

AGENDA

PLANNING AND ZONING COMMISSION

CITY OF SUNSET HILLS, MISSOURI

WEDNESDAY, OCTOBER 5, 2016

7:00 P.M.

There will be a meeting of the Planning and Zoning Commission in the Robert C. Jones Chambers of City Hall located at 3939 S. Lindbergh Blvd., Sunset Hills, Missouri 63127 on October 5, 2016 at 7:00 p.m. The Commission will consider the following:

Pledge of Allegiance

Approval of the minutes of the September 7, 2016 meeting.

NEW BUSINESS:

- P-24-15 Extension of approval of Preliminary Subdivision Plat, submitted by Tim Baker of Cole and Associates, for property at 12551 West Watson Road (aka Cozy Cove Subdivision).
- P-27-16 Petition for an Amended Development Plan, submitted by New Balance Athletics for the construction of a generator at 3636 South Geyer Road.
- P-28-16 Petition for a Text Amendment, submitted by the City of Sunset Hills, to amend Appendix B, Section 4.10-8(B)4 "Building Height Limitations" to change the maximum principal building height from seventy-five (75) feet to eighty-five (85) feet.
- P-29-16 Petition for a Conditional Use Permit, submitted by Steve Saladin, to construct and operate a restaurant with a drive thru (MVOB) at 3751 South Lindbergh Boulevard.
- P-30-16 Petition for a Concept Plan, submitted by Pulte Homes, for a mixed use development (attached single family dwellings and bank) at 12415 Court Drive, 12412 Court Drive, 12406 Court Drive, 3825 South Lindbergh Boulevard, 3851 South Lindbergh Boulevard, 3863 South Lindbergh Boulevard, 12405 West Watson Road, 12411 West Watson Road and 12417 West Watson Road.

- P-31-16 Petition for a Lot Split, submitted by Midwest Regional Bank, to divide a 5.56 acre parcel into a 1.32 acre lot and 4.24 acre lot at 11816 Gravois Road.
- P-32-16 Petition for a Conditional Use Permit, submitted by Midwest Regional Bank, to construct and operate a bank with a drive thru (MVOB) on Lot 1 of 11816 Gravois Road.
- P-33-16 Petition for an Amended Development Plan, submitted by PSI Atlantic STL MO LLC, to allow changes to the self-storage facility at 10300 Watson Road.

This petition has been postponed by the applicant.

ANY OTHER MATTERS DEEMED APPROPRIATE:

Should you be unable to attend, please call City Hall at 314-849-3400 no later than 1:00 p.m. on October 5, 2016.



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-24-15
DATE 5/5/2015
FEE 100

Prelim SUBDIVISION

- 1. Applicant's Name Tim Baker
- 2. Mailing Address 1520 S. Fifth Street, Suite 307 St Charles MO 63303 Phone 636-978-7508
- 3. Agent's Name and Address Cole and Associate
(If different than Applicant)
- 4. Property Owner's Name Jeff Simpher
- 5. Address of Property 12551 West Watson Road, Sunset Hills, MO 63127
- 6. Area of Property 2.21 acres
- 7. Existing Zoning R-1 Proposed Zoning R-1
(If Applicable)
- 8. Name of Subdivision Cozy Cove
- 9. Number of Parcels Proposed 2

10. Remarks and Reasons A new 2 lot subdivision will not negatively impact the surrounding property and will bring new tax dollars to the City and provide development in an area of the City where developments are infrequent.

The price range of the new home will meet or exceed current surrounding home values.

11. Legal Description (to be attached)

12. Scale Drawings of Property and proposed Subdivision Plat (to be attached)

13. Fee: \$100 for tract less than three acres. \$200 for tract of three or more acres

I hereby state that I have read all applicable sections of the Zoning and Subdivision Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: 

Summary:

This preliminary subdivision plat for property at 12551 West Watson Road was approved on June 3, 2015. The property is located on the west side of West Watson Road, approximately 200 feet southwest of Bradford Woods Drive. The property consists of 2.21 acres and is zoned R-1, Single Family Residential, and 1-acre minimum lot size. All surrounding properties are also zoned R-1.

Appendix A, Subdivision Regulations, Section 3.2 Preliminary Plat (c) states:

- (4) The approval by the commission of the preliminary plat shall be valid for a period of one (1) year from the date of approval or such longer period as the commission may determine to be advisable if after review by the commission such longer period is necessary to facilitate adequate and coordinated provisions for transportation, water, sewerage, schools, parks, playgrounds or other public requirements. If no record plat of a subdivision or any part of the tract for which a preliminary plat has been approved is recorded within said one (1) year period, or such longer period as the commission shall permit, a resubmission and review thereof by the commission shall be required.

The applicant has requested that a second extension be granted for this Preliminary Plat, while the property owners attempt to resolve issues related to the project. If the Commission denies this extension, the Preliminary Plat will expire and the applicant will be required to resubmit the Preliminary Plat.



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-27-16
DATE 8-29-16
FEE \$250

AMENDED DEVELOPMENT PLAN

- 1. Applicant's Name New Balance Athletics, Inc.
- 2. Mailing Address 3636 S. Beyer Rd. suite 400 ^{Sunset Hills, MO} Phone 314-566-6356
- 3. Agent's Name and Address Eric D. Warren - Facilities Supervisor
(If different than Applicant)
3636 S. Beyer Rd. 63127
- 4. Property Owner's Name TREF I Laumeier II, LLC
- 5. Address of Property 3636 S. Beyer Rd. Sunset Hills, MO 63127
- 6. Area of Property Sunset Hills - St. Louis County
- 7. Current Zoning Commercial Proposed Zoning Commercial
- 8. Remarks and Reasons New Balance would like to install a permanent generator on site to support our server room to minimize business interruption.

9. Legal Description (to be attached)

10. Scale Drawings of Property and Proposed Development Plans (to be attached)

11. Fee: Area of ten acres or less \$250.00. Area of more than ten acres \$250.00 plus \$25.00 for each acre or fraction thereof over ten acres.

I hereby state that I have read all applicable sections of the Zoning Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: 

P-27-16

Title: Amended Development Plan for the installation of a generator at 3636 South Geyer Road.

Owner: Tref I Laumeier II LLC
10990 Wilshire Blvd, Suite 1060
Los Angeles, California 90024

Applicant: Eric Warren, New Balance Athletics, Inc
3636 South Geyer Road
Sunset Hills, Missouri 63127

Date: September 2016



* Map is for informational use only. Not a representation of the project.

● Approximate generator location

Summary:

This petition is for an Amended Conditional Use Permit for the installation of a generator for New Balance's Office at 3636 South Geyer Road. The property is located on the northeast corner of South Geyer Road and Rott Road. The property is currently zoned PD-BC, Planned Development - Business Commercial. The properties to the north (across Watson Road) east, and west (across South Geyer Road) are also zoned PD-BC. The property to the south (Laumeier Park) is zoned R-2, Single Family Residential 20,000 square foot minimum lot size.

Staff analysis:

This application is a petition for an Amended Development Plan for the installation of a generator for New Balance's Office at 3636 South Geyer Road.

Per Appendix B Zoning Regulations, Section 4.10-25 Changes and amendments to final development plan:

- (A) Minor changes: Minor changes in the location, siting and height of buildings and structures may be authorized by the zoning enforcement officer if required by engineering or other circumstances not foreseen at the time the final plan was approved. No change authorized by this section shall cause any of the following:
 - 1. A change in the use or architectural character of the development, including changes in any exterior finish material approved by the board;
 - 2. An increase in building or site coverage;
 - 3. An increase in the intensity of use (e.g., number of dwelling units);
 - 4. An increase in vehicular traffic generation or significant changes in traffic access and circulation;
 - 5. A reduction in approved open space or required buffer areas; or
 - 6. A change in the record plat.
- (B) Plan amendments: All proposed changes in use, or rearrangement of lots, blocks and building tracts, changes in the provision of common open spaces, and changes which would cause any of the situations listed under paragraph (A)

above shall be subject to approval by the board. In such event, the applicant shall file a revised development plan and be subject to the requirements of this section as if it were an entirely new application.

The proposed generator would be a change to the record plat and requires an Amended Development Plan to be submitted to the Planning and Zoning Commission, approved by Board of Aldermen and recorded with St Louis County.

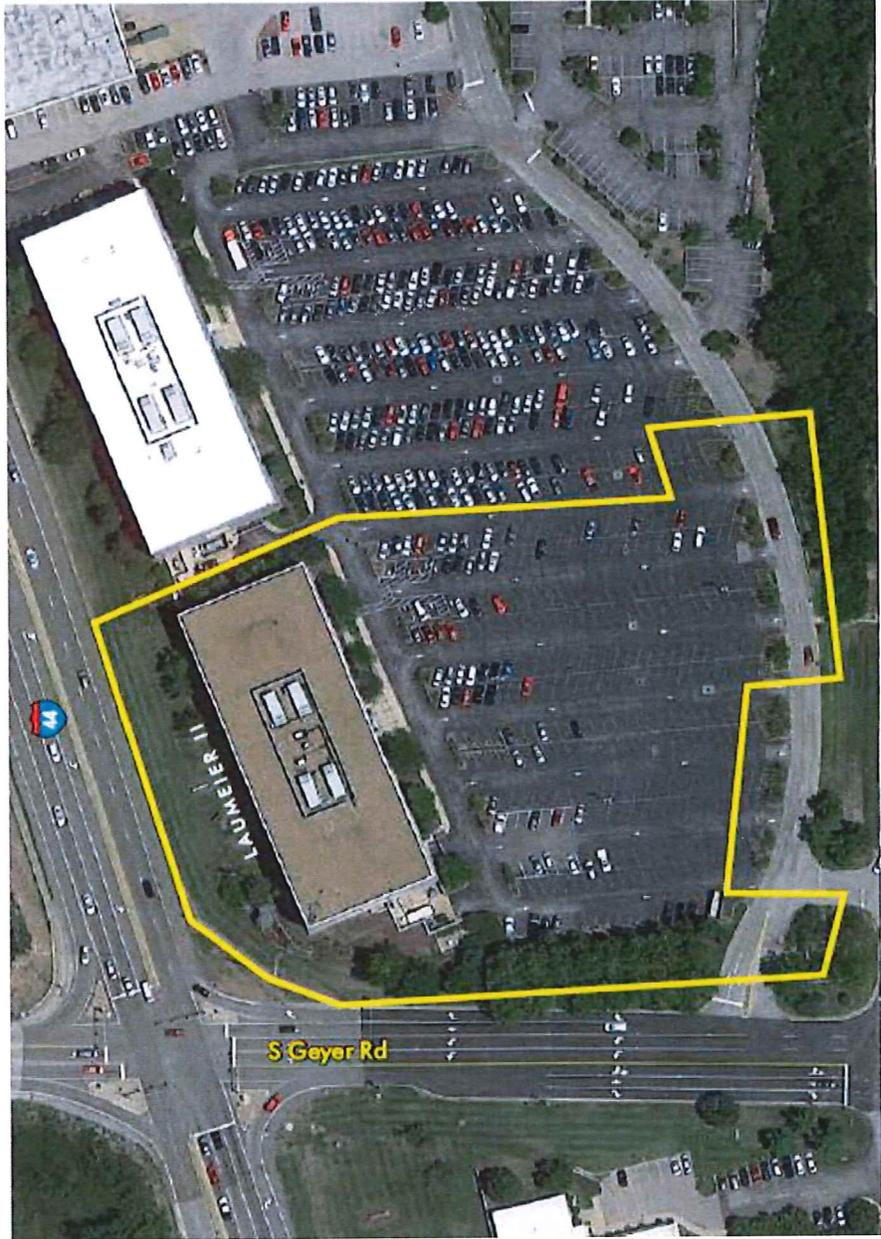
Per Appendix B Zoning Regulations, Section 5.13-3 Screening of building mechanical or electrical equipment:

Major mechanical and electrical systems should be located within the building envelope, if possible. In situations where this is not possible, the following screening standards shall apply to all building mechanical and electrical equipment located outdoors. Exception: Air conditioning units associated with individual residential dwellings need not comply with these screening requirements.

- (A) Ground-mounted equipment: Exterior equipment may be located at ground level, or depressed below ground level, so that the maximum height does not exceed eight (8) feet. The equipment shall not be visible between the ground level and six (6) feet above ground level of any street adjoining the property or from adjacent properties. Screening may be achieved with a wall that is consistent with and/or complementary to the exterior material of the principal building or with dense landscaping. In no case shall ground-mounted building equipment be located between the principal building and a public right-of-way or private street.

The proposed generator would be located on the concrete pad, adjacent to an existing mechanical box and within the building envelope. Therefore, no additional screening is required at this time.

LAUMEIER II
SITE PLAN





NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, OCTOBER 5, 2016, THE PLANNING AND ZONING COMMISSION WILL MEET IN THE ROBERT C. JONES CHAMBERS OF CITY HALL AT 3939 SOUTH LINDBERGH BOULEVARD, SUNSET HILLS, MISSOURI. THE COMMISSION WILL CONSIDER AND DISCUSS A PETITION FOR AN AMENDED DEVELOPMENT PLAN, SUBMITTED BY NEW BALANCE ATHLETICS, FOR THE INSTALLATION OF A GENERATOR AT 3636 SOUTH GEYER BOULEVARD. ANYONE INTERESTED IN THE PROCEEDINGS WILL BE GIVEN AN OPPORTUNITY TO BE HEARD. FURTHER INFORMATION ON THIS PROPOSAL IS AVAILABLE AT CITY HALL, 3939 SOUTH LINDBERGH BOULEVARD IN THE PUBLIC WORKS DEPARTMENT OR BY CALLING 314-849-3400.

PLANNING & ZONING COMMISSION
CITY OF SUNSET HILLS, MISSOURI

P-27-16



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-28-16
DATE 8-31-16
FEE N/A

**AMENDMENT TO ZONING REGULATIONS
(TEXT AMENDMENT)**

1. Applicant's Name City of Sunset Hills

2. Mailing Address 3939 S Lindbergh Blvd Phone 314-849-3400

3. Agent's Name and Address _____
(If different than Applicant)

4. Existing Text Appendix B, Sec 4.10-8(B)4 = Building height limitations =
Except as provided for in Sec 5.10, no principal building shall exceed 75'

5. Proposed Text Appendix B, Sec 4.10-8(B)4 = Building height limitations =
Except as provided for in Sec 5.10, no principal building shall exceed 85'

6. Address/Location of Property that would be affected (if applicable) _____

7. Remarks and Reasons _____

8. Fee: \$150 for zoning (text) amendments without any regard to a specific piece of property

I hereby state that I have read all applicable sections of the Zoning and Subdivision Ordinances of the City of Sunset Hills which are related to the proposed amendment. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: [Handwritten Signature]

P-28-16

Title: Text Amendment (Amendment to Zoning Regulations) to Appendix B, Section 4.10-8(B)4 "Building Height Limitations" to change the maximum principal building height from seventy-five (75) feet to eighty-five (85) feet.

Petitioner: City of Sunset Hills
3939 South Lindbergh Boulevard
Sunset Hills, Missouri 63127

Date: October 2016

Summary:

This petition is for an Amendment to the Zoning Regulations, known as a text amendment. The City is proposing revisions to Appendix B Zoning Regulations, Section 4.10-8(B)4 "Building Height Limitations" to change the maximum principal building height from seventy-five (75) feet to eighty-five (85) feet.

Staff analysis:

Appendix B Section 4.10-8 is the section of the zoning ordinance that regulates the PD-BC Planned Development – Business Commercial Zoning District. It states:

- (A) Permitted uses: Permitted uses shall be as established in the conditions of the ordinance adopted by the board of aldermen governing the particular PD-BC District. Specific uses may only include those uses designated as permitted or conditional uses in the C-1 Commercial District.
- (B) Development standards:
1. Minimum site size: ten (10) acres
 2. Maximum site coverage*:

- a) Commercial uses: 70%
- b) Offices uses: 60%

* Developments containing a mix of commercial and office uses shall be computed on a proportional basis.

3. Minimum building setback from abutting residentially zoned property:
fifty (50) feet

4. Building height limitations: Except as provided for in Section 5.10, no principal building shall exceed seventy-five (75) feet.

5. Minimum buffer requirements when abutting residentially zoned property*:
twenty (20) feet

* Buffer area shall be provided pursuant to Section 5.13 of Appendix B, Zoning Regulations.

6. Maximum floor area ratio: 1.5

A majority of the zoning districts in the City currently have a maximum height of thirty-five (35) feet. The following districts have different height allowances:

PD-LC(C) Planned Development–Limited Commercial, three (3) – ten (10) acre lot size:
fifty (50) feet

PD-MXD Planned Development–Mixed Use, ten (10) acre lot size: thirty-five (35) feet
for residential development and sixty (60) feet for nonresidential development

PD-LS Planned Development–Lifestyle: thirty-five (35) feet or three (3) stories

If this text amendment is approved, the change in maximum height from seventy-five (75) feet to eighty-five (85) feet would only apply to this zoning district.

NOTICE

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PLANNING & ZONING COMMISSION
CITY OF SUNSET HILLS, MISSOURI

P-28-16



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-29-16
DATE 9-14-16
FEE _____

CONDITIONAL USE PERMIT

1. Is this an Amended Conditional Use Permit Yes No Date of original CUP _____

2. Applicant's Name JIMMY JOHN'S (STEVE SALADIN)

3. Mailing Address 3860 SOUTH LINDBERGH Phone (314) 849-3355

4. Agent's Name and Address DOERING ENG. 5030 GRIFFIN, 63128
(If different than Applicant)

5. Property Owner's Name SOUTH LINDBERGH LLC

6. Address of Property 3751 SOUTH LINDBERGH 63127

7. Area of Property to be used 1.21 ACRES

8. Existing Zoning C1

9. Proposed Use C1 WITH A C.U.P.

10. Remarks and Reasons _____

11. Legal Description (to be attached)

12. Scale Drawings of Property, Area to be used and Proposed Development Plans (to be attached)

13. Fee: \$250 for one acre or less. More than one acre \$250 plus \$25 for each acre or fraction thereof over one acre.

(\$275)

I hereby state that I have read all applicable sections of the Zoning Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: Mark A. Doering

MARK DOERING
PRES DOERING ENG. INC.

P-29-16

Title: Conditional Use Permit to construct and operate a restaurant with a drive through at 3751 South Lindbergh Boulevard.

Petitioner: Steve Saladin (South Lindbergh LLC)
921 Delvin Drive
St Louis, Missouri 63141

Date: October 2016



* Map is for informational use only. Not a representation of the project.

Summary:

This petition is for a Conditional Use Permit for a restaurant with a drive through at 3751 South Lindbergh Boulevard. The property is currently zoned C-1, Commercial District. The properties to the north and south (across Maret Drive) are also zoned C-1. The

property to the east (across South Lindbergh Blvd) is zoned PD-BC, Planned Development-Business Commercial. The properties to the west is zoned R-2, Single Family Residential-20,000 square foot minimum lot size.

Staff analysis:

The petitioner is proposing to redevelop the property at 3751 South Lindbergh Boulevard. The property is currently occupied by three (3) vacant homes, which in the past, served as office space and displays for a homebuilder. The petitioner desires to demolish those homes and construct two (2) commercial buildings: a restaurant with a drive through and attached retail space and a second building consisting entirely of retail space.

Restaurants and motor vehicle oriented businesses (which includes drive through operations) both require a Conditional Use Permit in the C-1 zoning district. This petition is a re-submittal of P-02-16, which was denied by the Board of Aldermen. It was suggested that some changes be made to the site to reduce the amount of parking and increase the buffer adjacent to the residential properties to the west. The proposed urgent care facility has been replaced by a retail building of the same size. The parking requirement for retail structures is less than the requirement for medical offices. Therefore, several parking spaces have been removed along the rear property line and a twenty-six (26) foot buffer is proposed.

Appendix B, Zoning Regulations, Section 7.3 outlines criteria and standards for conditional use permit approval.

7.3-1 Criteria: The board shall not approve any conditional use, which they determine to:

(A) Substantially increase traffic hazards or congestion.

A traffic study and access management plan was prepared for the previous petition. To date, no revisions for the change in building use have been submitted to the City. However, a traffic study is only required for the drive through portion of this petition.

(B) Substantially increase fire hazards.

Fire hazards should not be substantially increased. Mehlville Fire District would review the building plans and the new structures would meet all current zoning, building and fire codes.

(C) Adversely affect the character of the neighborhood.

The character of the neighborhood should be minimally affected. The petitioner has a landscape plan that calls for several additional trees, bushes and perennials to be planted on the property. A sight proof privacy fence is also proposed between the site and the residential properties to the west.

(D) Adversely affect the general welfare of the community.

It does not appear that the general welfare of the community would be negatively impacted by this project.

(E) Overtax public utilities.

Public utilities would not be overtaxed due to the proposed use.

(F) Conflict with standards of 7.3-2 and 7.3-3.

The requirements of Section 7.3-2 and 7.3-3 have been met.

(G) Conflict with the goals and objectives or proposed land use in the Comprehensive Plan.

This development would not conflict with the Comprehensive Plan. The current Comprehensive Plan depicts this property as Commercial.

All other requirements listed in Appendix B Zoning Regulations, Section 7 Conditional use procedures and standards, have been met.



The existing site consists of currently vacant residential uses. It is our understanding that the property would be redeveloped with the construction of two new buildings on the site; one 4,000 square foot (SF) building which would consist of 2,200 SF of retail space and an 1,800 SF Jimmy Johns restaurant with drive through service and one 5,000 SF building that would be an urgent care facility.

Access to the site is currently provided via two wide full access drives. The proposed site plan condenses the existing driveways to provide a more defined single driveway onto Lindbergh Boulevard. The conceptual site plan includes one inbound and one outbound lane on the approach to Lindbergh Boulevard. The preliminary site plan is illustrated in **Figure 2**.

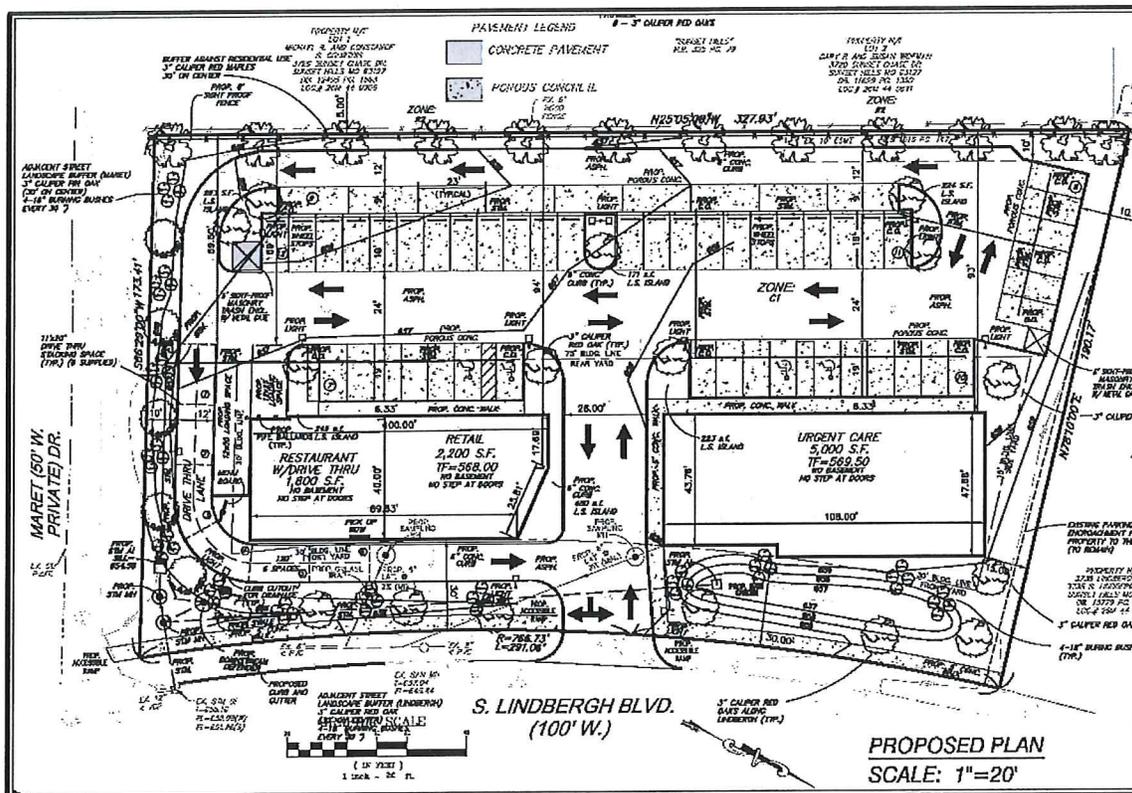


Figure 2 - Preliminary Site Plan (Provided by Others)

The purpose of this study was to determine the number of trips that would be generated by the proposed development, evaluate the impact of the additional trips on the adjacent roads as well as current operating conditions and determine the ability of motorists to safely enter and exit the site. If necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the development. Due to the peaking characteristics of the proposed uses, the focus of our analysis was the midday and p.m. peak hours of a typical weekday.



Existing Traffic Conditions

Lindbergh Boulevard is a five-lane principal arterial highway with left-turn lanes at the major intersections along the corridor. Lindbergh Boulevard is owned and maintained by the Missouri Department of Transportation (MODOT). The highway meanders through the study area, but will be referenced as a north-south route throughout the remainder of this report.

In the study area, Lindbergh Boulevard provides two through lanes in each direction as well as a two-way center left-turn lane. Traffic signals are located north of the site at Rott Road/East Watson Road and to the south of the site at West Watson Road/Eddie and Park Road. The signals along Lindbergh Boulevard operate as part of a coordinated system. The proposed access for the subject site is approximately 400 feet south of the intersection with Rott Road/East Watson Road. According to MODOT's ADT Map from 2013, Lindbergh Boulevard carries approximately 20,500 vehicles per day (vpd) in the vicinity of the site. The posted speed limit is 35 miles per hour (mph).

Maret Lane is a no outlet private residential street just to the south of the subject site that provides access to approximately 25 single-family homes.

In order to establish existing traffic conditions, manual turning movement traffic counts from the signalized intersection of Lindbergh Boulevard with Rott Road/East Watson Road were referenced from the Fall of 2014 for the midday (11:00 a.m. - 1:00 p.m.) and p.m. (4:00-6:00) peak periods. This data revealed the weekday peak hours of the adjacent roadway to be from 12:00-1:00 p.m. and 4:45-5:45 p.m.

Based on those counts, approximately 950 vehicles per hour (vph) are traveling northbound and 1,050 vph are traveling southbound during the midday peak hour, while 950 vph are traveling northbound and 1,875 vph are traveling southbound during the p.m. peak. The existing peak hour traffic volumes are summarized in **Exhibit 1**.

In addition queue observations were made near the proposed site driveway to determine if the proposed driveway is blocked during the midday or p.m. peak hours. Midday and p.m. peak hour observations indicate that the through northbound queue from the Rott Road/East Watson Road signal to the north infrequently (twice for less than 10 seconds) blocked the driveway, while the queues from the West Watson Road/Eddie and Park Road signal to the south did not block the proposed driveway once. The northbound left-turn queues from the signal were observed to remain within the left-turn bay, and as such, would not have an impact on the proposed driveway. The through queues that extended to the driveway were observed to be more of a rolling queue with signal timing that changed as vehicles were approaching.

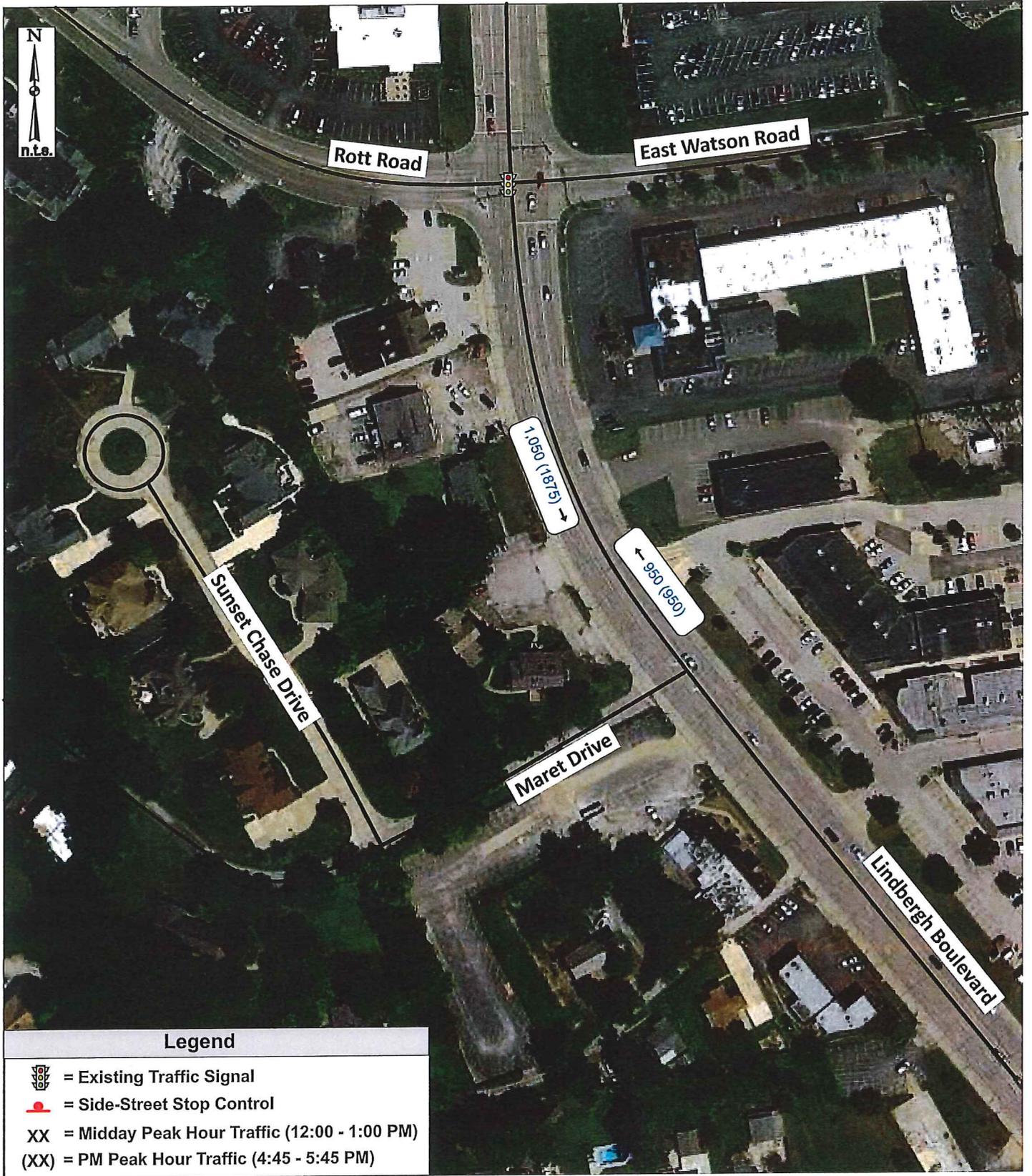


Exhibit 1: Existing Traffic Volumes



Proposed Redevelopment

As previously discussed, it is our understanding that the property will be redeveloped with the construction of two buildings on the subject site. One building would consist of a 2,200 SF of retail space and a 1,800 SF Jimmy John's fast food restaurant with drive through service. The second building would consist of a 5,000 SF urgent care facility.

Access to the site is currently provided by two wide full access drives. The proposed access plan is to reduce the access configuration to a single full access driveway about midway along the frontage of the site. The current site plan also has one inbound and one outbound lane onto Lindbergh Boulevard. It is our understanding that MoDOT has reviewed the preliminary access plan and found it to be generally acceptable.

Trip Generation

As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed development would generate during the midday and p.m. weekday peak hours. The traffic was forecasted based upon information provided in the "Trip Generation Manual", Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

The average trip rate was used for Land Use 610: Hospital (for the proposed Urgent Care building), Land Use 826: Specialty Retail Center (for the retail space) and Land Use 934: Fast Food Restaurant w/ Drive-Thru (for the proposed Jimmy John's). Since ITE does not provide specific trip generation estimates for the midday peak hours; the higher of the a.m. and p.m. peak hour of generator rates was applied to the fast-food restaurant and urgent care to estimate the midday traffic. To estimate the midday trips for the specialty retail center facility, the p.m. peak hour volumes were assumed. The peak hour of adjacent street traffic (one hour between 4:00 and 6:00 p.m.) was utilized for the p.m. peak hour.

It is reasonable to believe that there could be some common trips between the restaurant and the other uses, but in an attempt to be conservative, no common trip reductions were applied. As shown in **Table 1**, the proposed development is expected to generate 111 total trips during the weekday midday peak hour and 75 total trip during the p.m. peak hour when using the ITE trip generation.



Table 1 – ITE Trip Generation Estimate for Proposed Re-Development

| Land Use (ITE Code) | Size | MIDDAY Peak Hour | | | PM Peak Hour | | |
|--|----------|------------------|-----------|------------|--------------|-----------|-----------|
| | | In | Out | Total | In | Out | Total |
| Urgent Care/Hospital (610) | 5,000 SF | 2 | 4 | 6 | 2 | 3 | 5 |
| Specialty Retail (826) | 2,200 SF | 5 | 5 | 10 | 5 | 5 | 10 |
| Fast Food Restaurant with Drive-Thru (934) | 1,800 SF | 50 | 45 | 95 | 30 | 30 | 60 |
| Total | | 57 | 54 | 111 | 37 | 38 | 75 |

Trip Estimate based on Local Jimmy Johns Data

The owner of the Jimmy Johns provided transactional data for the existing store for 10 random days. Based on the information provided, the current Jimmy Johns restaurant averages approximately 65 transactions during the lunch peak and less than 15 transactions during the p.m. commuter peak hour. If one conservatively assumes that each transaction generates one inbound and one outbound trip, the Jimmy Johns would generate approximately 130 total trips (65 in and 60 out) during the midday and 30 total trips (15 in and 15 out). Based on this data, the ITE trips would appear to be overstated for the p.m. peak and slightly understated during the Midday peak.

Table 2 summarizes the trip generation estimate for the development utilizing the local trip estimate for Jimmy Johns during the midday peak and the ITE trip estimate was used for the Jimmy Johns during the p.m. peak. The traffic volumes shown in Table 2 were used in the capacity analyses, which provides a very conservative analysis. The proposed development is expected to generate 146 total trips during the weekday midday peak hour and 75 total trip during the p.m. peak hour. Although the trip generation for the proposed fast food restaurant is heavier during the midday peak hour, there is more available capacity and less congestion on the adjacent streets during the midday peak versus the p.m. peak hour.

Table 2 – Trip Generation Estimate for Proposed Re-Development (with local estimate)

| Land Use (ITE Code) | Size | MIDDAY Peak Hour | | | PM Peak Hour | | |
|--|-----------------|------------------|-----------|------------|--------------|-----------|-----------|
| | | In | Out | Total | In | Out | Total |
| Urgent Care/Hospital (610) | 5,000 SF | 2 | 4 | 6 | 2 | 3 | 5 |
| Specialty Retail (826) | 2,200 SF | 5 | 5 | 10 | 5 | 5 | 10 |
| Fast Food Restaurant with Drive-Thru (Local Transactional Data) | 1,800 SF | 65 | 65 | 130 | 30 | 30 | 60 |
| Total | | 72 | 74 | 146 | 37 | 38 | 75 |



Trip Distribution

The traffic generated by the proposed redevelopment was assigned to the adjoining roadway system based on existing traffic patterns. It is anticipated that the directional distribution of new site-generated trips would be 50% to the north on Lindbergh Boulevard and 50% to the south on Lindbergh Boulevard.

The trip distribution were applied to the site-generated traffic volumes and assigned to Lindbergh Boulevard, as shown in **Exhibit 2**. This site-generated traffic was added to the existing traffic volumes to reflect the Build Traffic Volumes for the midday and p.m. weekday peak hours, as shown in **Exhibit 3**.

Right-Turn Lane Warrants

The need for a separate southbound right-turn lane on Lindbergh Boulevard at the proposed commercial entrance was compared to MoDOT's Access Management Guidelines (AMG) methods. Right-turn lanes are considered as asset to promote safety and improved traffic flow at relatively high conflict locations. Separate right-turn lanes are intended to remove turning vehicles from the through lanes which reduces the potential for rear-end collisions at intersections.

The MoDOT figure, *Right Turn Lane Warrant for a Four-Lane Roadway*, was utilized to address traffic volumes at the intersection of Lindbergh Boulevard with the proposed site driveway. **Figure 3** illustrates the Build Traffic Volumes plotted on the MoDOT figure for evaluation of right-turn lanes. Based on the minimal number of right-turns needed to satisfy the criteria, in conjunction with the heavy southbound traffic volumes along Lindbergh Boulevard, a separate southbound right-turn lane would be "warranted" based on MoDOT's AMG at any location along Lindbergh Boulevard where more than 15 right-turns are made, which would be almost any connection to Lindbergh Boulevard.

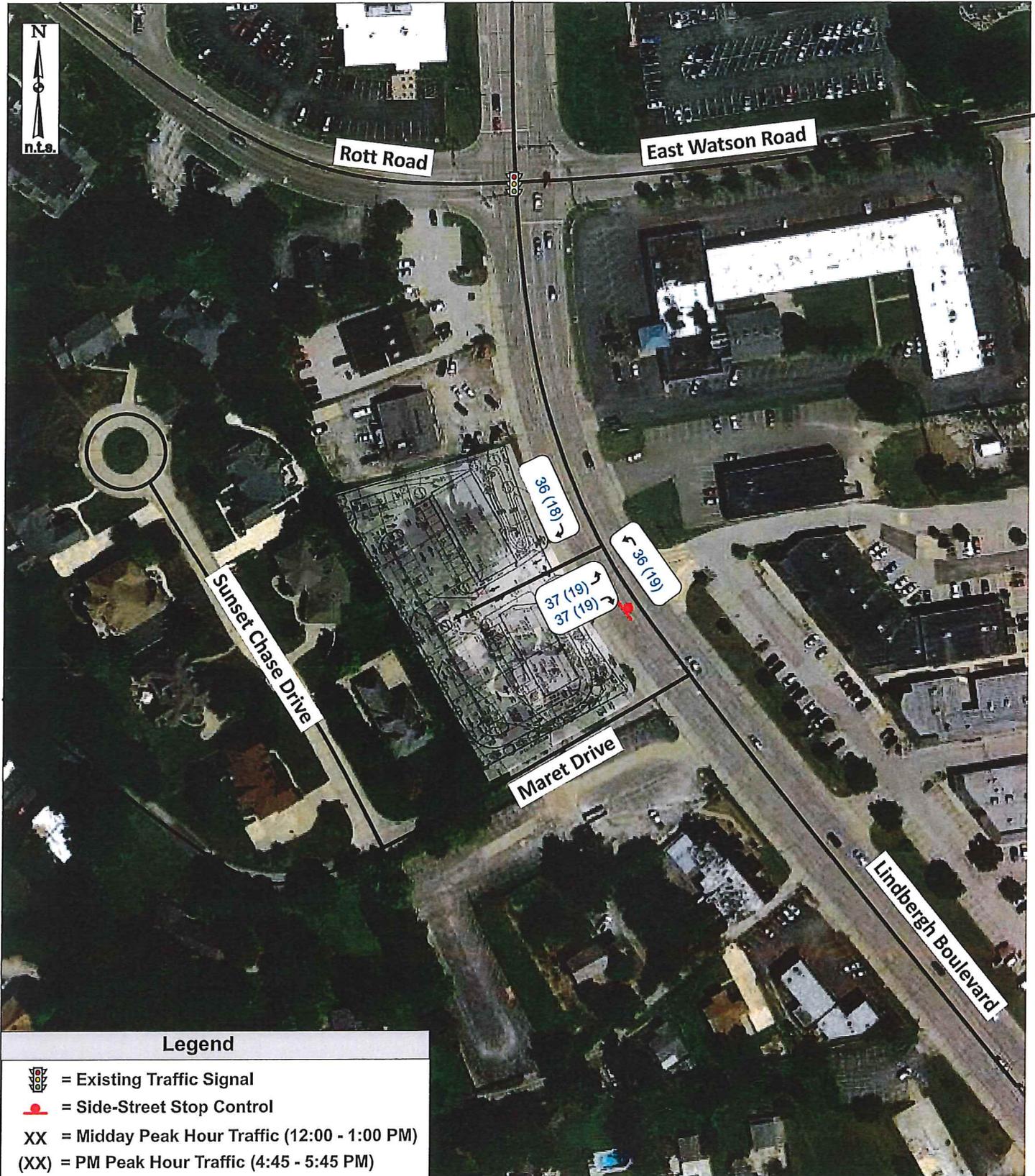


Exhibit 2: Site-Generated Trips

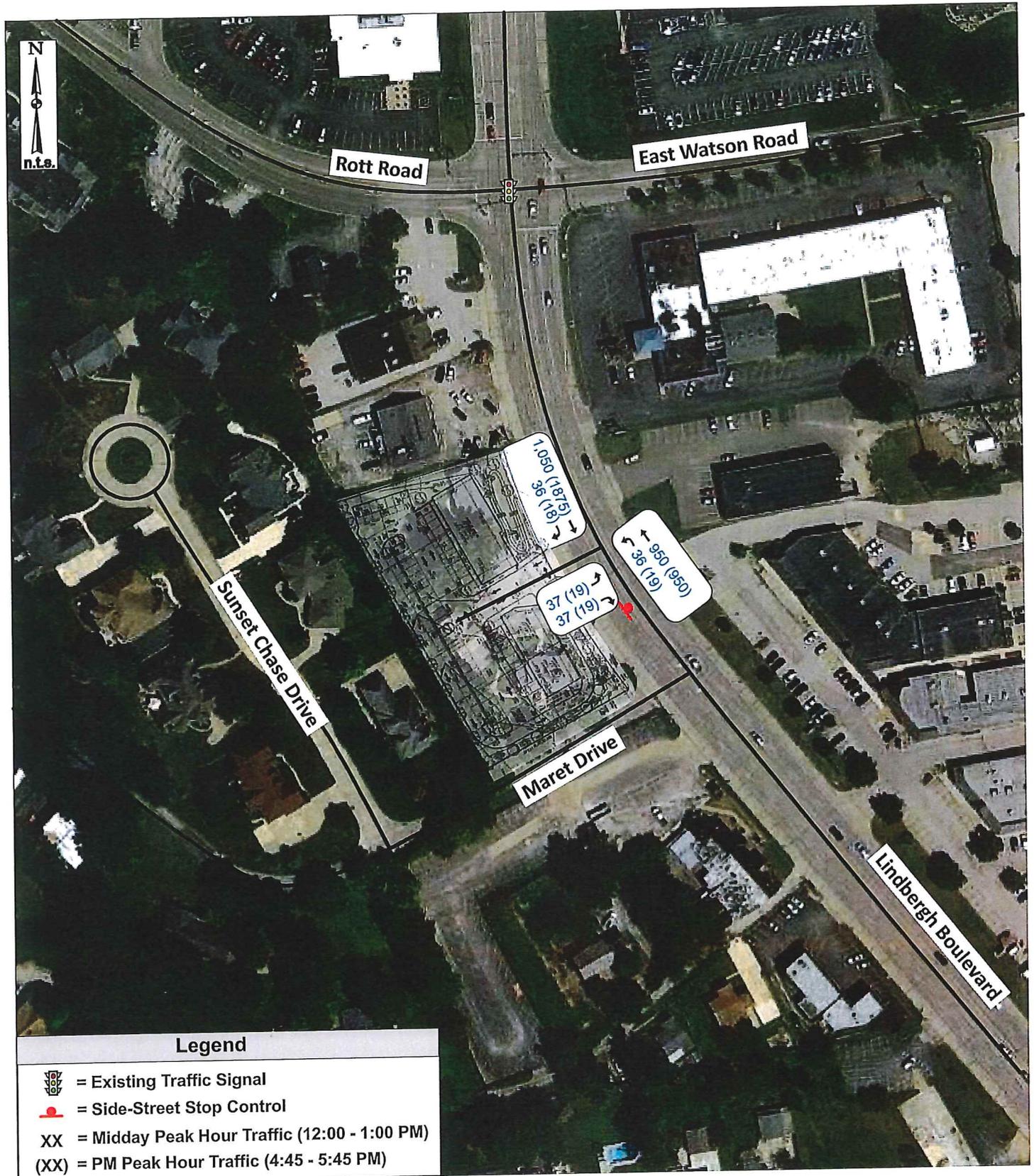
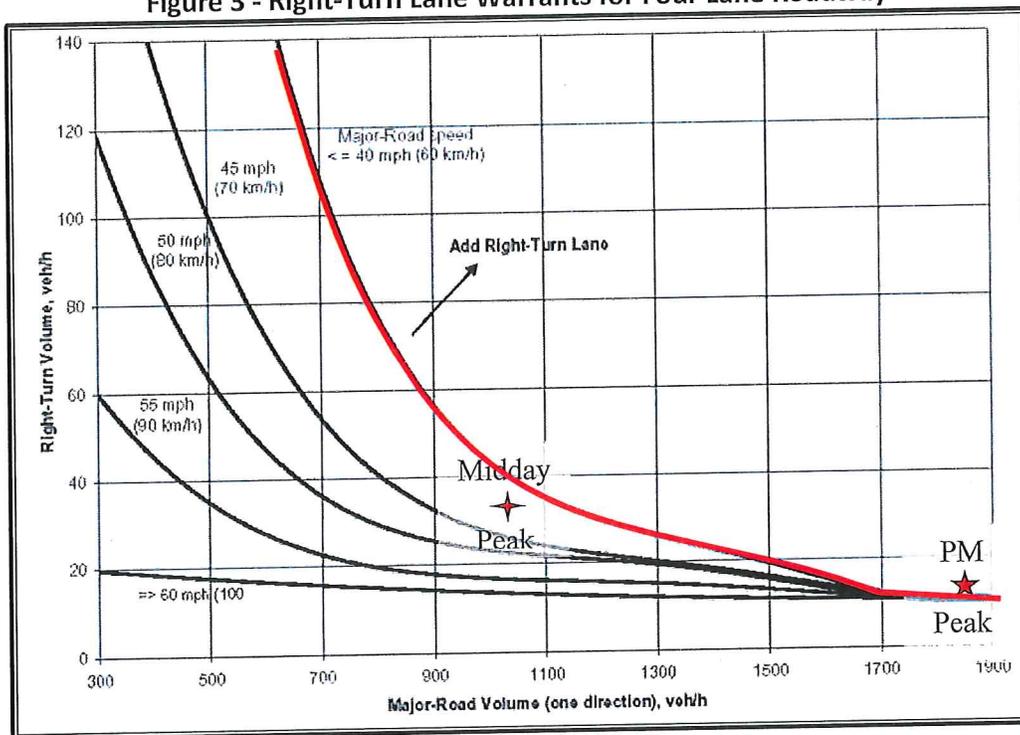


Exhibit 3: Build Traffic Volumes (2015)



Figure 3 - Right-Turn Lane Warrants for Four Lane Roadway



Although a separate southbound right-turn lane is technically warranted by MoDOT's AMG, it is not needed for capacity reasons. The estimated southbound right-turn volume on Lindbergh Boulevard into the site is expected to be 36 vph in the midday peak hour (which would not meet warrants) and 18 vph in the p.m. peak hour, which would barely meet warrants. However, if the local Jimmy Johns transactional data was utilized only 11 right-turns are expected, therefore not warranted. It should be noted that a shoulder, approximately 10 foot in width, is already present on Lindbergh Boulevard that many motorists utilize as an auxiliary turn lane at many of the unsignalized locations along Lindbergh Boulevard. Based on the low right-turn volume and the shoulder that is already present, it is not believed that a southbound right-turn lane on Lindbergh Boulevard at the site drive is justified.

Additionally, a separate right-turn lane cannot physically be accommodated along the frontage of this property alone and would require the cooperation of multiple property owners. This property only has approximately 100 feet of frontage.



Traffic Analysis

The forecasted operating conditions were analyzed using SYNCHRO 8, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 2** summarizes the thresholds used in the analysis for unsignalized intersections.

Table 2: Level of Service Thresholds

| Level of Service (LOS) | Control Delay per Vehicle (sec/veh) |
|------------------------|-------------------------------------|
| | Unsignalized Intersections |
| A | 0-10 |
| B | > 10-15 |
| C | > 15-25 |
| D | > 25-35 |
| E | > 35-50 |
| F | > 50 |



The study intersections were evaluated using the methodologies described above. **Table 3** summarizes the results of the build operating conditions during the midday and p.m. weekday peak hours.

The eastbound approach is expected to operate at acceptable levels (LOS D or better) in the forecasted condition during both the midday and p.m. peak hour. However, it is acknowledged that motorists turning left out of the site would incur longer delays during the p.m. peak hour due to heavy southbound through volumes on Lindbergh Boulevard, which occasionally limits the ability for a vehicle to enter or cross the traffic stream from the side street.

Table 3: Build Operating Conditions Summary

| <i>Traffic Movement</i> | <i>MIDDAY Peak Hour</i> | <i>PM Peak Hour</i> |
|--|-----------------------------|-------------------------|
| <i>Lindbergh Boulevard at Proposed Redevelopment Driveway (unsignalized)</i> | | |
| Northbound Lindbergh Boulevard Left-Turn | B (10.8) | C (19.1) |
| Eastbound Site Exit Approach | C (16.5) | D (31.2) |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

It must also be acknowledged that it is not uncommon along heavily traveled arterials, such as Lindbergh Boulevard, for left-turn vehicles on the side-streets and private drives to incur lengthy delays. The presence of a center-left-turn lane along Lindbergh Boulevard does allow for a motorist to complete their turn in two stages as opposed to waiting for a simultaneous gap in both directions of traffic flow. For example, a motorist exiting the proposed site destined to the north on Lindbergh Boulevard could wait for the southbound lanes to clear, turn into the center-left-turn lane and then wait for a gap in the northbound flows to merge into traffic. This practice is common throughout the greater St. Louis Metropolitan area and was assumed in these analyses.

It should also be noted that the signalized intersection with Rott Road/East Watson Road, is approximately 400 feet north of the proposed driveway and, in reality, would create artificial gaps in mainline traffic when the traffic signal cycles which, in turn, could actually reduce the delay from the site drive. Furthermore, the location of the proposed Lindbergh Boulevard driveway would provide appropriate spacing from the Rott Road/East Watson Road traffic signal so that the queue lengths would have minimal impact to the proposed site driveway.



Parking and Drive-Through Queuing

The site plan was reviewed to verify that the City's parking and drive-through stacking requirements are met. The City's parking requirements are summarized below:

- Restaurant: one space for every 3 persons based on maximum seating capacity, plus 1 space for every vehicle used in conjunction with the operation thereof;
- Retail: 1 space for each 200 square feet of floor area;
- Urgent Care (medical clinic): 6 spaces for each 1,000 square feet of floor area plus 1 space for every employee plus 1 space for each motor vehicle used in conjunction with the operation of the business.

It is our understanding that 18 seats are proposed and 2 restaurant related vehicles will be on site, which results in 8 parking spaces required for the restaurant. The proposed 2,200 SF of retail space would require 11 parking spaces. The proposed 5,000 SF of medical space (6 employees expected) would require 36 parking spaces. As such, a total of 55 parking spaces are required for the overall development. In addition, 4 loading spaces are required by code.

Based on the conceptual site plan provided, 55 parking spaces and two loading spaces are proposed. A variance has been requested for the reduced number of loading spaces.

The City also requires drive-through facilities to provide 5 stacking spaces (or 100 feet) for the drive-up window. The site plan provided shows storage for approximately six vehicles (120 feet) in the drive-through lane from the pickup window, which exceeds the City's requirement. Upon further review of the site plan, it appears there is enough room to accommodate 150 feet of queuing before the queues would impact parking.

Summary

CBB completed the preceding study to address the traffic impacts associated with a proposed redevelopment of the currently vacant residential lot in the northwest quadrant of Lindbergh Boulevard and Maret Drive in Sunset Hills, Missouri. The following summary is provided;

- The proposed access will consolidate two curb cuts that currently serve the site to one curb cut, generally located at the midpoint. The site plan currently provides one inbound and one outbound lane to Lindbergh Boulevard.
- The proposed site was conservatively assumed to generate a total of 146 trips during the midday peak hour and 75 total trips during the p.m. peak hour.
- A separate southbound right-turn lane is warranted based on MoDOT's AMG if the ITE trip data is used during the p.m. peak (18 right-turns), but would not be warranted based on local Jimmy John's data (11 right-turns). Based on the low right-turn volume and the



10-foot wide shoulder that is already present, it is not believed that a southbound right-turn lane on Lindbergh Boulevard at the site drive is justified.

- The eastbound exit is expected to operate at acceptable levels (LOS D or better), but the left-turns out may incur longer delays during the p.m. peak due to heavy southbound through volume.
- A single exit lane from the site would also provide acceptable level of service and reduce conflicts at the site exit and drive through exit.
- Based on the City Code, 55 parking spaces are needed and 55 spaces are proposed.
- Based on the City Code, 4 loading spaces are needed and 2 loading spaces are proposed.
- The site plans shows 120 feet of stacking distance from the pick-up window, which exceed the City's requirements. Therefore, the queuing area shown on the site plan should be adequate.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed redevelopment generally in the northwest quadrant of Lindbergh Boulevard and Maret Drive in Sunset Hills, Missouri. Please contact me in our St. Louis office (314) 878-6644, ext. 37 or brensing@cbbtraffic.com should you have any questions or comments concerning this material.

Sincerely,

Brian Rensing, P.E., PTOE
Traffic Engineer

NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, OCTOBER 5, 2016, THE PLANNING AND ZONING COMMISSION WILL MEET IN THE ROBERT C. JONES CHAMBERS OF CITY HALL AT 3939 SOUTH LINDBERGH BOULEVARD, SUNSET HILLS, MISSOURI. THE COMMISSION WILL CONSIDER AND DISCUSS A PETITION FOR A CONDITIONAL USE PERMIT, SUBMITTED BY STEVE SALADIN, TO CONSTRUCT AND OPERATE A RESTAURANT WITH A DRIVE THRU (MVOB) AT 3751 SOUTH LINDBERGH BOULEVARD. ANYONE INTERESTED IN THE PROCEEDINGS WILL BE GIVEN AN OPPORTUNITY TO BE HEARD. FURTHER INFORMATION ON THIS PROPOSAL IS AVAILABLE AT CITY HALL, 3939 SOUTH LINDBERGH BOULEVARD IN THE PUBLIC WORKS DEPARTMENT OR BY CALLING 314-849-3400.

PLANNING & ZONING COMMISSION
CITY OF SUNSET HILLS, MISSOURI

P-29-16



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-30-16
DATE 9-14-16
FEE \$25

CONCEPT PLAN

- 1. Applicant's Name Pulte Homes of St. Louis, LLC
- 2. Mailing Address 17107 Chesterfield Airport Road, Suite 120 Phone 636-537-7122
- 3. Agent's Name and Address George M. Stock, P.E. - President Stock & Associates Consulting Engineers, Inc.
(If different than Applicant)
257 Chesterfield Airport Road, Chesterfield, Missouri 63005
- 4. Property Owner's Name See attached.
- 5. Address of Property Lindbergh Blvd. and Court Drive
- 6. Area of Property +/- 2.90 Acres
- 7. Existing Zoning "R-2" Residential & "C-1" Commercial Proposed Zoning "PD-LS" Planned Development Lifestyle
- 8. Proposed Use Lifestyle Community

9. Remarks and Reasons To present to the City a Mixed Use Plan consisting of 21 luxury villa homes and relocation of existing commercial zoning from the frontage of Court Drive to the corner intersection. This plan provides a unified and logical residential planned lifestyle community.

- 10. Legal Description (to be attached)
- 11. Scale Drawings of Property and Proposed Development Plans (to be attached)
- 12. Fee: \$25.00

I hereby state that I have read all applicable sections of the Zoning Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: 

P-30-16

Title: Concept Plan for a mixed use development at 12406, 12412 & 12415 Court Drive, 3825, 3851 & 3863 South Lindbergh Boulevard and 12405, 12411 & 12417 West Watson Road.

Petitioner: Pulte Homes of St Louis, LLC
17107 Chesterfield Airport Road
Chesterfield, Missouri 63005

Date: October 2016



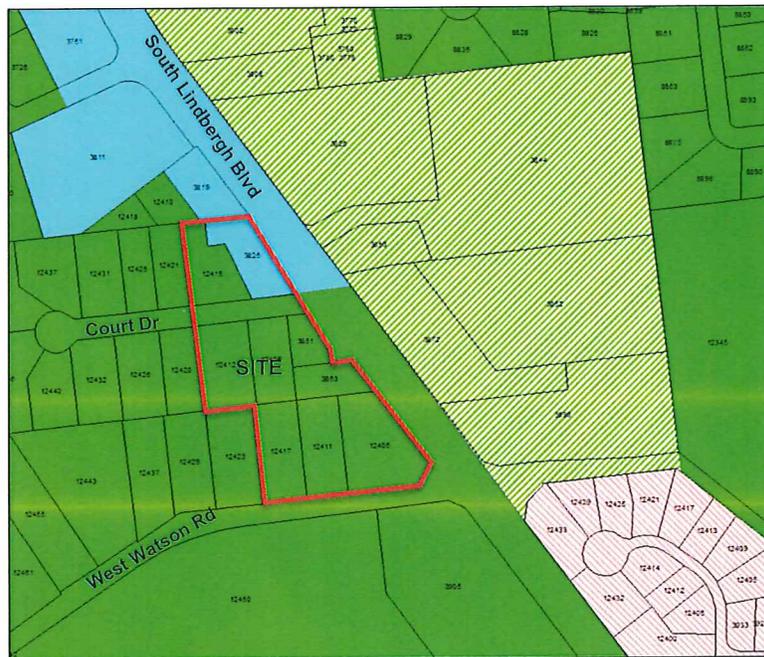
* Map is for informational use only. Not a representation of the project.

Summary:

This petition is for a Concept Plan for the redevelopment of nine (9) properties, beginning at the northwest corner of South Lindbergh Boulevard and extending south, to the northwest corner of South Lindbergh Boulevard and West Watson Road. The northeastern most property is zoned C-1, Commercial. The remaining properties are zoned R-2, Single Family Residential-20,000 square feet minimum lot size. The properties to the east (across South Lindbergh Boulevard) are zoned PD-BC, Planned Development-Business Commercial. The properties to the south (across West Watson Road) are zoned R-2, Single Family Residential-20,000 square foot minimum lot size and are occupied by the City Offices and Watson Trail Park. The properties to the west are zoned R-2 and the properties to the north are zoned R-2 and C-1.

Map Legend

-  C-1
-  NU
-  PD-BC
-  PD-LC(A)
-  PD-LC(B)
-  PD-LC(C)
-  PD-LI
-  PD-LS
-  PD-MXD
-  PD-R
-  PD-RC
-  R-1
-  R-2
-  R-3
-  R-4
-  R-5
-  R-6



Staff analysis:

The petitioner is proposing to redevelop the properties at 12406, 12412 & 12415 Court Drive, 3825, 3851 & 3863 South Lindbergh Boulevard and 12405, 12411 & 12417 West Watson Road. This area was affected by a tornado in 2010 and is, for the most part, vacant. There are currently single family residences on two (2) of the nine (9)

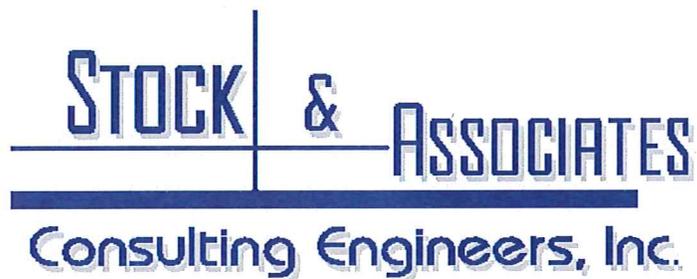
properties. There is also an existing parking lot and concrete pad from a commercial structure at 3825 South Lindbergh Blvd. The petitioner is proposing to demolish the existing improvements and redevelop the property.

The proposed development would consist of a bank on the northwest corner of South Lindbergh Boulevard and West Watson Road and 21 attached villa homes. The petitioner is also proposing to reroute Court Drive, creating a point of access on West Watson Road and eliminating the current point of access, which is on South Lindbergh Boulevard.

If the petitioners wish to proceed with this project, the following would be required:

1. A text amendment, either creating a new zoning district or amending an existing district. There is not currently a district that would allow this development;
2. A petition for rezoning, to the accommodating district;
3. A petition for preliminary development plan;
4. A petition for conditional use permit for the bank's drive through, which is considered a motor vehicle oriented business (MVOB);
5. Approval of any variances (if required);
6. A petition for final development plan.

While a concept plan does not require any action by the Planning and Zoning Commission or Board of Aldermen, the applicant is requesting feedback on the project.

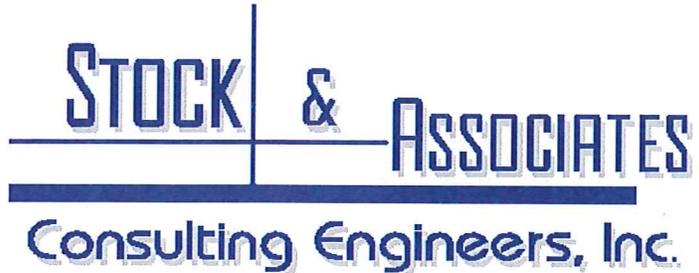


OWNER UNDER CONTRACT:

Olga Despotis Trust as owner and owner under contract

UNDERLYING OWNERS:

- 12415 Court Drive Harlan Gast
- 12412 Court Drive Randy J Gast
- 12406 Court Drive Harlan Gast
- 3825 South Lindbergh Olga Despotis Trust
- 3851 South Lindbergh Harlan and Catherine Gast
- 3863 South Lindbergh Lawrence and Janet Gnojewski
- 12405 West Watson Olga Despotis Trust
- 12411 West Watson Paul Cardwell
- 12417 West Watson George Despotis



PROPERTY DESCRIPTION

A tract of land being Lots 1, 2 and 3 of Robert Waterhouts Resubdivision of Lot 8 of Waterhout Subdivision, a subdivision according to the plat thereof as recorded in Plat Book 43, Page 42 and Part of Lots 7 and 8 of Waterhout Subdivision, a subdivision according to the plat thereof as recorded in Plat Book 17, Page 30 of the St. Louis County records located in U.S. Survey 2453, Township 44 North, Range 5 East of the Fifth Principal Meridian, Sunset Hills, St. Louis County, Missouri, being more particularly described as follows:

Beginning at the northeastern corner of tract of land as conveyed to Olga Despotis, Trustee by instrument recorded in Book 16659, Page 2375 of above said records, being located on the southwestern right-of-way line of Lindbergh Boulevard, variable width; thence along said right-of-way line, and its direct southeasterly prolongation South 36 degrees 32 minutes 04 seconds East, 229.59 feet; thence South 35 degrees 30 minutes 52 seconds East, 63.52 feet; thence South 36 degrees 35 minutes 29 seconds East, 444.33 feet; thence South 23 degrees 12 minutes 57 seconds West, 61.19 feet to the north right-of-way line of West Watson Road, 40 feet wide; thence along said right-of-way line, South 84 degrees 08 minutes 00 seconds West, 374.66 feet to the west line of a tract of land as conveyed to George J. Despotis, Trustee by instrument recorded in Book 19468, Page 1300 of above said records; thence along said west line, North 05 degrees 52 minutes 00 seconds West, 231.78 feet to the common line between above said Lots 7 and 8 of Waterhout Subdivision; thence along said common line, South 84 degrees 08 minutes 00 seconds West, 119.20 feet to the west line of a tract of land as conveyed Randy J. Gast by instrument recorded in Book 14787, Page 354 of above said records; thence along said west line and its direct northwesterly prolongation thereof, North 05 degrees 52 minutes 00 seconds West, 256.30 feet to the north right-of-way line of above said Court Drive; thence along said north right-of-way line, South 83 degrees 31 minutes 44 seconds West, 7.28 feet to the west line of a tract of and as conveyed to Harland T and Catherine C Gast, by instrument recorded in Book 7842, Page 368 of above said records; thence along said west line, North 05 degrees 56 minutes 00 seconds West, 199.16 feet to the north line of above said Lot 3, thence along the north line of said Lot 3 and above said Lot 8, North 84 degrees 04 minutes 00 seconds East, 156.04 feet to the Point of Beginning, containing 213,873 square feet or 4.910 acres more or less according to calculations performed by Stock & Associates Consulting Engineers, Inc. on September 14, 2016.

This property description was prepared using recorded and available information and is therefore subject to an actual boundary survey.

May 20, 2016

Dr. George J. Despotis, Trustee
Olga Despotis Trust
12511 Elaine Drive
St. Louis, Missouri 63131

RE: Traffic Impact Study – Proposed First Community Credit Union
Northwest Corner of Lindbergh Boulevard and West Watson Road/Eddie and Park Road
Sunset Hills, Missouri
CBB Job Number 48-16

Dear Dr. Despotis:

In accordance with your request, CBB has completed a traffic impact study for a proposed bank in Sunset Hills, Missouri. The site is generally located in the northwest quadrant of Lindbergh Boulevard and West Watson Road/Eddie and Park Road as shown in **Figure 1**.

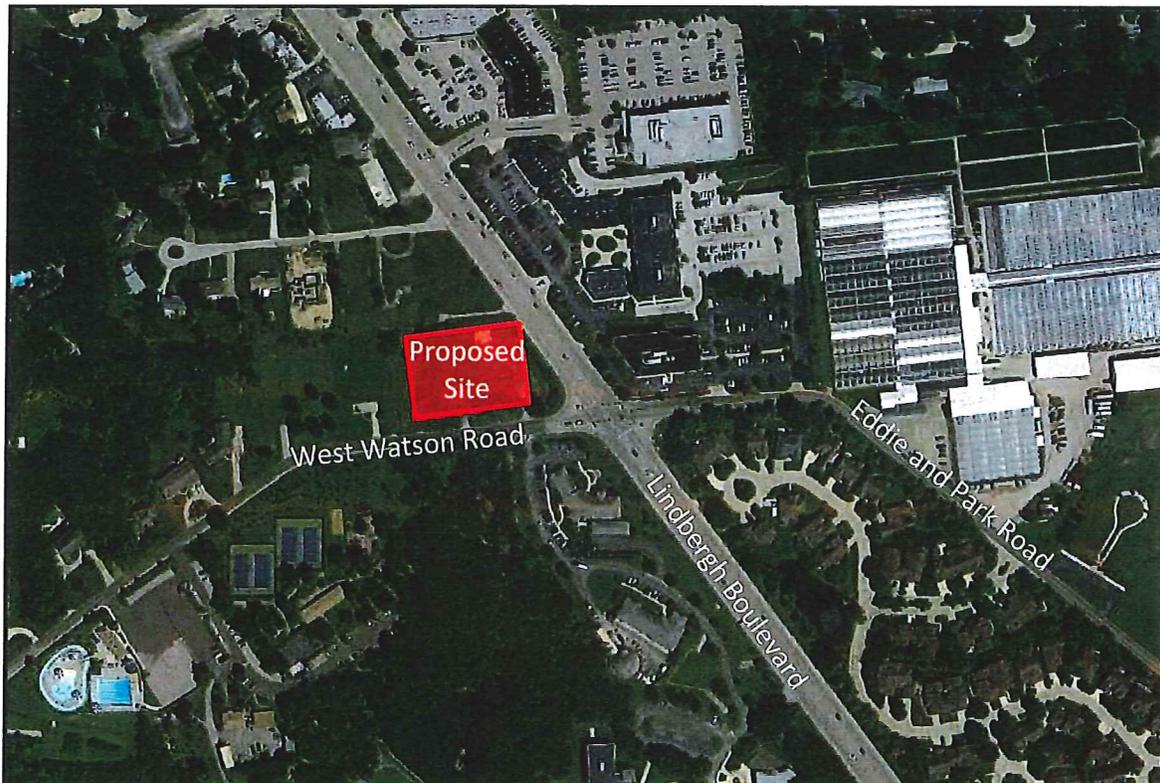


Figure 1: Site Location



The purpose of this study was to determine the number of trips that would be generated by the proposed development, evaluate the impact of the additional trips on the adjacent roads as well as current operating conditions and determine the ability of motorists to safely enter and exit the site. Where necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the development. Due to the peaking characteristics of the proposed use, the focus of our analysis was the midday and PM peak hours of a typical weekday as well as the midday peak hour of a typical Saturday.

Existing Traffic Conditions

Lindbergh Boulevard is a five-lane principal arterial highway with left-turn lanes at the major intersections along the corridor. Lindbergh Boulevard is owned and maintained by the Missouri Department of Transportation (MoDOT). The highway will be referenced as a north-south route throughout the remainder of this report. In the study area, Lindbergh Boulevard provides two through lanes in each direction as well as a two-way center left-turn lane. According to MoDOT's ADT Map from 2013, Lindbergh Boulevard carries approximately 20,500 vehicles per day (vpd) in the vicinity of the site. The posted speed limit is 35 miles per hour (mph).

West Watson Road is a two-lane road that runs east west. The posted speed limit along West Watson Road is 30 mph. Sidewalk is provided along the south side of the roadway. East of Lindbergh Boulevard, West Watson Road changes names to Eddie and Park Road, which also provides two lanes and has a posted speed limit of 30 mph. Sidewalks are not provided along Eddie and Park Road.

The intersection of Lindbergh Boulevard and West Watson Road/Eddie and Park Road is controlled by a traffic signal. Northbound and southbound left-turns operate under lead-lag protected-permissive phasing, and eastbound and westbound left-turns operate under permissive-only phasing. The northbound and southbound approaches provide one left-turn lane, one through lane, and one shared through/right-turn lane with a right-turn channel. The eastbound and westbound approaches provide one shared left-turn/through lane and one channelized right-turn lane.

In order to establish existing traffic conditions, manual turning movement counts from the signalized intersection of Lindbergh Boulevard with West Watson Road/Eddie and Park Road were referenced from the Fall of 2014 for the weekday midday (11:00 a.m. - 1:00 p.m.), PM (4:00 p.m. - 6:00 p.m.), and Saturday midday (11:00 a.m. - 1:00 p.m.) peak periods. This data revealed the weekday peak hours of the adjacent roadway to be from 12:00-1:00 p.m. and 4:45-5:45 p.m. and the Saturday midday peak hour to be from 11:45 a.m. to 12:45 p.m. The existing peak hour traffic volumes are summarized in **Exhibit 1**.



Proposed Development

As previously discussed, it is our understanding that the proposed development consists of a bank with two drive-through teller lanes and one drive-through ATM lane. Access to the site is proposed via two full-access driveways with one inbound lane and one outbound lane provided by each driveway. The ultimate site plan is shown in **Exhibit 2**.

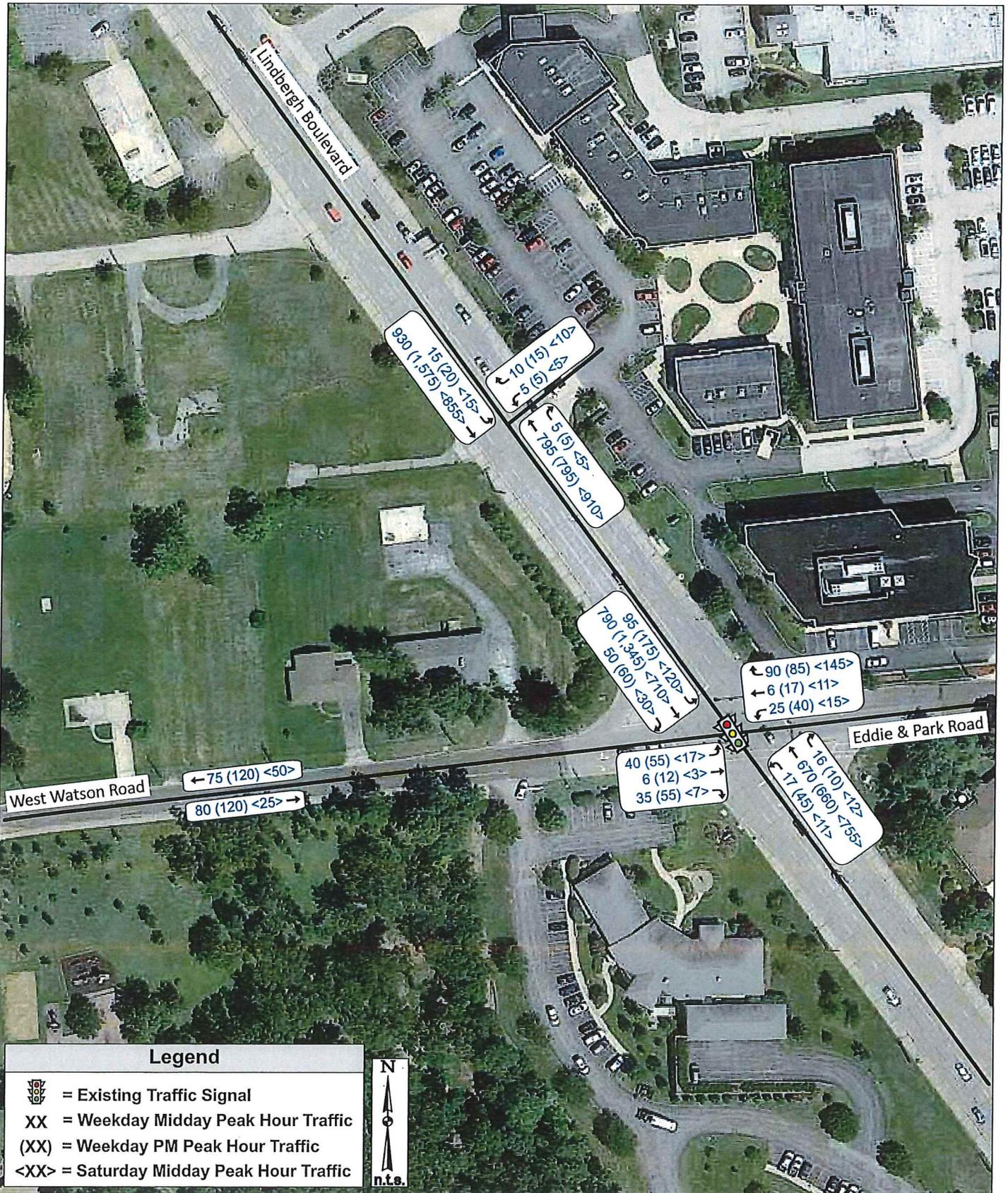


Exhibit 1: Existing Traffic Volumes

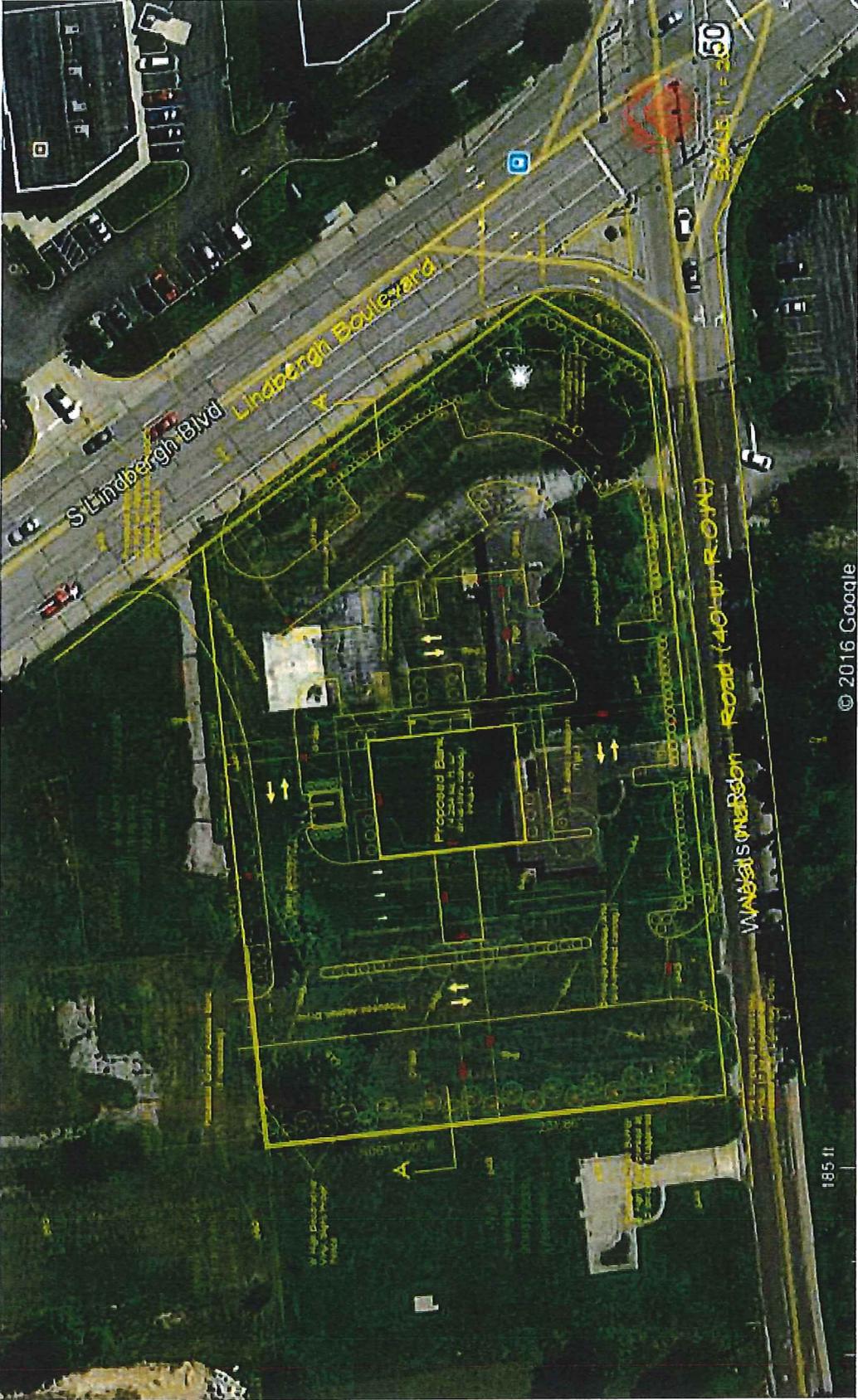


Exhibit 2: Proposed Site Plan (provided by others)

Job# 048-16
05/20/16





Trip Generation

As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed development would generate during the midday and PM weekday peak hours as well as the Saturday midday peak hour. The traffic was forecasted based upon information provided in the "Trip Generation Manual", Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

The average trip rate was used for Land Use 912: Drive-in Bank. Since ITE does not provide specific trip generation estimates for the weekday midday peak hours, the higher of the AM and PM peak hour of generator rates was applied to estimate the midday traffic. As shown in **Table 1**, the proposed development is expected to generate 70 total trips during the weekday midday peak hour, 70 total trips during the weekday PM peak hour, and 60 total trips during the Saturday midday peak hour.

A significant portion of these trips would already be traveling along Lindbergh Boulevard and West Watson Road/Eddie and Park Road and would be attracted to the proposed bank as part of another trip (i.e. "pass-by" trips). These trips would represent patrons attracted to the bank on their way to or from home, work, or another destination as a "convenience stop." Based upon statistical data provided by the Institute of Transportation Engineers it was assumed that 47% of the development's traffic would be pass-by in nature during the weekday midday and PM peak hours, and 20% of the development's traffic would be pass-by during the Saturday midday peak hour, as shown in Table 1. As a result, the proposed bank would generate 40 new trips during the weekday midday peak hour, 40 new trips during the weekday PM peak hour, and 50 new trips during the afternoon peak hour.

Table 1: ITE Trip Generation Estimate for Proposed Bank

| Land Use | Size (Drive-In Lanes) | Weekday Midday Peak Hour | | | Weekday PM Peak Hour | | | Saturday Midday Peak Hour | | |
|--|-----------------------|--------------------------|-----|-------|----------------------|-----|-------|---------------------------|-----|-------|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| Trip Generation Based on ITE Code 881 | | | | | | | | | | |
| Drive-In Bank | 2 | 35 | 35 | 70 | 35 | 35 | 70 | 30 | 30 | 60 |
| | New Trips | 20 | 20 | 40 | 20 | 20 | 40 | 25 | 25 | 50 |
| | Pass-by Trips | 15 | 15 | 30 | 15 | 15 | 30 | 5 | 5 | 10 |



Trip Distribution

The traffic generated by the proposed redevelopment was assigned to the adjoining roadway system based on existing traffic patterns. It is anticipated that the directional distribution of new site-generated trips would be:

- 45% to/from the north on Lindbergh Boulevard;
- 40% to/from the south on Lindbergh Boulevard;
- 10% to/from the east on Eddie and Park Road; and
- 5% to/from the west on West Watson Road.

The trip distribution was applied to the site-generated traffic volumes and assigned to the roadways, as shown in **Exhibit 3**. This site-generated traffic was added to the existing traffic volumes to reflect the 2016 Build Traffic Volumes for the weekday midday and PM peak hours and Saturday midday peak hour, as shown in **Exhibit 4**.

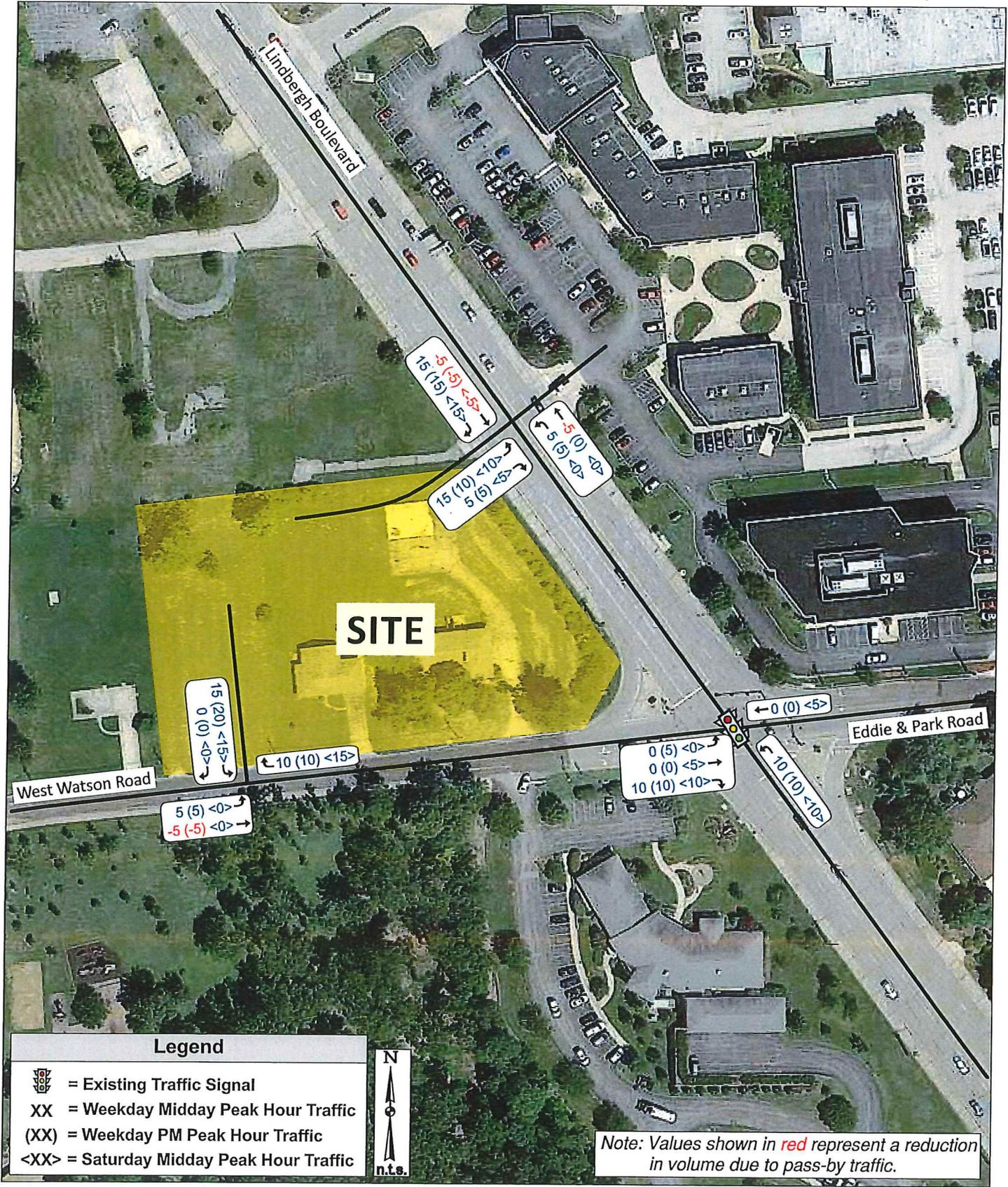


Exhibit 3: Site-Generated Traffic Volumes

Job# 048-16
 05/20/16



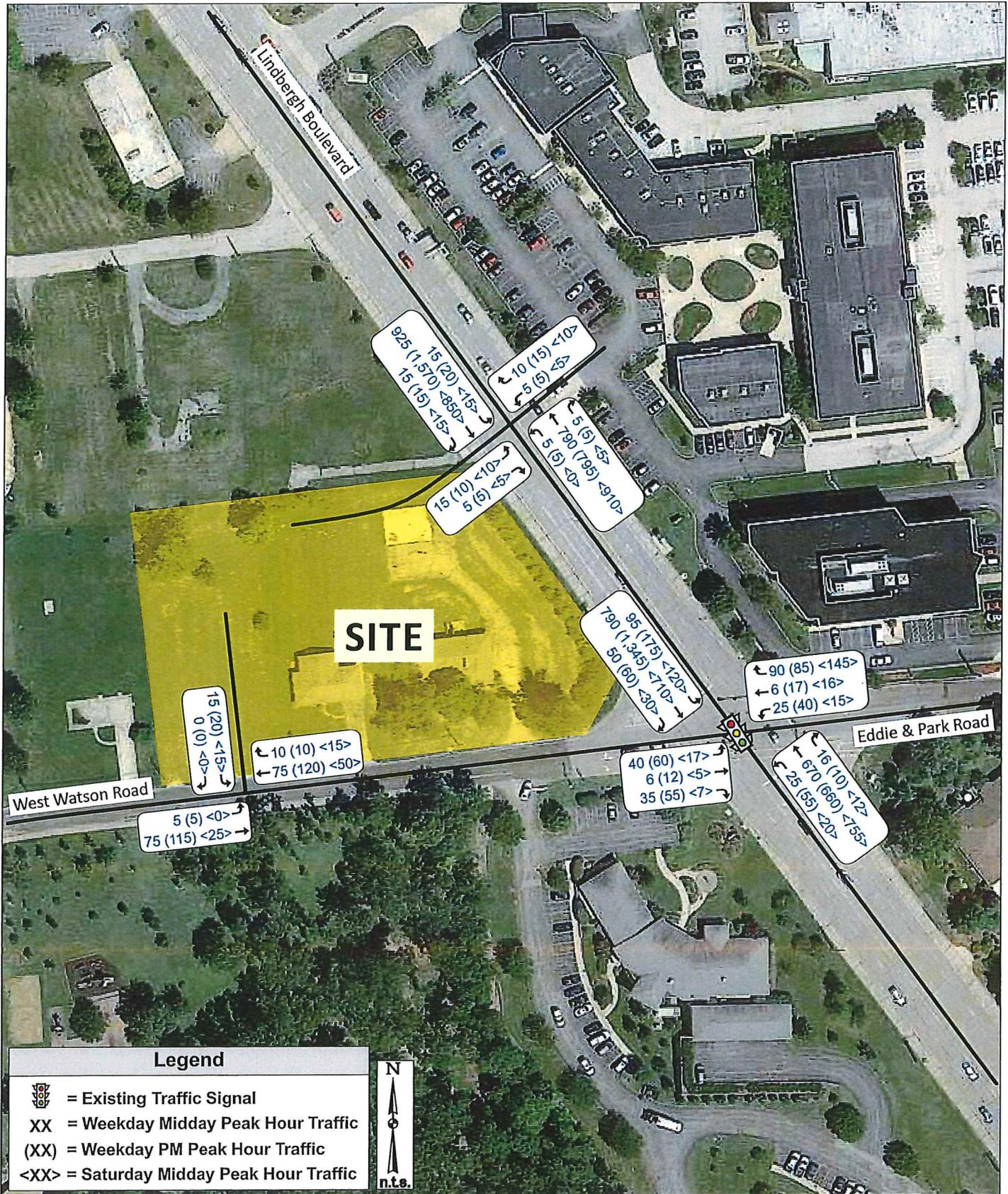


Exhibit 4: 2016 Build Traffic Volumes

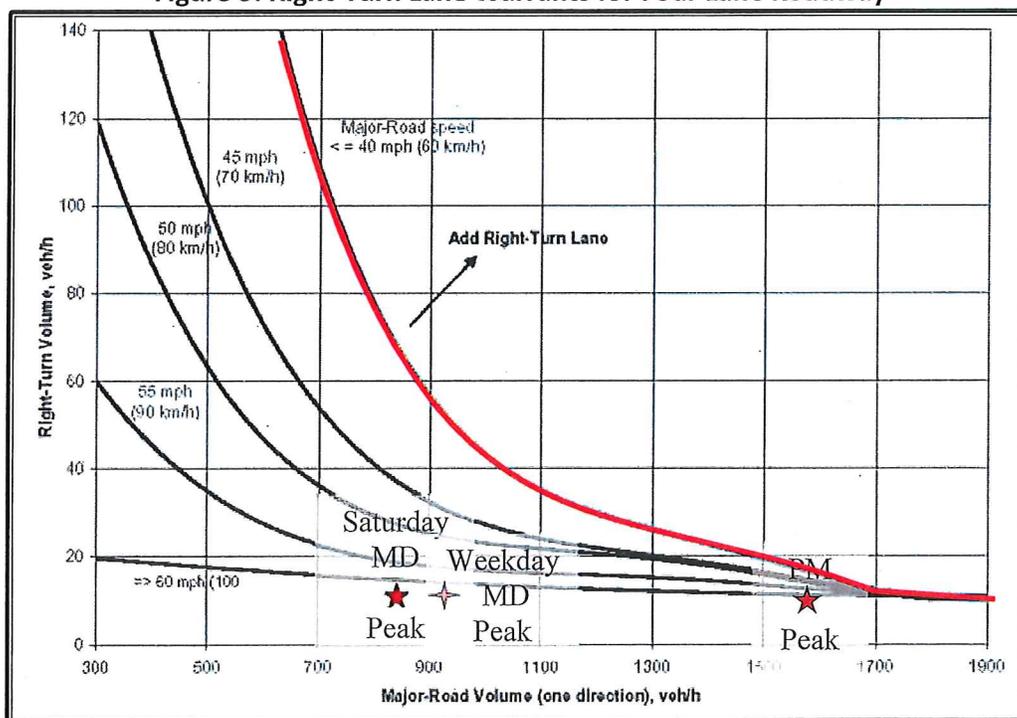


Right-Turn Lane Warrants

The need for a separate southbound right-turn lane on Lindbergh Boulevard at the proposed commercial entrance was compared to MoDOT's Access Management Guidelines (AMG) methods. Right-turn lanes are considered an asset to promote safety and improved traffic flow at relatively high conflict locations. Separate right-turn lanes are intended to remove turning vehicles from the through lanes which reduces the potential for rear-end collisions at intersections.

The MoDOT figure, *Right Turn Lane Warrant for a Four-Lane Roadway*, was utilized to address traffic volumes at the intersection of Lindbergh Boulevard with the proposed site driveway. **Figure 3** illustrates the Build Traffic Volumes plotted on the MoDOT figure for evaluation of right-turn lanes. Based on the number of southbound right-turns needed to satisfy the criteria and southbound traffic volumes along Lindbergh Boulevard, a separate southbound right-turn lane would not be warranted based on MoDOT's AMG at the site driveway to Lindbergh Boulevard.

Figure 3: Right-Turn Lane Warrants for Four Lane Roadway





2016 TRAFFIC ANALYSIS

Study Procedures: The existing and forecasted operating conditions were analyzed using SYNCHRO 8, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 2** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 2: Level of Service Thresholds

| <i>Level of Service (LOS)</i> | <i>Control Delay per Vehicle (sec/veh)</i> | |
|-------------------------------|--|-----------------------------------|
| | <i>Signalized Intersections</i> | <i>Unsignalized Intersections</i> |
| 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 |



The study intersections were evaluated using the methodologies described above. **Table 3** summarizes the results of the Existing and 2016 Build operating conditions during the weekday midday and PM peak hours as well as the Saturday midday peak hour.

Table 3: Operating Conditions Summary – Existing and 2016 Build Conditions

| Intersection / Approach | Weekday Midday Peak Hour | | Weekday PM Peak Hour | | Saturday Midday Peak Hour | |
|---|--------------------------|-----------------------|----------------------|-----------------------|---------------------------|-----------------------|
| | Existing Conditions | 2016 Build Conditions | Existing Conditions | 2016 Build Conditions | Existing Conditions | 2016 Build Conditions |
| <i>Lindbergh Boulevard at West Watson Road/Eddie and Park Road (Signalized)</i> | | | | | | |
| Eastbound West Watson Road Approach | C (33.0) | C (33.0) | C (34.5) | D (35.9) | C (31.0) | C (33.5) |
| Westbound Eddie and Park Road Approach | C (20.2) | C (20.2) | C (25.3) | C (24.9) | B (19.2) | B (19.8) |
| Northbound Lindbergh Boulevard Approach | A (3.1) | A (3.1) | B (11.9) | B (12.2) | A (6.9) | A (7.0) |
| Southbound Lindbergh Boulevard Approach | A (1.5) | A (1.5) | A (5.7) | A (5.9) | A (4.6) | A (6.1) |
| Overall | A (4.8) | A (4.8) | A (9.9) | B (10.2) | A (7.3) | A (8.2) |
| <i>Lindbergh Boulevard at Proposed Site Driveway/Existing Commercial Driveway (Side-Street Stop)</i> | | | | | | |
| Eastbound Site Driveway Approach | | C (20.2) | | E (44.0) | | C (17.4) |
| Westbound Commercial Driveway Approach | B (12.3) | B (13.0) | B (12.2) | B (12.9) | B (12.2) | B (12.7) |
| Northbound Lindbergh Boulevard Left-Turn | | B (10.4) | | C (15.1) | | A (10.0) |
| Southbound Lindbergh Boulevard Left-Turn | A (9.6) | A (9.6) | A (9.4) | A (9.4) | A (9.8) | A (9.8) |
| <i>West Watson Road at Proposed Site Driveway (Side-Street Stop)</i> | | | | | | |
| Eastbound West Watson Road Left-Turn | | A (<1.0) | | A (<1.0) | | A (<1.0) |
| Southbound Site Driveway Approach | | A (9.5) | | B (10.1) | | A (9.0) |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

2016 Traffic Conditions

Under existing conditions, the intersection of Lindbergh Boulevard and West Watson Road/Eddie and Park road operates at highly desirable levels of service (LOS A overall) during each peak hour. The proposed bank would have little to no effect on the operations at the signalized intersection, which would maintain LOS A overall during each peak hour.



The proposed site driveways are expected to operate at acceptable to desirable levels of service during each peak hour with the exception of the eastbound site driveway at Lindbergh Boulevard during the weekday PM peak hour, which will operate at LOS E. This is due to heavy southbound through volumes on Lindbergh Boulevard, which occasionally limits the ability for a vehicle to enter or cross the traffic stream from the side street.

It should be acknowledged, however, that it is not uncommon along heavily traveled arterials, such as Lindbergh Boulevard, for left-turning vehicles on side-streets and private drives to incur lengthy delays. The presence of a center-left-turn lane along Lindbergh Boulevard does allow for a motorist to complete their turn in two stages as opposed to waiting for a simultaneous gap in both directions of traffic flow. For example, a motorist exiting the proposed site destined to the north on Lindbergh Boulevard could wait for the southbound lanes to clear, turn into the center-left-turn lane and then wait for a gap in the northbound flows to merge into traffic. This practice is common throughout the greater St. Louis Metropolitan area and was assumed in these analyses.

Furthermore, it is highly likely that longer delays turning directly out onto Lindbergh Boulevard will encourage exiting traffic to use the signal at West Watson Road, which can easily accommodate those turns at a good level of service and very safely.

Restricted Exiting Left-Turns Alternative

As was previously mentioned, the initial site plan proposes the site driveway at Lindbergh Boulevard to be located slightly south of the existing commercial driveway on the east side of the roadway. In the future, the site driveway is expected to be moved north to properly align with the opposing driveway, but the existing property limits prevent this. The location of the initial proposed driveway creates a conflict for vehicles making left-turns out of the site, as they would cross paths with vehicles making left-turns out of the opposing commercial driveway. Because of this, CBB recommends restricting left-turns onto Lindbergh Boulevard from the initially proposed site driveway until the driveways are aligned directly opposite each other. Northbound and southbound left-turns into the opposing driveways would be allowed as they would not conflict with each other.

The restriction of left-turns out of the site driveway onto Lindbergh Boulevard would require the 10 vph making that movement during each peak hour to instead exit with a left-turn onto West Watson followed by a left-turn onto Lindbergh Boulevard at the signal. The extra turning movements would not significantly affect operations at the West Watson Road site driveway due to the low through volumes on West Watson Road. Furthermore, the intersection of Lindbergh Boulevard and West Watson Road/Eddie and Park Road would not be significantly affected, with the eastbound approach degrading from LOS C to a still-acceptable LOS D during each peak hour due to the added left-turn volume.



Parking and Drive-Through Queuing

The site plan was reviewed to verify that the City's parking and drive-through stacking requirements are met. The City's parking code requires 1 space for each 200 square feet of floor area, or 1 space for every 2 employees, whichever is greater; plus 1 space for each motor vehicle used in conjunction with the operation of the business. The proposed 4,234-SF bank would require 22 parking spaces. A total of 54 parking spaces is proposed on the site, which well exceeds the City's minimum requirement.

The City also requires drive-through facilities to provide 5 stacking spaces (or 100 feet) for the drive-up window. The site plan provided shows storage for approximately four vehicles (80 feet) in the drive-through lane from the teller window before affecting circulation. While this does not quite meet the City requirement, four stacking spaces for each lane is expected to be plenty sufficient for a site generating 35 entering vehicle trips during the peak hour. Also, the queues stacking back to five vehicles would not impede site access and will not affect the public roads in any way.

20-YEAR TRAFFIC VOLUMES (2036)

2036 No-Build (Existing plus 20 years of Background Growth) Traffic Volumes: The 2036 No-Build traffic volumes included an annual growth rate of 0.5%, which represents a global increase of approximately 10.5% over the existing conditions for the 20-year period. The 2036 No-Build traffic volumes for the peak hours are shown in **Exhibit 5**.

2036 Build (2036 No-Build plus Site-Generated Trips) Traffic Volumes: The site generated traffic volumes from the full build-out of the site (Exhibit 3) were added to the 2036 No-Build traffic volumes (Exhibit 5) to determine the total volumes in the 2036 Build conditions. The 2036 Build traffic volumes for the peak hours are shown in **Exhibit 6**.

20-Year Operating Conditions: The study intersections were re-evaluated using the same methodologies described above. **Table 4** summarizes the results of the design-year analyses, which reflects the 2036 No-Build and 2036 Build operating conditions with average delays for the study intersections during weekday midday and PM peak hours and the Saturday midday peak hour.

The 2036 Build conditions represent only slightly higher average delay at each intersection approach over the 2016 Build conditions with little to no change in level of service. As was the case for the 2016 conditions, the proposed development did not significantly affect operations between the No-Build and Build conditions. No roadway improvements are currently recommended, but increased traffic volumes along Lindbergh Boulevard may cause a southbound auxiliary right-turn lane to be warranted in the future, especially when the sites to the north develop, which will share the Lindbergh Boulevard access driveway.

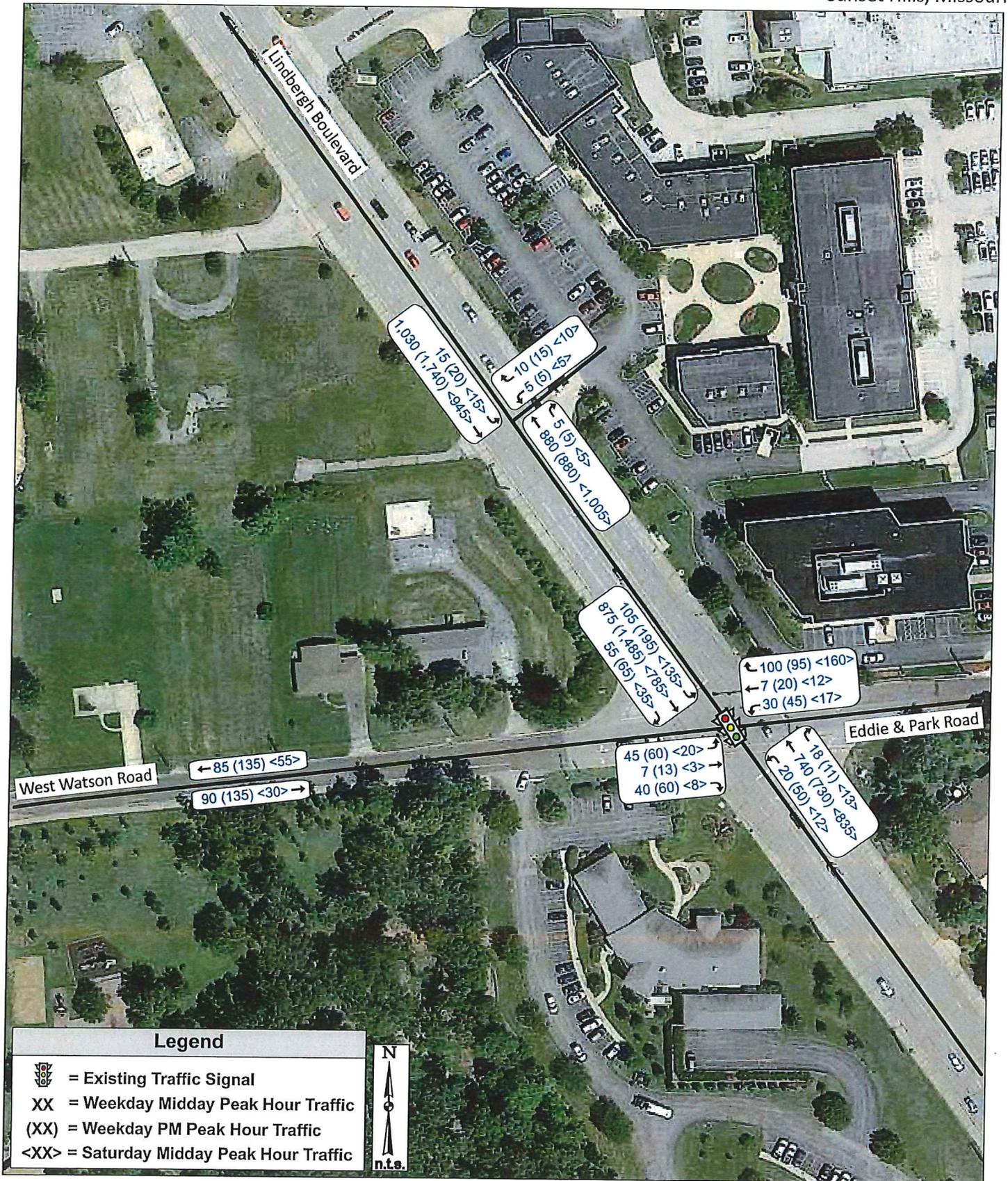


Exhibit 5: 2036 No-Build Traffic Volumes

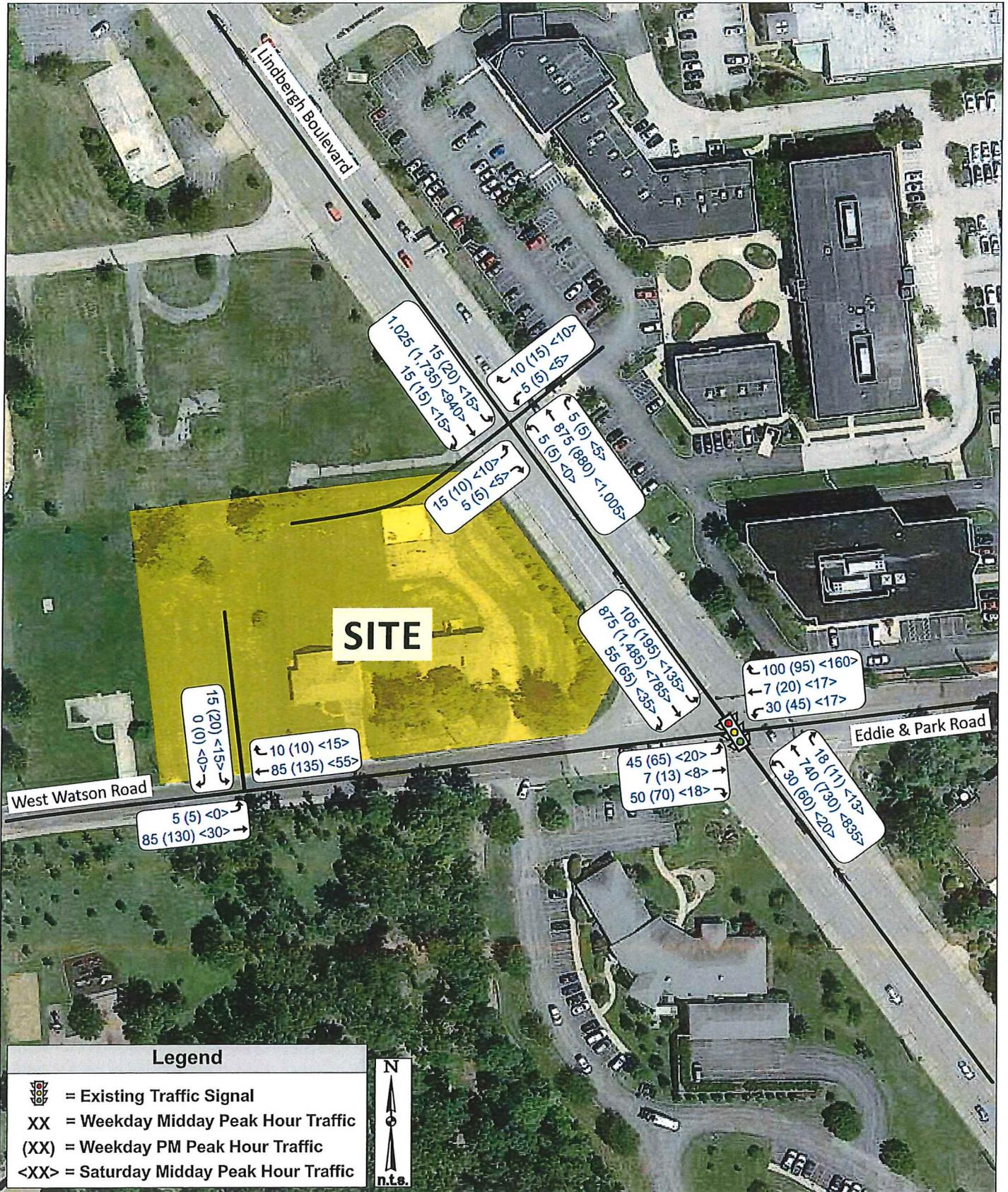


Exhibit 6: 2036 Build Traffic Volumes

Job# 048-16
05/20/16





Table 4: Operating Conditions Summary – 2036 No-Build and Build Conditions

| Intersection / Approach | Weekday Midday Peak Hour | | Weekday PM Peak Hour | | Saturday Midday Peak Hour | |
|---|--------------------------|-----------------------|--------------------------|------------------------|---------------------------|-----------------------|
| | 2036 No-Build Conditions | 2036 Build Conditions | 2036 No-Build Conditions | 2036 Build Conditions | 2036 No-Build Conditions | 2036 Build Conditions |
| <i>Lindbergh Boulevard at West Watson Road/Eddie and Park Road (Signalized)</i> | | | | | | |
| Eastbound West Watson Road Approach | C (32.6) | C (30.6) | C (34.9) | C (34.6) | C (32.0) | C (27.1) |
| Westbound Eddie and Park Road Approach | C (20.9) | C (20.9) | C (27.1) | C (26.1) | B (19.2) | B (19.7) |
| Northbound Lindbergh Boulevard Approach | A (3.5) | A (3.5) | B (12.6) | B (13.0) | A (7.6) | A (7.6) |
| Southbound Lindbergh Boulevard Approach | A (2.1) | A (2.1) | A (7.5) | A (7.7) | A (5.0) | A (6.6) |
| <i>Overall</i> | <i>A (5.3)</i> | <i>A (5.3)</i> | <i>B (11.2)</i> | <i>B (11.6)</i> | <i>A (7.9)</i> | <i>A (8.7)</i> |
| <i>Lindbergh Boulevard at Proposed Site Driveway/Existing Commercial Driveway (Side-Street Stop)</i> | | | | | | |
| Eastbound Site Driveway Approach | | C (22.6) | | F (57.0) | | C (19.2) |
| Westbound Commercial Driveway Approach | B (12.8) | B (13.6) | B (12.8) | B (13.6) | B (12.7) | B (13.3) |
| Northbound Lindbergh Boulevard Left-Turn | | B (10.9) | | C (16.9) | | A (10.4) |
| Southbound Lindbergh Boulevard Left-Turn | A (9.9) | A (9.9) | A (9.8) | A (9.7) | B (10.3) | A (10.3) |
| <i>West Watson Road at Proposed Site Driveway (Side-Street Stop)</i> | | | | | | |
| Eastbound West Watson Road Left-Turn | | A (<1.0) | | A (<1.0) | | A (<1.0) |
| Southbound Site Driveway Approach | | A (9.6) | | B (10.4) | | A (9.1) |

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)



SUMMARY

CBB completed the preceding study to address the traffic impacts associated with a proposed bank in the northwest quadrant of Lindbergh Boulevard and West Watson Road/Eddie and Park Road in Sunset Hills, Missouri. The following summary is provided:

- Access to the site is proposed via two unsignalized full-access driveways, including one driveway on Lindbergh Boulevard and one driveway on West Watson Road.
- The proposed site was assumed to generate a total of 70 trips during both the weekday midday and weekday PM peak hours and 60 total trips during the Saturday midday peak hour.
- A southbound auxiliary right-turn lane is not warranted at Lindbergh Boulevard and the proposed site driveway but could be warranted in the future with increased traffic volumes from additional development on the adjacent northern tracts.
- All intersection approaches are expected to operate at acceptable levels (LOS D or better) under 2016 Build conditions during each peak hour except the eastbound exit onto Lindbergh Boulevard during the weekday PM peak hour (LOS E). Per driver expectation left-turns out may incur longer delays during the PM peak due to heavy southbound through volumes or redirect to the West Watson signal.
- All intersection approaches are expected to operate at acceptable levels (LOS D or better) under 2036 Build conditions with little change between 2016 Build and 2036 Build operations with the exception of the eastbound exit as noted above.
- The ultimate site plan places the site driveway at Lindbergh directly across from the existing commercial driveway on the opposite side. However, the current property line does not permit this alignment, so the proposed driveway would be placed slightly south of the desired location as an interim measure. To alleviate access conflicts, CBB recommends that left-turns out of the site onto Lindbergh Boulevard be restricted.
- The initial offset alignment of the curb cut on Lindbergh would have little to no effect on traffic levels accessing the site driveways if left unrestricted. The recommendation for no left out restriction is based on the offset alignment. The signal has ample capacity to accommodate any vehicles that wish to use it as an alternate for egress from the site when accessing Lindbergh.
- Based on the City Code, 22 parking spaces are needed. Since 54 spaces are proposed, parking will be more than adequate.
- The site plans shows 80 feet of stacking distance from the teller window in each lane, which does not quite meet the City's requirements. However, due to the relatively low traffic at a drive-in bank site, the proposed stacking distance is expected to be sufficient.
- CBB does not recommend any further improvements based on the ultimate site plan.



We trust that you will find the information presented in this report useful in evaluating the traffic impacts associated with the proposed bank. Please do not hesitate to contact me in our St. Louis office (314) 878-6644, ext. 12 or Lcannon@cbbtraffic.com should you have any questions or comments concerning this material.

Sincerely,

A handwritten signature in black ink that reads "Lee Cannon".

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-31-16
DATE 9-14-16
FEE \$25

LOT SPLIT

- 1. Applicant's Name Midwest Regional Bank
- 2. Mailing Address 363 Festus Centre Drive, Festus MO 63028 Phone 636-232-2525
- 3. Agent's Name and Address Grimes Consulting, Inc.(Kent Nurnberger) - 12300 Old Tesson Road, St. Louis MO 63128
(If different than Applicant)
- 4. Property Owner's Name TMH Real Estate, LLC
- 5. Address of Property 11816 Gravois Road, Sunset Hills MO 63127
- 6. Area of Property 1.32 Acres
- 7. Existing Zoning C-1 (Commercial)
- 8. Name of Subdivision Part of Lot 11 of Mauro's Subdivision to Georgetown
- 9. Number of Parcels Proposed 2 Lots
- 10. Remarks and Reasons Subdivide into two lots for construction of a bank facility and future construction by others.
- 11. Legal Description (to be attached)
- 12. Scale Drawings of Property showing proposed Lot Split (to be attached)
- 13. Fee: \$25.00

I hereby state that I have read all applicable sections of the Zoning and Subdivision Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: Kurt Munn

P-31-16

Title: Lot Split by Midwest Regional Bank to divide a 5.56 acre lot into a 1.32 acre lot and a 4.24 acre lot.

Petitioner: Midwest Regional Bank
363 Festus Centre Drive
Festus, Missouri 63028

Agent: Kent Nurnberger (Grimes Consulting)
12300 Old Tesson Road
St Louis, Missouri 63128

Owner: TMH Real Estate LLC
11700 Gravois Road
St Louis, Missouri 63127

Date: October 2016



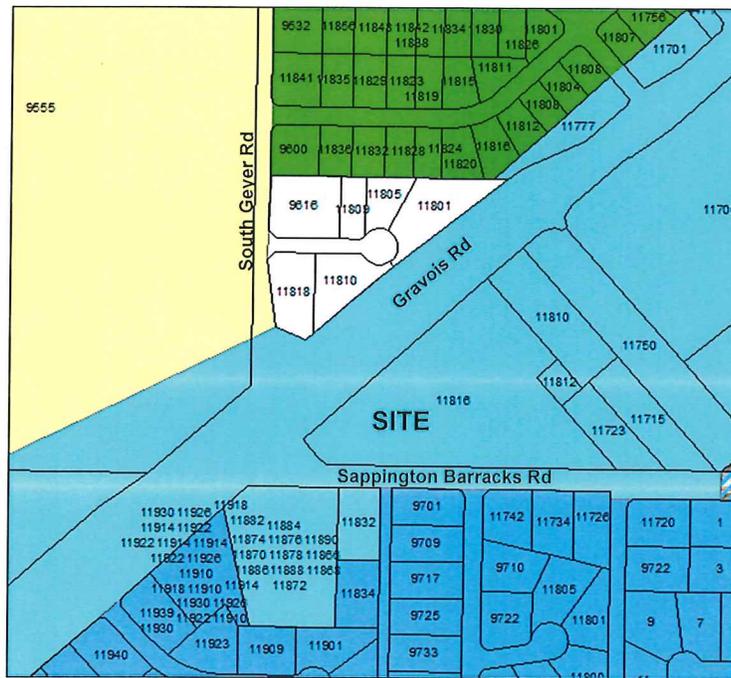
Approximate lot split line is shown in red. * Map is for informational use only. Not a representation of the project.

Summary:

This petition is for a Lot Split for the property located at 11816 Gravois Road. The property is located on the northeast corner of Gravois Road and Sappington Barracks Rd. The property is currently zoned C-1, Commercial. The properties to the north (across Gravois Road) are zoned R-4, Single Family Residential-10,000 square foot minimum lot size and R-2, Single Family Residential-20,000 square foot minimum lot size. The properties to the east are zoned C-1, Commercial. The properties to the south (across Sappington Barracks Road) are zoned R-3, Single Family Residential-15,000 square foot minimum lot size and C-1, Commercial. The properties to the west (across South Geyer Road) are zoned C-1, Commercial.

Map Legend

-  C-1
-  NU
-  PD-BC
-  PD-LC(A)
-  PD-LC(B)
-  PD-LC(C)
-  PD-LI
-  PD-LS
-  PD-MXD
-  PD-R
-  PD-RC
-  R-1
-  R-2
-  R-3
-  R-4
-  R-5
-  R-6



Staff analysis:

This property currently consists of 5.56 acres. The petitioner is proposing to split the property into two (2) lots. Proposed Lot 1 would consist of 1.32 acres and is currently occupied by three (3) buildings, all of which are proposed to be removed. A new bank building is proposed to be constructed in their place. See Petition P-32-16 for more information.

Proposed Lot 2 would consist of the remaining 4.24 acres and be available for future development.

Per Appendix B Zoning Regulations, Section 4.9-4, the minimum lot area in the C-1 Zoning District is 20,000 square feet and the minimum lot width is one hundred (100) feet. Both lots would meet those requirements.

All other requirements of Appendix A Subdivision Regulations, Section 4 Lot Split Procedures would be met by this proposal.

The three (3) structures on the property do not meet current zoning requirements. Demolition of the structures either wholly or partially located on Proposed Lot 1 should be a condition attached to the motion made on this petition.



3939 S. Lindbergh Blvd.
314-849-3400

FILE NO. P-32-16
DATE 9-14-16
FEE \$275

CONDITIONAL USE PERMIT

1. Is this an Amended Conditional Use Permit Yes No Date of original CUP _____

2. Applicant's Name Midwest Regional Bank

3. Mailing Address 363 Festus Centre Drive, Festus MO 63028 Phone 636-232-2525

4. Agent's Name and Address Grimes Consulting, Inc.(Kent Nurnberger) - 12300 Old Tesson Road, St. Louis MO 63128
(If different than Applicant)

5. Property Owner's Name TMH Real Estate, LLC

6. Address of Property 11816 Gravois Road, Sunset Hills MO. 63127

7. Area of Property to be used 1.32 Acres

8. Existing Zoning C-1 (Commercial)

9. Proposed Use Bank Facility with Drive-Up

10. Remarks and Reasons Midwest Regional Bank traditionally has drive-up facilities to better accommodate their customers needs.
A C-1 district requires a conditional use permit for drive-up facilities.

11. Legal Description (to be attached)

12. Scale Drawings of Property, Area to be used and Proposed Development Plans (to be attached)

13. Fee: \$250 for one acre or less. More than one acre \$250 plus \$25 for each acre or fraction thereof over one acre.

I hereby state that I have read all applicable sections of the Zoning Ordinances of the City of Sunset Hills and can comply with all requirements of those regulations. I also certify that all statements made on this application are true and that I have a legal right to make this application.

Signature: Kent Nurnberger

P-32-16

Title: Conditional Use Permit by Midwest Regional Bank to construct and operate a bank with a drive through (MVOB) on Proposed Lot 1 of 11816 Gravois Road.

Petitioner: Midwest Regional Bank
363 Festus Centre Drive
Festus, Missouri 63028

Agent: Kent Nurnberger (Grimes Consulting)
12300 Old Tesson Road
St Louis, Missouri 63128

Owner: TMH Real Estate LLC
11700 Gravois Road
St Louis, Missouri 63127

Date: October 2016

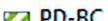
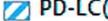
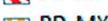
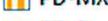


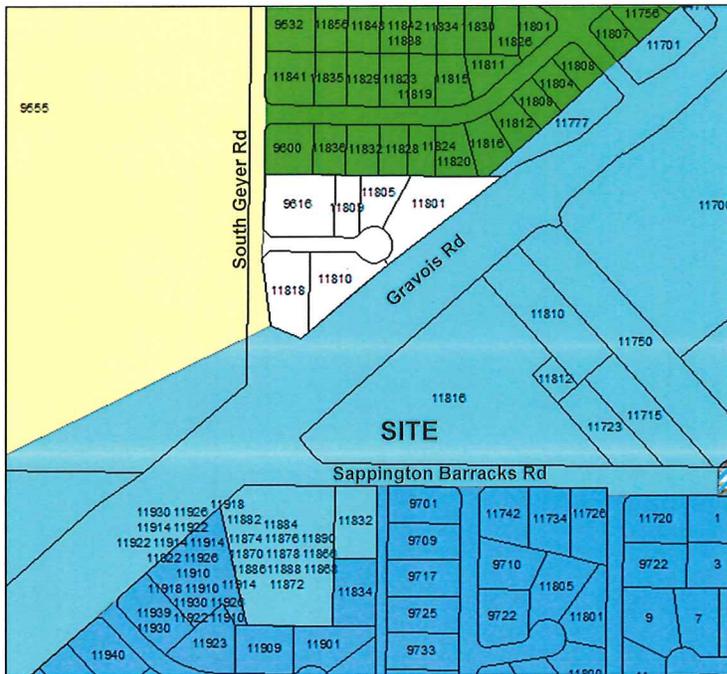
Approximate lot split line is shown in red. * Map is for informational use only. Not a representation of the project.

Summary:

This petition is for a Conditional Use Permit for the construction and operation of a bank with a drive through (MVOB) on Proposed Lot 1 of 11816 Gravois Road. The property is located on the northeast corner of Gravois Road and Sappington Barracks Rd. The property is currently zoned C-1, Commercial. The properties to the north (across Gravois Road) are zoned R-4, Single Family Residential-10,000 square foot minimum lot size and R-2, Single Family Residential-20,000 square foot minimum lot size. The properties to the east are zoned C-1, Commercial. The properties to the south (across Sappington Barracks Road) are zoned R-3, Single Family Residential-15,000 square foot minimum lot size and C-1, Commercial. The properties to the west (across South Geyer Road) are zoned C-1, Commercial.

Map Legend

-  C-1
-  NU
-  PD-BC
-  PD-LC(A)
-  PD-LC(B)
-  PD-LC(C)
-  PD-LI
-  PD-LS
-  PD-MXD
-  PD-R
-  PD-RC
-  R-1
-  R-2
-  R-3
-  R-4
-  R-5
-  R-6



Staff analysis:

The petitioner is proposing to construct and operate a bank with a drive through on the Proposed Lot 1, which consists of 1.32 acres. See P-31-16 for the petition for Lot Split.

Banks are a permitted use in the C-1, Commercial Zoning District, however, a drive through is considered a motor vehicle oriented business (MVOB) and requires a conditional use permit. Per Appendix B Zoning Regulations, Section 7.3 Criteria and standards for conditional use permit approval:

7.3-1 Criteria: The board shall not approve any conditional use, which they determine to:

(A) Substantially increase traffic hazards or congestion.

A traffic study and access management plan has not yet been completed. They are being prepared and should be available prior to the October 5 meeting.

(B) Substantially increase fire hazards.

Mehlville Fire District would review the building plans and the structure would meet all current zoning, building and fire codes. To date, the District has reviewed this petition and does not require any additional hydrants.

(C) Adversely affect the character of the neighborhood.

There are currently three (3) vacant buildings on the Proposed Lot 1. Those buildings would be demolished and a new building, which would meet all current requirements, would be constructed in their place. The development should not adversely affect the character of the neighborhood.

(D) Adversely affect the general welfare of the community.

This development should not adversely affect the general welfare of the community.

(E) Overtax public utilities.

This development should not overtax public utilities.

(F) Conflict with standards contained in Subsections 7.3-2 and 7.3-3.

This development would meet all requirements of Subsections 7.3-2 (General Standards) and 7.3-3 (Standards for motor vehicle oriented businesses).

(G) Conflict with the goals and objectives or proposed land use in the comprehensive plan.

The Land Use Plan from the Comprehensive Plan indicates this area as commercial. In fact, the area that would remain for future development as Proposed Lot 2 is identified in the Comprehensive Plan as a short-term redevelopment site.

There is currently a ten (10) foot wide sewer easement on the property. The proposed structure, sidewalks and parking lot would encroach into this easement area. The petitioner must prove either the easement has been vacated or obtain a letter acknowledging the encroachment before any excavation or construction could take place. Staff recommends this be a condition attached to the motion made on this petition.

NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, OCTOBER 5, 2016, THE PLANNING AND ZONING COMMISSION WILL MEET IN THE ROBERT C. JONES CHAMBERS OF CITY HALL AT 3939 SOUTH LINDBERGH BOULEVARD, SUNSET HILLS, MISSOURI. THE COMMISSION WILL CONSIDER AND DISCUSS A PETITION FOR A CONDITIONAL USE PERMIT, SUBMITTED BY MIDWEST REGIONAL BANK, TO CONSTRUCT AND OPERATE A BANK WITH A DRIVE THRU (MVOB) ON LOT 1 OF 11816 GRAVOIS ROAD. ANYONE INTERESTED IN THE PROCEEDINGS WILL BE GIVEN AN OPPORTUNITY TO BE HEARD. FURTHER INFORMATION ON THIS PROPOSAL IS AVAILABLE AT CITY HALL, 3939 SOUTH LINDBERGH BOULEVARD IN THE PUBLIC WORKS DEPARTMENT OR BY CALLING 314-849-3400.

PLANNING & ZONING COMMISSION
CITY OF SUNSET HILLS, MISSOURI

P-32-16