

MINUTES OF THE REGULAR MEETING
OF THE PLANNING AND ZONING COMMISSION
OF THE CITY OF SUNSET HILLS, MISSOURI
HELD ON WEDNESDAY, JANUARY 5, 2022

BE IT REMEMBERED that the Planning and Zoning Commission of the City of Sunset Hills, Missouri met by Zoom Meeting on Wednesday, January 5, 2022. The meeting convened at 6:00 P.M.

The meeting began with those present standing for the reciting of the Pledge of Allegiance.

ROLL CALL

Present:	Mike Svoboda	-Member
	Terry Beiter	-Chairman
	Rich Gau	-Member
	Roger Kaiser	-Member
	Brian VanCardo	-Member
	Steve Young	-Member
	Frank Pellegrini	-Member
	Bryson Baker	-City Engineer
	Jim Hetlage	-City Attorney
	Lynn Sprick	-City Planner
Absent:	Michael Hopfinger	-Member
	Todd Powers	-Member

APPROVAL OF THE MINUTES

Copies of the minutes of the December 1, 2021 Planning and Zoning Commission meeting were distributed to the members for their review. Mr. Young made a motion to approve the minutes as submitted. Mr. Gau seconded the motion, and it was unanimously approved. Copies of the minutes of the December 28, 2021 Planning and Zoning Commission meeting were distributed to the members for their review. Mr. Gau made a motion to approve the minutes as submitted. Mr. Young seconded the motion, and it was unanimously approved.

NEW BUSINESS

P-01-22 Petition for a Minor Subdivision, submitted by George & Diane Winter, to divide the property at 10332 Winter Estates Drive.

Ms. Sprick stated the applicants are proposing two lots. One will be 2.015 acres and the other will be 3.985 acres. The larger lot will contain the single family residence. Sidewalk installation is required along the right of way on Alswell Lane. They are requesting to pay a sidewalk fee instead of installation. Staff recommends approval with the conditions that the petitioner obtains approval from St. Louis County for the installation of a new septic system and obtains approval from Missouri American Water Company for new water service for Proposed Lot 3A prior to recording of the Minor Subdivision.

Mr. Beiter asked what would be proposed for the second lot.

Ms. Sprick stated it will be sold for a residential lot.

Mr. Svoboda asked if the curb cut will be onto Alswell Lane.

Ms. Sprick stated that is the intention and it meets the requirements for it. An easement would have to be obtained to exit onto Winter Estates Drive.

Mr. Gau made a motion that petition P-01-22 for a Minor Subdivision, submitted by George & Diane Winter, to divide the property at 10332 Winter Estates Drive be recommended to the Board of Aldermen for approval with the conditions that the petitioner obtains approval from St. Louis County for the installation of a new septic system and obtains approval from Missouri American Water Company for new water service for Proposed Lot 3A prior to recording of the Minor Subdivision. Mr. Young seconded the motion, and it was unanimously approved.

P-02-22 Petition for an Amended Development Plan, submitted by LC Restaurant, LLC, to add a second drive through lane to an existing restaurant at 10765 Sunset Hills Plaza.

Ms. Sprick stated the original plans were approved in 1996. The addition of the second drive through lane will cause them to lose five parking spaces and makes the relocation of the dumpster enclosure necessary. All requirements will be met for the

dumpster enclosure. The western row of parking spaces exceeds 15 spaces without a landscape island. Their parking spaces are currently 9 feet by 18 feet, instead of the required 9 feet by 19 feet. The site does not meet current lighting standards. They plan to apply for variances for those. All other requirements would be met. Staff recommends approval with the conditions that all necessary variances from the requirements of Appendix B are approved by the Board of Adjustment and that the petitioner receives Mehlville Fire District approval for the project.

Mr. Beiter asked when Board of Adjustment will meet.

Ms. Sprick stated January 27, 2022 and the petitioner has already applied, so they will have their approvals before the first reading at the Board of Aldermen.

John Schebaum, with BFA Engineering, was present to answer any questions.

Mr. Gau made a motion that petition P-02-22 for an Amended Development Plan, submitted by LC Restaurant, LLC, to add a second drive through lane to an existing restaurant at 10765 Sunset Hills Plaza be recommended to the Board of Aldermen for approval with the condition that all necessary variances from the requirements of Appendix B are approved by the Board of Adjustment and that the petitioner receives Mehlville Fire District approval for the project. Mr. VanCardo seconded the motion, and it was unanimously approved.

P-03-22 Petition for an Amended Development Plan, submitted by Grant Mechlin, for the redevelopment of property at 3600 South Lindbergh Boulevard.

Ms. Sprick stated this petition is for a retail development. The Tile Shop will remain in the plaza. The two spaces are proposed to be occupied by Bass Pro Shop. There will be a 1% sales tax increase for purchases made in the development for 40 years that will go to the property owner for the redevelopment of the property. The traffic study stated the existing intersection going into the development has the capacity to serve the development. They were concerned about the weaving condition on Lindbergh Boulevard coming from the Watson Road ramp into the development. A second entrance onto Watson Road would alleviate the traffic issue. The petitioner has asked Midas and the Chinese restaurant if they could purchase property to obtain access to Watson Road, but neither agreed. Missouri Department of Transportation (MoDOT) stated a second entrance is not required, but would be considered if property east of the development was acquired. The property is adjacent to residential, so staff is requiring an eight foot fence and the required buffer for screening. There are three requirements that would not be met. Site coverage will increase over the allowable amount, multiple parking rows need islands, and the parking lot does not meet front,

side, or rear setback requirements. The project is on the agenda for the January 27, 2022 Board of Adjustment meeting. Staff recommends approval with the conditions that the petitioner continues to work with MoDOT on adding a second entrance to the development onto Watson Road, they receive Mehlville Fire District and Metropolitan Sewer District approval for the project, a cross access drive is established and installed from this development onto the development to the south, the petitioner submits as-built photometric plans that meet the City's newly adopted lighting ordinance, sidewalks must be installed, along with an eight foot (8') fence between the back of the building and the property line, and all necessary variances from the requirements of Appendix B be approved by the Board of Adjustment.

Mr. Beiter stated the buffer area is currently landscaped. He asked if they will add more landscaping.

Mr. Pellegrini stated the staff report states the entrance is sufficient to handle the capacity, but the traffic study states that it will be sufficient, with the addition of the second entrance. The intersection is already too busy.

Dustin Reichmann, with Lochmueller Group, stated the traffic study is done on behalf of the City. Both statements are accurate. If access cannot be accommodated from Watson Road, the main intersection will be sufficient. However, there is more concern about the weave condition. When someone is coming from Watson Road and turning onto Lindbergh Boulevard, southbound from the ramp, to immediately access the site is a safety concern. There has not been a significant crash report rating, but it would be good to have access from Watson Road. MoDOT controls Lindbergh Boulevard and Watson Road and they are concerned with having the entrance near Midas. There is limited access west of Midas and it is an existing problem that they do not want to add to.

Mr. Pellegrini stated there will be stacking issues coming down the ramp.

Mr. Reichmann stated the issue is coming from the Watson Road ramp into the development. It is possible, but not during peak times.

Mr. Gau asked when the study was observed.

Mr. Reichmann stated October.

Mr. Gau stated there was no activity on the site at that point.

Mr. Reichmann stated the weaving movement was possible during peak times, but the activity for Bass Pro Shop was taken into consideration.

Mr. Pellegrini stated the issue is with safety. He asked who owns the berm.

Ms. Sprick stated it is owned by the petitioner.

Mr. Pellegrini stated this is why they need MoDOT's permission to put the access along that road. The blight analysis from the Community Improvement District (CID) stated there has been seven motor vehicle collisions at this intersection. An entrance off of Watson Road is recommended.

Mr. Gau stated improvements need to be made to the existing intersection.

Mr. Beiter stated the letter from MoDOT only stated a shared access entrance off of Watson Road will be allowed. Other counter measures will need to be explored. He asked what the shared access means.

Mr. Riechmann stated they would prefer to have the access further down, away from the existing ramp. This would be on Midas or Sesame Chinese restaurant's property. It has been pursued, but not accomplished. MoDOT stated they would consider an entrance with counter-measures. This has not been thoroughly explained, yet. Their primary concern is safety.

Grant Mechlin, with Sansone Group, and James Parks, with Castle Contracting, were present. Mr. Mechlin stated the efforts have been made to acquire access to Watson Road with previous tenants. They tried to reach an agreement with both Midas and Sesame Chinese restaurant. This yielded no success because neither property owner wants to relocate off of their site. They proposed a shared access point with an easement and that was not acceptable. They have made every effort possible, but they will continue to work to find a solution.

Mark Kornfeld, with Sansone Group, was present and stated the developer and Bass Pro Shop would love to see that access, but there is no way to deliver that. When the access onto Watson Road was open for Toys R Us, it was rarely used. If the access is the only thing preventing approval, it will not happen.

Mr. Pellegrini asked if they would reconfigure the Lindbergh Boulevard access.

Mr. Kornfeld stated they would consider it.

Mr. Mechlin stated it was not written into the traffic report that it needed to be addressed, but if there is something the Commission would like them to do, they would consider it.

Mr. Pellegrini stated the intersection was a nightmare during sales, in the past. There will be a significant increase in traffic. If a Watson Road access is not feasible, expanding the access in or out, from Lindbergh Boulevard, would be necessary. The

entrance needs to be reconfigured. The parking spaces and grass area near the intersection can be eliminated.

Mr. Gau asked if there is a reason the spaces cannot be eliminated.

Mr. Mechlin stated no, the area can be eliminated to have more room at the intersection. Helen Fitzgerald's customers use those spaces. It does not create another lane because of the traffic and the Watson Road southbound ramp onto Lindbergh Boulevard.

Mr. Parks stated if there is an increase in the width of the entrance, the lanes will not line up with the lanes on the opposite side of the intersection. This Bass Pro Shop is smaller than typical stores. The amount of traffic volume will be noticeable, but not compared to the other stores.

Mr. Gau stated exiting the property is difficult to navigate.

Mr. Mechlin stated the cross access will allow some reconfiguring of the medians.

Mr. Gau asked the reason for the parking spots, which will compete with people coming in and out of the development.

Mr. Mechlin stated the intersection has to align with the ones across the street.

Mr. Gau stated the median or berm could be eliminated where those spots are and then vehicles will be able to turn straight into the parking lot. This is a chance to improve the intersection.

Mr. Mechlin agreed. The curb line to the south could be pulled back, but more turn lanes cannot be added.

Mr. Pellegrini stated more turn lanes could be created by taking out more grass area.

Mr. Parks stated coming into the site, turning from southbound Lindbergh Boulevard, there is only one left turn lane. Coming in from the plaza to the west, there is one lane to come straight into the site. Coming northbound on Lindbergh Boulevard from the south, there is one single turn lane into the site. Multiple turn lanes coming into the site is not warranted. Increasing the width will not channelize traffic. There were not any indications that this side of the intersection did not perform at an acceptable level.

Mr. Gau stated the situation is not optimal.

Mr. Kornfeld stated every avenue has been looked at, but they are open to suggestions.

Mr. Gau suggested the Commission makes a recommendation that this intersection is looked at.

Mr. Pellegrini stated they need to keep talking to MoDOT for options onto Watson Road.

Mr. VanCardo asked about a curb cut west of Midas. He asked if they could shift the alignment of the two ramps and change it to a right turn only.

Mr. Riechmann stated that is still being looked at as a potential solution. There has been no firm answer from MoDOT, yet. Concepts need to be put in front of them for approval.

Mr. VanCardo stated this is a reasonable solution.

Ms. Sprick showed the property line and old access that MoDOT eliminated.

Mr. Gau stated the cars that are parked in the lot at the intersection compete with cars leaving the site. The area needs to be eliminated.

Mr. Kornfeld agreed.

Mr. Mechlin stated they cannot create another right turn lane in because it merges with the traffic coming in from the other side.

Mr. Gau stated two people cannot come through the intersection at once.

Mr. Mechlin stated this will be looked at. He asked if there is way to create another lane to come into the site.

Mr. Gau stated southbound vehicles will have to go down and turn around.

Mr. Riechmann stated internal circulation and better alignment is necessary; not a feeder that requires two lanes at once. This creates unnecessary conflict. They want vehicles to have to yield, but there are ways to smooth it out. He does not suggest free flow right and from north because they would have to weave across each other.

Mr. Gau stated they could increase the exit capacity and create two right turn lanes out.

Mr. Riechmann stated it is an interesting site. The vast majority of people exiting will be heading north. They do not need much stacking for left turns or straight, but the

amount of people turning right will be significant. There is plenty capacity for this maneuvering. The number of lanes are correct, but it could be smoothed out.

Mr. Parks stated there is room to modify the median.

Mr. Beiter stated traffic is the big issue and everyone is in agreement.

Mr. Svoboda stated when taking the ramp from Lindbergh Boulevard onto Watson Road, it is difficult to see the cars coming from Watson Road. It would be better to eliminate the ramp and have a T intersection.

Mr. Beiter agreed.

Mr. Parks stated this condition was poor design for that interchange.

Mr. Mechlin stated it is a MoDOT controlled road and they created the interchange. They would have to create a whole new interchange to change this, which would be a costly and time consuming process.

Mr. Parks stated this would create a significant delay in the project.

Mr. Beiter stated he wants to move forward with the project, but they need to continue to work with MoDOT to get clarification on other options and they need to re-examine the Lindbergh Boulevard intersection. They need to continue to try to gain access from Watson Road.

Mr. Pellegrini asked about the paved area by Midas.

Mr. Mechlin stated it is their property, but MoDOT will not allow that to be used because it is too close to the existing ramp.

Mr. Pellegrini suggested going back to MoDOT with that proposal.

Mr. Baker stated anyone accessing the ramp has already passed the main entrance. This would only be helping northbound Lindbergh Boulevard traffic.

Mr. Pellegrini agreed. If the entrance is on that area, it would not be too close.

Mr. VanCardo stated it is only a 90 foot difference.

Mr. Mechlin stated without reconfiguring the interchange, MoDOT will not allow it. The old curb cut is too close. Even if it was straightened out and a T intersection was created, it would be too close.

Mr. Kornfeld stated they will keep trying. The safest way would be to go from Highway 44 to Lindbergh Boulevard. Bass Pro Shop could create signage that directs

traffic to Highway 44 and down Lindbergh Boulevard. They could ask that the signage be placed at Highway 44 and Lindbergh Boulevard, instead of Watson Road.

Ms. Sprick stated MoDOT is making improvements from Tesson Ferry to Big Bend Boulevard. She asked if that will give this property opportunity to improve the intersection and Watson Road.

Mr. Parks stated for public funded projects, there are town hall meetings and processes that are gone through before they can even bid the projects. It is well past the planning phases for bidding the project for 2022 construction. The question could be asked, though.

Mr. Kornfeld asked if they put something in writing that they would work with MoDOT, if the Commission would agree with that.

Mr. Mechlin stated Bass Pro Shop feels the traffic issue is important to address.

Mr. Gau asked how the other members how they feel about adding a condition to make them reconfigure the existing intersection and continue to work through MoDOT to add access off of Watson Road.

Mr. Beiter stated he would like to add a condition to enhance buffering between the property and the residential properties to the rear.

Ray Meyers, landscape architect, was present and stated they propose to add evergreens in the missing sections to meet the buffer requirements.

Mr. Pellegrini stated he would like to see something on paper on how they will propose to fix the intersection.

Ms. Sprick asked if they would like to vote tonight and have them come back with their changes.

Mr. Pellegrini stated the CID agreement has to have a signed lease by January 1, 2022 and that is up to the Board of Aldermen. He asked if they have approved the lease.

Mr. Hetlage stated the signed lease was delivered by January 1, 2022.

Mr. Pellegrini stated some Aldermen have not seen the lease, yet.

Mr. Hetlage stated the Development Plan being approved by the Commission is not too early. The vote on the lease can be done separately.

Alderman Wong asked if the Commission has seen the MoDOT comments from the e-mail that was sent the day of the meeting.

Mr. Baker stated MoDOT's comments from that e-mail were just clarification. They stated the same thing as their original motion.

Mr. Hetlage stated the lease was delivered to the City Administrator on December 31, 2021 and it is a private contract between the tenant and developer. It is not available for City distribution.

Mr. Pellegrini stated the staff report needs to add the difference in language from the traffic study.

Mr. Baker stated Mr. Riechmann addressed that comment earlier. Both are correct. A different page of the traffic study states that without access on Watson Road it is still suitable, but not desirable.

Ms. Sprick stated the quote is taken directly from the traffic study.

Mr. Pellegrini stated it should be stated that an overall conclusion of the study would be that the area can accommodate Bass Pro Shop, with the implementation of recommended access off of Watson Road.

Mr. Beiter stated the traffic study is part of the staff report.

Mr. Riechmann stated the recommended access provisions, were written before correspondence with MoDOT. This remains their stance as a consultant with the City staff. It would be better to have the access from Watson Road and they would prefer a right in and right out. They are still working with MoDOT.

Mr. Pellegrini stated the staff recommendation is misleading. The entire statement should be in the staff report.

Ms. Sprick quoted page 13 of the staff report.

Mr. Mechlin stated it is important to note that it says it is adequate, but not desired.

Mr. Riechmann stated this is not a black and white issue. Only having a Lindbergh Boulevard access would be adequate, however there is an existing safety concern that could be addressed in other ways. The best scenario would be to have an access off of Watson Road, as well. There is a separate report showing that it will function without the Watson Road access, but the safety concern will remain. There are other ways to address the safety issue. The conclusion was optimistic and hopeful that there could be an access from Watson Road.

Mr. Pellegrini stated he was misled and does not want the two documents to mislead anyone.

Mr. Beiter stated Mr. Pellegrini's issues are resolved because the traffic study is part of the staff report.

Mr. Gau made a motion that petition P-03-22 for an Amended Development Plan, submitted by Grant Mechlin, for the redevelopment of property at 3600 South Lindbergh Boulevard be recommended to the Board of Aldermen for approval with the conditions that the petitioner continues to work with MoDOT on adding a second entrance to the development onto Watson Road, they receive Mehlville Fire District and Metropolitan Sewer District approval for the project, a cross access drive is established and installed from this development onto the development to the south, the petitioner submits as-built photometric plans that meet the City's newly adopted lighting ordinance, sidewalks must be installed or payment made in lieu of installation, an eight foot (8') fence between the back of the building and the property line be installed, all necessary variances from the requirements of Appendix B are approved by the Board of Adjustment, improvements be made at the intersection on Lindbergh Boulevard, the parking spaces near that entrance and the berm be eliminated, the developer continue to work with MoDOT to create an entrance off of Watson Road, and the staff report be amended before the Board of Aldermen meeting. Mr. Young seconded the motion and it was unanimously approved.

ANY OTHER MATTERS DEEMED APPROPRIATE

Ms. Sprick stated the petitioner has had town hall meetings and working toward resolution for the Tapawingo development on Maple Drive. Changes have been made, so there will be one lot less than previously approved. They are not required to come back to the Commission, but staff would like them to look at it and vote on it. The same thing will be done with Bass Pro Shop with changes to the entrance.

Mr. Gau stated the Commission and the Board will have to approve the Final Development Plan.

Mr. Pellegrini stated residents are asking about the northwest corner of Tidal Wave Carwash's property. When turning right to go northbound onto Lindbergh Boulevard the lane narrows substantially. The lane is only 7 feet 10 inches and the shoulder is 9 ½ feet. This is a safety hazard and he would like MoDOT to be advised.

Mr. Beiter stated there were problems with that intersection when the plan was approved.

Mr. Baker stated Tidal Wave is working with MoDOT for the lanes going westbound, coming off of East Watson Road, turning left onto Lindbergh Boulevard. This will not address Mr. Pellegrini's concern. He showed MoDOT's improvements where they will be resurfacing and restriping the lane. The City can make them aware of the concern, but they will be striping based on what they believe is an adequate lane.

Mr. VanCardo stated it would be MoDOT's issue to fix.

Mr. Baker stated he will make them aware of the situation.

Mr. Pellegrini stated it is not the same width as the driving lanes.

Mr. Baker stated he can get a copy of the dimensions being proposed.

ADJOURNMENT

Mr. Pellegrini made a motion to adjourn the meeting at 7:49 P.M. Mr. Young seconded the motion, and it was unanimously approved.

Recording Secretary



Sarina Cape