



JUNE 8, 2016

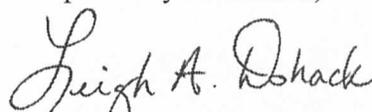
Posted 2:30 p.m., Tuesday, May 31, 2016

**7:00 P.M. CITY OF ELLISVILLE – PLANNING AND ZONING COMMISSION
(at the Park Administration Building)**

- I. Call to Order – Chairman Hoffman
- II. Pledge of Allegiance
- III. Roll Call
- IV. Approval of Agenda
- V. Approval of Minutes – May 11, 2016 [Pages 3-8](#)
- VI. Election of Officers
- VII. Petitions
 - 1) Petition of HZ PROPS RE, Ltd. for consideration of a conditional use permit and associated site development plan to allow the construction and operation of a restaurant with drive-through at the location known and numbered as 15909 Manchester Road, within the C-3 Commercial Zoning District of the City of Ellisville, Missouri.

Action on Petition #16-06-01 [Pages 9-62 and plans](#)
- VIII. Adjournment

Respectfully submitted,


LEIGH A. DOHACK
City Clerk

The City of Ellisville is working to comply with the American With Disabilities Act mandates. Individuals who require an accommodation to attend a meeting should contact City Hall, 636-227-9660 (V/TDD) at least 48 hours in advance.

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City of Ellisville

PLANNING AND ZONING COMMISSION REGULAR MEETING MINUTES

Meeting Date: May 11, 2016

TABLE OF CONTENTS

1. Approval of Agenda
2. Approval of Minutes: April 13, 2016
3. Election of Officers
4. Public Hearing(s)
 - A. Petition #16-05-01: The Planning and Zoning Commission will discuss and consider City initiated petitions for Text Amendments to Title IV, Land Use, Chapter 400: Zoning Regulations pertaining to the following: (1) R-1 Single-Family Residential Zoning District area requirements; and (2) Accessory Dwelling Units. Continued from April 13, 2016 meeting.
5. Petition(s) for Approval
 - A. Petition #16-05-02: Petition of Phillip Sprague, for approval of an amendment to an existing Conditional Use Permit to authorize the issuance of a liquor license to Olive Street Café (formerly Monty's) located at 15850 Manchester Road within the C-3 Commercial Zoning District.
6. Adjournment

DRAFT

PLANNING AND ZONING COMMISSION MEETING SUMMARY

Chairman Hoffman called the meeting to order at 7:00 p.m. Commissioner McGrath led the Pledge of Allegiance. Other Commissioners present were: Ellebrecht, Boggs, Chismarich, Reel, and Gundlach. Commissioner Stickse arrived at 7:05 p.m. Commissioner Sanborn was absent. A quorum was present for the meeting.

Also present were City Planner Hood, Assistant City Attorney Parnell, and Council Members McGrath and Duffy.

1. APPROVAL OF AGENDA

A motion was made by Commissioner Ellebrecht to approve the Agenda, as written, and was seconded by Commissioner Reel. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Suzanne Gundlach	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. APPROVAL OF MINUTES

A motion was made by Commissioner Reel to approve the April 13, 2016, Regular Meeting Minutes, as written, and was seconded by Commissioner Ellebrecht. Hearing no questions or discussions, the votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Suzanne Gundlach	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. ELECTION OF OFFICERS

Chairman Hoffman made a motion to nominate Commissioner Linda Reel for another term as Secretary, and was seconded by Commissioner McGrath. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Commissioner Reel made a motion to nominate Chairman Carl Hoffman for another term as Chairman, and was seconded by Commissioner Ellebrecht. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. PUBLIC HEARING(S)

Petition #16-05-01: The Planning and Zoning Commission will discuss and consider City initiated petitions for Text Amendments to Title IV, Land Use, Chapter 400: Zoning Regulations pertaining to the following: (1) R-1 Single-Family Residential Zoning District area requirements; and 2) Accessory Dwelling Units.

Assistant City Attorney Parnell read the Exhibit List, and Chairman Hoffman swore in Planner Hood.

Planner Hood summarized this is a City initiated petition to consider text amendments in regard to the following items:

1. Minimum lot width in the R-1 single family residential district. Based on a recent application for a variance, staff received and reviewed a vast amount of data pertaining to minimum lot widths in the City. Based on the data, it appears that approximately 1/4 to 1/3 of the existing lots zoned R-1 measure less than 100 feet in width. Staff believes the data should be reviewed by the Commission and City Council for their decision.

2. Accessory dwelling units. Based on the Commissions desire to explore allowing tiny homes on single family lots, staff drafted language to allow accessory dwelling units. As drafted, the language would allow an accessory dwelling unit on single family lots. Rentals would not be allowed.

Discussions ensued among Commissioners.

Commissioner Ellebrecht moved to divide Petition #16-05-01 into two parts, A and B, and was seconded by Commissioner Stickse. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Petition #16-05-01A: City initiated petition for Text Amendments to Title IV, Land Use, Chapter 400: Zoning Regulations pertaining to R-1 Single-Family Residential Zoning District area requirements – minimum lot width.

Discussions continued among Commissioners in relation to the pros and cons of changing lot widths that could ultimately change the entire look of each neighborhood.

Commissioner Ellebrecht moved to forward a favorable recommendation pertaining to R-1 Single Family Residential Zoning District area requirements to the City Council, per Exhibit A, and was seconded by Commissioner Reel. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Therefore, the Planning and Zoning Commission forwards a negative recommendation of the aforementioned Petition #16-05-01A.

Petition #16-05-01B: City initiated petition for Text Amendment to Title IV, Land Use, Chapter 400: Zoning Regulations pertaining to Accessory Dwelling Units.

Discussions continued among Commissioners regarding future approval and use of these units, and the possibility of them becoming rental units, which is not allowed.

Commissioner McGrath moved to forward a favorable recommendation pertaining to Accessory Dwelling Units, per Exhibit B, subject to the following conditions:

1. That the required setbacks for accessory dwelling units be consistent with the setbacks required for the principle structure; and
2. Addition of "habitable accessory dwelling units" to all subsections of 400.200(E) and 400.210(E), to read, "accessory buildings, ancillary structures and accessory dwelling units."

The motion was seconded by Commissioner Stickel. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nanci Stickel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Therefore, the Planning and Zoning Commission forwards a negative recommendation of the aforementioned Petition #16-05-01B.

5. PETITION(S) FOR APPROVAL

Petition #16-05-02: Petition of Phillip Sprague, for approval of an amendment to an existing Conditional Use Permit to authorize the issuance of a liquor license to Olive Street Café (formerly Monty's) located at 15850 Manchester Road within the C-3 Commercial Zoning District.

City Planner Hood stated the applicant has assumed the existing lease and proposes to operate a new, sit-down restaurant at the same location. The applicant is requesting to transfer the existing conditional use permit authorizing the issuance of a liquor license at this site. The restaurant and outdoor patio uses are already permitted by right.

The applicant stated the restaurant will remain basically the same, with the exception of a revised menu and an updated interior.

Commissioner Ellebrecht moved to deem the requested amendment minor, and forward approval to the City Council, and was seconded by Commissioner Stickse. The votes were as follows:

<u>Vote Call</u>	<u>Aye</u>	<u>Abstain</u>	<u>Nay</u>	<u>Absent</u>
Greg Sanborn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sandie McGrath	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Reel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Curtis Boggs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stephen Chismarich	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carl Hoffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ellebrecht	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nanci Stickse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Suzanne Gundlach	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. ADJOURNMENT

Chairman Hoffman adjourned the meeting at 8:20 p.m.

Respectfully Submitted,

Angie Shoemate



City of Ellisville

Memo

To: Carl Hoffman, Chairman and Members of the Planning and Zoning Commission

From: Ada Hood, City Planner 

Meeting

Date: June 8, 2016

Re: Request of HZ Props RE, Ltd for a Conditional Use Permit to allow the operation of a drive-through facility in association with a new Popeye's Louisiana Kitchen Restaurant located at 15909 Manchester Road within the C-3 Commercial Zoning District.

BACKGROUND

The applicant has leased a part of the existing parking lot associated with the Ellisville Square shopping center. Although, the existing shopping center is approved under a conditional use permit (CUP), this request will be processed as its own CUP, and not an amendment to the existing CUP, because shopping centers no longer require CUP approval. As per Section 400.290(C) of the zoning code, drive-through facilities associated with a restaurant are conditionally permitted within the C-3 commercial zoning district.

SUMMARY

The applicant is requesting consideration and approval of a Conditional Use Permit to allow the operation of a drive-through facility associated with a new Popeye's Louisiana Kitchen restaurant. The site is currently an under-utilized parking area located just west of the McDonald's restaurant.

SITE PLAN

The subject site is located at the southeast corner of the Ellisville Square shopping center, abutting Manchester Road. The site will not have direct access onto Manchester Road. Access to the site is via the east most entrance drive into the shopping center, which also serves the McDonald's restaurant.

The new restaurant building will measure 2,979 square feet in size, while the overall lease area will measure 41,000 square feet. The proposed building height will be 25 feet and will be setback 29 feet from Manchester Road, both in compliance with the code. Recall the proposed site is within the Town Center area, which allows a front yard setback of 20 feet, when parking is located behind the front building line. The restaurant will provide 60 seats indoor and no outdoor seating. The site will provide 32 parking spaces, in compliance with the code.

The plans show that bike racks will be installed along the east side of the building. The trash enclosure is located along the west side of the building and will feature stone, to match the building. The applicant will install walkways around the building, but no sidewalk or other pedestrian connection to Manchester Road, nor the main center building (Michael's Party City, etc), as required by Section 400.490.I.2, which states, "All new development, except detached single-family and duplex uses, shall comply with the following pedestrian access requirements.

From buildings to sidewalks and transit facilities. Provide pedestrian walkways designed to minimize walking distance from the primary entrances to all buildings to the abutting right-of-way, pedestrian walkway and transit facilities pursuant to the applicable standard in Subsection (1)(3) of this Section.

Through parking areas. All parking lots which contain more than twenty-five (25) stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. The walkways must meet the development standards pursuant to Subsection (1)(3) of this Section."

Staff recommends the applicant incorporate colored and stamped concrete throughout the site to provide pedestrian connectivity.

Lighting

The building will feature gooseneck light fixtures on the north and south elevations.

The plans indicate all site lighting will measure 22.5 feet maximum in height. Staff suggests overall height be reduced to 20 feet maximum. The Photometric Plan shows new street lights installed along the back of the existing sidewalk, to match Jimmy John's and McDonald's. Light levels throughout the site are good and the site will be well-lit. Recall the site does not abut residential.

Great Streets

The proposed building will be setback from Manchester Road centerline approximately 29 feet in compliance with the Zoning Code. Additionally, the installation of new street lights will further enhance the aesthetics of this prominent intersection. Staff has requested the applicant install a public art piece. The applicant has indicated they are considering it.

Signage

The applicant will seek approval from the ARB for the following items:

1. The drive-through menu boards and awnings
2. The wall signage on the north, east and west elevations (The south wall facing Manchester is the only wall facing a street.)
3. The monument sign:
 - a. The full color LED display
 - b. Also the "POPEYES Louisiana Kitchen" need one inch letter depth

Traffic

The subject site is located along Manchester Road within the Ellisville Square shopping center. The subject site is adjacent to a high-hazard segment of Manchester Road. However, the subject site does not have direct access to Manchester Road. All access to the subject site is via the existing access drives to the shopping center located along Manchester Road and Clarkson Road. The City's third party traffic consultant has reviewed the plans and her report is attached for your consideration.

Landscape Plan

The City's third party landscape architect has reviewed the plans and a letter outlining the deficiencies was forwarded to the applicant. The applicant has revised the plan to fully comply with all deficiencies. The City's third party landscape architect's report and the applicant's response letter are attached for your review.

CONDITIONAL USE

The applicant is requesting approval to operate a drive-through facility associated with the proposed restaurant. As per Section 400.290(C) of the zoning code, drive-through facilities associated with restaurants are conditionally permitted within the C-3 commercial zoning district. Conditional use permits require a public hearing at the City Council level. The subject site does not abut residential.

IMPACT

The subject site is located within the Town Center envisioned by the Great Streets Master Plan. The master plan vision includes multi-story buildings pushed up against the street. The design of the building gives the appearance of a two story building, consistent with the plan.

Staff recommends that the Planning and Zoning Commission waives the public hearing as one will be held at the City Council level. Staff believes the proposed project will not have an adverse effect on the environment and recommends the Commission determines an environmental impact report is not required.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission consider the following conditions as part of a favorable recommendation to the City Council:

1. That the Commission waives the public hearing, as one will be held at the City Council level; and
2. That the applicant complies with the recommendations of the traffic report; and
3. That the applicant agrees to the installation of an art piece at this prominent site; and
4. That the art piece is approved by the ARB prior to construction/installation; and
5. That the applicant secures ARB approval; and
6. That site lighting is limited to 20 feet in height maximum; and
7. That the applicant incorporates colored and stamped concrete walkways to provide pedestrian connectivity from the site to Manchester Road and to the main center building (Michael's, Party City, etc.); and
8. That the Commission determines an environmental impact report is not required.



RECEIVED

MAY - 2 2015

City of Ellisville

City of Ellisville

One Weis Avenue

Ellisville, MO 63011

(636) 227-9660 FAX: (636) 227-9486

APPLICATION COVER SHEET

(please type or print)

ALL APPLICABLE SECTIONS OF APPLICATION MUST BE COMPLETE AND CONSISTENT WITH SUBMITTED MATERIALS

Property Address: 15909 MANCHESTOR DRIVE, ELLISVILLE, MO

Project Description: ELLISVILLE POPEYE'S LOUISIANA KITCHEN

PART A: PARTIES IN INTEREST

The full legal name of each party listed below (partnership, corporation, etc.) is required for review of the application(s). Having different individuals represent an Applicant at different meetings during the review process may result in unnecessary confusion and delay. Consequently, in the interest of promoting clarity, consistency, and expediency, the City requests all Applicants, at the time of filing their Application, to identify a primary or principal **APPLICANT** (either attorney or non-attorney; corporations should see Notice below) who can be expected to attend each of the meetings during the Petition review process.

Notice to Applicants

In matters which qualify as contested cases under Section 536.010(2) R.S.Mo. corporations may not be represented by non-attorneys when the Council sits as an administrative tribunal. Non-attorney representation in such matters may constitute the practice of law under Section 484.010 R.S.Mo. All Applicants are cautioned to consult with an attorney prior to undertaking non-attorney representation.

Name and Title of **APPLICANT**: HZ PROPS RE, Ltd

Address: 3100 Main Street 301, Dallas TX 95226

Phone Number: 469.765.4396

Email: vwoods@zhfoodsinc.com

Name of Business Owner(s) - if different than above: _____

Address: _____

Phone Number: _____

Email: _____

Name of Property Owner(s) - if different than above: See Owner Authorization Form

Address: _____

Phone Number: _____

Email: _____

Name of Architect, Landscape Architect, Planner or Engineer: TAIT & Associates - Laurie Clark

Address: 6163 E County Road 16, Loveland, CO 80537

Phone Number: 970-613-1447

Email: lclark@tait.com

Revised: August 25, 2014

PART B: SITE DESCRIPTION

Legal Address of Property: 15909 Manchester Road Locator No.: _____

Lot No.: N/A Block No.: _____ Current Zoning: C-3 Commercial

Current Use of Site: Parking Lot _____ 1 _____

Proposed Use of Site: Drive Through Restaurant

PART C: APPLICATIONS FILED (List the applications you will submit (i.e. Conditional Use Permit, Site Plan, etc.). A Letter addressed to the City must be submitted. The letter should completely describe who, what, why, where and when.

Conditional Use Permit

Architectural Review Permit

Site Plan

PART D: AUTHORIZATION (FULL LEGAL NAME IS REQUIRED)

Signature of Applicant (Required): See owner Authorization Form Date: _____

Title/Interest in Property: See owner Authorization Form

Signature of Property Owner (Required): See owner Authorization Form Date: _____

Title/Interest in Property: See owner Authorization Form



City of Ellisville

One Weis Avenue
Ellisville, MO 63011
(636) 227-9660 FAX: (636) 227-9486

RECEIVED

MAY 23 2016

City of Ellisville

APPLICATION FOR CONDITIONAL USE PERMIT

pd \$ 350
ck # 111290
ck # 111363
\$50
PH

(please type or print)

ALL APPLICABLE SECTIONS OF APPLICATION MUST BE COMPLETE.
APPLICATION MUST BE CONSISTENT WITH SUBMITTED MATERIALS.
THIRTY-ONE (31) SETS OF SIGNED & SEALED DRAWINGS PLANS MUST BE FOLDED TO
APPROXIMATELY 8 1/2 x 11 or 8 1/2 x 14 IN SIZE. A \$350.00 APPLICATION FEE AND \$50.00
PUBLIC HEARING DEPOSIT MUST ACCOMPANY THIS APPLICATION

Property Address: 15909 MANCHESTER DRIVE, ELLISVILLE, MO

Applicant: HZ PROPS RE, Ltd

PART A: BUILDING CONSTRUCTION

Estimated Cost of Construction : \$900,000 No. of Stories : 1

Total Square Footage of Site: 41,000 Total Square Footage of Building(s): 2,979

Ratio of Total Square Footage of Building(s) to Total Square Footage of Site: 0.07

Building(s) Height(s): 25' Number of Floors: 1

Total Number of Available Parking Spaces: 32

Number of Parking Spaces as Required by the Zoning Ordinance: 32

Describe the Reason for Requesting a Conditional Use Permit: The proposed development is a drive thru restaurant

Briefly describe the disposal of Trash, Delivery and Loading for Operation (Location and Hours): Trash will be disposed of in the trash enclosure area.

Pickup times will be the scheduled days for this district.

Architectural review is required for any exterior renovation or façade changes. If any of these items are part of the project, complete an Architectural Review Board Application.

PART B: AMENDING AN EXISTING CONDITIONAL USE PERMIT

Please describe the proposed amendment: N/A

Please describe why the proposed amendment is necessary: N/A

PART C: MULTI-TENANT/MIXED USE

Total Square Footage of: Retail: N/A Residential: _____ Office: _____ Other: _____

How Many Dwelling Units Will Result From The Project: _____ Square Footage Per Unit: _____

Number of Floors Retail: _____ Residential: _____ Office: _____ Other: _____

Total Number of Parking Spaces: Retail _____ Residential: _____ Office: _____ Other: _____

Provide a tabulation of the total square footage of the site and what percentage and amount of square footage will be reserved for off-street parking, open spaces, parks, etc.

<u>Intended Use:</u>	<u>Square Footage</u>	<u>Percentage</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PART D-1: RESTAURANTS

Briefly describe the type and character of the operation: Drive through restaurant

Hours of Operation: 10:30 AM - 11: PM

Will a liquor license be requested? Yes _____ No X If yes, which type: _____

Square Footage of Proposed Use: 2,979 SF No. of seats: 60

Number of Parking Spaces: 32 No. Employees: 8 Valet Parking? Yes _____ No X

Location of Parking Facilities: To the north and east of the proposed building

If restaurant is to offer deliveries, please describe this operation: N/A

Does the restaurant intend to participate in a recycling program? Yes _____ No X

PART D-2: OUTDOOR DINING/SEATING

Please provide a copy of survey showing building line, property line, right-of-way line, proposed seating plan and landscaping.

Seating only? Or full service? N/A Square Footage of Patio: _____

Same Menu (Yes/No): _____ Same Hours (Yes/No): _____

No. Tables: _____ No. Seats: _____ No. Umbrellas: _____ Logo on Umbrellas: _____

Description of Furniture: _____

Description and proposed location of Pedestrian Barrier: _____

Description of Landscaping: _____

Description of Lighting: _____

PART E-1: TELECOMMUNICATION INSTALLATIONS

Location of Antenna(s): TBD Type of Antenna(s): _____
No. of Antenna(s) : _____ Dimension(s): _____

Location of cabinets(s): TBD Type of cabinets(s):: _____
No. of cabinets(s) : _____ Dimension(s): _____

Location of wiring/cable: TBD Type of wiring/cable: _____
Lineal Feet : _____ How will wiring/cable be screened: _____

Location of screening/
Enclosures: TBD Type of screening(s)
enclosures: _____
Dimension(s): _____ Color/Description: _____

Will any illumination be used : _____ By what method : _____

PART E-2: LEASE AND MAINTENANCE

Fully executed lease: YES How long is lease for: TBD Any Easements: NO Describe: _____
Yes / No Yes / No

Who will provide any maintenance: prop. Describe: Lease is still being executed
owner

PART F: ENVIRONMENTAL STATEMENT

Will the proposed request adversely impact the environment?: NO (Yes or No)

Has a Phase I Assessment or Phase II Environmental Report/Study been prepared in association with this request?
NO (Yes or No) If yes, please submit a copy of the report/study with this application.

By filing this application you acknowledge and are aware that the City may require a partial or comprehensive environmental assessment, impact analysis, or report, in conformity with Chapter 415, Environmental Report of the Land Use Regulations, at any time during the application or approval process.

PART G: CRITERIA

It shall be the responsibility of the applicant to clearly establish that the following criteria are met: (Respond Yes or No)

No a. Will the use have any negative effect upon traffic conditions.

(1) In the event that the proposed commercial use or building is a motor vehicle oriented business as defined by Section 400.430(A)(2), traffic impact consideration screening procedures as set forth in Section 400.430(A)(4) shall be considered by the Council in determining whether there is a negative effect upon traffic conditions, in addition to any other evidence adduced pursuant to the permit procedure.

(2) In the event that the proposed use or building is a multi-family development as defined by Section 400.430 (B)(2), traffic impact consideration screening procedures as set forth in Section 400.430(B)(4) shall be considered by the Council in determining whether there is a negative effect upon traffic conditions, in addition to any other evidence adduced pursuant to the permit procedure.

- b. Will the use substantially increase fire hazards?
- c. Will the use adversely affect the character of the neighborhood?
- d. Will the use adversely affect the general welfare of the community?
- e. Will the use overtax the sewage or public utilities?
- f. Will the use adversely affect or overtax Police or other City services?
- g. Will the use be the highest and best use of the location applied for?
- h. Will the use adversely affect the financial condition of the City including any adverse impact upon utilities, property and sales tax?
- i. Will the use have a substantial negative impact on the environment?
- j. Is the proposed use compatible with surrounding uses and with the surrounding neighborhood?
- k. Is the comparative size, floor area and mass of the proposed use and/or proposed structure appropriate and reasonable in relation to adjacent structures and buildings on surrounding properties and in the surrounding neighborhood?
- l. Will the use adversely affect the neighborhood in terms of water runoff, noise transfer or heat generation due to significant amount of hard surfaced areas for buildings, sidewalk, drives, parking and service areas?
- m. Will the frequency and duration of various indoor and outdoor activities and special events associated with the proposed use have a deleterious impact on the surrounding area?
- n. Will the use be likely to remain in existence for a reasonable length of time and not become vacant or unused?
- o. Does the use involve the presence of unusual, single-purpose structures or components of a temporary nature?
- p. Does the proposed use comply with the standards of good planning practices?
- q. Have sufficient measures been taken or will be taken by the applicant that would negate, to an acceptable level, potentially adverse impacts, as determined by the City Council?
- r. Will the use comply with all other applicable provisions of Chapter 400, including performance standards as set forth in Section 400.170?

PART H: CHECKLIST

- Five full size copies of plans must be submitted initially for staff review. Additional plan sets (31 copies) will be required later to forward to the Planning and Zoning Commission and/or City Council.
- The public hearing deposit is used to cover the cost of publishing in the local paper as required by law. Depending on what the actual cost of the publication, an applicant may be owed a small refund or may be billed for additional monies.
- One fully executed copy of the lease, if applicable.
- Location map, including north arrow and map scale.
- Zoning district, subdivision name, lot number, dimensions and area, and zoning of adjacent parcels where different than site.



City of Ellisville

One Weis Avenue
Ellisville, MO 63011
(636) 227-9660 FAX: (636) 227-9486

RECEIVED

MAY 23 2016

City of Ellisville

APPLICATION FOR SITE PLAN REVIEW

*Rd \$50-
ck# 111288*

(please type or print)

**ALL APPLICABLE SECTIONS OF APPLICATION MUST BE COMPLETE.
APPLICATION MUST BE CONSISTENT WITH SUBMITTED MATERIALS.
PLANS MUST BE FOLDED TO APPROXIMATELY 8 1/2 x 11 or 8 1/2 x 14 IN SIZE. A \$50.00
APPLICATION FEE MUST ACCOMPANY THIS APPLICATION**

Property Address: 15909 Manchester Dr, Ellisville, MO

Applicant: HZ PROPS RE, Ltd

PART A: SITE DEVELOPMENT

Briefly describe the intended project and use: Drive thru fast food restaurant

Is the intended use: Permitted Conditionally Permitted: Part of a Planned Development:

Total Square Footage of Site: 41,000 Total Square Footage of Building(s): 2,979

Ratio of Total Square Footage of Building(s) to Total Square Footage of Site: 0.07

Building Lot Coverage: 7% Total Impervious Lot Coverage: 76%

Setbacks: Required: 20' Provided: 29'

Buffer Landscape: Required: N/A Provided: 15'

Parking Lot Landscape: Required: 800 SF Provided: 10,018 SF

Fence: Required: N/A Location: N/A Type/Material: N/A Height: N/A

Wall (Screen/Sound): Required: N/A Location: N/A Type/Material: N/A Height: N/A

Public Art or Benefit Provided: N/A Describe: N/A

Briefly describe the disposal of Trash, Delivery and Loading for Operation (Location and Hours):

Trash will be disposed of in the trash enclosure and picked up at regular times for this district.

Architectural review is required for any exterior renovation or façade changes. If any of these items are part of the project, complete an Architectural Review Board Application.

PART B: PERFORMANCE STANDARDS

Revised: July 25, 2014

All land, buildings and uses must comply with the following performance standards. Other project or use specific factors may be regulated to protect the public health, welfare and safety as well as to protect the character of the neighborhood.

Vibration. Will the use be so operated that the maximum ground vibration generated is not perceptible without instruments at any point on the lot line of the lot on which the use is located, excluding vehicular traffic unrelated to the subject use? Yes

Noise. Will the use be so operated that the maximum volume of sound or noise generated does not exceed seventy (70) decibels at any point on the lot line of the lot on which the use is located? Yes

Odor. Will the use be so operated that no offensive or objectionable odor is perceptible at any point on the lot line of the lot on which the use is located? Yes

Smoke. Will the use be so operated that no smoke from any source shall be emitted of a greater density than the density described as No. 1 on the Ringelmann Chart as published by the United States Bureau of Mines? Yes

Toxic gases. Will the use be so operated that there is no emission of toxic, noxious or corrosive fumes or gases? Emission of dirt, dust, fly ash and other forms of particulate matter. Emission of dirt, dust, fly ash and other forms of particulate matter shall not exceed eighty-five hundredths (85/100) pounds per one thousand (1,000) pounds of gases of which amount not to exceed five-tenths (5/10) pounds per one thousand (1,000) pounds shall be of such size as to be retained on a three hundred twenty-five (325) mesh U.S. Standard Sieve. In the case of emission of fly ash or dust from a stationary furnace or combustion, device these standards shall apply to a condition of fifty (50) percent excess air on the stack at full load, which standards shall be varied in proportion to the deviation of the percentage of excess air from fifty (50) percent. Will the project comply with this standard? Yes

Air pollution. Every form of objectionable odors, smoke, toxic gases, particulate matter such as dirt, dust, fly ash, must be restricted to specific low levels of emissions as set forth in Ord. No. 3347 of St. Louis County Code titled; Air Pollution Control Code, Chapter 612, as amended from time to time. Will the project/use comply with this standard? Yes

Radiation. Every amount of radioactive emissions must be restricted to that considered safe by the Federal Radiation Board Standards, as amended from time to time. Will the use/project comply with this standard? Yes

Operations, heat and glare. Every operation producing intense glare or heat must be enclosed so that they are imperceptible at any lot line without instruments. Will the project/use comply with this standard? Yes

Additional Standards applicable to all new restaurants and fast food restaurants, and upon change of ownership of existing restaurants and fast food restaurants, with the exception of Bar B Que Restaurants as defined in Section 30-18: (Ord. #2288, Sect. 2, 11-18-99)

Grease extraction efficiency: Exhaust system shall have grease extraction efficiency of at least 90% as tested by an approved agency. Will the use/project comply with this standard? Yes

Maintenance: Equipment shall be maintained at intervals as recommended by the manufacturer and property maintenance performed in accordance with manufacturer's instructions. Will the use/project comply with this standard? Yes

Cleaning: Hoods, grease removal devices, fans, ducts and other appurtenances shall be cleaned to bare metal at frequent intervals prior to surfaces becoming heavily contaminated with grease or oily sludge. Will the use/project comply with this

standard? Yes

PART C: STORM WATER QUALITY PROTECTION STANDARDS:

All development and redevelopment must comply with storm water quality protection standards. To the maximum extent feasible, the development plan should preserve and/or protect existing natural resource areas that facilitate pollutant removal and reduce runoff.

1. Can land disturbance be minimized? No
2. Can additional greenspace be preserved? N/A
3. Can proposed development be located in already developed areas? Yes
4. Can stormwater be captured and infiltrated into the ground? No
5. Can stormwater be captured and reused for irrigation or décor? No
6. Could permeable surface materials be used to promote infiltration and limit runoff? No
7. Can land disturbance be restricted to less sensitive areas? No
8. Is the development located outside the 100 year flood plain? Yes
9. Is the development located outside the stream bank setback buffer? N/A
10. Does the development warrant engineering channel protection controls (because of size or stream bank erosion problems)? No
11. Does the development plan avoid sensitive areas? Yes
12. Does the site development plan utilize stormwater credits? No
13. Does the site development plan show structural BMPs? What is the acreage of drainage to the BMP? Will the BMP be above or below ground? No, N/A
14. Who will be responsible for maintaining storm water controls? Are the structural BMP shown on the plan appropriate for the entity or person responsible for maintenance? Property Owner
15. Is over 1 acre of impervious area being added? No
16. Is the development tributary to any existing basins that need to be upgraded? No

PART D: ENVIRONMENTAL STATEMENT

Will the proposed request will not adversely impact the environment?: Yes

Has a Phase I Assessment or Phase II Environmental Report/Study been prepared in association with this request? No (Yes or No) If yes, please submit a copy of the report/study with this application.

By filing this application you acknowledge and are aware that the City may require a partial or comprehensive environmental assessment, impact analysis, or report, in conformity with Chapter 415, Environmental Report of the Land Use Regulations, at any time during the application or approval process.

PART E: CHECKLIST

- X Existing and proposed (1) Site Plan, (2) Landscaping Plan and (3) Natural Resources Plan. Scale may be 1"= 20'-0".
- X Five full size copies of plans must be submitted initially for staff review. Additional plan sets will be required later to forward to the Planning and Zoning Commission and/or City Council.
- X Boundary Map showing all boundaries, existing setbacks and other physical features.
- X Location map showing north arrow.

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

Date: May 4, 2016

Subject: Popeye's Louisiana Kitchen - 15909 Manchester road

Dear Ada,

After review of the subjected development MoDOT has the following comment(s);

- Since there is no proposed work on MoDOT right of way & MoDOT is not going to require any improvements we have no comment.

If you have any questions please feel free to contact me via email at john.braden@modot.mo.gov .

Sincerely



Jay Jay Braden
Senior Traffic Specialist
Missouri Department of Transportation



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org



6163 E. County Road 16, Loveland, CO 80537

p:970/613/1447 www.tait.com

May 20, 2016

City of Ellisville City Council
1 Weis Avenue
Ellisville, Mo 63011

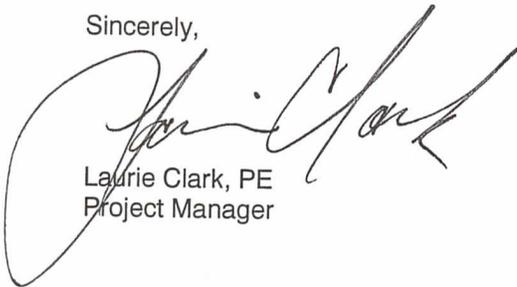
**Project Description for the Popeye's Restaurant located at
15909 Manchester Road, Ellisville, MO 63011**

The purpose of this letter is to describe the proposed Popeye's Louisiana Kitchen restaurant located in Ellisville, Missouri. The subject property lies in an existing parking lot that serves a commercial shopping plaza. The lease area is a 41,000 square foot (0.94 acre) site in the BF Hutchinson Ellisville Farm Subdivision on the northwest corner of Manchester Road and Clarkson Road in Ellisville, Missouri. Site access is provided by a private access drive that runs east of the property.

Proposed site conditions consist of a 2,979 SF Popeye's Louisiana Kitchen Restaurant with a drive-thru. The site will have 32 parking spaces, 2 van accessible ADA parking spaces, bicycle parking, internal sidewalks, utility services and landscaping. The proposed restaurant will have operating hours from 10:30 AM-11PM, 7 days a week.

The existing site includes storm inlets throughout the parking lot, which will be protected. In the developed condition the site will discharge to the existing inlets via sheet flow and curb and gutter. Telephone, electric, gas, and water service lines run along the north side of the property. Sanitary service runs along the east side of the property.

Sincerely,



Laurie Clark, PE
Project Manager



City of Ellisville

May 5, 2016

Ms. Laurie Clark
Tait & Associates
6163 E County Road 16
Loveland, CO 80537

**SUBJECT: 15909 MANCHESTER ROAD-ELLISVILLE POPEYE'S LOUISIANA
KITCHEN RESTAURANT WITH DRIVE THROUGH**

Dear Ms. Clark:

The application and documents submitted on May 2, 2016 in association with the subject project have been reviewed and I offer the following comments which should be addressed prior to scheduling the application for consideration by the Planning and Zoning Commission and City Council:

Missouri Department of Transportation:

1. Since there is no proposed work on MoDOT right of way and MoDOT is not going to require any improvements, we have no comment.

NOTED

Metro West Fire Protection District

- Comments not received, but will be forwarded under separate cover as soon as they are received.

NOTED

Landscape Plan

- The report will be forwarded to you under separate cover as soon as it is complete.

RECEIVED

TRAFFIC

- The report will be forwarded to you under separate cover as soon as it is complete.

NOT RECEIVED

Engineering

1. It will be necessary to obtain approval of the landscaping plan from the city's third party landscape planner. Relocate proposed tree near center decorative light fixture near Manchester Road sidewalk.

WILL BE ADDRESSED

any work within Manchester Road right-of-way.

WILL SEND TO MODOT

3. It will be necessary to obtain approval from the Metropolitan St. Louis Sewer District including storm water easements, water quality maintenance agreements, etc.

MSD COMMENTS ARE BEING ADDRESSED

4. It will be necessary to obtain approval from adjacent property owners, including temporary slope construction licenses, for any work conducted on adjacent private property, roads or common ground.

**NOTED. CONSTRUCTION WILL BE CONFINED WITHIN THE
LEASE AREA BOUNDARY AND THEREFORE WILL NOT AFFECT
ANY OTHER BUSINESS**

1 Weis Avenue • Ellisville, Missouri • 63011
636/227-9660 V/TDD ° FAX: 636/227-9486

5. It will be necessary to submit a Storm Water Pollution Prevention Plan including providing weekly erosion control inspection reports to the city in an electronic format. **WE DID NOT SUBMIT A SWPPP BECAUSE WE ARE DISTURBING LESS THAN 1 ACRE.**
6. It will be necessary to install additional stop signs at the exits of the parking lot and at the exit of the drive thru lane.
NOTED
7. It will be necessary to install a pedestrian crossing sign in the drive thru lane at the pedestrian crosswalk.
NOTED
8. Install additional signs to direct vehicles into the drive thru lane from the outer access parking aisle.
NOTED
9. Install fence where sidewalk crosses over concrete swale into area inlet.
NOTED
10. The plan states max pole height is 25'. Match existing type and height of existing parking lot lighting fixtures for McDonald's and Jimmy Johns.
NOTED
11. Provide Engineer's cost estimate of the site improvements (Excel format if possible). This document will be used to establish the escrow. Once the cost estimate is approved, the owner will need to establish an escrow via a bond or irrevocable letter of credit.
NOTED

Planning

1. Please submit a completed Site Plan application and \$50 fee
NOTED
2. Please verify that a new lot is not being created. If a new lot is not created, the CUP application will be to amend the shopping center's existing application, as well as new authorization for the drive-through. You will need to verify that a new lot is not created, and city staff will ascertain the CUPs are processed correctly.
N/A
3. If a new lot is created please submit a completed Subdivision Plat application, accurate plat and \$400 application fee.
N/A
4. Lighting fixtures and light pole heights should match those used at the McDonald's and Jimmy Johns.
NOTED. LIGHTING HAS BEEN APPROVED SINCE THESE COMMENTS.
5. Proposed street lights along the sidewalk should match those installed by McDonald's and Jimmy Johns.
NOTED. LIGHTING HAS BEEN APPROVED SINCE THESE COMMENTS.
6. Please revise plans to note that a stop sign and stop bar will be placed at all egress points.
NOTED
7. Please note where HVAC equipment will be located and how it will be screened.
NOTED
8. Please submit a letter addressed to the City Council detailing your request (who, what, where, why, etc).
NOTED
9. Please complete subsections a-r of Section G on the CUP application.

10. Please amend the site development plan (sheet c3) to accurately reflect the 'south setback' as 20 feet, not 110. Add language from code, Section 400.290(F)(2) Exception.
NOTED
11. Please add a cross access easement on the site plan and plat (if applicable) to the shopping center.
N/A (WE ARE LEASING THE PROPERTY)
12. Please verify width of sidewalk along Manchester Road. New regulations require 5 feet minimum width, but 4 feet is acceptable, as it was previously approved. However, if replacing the asphalt shoulder with grass lends itself to also increasing the sidewalk width to 5 feet, please consider it.
WE ARE NOT DISTURBING THE EXISING SIDEWALK, ONLY TIEING INTO IT WITH OUR PROPOSED SIDEWALK.
13. Please add pedestrian connectivity as per Section 400.490(I).
NOTED. 6' SIDEWALK ADDED
14. Please consider adding outdoor seating. Note all outdoor seating furnishings will require ARB approval.
TO HOLD THE REQUIRED PARKING STALL COUNT, THERE IS NOT SUFFICIENT SPACE FOR THIS.
15. As the proposed site is within the City's town center and adjacent to the most prominent intersection, please consider installing an art piece.
COMMENT UNDER CONSIDERATION

Signage

1. Please submit a complete signpackage.

PACKAGE UNDER WAY

2. ARB approval is required for all menu and order boards.

NOTED

3. Directional signs with business name and/or logo or in excess of 6 SF will require approval from the ARB.

N/A-NO DIRECTIONAL SIGNS

4. Approval of a sign variance (from the ARB) will be necessary for displaying for wall signs (only one wall sign is authorized by code).

NOTED. WE WILL SUBMIT A VARIANCE REQUEST

5. Please note, staff does not anticipate any issue with securing ARB approval for the signs and sign variances.

NOTED

Revise the plans or submit a response to my office no later than noon on May 19" to be considered by the Planning and Zoning Commission on June 8" and the City Council on June 15", 2015. Response should include thirty-one (31) sets of plans folded to approximately 8/2 by 11 size.

Please feel free to contact me should you have questions or need additional information at 636-227-9660 or via e-mail at ahoodfiellisville.mo.us.

Sincerely,



Ada Hood, AICP
City Planner

Missouri Department of Transportation

1390 Woodlake Drive
Chesterfield, Missouri 63017-3712
314.271.1700
Fax: 1 731.22.6471
1.888.ASK.MO.DOT (275.6636)

Date: May 4, 2016
Subject: Popeye's Louisiana Kitchen - 15909 Manchester road

Dear Ada,

After review of the subjected development MoDOT has the following comment(s);

- Since there is no proposed work on MoDOT right of way & MoDOT is not going to require any improvements we have no comment.

If you have any questions please feel free to contact me via email at john.bradenfimodot.mo@nov.com.

Sincerely



Jay Jay Braden
Senior Traffic Specialist
Missouri Department of Transportation



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org



Monday, May 9, 2016

Ms. Ada Hood, A.I.C.P.
[Director of Planning and Community Development
unity of Ellisville
1 Weis Avenue
Ellisville, Mo 63011

Re: Landscape Plan Review#1
Popeye's - Manchester Road - Ellisville
terraspec Job No. 11003.31

Dear Ms. Hood:

Per your request we have performed a review of the Landscape Plan for the above referenced project and submit for consideration the following comments. The minimum requirements, as stated in the City's Code, along with notes pertaining to proposed plan compliance and/or deficiencies are indicated for each section.

Please note that the plan submitted for landscape review does not appear to meet the minimum requirements set forth in the city's Code.

Drawing Requirements:

1. Place the following City required notes on the landscape plan in a prominent location.
 - A. Irrigation—All landscape areas shall be irrigated to properly establish and maintain lawns and plant material with a minimum of overspray and without significant potential for causing erosion.
 - B. Maintenance—All landscape areas shall be maintained in a clean and healthy condition and all dead plants shall be removed within thirty (30) days and replaced within sixty (60) days of removal, weather permitting, with plants of equivalent size.
 - C. All planting islands, peninsulas and/or medians shall have debris removed and shall be backfilled with at least 2' of clean topsoil.

NOTED. NOTES WILL BE ON NEXT SUBMITTAL.

Minimum Requirements per City regulations
Section 400.480—Landscaping and Landscape Buffers

- A. Planting Strip along street frontage (Sec. 400.480, paragraph G)

Code Requirement:

Planting Strip:

20' minimum width planting strip along street frontage containing:

Trees:

- 1 - 3" cal. Shade Tree / 50 lf
- 3 - 2" cal. Ornamental Trees (grouped) / 50 lf

Shrubs (provide 80% screen of Vehicular Use Area)

- 18"-24" shrubs (planted size) at 36" on center (double row-staggered) or
- 18"-24" shrubs (planted size) at 30" on center (single row)

Site Specific Requirements/Proposals/Deficiencies:

Manchester Road Frontage

Street Frontage Planting Strip (Approx. 210 lf):

- Required - 20' min. width
- Proposed - 18'-22' varied width strip
- Deficiency - None

Trees:

Required - (4) 3" cal. Shade Trees r (12) 2" cal. Ornamental Trees
Proposed - Landscape plan indicates (4) 2" cal. existing deciduous trees and (2) 7" cal. (20' ht.) evergreen trees are to remain, however, the grading plan indicates that the entire frontage is to be regraded and these trees are in the grading limits. If these trees are to remain in place, indicate proposed walls or other acceptable protection measures to insure survivability.
Deficiency - (4) 3" cal. Shade Trees o (12) 2" cal. Ornamental Trees

NOTED AND FIXED

Shrubs:

Required - (60) shrubs at 30" oc. to screen 80% of VUA
Proposed - (38) shrubs/ornamental grasses Note: (10) of the proposed "screen shrubs" are actually ornamental grasses that will not provide year round screening and (11) of the proposed screen shrubs are 5 gal. Tammy Junipers that will not meet the 18"-24" minimum planting height
Deficiency - (43) shrubs

NOTED AND FIXED

Additions necessary to meet minimum requirements:

- No additional Planting Strip Width required.
 - (4) 3" cal. Shade Trees r (12) 2" cal. Ornamental Trees or some combination is required
- ADDED 4 3" CAL. SHADE TREES**
- (43) additional shrubs required, spaced in a manner so as to provide 80%» screening of the VUA.
- NOTED AND FIXED**

B. Commercial to Commercial Landscape Buffer (Sec. 400.480, paragraph F)

Code Requirement::

10' minimum width planting strip containing:

Trees

- 1 - Shade Tree / 60 lf (Min. 2 1/2" cal. Recommended) and
- 1 - Ornamental Tree / 70 lf (Min. 1 1/2" cal. Recommended)

Shrubs

- 4 - Shrubs (evergreen or deciduous) /60 lf - clustered (18" ht. Recommended)

Site Specific Requirements/Proposals/Deficiencies:

North, East and West Property Lines - Note: It is our opinion that the Commercial to Commercial Landscape Buffer requirement does not really apply in this particular situation as the proposed facility lies within a larger commercial development with which it shares parking and drive aisles.

Additions necessary to meet minimum requirements:

- No additional Planting Strip Width required.
- No additional trees required
- No additional shrubs required

C. Commercial to Residential Landscape Buffer (Sec. 400.480, paragraph F)

Not applicable to this development

D. Vehicular Use Area. (Sec. 400.480, paragraph E)

Code Requirement:

Landscape Space:

- Minimum Landscaped Area per Table
- Minimum width - 6' (plantable area)
- Minimum square footage /area - 50 sf (plantable area)

Trees

- Minimum Number of Shade Trees per Table (Min. 2 1/2" cal. Recommended)

Site Specific Requirements/Proposals/Deficiencies:



Landscape Space Required based on 34 Parking Spaces:
Required - 800 sf min. area designated to landscaping
Proposed - 800+ sf
Deficiency - No Area Deficiency



Trees:

Required - (5) 2 1/2 Shade Trees

Proposed - (11) Shade Trees

Deficiency - None

Additions necessary to meet minimum requirements:

- No additional Landscape Space required within the VUA.

- No additional Shade Trees required.

• Additional Comments and Recommendations

1. Plant materials proposed, for the most part, are hardy in the St. Louis area. We recommend that the designer reconsider the use of Austrian Pine and specify an alternative evergreen tree. Austrian Pines are short lived and subject to disease in this region.

BLUE SPRUCE WILL BE PROPOSED

2. Review the coordination between the Plant Schedule and the Plan. Seedless Kentucky Coffeetree is labeled "SKC" in the plant schedule and "KCT" on the plan.

NOTED AND FIXED

3. It is recommend that the planting strip between the entrance drive and the drive-thru lane of the new facility be a shrub/flower planting bed, as opposed to a lawn area, to provide more emphasis along this approach route.

NOTED AND FIXED

4. 'The plan appears to be well conceived and represents the type of landscape improvements that the City promotes.

If there are any questions or additional information is required, please don't hesitate to contact this office.

Sincerely,
terraspec



Ken) J Keitel PLA ASLA
Landscape Architect



Ada Hood

From: John Collins
Sent: Monday, May 23, 2016 1:49 PM
To: Nathan Ensley
Cc: Ada Hood; Laurie Clark
Subject: Popeye's - Ellisville

Nathan,

I received a copy of your cost estimate for the above-referenced project and have a few comments:

- Add item for Erosion Control
- Add item for Landscaping
- Add item for Sanitary Sewers
- Add item for Water service line
- Add item for Trash enclosure.

The cost estimate does not have to be revised at this time.

Thanks,

John

John M. Collins
Assistant City Engineer
636.227.9660
jcollins@ellisville.mo.us
1 Weis Avenue
Ellisville, MO 63011
www.ellisville.mo.us



Ada Hood

From: John Collins
Sent: Monday, May 23, 2016 11:21 AM
To: Ada Hood
Cc: Bill Schwer
Subject: Popeye's - Review Comments

Ada,

The following are my review comments for the plans dated May 20, 2016 for the above-referenced project:

1. It will be necessary to obtain approval of the landscaping plan from the city's third party landscape planner.
2. It will be necessary to obtain approval from Missouri Department of Transportation for any work within Manchester Road right-of-way.
3. It will be necessary to obtain approval from the Metropolitan St. Louis Sewer District including storm water easements, water quality maintenance agreements, etc.
4. It will be necessary to obtain approval from adjacent property owners, including temporary slope construction licenses, for any work conducted on adjacent private property, roads or common ground.
5. It will be necessary to provide a weekly erosion control inspection report to the city in an electronic format.
6. Consider installing additional signs to direct vehicles into the drive thru lane from the outer access parking aisle. Vehicle may try to enter drive thru lane from the parking lot and block the north/west entrance and exit. Provide Engineer's cost estimate of the site improvements (Excel format if possible). This document will be used to establish the escrow. Once the cost estimate is approved, the owner will need to establish an escrow via a bond or irrevocable letter of credit.

In reviewing these documents the City in no way assumes any liability for the design or accuracy. The owner or agents are solely responsible for compliance with all laws, ordinances, codes and regulations which may be applicable in the completion of this project.

John M. Collins
Assistant City Engineer
636.227.9660
jcollins@ellisville.mo.us
1 Weis Avenue
Ellisville, MO 63011
www.ellisville.mo.us





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 4 OF 13

CLIENT:
POPEYES

ADDRESS
 Ellisville Square
 15909 Manchester Rd.
 Ellitsville, MO 63011

Approval Signature

DATE:
 05/20/2016

PROJECT MANAGER
 MARSHA HORRY

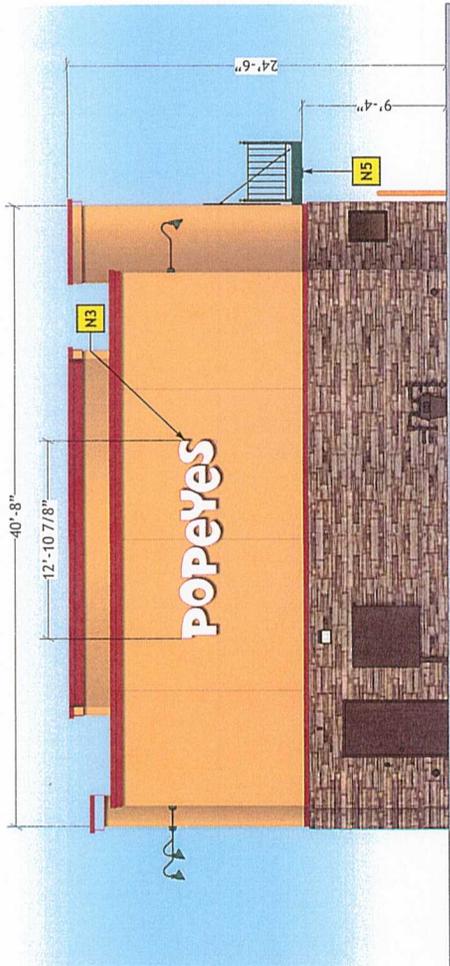
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COLOR SPECIFICATIONS	
P1	BENJAMIN MOORE SW 2858-30 DELIGHTFUL GOLDEN
P2	BENJAMIN MOORE BM #2007-20: MOCHA BROWN
P3	BENJAMIN MOORE BM #Z040-10: RAINFOREST FOLIAGE
P4	BENJAMIN MOORE 2086-10: EXOTIC RED
P5	BENJAMIN MOORE RM: BRONZETONE
STONE SPECIFICATIONS	
S1	ELDORADO STONE RUSTIC LEDGE



REAR ELEVATION (WEST)



Scale: 1/8" = 1'-0"



RIGHT SIDE ELEVATION (SOUTH)



Scale: 1/8" = 1'-0"



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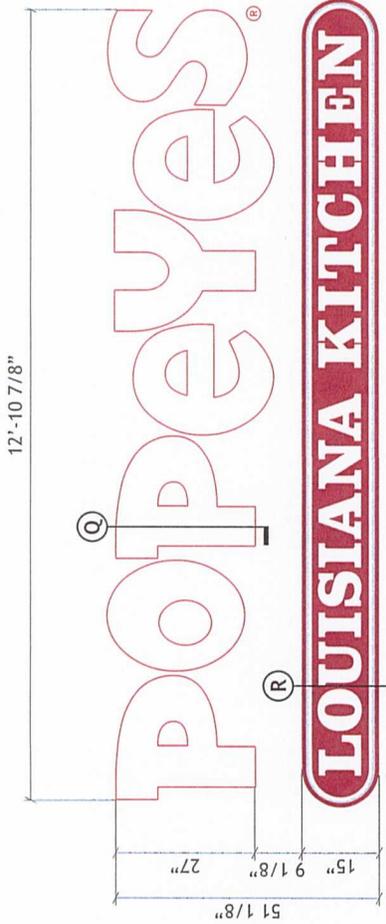
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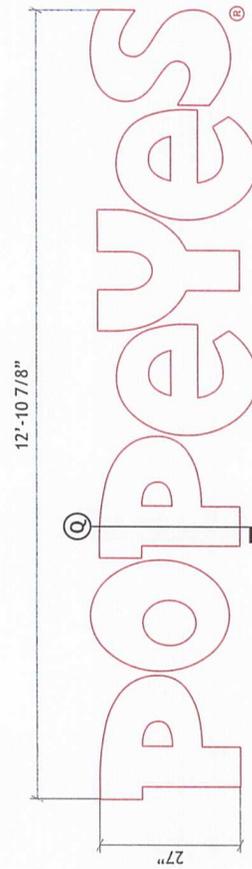
IL-27 & LK CABINET LED ILLUMINATED CHANNEL LETTERS

TOTAL SIGN AREA: 56.87 SQ. FT.

Scale: 1/2" = 1'-0"

COLORS

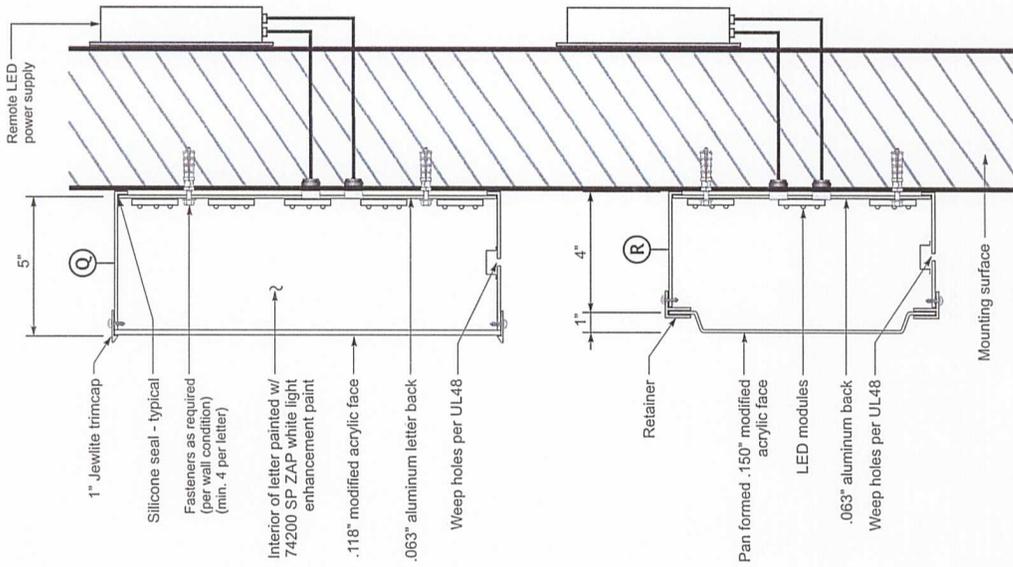
- PMS 187 C - Arlon 253WT Cardinal Red
- White - Arlon 020 White



IL-27 LED ILLUMINATED CHANNEL LETTERS

TOTAL SIGN AREA: 29.04 SQ. FT.

Scale: 1/2" = 1'-0"



SECTION "Q" & "R"

NOT TO SCALE





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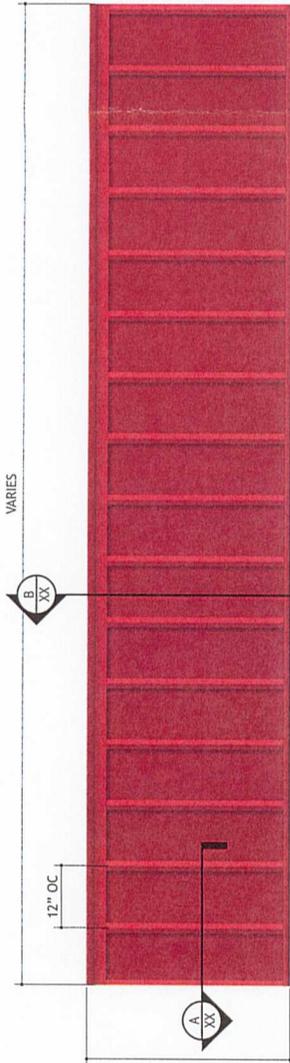
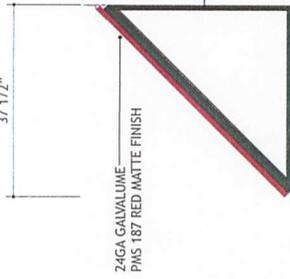
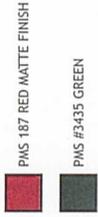
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COLOR SPECIFICATIONS:



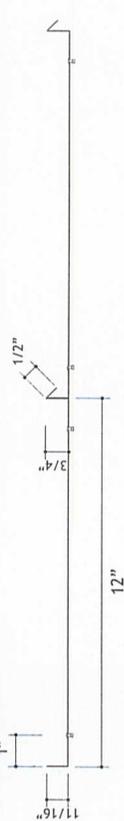
ALUMINIUM AWNING (SIDE VIEW)



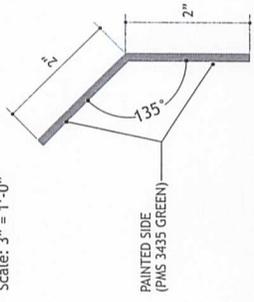
ALUMINIUM AWNING (FRONT VIEW)



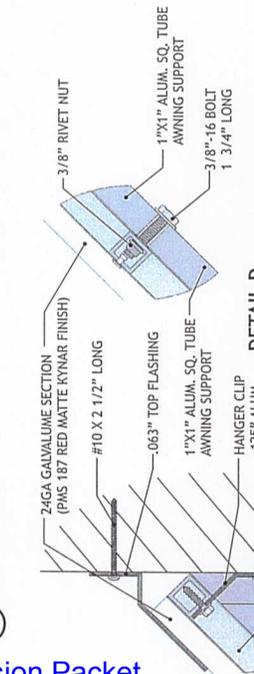
ALUMINIUM AWNING (FRONT VIEW)



A SECTION DETAIL 24GA GALVALUME SECTION (PMS 187 RED MATTE KYNAR FINISH)
 Scale: 3" = 1'-0"



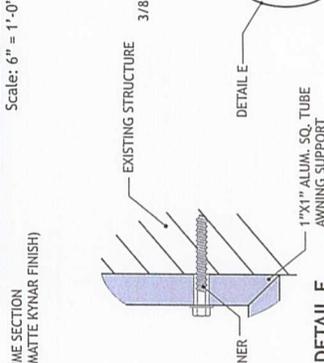
B HANGER CLIP (.125" ALUM.)
 Scale: 6" = 1'-0"



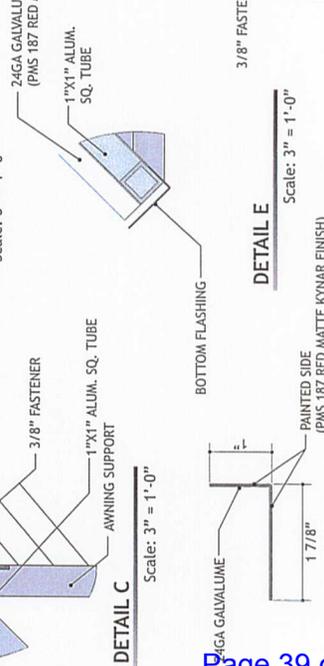
C BOTTOM FLASHING
 Scale: 6" = 1'-0"



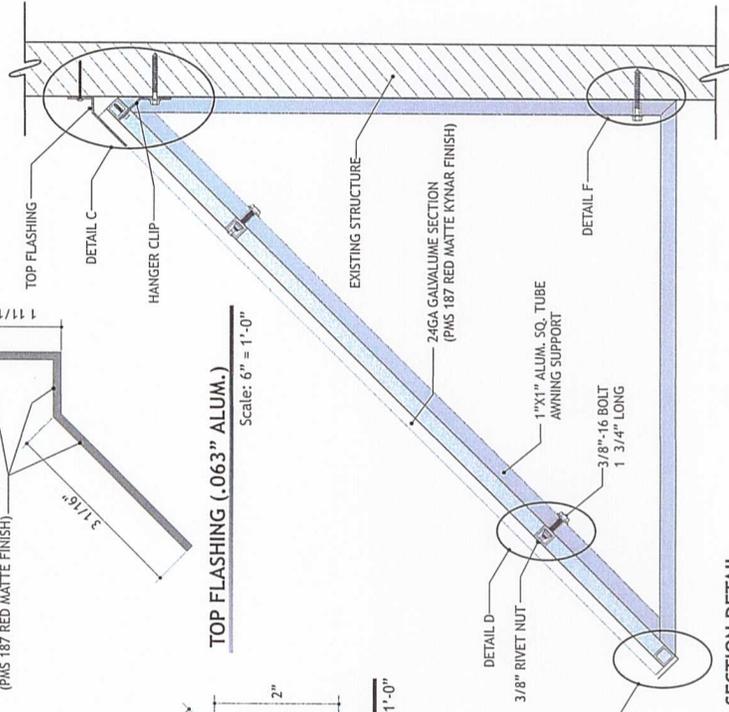
D TOP FLASHING (.063" ALUM.)
 Scale: 6" = 1'-0"



E HANGER CLIP CONNECTION
 Scale: 3" = 1'-0"



F BOTTOM FLASHING CONNECTION
 Scale: 3" = 1'-0"



B SECTION DETAIL
 Scale: 1 1/2" = 1'-0"



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POPEYES
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 Ellisville, MO 65011

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DATE:
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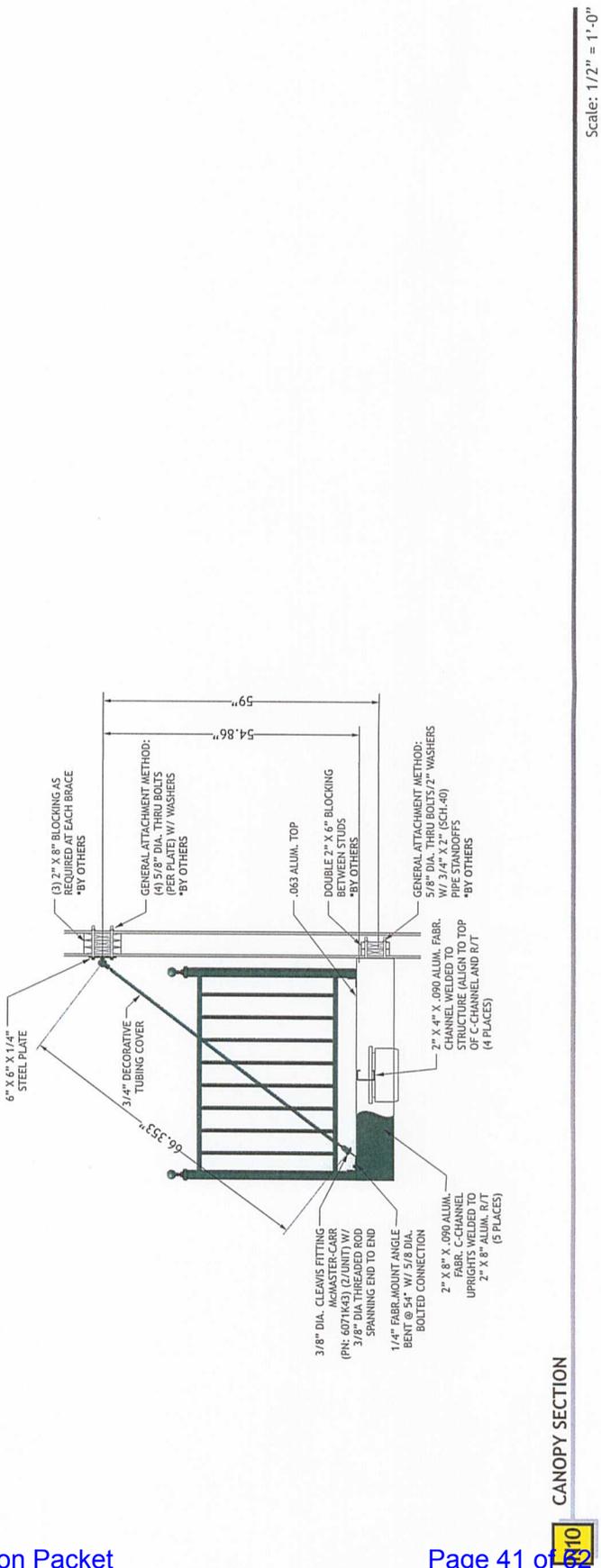
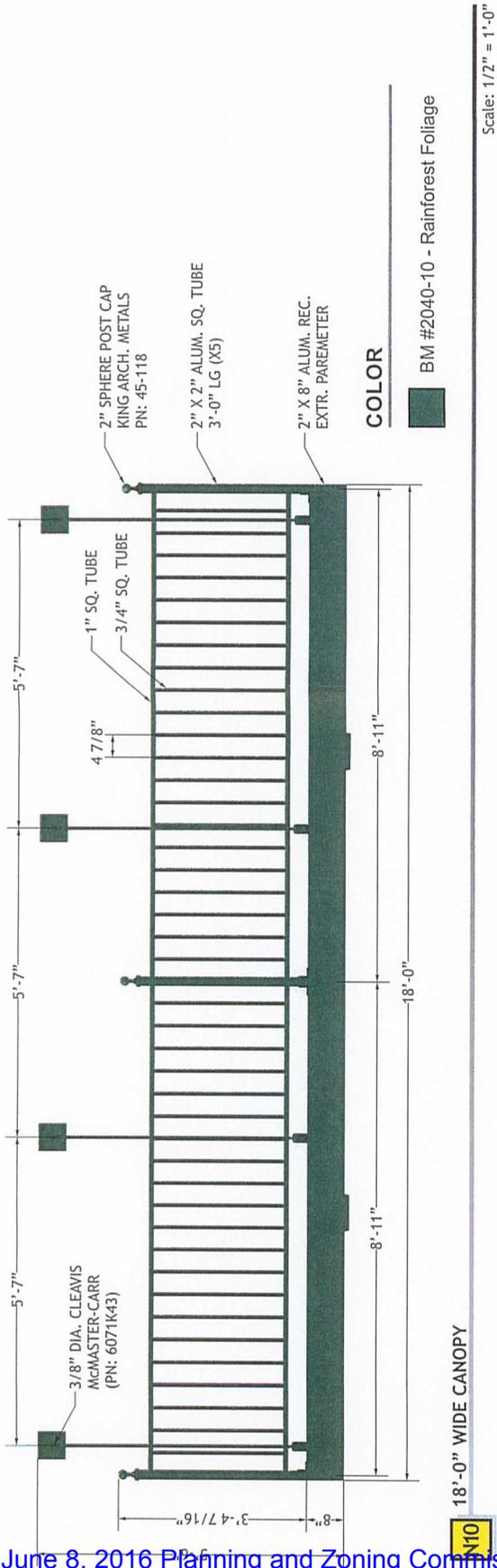
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MARSHA HORRY

DESIGNER:
TT

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 Ellicottville, MD 63011
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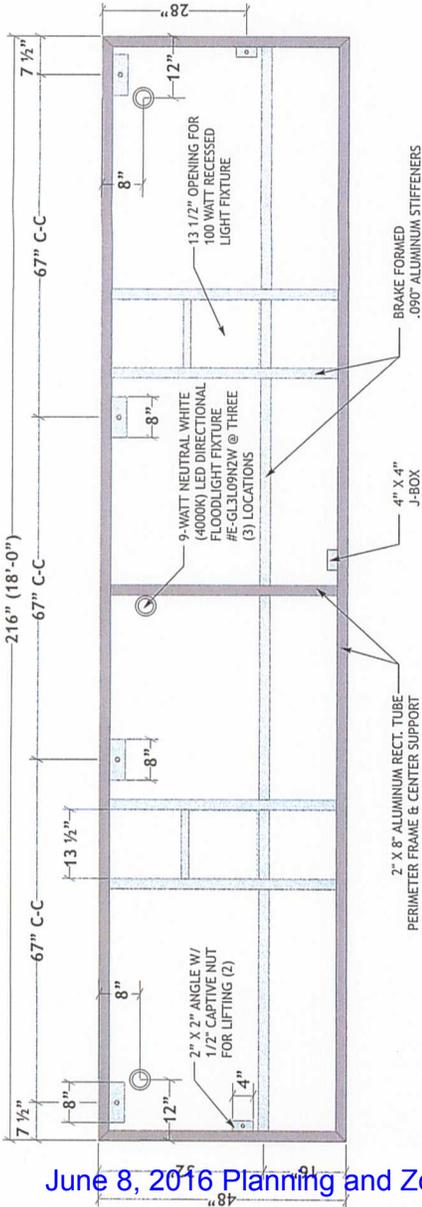
PROJECT MANAGER:
MARSHA HORRY

DESIGNER:
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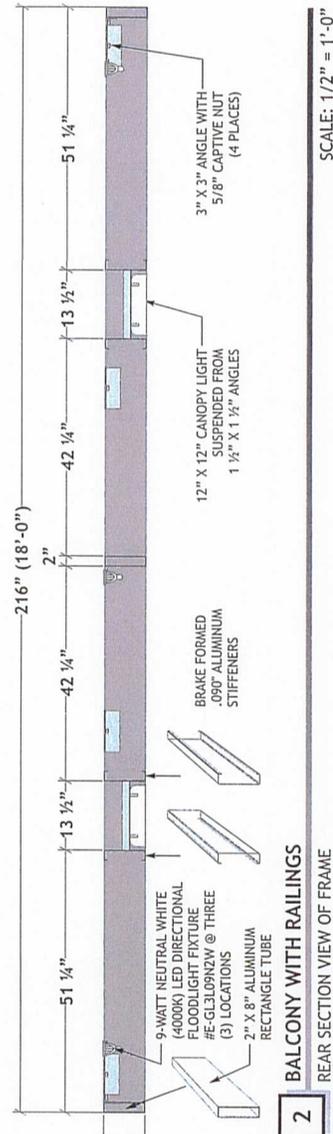
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REVISION LOG:

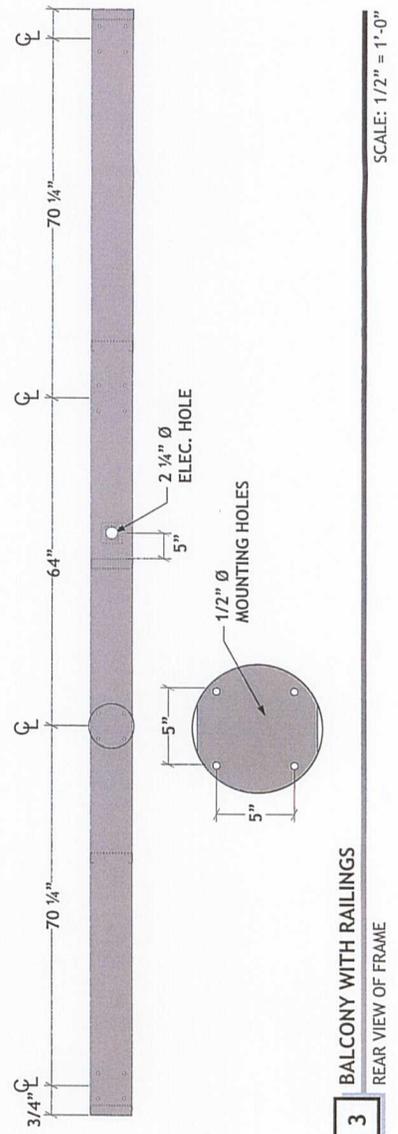
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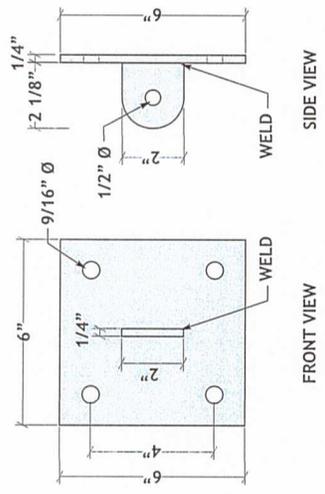
1 BALCONY WITH RAILINGS
 TOP VIEW OF FRAME (COVERS REMOVED FOR CLARITY)
 SCALE: 1/2" = 1'-0"



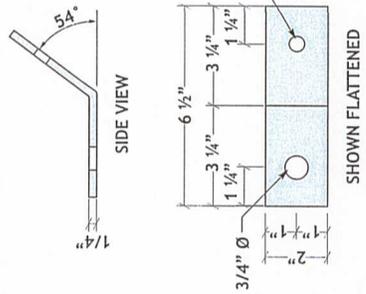
2 BALCONY WITH RAILINGS
 REAR SECTION VIEW OF FRAME
 SCALE: 1/2" = 1'-0"



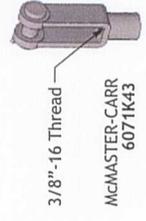
3 BALCONY WITH RAILINGS
 REAR VIEW OF FRAME
 SCALE: 1/2" = 1'-0"



4 ALUMINUM SAG ROD MOUNTING PLATE
 QTY. (4) REQ'D.
 SCALE: 3" = 1'-0"



5 1/4" ALUMINUM FLAT BAR MOUNTING CLIP
 QTY. (4) REQ'D.
 SCALE: 3" = 1'-0"



6 STEEL FORGED CLEVIS
 QTY. (8) REQ'D.
 SCALE: N.T.S.



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 10 OF 13

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POPEYES

ADDRESS:
 Ellitsville Square
 15909 Manchester Rd.
 Ellitsville, MO 65011

Approval Signature

DATE:
 05/20/2016

PROJECT MANAGER:
MARSHA HORRY

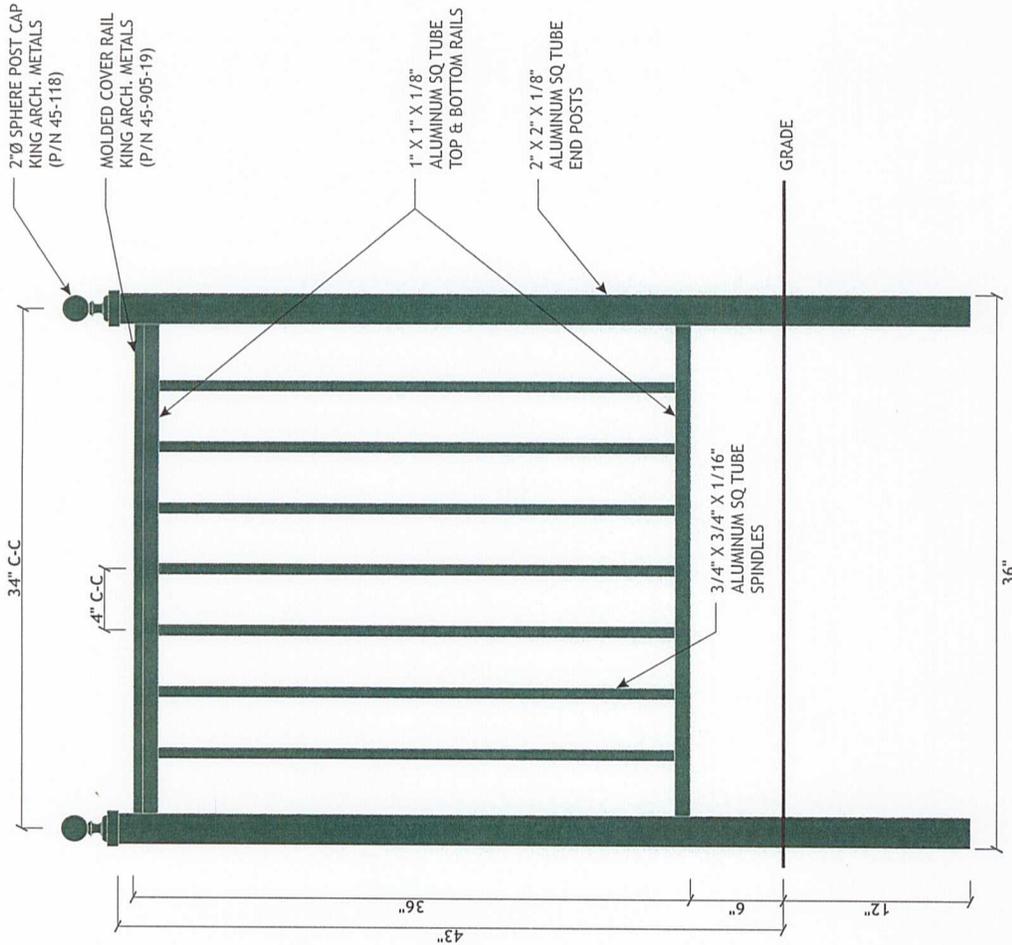
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- SPECIFICATIONS:**
1. ALUMINUM SQUARE TUBE RAILINGS
 2. PAINT - HUNTER GREEN



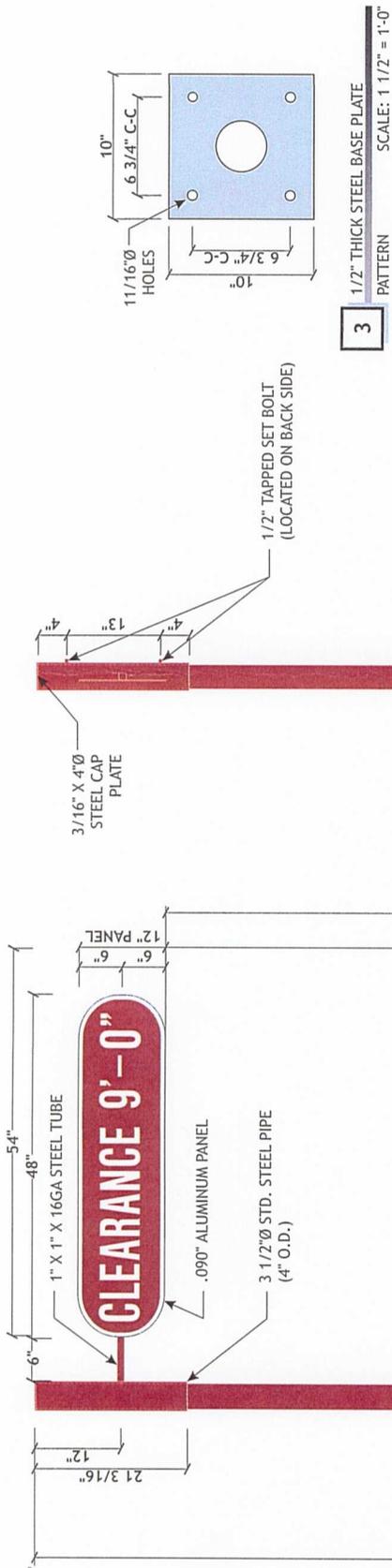
2 MOLDED COVER RAIL
 DETAIL VIEW

NTS

BILL OF MATERIALS			
ID#	PART NUMBER	MATERIAL DESCRIPTION	QTY UOM
1	SA-POP-GRL-03	Popeyes 3' Guard Rail Sub-Assembly	1 EA
2		Anchors	8 EA
3		Paint	

11 EXTERIOR HAND RAIL
 FRONT VIEW

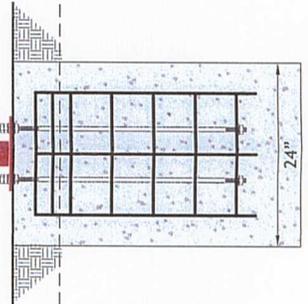
SCALE: 1 1/2" = 1'-0"



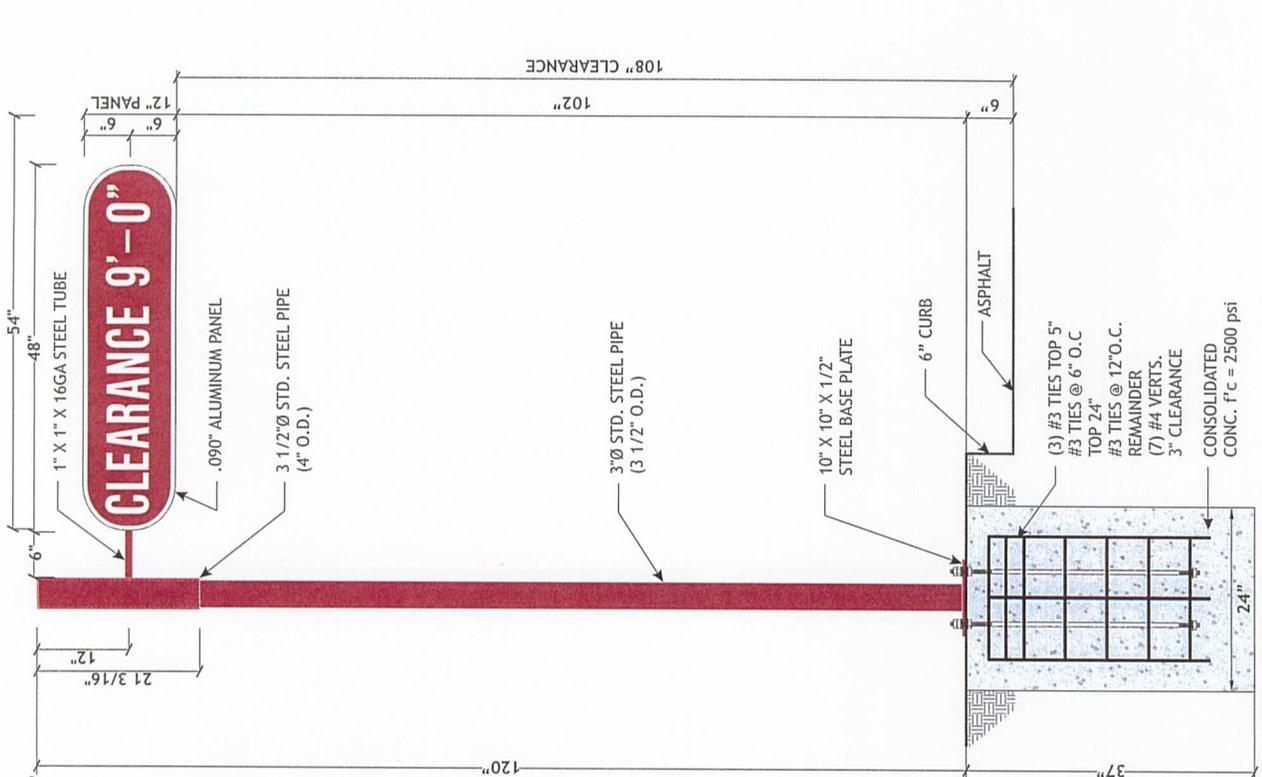
- SPECIFICATIONS:**
- PANEL - .090" ALUMINUM WITH 3M 680-10 REFLECTIVE WHITE VINYL GRAPHICS
 - 1" TUBE STEEL HORIZONTAL ARM
 - 3 1/2" SCH 40 ROUND PIPE SLEEVE, WITH CAP PLATE
 - 3" SCH 40 ROUND PIPE MAIN SUPPORT
 - 1/2" X 10" X 10" STEEL BASE PLATE
 - 5/8" X 21" STEEL J-BOLTS
 - PAINT - PMS 187C RED

NOTE:
 .090" ALUMINUM TEMPLATE OF BASE PLATE & J-BOLTS TO SHIP AHEAD OF PIPE.

ID#	PART NUMBER	MATERIAL DESCRIPTION	QTY	UOM
1	STRP-13	3-1/2" Round Pipe, Schedule 40 X 20'	2	FT
2	STRP-03	3" Round Pipe, Schedule 40 X 20'	10	FT
3	STPL-04	1/2" X 46" X 96" Steel Plate	1	SF
4	SITS-02	1" Sq Tube Steel, Galvanized x 16GA x 20'	5	FT
5	ALS-090.02	.090" X 46" X 120" Mill Aluminum Sheet	4	SF
6	VNL-3M-41	680-10 X 46" Reflective White Vinyl	4	FT
7		5/8" X 21" STEEL J-BOLT	4	EA
8		5/8" SAE WASHER	8	EA
9		5/8"-11 STEEL HEX NUT	8	EA
10		PAINT	0.10	GA



N12 CLEARANCE BAR SIDE VIEW
 SCALE: 3/4" = 1'-0"

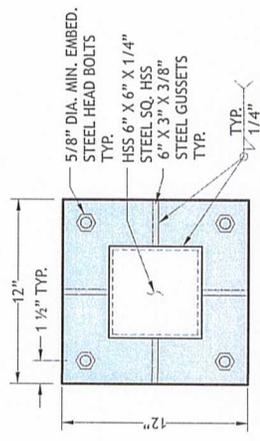


N12 CLEARANCE BAR FRONT VIEW
 SCALE: 3/4" = 1'-0"



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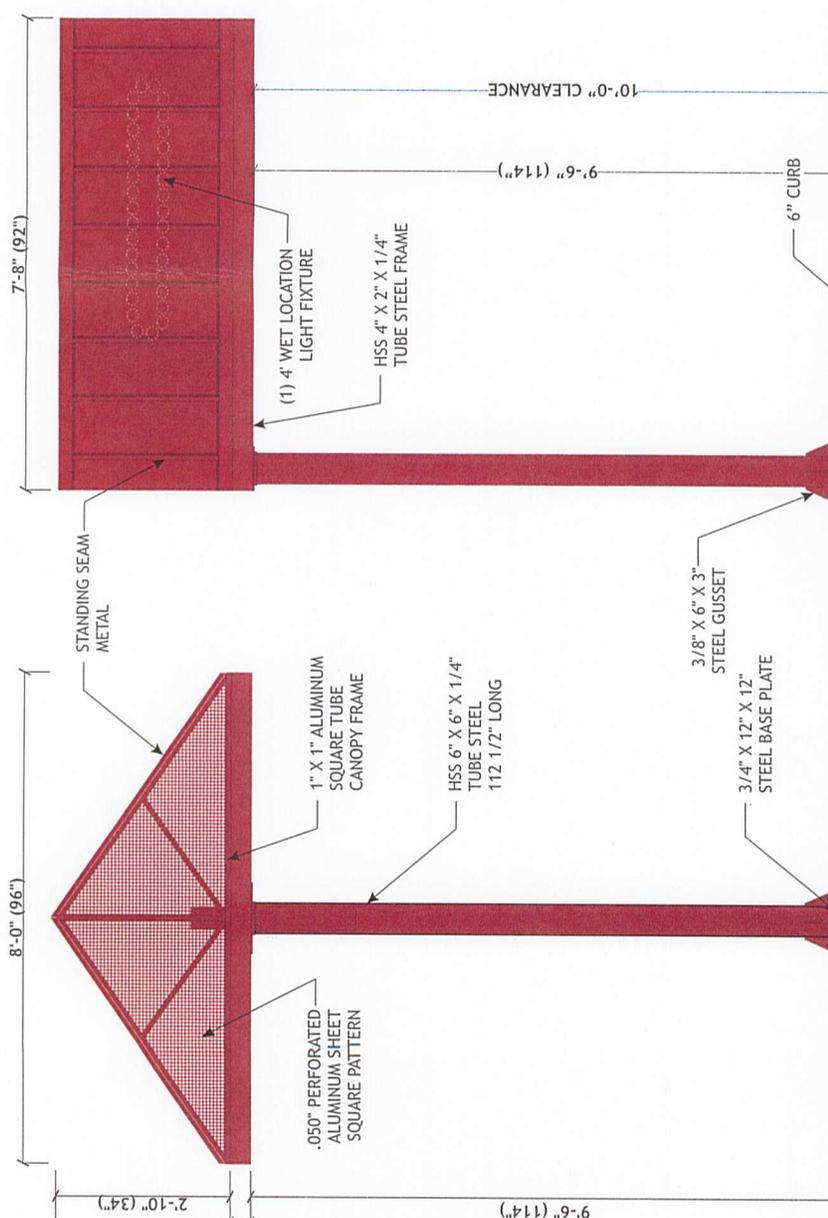
- CANOPY SPECIFICATIONS:**
1. STANDING SEAM METAL CANOPY
 2. 1" ALUM. SQUARE TUBE CANOPY FRAME
 3. .050" PERFORATED ALUMINUM ENDS
 4. 4" WET LOCATION LIGHT FIXTURE
 5. PAINT - PMS 187C RED
- SWIVEL ARM SPECIFICATIONS:**
1. 4" X 2" X 1/4" HSS TUBE STEEL FRAME
 2. 1/4" X 14" X 8 1/2" STEEL CANOPY PLATES
 3. 3/8" X 6" X 12" STEEL GUSSET
 4. 4" SCH 40 STEEL PIPE PIVOT
 5. PAINT - PMS 187C RED
- SUPPORT SPECIFICATIONS:**
1. 1/2" X 6 1/2" X 6 1/2" STEEL CAP PLATE
 2. 1/2" X 5 15/32" X 5 15/32" STEEL COMPRESSION RING
 3. 6" X 6" X 1/4" HSS TUBE STEEL SUPPORT
 4. 3/4" X 12" X 12" STEEL BASE PLATE
 5. 3/8" X 6" X 3" STEEL GUSSETS
 6. PAINT - PMS 187C RED



STEEL BASE PLATE
 SCALE: 1 1/2" = 1'-0"

BILL OF MATERIALS

ID#	PART NUMBER	MATERIAL DESCRIPTION	QTY	UOM
1		4" WET LOCATION LIGHT FIXTURE	1	EA
2		STANDING SEAM METAL	80	SF
3	ALST-02	1" Square Tube x 1/8" wall x21'	92	LF
4	ALPERF-050.01	050" x 48" x 120" x 1/2" Square hole pattern	24	SF
5	STR1-00	4" X 2" X 1/4" STEEL RECTANGULAR TUBE	46	FT
6	STRP-04	4" Round Pipe, Schedule 40 X 20'	3	FT
7	STTS-17	6" Tube Steel, .250" Wall x 20'	9.25	FT
8	STPL-02	1/4" X 48" X 96" STEEL PLATE	1.50	SF
9	STPL-03	3/8" X 48" X 96" STEEL PLATE	1	SF
10	STPL-04	1/2" X 48" X 96" STEEL PLATE	.75	SF
11	STPL-06	1" X 48" X 96" STEEL PLATE	1	SF
12		5/8" ANCHOR BOLT	4	EA
13		PAINT	0.10	GA



DRIVE THRU MENU CANOPY
 SCALE: 1/2" = 1'-0"

DRIVE THRU MENU CANOPY
 SCALE: 1/2" = 1'-0"

DRIVE THRU MENU CANOPY
 SCALE: 1/2" = 1'-0"

COLOR SPECIFICATIONS:

PMS 187C

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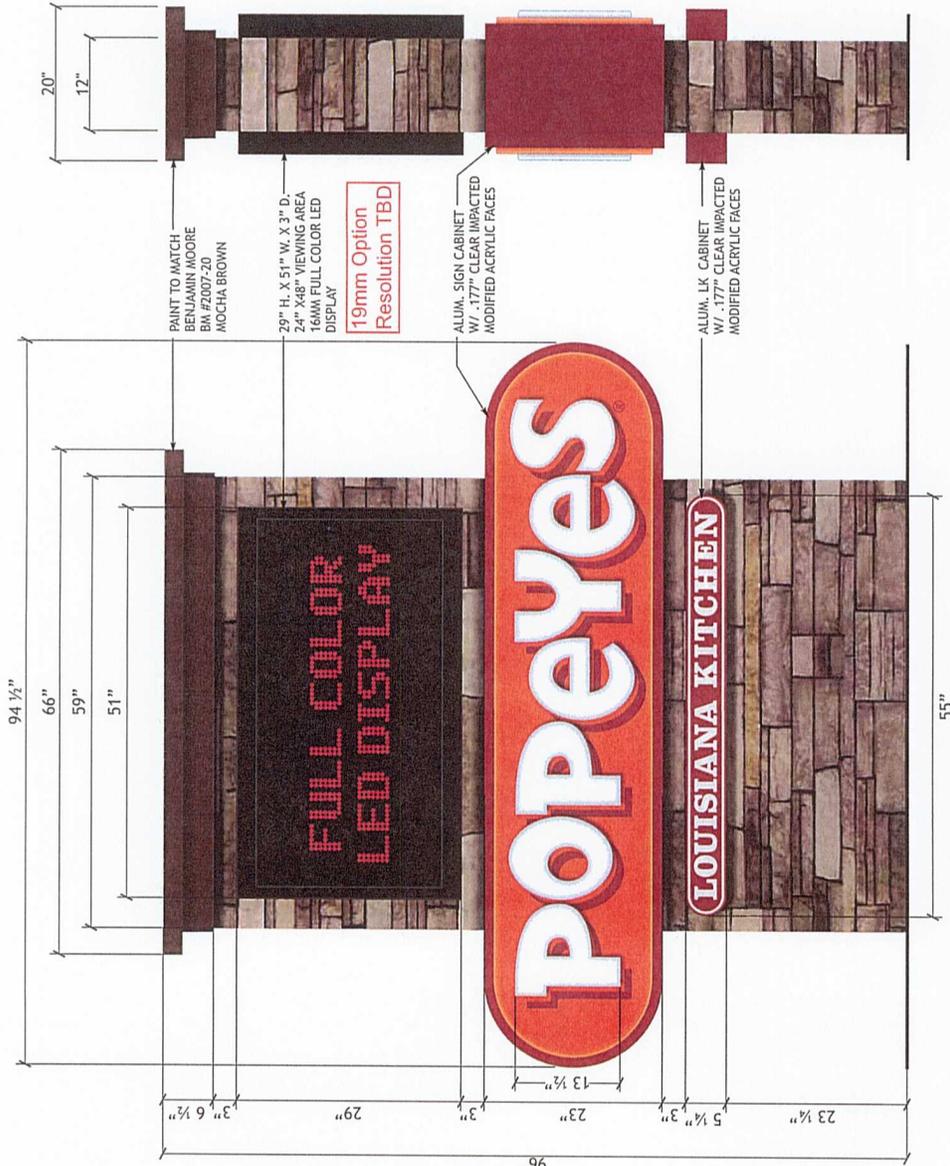
PROJECT MANAGER:
MARSHA HORRY

DESIGNER:
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AREA: 46 SQ. FT.
 SCALE: 3/4" = 1'-0"

CUSTOM ILLUMINATED MONUMENT SIGN

May 26, 2016

Ms. Ada Hood, AICP
City Planner
City of Ellisville
One Weis Avenue
Ellisville, Missouri 63011

RE: Traffic Impact Study
Proposed Popeye's
Ellisville, Missouri
CBB Job No. 047-16-24

Dear Ada:

As requested, CBB has prepared a traffic impact study pertaining to the proposed Popeye's located in the northwest quadrant of the intersection of Manchester Road and Clarkson Road within the Ellisville Square shopping center in Ellisville, Missouri. The location of the site is depicted in **Figure 1**.

Based on the site plan provided, the proposed Popeye's would be built in the southeast corner of the Ellisville Square shopping center just west of the McDonald's. Access to the Ellisville Square shopping center is provided on Manchester Road via a right-in/right-out only driveway and a full access driveway, as well as on Clarkson Road via a right-in/right-out only driveway and a full access driveway. Within the shopping center, the Popeye's site would have access via a driveway on the north/south drive aisle north of the McDonald's drive and via a driveway on the east/west drive aisle. A schematic of the site plan you provided is shown in **Figure 2**.

The purpose of this study was to provide the City with trip generation and parking characteristics of the proposed restaurant, as well as anticipated operating conditions at the driveways serving the overall shopping center. As necessary, changes were recommended to the proposed site plan related to access, circulation, roadway improvements and/or traffic control modifications to mitigate the impact of the proposed development. In addition, the site was evaluated to assess the general compliance with the City's Great Streets Initiative plan currently underway on Manchester Road. The focus of this study was the Midday and PM peak hours of a typical weekday.

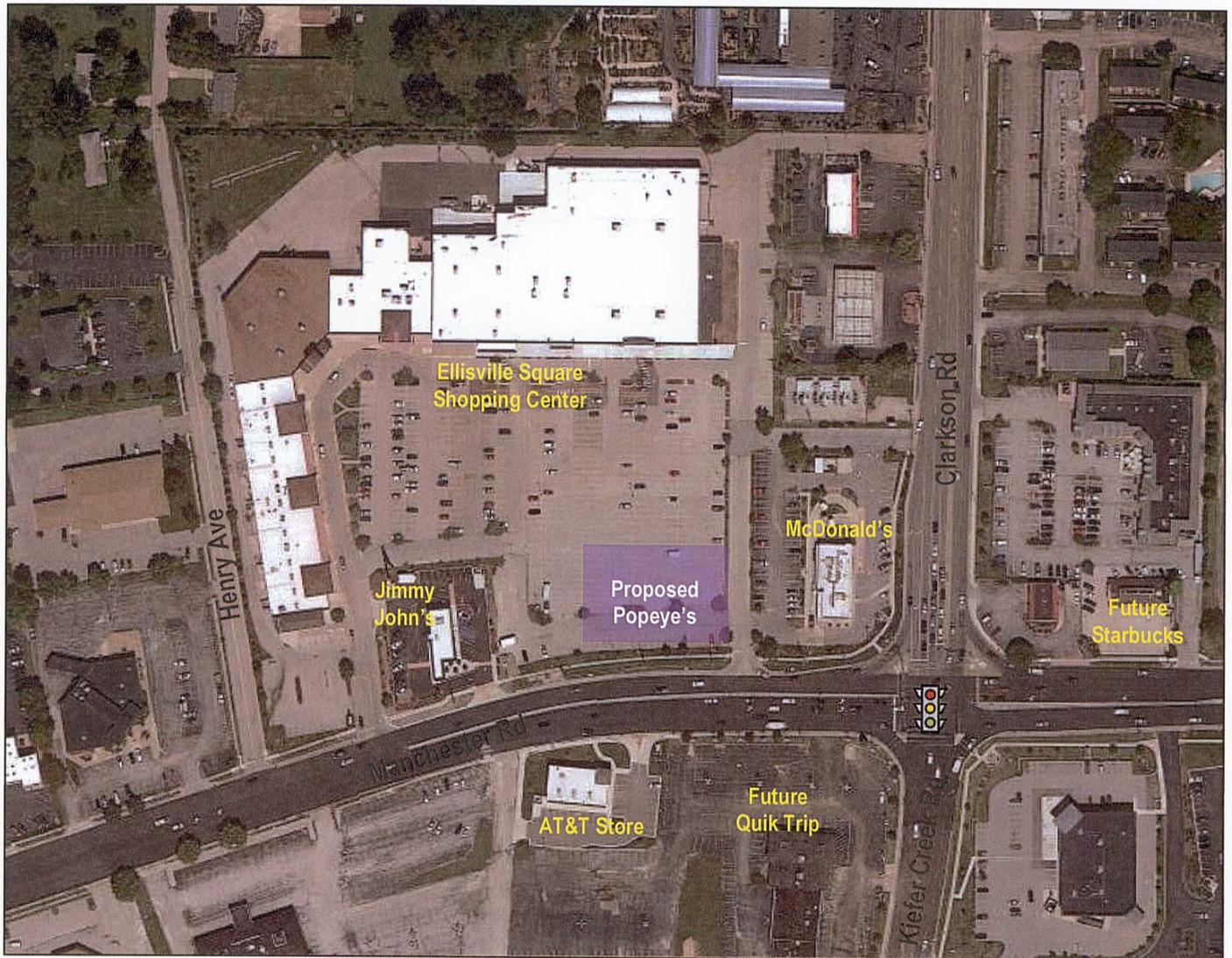


Figure 1: Project Location

It should be noted that a QuikTrip is planned in the southwest corner of the Manchester Road and Clarkson Road intersection and a Starbucks was recently approved in the northeast corner of the Manchester Road and Clarkson Road intersection. The projected volumes from the approved QuikTrip and Starbucks for the Manchester Road and Clarkson Road intersection were utilized for the baseline traffic volumes for this study.

The following analysis scenarios were considered:

- Baseline (Existing plus approved QuikTrip plus approved Starbucks); and
- 2016 Build (Baseline plus Proposed Popeye's).

The following report presents the methodology and findings relative to the Baseline and 2016 Build conditions.



Figure 2: Site Plan Excerpt (Provided by Others)

EXISTING CONDITIONS

Area Roadway System: Manchester Road (Missouri State Route 100) is a primary east-west arterial roadway through the City of Ellisville that provides access to numerous commercial developments. Manchester Road provides access to Highway 141 and Interstate 270 to the east and to Interstate 44 to the southwest. Manchester Road consists of four travel lanes (two in each direction) with a two-way center left-turn lane (TWLTL). The posted speed limit adjacent to the site is 40 miles per hour (mph). Sidewalk is provided along both sides of Manchester Road.

Clarkson Road (Missouri State Route 340) is a primary north-south arterial roadway through the City of Ellisville that provides access to numerous residential and commercial developments. Clarkson Road provides access to Interstate 64 approximately four and a half miles north of the site. Clarkson Road consists of four travel lanes (two in each direction) with a TWLTL. The posted speed limit is 35 mph. Sidewalk is provided along both sides of Clarkson Road.



Clarkson Road turns into Kiefer Creek Road south of Manchester Road. Kiefer Creek Road south of the study area is a three-lane urban collector maintained by St. Louis County with a posted speed limit of 30 mph. Kiefer Creek Road widens to six lanes at Manchester Road with two southbound through lanes and a northbound approach consisting of a left turn lane, a shared through and left-turn lane, a through lane and a right-turn lane. Sidewalk is provided along both sides of Kiefer Creek Road.

The intersection of Manchester Road and Clarkson Road/ Kiefer Creek Road is controlled by a traffic signal. Dual left-turn lanes are provided for the southbound and eastbound approaches with dual right-turn lanes provided for the southbound approach and a single right-turn lane provided for the westbound and northbound approaches. The eastbound and westbound left-turns on Manchester Road operate under protected only phasing. The northbound and southbound approaches operate under split phasing. The heavy southbound right turn movement on Clarkson Road is also served by a right-turn overlap phase with the eastbound left-turn phase. Pedestrian accommodations are provided at the intersection. An aerial view of the intersection is shown in **Figure 1**.

Baseline Traffic Volumes: As part of a study for the approved QuikTrip, manual traffic counts were conducted at the intersection of Manchester Road with Clarkson Road/Kiefer Creek Road. The counts were conducted during the weekday AM (7:00 a.m. - 9:00 a.m.) and PM (4:00 p.m. - 6:00 p.m.) peak periods the second week of November 2014.

In order to develop the Baseline traffic volumes, the assigned traffic volumes resulting from the trip distribution for the approved QuikTrip and Starbucks were added to the existing traffic volumes to determine the total volumes in the baseline condition. The baseline traffic volumes were used for this study in addition to recent manual counts conducted at the shopping center driveways on Manchester Road and Clarkson Road. The baseline weekday AM and PM peak hour traffic volumes are summarized in **Exhibit 1**.

Based on the traffic data collected, the weekday Midday peak hour occurred between 11:30 and 12:30 p.m. and the weekday PM peak hour occurred between 4:30 and 5:30 p.m. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the peak periods identified would represent a "worst-case scenario" with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

Existing Observations: Based on field observations during the peak hours, there is a heavy, steady flow of traffic on Manchester Road and on Clarkson Road during both the Midday and PM peak hours, though the Midday traffic volumes are less. It is common for southbound Clarkson Road queues to extend beyond the south site driveways, blocking it during the peak hours.

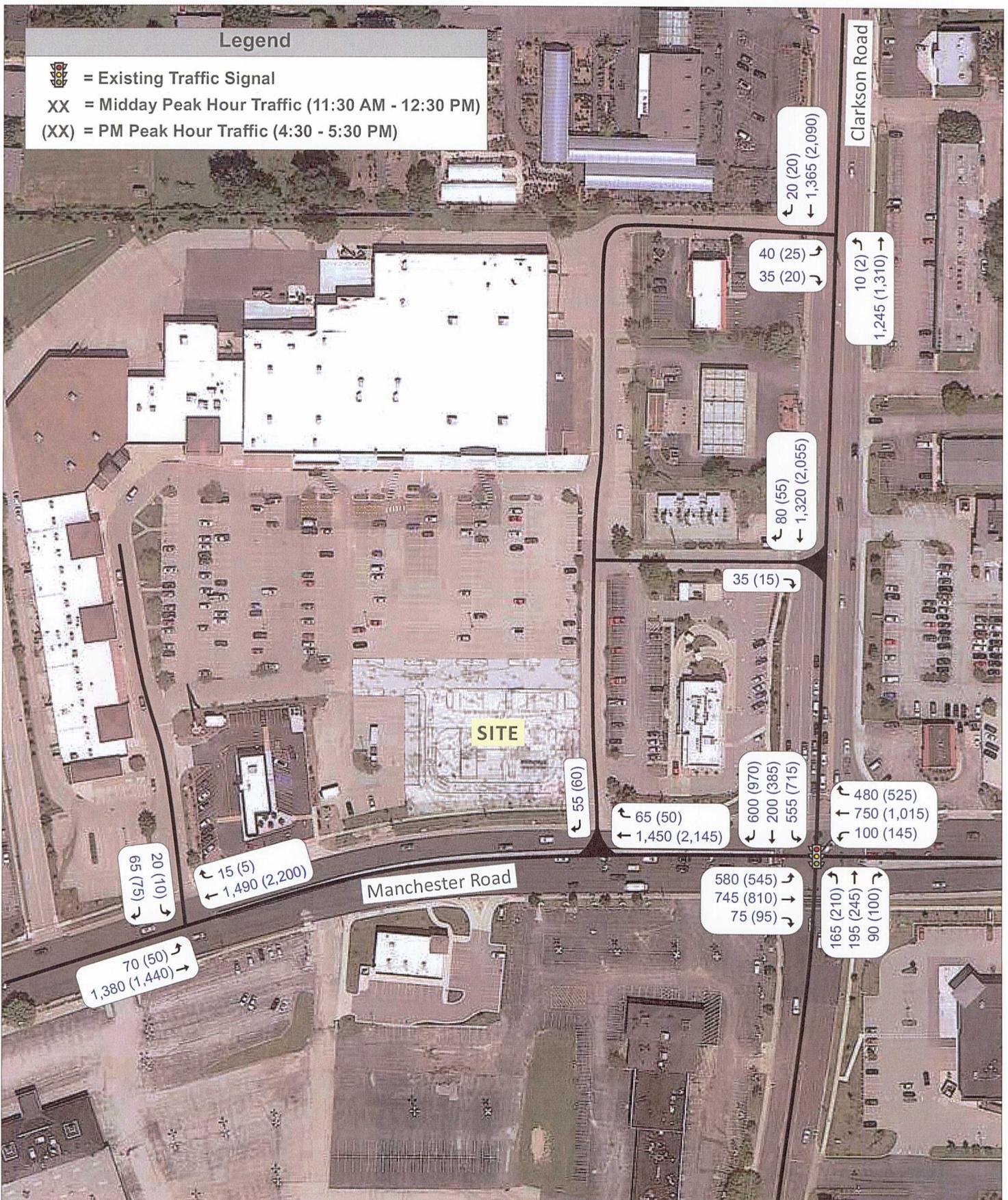


Exhibit 1: Base Traffic Volumes

Job# 047-16-24
05/24/16

During our field observations, it was apparent that the new center median on Manchester Road is impacting motorists desiring the turn left out of the shopping center. The center median extends back to basically the edge of the entrance drive, impacting the ability of motorists to utilize the center turn lane to make a two-stage left-turn out of the shopping center. Motorist were observed trying to sit at an angle across the center median and waiting for an opportunity to merge into the eastbound lanes with the front or back end of their vehicle often hanging out in the through lanes. Motorists were also observed inadvertently driving over the end of the median trying to merge into the eastbound lanes. In order to provide a safer condition for motorists turning left out of the shopping center, it is recommended that the median be cut back to provide an improved turning radius for left-turns exiting the shopping center.



Figure 3: Median on Manchester Road at Ellisville Square Main Entrance
(image taken before the pavement markings were completed)



PROPOSED SITE

Proposed Land Use: Based upon the site plan shown in **Figure 2**, an approximate 2,979 square-foot Popeye's with drive-thru is proposed in the northwest quadrant of the intersection of Manchester Road and Clarkson Road. The proposed Popeye's is a free-standing building within the existing Ellisville Square shopping center containing a McDonald's, Jimmy John's, Sports Authority, Michael's, Party City and other retail uses. The drive-thru lane for the proposed Popeye's will accommodate approximately eight vehicles. Thirty-four parking spaces are proposed on the site, including two handicap-only parking spaces.

Site Access: No direct access is proposed on Manchester Road for the proposed Popeye's. Access to the Ellisville Square shopping center is provided on Manchester Road via a right-in/right-out only driveway and a full access driveway, as well as on Clarkson Road via a right-in/right-out only driveway and a full access driveway. Within the shopping center, the Popeye's site would have access via a driveway on the north/south drive aisle approximately 60 feet north of the McDonald's drive and via a driveway on the east/west drive aisle approximately 190 feet west of the north/south drive aisle.

With the recent Great Streets improvements on Manchester Road, there is a new median on Manchester Road that extends from Clarkson Road to the west Ellisville Square shopping center drive. As cross access is attained, it is the Great Streets vision to further limit access for the individual drives along Manchester Road. Ultimately, the Great Streets Plan identifies a $\frac{3}{4}$ (left-in/right-in/right-out) access at Henry Avenue with cross access provided between Henry Avenue and the Ellisville Square shopping center.

Site Plan Review: In general, the site plan and traffic flow for the proposed Popeye's restaurant is acceptable. While the City does not have specific requirements for the drive-thru capacity, the storage for the drive-thru would accommodate up to eight vehicles. Should the drive-thru queues occasionally exceed beyond the available storage, plenty of space is provided within the shopping center driveways and parking aisles to allow vehicles to stack well beyond the provided queueing space without spilling out onto Manchester Road or Clarkson Road.

Based on the City of Ellisville's Parking Code, the Popeye's restaurant is required to provide a minimum of 33 parking spaces but no more than 48 parking spaces. Currently, the site plan shows 34 parking spaces, which meets the City's code.

As a matter of policy, the City of Ellisville actively promotes cross access between properties to enhance the overall access for properties and minimize turning maneuvers on and off the major roadways. As such, it is recommended that cross access be provided between the Ellisville Square shopping center and Henry Avenue along the west side of the shopping center which is also consistent with the Great Streets Plan previously mentioned.



With the new east/west drive aisle extending straight through the shopping center parking lot, it is recommended that a STOP sign be installed for eastbound traffic on the new east/west drive aisle at the north/south drive aisle. Careful consideration should be given to sight distance obstructions when planning future aesthetics enhancements, such as berms, fencing and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site drives within the Ellisville Square shopping center. It is generally recommended that all improvements higher than 3 ½ feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

It also recommended that a pedestrian crossing be marked across the drive-thru lane from the building to the parking area on the west side of drive-thru lane. The previously discussed recommendations are noted in **Figure 4**.

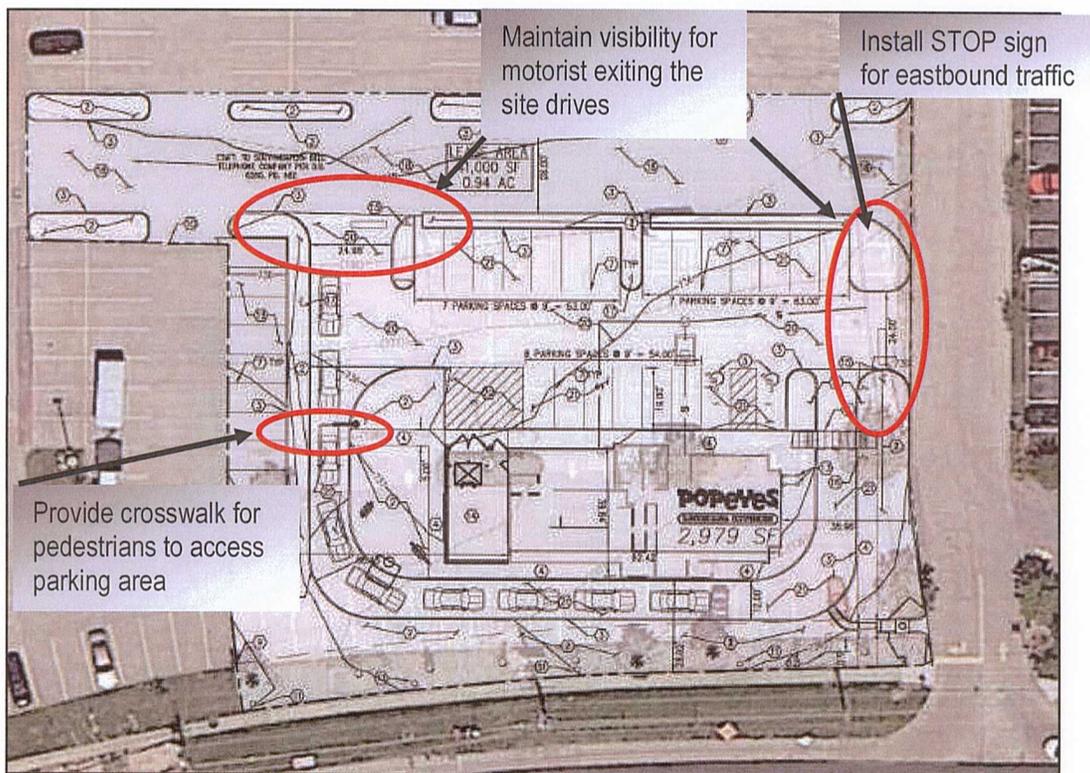


Figure 4: Site Recommendations

A review of the vehicle tracking for a motorist exiting the Popeye's drive-thru to then head south (essentially making a U-Turn), found that the radius is too tight and would result in vehicles exiting the site tracking into the northbound lanes of the drive aisle, as shown in **Figure 5**. It is recommended that measures to improve the turning radii be investigated to ensure that motorists can stay within their lane.

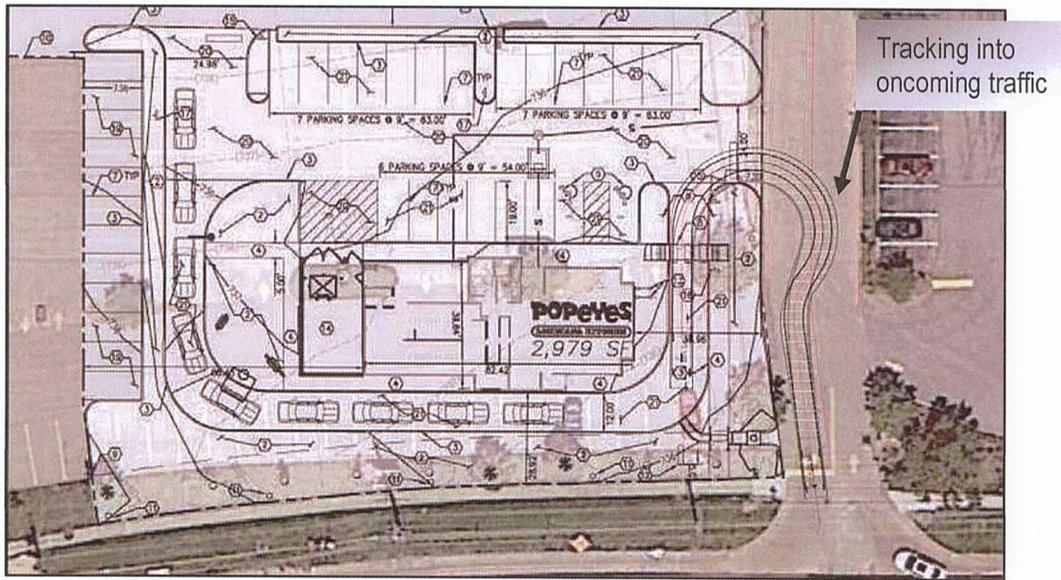


Figure 5: AUTOTURN Tracking for Drive-Thru Maneuver

MVOB Review: The City of Ellisville has Screening Criteria for the development of motor vehicle oriented businesses (MVOB). The proposed Popeye's with drive-thru is considered a MVOB, as such the site's access was evaluated to determine the compliance with the MVOB criteria.

The intersection of Manchester Road and Clarkson Road/Kiefer Creek Road is designated as a high-hazard intersection in the MVOB Screening Criteria. Thus, any access within 300 feet of the intersection is discouraged. The right-in/right-out drive on Manchester Road is located approximately 260 feet west of Clarkson Road, and the right-in/right-out drive on Clarkson Road is located approximately 450 feet north of Manchester Road. There are no full access drives within 300 feet of the Manchester Road/Clarkson Road intersection. However, given that the Ellisville Square shopping center does not have signalized access to either Manchester Road or Clarkson Road, careful consideration should be given to additional higher generating uses since the left-turns out of the existing site drives operate at poor levels.

Trip Generation: Forecasts were prepared to estimate the amount of traffic that the proposed development would generate during the weekday Midday and PM peak periods. These forecasts were based upon information provided in the latest edition of the *Trip Generation Manual*, 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. Estimates for the proposed development were based upon Land Use: 934 – Fast-Food Restaurant with Drive-Thru Window.

A significant portion of these trips would already be traveling along Manchester Road and Clarkson Road and would stop at this site as part of another trip (i.e., pass-by trips). Pass-by trips are classified as traffic already using the adjacent roadways that are attracted to the site as an intermediate stop on the way to and from other destinations. These pass-by trips would



increase the turning movements at the driveways serving the Ellisville Square shopping center, but they do not represent new traffic on the adjacent roadways. The statistical information provided in the *Trip Generation Handbook, A Recommended Practice*, published by ITE, supports a pass-by percentage of 50% for fast-food restaurant during the peak hours. The trip generation estimates for the proposed development, including both new trips and pass-by trips are summarized in **Table 1**.

Table 1: Trip Generation Estimate

Land Use	Size	Weekday Midday Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Fast-food w/ drive-thru	2,979 ft ²	70	70	140	50	50	100
	Pass-by Trips ¹	35	35	70	25	25	50
	New Trips	35	35	70	25	25	50

¹ Pass by Trips: Fast-Food = 50% Midday & PM

As a result, the proposed Popeye's is estimated to generate 70 new trips during the weekday Midday peak hour and 50 new trips during the weekday PM peak hour with another 70 and 50 pass-by trips respectively during the Midday and PM peak hours.

Trip Distribution: The new site-generated trips were then assigned into and out of the site based upon an estimated directional distribution. Based upon the existing travel patterns, surrounding area, and the proximity to similar uses, it is anticipated that the distribution of new site-generated trips would be as follows:

- To/from the east on Manchester Road 20%
- To/from the west on Manchester Road..... 30%
- To/from the north on Clarkson Road 20%
- To/from the south on Kiefer Creek Road 30%

The pass-by trips were assigned in accordance with the existing traffic volumes on Manchester Road and Clarkson Road. Pass-by trips were more heavily assigned to westbound Manchester Road and southbound Clarkson Road due to the relative convenience of site access in those directions. The site-generated trips, including the new trips and pass-by trips, for the weekday Midday and PM peak hours are shown in **Exhibit 2**.

Forecasted (Baseline plus Development) Traffic Volumes: The assigned traffic volumes resulting from the trip distribution for the proposed development (Exhibit 2) were then added to the Baseline traffic volumes (Exhibit 1) to determine the total volumes in the forecasted scenario. The forecasted traffic volumes for the weekday Midday and PM peak hours are shown in **Exhibit 3**.

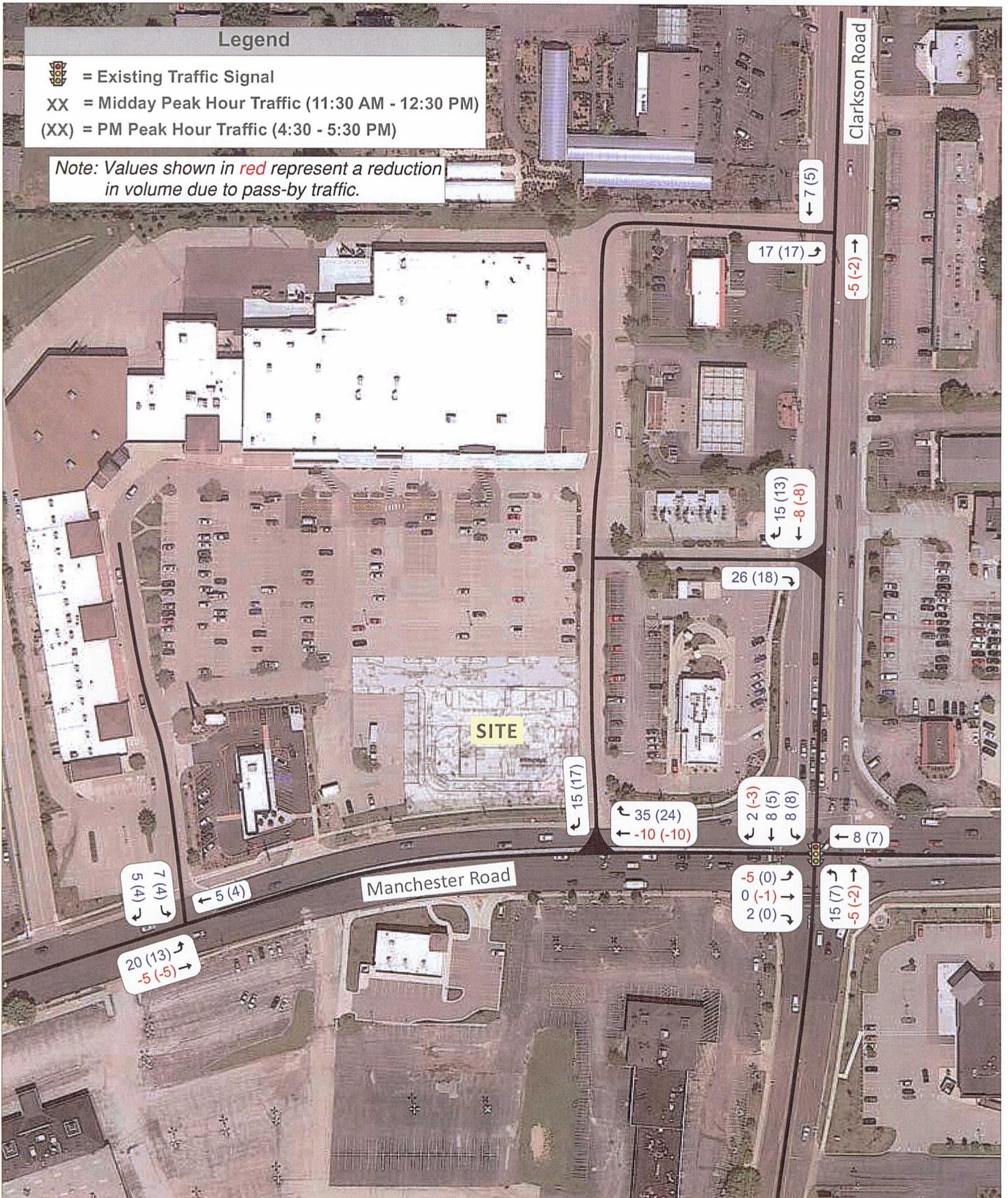


Exhibit 2: Site-Generated Traffic Volumes

Job# 047-16-24
05/24/16

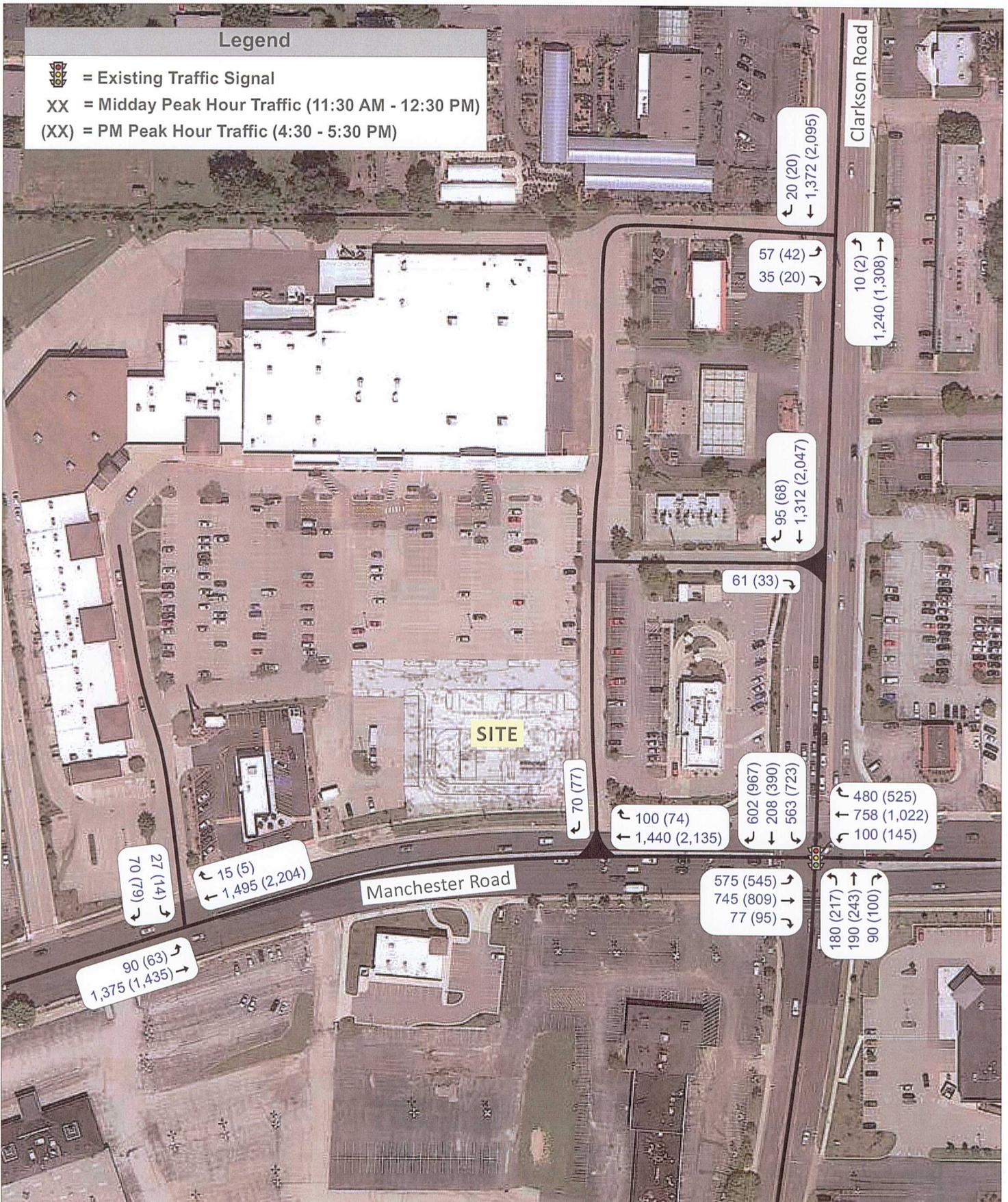


Exhibit 3: Forecasted Traffic Volumes

Job# 047-16-24
05/24/16



TRAFFIC ANALYSIS

Study Procedures: The base 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 the study intersections.

Table 2: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
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



Operating Conditions: The study intersections were evaluated using the methodologies described previously. **Table 3** summarizes the results of these analyses, which reflect the baseline (existing with the approved QuikTrip and Starbucks) and forecasted operating conditions with average delays for the study intersections during the peak hours.

Table 3: Operating Conditions Summary

Intersection / Approach	Midday Peak Hour		PM Peak Hour	
	Base Conditions	Forecasted Conditions	Base Conditions	Forecasted Conditions
Clarkson Road and North Full Access Drive (Side-Street STOP)				
Eastbound Access Drive Approach	C (24.7)	D (28.9)	F (59.3)	F (107.1)
Northbound Clarkson Road Left-Turn	B (12.9)	B (13.0)	C (20.4)	C (20.4)
Clarkson Road and RIRO Drive (Side-Street STOP)				
Eastbound RIRO Right-Turn	C (15.9)	C (17.0)	C (23.8)	D (25.9)
Manchester Road and West Full Access Drive (Side-Street STOP)				
Eastbound Manchester Road Left-Turn	B (14.4)	B (14.9)	D (29.3)	D (30.1)
Southbound Access Drive Approach	C (18.5)	C (21.3)	D (25.2)	D (31.9)
Manchester Road and RIRO Drive (Side-Street STOP)				
Southbound RIRO Right-Turn	B (11.4)	B (11.7)	B (14.8)	C (15.3)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

As shown in Table 3, the proposed Popeye's would not have a significant impact on the overall traffic conditions at the drives serving the Ellisville Square shopping center. The movement most impacted by the proposed Popeye's is the left-turn onto Clarkson Road at the north end of the shopping center. It should be noted, that occasionally lengthy delays were observed for motorists desiring to turn left onto Manchester Road and Clarkson Road from the shopping center, especially since some motorists turning left onto Manchester Road wait for a gap in both directions of traffic due to the median restricting their ability to wait in the middle of Manchester Road to make a two-stage left-turn.

It is also important to note that the southbound queues on Clarkson Road and eastbound queues on Manchester Road periodically impact the ability for motorists to turn into or out of the shopping center drives. As such, the actual delay for motorists turning into or out of the shopping center drives may be longer than estimated by Synchro. Of course, drivers exiting driveways onto high-volume roads such as Clarkson Road and Manchester Road generally expect to wait a little longer before being able to turn.



SUMMARY

CBB completed the preceding study to assess the proposed Popeye's restaurant located within the Ellisville Square shopping center in the northeast quadrant of the intersection of Manchester Road and Clarkson Road in Ellisville, Missouri.

Summary of Recommendations and Items to Consider:

1. With the new east/west drive aisle extending straight through the shopping center parking lot, it is recommended that a STOP sign be installed for eastbound traffic on the new drive aisle at the north/south drive aisle.
2. Careful consideration should be given to sight distance obstructions when planning future aesthetics enhancements, such as berms, fencing and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site drives within the Ellisville Square shopping center. It is generally recommended that all improvements higher than 3 ½ feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.
3. It is recommended that a pedestrian crossing be marked across the drive-thru lane from the building to the parking area on the west side of drive-thru lane
4. A review of the vehicle tracking for a motorist exiting the Popeye's drive-thru to then head south (essentially making a U-Turn), found that the radius is too tight and would result in vehicles exiting the site tracking into the northbound lanes of the drive aisle. Thus, it is recommended that measures to improve the turning radii be investigated to ensure that motorists can stay within their lane.
5. With the recent Great Streets improvements on Manchester Road, there is a new median on Manchester Road that extends from Clarkson Road to the west Ellisville Square shopping center drive. As cross access is attained, it is the Great Streets vision to further limit access for the individual drives along Manchester Road. Ultimately, the Great Streets Plan identifies a ¾ (left-in/right-in/right-out) access at Henry Avenue with cross access provided between Henry Avenue and the Ellisville Square shopping center. As such, it is recommended that cross access be provided between the Ellisville Square shopping center and Henry Avenue at this time to accommodate the future needs of the City.
6. The proposed Popeye's with drive-thru is considered a MVOB. The intersection of Manchester Road and Clarkson Road is designated as a high-hazard intersection in the MVOB Screening Criteria, thus careful consideration should be given to additional higher generating uses within the Ellisville Square shopping center since signalized access is not provided to either Manchester Road or Clarkson Road.



Although unrelated to the proposed Popeye's, during our field observations, it was apparent that the new median on Manchester Road is impacting motorists desiring the turn left out of the shopping center. The median extends back to basically the edge of the entrance drive, impacting the ability of motorists to utilize the center turn lane to make a two-stage left-turn out of the shopping center. Motorist were observed trying to sit at an angle across the center median and waiting for an opportunity to merge into the eastbound lanes with the front or back end of their vehicle often hanging out in the through lanes. Motorists were also observed inadvertently driving over the end of the median trying to merge into the eastbound lanes. In order to provide a safer condition for motorists turning left out of the shopping center, it is recommended that the median be cut back to provide an adequate turning radius for left-turns out of the shopping center.

We trust that this traffic assessment adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed Popeye's at Manchester Road and Clarkson Road in Ellisville, Missouri. If additional information is desired, please feel free to contact me in our St. Louis office at 314-878-6644, extension 41 or swhite@cbbtraffic.com.

Sincerely,

Shawn Derai White, P.E., PTOE
Associate - Senior Traffic Engineer