



REQUEST FOR SITE DEVELOPMENT PLAN APPROVAL STAFF REPORT

PETITON NAME: P&Z Case #21-01 – Site Development Plan Approval for Property at 8419 Manchester Road (Office Building)

REQUESTED ACTION: Review and Recommendation for Site Development Plan Approval for an Office Building

MEETING DATE: January 13, 2020

PETITIONER: FSA, LLC

LOCATION OF SITE: 8419 Manchester Road

LOCATOR NUMBER(S): 21K331415

SIZE OF TRACT: .73 acres (31,798 sq. ft.)

ZONING DISTRICT(S): “MC” Manchester Corridor Commercial District

PROPERTY OWNER: Navigate Realty, LLC, 9920 Watson Road, St. Louis, MO 63126

PROPERTY INFORMATION

The subject property is located on the north side of Manchester Road at the northeast corner of Manchester Road and Helen Avenue. The subject property is 0.73 acres, and is zoned MC, Manchester Corridor Commercial. The site is a vacant parcel with approximately 162 feet of frontage along Manchester Road and approximately 195 feet of frontage along Helen Avenue. In 2019, the property was zoned MC, Manchester Corridor Commercial District along with several other parcels located in the Chapter 353 Redevelopment Area. The site was the former Tesson Farm Greenhouses which was demolished in 2016.

The subject property has an existing curb-cut along Manchester Road but as part of the access management study for the Manchester Road Corridor undertaken by the City in 2018, the final right-of-way plans for the future Missouri Department of Transportation (MoDOT) Manchester Road Improvement Project eliminates this curb cut to directly access Manchester Road. Access to the parcel is from Helen Avenue.

PROJECT DESCRIPTION

The petitioner proposes to utilize this site to construct an 8,360 SF office building. As noted, the property is currently zoned MC, Manchester Corridor Commercial, and given the size of the parcel of less than one acres is considered a Class C site in the MC District. Office buildings are a permitted use on a Class C site. The remaining land on the site will be used for parking, sidewalks, and green space. The existing

zoning supports the current plans for the subject property. The site plan includes 39 parking spaces including two (2) accessible spaces. A portion of the site is located in Zone X, an area of 0.1% chance flood as shown on the FEMA Flood Insurance Rate Map.

PUBLIC NOTICE

Letters were mailed notifying property owners within 300 feet of the subject property of the request and the dates of the Planning and Zoning Commission review.

SITE DESIGN ISSUES

A. *Ingress / Egress and Internal Circulation*

As noted, the site plan depicts one access from Helen Avenue which would align with the property at 8503 Manchester. Both the subject property and the property at 8503 Manchester will only have access from Helen Avenue following the removal of their access from Manchester Road as recommended by the City's access management study for the corridor and as determined by the right-of-way plans for MoDOT's Manchester Road Improvement Project. The various City departments have reviewed the site plan. The Fire Department provided approval to the site plan and made one recommendation regarding the fire alarm system which should be considered when preparing construction plans. The plans for the office building indicate a large portion of space in their building dedicated to a future use. The Fire Department recommended that a monitored fire alarm system(s) should be installed throughout the entire building, and the fire alarm system should either be two separate stand-alone systems, or one system that can effectively be divided into multiple systems with their own separate addresses and annunciators in each portion of the building.

CBB's services were requested to provide a Traffic Access study. The purpose of this review was to determine if the proposed land use and changes to the site maintain adequate site circulation and address any potential impacts on the State highway, Manchester Road, and/or the City street, Helen Avenue. The number of trips expected from an office building of this size was projected using data from Trip Generation, published by ITE. The site would be expected to generate approximately 10 trips during both the AM and PM commuter peak hours. The traffic volume impacts off-site were deemed negligible.

The study noted the full-access curb cut on the east side of Helen Avenue which serves the site, is located approximately 40 feet north of Manchester Road. From an access management perspective, it would be desirable to locate the proposed Helen Avenue curb cut further away from Manchester Road, if possible. The primary concern is that a queue of two vehicles stopped on Helen Avenue at Manchester Road could block site egress. The next most reasonable location for the driveway would be aligned with the northern east-west aisle in the parking field. However, the relatively low level of traffic on Helen Avenue and the low number of trips expected to use the driveway may not justify a modification. The study recommends that a cross-access easement to the adjacent east neighbor to accommodate future redevelopment proposals (by others).

The development standards included in the MC Zoning District requires reducing curb-cuts along Manchester Road, all off-street parking for new development of existing sites must have access to an adjoining street other than Manchester Road, and developments must provide for cross-access to adjacent property. The parking was sited in front of the building to encourage the continuation of cross-

access easements to adjoining parcels. If the parking was placed in the rear, the cross-access would be fragmented and include several turning maneuvers as one would traverse through adjoining parcels. Another objective of requiring cross-access between adjacent lots allows maximum use of lot space. Reducing the vehicular access points along Manchester Road will provide for greater pedestrian and vehicular traffic safety.

The site plan depicts a new sidewalk along Helen Avenue to promote the connectivity in the Manchester Road Corridor and to the adjacent greenway trail system via the underpass at Dorothy Avenue. The sub-area plan for the Manchester Road Corridor notes that good access management and providing sidewalks and paths creates a pedestrian-friendly, walkable environment with clear and ample access to the City and the trail system.

B. *Parking*

The City's parking standards for medical office space is 3.33 parking stalls per 1,000 square feet of gross floor area. Therefore, the required minimum parking is 28 stalls. The site plan depicts 39 parking stalls exceeding the City's minimum requirement of 28 spaces. The number of parking stalls to be provided will be more than adequate for the proposed use.

C. *Landscaping & Screening*

A Landscape Plan was provided and depicts landscape buffer yards along the property's perimeter. The parking islands also require trees and landscaping. A review of the landscape plan, the screening, and other site plan design elements was completed by Planning Design Studio. There were several minor notes for revisions to the landscape plan and site plan. Items to be provided by the petitioner include noting whether the mechanical equipment will be ground level or roof top and how the mechanical equipment will be screened, the transformer located on the northwest corner of the site will also need to be screened per the Code, as well as providing the screening detail for the trash enclosure.

Per the MC Zoning District, if the property adjacent to the site is zoned a residential zoning classification, there shall be a twenty-five (25) foot rear yard and a sight proof fence. The height of the sight proof fence will need to be indicated on the plan. The property adjacent to the site to the north is zoned residential, and the site plan depicts a 19-foot rear yard between the proposed building and north property line. Additionally, the front (ROW) building setback from Helen Avenue is also twenty-five (25) foot. The site plan depicts a setback of 10.21-foot from the right-of-way. The Commission may recommend, and the Board may approve, granting an exception to these setbacks as part of the site plan review approval process.

The CBB and PDS reviews noted the site plan layout provides no ADA accessible entrance to the building from the adjacent sidewalks. If a ramp is needed it should be shown on the site plan. In accordance with Section 400.1860(C), Existing Lots, at all street intersection no obstruction other than "existing" building, post, column, tree or shrubbery shall be erected in an area defined by the following formula: The triangular area formed by connection two (2) points, each forty (40) feet from the street intersection and located on the front lot line. For reasons noted in the traffic assessment and landscape/site plan reviews, it is desirable to locate the proposed Helen Avenue curb cut further away from Manchester Road, to eliminate the sign obstruction, reduce the potential for accidents from traffic turning onto Helen

Avenue from westbound Manchester Road traffic and assist with proper queuing of vehicles to egress from the parking lot onto Helen Avenue. If this curb-cut is shifted to the north drive aisle, the cross-access easement should also be shifted to this drive aisle.

D. *Signage*

No signage plan or elevations were submitted with the application. The development will comply with the City's general signage requirements or a comprehensive sign plan will be submitted at a later date for the Commission's review and consideration.

E. *Lighting*

The plan indicates two light poles within the parking lot, and a photometric plan was submitted. In lieu of any City Code requirements for lighting standards, the Illuminating Engineering Society of North America guidelines are referenced when it appears the site may have areas that are not well lit for safety and security. These guidelines indicate that lighting for office parking areas should have an average of 2.4 foot-candles and a minimum of 0.6 foot-candles in any location. The north and south edges of the parking areas depict an illumination below 0.6 foot-candles and should be reviewed.

F. *Architectural Standards*

As recommended in the MC District development standards, buildings on corner lots must be oriented so that the main façade is giving equal treatment to each street on which it has frontage. Also, these buildings should include a prominent architectural feature of greater height than the rest of the roof, or emphasis at the corner where the two streets meet. Building materials should be used and installed in keeping with the chosen architectural style and colors should be varied and complimentary and three colors per elevation is required.

Architectural elevations were submitted for the proposed 8,360 square foot, one-story office building. The elevations include the use of three complimentary colors and the use of fiber cement material and cast stone sills. The roofline includes several variations in height, and the south and west elevations, the elevations facing the public right-of-way, include additional design features and elements.

As noted in the City's Comprehensive Plan and Manchester Road Corridor Sub-Area Plan, an overall redevelopment objective of this area, is to arrange buildings closer together and orient buildings facing the streets with parking located in the rear or to the side of buildings. The Comprehensive Plan discusses the "built form" of the environment. Due to the variable nature of the Manchester Road ROW, commercial buildings on the south side of the road should be built at or near the sidewalks and front property line or have a minimum setback of 15 feet to accommodate landscaping and sidewalks. Parking should be provided in the rear of buildings if possible, otherwise it should be provided at the side. North of Manchester, if parking is provided in the front of the buildings, then there should be a minimum of 15 of perimeter landscaping to separate the parking from the sidewalk.

G. *Site Coverage and Other Site Considerations*

Site Coverage - The total area of the site is 31,798 square feet, and the proposed parking and building coverage is 24,015 square feet, which results in a site coverage of 75%. This is less the maximum site coverage of 80% of the MC District.

Floodplain/Floodway - The site includes portions of land located in the floodplain (AE) zone and the floodway in accordance with the FEMA maps published February 4, 2015. The flood mitigation of the Brentwood Bound initiative will have some impact on this property. The site development plan as proposed will require the City’s approval of a floodplain development permit.

H. Summary of MC District Requirements

The MC District is intended, by site plan approval, design standards, supplemental standards and other procedures, to provide for the development of retail, commercial, office, business and personal service, and multi-family uses for the Manchester Road Corridor. It is intended to promote larger planned, mixed-use development with an emphasis on architecture and site design that creates unified land development.

The regulations in the MC District are meant to provide a certain degree of latitude to the Planning and Zoning Commission and the Board of Aldermen to vary from these or other regulations when reviewing site plan in order to achieve the goals and objectives of the Comprehensive Plan and these regulations. In accordance with the MC District, the degree to which a site plan for development meets or exceeds the design standards set forth in this subsection shall be considered and will be evaluated when considering site plan for proposed development. A developer should be prepared to explain why certain development standards cannot be met or that alternatives serve the same purpose as the standard.

Given the size of the subject property, 0.73 acres, the property is designated as a Class C site with a lot area of less than one acre.

Standard	Regulation	Complies with Requirement
Minimum lot area – Class C	One-half acre (21,780 SF)	Yes
Minimum lot width – Class C	125 feet	Yes
Minimum lot depth – Class C	125 feet	Yes
Maximum Building height	2 ½ stories or 35 feet	Yes
Front yard (ROW) setback	50 feet from Manchester ROW and 25 feet from Helen ROW	Yes - Manchester No – Helen, 15’ exception
Side yard setback	10 feet	Yes
Rear yard setback	Abuts residential 25 feet	No – 6’ exception
Site Coverage	80%	Yes
Intensity FAR	1.0	Yes

I. Comprehensive Plan Findings

The 2018 Comprehensive Plan includes a subarea plan study for the Manchester Road Corridor. Additionally, a supplement to the Comprehensive Plan specifically for the Corridor area between S

Brentwood Blvd and S Hanley Road was adopted in 2019. A concept development plan was prepared for this area. The plan is a concept and may not represent how the Manchester Road Corridor is ultimately redeveloped; however, it is intended to convey a development scenario that follows the direction set by the Comprehensive Plan and its general vision for the Corridor and reflects a vision that is intended to create a more urban environment that promotes development density and a mix of uses that creates a "sense of place" and "destination."

The concept plan shows redevelopment on the north side of Manchester Road in a very constrained area given its location to the residential zoning district. The constraints of the site include that the site is only .73 acres, land to the north of it is residential and not included in the Chapter 353 Redevelopment Area, the commercial parcel to the east is even more shallow, and currently the site is impacted by floodplain requirements. Given the size of the parcel and its Class C designation in the MC District, professional offices and public parks and stormwater facilities are the only permitted uses for the property.

RECOMMENDATION

Staff recommends the Site Development Plan be forwarded to the Site Plan Sub-Committee for further review.

Respectfully submitted,



Lisa Koerkenmeier, AICP
Director of Planning and Development