

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
BOARD OF ALDERMEN REGULAR MEETING
ON THURSDAY, NOVEMBER 14, 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 Regular Board of Aldermen Meeting will be in person at 5401 Independence Road Weldon Spring, Missouri, 63304. Also, the public can attend virtually by video-conference and/or audio-conference call, you may attend the meeting on a desktop, laptop, mobile device, or telephone by following the highlighted instructions below.

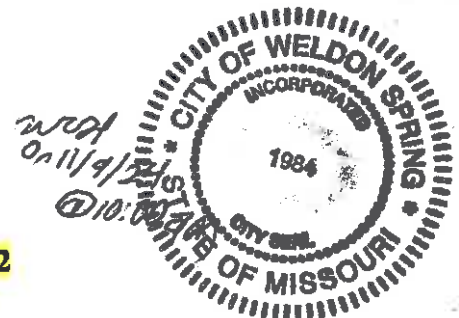
Link:

<https://us02web.zoom.us/j/8163394872?pwd=SYJX7fRTPoflLhDbbOhqFWGNpGgUIF.1&omn=89711057966>

**Meeting ID: 816 339 4872
Password: 11142024**

Or by telephone dial: 1-312-626-6799

**Meeting ID: 816 339 4872
Password: 8 11142024**



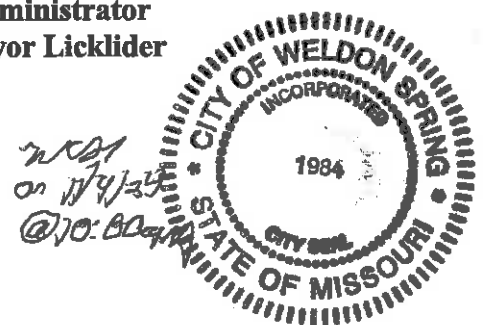
PAGE 1 OF 2

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

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

******BOARD OF ALDERMEN REGULAR TENTATIVE AGENDA – 11/14/24 at 7:30 PM******

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL and DETERMINATION OF A QUORUM**
- 4. CITIZENS COMMENTS** – The public must be in person to speak during Citizens Comments or send comments in writing to the City Clerk (at bhanks@weldonspring.org) prior to the Board meeting. Anyone wishing to speak shall state their name, their address, and limit their remarks to 3 minutes.
- 5. PRESENTATION:**
 - A. 450 Technology Drive Conditional Use Permit & Site Plan – Mark Branstetter (Panattoni Development Company) & Steve Quigley (The Clayton Engineering Company)
- 6. PUBLIC HEARING:**
 - 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” (Flex Office/Warehouse) at 450 Technology Drive.
- 7. APPROVAL OF MINUTES**
 - A. October 24, 2024 – Board Regular Session Minutes
 - B. November 2, 2024 – Special Work Session Minutes
- 8. CITY TREASURER’S PACKET**
 - A. Paid Bills (October 18, 2024 – November 7, 2024)
 - B. September 2024 Credit Card Bills
- 9. UNFINISHED BUSINESS**
 - A. Pedestrian Crossing Project – **City Administrator**
- 10. NEW BUSINESS**
 - A. Code Change Suggestions by Architectural Review Commission (ARC) – **Alderman Clutter/City Planner**
 - B. An Ordinance Granting Conditional Use Permit (CUP #2024-01) for Forty Nine Fifty, LLC, to Allow a Flex Office/Warehouse in the “HTO” High-Technology Office Zoning District on a Certain Tract of Land Located at 450 Technology Drive in the City of Weldon Spring, Missouri – **Alderman Yeager**
 - C. An Ordinance Approving the Recommended Weldon Spring Pointe Major Site Plan for a Flex Office/Warehouse at 450 Technology Drive and Matters Relating Thereto – **Alderman Baker**
- 11. REPORTS & COMMITTEES**
 - A. Public Safety Report – **SCCPD Representative**
 - B. City Administrator Report (Informational) – **City Administrator**
 - C. Planning & Zoning Commission Appointment – **Mayor Licklider**
- 12. RECEIPTS & COMMUNICATIONS**
- 13. ADJOURNMENT**



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, November 4, 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, November 14, 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” (Flex Office – 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
REGULAR MEETING OF THE BOARD OF ALDERMEN
OCTOBER 24, 2024

CALL TO ORDER: The Weldon Spring Board of Aldermen met for their regular meeting at Weldon Spring City Hall, 5401 Independence Road on Thursday, October 24, 2024, at 7:30 PM with Mayor Donald Licklider presiding.

PLEDGE OF ALLEGIANCE: Mayor Licklider asked everyone in attendance to stand and join in reciting the Pledge of Allegiance.

ROLL CALL AND DETERMINATION OF QUORUM: On a roll call, the following Aldermen were present:

| | | |
|---------|------------------|-----------------|
| Ward 1: | Alderman Clutter | Alderman Yeager |
| Ward 2: | Alderman Conley | Alderman Kolb |
| Ward 3: | | Alderman Baker |

Alderman Martiszus was absent.

A quorum was declared.

Also, present were Mayor Licklider, Don Stolberg (City Administrator), and Bill Hanks (City Clerk).

PUBLIC COMMENTS:

There were no public comments at this time.

MINUTES:

October 10, 2024 – Regular Board Meeting Minutes: Alderman Clutter moved to approve the minutes from the October 10, 2024, regular meeting, as submitted. The motion was seconded by Alderman Yeager. **Motion carried** with 5 ayes.

TREASURER’S REPORT:

Alderman Clutter made a motion to accept the Treasurer’s packet of paid bills from October 4, 2024, to October 17, 2024. The motion was seconded by Alderman Yeager. **Motion carried** with 5 ayes.

UNFINISHED BUSINESS:

Pedestrian Crossing Project: There was no update at this time.

NEW BUSINESS:

Unaudited Receipts & Disbursements Statement for Fiscal Year 2024 Year-End: Alderman Clutter made a motion to approve the Unaudited Receipts and Disbursements for the end of the 2024 fiscal year for publication, seconded by Alderman Yeager. **Motion carried** with 5 ayes.

Employee Policy Manual Appendixes Update: This was no action on this topic because this was only informational for the Board

Alderman Clutter suggested on removing the municipal judge and provisional judge positions from the supervisory chart because the City contracts with the City of O'Fallon for municipal court administration

2 Wycliffe Court Escrow Release: Alderman Clutter made a motion to release \$5,000.00 from escrow for construction of a home at 2 Wycliffe Court, seconded by Alderman Yeager. **Motion carried** with 5 ayes.

REPORTS AND COMMITTEES:

Architectural Review Commission (ARC): Aldermen Clutter informed the Board that ARC made recommendations to modify the City Codes. The recommendations will be presented to the Board for their input before submitting them to the Planning & Zoning Commission.

City Administrator Report: The City Administrator Report was submitted to the Board prior to the meeting.

There was a brief discussion about the removal of the crosswalk cutout across from the Pocket Park on Weldon Spring Parkway, and the removal and replanting of the trees along Weldon Spring Parkway.

RECEIPTS & COMMUNICATIONS:

Mayor Licklider stated that there is a Planning & Zoning meeting scheduled on November 4, 2024, at 7:30 PM for consideration of a Conditional Use Permit (CUP) for a flex office warehouse at 450 Technology Drive.

ADJOURNMENT:

Alderman Kolb moved to adjourn the meeting at 8:03 PM, seconded by Alderman Clutter. **Motion carried** with 5 ayes.

Respectfully submitted,

William C. Hanks, City Clerk

**CITY OF WELDON SPRING
BOARD OF ALDERMEN SPECIAL WORK SESSION
NOVEMBER 2, 2024**

CALL TO ORDER: A Work Session of the Board of Aldermen for the City of Weldon Spring was held on Saturday, November 2, 2024, at approximately 9:00 AM, at the Weldon Spring City Hall, which is located at 5401 Independence Road. The Work Session was called to order at 9:05 AM by Mayor Licklider.

PLEDGE OF ALLEGIANCE: Mayor Licklider asked everyone in attendance to stand and join in reciting the Pledge of Allegiance.

ROLL CALL AND DETERMINATION OF QUORUM: Alderman Baker, Alderman Clutter, Alderman Conley, Alderman Kolb, Alderman Martiszus, and Alderman Yeager were present.

Also, present were Mayor Licklider, Don Stolberg (City Administrator), and Bill Hanks (City Clerk).

BUSINESS FOR DISCUSSION:

Strategic Planning: The Board started the discussion by reviewing the current City's vision and statement statements.

Mr. Stolberg (City Administrator) gave an update on the Pedestrian Crosswalk project and that the City received a complaint from a homeowner about the new crosswalk at the intersection of Rodelle Woods Drive and Independence Road. He added that he and the City Attorney had a meeting with the homeowner.

There was a lengthy discussion about creating the immediate priorities for City staff to begin working on within the next year. Mr. Stolberg reminded the Board approved the Fiscal Year 2025 Budget, which includes funding for more City events and the replacement of some of the playground equipment in Weldon Spring City Park.

During the discussion, there was consensus, from the Board, on the top three priorities for the City, which are safety improvements on "back" Wolfrum Road, improvements to the lake at Weldon Spring City Park, and a new Comprehensive Plan.

Next, the Board had a discussion on steps to help achieve these goals. They also discussed having City staff explore possible grant opportunities to leverage their funding in the projects.

Alderman Conley still voiced her concern about the City not being business friendly. The response was that the comprehensive plan process will help the City figure out what the City is doing right and wrong in being more business friendly.

The Work Session ended at 11:10 AM.

Respectfully submitted,

William C. Hanks, City Clerk

**PAID BILLS TO BE APPROVED
OCT 18, 2024 -- NOV 07, 2024**

EXCEPT FOR THE ITEMS NOTED, THE ATTACHED LIST IS APPROVED BY THE BOARD OF ALDERMAN FOR PAYMENT. APPROVED THIS
14TH DAY OF NOV 2024 _____ MAYOR

| CLAIMS REPORT 11/07/2024 | | | | |
|---------------------------------|-------------------------------|-------------|----------|------------|
| VENDOR | REFERENCE | AMOUNT | CHECK # | CHECK DATE |
| AMEREN MISSOURI | TRAFFIC CAMERAS | \$19.11 | 10240406 | 10/30/2024 |
| AMEREN MISSOURI | SIEDENTOP PARK 09/24-10/23/24 | \$13.38 | 10240418 | 11/6/2024 |
| AMERICAN SOLUTION FOR BUSINESS | MISSOURI UNIFORM CITATION | \$326.00 | 10240407 | 10/30/2024 |
| ANDREW JOHNS | MILEAGE BANK TRIPS | \$18.09 | 10240405 | 10/30/2024 |
| BUILDINGSTARS OPERATIONS INC | MONTHLY HOUSEKEEPING NOV24 | \$240.00 | 10240419 | 11/6/2024 |
| CENTRAL BANK CREDIT CARD | SEPT 2024 CHARGES | \$4,399.54 | 10240392 | 10/18/2024 |
| COTTLEVILLE/WELDON SPRING | 2025 MEMBERSHIP | \$125.00 | 9923 | 10/30/2024 |
| CUIVRE RIVER ELECTRIC | MON ELE WS PARK 9/23-10/22/24 | \$159.94 | 10240408 | 10/30/2024 |
| CUIVRE RIVER ELECTRIC | MON ELE SHED 09/23-10/22/24 | \$175.70 | 10240409 | 10/30/2024 |
| CUIVRE RIVER ELECTRIC | MON ELE CABIN 09/23-10/22/24 | \$43.13 | 10240410 | 10/30/2024 |
| CUIVRE RIVER ELECTRIC | MON ELE BARN 09/23-10/22/24 | \$41.00 | 10240411 | 10/30/2024 |
| DELTA DENTAL OF MISSOURI | EMPLOYEES DENTAL INSURANCE | \$257.95 | 10240414 | 11/6/2024 |
| DELTA VISION | VISION INSURANCE NOV. 2024 | \$38.54 | 10240415 | 11/6/2024 |
| DIMENSIONAL SECURITY SYSTEMS | Q1 ALARM MONITORING | \$48.00 | 9924 | 10/30/2024 |
| DOUGLAS R SMITH | MUNI COURT PA OCT2024 | \$650.00 | 9929 | 11/6/2024 |
| DUCKETT CREEK SANITARY DISTRICT | PARK BATHROOMS 08/31-09/30 | \$26.75 | 10240420 | 11/6/2024 |
| FICK SUPPLY SERVICE INC | 3'-10' LIMESTONE | \$810.63 | 9925 | 10/30/2024 |
| HORNER-SHIFRIN | WELDON SPRING PARKS | \$2,456.50 | 10240403 | 10/30/2024 |
| KANSAS CITY LIFE INS CO | GROUP LIFE INS | \$242.50 | 10240416 | 11/6/2024 |
| METROPARK COMMUNICATIONS | TELEPHONE/INTERNET NOV. 2024 | \$449.95 | 10240417 | 11/6/2024 |
| MISSOURI AMERICAN WATER COMPAN | SIEDENTOP 9/5-10/2/24 | \$38.38 | 9927 | 10/31/2024 |
| MISSOURI AMERICAN WATER COMPAN | WS PARK WATER 09/19-10/16/24 | \$60.73 | 9931 | 11/6/2024 |
| PURITAN SPRING WATER | BOTTLE WATER | \$29.81 | 10240412 | 10/31/2024 |
| ST CHARLES BUS RECORD | PUBLIC NOTICE NOV 4TH MEETING | \$91.69 | 9930 | 11/6/2024 |
| ST CHARLES BUS RECORD | ANNUAL FINANCE REPORT | \$77.85 | 9930 | 11/6/2024 |
| ST CHARLES CNTY PUBLIC HEALTH | JULY 24 MOSQUITO SPRAY | \$68.00 | 9932 | 11/6/2024 |
| ST CHARLES CNTY PUBLIC HEALTH | SEPT 24 MOSQUITO SPRAY | \$34.00 | 9932 | 11/6/2024 |
| ST CHARLES IT | IT SERVICES OCT24 | \$712.50 | 9933 | 11/6/2024 |
| TRUGREEN LIMITED PARTNERSHIP | AERATION & SEEDING | \$4,400.48 | 10240421 | 11/6/2024 |
| UNITED HEALTHCARE | EMPLOYEE HEALTH INS NOV24 | \$4,932.10 | 9926 | 10/31/2024 |
| VERIZON WIRELESS | MONTHLY CELL | \$326.33 | 10240413 | 10/31/2024 |
| Accounts Payable Total | | \$21,313.58 | | |

**PAID CREDIT CARD BILLS TO BE APPROVED
SEP CHARGES**

EXCEPT FOR THE ITEMS NOTED, THE ATTACHED LIST IS APPROVED BY THE BOARD OF ALDERMAN FOR PAYMENT. APPROVED THIS
14TH DAY OF NOV 2024 _____, MAYOR

Mastercard
24-Oct
SEP CHARGES

| Account # | Account Description | ALBERT | BOB | BILL | DON | MITCHELL | HOWIE | LAURA | TOTAL |
|--------------|---------------------------------|-----------|-----------|-------------|----------|-------------|-----------|-----------|-------------|
| 10.10.5201 | Meals, Travel, Lodging | | | \$ 1,576.93 | | | | | \$ 1,576.93 |
| 10.10.5213 | Postage | | | \$ 9.68 | | | | | \$ 9.68 |
| 10.10.5243 | City Hall Office Supplies | | | \$ 9.78 | \$ 70.58 | | | | \$ 80.36 |
| 10.10.5324 | Consultant - Software | | | | | \$ 194.93 | | | \$ 194.93 |
| 20.20.5216 | Events in the Park | | | \$ 371.01 | | | | | \$ 371.01 |
| 20.20.5217 | 4th of July | | | | | \$ 890.00 | | | \$ 890.00 |
| 20.20.5232 | Park Uniforms | | | | | | | \$ 560.50 | \$ 560.50 |
| 20.20.5236 | Park - Repairs / Maintenance | | \$ 137.96 | | | | \$42.77 | | \$ 180.73 |
| 20.20.5237 | Park Equipment-Repairs/Maint | | | | | | \$179.95 | | \$ 179.95 |
| 20.20.5241 | City Hall - Repairs/Maintenance | | \$ 7.45 | | | | | | \$ 7.45 |
| 20-20-5243 | Parks General Supplies | \$199.65 | | | | | \$155.12 | | \$ 354.77 |
| TOTAL | | \$ 199.65 | \$ 145.41 | \$ 1,967.40 | \$ 70.58 | \$ 1,084.93 | \$ 377.84 | \$ 560.50 | \$ 4,406.31 |

**Code Change
Suggestions by
Architectural Review Commission (ARC)**

Section 405.385 Applicability.

- A. This Article XI shall apply to all construction in all zoning districts and in order to maintain a homogeneous design throughout a planned development, this Article XI shall apply to any lot in a planned district (including the "PR" Planned Residential and "PC" Planned Commercial Districts) which received Area Plan approval after March 23, 1995, and shall also apply to any new development within a planned district which received Area Plan approval (or its equivalent) prior to March 23, 1995, if such development falls within any category described in Sections 405.385(C)(1)(A) and 405.385(C)(2)(B) below **it** shall apply to any lot or land area in a final development plan or section plan in a planned district when such final development plan or section plan deviates from the approved Area Plan significantly enough to be considered a substantive change as defined in Chapter 402.
- B. For any portion of a development within a planned district which is not completed within five (5) years from the date of approval of the original Area Plan (or its equivalent) and for which no land use permit has been issued as a whole for a period of more than one (1) year, the property shall thereafter be subject to this Article XI for any subsequently approved final development plan or section plan.

Section 405.395 Meetings - Officers.

Meetings of the Architectural Review Commission shall be held at the call of the Chairman or the request of the Mayor. Except, however, that the Commission shall meet at least once per month unless there is no business to conduct in which case the meeting may be cancelled. Notice of any meeting shall be posted in a public place at least twenty-four (24) hours prior to such meeting. At its first (1st) meeting of each calendar year or as soon thereafter as practical, the Commission shall elect a Chairman, Vice Chairman, and Secretary from among its members. In the absence of the Chairman, the Vice Chairman shall act as Chairman. In the absence of the Chairman and Vice Chairman, the member next in seniority shall be the Acting Chairman. If two (2) or more members have served an equal period of time, the member with the later term expiration date shall be deemed next in seniority. No official action of the Commission shall be taken, except at a meeting open to the public. The Commission shall keep minutes of its proceedings showing the vote of each member upon each question or, if absent or if failing to vote, indicating such fact. A majority of the Commission may adopt rules and regulations to govern the procedures before the Commission.

Section 405.400 Submission of Land Use Permit Applications.

- A. Every application for a land use permit for a lot or parcel of land within any applicable zoning district, as required by Section 405.385, except for

alterations and repairs not affecting the outward appearance of a building, shall be submitted along with plans, elevations, detail drawings and specifications to the Zoning Commissioner.

- B. All such plans, elevations and detail drawings shall be drawn to scale and be easily readable by the members of the Architectural Review Commission
- C. Every land use permit application for a principal building, every accessory building/~~structure~~, whether it has a foundation or not, which exceeds one hundred twenty (120) square feet in size ~~and every similar structure~~ shall be reviewed by the Architectural Review Commission prior to the issuance of a land use permit.
- D. Subdivision Improvement Agreement ~~And~~ ~~and~~ Land Use Permit ~~To~~ ~~to~~ Include Lot Improvements.
 - 1. The applicant for a residential or commercial land use permit shall be required to pay for the permit and also to deposit a cash escrow to guarantee completion of all subdivision lot improvements or land use permit requirements, including, but not limited to: soil preservation; final grading; yard sodding and/or seeding; lot drainage; sidewalks; walls; landscaping; trails; fencing; removal of debris and waste; as well as for maintaining mud, material and debris-free streets; and all other lot improvements required by these regulations and the Board of Aldermen. (See estimated construction cost and cash escrow amounts listed in the fee schedule in the Municipal Code.)
 - 2. If necessary, the escrow deposit shall be drawn upon and used to enforce the requirements of this agreement. Whether or not occupancy of a structure on any parcel or plat of land created by subdivision has occurred, the City may enforce the provisions of the subdivision improvement agreement where the provisions of this Section or any other applicable law, ordinance or regulations have not been met. All improvements completed under this Section require a final inspection prior to the escrow deposit being returned to the applicant. Failure to comply with any requirement of the subdivision improvement agreement or land use permit shall result in forfeiture of the applicant's escrow to the City. A separate check in an amount based on the estimated construction cost listed in the fee schedule of the Municipal Code shall be made payable to the City of Weldon Spring. The amount shall not be included with the land use permit fee.

Section 405.405
Applications.

Review ~~And~~ ~~and~~ Recommendation ~~Of~~ ~~of~~ Land Use Permit

- A. Within thirty (30) days after an application for a land use permit has been submitted to City Hall, the Zoning Commissioner will send copies of the

application to the members of the Architectural Review Commission who will review the application at their next scheduled meeting and recommend "approval," "conditional approval" or "denial." If the recommendation is "denial," then the applicant may appeal that decision to the Board of Aldermen.

- B. Notice of the time and place of the meeting of the Architectural Review Commission shall be given to the applicant and shall be posted in a public place at least twenty-four (24) hours prior to such meeting. At the meeting, the Commission shall examine the plans, finished elevations, detail drawings and specifications, review the location of the main building and all accessory **buildings**/structures, as well as hear the applicant in reference thereto and any other evidence that may be pertinent. Review and disposition of the decision of the application may occur without the applicant being present.
- C. At such meeting and after such hearing or at any meeting within thirty (30) days subsequent thereto, the Architectural Review Commission shall recommend approval of the application if, in its opinion, the proposed **building**/structure will conform to proper architectural standards of appearance and design, will be in general conformity with the Area Plan as established by prior approvals and the style and design of surrounding structures, will be conducive to the proper architectural development of the City and complies with all applicable City ordinances including the design standards of this Article XI. Written confirmation of this action shall be forwarded to the applicant and to the Zoning Commissioner by the Commission.

Section 405.430 Design Standards.

- A. The Architectural Review Commission shall use the following design standards when reviewing land use permit applications in any applicable zoning district for permanent buildings. For purposes of this Section 405.430, residential **and multi-family** buildings shall include single-family, single-family attached villas, and multi-family dwellings; commercial buildings shall include retail, office and related uses allowed in the "MED" Medical District, "GC" General Commercial District, and "PC" Planned Commercial District **and "HTO" High Technology Office District**; institutional buildings shall include private schools, hospitals, skilled nursing facilities, and similar institutional uses in any applicable zoning district; industrial buildings shall include manufacturing, warehousing and similar industrial uses allowed in "LI" Light Industrial District; major recreational buildings shall include ice rinks, indoor soccer facilities and buildings housing similar uses allowed in the "LI" Light Industrial District; and agricultural buildings shall include barns, kennels and similar buildings, whether principal or accessory, used for agricultural, livestock or large animal support or other accessory uses when located in the "AG" Agricultural District or "RS-3" Single-Family Residential District.

B. Residential And Multi-Family Buildings.

1. **Non-Trim Permissible Building Materials.** Residential buildings whether new, enlarged, diminished or modified should have exterior material of brick, stone masonry, painted wood or a material such as vinyl siding which resembles painted wood. **Flat or low-gloss steel siding may be allowed in certain instances.** Glass block may be used as an accent material. Building materials that are neither specifically permitted under this Section 405.430(B)(1) nor prohibited under Section 405.430(B)(2) below may be allowed by the Architectural Review Commission if they are deemed appropriate based on the design of the structure and surrounding buildings. **Painting of brick or masonry requires ARC review and approval.**
2. **Non-Trim Prohibited Building Materials.** In residential developments subject to this Article XI, no new residential building and no residential building which is enlarged, diminished or modified in exterior appearance shall have an exterior material of **smooth** metal, smooth masonite, permastone, concrete cinder block, plywood, half timber, logs or concrete bricks.
3. **Building Colors.** Building colors, except for trim colors, shall be earth tones, white or similar suitable colors. Earth tone colors, include, but are not limited to, beige, taupe brown, granite gray, gray blue, greenish blue and dark brown. Fluorescent **and pastel** colors shall not be allowed. Building colors that are neither specifically permitted nor prohibited by this paragraph may be allowed by the Architectural Review Commission if they are deemed similar to a permitted building color. **All exterior buildings or dwellings to include brick, siding, front doors, garage doors, trim pieces, doorways, columns, shutters, sun control devices and shingles cannot exceed five (5) different colors that are neutral and compatible.** Materials for screening dumpsters must be harmonious in color with the color of the principal building. The Architectural Review Commission may adopt a list of building colors that are permitted to supplement the list in this Section 405.430(B)(3), provided that these additional colors are not specifically prohibited by this Section 405.430(B)(3).
4. **Trim Colors/Window Colors.** Trim colors and the colors of window frames shall be earth tones, white, **black** or a color that clearly complements the main color of the building. Fluorescent **and pastel** colors shall not be allowed.
5. **Residential Front Facade.** The front facade of every residential building shall ~~be comprised~~ **consist of not less than seventy percent (70%)** of brick or stone masonry, unless alternative material is approved by the Architectural Review Commission based on the design of the structure.

The front facade of every residential building shall wrap around and continue a minimum of twenty-four (24) inches on each side of the building. All dwellings shall present a good, well-maintained frontage, harmonious in design to the surrounding vicinity. The Architectural Review Commission may allow any individual house or a specific model of house to deviate from the building material requirements of this paragraph based on the design of the house. If architecturally acceptable, other materials such as painted wood and vinyl siding could be considered for front facades.

6. **Roofs.** The roof of any residential dwelling shall be covered by slate, tile, cedar shake, fiberglass/asphalt shingles or architectural metal shingles. The pitch of the roof shall have at least a four-foot rise to twelve-foot horizontal run and shall be subject to review and approval of the Architectural Review Commission. For minor additions to an existing home, the roof slope for the addition may be less than for the main roof. This provision is limited to the portions of the roof not exceeding ~~ten~~ **twenty-five** percent ~~(10%)~~ **(25%)** of the existing roof area and is subject to review and approval of the Architectural Review Commission. Materials covering dormers, bay windows and similar architectural features may be any of the above materials or may be copper or a similar material provided that such material is in harmony with the roof material of the rest of the dwelling.
7. **Single-Family Residential Garages.** All garages for single-family detached dwellings shall be side-entry or rear entry except:
 - a. A Front-entry garage can be considered for approval for a single-family residential building, which was either completed or under construction prior to March 11, 1997, and currently has a front entry garage.
 - b. For any residences in the "AG" Agricultural Zoning District; however, garage doors in the "AG" Agricultural Zoning District shall not be visible from the front elevation of a house.
8. **Driveways.** Driveways shall be a minimum of ten (10) feet wide. Driveways shall extend at least twenty-five (25) feet from the face of the garage and shall have a minimum turn radius of fifteen (15) feet. Driveways shall not have a slope over fifteen percent (15%), and driveways over two hundred (200) feet shall not have a slope over twelve percent (12%). Variances from the fifteen percent (15%) limit may be approved by the Architectural Review Commission. Driveways shall be set back at least four (4) feet from the side lot line from the point of

intersection with the street right-of-way to the front line of the house. Any driveway located within ten (10) feet of a driveway on an adjoining lot shall be at an elevation not exceeding one (1) foot in vertical rise for every three (3) feet of horizontal distance from the adjacent driveway, unless a retaining wall is used to minimize the slopes. Driveways and parking pads shall consist of only stabilized surfaces such as asphalt, concrete, paver stones or other suitable paving material except for driveways in the "RS-3" Single-Family Residential District and the "AG" Agricultural District which exceed two hundred fifty (250) feet in length, which shall be exempt from this requirement.

9. Foundations. Concrete foundations shall be covered with a permissible building material so that no more than twelve (12) inches in height of the concrete of any building shall be visible.
10. Walkways. All walkways shall consist of stone, brick or concrete. Asphalt walkways are expressly prohibited.
11. Native Prairie Plants Required. Residential lots shall provide native prairie plants, as approved by the Missouri Department of Conservation, on steep slopes of 3:1 or greater pitch. Except, however, that such plants shall not be required for areas of the site which have a slope exceeding a 3:1 pitch prior to site development and which will remain in an undisturbed natural state. Native prairie plants shall be required on all stormwater runoff areas (please see the Native Landscaping Manual; A Guide to Native Landscaping in Missouri prepared by Shaw Nature Reserve for more details).
12. Retaining Walls. See Section 405.160(G)(H).
13. Height, Scale ~~And~~ **and** Mass. The height, scale and mass of a building must be considered and shall be in proportion to other buildings in the vicinity. Where other neighbors are not in the vicinity, the Architectural Review Commission shall consider the overall character of that part of the City as well as its Comprehensive Land Use Plan in making a determination (see Section 405.380).
14. Architectural Style. The style of any building shall be harmonious with the existing styles in the vicinity. Where neighbors are not in the vicinity, the Architectural Review Commission shall consider the overall character of that part of the City as well as its Comprehensive Land Use Plan in making a determination (see Section 405.380).
15. Fences In Yards Abutting City Roads. See Section 405.160(D).

16. **Mechanical Equipment — Multi-Family.** All mechanical equipment on multi-family buildings (such as air conditioning units) shall be completely screened from view. All buildings shall be architecturally designed so that roof-mounted equipment is hidden from all sides of the building when the building is ready for occupancy. In addition, any mechanical equipment shall be hidden so that it is not visible from the property line of the multi-family development or subdivision in which the building is located or from any residential property. Except, however, that in the case of multi-family buildings located at a lower grade than surrounding properties, the screening requirement for roof-mounted equipment shall be reduced to screening material the height of the roof-mounted equipment on all sides of the building.
17. **Electric Vehicle (EV) Charging Stations.** EV charging stations shall be located in the garage for single-family residential buildings. For multi-family buildings EV charging stations may be located either in the garage or on the exterior of the property.

C. Commercial And Institutional Buildings.

1. **Non-Trim Permissible Building Materials.** Commercial and institutional buildings shall have exterior material of brick, stucco, textured masonite, stone masonry, split-faced block or glass. Glass block may be used as an accent material. Building materials should conform to the current list of recommended material published by the Architectural Review Commission.
2. **Non-Trim Prohibited Building Materials.** No new commercial or institutional building and no remodeled, enlarged or diminished commercial or institutional building shall have an exterior material of smooth metal, smooth masonite, permastone, concrete cinder block, tilt-up concrete, concrete brick, vinyl or wood.
3. **Trim And Accent Materials.** Trim and accent materials may include architectural metal provided that it does not exceed fifteen percent (15%) of the exterior material of the building.
4. **Building Colors.** Building colors, except for trim colors, shall be subdued earth tones, white or similar suitable colors. Earth tone colors,] include, but are not limited to, mauve, beige, taupe brown, granite gray, gray blue, greenish blue and dark brown. Fluorescent and pastel colors shall not be allowed. Building colors that are neither specifically permitted nor prohibited by this paragraph may be allowed by the Architectural Review Commission if they are deemed similar to a permitted building color. Materials for screening dumpsters must be harmonious in color with the color of the principal building.

5. Trim Colors/Window Colors. Trim colors and the colors of window frames shall be earth tones, white, black or a color that clearly complements the main color of the building. Fluorescent and pastel colors shall not be allowed.
6. Roofs. Roofs on buildings with three (3) or more stories may be flat or pitched as approved by the Architectural Review Commission. Roofs on one-story buildings shall not be flat or nearly flat except for the center portion of the roof (not to exceed forty percent (40%) of the entire roof when seen in plain view) that is not visible from ground level. At least sixty percent (60%) of the roof area on a one-story building, when seen in plain view, must be pitched. The pitch of such roof shall have at least a four-foot rise to twelve-foot horizontal run but shall not exceed a twelve-foot rise to twelve-foot horizontal run. Roofs on two-story buildings shall follow the same requirements as one-story buildings except for any two-story building exceeding twenty thousand (20,000) square feet in floor area which may have a flat roof if such roof is consistent with other commercial buildings in the area as determined by the Architectural Review Commission. All roofs shall be subject to review and approval of the Architectural Review Commission for materials, pitch and color. Colors for roof materials shall not deviate from the list of permissible building colors unless such material is a shade of dark gray or black that is not designed to call attention to the building or such material is not visible from any nearby property or roadway.
7. Garages. Garages may be front, side or rear-entry although attempts shall be made to design all commercial and institutional buildings such that buildings do not have garage doors facing any street. Garages should conform architecturally to the principal building and its environs.
8. Driveways. Driveways shall be set back at least four (4) feet from the side lot line from the point of intersection with the street right-of-way to the front line of the building. Any driveway located within ten (10) feet of a driveway on an adjoining lot shall be at an elevation not exceeding one (1) foot in vertical rise for every three (3) feet of horizontal distance from the adjacent driveway. Driveways and parking pads shall consist of only stabilized surfaces such as asphalt or concrete.
9. Foundations. Concrete foundations shall be covered with a permissible building material so that no more than twelve (12) inches in height of the concrete of any building shall be visible.
10. Walkways. All walkways shall consist of stone, brick or concrete. Asphalt walkways are expressly prohibited.

11. **Sod Required.** On non-residential lots, no slopes shall be permitted in excess of 3:1. Except, however, that sod shall not be required for areas of the site which have a slope exceeding a 3:1 pitch prior to site development and which will remain in an undisturbed natural state. Sod shall be required on all stormwater runoff areas.
12. **Mechanical Equipment.** All mechanical equipment on commercial and institutional buildings (such as air conditioning units) shall be completely screened from view. All buildings shall be architecturally designed so that roof-mounted equipment is hidden from all sides of the building when the building is ready for occupancy. In addition, any mechanical equipment shall be hidden so that it is not visible from the property line of the business or industrial park or subdivision in which the building is located or from any residential property. Except, however, that in the case of commercial and institutional buildings located at a lower grade than surrounding properties, the screening requirement for roof-mounted equipment shall be increased to screening material the height of the roof-mounted equipment on all sides of the building.
13. **Facades.** Each facade (see Section 402.020 for definition of facade) on every commercial and institutional building, excluding window glass, shall be comprised of brick or stone masonry unless alternative material is approved by the Architectural Review Commission based on the design of the building. All buildings shall present good, well-maintained frontages, harmonious in design to the building. All buildings shall present good, well-maintained frontages, harmonious in design to the surrounding vicinity. If architecturally acceptable, glass could be considered for part of a facade.
14. (Reserved)
15. **Retaining Walls.** See Section 405.160(G)(H).
16. **Fences In Yards Abutting City Roads.** See Section 405.160(D).
17. **Architectural Design Theme.** See Sections 405.140(J) and 405.145(I).

D. Industrial And Major Recreational Buildings.

1. **Non-Trim Permissible Building Materials.** Industrial and major recreational buildings shall have exterior material of brick, stucco, textured masonite, stone masonry, split-faced block, tilt-up concrete, pre-painted steel siding, concrete brick or glass. Glass block may be used as an accent material. Building materials should conform to the current list of recommended materials published by the Architectural Review Commission.

2. **Prohibited Building Materials.** No new industrial or major recreational building and no remodeled, enlarged or diminished industrial or major recreational building shall have an exterior material of metal (except pre-painted steel siding), smooth masonite, permastone, concrete cinder block, vinyl or wood.
3. **Building Colors.** Building colors, except for trim colors, shall be earth tones, white or similar suitable colors. Earth tone colors, include, but are not limited to, beige, taupe brown, granite gray, gray blue, greenish blue and dark brown. Fluorescent and pastel colors shall not be allowed. Building colors that are neither specifically permitted nor prohibited by this paragraph may be allowed by the Architectural Review Commission if they are deemed similar to a permitted building color. Materials for screening dumpsters must be harmonious in color with the color of the principal building. The Architectural Review Commission may adopt a list of building colors that are permitted to supplement the list in this Section 405.430(D)(3), provided that these additional colors are not specifically prohibited by this Section 405.430(D)(3).
4. **Trim Colors/Window Colors.** Trim colors and the colors of window frames shall be earth tones, white, black or a color that clearly complements the main color of the building. Fluorescent and pastel colors shall not be allowed.
5. **Roofs.** New roofs shall match the pitch of the existing roof. Roofs shall be subject to review and approval of the Architectural Review Commission for materials and pitch.
6. **Garages.** Garages may be front, side or rear-entry although attempts shall be made to design all industrial and major recreational buildings such that buildings do not have garage doors facing any street. Garages should conform architecturally to the principal building and its environs.
7. **Driveways.** Driveways shall be set back at least four (4) feet from the side lot line from the point of intersection with the street right-of-way to the front line of the building. Any driveway located within ten (10) feet of a driveway on an adjoining lot shall be at an elevation not exceeding one (1) foot in vertical rise for every three (3) feet of horizontal distance from the adjacent driveway. Driveways and parking pads shall consist of only stabilized surfaces such as asphalt or concrete.
8. **Foundations.** Concrete foundations shall be covered with a permissible building material so that no more than twelve (12) inches in height of the concrete of any building shall be visible.

9. Walkways. All walkways shall consist of stone, brick or concrete. Asphalt walkways are expressly prohibited.
10. Sod Required. On non-residential lots, no slopes shall be permitted in excess of 3:1. Except, however, that sod shall not be required for areas of the site which have a slope exceeding a 3:1 pitch prior to site development and which will remain in an undisturbed natural state. Sod shall be required on all stormwater runoff areas.
11. Mechanical Equipment. All mechanical equipment on industrial and major recreational buildings (such as air conditioning units) shall be screened from view. All buildings shall be architecturally designed so that roof-mounted equipment is hidden from all sides of the building when the building is ready for occupancy. In addition, any mechanical equipment shall be hidden so that it is not visible from the property line of the business or industrial park or subdivision in which the building is located or from any residential property. Except, however, that in the case of industrial buildings located at a lower grade than surrounding properties, the screening requirement for roof-mounted equipment shall be reduced to screening material the height of the roof-mounted equipment on all sides of the building.
12. Front Facade. A minimum of sixty percent (60%) of the non-glass surface of the front facade of every industrial and major recreational building shall be comprised of brick, stucco or stone masonry unless alternative material is approved by the Architectural Review Commission based on the design of the building. When calculating this percentage, the area occupied by windows or other glass shall not be included as part of the sixty percent (60%). All buildings shall present a good, well-maintained frontage, harmonious in design to the surrounding vicinity.
13. Retaining Walls. See Section 405.160(G)(H).
14. Fences In Yards Abutting City Roads. See Section 405.160(D).
- ~~15. Architectural Design Theme. See Sections 405.140(J) and 405.145(I).~~

E. Agricultural Buildings.

1. Non-Trim Permissible Building Materials. Agricultural buildings whether new, enlarged, diminished or where the front facade is modified shall have exterior material of brick, stucco, textured masonite, smooth masonite, permastone, stone masonry, prepainted metal siding, painted concrete cinder block, painted wood or a material such as vinyl siding which resembles painted wood. Building materials that are neither specifically permitted under this Section 405.430(E)(1) nor prohibited under

Section 405.430(E)(2) below may be allowed by the Architectural Review Commission if they are deemed similar to a permitted building material.

2. **Non-Trim Prohibited Building Materials.** On lots or tracts of land used for agricultural purposes subject to this Article XI, no new agricultural building and no agricultural building which is enlarged or where the front facade is modified in exterior appearance shall have an exterior material of metal (except pre-painted metal siding), unpainted concrete cinder block, plywood, half timber, logs or concrete bricks.
 3. **Building Colors.** Building colors, except for trim colors, shall be earth tones, white or similar suitable colors. Earth tone colors, include, but are not limited to, beige, barn red, taupe brown, granite gray, gray blue, greenish blue and dark brown. Fluorescent and pastel colors shall not be allowed. Building colors that are neither specifically permitted nor prohibited by this paragraph may be allowed by the Architectural Review Commission if they are deemed similar to a permitted building color. The Architectural Review Commission may adopt a list of building colors that are permitted to supplement the list in this Section 405.430(E)(3), provided that these additional colors are not specifically prohibited by this Section 405.430(E)(3).
 4. **Trim Colors/Window Colors.** Trim colors and the colors of window frames shall be earth tones, white, black or a color that clearly complements the main color of the building. Fluorescent and pastel colors shall not be allowed.
 5. **Roofs.** The roof of any agricultural building shall be covered by slate, tile, cedar shake or fiberglass/asphalt shingles or may be metal. Flat roofs are prohibited. New roofs shall match the pitch of the existing roof if any. The pitch of the roof shall be subject to review and approval of the Architectural Review Commission. Materials covering dormers, bay windows, cupolas and similar architectural features may be any of the above materials or may be copper or a similar material provided that such material is in harmony with the roof material of the rest of the dwelling.
 6. **Foundations.** Concrete foundations shall be covered with a permissible building material so that no more than forty-eight (48) inches in height of the concrete of any building shall be visible.
- F. **Accessory Buildings/Structures.** Accessory buildings/structures shall have the same requirements for color and roof slopes as the associated primary buildings; metal buildings are allowed, subject to these restrictions. Accessory buildings/structures must also comply with the size, height, setback and other requirements of Section 405.165.

Section 405.440 Exceptions To ARC Approval.

- A. Notwithstanding the other provisions of this Article XI, the following improvements shall be exempt from review and approval of the Architectural Review Commission:
1. Interior remodeling of any building which does not affect the exterior appearance of the building or increase the gross floor area of the building.
 2. Routine maintenance and repair, including, but not limited to, painting, replacing shingles, replacing doors, replacing windows and similar maintenance provided that there is no change to the general appearance of the front facade of the building other than the color of the paint and provided that paint colors do not deviate from those allowed by the appropriate Sections of this Article XI and that any new shingles not deviate from the approved list of shingles.
 3. An addition to an existing residential building not exceeding twenty-five percent (25%) of the dwelling unit size, provided that the addition does not extend or modify the front facade of the house. The allowance for an addition exceeding twenty-five percent (25%) of the dwelling unit size shall include cumulative additions to the residence based on the dwelling unit size on the effective date of this Chapter. For example, an addition equal to ten percent (10%) of the dwelling unit size is allowed. A second (2nd) addition equal to ten percent (10%) of the dwelling unit size on the effective date of this Chapter is allowed, but a third (3rd) addition equal to ten percent (10%) of the dwelling unit size on the effective date of this Chapter requires approval by the Architectural Review Commission.
 4. Construction of an accessory building not exceeding one hundred twenty (120) square feet in area ~~or eight (8) feet in height~~.
 5. Agricultural **buildings**/structures on property that continues to be used solely for farm and agriculture related purposes.
- B. If there is any question concerning whether a proposed building addition or modification requires a recommendation for approval of the Architectural Review Commission, the Zoning Commissioner shall render a decision, in writing, outlining the reasons for the decision. Within ten (10) days of receipt of the written decision, the applicant may appeal the decision of the Zoning Commissioner to the Architectural Review Commission who will make the final decision.



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: 10/24/24

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 (Flex Office/Warehouse) |
| 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 | Vertzon |
| South | HTO | Vacant (Meadows Parkway) |
| East | HTO | Vertzon |
| 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 – Culvre River Electric
Gas – Spire

ANALYSIS:

The applicant is seeking approval for a conditional use permit in order to construct a flex office/warehouse which is a light industrial use in the HTO, High-Technology Office District. In addition to the warehouse unit(s) there will be an office 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 Vertzon 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 October 18, 2024, and mailed to all owners within 500' of the subject site on October 18, 2024, and public hearings were scheduled for the November 4, 2024, Planning & Zoning Commission Meeting and the November 14, 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.

A landscape plan has been provided for the site that meets the design standards for the City. In the HTO District there were additional landscape standards that had to 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.



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

COLOR OPTION 2

\$212,000.00

0002474

49FIFTY
Estate

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

INTERSTATE VIEW
- LOOKING NORTH -

3 PT47001 001

1527478

49FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

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FRONT PERSPECTIVE
LOOKING NORTH

27120701.DWG

02/24/14

49FIFTY
REAL ESTATE

gray



Weidon Spring Crossing - Lot B

17000000 Ave A Hamilton Parkway Weidon Spring Missouri

FRONT PERSPECTIVE -
CLERKENWORTH WEST

27174001.00

1056424

49 FIFTY
ARCHITECTS

GRAY



Weldon Spring Crossing - Lot B

16,770/22 Time A Meadows Parkway Weldon Spring, Missouri

FRONT PERSPECTIVE -
LOOKING SOUTHEAST

27154001.00

06/29/2021





Weldon Spring Crossing - Lot B

Technician Drive & Weldon Parkway, Weldon Spring, Missouri

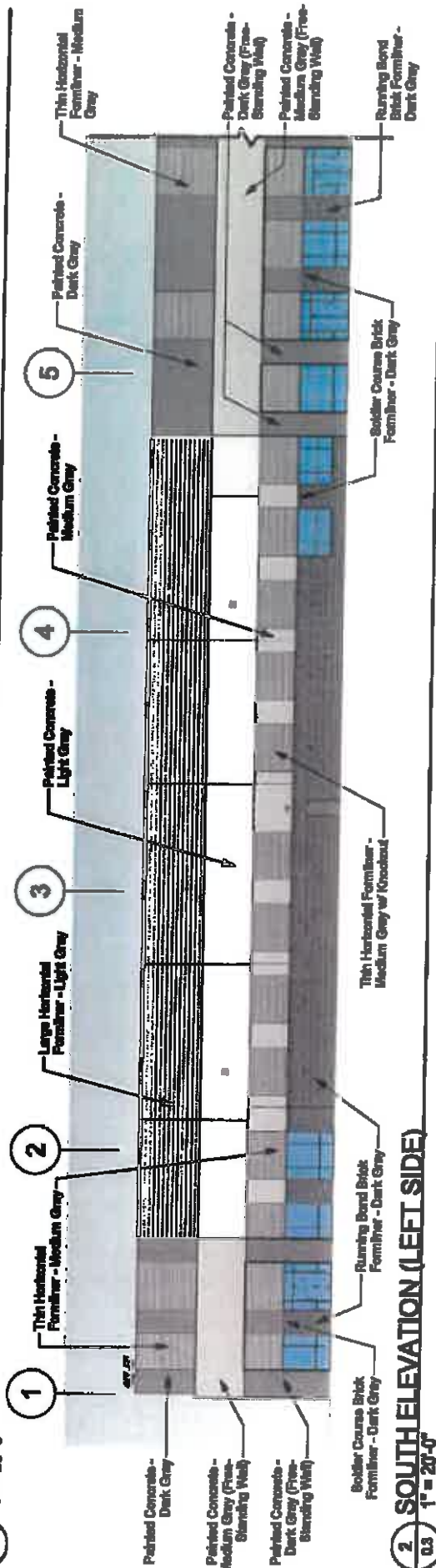
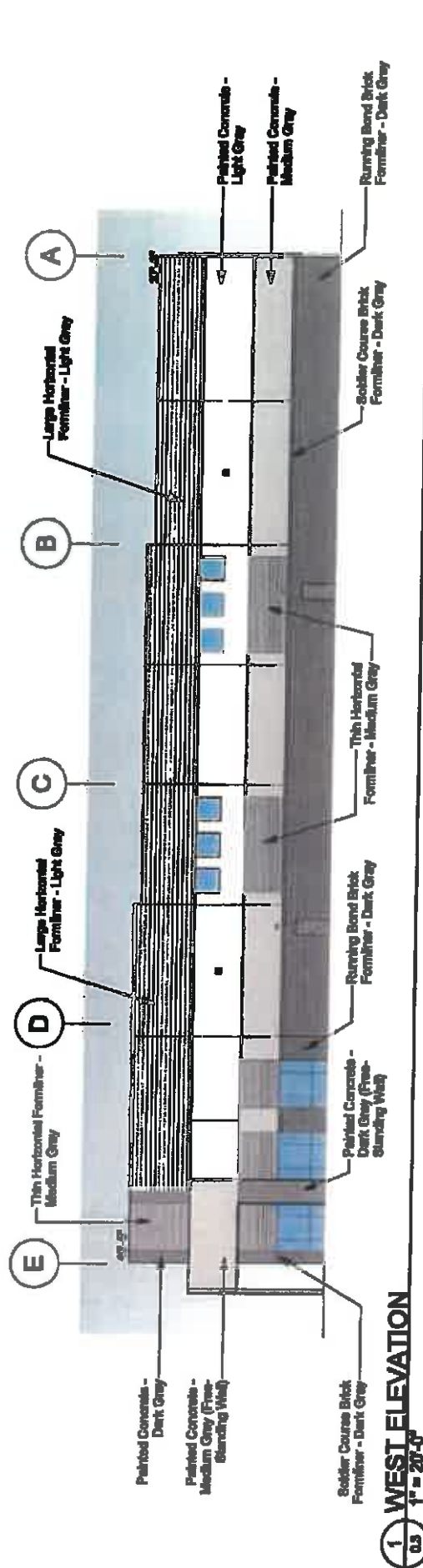
REAL PERSPECTIVE -
LOOKING WEST

231,741 sq. ft.

302-622

49FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

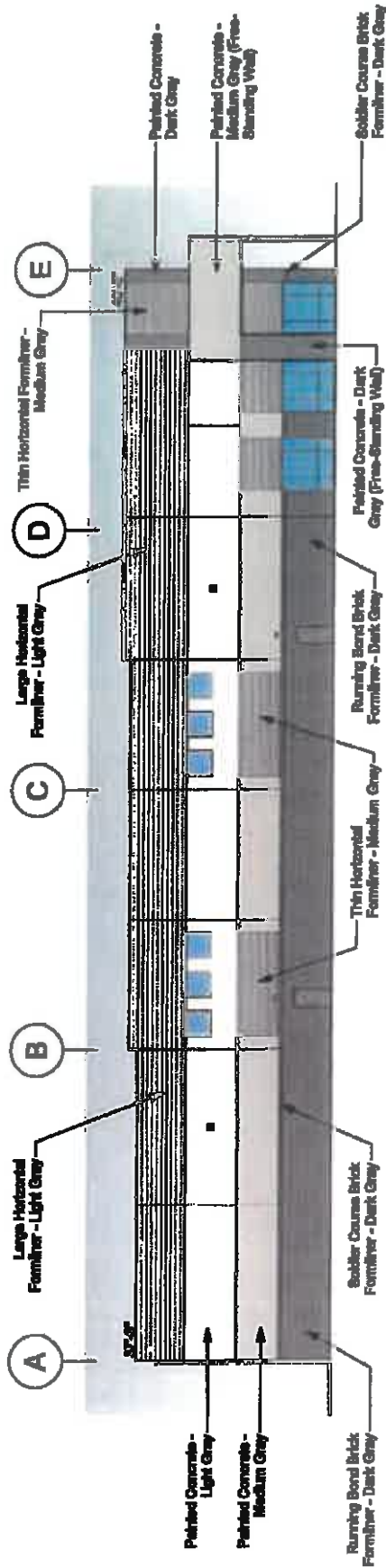
South & West
Elevation - Alternates

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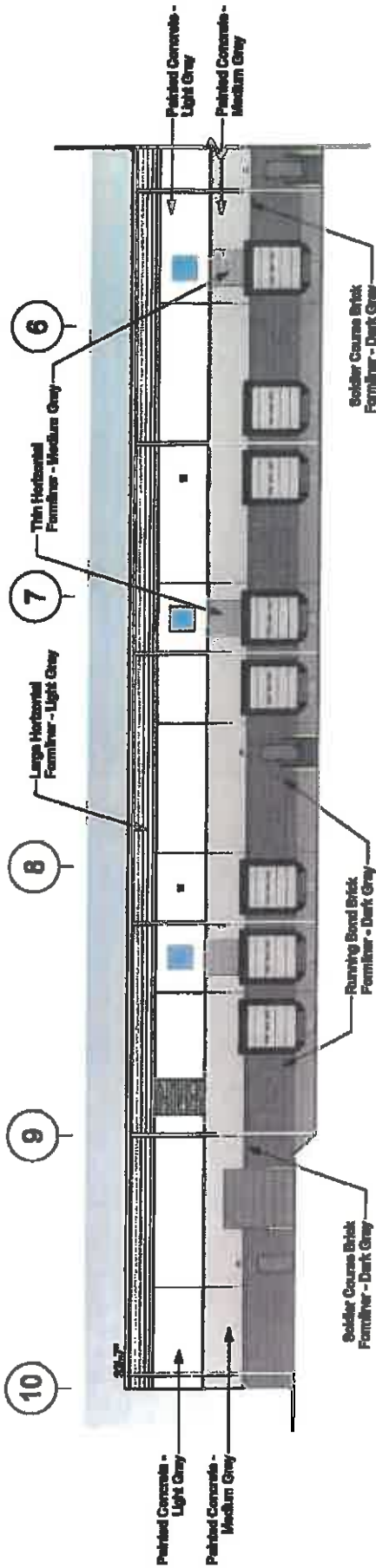
08/21/24

49FIFTY
REAL ESTATE





1 EAST ELEVATION
1" = 20'-0"



2 NORTH ELEVATION (LEFT SIDE)
1" = 20'-0"

Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

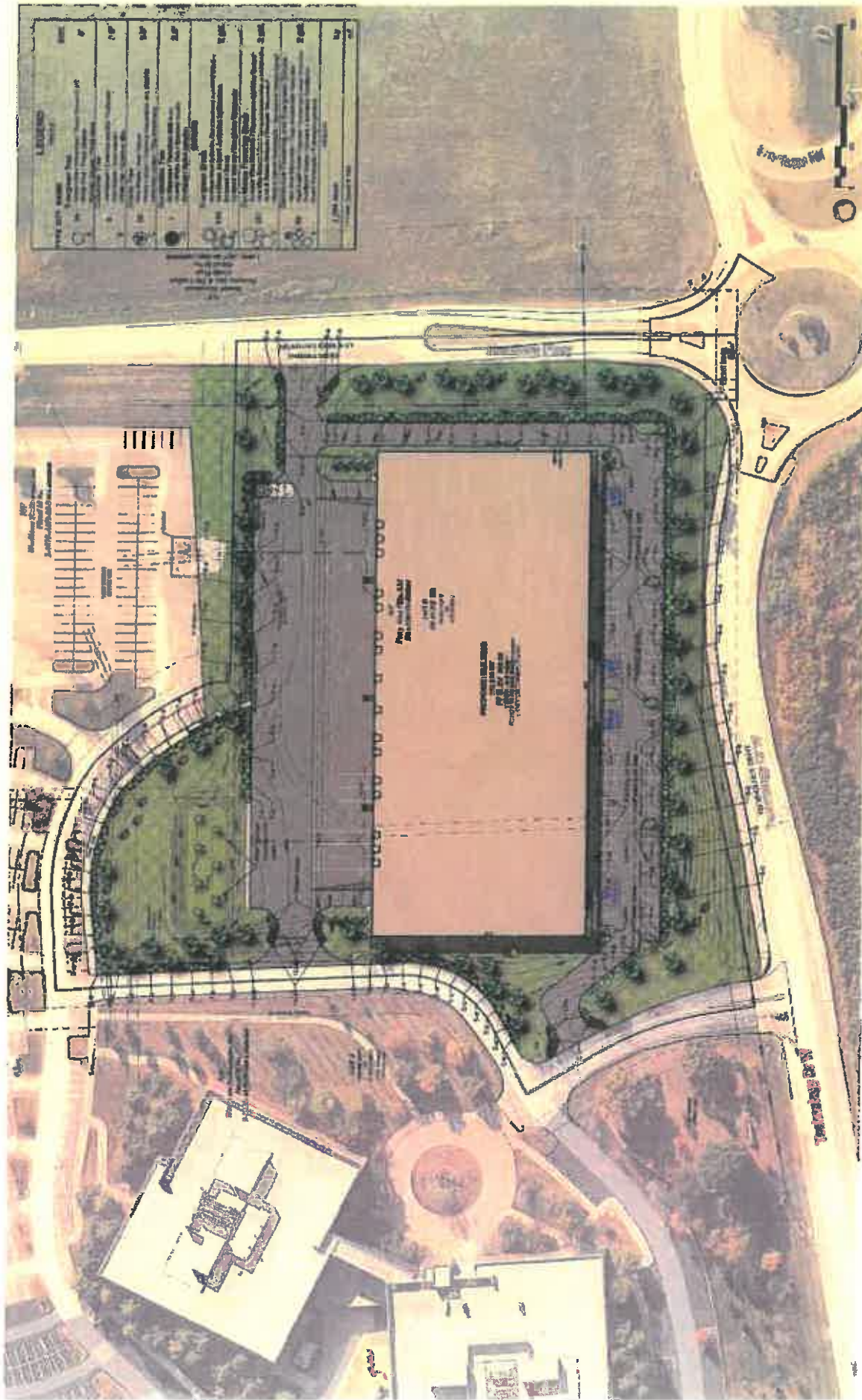
North & East
Elevation - Alternate

27124001.00

03/01/24

49FIFTY
REAL ESTATE

GRAY



Weldon Spring Pointe

480 Technology Drive
Weldon Spring, Missouri



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:

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411 N. 10th Street, Suite 200
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Introduction

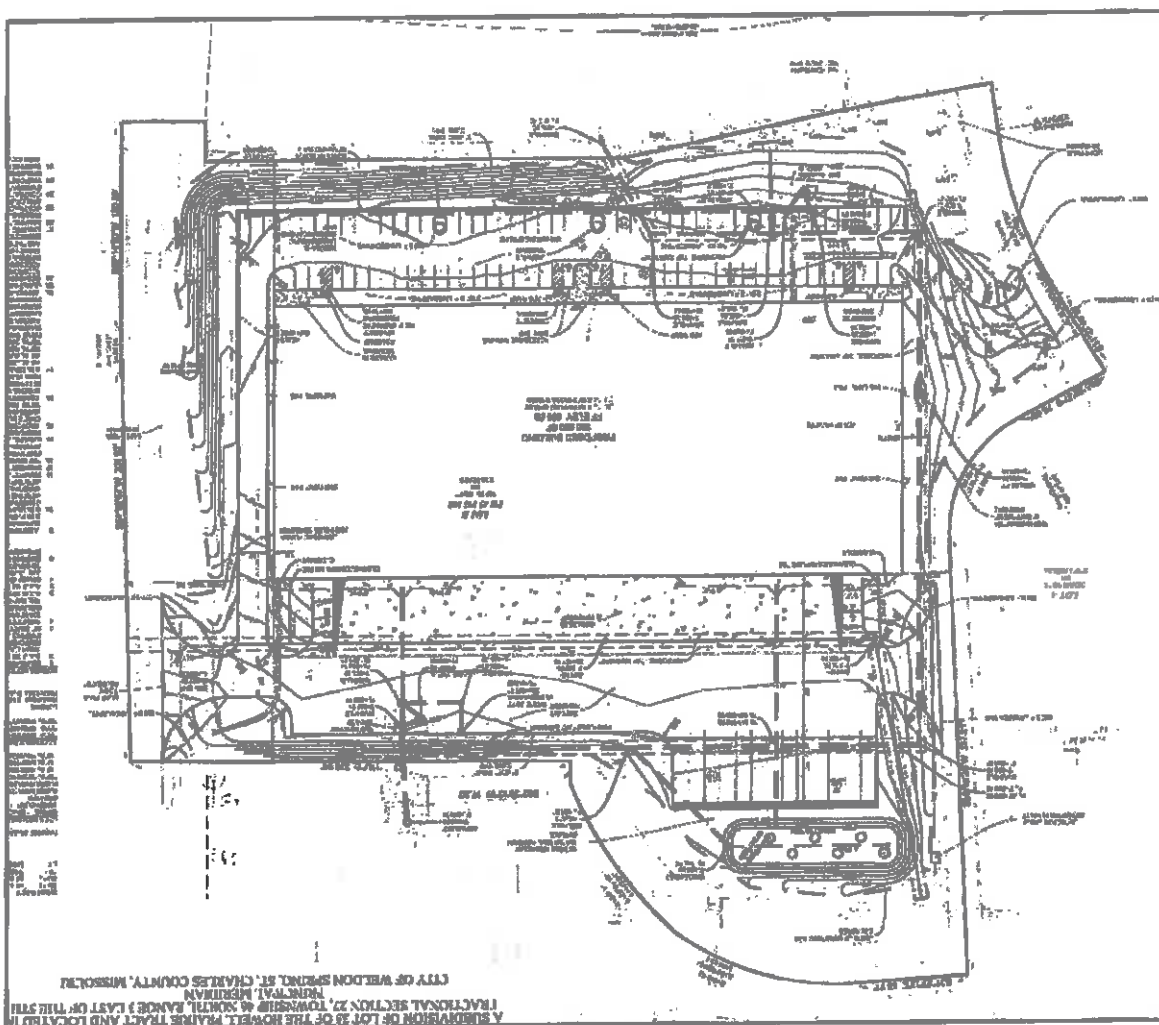
Lochmueller Group has completed a traffic study pertaining to a proposed development in Weldon Spring, Missouri. This traffic study is intended to analyze the impact of the proposed development, which consists of a 100,800 SF building on Lot B of Weldon Spring Crossing, which would be comprised of both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



Existing Conditions

To identify the traffic impacts associated with the proposed development, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Baseline 2024 Roadway Network

Given the intended uses and the surrounding area, traffic data was collected during the weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak periods. The following intersections are to be included in the study:

- Internal Intersection of Weldon Spring Crossing access drives adjacent to Lot B (unsignalized)
- Technology Drive W & the access Drive to Weldon Spring Crossing (unsignalized)
- Technology Drive W & Meadows Parkway (roundabout)

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 terminus 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.

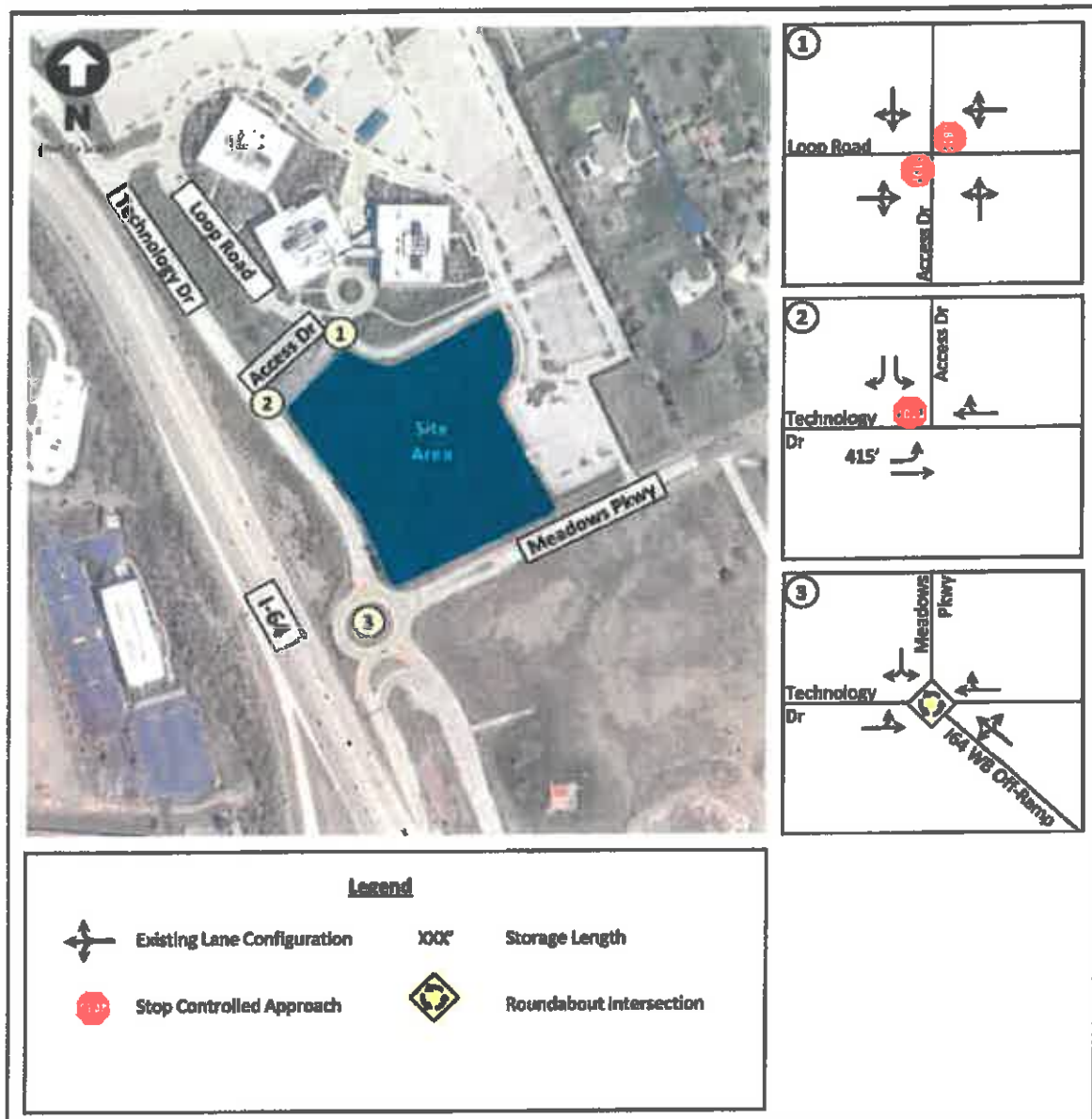


Figure 3. Existing Lane Configuration and Traffic Control

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).

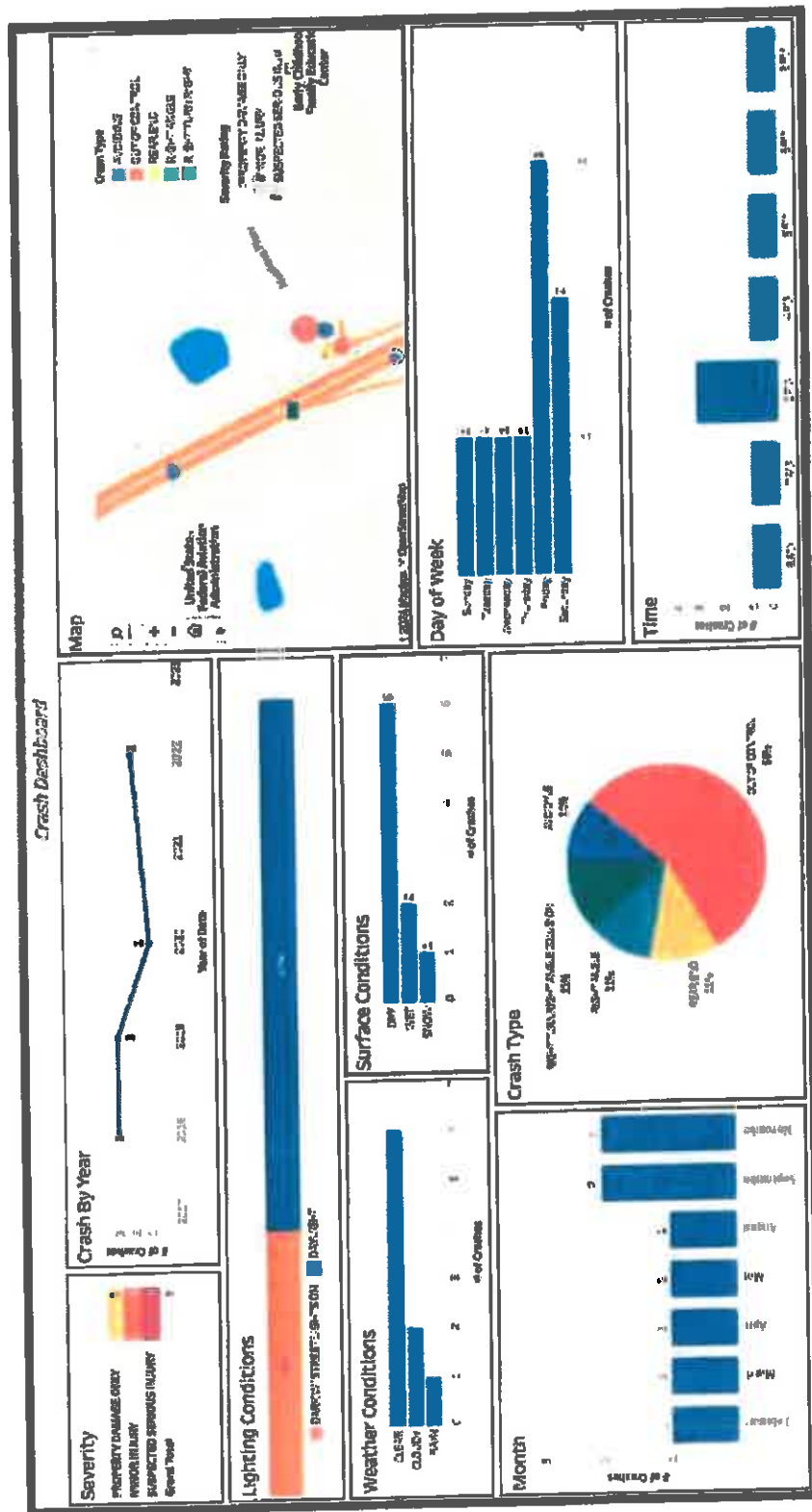


Figure 4. Crash Dashboard (2018-2022)

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.

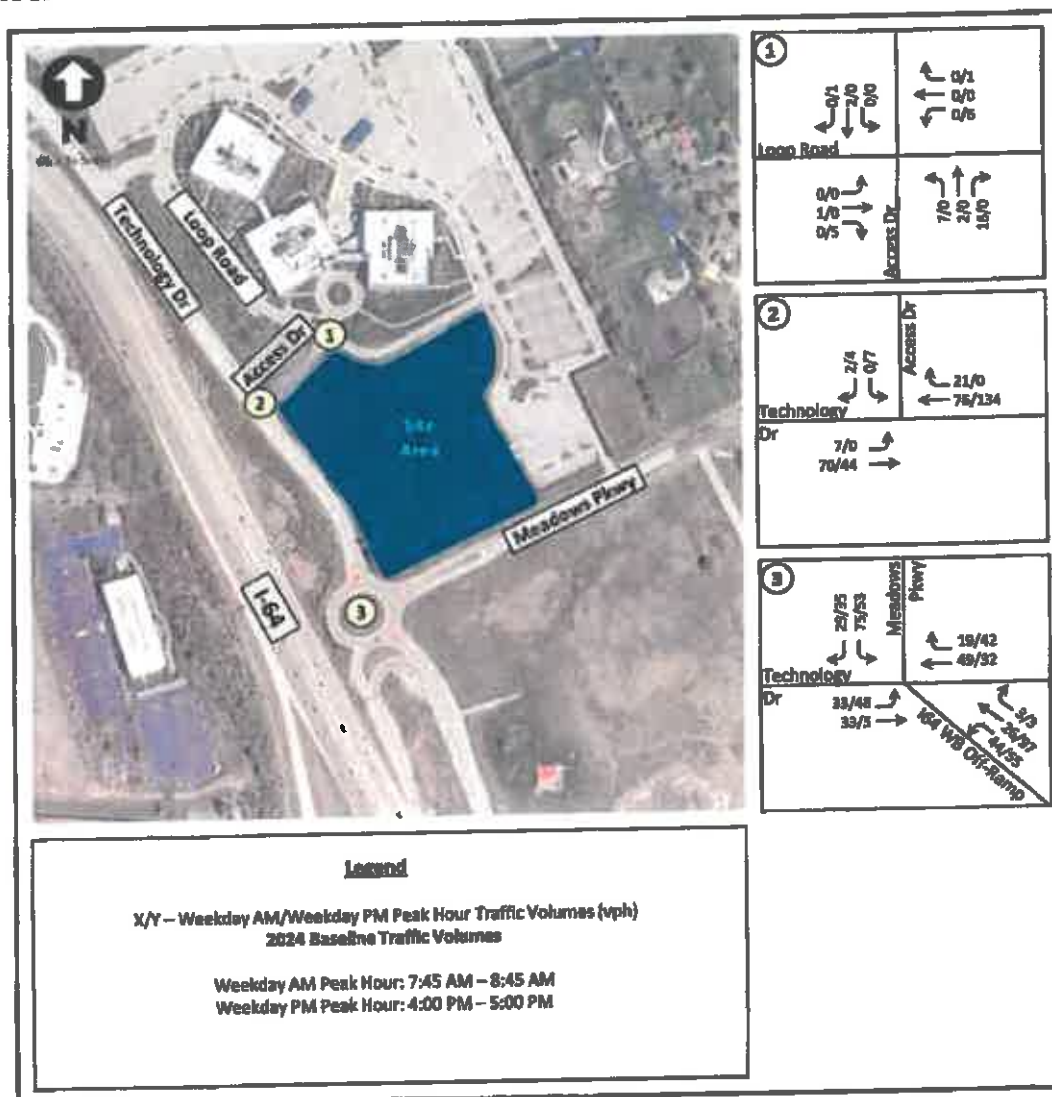


Figure 5. 2024 Baseline Traffic Volume

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 (3.6) | 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



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

AN ORDINANCE GRANTING CONDITIONAL USE PERMIT
(CUP #2024-01) FOR FORTY NINE FIFTY, LLC, TO ALLOW A FLEX
OFFICE/WAREHOUSE IN THE "HTO" HIGH-TECHNOLOGY OFFICE ZONING
DISTRICT ON A CERTAIN TRACT OF LAND LOCATED
AT 450 TECHNOLOGY DRIVE IN THE CITY OF WELDON SPRING, MISSOURI

WHEREAS, Forty Nine Fifty, LLC, are the owners of a tract of land (8.330 acres) located on 450 Technology Drive as described in the attached "Exhibit A"; and

WHEREAS, Steve Quigley, with the Clayton Engineering Company, has filed a request for a Conditional Use Permit (CUP #2024-01) on July 9, 2024, to allow a Flex Office/Warehouse in the "HTO" High-Technology Office Zoning District at 450 Technology Drive within the City of Weldon Spring, Missouri; and

WHEREAS, in accordance with the Land Use Table, shown as Attachment 1 in Chapter 405 of the Municipal Code, Flex Office/Warehouse is a use permitted as a conditional use within the "HTO" High-Technology Office Zoning District, pursuant to the conditions of the approved Conditional Use Permit; and

WHEREAS, following proper notice, the Planning and Zoning Commission held a public hearing on November 4, 2024, and the Board of Aldermen held a public hearing on November 14, 2024, on the Conditional Use Permit Application; and

WHEREAS, on November 4, 2024, the Planning and Zoning Commission reviewed the application for a Conditional Use Permit and made a positive recommendation to the Board of Aldermen for the Conditional Use Permit (CUP #2024-01) for Forty Nine Fifty, LLC.

NOW, THEREFORE BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI AS FOLLOWS:

SECTION 1: That the Conditional Use Permit for the Forty Nine Fifty, LLC, development previously submitted and reviewed after proper notice and public hearing, is hereby approved 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 so that they are 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 so as to be detrimental to, or endanger the

BILL NO. _____

ORDINANCE NO. _____

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.

SECTION 2: That this Ordinance shall be in full force and effect upon its enactment and approval.

READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI, THIS _____ DAY OF _____ 2024.

Donald D. Licklider, Mayor

Attest:

William C. Hanks, City Clerk

BILL NO. _____

ORDINANCE NO. _____

To approve Bill #

Motioned: _____

Seconded: _____

| | <u>Aye</u> | <u>Nay</u> | <u>Abstention</u> |
|-----------|------------|------------|-------------------|
| Baker | _____ | _____ | _____ |
| Clutter | _____ | _____ | _____ |
| Conley | _____ | _____ | _____ |
| Kolb | _____ | _____ | _____ |
| Martiszus | _____ | _____ | _____ |
| Yeager | _____ | _____ | _____ |
| Licklider | _____ | _____ | _____ |

Absent: _____



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: 10/24/24

From: Steve Lauer, City Planner

Subject: 450 Technology Drive – Weldon Spring Pointe Site Plan

Cc: Mayor Don Liddler, 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 a flex office/warehouse 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 flex office/warehouse building will be constructed in order to lease the building or partial units to a service 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 concept landscape plan which is included in your packet meets the required standards for landscaping in the HTO, High Technology Office District.
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.

Staff recommend approval of the major site plan for Weldon Spring Pointe.

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE APPROVING THE RECOMMENDED WELDON SPRING POINTE
MAJOR SITE PLAN FOR A FLEX OFFICE/WAREHOUSE
AT 450 TECHNOLOGY DRIVE AND MATTERS RELATING THERETO

WHEREAS, Forty Nine Fifty, LLC, is the owner of property at 450 Technology Drive;
and

WHEREAS, Steve Quigley, with the Clayton Engineering Company, has submitted an application for a major site plan on behalf of the owner, which is in the HTO” High-Technology Office Zoning District, to erect a flex office/warehouse building; and

WHEREAS, the Weldon Spring Pointe Major Site Plan has been reviewed by the City Engineer, City Planner, and by the Planning and Zoning Commission at a duly called public meeting on November 4th, 2024, and made a positive recommendation on the major site plan.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI AS FOLLOWS:

SECTION 1: That the Clayton Engineering Company has provided the City of Weldon Spring, Missouri, with the proper plans and documentation, which have been received by the City Staff, Mayor, and Board of Aldermen.

SECTION 2: That the City Planning and Zoning Commission has reviewed and made a positive recommendation on the major site plan submitted by the Clayton Engineering Company.

SECTION 3: The Board of Alderman after its review hereby approves the Weldon Spring Pointe major site plan, which in the attached **Exhibit “A”**, for the Clayton Engineering Company and hereby authorizes the Zoning Commissioner to sign and approve the Weldon Spring Pointe Major Site Plan for 450 Technology Drive.

SECTION 4: That this ordinance shall be in full force and effect upon its enactment and approval.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

BILL NO. _____

ORDINANCE NO. _____

*READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF
WELDON SPRING, MISSOURI, THIS _____ DAY OF _____ 2024.*

Donald D. Licklider, Mayor

Attest:

William C. Hanks, City Clerk

BILL NO. _____

ORDINANCE NO. _____

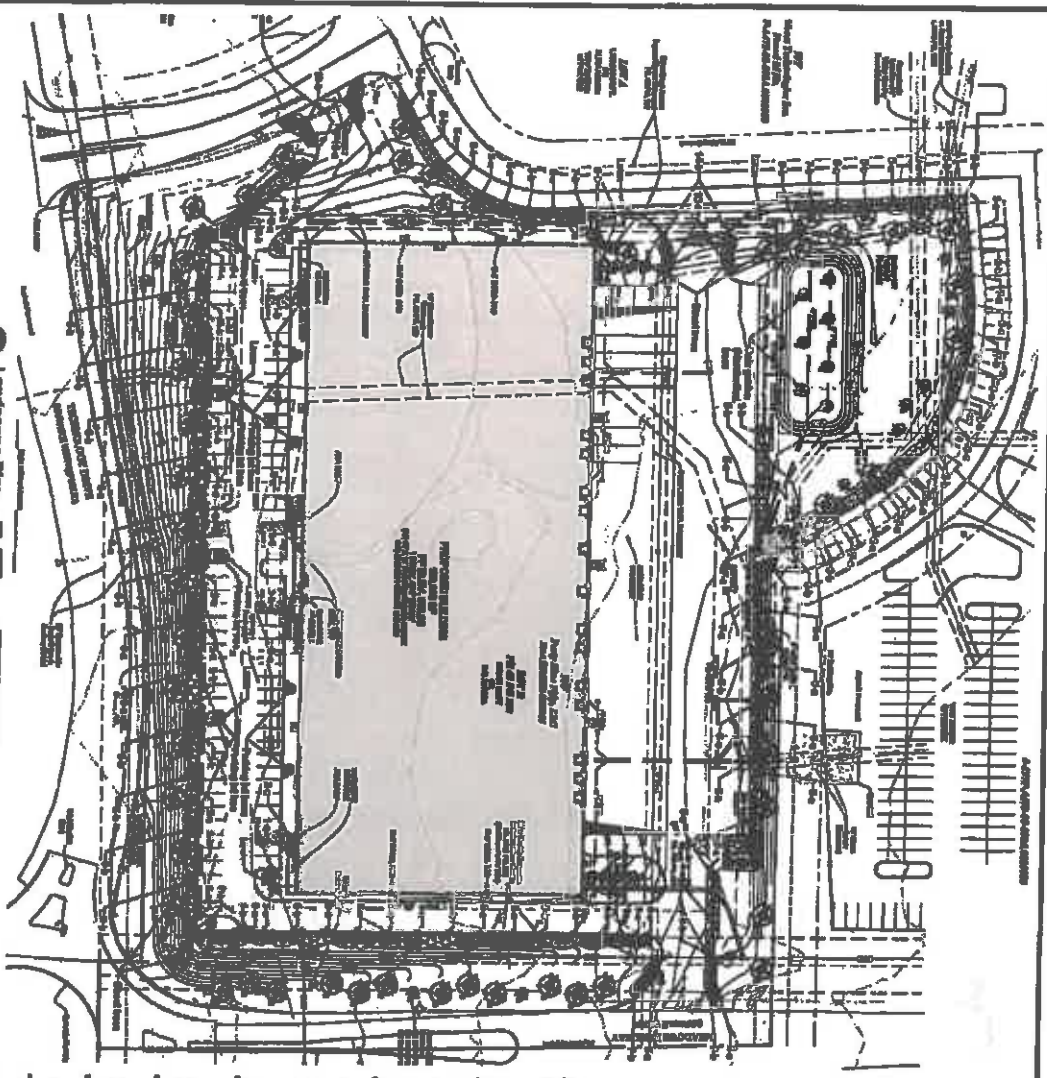
To approve Bill #

Motioned: _____

Seconded: _____

| | <u>Aye</u> | <u>Nay</u> | <u>Abstention</u> |
|------------------|------------|------------|-------------------|
| Baker | _____ | _____ | _____ |
| Clutter | _____ | _____ | _____ |
| Conley | _____ | _____ | _____ |
| Kolb | _____ | _____ | _____ |
| Martiszus | _____ | _____ | _____ |
| Yeager | _____ | _____ | _____ |
| Licklider | _____ | _____ | _____ |

Absent: _____



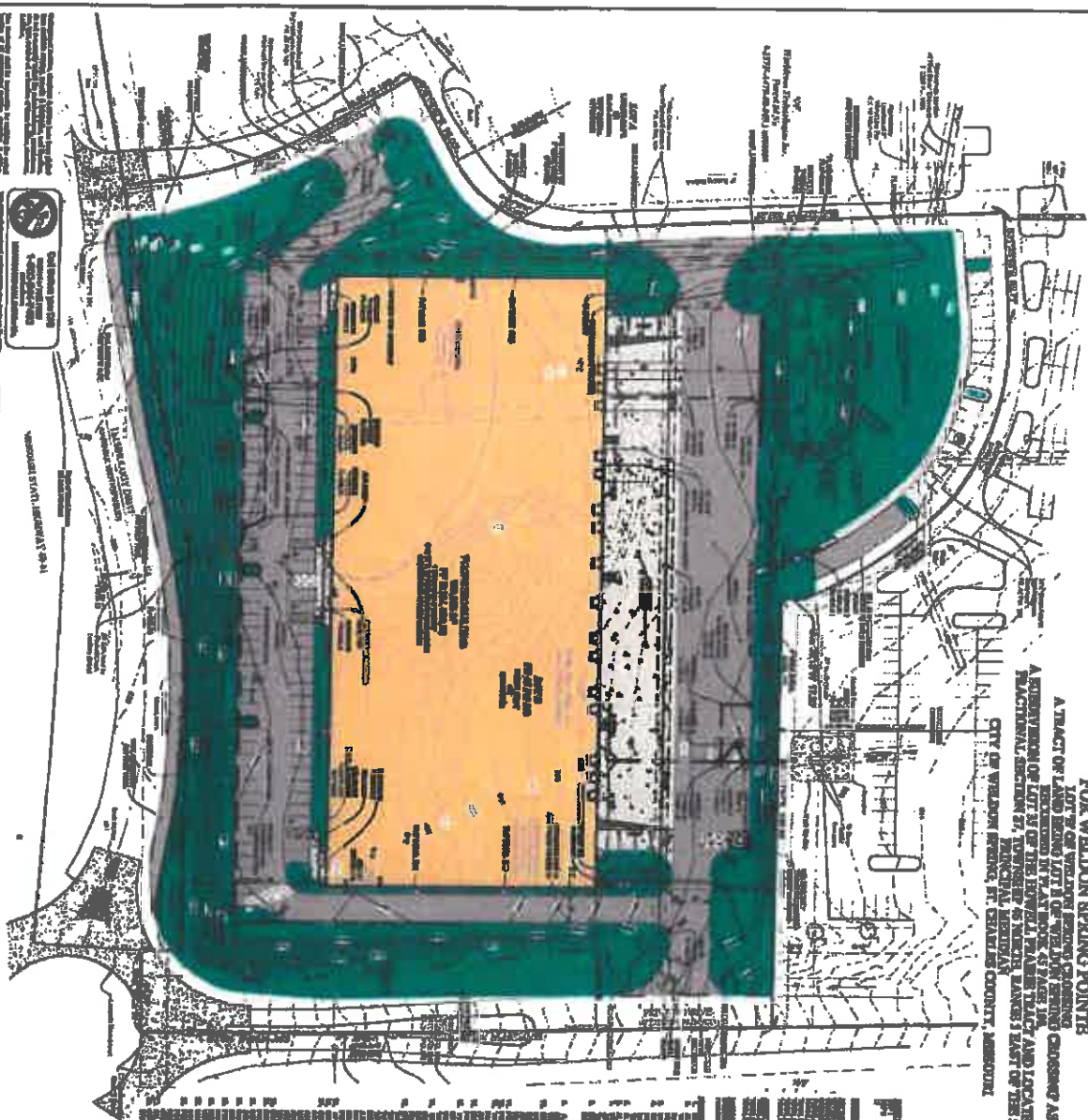
| Legend | |
|--------|-----------------|
| 1 | Asphalt Paved |
| 2 | Grass |
| 3 | Water |
| 4 | Concrete |
| 5 | Gravel |
| 6 | Lighting |
| 7 | Signage |
| 8 | Utility |
| 9 | Other |
| 10 | Unpaved |
| 11 | Drainage |
| 12 | Access |
| 13 | Barrier |
| 14 | Gate |
| 15 | Wall |
| 16 | Fence |
| 17 | Gatepost |
| 18 | Light Pole |
| 19 | Sign Pole |
| 20 | Utility Pole |
| 21 | Other Pole |
| 22 | Other Structure |
| 23 | Other Feature |
| 24 | Other Element |
| 25 | Other Detail |

- 1. The site plan shows the proposed layout of the building and parking areas. The building is located on the north side of the site, and the parking areas are located to the south and east of the building.
- 2. The site plan shows the proposed layout of the access roads and utility areas. The access roads are located on the west and south sides of the site, and the utility areas are located to the east of the building.
- 3. The site plan shows the proposed layout of the signage and lighting. The signage is located on the west side of the site, and the lighting is located along the access roads and parking areas.
- 4. The site plan shows the proposed layout of the barrier and gate. The barrier is located on the west side of the site, and the gate is located on the south side of the site.
- 5. The site plan shows the proposed layout of the wall and fence. The wall is located on the west side of the site, and the fence is located on the south side of the site.
- 6. The site plan shows the proposed layout of the gatepost and light pole. The gatepost is located on the west side of the site, and the light pole is located along the access roads and parking areas.
- 7. The site plan shows the proposed layout of the sign pole and utility pole. The sign pole is located on the west side of the site, and the utility pole is located along the access roads and parking areas.
- 8. The site plan shows the proposed layout of the other pole and other structure. The other pole is located on the west side of the site, and the other structure is located along the access roads and parking areas.
- 9. The site plan shows the proposed layout of the other feature and other element. The other feature is located on the west side of the site, and the other element is located along the access roads and parking areas.
- 10. The site plan shows the proposed layout of the other detail. The other detail is located on the west side of the site.



FOR WELDON SPRING POINT

A TRACT OF LAND BEING LOT 1 OF WILLIAM BEYER CROSSING AS
DESCRIBED IN PLAT BOOK 47 PAGE 11
A REMAINDER OF LOT 33 OF THE HOWELL PLANNED TRACT, AND LOCATED IN
RACINEVILLE SECTION 27, TOWNSHIP 4 NORTH, RANGE 1 EAST OF THE 5TH
PRINCIPAL MERIDIAN
CITY OF WILSON SPRING, ST. CHARLES COUNTY, MISSOURI



Leads available for sale:
 100% of the leads are sold to the advertiser.
Leads available for sale:
 100% of the leads are sold to the advertiser.

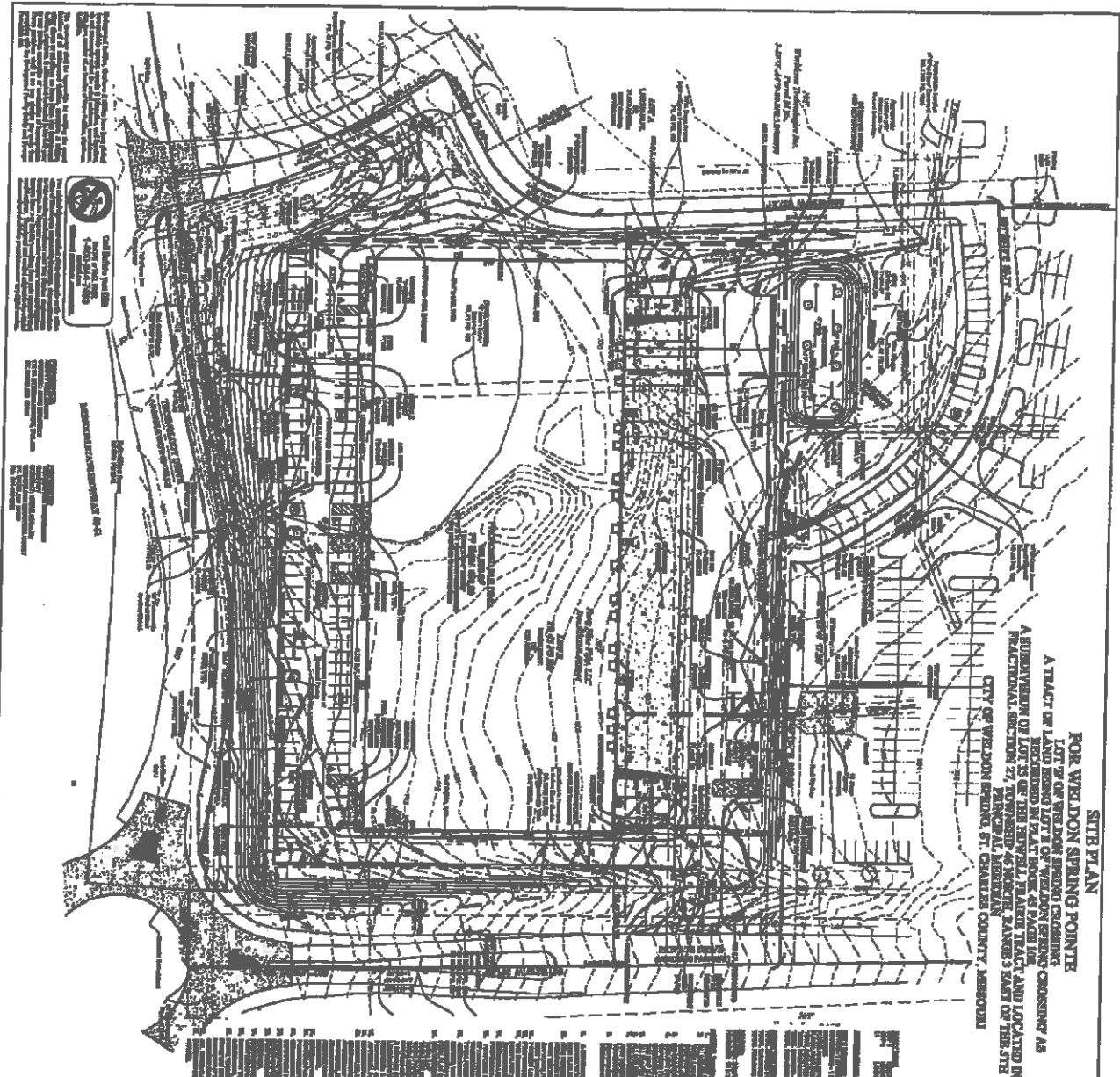
[illegible]

40FIFTY REAL ESTATE
130 W. Monroe Avenue, Ste. 200
St. Louis, MO 63102

SITE PLAN WELDON SPRING POINTE

ADP1.0



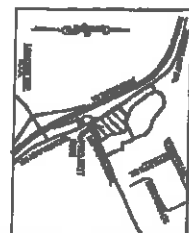
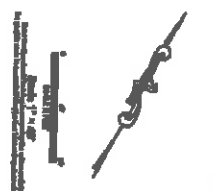


SITE PLAN
FOR WELDON SPRING POINTE
 LOT 7 OF WELDON SPRING CROSSING
 A TRACT OF LAND BEING LOT 7 OF WELDON SPRING CROSSING AS
 RECORDED IN PLAT BOOK 45 PAGE 108
 A DIVISION OF LOT 35 OF THE BEVELL PLANNED TRACT AND LOCATED IN
 FRACTIONAL SECTION 21, TOWNSHIP 46 NORTH, RANGE 3 EAST OF THE 5TH
 CITY OF WELDON SPRING, ST. CHARLES COUNTY, MISSOURI

Legend
 Proposed Development
 Existing Development
 Topography
 Roads
 Utilities
 Easements
 Other

- Proposed Development
- Existing Development
- Topography
- Roads
- Utilities
- Easements
- Other

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



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 www.441-4562.com

For more information on the benefits of a professional site plan, please contact your local planning department or the American Planning Institute. The American Planning Institute is a national organization that promotes the use of site plans in the planning process. For more information, please visit our website at www.apin.org.

CONCRETE SIDEWALK
 1. Concrete sidewalk shall be constructed in accordance with the latest edition of the American Concrete Institute (ACI) 308.1-11 Building Code Requirements for Reinforced Concrete and Commentary.

INTERIOR SIDEWALK/CLONE
 1. Interior sidewalk/clone shall be constructed in accordance with the latest edition of the American Concrete Institute (ACI) 308.1-11 Building Code Requirements for Reinforced Concrete and Commentary.

