

AGENDA

PLANNING AND ZONING COMMISSION

CITY OF SUNSET HILLS, MISSOURI

WEDNESDAY, NOVEMBER 2, 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 November 2, 2016 at 7:00 p.m. The Commission will consider the following:

Pledge of Allegiance

Approval of the minutes of the October 5, 2016 meeting.

**NEW BUSINESS:**

Escrow release for 15 Roosevelt Drive for improvement plan escrow.

- 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.
  
- P-34-16      Petition for an Amended Conditional Use Permit, submitted by St. Justin the Martyr Catholic Church, to allow the reinstallation of an electronic church bell system at 11910 Eddie & Park Road.
  
- P-35-16      Petition for Text Amendment, submitted by Pulte Homes, to amend Appendix B, Zoning Regulations, Section 4.10-12b, Planned Development-Lifestyle for various changes to the PD-LS Planned Development-Lifestyle Zoning District.
  
- P-36-16      Petition for Change of Zoning, submitted by Pulte Homes, from C-1 Commercial and R-2 Single Family Residential, 20,000 square foot minimum lot size to PD-LS Planned Development-Lifestyle 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-37-16 Petition for Preliminary Development 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-38-16 Petition for a Conditional Use Permit, submitted by George Despotis, for the construction and operation of a drive thru bank (MVOB), on the northwest corner of South Lindbergh Boulevard and West Watson Road, formerly known as 12405 West Watson Road.

**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 November 2, 2016.

# Sunset Hills

3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-33-16  
DATE 9-14-16  
FEE \$250

## AMENDED DEVELOPMENT PLAN

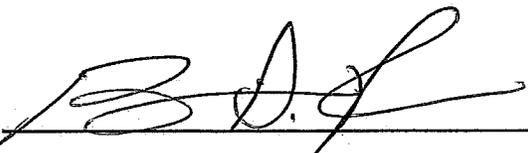
1. Applicant's Name PST Atlantic STL MO, LLC
2. Mailing Address 3159 Fee Fee Road Ste. 201 Phone 573-673-1191
3. Agent's Name and Address Beau D. Reinbens  
(if different than Applicant)
4. Property Owner's Name 10300 Watson Road, LLC
5. Address of Property 10300 Watson Road
6. Area of Property Watson Road
7. Current Zoning PD-LC Proposed Zoning No change
8. Remarks and Reasons See Attached

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: 

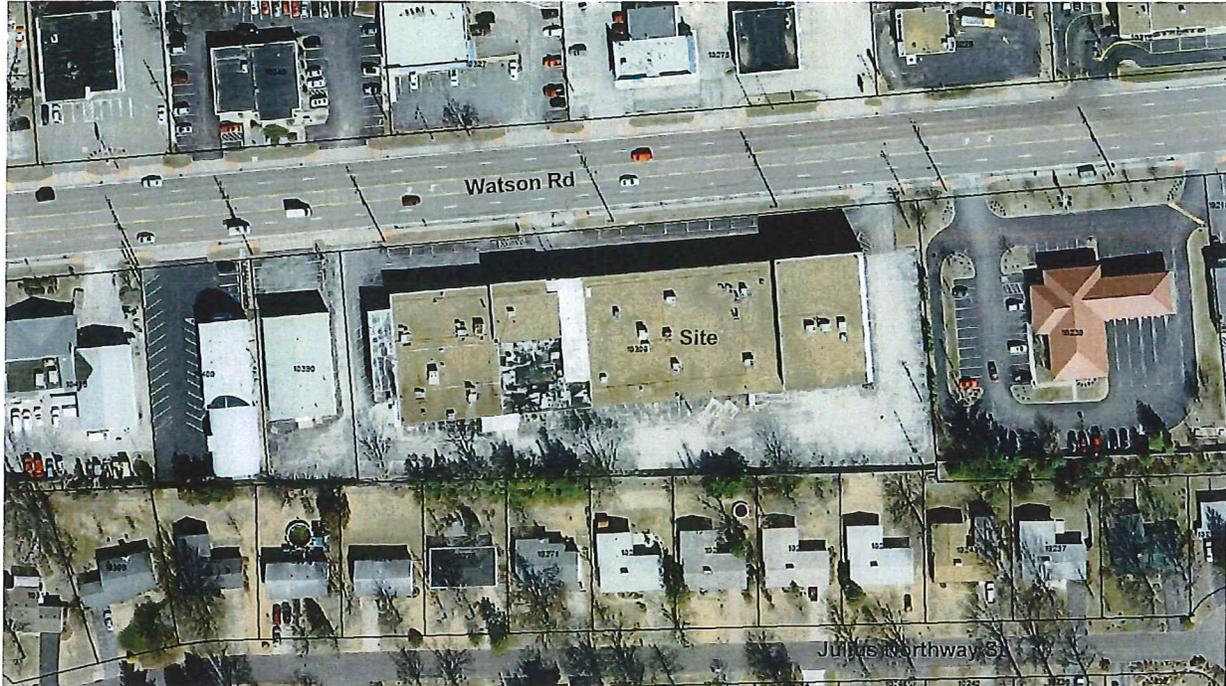
# P-33-16

**Title:** Amended Final Development Plan for redevelopment of the site at 10300 Watson Road.

**Petitioner:** PSI Atlantic StL MO, LLC  
3159 Fee Fee Road, Suite 221  
Saint Louis, Missouri 63044

**Owner:** 10300 Watson Rd LLC  
11420 Gravois Road, Suite 200  
Saint Louis, Missouri 63126

**Date:** November 2016



**Summary:**

This application is for an Amended Final Development Plan to redevelop property located at 10300 Watson Road. The property is located on the south side of Watson Road, approximately .27 mile east of South Lindbergh Boulevard and is also known as the Color Art building. The property is currently zoned PD-LC(B) Planned Development - Limited Commercial, 1-3 acre lot size. The properties to the north (across Watson Road) east and west are zoned C-1. The properties to the south are zoned R-4, Single Family Residential 10,000 square foot minimum lot size.

**Recent approved applications:**

P-17-16 was a petition for final development plan. It was approved in July of 2016.

P-21-15 was a petition to rezone the property from C-1 Commercial District to PD-LC(B) Planned Development - Limited Commercial, 1-3 acre lot size. It was approved in September 2015.

P-22-15 was a petition for Text Amendment to add "Indoor storage facilities" as a conditional use in the C-1 Commercial District. It was approved in September 2015.

P-23-15 was a petition for Preliminary Development Plan for the property. It was also approved in September 2015 with the following conditions:

1. Petitioner shall post a resident caretaker/watchman on the premises 24 hours per day, 7 days per week.
2. Petitioner shall demonstrate approval from MoDOT for landscaping buffer in the right of way of Watson Road.
3. There shall be no retail sales from the storage stalls.

A-11-15 was a petition to vary the side setback requirement, buffer width and site coverage allowed. The Board of Adjustment approved that petition in July 2015.

**Staff analysis:**

The petitioner is proposing to redevelop this property, using the existing structure and parking lot. The structure will be used for indoor storage, with a small area dedicated to office space for the facility. P-17-16, Petition for Final Development Plan was approved in July of 2016.

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.

Several changes have been made to the previously approved Final Development Plan.

- 1. Elimination of the caretaker. The petitioner has indicated that a security system will be used in lieu of an onsite, live in caretaker.

2. Elimination of the office space. The petitioner is proposing to only provide office space required for the self storage facility. The previously approved petition called for 8,400 square feet of office space.
3. Parking lot changes. The petitioner is proposing to limit access to the rear of the property with locking gates, to be used by customers and emergency vehicles only.
4. Landscaping changes. In parking lots with fewer than thirty (30) spaces, landscaping along the street frontage is not required. However, some landscaping will be provided at the curb cuts, in the parking lot and in front of the building is proposed. The required landscape buffer, including new vinyl fencing, between the adjacent residential properties would be provided.

The existing parking lot is non-conforming. Per Appendix B Section 6.34: Parking and loading area setback requirements, parking spaces must be at least ten (10') feet from the front or side street right of way. The petitioner desires to use the existing parking lot with the existing setbacks. The previous property owner presented an agreement with MoDOT to use the existing, undeveloped right of way to meet the buffer requirement for the previously approved Final Development Plan. The petitioner would like to use that agreement to meet the setback requirement.

All other requirements of Appendix B Zoning Regulations, Section 4.10-24 and 4.10-25 have been met.

# PSI Atlantic STL MO, LLC

“Storage Experts”

**Beau D. Reinberg**  
**Managing Partner**  
3159 Fee Fee Road, Ste. 221  
St. Louis MO, 63044

Phone 573-673-1191  
beaureinberg@gmail.com

09/23/16

## **10300 Watson Road** **Amended Development Plan**

Attn: City of Sunset Hills

I am writing to bring to your attention to a property we have taken over to development in Sunset Hills, 10300 Watson Road, formerly the Color Art Building.

Currently we have the property under contract, and while the zoning has been amended to allow the use of Self Storage, the plan provided had a few areas that we are requesting an amendment.

We have successfully, as a team, developed over 100 properties across the United States, including cities such as Boston, Nashville, Seattle, New York, Naples, and St. Louis. Our focus has been and will continue to be, building a Class A facility that meets the growing storage needs of residents located within a 3mile radius. Gone are the days of facilities on the outskirts of town with chain link fences and gravel lots. The 5<sup>th</sup> generation buildings and facilities that we develop are built to blend in as a consumer driven retail use, and be a welcoming amenity to the 1 in 10 households that require self-storage.

A key feature of all of our facilities is best in class security. This security includes over 25 cameras, key pad entry for customers only from 6am-10pm at night, a facility manager, and a district manager who oversees all stores in the St. Louis market, and a high tech security system on all points of entry for after hours. What we have found to be a security liability is the presence of a 24hr watchman. This watchman and required sleeping quarters become a tremendous liability for the property, because while most of the employees are wonderful, there is always that rogue element that may allow use of the facility after the 10pm cut off, allow friends to use the facility for band practice, and get too comfortable in the sleeping quarters required by the current code. We would request that this be removed and amended to require security cameras, and controlled access to the property.

We will also need to modify the office space that is currently on the approved plan. The approved plan calls for 8,400sqft of office space, which is not feasible given the size of the building and the amount of self-storage space proposed (81,000sqft). The property will have a

small office of just under 800sqft, which will be the main contact area for the customers of the facility and allow for a small retail display area of boxes, locks, and other moving supplies.

As you can see from the attached renderings, we are planning to build a professionally finished property with high end exterior features, normally found on retail and office buildings. The concept design we are presenting will allow for maximum use of the facility through the front of the property. We believe this is critical to ensure appropriate access to the property, while also being very respectful of our neighbors in the rear of the building. The previous designs submitted had everything from a drive through to vehicles parking in the building. Both of these options cause issues with safety and inappropriate head lights in the rear of the building, which has residential neighbors. For this reason, we are proposing an amended exterior plan focusing on front access to the property. The primary change is to remove the majority of the parking from away from the front of the building, thereby giving the customers easier access to load and unload boxes, furniture, and other belongings. We will have 15 total spaces, with 5-6 spaces, including a handicap accessible space in the front, then 9-10 spaces on the west side of the building. We have also decided to make access to the rear of the building only accessible through a coded gate. This additional level of security will prevent anyone from driving behind the facility and shining headlights in to neighbors yards, loitering, or anything else. We will maintain the rear of the building in a first glass manner and will add the required landscaping of one canopy tree or evergreen tree every 30 lineal feet.

Self-Storage is a very important amenity for any community because it provides a safe, clean, and convenient location for belongings during sometimes difficult periods in a person's life, such as divorce, death, and downsizing. It is also important for a community because it can help eliminate the clutter sometimes found in neighborhoods, when garages are just not enough space. It promotes safety because when a garage is available, the vehicle can be kept inside and not be subject to attempted break-ins or vandalism. As a community it is important to provide resources so that those moving in to or out of the community can count on a close facility to provide them with the space they need for the short term or long term.

Self-Storage also promotes small business and retail sales. A small business can sometimes not afford enough square footage for all of their supplies or inventory, so a 10x10 climate controlled storage unit is a very efficient way for a small business to be able to compete with larger companies who can afford more space. Also, when residents have access to safe and clean self-storage, they are more likely to purchase more belongings in their shopping districts, thereby increasing important sales tax revenue.

This facility will be designed with an attention to detail and a detailed attention to its surrounding neighbors and the city of Sunset Hills

Sincerely,

Beau D. Reinberg



**ARCHITECT; GAREN  
MILLER, INC.**

5115 Saint Charles Place  
Shrewsbury, MO 63119

T 314.960.6006  
F 314.272.7007  
garenmiller@mac.com

[www.garenmiller.com](http://www.garenmiller.com)

P-33-16

October 28, 2016

Lynn Sprick  
Assistant Planner  
City of Sunset Hills  
3939 S. Lindbergh Blvd.  
Sunset Hills, MO 63127

RE: Proposed Development Plan

Ms. Sprick,

Pursuant to your request, I am addressing the recent changes in the final development plan offered by the owner.

It's important to know that we feel the first development plan did not consider all of the existing site conditions and the new use for the building, including the fire code and egress issues that have come up during the schematic design phase of the process. Because we were not the original design team that presented the Development Plan, we do not know or understand the designer rationale.

The most difficult aspect of this site is that the building has been constructed prior to the expansion of Watson Road, so the Right of Way has pinched the front parking lot of the building. The existing parking lot does not comply with current zoning standards and our request is to leave the curbs and gutters in place acknowledging that changes to try to comply with the code would severely hamper the circulation and ability for the owner to fully re-adapt and reuse this building. Further, in order to taper the drives to meet with the new opening, the full width of the drive is going to be needed or the taper will be too steep to comply with ADA codes and for customers to use. This case is especially critical at the west and east ends of the building.

Next, the prior applicant did not acknowledge the large overhanging trees and existing utility infrastructure that would interfere with planting of the tree barrier on the south edge of the site. These existing trees would interfere with the establishment of new trees. The owner would be forced to constantly replace trees. The other option would be to cut back the neighbors trees. We believe this would actually kill the existing trees to do so because they have been heavily pruned by Ameren UE. If the board would please consider this condition as acceptable, we believe using the existing trees to provide part of the screening will accomplish the same goal.

I look forward to attending the hearing and answering any questions concerning these or other matters the board would have concerning this project.

Respectfully Submitted,

Garen Miller, RA

File No.: 20161495

**Exhibit "A"**

PARCEL 1:

A tract of land in U.S. Survey 2453, Township 44 North, Range 5 East, in St. Louis County, Missouri, described as:

Beginning at a point in the South line of U.S. Highway No. 66 (also known as Henry Shaw Gardenway) 100 feet wide, said point being the Northwest corner of property conveyed to Otto Sinwell, et al., by deed recorded in Book 1856, Page 45 of the St. Louis County Records; thence along the South line of said Highway, South 84 degrees 30 minutes West, 300 feet to the Northeast corner of property conveyed to Mall Tool Company, by deed recorded in Book 2923, Page 291 of the St. Louis County Records; thence along the East line of said Mall Tool Company property, South 5 degrees 30 minutes East, 219.86 feet to a point in the South line of property conveyed to Stella T. Heinbuecher, by deed recorded in Book 541, Page 190 of the St. Louis County Records; thence along the South line of said Heinbuecher property, North 88 degrees 6 minutes East, 300.60 feet to the Southwest corner of property conveyed to Sinwell, as aforesaid; and thence along the West line of said Sinwell property, North 5 degrees 30 minutes West, 238.88 feet to the point of beginning.

PARCEL 2:

A tract of land in U.S. Survey 2453, Township 44 North, Range 5 East, in St. Louis County, Missouri, described as:

Beginning at an old iron pipe in the South line of U.S. Highway 66, 100 feet wide at the Northwest corner of tract conveyed to Edward C. Schneider, by deed recorded in Book 1852, Page 118 of the St. Louis County Records; thence along the West line of tract so conveyed to Schneider, South 5 degrees 30 minutes East, 219.86 feet to an old iron rod at the Southwest corner of said tract; thence South 88 degrees 6 minutes West, 100 feet, more or less, to the Southwest corner of property conveyed to Edward Pivrotto and wife by deed recorded in Book 2925, Page 465 of the St. Louis County Records; thence North 5 degrees 30 minutes West along the East line of said Pivrotto property, 213 feet, more or less, to a point in the South line of said U.S. Highway 66; and thence North 84 degrees 30 minutes East along said Highway, 100 feet to the point of beginning.

PARCEL 3:

A tract of land in U.S. Survey 2453, Township 44 North, Range 5 East, in St. Louis County, Missouri, described as:

Beginning at a point in the South line of U.S. Highway 66 (also known as Watson Road, 100 feet wide) at the Northwest corner of tract conveyed to Traroloc Investment Company, Inc., by deed recorded in Book 4313, Page 338 of the St. Louis County Records; thence along the West line of tract so conveyed to Traroloc Investment Company, Inc., South 5 degrees 30 minutes East, 213.60 feet to a point; thence South 88 degrees 06 minutes West, 118.02 feet to a point; thence North 5 degrees 30 minutes West, 206.30 feet, more or less, to a point in the South line of said U.S. Highway 66; thence North 84 degrees 30 minutes East along the South line of said Highway 66, 118 feet, more or less, to the point of beginning.

# NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 2, 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 PSI ATLANTIC STL MO LLC, TO ALLOW CHANGES TO THE SELF-STORAGE FACILITY AT 10300 WATSON 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-33-16



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-34-16  
DATE 10-12-16  
FEE N/A *annexed*  
1996 - St. Louis County *to* Sunset Hills

**CONDITIONAL USE PERMIT**

- 1. Is this an Amended Conditional Use Permit  Yes  No Date of original CUP 1996 - St. Louis County *to* Sunset Hills
- 2. Applicant's Name ST JUSTIN THE MARTYR CATHOLIC CHURCH
- 3. Mailing Address 11910 EDDIE 1/2 PARK RD. 63127 Phone (314) 843-8482
- 4. Agent's Name and Address JACK BUELT 9140 FOX ESTATES DR. SUNSET HILLS, MO. 63127  
(If different than Applicant)
- 5. Property Owner's Name ARCHDIOCESE OF ST LOUIS
- 6. Address of Property 11910 EDDIE 1/2 PARK RD. 63127
- 7. Area of Property to be used INSTALL SOUND SYSTEM IN BUILDING WITH EXTERNAL SPEAKERS
- 8. Existing Zoning R-1
- 9. Proposed Use SEE BELOW
- 10. Remarks and Reasons REQUESTING AN AMENDMENT TO THE CONDITIONAL USE PERMIT TO RE-INSTALL A CARILLON BELL SOUND SYSTEM TO MARK VARIOUS RELIGIOUS SERVICES - SEE ATTACHMENT
- 11. Legal Description (to be attached) N/A
- 12. Scale Drawings of Property, Area to be used and Proposed Development Plans (to be attached) N/A
- 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: Jack Buelt, Parishioner  
or behalf of Father Bill Kempf, Pastor

# P-34-16

**Title:** Amended Conditional Use Permit to allow the reinstallation of the electronic church bell system at 11910 Eddie & Park Road (St Justin the Martyr Catholic Church).

**Petitioner:** Jack Built  
9140 Fox Estates Drive  
Sunset Hills, Missouri 63127

**Owner:** St Louis County Catholic Church Real Estate  
St Justin the Martyr Catholic Church  
11910 Eddie & Park Road  
Sunset Hills, Missouri 63127

**Date:** November 2016



**Summary:**

This application is for an Amended Conditional Use Permit to allow the reinstallation of the electronic church bell system at St Justin the Martyr Catholic Church, 11910 Eddie & Park Road. The property is located on the south side of Eddie & Park Road, approximately 1600 feet east of Robyn Road. The property is currently zoned R-1, Single Family Residential-1acre minimum lot size. The properties to the south are also zoned R-1. The properties to the east and west, are zoned R-2, Single Family Residential-20,000 square foot minimum lot size. The properties to the north, across Eddie & Park Road, are in the City of Crestwood and zoned R-3, 10,000 square foot residential.

**Staff analysis:**

The petitioner is proposing to reinstall an electronic church bell system. The petitioner has stated that the original system, which was installed when the church was built, fell into disrepair several years ago and was not replaced. The petitioner now wishes to replace the system.

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.

Traffic should not be increased. No changes are proposed to the site. The only change is replacement of the electronic church bell system.

(B) Substantially increase fire hazards.

Fire hazards should not be substantially increased. Mehlville Fire District and St Louis County would review the plans to ensure building and fire code requirements are met.

(C) Adversely affect the character of the neighborhood.

The character of the neighborhood should not be affected. The site would not change.

(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.

(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. This is an existing use.

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

**ATTACHMENT TO APPLICATION FOR AMENDED CUP – ST. JUSTIN MARTYR**

St. Justin had a Carillon Bell System when the Church was built 50 years ago. It produced the sound of large brass bells. The system was used to play the "Angelus" at 12 noon and 6 p.m., the call to Mass, funeral tolls, wedding peal, and to mark other religious ceremonies.

After a number of years the system broke down and it was determined that there was no cost-effective way to repair it and that it had to be replaced with newer technology.

Apparently the pastor at the time and his advisors decided to defer replacement because of the cost and lack of funding. So the system was just shut down.

Recently a new pastor was installed at St. Justin and with his permission a task force was formed to study the feasibility of replacing the original system.

A new Carillon Bell System was found that would replicate the old system and meet budgetary (funding) requirements. The new system proposed to be installed is manufactured by Chime Master and is installed in hundreds of churches throughout the country.

It has volume settings that can be adjusted to meet any noise ordinance limits. It will be used during daytime hours and shut down in night time hours.

It will be used as in the past to mark various religious services.

It also has the capability to play seasonal hymns such as Christmas Carols with the brass bells sound.

This is an electronic digital system and the bell sounds will come from speakers mounted on the church roof.

Again, the proposed system is a replacement for what was installed when the church was built and covered under the original Conditional Use Permit.

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PLANNING & ZONING COMMISSION  
CITY OF SUNSET HILLS, MISSOURI



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-35-16  
DATE 10-12-16  
FEE. \$150

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

- 1. Applicant's Name 1.) Pultes Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis
- 2. Mailing Address 1.) 17107 Chesterfield Airport Rd, Suite 120, Chesterfield, MO 63017  
2.) 12511 Elaine Drive, St. Louis, MO 63131 Phone 1.) 636-537-7122 2.) 314-984-9715
- 3. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(if different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005
- 4. Existing Text Section 4.10-12b
- 5. Proposed Text See attached.
- 6. Address/Location of Property that would be affected (if applicable) Northwest quadrant of S. Lindbergh Blvd. and West Watson Road, at Court Drive
- 7. Remarks and Reasons Re-development for a planned development lifestyle community.
- 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:   
(MATT SEGAL)



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. \_\_\_\_\_  
DATE \_\_\_\_\_  
FEE \_\_\_\_\_

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

1. Applicant's Name 1.) Pultes Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis
2. Mailing Address 1.) 17107 Chesterfield Airport Rd, Suite 120, Chesterfield, MO 63017  
2.) 12511 Elaine Drive, St. Louis, MO 63131 Phone 1.) 636-537-7122 2.) 314-984-9715
3. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(if different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005
4. Existing Text Section 4.10-12b
5. Proposed Text See attached.
6. Address/Location of Property that would be affected (if applicable) Northwest quadrant of S. Lindbergh Blvd. and West Watson Road, at Court Drive
7. Remarks and Reasons Re-development for a planned development lifestyle community.
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:   
Trustee

## P-35-16

**Title:** Text Amendment (Amendment to Zoning Regulations) to Appendix B, Section 4.10-12b, Planned Development-Lifestyle

**Petitioners:** Pulte Homes of St Louis LLC  
17107 Chesterfield Airport Road, Suite 120  
Chesterfield, Missouri 63005

Olga Despotis Trust c/o George Despotis  
12511 Elaine Drive  
St Louis, Missouri 63131

**Agent:** Stock & Associates Consulting Engineers, Inc  
257 Chesterfield Business Parkway  
Chesterfield, Missouri 63005

**Date:** November 2016

### **Summary:**

This petition is for an Amendment to the Zoning Regulations, known as a text amendment. The petitioner is proposing several changes to Appendix B Zoning Regulations, Section 4.10-12b Planned-Development Lifestyle. The current requirements of Section 4.10-12b is shown below, proposed changes are shown in red and language to be replaced is struck through:

4.10-12b PD-LS Planned Development-Lifestyle:

(A) Intent and purpose: The PD-LS district is intended to provide greater flexibility in both the types of uses to be developed and the density of the development than what would otherwise be permitted by this ordinance. This district is specifically intended to allow for creative residential developments or a combination of

residential and office and retail commercial uses that create unique living and/or living/working/shopping environments. Since the "lifestyle" environments that are contemplated by the PD-LS are not potentially compatible with adjacent land uses in other parts of the city, the application of this district is limited to parcels or parcel assemblies with the acreage and location criteria as follows:

1. Frontage of not less than eighteen hundred (1800) feet to Interstate Route 44 (I-44), and having access (directly or indirectly via a public street) to Lindbergh Boulevard (Missouri Route 61/67), and containing not less than fifty (50) acres, (Sunset Manor)
2. Frontage of not less than six hundred (600) feet to Lindbergh Boulevard (Missouri Route 61/67) north of Eddie & Park Road and containing not less than twenty-five (25) acres, (Heimos Property) or
3. Frontage of not less than nine hundred fifty (950) feet to Rott Road west of Lindbergh Boulevard but no further west than the eastern boundary line of the property that is the site of the Fenton Fire Protection District Fire Station and containing not less than seven (7) acres (Laumeier Condominiums and The Sheridan at Laumeier Park Assisted Living Facility).
4. **Frontage of not less than five hundred (500) feet adjacent to the west side of Lindbergh Boulevard (Missouri Route 61/67), extending north from west Watson Road and containing not less than four (4) acres.**

(B) Permitted uses: Permitted uses (except where limited herein) shall be as established in the conditions of the ordinance adopted by the board of aldermen governing the particular PD-LS District. Specific uses may include those uses designated as permitted or conditional uses in any of the residential districts or the C-1 Commercial District. In addition, the following uses are permitted in conjunction with:

1. Proposed developments meeting the location and site area criteria as set forth in (A) 1 above:
  - a. Luxury multi-family apartments or condominiums in multi-story buildings including mid-rise or high-rise structures provided that any

structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five (35) but need not exceed three hundred (300) feet;

- b. Multi-story office buildings (with or without first floor retail or service uses) provided that any structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five (35) but need not exceed three hundred (300) feet;
- c. Buildings containing first floor retail uses with office or residential uses on upper stories provided that any structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five but need not exceed three hundred (300) feet.

2. Proposed developments meeting the location and site area criteria as set forth in (A) 2 above:

- a. Luxury multi-family apartments or condominiums of not more than three (3) stories or thirty five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least one hundred (100) feet;
- b. Buildings containing first floor retail uses with office or residential uses on upper stories of not more than three (3) stories or thirty-five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least two hundred (200) feet;

3. Proposed developments meeting the location and site area criteria as set forth in (A)3.:

Luxury multi-family apartments, condominiums and assisted living units of not more than three (3) stories or thirty-five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least fifty (50) feet, but not including any office, retail or service commercial development. Property management, nursing or administrative offices and kitchen and cafeteria facilities that serve the residents shall not be prohibited by this section.

4. Proposed developments meeting the location and site area criteria as set forth in (A)4 above:

Attached townhome units of not more than two (2) stories or thirty-five (35) feet in height provided that such units shall be setback from residentially zoned property by at least ten (10) feet.

(C) Development standards:

1. Minimum site size: As stipulated in (A) above
2. Maximum site coverage: As provided for in the site plan approved by the board of aldermen
3. Minimum lot size/density for detached or attached single family dwellings: As provided for in the site plan approved by the board of aldermen
4. Minimum building setbacks from abutting residentially zoned property: As provided for in this section
5. Building height limitations: Except as limited by this Section, principal building height shall be as provided for in the site plan approved by the board of aldermen
6. Minimum buffer requirements:
  - a. Residential abutting residentially zoned property of the same density: None
  - b. Residential abutting residentially zoned property of lower density: ~~20 feet~~ (10 feet).
  - c. Residential abutting commercially zoned property: ~~30 feet~~ (10 feet).

- d. Non-residential uses abutting existing or proposed residential uses:  
30-feet (10 feet).
- 7. Development phasing: (see Section 4.10-16)
- 8. Maximum residential density:
  - a. For residential development components provided for in this Section under the provisions of (B)1: None
  - b. For residential development components provided for in this section under the provisions of (B)2, 3 and 4  
An average of not more than six and one-half (6.5) units per gross acre for all portions of the development devoted to residential uses (not including any portion of the development devoted to non-residential uses). Maximum residential density for assisted living units shall be determined by the site plan approved by the board of aldermen.

**Staff analysis:**

Currently, there is one (1) property in the City that is zoned PD-LS. The property occupied by Laumeier Place Condominiums and The Sheridan at Laumeier Park Assisted Living Facility.

This proposed text amendment would apply only to the property located at the northeast corner of West Watson Road and South Lindbergh Boulevard. See P-36-16 for that proposed rezoning.

The Planned Development Districts are intended to give the developer more flexibility in their project and the City more of an opportunity for input. Appendix B Zoning Regulations, Section 4.10-1 states:

Intent and purpose:

The purpose of the planned development districts is to provide a means of achieving greater flexibility in development of land in a manner not always possible in

conventional zoning districts; to encourage a more imaginative and innovative design of projects; to promote a more desirable community environment; and to afford a more thorough review process over both the design and future operation of the development. Planned developments are not intended to allow excessive densities, or the development of incompatible land uses, either with the development, or as the development relates to the general neighborhood.

The planned development districts are intended to facilitate the use of flexible technique of land development and site design, by providing relief from zoning requirements designed for conventional developments in order to obtain one (1) or more of the following objectives:

- (A) Environmental design in the development of land that is a higher quality than is possible under the regulations otherwise applicable to the property.
- (B) Diversification in the uses permitted and variation in the relationship of uses, structures, open space and height of structures in developments intended as cohesive, unified projects.
- (C) Functional and beneficial uses of open space areas.
- (D) Preservation of natural features of a development site.
- (E) Creation of a safe and desirable living environment for residential areas characterized by a unified building and site development program.
- (F) Rational and economical land use in relation to public utilities and services.
- (G) Efficient and effective traffic circulation, both within and adjacent to the development site.

4.10-12b

*PD-LS Planned Development-Lifestyle:*

(A)

Intent and purpose: The PD-LS district is intended to provide greater flexibility in both the types of uses to be developed and the density of the development than what would otherwise be permitted by this ordinance. This district is specifically intended to allow for creative residential developments or a combination of residential and office and retail commercial uses that create unique living and/or living/working/shopping environments. Since the "lifestyle" environments that are contemplated by the PD-LS are not potentially compatible with adjacent land uses in other parts of the city, the application of this district is limited to parcels or parcel assemblies with the acreage and location criteria as follows:

1.

Frontage of not less than eighteen hundred (1800) feet to Interstate Route 44 (I-44), and having access (directly or indirectly via a public street) to Lindbergh Boulevard (Missouri Route 61/67), and containing not less than fifty (50) acres,

2.

Frontage of not less than six hundred (600) feet to Lindbergh Boulevard (Missouri Route 61/67) north of Eddie & Park Road and containing not less than twenty-five (25) acres, or

3.

Frontage of not less than nine hundred fifty (950) feet to Rott Road west of Lindbergh Boulevard but no further west than the eastern boundary line of the property that is the site of the Fenton Fire Protection District Fire Station and containing not less than seven (7) acres.

4.

**Frontage of not less than five hundred (500) feet adjacent to the west side of Lindbergh Boulevard (Missouri Route 61/67), extending north from West Watson Road and containing not less than four (4) acres.**

(B)

Permitted uses: Permitted uses (except where limited herein) shall be as established in the conditions of the ordinance adopted by the board of aldermen governing the particular PD-LS District. Specific uses may include those uses designated as permitted or conditional uses in any of the residential districts or the C-1 Commercial District. In addition, the following uses are permitted in conjunction with:

1.

Proposed developments meeting the location and site area criteria as set forth in (A) 1 above:

a.

Luxury multi-family apartments or condominiums in multi-story buildings including mid-rise or high-rise structures provided that any structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five (35) but need not exceed three hundred (300) feet;

b.

Multi-story office buildings (with or without first floor retail or service uses) provided that any structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five (35) but need not exceed three hundred (300) feet;

c.

Buildings containing first floor retail uses with office or residential uses on upper stories provided that any structure of up to thirty-five (35) feet in height shall be setback from any residentially zoned property by at least one hundred (100) feet, with said setback being increased by five (5) feet for every one (1) foot of building height above thirty-five but need not exceed three hundred (300) feet.

2.

Proposed developments meeting the location and site area criteria as set forth in (A) 2 above:

a.

Luxury multi-family apartments or condominiums of not more than three (3) stories or thirty five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least one hundred (100) feet;

b.

Buildings containing first floor retail uses with office or residential uses on upper stories of not more than three (3) stories or thirty-five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least two hundred (200) feet;

3.

Proposed developments meeting the location and site area criteria as set forth in (A)3.:

Luxury multi-family apartments, condominiums and assisted living units of not more than three (3) stories or thirty-five (35) feet in height provided that any such structure shall be setback from any residentially zoned property by at least fifty (50) feet, but not including any office, retail or service commercial development.

Property management, nursing or administrative offices and kitchen and cafeteria facilities that serve the residents shall not be prohibited by this section.

4.

**Proposed developments meeting the location and site area criteria as set forth in (A) 4 above:**

**Attached townhome units of not more than two (2) stories or thirty-five (35) feet in height provided that such units shall be setback from residentially zoned property by at least ten (10) feet.**

(C)

Development standards:

1.

*Minimum site size:* As stipulated in (A) above

2.

*Maximum site coverage:* As provided for in the site plan approved by the board of aldermen

3.

*Minimum lot size/density for detached **or attached** single family dwellings:* As provided for in the site plan approved by the board of aldermen

4.

*Minimum building setbacks from abutting residentially zoned property:* As provided for in this section

5.

*Building height limitations:* Except as limited by this Section, principal building height shall be as provided for in the site plan approved by the board of aldermen

6.

*Minimum buffer requirements:*

a.

Residential abutting residentially zoned property of the same density: None

b.

Residential abutting residentially zoned property of lower density: ~~20 ft.~~ **(10 ft.)**

c.

Residential abutting commercially zoned property: ~~30 ft.~~ **(10 ft.)**

d.

Non-residential uses abutting existing or proposed residential uses: ~~30 ft.~~ **(10 ft.)**

7.

*Development phasing:* (see Section 4.10-16)

8.

*Maximum residential density:*

a.

For residential development components provided for in this Section under the provisions of (B)1: None

b.

For residential development components provided for in this section under the provisions of (B) 2, **3 and 4**,

An average of not more than six and one-half (6.5) units per gross acre for all portions of the development devoted to residential uses (not including any portion of the development devoted to non-residential uses). Maximum residential density for assisted living units shall be determined by the site plan approved by the board of aldermen.

# NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 2, 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 TEXT AMENDMENT, SUBMITTED BY PULTE HOMES, TO AMEND APPENDIX B, ZONING REGULATIONS, SECTION 4.10-12B, PLANNED DEVELOPMENT-LIFESTYLE FOR VARIOUS CHANGES TO THE PD-LS PLANNED DEVELOPMENT-LIFESTYLE ZONING DISTRICT. 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



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-36-16  
DATE 10-12-16  
FEE \$350

**CHANGE OF ZONING**

- 1. Applicant's Name 1.) Pulte Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis  
1.) 17107 Chesterfield Airport R, Suite 120, Chesterfield, MO 63017
- 2. Mailing Address 2.) 12511 Elaine Drive, St. Louis, Missouri 63131 Phone 1.) 636-537-7122 2.) 314-984-9715
- 3. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(If different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005
- 4. Property Owner's Name Olga Despotis Trust
- 5. Address of Property South Lindbergh Boulevard
- 6. Area of Property +/- 4.910 acres
- 7. Existing Zoning 'R-2' Residential & 'C-1' Commercial Districts Proposed Zoning "PD-LS" Planned Development Lifestyle
- 8. Proposed Use Multi-family Residential Villas and Credit Union w/ Drive up windows & ATM

9. Remarks and Reasons Re-Development for a planned development lifestyle community.

- 10. Legal Description (to be attached)
- 11. Scale Drawings of Property and Proposed Development Plans (to be attached)
- 12. Fee: One acre or less \$250. More than one acre \$250 plus \$25.00 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:   
(MATT SEGAL)



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. \_\_\_\_\_  
DATE \_\_\_\_\_  
FEE \_\_\_\_\_

**CHANGE OF ZONING**

- 1. Applicant's Name 1.) Pulte Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis  
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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:   
Trustee

## P-36-16

**Title:** Change of Zoning, submitted by Pulte Homes of St Louis, LLC and Olga Despotis Trust c/o George Despotis, from C-1 Commercial and R-2 Single Family Residential-20,000 square foot minimum lot size, to PD-LS Planned Development-Lifestyle 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.

**Petitioners:** Pulte Homes of St Louis LLC (contract purchasers)  
17107 Chesterfield Airport Road, Suite 120  
Chesterfield, Missouri 63005

Olga Despotis Trust c/o George Despotis  
12511 Elaine Drive  
St Louis, Missouri 63131

**Agent:** Stock & Associates Consulting Engineers, Inc  
257 Chesterfield Business Parkway  
Chesterfield, Missouri 63005

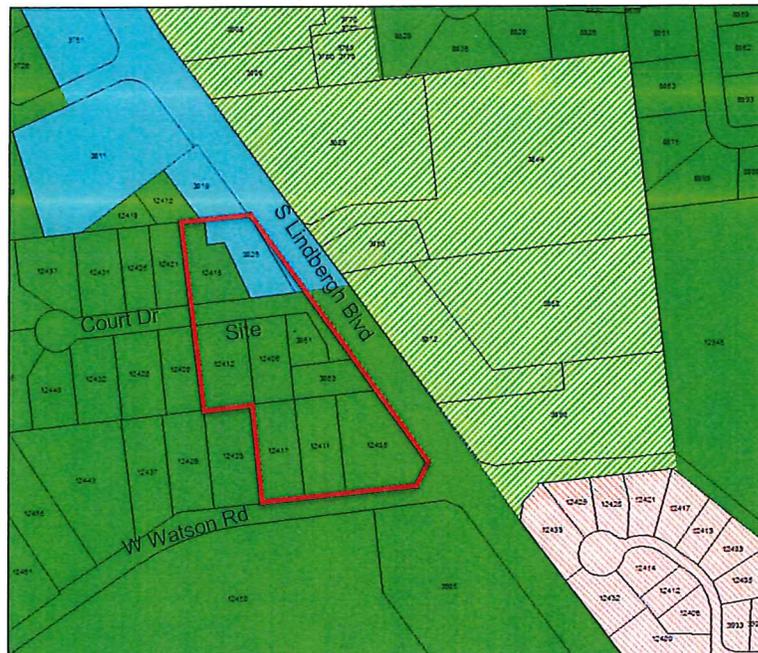
**Date:** November 2016



\* Maps are for informational use only. Not a representation of the project.

**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



\* Maps are for informational use only. Not a representation of the project.

**Summary:**

This petition is for a Change of Zoning, known as a map amendment, for several properties located on the northwest corner of West Watson Road and South Lindbergh Boulevard. The property at 3825 South Lindbergh Boulevard is currently zoned C-1, Commercial. The properties at 12415, 12412 and 12406 Court Drive, 3851 and 3863 South Lindbergh Boulevard, 12405, 12411 and 12417 West Watson Road are currently zoned R-2, Single Family Residential 20,000 square foot 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.

**Staff analysis:**

This petition is for a change of zoning to the PD-LS, Planned Development-Lifestyle District. Please see Petition P-35-16 for proposed changes to the PD-LS Zoning Requirements. The petitioner is proposing to redevelop the properties with a mixed-use development, to include 20 attached single-family dwellings and a bank at the corner of South Lindbergh Boulevard and West Watson Road. There are currently single-family dwellings on two (2) of the lots, along West Watson Road, that would be demolished. The property at 3825 South Lindbergh Boulevard is currently zoned C-1 and has two (2) parking lots and a concrete pad, remaining from the business that formerly occupied the property. That commercial use is proposed to move to the corner of South Lindbergh Boulevard and West Watson Road, being replaced by residential use.

This area of the City received significant damage during a tornado that took place on December 31, 2010. The property has been mostly vacant since that time. A task force was created as part of the recovery process. That group was to determine what type of future development would be appropriate for the area. Resolution 331 was approved by the Planning and Zoning Commission on November 2, 2011. That resolution states:

The Comprehensive Plan of the City of Sunset Hills shall be amended to designate the tornado-affected area, as shown on the attached map, for only residential, single family and/or a Courtyard type development, or a combination of both, as is permitted in the zoning classification PD-RC. There will be no consideration given for commercial development.

All petitions for change of zoning to a planned development district also require a Preliminary and Final Development Plan. See P-37-16 for the Preliminary Development Plan for this property.

## 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.

# NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 2, 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 CHANGE OF ZONING, SUBMITTED BY PULTE HOMES, FROM C-1 COMMERCIAL AND R-2 SINGLE FAMILY RESIDENTIAL, 20,000 SQUARE FOOT MINIMUM LOT SIZE TO PD-LS PLANNED DEVELOPMENT-LIFESTYLE 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. 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



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-37-16  
DATE 10-12-16  
FEE 250

**PRELIMINARY DEVELOPMENT PLAN**

- 1. Applicant's Name 1.) Pulte Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis  
1.) 17107 Chesterfield Airport Rd, Suite 120, Chesterfield, MO 63017
- 2. Mailing Address 2.) 12511 Elaine Drive, St. Louis, Missouri 63131 Phone 1.) 636-537-7122 2.) 314-984-9715
- 3. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(If different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005
- 4. Property Owner's Name Olga Despotis Trust
- 5. Address of Property South Lindbergh Boulevard
- 6. Area of Property +/- 4.910 acres
- 7. Existing Zoning 'R-2' Residential District & 'C-1' Comm. Dist. Proposed Zoning 'PD-LS' Planned Development Lifestyle
- 8. Proposed Use Multi-family Residential Villas and Credit Union w/ Drive up windows & ATM
- 9. Remarks and Reasons Re-Development for a planned development lifestyle community.

10. Legal Description (to be attached)

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

12. Fee: Ten acres or less \$250.00. More than ten acres \$250 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: \_\_\_\_\_

M. Segal  
(MATT SEGAL)



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. \_\_\_\_\_  
DATE \_\_\_\_\_  
FEE \_\_\_\_\_

**PRELIMINARY DEVELOPMENT PLAN**

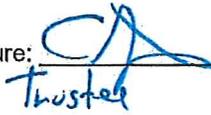
- 1. Applicant's Name 1.) Pulte Homes of St. Louis, LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis  
1.) 17107 Chesterfield Airport Rd, Suite 120, Chesterfield, MO 63017
- 2. Mailing Address 2.) 12511 Elaine Drive, St. Louis, Missouri 63131 Phone 1.) 636-537-7122 2.) 314-984-9715
- 3. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(if different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005
- 4. Property Owner's Name Olga Despotis Trust
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12. Fee: Ten acres or less \$250.00. More than ten acres \$250 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:   
Trustee

## P-37-16

**Title:** Preliminary Development Plan, submitted by Pulte Homes of St Louis, LLC and Olga Despotis Trust c/o George Despotis, from C-1 Commercial and R-2 Single Family Residential-20,000 square foot minimum lot size, to PD-LS Planned Development-Lifestyle 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.

**Petitioners:** Pulte Homes of St Louis LLC (contract purchasers)  
17107 Chesterfield Airport Road, Suite 120  
Chesterfield, Missouri 63005

Olga Despotis Trust c/o George Despotis  
12511 Elaine Drive  
St Louis, Missouri 63131

**Agent:** Stock & Associates Consulting Engineers, Inc  
257 Chesterfield Business Parkway  
Chesterfield, Missouri 63005

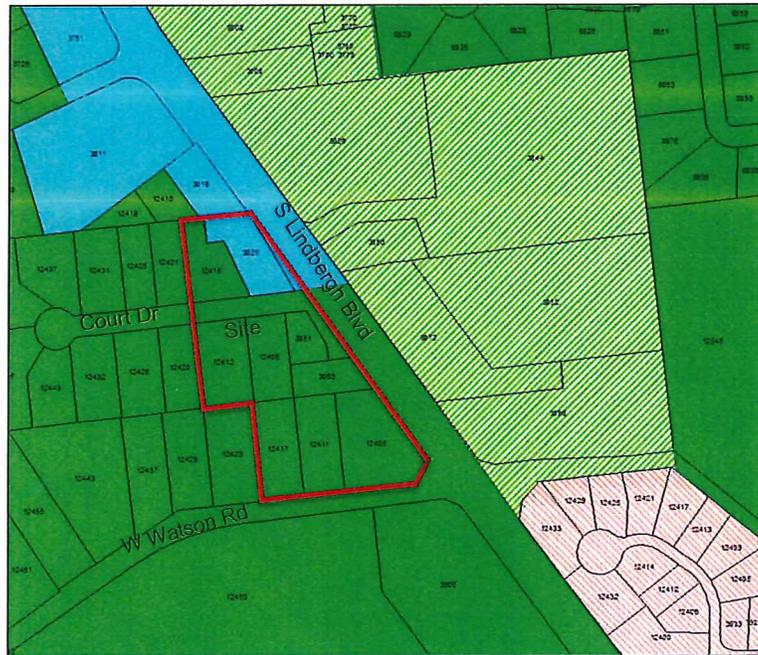
**Date:** November 2016



\* Maps are for informational use only. Not a representation of the project.

**Map Legend**

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



\* Maps are for informational use only. Not a representation of the project.

**Summary:**

This petition is for a Preliminary Development Plan, for nine (9) properties located on the northwest corner of West Watson Road and South Lindbergh Boulevard. The property at 3825 South Lindbergh Boulevard is currently zoned C-1, Commercial. The properties at 12415, 12412 and 12406 Court Drive, 3851 and 3863 South Lindbergh Boulevard, 12405, 12411 and 12417 West Watson Road are currently zoned R-2, Single Family Residential 20,000 square foot minimum lot size. Petition P-36-16 is for a Change of Zoning from C-1 and R-2 to PD-LS, Planned Development-Lifestyle.

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. The properties are proposed to be rezoned to PD-LS by Petition P-36-16. This Petition cannot be approved without PD-LS zoning.

A portion of the proposed development (approximately 9,300 square feet, shown as a hatched area on the plans) is currently part of MoDOT right-of-way. The petitioner is in negotiations to acquire the area. The petitioner must have ownership of the entire property prior to approval of a Final Development Plan.

**Staff analysis:**

This petition is for a Preliminary Development Plan. The petitioner is proposing a mixed-use development on nine (9) of the properties at the corner of South Lindbergh Boulevard and West Watson Road. The property at 3825 South Lindbergh Boulevard, which is the northeast corner of the development, is currently zoned C-1, Commercial and was most recently occupied by the "Black and Decker Building". The remaining properties are currently zoned R-2, Single Family Residential-20,000 square foot minimum lot size and were all occupied by single-family dwellings prior to the tornado.

There are currently single-family dwellings on two (2) of the properties on West Watson Road that would be demolished.

The proposed development would consist of 20 attached single-family units, ranging from two (2) to five (5) attached dwellings and a bank, which would be located at the northwest corner of South Lindbergh Boulevard and West Watson Road. The bank would have drive thru facilities, which are considered a motor vehicle oriented business (MVOB) and require a conditional use permit. See P-38-16 for the Conditional Use Permit (CUP) petition.

Planned Development Districts are intended to give the developer more flexibility in their project and the City more of an opportunity for input. Petition P-36-16 is for a Change of Zoning from C-1 Commercial and R-2 Single Family Residential-20,000 square foot minimum lot size to PD-LS Planned Development-Lifestyle.

Appendix B Zoning Regulations, Section 4.10-1 states: Intent and purpose:

The purpose of the planned development districts is to provide a means of achieving greater flexibility in development of land in a manner not always possible in conventional zoning districts; to encourage a more imaginative and innovative design of projects; to promote a more desirable community environment; and to afford a more thorough review process over both the design and future operation of the development. Planned developments are not intended to allow excessive densities, or the development of incompatible land uses, either with the development, or as the development relates to the general neighborhood.

The planned development districts are intended to facilitate the use of flexible technique of land development and site design, by providing relief from zoning requirements designed for conventional developments in order to obtain one (1) or more of the following objectives:

- (A) Environmental design in the development of land that is a higher quality than is possible under the regulations otherwise applicable to the property.

- (B) Diversification in the uses permitted and variation in the relationship of uses, structures, open space and height of structures in developments intended as cohesive, unified projects.
- (C) Functional and beneficial uses of open space areas.
- (D) Preservation of natural features of a development site.
- (E) Creation of a safe and desirable living environment for residential areas characterized by a unified building and site development program.
- (F) Rational and economical land use in relation to public utilities and services.
- (G) Efficient and effective traffic circulation, both within and adjacent to the development site.

Per Appendix B Zoning Regulations, Section 4.10-5 General development standards:

- (A) The approval of planned development may provide for such exceptions from the regulations associated with traditional zoning districts as may be necessary or desirable to achieve the objectives of the proposed planned development. No planned development shall be allowed which would result in:
  1. Inadequate or unsafe vehicular access to the development;
  2. Traffic volumes exceeding the capacity of the adjoining or nearby streets. Capacity shall be based on a street providing "level of service D" as defined in the latest publication of Transportation and Traffic Engineers Handbook, Institute of Transportation Engineers;

This development includes a new extension of Court Drive that would exit onto West Watson Road. The proposed bank would have a drive thru, which is considered a motor vehicle oriented business (MVOB) and all MVOB's require a traffic study. A traffic study was conducted for a petition in May of this year for a bank. That petition did not include the residential portion of the proposed development.

3. An undue burden on public parks, recreation areas, schools, fire and police protection and other public facilities or utilities which serve or are proposed to serve the planned development;

The proposed development should not create an undue burden on parks, recreation areas, schools, fire and police protection or other public facilities or utilities.

4. A failure to comply with the performance standards referenced in Section 5.17;

Section 5.17 Performance standards, states:

No building or structure shall be used, erected, structurally altered, enlarged or maintained, unless it shall be in conformity with the St. Louis County Performance Standard Regulations as contained in Section 1003.163, subsection 3, "Zoning Performance Standard Regulations" of the Revised Ordinances of St. Louis County 1964 as amended by Ordinance No. 3552 of St. Louis County adopted April 8, 1965, and as those ordinances are hereafter amended.

(Ord. No. 1537, § 1(Exh. A), 12-9-2003)

All proposed structures would be required to obtain zoning approval from the City and a building permit approval from St Louis County.

5. Other detrimental impacts on the surrounding area including, but not limited to, visual pollution.

The proposed development should not have detrimental impacts on the surrounding area. The properties were formerly occupied by one business and the remainder of the properties were occupied by single-family dwellings. The business and most of the dwellings were destroyed or have been removed. Two (2) single-family dwellings remain but would be removed if these petitions are approved.

Per Chapter 24-104. Width of sidewalks: All sidewalks constructed within the city shall be not less than five (5) feet in width.

(Ord. No. 59, § 35, 12-5-1957)

The petitioner is proposing four foot (4') wide sidewalks along Court Drive. This will require a variance from the Board of Adjustment.

If you recommend approval of this petition, a condition of variance approval prior to approval of a final development plan, should be part of the motion.



## **PLANNED DEVELOPMENT COMMENT RESPONSE**

**Re:** Villas at Sunset Hills  
Sunset Hills, Missouri  
(Stock Project No. 216-5846.1)

**Date:** October 27, 2016

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The following information is in response to review comments issued October 26, 2016.

- 1.) Text Amendment Section 4.10-12b(C)6d – Text has been revised to match the Site Plan. (10' foot setback/buffer).
- 2.) Drive-thru stacking spaces have been identified on the Site Plan. Current layout accommodates 10 stacking spaces. City code requires a minimum of 15 stacking spaces (5 spaces per lane, 3 total lanes). Project respectfully requests relief from this requirement.
- 3.) The proposed development intends to construct a 5' wide sidewalk along West Watson Road and the portion of the Lindbergh Boulevard frontage in front of the credit union parcel. The development intends to pay the "in-lieu fee" for the remaining frontage of Lindbergh Boulevard. ( $450' \times 5' = 2250 \text{ SF}$ ;  $2250 \text{ SF} = 250 \text{ SY}$ ; @ \$40/SY = \$10,000)
- 4.) The proposed planned development intends to construct 4' wide sidewalks on both sides of Court Drive and the Court Drive Extension within the development. A 4' wide sidewalk is ADA compliant, pursuant to ADA Accessibility Guidelines (ADAAG) Section R301.3.1 Continuous Width "minimum continuous unobstructed clear width of a pedestrian route shall be 4 ft." and Section R301.3.2 Width at Passing Space "Walkways in pedestrian access routes less than 5 feet in clear width shall provide passing spaces at intervals of 200 feet maximum". The current layout meets these criteria through use of driveways as "passing space".
- 5.) See enclosed description of the proposed credit union.

# NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 2, 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 PRELIMINARY DEVELOPMENT 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. 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



3939 S. Lindbergh Blvd.  
314-849-3400

FILE NO. P-38-16  
DATE 10-12-16  
FEE \$350

**CONDITIONAL USE PERMIT**

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

2. Applicant's Name 1.) Pulte Homes of St. Louis LLC and 2.) Olga Despotis Trust c/o Dr. George Despotis

1.) 17107 Chesterfield Airport Road, Suite 120, Chesterfield, MO 63017 1.) 636-537-7122

3. Mailing Address 2.) 12511 Elaine Drive, St. Louis, MO 63131 Phone 2.) 314-984-9715

4. Agent's Name and Address Stock & Associates Consulting Engineers, Inc.  
(if different than Applicant)  
257 Chesterfield Business Parkway, Chesterfield, Missouri 63005

5. Property Owner's Name Olga Despotis Trust

6. Address of Property South Lindbergh Boulevard

7. Area of Property to be used +/- 4.91 Acres

8. Existing Zoning 'R-2' Residential and 'C-2' Commercial District

9. Proposed Use Mixed Use Development - Residential Villas and Credit Union with drive-thru and ATM.

10. Remarks and Reasons Re-Development for a planned development lifestyle community.

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: M.N.E. CA  
(MART SEGAL) OD Trust Trustee

## P-38-16

**Title:** Conditional Use Permit, submitted by Pulte Homes of St Louis, LLC and Olga Despotis Trust c/o George Despotis, to construct and operate a bank with a drive thru (MVOB) on the northwest corner of South Lindbergh Boulevard and West Watson Road.

**Petitioners:** Pulte Homes of St Louis LLC (contract purchasers)  
17107 Chesterfield Airport Road, Suite 120  
Chesterfield, Missouri 63005

Olga Despotis Trust c/o George Despotis  
12511 Elaine Drive  
St Louis, Missouri 63131

**Agent:** Stock & Associates Consulting Engineers, Inc  
257 Chesterfield Business Parkway  
Chesterfield, Missouri 63005

**Date:** November 2016



**Summary:**

This petition is for a Conditional Use Permit for the construction and operation of a bank with a drive through, which is considered a motor vehicle oriented business (MVOB) on the northwest corner of South Lindbergh Boulevard and West Watson Road. The property is currently zoned R-2, Single Family Residential-20,000 square foot minimum lot size. The properties to the north, south and west are also zoned R-2. The property to the east, across South Lindbergh Boulevard, is zoned PD-BC Planned Development-Business Commercial.

**Staff analysis:**

The petitioner is proposing to construct and operate a bank with a drive through on 1.058 acres at the northwest corner of South Lindbergh Boulevard and West Watson Road. The bank would be part of a mixed-use development proposed in Petition P-37-16. The property is proposed to be rezoned from C-1, Commercial and R-2, Single Family Residential-20,000 square foot minimum lot size by Petition P-36-16.

Banks are a permitted use in the C-1, Commercial Zoning District and the PD-LS Planned Development-Lifestyle , 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.

An increase in traffic will occur with any new business. Hazards or congestion should not be substantially increased. A traffic study that was prepared for a previous petition (P-13-16) has been submitted.

(B) Substantially increase fire hazards.

Fire hazards should not be substantially increased. The new structure 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 bank is part of a larger, mixed use development.

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

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

(E) Overtax public utilities.

Public utilities will 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 7.3-3 would be met.

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

Resolution 331 was approved in November 2011. It designated this area as Residential, single family and/or a courtyard type development or combination of both as is permitted in the zoning classification PD-LS.

Per Appendix B Zoning Regulations, Section 6.5-1 Schedule of off-street parking requirements: Drive-through facilities:

Five (5) stacking spaces for each customer service station, including drive-up service windows, drive-up automated teller machines (ATM), drive-up banking service lanes, but not including drive-up public telephones. Parking circulation aisles shall not be utilized to satisfy this requirement.

Per Section 6.3-5(C): Vehicle stacking spaces: Queuing or waiting area for drive-through facilities shall be a minimum of eleven (11) feet in width and twenty (20) feet in length per required stacking space.

The required stacking spaces are not met on the current plan. If the required number of stacking spaces cannot be met, it would require a variance from the Board of Adjustment, if the petitioner can prove a hardship exists.

If you recommend approval of this petition, a condition of variance approval prior to approval of a final development plan, should be part of the motion.

## Proposed First Community Credit Union Facility

**Subject Site:** 1.12 acre tract located on the northwest corner of West Watson Road and Lindbergh Boulevard.

**Present Zoning:** "R-2" Residential District

**Proposed Zoning:** "PD-LS" Planned Development- Lifestyle

**Proposed Development:** Credit Union Facility, consisting of:

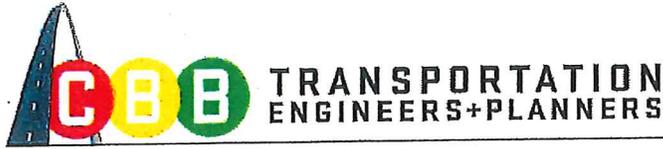
- a.) 4,234 sq. ft. in gross floor area (approx. 58' x 73')
- b.) 1- story brick & masonry building (see architectural elevation)
- c.) 2- drive up teller windows and 1- ATM station to be located on the western elevation or rear of the building (covered by a small overhead canopy approx. 20' wide and projecting about 50' out from the main building)
- d.) Drive-up tell windows and ATM will be served by 3 drive-thru lanes and 1 by-pass lane. Stacking will be provided for a total of 10 cars within the drive-thru lanes.
- e.) Anticipated Hours of Operation: Lobby- 8:30 am to 4:00 pm Monday- Thursday  
8:30 am to 6:00 pm on Friday  
8:30 am to 12 noon on Saturday  
Drive thru- 7:30 am to 6:00 pm Monday-Friday  
7:30 am to 12 noon on Saturday
- f.) Proposed Parking: 30 Spaces (Required Parking is 22 spaces based on 1 sp/per 200 s.f. of floor area) Parking spaces will be broken up into smaller bays of about 6 spaces each to minimize their visual impact and facilitate screening.
- g.) Maximum Floor Area Ratio Allowed: 1.5
- h.) Floor Area Ratio Proposed: .09 (4,234s.f./48,874 s.f.)
- i.) Proposed Building Setbacks: Min. 30' from Lindbergh Boulevard & West Watson Road  
Min. 15' from proposed internal Private Drive
- j.) Proposed Parking & Drive Setbacks: Min. 10' (with landscape buffering)
- k.) Access: To be provided by 1- bi-directional curb cut off of Lindbergh Boulevard and 1- bi-directional curb cut off the proposed internal private drive.

**Planning Rationale:** The most important element of this proposed land use is inherent in the use itself.

It is a very low intensity banking type use with limited hours of operation, that will not generate significant additional traffic volumes. (see previously submitted traffic study by CBB) It will be situated at the corner of a heavily travelled State roadway and a major City street and will provide an excellent buffer between the proposed residences and the traffic on those roadways. It will blend in well, in terms of intensity and character, with the City's police department building to the south, across West Watson, and with the commercial office buildings (Enterprise Bank & Trust) located directly across Lindbergh Boulevard.

P-38-16

Prepared for P-13-16  
Used for P-30-16 & P-38-16



SINCE 1973

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**.

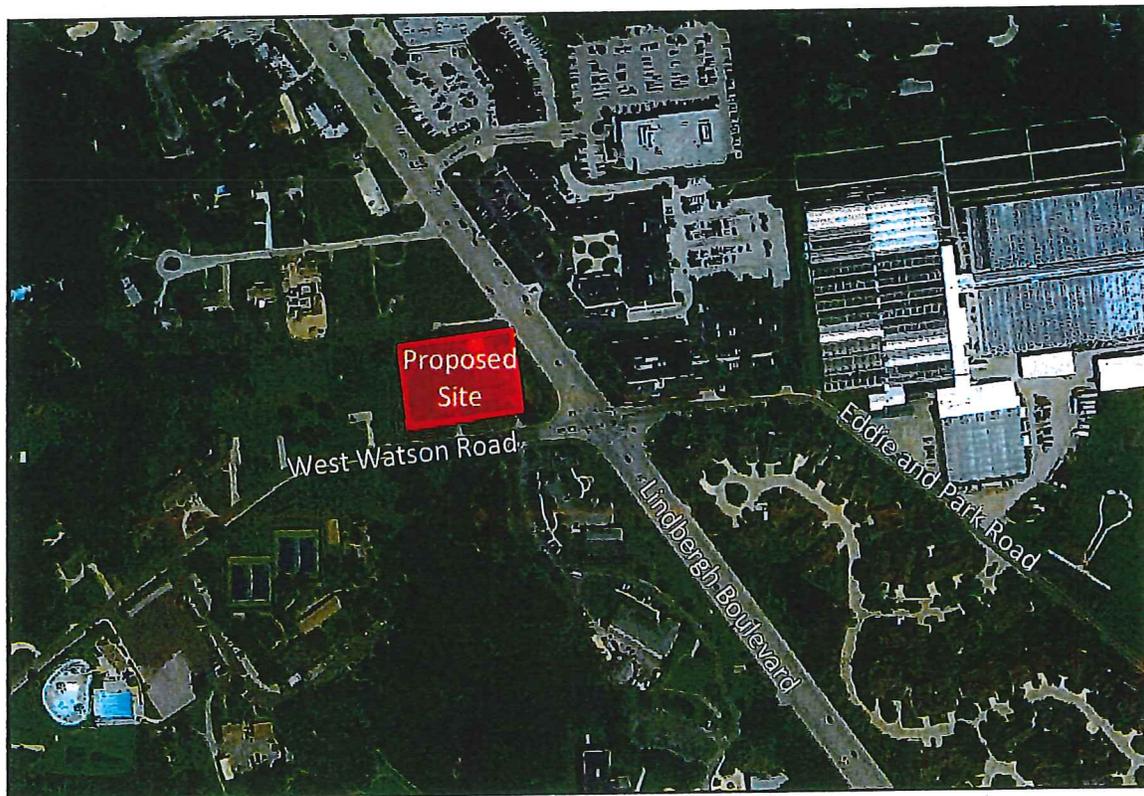


Figure 1: Site Location

[cbbtraffic.com](http://cbbtraffic.com)

12400 Olive Blvd, Suite 430 T 314.878.6644  
St. Louis, MO 63141 F 314.878.5876

450 Cottonwood Road, Suite B T 618.656.2612  
Glen Carbon, IL 62034 F 314.878.5876





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**.

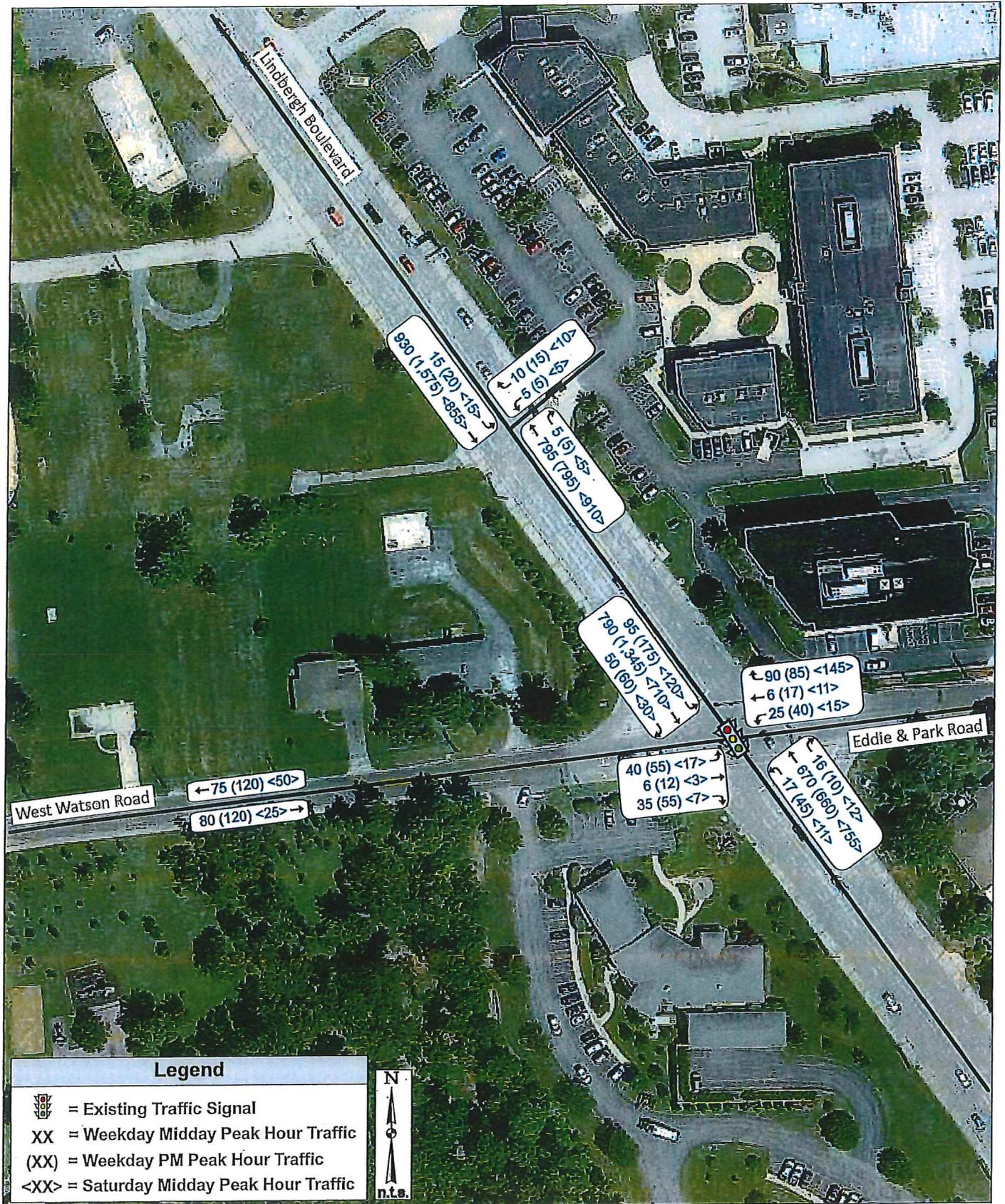
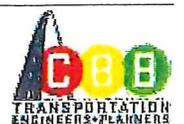


Exhibit 1: Existing Traffic Volumes

Job# 048-16  
05/20/16



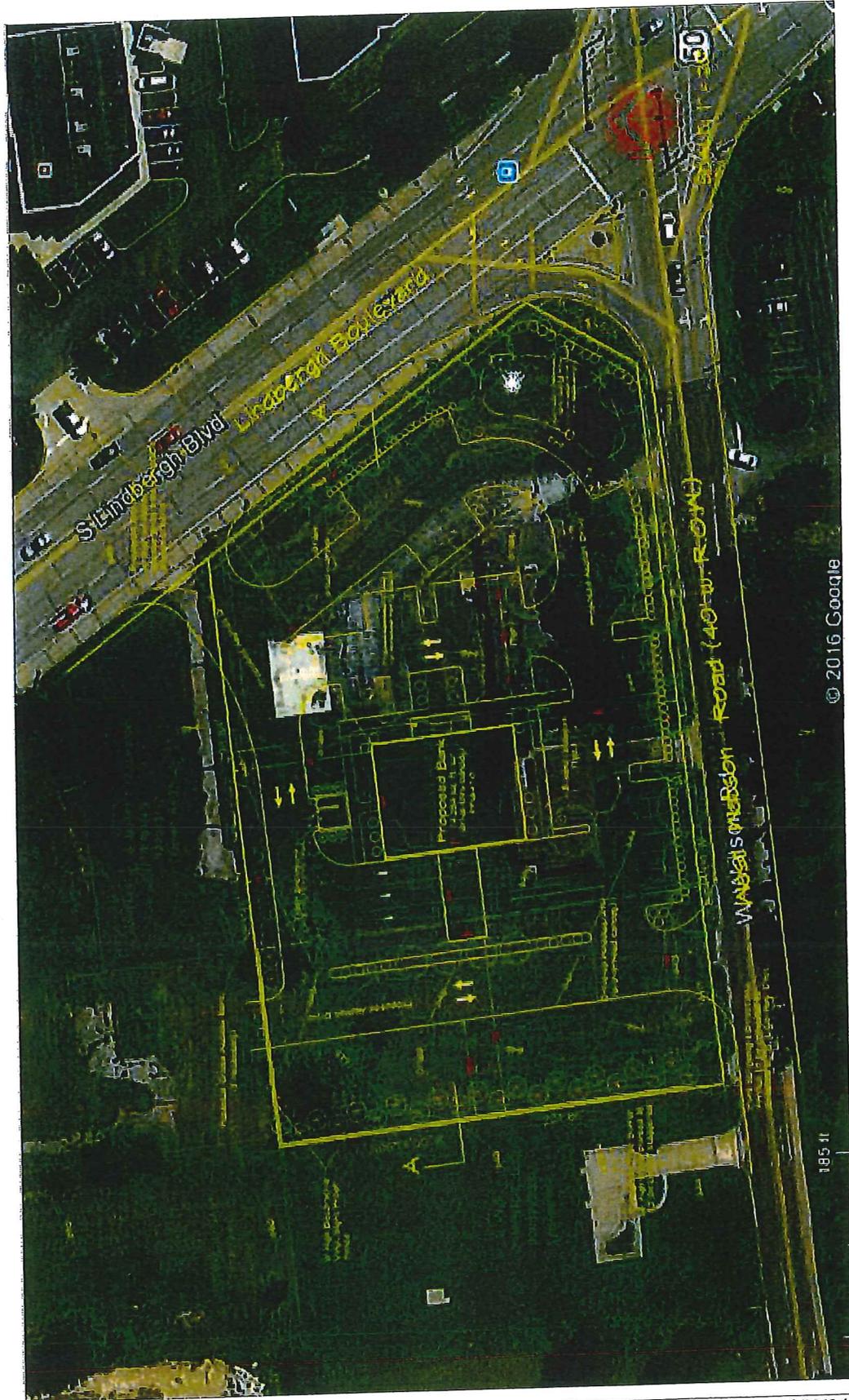


Exhibit 2: Proposed Site Plan (provided by others)

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
<b>Trip Generation Based on ITE Code 881</b>										
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**.

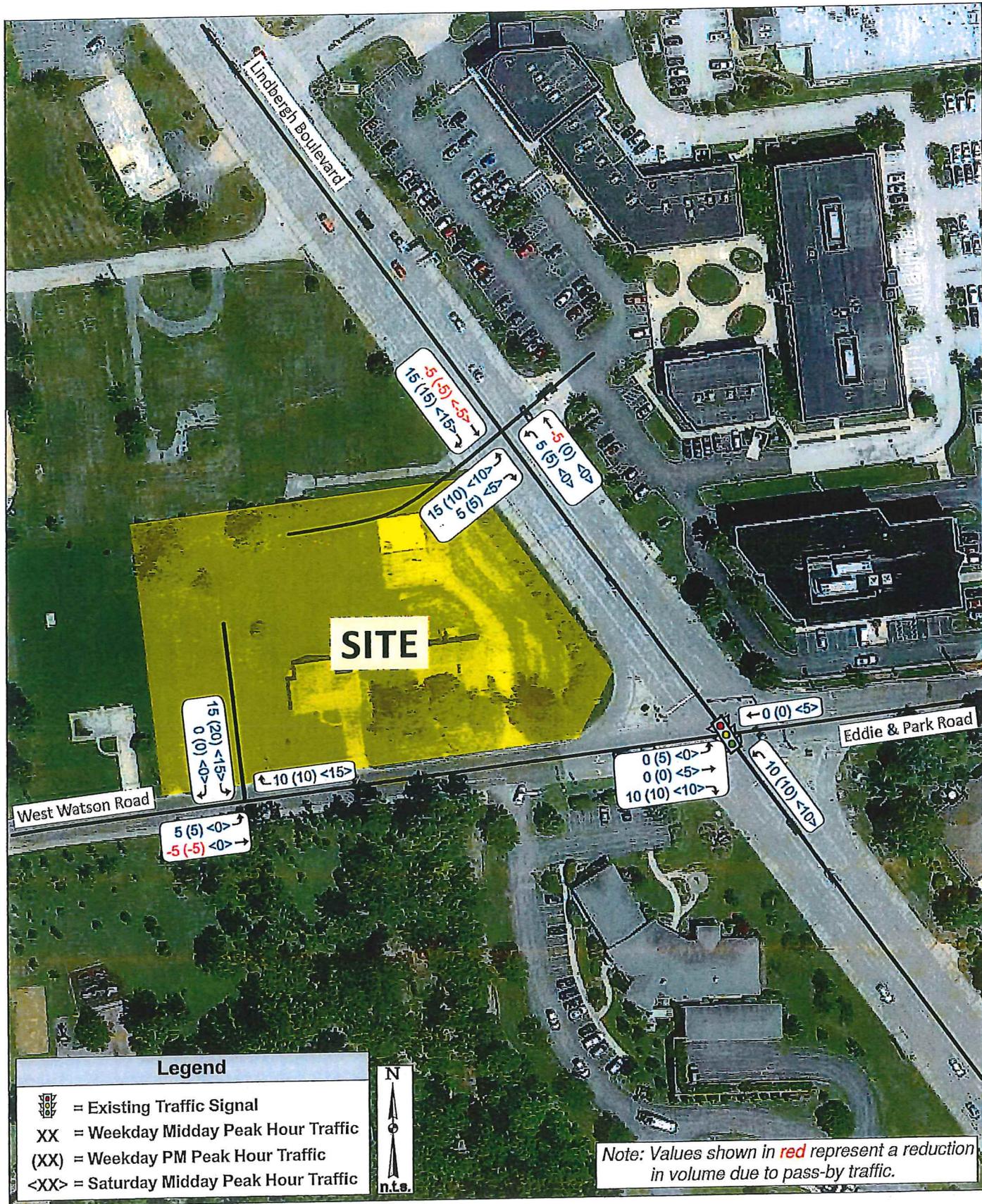


Exhibit 3: Site-Generated Traffic Volumes

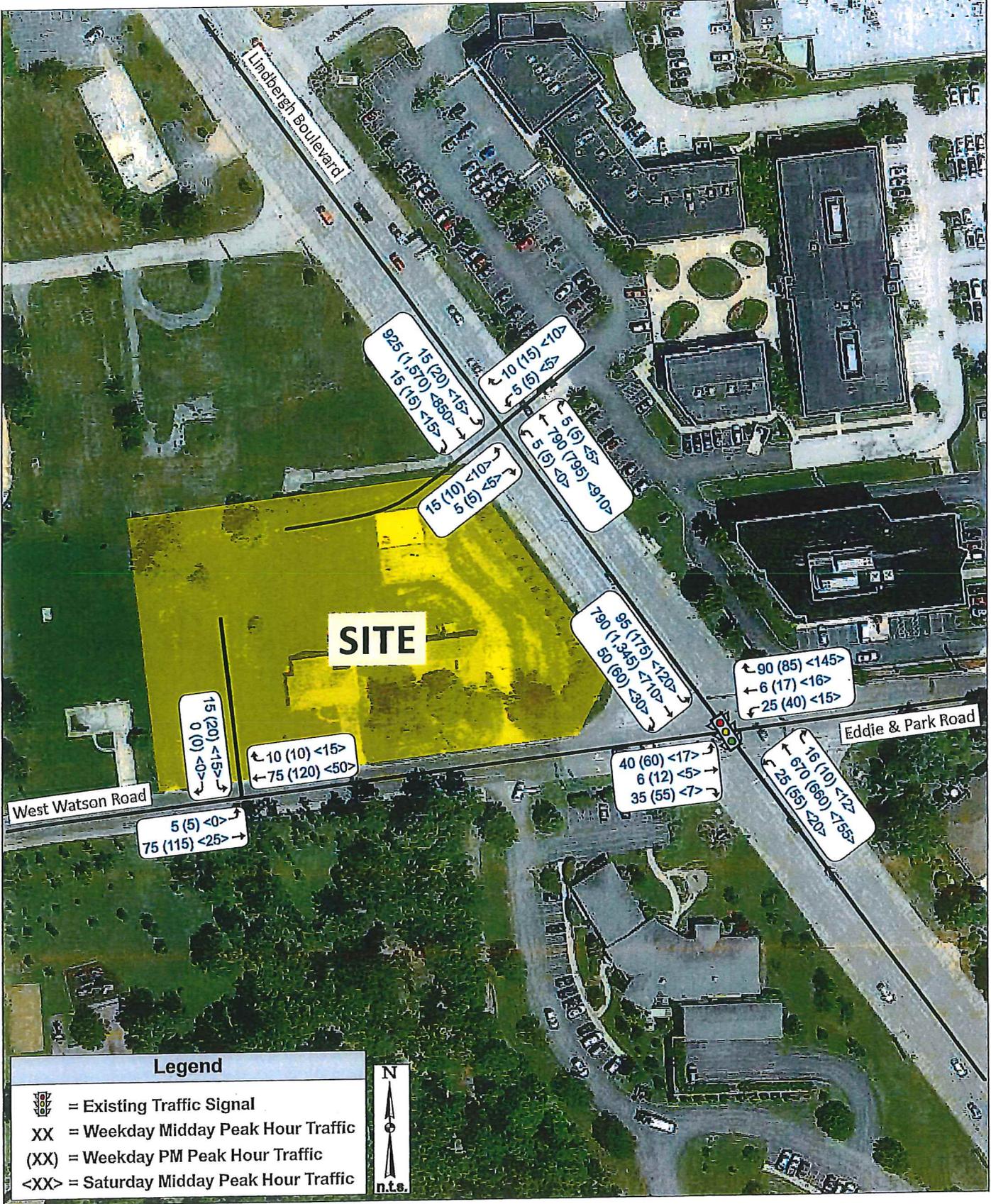


Exhibit 4: 2016 Build Traffic Volumes



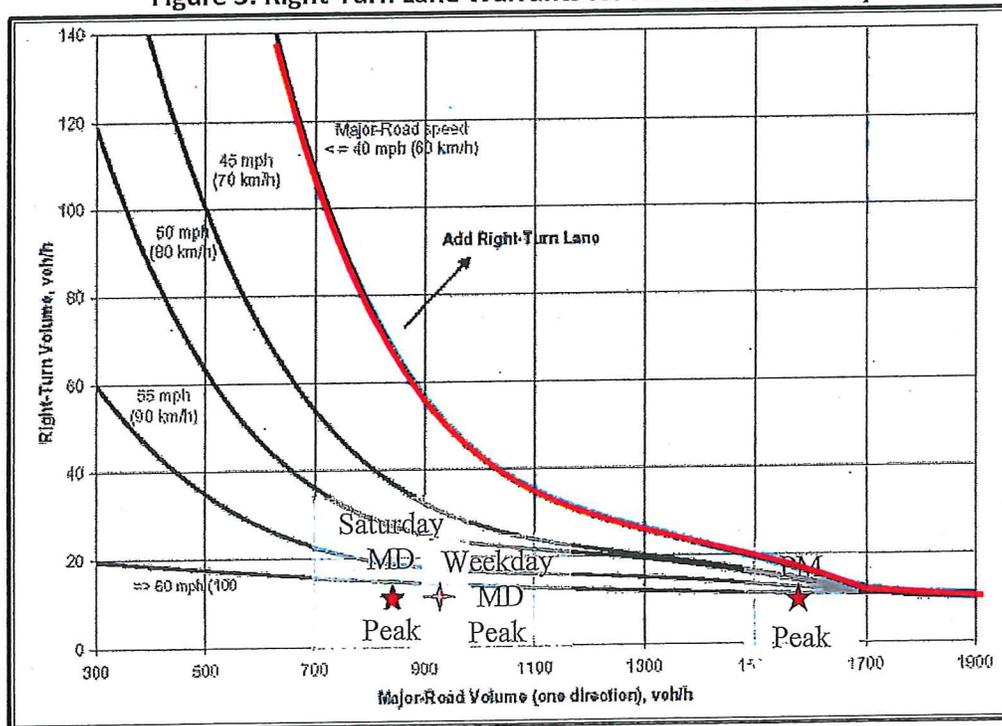


### Right-Turn Lane Warrants

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
<b>Lindbergh Boulevard at West Watson Road/Eddie and Park Road (Signalized)</b>						
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)
<b>Overall</b>	<b>A (4.8)</b>	<b>A (4.8)</b>	<b>A (9.9)</b>	<b>B (10.2)</b>	<b>A (7.3)</b>	<b>A (8.2)</b>
<b>Lindbergh Boulevard at Proposed Site Driveway/Existing Commercial Driveway (Side-Street Stop)</b>						
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)
<b>West Watson Road at Proposed Site Driveway (Side-Street Stop)</b>						
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.

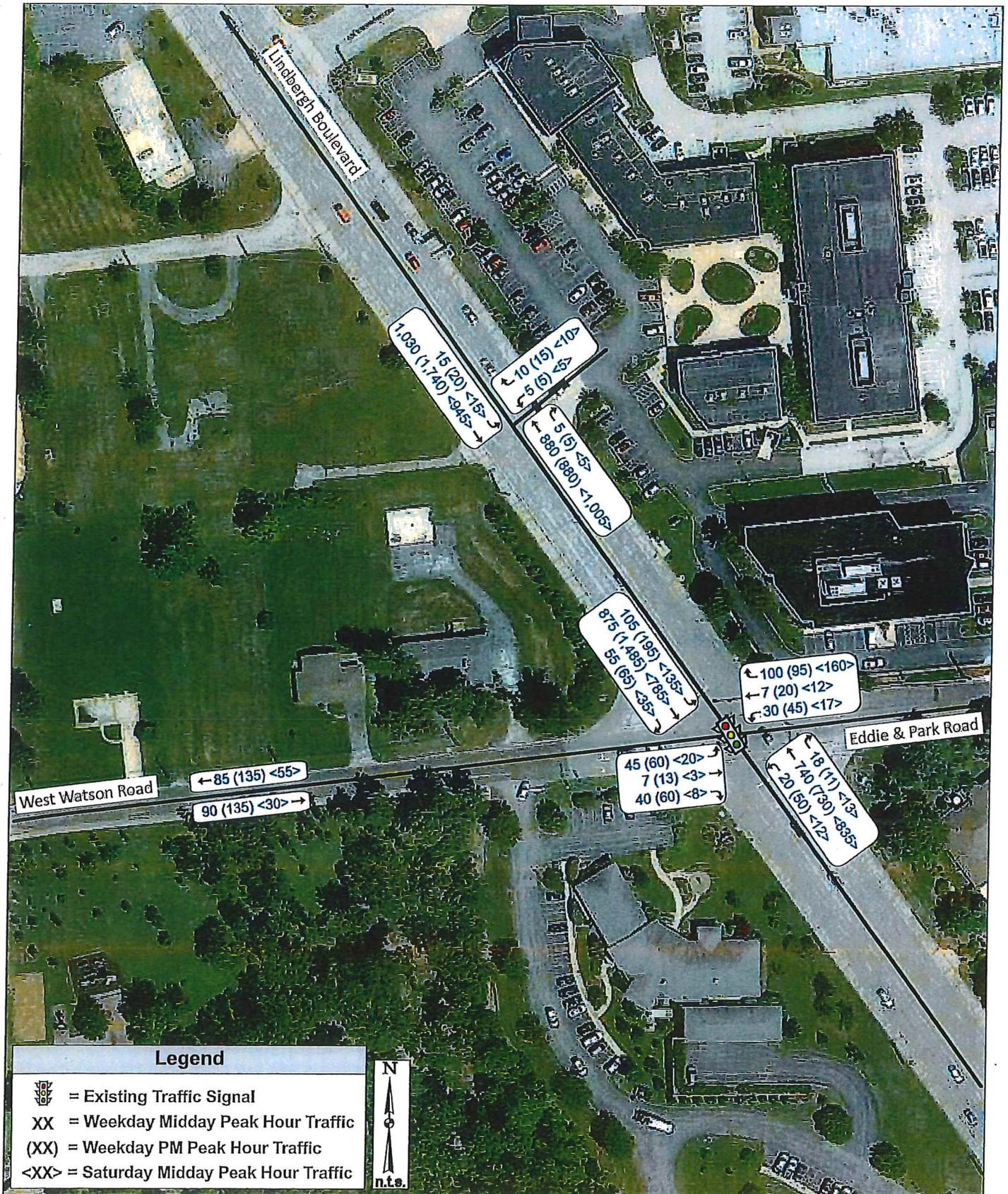


Exhibit 5: 2036 No-Build Traffic Volumes

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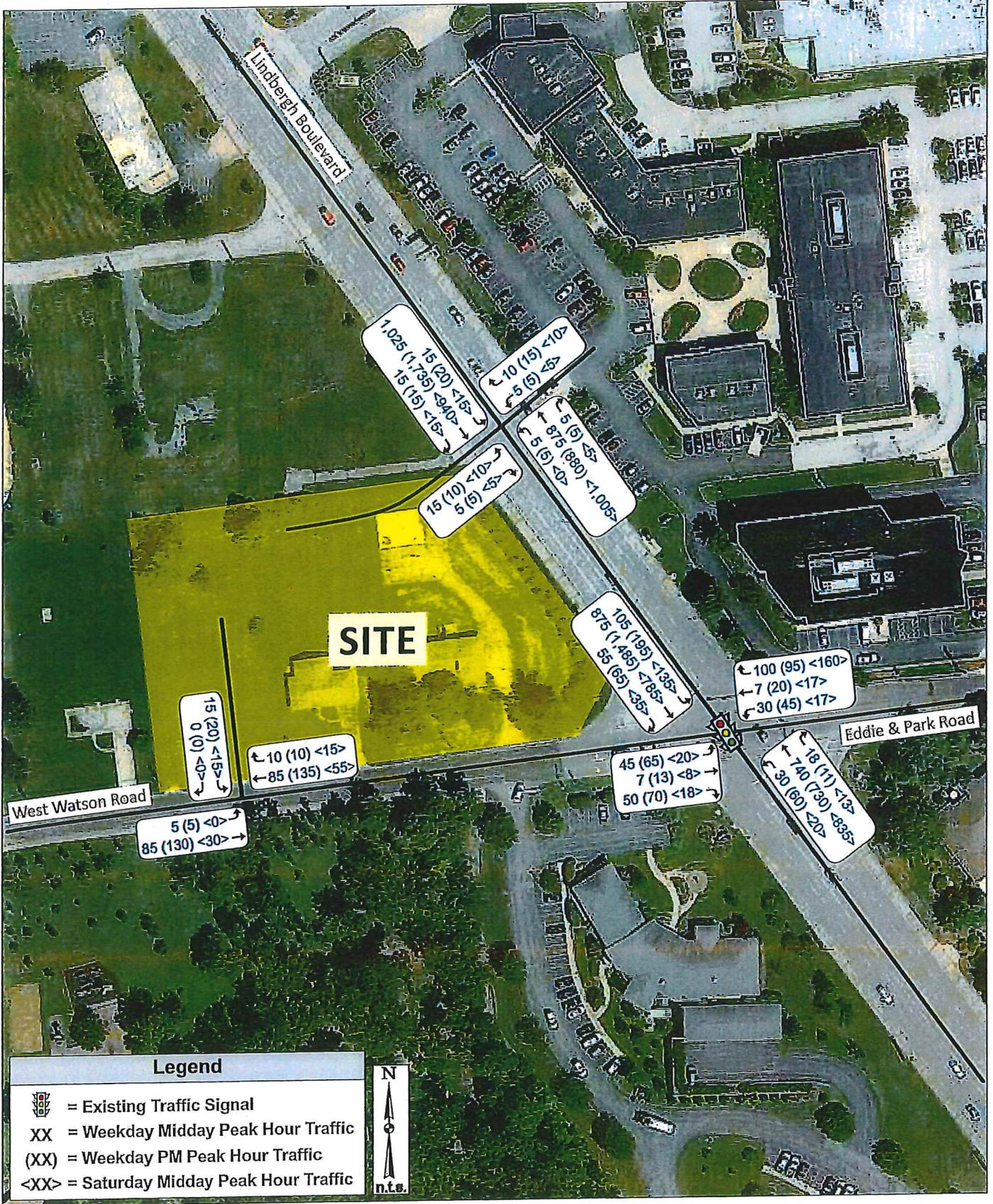


Exhibit 6: 2036 Build Traffic Volumes

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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
<b>Lindbergh Boulevard at West Watson Road/Eddie and Park Road (Signalized)</b>						
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)
<b>Overall</b>	<b>A (5.3)</b>	<b>A (5.3)</b>	<b>B (11.2)</b>	<b>B (11.6)</b>	<b>A (7.9)</b>	<b>A (8.7)</b>
<b>Lindbergh Boulevard at Proposed Site Driveway/Existing Commercial Driveway (Side-Street Stop)</b>						
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)
<b>West Watson Road at Proposed Site Driveway (Side-Street Stop)</b>						
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.



*Traffic Impact Study - Proposed First Community Credit Union*

*Sunset Hills, Missouri*

*May 20, 2016*

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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](mailto:Lcannon@cbbtraffic.com) should you have any questions or comments concerning this material.

Sincerely,

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

# NOTICE

NOTICE IS HEREBY GIVEN THAT AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 2, 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 GEORGE DESPOTIS, FOR THE CONSTRUCTION AND OPERATION OF A DRIVE THRU BANK (MVOB), ON THE NORTHWEST CORNER OF SOUTH LINDBERGH BOULEVARD AND WEST WATSON ROAD, FORMERLY KNOWN AS 12405 WEST WATSON 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-38-16