

P-03-22 (Revised – updates shown in *italics*)

Title: Petition for an Amended Development Plan, submitted by Grant Mechlin of Sunset Hills Owner, LLC, for the redevelopment of property at 3600 South Lindbergh Boulevard.

Owner: Sunset Hills Owner, LLC c/o Sansone Group
120 South Central Avenue, Suite 500
St Louis, Missouri 63105

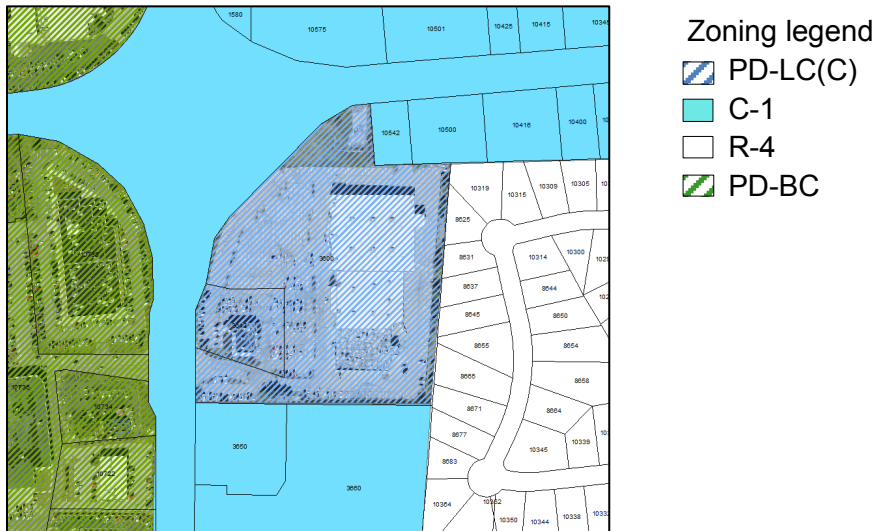
Date: February 2022



*Maps are for informational use only; not a representation of the project.

Summary:

This petition is for an Amended Development Plan for the redevelopment of property at 3600 South Lindbergh Boulevard. The existing spaces that were formerly occupied by Toys R Us and Ross Dress are proposed to be occupied by a Bass Pro Shop. The Tile Shop will remain. The property is located on the southeast corner of South Lindbergh Boulevard and Watson Road. The property is currently zoned PD-LC(C) Planned Development – Limited Commercial. The properties to the north are zoned C-1 Commercial District, the properties to the east are zoned R-4 Single Family Residential, the properties to the south are zoned C-1 and the properties to the west are zoned PD-BC Planned Development – Business Commercial.



History & Staff analysis:

A Record Plat (P-18-97) was approved in 1997 and the existing 90,223 square foot building was constructed the same year.

The Petitioner is proposing to redevelop the property, utilizing the existing structure (with major improvements and façade changes) occupying the space with a Bass Pro Shop.

In August of this year, a Community Improvement District (CID) was approved for this project (see attached). It calls for a 1% increase in sales tax for all transactions that occur in the development for a period of 40 years. The money is to be used to help pay for redevelopment expenses.

A traffic study was prepared for the proposed project (see attached). It states:
“The site proposes primary access via the existing signalized intersection of Lindbergh Boulevard and Sunset Hills Plaza. The intersection operates favorably and has sufficient capacity to serve the redevelopment. However, an existing “weaving” condition between the southbound on-ramp from Watson Road and the southbound left-turn lane serving the subject site at Sunset Hills Plaza is a constraint for inbound traffic. This movement requires vehicles entering Lindbergh from the southbound ramp to traverse two southbound through lanes to access the left-turn lane in a relatively short distance, creating a safety concern. Consequently, it is recommended that direct access from Watson Road to the proposed Bass Pro Shops be implemented to minimize the addition of traffic within the weaving segment.”

During discussion at the January Planning & Zoning Commission Meeting, it was requested that the traffic study’s conclusion be made part of the record and staff report.

The conclusion states:

“Based upon the traffic analysis, the following conclusions were reached:

- 1. Existing operating conditions are generally favorable with the exception of the westbound approach of the Westbound I-44 off-ramp at Lindbergh, which operates at LOS E during the PM peak period. It should be noted that the signal timing and coordination along Lindbergh Boulevard are currently being optimized by MoDOT. It is anticipated that the new signal timings will better accommodate the existing traffic once implemented in Spring of 2022.*

Overall, each study intersection operates at LOS C or better.

- 2. The proposed redevelopment includes a 75,000 square-foot (SF) Bass Pro Shops. This is a smaller store than many Bass Pro Shops throughout Missouri. By comparison, the Bass Pro Shops Sportsman’s Warehouse located in St. Charles, Missouri is approximately 92,000 SF.*

The proposed Bass Pro Shops would be expected to generate a total of approximately 164 and 334 trips during the weekday afternoon and Saturday midday peak hours, respectively.

3. *The site proposes primary access via the existing signalized intersection of Lindbergh Boulevard and Sunset Hills Plaza. The intersection operates favorably and has sufficient capacity to serve the redevelopment. However, an existing “weaving” condition between the southbound on-ramp from Watson Road and the southbound left-turn lane serving the subject site at Sunset Hills Plaza is a constraint for inbound traffic. This movement requires vehicles entering Lindbergh from the southbound ramp to traverse two southbound through lanes to access the left-turn lane in a relatively short distance, creating a safety concern. Consequently, it is recommended that direct access from Watson Road to the proposed Bass Pro Shops be implemented to minimize the addition of traffic within the weaving segment.*

Ideally, a shared access drive can be constructed on Watson Road to serve Bass Pro Shops as well as the adjacent Midas and/or the Sesame restaurant. In that scenario, it is likely that full access could be accommodated.

If shared access is not feasible, the provision of a right-in/right-out drive immediately west of Midas would be the next best option. The right-in movement would be most critical to accommodate. The adjacent northbound-to-eastbound ramp from Lindbergh onto Watson will likely need to be modified to pull it back into a standard right-turn lane configuration and gain approximately 250 feet of spacing between the intersection and the new right-in or right-in/right-out driveway.

4. *Operating conditions would remain satisfactory in 2022 with the addition of the trips generated by Bass Pro Shops. Therefore, it was concluded that the study area has adequate capacity to accommodate the proposed redevelopment.*
5. *Anticipated long-term growth would generally be accommodated satisfactorily. The only exception is the Westbound I-44 off-ramp at Lindbergh, which would degrade to LOS F conditions during the PM peak hour by 2042. This condition would exist with or without the proposed development.”*

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

Section 4.10-25A Minor changes states: 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.

Section 4.10-25B states: 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.

This development consists of a change in the architectural character of the development, which requires an amended development plan. The plans were reviewed as if it were an entirely new development and application.

The back of this development is immediately adjacent to a residential development. Therefore, a twenty foot (20') landscape buffer and fence are required along the property line. Additionally, per Appendix B Zoning Regulations, Section 6.3-4C: No loading space shall be closer than fifty feet (50') to any property in a residential district unless said space is completely enclosed by a building. No loading space shall be located within any area where parking is prohibited by this ordinance. While the proposed loading spaces are more than fifty feet (50') from the property line, staff

recommends the installation of an eight foot (8') fence, for increased buffer between uses.

The existing conditions below do not meet the current requirements of Appendix B Zoning Regulations. The Petitioner is aware of these conditions and has applied to the Board of Adjustment for the necessary variances.

1. Per Appendix B Zoning Regulations, Section 4.10-11B3: Site coverage up to 70% is allowed.

Site coverage for this development is proposed to be 86.14%.

2. Per Appendix B Zoning Regulations, Section 5.13-5B5: Parking rows shall not exceed fifteen (15) spaces without the provision of a landscape planting area. Multiple existing, and proposed rows exceed fifteen (15) spaces without a landscape area.

3. Per Appendix B Zoning Regulations, Section 6.3-4A: Setback requirements for parking areas are ten feet (10') from the front property lines and five feet (5') from the side and rear property lines.

There are areas where these requirements are not met.

While a photometric plan has been submitted, final fixtures have not yet been selected. Staff recommends requiring an as built photometric plan prior to issuance of an occupancy permit.

Per Chapter 24 Streets and Sidewalks, Section 24-108a: Any new site development, whether residential or commercial, shall install sidewalks on both sides of the street adjacent to the development. If the board of aldermen agrees that a new sidewalk is not appropriate due to future street improvements or tree preservation, they will require payment from the developer to the city an amount equal to the present cost to the city for sidewalk construction.

Cross access is shown between this property and the development to the south (Comfort Suites/Helen Fitzgerald's). In 2018, an Amended Conditional Use Permit

(P-18-18) was approved for the hotel, which is nearing opening. At that time, a cross access easement was required onto this property. The cross access drive must be installed between the two (2) developments prior to issuance of an occupancy permit.

Staff recommendation:

While staff does recommend approval of this Petition, it would be remiss to not have concerns about traffic generation and access to the site. The traffic study states “The intersection operates favorably and has sufficient capacity to serve the development.” It goes on to discuss the existing “weaving conditions” between Watson Road and the intersection into this development being a constraint for traffic entering the development. This is an existing condition but could be partially relieved with a secondary access into the proposed development. Staff recommends the Petitioner continue working with MoDOT to find a resolution. Additional comments from MoDOT are anticipated to be received prior to the Board of Aldermen’s first reading of this Petition. Other recommended conditions, which should be accomplished prior to issuance of an occupancy permit and business license include:

1. Approval from the Metropolitan Sewer District (MSD) for the site;
2. Establishment and installation of the cross access drive from this development onto the development to the south;
3. Submittal of as built photometric plans, to meet the City’s newly adopted lighting ordinance;
4. Installation of sidewalks is required prior to issuance of an occupancy permit;
5. Installation of an eight foot (8’) fence between the back of the building and the property line is required prior to issuance of an occupancy permit; and
6. The Board of Adjustment approves all necessary variances from the requirements of Appendix B.

The Planning & Zoning Commission recommended approval of this Petition at the January 5, 2022 Meeting. That recommendation included the condition that the petitioners explore the option of redesigning of the existing entrance into the development. The Petitioner has submitted a draft design, to address those concerns. This revision does not require an additional vote, but is being presented for feedback from the Commission prior to the first reading before the Board of Aldermen.