



JANUARY 13, 2016

Posted 2:00 p.m., Thursday, January 7, 2015

7:00 P.M. CITY OF ELLISVILLE – PLANNING AND ZONING COMMISSION

I. Call to Order – Chairman Hoffman

II. Pledge of Allegiance

III. Roll Call

IV. Approval of Agenda

V. Approval of Minutes – December 9, 2015 [Pges 3-6](#)

VI. Public Hearings

- 1) The Planning and Zoning Commission will discuss and consider the City initiated petitions for Chapter 400 of the Land Use Regulations. *Continued from the December 10, 2015 Planning and Zoning Commission meeting.* [Pages 7-11](#)

Action on Petition #16-01-01

- 2) The Planning and Zoning Commission will discuss and consider the petition of Starbucks Coffee Company for an amendment to Ordinance #2553 and the C-5 Planned Commercial District, for issuance of a conditional use permit and for approval of associated site development plan, to allow the operation of a drive-through facility associated with a specialty food and beverage use at 15845 Manchester Road within the C-5 Planned Commercial Zoning District. [Pages 13-72 and color prints & plans](#)

Action on Petition #16-01-02

VII. Petitions for Recommendations

- 1) Petition of Games Drake, General Manager for Porsche St. Louis, for a Conditional Use Permit to allow the operation of a storage facility located at 16360 Truman Road within the former Tri-Star Mercedes building and zoned C-4 Ellisville Business Park Zoning District. [Pages 73-82](#)

Action on Petition #16-01-03

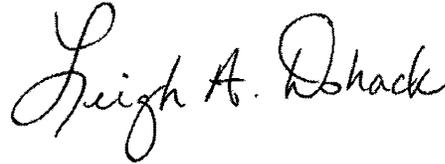
- 2) Under separate cover (awaiting applicant resubmittal) Petition of US Beef Corporation, d/b/a Arby's, for issuance of a conditional use permit to allow the operation of a drive-through facility associated with a new Arby's restaurant at 15678 Manchester Road within the C-3 Commercial Zoning District.

Action of Petition #16-01-02

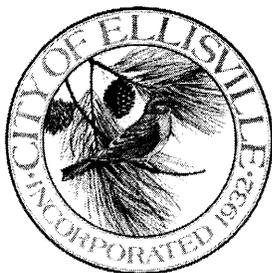
VIII. Presentation of Resolution to Commissioner Lance Gardner

IX. Adjournment

Respectfully submitted,

A handwritten signature in black ink that reads "Leigh A. Dohack". The signature is written in a cursive, flowing style.

LEIGH A. DOHACK
City Clerk



City of Ellisville

PLANNING AND ZONING COMMISSION REGULAR MEETING MINUTES

Meeting Date: December 9, 2015

TABLE OF CONTENTS

1. Approval of Agenda
2. Approval of Minutes: November 11, 2015
3. Public Hearings
 - A. Petition #15-12-01: The Planning and Zoning Commission will discuss and consider the petition of Stock & Associates Consulting Engineers for a text amendment to the R-1 Single Family Residential Zoning District Regulations pertaining to area requirements and consideration and approval of a Subdivision Plat associated with the property located at 1366 Macklin Drive within the R-1 Single Family Residential Zoning District of the City of Ellisville, Missouri.
 - B. Petition #15-12-02: City initiated petition to consider Text Amendments to Chapter 400 and Chapter 405 of the Land Use Regulations.
4. Adjournment

PLANNING AND ZONING COMMISSION MEETING SUMMARY

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

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

1. APPROVAL OF AGENDA

A motion was made by Commissioner Sticksel to approve the Agenda, as written, 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> |
|------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| Chris Turner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| John Ellebrecht | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Nanci Sticksel | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lance Gardner | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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"/> |
| Carl Hoffman | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. APPROVAL OF MINUTES

A motion was made by Commissioner Reel to approve the November 11, 2015, Regular Meeting Minutes, as written, and was seconded by Commissioner Sticksel. 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> |
|------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Chris Turner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| John Ellebrecht | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Nanci Sticksel | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lance Gardner | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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"/> |
| Carl Hoffman | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. PUBLIC HEARINGS

Petition #15-12-01: The Planning and Zoning Commission will discuss and consider the petition of Stock & Associates Consulting Engineers for a text amendment to the R-1 Single Family Residential Zoning District Regulations pertaining to area requirements and consideration and approval of a Subdivision Plat associated with the property located at 1366 Macklin Drive within the R-1 Single Family Residential Zoning District of the City of Ellisville, Missouri.

Planner Hood stated the applicant is proposing a text amendment to reduce the required minimum lot width from 100 linear feet to 90 linear feet from the building line. Additionally, Planner Hood stated that the applicant would like to divide the current lot into two separate lots. She added that the proposed text amendment would not change the minimum lot area, which is currently ½ acre.

Several neighboring residents expressed their concern with this amendment in relation to more parking on their streets, changing the layout of their neighborhood, and creating crowded subdivisions.

Commissioner Ellebrecht moved to forward a positive recommendation to the City Council, and the motion was seconded by Commissioner Boggs. The votes were as follows:

| <u>Vote Call</u> | <u>Aye</u> | <u>Abstain</u> | <u>Nay</u> | <u>Absent</u> |
|------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| Chris Turner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| John Ellebrecht | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Nanci Sticksel | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Lance Gardner | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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"/> |
| Carl Hoffman | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Chairman Hoffman noted that as the motion failed, the Commission would be forwarding a negative recommendation.

Petition #15-12-02: City initiated petition to consider Text Amendments to Chapter 400 and Chapter 405 of the Land Use Regulations.

Planner Hood summarized the proposed changes to the Land Use Regulations, which are consistent with the City's adopted Comprehensive Plan, in regard to sidewalks, pavement requirements, R-2 planned residential zoning district, non-conforming uses, fast food restaurants, and zoning application fees and deposits. Planner Hood stated that the changes proposed regarding sidewalks will change the minimum sidewalk width to 5 feet or to match the adjoining sidewalk or trail, whichever is greater, along the commercial corridors. Additionally, she stated the proposed changes will codify the City's practices regarding maintenance of sidewalks.

Discussions ensued between Planner Hood, Assistant City Attorney Parnell, and the Commissioners regarding these items. The Commission requested two minor changes to the proposed language regarding pavement specifications. The Commission asked staff to look at regulations pertaining to 'tiny houses' and 'granny suites' in the near future. The Commission decided to continue the changes pertaining to non-conformities and zoning application fees and deposits.

Commissioner Boggs moved to forward a favorable recommendation to the City Council, subject to the following condition(s):

1. Section 405.430.C.1: Eliminate the wording "or verbally."
2. Section 405.440.C.1: Eliminate the wording "or verbally."

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

| <u>Vote Call</u> | <u>Aye</u> | <u>Abstain</u> | <u>Nay</u> | <u>Absent</u> |
|------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| Chris Turner | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| John Ellebrecht | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Nanci Sticksel | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Lance Gardner | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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"/> |
| Carl Hoffman | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4. ADJOURNMENT

Chairman Hoffman adjourned the meeting at 8:35 p.m.

Respectfully Submitted,

Angie Shoemate



City of Ellisville

Memo

To: Chairman Hoffman and Members of the Planning and Zoning Commission
From: Ada Hood, City Planner *AH*
Meeting
Date: January 13, 2016
Re: PUBLIC HEARING: City Initiated petition to consider Text Amendments to Chapter 400 of the Land Use Regulations.

BACKGROUND

On December 9, 2015, the Planning and Zoning Commission continued the public hearing discussion pertaining to Fees and Non-Conforming uses. As you may recall, the draft language pertaining to fees was discussed and the commission requested minor tweaks. Additionally, the draft language pertaining to non-conforming structures was presented to the Commission at the meeting and the Commission felt they needed more time to review the language, prior to making a recommendation.

SUMMARY

Fees

Staff is proposing changes to be consistent with the fees as approved by the City Council and currently collected. Changes were made to eliminate the 'deposit' and convert it to a fee.

Non-Conforming Uses and Structures

The changes include adding definitions and specific regulations for non-conforming uses, non-conforming structures, non-conforming projects, and non-conforming lots.

The language more clearly states under which circumstances non-conforming structures are allowed to continue, and whether maintenance or improvements are allowed on such structures.

IMPACT

The proposed changes are consistent with the City's adopted Comprehensive Plan.

RECOMMENDATION

Staff recommends the Planning and Zoning Commission holds a public hearing, solicits input as required by the Zoning Code and forwards a favorable recommendation on the aforementioned text amendments.

January 6, 2016

Section 400.070. Fees — Amounts Specified.

[R.O. 2005 §2-353; CC 1997 §2-353]

A. Application fees for permits shall be as set out herein:

1. *Planning applications.*

Architectural Review \$50.00

Conditional Use Permit \$350.00

Planned Development \$500.00

Site Plan \$50.00

Plat \$400.00

Zone Change/Text Amendment \$200.00

Variances \$150.00

Variance Court Reporter

Court Reporter fee of \$100.00. This fee is used to cover the cost of the court reporter to attend the meeting as required by law. An applicant will be billed for any additional court report fees charged to the City in excess of the \$100.00 appearance fee. The fee does not include any transcription of the hearing. Note: Unless required by law, the City does not provide any transcription of the hearing and the applicant shall be responsible for requesting any transcription from the court reporter. \$100.00

Public Hearing

Public hearing fees are used to cover the base fee for publication of notice in the local paper as required by law. An applicant will be billed for any costs of public notice required by law which are billed to the City in excess of the \$50.00 base publication fee. \$50.00

This section has not been administered since before 2004. Propose to delete.

Section 400.090. Definitions.

NON-CONFORMING LOT

A lot or parcel ~~t, hat at the time of its establishment which has been~~was lawfully created and recorded with the county recorder's office ~~and that at the time of its establishment,~~ met the minimum area regulations (size, width, depth) for the zone in which it is located but which because of subsequent changes to the minimum area regulations applicable to that zone, no longer fully complies with the area regulations.

NON-CONFORMING PROJECT

Any structure, improvement, or development which is incomplete and for which all required permits and approvals were lawfully obtained ~~but which because of subsequent changes to applicable zoning, building and/or development regulations prior to the adoption, revision or amendment of this Code, the City of Ellisville Zoning Map, the City of Ellisville Comprehensive Plan, or previously applicable will not fail to conform to the regulations applicable to the district in which it is fully comply with the regulations located if completed in accordance with the approved proposal(s) or plan(s). as proposed or planned.~~

NON-CONFORMING STRUCTURE

A structure that ~~at the time it was built~~ complied with ~~all applicable zoning, building and/or and~~ development regulations ~~s — at the time it was built~~ but which ~~,~~ because of subsequent changes to the zoning, ~~building~~ and/or development regulations, no longer fully complies with the regulations.

NON-CONFORMING USE

A use of property that was allowed under the zoning regulations at the time the use was established but which because of subsequent changes in those regulations is no longer a ~~use that is permitted in the zoning district in which it is located~~-use.

Section 400.120. *Purpose.* The purpose of these regulations is to protect the rights of legally existing nonconformities, but not promote expansion or enlargement. Non-conformities should not be expanded and should be reduced to conformity as quickly as the fair interest to the parties will permit in order to preserve the integrity of this Code and the Comprehensive Plan.

Section 400.XXX. *Applicability.* These regulations are designed to protect the rights of legally existing nonconforming situations, but not promote expansion or enlargement. Non-conforming situations should not be expanded and should be reduced to conformity as quickly as the fair interest to the parties will permit in order to preserve the integrity of this Code and the Comprehensive Plan. Any nonconforming situation which lawfully existed as of the effective date of this Section and which remains nonconforming, and any nonconforming situation which has become nonconforming as a result of the adoption of this Section, or any subsequent amendment to this Section, may be continued or maintained only in accordance with the terms of this Section.

Section 400.XXX. *Discontinuance.*

Any nonconforming use which is idle, unoccupied or vacant for one year or more is conclusively deemed discontinued, abandoned and terminated, and shall lose its nonconforming rights. Any future uses shall be in compliance with the use regulations of the district in which it exists. This section shall not apply to non-conforming lots or non-conforming structures.

Section 400.XXX. *Appeals.* Appeals to this section shall be made to the Board of Adjustment.

Section 400.XXX. *Nonconforming Lots.* An authorized use or structure may be erected on a non-conforming lot containing less area, depth or width than required by the zone district in which it is located; provided, that all other applicable regulations of the chapter are met.

Section 400.XXX. *Non-Conforming Projects.* To avoid undue hardship, nothing in this chapter shall be deemed to require a change in plans, construction or designated use on vested permits associated with non-conforming projects, as follows:

1. All Nonconforming Projects on which construction was begun at least one hundred eighty (180) days before the effective date of these regulations as well as all Nonconforming projects that are at least ten percent (10%) completed in terms of the total expected cost of the project on the effective date of these regulations may be completed in accordance with the terms of approval of and permits issued in connection with the Nonconforming Project, so long as the approvals and permits were validly issued and granted, and remain unrevoked and unexpired.
2. If a Nonconforming Project was approved for completion in stages, this Subsection shall apply to all stages of development undertaken in compliance with the original approval for the Nonconforming Project.
3. Any extensions or variances to development of a Nonconforming Project may be requested and granted pursuant to the terms and conditions of the original approvals granted for the Nonconforming Project

Section 400.XXX. *Non-Conforming Structures.*

A Non-Conforming Structure may only be used for uses that are permitted or conditionally permitted in the district in which it is situated or for legal Nonconforming Uses already in existence at the time the improvement becomes nonconforming.

1. *Repairs.* Minor repairs and routine maintenance of non-conforming buildings/structures are permitted and encouraged; provided, that no structural alterations are made to buildings/structures unless required by ordinance or law, or permitted by this Section or other provisions of this Code.
2. *Alterations.* Structural alteration(s) or exterior remodeling of buildings/structures is also encouraged if the remodeling brings the building or structure into closer compliance with current development standards.

Structural alteration(s) or exterior remodeling which do not reduce the non-conforming building/structure to full conformity may only be undertaken in accordance with the following:

- a. The alteration(s) must comply with all applicable regulations.
- b. The alteration(s) must (1) result in a cumulative increase in the floor area of the non-conforming structure of 25% or less or the cumulative cost of the

alteration(s) is 25% or less of its St. Louis County Assessor's Office appraised value the assessed value of the Nonconforming Improvement, and (2) bring one or more existing nonconformities into compliance with current area, performance or development standards.

- c. A non-conforming structure that is damaged by fire, explosion, vandalism, deterioration, act of God or public enemy may be restored to its previous condition so long as the cost of repair or reconstruction does not exceed 50% of its St. Louis County Assessor's appraised value.
 - d. All other modifications, alterations, and/or repairs must reduce the Nonconforming Structure to full conformity with all applicable regulations.
4. Relocation. Non-conforming buildings/structures which are moved to another location either within the same district or in another district must conform to all the rules and regulations of the district to which it is moved.

B. *Nonconforming Uses.*

- 1. A Nonconforming Use may continue only in the same manner and extent as it was lawfully conducted at the time it was rendered nonconforming.
- 2. Abandonment. Any non-conforming use which is idle, unoccupied or vacant for one year or more is conclusively deemed discontinued, abandoned and terminated, and shall lose its nonconforming rights. Any future uses shall be in compliance with the use regulations of the district in which it exists. A non-conforming use may also be deemed abandoned electricity services for the property upon which the non-conforming use is conducted has been disconnected for a continuous period of one (1) year. If a non-conforming use is superseded by a conforming use, the non-conforming use may not thereafter be resumed
- 3. Relocation. No non-conforming use shall be moved, in whole or in part, to any portion of the building or lot other than that occupied by such use at the effective date of adoption or amendment of that portion of this code which rendered the use nonconforming.
- 4. Change of Ownership. Ownership, tenancy, or management of an existing nonconforming use may be changed as long as the use is not altered. Change of ownership, tenancy or management is allowed when a use is changed from nonconforming to conforming.

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City of Ellisville

Memo

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

From: Ada Hood, City Planner

Meeting

Date: January 13, 2016

Re: Petition of Starbucks Coffee Company for an amendment to Ordinance #2553 and the C-5 Planned Commercial District, for issuance of a conditional use permit and for approval of associated site development plan, to allow the operation of a drive-through facility associated with a specialty food and beverage use at 15845 Manchester Road within the C-5 Planned Commercial Zoning District.

BACKGROUND

The applicant is requesting approval of an amendment to Ordinance #2553 and the C-5 Planned Commercial District, approval of the associated site development plan, and approval of a Conditional Use Permit authorizing a drive-through facility associated with a new Starbucks coffee shop. As the proposed Starbucks coffee shop is deemed a Specialty Food and Beverage use, it is permitted by right at the subject location, while the drive-through component requires approval of a conditional use permit. Any site changes within a C-5 Planned Commercial Zoning District automatically require an amendment to the district.

Amendment to C-5 Planned District

The City Council approved Ordinance #2553 on March 19, 2003 which allowed the rezoning (from C-3 to C-5) and development of the Ellisville Exchange shopping center. This approval also incorporated the subject site. As is typical for C-5 Planned Districts, the approval references a site specific development plan which, as approved, does not accommodate the proposed Starbucks project. Additionally, several sections of the enabling ordinance reference now obsolete zoning requirements and should be updated to mirror current requirements. Amendments to a C-5 Planned Commercial Zoning District require a public hearing at the Planning and Zoning Commission level and at the City Council level.

Site Plan

The new Starbucks coffee shop will be located at the former Pizza Hut site. The existing building will be torn down and a new building with a drive through facility will be built. The

proposed use will also include outdoor seating. The proposed building will measure 1,850 square feet in size, while the outdoor patio area will measure 773 square feet.

The applicant is proposing to install light poles measuring 20' in height, maximum. The applicant will also be sharing parking and a trash dumpster with the shopping center. The applicant has agreed to install decorative lighting along Manchester Road, to match the McDonald's and Jimmy John restaurants. Staff has asked the applicant to consider the installation of an art-piece on the subject site.

Signage

Starbucks will submit a signage package under separate application in the near future.

Traffic

The subject site is located along Manchester Road within the Ellisville Exchange 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 offers the following summary and findings/recommendations:

CBB completed the preceding study to assess the traffic impacts associated with the proposed Starbucks located within the Ellisville Square shopping center in the northeast quadrant of the intersection of Manchester Road and Clarkson Road in Ellisville, Missouri. The study accounts for the previously approved QuikTrip gas station and convenience store planned on the southwest corner of the same intersection. The following summarizes our findings:

- a) Access for the proposed Starbucks would be provided via the existing drives serving the Ellisville Square shopping center; a RIRO drive on Manchester Road and a full access drive on Clarkson Road.
- b) The proposed Starbucks is expected to generate approximately 185 total trips during the AM peak hour and 80 total trips during the PM peak hour. However, most of these trips will be pass-by in nature, reducing the number of new trips on the adjacent roadways to 45 and 20 during the AM and PM peak hours, respectively.
- c) The site driveway intersections currently operate at acceptable levels of service and are forecasted to continue operating at similar levels of service following the development of the proposed Starbucks. However, the actual delay for motorists turning left out of the drive on Clarkson Road during the PM peak hour may be longer due to the lengthy southbound queues on Clarkson Road at Manchester Road.

- d) The storage for the Starbucks drive-thru would accommodate up to eight vehicles, which is the average queue observed during the AM peak at other local Starbucks locations. However, during the AM peak hour maximum queues of thirteen vehicles have been observed at other Starbucks locations. While queues exceeding eight vehicles would extend beyond the space provided for the drive-thru queue, longer queues are not expected to have a significant impact on the surrounding area since when the Starbucks drive-thru is most heavily used during the AM peak, the other businesses in the shopping center are either not open yet or lightly used. Furthermore, plenty of space is provided within the shopping center driveways and parking aisles to allow vehicles to stack well beyond the provided queueing space in the Starbucks drive-thru without spilling out onto Manchester Road or Clarkson Road.
- e) Based on the City of Ellisville's Parking Code, the Starbucks restaurant is required to provide a minimum of 21 parking spaces but no more than 30 parking spaces. Currently, the site plan shows 15 parking spaces, which does not meet the City's code. It is recommended that a shared parking agreement between Starbucks and the adjacent businesses be pursued.
- f) It is recommended that cross access be considered between the Ellisville Square shopping center and the existing Verizon Store just north of the center. It is also recommended that cross access be considered between the Ellisville Square shopping center and the existing Jiffy Lube parcel, so if the Jiffy Lube ever redevelops the reciprocal cross access easement would be there from the shopping center.

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 Permit

The applicant is requesting approval to operate a drive-through facility associated with the proposed coffee house. As per the C-5 enabling ordinance, the drive-through facility requires approval of a conditional use permit. Conditional Use Permits require a public hearing at the City Council level.

IMPACT

The subject site does not abut residential uses and therefore noise from the drive-through should not be an issue. The proposed use is a good fit at this location. The property owner of the subject site is also the owner of the abutting center and is in support of the project.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission holds a public hearing as required and forwards a positive recommendation to the City Council, subject to the following conditions:

1. That the applicant agrees to the installation of an art piece at this prominent site; and
2. That the art piece is approved by the ARB prior to construction/installation; and
3. That the City Council approve the shared parking agreement with the adjacent center; and
4. That the City Council approves a downward adjustment of the number of required parking spaces for the subject site and adjacent center; and
5. That the applicant requires employees to park off-site in less used parking spaces within the adjacent center or on the adjacent bank property (with bank permission); and
6. That the property owner prepares and records cross access easements to the north of the shopping center and to the Jiffy Lube site; and
7. That the applicant secures ARB approval; and
8. That the applicant obtains approval from Missouri Department of Transportation for all work within Manchester Road right-of-way; and
9. That the applicant obtains approval from the Metropolitan St. Louis Sewer District.



City of Ellisville

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

RECEIVED

DEC 14 2015

City of Ellisville

APPLICATION COVER SHEET

(please type or print)

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

Property Address: 15845 Manchester Road

Project Description: Proposed new Starbucks Coffee shop with drive-thru

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, a 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: Seth Dorman, Permitting & Planning Manager

Address: WD Partners, 7007 Discovery Boulevard, Dublin, OH 43017

Phone Number: (614) 634-7243 Email seth.dorman@wdpartners.com

Name of Business Owner(s) - if different than above: Starbucks Coffee Company

Address: 2401 Utah Avenue South, MS Stop: S-SD10, Seattle, WA 98134

Phone Number: (312) 380-3673 Email hraft@starbucks.com

Name of Property Owner(s) - if different than above: Clarkson Manchester LLC

Address: 16650 Chesterfield Grove Road, Suite #100, Chesterfield, MO 63005

Phone Number: (636) 537-9700 Email bobb@askbrinkmann.com

Name of Architect, Landscape Architect, Planner or Engineer: WD Partners

Address: 7007 Discovery Boulevard, Dublin, OH 43017

Phone Number: (614) 634-7243 Email seth.dorman@wdpartners.com

PART B: SITE DESCRIPTION

Legal Address of Property: 15845 Manchester Road Locator No.: 23T530844

Lot No.: _____ Block No.: _____ Current Zoning: C-5 (Planned Commercial)

Current Use of Site: Vacated Pizza Hut restaurant

Proposed Use of Site: New Starbucks Coffee shop with drive-thru

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.

1) Application for Planned Development

2) Application for Site Plan Review

3) Application for Conditional Use Permit

4) Application for Architectural Review

PART D: AUTHORIZATION (FULL LEGAL NAME IS REQUIRED)

Signature of Applicant (Required):  Date: 12.12.15

Title/Interest in Property: Senior Design Manager / Representing Starbucks

Signature of Property Owner (Required): See letter Date: _____

Title/Interest in Property: Ground Lessor / Property Owner



City of Ellisville

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

RECEIVED

DEC 14 2015

City of Ellisville

APPLICATION FOR PLANNED DEVELOPMENT

PAID
~~\$500~~
 +\$50
 CK # 91191

(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 \$500.00 APPLICATION FEE AND \$50.00 PUBLIC HEARING DEPOSIT MUST ACCOMPANY THIS APPLICATION

Property Address: 15845 Manchester Road

Applicant: Seth Dorman, WD Partners (for Starbucks Coffee)

PART A: PROPOSED PROJECT

Briefly describe the project and intended use(s) Demo existing Pizza Hut and redevelop site with new Starbucks Coffee shop. Starbucks will have interior sales and cafe seating, outdoor patio seating, and a drive-thru with room for 8 customers from the drive-thru window back around the rear of the store.

Please provide a tabulation of how the Total Square Footage in the project breaks down for each intended use. Examples of uses are the principle building, parking, storage, landscaping, deck/patio, or other:

| <u>Intended Use</u> | <u>Designated Square Footage of Floor Area</u> | <u>Percentage</u> | <u>Conditional Use or Permitted Use</u> |
|----------------------|--|-------------------|---|
| Principal building | 1,850 | 13% | Permitted |
| Patio | 773 | 5% | Permitted |
| Parking / Drive-Thru | - 7,228 1,928 | 49% 13% | Permitted Conditional |
| Landscaping | 2,968 | 20% | Permitted |

How does proposed development meet good planning practices, enhance the City and surrounding neighborhood?

Proposed development meets good planning practices by providing safe separation of motor vehicle use from less intensive vehicular and pedestrian interaction areas; provides crossing for pedestrian and bicycle traffic into site from sidewalk on Manchester Road. Site is surrounded by commercial development, design and building finishes will complement the existing commercial environment.

How does the proposed development meet the general planning goal of the City and the City's Comprehensive Plan?

In reading through the City's Planning Goals and Objectives in the Comprehensive Plan, its clear the City desires to carefully consider all new commercial developments to ensure its impact on traffic circulation and residential encroachment can be mitigated. The proposed Starbucks is a redevelopment of an existing commercial site, so it is not adding any new commercial development areas. The Starbucks layout has been carefully designed to minimize conflicts between vehicular and pedestrian traffic will providing the safest circulation into around and out of the site. The proposed Starbucks does not encroach on any existing residential areas.

Revised: July 25, 2014

1

How does the development implement the Great Streets Master Plan and the Bikeable Walkable Community Plan?

The proposed Starbucks provides pedestrian and bicycle connectivity to the site and to the Ellisville Exchange Shopping Center from Manchester Road and provides parking for up to 4 bicycles (2 inverted U bike racks). In addition, the proposal implements an important element of the Town Center development by fronting the building on the site with parking to the rear.

Give a statement showing how the proposed Planned Development differs from the zoning ordinance:

The proposed Starbucks development varies in the required number of parking spaces; plan provides 15 spaces and 21 spaces are required by code. Building setback varies only in the front and only when compared to the required 110' setback required by the Enabling Ordinance No. 2553 for the previous Pizza Hut use; For the shade tree requirement on Manchester Road, ornamental trees have been provided in lieu because of the existing overhead utility lines.

Explain why this difference from the zoning ordinance is necessary for the project to proceed:

Given the size of the lot (0.33 acres), it is impracticable to provide 21 parking spaces; however according to the attached letter the property owner has agreed to a shared parking agreement with Starbucks. The proposed layout, in addition to being the most efficient layout, does incorporate an important element of the Town Center Development concept that is in the Great Streets Master Plan, as such the building has been fronted instead of being setback 110' per the previous Enabling Ordinance. Given proximity of overhead utility lines, we selected a tree that will provide color and some shade, but at the same time will not create a maintenance issue or hazard for the overhead utility lines.

What aspects of this project make it unusual and desirable enough for the City to allow the flexibility from the zoning ordinance:

The Starbucks brings a quality redevelopment of an existing commercial site on a small parcel that has some tough physical constraints to overcome for a national retailer. In addition, the proposed plan provides elements from the Great Streets Master Plan such as fronting the building with parking behind and pedestrian/bicycle connectivity with bicycle parking provided.

What, if any, public benefit is the developer willing to provide the City:

This is a redevelopment of an existing commercial site; as discussed above, the pedestrian/bicycle connectivity and bicycle parking provides a tangible public benefit and meets the spirit of the Comprehensive Plan and Great Street Master Plan making it easier to walk or ride your bike not just to the Starbucks Coffee, but also the shops at the Ellisville Exchange as the two developments are interrelated.

Adjacent Land Use:

How is the proposed development compatible with the surrounding neighborhood?

The proposed Starbucks provides another quality commercial development in an existing commercial corridor. The proposed building and site is compatible with the surrounding commercial neighborhood in terms of quality of design, finishes and scale. The development surpasses the surrounding commercial in that is fronting the building picking up an important design element of the Town Center module of the Great Streets Master Plan.

Describe impact on the surrounding neighborhood or the City as a whole?

The proposed Starbucks will bring a quality stand alone coffee shop to the residents of Ellisville, whereas presently is a disused former Pizza Hut building; so it helps to bring back some additional life to this part of the corridor and is very complementary in design and function to the existing Ellisville Exchange Shopping Center.

Describe buffering be provided to protect adjacent land uses from light, noise, etc.?

The proposed Starbucks is surrounded by commercial development, either C3 (Jiffy Lube) or C5 (Ellisville Exchange, CVS, Chipotle, etc). This development, for the size of the lot (only 0.33 acres) provides a significant amount of buffering along the sides of the drive-thru entrance and along the Manchester Road frontage. This should adequately buffer the motor vehicle use portion of the Starbucks. The site lighting proposed will be a directed light fixture with minimal bleed over the adjacent commercial property lines; a little over 1 fc along front and rear and less than 1 fc on sides. The proposed use is not by nature a loud use, as compared to an automotive center or a car wash. The proposed Starbucks will complement the commercial corridor very nicely.

How are the operating and delivery hours compatible with the adjacent land use?

This is really not an issue, because the site is surrounded by existing commercial uses that will have very similar operating and delivery hours as the Starbucks.

Architecture:

How are the architecture and building materials consistent with a high quality development and adjacent area?

Based on the enclosed renderings and elevations, you can tell that the building finish materials are very complementary to the existing Ellisville Exchange shopping center; in fact, the owner of the shopping center is the owner of this parcel and has dictated that the finish materials on Starbucks match the center. The design of the Starbucks, has a modern feel with simple, clean lines. The design and finish proposed for Starbucks is very consistent with the high quality developments/redevelopments that have occurred recently along Manchester Road, including the Chipotle, CVS and McDonald's.

Describe how the development preserves significant architectural/environmental features of the property.

The site doesn't have any significant architectural/environmental features, but the proposed Starbucks will be built to respect the grade of the site; as such there will be a new retaining wall that will be faced with the stone to match the stone on the Starbucks building.

Describe how the development preserves the designated historical features of the property.

This is also not applicable; the site does not have any designated historical features to preserve.

Landscape:

Demonstrate how the landscaping is appropriate for the scale of the development and enhances greenspace in the City. The landscaping is very appropriate for the scale of the development. We are proposing an 1,850 sq.ft. building on a parcel that is less than a half acre. Starbucks is proposing significant landscaping for a small parcel, and will be adequately buffering the motor vehicle use (drive-thru) portion of the development with year round screening and some ornamental trees that will provide some color and interest.

What provisions will be made for care and maintenance of greenspace areas? Starbucks will have a maintenance contract with a local landscape company to water and maintain the landscaping that is proposed for this store.

Traffic:

Will street and other means of access to the proposed development be suitable and adequate to any anticipated traffic without overloading the adjacent streets? Yes, we are working with the City's Consulting Traffic Engineer, who will be reviewing this very issue and who will make recommendations as appropriate. In addition, traffic entering the store from westbound Manchester Road will enter from the existing driveway on Manchester Road; all other traffic movements will come into the Starbucks site via the Ellisville Exchange Shopping Center off Clarkson Road. Manchester & Clarkson Road are highly traveled roads with capacity for the commercial traffic that this area already experiences and should be able to accommodate any additional traffic that is generated by the Starbucks Coffee.

If not, how will this be resolved? N/A

How does the internal circulation of the proposed development allow for movement of vehicles and pedestrians?

The proposed layout does a great job of separating the various types of consumer traffic; once a customer enters the site, they will be diverted to the drive-thru if they are ordering in that way; the drive-thru is held to the western and southern edges of the site, nicely separated from the vehicular traffic that intends to park and eat/drink indoors or outdoors on the patio. In that same way, the layout provides connectivity to pedestrians and bicycle riders coming off Manchester Road and provides a dedicated crossing over to the patio area; where customers can park their bikes in the racks provided and enter from the main entrance (north side of the building).

Utilities:

Are the existing or proposed utility services adequate for the proposed development? Yes, the proposed Starbucks will utilize the existing public water and sewer service. Starbucks is proposing to install an exterior (underground) grease interceptor. The site also has access to electric, gas and communications services.

N/A PART B: AMENDMENT

Briefly describe the project as approved: _____

Briefly describe the amendment to the project: _____

PART H: CHECKLIST

- Eight (8) full size copies of plans must be submitted initially for staff review. Additional plan sets will be required later (31 copies) 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.
- \$800 deposit for Landscape Plan Review. Depending on what the actual cost of the third party review, an applicant may be owed a refund or may be billed for additional monies.
- \$6,000 deposit for Traffic Report. Depending on what the actual cost of the third party review, an applicant may be owed a refund or may be billed for additional monies.



City of Ellisville

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DEC 14 2015

City of Ellisville

PAID
\$50

CK# 91191

APPLICATION FOR SITE PLAN REVIEW

(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: 15845 Manchester Road

Applicant: Seth Dorman, WD Partners (for Starbucks Coffee)

PART A: SITE DEVELOPMENT

Briefly describe the intended project and use: Proposed new Starbucks Coffee shop

Is the intended use: Permitted Conditionally Permitted: Part of a Planned Development: Pizza Hut Enabling Ordinance No. 2553

Total Square Footage of Site: 14,375 Total Square Footage of Building(s): 1,850

Ratio of Total Square Footage of Building(s) to Total Square Footage of Site: 0.13

Building Lot Coverage: 13% Total Impervious Lot Coverage: 80%

Setbacks: Required: See attached supplement sheet Provided: See attached supplement sheet

Buffer Landscape: Required: 20' / Zoning Ordinance Provided: 4' (consistent with existing enabling ordinance)

Parking Lot Landscape: Required: 3 deciduous shade trees Provided: 3 deciduous shade trees
400 sq.ft. landscape area 462 sq.ft. landscape area

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

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

Public Art or Benefit Provided: Describe: Provided bicycle parking

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

Trash will be contained in an existing enclosure on the shopping center property (an agreement will be in place); delivery and loading will likely occur during non-peak hours with the truck parking in the lot and delivering through the rear door.

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 of gases 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? N/A, Starbucks has no equipment that needs vented

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, as applicable, for minimal grease that will captured in the proposed grease interceptor

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? Yes, development proposes minimum land disturbance needed to redevelop
2. Can additional greenspace be preserved? No, lot is only 3/10 of an acre as it is, most of which will be impervious surface
3. Can proposed development be located in already developed areas? This is, project is redevelopment of existing commercial site
4. Can stormwater be captured and infiltrated into the ground? No, due to minimal lot size, stormwater will be captured and carried to City's Stormwater system
5. Can stormwater be captured and reused for irrigation or décor? No, landscaping will be manually watered
6. Could permeable surface materials be used to promote infiltration and limit runoff? No, these materials tend to increase maintenance. plan proposes to route runoff into City Storm Sewer
7. Can land disturbance be restricted to less sensitive areas? N/A, lot is located in commercial corridor, not deemed a sensitive area
8. Is the development located outside the 100 year flood plain? Yes
9. Is the development located outside the stream bank setback buffer? Yes
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? N/A, disturbance is under 1 acre
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? Yes,
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? GC during construction, Starbucks thereafter
15. Is over 1 acre of impervious area being added? No, lot is less than 1/2 acre and is already developed
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?: 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 E: CHECKLIST

- Existing and proposed (1) Site Plan, (2) Landscaping Plan and (3) Natural Resources Plan. Scale may be 1"= 20'-0".
- 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.
- Boundary Map showing all boundaries, existing setbacks and other physical features.
- Location map showing north arrow.

Application for Site Plan Review Supplement Sheet

Starbucks #24566: 15845 Manchester Road

| Element | Front ¹ | | East ¹ | | West ¹ | | Rear ¹ | |
|----------|---------------------------------------|--|-------------------|----------|-------------------|----------|-------------------|----------|
| | Required | Proposed | Required | Proposed | Required | Proposed | Required | Proposed |
| Building | N/A ² 110' ³ | 17.5' ¹ / 67.5' ⁴ | N/A ² | 38.96' | N/A ² | 29.33' | N/A ² | 57.5' |
| Drives | N/A ² | 4.5' | N/A ² | 0' | N/A ² | 7.4' | N/A ² | 0' |
| Parking | 4' ³ | 59.3' | N/A ² | 17.3' | N/A ² | 26.3' | N/A ² | 0' |

Notes:

1. Measured from property line, unless otherwise noted
2. The site is surrounded by properties zoned C3 and C5; code setbacks are only required if there are adjoining residential properties
3. Per Existing Pizza Hut Enabling Ordinance No. 2553, as measured from centerline of Manchester Road
4. As measured from centerline of Manchester Road



City of Ellisville

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APPLICATION FOR CONDITIONAL USE PERMIT

(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

PAID
\$350
CK# 91191

Property Address: 15845 Manchester Road

Applicant: Seth Dorman, WD Partners (for Starbucks Coffee)

PART A: BUILDING CONSTRUCTION

Estimated Cost of Construction : \$800,000 No. of Stories : 1

Total Square Footage of Site: 14,375 Total Square Footage of Building(s): 1,850

Ratio of Total Square Footage of Building(s) to Total Square Footage of Site: 0.13

Building(s) Height(s): 19'-5 1/2" Number of Floors: 1

15 overall / 1 Handicap-Accessible - 6 are partially on shopping
Total Number of Available Parking Spaces: center property, but a shared parking agreement will be in place

Number of Parking Spaces as Required by the Zoning Ordinance: 21

Describe the Reason for Requesting a Conditional Use Permit: Conditional Use for proposed drive-thru
at new Starbucks Coffee shop. Drive-thru is proposed to have 8 queuing spaces from drive-thru window back around rear of store

Briefly describe the disposal of Trash, Delivery and Loading for Operation (Location and Hours): Trash will be contained in an existing enclosure on the shopping center property (an agreement will be in place); delivery and loading will likely occur during non-peak hours with the truck parking in the lot and delivering through the rear door.

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.

N/A PART B: AMENDING AN EXISTING CONDITIONAL USE PERMIT

Please describe the proposed amendment: _____

Please describe why the proposed amendment is necessary: _____

N/A PART C: MULTI-TENANT/MIXED USE

Total Square Footage of: Retail: _____ 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: Proposed is a Starbucks Coffee shop. The Starbucks will have interior sales and cafe seating, outdoor patio seating and a drive-thru with 8 queuing spaces

Hours of Operation: M-T: 5:30 am-10:00 pm; F: 5:30 am-11:00 pm; Sa: 6:00 am-11:00 pm; and Sun: 6:00 am-10:00 pm

Will a liquor license be requested? Yes No If yes, which type: N/A

Square Footage of Proposed Use: 1,850 No. of seats: 28-Indoor / 28-Outdoor

Number of Parking Spaces: 15 No. Employees: 7 / shift Valet Parking? Yes No

Location of Parking Facilities: In parking field outside coffee shop; 6 spaces are partially on shopping center property but a shared parking agreement will be executed.

If restaurant is to offer deliveries, please describe this operation: No off-site deliveries

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

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? Seating only Square Footage of Patio: 773

Same Menu (Yes/No): Yes, purchased inside Same Hours (Yes/No): Yes

No. Tables: 8 No. Seats: 28 No. Umbrellas: 3 Logo on Umbrellas: Starbucks Coffee

Description of Furniture: Metal tables and chairs with no cushions or padding; finished black

Description and proposed location of Pedestrian Barrier: Around outside perimeter of patio, will be metal railing bolted into the patio

Tight shrub screen along Manchester for drive-thru; foundation plantings around the building; drive-thru
Description of Landscaping: ordering area has landscaping on either side to help absorb sound; additional parking lot plantings.

Description of Lighting: Shoebox light fixtures on 30' tall poles in parking field; decorative lighting fixtures on building

N/A PART E-1: TELECOMMUNICATION INSTALLATIONS

~~Location of Antenna(s): _____ Type of Antenna(s): _____
No. of Antenna(s) : _____ Dimension(s): _____
Location of cabinets(s): _____ Type of cabinets(s):: _____
No. of cabinets(s) : _____ Dimension(s): _____
Location of wiring/cable: _____ Type of wiring/cable: _____
Lineal Feet : _____ How will wiring/cable be screened: _____
Location of screening/
Enclosures: _____ Type of screening(s)
enclosures: _____
Dimension(s): _____ Color/Description: _____
Will any illumination be used : _____ By what method : _____~~

N/A PART E-2: LEASE AND MAINTENANCE

~~Fully executed lease: _____ How long is lease for: _____ Any Easements: _____ Describe: _____
Yes / No Yes / No
Who will provide any maintenance: _____ Describe: _____~~

PART F: ENVIRONMENTAL STATEMENT

No, erosion controls are proposed for before and after construction including more landscaping than site presently has.

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

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)

True

Yes a. The use will not 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.

Yes b. The use will not substantially increase fire hazards.

Yes c. The use will not adversely affect the character of the neighborhood.

Yes d. The use will not adversely affect the general welfare of the community.

Yes e. The use will not overtax the sewage or public utilities.

Yes f. The use will not adversely affect or overtax Police or other City services.

Yes g. The use will be the highest and best use of the location applied for.

Yes h. The use will not adversely affect the financial condition of the City including any adverse impact upon utilities, property and sales tax.

Yes i. The use will not have a substantial negative impact on the environment.

Yes j. The proposed use is compatible with surrounding uses and with the surrounding neighborhood.

Yes k. The comparative size, floor area and mass of the proposed use and/or proposed structure are appropriate and reasonable in relation to adjacent structures and buildings on surrounding properties and in the surrounding neighborhood.

Yes l. The proposed use will not 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.

Yes m. The frequency and duration of various indoor and outdoor activities and special events associated with the proposed use will not have a deleterious impact on the surrounding area.

Yes n. The proposed use is likely to remain in existence for a reasonable length of time and not become vacant or unused and whether such use involves the presence of unusual, single-purpose structures or components of a temporary nature.

Yes o. The proposed use complies with the standards of good planning practices.

Yes p. Where a proposed use has the potential for adverse impacts, sufficient measures have been or will be taken by the applicant that would negate, to an acceptable level, such potentially adverse impacts, as determined by the City Council. (As agreed to by the applicant in conjunction with Council)

Yes q. The use will comply with all other applicable provisions of this Chapter including performance standards as set forth in Section 400.170. (Except as otherwise approved by PC & Council)

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.

N/A One fully executed copy of the lease, if applicable.

Location map, including north arrow and map scale.

N/A Zoning district, subdivision name, lot number, dimensions and area, and zoning of adjacent parcels where

AN ORDINANCE PROVIDING FOR A CHANGE IN ZONING CLASSIFICATION OF A TRACT OF LAND TOTALING APPROXIMATELY 2.34 ACRES, SITUATED AT CLARKSON AND MANCHESTER ROADS FROM C-3 COMMERCIAL TO C-5 PLANNED COMMERCIAL DISTRICT, AND AUTHORIZING A CHANGE IN THE ZONING MAP OF THE CITY.

WHEREAS, Clarkson Manchester LLC initiated a change in zoning classification of land herein described on Clarkson Road from C-3 Commercial to C-5 Planned Commercial, and

WHEREAS, a public hearing has been held by the Planning and Zoning Commission of the City of Ellisville on January 22, 2003, pursuant to legal notice and Chapter 30 of the Municipal Code of the City of Ellisville, to allow rezoning of said tract of land totaling approximately 2.34 acres situated at Clarkson and Manchester Roads; and

WHEREAS, a public hearing has been held by the Council of the City of Ellisville on March 5, 2003, pursuant to legal notice and Chapter 30 of the Municipal Code of the City of Ellisville, to allow rezoning of said tract; and

WHEREAS, all persons present at such hearings were given an opportunity to be heard and were heard; and

WHEREAS, a copy of the proposed Ordinance has been made available for public inspection prior to its consideration by the City Council.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ELLISVILLE, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

SECTION 1: The zoning classification of the following tract of real property is hereby changed from C-3 Commercial to C-5 Planned Commercial District:

A tract of land situated in the City of Ellisville, the County of St. Louis, and the State of Missouri, lying in part of the Southwest 1/4 of Section 33, Township 45 North, Range 4 East, being part of Lot 22 of Captain Benjamin F. Hutchison Subdivision of his Ellisville Farm and being more particularly described as follows: Commencing at a found 3/4 inch iron pipe marking the Southwest corner of a tract of land conveyed to Golf Discount of St. Louis, Inc. As recorded in Deed Book 10559 Page 575 of the land records of said St. Louis, said corner also being on the East right-of-way line of Clarkson Road (State Route 340), 75 feet wide; thence leaving said East right-of-way line and along the South line of said Golf Discount tract, North 89 degrees 40 minutes 20 seconds East, a distance of 309.44 feet to a found 3/4 inch iron pipe marking the intersection of said South line and the West line of a tract of land conveyed to Perry L. & Shirleen Mehlman as recorded in Deed Book 12697 page 412 of said land records; thence along said West line, South 01 degrees 23 minutes 19 seconds West, a distance of 377.73 feet to a set 1/2 inch iron rod marking the intersection of said West line and the North right-of-way line of Manchester Road (State Route 100); thence along said North right-of-way line, South 78 degrees 58

minutes 53 seconds West, a distance of 2.69 feet to a set ½ inch rod; thence continuing along said North right-of-way line, South 89 degrees 41 minutes 41 seconds West, a distance of 143.12 feet to a set ½ inch rod marking the intersection of said North right-of-way line and the East line of a tract of land conveyed to Petro-Union, Inc., as recorded in Deed Book 8221 Page 1329 of said land records; thence leaving said North right-of-way line and along said East line of the Petro-Union tract, North 43 degrees 46 minutes 19 seconds West, a distance of 35.71 feet to a found ½ inch rod marking an angle point in said East line; thence continuing along said East line, North 01 degrees 26 minutes 46 seconds East, a distance of 80.46 feet to a found ½ inch rod marking the Northeast corner of said Petro-Union tract; thence along the North line of said Petro-Union tract, South 89 degrees 40 minutes 20 seconds West, a distance of 138.81 feet to a set spindle marking the intersection of said North line and said East right-of-way line of Clarkson Road; thence along said East right-of-way line, North 01 degrees 28 minutes 00 seconds East, a distance of 271.80 feet to the Point of Beginning and containing 2.34 acres (101,980 square feet) according to a survey by J. R. Grimes Consulting Engineers, Inc.

SECTION 2: The application for a Planned Commercial District on the tract of land described in Section 1 is approved on the condition that said development is carried out in accordance with site development plans filed with the City of Ellisville dated January 9, 2003, and with the traffic recommendations dated January 14, 2003, and subject to the following conditions. Authority is hereby granted to Petitioner to commence construction of a unified shopping center in accordance with a "phase plan" dated January 9, 2003 and conditions set out below. Said plans are also approved and incorporated herein by reference as if fully set out in and made a part of this ordinance, and subject to all applicable ordinances, laws and regulations and to the following:

PERMITTED USES: A unified shopping center with retail and service based uses which are permitted in the C-3 Commercial Zoning District.

CONDITIONAL USES: Fast food restaurants and liquor sales, subject to provisions of Section 30-7, Conditional Use Permits, of the Municipal Code of the City of Ellisville. *per C-3*

BUILDING SETBACK AND YARD SETBACK REQUIREMENTS FOR STRUCTURES OTHER THAN SIGNS:

(A) Front yard building setbacks. The building setback from Clarkson Road shall be at least 120 feet from the centerline of Clarkson Road. The building setback from Manchester Road for the unified shopping center shall be at least 150 feet from the centerline of Manchester Road. The building setback from Manchester Road for the existing restaurant shall be at least 110 feet from the centerline of Manchester Road;

(B) Front Yard parking lot setbacks. No parking for the unified shopping center shall be constructed within nineteen (19) feet of the Clarkson Road right-of-way line. No parking for the existing restaurant shall be permitted within four (4) feet of the Manchester Road right-of-way line; and

(C) Side Yard. No structure or part of a structure shall be erected within eleven (11) feet of the northern property line. No structure or part of a structure shall be erected within eighteen (18) feet of the eastern property line.

LANDSCAPING REQUIREMENTS: All landscaping shall be approved by the city's third party landscape consultant and in accordance with Section 30-69 of the Municipal Code of the City of Ellisville and as delineated in the landscape plan dated January 8, 2003 and

landscape recommendations dated January 8, 2003. Prior to issuance of any building permit, the developer shall furnish a one (1) year bond or escrow sufficient in amount to guarantee the installation of all landscaping shown on the approved landscape plan.

LIGHTING REQUIREMENTS: All outside lighting shall be backshielded to transmit light only to subject property and to prevent excess lighting infiltration onto any adjacent property. All on-site lighting shall be "shadow-box" type fixtures. Such fixtures shall include those types of lights wherein the illumination source and fixture lens does not project below a horizontal plane formed by the lower edges of the fixture. }
ok

ACCESS: Access to Clarkson and Manchester Roads shall be provided at the locations designated on the site plan dated January 9, 2003.

PARKING AND LOADING REQUIREMENTS: For the unified shopping center: (1) a minimum of 100 permanent off-street parking spaces shall be provided; (2) loading requirements shall be in accordance with Sec. 30-70.11 of the Municipal Code of the City of Ellisville; and (3) at a minimum, driving aisles shall be twenty-four (24) feet wide. A minimum of 33 parking spaces shall be provided for the existing restaurant at 15845 Manchester Road. }

SIGNS AND ADVERTISING DEVICES: One monument sign on Clarkson Road shall be in accordance with provisions of Chapter 21, Signs and Advertising Devices, and shall be placed near the entrance of the site in a location so as to not obstruct the line-of-sight view to motorists. One monument sign for 15845 Manchester Road shall be in accordance with provisions of Chapter 21, Signs and Advertising Devices, and shall be placed in a location so as to not obstruct the line-of-sight view to motorists. Tenant signage shall be in accordance with provisions of Chapter 21, Signs and Advertising Devices. }
Ch. 410

CONSTRUCTION MATERIALS: Materials selected for wall, floor, and roof construction shall comply with provisions of the City Building Code. Any exterior construction material must be approved by a majority vote of the Architectural Review Board. Presentation of construction materials shall include renderings, photos, blueprints and other graphic aids as may be required to define the appearance of the finished product as well as its durability as to exterior construction.

PERFORMANCE STANDARDS: All uses within this subdistrict shall be subject to and governed by the provisions of Sec. 30-14 of the Municipal Code of the City of Ellisville. }

CONSTRUCTION TO COMPLY WITH BUILDING CODE: Any construction shall be in conformity with the building code of the City.

CONSTRUCTION FEES: All construction fees as set out in Sec. 6-17 of the Municipal Code of the City of Ellisville shall be applicable. }

TRASH CONTAINERS: Three (3) trash dumpsters shall be provided and enclosed by sight proof masonry enclosures with sight proof gates. }

FENCING REQUIREMENTS: None, other than specified below regarding construction fencing.

DELIVERIES: Large delivery trucks shall be restricted to non-peak hours.

CROSS ACCESS: Prior to issuance of any occupancy permits, cross-access easements to properties immediately to the north (Golf Discount) and south (Jiffy Lube) shall be provided by the property owner and approved as to form by the City Attorney. }

STORM SEWERS: Maintenance of storm water discharge in compliance with MSD standards is required.

PHASE PLAN REQUIREMENTS:

(A) Prior to termination of occupancy by all tenants of the existing shopping center structure, Petitioner shall use best efforts to not unreasonably disrupt or interfere with the

the time period specified, or extensions authorized, the Planning and Zoning Commission shall within forty-five (45) days call for a new public hearing to revert the property to its prior zoning classification in accord with proceedings specified in Section 30-10, Amendments to the Zoning Ordinance, of the Municipal Code of the City of Ellisville. No building or occupancy permit shall be issued for the development or use of the property until completion of action by the Council on the proceedings to rezone the property in accord with the provisions of the above noted section.

SECTION 3: The zoning map of the City of Ellisville shall be changed so that said property legally described in Section 1 above will now appear on the City zoning map as C-5 Planned Commercial District.

SECTION 4: This Ordinance shall be in full force and effect from and after its passage and approval by the Council.

This Bill No. 2720 having been read by title or in full two times prior to passage and having been duly considered and voted upon was finally passed and approved this 19th day of March, 2003.

First Reading votes:

Second Reading votes:

DATE: 3-19-03

DATE: 3-19-03

| | AYE | NAY | ABSTAIN | | AYE | NAY | ABSTAIN |
|----------|----------|-----|---------|--|----------|-----|---------|
| KNAPP | <u>X</u> | | | | <u>X</u> | | |
| JAMES | <u>X</u> | | | | <u>X</u> | | |
| LACAILLE | <u>X</u> | | | | <u>X</u> | | |
| SKOCH | <u>X</u> | | | | <u>X</u> | | |
| MURPHY | <u>X</u> | | | | <u>X</u> | | |
| BUENTE | <u>X</u> | | | | <u>X</u> | | |
| KHOURY | <u>X</u> | | | | <u>X</u> | | |

ATTEST:

CITY OF ELLISVILLE

Catherine Demeter
CITY CLERK

Alley L Khoury
MAYOR

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE PERMIT TO PIZZA HUT OF AMERICA, INC. TO ALLOW THE OPERATION OF A FAST FOOD RESTAURANT AND THE SALE OF MALT LIQUOR BY THE DRINK AND SUNDAY SALES AT A LOCATION NUMBERED 15845 MANCHESTER ROAD WITHIN THE C-5 PLANNED COMMERCIAL ZONING DISTRICT.

WHEREAS, a public hearing has been held by the Council of the City of Ellisville on June 20, 2007, pursuant to Title IV, Land Use, of the Municipal Code of the City of Ellisville, for issuance of a Conditional Use Permit to Pizza Hut of America, Inc. to allow the operation of a fast food restaurant, including delivery and carry-out, and the sale of malt liquor by the drink and Sunday Sales at a location numbered 15845 Manchester Road; and

WHEREAS, all persons present at such hearing were given an opportunity to be heard and were heard; and

WHEREAS, a copy of the proposed Ordinance has been made available for public inspection prior to its consideration by the Council; and

WHEREAS, the Council finding that the project (1) would not adversely affect traffic conditions, (2) would not substantially increase fire hazards, (3) would not adversely affect the character of the neighborhood, (4) would not adversely affect the general welfare of the community, (5) would not overtax the sewage or public utilities, (6) would not adversely affect or overtax Police or other City services, (7) would be the highest and best use of the location applied for, (8) and would not adversely affect the financial condition of the City including an adverse impact upon utility, property and sales tax, (9) would not have a substantial negative impact on the environment, and (10) would comply with all applicable provisions of Title IV Land Use regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ELLISVILLE, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

SECTION 1: The issuance of a Conditional Use Permit pursuant to the provisions of Title IV, Land Use, of the Municipal Code of the City of Ellisville is hereby authorized to Pizza Hut of America, Inc. to allow the operation of a fast food restaurant, including delivery and carry-out, and the sale of malt liquor by the drink and Sunday Sales at a location numbered 15845 Manchester Road under certain conditions.

SECTION 2: Pizza Hut of America, Inc. acknowledges that authority for this Conditional Use Permit is subject to reconsideration every year upon renewal of the liquor license and could be rescinded.

SECTION 3: Issuance of a Conditional Use Permit to Pizza Hut of America, Inc. does not constitute authority to construct or operate any signage, and any sign constructed or operated at 15845 Manchester Road shall be authorized by a sign permit issued by the Building Commissioner in conformity with Chapter 410, Signs, of the Municipal Code of the City of Ellisville.

SECTION 4: Pizza Hut of America, Inc. agree to conform to all Ordinances, Statutes and Fire regulations applicable to the C-5 Planned Commercial District of the City of Ellisville.

SECTION 5: This ordinance shall be in full force and effect from and after its passage and approval by the Council.

This Bill No. 3020 having been read by title or in full two times prior to passage and having been duly considered and voted upon was finally passed and approved this 18th day of July, 2007.

First Reading votes:

Second Reading votes:

DATE: 7-18-07

DATE: 7-18-07

AYE NAY ABSTAIN

AYE NAY ABSTAIN

| | |
|----------|---------------|
| COMPTON | <u>X</u> |
| ANGLIN | <u>X</u> |
| LACAILLE | <u>X</u> |
| COOK | <u>ABSENT</u> |
| PAVLACK | <u>X</u> |
| MURRAY | <u>X</u> |
| PIRRELLO | <u>X</u> |

| |
|---------------|
| <u>X</u> |
| <u>X</u> |
| <u>X</u> |
| <u>ABSENT</u> |
| <u>X</u> |
| <u>X</u> |
| <u>X</u> |

ATTEST:

CITY OF ELLISVILLE

Catherine Ameter
CITY CLERK

Matt Puell
MAYOR



January 4, 2015

Honorable Members of City Council
City of Ellisville
Planning & Community Development Department
1 Weis Avenue
Ellisville, MO 63011

RE: Proposed Starbucks Coffee at 15845 Manchester Road

Starbucks Coffee Company is proposing to construct a new standalone Starbucks Coffee store at 15845 Manchester Road, near the intersection of Manchester Road and Clarkson Road in the City of Ellisville.

Presently the site, which is zoned C-5 for planned commercial, consists of a vacated Pizza Hut building and its associated parking field. The Starbucks development proposes to demolish the existing building and site work to make way for the new Starbucks Coffee building and site work.

The proposed Starbucks Coffee will include a new building with an area of 1,850 square feet that will contain the counter (drink making) area, café seating and the back of house (sinks, storage, cleaning implements). The building will be finished with a combination of three primary materials, including tumbled field stone to match the Ellisville Exchange Shopping Center used in the tower elements, Dryvit material with a sandblast texture (similar to a stucco finish), and a Limestone water table (again similar to what is used on the shopping center building).

Outside of the store will be a small patio area that will be enclosed by a metal railing. The patio with an area of 773 square feet will be able to comfortably accommodate 8 tables and 28 seats, including ADA accessible seats. Also located inside of the patio is 2 U-Shaped bike racks for Starbucks customers who prefer to ride to the store.

The proposed drive-thru has a queuing capacity of 8 vehicles. Ordering at the drive-thru begins at the far western edge of the site and wraps along the rear elevation of the store facing Manchester Road.

The rear of the building was not treated as a typical service facade, as 4-sided architecture is incorporated into the building design providing for the same level of finishes on all sides.

The parking lot, located behind the primary structure, is designed to accommodate up to 15 customers, and a shared parking agreement will be put into place between the property owner (also the owner of the shopping center) and Starbucks to allow for any overflow parking in the shopping center's parking lot.

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Finally, the lot will be landscaped in a manner that complies with the City's Landscape Ordinance, except for perhaps the width of the planting areas and that is primarily a function of the lot's size, which is a postage stamp size lot at 0.33 acres. In all other ways, the spirit of the Landscape Ordinance has been met with the Starbucks plan.

Presently, Starbucks is tracking a construction start date in early April 2016 with the store opening in mid-July 2016. Obviously, this schedule depends upon a number of factors and could change depending upon the course that the project takes through the applicable approval and permit processes.

I hope that this summary provides the information that you need regarding the proposed Starbucks Coffee store. Starbucks is excited about this opportunity and looks forward to becoming a part of the Ellisville community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Seth Dorman', with a long horizontal line extending to the right from the end of the signature.

Seth Dorman, AICP
Permitting & Planning Manager

(614) 634-7243 (direct)
Seth.dorman@wdpartners.com



Monday, December 21, 2015

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

Re: Landscape Plan Review #1
Starbucks - 15845 Manchester Rd.
terraspec Job No. 11003.24

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. Indicate, by note or keyed graphic representation, how ground surfaces are to be treated (ie lawn, mulch, pavement, etc.) It appears likely that all landscape areas are to be mulched but there is no indication on the plan.
2. Place the following notes on the drawings
 - 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.

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

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

Requirement:

20' minimum width planting strip along entire street frontage (approx. 110 LF - Manchester Road) containing:

Trees

1 - 3" cal. Shade Tree / 50 lf or

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)

Compliance:

Trees - (7) 2" Ornamental Trees required - (7) 2" cal. Ornamental Trees proposed.

Shrubs - (44) shrubs at 30" oc. to screen 80% of VUA required - (43) screen providing shrubs proposed.

Deficiency:

Planting Strip - 20' min. width required - 4'-18' wide strip along Manchester Road proposed

Additions necessary to meet minimum requirements:

None recommended, screening and street tree requirements were met within the reduced area.

(0) additional Ornamental Trees

(0) additional Shrubs

B. Commercial to Commercial Landscape Buffer along N. and W. property lines (Sec. 400.480, paragraph F)

Requirement:

10' minimum width planting strip (approx. 130 lf - North and 130 lf - West) 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)

North Property Line

Compliance:

Trees - (2) 1 1/2" Ornamental Trees required - (2) 2" cal. Ornamental Trees proposed.

Shrubs - (9) Shrubs required - (13) Shrubs proposed

Deficiency:

Planting Strip - 10' min. width required - 4' wide strip proposed

Shade Trees - (2) Trees required - No Trees proposed

Additions necessary to meet minimum requirements:

No additional Planting Strip width recommended due to size of site

(2) additional Shade Trees

(0) additional Ornamental Trees

(0) additional Shrubs

West Property Line

Compliance:

Planting Strip - 10' min. width required - 6' width strip proposed

Trees - (2) 1 1/2" Ornamental Trees required - (2) 2" cal. Ornamental Trees proposed.

Shrubs - (9) Shrubs required - (17) Shrubs proposed

Deficiency:

Planting Strip - 10' min. width required - 6' wide strip proposed

Shade Trees - (2) Trees required - No Trees proposed

Additions necessary to meet minimum requirements:

No additional Planting Strip width recommended due to size of site

(2) additional Shade Trees

(0) additional Ornamental Trees

(0) additional Shrubs

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

Requirement:

Landscape Space

400 sf min. Landscaped Area for 11 to 20 parking spaces per Table

Minimum width - 6' (plantable area)

Minimum square footage /area - 50 sf (plantable area)

Compliance:

Landscape Area - 400 sf required - 400+ sf proposed

Trees

Deficiency:

None

Additions necessary to meet minimum requirements:

None



Requirement:

Landscape Space

3 - Shade Trees for 11 to 20 parking spaces per Table (Min. 2 1/2" cal. Recommended)

Compliance:

None

Deficiency:

Shade Trees - (3) Trees required - (0) Tree proposed

Additions necessary to meet minimum requirements:

(3) Additional Shade Trees Required - Golden Raintrees are considered ornamental trees that do not attain the size necessary to fulfill the shade requirements fulfilled by an overstory tree. Substitute a different species for the Golden Raintree

- Additional Comments and Recommendations

1. Hardscape elements should be labeled, i.e. structures, pavements, signs, trash enclosures, number of parking spaces, etc . to make to plan more easily understood as a stand alone document.
2. Plant materials proposed, for the most part, are hardy in the St. Louis area. The plan would greatly benefit from a little more variety. The use of only one species of ornamental tree and three species of shrubs makes for a rather uninteresting site. Furthermore, nearly half of the shrubs utilized are prostrate in nature, not providing much volume, basically a groundcover.

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

Sincerely,
terraspec



Kenneth J. Keitel, PLA, ASLA
Landscape Architect





January 4, 2015

Ada Hood, AICP
City of Ellisville
Planning & Community Development Department
1 Weis Avenue
Ellisville, MO 63011

RE: Response to Plan Review Comments for Proposed Starbucks at 15845 Manchester Road in Ellisville, MO

In response to the plan review comments dated December 21, 2015, please see the following and the enclosed plan revision.

Missouri Department of Transportation:

- *MoDOT has been working with the developer and has no comments as all improvements we would ask for have been installed through Manchester road great streets project.*
- *If plans change and any work needs to be done within MoDOT right of way a permit will be required from this office after a review of detailed plans.*

Response: Civil plans will be submitted to MoDOT for a right-of-way permit for the sidewalk repair work as shown on the plans.

Metro West Fire Protection District:

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

Response: So noted.

Landscape Plan:

Drawing Requirements:

1. Indicate, by note or keyed graphic representation, how ground surfaces are to be treated (i.e. lawn, mulch, pavement, etc.) It appears likely that all landscape areas are to be mulched but there is no indication on the plan.

Response: All areas outside of the right-of-way are to be mulched ('MUL'), see plan Sheet L-1001.

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2. Place the following notes on the drawings
 - 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.

Response: Complied. See Sheet L-1001, 'City of Ellisville Notes'.

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

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

Requirement:

20' minimum width planting strip along entire street frontage
(approx. 110 LF - Manchester Road) containing:

Trees

- 1 - 3" cal. Shade Tree / 50 lf or
- 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)

Compliance:

Trees - (7) 2" Ornamental Trees required - (7) 2" cal. Ornamental Trees proposed.

Shrubs - (44) shrubs at 30" oc. to screen 80% of VUA required - (43) screen providing shrubs proposed.



Deficiency:

Planting Strip - 20' min. width required - 4'-18' wide strip along Manchester Road proposed

*Additions necessary to meet minimum requirements:
None recommended, screening and street tree requirements were met within the reduced area.
(0) additional Ornamental Trees
(0) additional Shrubs*

Response: No changes made to the plan per above.

B. Commercial to Commercial Landscape Buffer along N. and W. property lines (Sec. 400.480, paragraph F)

Requirement:

10' minimum width planting strip (approx. 130 lf - North and 130 lf - West) 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)

North Property Line

Compliance:

Trees - (2) 1 1/2" Ornamental Trees required - (2) 2" cal. Ornamental Trees proposed.

Shrubs - (9) Shrubs required - (13) Shrubs proposed

Deficiency:

Planting Strip - 10' min. width required - 4' wide strip proposed
Shade Trees - (2) Trees required - No Trees proposed



Additions necessary to meet minimum requirements:

No additional Planting Strip width recommended due to size of site

(2) additional Shade Trees

(0) additional Ornamental Trees

(0) additional Shrubs

Response: Complied. The additional trees where added. See Sheet L-1001.

West Property Line

Compliance:

Planting Strip - 10' min. width required - 6' width strip proposed

Trees - (2) 1 1/2" Ornamental Trees required - (2) 2" cal.

Ornamental Trees proposed.

Shrubs - (9) Shrubs required - (17) Shrubs proposed

Deficiency:

Planting Strip - 10' min. width required - 6' wide strip proposed

Shade Trees - (2) Trees required - No Trees proposed

Additions necessary to meet minimum requirements:

No additional Planting Strip width recommended due to size of site

(2) additional Shade Trees

(0) additional Ornamental Trees

(0) additional Shrubs

Response: Complied. The additional trees where added. See Sheet L-1001.

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

Requirement:

Landscape Space

400 sf min. Landscaped Area for 11 to 20 parking spaces per Table

Minimum width - 6' (plantable area)

Minimum square footage /area - 50 sf (plantable area)



Compliance:

Landscape Area - 400 sf required - 400+ sf proposed
Trees

Deficiency:

None

Additions necessary to meet minimum requirements:

None

Response: No changes made to the plan per above.

Requirement:

Landscape Space

3 - Shade Trees for 11 to 20 parking spaces per Table (Min. 2
1/2" cal. Recommended)

Compliance:

None

Deficiency:

Shade Trees - (3) Trees required - (0) Tree proposed

Additions necessary to meet minimum requirements:

(3) Additional Shade Trees Required - Golden Raintrees are considered ornamental trees that do not attain the size necessary to fulfill the shade requirements fulfilled by an overstory tree. Substitute a different species for the Golden Raintree

Response: Complied. See Sheet L-1001.

Additional Comments and Recommendations:

1. Hardscape elements should be labeled, i.e. structures, pavements, signs, trash enclosures, number of parking spaces, etc. to make to plan more easily understood as a standalone document.

Response: See Site Improvement Plan, Sheet C-1001.

2. Plant materials proposed, for the most part, are hardy in the St. Louis area. The plan would greatly benefit from a little more variety. The use



of only one species of ornamental tree and three species of shrubs makes for a rather uninteresting site. Furthermore, nearly half of the shrubs utilized are prostrate in nature, not providing much volume, basically a groundcover.

Response: Complied. See Sheet L-1001.

Traffic:

- Based on the City of Ellisville's Parking Code, the Starbucks restaurant is required to provide a minimum of 21 parking spaces but no more than 30 parking spaces. Currently, the site plan shows 15 parking spaces, which does not meet the City's code. It is recommended that a shared parking agreement between Starbucks and the adjacent businesses be pursued.

Response: The owner of the property on which the Starbucks is proposed, also owns the Ellisville Exchange Shopping Center. Based upon the attached letter of support, the property owner has committed to a shared parking agreement between Starbucks and the Ellisville Exchange Shopping Center to make up for the code deficiency in on-site parking. The variance in parking is requested to be approved as part of the Enabling Ordinance for this development.

- It is recommended that cross access be considered between the Ellisville Square shopping center and the existing Verizon Store just north of the center. It is also recommended that cross access be considered between the Ellisville Square shopping center and the existing Jiffy Lube parcel, so if the Jiffy Lube ever redevelops the reciprocal cross access easement would be there from the shopping center.

Response: WD Partners has passed this along to Starbucks who is negotiating a land lease with the owner of the Ellisville Exchange shopping center and all of the necessary access easements and shared parking agreement. At this writing, WD Partners has not received a response from Starbucks or the owner of the property, but it is assumed that they will consider the possibility of the cross accesses suggested by the City's Traffic Engineer.

Signage:

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

Response: Signage shown on the plans is illustrative at this time. Starbucks' sign vendor will bring the specific sign plan through the required approval process, including ARB approval.



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

Response: Signage shown on the plans is illustrative at this time. Starbucks' sign vendor will bring the specific sign plan through the required approval process, including ARB approval.

3. Logos on umbrellas will require ARB approval.

Response: So noted, applicant will be requesting approval from the ARB for the umbrella logos as proposed.

4. Approval of a sign variance (from the ARB) will be necessary for adding 'Drive-Through' to the monument sign.

Response: Signage shown on the plans is illustrative at this time. Starbucks' sign vendor will bring the specific sign plan through the required approval process, including ARB approval for any variances.

5. Please add the site address to the monument sign.

Response: So noted, site address will be added to the monument sign as required.

6. Please note, staff does not anticipate any issue with securing ARB approval for the sign package as proposed.

Response: So noted.

Planning and Engineering:

1. Provide note and/or description for off-site parking of construction crew during construction of new store. The existing shopping center is limited and typically the parking lot is full when the shopping center businesses are open and therefore, the center parking lot will not be able to accommodate construction crew parking.

Response: Note to be added to Site Plan in final drawings noting off-site parking. Construction manager to be responsible for enforcing.

2. Additionally, consider limiting hours during which large vehicles/equipment is on-site to eliminate disruption to the existing center parking and circulation.



Response: So noted – Starbucks will be notified, Construction Manager to enforce use of large vehicles/equipment to limit disruption to the existing shopping center.

3. The proposed sidewalk at the southwest corner of the property appears to be off-site. Please be sure to ascertain the necessary easement to place the sidewalk off-site.

Response: So noted.

4. Decorative lighting (to match Jimmy Johns and McDonalds) should be installed on the subject property along Manchester Road.

Response: Refer to revised site drawings indicating decorative luminaries along Manchester Road.

5. It appears the drive-through lane and entrance drive (off Manchester Road) will have less than 1 foot candle of lighting as result of the removal of existing light poles. Although, it can be argued that the drives are outside of eth parking area, please respond with statement verifying the safe visibility in these areas.
 - a. Section 400.350: Any lights used to illuminate a parking area shall be so arranged and/or shielded as to minimize the intrusion of light or glare onto adjoining residential property and streets and to provide a minimum of one (1) foot-candle of lighting at all places within the parking borders.

Response: Refer to revised site drawings showing revised illumination that provides 1 foot-candle in all areas within the property lines.

6. Please revise plans to note that a stop sign (in addition to the proposed stop bar) will be placed at (1) the drive through exit and at (2) the two exit drives from the site onto the center.

Response: Stop signs have been added. See Sheet C-1001.

7. On-site light poles should be reduced to 20' in height maximum.

Response: Refer to revised site drawings indicating reduction in pole height to 20'-0".

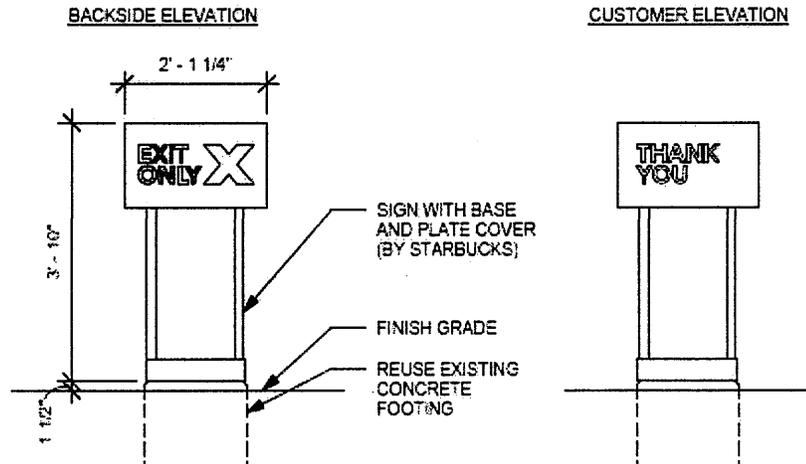


8. Please provide note and detail for required loading area. Concrete is required at the loading pad.

Response: A loading area is not required for a fast-food restaurant use in accordance with the City Zoning Code, Section 400.490(E).

9. Insure adequate sight distance for vehicles exiting the drive thru lane. Proposed retaining wall and fence may block sight distance to north. Please provide note or detail for the drive through exit explaining how traffic will be prevented from entering the drive-through exit. It may be necessary to install a stop sign and/or "Do Not Enter" signs at drive thru exit to prevent vehicles from entering the drive thru lane.

Response: The sight distance for vehicles exiting the drive-thru will be adequate with the proposed retaining wall of 2.65 feet height or less. A stop bar has been added to the drive-thru exit. In addition, the drive-thru directional sign at the exit (keyed note 17) is faced with "EXIT ONLY" text facing East and "THANK YOU" text facing West.



10. It will be necessary to obtain approval of the landscaping plan from the city's third party landscape planner.

Response: The landscape plan has been revised as requested by the City's landscape planning consultant. See Sheet L-1001 for the plan revisions.

11. It will be necessary to obtain approval from Missouri Department of Transportation for all work within Manchester Road right-of-way.

Response: Civil plans will be submitted to MoDOT for a right-of-way permit for the sidewalk repair work as shown on the plans.



12. It will be necessary to obtain approval from the Metropolitan St. Louis Sewer District.

Response: Civil plans will be submitted to the Metropolitan St. Louis Sewer District for approval.

13. It will be necessary for the contractor to provide weekly erosion control inspection reports to the city.

Response: Weekly erosion control inspection reports should not be required because the land disturbance area is less than 1 acre. According to the City Zoning Code, Chapter 425, weekly erosion control reports are required for Major Land Disturbance (land disturbance activity involving one acre or more).

14. Please add note as such to sheet C-1004. It will be necessary to submit a Storm Water Pollution Prevention Plan.

Response: A Storm Water Pollution Prevention Plan (SWPPP) is not required because the land disturbance area is less than 1 acre. An Erosion Control Plan (Sheet C-1004) is provided. The Metropolitan St. Louis Sewer District and the Missouri Department of Transportation have confirmed that an Erosion Control Plan is sufficient for project submittals.

15. Please provide a detail/grades of the area just north of the drive-through exit and south of the west ingress drive. A sidewalk is depicted at this location, but it is unclear as to whether the grade is level or a ramp is needed. Please clarify.

Response: The grades for the sidewalk and crosswalk are flush with the drive thru lane. Accordingly, ramps are not necessary. Please refer to the grading plan on Sheet C-1002.

16. Please verify that no asphalt shoulder is existing along Manchester Road. If there is an asphalt shoulder you will be responsible for removing it and replacing it with grass.

Response: There is no asphalt shoulder existing along Manchester Road. The road is curbed with grass in the area between the curb and the sidewalk.

17. Please submit a letter addressed to the City Council detailing your request (who, what, where, why, etc.).

Response: Requested letter to City Council enclosed with this letter.



18. The subject site is located at the City's most prominent corner, and as such, we request that you consider the installation of a public art piece along Manchester Road. If you are amenable to installing an art piece, you may include a note stating so on the plans and agree to secure ARB approval prior to installing the art piece. This would allow you to continue through the zoning process and submit for ARB approval (of the art piece) separately at a later date.

Response: This has been passed along to Starbucks; they are currently evaluating this request, but at this writing they have not provided a response to WD Partners.

19. The following is a list of the project inconsistencies with the C-5 enabling ordinance. Please review the list below and verify the list is accurate and comprehensive for the project as proposed. The enabling ordinance will have to be amended to as follows:

- a. Setbacks: 15 feet from building line or 65 feet from centerline of Manchester;
- b. Landscaping: The applicable landscaping regulations have changed, so the enabling ordinance will have to be amended to include approval of landscaping per City Council recommendations;
- c. Lighting: Regulations have also changed, will need to amend the ordinance to allow decorative lighting and regulations for the height and number of foot candles;
- d. Access: amend ordinance to reflect current access and circulation.
- e. Parking and Loading: amend ordinance to allow shared parking and either eliminate site-specific requirements or change the site minimum to 15, and, amend ordinance to allow a 12 foot minimum drive through (distinguish from 24 foot driving aisles);
- f. Signs: amend ordinance to allow signage consistent with current regulations or waiver from ARB;
- g. Performance standards: amend ordinance to state they must comply with current regulations;
- h. Trash containers: Determine whether there will be 3 trash dumpsters provided for the shopping center, and if not, amend the ordinance.

Response: As requested, WD Partners has reviewed the list and we concur with the items listed, but offer the following additional verbiage.

- a. Setbacks: Agreed
- b. Landscaping: Agreed
- c. Lighting: We have modified the site lighting plan to include 20' tall light poles instead of 30' and have revised the photometrics as requested. As for the decorative lighting, we have specified the



fixture that was provided to us by John Collins from the Jimmy Johns plan. John indicated that the GC for Jimmy Johns had difficulty ordering the Sternberg 'Manhattan' fixture, so I would like the Enabling Ordinance to read that we will provide the Sternberg 'Manhattan' fixture or approved equal. This seems reasonable because the McDonalds fixture is a much cheaper fixture without any of metalwork that the 'Manhattan' fixture offers. Would it be possible to recommend that the City Council/ARB allow the City Planner to approve any alternate fixtures?

- d. Access: Agreed
- e. Parking and Loading: Agreed, although I would note that based on the current site plan, 9 spaces are fully located on-site and 6 spaces are partially located on-site and partially off-site.
- f. Signs: Agreed, although at this time, I don't have the signage details, so I need to separate the signage approval from the Site and Building approval. The signage shown on the plans at this time is illustrative; Starbucks' sign vendor will bring the specific sign plan through at a later date for approval from the PC & ARB as required.
- g. Performance Standards: Agreed
- h. Trash containers: From pictures I took at the site, there appears to be two trash enclosures; one located along the front of the shopping center facing Clarkson Road has room for 1 dumpster; the other is located at the rear of the shopping center (behind the FedEx office store) and has room for 2 dumpsters. This trash enclosure will be shared with Starbucks for their use as well.

Please let me know if you have any questions or need any additional information in order to forward our applications on to the Planning Commission and City Council/ARB for the proposed Starbucks at 15845 Manchester Road.

Sincerely,

Seth Dorman, AICP
Permitting & Planning Manager

(614) 634-7243 (direct)
Seth.dorman@wdpartners.com

December 2, 2015

• • •

Robert Brinkmann
Brinkmann Constructors
16650 Chesterfield Grove Rd, Suite 100
Chesterfield, MO 63005

City of Ellisville,

Regarding Proposed Starbucks Site: NWC of Manchester & Clarkson, Ellisville, MO

As the Landlord for the parcel of land that Starbucks Coffee Company is in the process of applying for approvals to build a new coffee store at/adjacent to the northeast corner of Clarkson Rd and Manchester Rd, in Ellisville, MO, this letter is to confirm that, subject to the execution of a mutually agreeable lease, it is anticipated that Starbucks will be granted access and parking rights in/upon the Ellisville Exchange Shopping Center. Additionally, subject to the execution of a mutually agreeable lease, Starbucks will be granted the right to utilize the existing trash enclosure which is located approximately 150 feet north of the parcel in question. This trash enclosure was initially installed adjacent to the larger building to be used exclusively by the outlot tenant.

I fully support this project and believe that Starbucks will be a valued tenant in the future as part of the shopping center.

Sincerely,



Robert Brinkmann
CEO
Brinkmann Constructors
16650 Chesterfield Grove Rd., Suite 100
Chesterfield, MO 63005

Ada Hood

From: Dave Phipps
Sent: Monday, January 04, 2016 10:22 AM
To: Ada Hood
Subject: RE: 15678 Manchester Rd- Staff review

Ada,
I have reviewed Starbucks and Arby's there are no additional fire district requirements.

David E. Phipps
Fire Marshal
Metro West Fire Protection District
(636) 821-5806

From: Ada Hood [mailto:ahood@ellisville.mo.us]
Sent: Tuesday, December 29, 2015 1:49 PM
To: mmueller@cedc.net
Cc: Cynthia Parnell <cynthia@restovichallen.com>; Shawn White <swhite@cbbtraffic.com>; Kenneth Keitel <kjkeitel@terraspecstl.com>; Jay-Jay Braden <john.braden@modot.mo.gov>; Dave Phipps <daveph@metrowest-fire.org>; John Collins <jcollins@ellisville.mo.us>; abenning@usbeefcorp.com
Subject: 15678 Manchester Rd- Staff review

Mike-
Please find the attached comments. A hard copy has been sent via USPS.

Kind Regards,



Ada A. Hood, AICP
City Planner
City of Ellisville
1 Weis Avenue
Ellisville, MO 63011
636-227-9660 office
314-799-1162 mobile
636-227-9486 fax

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 314.275.6475
1.888.ASK.MODOT (275.6636)

Date: December 15, 2015

Subject: Starbucks development - 15845 Manchester road

Dear Ada Hood,

After review of the plans for the above mentioned development MoDOT has the following comments;

- MoDOT has been working with the developer and has no comments as all improvements we would ask for have been installed through the Manchester road great streets project.
- If plans change and any work needs to be done within MoDOT right of way a permit will be required from this office after a review of detailed plans.

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

December 16, 2015

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

RE: Traffic Impact Study
Proposed Starbucks
Ellisville, Missouri
CBB Job No. 007-11-20

Dear Ada:

As requested, CBB has prepared a traffic impact study pertaining to the proposed Starbucks located in the northeast quadrant of the intersection of Manchester Road and Clarkson Road in Ellisville, Missouri. The location of the site is depicted in **Figure 1**.

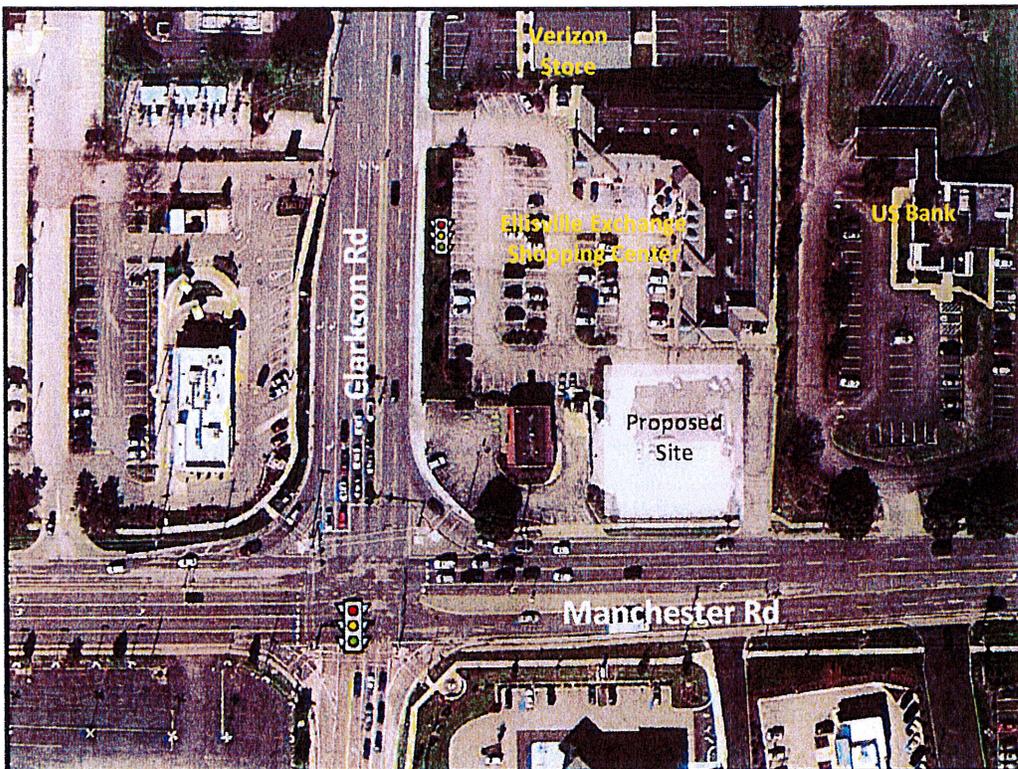


Figure 1: Project Location



Based on the site plan provided, the existing commercial lot would be redeveloped as a Starbucks coffee shop with drive-thru. Access to the Ellisville Exchange shopping center where the site is located is provided on Manchester Road via a right-in/right-out only driveway as well as on Clarkson Road via a full-access driveway. Within the shopping center, the Starbucks site would have drive-thru access on the north side of the site as well as parking lot access via full access driveways on the north and east sides of the Starbucks parking area. 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, drive-thru queuing and parking characteristics of the proposed Starbucks restaurant, as well as anticipated operating conditions at the driveways serving the site. 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 redevelopment. 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 AM and PM peak hours of a typical weekday.

It should be noted that a QuikTrip gas station and convenience store was recently approved in the southwest corner of the Manchester Road and Clarkson Road intersection. The projected volumes from the approved QuikTrip 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); and
- 2015 Build (Baseline plus Proposed Starbucks).

The following report presents the methodology and findings relative to the Baseline and 2015 Build conditions.

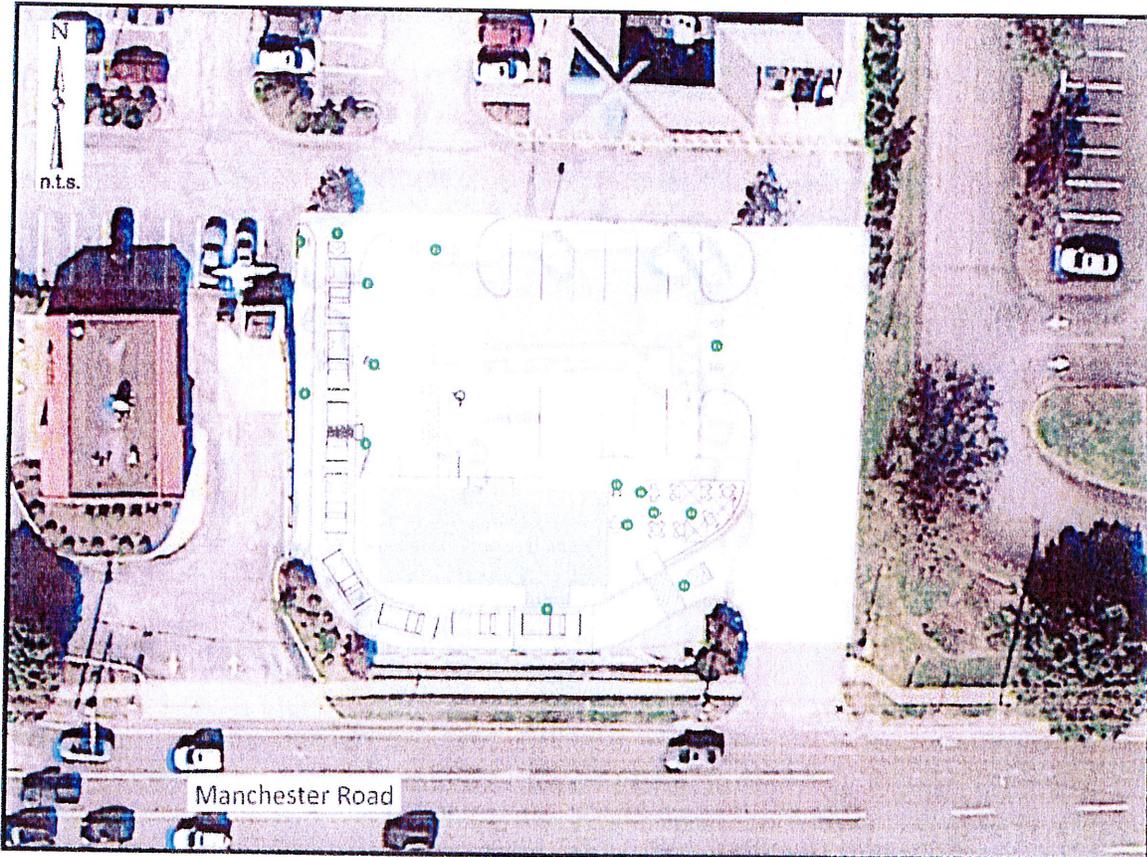
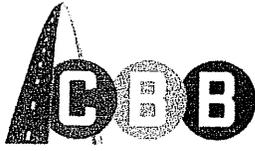


Figure 2: Site Plan Excerpt (Provided by Others)

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.



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 planned QuikTrip 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 **Figure 3**.

Based on the traffic data collected, the weekday AM peak hour occurred between 7:15 and 8:15 a.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 the field observations during the peak hours, there is a heavy, steady flow of traffic on Manchester Road and on Clarkson Road during both the AM and PM peak hours. It is common for southbound and westbound queues to extend beyond the site driveways, blocking them during the peak hours.

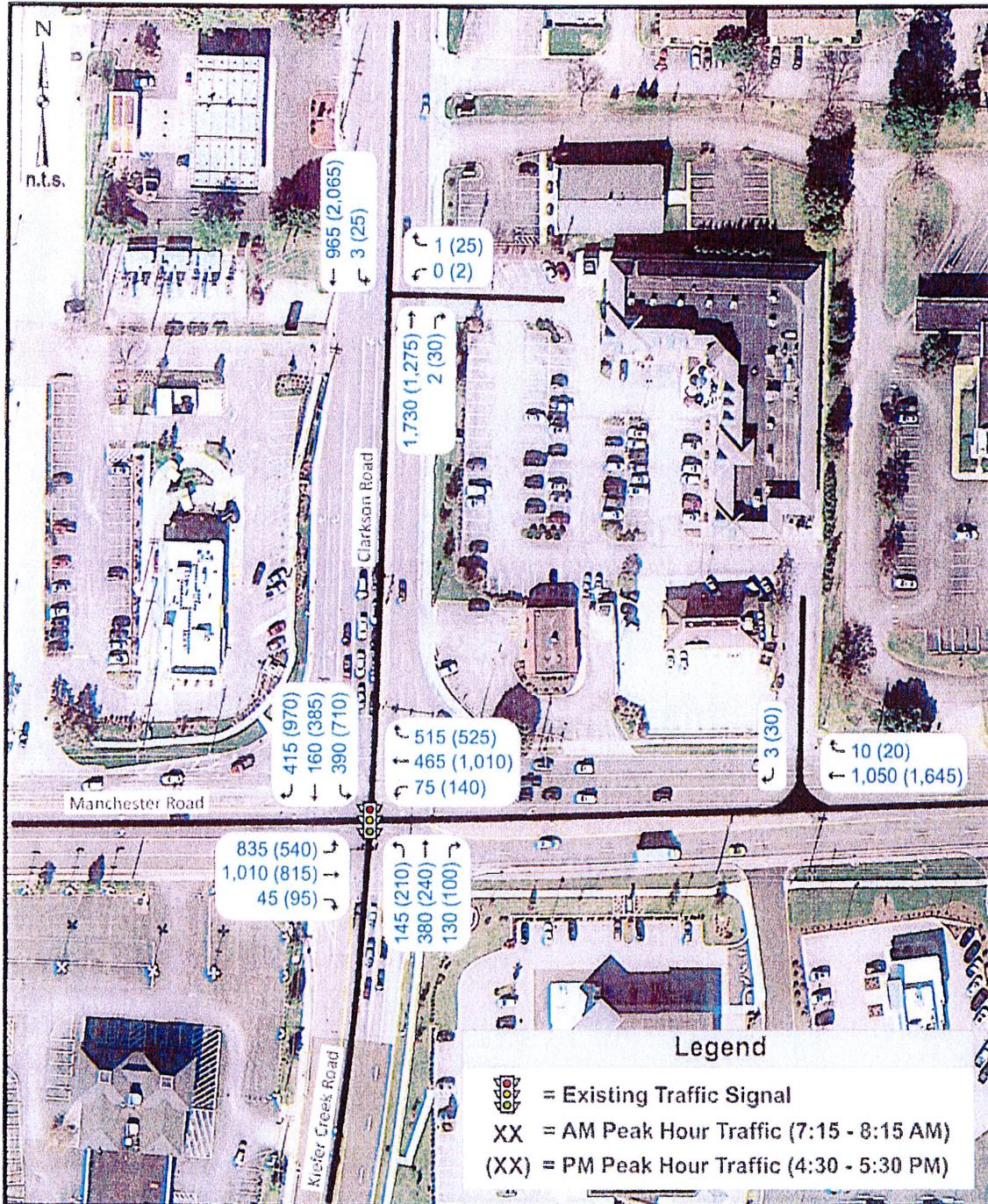


Figure 3: Baseline Traffic Volumes



PROPOSED SITE

Proposed Land Use: Based upon the site plan shown in **Figure 2**, an approximate 1,850 square-foot Starbucks is proposed in the northeast quadrant of the Manchester Road and Clarkson Road intersection. The proposed Starbucks is a free-standing building within the existing Ellisville Exchange shopping center containing a restaurant, fitness center and other commercial uses. The drive-thru lane for the proposed Starbucks which accommodate approximately eight vehicles. Fifteen parking spaces are proposed on the site, included one handicap-only parking space.

Site Access: Primary access to the shopping center where the Starbucks is proposed is currently provided on Manchester Road via a right-in/right-out only driveway as well as on Clarkson Road via a full-access driveway.

Site Plan Review: In general, the site plan and traffic flow for the proposed Starbucks restaurant is acceptable. As shown in Figure 2, the storage for the drive-thru would accommodate up to eight vehicles, which is the average queue observed during the AM peak at other local Starbucks locations. However, during the AM peak hour maximum queues up to thirteen vehicles have been observed at other Starbucks locations. While queues exceeding eight vehicles would extend beyond the space provided for the drive-thru queue, longer queues are not expected to have a significant impact on the surrounding area. The Starbucks drive-thru would be most heavily used during the AM peak hour when other businesses in the shopping center are either not open yet or lightly used. Therefore, Starbucks drive-thru queues spilling into the parking area for the shopping center are not likely to cause significant concern with parking and circulation. Furthermore, plenty of space is provided within the shopping center driveways and parking aisles to allow vehicles to stack well beyond the provided queueing space in the Starbucks drive-thru without spilling out onto Manchester Road or Clarkson Road.

Based on the City of Ellisville's Parking Code, the Starbucks restaurant is required to provide a minimum of 21 parking spaces but no more than 30 parking spaces. Currently, the site plan shows 15 parking spaces, which does not meet the City's code. However, since Starbucks does not have the same peak times as the surrounding businesses in the shopping center, they may be able to reach an agreement with those businesses or US Bank, immediately east of the site, which would allow Starbucks employees to park in the adjacent parking areas.

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 considered between the Ellisville Square shopping center and the existing Verizon Store just north of the center.

It is our understanding that the Verizon store property owner is amenable to providing cross access through the Verizon store parking lot. Once access is secured through the Clarkson



Townhomes entrance drive (north of the Verizon store), the patrons of the Ellisville Square shopping center will have access to the traffic signal on Clarkson Road at Froesel Drive. With the heavy traffic volumes on Clarkson Road during the peak periods, it is difficult for motorists to make unsignalized left-turn maneuvers, so it is imperative to afford as many properties as practical access to a traffic signal, when possible.

It is also recommended that cross access be considered between the Ellisville Square shopping center and the existing Jiffy Lube parcel, so if the Jiffy Lube ever redevelops the reciprocal cross access easement would be there from the shopping center.

MVOB Review: The City of Ellisville has Screening Criteria for the development of motor vehicle oriented businesses (MVOB). The proposed Starbucks 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 300 feet east of Clarkson Road, and the full-access drive on Clarkson Road is located approximately 400 feet north of Manchester Road. Both distances exceed the desired 300 feet.

Trip Generation: Forecasts were prepared to estimate the amount of traffic that the proposed development would generate during the weekday AM 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: 937 – Coffee/Donut Shop with Drive-Thru.

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 create turning movements at the driveways serving the site, 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 89% for coffee/donut shops during the morning and afternoon peak hours; however, in an effort to be conservative a pass-by percentage of 75% was used for the proposed Starbucks 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 AM Peak Hour | | | Weekday PM Peak Hour | | |
|---------------------------|----------------------------|----------------------|-----|-------|----------------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Coffee Shop w/ drive-thru | 1,850 ft ² | 95 | 90 | 185 | 40 | 40 | 80 |
| | Pass-by Trips ¹ | 70 | 70 | 140 | 30 | 30 | 60 |
| | New Trips | 25 | 20 | 45 | 10 | 10 | 20 |

¹ Pass by Trips: Coffee Shop = 75% AM & PM

As a result, the proposed Starbucks is estimated to generate 45 new trips during the weekday AM peak hour and 20 new trips during the weekday PM peak hour with another 140 and 60 pass-by trips respectively during the AM 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 northbound 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 AM and PM peak hours are shown in Figure 4.

Forecasted (Baseline plus Development) Traffic Volumes: The assigned traffic volumes resulting from the trip distribution for the proposed development (Figure 4) were then added to the Baseline traffic volumes (Figure 3) to determine the total volumes in the forecasted scenario. The forecasted traffic volumes for the weekday AM and PM peak hours are shown in Figure 5.

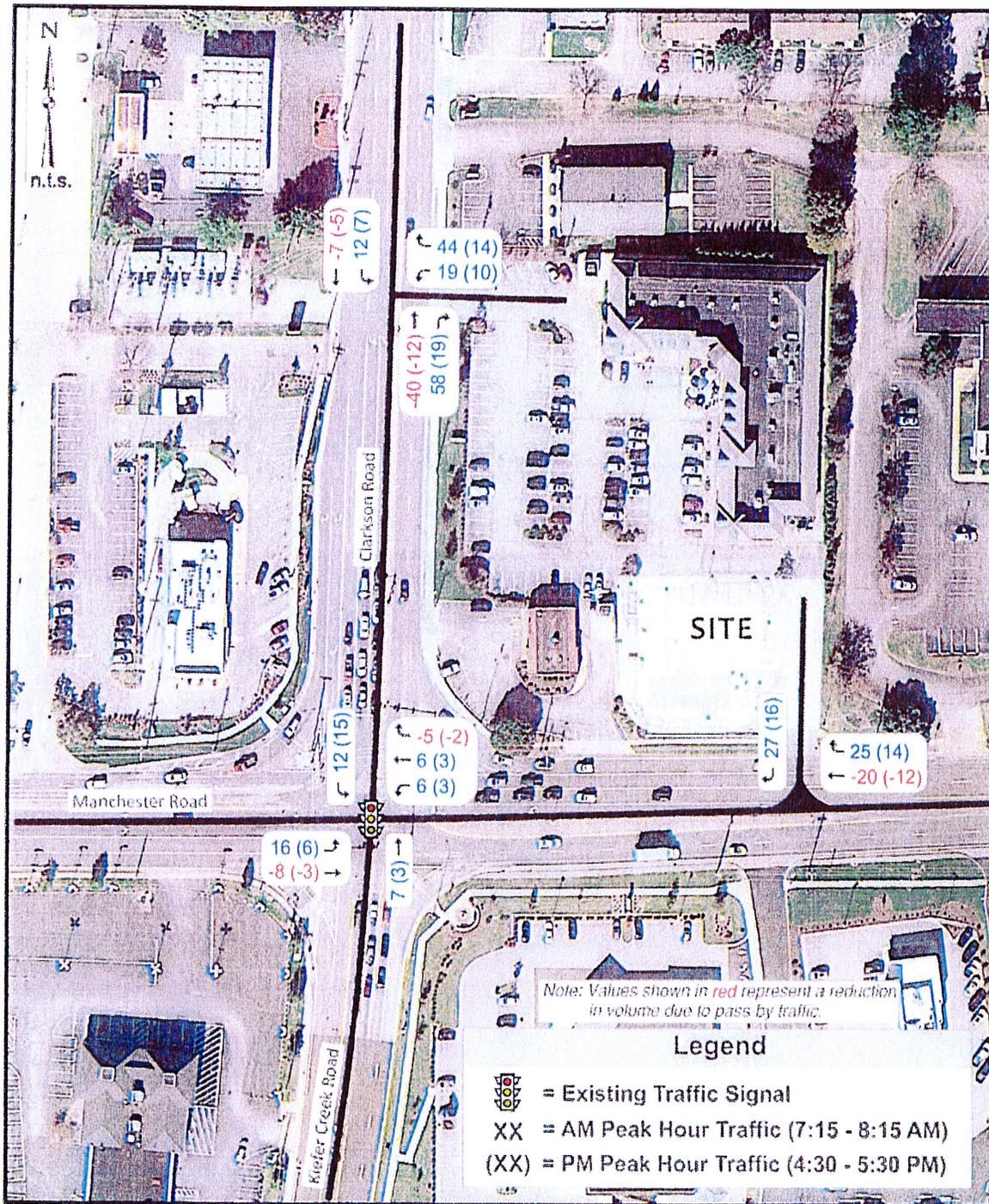


Figure 4: Site-Generated Trips

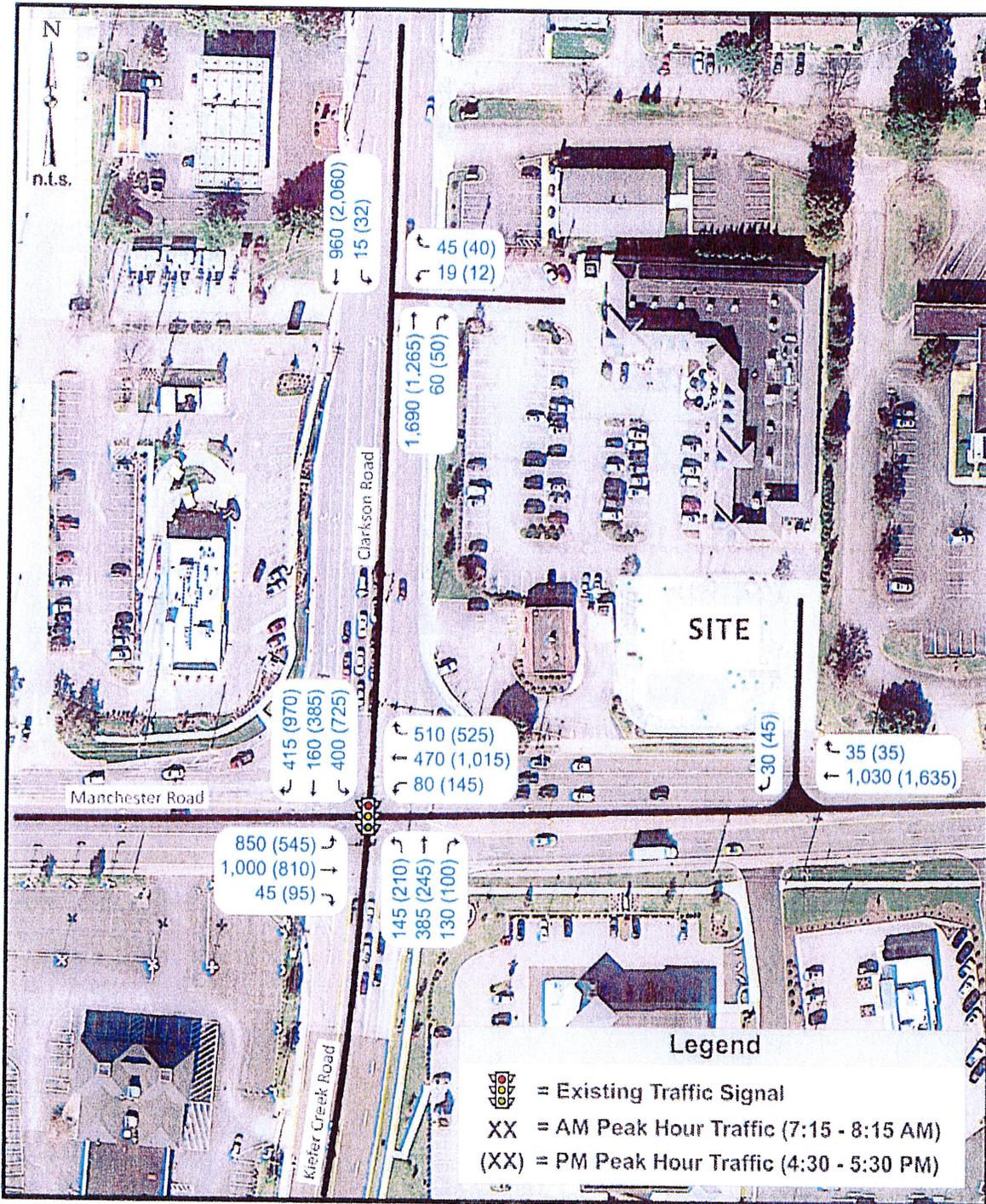


Figure 5: Forecasted Traffic Volumes



TRAFFIC ANALYSIS

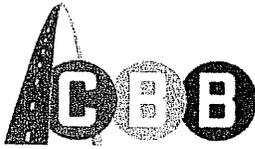
Study Procedures: The base and forecasted operating conditions were analyzed using SYNCHRO 8, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally 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 signalized and unsignalized intersections.

Table 2: Level of Service Thresholds

| <i>Level of Service (LOS)</i> | <i>Control Delay per Vehicle (sec/veh)</i> | |
|-------------------------------|--|-----------------------------------|
| | <i>Signalized Intersections</i> | <i>Unsignalized Intersections</i> |
| 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 forecasted operating conditions with average delays for the study intersections during the peak hours.

Table 3: Operating Conditions Summary

| Intersection / Approach | AM Peak Hour | | PM Peak Hour | |
|---|---------------------|-----------------------|---------------------|-----------------------|
| | Baseline Conditions | Forecasted Conditions | Baseline Conditions | Forecasted Conditions |
| Clarkson Road at North Shopping Center Driveway (Side-Street STOP) | | | | |
| Westbound Shopping Center Driveway Approach | D (25.2) | D (27.2) | B (14.1) | C (17.9) |
| Southbound Manchester Road Left Turn | C (15.6) | C (16.2) | B (12.2) | B (12.4) |
| Manchester Road at South Shopping Center Driveway (Right-In/Right-Out) | | | | |
| Southbound Shopping Center Driveway Right Turn | B (12.5) | B (12.9) | C (18.4) | C (19.0) |

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

As shown in Table 3, the site driveway intersections currently operate at acceptable levels of service (LOS D or better) and are forecasted to continue operating at similar levels of service following the development of the proposed Starbucks.

However, it is important to note that the southbound queues on Clarkson Road at Manchester Road routinely block the shopping center drive during the PM peak hour. As such, the actual delay for motorists turning left out of the drive on Clarkson Road may be longer than estimated by Synchro since the center two-way left-turn lane will be occupied most of the PM peak hour. Of course, drivers exiting driveways onto high-volume roads such as Clarkson Road generally expect to wait a little longer before being able to turn onto Clarkson Road.



SUMMARY

CBB completed the preceding study to assess the traffic impacts associated with the proposed Starbucks located within the Ellisville Square shopping center in the northeast quadrant of the intersection of Manchester Road and Clarkson Road in Ellisville, Missouri. The study accounts for the previously approved QuikTrip gas station and convenience store planned on the southwest corner of the same intersection. The following summarizes our findings:

- Access for the proposed Starbucks would be provided via the existing drives serving the Ellisville Square shopping center; a RIRO drive on Manchester Road and a full access drive on Clarkson Road.
- The proposed Starbucks is expected to generate approximately 185 total trips during the AM peak hour and 80 total trips during the PM peak hour. However, most of these trips will be pass-by in nature, reducing the number of new trips on the adjacent roadways to 45 and 20 during the AM and PM peak hours, respectively.
- The site driveway intersections currently operate at acceptable levels of service and are forecasted to continue operating at similar levels of service following the development of the proposed Starbucks. However, the actual delay for motorists turning left out of the drive on Clarkson Road during the PM peak hour may be longer due to the lengthy southbound queues on Clarkson Road at Manchester Road.
- The storage for the Starbucks drive-thru would accommodate up to eight vehicles, which is the average queue observed during the AM peak at other local Starbucks locations. However, during the AM peak hour maximum queues of thirteen vehicles have been observed at other Starbucks locations. While queues exceeding eight vehicles would extend beyond the space provided for the drive-thru queue, longer queues are not expected to have a significant impact on the surrounding area since when the Starbucks drive-thru is most heavily used during the AM peak, the other businesses in the shopping center are either not open yet or lightly used. Furthermore, plenty of space is provided within the shopping center driveways and parking aisles to allow vehicles to stack well beyond the provided queueing space in the Starbucks drive-thru without spilling out onto Manchester Road or Clarkson Road.
- Based on the City of Ellisville's Parking Code, the Starbucks restaurant is required to provide a minimum of 21 parking spaces but no more than 30 parking spaces. Currently, the site plan shows 15 parking spaces, which does not meet the City's code. It is



recommended that a shared parking agreement between Starbucks and the adjacent businesses be pursued.

- It is recommended that cross access be considered between the Ellisville Square shopping center and the existing Verizon Store just north of the center. It is also recommended that cross access be considered between the Ellisville Square shopping center and the existing Jiffy Lube parcel, so if the Jiffy Lube ever redevelops the reciprocal cross access easement would be there from the shopping center.

We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed Starbucks 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
Senior Traffic Engineer

VINTAGE LIGHTING CAGED ACORN FIXTURES



This is a superbly styled fixture with its decorative cage and gracefully detailed aluminum hinged roof. Four slender "Y" vertical supports surround the top ring that contains 16 Victorian pallets.

CAGED ACORN SHAPES



Town Square
A880 P.38



Elm Street
B780 P.38



Manhattan
B790 P.38



Ripon A
1130A P.39



Ripon B
1130B P.39



Plaza
1190A P.39

Or approved equal

FITTERS



508
(5P)



508TL
(5T)



980
(9 or 9T)



708
(7 or 7T)



BD4



BD5



BD6



BD7



B7



588

See Fitter Section P.29 for Dimensions.

LIGHT SOURCES

| A880R/B780R/B790 | | | | | | 1130A/1130B/1190A | | | | | | | |
|------------------|----|----|------|-----|-----|-------------------|-----|----|----|------|-----|-----|-----|
| HPS | 35 | 50 | 70 | 100 | 150 | 250 | HPS | 35 | 50 | 70 | 100 | 150 | 250 |
| MH | 50 | 70 | 100 | 150 | 175 | 250 | MH | 50 | 70 | 100 | 150 | 175 | 250 |
| QL | 55 | 85 | 165* | | | | QL | 55 | 85 | 165* | | | |
| CF | 18 | 26 | 32 | 42* | | | CF | 18 | 26 | 32 | 42* | | |

OPTICS

RE3G or RE5G LO3 or LO5 RO3 or RO5 ALZAK Disc LED

Distribution

Type 3 Type 5

SHIELDS

HSS HSS-2 HSSP
House Side Shield - Perf.

Building A Part Number**

| ARM MOUNTED FIXTURE | CENTER POST TOP FIXTURE (PT) | POST | POST CAP | LIGHT SOURCE BALLAST | OPTICS | OPTIONS | FINISH |
|---------------------|------------------------------|----------------|--------------------|----------------------|--------|---------|--------|
| NO. OF ARMS | FIXTURE / FITTER / POSTARM | ACORN / FITTER | (See Post Section) | WATTS / TYPE / VOLTS | | | |
| 2 | 1130A/508/80PM | PT | 4212 FP4 | BCC / 100 HPS120 | RE5G | PEC1/QR | BK |

* Consult Factory of Wattage and Voltage and Zoning Commission. See our Website for complete technical specifications and ordering guide.

VINTAGE LIGHTING CAGED ACORN FIXTURES



This is a superbly styled fixture with its decorative cage and gracefully detailed aluminum hinged roof. Four slender "Y" vertical supports surround the top ring that contains 16 Victorian pallets.

CAGED ACORN SHAPES



Town Square
A880 P.38



Elm Street
B780 P.38



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Ripon A
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Ripon B
1130B P.39



Plaza
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Or approved equal

FITTERS



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(5P)



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(7 or 7T)



BD4



BD5



BD6



BD7



B7



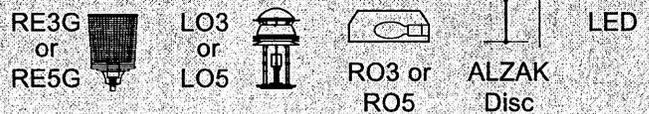
588

See Fitter Section P.29 for Dimensions.

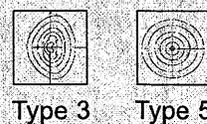
LIGHT SOURCES

| A880R/B780R/B790 | | | | | 1130A/1130B/1190A | | | | | | | | |
|------------------|----|----|------|-----|-------------------|-----|-----|----|----|------|-----|-----|-----|
| HPS | 35 | 50 | 70 | 100 | 150 | 250 | HPS | 35 | 50 | 70 | 100 | 150 | 250 |
| MH | 50 | 70 | 100 | 150 | 175 | 250 | MH | 50 | 70 | 100 | 150 | 175 | 250 |
| QL | 55 | 85 | 165* | | | | QL | 55 | 85 | 165* | | | |
| CF | 18 | 26 | 32 | 42* | | | CF | 18 | 26 | 32 | 42* | | |

OPTICS



Distribution



Type 3 Type 5

SHIELDS

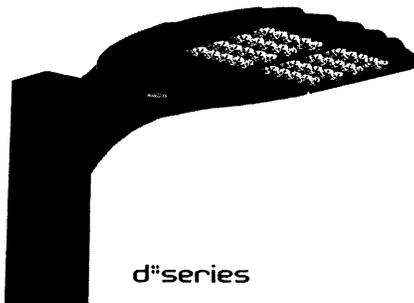


HSS HSS-2 House Side Shield - Perf. HSSP

Building A Part Number**

| ARM MOUNTED FIXTURE | | CENTER POST TOP FIXTURE (PT) | | POST | POST CAP | LIGHT SOURCE BALLAST | OPTICS | OPTIONS | FINISH |
|---------------------|------------------------|------------------------------|--------------------|------------------|------------|----------------------|---------|---------|--------|
| NO. OF ARMS | FIXTURE/FITTER/POSTARM | ACORN/FITTER | (See Post Section) | WATTS/TYPE/VOLTS | | | | | |
| 2 | 1130A/508/80PM | PT/ | 4212 FP4 | BCC | 100 HPS120 | RE5G | PEC1/QR | BK | |

* Consult Factory of Wall Mounting and Zoning Ordinances. ** See our Website for complete technical specifications and ordering guide.



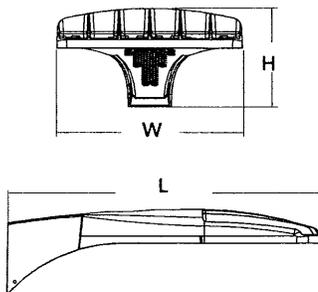
D-Series Size 0 LED Area Luminaire



d#series

Specifications

| | |
|----------------------|--|
| EPA: | 0.8 ft ² (.07 m ²) |
| Length: | 26" (66.0 cm) |
| Width: | 13" (33.0 cm) |
| Height: | 7" (17.8 cm) |
| Weight (max): | 16 lbs (7.25 kg) |



| |
|----------------|
| Catalog Number |
| Notes |
| Type |

Click on the icons to view more information on the product.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX0 LED

| Series | LEDs | Drive current | Color temperature | Distribution | Voltage | Mounting |
|----------|-----------------------------------|--------------------------------|---|---------------------|---------------------------|--|
| DSX0 LED | Forward optics | 530 530 mA | 30K 3000 K | T1S Type I short | TFTM Forward throw medium | Shipped included 120 ⁴ SPA Square pole mounting 208 ⁴ RPA Round pole mounting 240 ⁴ WBA Wall bracket 277 ⁴ SPUMBA Square pole universal mounting adaptor ⁹ 347 ⁵ RPUMBA Round pole universal mounting adaptor ⁶ 480 ⁵ |
| | 20C 20 LEDs (one engine) | 700 700 mA | 40K 4000 K | T2S Type II short | TFTM Forward throw medium | |
| | 40C 40 LEDs (two engines) | 1000 1000 mA (1A) ² | 50K 5000 K | T2M Type II medium | T5VS Type V very short | |
| | Rotated optics¹ | | AMBPC Amber phosphor converted ³ | T3S Type III short | T5S Type V short | |
| | 30C 30 LEDs (one engine) | | | T3M Type III medium | T5M Type V medium | |
| | | | | T4M Type IV medium | T5W Type V wide | Shipped separately⁷ KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) |

| Control options | Other options | Finish (required) |
|--|---|--|
| Shipped installed PER NEMA twist-lock receptacle only (no controls) ⁸ PER5 Five-wire receptacle only (no controls) ^{8,9} PER7 Seven-wire receptacle only (no controls) ^{8,9} DMG 0-10V dimming driver (no controls) ¹⁰ DCR Dimmable and controllable via ROAM [®] (no controls) ¹¹ PIR Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ¹² PIRH Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ¹² | Shipped installed HS House-side shield ¹⁶ SF Single fuse (120, 277, 347V) ¹⁷ DF Double fuse (208, 240, 480V) ¹⁷ L90 Left rotated optics ¹ R90 Right rotated optics ¹ DDL Diffused drop lens ¹⁶ | DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLTXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white |

Accessories

Ordered and shipped separately.

| | |
|------------------|---|
| DLL127F 1.5JU | Photocell - SSL twist-lock (120-277V) ¹⁴ |
| DLL347F 1.5CULJU | Photocell - SSL twist-lock (347V) ¹⁵ |
| DLL480F 1.5CULJU | Photocell - SSL twist-lock (480V) ¹⁵ |
| SCU | Shorting cap ¹⁵ |
| DSX0HS 20CU | House-side shield for 20 LED unit ¹⁶ |
| DSX0HS 30CU | House-side shield for 30 LED unit ¹⁶ |
| DSX0HS 40CU | House-side shield for 40 LED unit ¹⁶ |
| DSX0DDL U | Diffused drop lens (polycarbonate) ¹⁶ |
| PUMBA DDBXD U* | Square and round pole universal mounting bracket adaptor (specify finish) |
| KMA8 DDBXD U | Mast arm mounting bracket adaptor (specify finish) ⁷ |

- ### NOTES
- 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
 - 1000mA not available with AMBPC.
 - AMBPC only available with 530mA or 700mA.
 - MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120V, 208V, 240V or 277V options only when ordering with fusing (SF, DF options).
 - Not available with single board, 530mA product (20C 530 or 30C 530). Not available with BL30, BL50 or PNMT options.
 - Available as a separate combination accessory: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
 - Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
 - Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories.
 - If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR.
 - DMG option for 347V or 480V requires 1000mA.

- Specifies a ROAM[®] enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM[®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with PER5, PER7, BL30, BL50 or PNMT options.
- PIR and PIR1FC3V specify the SensorSwitch SBGR-10-ODP control; PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required.
- Requires an additional switched circuit.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, PER5, PER7 or PNMT options.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, PER5, PER7, BL30 or BL50.
- Also available as a separate accessory; see Accessories information.
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.



One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com
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DSX0-LED
 Rev. 10/27/15
 Page 1 of 4



City of Ellisville

Memo

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

From: Ada Hood, City Planner *Ada Hood*

Meeting

Date: January 13, 2016

Re: Request of Games Drake, General Manager for Porsche St. Louis, for a Conditional Use Permit to allow the operation of a storage facility located at 16360 Truman Road within the former Tri-Star Mercedes building and zoned C-4 Ellisville Business Park Zoning District.

BACKGROUND

The applicant is requesting consideration of a Conditional Use Permit to allow the operation of a storage facility within the former Tri-Star Mercedes building. In the C-4 Zoning District, a Conditional Use Permits is required to operate a 'Storage Facility.'

Conditional Use Permit

The applicant is proposing to operate within the service section of the building, only. They will occupy approximately 28,000 square feet of the service building. The applicant has indicated they may rent a portion of the parts department at some point in the future, for additional storage of parts. The applicant has indicated they will not be using the showroom area, 2nd level mezzanine, office area or exterior parking lot.

The operation will include the storage of new, unsold Porsche vehicles. The applicant has also indicated they will perform pre-delivery inspections at this location. The inspections will consist of an overview of a new vehicle before it is delivered to the customer, such tire pressure, oil level, wax and detail, and a re-check of the car's computer system to ensure no faults.

IMPACT

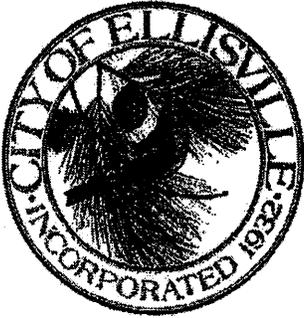
There is no negative impact associated with the Conditional Use Permit for the operation of the indoor storage facility. Staff asked the applicant if they had considered operating the entire dealership at this location, and the applicant indicated that corporate is requiring a site closer to the inner-belt.

The applicant has indicated the storage facility is a temporary solution, 18-24 months. However, due to the length of time, the City Attorney's office has determined that the applicant must go through the full conditional use permit process. Staff recommends that the Planning and Zoning Commission waive the public hearing as one will be required at the City Council level.

RECOMMENDATION

Staff recommends that the Planning and Zoning Commission forward a favorable recommendation to the City Council, subject to the following condition:

1. That the applicant installs a bike rack; and
2. That the applicant secures the required occupancy inspections and permit; and
3. That the building is alarmed; and
4. That all signage complies with the current Sign Code, including adding the address and landscape plantings to the monument sign.



City of Ellisville

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

ANNA HOOP
314 799 1162



(please type or print)
ALL APPLICABLE SECTIONS OF APPLICATION MUST BE COMPLETE
AND CONSISTENT WITH SUBMITTED MATERIALS

Property Address: 16360 JAUMAN ROAD, ELLISVILLE, MO 63011

Project Description: PORSCHE NEW CAR Dealer Service Team
FRANCHISE Porsche Dealership

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, a 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.
9 AUTO STORAGE

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: JAMES DRAKE GM Porsche St Louis

Address: 9710 MANCHESTER ROAD, ST. LOUIS 63119

Phone Number: 314 312 1900 Email: jdrake@indigoautogroup.com

Name of Business Owner(s) - if different than above: Indigo Competition Motors, LLC dba

Address: 9710 MANCHESTER ROAD, 63119 PORSCHE ST LOUIS

Phone Number: 314 312 1900 Email: jdrake@indigoautogroup.com

Name of Property Owner(s) - if different than above: CND EQUIPMENT, LLC

Address: P.O. Box 31159

Phone Number: 314 303 1700 Email: Aadirj@javaherian.com

Name of Architect, Landscape Architect, Planner or Engineer: N/A

Address:

Phone Number: Email:

PART B: SITE DESCRIPTION

Legal Address of Property: 16360 TRUMAN ROAD ellisville, MO 63011 Locator No.: _____

Lot No.: _____ Block No.: _____ Current Zoning: _____

Current Use of Site: AUTO STORAGE
EXTERIOR

Proposed Use of Site: PORSCHE SERVICE WORK ON NEW,
PRE-OWNED, AND CUSTOMER OWNED VEHICLES

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
EXPLANATION LETTER TO CITY

PART D: AUTHORIZATION (FULL LEGAL NAME IS REQUIRED)

Signature of Applicant (Required): [Signature] Date: 11/11/15

Title/Interest in Property: TENANT PORSCHE ST. LOUIS

Signature of Property Owner (Required): Nader Djarchuan Date: 12/2/15 *one*

Title/Interest in Property: President / CND Equipment LLC

PART B: SITE DESCRIPTION

Legal Address of Property: 16360 TRUMAN ROAD ellisville, MO 63011 Locator No.: _____

Lot No.: _____ Block No.: _____ Current Zoning: _____

Current Use of Site: AUTO STORAGE
EXTERIOR

Proposed Use of Site: PORSCHE SERVICE WORK ON NEW,
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CONDITIONAL USE PERMIT
EXPLANATION LETTER TO CITY

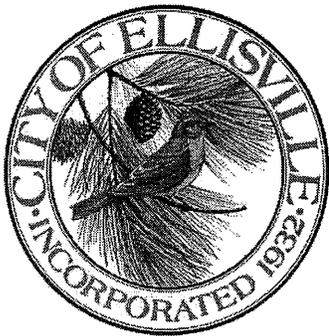
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Signature of Property Owner (Required): Nader Djarchuan Date: 12/2/15 *all*

Title/Interest in Property: President / CND Equipment LLC



City of Ellisville

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

APPLICATION FOR CONDITIONAL USE PERMIT

(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: 16360 TROMAN ROAD, ELLISVILLE MO 63011

Applicant: JAMES DRAKE - PORSCHE ST LOUIS

PART A: BUILDING CONSTRUCTION

Estimated Cost of Construction: 2500.00 No. of Stories: 1

Total Square Footage of Site: 28,000 Total Square Footage of Building(s): 50,000

Ratio of Total Square Footage of Building(s) to Total Square Footage of Site: 60%

Building(s) Height(s): _____ Number of Floors: 1

Total Number of Available Parking Spaces: 484

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

Describe the Reason for Requesting a Conditional Use Permit: USE OF THIS SITE AS A
TEMPORARY SERVICE AND PARTS LOCATION FOR

Briefly describe the disposal of Trash, Delivery and Loading for Operation (Location and Hours): PORSCHE ST LOUIS
HOURS M-F 7:30 AM - 6:00 P.M.

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: we would like to use the Ellisville
property for service and parts work to
allow for expansion of our service business.

Revised: July 25, 2014 This is a temporary request
ONLY NEEDED FOR
12-14 months

Please describe why the proposed amendment is necessary: WE ARE SPACE RESTRICTED
CURRENTLY AT OUR ROCK HILL LOCATION. 9710
MANCHESTER ROAD, ST. LOUIS 63119

PART C: MULTI-TENANT/MIXED USE

Total Square Footage of: Retail: _____ 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: _____

Hours of Operation: _____

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

Square Footage of Proposed Use: _____ No. of seats: _____

Number of Parking Spaces: _____ No. Employees: _____ Valet Parking? Yes ___ No ___

Location of Parking Facilities: _____

If restaurant is to offer deliveries, please describe this operation: _____

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

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? _____ 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): N/A Type of Antenna(s): _____
No. of Antenna(s) : _____ Dimension(s): _____

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

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

Location of screening/ Type of screening(s)
Enclosures: _____ 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: 18 months Any Easements: NO Describe: _____
Yes / No Yes / No

Who will provide any maintenance: LANDLORD Describe: LANDLORD will provide exterior up keep for Facility

PART F: ENVIRONMENTAL STATEMENT

Will the proposed request will not adversely impact the environment?: NO, NO exterior operations

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)
Y a. The use will not 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. The use will not substantially increase fire hazards.
- c. The use will not adversely affect the character of the neighborhood.
- d. The use will not adversely affect the general welfare of the community.
- e. The use will not overtax the sewage or public utilities.
- f. The use will not adversely affect or overtax Police or other City services.
- g. The use will be the highest and best use of the location applied for.
- h. The use will not adversely affect the financial condition of the City including any adverse impact upon utilities, property and sales tax.
- i. The use will not have a substantial negative impact on the environment.
- j. The proposed use is compatible with surrounding uses and with the surrounding neighborhood.
- k. The comparative size, floor area and mass of the proposed use and/or proposed structure are appropriate and reasonable in relation to adjacent structures and buildings on surrounding properties and in the surrounding neighborhood.
- l. The proposed use will not 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. The frequency and duration of various indoor and outdoor activities and special events associated with the proposed use will not have a deleterious impact on the surrounding area.
- n. The proposed use is likely to remain in existence for a reasonable length of time and not become vacant or unused and whether such use involves the presence of unusual, single-purpose structures or components of a temporary nature.
- o. The proposed use complies with the standards of good planning practices.
- p. Where a proposed use has the potential for adverse impacts, sufficient measures have been or will be taken by the applicant that would negate, to an acceptable level, such potentially adverse impacts, as determined by the City Council.
- q. The use will comply with all other applicable provisions of this Chapter 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

City of Ellisville

12/22/2015

One Weis Ave

Ellisville, MO 63011

To whom it may concern,

Porsche St Louis is requesting the temporary use of the property at 16360 Truman Road as an indoor storage facility for new Porsche vehicles as well as light duty Pre Delivery Inspections of new Porsche vehicles. Our request comes because of the growth of both of our sales and service operations at our temporary location at 9710 Manchester Road in St Louis.

We would have no exterior vehicle storage and our inventory would be fully insured. We have an agreement for rent with the Property owner, CND Equipment and its owner.

Our light duty, Pre-Delivery vehicle inspection would only take place during business hours Monday through Friday. There will be no evening or weekend activity at the property.

We have a permanent facility scheduled and land purchased with a ground breaking of March 1, 2016. Upon completion of this facility, we would no longer need the use of the Ellisville property, hence the temporary nature of this request.

Please call with questions or concerns,



James Drake

General Manager

Porsche St Louis

9710 Manchester Road

St. Louis, MO 63119

CELL 402 332 8288