

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



**CITY OF WELDON SPRING
BOARD OF ALDERMEN WORK SESSION
ON THURSDAY, JANUARY 23, 2025, AT 6:30 P.M.
WELDON SPRING CITY HALL
5401 INDEPENDENCE ROAD
WELDON SPRING, MISSOURI 63304**

******TENTATIVE AGENDA******

A NOTICE IS HEREBY GIVEN that the Board of Aldermen Work Session will be in person at 5401 Independence Road Weldon Spring, Missouri, 63304. Also, the public can attend virtually by video-conference and/or audio-conference call, you may attend the meeting on a desktop, laptop, mobile device, or telephone by following the highlighted instructions below.

Link to join Zoom Video-Conference Meeting:

<https://us02web.zoom.us/j/8163394872?pwd=cwJtg9q2oU9WoSBaQ5h12uzpjteFup.1&omn=89728962121>

**Meeting ID: 816 339 4872
Password: 20250123**

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

**Meeting ID: 816 339 4872
Password: 20250123**

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

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******WORK SESSION AGENDA 1/23/25 at 6:30 PM******

1. CALL TO ORDER

2. NEW DISCUSSION

A. Facility Conditions & Need Assessment (FCNA) City Hall Presentation – Navigate Building Solutions

3. OTHER DISCUSSION

4. ADJOURN WORK SESSION

***** No votes are to be taken at a Work Session.**

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**CITY OF WELDON SPRING
BOARD OF ALDERMEN REGULAR MEETING
ON THURSDAY, JANUARY 23, 2025, AT 7:30 P.M.
WELDON SPRING CITY HALL
5401 INDEPENDENCE ROAD
WELDON SPRING, MISSOURI 63304**

******TENTATIVE AGENDA******

A NOTICE IS HEREBY GIVEN that the Regular Board of Aldermen Meeting will be in person at 5401 Independence Road Weldon Spring, Missouri, 63304. Also, the public can attend virtually by video-conference and/or audio-conference call, you may attend the meeting on a desktop, laptop, mobile device, or telephone by following the highlighted instructions below.

Link to join Zoom Video-Conference Meeting:

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******BOARD OF ALDERMEN REGULAR AGENDA – 1/23/25 at 7:30 PM******

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL and DETERMINATION OF A QUORUM**
- 4. CITIZENS COMMENTS** – The public must be in person to speak during Citizens Comments or send comments in writing to the City Clerk (at bhanks@weldonspring.org) prior to the Board meeting. Anyone wishing to speak shall state their name, their address, and limit their remarks to 3 minutes.
- 5. APPROVAL OF MINUTES**
 - A. January 9, 2025 – Regular Board Meeting Minutes
- 6. CITY TREASURER’S PACKET**
 - A. Paid Bills (January 3, 2025 – January 16, 2025)
- 7. UNFINISHED BUSINESS**
 - A. Bill #1238 – An Ordinance Enacting New Chapter (390) of the Weldon Spring, Missouri, Municipal Code Relating to Regulations of Commercial Truck Traffic on Residential Streets – **Alderman Kolb**
 - B. Bill #1234 – An Ordinance Granting Conditional Use Permit (CUP #2024-01) for Forty Nine Fifty, LLC, to Allow a Flex Office/Warehouse in the “HTO” High-Technology Office Zoning District on a Certain Tract of Land Located at 450 Technology Drive in the City of Weldon Spring, Missouri – **Alderman Yeager**
 - C. Bill #1235 – An Ordinance Approving the Recommended Weldon Spring Pointe Major Site Plan for a Flex Office/Warehouse at 450 Technology Drive and Matters Relating Thereto – **Alderman Baker**
- 8. NEW BUSINESS**
- 9. REPORTS & COMMITTEES**
 - A. Finance Committee – **Alderman Clutter**
 - B. Parks & Recreation Advisory Committee (PRAC) Report – **Alderman Conley**
 - C. City Administrator Report (Informational) – **City Administrator**
- 10. RECEIPTS & COMMUNICATIONS**
- 11. ADJOURNMENT**

PAGE 2 OF 2

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

CITY OF WELDON SPRING
REGULAR MEETING OF THE BOARD OF ALDERMEN
JANUARY 9, 2025

CALL TO ORDER: The Weldon Spring Board of Aldermen met for their regular meeting at Weldon Spring City Hall, 5401 Independence Road on Thursday, January 9, 2025, at 7:30 PM with Mayor Donald Lickliger presiding.

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

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

Ward 1:	Alderman Clutter	Alderman Yeager
Ward 2:	Alderman Conley	Alderman Kolb
Ward 3:	Alderman Martiszus	Alderman Baker*

Note: Aldermen Baker joined the meeting as a video conferencing participant via Zoom.

A quorum was declared.

Also, present were Mayor Lickliger, Bob Wohler (City Attorney), Don Stolberg (City Administrator), and Bill Hanks (City Clerk).

PUBLIC COMMENTS:

There were no public comments at this time.

PRESENTATION:

Conditional Use Permit (CUP-2024-02) filed by Christian Meyerhoff of “Hoff & Mac, LLC,” (applicant) for Legacy II Ventures, Inc., (owner) for the purpose of allowing a “Mini-Warehouse” (Office/Self-Storage) at 525, 540, & 550 Huber Park Drive: Greg MacDoniels and Chris Meyerhoff., Mac & Hoff Enterprises, gave a presentation on their business concept proposal, which includes three (3) climate-controlled flex space buildings for entrepreneurs and hobbyists, at 525, 540, & 550 Huber Park Drive

There was a brief discussion about the detention basin that serves the lots at the Huber Commercial Park. Also, Alderman Kolb asked if the street is publicly or privately maintained.

PUBLIC HEARING:

Conditional Use Permit (CUP-2024-01) filed by Steve Quigley of “The Clayton Engineering Company,” (applicant) for Forty Nine Fifty, LLC, (owner) for the purpose of allowing a “light industrial use” (Flex Office/Warehouse) at 450 Technology Drive: Mayor Lickliger stated that the public hearing will be rescheduled during the regular Board of Aldermen meeting on February 13, 2025.

MINUTES:

December 12, 2024 – Regular Board Meeting Minutes: Alderman Clutter moved to approve the minutes from the December 12, 2024, regular meeting, with a minor typographical change. The motion was seconded by Alderman Yeager. **Motion carried** with 6 ayes.

TREASURER’S REPORT:

Alderman Yeager made a motion to accept the Treasurer’s packet of paid bills from December 6, 2024, to a January 2, 2025, and the November 2024 Credit Card Bill, as submitted. The motion was seconded by Alderman Clutter. **Motion carried** with 6 ayes.

UNFINISHED BUSINESS

Bill #1234 – An Ordinance Granting Conditional Use Permit (CUP #2024-01) for Forty Nine Fifty, LLC, to Allow a Flex Office/Warehouse in the “HTO” High-Technology Office Zoning District on a Certain Tract of Land Located at 450 Technology Drive in the City of Weldon Spring: Alderman Yeager moved to table Bill #1234 until the next Board meeting on February 13, 2025, seconded by Alderman Clutter. **The motion carried.**

Bill #1235 – An Ordinance Approving the Recommended Weldon Spring Pointe Major Site Plan for a Flex Office/Warehouse at 450 Technology Drive and Matters Relating Thereto: Alderman Baker moved to table Bill #1235 until the next Board meeting on February 13, 2025, seconded by Alderman Yeager. **The motion carried.**

Bill #1236 – An Ordinance Enacting a New Section (Section 210.1805) for the City of Weldon Spring, Missouri, Municipal Code Pertaining to Certain Drug Offenses and the Legalization of Marijuana: Alderman Clutter made a motion to approve Bill #1236 for its second and final reading by title only. Alderman Yeager seconded the motion.

On a roll call vote, the Bill #1236 was placed as Ordinance 25-01 as follows:

AYES: 6 – Baker, Conley, Clutter, Kolb, Martiszus, and Yeager

NOES: 0

ABSENT: 0

Bill #1237 – An Ordinance Amending Chapter 675 of the City Of Weldon Spring, Missouri, Municipal Code Relating to the Regulation of Marijuana in Compliance with Section XIV of the Missouri Constitution: Alderman Baker made a motion to approve Bill #1237 for its second and final reading by title only. Alderman Clutter seconded the motion.

On a roll call vote, the Bill #1237 was placed as Ordinance 25-02 as follows:

AYES: 6 – Baker, Conley, Clutter, Kolb, Martiszus, and Yeager
NOES: 0
ABSENT: 0

NEW BUSINESS

Bill # 1238 – An Ordinance Enacting New Chapter (390) of the Weldon Spring, Missouri, Municipal Code Relating to Regulations of Commercial Truck Traffic on Residential Streets: Alderman Kolb moved to introduce Bill #1238 for its first reading by title only, seconded by Alderman Clutter. The motion carried.

There was a brief discussion about the enforcement of this piece of legislation and signage.

Bill #1238 was tabled in accordance with City Code.

REPORTS & COMMITTEES:

Public Safety Report: The December Crime Statistic Report was submitted to the elected officials prior to the meeting.

Parks & Recreation Advisory Committee (PRAC) Report: Alderman Conley stated that the PRAC Committee recently listened to presentations from different vendors on new playground equipment.

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

Alderman Clutter made motion to authorize the City Administrator to seek quotes for removing the crosswalk cutout across from the Pocket Park on Weldon Spring Parkway, seconded by Alderman Yeager.

On a roll call vote, the motion failed as follows:

AYES: 2 – Clutter and Martiszus
NOES: 4 – Baker, Conley, Kolb, and Yeager
ABSENT: 0

RECEIPTS & COMMUNICATIONS:

Alderman Clutter stated that the Finance Committee is planning on scheduling a meeting in February.

There was a lengthy discussion on snow plowing, better communication during a snow event, and looking at ways on being less reliant on the county to perform snow removal on residential streets

ADJOURNMENT:

Alderman Kolb moved to adjourn the meeting at 8:46 PM, seconded by Alderman Clutter. **Motion carried** with 6 ayes.

Respectfully submitted,

William C. Hanks, City Clerk

**PAID BILLS TO BE APPROVED
JAN 3, 2025 -- JAN 16, 2025**

EXCEPT FOR THE ITEMS NOTED, THE ATTACHED LIST IS APPROVED BY THE BOARD OF ALDERMAN FOR PAYMENT. APPROVED THIS
23RD DAY OF JAN 2025 _____, MAYOR

CLAIMS REPORT 1/16/25				
VENDOR	REFERENCE	AMOUNT	CHECK #	CHECK DATE
BUILDINGSTARS OPERATIONS INC	MONTHLY HOUSEKEEPING JAN25	\$240.00	10240493	1/16/2025
CUIVRE RIVER ELECTRIC	MON ELE CITY HALL 11/24-12/24	\$444.68	10240494	1/16/2025
CUIVRE RIVER ELECTRIC	MON ELE SHED 11/24-12/24/24	\$291.80	10240495	1/16/2025
CUIVRE RIVER ELECTRIC	MON ELE 11/24-12/24/24 CABIN	\$293.72	10240496	1/16/2025
CUIVRE RIVER ELECTRIC	MON ELE BARN 11/24-12/24	\$40.00	10240497	1/16/2025
DOUGLAS R SMITH	MUNI COURT PA DEC2024	\$650.00	9949	1/16/2025
GENERAL CODE LLC	ANNUAL WEBSITE	\$1,015.00	10240492	1/16/2025
MOPERM	ANNUAL INVOICE 2025	\$6,168.00	9945	1/16/2025
DP PET PRODUCTS, LLC	DOGIPOT LITTER PICKUP BAGS	\$183.50	9946	1/16/2025
PURITAN SPRING WATER	BOTTLE WATER DEC 2024	\$29.81	10240501	1/16/2025
RISK STRATEGIES	CYBER INS POLICY 2025	\$2,960.00	9950	1/16/2025
ROBERT WOHLER	LEGAL FEES DEC. 2024	\$800.00	9948	1/16/2025
ST CHARLES IT	IT SERVICES DEC 2024	\$712.50	9947	1/16/2025
UNITED HEALTHCARE	EMPLOYEE HEALTH INS JAN 25	\$6,102.57	10240500	1/16/2025
VERIZON WIRELESS	MONTHLY CELL 11/20-12/19/24	\$326.27	10240498	1/16/2025
WEX BANK	FLEET GAS CARD DEC 2024	\$151.00	10240499	1/16/2025
Accounts Payable Total		\$28,076.92		

AN ORDINANCE ENACTING NEW CHAPTER (390) OF THE WELDON SPRING, MISSOURI, MUNICIPAL CODE RELATING TO REGULATIONS OF COMMERCIAL TRUCK TRAFFIC ON RESIDENTIAL STREETS

WHEREAS, the City of Weldon Spring is primarily a residential community and

WHEREAS, state statutes permit reasonable regulation of traffic as set out in Section 79.410 and 304.120 RS Mo

WHEREAS, subsection 4 of Section 304.120 RS Mo permits municipalities such as the City of Weldon Spring MO. To

(4) Limit the use of certain designated streets and boulevards to passenger vehicles, except that each municipality shall allow at least one route, with lawful traffic movement and access from both directions, to be available for use by commercial motor vehicles to access any roads in the state highway system. Under no circumstances shall the provisions of this subdivision be construed to authorize a municipality to limit the use of all routes in the municipality. The use by commercial motor vehicles of a municipality-designated route for such vehicles in compliance with any ordinances of the designating municipality shall not be deemed a nuisance or evidence of a nuisance. Nothing contained in this subdivision is intended to modify or limit recovery for any claim that is independent of a nuisance claim.

WHEREAS, While the City will continue to provide alternate North/South and East/West routes that can accessed within the City it is the intent of the Board of Alderman to restrict commercial trucks over 24,000 LBS GVW on Meadows Parkway, Patriotic Trail, Weldon Spring Parkway, and Wolfrum Road east of Patriotic Trail except for local deliveries or services.

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

SECTION 1: Chapter 390 of the Municipal Code of the City of Weldon Spring, Missouri is hereby Established by the enactment of a new section, to be designated as Section 390.010, to read as follows:

Section 390.010: Commercial Truck Traffic

Commercial trucks over 24,000 LBS GVW are not permitted within certain residential streets of the City unless conducting local deliveries or services consistent within the limits of Section 304.120 RSMo. Specifically, Meadows Parkway eastbound beyond the entrance to 450 Technology Drive, Patriotic Trail, Wolfrum Road east of Patriotic Trail, and Weldon Spring Parkway.

BILL NO. _____

ORDINANCE NO. _____

Any operators of commercial trucks over 24,000 LBS GVW that violate this section, shall, upon conviction, be subject to a fine of up to \$500 (five hundred dollars).

SECTION 2: That this ordinance shall be in full force and effect from and after its enactment and approval.

READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI, THIS _____ DAY OF _____ 2025.

Donald D. Licklider, Mayor

Attest:

William C. Hanks, City Clerk

BILL NO. _____

ORDINANCE NO. _____

To approve Bill #

Motioned: _____

Seconded: _____

	<u>Aye</u>	<u>Nay</u>	<u>Abstention</u>
Baker	_____	_____	_____
Clutter	_____	_____	_____
Conley	_____	_____	_____
Kolb	_____	_____	_____
Martiszus	_____	_____	_____
Yeager	_____	_____	_____
Lickliger	_____	_____	_____

Absent: _____



CITY OF WELDON SPRING

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

STAFF REPORT

To: Planning & Zoning Commission

Date: 10/24/24

From: Steve Lauer, City Planner

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

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

BACKGROUND:

Application Number: CUP-2024-01

Property Address: 450 Technology Drive

Property Owner: Forty Nine Fifty, LLC

Applicant: The Clayton Engineering Company

Current Zoning: HTO, High-Technology Office District

Current Use: Vacant

Proposed Use: Light Industrial Use (Flex Office/Warehouse)

2015 Comprehensive Plan: High Tech

Area: 8.330 acres

Location: 450 Technology Drive, which is located at the northwest corner of the intersection of Technology Drive & Meadows Parkway

**Adjacent Land Uses
& Zoning:**

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

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

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

ANALYSIS:

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

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

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

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

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

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

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

AERIAL VIEW:



CONDITIONAL USE PERMIT (CUP) CRITERIA:

- 1) According to the "HTO" High-Technology Office District regulations, in the Land Use Table a Light Industrial Use is permitted as a Conditional Use. In accordance with Article IX: Conditional Use Regulations, notice of the public hearing was made in the local newspaper with general circulation on October 18, 2024, and mailed to all owners within 500' of the subject site on October 18, 2024, and public hearings were scheduled for the November 4, 2024, Planning & Zoning Commission Meeting and the November 14, 2024 Board of Aldermen Meeting. After the public hearing, the Planning and Zoning Commission shall review the application based on evidence presented during the public hearing. Consideration should be given to the effect of the requested use on the health, safety, morals and general welfare of the residents of the area in the vicinity of the property in question and the residents of the City generally.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATION:

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

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

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



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

COLOR OPTION 1

27124001.00

08/24/24

49FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

COLOR OPTION 2

2712601.00

09/24/24

49FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

INTERSTATE VIEW
-LOOKING NORTH

27124001.00

0829424

49 FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Masabovs Parkway, Weldon Spring, Missouri

FRONT PERSPECTIVE -
LOOKING NORTH

27124001 00

09/04/24

49FIFTY
REAL ESTATE

Gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

FRONT PERSPECTIVE -
LOOKING NORTHWEST

27124001.00

09/24/24

49 FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

FRONT PERSPECTIVE -
LOOKING SOUTHEAST

27124001.00

08/24/24

49 FIFTY
REAL ESTATE

gray



Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

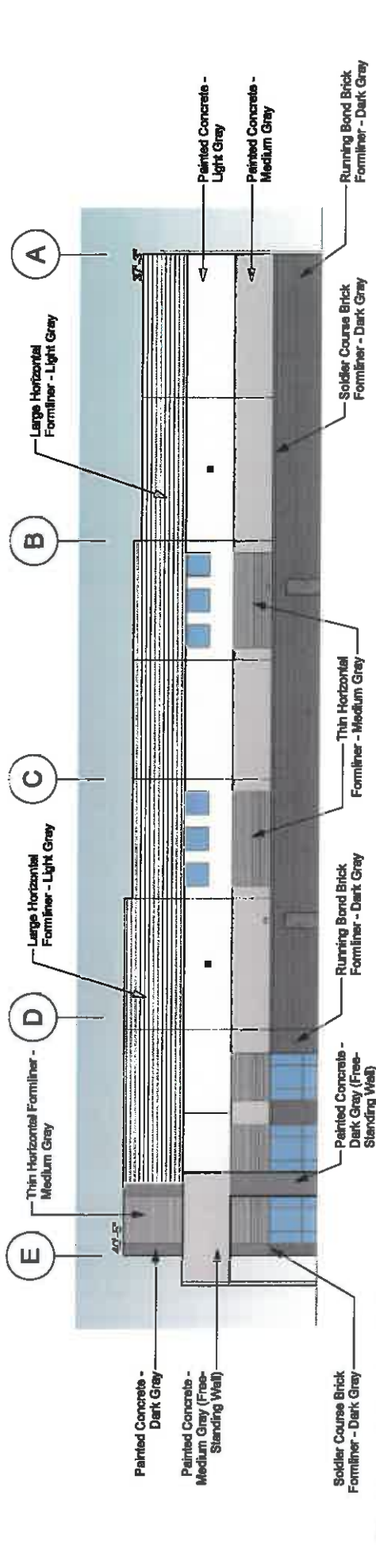
REAR PERSPECTIVE -
LOOKING WEST

27124001.00

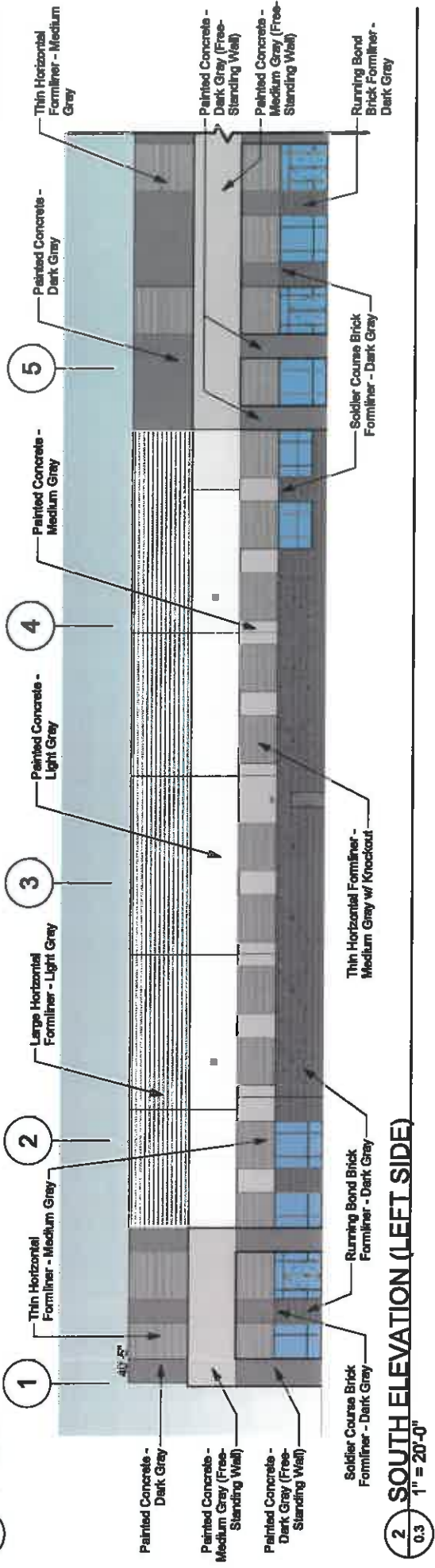
08/24/24

49 FIFTY
REAL ESTATE

gray



1 WEST ELEVATION
0.3 1" = 20'-0"



2 SOUTH ELEVATION (LEFT SIDE)
0.3 1" = 20'-0"

Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

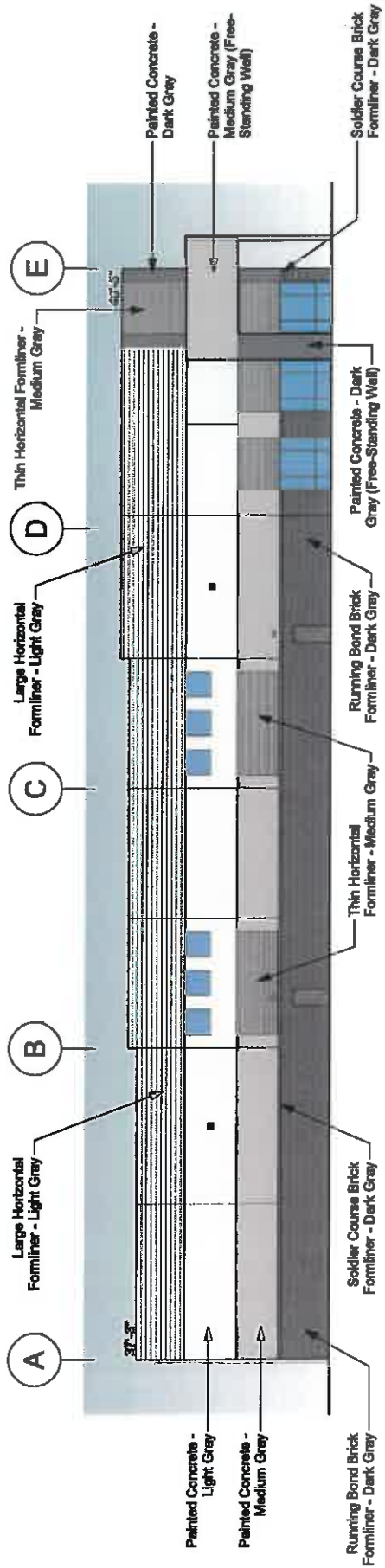
South & West
Elevation - Alternate

27124001.00

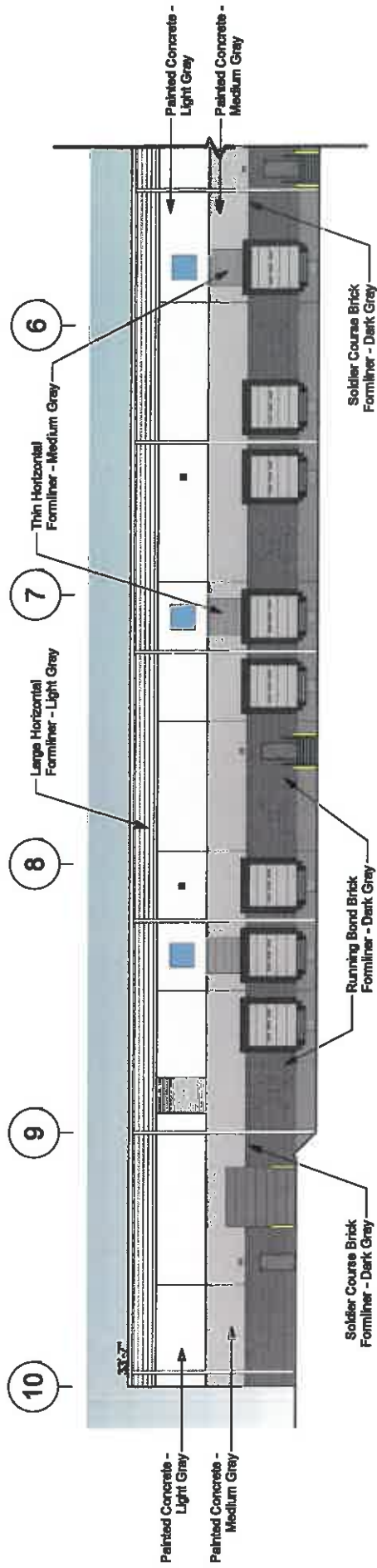
08/01/24

49FIFTY
REAL ESTATE





1 EAST ELEVATION
0.4 1" = 20'-0"



2 NORTH ELEVATION (LEFT SIDE)
0.4 1" = 20'-0"

Weldon Spring Crossing - Lot B

Technology Drive & Meadows Parkway, Weldon Spring, Missouri

North & East
Elevation - Alternate

Z7124001.00

08/01/24

49FIFTY
REAL ESTATE

gray

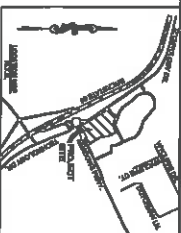
The Engineer hereby certifies that the information contained herein is true and correct to the best of his knowledge and belief, and that he is a duly Licensed Professional Engineer in the State of Missouri.

The Engineer shall be responsible for the design of the project and shall be liable for the consequences of any errors or omissions in the design.

The Engineer shall be responsible for the design of the project and shall be liable for the consequences of any errors or omissions in the design.



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Project No.	SDP1.0
Revision No.	2/20/11
Drawn by	WJL
Checked by	WJL
Date	2/20/11

49FIFTY REAL ESTATE
 130 W. Monroe Avenue, 5th. 200
 St. Louis, MO 63122

TRAFFIC FLOW EXHIBIT
WELDON SPRING POINTE

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MAY 15, 2024

Weldon Spring Crossing: Development
on Lot B
Traffic Impact Study

Prepared for:

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139 W. Monroe Avenue, Suite 200
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314-802-1187

Prepared by:

Lochmueller Group
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St. Louis, MO 63101
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Introduction

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

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

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



Figure 1. Proposed Development Site Area

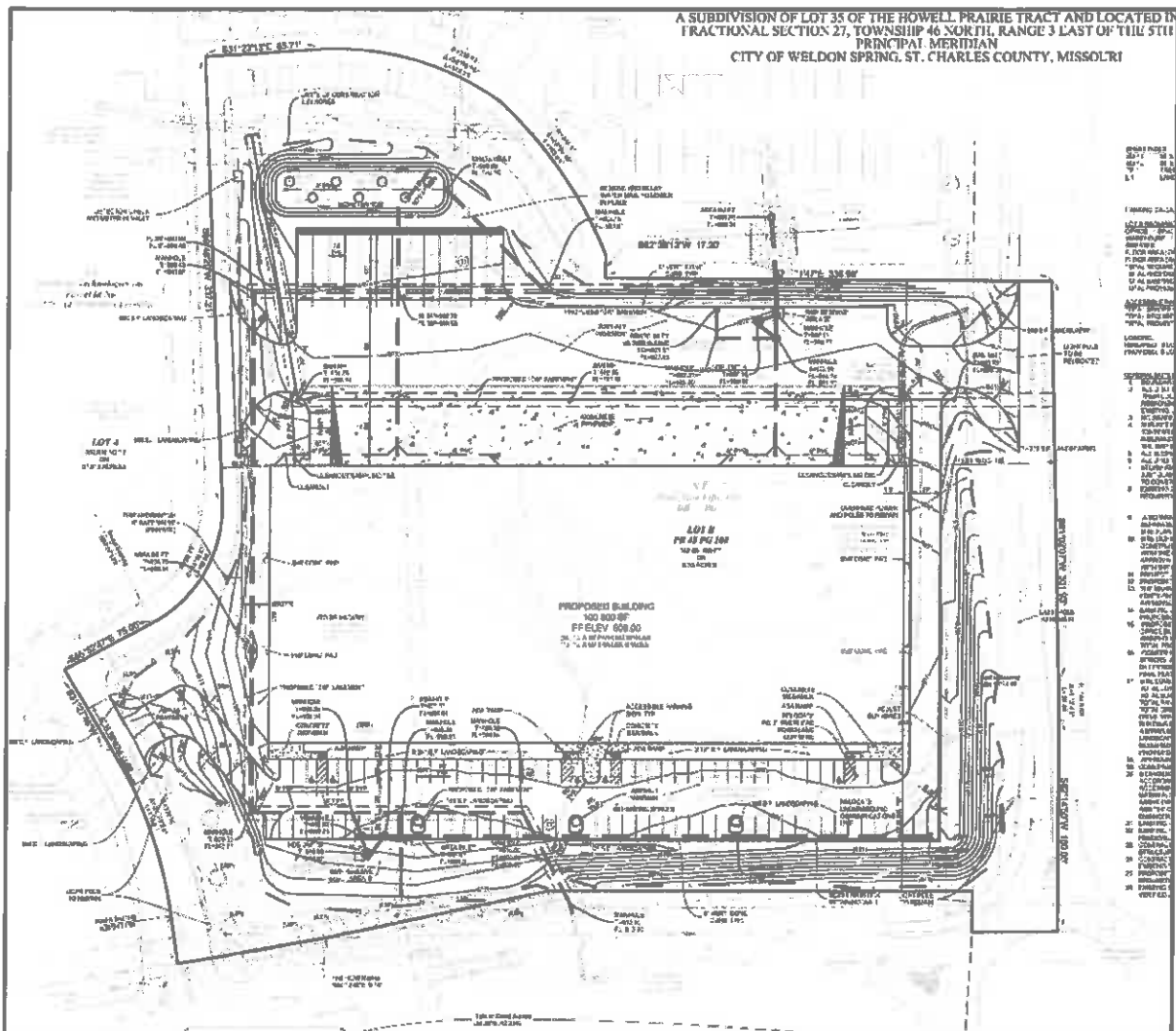


Figure 2: Proposed Concept Plan (Provided by Others)

Existing Conditions

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

Baseline 2024 Roadway Network

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

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

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

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

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

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

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

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

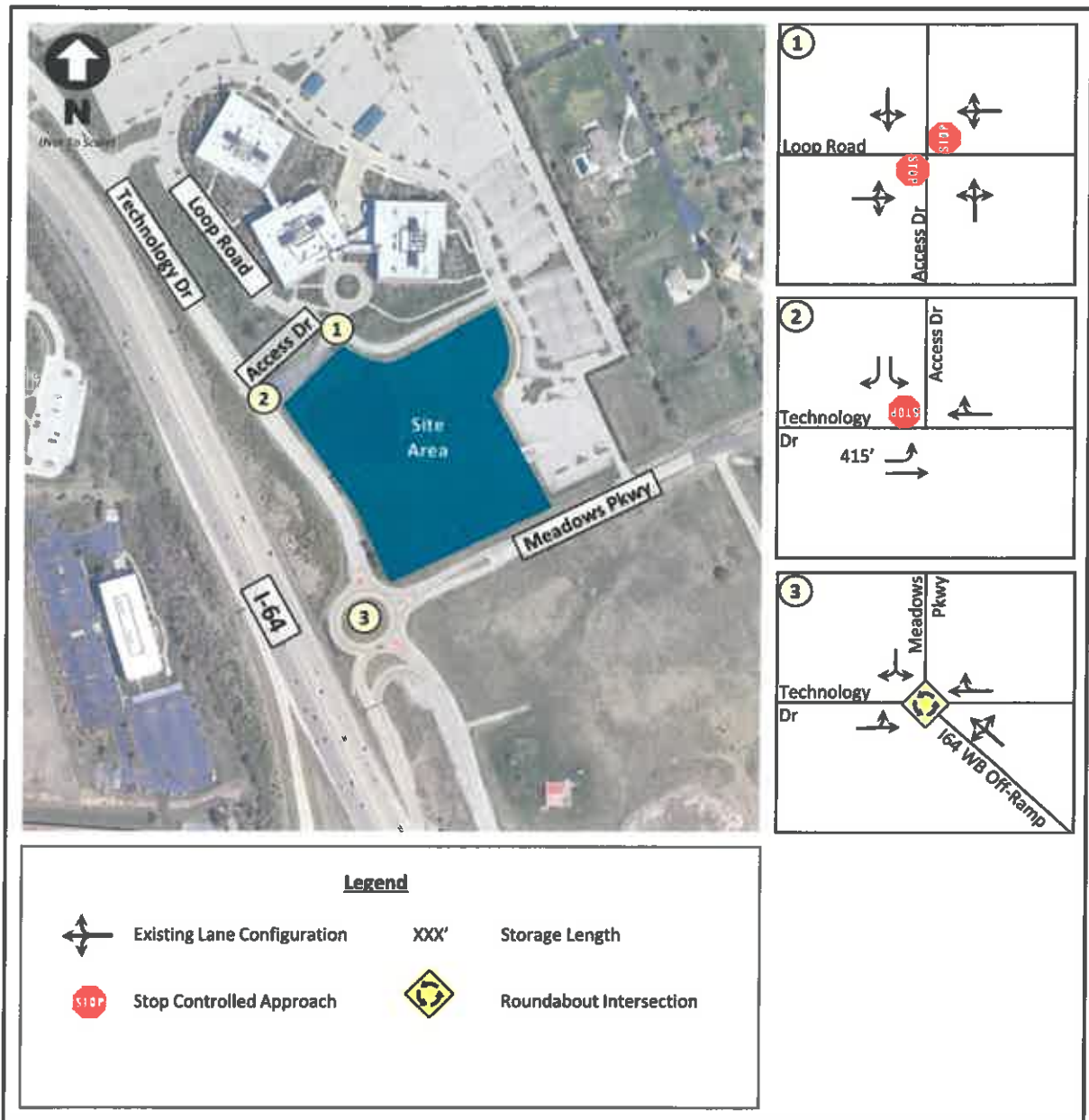


Figure 3. Existing Lane Configuration and Traffic Control

Crash History

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

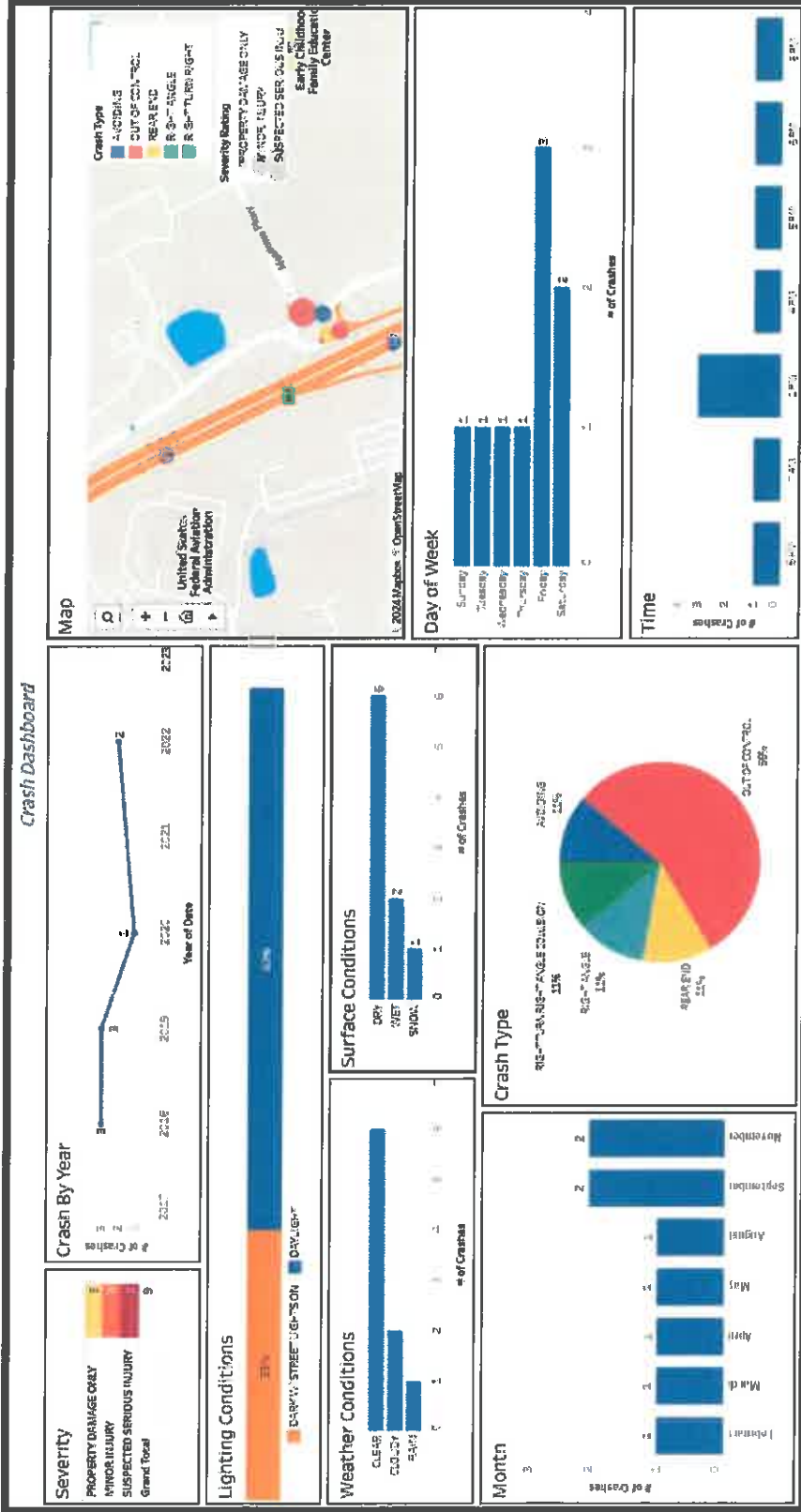


Figure 4. Crash Dashboard (2018-2022)

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

Baseline 2024 Traffic Volumes

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



Figure 5. 2024 Baseline Traffic Volume

Baseline 2024 Operating Conditions

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

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

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

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

Table 1. Intersection Level of Service Thresholds

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

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

Table 2. Year 2024 Baseline Traffic Operating Conditions

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

Delay presented in vehicles per second

*Roundabout intersection results from SIDRA software

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

Proposed Development

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

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

Trip Generation

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

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

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

Table 3. Proposed Trip Generation

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

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

Table 4. Proposed Truck Generation

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

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

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

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

Directional Distribution

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

Table 5. Directional Distribution Percentages

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



Figure 6. Directional Distribution



Year 2024 Forecasted Conditions

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

Forecasted Operating Conditions

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

Table 6. Year 2024 Forecasted Traffic Operating Conditions

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

Delay presented in vehicles per second

*Roundabout intersection results from SIDRA software



Figure 8. 2024 Forecasted Traffic Volumes

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

Conclusions

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

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

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

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

Completed by Lochmueller Group, Inc

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

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

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

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

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

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

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

SECTION 1: That the Conditional Use Permit for the Forty Nine Fifty, LLC, development previously submitted and reviewed after proper notice and public hearing, is hereby approved with the following conditions:

1. All operations shall take place within a fully enclosed building.
2. All storage of materials and equipment shall be within a fully enclosed building or a screened rear yard so that they are not visible to any adjacent property.
3. No use shall store or discharge beyond its lot or site boundaries any toxic matter in such concentrations so as to be detrimental to, or endanger the

public health, safety, comfort or welfare, or cause injury or damage to property or business.

- 4. Any operation producing noise, glare or heat shall be performed within a completely enclosed building in such a manner as not to create a public nuisance or hazard beyond the boundaries of the lot on which such building is located.
- 5. No activity involving radiation hazards shall be permitted which causes exposure to persons at or beyond the lot lines in excess of the maximum permitted by the general population in applicable Federal, State and local laws and regulations.
- 6. Tractor trailer trucks from this facility are to be discouraged and restricted from using Meadows Parkway east of the site by explicit signage (no left turn) design and construction of a sharp radius strictly oriented to assure compliance with current City ordinances on traffic regulations for public safety in certain residential streets within the City.
- 7. The retaining wall at the site is to be composed of boulder walls in order to be consistent with City standards.
- 8. The uses within the warehouse must be limited to uses permitted within the HTO, High-Technology Office District unless a separate Conditional Use Permit (CUP) is approved by the City for other light industrial uses.

SECTION 2: The Board of Alderman hereby extends the timing of this Conditional Use Permit from twelve (12) months to twenty-four (24) months. The Conditional Use Permit (CUP) is in place if the Owner, or assigns, starts construction on the site within the twenty-four (24) month period. If construction has not started on the site within the twenty-four (24) months) from the approval date, the Conditional Use Permit (CUP), shall be null and void.

SECTION 3: This Ordinance shall be in full force and effect upon its enactment and approval.

READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI, THIS _____ DAY OF _____ 2025.

Donald D. Licklider, Mayor

Attest:

BILL NO. _____

ORDINANCE NO. _____

William C. Hanks, City Clerk
To approve Bill #

Motioned: _____
Seconded: _____

	<u>Aye</u>	<u>Nay</u>	<u>Abstention</u>
Baker	_____	_____	_____
Clutter	_____	_____	_____
Conley	_____	_____	_____
Kolb	_____	_____	_____
Martiszus	_____	_____	_____
Yeager	_____	_____	_____
Lickliger	_____	_____	_____

Absent: _____



CITY OF WELDON SPRING

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

STAFF REPORT

To: Planning & Zoning Commission

Date: 10/24/24

From: Steve Lauer, City Planner

Subject: 450 Technology Drive – Weldon Spring Pointe Site Plan

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

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

BACKGROUND:

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

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

PROJECT SUMMARY:

Area: 8.330 acres

Proposed Use: Office/Warehouse fully contained in the proposed 100,800 square foot, 40.5-foot-high building.

Existing Zoning: HTO, High-Technology Office District

Adjacent Zoning:

North: HTO, High-Technology Office - Verizon

South: HTO, High-Technology Office – Meadows Parkway/Vacant

East: HTO, High-Technology Office - Verizon

West: Technology Drive/I-64

STAFF COMMENTS & RECOMMENDATIONS:

1. The concept landscape plan which is included in your packet meets the required standards for landscaping in the HTO, High Technology Office District.
2. A shared use path as delineated on the City of Weldon Spring Parks and Greenway Master Plan is depicted along the frontage on Technology Drive.
3. The radius for the entrance on Meadows Parkway has been reduced to limit the use of the western portion of Meadows Parkway for large truck traffic.
4. Upon approval of the site plan, the proposed building will need to be reviewed and approved by the Architectural Review Commission.

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

BILL NO. _____

ORDINANCE NO. _____

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

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

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

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

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

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

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

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

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

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

BILL NO. _____

ORDINANCE NO. _____

*READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF
WELDON SPRING, MISSOURI, THIS _____ DAY OF _____ 2025.*

Donald D. Licklider, Mayor

Attest:

William C. Hanks, City Clerk

BILL NO. _____

ORDINANCE NO. _____

To approve Bill #

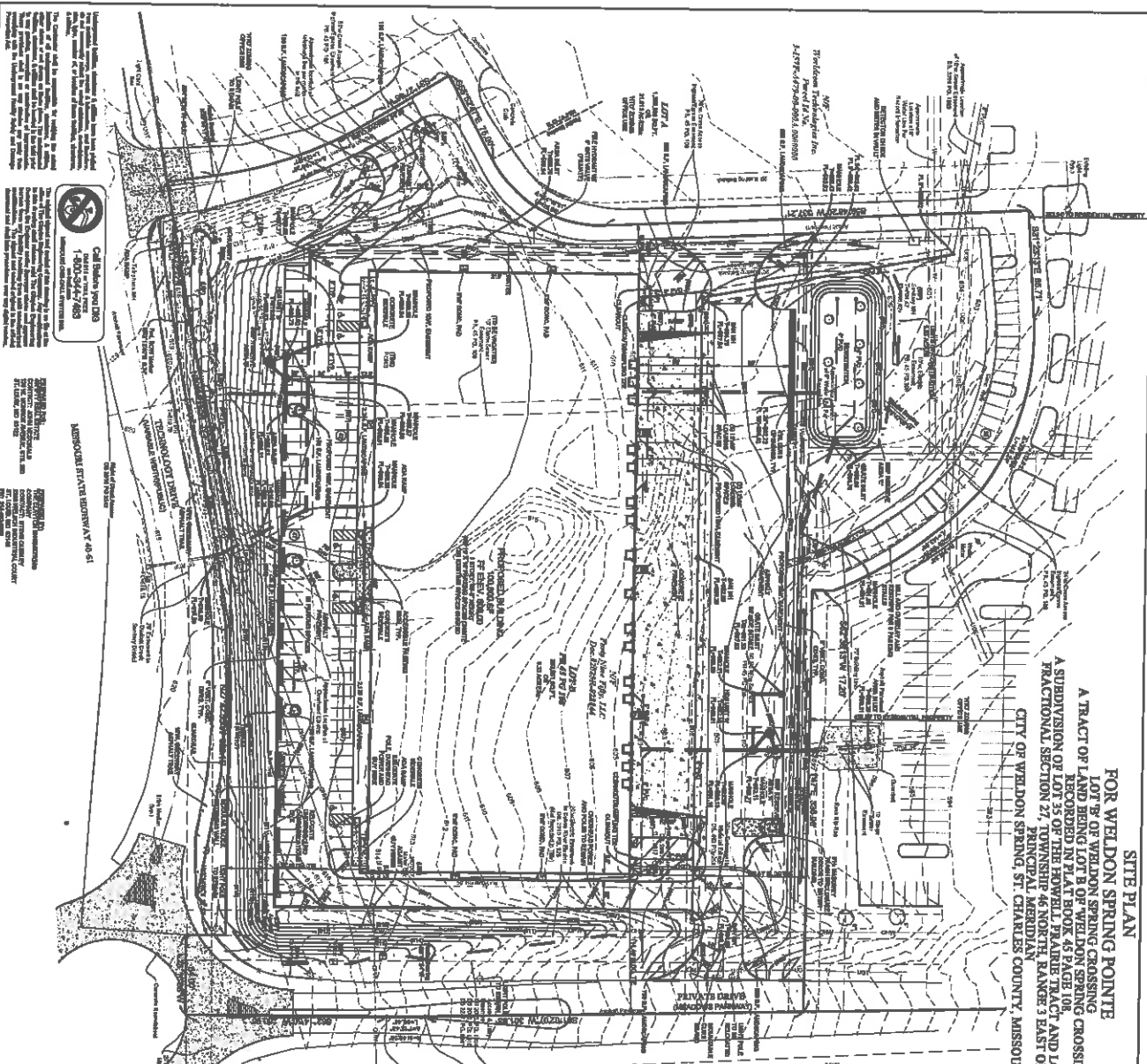
Motioned: _____

Seconded: _____

	<u>Aye</u>	<u>Nay</u>	<u>Abstention</u>
Baker	___	___	___
Clutter	___	___	___
Conley	___	___	___
Kolb	___	___	___
Martiszus	___	___	___
Yeager	___	___	___
Lickliger	___	___	___

Absent: _____

SITE PLAN
FOR WELDON SPRING POINTE
 A TRACT OF LAND BEING LOT B OF WELDON SPRING CROSSING
 RECORDED IN PLAT BOOK 45 PAGE 108
 A SUBDIVISION OF LOT 55 OF THE HOWELL PRADLE TRACT AND LOCATED IN
 FRACTIONAL SECTION 27, RANGE 46 NORTH, RANGE 3 EAST OF THE 5TH
 CITY OF WELDON SPRING, ST. CHARLES COUNTY, MISSOURI



GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE MISSOURI BUILDING CODE.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF WELDON SPRING AND THE MISSOURI DEPARTMENT OF HEALTH.
3. ALL UTILITIES SHALL BE DEPTH MARKED AND LOCATED PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER AND THE MISSOURI DEPARTMENT OF HEALTH.
6. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.
9. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
10. THE CONTRACTOR SHALL MAINTAIN RECORD DRAWINGS OF ALL CONSTRUCTION.

- LEGEND:**
- 1. Proposed Building Footprint
 - 2. Existing Building Footprint
 - 3. Proposed Driveway
 - 4. Existing Driveway
 - 5. Proposed Parking Lot
 - 6. Existing Parking Lot
 - 7. Proposed Road
 - 8. Existing Road
 - 9. Proposed Landscaping
 - 10. Existing Landscaping
 - 11. Proposed Electrical
 - 12. Existing Electrical
 - 13. Proposed Water
 - 14. Existing Water
 - 15. Proposed Sewer
 - 16. Existing Sewer
 - 17. Proposed Storm Drain
 - 18. Existing Storm Drain
 - 19. Proposed Utility
 - 20. Existing Utility
 - 21. Proposed Erosion Control
 - 22. Existing Erosion Control
 - 23. Proposed Survey Point
 - 24. Existing Survey Point
 - 25. Proposed Boundary
 - 26. Existing Boundary
 - 27. Proposed Easement
 - 28. Existing Easement
 - 29. Proposed Right-of-Way
 - 30. Existing Right-of-Way
 - 31. Proposed Right-of-Way Extension
 - 32. Existing Right-of-Way Extension
 - 33. Proposed Right-of-Way Widening
 - 34. Existing Right-of-Way Widening
 - 35. Proposed Right-of-Way Reduction
 - 36. Existing Right-of-Way Reduction
 - 37. Proposed Right-of-Way Relocation
 - 38. Existing Right-of-Way Relocation
 - 39. Proposed Right-of-Way Abandonment
 - 40. Existing Right-of-Way Abandonment
 - 41. Proposed Right-of-Way Acquisition
 - 42. Existing Right-of-Way Acquisition
 - 43. Proposed Right-of-Way Release
 - 44. Existing Right-of-Way Release
 - 45. Proposed Right-of-Way Reservation
 - 46. Existing Right-of-Way Reservation
 - 47. Proposed Right-of-Way Dedication
 - 48. Existing Right-of-Way Dedication
 - 49. Proposed Right-of-Way Acceptance
 - 50. Existing Right-of-Way Acceptance

48FIFTY REAL ESTATE
 138 W. Monroe Avenue, Ste. 200
 St. Louis, MO 63122

SITE PLAN
WELDON SPRING POINTE

SDP1.0

23201

Clayton Engineering Company, Inc.
 ENGINEERS • SURVEYORS • PLANNERS
 45 LOCAL MISSOURI HIGHWAYS
 200 East of Highway - Post Office Building & Post Office
 200 East of Highway - Post Office Building & Post Office

