

**Planning and Zoning Site Plan Sub-Committee
Meeting Summary
February 27, 2019 at 6:00 PM**

Planning & Zoning Commission Members Present: Michael Daming, John Nuernberger, John Ritter, Tom Shipley and Rebecca Jacobs

Staff Present: City consultants Lee Cannon with CBB and Scot Talbert with Planning Design Studio

Chairman Daming opened the meeting at 6:00 PM.

Case #19-06 – Site Plan Review for a new 3-story office building at 200 Hanley Industrial Court

The 32' wide access onto Hanley Industrial Court provides ingress and a right and left-turn egress. The other existing driveway is 24' wide and allows two-way traffic. Both access ways are aligned with the two-way traffic aisles in the parking lot. CBB recommended both driveways along Hanley Industrial Court be full access with one lane inbound and one lane outbound. Petitioner agreed.

The site does not meet City parking code requirements. CBB analyzed whether the provided parking is sufficient for the currently proposed owner/tenant based on expected site trips since the City Code allows up to a 20% reduction to be approved the City Board of Aldermen. The allowable reduction would be 182 stalls which is the number of stalls proposed by the petitioner.

Assuming 150 employees with 100% drivers and a desired parking utilization rate of 90%, CBB recommended a parking supply of 167 stalls. One additional ADA stall is needed. CBB cautioned if the employment levels increase in the future such that more parking is needed to serve the site, or if another business were to reoccupy the site in the future with a higher employee load per square foot, more parking could be needed to serve an office building of this size and the City may not have any mechanism in the future to require a change on the site to provide additional parking.

The petitioner provided a detailed Landscape Plan which was submitted to Planning Design Studio (PDS) for review and comments. PDS comments include: the 180 feet of parking along the north edge of the site requires two (2) interior trees, the 260 foot of parking along the east edge of the site requires four (4) interior trees, and the 170 feet of parking along the south edge of the site requires two (2) interior trees. Additionally, PDS noted the Commission should discuss the appropriateness of the proposed seeded native prairie currently proposed on the east, west and south portions of the site. Examples of the appearance of these natural areas was provided by the petitioner. If the Commission desires to recommend approval of the native planting area, then several recommendations were provided by PDS for its implementation and future maintenance.

Committee recommends the site plan be recommended for approval with the following requirements:

- 1) The Site Plan shall be revised to depict both driveways along Hanley Industrial Court be full access with one lane inbound and one lane outbound.
- 2) The Site Plan shall be revised to include a minimum of six (6) accessible parking stalls.
- 3) A minimum of 167 parking stalls shall be provided as recommended in the traffic and parking review study.
- 4) Commission should discuss if the Landscape Plan shall be revised to add to the 180 feet of parking along the north edge of the site two (2) interior trees, to the 260 foot of parking along the east edge of the site four (4) interior trees, and to the 170 feet of parking along the south edge of the site two (2) interior trees and if the plan shall be revised to remove the proposed seeded prairie areas and replace with turf grass sod and landscape plantings. If the Commission desires to approve the Landscape Plan with the seeded prairie areas, then the following recommendations from PDS should be applied:
 - The proposed seed including individual plant species and quantities of seed in the proposed native prairie seed mix shall be reviewed and approved by the City Horticulturist and Arborist.
 - An on-going maintenance plan for the native prairie areas shall be approved and on file with the City's Park and Recreation Department, and approval of the native prairie areas may be revoked for non-compliance with the maintenance plan.

Case #19-07 – Amendment to the Conditional Use Permit for Brentwood Square to permit a second restaurant for property at 1507 S. Brentwood Blvd.

CBB noted there would be no expected traffic impacts from the proposed restaurant tenant which would warrant physical improvements to the roadway or heightened traffic controls. No traffic mitigation was recommended. The study noted there are not paved sidewalks at the circular entry plaza for CIBC Place and an appropriate path for these crossings is not clearly defined. CBB recommends an improved, ADA compliant crossing be implemented to serve the pedestrians in a safe and accommodating way. Ms. Koerkenmeier will review the existing conditions and if the developer or City with jurisdiction over Eager Road should make improvements.

The parking area directly north of the proposed restaurant and the north end of the main parking area were observed to note the general parking availability. Based on the location of the north lot relative to the building door of the second restaurant, the north lot would serve the majority of the restaurant patrons. CBB observed that there is more than adequate parking supply in the north lot and the north end of the main parking lot during the AM and Midday peak periods to accommodate the proposed restaurant with operating hours of 7:00 AM to 3:00 PM.

However, CBB noted several vehicles which parked in the north lot in the morning had occupants whom walk to the CIBC Place office building and the number of vehicles increased during the midday hours. If there is an existing parking agreement between owners of Brentwood Square and CIBC Place building it should be revealed by the petitioner and taken into account. CBB noted enforcement of that parking space limit will be challenging but would not be the City's responsibility.

Committee recommends the site plan be recommended for approval with the following comments:

- 1) Study indicates adequate parking is available for the second restaurant, although any existing parking agreement between parties should be reviewed. The expansion of the Conditional Use Permit for the Brentwood Square development should be limited to a second restaurant with morning and midday operating hours.
- 2) Staff was asked to review existing conditions of a pedestrian/ADA route between Brentwood Square and the office building at 1401 S. Brentwood.

Case #19-08 – Amendment to the Conditional Use Permit and Site Plan Review for a 7-story hotel for property at 1695 S. Hanley Road.

Ms. Koerkenmeier reported Chief Kurten reviewed turning path allowances and aerial platform reach to provide proper fire safety services to hotel guests. The drive around the building was increased in width, and the department is satisfied with these plans.

CBB commented given the proposed square footage and number of sleeping rooms is very similar to the original site plan, he anticipated the new proposal will generate a similar number of additional trips. CBB recommends 115 parking stalls should be provided to serve the 128-room hotel. CBB investigated other industry standard methods for computing parking stall needs. Institute of Transportation Engineers (ITE) methods suggest a need for 101 stalls. Urban Land Institute (ULI) methods, which the City cites in their Code, calculate the need for 128 stalls. CBB noted if not resolved, parking overflow would go onto the adjacent Whelan Security office building parking lot. CBB does not support the use of compact stalls clustered on the hotel site. Changing those stalls to full-width would reduce parking supply by two to four stalls.

Planning Design Studio (PDS) completed their review of the proposed Landscape Plan. The following comments were made:

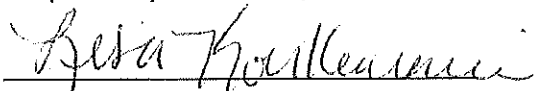
- There should be a minimum of two trees within and up to every 100 linear feet of parking for each parking rows. The 270 feet of parking along the north edge of the site requires four (4) interior trees.

- There should be a perimeter landscape buffer strip 5 feet wide between parking lots or driveways and the abutting property line. The rear buffer is only 3 feet wide, and the front buffer is only 1 foot wide.
- The Landscape Plan and Site Plan show different configurations for segmental retaining walls on the north and east property lines.
- The Zoning Ordinance for Urban Development (UD) calls for an 80% maximum site coverage (a bonus 10% can be awarded provided certain conditions are met). The site plan indicates the lot coverage at 88.1%.

Committee recommends the site plan be recommended for approval with the following conditions:

- A variance is granted from the minimum five (5) foot perimeter buffer strip requirement along the western driveway abutting property line of MetroLink right-of-way, the southern parking lot abutting property line of APA, and the eastern parking lot abutting property line of Whelan Security.
- A variance is granted from the maximum site coverage of 80% to permit 88.1% site coverage.
- A variance is granted for the 270 feet row of parking along the north edge of the site from the minimum of four (4) interior trees required.
- The developer should continue discussions with CBB to arrive at an acceptable number of parking stalls for the project.

Respectfully Submitted,



Lisa Koerkenmeier, AICP

Director of Planning and Development