

NOTICE OF PUBLIC HEARING

PLANNING AND ZONING COMMISSION OF JEFFERSON COUNTY, MISSOURI NOTICE OF MEETING

Notice is hereby given that the Planning and Zoning Commission of Jefferson County, Missouri, will conduct a meeting at 6:30 p.m., Thursday February 11, 2021. Due to the Countywide State of Emergency, the issues surrounding COVID-19 and at-risk populations, the meeting will be conducted via ZOOM where Commission members will participate remotely via video conference and the public is invited to watch and listen to the meeting through this link: <https://zoom.us/j/91282472179>. Public Comments and documentary evidence will be limited due to the logistics of this video conference meeting, however Public Comments or documents can be e-mailed to Elaine Roesch at eroesch@jeffcomo.org and they will be made a part of the record. All comments and other documentary evidence submitted via e-mail must be submitted prior to 5:00p.m., February 5, 2021.

The tentative agenda of this meeting includes:

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES
January 28, 2021
- V. SWEARING IN OF WITNESS
- VI. INTRODUCTION OF EVIDENCE
- VII. OLD BUSINESS
- VIII. NEW BUSINESS
 1. Consideration
 - A. PR220066
A Request for a Zone Change and Development Plan Approval parcels 09-4.0-17.0-3-006-015., 09-4.0-20.0-2-003-024., 09-4.0-20.0-2-003-025., located at I-55 and Imperial Main, Imperial, in Imperial Township and Council District #4, from Single-Family Residential (R-7) Zone District, Single-Family (R-10) Residential Zone District and Single-Family (R-20) Zone District to Planned Mixed Residential (PR2) Zone District and Development Plan Approval for Avon on Main.
 - B. CC220067
A Request for a Zone Change for parcels 09-4.0-17.0-3-006-009., 09-4.0-17.0-3-006-011., 09-4.0-17.0-006-015., located at I-55 and Imperial Main, Imperial, in Imperial Township and Council District #4, from Single-Family Residential (R-7) Zone District and Single-Family Residential (R-10) Zone District to Non-Planned Community Commercial (CC-2) Zone District.
 - C. PR121002
A Request for a Zone Change and Development Plan Approval for parcel 03-7.0-35.0-1-001-001., located at 5648 Bear Creek Road, House Springs, in Meramec Township and Council District #7, from Large Lot Residential (LR-2) Zone District to Planned Single-Family Residential (PR-1) Zone District and Development Plan Approval for Bear Ridge.
- IX. REPORTS TO THE COMMISSION
- X. CITIZENS TO BE HEARD
- XI. ADJOURNMENT

Representatives of the media may obtain copies of this notice by contacting Elaine Roesch, Planning Clerk at 636-797-5580, Jefferson County Planning Division, PO Box 100, Hillsboro, Missouri 63050.

"Please be Advised: Members of the County Council May Be in Attendance at this Meeting"

Jefferson County, Missouri

PLANNING DIVISION

PO Box 100
HILLSBORO, MO 63050
(636) 797-5580
<www.jeffcomo.org>

Jefferson County, Missouri
Planning and Zoning Commission
Meeting Date: February 11, 2021

Staff Report

General Information:

Petition Number: PR220066
Petition Name: Avon on Main

Petitioner Name: Rowels Development
Street Address: 2200 Barret Station Rd.
City, State: Ballwin, MO 63021

Design Professional: Hennegan and Associates
Street Address: 1929 Richardson Road
City, State: Arnold, MO 63010

Location of Site: East of the intersection of Imperial Main Street, I-55, and just west of the intersection of Imperial Main Street and Old State Rd.

Requested Actions: 1. Request to rezone from a Single-Family Residential (R20), (R10, and (R7) zone districts to a Planned Mixed Residential (PR2) zone district; and,
2. Request for Development Plan approval for Avon on Main

Size of Tract: 19.65 (total of multiple parcels)
Parcel Number: 09-4.0-17.0-3-006-015, 09-4.0-17.0-3-006-009, 09-4.0-20.0-2-003-024, 09-4.0-20.0-2-003-025

Existing Zone District: Single-Family Residential (R20), (R10), and (R7)

Township: Imperial
School District: Windsor
Fire District: Rock Community
Water District: PWSD C1
Sewer District: Rock Creek Public Sewer
Council District: #4

Prepared By: Josh Jump, Planner II
Date: Decemeber 29, 2020/Janurary 5, 2021
Recommendation: Approval of both requests, with conditions

Attachments: Zoning Map
Aerial Photo
Development Plan

Subject Property

The subject property is located at the intersection of Imperial Main and Old State near the intersection of Imperial Main and I-55. The property is currently vacant. There is a proposed entrance to the property located on Old State just south of the intersection of Old State and Imperial Main.

The subject property does not consist of any severe topographical issues. According to FEMA's Flood Insurance Rate Map, no portion of the property lies within the floodway or floodplain. A Stream Order 1, traverses part of the property

Surrounding Area

The subject property is located at the intersection of Imperial Main St and Old State near the intersection of Imperial Main and I-55, and is surrounded by various land uses. Surrounding land uses and zoning are as follows:

To the North:	<u>Zoning:</u>	CC2
	<u>Land Use:</u>	Developed Commercial
To the East:	<u>Zoning:</u>	CC2, R7, and R10
	<u>Land Use:</u>	Developed Commercial and Developed Residential
To the South:	<u>Zoning:</u>	R7
	<u>Land Use:</u>	Developed Residential
To the West:	<u>Zoning:</u>	Interstate I-55
	<u>Land Use:</u>	Interstate Highway

Background

The subject property is currently undeveloped and is surrounded with commercial development along the northern and some commercial development along the eastern side of the property. There is developed denser residential style developments along the southern and eastern property boundary lines. The property fronts on Interstate 55 on the western most boundary line. The application for rezoning and development plan submittal were received on 11/12/2020. This plan is being reviewed under the Unified Development Order (UDO) adopted April 2, 2008.

Official Master Plan

The subject property is located in the Primary Growth Area on the Preferred Growth Alternative Map. This area is potentially suitable for all development patterns including Infill, Industrial, Mixed-Use, Suburban, Large Lot, Rural Cluster, and Rural. The most appropriate development pattern in this case is the Mixed-Use Development Pattern. This development pattern will be used to determine the design criteria applied to the property. The growth policies for this area include the following:

1. Development within the "Primary and Secondary Growth Areas" shall be required to utilize or extend public infrastructure systems, including water, sewer and roads.
2. Septic or on-site wastewater treatment systems shall be discouraged in the "Primary and Secondary Growth Areas" and lots with existing systems in these areas should be connected to public sewer when physically and financially possible.

3. Residential development that has access to established transportation corridors shall be encouraged.

Mixed-Use Development Pattern

The Mixed-Use Development Pattern is the most appropriate pattern of development for the proposed Avon on Main multi-family development. The mixed-use represents a more compact Development Pattern. It encourages a mix of land uses made compatible by design elements such as building forms, streetscape, and public spaces. The mix often features mutually supported uses, allowing the opportunity for the Mixed-use to be self-supporting, at least for typical daily needs of the residents.

Land Uses	Land uses in this pattern are mixed, although transitions among intensity of uses are established according to a master plan. Design compatibility of buildings, rather than of particular uses, generally controls how the land use mix is to occur. This pattern also enables a variety of residential styles, including single-family homes, townhouses, and apartments all in a variety of designs – often in close proximity to each other.
Edges / Transitions	Within this pattern, edges and transitions between the different areas of the Mixed-use area are established design elements that bring areas together through common designs, such as street designs, building locations, or landscape materials, rather than with buffers and separation. The edges on the outside of the Mixed-use area may be sharp, as in the case of the edge between a Mixed-use area and rural area or natural area – or they may be gradual, as in the case of a Mixed-use area adjacent to Large Lot or Suburban Development Patterns.
Open Space	A range of open space is necessary for this pattern, and it is integral to the plan design. It includes more compact and formal open space in the Mixed-use core, including plazas, court yards or small parks - and more expansive or natural open space at the edge or outlying areas, including natural areas, greenways or larger parks.
Street network / Transportation	The street network is interconnected with block sizes, approximately 1,500 feet in length, unless topography or other natural areas require interrupting this pattern. Central areas with the greatest diversity of uses, and representing the commercial core, have smaller block lengths in the 400- to 500-foot range to facilitate more connections and dispersion of traffic. Pedestrian access, transit and para-transit service may be efficiently implemented in this pattern.
Service Infrastructure	Water and sewer in the Mixed-use core is on a common system, either public or private. Although some of the edges maintain sufficient open space to allow individual systems, the compact nature of the overall Mixed-use pattern generally makes it economically beneficial and more practical to access the common system in these areas as well.
Community Infrastructure	If the Mixed-use area is at a scale that cannot rely on existing remote facilities, community infrastructure must be designed into the plan. Typically, it is phased in as the Mixed-use area matures, often requiring constructions in the later phases, where a critical mass of residents and businesses have become established.
Lot sizes	Lot sizes vary within the Mixed-use area and even on individual blocks. Generally, they range from 2,000 square feet (townhouses in the Mixed-use core) to 2 acres (estates on edges of the Mixed-use area). Overall densities for

	Mixed-use areas generally vary from 4 to 8 dwelling units per acre (rural mixed-use), but can reach 8 to 24 units per acre (urban mixed-use).
Criteria for Implementation	♦ Generally, must involve between 40 acres and 160 acres if it is a new mixed-use area. (See "Infill" or "Mixed-use Addition" for using this pattern in established areas.) ♦ Must be located in an approved location, capable of facilitating ultimate build out of the Mixed-use area, in terms of access for streets and utilities. ♦ Must occur according to an overall Mixed-use Master Plan that adapts to the terrain and natural features of the specific site. ♦ Must have access to or establish a common water and sewer system ♦ Typically phased over time (10 to 15 years) – allowing community infrastructure (i.e. fire, schools, parks) to be phased in as mixed-use area matures. ♦ Mixed-use area has a defined center and edge encompassing a radius of ¼ to 1 mile, facilitating potential pedestrian connections from all areas. ♦ Interconnected streets required, particularly in the central area. ♦ Commercial and civic activities are concentrated in the central area of the Mixed-use area. ♦ Non-residential square footage correlates to residential development. ♦ A variety of residential types and formats are provided in each phase of the Mixed-use area.

Unified Development Order

PR2 – Planned Mixed Residential Zone District Section 400.1540

The PR-2 Planned Mixed Residential Use District is established to provide opportunities for high-density mixed residential use development from single-family to multi-family dwellings units with a variety of formats and densities. The plan for this district should be designed to create a transition from more intense mixed uses to less intense mixed-uses. While providing for a wide range of dwelling types the PR-2 district may also be appropriate in large scale mixed use developments. This district is designed for areas served by centralized utilities.

Section 400.2300. Mixed Use Design Standards – Objectives

A. Residential Uses

1. Encourage development with mixtures of densities, lot sizes, and housing types.
2. Foster neighborhood security with means for maintaining activity at all times of the day.
3. Encourage linking neighborhoods with safe, attractive pedestrian connections both along the street and on open space greenways.
4. Connect residences to each other and to neighborhood parks, schools, public facilities, and shops with direct pedestrian pathways.
5. Encourage interconnectivity among neighborhoods to distribute traffic evenly and avoid excessive traffic on any one street and limit traffic cutting-through from one neighborhood to another or from one County maintained road to another.
6. Minimize cut-through traffic within a neighborhood by providing a safe access configuration for internal and external traffic movement and design streets with appropriate speeds based upon the intended use, allowing for narrower widths and other traffic calming measures.

7. Encourage parks and community facilities.

Development Plans

A Development Plan is intended to establish regulations and restrictions that are in harmony with the general purpose and intent of the UDO, but in a manner that allows the regulations to differ in one or more respects from the zoning regulations that are generally applicable to the underlying zoning districts.

Development Plan – Objectives – Section 400.1390

The objectives of the Development Plan process are:

1. To permit the use of more flexible land use regulations.
2. To provide latitude in the location of buildings, structures, open spaces, play areas, parking, roads, drives and variations in setbacks and yard requirements.
3. To facilitate use of the most advantageous techniques of land development.
4. To encourage the combination and coordination of architectural styles, building forms and relationships.
5. To encourage the conservation of existing natural resources and maintain the character of the County.
6. To limit specific uses within the underlying zoning district to a particular Development Plan when it is deemed more appropriate and/or compatible to surrounding uses, proposed or future uses or when deemed to be in the best interest of the community to limit the uses, based on existing and/or proposed traffic conditions and/or concerns and other land use concerns.

Development Plan – Criteria for approval – Section 400.1230D

According to the UDO, the applicable zoning district regulations are to be used as a guide for the review of the Development Plan. Conditions or restrictions may be imposed. These conditions or restrictions may be required prior to submittal of a Preliminary Plat or Site Development Plan. The Planning Commission and County Council may consider the following criteria:

1. Whether the development is designed, located and proposed to be operated so that the health, safety, and welfare of the public will be protected.
2. Whether the development will impede the orderly development and improvement of surrounding property.
3. Whether the development incorporates adequate ingress and egress and an internal street network that provides for the efficient flow of traffic.
4. The criteria set forth in Section 400.1140D as follows:
 - a. The character of the neighborhood.
 - b. The existing and any proposed zoning and uses of adjacent properties, and the extent to which the proposed use is compatible with the adjacent zoning and uses.
 - c. The extent to which the proposed use facilitates the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

- d. The suitability of the property for the uses to which it has been restricted under the applicable zoning district regulations.
- e. The length of time, if any, the property has remained vacant as zoned.
- f. The extent to which the proposed use will negatively affect the character of the property and neighboring property.
- g. The extent to which the proposed use will seriously injure the appropriate use of, or detrimentally affect, neighboring property.
- h. The extent to which the proposed use will adversely affect the capacity or safety of the portions of the street network impacted by the use, or present parking problems in the vicinity of the property.
- i. The extent to which the proposed use will address and conserve the natural resources of the site, effectively manage storm water runoff, and prevent air, water, and noise pollution and conserve habitat.
- j. The impact the proposed use has on achieving the goal of economic diversity in the community.
- k. The ability of the applicant to satisfy any requirements applicable to the specific use imposed pursuant to this UDO.
- l. The extent to which public facilities and services are available and adequate to meet the demand for facilities and services generated by the proposed use.
- m. The gain, if any, to the public health, safety and welfare due to approval of the application as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.
- n. The conformance of the proposed use to the Official Master Plan and other adopted planning policies.
- o. The analysis by professional staff.

In accordance with 400.1240, any substantial changes to an approved Development Plan may only be approved by the County Council after review and recommendation by the Planning and Zoning Commission.

Proposed Development Plan (received November 12, 2020)

The following has been concluded from the submitted development plan for the proposed Avon on Main Apartments:

Uses & Access

The subject property is proposed to be used for the development of multi-family apartments. Thirteen (13) buildings, one (1) office and/or clubhouse building, and one pool are shown on the development plan. As stated on the development plan, there is a proposal for 306 apartment units. The office/clubhouse building is located near the entrance of the subject property. As shown on the development plan, access to the subject property is from Old State Rd. There is one primary entrance and a secondary emergency access located further south on Old State Rd (see recommendations on access points). The primary access proposed does traverse the property proposed to be rezoned to CC2 in petition CC220067.

Parking

The development plan shows 604 parking spaces, which provides 1.9 parking spaces per apartment unit. The parking spaces shown on the development plan do not appear to be completely adequate for the number of apartments proposed. The exact number of parking spaces required will be determined during the Site Development process and will be based on the number of bedrooms each apartment unit provides. The UDO requires 2 spaces for each 1-2-bedroom unit, and 3 spaces for each 3 bedroom unit. The number of parking spaces required for the office/clubhouse building will also be determined during Site Development process. The applicant has not sought a modification related to required parking, therefore, full UDO mandated parking will be required.

Landscaping

The development plan shows some mature landscaping to remain, establishing a landscaping buffer along adjoining property lines.

Buffers and Screening:

The proposed development plan shows vegetative screening along the southern and eastern boundary lines of the subject property. Medium impact screening will be required along all boundaries of the subject property due to adjacent zone districts of R7 and R10. The development plan shows a mature tree line however buffering standards will need to be reviewed in accordance with the UDO in the site development phase, if the project approved.

Modification Requests

In accordance with Section 400.320D, the Planning Commission may recommend and the County Council may approve modifications on the development plan when the petitioner requests to modify one or more of the restrictions or regulations of the UDO. Modifications should be consistent with the criteria for development plans, in the best interest of the County, incorporate sound planning principles and design elements that are compatible with surrounding properties, be consistent throughout the proposed project, effectively utilize the land, upon which the development is proposed, and further the goals and intents of the UDO.

The Petitioner has not requested any modifications as part of the application submittal regarding the rezoning request or development plan approval request.

Analysis

Zoning

The PR2, Planned Mixed Residential, zone district and its associated permitted uses are designed to create a transition between uses of different intensity; the location of multi-family residential development serves as a transitional buffer in the area between less intensive residential uses and commercial uses that currently exist in the area and that are projected to exist in the area in the future. The proposed zoning of the subject property and the proposed multi-family residential use are located in a neighborhood featuring Single Family Residential (R7 & R10) properties and Non-Planned Community Commercial (CC2) properties. The proposed PR2 zoning would help to create a more clearly defined transitional buffer between the zone districts of the areas surrounding the subject property. The proximity of a major interstate highway makes standard single family residential less desirable, especially given the fact that much of the subject property fronts directly on the off-ramp for Interstate 55. The property has remained vacant for some time at its existing zoning. There is dense single family residential to the south as well as slightly less dense R10 zoning to the east adjoining the property. In addition to the denser single family residential there is developed commercial all along Imperial Main Street.

As part of the of the submittal under the UDO a traffic study was required to be completed by the developer to submit with the applications and plans. The traffic study, conducted by CBB, examined the impacts of the proposed development on the existing transportation infrastructure. CBB has outlined improvements that are recommended for the proposed development. These improvements include a traffic signal to be located at the intersection of Imperial Main and Old State Rd. These recommendations have been incorporated as conditions of approval as set forth below.

The proposed development is located in the Primary Growth Area where all development patterns including the Mixed-Use Development Pattern are appropriate. The proposed rezoning promotes higher density residential development and is well-situated near a major thoroughfare: I-55. Higher density is encouraged near major transportation corridors as part of the Primary Growth Area. Therefore, the proposed development and uses are consistent with the County's Official Master Plan. There are a number of goals and objectives within the County's Official Master Plan which serve as a guide to the future physical growth and development of the county and address the issues identified during the preparation of the Official Master Plan. Goals C and F in the category for the "Quality Growth and Development" is as follows:

1. Quality Growth and Development – to promote growth and development that creates a quality-oriented environment, conserving natural resources and providing community amenities.

- C. Promote application of site designs that are efficient and sensitive to the environment.
 - Implement higher density, more compact development methods in environmentally sensitive areas of the county.
- F. Provide an economic and physical diversity of housing options, including affordable housing.
 - Provide a wide range of housing options that allow a diversity of housing formats and price levels within new developments.

The rezoning for the multi-family residential development proposed on the subject property meets the goals of the Official Master Plan in that this project will provide residents of the County with additional housing options.

The Official Master Plan addresses Economic Development under Goal H "Support the Retention of businesses that provide goods and services to the local community" as follows in section 2:

2. Economic Development – to attract quality development and jobs to the county

- A. New development, of all scales, shall adhere to the goals and recommendations of the Official Master Plan
 - Locate new employment and commercial centers based on projected population and the availability of or plans for infrastructure
 - Plan for housing and employment centers in convenient proximity to each

The noticeable vacancies in the surrounding commercial centers could be positively impacted by a development such as the one proposed. The development could bring new employment to the area and provide an economic boost to the surrounding commercial development.

Development Plan

The property is suitable for the proposed uses stated in the development plan. Issues related to required parking and entrance location(s) will need to be addressed during site development. It is important to note that no modifications have been applied for, and therefore all UDO requirements will have to be met.

Staff is concerned with the development only having one means of ingress/egress. There is a second access point shown on the plan and marked as "Emergency Exit Only". It is unclear what this means. In residential subdivisions, the number of UDO required entrances is based on the number of lots. These requirements do not strictly apply to multi-family developments, however the reasoning behind this requirement remains. Staff is of the opinion that the size of this development and orientation of the buildings (with the majority of them being located toward the southern end of the property) warrants a second, full point of ingress/egress. Staff has incorporated this condition into the comments set forth below.

Staff has not seen any evidence to indicate there would be any risk to public health, safety, and welfare from use of the property as proposed. If all UDO requirements, regulatory requirements and conditions of approval are implemented, the proposed development does not appear to have any features that would impede the normal and orderly development and improvement of the surrounding property. Approval of the proposed development plan would allow for a development consistent with the stated intent of the PR2-Planned Mixed Residential zone district. Additionally, approval of the proposed development plan would allow for a development consistent with the intentions of the Primary Growth Area in promoting infill development, higher density, and easy access to major transportation corridors.

Staff Recommendation

Staff recommends **approval** of PR220066:

1. Rezoning request from a Single-Family Residential (R20), (R10), and (R7) zone district to a Planned Mixed Residential (PR2) zone district; and,
2. Development Plan approval, subject to the following Conditions of Approval, regulatory requirements and department comments:

Conditions of Approval:

Regulatory Requirements

Permitted Uses

Land uses shall be permitted per the approved Development Plan:
Dwelling, Multi-Family

Floor Area, Height, and other Building Requirements

Maximum Density: 18 units/acre
Maximum Height: 50 feet

Site Development

Required Yards

Front Yard Setback: 35/15 feet
Side Yard Setbacks: 6 feet
Rear Yard Setback: 10 feet

*Buffers are required per section 400.4740 of 20 and 10 feet based on adjoining zoning

Design Standards

The development shall comply with the Mixed-Use Design Standards in accordance with Article VII of the Jefferson County UDO.

Access

Access shall be provided in accordance with the Jefferson County UDO.

Parking

Parking and loading shall be provided per the regulation of Article XII of the Jefferson County UDO.

Signs

Signs shall comply with Article XIII of the Jefferson County UDO. All regulatory signs, including stop signs, speed limit, etc. shall be provided by the developer.

Lighting

Lighting shall comply with Article VII of the Jefferson County UDO. Lighting that by color, placement or design resembles or conflicts with traffic control signs is prohibited. No lighting shall contain flashing lights, intermittent lights, animators, or mechanical movements of any kind.

Landscaping

Landscaping, buffers, and tree protection shall comply with Article XIV of the Jefferson County UDO.

Stormwater and Erosion and Sediment Control

Stormwater management and erosion and sediment control shall comply with Chapter 505: Erosion and Sediment Control/Stormwater Management Design Manual of the Jefferson County Code of Ordinances.

Geotechnical

A geotechnical study prepared by an Engineer licensed in the State of Missouri shall be required where there is more than 5 feet of cut or 5 feet of fill or slopes greater than 3:1. Where grades are proposed at slopes greater than 3:1 slope stability must be addressed in the study.

Departmental Comments

1. A Site Development Plan shall be submitted to the Jefferson County Planning Division in accordance with the Unified Development Order of Jefferson County.
2. All improvements required in the development plan and site development plan must be installed or an escrow accepted by the County for all incomplete items prior to occupancy of the building.
3. More than one (1) acre of land disturbance will require a land disturbance permit through the Stormwater Division.
4. Pavement:
 - a. Provide MODOT letter of response to the traffic impact study.
 - b. All requirements of the traffic impact study and MODOT shall be implemented. These requirements include installation of a traffic signal at the intersection of Imperial Main Street and Old State Rd. The applicant shall work with MODOT and the Jefferson County Department of Public Works to complete installation of this signal and any further improvements deemed necessary and feasible in order to implement these requirements.
 - c. County:

- i. Along a county roadway, 125' separation/offset is required between driveways and entrances. This condition is not met for both proposed accesses, and will need to be addressed.
 - d. The engineer shall submit sight distance profiles showing that the required sight distance is met.
 - e. Access roads (from county road to site): Old Missouri State Road through the commercial parcel and "Emergency Road", Old Missouri State Road to site.
 - i. Street width shall provide 26' pavement within 32' ROW with curbs. If street side parking is desired, wider pavement is required.
 - ii. Street thickness shall include 7" PCC (or 2" Type C Asphaltic Concrete/6" Type X Asphaltic Concrete/4" rock base).
 - iii. Number of access points:
 - 1. A second, full point of access is required for the development.
 - f. Remove "Emergency Exit Only" designation from the second point of access and provide proof of property owner's approval to use this property as an access point. County records show this as an individually owned piece of property, not an access easement.
 - g. Driveway entrances (within state/county ROW):
 - i. Pavement thickness shall include 7" PCC (or 2" Type C Asphaltic Concrete/6" Type X Asphaltic Concrete/4" rock base)
 - 1. Pavement width for entrance at ROW (including curbs) for two-way traffic shall provide 24'-39' for Multi-family developments.
- 5. Parking areas:
 - a. Parking areas with 5 or more required parking spaces must provide a paved surface of 3" Type C Asphaltic Concrete over an 8" rock base (or 2" Type C Asphaltic Concrete/4" Type X Asphaltic Concrete; or 6" PCC).
 - b. Drive aisles width (boc):
 - i. Drive aisles shall be 24' wide for all 90-degree parking (one-way and two-way).
 - ii. Drive aisles shall be 20' wide for all two-way angled parking (0-60 degree).
 - iii. Drive aisles shall be 20' wide for one-way 0 degree and 60 degree (if both sides).
 - iv. Drive aisles shall be 16' wide for one-way for 45 degree and 60 degree (if one side).
 - c. Pavement shall slope between 1% and 6%.
- 6. Sidewalks:
 - a. Sidewalks shall consist of 5' width.
 - b. Sidewalks shall be interconnected between the individual buildings and shall be carried to the ROW of Old Missouri State Road.
- 7. Stormwater/detention:
 - a. Detention system shall detain and release stormwater at a rate not to exceed the release rate from the site under the existing (pre-developed) conditions for the 2-year and 10-year, 24-hour storm event. Provide soil types, CN's, etc.
 - b. Stormwater system shall be designed for the 15-year, 20-minute event. Provide hydraulic calculations and drainage area map for each system.
- 8. Grading:
 - a. Submit a geotechnical report, sealed by an Engineer registered in the State of Missouri, as required where more than 5' of cut or 5' of fill is proposed. Grades at slopes proposed steeper than 3:1 must be included in the report for slope stability.

- b. All bridges shall be designed to carry an HS20 truck loading. Bridge foundations shall be per the recommendation of a geotechnical engineer registered in the State of Missouri. A sealed copy of the foundation report shall accompany the Improvement Plans.
-

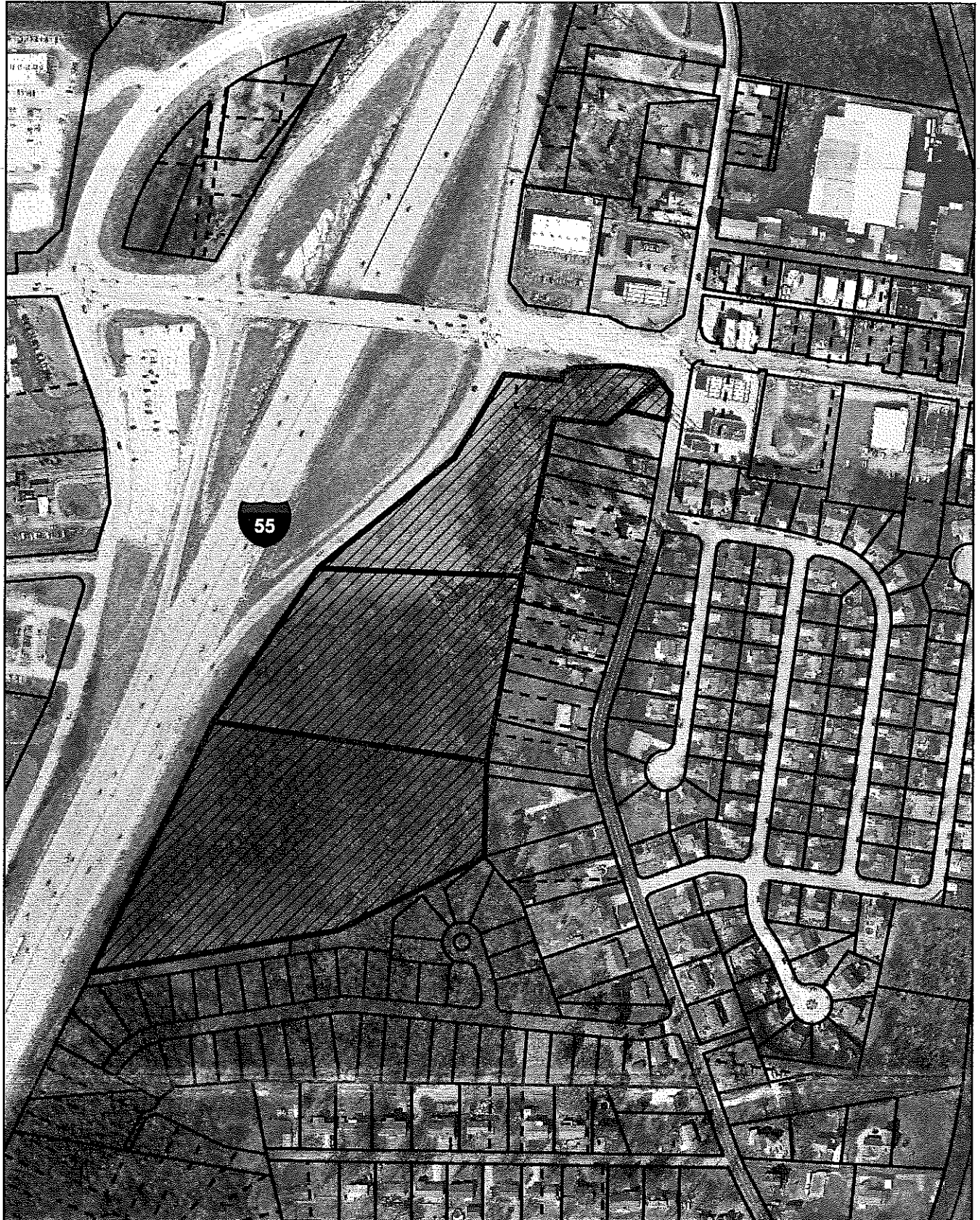
PR220066 - Avon on Main



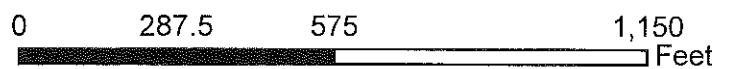
Subject Property

0 287.5 575 1,150 Feet

PR220066 - Avon on Main



Subject Property



Jefferson County, Missouri



1.97 parking spaces per unit
NO PART OF THIS TRACT IS LOCATED IN FEMA DEFINED FLOOD PLAIN



**HENEGBAN AND ASSOCIATES, P.C.
ENGINEERS-SURVEYORS**

www.haengr.com

Avon on Main Development Plan

Jefferson County, Missouri



Location Map

GENERAL NOTES:

SUBMITTAL DATE: NOVEMBER 14, 2020
 PREPARED FOR: ROLVES DEVELOPMENT LLC
 2300 BARNETT EASTER ROAD
 BARNETT, MISSOURI 63015
 314-321-2600

OWNER INFO: RUDLER REAL ESTATE LLC
 1200 S. BARNETT EASTER ROAD
 ST. LOUIS, MO 63119

PARCEL NUMBER:
 894.071.02000013
 894.071.02000024
 894.071.02000025
 894.071.02000026

CURRENT ZONING: R7, R10
 PROPOSED ZONING: PR-2 & CC-2
 USE: RESIDENTIAL DEVELOPMENT
 AREA: 18.25 AC. 40.71-1-1-1-1
 NUMBER OF UNITS: 305 Units
 DENSITY: 16.77 Units/Acre
 PARKING PROVIDED: 654 Spaces
 LOT Parking Spaces per Unit: 2.14
 NO PART OF THIS TRACT IS LOCATED IN FEMA DEFINED FLOOD PLAIN



1529 ROBINSON ROAD
 ST. LOUIS, MO 63104
 PHONE NO. (314) 444-2600
 FAX NO. (314) 444-2608

HENEGHAN AND ASSOCIATES, P.C.
 ENGINEERS-SURVEYORS
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Jefferson County, Missouri

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HILLSBORO, MO 63050
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<www.jeffcomo.org>

Jefferson County, Missouri
Planning and Zoning Commission
Meeting Date: February 11, 2021

Staff Report

General Information:

Petition Number: CC220067
Petition Name: I-55 and Imperial Main

Petitioner Name: Rolwes Development
Street Address: 2200 Barrett Station Rd.
City, State: Ballwin, MO 63031

Owner Name: Boemler Real Estate LLC
Street Address: 705 S. Laclede Station Rd. Apt. 456
City, State: St. Louis, MO 63119

Location of Site: Southeast corner of the Intersection of Interstate 55 and Imperial Main Street

Requested Action: To rezone from Single Family Residential (R10) to Non-Planned Community Commercial (CC2)

Size of Tract: 1.38 acres (according to application)
Parcel Numbers: 09-4.0-17.0-3-006-009, 09-4.0-17.0-3-006-011, 09-4.0-17.0-3-006-015

Existing Zone District: R10
Township: Imperial
Council District: #4

School District: Windsor
Fire District: Rock Community
Water District: PWSD 10
Sewer District: Rock Creek PSD

Prepared By: Josh Jump, Planner II
Date: December 28, 2020
Recommend: Approval

Attachments: 1. Aerial Map
2. Zoning Map

Subject Property

The subject property is located at the intersection of Imperial Main St. and Old State Rd. near the northbound exit for Imperial Main Street off of Interstate 55. The site is currently undeveloped and has been vacant for some time.

According to FEMA's Flood Rate Insurance Maps, no portion of the property is in the floodway or floodplain. There is a stream order 1 that traverses the property.

Surrounding Area

The surrounding zone districts and land uses are as follows:

To the North:	<u>Zoning:</u>	CC2
	<u>Land Use:</u>	Developed Commercial
To the East:	<u>Zoning:</u>	R10, R7, and CC2
	<u>Land Use:</u>	Developed Residential and Developed Commercial
To the South:	<u>Zoning:</u>	R7
	<u>Land Use:</u>	Developed Residential
To the West:	<u>Zoning:</u>	Interstate 55
	<u>Land Use:</u>	Interstate Highway

Petitioner's Request

The petitioner is requesting a zone change from Single Family Residential (R10), (R7), and (R20) to Non-Planned Community Commercial (CC2).

Official Master Plan Growth Area

The subject property is located within the Primary Growth Area of the Official Master Plan. The growth policies for this area include the following:

1. Development will be one of the eight development patterns as defined by this plan.
2. Commercial and employment centers shall be located in either the municipality or the "Primary Growth Area," immediately adjacent, and it shall have direct access to a County, State or Federal highway.

Suburban Development Pattern

The Suburban Development Pattern is the most appropriate pattern of development for the proposed development. The Suburban Development Pattern is appropriate in areas with access to services, with characteristics of access being adjacency and strong transportation connections.

Land Uses	A variety of land uses exist in the Suburban pattern spanning all categories (residential, commercial, industrial). These land uses are separated based on broad classifications of uses. Non-residential development tends to occur in large strips along major roads.
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Edges / Transitions	Generally within Suburban patterns, buffers or berms further separate each individual site. These areas may be either natural or manicured. Edges between Suburban patterns and other Development Patterns are generally difficult to define, because this pattern attempts to assimilate qualities of different Development Patterns (urban and rural) into one pattern.
Open Space	Open space is more formal, often designed as part of individual site landscape plans. Private open space consists of medium or large yards, common subdivision grounds or landscape areas as part of non-residential site plans. Private open space can be disjointed, due to its individualized design and purposes – (i.e.: designed to serve specific lots or developments). Public open space may exist as part of a formal community-wide planning effort, typically removed from commercial sites and occasionally incorporated in residential subdivisions.
Street network /Transportation	The street network is hierarchical, including local, collector and arterial streets, with county roads functioning as arterial streets. Arterial streets carry the majority of traffic, requiring detailed engineering (width, turning lanes, etc.). Connectivity is generally only provided by collector or arterial streets. This factor, combined with the separation of uses on functional classes make pedestrian, transit or para-transit access impractical. Most trips require an automobile.
Service Infrastructure	Sewer and water service may be common systems – typically municipal extensions but they also may involve development of private systems. Larger lots, however, (over 1 acre) may be able to support well or septic use if state standards are met.
Community Infrastructure	Fire, police, schools, parks and other community infrastructure can be supplied by existing, but remote facilities, if sufficient capacity exists. New facilities must be phased in as subdivisions increase, but may be difficult to provide efficiently.
Lot sizes	Lot sizes are variable. Overall density typically remains between 3 and 6 units / acre.
Criteria for Implementation	♦ Traffic impact is a major determinant of development, as vehicle miles traveled and congestion increase with this pattern. ♦ Typically triggered by immediate availability or short-term practicality of service infrastructure investments. ♦ Community infrastructure (fire, schools, parks) must be provided by existing remote facilities or developed over time as subdivisions increase. ♦ Generally, not appropriate for areas with significant natural features worthy of preservation.

Relation to Unified Development Order

Proposed Zone District

The Non-Planned Community Commercial District established by this Order is designed to promote commercial development that provides for service oriented commercial activities. The purposes and intent include the following:

1. To provide sufficient space in appropriate locations that have appropriate levels of accessibility for service oriented commercial activities.
2. To provide for non-residential areas where traffic generation and the size of the use may be appropriate for locations near residential uses.
3. To protect adjoining uses from fire, noise, glare, and other similar impacts.
4. To protect logical commercial services areas from adverse impacts such as noise, vibration, and traffic associated with general retail, warehousing, and industrial uses.
5. To provide for a district designation appropriate for limited commercial uses in accordance with the Jefferson County Official Master Plan.

Analysis

The subject property is located in the Primary Growth Area of the Official Master plan. The property to be rezoned is undeveloped and has direct frontage on both Imperial Main Street and Old State. The site is suited for a commercial zoning designation as it is primarily surrounded by established developed commercial properties. There is a wide array of uses located on Imperial Main Street adjacent to the proposed sight. These uses include restaurants, insurance and financial offices, gas stations and a bank. The surrounding zoning in combination with the proximity of a major intersection of the highway, and two major county roads make the property suitable for a neighborhood commercial use.

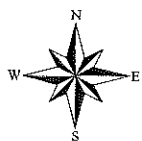
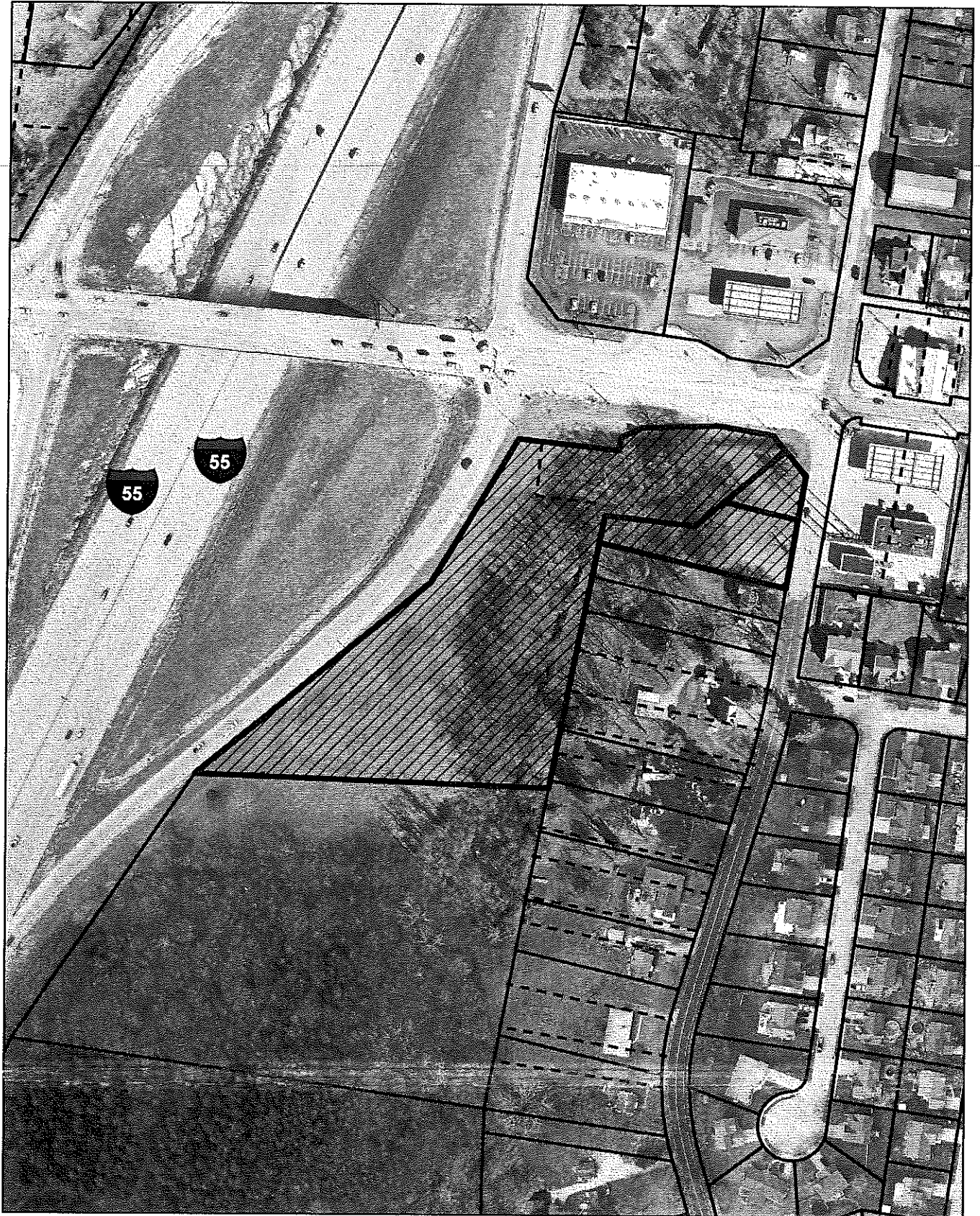
The Interstate 55 corridor has a wide array of zoning as you travel north to south on the highway. The subject property is directly surrounded by a mixture of single-family residential zoning and commercial zoning. The Interstate 55 corridor both south and north of the subject property is heavily commercialized. This commercialization continues as the county roads branch from the interstate, finally transitioning to single family residential further away these busy intersections.

The zoning would not be out of character from the surrounding zoning and neighborhood. The established non-residential uses and commercial uses would make the rezoning of the subject property compatible with the area. The property, if rezoning is approved, would need to go through the county's site development process to ensure all UDO requirements are met for the potential new user. Issues related to access to the property will be addressed during site development.

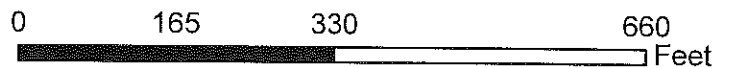
Staff Recommendation

Based on the above analysis, staff recommends approval of CC220067, a request for a change in zoning from Single Family Residential (R10) and (R7) to Non-Planned Community Commercial (CC2).

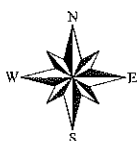
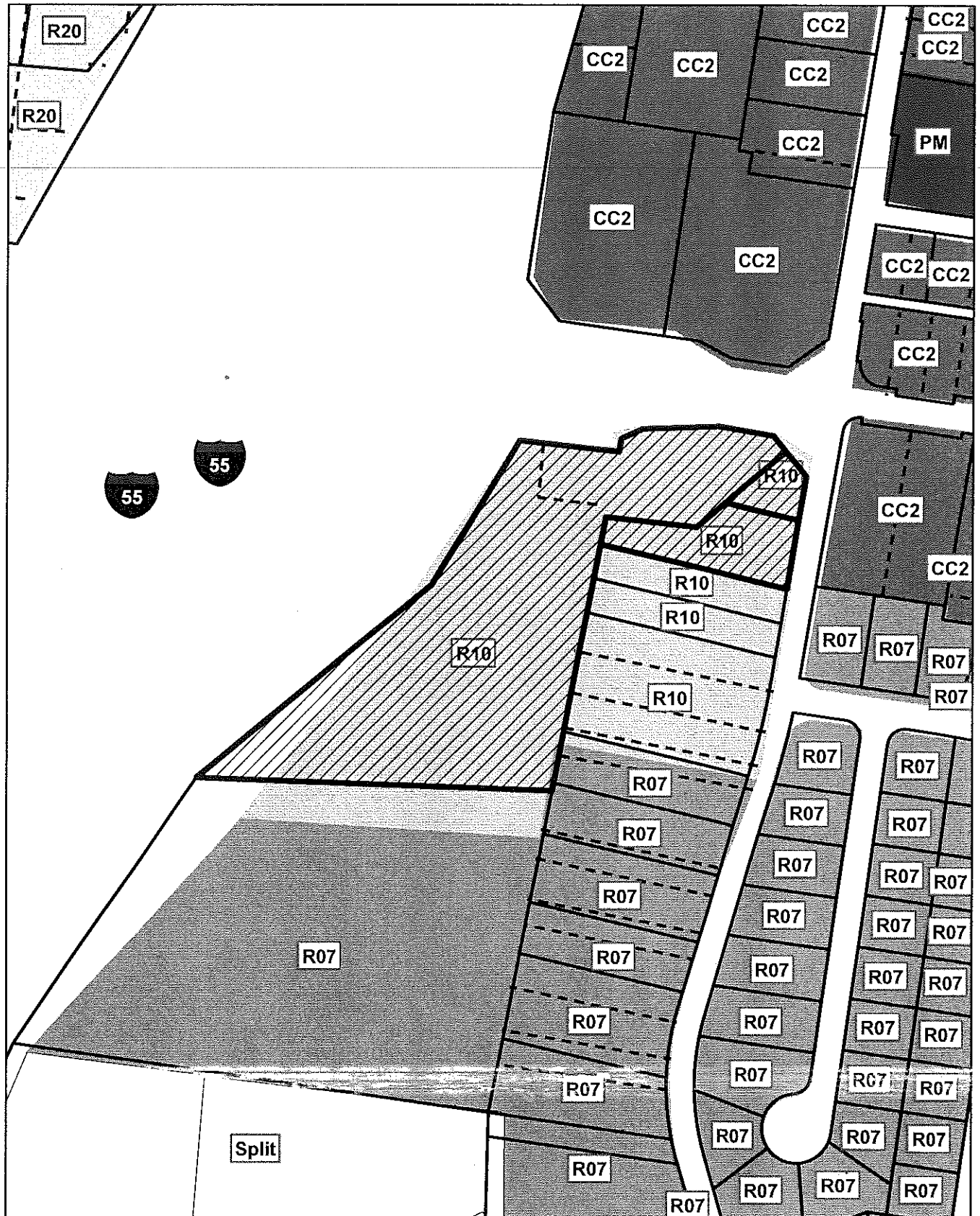
CC220067 - I55 and Imperial Main Street



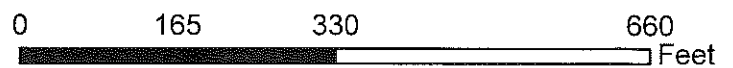
Subject Property



CC220067 - I55 and Imperial Main Street



Subject Property



County of Jefferson
PLANNING DIVISION
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<www.jeffcomo.org>

Jefferson County, Missouri
Planning and Zoning Commission
Meeting Date: February 11, 2021

Staff Report

General Information:

Petition Number: PR121002
Petition Name: Bear Ridge

Petitioner Name: McBride Berra Land Company LLC
Street Address: 16091 Swingley Ridge Rd. Suite 300
City, State: Chesterfield, MO 63017

Design Professional: Sterling Co
Street Address: 5055 New Baumgartner Rd
City, State: St. Louis, MO 63129

Location of Site: Site is located at 5648 Bear Creek Rd.

Requested Action: Zone Change approval from LR2 – Large Lot Residential to PR1 –
Planned Single-Family Residential and Development Plan approval for
Bear Ridge.

Size of Tract: 84.2 acres
Number of Lots: 263
Parcel Numbers: 03-7.0-35.0-1-001-001
Existing Zone District: LR2 – Large Lot Residential
Township: Meramec
Council District: District 7
School District: Northwest
Fire District: High Ridge
Water District: PWSD#6
Sewer District: House Springs Sewer

Prepared By: Rachel Krispin, Planner I
Date: January 29, 2021
Recommendation: Approval, subject to regulatory requirements and conditions.

Attachments: Zoning Map
Aerial Photo
Development Plan
Letter from Department of Public Works

Subject Property

The Bear Ridge development is proposed on one parcel of land that is 84.2 acres in size. The entirety of subject parcel is being petitioned to be rezoned. The property has street frontage along Bear Creek Road.

The subject property does have steep topographical challenges. According to FEMA's Flood Rate Insurance Map, no portion of the property lies within the floodway or floodplain, and two stream orders traverse the property. Both the streams are classified as Stream Order One. These streams are in the northern and southern portion of the property.

Background

A pre-development meeting was held on November 6, 2020 to discuss the opportunity to develop the subject property. Staff and the petitioner felt a zone change to PR1 – Planned Single Family Residential was appropriate for the proposed development described by the petitioner.

Surrounding Areas

The surrounding area is residential in character. The surrounding land uses, and zoning districts are as follows.

To the North:	<u>Zoning:</u>	R7, PUD
	<u>Land Use:</u>	Developed Residential in Bear Creek Estates Developed Residential in Villages of Yorktown
To the East:	<u>Zoning:</u>	LR2
	<u>Land Use:</u>	Developed Residential
To the South:	<u>Zoning:</u>	R40, R7
	<u>Land Use:</u>	Developed Residential Developed Residential in High Ridge Manor
To the West:	<u>Zoning:</u>	LR2
	<u>Land Use:</u>	Developed Residential.

Official Master Plan

The subject property is located within the Primary Growth Area on the Preferred Growth Alternative Map. The growth policies for this area include the following:

1. Development within the "Primary and Secondary Growth Areas" shall be required to utilize or extend public infrastructure systems, including water, sewer, and roads.
2. Septic or on-site wastewater treatment systems shall be discouraged in the "Primary and Secondary Growth Areas" and lots with existing systems in these areas should be connected to public sewer when physically and financially possible.
3. Development will be one of the eight development patterns as defined by this plan.
4. Commercial and employment centers shall be located within either the municipality or the "Primary Growth Area," immediately adjacent, and it shall have direct access to a County, State or Federal highway.

The Suburban Development Pattern is the most appropriate pattern of development for the subject property and the proposed PR1 – Planned Single-Family Residential zone district. The Suburban Development Pattern is appropriate in the Primary Growth Area when the following site criterion exists:

1. Areas with access to services. Characteristics of access are adjacency and strong transportation connections (vehicular or pedestrian).
2. Transition areas from any future Mixed-use Development Pattern, provided it is limited in scope, supports the Mixed-use, has immediate access to the Mixed-use center, and transitions to Rural Development Patterns outside the area.

This development pattern will be used to determine the design criteria applied to the property.

Unified Development Order

PR1 – Planned Single-Family Residential District

It is the intent and purpose of the PR1 – Planned Single-Family Residential District to provide single-family detached dwellings at higher densities than R-7 will allow in consideration of providing more usable open space or specific amenities. The PR1 District is intended to promote variations to the standard single-family environment (i.e., patio homes, cluster homes and zero lot line placement) all in keeping with the detached dwelling environment through the establishment of more common ground/open areas. This district is designed for areas served by centralized utilities.

Development Plans

A development plan is intended to establish regulations and restrictions that are in harmony with the general purpose and intent of the UDO, but in a manner, that allows the regulations to differ in one or more respects from the zoning regulations that are generally applicable to the underlying zoning districts.

The objectives of the development plan process are:

1. To permit the use of more flexible land use regulations.
2. To provide latitude in the location of buildings, structures, open spaces, play areas, parking, roads, drives and variations in setbacks and yard requirements.
3. To facilitate use of the most advantageous techniques of land development.
4. To encourage the combination and coordination of architectural styles, building forms and relationships.
5. To encourage the conservation of existing natural resources and maintain the character of the County.
6. To limit specific uses within the underlying zoning district to a particular development plan when it is deemed more appropriate and/or compatible to surrounding, uses, proposed or future uses or when deemed to be in the best interest of the of the community to limit the uses, based on existing and / or proposed traffic conditions and / or concerns and other land use concerns.

Per the UDO, the applicable zoning district regulations are to be used as a guide for the review of the development plan. Conditions or restrictions may be imposed. These conditions or restrictions may be required prior to submittal of a preliminary plat or site development plan. The Planning Commission and County Council may consider the following criteria.

1. Whether the development is designed, located and proposed to be operated so that the health, safety, and welfare of the public will be protected.
 2. Whether the development will impede the orderly development and improvement of surrounding property.
 3. Whether the development incorporates adequate ingress and egress and an internal street network that provides for the efficient flow of traffic.
-
4. The criteria set forth for rezoning and conditional use permit applications in Section 400.1140.

In accordance with Section 400.1240, any substantial changes to an approved development plan may only be approved by the County Council after review and recommendation by the Planning and Zoning Commission.

Proposed Development Plan (received January 14, 2021)

The Development Plan for the Bear Ridge development shows a total 263 lots. The lot sizes range from 4,000 to 5,000 SQFT. The Development Plan has 35.34 acres of common ground area identified. There are also areas designated for stormwater detention. The Development Plan has two points of access from Bear Ridge Rd.

A traffic study was conducted for the proposed development prior to the Development Plan submittal. The study concluded that the traffic from Bear Ridge would have a minimal impact on the surrounding roads and intersections. The traffic study also concluded that the need for roadway improvements would not be necessary.

The Department of Public Works reviewed the Development Plan and the traffic study. Public Works has requested a supplemental traffic study to review a larger area surrounding the subject property. In particular, Public Works would like the intersections of Bear Creek Rd and West Four Ridge Rd, as well as Carol Park Rd and Gravois Rd included in the study.

Modification Requests

Modifications

In accordance with Section 400.320D, the Planning Commission may recommend, and the County Council may approve modifications on the development plan when the petitioner requests to modify one or more of the restrictions or regulations of the UDO. Modifications should be consistent with the criteria for development plans, in the best interest of the County, incorporate sound planning principles and design elements that are compatible with surrounding properties, be consistent throughout the proposed project, effectively utilize the land, upon which the development is proposed, and further the goals and intents of the UDO.

The petitioner has requested a modification from Section 400.2550, Table 7-4 related to street width and on-street parking¹. Specifically, the petitioner is seeking to allow for parking on one side of the streets in the development, those streets only being 26 ft in width. Pursuant to the UDO, parking is only allowed on one side of the streets if those streets are a minimum of 28 ft in width.

¹ Petitioner did not indicate this modification on the application or the Development Plan as required, but did request it in the narrative statement provided. Staff has analyzed the request, but in the future petitioner is expected to properly request modifications.

Staff does not believe that this modification request will provide for the efficient flow of traffic within the development. The smaller lot sizes, coupled with the petitioner's stated housing type (some cottage style homes with one car garages) could lead to an increased need for on-street parking. More than one-third of the lots are proposed to accommodate the cottage-style homes in the development. Staff feels that given the number of the smaller lots (85 out of 263), if the petitioner wishes to provide for on-street parking the street width should be increased to the width required by the UDO.

Analysis

Zone Change

The proposed development is located within the Primary Growth Area. The Primary Growth Area encourages denser, more urban development. The proposed development would not be entirely out of character for the surrounding area. Surrounding and nearby uses consist of a mix of dense residential zoning, as well larger lot residential zoning. The Villages of Yorktown, residential subdivision to the northwest of the subject property, has similar, slightly larger lot sizes as the proposed development for Bear Ridge. The property has access to urban services including water, sewer, and the Northwest school district. Based upon the size and scope of the proposed development, there should not be any problem with the adequacy and availability of public facilities and services.

With the exception of the Villages of Yorktown, which has not been fully developed, housing stock in the immediate area is older and consists primarily of a mix of older site build homes, single-wide manufactured homes, and some modular homes. A new, single-family residential development would provide for a greater variety of housing options along Bear Creek Road as well as new housing opportunities for those who already reside in the area.

Development Plan

The proposed Development Plan shows two access points that meet the County's standards on ingress and egress. The proposed development does not appear to be incompatible with the surrounding developments and would allow for Jefferson County residents to have a variety of housing within the proposed area. The plan shows 85 "A" lots, which are 4,000 SQFT minimum. The remaining 178 lots are "B" lots that are a 5,000 SQFT minimum. The variety of types of housing for county residents is encouraged by the Official Master Plan. The Bear Ridge development as proposed achieves these standards.

While the smaller lot sizes are not incompatible with surrounding land uses, staff is concerned with the lack of recreational opportunities that will be provided to new residents. There are no publicly accessible recreational spaces within a walkable distance from the proposed Bear Ridge, and Bear Creek Road is not a pedestrian friendly roadway. Additionally, the smaller lots as proposed will have small yards that will not provide a great deal of recreational space to the lot owners. Therefore, staff would like to see a recreational amenity in the form of walking trails added to the Development Plan. The plan includes several proposed detention basins. These could easily be connected with multiple walking paths to provide the new residents with much needed recreational space. Staff recommends that walking paths consisting of crushed stone be included in the Development Plan along with park benches spaced at and around the detention areas.

Staff has also not seen any evidence to indicate there would be any risk to public health, safety, and welfare from the development if UDO requirements are met. The development does not appear to have any features that would impede the normal and orderly development and improvement of the surrounding property.

Modifications

1. Staff recommends **denial** of the requested modification to Article VII, Section 400.2550, Table 7-4.

Regulatory Requirements

Permitted Uses

Single-Family Residential per the approved Development Plan.

Floor Area, Height, and other Building Requirements

Maximum Density: 6 units per acre
Minimum Lot Size: 4,000 square feet
Minimum Lot Width: 40 feet
Maximum Structure Height: 45 feet

Improvement Plan / Site Development

Required Yards

The required yards shall comply with those permitted on the Development Plan for Bear Ridge. The required setbacks for the PR1 district include front yard - 25', side yard - 6', and rear yard - 30'

Design Standards

The development shall comply with Suburban Design Standards in accordance with Article 7 of the Jefferson County Unified Development Order.

Access

All possible access roads shall comply with street design requirements identified in the Unified Development Order.

Parking

Two parking spaces are required per dwelling unit, excluding the garage. See Article XII for additional parking regulations. Parking spaces shall not block the sidewalks within the proposed development.

Signs

The subdivider shall provide a sign at the entrance to the subdivision which states, "Private Maintenance Begins". The subdivider shall also place all regulatory signs, including stop signs, speed limit, etc. See Article XIII for additional signage regulations.

Landscaping

The UDO requires the following landscaping for a subdivision:

1. Street Frontage*
 - a. 1 tree for every 75 feet of street frontage.
 - b. 1 shrub for every 20 feet of street frontage.
2. Open yard areas**
 - a. 1 tree for every 5,000 sq.ft. of open yard.
 - b. 2 shrubs for every 5,000 sq.ft. of open yard.

* Trees and shrubs may be clustered but must be within 20 feet of the provided right-of-way.

** Open yard is the total lot area subtracted from the building footprint.

Stormwater

Stormwater management shall comply with Chapters 400 and 505 of the Code of Ordinances of Jefferson County.

Erosion and Sediment Control

Erosion and sediment control shall comply with Chapters 400 and 505 of the Code of Ordinances of Jefferson County.

Geotechnical

A geotechnical study prepared by an Engineer licensed in the State of Missouri shall be required where there are more than 5 feet of cut or 5 feet of fill and any slopes steeper than 3:1.

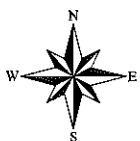
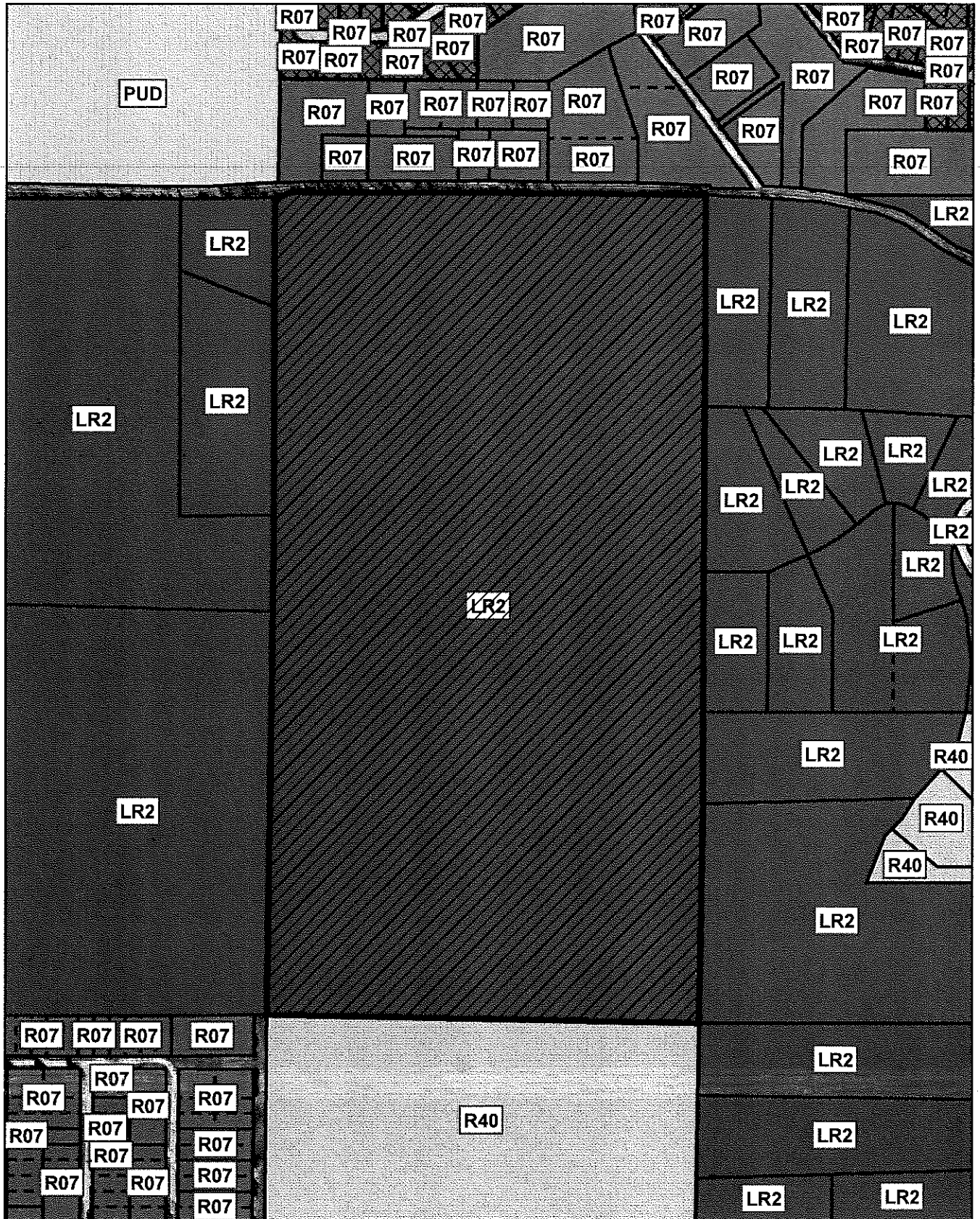
Conditions of Approval

- 1) Pavement:
 - a) The sight distance profiles shall be included in the improvement plans.
 - b) Along a county roadway, 125' separation/offset is required between driveways and entrances. Condition not met with Streets "A" and "B" and driveways opposite on Bear Creek Road. A deviation is required.
 - c) The maximum allowable 1,500 ft. block length is exceeded on the street "A" loop.
 - d) Streets serving 1520-1999vpd (190-249 units) MV: Street width shall provide 24' pavement within 30' ROW with curbs. Street pavement shall include 6" PCC (or 2" Type C Asphaltic Concrete/5" Type X Asphaltic Concrete/4" rock base).
 - e) NOTE: The 26' wide streets proposed are acceptable only if posted "No Parking" on both sides of all streets. If parking is desired on one side of the street a minimum 28' wide pavement is required.
- 2) Sidewalks:
 - a) Sidewalks shall consist of 5' width.
 - b) Sidewalks are required on both sides and around the cul-de-sacs on all streets.
- 3) Stormwater/detention:
 - a) Detention system shall detain and release stormwater at a rate not to exceed the release rate from the site under the existing (pre-developed) conditions for the 2-year and 10-year, 24-hour storm event. Provide soil types, CN's, etc.
 - b) Stormwater system shall be designed for the 15-year, 20-minute event. Provide hydraulic calculations and drainage area map for each system.
- 4) Grading:
 - a) Submit a geotechnical report, sealed by an Engineer registered in the State of Missouri, as required where more than 5' of cut or 5' of fill is proposed. Grades at slopes proposed steeper than 3:1 must be included in the report for slope stability.
- 5) An addendum or supplement to the submitted traffic study shall be prepared in accordance with the request of the Department of Public Works (see attached letter from Public Works). Any improvements recommended by the addendum or supplemental traffic study shall be installed at the direction of the Department of Public Works and shall be included in required improvement plans.
- 6) Recreational Amenities
 - a) Recreational amenities in the form of crushed stone walking trails shall be added to the Development Plan linking sidewalks to the various detention pond locations. The walking trails shall be spaced throughout the development to provide for multiple access points.
 - b) Park benches shall be installed at or around the detention ponds.

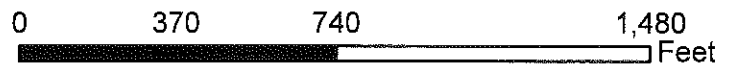
Staff Recommendation

Staff recommends **Approval** of PR121002, a request for a zone change from LR2 – Large Lot Residential to PR1 – Planned Single Family Residential and a Development Plan for Bear Ridge in accordance with the recommendations regarding modifications, regulatory requirements and conditions of approval set forth above.

PK121002 - Bear Ridge



Subject Property



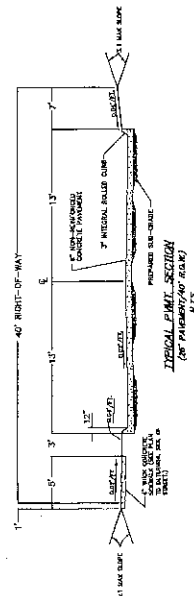
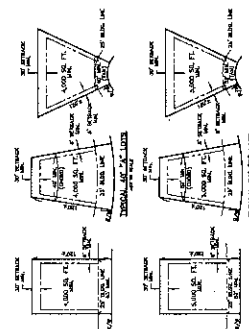
PR121002 - Bear Ridge



Subject Property

0 370 740 1,480 Feet

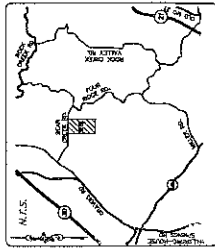
*ALL OF THE EAST HALF OF THE NORTHEAST QUARTER
OF SECTION 35, TOWNSHIP 43 NORTH, RANGE 4 EAST
JEFFERSON COUNTY, MISSOURI*

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1.1	COVER SHEET
2.1	PRELIMINARY PLAT - OVERALL SITE /GRADING PLAN
3.1	PRELIMINARY PLAT - OVERALL SITE PLAN
4.1	PRELIMINARY PLAT - SITE /GRADING PLAN
4.1.2	PRELIMINARY PLAT - SITE /GRADING PLAN

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JOINT TOTALS:
 "A" 40'W. ~ 85 LOTS
 "B" 52'W. ~ 178 LOTS
 TOTAL LOTS ~ 263



LOCATION MAP

PROJECT ZIP CODE 63051

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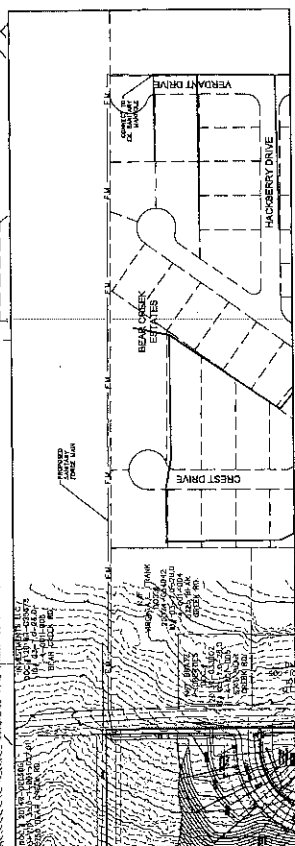
SPIN YOURS DERIVATIONS

THIS IS TO CERTIFY THAT WE HAVE, DURING THE MONTH OF JANUARY, 2007, AT THE REQUEST OF THE CLINIC DEVELOPMENT SOURCE, LLC, PREPARED A PRELIMINARY PLAN OF "NEAR NORTH." ALL OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 4 EAST, AUSTIN COUNTY, MINNESOTA. THIS PLAN IS NOT A SURVEY AND DOES NOT MEET THE "JULIUS" STANDARD ESTABLISHED FOR THE MINNESOTA SURVEYING BOARD. IN EXERCISE OF THE RIGHT TO PUBLISH



12-14-21

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OVERSIGHT SANITARY SEWER PLAN

DATE	20-05-186
DATE	Jan. 14, 2021
DATE	21
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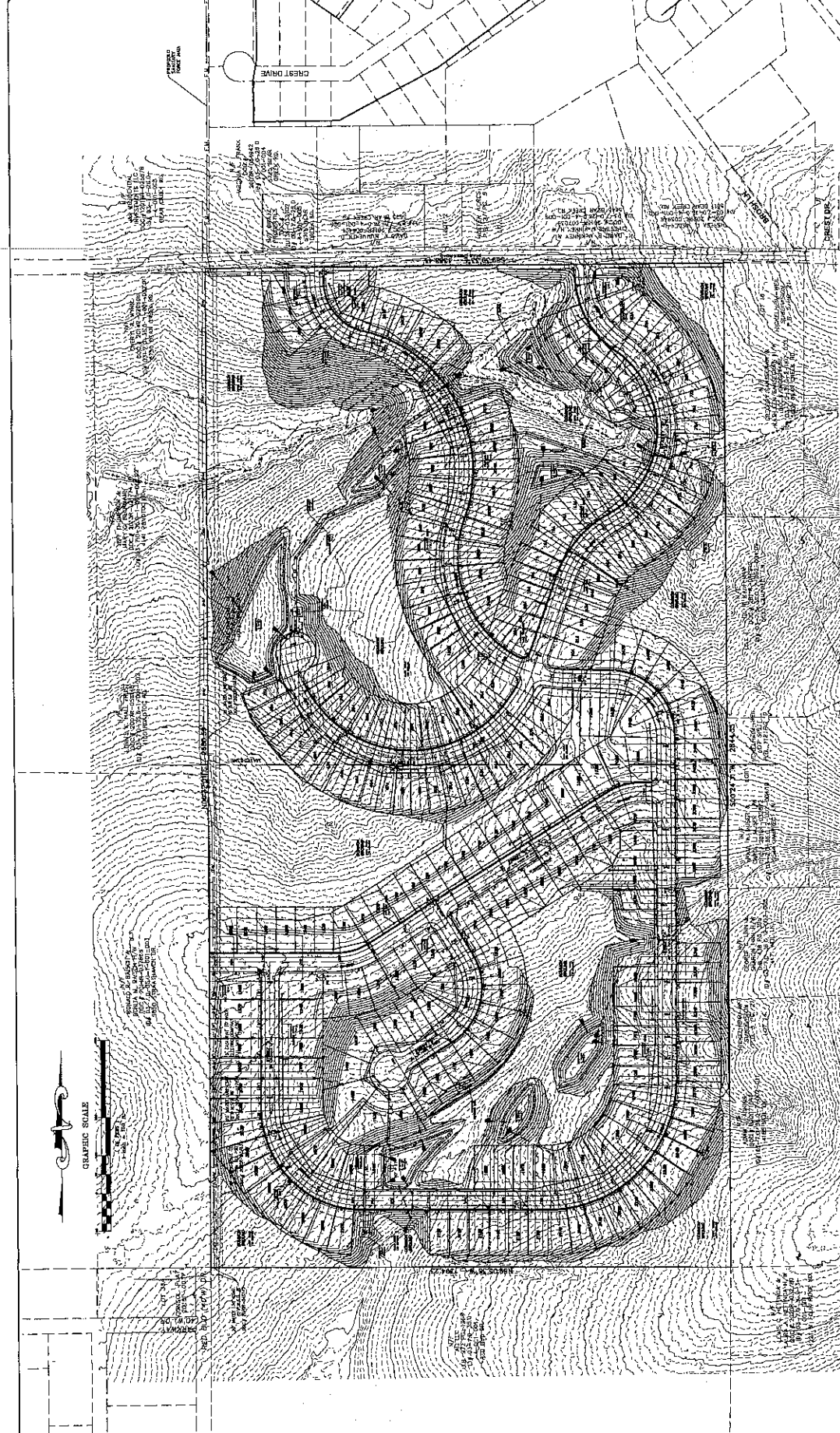


EDGE
ENGINEERS & SURVEYORS
1000 NEW BALDWIN ROAD
NORTH ANDOVER, NH 03041
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WWW.EDGE-ENGINEERS.COM

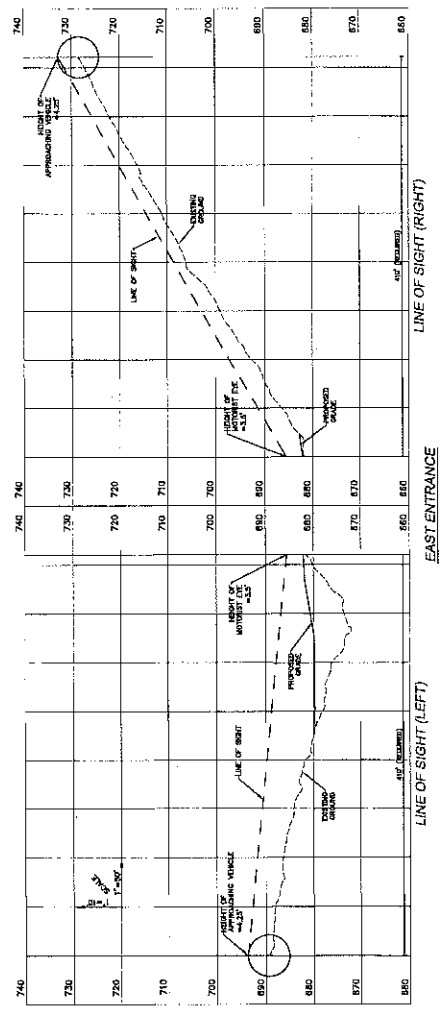
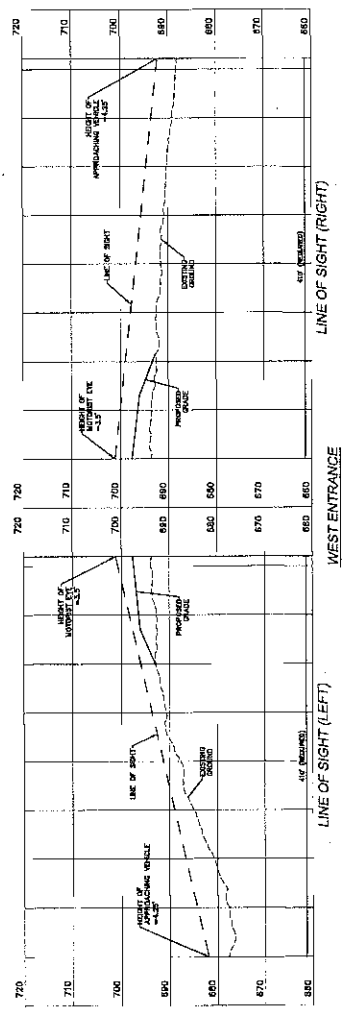
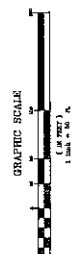
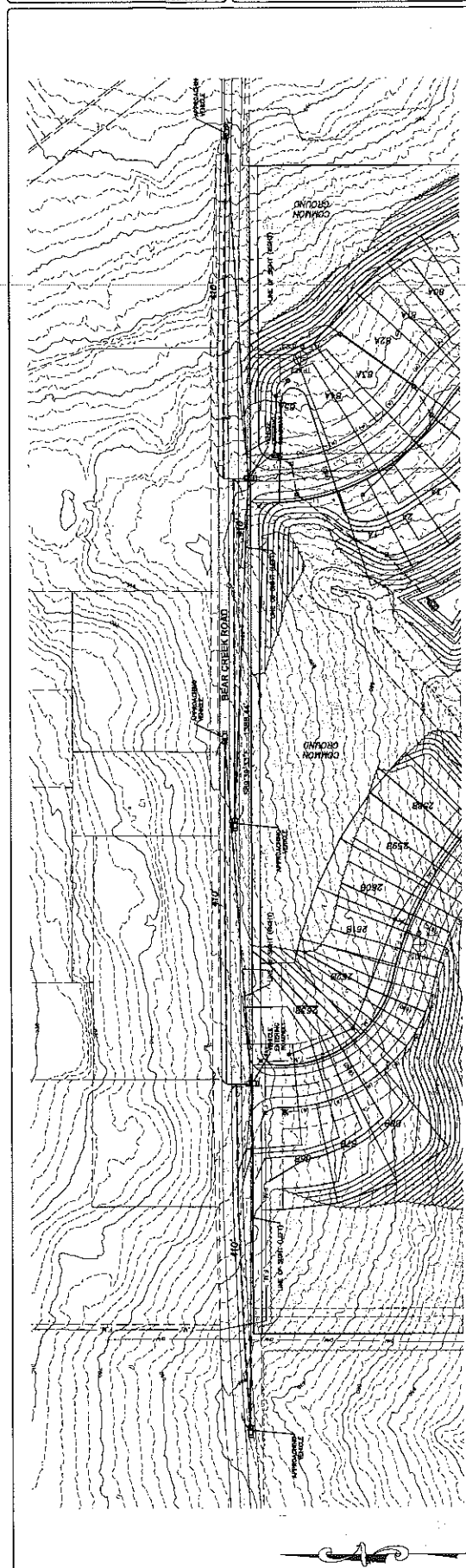
THE STERLING CO.
ENGINEERS & SURVEYORS
1000 NEW BALDWIN ROAD
NORTH ANDOVER, NH 03041
TEL: 603-883-1111
WWW.STERLING-CO.COM

rtm Development Services, LLC
1 NEW BALDWIN ROAD
NORTH ANDOVER, NH 03041
TEL: 603-883-1111
WWW.RTM-DEVELOPMENT.COM

DATE	20-05-186
DATE	Jan. 14, 2021
DATE	21
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DATE	20-05-186
DATE	Jan. 14, 2021
DATE	21
DATE	21
DATE	21



NOTES:

1. MONTHS USED: 36 MONTHS
2. DEPOSIT PERIOD: 40 MONTHS
3. INITIAL MONTHLY DEBIT DEDUCTION: 300 FT.
4. MONTHLY PAYMENT AMOUNT: 450 FT.



Jefferson County, Missouri

Maple Street Annex
725 Maple Street · PO Box 100
Hillsboro, Missouri 63050

Dennis Gannon
County Executive

DEPARTMENT OF PUBLIC WORKS

Jason Jonas, P.E. – Director

Daniel Naunheim, P.E. – Deputy Director

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Facility Services Manager
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Mike Cook
Stormwater Division Manager
636-797-6318

January 27, 2021

To: Sam Hoyt, Planning Division

From: Chris Ehlen, Public Works

Re: Bear Ridge Preliminary Development Plans

The Public Works Department has reviewed the preliminary site development plans and traffic study for the proposed Bear Ridge development. The plans are dated 1/14/21 and the traffic study is dated 12/11/20, with a request to return comments by 1/29/21 to the Planning Division. The Public Works Department has the following comments:

1. Public Works requests a supplement to the traffic study that includes analysis of the impacts and any necessary traffic flow or traffic safety improvement recommendations at the intersections of Bear Creek Rd at West Four Ridge Rd.; and Carol Park Rd. at Gravois (NW School) Rd.
2. The 2018 Jefferson County Road Intersection Lighting Study identifies the intersection of Bear Creek Rd. at Carol Park Rd. near the threshold of requiring intersection lighting, citing low minor road volume as the determining factor. The traffic study should also reevaluate the warrant for intersection lighting in a post development scenario.
3. We recommend the developer reach out to MoDOT as well for comment on impacts to the intersection of State Rt 30 and Carol Park Rd.
4. The property line shown along Bear Creek Rd. at the proposed development is approximately 25ft. offset of the centerline of Bear Creek Rd. This Right of way dedication requires acceptance of the language and legal description by all applicable county departments and recorded at the county Recorder of Deeds office.
5. Additional Right of way dedication may be required for stormwater systems or required road improvements pending the outcome of the traffic study.

Thanks,

Christopher Ehlen
2021.01.27
12:51:59 -06'00'

Chris Ehlen, PE, CFM

Technical Administration Division Manager