

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, September 9, 2021 in the Assembly Room of the Jefferson County Administration Center, located at 729 Maple Street, Hillsboro, Missouri. The public will be given an opportunity to be heard.

The tentative agenda of this meeting includes:

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES
August 26, 2021
- V. SWEARING IN OF WITNESSES
- VI. INTRODUCTION OF EVIDENCE
- VII. NEW BUSINESS
 1. Consideration
 - A. PR21067
A Request for a Zone Change and Development Plan Approval for parcels 08-1.0-12.0-0-000-047., 08-1.0-12.0-0-000-048., located off Prairie Hollow Road just northwest of the intersection of Prairie Hollow Road and Seckman Road, in Imperial Township and Council District #4, from Single-Family Residential (R-7) Zone District and Single-Family (R-10) Zone District to Planned Single-Family Residential (PR-1) Zone District and Development Plan Approval for The Timbers.
- VIII. REPORTS TO THE COMMISSION
- IX. CITIZENS TO BE HEARD
- X. 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.

Due to COVID-19, seating in the room will be limited in an effort to maintain proper social distancing practices. In the event of large crowds, attendees may be asked to wait outside until the case they wish to participate in or observe is called for hearing. Temperatures will be screened at the door.

Any person requiring special accommodation under the Americans with Disabilities Act should contact Jefferson County Human Resources at 636-797-5071

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

County of Jefferson
PLANNING DIVISION
PO Box 100
HILLSBORO, MO 63050
(636) 797-5580
<www.jeffcomo.org>

Jefferson County, Missouri
Planning and Zoning Commission
Meeting Date: September 9, 2021

Staff Report

General Information:

Petition Number: PR121067
Petition Name: The Timbers

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: Prairie Hollow Road just north of the intersection of Prairie Hollow and Seckman

Requested Action: Zone Change approval from R7 and R10 – Single Family Residential to PR1 – Planned Single-Family Residential and Development Plan approval for The Timbers.

Size of Tract: 75.4 Acres (two parcels)
Number of Lots: 159
Parcel Numbers: 08-1.0-12.0-0-000-047 (R10, 37.7 Acres), 08-1.0-12.0-0-000-048 (R7, 37.7 Acres)

Existing Zone District: R10 and R7
Township: Imperial
Council District: District 4
School District: Fox C-6
Fire District: Rock Community
Water District: Public Water Supply District #C1
Sewer District: Rock Creek PSD

Prepared By: Josh Jump, Planner II
Date: August 30, 2021
Recommendation: Approval

Attachments: Zoning Map
Aerial Photo
Development Plan
Modification Requests

Traffic Study Summary from CBB
Letter from Department of Public Works

Subject Property

The Timbers development is proposed on two parcels of land that are in total 75.4 acres in size. The entirety of subject parcel is being petitioned to be rezoned. The property has street frontage along Prairie Hollow Rd.

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 a stream order 1 does traverse the property. The stream runs across the property.

Background

There were two pre-development meetings held. The first was held to discuss the opportunity to develop the subject property. Staff and the petitioner felt a zone change to PR1 – Planned Single Family Residential was the zoning designation that the petitioner would need to seek given the scale of the proposed development. The history of the parcel #08-1.0-12.0-0-000-047 was also discussed as it was just rezoned recently in 2019 to single family residential (R10). The second predevelopment meeting that was held was to discuss the scope of a traffic study that would need to be completed for the petition. That traffic study was conducted, and the application was submitted on 8/11/2021.

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>	R40
	<u>Land Use:</u>	Developed Residential
To the East:	<u>Zoning:</u>	R10
	<u>Land Use:</u>	Developed Residential
To the South:	<u>Zoning:</u>	R7
	<u>Land Use:</u>	Developed Residential
To the West:	<u>Zoning:</u>	R10, R20, and R40
	<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 August 11, 2021)

The Development Plan for The Timbers development shows a total 159 lots. There are two types of lot sizes proposed, Lot "A" and Lot "B" types. There are 56 Lot "A" types proposed and 103 Lot "B" types proposed. The lot sizes for Lot "A" range from 4,566 SQFT to 11,130 SQFT. It should be noted that the average of lot size for the LOT "A" lots is 5,811 SQFT. The lot sizes for Lot "B" types range from 6,003 SQFT to 10,742 SQFT. The average for the Lot "B" types is 7,407 SQFT. The Development Plan has 43.63 acres of common ground area identified, making approximately 57% of the two parcels remaining undeveloped common ground. There are also areas designated for stormwater detention. The Development Plan has two full points of access from Prairie Hollow.

A traffic study was conducted for the proposed development prior to the Development Plan submittal. The Department of Public Works reviewed the Development Plan and the traffic study. The study concluded the following (Public Works' comments are summarized where applicable):

In summary, the following findings and improvements should be considered based on the existing traffic volumes and conditions:

- While the intersection of Prairie Hollow Road and Spring Forest Drive operates acceptably from a volume capacity perspective given the low traffic volumes, a field review of the roadway conditions found a probable sight distance concern. The available sight distance does not appear to meet the County's minimum of 300 feet or the AASHTO Green Book recommended minimum of 386 feet. Although this is an existing condition not directly impacted by the proposed Prairie Hollow development, it is recommended the County clear the vegetation along Spring Forest Drive to see if that improves the sight distance. If adequate sight distance cannot be provided by clearing the vegetation, it is recommended the County consider converting the intersection to All-Way STOP control. In summary, the following findings and

improvements should be considered in conjunction with the proposed Prairie Hollow development.

Public Works Comment: The County will conduct an accurate sight distance determination and also conduct an accurate all-stop determination traffic study at the stated location of concern.

- The proposed development is estimated to add about 120 new trips in the AM peak hour and 160 new trips in the school dismissal and PM peak hours to the adjacent roadways.
- All approaches to the existing study intersections, as well as the proposed site drive approach, would continue to operate at acceptable levels of service for the 2021 Build condition during all three peak periods with minimal delay and queueing.
- Consider restriping Seckman Road to provide a separate eastbound left-turn lane on Seckman Road at Prairie Hollow Road.

Public Works Comment: The Public Works Department commented on the inconsistency of the two statements above, but did not seem to require the lane restriping by the developer.

- Given the fact a single site drive can easily accommodate the proposed development, it is recommended that a single access drive (i.e., the South Site Drive) be provided on Prairie Hollow Road to serve the proposed development. The only reason to provide a second access would be for emergency response and the proposed gated emergency access off Saddlebrook Parkway would more effectively satisfy this requirement.

Public Works Comment: The Public Works Department does not agree with the elimination of this second access point of ingress/egress into the residential development. It must be noted that the developer has proposed a full, second entrance to the project thereby negating the above comments from both the traffic study and the Public Works Department.

- Careful consideration should be given to sight distance obstructions when planning any future aesthetic enhancements, such as berms, fencing and landscaping, at any of the development drives to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site intersections with the public roads. It is generally Proposed Prairie Hollow Development – Traffic Impact Study Jefferson County, Missouri August 10, 2021 Page 22 of 22 recommended that all improvements wider than two inches (posts, tree trunks, etc.) and higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

The Public Works department also has the following additional comments:

1. Water from Prairie Hollow is sheet flowing onto the common ground and lots. This is likely to lead to future stormwater complaints from the homeowners. This is especially evident at the North End.

2. Public Works requests 48hr. notification before any work is to take place within county right of way.

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 one modification from Section 400.5410, A-3-a-Streets. This section requires the following:

Points of ingress to and egress from the subdivision shall be required in accordance with the following table. Each required point of ingress to and egress from the subdivision shall be located so as to best serve the traffic generated by the subdivision. Streets shall be designed to maintain a balanced distribution of traffic throughout the subdivision and among all points of ingress/egress. No more than sixty-five percent (65%) of the traffic shall flow to one (1) major local access or local access street or to one (1) entrance if two (2) or more entrances are required.

The plan, as also indicated by the traffic study does not meet that requirement. The traffic study estimates that the flow of traffic is 80% at the southern entrance and 20% at the northern entrance. In this case, the petitioner has submitted a Traffic Impact Study which indicates that one entrance would be adequate to handle the anticipated traffic volume. The severe topography of this site makes other street and lot layouts impractical. The proposed arrangement minimizes land disturbance and vegetation removal. Despite the conclusion of the traffic study, the developer has agreed to include a second, full entrance (the northernmost entrance). Staff is of the opinion that the inclusion of a second full entrance, provides an alternative for the future residents sufficient to warrant the requested modification.

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 variety of zoning does seem to follow some patterns and become less dense the further away from the intersection of Seckman and Prairie Hollow Road. This is further exemplified by a rezoning that was ultimately approved showed the more appropriate pattern of zoning. The case RS19029, of which is part of this very petition, was specifically modified from an original request of R7 to a less dense R10. The following was cited in that staff report as justification for that zone change:

The current R40 zoning appears to be out of place given the wide variety of surrounding zone districts and obvious shift to denser development. These include developed R40, R20, R10, and undeveloped R7 zoning adjacent to the property. The zoning map illustrates the unique position of the subject property, which is located at the convergence of four different zoning classifications. While staff feels that the current zoning is unreasonable, staff is of the opinion that there does need to be a transition from the denser R7 zoning to

the east to the less dense R40 zoning to the west. A less dense zoning such as R10 would allow a more natural progression from the dense R7 development located near the major intersection. The progression would allow for transition from smaller subdivision lots to larger style single-family lots. Staff discussed the need for this transition with the petitioner and she concurred, thereby amending her request.

The proposed R10 rezoning facilitates a development that is appropriate for the development pattern encouraged in the Primary Growth Area by the Master Plan. The surrounding area to the north, east, and west is all developed residential of varying levels of density. The rezoning is consistent and provides a denser residential zoning that is similar to some of the surrounding developments but not quite as dense as the originally proposed R7 zoning.

Overall, the rezoning of the property to R10 would be consistent with the general character of the area, would facilitate a development that is in accordance with the Master Plan, and would provide for transitional zoning between the R7 zoning to the east and the R40 zoning to the west.

The properties in the petition are directly adjacent to an "R7" style development (Saddlebrook Estates) to the south and a much less dense "R40" style development (Imperial Terrace) where the lots appear to all be more than an acre in size. The proposed development adheres to the principles set forth in the previous zoning and gradually transitions to less dense lots. Staff believes this plan is substantially similar to what would be currently allowed under the "R10" zoning on the northernmost parcel. The UDO allows for lots in the R10 district at over 50% common ground to be reduced to 6,500 SQFT. Almost all of the lots on the northernmost parcel exceed that minimum with just a few coming just under that 6500 SQFT minimum.

The overall density of the development is 159 units across 75.4 Acres. That is approximately 2.11 units per acre. The development is focused towards the area around the county road leaving the northeastern part of the parcels undeveloped. The plan shifts the denser part of the development towards the areas of the property more designated for denser style residential development, this denser section of the property while seeing some lots at 4,500 SQFT still has some larger style lots adjoining them and surrounding them to have more continuous flow of lot sizes through the development.

Development Plan

The proposed Development Plan shows two full access points that do not appear to meet the County's standards on ingress and egress, (as exemplified by the requested modification). The traffic study that was conducted provides clarity as to the reasoning of the proposed ingress and egress and its accompanying modification.

The proposed development does appear to be compatible with the surrounding developments. The lots on the northern section of the property (the R10 zoned portion) mostly meet the minimums established by the UDO for the R10 zone district with the open space density bonuses. The smallest lot that would be allowed would be 6500 SQFT at 50 percent open space. The lots on the southern portion are generally smaller than the lot sizes on the northern portion of the property moving the denser style lots closer to the intersection of a major county road (Seckman Rd.) where denser style development is encouraged. The overall density of the development is at 2.11 acres. The density more than meets the standard set forth by the UDO for the R10 zone district (4 units per acre).

Staff believes the proposed plan and modification meet the expectation set forward by the previously approved zone change and the analysis done for that zone change.

Modifications

1. Staff recommends **Approval** of the requested modification to Section 400.5410, A-3-a-Streets

Staff Recommendation

2. Staff recommends **Approval** of PR121067, a request for a zone change from R10 and R7 – Single Family Residential to PR1 – Planned Single Family Residential and a Development Plan for the Timbers subject to the following regulatory requirements and conditions of approval:

Regulatory Requirements

Permitted Uses

Single-Family Residential per the approved Development Plan.

Floor Area, Height, and other Building Requirements

Maximum Density: 4 units per acre

Minimum Lot Size: 4,566 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 The Timbers. 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 except as modified.

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) County Road:

a) Sight Distance:

- i) Access onto a county road shall require 300' of stopping sight distance at 3.5' height of eye and 4.25' height of oncoming vehicle (minimum 1' of clearance between line of sight and surface/top of grass).
- ii) The engineer shall submit sight distance profiles showing that the required sight distance can be met. The submitted profiles do not provide line of sight right for entrance for street "B". The traffic study seems to indicate that the required 300 feet of sight distance is met in both directions for this entrance.
- iii) The engineer shall label the clearance at the most restrictive point on the profiles.
- iv) As constructed sight distance profiles will be required prior to escrow release.
- v) Any vegetation or obstructions of any sort in the line of sight must be identified.

b) Two access points are required for subdivisions with 100-299 lots.

- i) Where more than one entrance is required, only 65% of traffic is allowed to utilize any entrance. Condition is not met.

2) Local Access Streets:

- a) The proposed 28' street and 40' right of way widths are acceptable if the streets are posted "No Parking" on one side.
- b) Street thickness shall include 6" PCC (or 2" Type C Asphaltic Concrete/4" Type X Asphaltic Concrete/4" rock base). Direct access onto a state/county road is required.
- c) Streets shall not exceed 14% grades, 100' horizontal radii, K=20, 0' tangents, and 1500' block length.
- d) Cul-de-sacs must provide 50'R at ROW and 39' at back of curb.

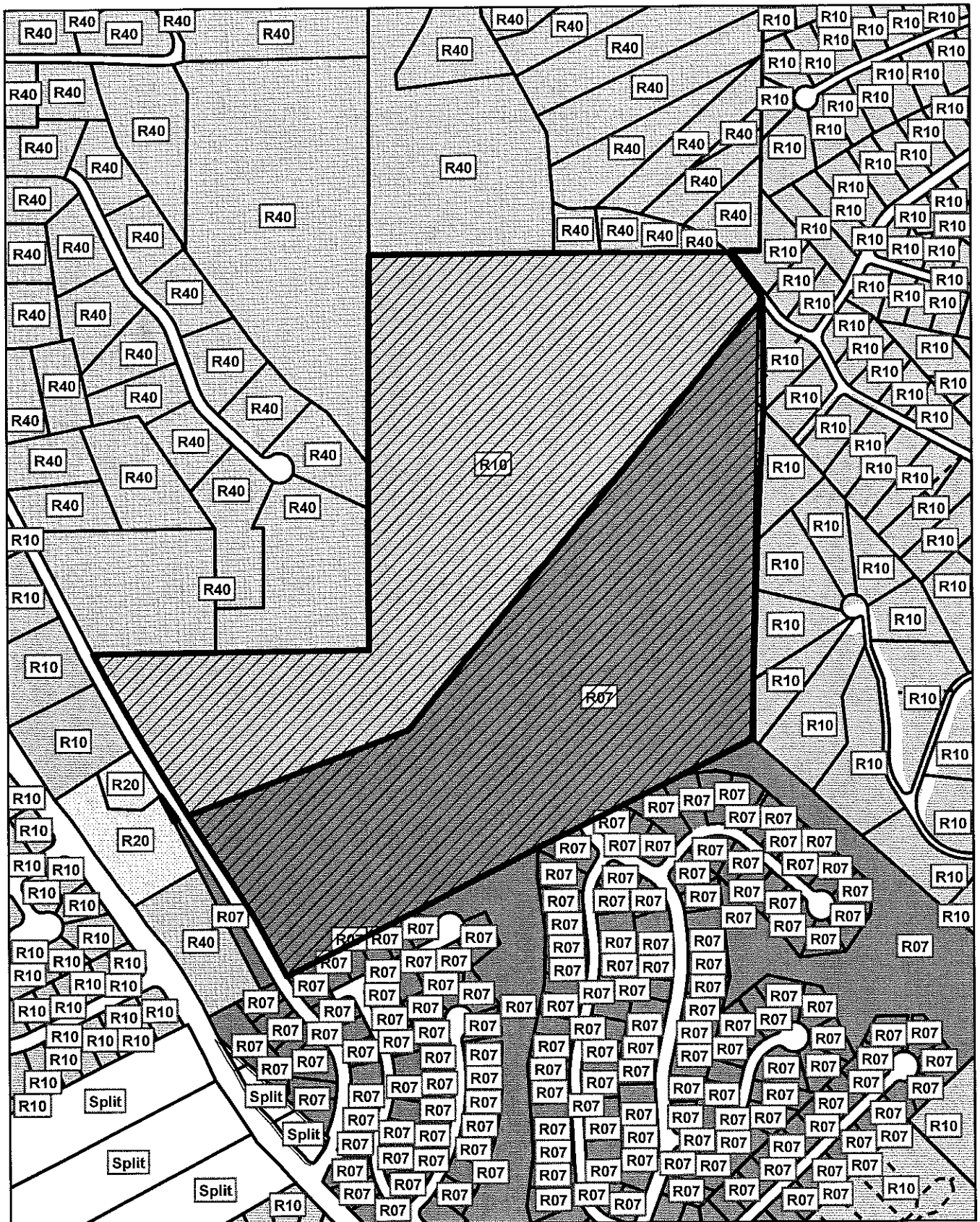
3) Sidewalks:

- a) Sidewalks shall consist of 5' width.
- b) Sidewalks are *required* on both sides of road and around cul-de-sac.

4) 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.
- 5) Grading:
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.
- 6) The proposed gate at the stub to the Saddlebrook subdivision shall fully comply with the requirements set forth in Section 400.5475 of the UDO.

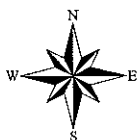
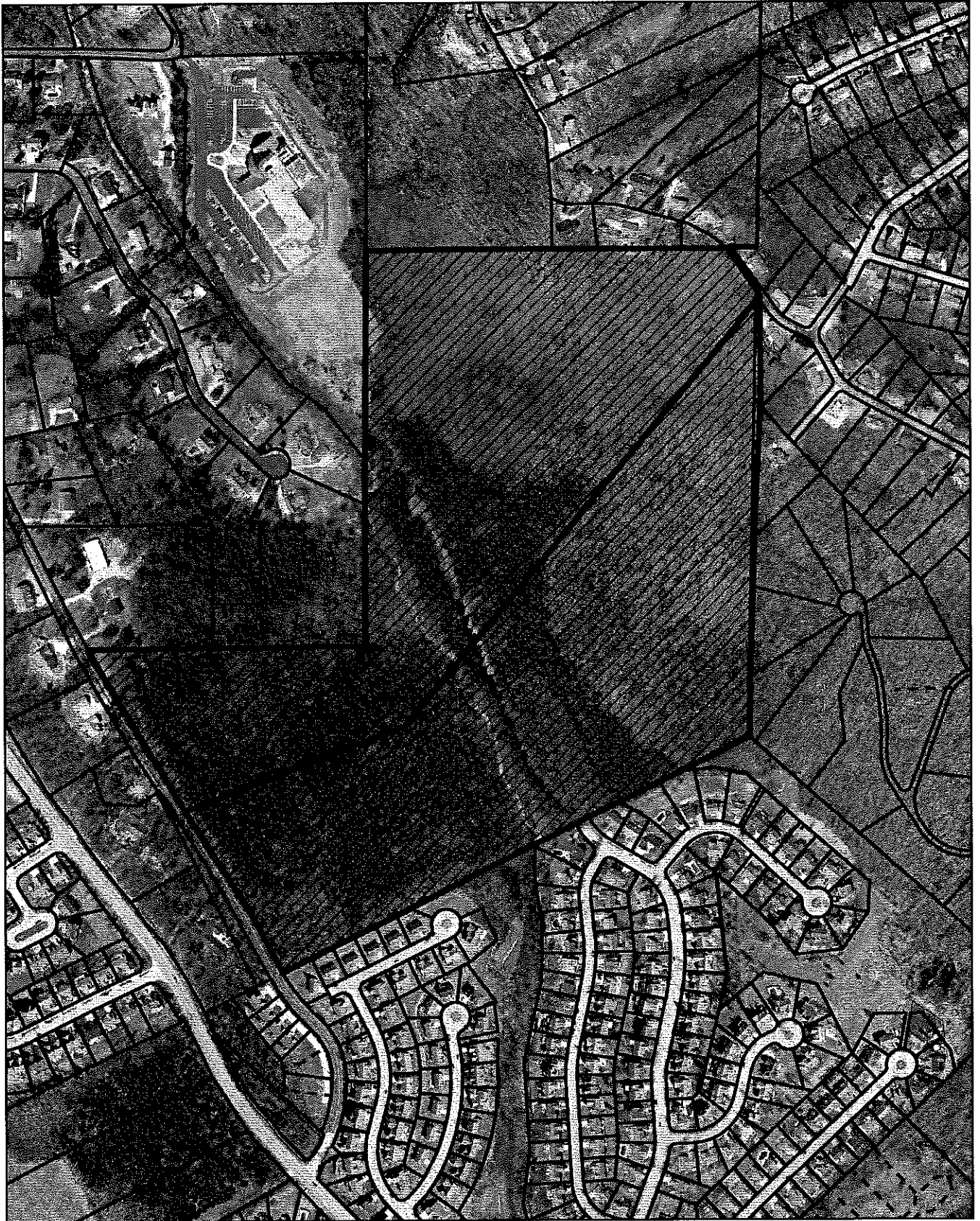
PR121067 - The Timbers



Subject Property

0 385 770 1,540 Feet

PR121067 - The Timbers



Subject Property

0 385 770 1,540 Feet

A horizontal scale bar with four segments. The first segment is black, and the others are white with black outlines. The numbers 0, 385, 770, and 1,540 are placed above the segments, and the word "Feet" is at the far right.

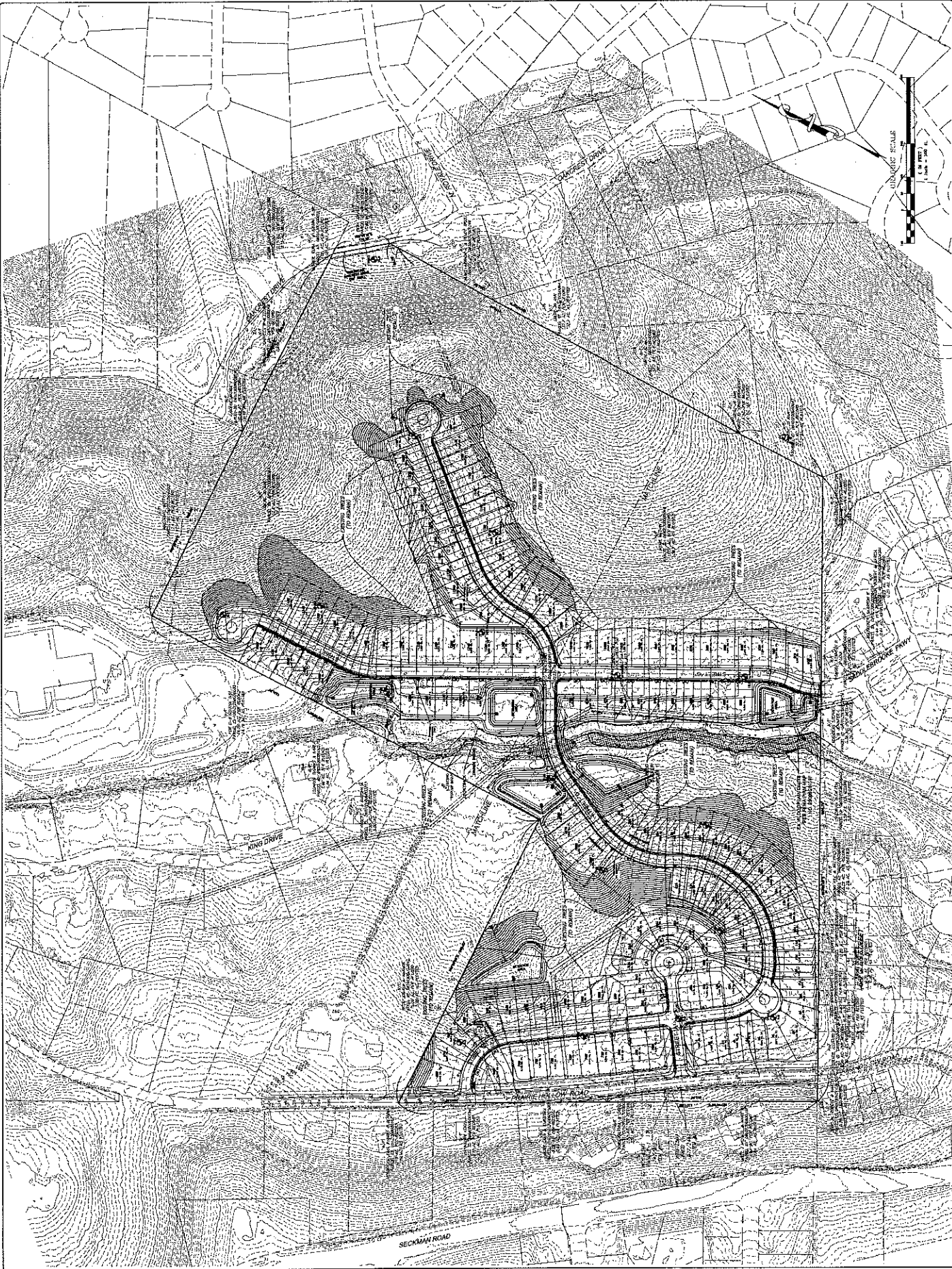
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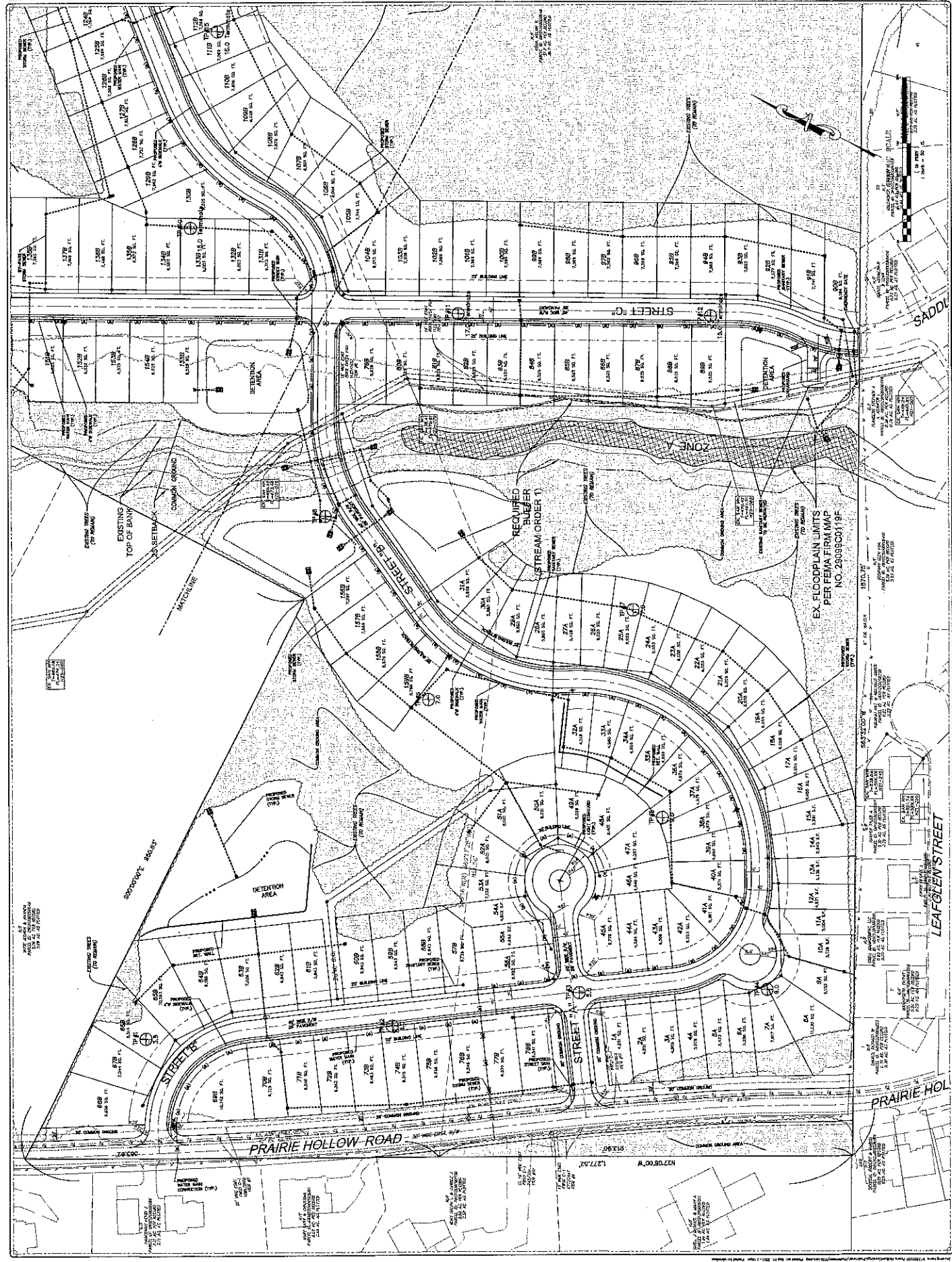
M-BRIDE BERRA LAND CO., LLC
 6801 NEW BALDWIN ROAD
 ST. LOUIS, MISSOURI 63129

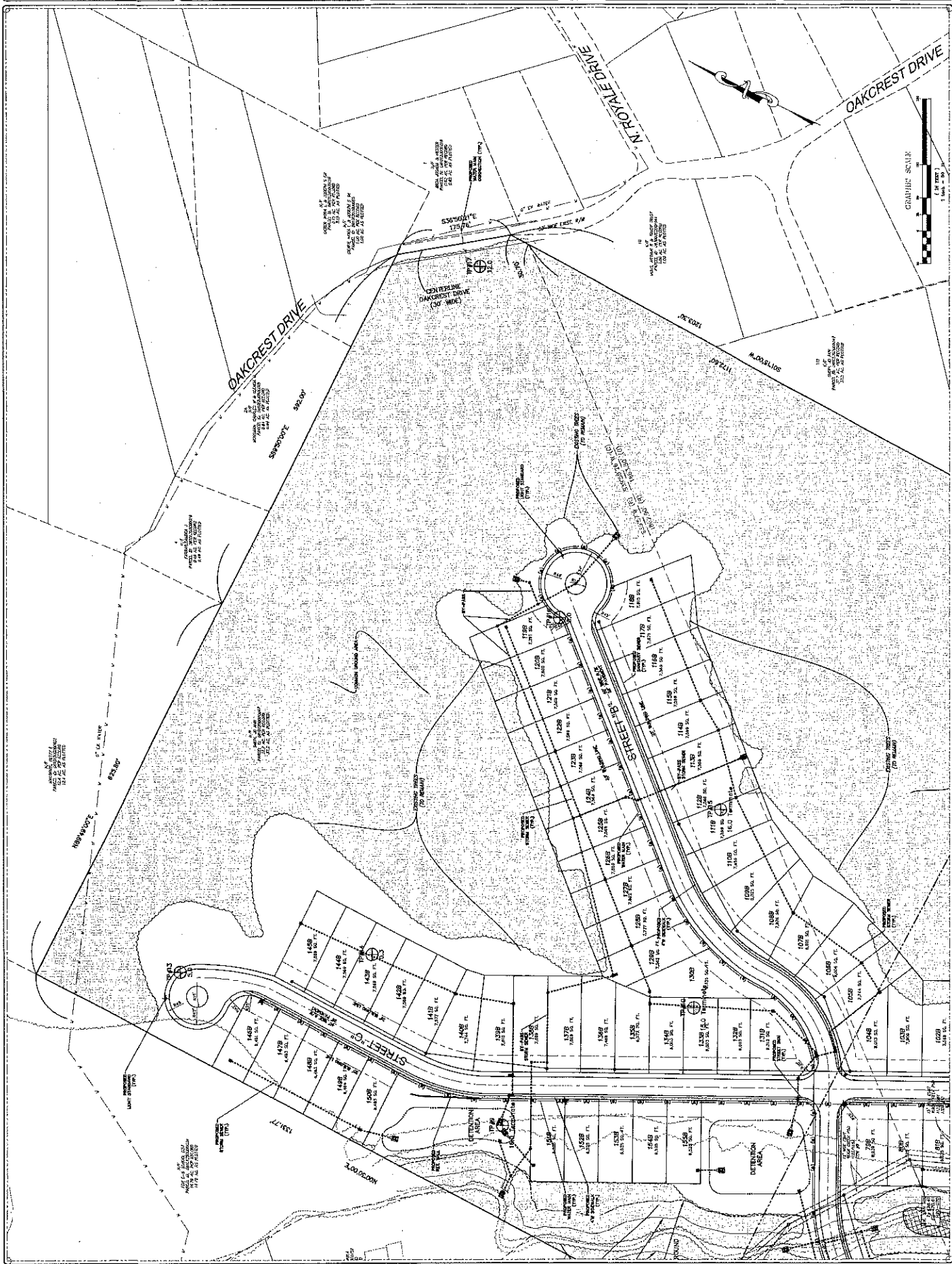
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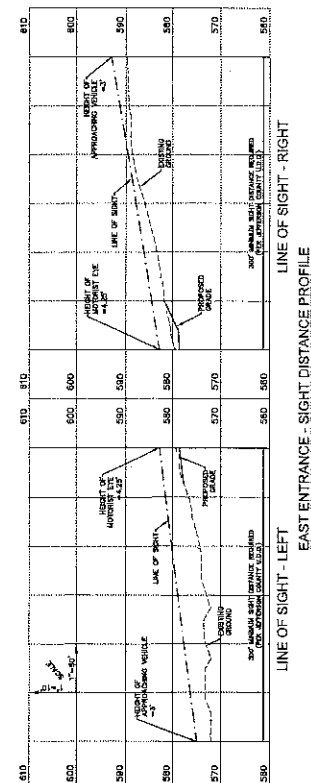
The Timbers
 DEVELOPMENT PLAN
 Jefferson County, Missouri

Wendy
 Date: 09-07-2021
 Drawn: Wendy
 Checked: Wendy
 Scale: 1" = 100' L
 Sheet: 2 of 1
 Project: The Timbers







MSD Bacon Map 25p
MSD P#

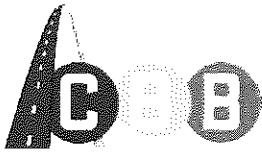


The Timbers Narrative Statement

McBride Homes is proud to have the opportunity to unveil their newest project, The Timbers, to Jefferson County. McBride has a long history of successful partnerships with Jefferson County on outstanding residential developments. McBride Berra Land Company, LLC currently has the site under contract. McBride is proposing to develop the 75.4 acres of property along Prairie Hollow Road in the northern part of the County and is requesting a PR-1 zoning in order to permit the development of The Timbers. The project consists of 161 residential home sites on 75.4 acres. This project follows McBride's successful Winding Bluffs, The Valley at Winding Bluffs and Windswept Farms subdivisions, which have both proven to be very successful and highly sought-after communities. The site will include 35.66 acres of common ground (being approximately 47% of the site) which will be maintained by the homeowners association. The majority of the lots in this subdivision will back up to common ground, giving each owner space and privacy that they don't have to individually maintain.

McBride will be constructing its popular Bayside and cottage-style single-family detached product lines for this site, which have been very successful in past projects. The site will contain common ground and streets, which will be designed and constructed in accordance with the County's guidelines for residential construction. The only modifications McBride is requesting are that the main (south) entrance on to Prairie Hollow Road will be accommodating more than 65% of the traffic flow and the second (north) entrance is proposed to be a right-in right-out entrance. These modifications are supported by the Traffic Study and are needed due to the terrain of the site, limited sight distance on Prairie Hollow Road, and the fact that the street connection to Saddlebrook Parkway would need to be gated currently because the streets in Saddlebrook subdivision are not dedicated for public use currently.

The County's Official Master Plan classifies this Property as "Primary Growth Area" which is projected for priority development. These "Primary Growth Areas" encourage, among other things, residential development that has access to established transportation corridors. The property has access to Seckman Road by Prairie Hollow Road which adheres to the County's vision for this area, being residential with access to a major transportation corridor. The proposed single-family housing is in high demand in the northern portions of the County and will fulfill the housing needs with new, modern housing options.



SUMMARY

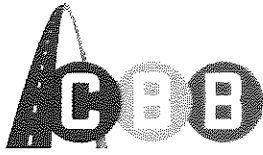
CBB completed the preceding study to address the traffic impacts associated with the proposed single-family residential development, referred to as Prairie Hollow, generally located east of Prairie Hollow just north of the Saddlebrook Estates subdivision off Seckman Road in Jefferson County, Missouri.

In summary, the following findings and improvements should be considered based on the existing traffic volumes and conditions:

- While the intersection of Prairie Hollow Road and Spring Forest Drive operates acceptably from a volume capacity perspective given the low traffic volumes, a field review of the roadway conditions found a probable sight distance concern. The available sight distance does not appear to meet the County's minimum of 300 feet or the AASHTO Green Book recommended minimum of 386 feet. Although this is an existing condition not directly impacted by the proposed Prairie Hollow development, it is recommended the County clear the vegetation along Spring Forest Drive to see if that improves the sight distance. If adequate sight distance cannot be provided by clearing the vegetation, it is recommended the County consider converting the intersection to All-Way STOP control.

In summary, the following findings and improvements should be considered in conjunction with the proposed Prairie Hollow development:

- The proposed development is estimated to add about 120 new trips in the AM peak hour and 160 new trips in the school dismissal and PM peak hours to the adjacent roadways.
- All approaches to the existing study intersections, as well as the proposed site drive approach, would continue to operate at acceptable levels of service for the 2021 Build condition during all three peak periods with minimal delay and queueing.
- Consider restriping Seckman Road to provide a separate eastbound left-turn lane on Seckman Road at Prairie Hollow Road.
- Given the fact a single site drive can easily accommodate the proposed development, it is recommended that a single access drive (i.e., the South Site Drive) be provided on Prairie Hollow Road to serve the proposed development. The only reason to provide a second access would be for emergency response and the proposed gated emergency access off Saddlebrook Parkway would more effectively satisfy this requirement.
- Careful consideration should be given to sight distance obstructions when planning any future aesthetic enhancements, such as berms, fencing and landscaping, at any of the development drives to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site intersections with the public roads. It is generally



recommended that all improvements wider than two inches (posts, tree trunks, etc.) and higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected as a result of the proposed Prairie Hollow residential development in Jefferson County, Missouri. If additional information is desired, please feel free to contact me at 314-449-9572 or swhite@cbbtraffic.com.

Sincerely,

Shawn Lerai White, P.E., PTOE
Associate - Senior Traffic Engineer



Jefferson County, Missouri

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

Dennis Gannon
County Executive

DEPARTMENT OF PUBLIC WORKS

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Daniel Naunheim, P.E. – Deputy Director

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Mike Cook
Stormwater Manager
636-797-6318

Date: August 23, 2021

To: Sam Hoyt, Planning Division
From: Chris Ehlen, Public Works
Re: The Timbers

The Public Works Department has reviewed the proposed improvement plans and traffic study for The Timbers subdivision development and its connectors to Prairie Hollow County Road. The plans are sealed 8/9/2021, and received by Public Works on 8/11/2021, with a request to provide comments by 8/25/21. The traffic study is dated 8/10/21.

Public Works offers the following comments:

1. Please show sight distance for street "B" Right. We're not sure why this is specified as a right in / right out only intersection. If it is due to inadequate sight distance, the measurement still needs to be shown. County sight distance requirements is 300ft. for these entrances in each direction.
2. There is concern regarding compliance of the right in right out only at street "B".
3. Water from Prairie Hollow is sheet flowing onto the the common ground and lots. This is likely to lead to future stormwater complaints from the homeowners. This is especially evident at the North End.
4. Public Works requests 48hr. notification before any work is to take place within county right of way. Call Brian Stotler at 314.560.5547

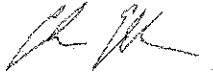
The following comments are from the Director:

1. The traffic study mentions in one summary finding based on the proposed condition that all existing/proposed approaches would operate at acceptable levels of service under the proposed condition. However, in the next summary finding it states consideration needs to be given to restriping Seckman Road to provide a separate eastbound left-turn lane onto Prairie Hollow Road. Which summary finding is correct? Public Works reads these both to say that there is no issue, but the County should address the issue.
2. The summary finding based on the existing traffic condition makes recommendations that have not been based on a detailed traffic study for all-stop determination or other traffic safety factors. This site development traffic engineer should not have made assumptions for lack of sight distance without measurements backing up that as a stated determination. They should not have stated a need for an all-stop condition either without proper analysis being conducted. The County will conduct an accurate

sight distance determination and also conduct an accurate all-stop determination traffic study at the stated location of concern.

3. This traffic study recommends eliminating one of the residential development access drives; however, this recommendation is in violation of the requirements stated in Section 400.5410(A.)(3.)(a.) of the Code of Ordinances for Jefferson County, Missouri. Section 400.5410(A.)(17.) appears to allow the engineer conducting the traffic study to make such a recommendation. Said section states approval shall be made by the Planning Commission after review and comment by Planning Division and Public Works Department. The Public Works Department does not agree with the elimination of this second access point of ingress/egress into the residential development.

Thanks,



Christopher Ehlen
2021.08.23 07:52:17 -05'00'

Chris Ehlen, PE, CFM

Technical Administration Division Manager