APPLICATION PRE20-05

PRELIMINARY PLAT FOR GRONEFELD ESTATES - 432 & 442 JUNGS STATION ROAD

Application No: PRE20-05
Property Owners: Donald A. Gronefeld, Darrell Lee Gronefeld Trust, Clarence William Roth Trust, and Amanda Verna Roth Trust
Developer: Rolwes Company
Engineer: St. Charles Engineering
Property Zoning: R1E/FF, Single-Family Residential District (7,000 square foot minimum lot size), with Floodway Fringe Overlay District
Proposed lots: 31
Parcel Size: 16.00 acres
Location: On the southeast corner of the intersection of Upper Bottom Road and Jungs Station Road
Council District: 7
Account Nos.: 513360A003, 513360A002, 513360A001, 513420A000

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COUNTY STAFF RECOMMENDATION

To: County Planning & Zoning Commission
Prepared by: Mark Price Jr, AICP, CFM
Application No.: PRE20-05
Date: April 7, 2020

BACKGROUND INFORMATION

Property Owners: Darrell Lee Gronefeld Trust (Parcel Account No. 513360A001) (Centralia, MO)
Donald A Gronefeld & Darrell Lee Gronefeld Trust (Parcel Account No. 513360A002) (Centralia, MO)
Donald A. Gronefeld (Parcel Account No. 513360A003) (St. Charles, MO)
Clarence William Roth Trust & Amanda Vern Roth Trust (Parcel Account No. 513420A000) (St. Charles, MO)

Applicant: Rolwes Company (St. Louis, MO)

Requested Actions: Approve a Preliminary Plat for Gronefeld Manor Subdivision (31 single-family lots)

Location: 432 Jungs Station Drive, located at the southeast corner of Jungs Station Road and Greens Bottom Road

Subdivision area: 16 Acres

Current Zoning: R1E, Single-Family Residential District, with Floodway Fringe Overlay District

Current Land Uses: three single-family dwellings, eight agricultural accessory buildings, and outdoor agricultural equipment storage

Adjacent Land Use and Zoning:

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2030 Master Plan: Recommends Low Density Residential uses (1-4 dwellings per acre)

Public Services: County Council District 7 – John White
School District – Francis Howell School District
Fire District – Central County Fire and Rescue Fire District

Utilities:  Water – Public Water and Sewer District #2
          Sewer – Public Water and Sewer District #2

**ANALYSIS**

The applicant is proposing to combine and redevelop five parcels as an infill residential subdivision with thirty-one lots. This density complies with the existing R-1E, Single-Family Residential Zoning, and is made possible by the availability of public water and sewer service.

Street access will be taken from Upper Bottom Road. As the proposed street connection at this location should present few issues for traffic queuing at the traffic light at the intersection of Upper Bottom Road and Jungs Station Road, the County will not require that the developer prepare a full traffic study for Preliminary Plat approval.

Internal to the subdivision, in order to comply with the County’s maximum street slope standards, a series of modular block retaining walls will be constructed at various locations, such as along the rear of Lots 25-31. Retaining walls will be located outside of public street rights-of-way and are to be owned and maintained by either the homeowner’s association or individual lot owners, as the case may be.

As a floodway fringe designation extends along the rear of the property, the proposed lots will be clustered toward Upper Bottom Road and Jungs Station Road. The rear portion of the development will be set aside as common ground under the ownership and management of a homeowners association. Common ground will include floodplain, a vegetative stream buffer, a retention basin, and some modular block retaining walls. Furthermore, the common ground will include a tree preservation area to insure conformance with the County’s tree preservation ordinance.

**RECOMMENDATION:**

County staff recommends that the Planning and Zoning Commission approve the Preliminary Plat for Gronefeld Manor Subdivision as submitted.
POSTED SPEED LIMIT = 35 MPH
DESIGN SPEED LIMIT = 40 MPH

RIGHT OUT SIGHT DISTANCE
SCALE: 1" = 10' VERTICAL
1" = 40' HORIZONTAL

LEFT IN SIGHT DISTANCE
SCALE: 1" = 10' VERTICAL
1" = 40' HORIZONTAL

LEFT OUT SIGHT DISTANCE
SCALE: 1" = 10' VERTICAL
1" = 40' HORIZONTAL

DESIGN SPEED LIMIT = 40 MPH
I live at 413 Jungs Station Road. With the heavy traffic coming up from the bottom in the morning and the heavy afternoon coming over the hill in the afternoon. Complicated by traffic in and out of Huntleigh Manor. It is sometimes almost impossible to get out of my driveway.

I would certainly hope that access and egress for the proposed subdivision somewhat parallels Crown Passage Drive on Upper Bottom.

Thank you

Bernard Martin
413 Jungs Station Road
St. Charles, Mo 63303

636-477-3263
First off I would like to point out that we have received several comments from other neighboring property owners with the opposite concerns of yours and none of those concerns have warranted us revising the proposed entrance as submitted for approval. In summary, most of the “traffic” comments from homeowners located to the Northeast of our site (crown passage) are that they don’t want a proposed entrance off of Upper Bottom, while people to the Southeast of our site (Huntleigh Manor) don’t want a proposed entrance off of Jungs Station.

We are selecting Jung Station for an entrance for several reasons with the largest 2 reasons being; better vehicle sight distance to other vehicles, and to minimize the traffic traveling through the intersection. This proposed entrance does “somewhat parallel” Crown Passage Drive. We are not proposing any new egress onto Jung's Station south of the intersection (i.e. in from of 413). We are expecting the majority of increased traffic from this development will travel along Upper Bottom to the Northeast or through the intersection and along Jung's Station to the Northwest.

James R Piper Jr, PE
Project Engineer
I live at 308 Huntleigh Manor Dr.
We talked with Eric on Saturday and he answered many questions, but I am still concerned about the impact on the drainage issues. The environment impact is still a big concern.
Who will be cutting the common ground this spring, summer and fall?
Thank you
Anne Baker
308 Huntleigh Manor Dr.
314-6029836
This is our response to the attached citizen comments (from Anne Baker):

- I believe the drainage and environmental concerns voiced here have been answered in previous correspondence.
- The HOA will be responsible for all common ground maintenance once the community is established. Prior to that, the property owner at the time will be responsible for handling the maintenance.

Thanks,

Edward Zigarowicz III
Land Manager
Rolwes Company

O: 314-821-9600
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
From: Betty Hildebrandt <bchilde@sbcglobal.net>
Sent: Monday, April 13, 2020 5:55 PM
To: Planning
Subject: Fwd: Planning Committee Letter

From: Betty Hildebrandt  bchilde@sbcglobal.net
Sent: Monday, April 13, 2020
To: Planning@sccmo.org
Subject: Gronefeld Manor Plan

My name is Betty Hildebrandt and I live at 316 Huntleigh Manor Lot 5

First, I welcome the proposed plan with hope it will stabilize an area that has seen major erosion over the past 23+ years. My primary concerns are directed to the area behind the third cul-de-sac.

On the plat the backyard setback is marked 25 ft. but it measures about 20 ft. Which is right? I understood it was required to be 25’ to keep it at a 3-to-1 grade.

Given the erosion that was occurring on the adjoining property, I had a retaining wall installed to maintain my back yard. How close to it and to the location of the sway will you be working? For the protection of both parties I would like to meet with someone to confirm the condition of the wall before the project begins and after the grading is complete.

The plat states that a survey has not been done. After the survey, if there are changes, how and when will we be notified and given the opportunity to comment if needed?

Given the proximity of the old to the new, planting trees making a green space would indicate you have both parties in mind when reviewing the development. Also it would stabilize the value of all properties.

I appreciate this opportunity to provide comments to the Planning Committee. Hopefully you will consider my concerns. Again, I’m happy to meet in person with an appropriate representative to see firsthand the retaining wall and the area I’m addressing.

Thank you,

Mrs. Betty Hildebrandt
316 Huntleigh Manor Drive
St. Charles, MO 63303
636 939 2619
bchilde@sbcglobal.net
From: Ed Zigarowicz <edz@rolwesco.com>
Sent: Tuesday, April 14, 2020 3:22 PM
To: Weiss, Sheila
Cc: Jim Piper
Subject: Citizen Comments
Attachments: Comments - Betty Hildebrandt.pdf

This is our response to the attached citizen comments (from Betty Hildebrandt):

1. This was an error on the submittal and will be corrected. All rear yards will be platted at 25’ rear yard setbacks
2. While we are not certain exactly where your retaining wall is located, we are happy to work directly with the owner to review and discuss the condition of her wall and how to not impact her wall.
3. There is not an expectation that a new survey will substantially change anything that is currently proposed in the submittal.
4. Comments on the landscaping and home values have been provided in previous responses.

Thanks,

Edward Zigarowicz III
Land Manager
Rolwes Company

O: 314-821-9600
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
My wife and I just purchased our home on Crown Passage Drive in November of 2019 specifically because of the view and privacy of the creek and tree line from our lot. The proposed plat map for Gronefeld Manor would remove nearly all of those trees up to the creek line and entirely eliminate the privacy, view, and ability to harbor wildlife which are the reasons that we chose to move to this area in the first place. We are concerned that the clearcutting of all the trees down the hillside will also drastically affect the sound barrier for the neighborhood as well as cause issues with erosion into the creek.

We are also concerned that with the uncertain economic times ahead, there is the potential for the clearcutting and construction to be started without completion and remain unsightly or cause a loss of property value to the surrounding neighborhoods.

At the least, we would like to request that the proposed disturbance limit be moved further up the hillside to include more space for the tree preservation area and add a privacy tree line at the back of the residential property. This would give all residents, old and new on both sides of the creek a more enjoyable view and that highly sought after privacy in the neighborhood. Ideally it would be nice to see the subject property utilized for something like a park.

Thank you for your consideration of our comments and concerns.

Sincerely,
John and Karen Baker
This is our response to the attached citizen comments (from John and Karen Baker):

In a previous response, we acknowledged that change is difficult, particularly when it effects what we see out of our front door or backyard. As a developer, we don’t like to remove trees. They are expensive to deal with and do provide aesthetic appeal to future homeowners. However, due to the topography of this site, there will be a fair amount of grading to create the area needed for streets and homes. This will necessitate the removal of the trees as shown on the preliminary grading plan.

As stated earlier as well, Rolwes Company has completed every project we have started and even finished up projects that were taken back by banks during the last downturn. It is never the intention of any developer to not complete a project.

While I cannot speak for the County, I do not believe that the asking price for the property is consistent with prices paid for recreational usage.

Thanks,

Edward Zigarowicz III
Land Manager
Rolwes Company

O: 314-821-9600
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
Good afternoon,

We reside on Huntleigh Manor Drive and our lot backs up to the proposed subdivision. We would like to share our input as follows:

1. We would like the new homes starting sale price to be no less than $300,000 in order to keep with current pricing in our neighborhood.
2. The Huntleigh Manor side of the subdivision is the only side that backs up to existing homes. Could a green barrier be put in place to help maintain privacy for all parties?
3. We are concerned about erosion that may occur if the new proposed lots are lower than those on Huntleigh Manor Drive. Also, will the creek be able to handle the additional water?
4. The developer, of course, would like to build and sell these 31 lots asap. Is there any type of assurance that this will be done within a certain timeframe? Two years, three years?

Thank you for your consideration.

Kevin & Karen Beer
320 Huntleigh Manor Drive
St. Charles, MO 63303

Sent from Mail for Windows 10
This is our response to the attached citizen comments (from Karen and Kevin Beer):

1. Previously answered on an earlier response
2. Previously answered on an earlier response
3. The stormwater will be handled in a manner consistent with St Charles County codes and ordinances to mitigate impact to the creek.
4. Unfortunately we cannot dictate the pace of market absorption. However, this market segment has performed very strongly over the past several years.

Thanks,

Edward Zigarowicz III  
Land Manager  
Rolwes Company

O: 314-821-9600  
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
My wife and I currently reside at 304 Huntleigh Manor Drive, next to a proposed Rolwes housing project. We do have some questions, specifically:

1. Our property value – Will the price range of the homes to be built be consistent with our current property value?
2. Distance from our home – How many feet are there between our home and the nearest home to be built by Rowles? Will there be any buffer zone?
3. Elevation and drainage – Will the development be built on grade with our subdivision or will the homes sit higher. If the latter, what will be done to mitigate drainage impacts on our property?
4. Disruption to our privacy – What is the construction duration? Assuming you’ll be using heavy machinery to do it, approximately how long will it take to grade the site?

We appreciate your time and your consideration in responding to our request for additional information.

Sincerely,

Don & Maureen Curtis
304 Huntleigh Manor Drive
St. Charles, MO  63303
(314) 606-6969 Maureen’s Cell
(913)226-2185 Don’s Cell
This is our response to the attached citizen comments (from Don and Maureen Curtis):

1. Previously answered on an earlier response.
2. Previously answered on an earlier response.
3. The site will be graded away from Huntleigh Manor Drive. There will be no drainage impacts on their property.
4. From start to finish it will take roughly 4 months until the site is graded, all utilities are installed and the streets are paved (this is assuming decent weather). After that portion is complete, we would expect to be built out in approximately 2 years, assuming the market stays relatively strong.

Thanks,

Edward Zigarowicz III
Land Manager
Rolwes Company

O: 314-821-9600
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
From: Frank Dvorak

Subject: Gronefeld Manor Development

I live at 551 Brendonberry Court, adjacent to the proposed Gronefeld Manor development. I have several concerns.

Traffic will increase with the new subdivision. A second access point should be provided at Jungs Station to distribute the load and give residents the choice of using Upper Bottom or Jungs Station. A second entrance will also improve emergency access. A couple of years ago, a vehicle hit a parked car on Crown Passage in Huntleigh Meadows. Emergency vehicles blocked the street for about two hours during peak morning drive time. Residents were able to use the “back” entrance to go to work or school instead of being bottled up in the subdivision. Wider streets would help too.

I live on a court, and have experienced several issues with the configuration. There is inadequate space for street parking due to the narrow frontage, and the driveway occupies much of that. Lots 10, 11, 12, 18, 19 and 20 in Groenfeld with have this same issue. Snow plows push all the snow to a big pile at the end, which can encroach on my mailbox. Trash trucks jockey forward and back in the confines of the court. Increase the diameter of the court or delete the house at the end.

The stream along the edge of the development does experience flash floods, which must be taken into account. The stream spills over its’ bank on the Gronefeld side during heavy rains. Cumulative erosion caused Duckett Creek Sanitation to perform extensive bank stabilization work in 2018 to protect their lines. The topo maps may not reflect the current conditions along the creek. The flash flood area intrudes over the disturbance limit where grading for the stormwater management basin is shown. That area should not be disturbed.

Figure 1 Creek reworked Sept 2018
Figure 2 Creek flash flood Oct 2018
Thank you;

1st Paragraph
We do not plan on adding a second or revising the entrance as proposed.

2nd Paragraph
Proposed Lots and ROW will be designed, reviewed, approved, and permitted per St Charles County requirements.

3rd Paragraph
Floodplain Development will be designed, reviewed, approved, and permitted per St Charles County, FEMA, and MoDNR requirements.

James R Piper Jr, PE
Project Engineer

St. Charles Engineering & Surveying
801 S. Fifth Street, Suite 202
St. Charles, MO 63301
Phone: 636.947.0607 Ext. 321
Fax: 636.947.2448
jpiper@stcharleseng.com
www.stcharleseng.com

From: smweiss@sccmo.org <smweiss@sccmo.org>
Sent: Monday, April 13, 2020 4:22 PM
To: edz@rolwesco.com; Jim Piper <jpiper@stcharleseng.com>
Cc: rmyers@sccmo.org
Subject: E-mail (Permit / License) - St. Charles County

Mr. Piper,

Attached is another concern letter received today regarding the preliminary plat for Gronefeld Manor.

Thank you,
Sheila Weiss
Administrative Assistant
Good Morning:

In regards to the new Gronefeld Manor subdivision, I would like to voice my concern regarding the entrance to the subdivision. The proposed entrance location will most definitely cause grid lock and perhaps additional accidents on Upper Bottom Road. Living in the Huntleigh Meadows subdivision off of Upper Bottom Road, I often experience issues with turning left (West) out of the subdivision at certain times of the day with multiple cars backing up behind me. The back ups can be extremely long on school days during the bus cycles. (Unfortunately, a traffic flow study will not be able to be run on this concern until students return to class in late August.) In addition, the back ups to the traffic light are always lengthy during the rush hour times of the day. With the limited space between the new proposed entrance and the stop light, we will certainly see people trying to inch their way into the westbound line, thus blocking East bound traffic on Upper Bottom Road. Another entrance location must be designed to insure traffic flow is not impeded further than what already happens. An entrance closer to the Huntleigh Meadows entrance on Jungs Station would be a logical choice.

Thank you for your attention to this matter.

Lori Neuschwander
Huntleigh Meadows Subdivision Resident
We would like to submit the following response to the 4/13 community concern. Also, these responses are coming from the unique perspective of a Licensed Civil Engineer whom also happened to live within Unincorporated St Charles County within 1,500 ft of traveled roadways from this property and intersection, during the years of 2006 till 2016. I have personally traveled through this intersection at least twice a day, Monday through Friday for 10 years.

1. We have added an additional sheet to the Preliminary Plat (sheet 8) to help illustrate the negatives / cons of the Rockford Way intersection location. This sheet was added to the set dated, and resubmitted on Friday 4/10.
2. We acknowledge that any proposed entrance at any location along Upper Bottom and/or Jung Station will have a negative impact on traffic flow and an increase in accidents as their will be an increase in traffic. Per the ITE (210), the traffic increase we are proposing is equal to approx. 9.57 trips per unit = 9.57 x 31 = 297 trips added to either Jungs or Upper Bottom.
3. The 2019 Average Annual Daily Traffic Totals were obtained from the MoDOT website [https://www.modot.org/traffic-volume-maps][1] and are attached here. These existing totals are;
   a. U.B.Rd. East = 3286 AADT
   b. U.B.Rd. West = 3110 AADT
   c. J.S.Rd. North = 4656 AADT
   d. J.S.Rd. South = 5151 AADT
4. We recognized that regardless of the proposed entrance location the total increase in traffic on the roadways is approx;
   a. U.B.Rd. East = (297+3283)/3283=1.09 = 9% increase max
   b. U.B.Rd. West = (297+3110)/3110=1.09 = 9% increase max
   c. J.S.Rd. North = (297+4656)/4656=1.06 = 6% increase max
   d. J.S.Rd. South = (297+5151)/5151=1.09 = 6% increase max
5. We recognized that an entrance at Rockford Way would generate additional traffic that would be added to Jung Station AND to Upper Bottom ADTs, since there is no other convenient roadway to reach a Highway and because the majority of trips towards the highway are “to and from” St Louis County to the east, and the Upper Bottom path is shorter and move convenient when heading east. With this location, nearly every single trip generated will drive through the existing lighted intersection and the majority of those trips will also travel along Upper Bottom. We see this as additional travel along public roadways and an additional intersection for every trip. We believe the vast majority of travel through this intersection is from Jungs to Upper or vice versa and NOT from Jungs to Jungs. (i.e. most traffic goes along upper bottom anyway, not much traffic goes through intersection without turning)
6. We recognized that an entrance at Rockford Way would not have sufficient sight distance per requirements and every single trip in/out of that entrance will be a higher percentage of vehicle conflict for accidents.
7. We recognized that an entrance on Upper Bottom would have more than the required sight distance.
8. We evaluated the possible traffic conflicts at a proposed location at Rockford Way to be typical and with every trip in/out as traffic flows very freely along Jungs Station south of the intersection.
9. We recognize that daily traffic backs up along Upper Bottom westbound lane from the light and up to or past our proposed entrance. This traffic is stacking up from the existing intersection light timing and is typically less than 1-2 hour long. If we were to propose an entrance on Jungs, most of the new traffic would still travel along Upper Bottom, but would also add to the line to turn left at the light and add to the traffic on Jungs Station.

In Summary, we believe the higher percentage of trips will be on Upper Bottom regardless of the proposed entrance. The location we proposed has sight distance and is believed to collect the traffic off of the roadways in less distance and one less light/intersection, than Rockford Way. Also, with the lights, outer road, and highway configuration at Jung Station and Hwy 364. The majority of the increase ADTs will be on Upper Bottom regardless, because access to 364 is much easier and faster from Upper Bottom than Jungs.

Personally while I lived off of Jungs, I would drive through the intersection and up Upper Bottom to come to SCES offices and to Westport before that everyday, in lue of, driving up Jungs to 364.

James R Piper Jr, PE  
Project Engineer  
St. Charles Engineering & Surveying  
801 S. Fifth Street, Suite 202  
St. Charles, MO 63301  
Phone: 636.947.0607 Ext. 321  
Fax: 636.947.2448  
jpiper@stcharleseng.com  
www.stcharleseng.com
Traffic Volume Maps

Interactive Average Annual Daily Traffic Map

2019 AADT Legend
- 1 to 399
- 400 to 999
- 1,000 to 1,699
- 1,700 to 2,499
- 2,500 to 4,999
- 5,000 to 9,999
- 10,000 to 19,999
- Over 20,000

Jungs Station Traffic North
Traffic Volume Maps
Interactive Average Annual Daily Traffic Map

Jungs Station Traffic South
Traffic Volume Maps
Interactive Average Annual Daily Traffic Map

Upper Bottom Traffic East
## Traffic Volume Maps

### Interactive Average Annual Daily Traffic Map

### TMS Data Zone - 2019 Average Annual Daily Traffic (AADT) - Help

#### CRD UPPER BOTTOM RD E

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Show Traffic Daily Volume

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**Upper Bottom Traffic West**
My husband and I currently reside at the corner of Huntleigh Manor Drive and Jungs Station Road. Below are
our main questions/concerns:

1. Value of our property: Will the homes that are planned complement our subdivision ~ comparable size and character? Comparable cost? Concerned about property values.
2. Proximity of new homes to existing homes on Huntleigh Manor Drive; will you provide some kind of buffer (i.e. landscaping or some other sort of barrier) between the new homes and our existing homes? **This is extremely important to those of us who live on Huntleigh Manor Drive because of the close proximity of the new homes. It is very important to us that some kind of buffer separate these two subdivisions.**
3. According to the grading map it looks like a berm might be built ~ what type of erosion control will be in place during grading and construction?
4. COVID-19 has impacted a lot of businesses ~ what guarantees can be put in place to ensure completion of this new subdivision, regardless of sales.
5. Has there been, or will there be, an environmental impact study.

We really do want to be good neighbors and work with the developer to have the best outcome possible. We have researched Rowles and believe they have a high degree of integrity and produce quality homes. However, in order to be good neighbors, we need to have some assurances about our concerns listed above and those of others within our subdivision.

Thank you for reading our questions.

Sincerely,

Russ & Dottie Freitag
300 Huntleigh Manor Drive
St. Charles, MO 63303
(314) 265-1175 Dottie Cell
(314) 265-1178 Russ Cell
(636) 441-1175 Home Phone
This is our response to the attached citizen comments (from Russ and Bettie Freitag):

1. The homes that Rowles Company plans to offer are consistent with the surrounding neighborhood. While we can’t state what our starting sales price will be until we have our development costs established on an approved project, we can state that with the rising cost of ground, development costs and home construction costs, we predict that our average sales price will not harm property values. Rarely, if ever, does new residential construction depress home values in surrounding neighborhoods. In fact it typically does the opposite.

2. There is no landscape buffer planned in that area. The proposed lots in that area are 120’ deep which after setbacks, average house depth and even consideration of a 10’ deck or patio would provide for 40’ of open yard to the property line. It is similar to their properties where no buffer was required or created.

3. The is no berm proposed in this area. There is a cut where the property would slope down from Huntleigh Manor Drive towards the proposed rear yards. During the development process, we will employ they typical erosion control measures of silt fence, mulch waddle and temporary seeding until the homes are built and sod can be established. However, due to the grading of the site, no storm water will enter onto the Huntleigh properties from our site.

4. Rolwes Company has never walked from a site that we have developed. Additionally, Rolwes Company worked with many banks during and after the downturn to complete projects that they were left with. With that being said, there is no way to fully guarantee that any company won’t fail during an economic downturn. We are a conservative company by nature, and don’t get too far ahead of ourselves on land purchases which helped us during the downturn of 2006-2010.

5. Rolwes Company will comply with all required studies during the approval process per Federal, State and Local codes.

Thanks,

Edward Zigarowicz III  
Land Manager  
Rolwes Company

O: 314-821-9600  
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
We are not in favor of this development and oppose it. We are home owners located very close to the intersection of Upper Bottom and Crown Passage Dr. We built where we did because of the countryside and wish to keep it that way. If the wildlife could vote, they would not be in favor of it either. This needs to be voted on by all surrounding homeowners.
Rolwes Company understands that change is difficult for everyone, particularly when the change involves what a person sees out their front door, or rear yard. However, the subject property is in an area that has and continues to experience growth in residential construction. Our proposed project is consistent with the surrounding properties and Rolwes Company will do our very best to be good neighbors during this process.

Thanks,

Edward Zigarowicz III  
Land Manager  
Rolwes Company

O: 314-821-9600  
C: 314-605-6121

Referrals are the highest compliment we can receive. We thank you for yours.
My husband and I reside on Huntleigh Manor Drive. Below are our main questions/concerns:

1. Value of our property: Will the homes that are planned complement our subdivision ~ comparable size and character? Comparable cost? Concerned about property values.

2. If possible, exterior of homes to be earthtone to complement our houses.

3. Erosion. There is an ongoing erosion problem with the creek and with houses backing to the new subdivision. Please try and mitigate anymore erosion from the construction of new houses.

Thank you

Lisa and Dave Woznicki
328 Huntleigh Manor Drive
Wednesday, April 15th, 2020

County Planning and Zoning Members and County Planning Director
County of Saint Charles
County Executive Office Building
County Council Chambers 3rd Floor
100 North Third (3rd) Street
Saint Charles, Missouri 63301-2854

Reference: Public Written Testimony for the Wednesday, April 15th, 2020 at 7:00 p.m. County Planning and Zoning Commission Meeting to be included in the Official Journal and Public Record of the Saint Charles County Planning and Zoning Commission

RZ 20-30, PRE 20-01, PRE 20-05

Dear County Planning and Zoning Commissioners & County Planning Director:

I am highly opposed to the proposed conduct and proposed illegal violations of the Saint Charles County Council, my Home-County in how it proposes to hold Public Meetings in Violations of Chapter 610 in its entirety of the Revised State Statues of Missouri. No Authority is granted to the Council in Section 610.021 of the Statue.

1. RZ-20-03: 55-Acres Marina Community
1. **Recommendation:** Approve of New Zoning District.

2. **PRE-20-01:**
   1. Condition- that the Applicant meet all standards of the County Subdivision Ordinance
   2. Condition-Deeper Set Back of Home from the Roadway

   **My Recommendation:** To make all Amendments to this Approval

3. **PRE-20-05**
   1. Flood Control
   2. Retention/Detention
   3. Cul-De-Sac Turning Radius for Emergency Vehicles
   4. Traffic Study

   **My Recommendation:** Approval with Conditions

Very Truly Yours,

/\S/\: Arnie C. AC Dienoff

Arnie C. AC Dienoff
Saint Charles County/State Civic & Public Advocate
On behalf of OUR and my fellow
433,000 County Residents