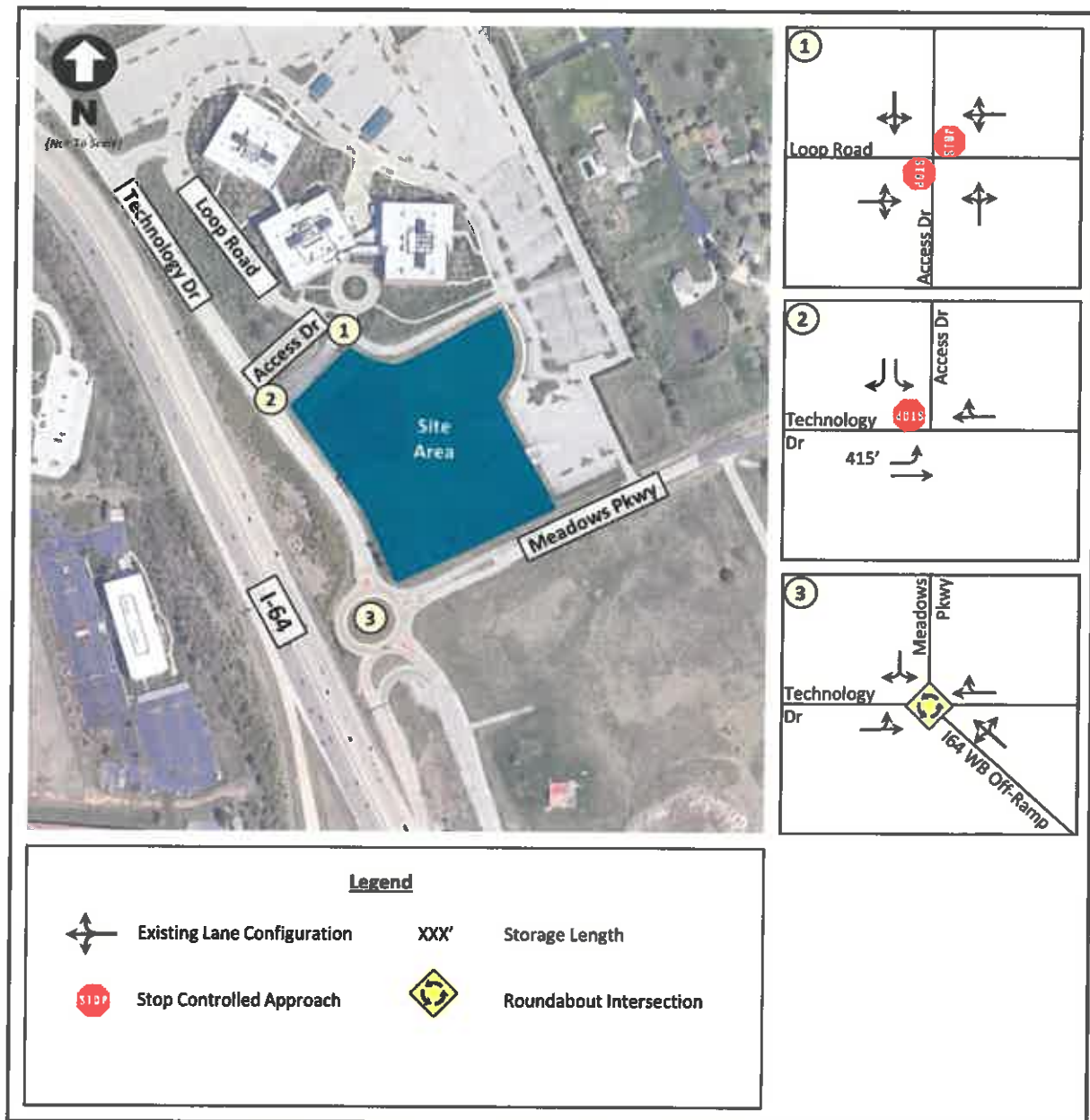


Figure 3. Existing Lane Configuration and Traffic Control

Crash History

A safety analysis of the study area was performed using the most recent five years of available crash data from MoDOT, which corresponded to 2018 through the end of 2022. A total of nine crashes occurred in the study area over that period. Five crashes, or 55% of crashes, resulted in property damage only. Three crashes, or 33%, resulted in minor injury. One crash resulted in suspected serious injury. No fatalities occurred within the study area during the years analyzed. A crash dashboard depicting all crashes within the study area and analyzed years is shown in Figure 4. The dashboard includes a map showing the locations of crashes by type (color) and severity (size).

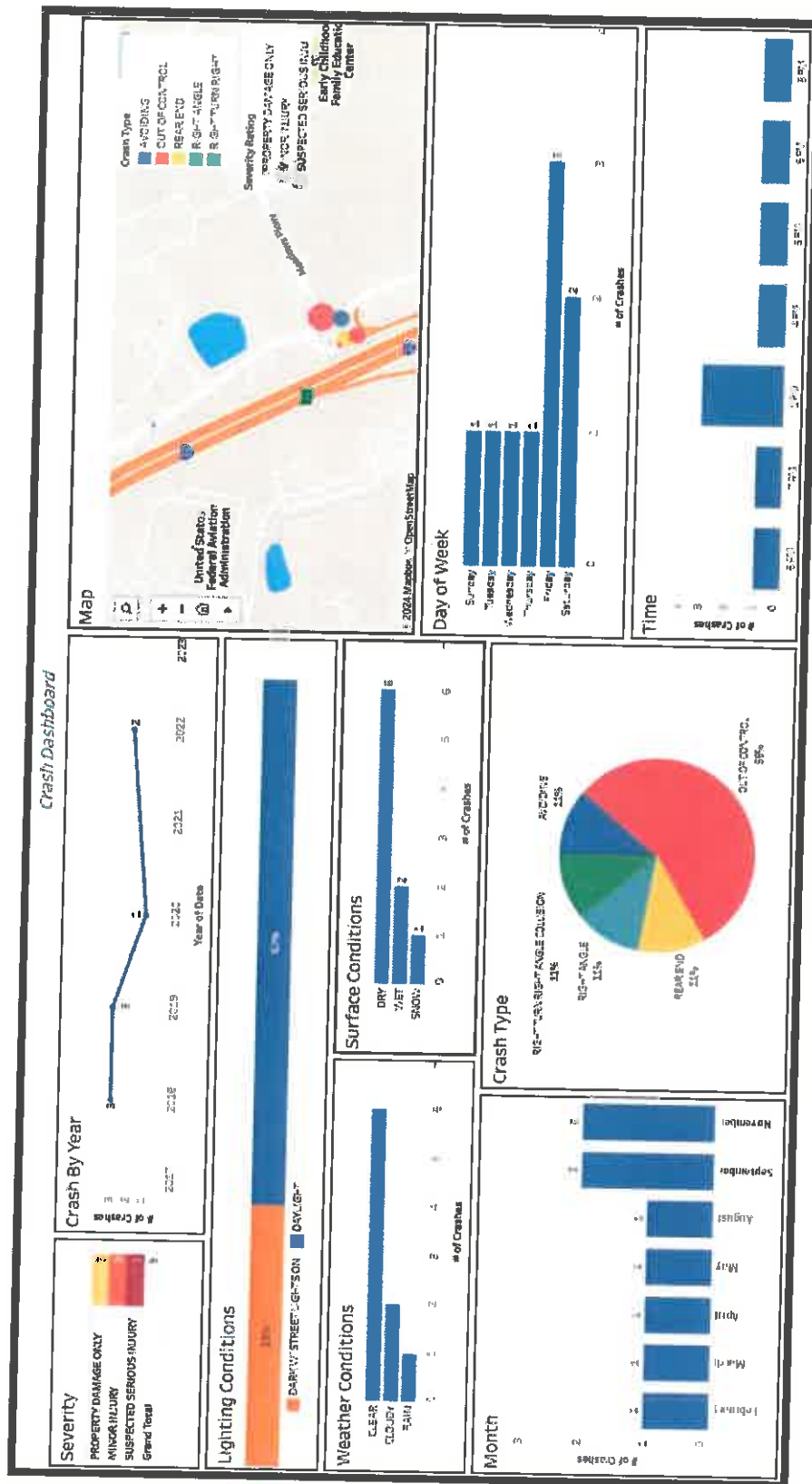


Figure 4. Crash Dashboard (2018-2022)

Eight out of the nine crashes occurred at the roundabout intersection, including all crashes resulting in injury. The most common crash type was classified as out-of-control, with five crashes of this type. One crash of each of the following also occurred: right turn right angle, right angle, avoiding, and rear end. The crash resulting in suspected serious injury was an out-of-control crash occurring in the roundabout.

Baseline 2024 Traffic Volumes

Traffic counts were collected on March 13, 2024, while school was in session and weather conditions were favorable. Based upon review of the data, it was determined that the peak hours of traffic flow along the area roadways were from 7:45 AM to 8:45 AM for the weekday AM peak hour and from 4:00 PM to 5:00 PM for the weekday PM peak hour. It should be noted that the gates on Meadows Parkway should have been open to traffic at this time. The 2024 Baseline Traffic Volumes are shown below in Figure 5.

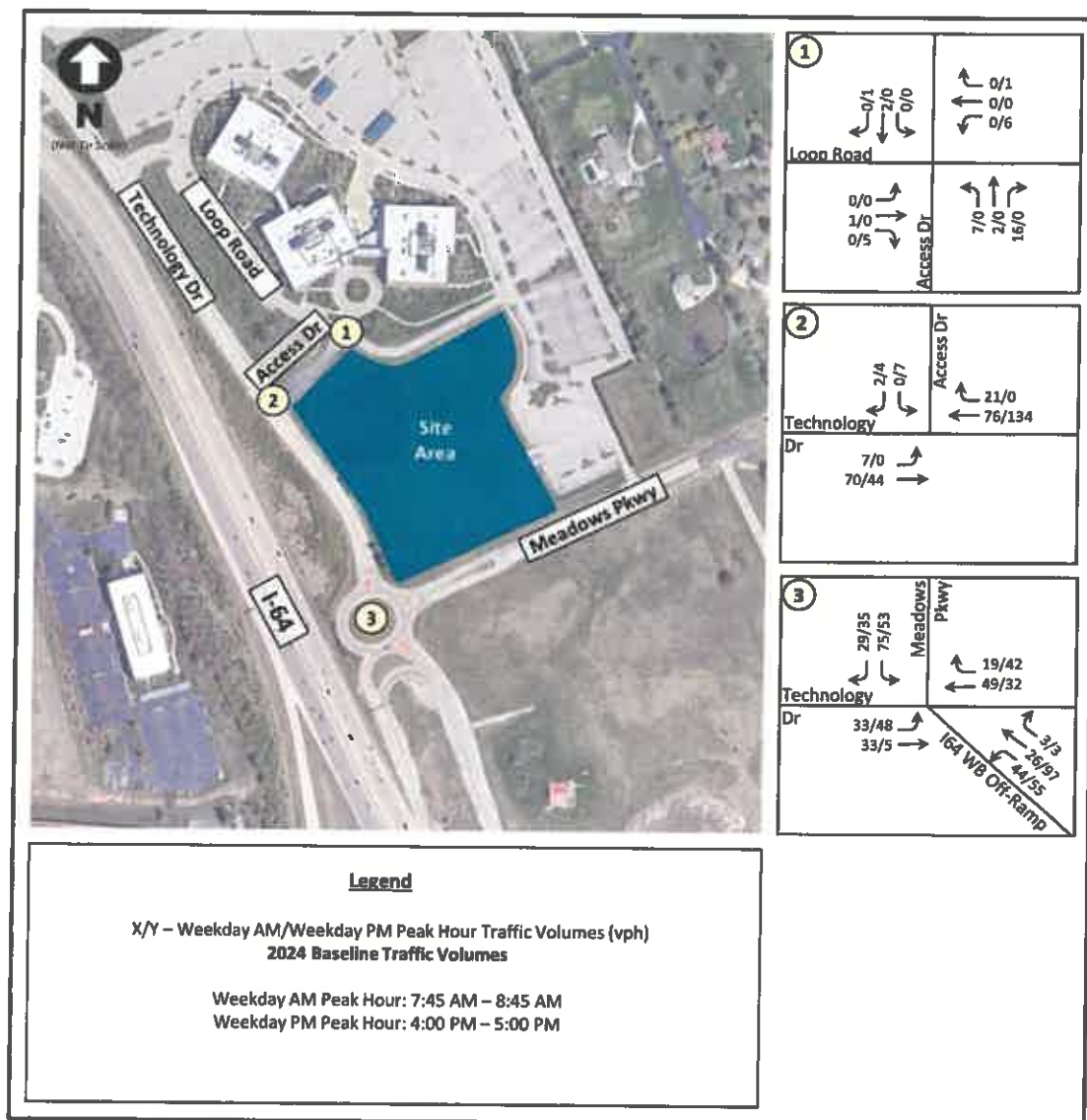


Figure 5. 2024 Baseline Traffic Volume

Baseline 2024 Operating Conditions

The baseline traffic operating conditions at the critical study intersections were evaluated based upon the traffic volumes presented in Figure 5. The analysis was completed using Synchro 11 traffic modeling software, which is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) published by the Transportation Research Board as well as SIDRA 9.1, calibrated using MoDOT's Engineering Policy Guide.

Intersection performance or traffic operations are quantified by six Levels of Service (LOS), which range from LOS A ("Free Flow") to LOS F ("Fully Saturated"). LOS C is normally used for design purposes and represents a roadway with volumes ranging from 70% to 80% of its capacity. LOS E is considered acceptable for peak period conditions in urban areas and would be an appropriate benchmark of acceptable traffic for the study area road system.

Levels of service for intersections are determined based on the average delay experienced by motorists. Signalized intersections reflect higher delay tolerances as compared to unsignalized and roundabout locations because motorists are accustomed to and accepting of longer delays at signals. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and then aggregated for each approach and the intersection as a whole. For intersections with partial (side-street) stop control, the delay is calculated for the minor movements only (side-street approaches and major road left-turns) since thru traffic on the major road is not required to stop.

Table 1 summarizes the criterion for both signalized and unsignalized intersections, as defined by the Highway Capacity Manual (HCM) 6th Edition, last updated in 2016 by the Transportation Research Board.

Table 1. Intersection Level of Service Thresholds

| Level of Service | Control Delay per Vehicle (sec/veh) | |
|------------------|-------------------------------------|--------------|
| | Signalized | Unsignalized |
| A | ≤ 10 | 0-10 |
| B | > 10-20 | > 10-15 |
| C | > 20-35 | > 15-25 |
| D | > 35-55 | > 25-35 |
| E | > 55-80 | > 35-50 |
| F | > 80 | > 50 |

Operating conditions at the study intersections are summarized in **Table 2**. The measures of effectiveness reported include LOS, delay, queue, and volume-to-capacity ratio (v/c). The delay is reported in seconds per vehicle. The queue is reported in ft (ft) as the 95th percentile queue. The v/c ratio compares vehicle demand to the capacity of an associated lane group. A v/c ratio of 1.0 represents a road segment that is at full capacity.

Table 2. Year 2024 Baseline Traffic Operating Conditions

| Intersection & Movements | LOS (Delay, sec) [Queue Length, feet] <v/c ratio> | |
|--|---|----------------------|
| | AM Peak Hour | PM Peak Hour |
| 1) Loop Rd & Access Dr (unsignalized) | | |
| Eastbound | A (9.4) [<25] <0.01> | A (0) [<25] <0.00> |
| Westbound | A (0) [<25] <0.00> | A (0) [<25] <0.00> |
| Northbound | A (7.2) [<25] <0.01> | A (0) [<25] <0.00> |
| Southbound | A (0) [<25] <0.00> | A (0) [<25] <0.00> |
| 2) Technology Dr & Access Dr (unsignalized) | | |
| Eastbound Left-Turn | A (7.5) [<25] <0.01> | A (0) [<25] <0.00> |
| Southbound Left-Turn | A (0) [<25] <0.00> | A (9.7) [<25] <0.02> |
| Southbound Right-Turn | A (8.9) [<25] <0.00> | A (9.1) [<25] <0.01> |
| 3) Technology Dr & Meadows Pkwy / I-64 WB Off-Ramp (roundabout) | | |
| Overall Intersection | A (5.6) | A (4.7) |
| Eastbound | A (3.0) [<25] <0.06> | A (3.2) [<25] <0.07> |
| Westbound | A (5.9) [<25] <0.05> | A (3.1) [<25] <0.04> |
| Northbound | A (5.9) [<25] <0.09> | A (5.4) [<25] <0.08> |
| Southbound | A (7.3) [<25] <0.06> | A (5.7) [<25] <0.13> |

Delay presented in vehicles per second

*Roundabout intersection results from SIDRA software

As shown, the baseline traffic conditions operate with level of service A for all approaches in both peak hours. The study area intersections carry very low traffic volumes during the peak hours and the study area has a surplus of capacity. Intersection approach results are shown in the table even if they did not carry any traffic volumes, and thus have no associated delay or queue. It can be concluded that the study intersections operate acceptably.

Proposed Development

The trip generation methodology and calculations, as well as the proposed directional distributions, associated with the proposed development were provided to the City of Weldon Spring and MoDOT for review prior to completion of the forecasted analysis in a Technical Memorandum dated April 9, 2024. Upon review of the provided Technical Memorandum, MoDOT determined that due to the low traffic generation projections, they would no longer be requiring a Traffic Impact Study for their review. The existing access points are, in their opinion, sufficient for the development to move forward. However, approvals from the City of Weldon Spring are independent of MoDOT's review and approval. Therefore, the Traffic Impact Study was prepared for the City's review.

This section summarizes the approved assumptions presented in the Technical Memorandum.

Trip Generation

In forecasting the proposed use's impacts upon traffic conditions, it is necessary to identify the site's trip generation potential, as any impacts to the surrounding road system would be tied to the net increase in trip generation.

As previously stated, the Weldon Spring Crossing development consists of a 100,800 SF building. Of which 15,120 SF is planned as office space, and the remaining 85,680 SF as warehouse space. The site-generated traffic volumes for the development were estimated using data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition utilizing square footage as the determining variable. Land Use 710: General Office Building Land Use was used for the office space while Land Use 150: Warehousing was utilized for the remaining square footage dedicated to warehouse space. While the land use code for warehousing includes office and maintenance areas in addition to warehouse space in a development, it was determined that the office and warehouse space would be calculated separately for a more conservative estimate.

The forecasted trips that would be generated by the proposed development are summarized in Table 3. As shown, the proposed development would generate a total of approximately 67 and 72 trips during the weekday morning and evening peak hours, respectively upon completion.

Table 3. Proposed Trip Generation

| Land Use Land Use | Unit | Size | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|-------------------------|------|------|-------------------------|-----------|-----------|-------------------------|-----------|-----------|
| | | | In | Out | Total | In | Out | Total |
| General Office Building | SF | 15.1 | 29 | 4 | 33 | 6 | 29 | 35 |
| Warehousing | SF | 85.6 | 26 | 8 | 34 | 10 | 27 | 37 |
| Total: | | | 55 | 12 | 67 | 16 | 56 | 72 |

Due to the proposed development's use as a warehouse, the number of trucks generated by the development were also calculated. The estimates were based on the Truck Trip Generation Data Plots provided in the TGM Appendices to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. In this case, Land Use 150: Warehousing, was again utilized. Throughout the day, per ITE's data, a warehouse would generate about 0.60 truck trips per 1,000 SF of GFA. However, during the peak hours considered in this study, which coincide with the commuter peak hours, truck trip generation is about 0.05 trucks per 1,000 GFA. The forecasted truck percentages that would be generated by the proposed development are summarized in Table 4.

Table 4. Proposed Truck Generation

| Land Use Land Use | Unit | Size | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|----------------------|------|------|-------------------------|-----|-------|-------------------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Warehousing | SF | 85.6 | 1 | 1 | 2 | 1 | 2 | 3 |

As shown, the proposed warehouse development would generate a total of approximately 2 and 3 truck trips during each the weekday morning and evening peak hours, respectively. The reader is reminded that these trucks are included in the total traffic generation estimates provided in Table 3. Table 4 simply identifies the truck only trip generation numbers.

Access is to be provided to the development via three full access drives: one onto Meadows Parkway and two others from the internal access drives serving Weldon Spring Crossing. Direct access to Technology Drive West is not proposed. The access drives are located as follows:

- Access onto Meadows Parkway – 485 feet north of the roundabout with Technology Drive, 310 feet south of the existing drive to the adjacent parking area
- Access onto the Internal Loop Road – 290 feet east of the internal intersection with the Access Drive
- Access onto the Internal Access Drive – 67 feet south of the internal intersection with the loop road, 230 feet north of Technology Drive

Directional Distribution

The development's trip generation would be assigned to the study area roadways in accordance with an anticipated directional distribution that reflects prevailing traffic patterns of the area based on the proposed development's uses. Table 5 presents the directional distribution proposed for the development. The directional distribution is presented graphically in Figure 6. Given the proposed development's uses, it was assumed that vehicles to and from the development would primarily utilize the major highways in the area to access the site rather than local roads.

Table 5. Directional Distribution Percentages

| To/From | Percentage |
|-------------------------------------|------------|
| To/From the West on I-64 | 40% |
| To/From the East on I-64 | 35% |
| To/From the Northeast on Highway 94 | 20% |
| To/From the Southwest on Highway 94 | 5% |



Figure 6. Directional Distribution



Figure 7. Site Generated Traffic Volumes

Year 2024 Forecasted Conditions

Forecasted operating conditions were evaluated using the same methodology applied to the baseline conditions. The site generated traffic, shown in Figure 7, was aggregated with the baseline traffic volumes (Figure 5) to produce a forecasted conditions scenario that reflects the addition of the proposed development. The resulting 2024 traffic forecast is illustrated in Figure 8.

Forecasted Operating Conditions

The 2024 forecasted operating conditions at the study intersections were analyzed based upon the 2024 forecasted traffic volumes illustrated in Figure 8. The 2024 forecasted conditions determined the adequacy of the road network to accommodate the additional traffic generated by the proposed development and identify any further mitigation measures that may be necessary. The 2024 forecasted operating conditions are summarized in Table 6. As shown, traffic conditions at the study intersections are anticipated to remain favorable, with LOS A for each approach at intersections during both peak hours of the day.

Table 6. Year 2024 Forecasted Traffic Operating Conditions

| Intersection & Movements | LOS (Delay, sec) [Queue Length, feet] <v/c ratio> | |
|--|---|----------------------|
| | AM Peak Hour | PM Peak Hour |
| 1) Loop Rd & Access Rd (unsignalized) | | |
| Eastbound | A (9.6) [<25] <0.01> | A (8.3) [<25] <0.01> |
| Westbound | A (9) [<25] <0.01> | A (8.8) [<25] <0.05> |
| Northbound | A (7.2) [<25] <0.01> | A (0) [<25] <0.00> |
| Southbound | A (0) [<25] <0.00> | A (0) [<25] <0.00> |
| 2) Technology Dr & Access Road (unsignalized) | | |
| Eastbound Left-Turn | A (7.5) [<25] <0.02> | A (7.5) [<25] <0.00> |
| Southbound Left-Turn | A (0) [<25] <0.00> | A (9.8) [<25] <0.02> |
| Southbound Right-Turn | A (9) [<25] <0.02> | A (9.4) [<25] <0.08> |
| 3) Technology Dr & Meadows Pkwy / I-64 WB Off-Ramp (roundabout) | | |
| Overall Intersection | A (5.8) | A (5.0) |
| Eastbound | A (3.2) [<25] <0.06> | A (3.3) [<25] <0.07> |
| Westbound | A (5.9) [<25] <0.05> | A (3.2) [<25] <0.04> |
| Northbound | A (6.1) [<25] <0.09> | A (5.9) [<25] <0.09> |
| Southbound | A (7.2) [<25] <0.10> | A (5.9) [<25] <0.15> |
| 4) Site Access A & Access Dr (unsignalized) | | |
| Westbound Left-Turn | A (8.9) [<25] <0.01> | A (8.8) [<25] <0.02> |
| 5) Loop Rd & Site Access B (unsignalized) | | |
| Northbound Left-Turn | A (8.7) [<25] <0.00> | A (8.6) [<25] <0.02> |
| 6) Site Access C & Meadows Pkwy (unsignalized) | | |
| Eastbound Approach | A (8.8) [<25] <0.01> | A (8.8) [<25] <0.02> |
| Northbound Left-Turn | A (7.5) [<25] <0.01> | A (7.4) [<25] <0.01> |

Delay presented in vehicles per second

*Roundabout intersection results from SIDRA software

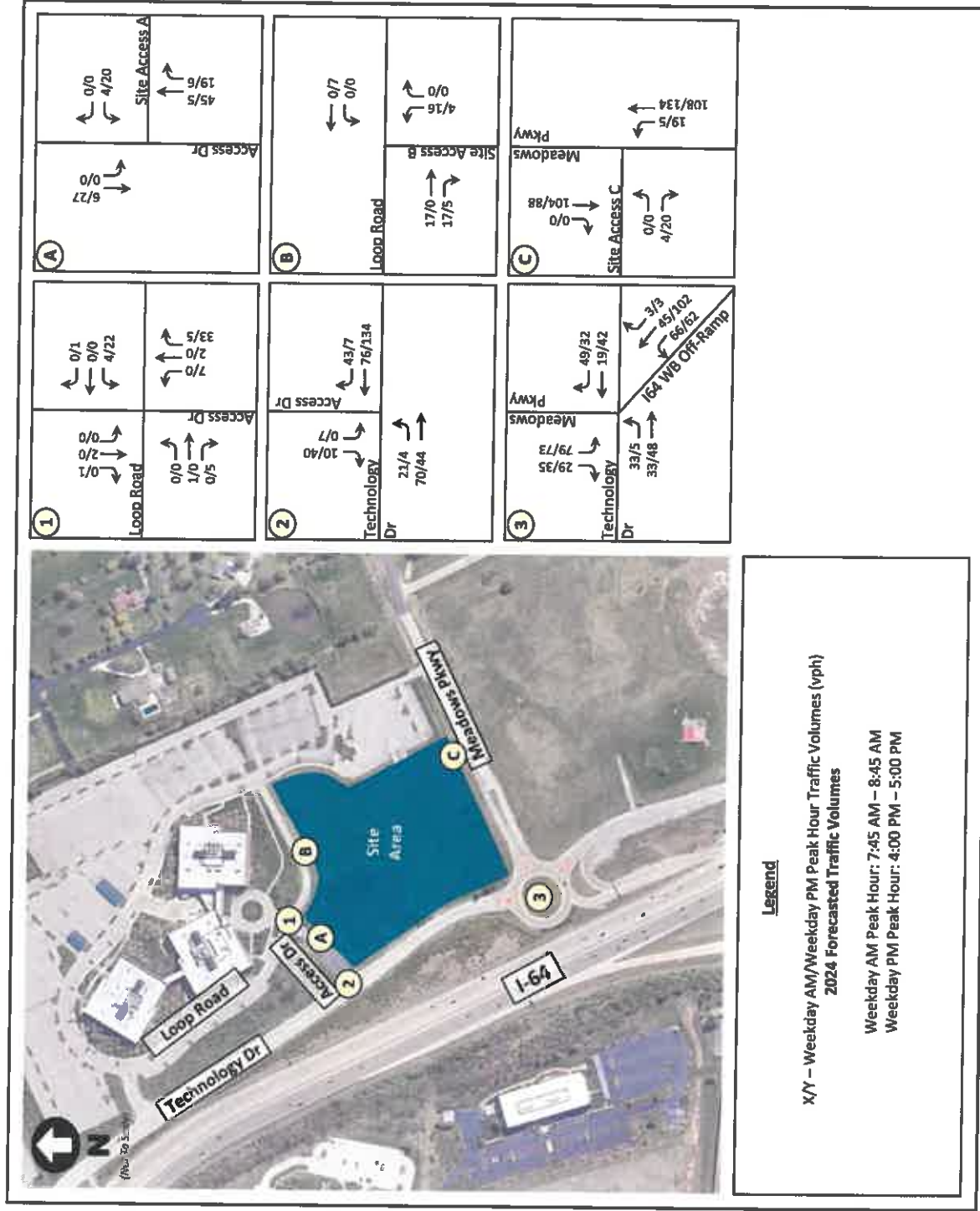


Figure 8. 2024 Forecasted Traffic Volumes

Therefore, it is evident that all study area intersections and approaches would be expected to operate at an overall level of service A during both peak hours of the day. The additional traffic generated by the proposed development is anticipated to be easily accommodated by the existing roadway network. Even with the additional traffic generated by the development roadways would have ample capacity to accommodate future growth.

Conclusions

Lochmueller Group has completed the preceding traffic study pertaining to the proposed office-warehouse building in Weldon Spring, Missouri. Based on the preceding study, the following can be concluded:

- Analysis of the 2024 baseline operating conditions determined that the study area intersections operate acceptably during the morning and afternoon peak hours of the day demonstrating a surplus of capacity in the roadway network. Operations for the three study intersections showed Level of Service A for all approaches during the morning and afternoon peak hours.
- A total of nine crashes occurred within the study area during a 5-year period. None of these crashes resulted in fatalities, however one resulted in suspected serious injury and three resulted in minor injuries. The most common crash type was out-of-control, with five crashes being this type.
- The proposed development will add a 100,800 SF building on Lot B of Weldon Spring Crossing. Of the total SF of this building, 15,120 SF is planned as office space, and the remaining 85,680 SF as warehouse space. Consequently, the proposed development would generate a total of approximately 67 and 72 trips during the weekday morning and evening peak hours, respectively upon completion.
- Access is to be provided to the development via three full access drives: one onto Meadows Parkway and two others from the internal access drives serving Weldon Spring Crossing. Direct access to Technology Drive West is not proposed. The access drives are located as follows:
 - Access onto Meadows Parkway – 485 feet north of the roundabout with Technology Drive, 310 feet south of the existing drive to the adjacent parking area
 - Access onto the Internal Loop Road – 290 feet east of the internal intersection with the Access Drive
 - Access onto the Internal Access Drive – 67 feet south of the internal intersection with the loop road, 230 feet north of Technology Drive
- The analysis of the 2024 forecasted operating conditions determined the adequacy of the surrounding road network to accommodate the additional traffic generated by the proposed development and concluded that no mitigation will be necessary to accommodate the development.

Overall, it was concluded that the study intersections can easily accommodate the proposed development and that additional infrastructure improvements are not necessary to offset the traffic generated by the proposed development.

Please contact our office at (314) 446-3791 with any questions or comments concerning this report.

Completed by Lochmueller Group, Inc



CITY OF WELDON SPRING

5401 Independence Road
Weldon Spring, MO 63304
phone: (636) 441-2110
fax: (636) 441-8495
www.weldonspring.org

STAFF REPORT

To: Planning & Zoning Commission

Date: 07/30/24

From: Steve Lauer, City Planner

Subject: Persimmon Trace, Major Preliminary Plat

Cc: Mayor Don Licklider, City Administrator Don Stolberg, City Clerk Bill Hanks, City Engineer Bill Schnell & City Attorney Bob Wohler

Staff has reviewed the Persimmon Trace Preliminary Plat submitted by The Sterling Company for a proposed subdivision at 6101 Ozark Way and presents the following report for your review and consideration.

BACKGROUND:

The applicant Fischer & Fichtel Custom Homes requests the approval of the major preliminary plat for Persimmon Trace subdivision which consists of thirteen (13) lots on 9.548 acres of land. Under the RS-1/2 Single-Family Residential District the minimum lot size is twenty thousand (20,000) square feet. The lot sizes in persimmon trace range in size from 20,040 square feet to 20,804 square feet. The average lot size is 20,200 square feet. The preliminary plat is being submitted along with rezoning application RZ-2024-01.

PROJECT SUMMARY:

Area: 9.548 acres

Existing Zoning: RS-1/2, Single-Family Residential District (contingent upon approval of rezoning application # RZ-2024-01)

Adjacent Zoning:

North: R-1, City of O'Fallon
South: RS-1/2, Single-Family Residential
East: RS-1/2, Single-Family Residential
West: RS-1, Single-Family Residential

Public Service:

School District – Francis Howell School District
Fire District – Cottleville Fire Protection District

Utilities:

Water – Missouri American Water Company
Sewer – Duckett Creek Sanitary District
Electric – Ameren
Gas – Spire

ANALYSIS:

This preliminary plat has been analyzed in terms of technical compliance with Chapter 410 Subdivision Regulations of the Code of Ordinances of the City of Weldon Spring.

Persimmon Trace Subdivision includes thirteen (13) lots with an average lot area of 20,200 square feet. The subdivision also includes a 2.10-acre common ground area on the northwest portion of the parcel which includes the Special Flood Hazard Area Zone AE and some 0.2% Annual Chance Flood Hazard Area Zone X. This floodplain area is along an unnamed tributary that flows into Crooked Creek. The proposed stormwater detention and water quality area is also located in the common ground area.

Access to the subdivision will be from Ozark Way, a City of Weldon Spring public street. The interior loop street will need to be constructed in accordance with the City of Weldon Spring public standards with access being provided to all thirteen (13) lots.

Persimmon Trace will be served by the American Water Company and Duckett Creek Sanitary District.

A twenty-five (25) foot natural watercourse vegetated buffer will need to be designated and maintained along the unnamed tributary on the property. All requirements for the protection and preservation of the natural watercourse vegetated buffer must be adhered to.

Tree plan – Two (2) monarch trees will be removed due to location of future utilities (sanitary sewer lines). The mitigation number for the monarch trees needs to be increased from fifty-three to fifty-four trees. Within each grid fifty percent (50%) of the protected trees should be retained. For every protected tree removed over this fifty percent (50%) figure, two (2) replacement trees shall be installed.

Sidewalk – A four (4) foot wide sidewalk has been added to the interior of the loop street.

AERIAL VIEW:



STAFF COMMENTS & RECOMMENDATIONS

The lot data on Sheet 1.1 of the preliminary plat needs to be updated to reflect the current maximum lot size, minimum lot size and average lot size.

On the location map Siedentop Road needs to be added.

On Sheet 2.1 in the subdivision name block Area Plan needs to be change to Preliminary Plat.

Approval needs to be provided for the subdivision name Persimmon Trace.

Staff finds that the Persimmon Trace Major Preliminary Plat meets the technical requirements of Chapter 410 Subdivision Regulations. Staff is still reviewing the revisions to the Predevelopment Tree Plan to ensure compliance with the applicable regulations.



Weldon Sping, Missouri

LOOMIS
landscaping architects + planners
ASSOCIATES

7380 Mitchell Ave., Richmond, BC V6X 3A9
1-604-275-5656
www.loomis-associates.com

Loomis Associates Inc.
Member: British Columbia Association of Landscape Architects

L1.01

PLANTING SCHEDULE

Leistungsumfang Notizen:





CITY OF WELDON SPRING

5401 Independence Road
Weldon Spring, MO 63304
phone: (636) 441-2110
fax: (636) 441-8495
www.weldonspring.org

STAFF REPORT

To: Planning & Zoning Commission

Date: 07/29/24

From: Steve Lauer, City Planner

Subject: 450 Technology Drive – Weldon Spring Pointe Site Plan

Cc: Mayor Don Licklider, City Administrator Don Stolberg, City Clerk Bill Hanks, City Planner Steve Lauer, City Engineer Bill Schnell & City Attorney Bob Wohler

Staff has reviewed a Site Plan application for Weldon Spring Pointe submitted by The Clayton Engineering Company for an office/warehouse (distribution) at 450 Technology Drive and presents the following report for your review and consideration.

BACKGROUND:

The site is located at the northwest corner of technology drive and meadows parkway. The proposed building would be located on lot b of the Weldon Spring Crossing subdivision. The only other lot in this subdivision is Lot A which contains the adjacent Verizon campus. The subject site is currently vacant. There is an existing pond on the site. The Corps of engineers has issued a letter stating that the pond is located in an upland area with no apparent flow into a water of the United States and is determined to be isolated. Therefore, it does not fall under the jurisdiction of section 404 and no permit is required from the corps of engineers for the project of draining the pond.

The proposed office/warehouse building will be constructed in order to lease the building or partial units to a distribution type facility. Access to the site will utilize the existing access points OFF Technology Drive and Meadows parkway. The light industrial use of the warehouse is contingent upon the approval of conditional use permit CUP-2024-01.

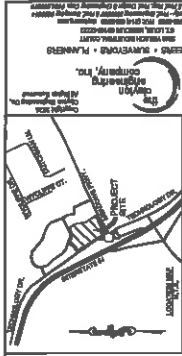
PROJECT SUMMARY:

| | |
|-------------------------|--|
| Area: | 8.330 acres |
| Proposed Use: | Office/Warehouse fully contained in the proposed 100,800 square foot, 40.5-foot-high building. |
| Existing Zoning: | HTO, High-Technology Office District |
| Adjacent Zoning: | |
| North: | HTO, High-Technology Office - Verizon |
| South: | HTO, High-Technology Office – Meadows Parkway/Vacant |
| East: | HTO, High-Technology Office - Verizon |
| West: | Technology Drive/I-64 |

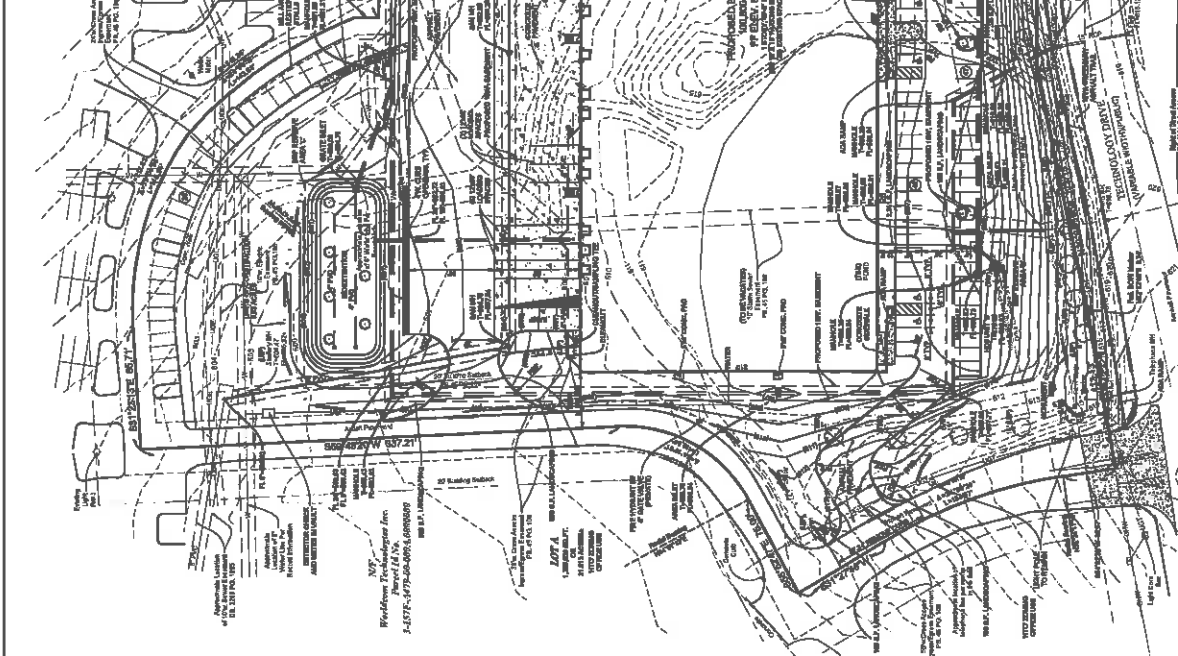
STAFF COMMENTS & RECOMMENDATIONS:

1. The revised concept landscape plan which is included in your packet is being reviewed by staff.
2. A shared use path as delineated on the City of Weldon Spring Parks and Greenway Master Plan is depicted along the frontage on technology drive.
3. The radius for the entrance on Meadows Parkway has been reduced to limit the use of the western portion of Meadows Parkway for large truck traffic.
4. Upon approval of the site plan, the proposed building will need to be reviewed and approved by the Architectural Review Commission.
5. The developer's engineer certification must be completed and sent to the city engineer.

Staff recommend approval of the major site plan for Weldon Spring Pointe subject to the revised concept landscape plan meeting the required standards for landscaping in the HTO, High-Technology Office district.



SITE PLAN
FOR WELDON SPRING CROSSING
LOT 18 OF WELDON SPRING CROSSING
A TRACT OF LAND BEING LOT 18 OF WELDON SPRING CROSSING
RECORDED IN PLAT BOOK 43 PAGE 108
A SUBDIVISION OF LOT 35 OF THE HOWELL PRAIRIE TRACT AND LOCATED IN
FRACTIONAL SECTION 27, TOWNSHIP 46 NORTH, RANGE 3 EAST OF THE 5TH
PRINCIPAL MERIDIAN
CITY OF WELDON SPRING, ST. CHARLES COUNTY, MISSOURI



48FIFTY REAL ESTATE
 139 W. Monroe Avenue, Ste. 200
 St. Louis, MO 63102
SUB PLAN
WELDON SPRING POINTS

SDP 1.0
 Sheet Number
 23201
 Project Number
 23201
 Date
 08/20/2023
 Drawn
 JMS
 Checked
 JMS
 Date
 08/20/2023

LEGEND

- 1. 1/4" = 1' Scale
- 2. 1/4" = 1' Scale
- 3. 1/4" = 1' Scale
- 4. 1/4" = 1' Scale
- 5. 1/4" = 1' Scale
- 6. 1/4" = 1' Scale
- 7. 1/4" = 1' Scale
- 8. 1/4" = 1' Scale
- 9. 1/4" = 1' Scale
- 10. 1/4" = 1' Scale
- 11. 1/4" = 1' Scale
- 12. 1/4" = 1' Scale
- 13. 1/4" = 1' Scale
- 14. 1/4" = 1' Scale
- 15. 1/4" = 1' Scale
- 16. 1/4" = 1' Scale
- 17. 1/4" = 1' Scale
- 18. 1/4" = 1' Scale
- 19. 1/4" = 1' Scale
- 20. 1/4" = 1' Scale
- 21. 1/4" = 1' Scale
- 22. 1/4" = 1' Scale
- 23. 1/4" = 1' Scale
- 24. 1/4" = 1' Scale
- 25. 1/4" = 1' Scale
- 26. 1/4" = 1' Scale
- 27. 1/4" = 1' Scale
- 28. 1/4" = 1' Scale
- 29. 1/4" = 1' Scale
- 30. 1/4" = 1' Scale
- 31. 1/4" = 1' Scale
- 32. 1/4" = 1' Scale
- 33. 1/4" = 1' Scale
- 34. 1/4" = 1' Scale
- 35. 1/4" = 1' Scale
- 36. 1/4" = 1' Scale
- 37. 1/4" = 1' Scale
- 38. 1/4" = 1' Scale
- 39. 1/4" = 1' Scale
- 40. 1/4" = 1' Scale
- 41. 1/4" = 1' Scale
- 42. 1/4" = 1' Scale
- 43. 1/4" = 1' Scale
- 44. 1/4" = 1' Scale
- 45. 1/4" = 1' Scale
- 46. 1/4" = 1' Scale
- 47. 1/4" = 1' Scale
- 48. 1/4" = 1' Scale
- 49. 1/4" = 1' Scale
- 50. 1/4" = 1' Scale
- 51. 1/4" = 1' Scale
- 52. 1/4" = 1' Scale
- 53. 1/4" = 1' Scale
- 54. 1/4" = 1' Scale
- 55. 1/4" = 1' Scale
- 56. 1/4" = 1' Scale
- 57. 1/4" = 1' Scale
- 58. 1/4" = 1' Scale
- 59. 1/4" = 1' Scale
- 60. 1/4" = 1' Scale
- 61. 1/4" = 1' Scale
- 62. 1/4" = 1' Scale
- 63. 1/4" = 1' Scale
- 64. 1/4" = 1' Scale
- 65. 1/4" = 1' Scale
- 66. 1/4" = 1' Scale
- 67. 1/4" = 1' Scale
- 68. 1/4" = 1' Scale
- 69. 1/4" = 1' Scale
- 70. 1/4" = 1' Scale
- 71. 1/4" = 1' Scale
- 72. 1/4" = 1' Scale
- 73. 1/4" = 1' Scale
- 74. 1/4" = 1' Scale
- 75. 1/4" = 1' Scale
- 76. 1/4" = 1' Scale
- 77. 1/4" = 1' Scale
- 78. 1/4" = 1' Scale
- 79. 1/4" = 1' Scale
- 80. 1/4" = 1' Scale
- 81. 1/4" = 1' Scale
- 82. 1/4" = 1' Scale
- 83. 1/4" = 1' Scale
- 84. 1/4" = 1' Scale
- 85. 1/4" = 1' Scale
- 86. 1/4" = 1' Scale
- 87. 1/4" = 1' Scale
- 88. 1/4" = 1' Scale
- 89. 1/4" = 1' Scale
- 90. 1/4" = 1' Scale
- 91. 1/4" = 1' Scale
- 92. 1/4" = 1' Scale
- 93. 1/4" = 1' Scale
- 94. 1/4" = 1' Scale
- 95. 1/4" = 1' Scale
- 96. 1/4" = 1' Scale
- 97. 1/4" = 1' Scale
- 98. 1/4" = 1' Scale
- 99. 1/4" = 1' Scale
- 100. 1/4" = 1' Scale

