

# **SITE DEVELOPMENT PLAN PETITION REVIEW REPORT**

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<b>Petition Number:</b>	SUE 20-03
<b>Petitioner:</b>	Rashad Palmer 3630 S. Geyer Rd Saint Louis, MO 63127
<b>Agent:</b>	Christine Wilson 401 S. 18 <sup>th</sup> St Saint Louis, MO 63103
<b>Project Name:</b>	Panera Site Plan Review
<b>Requested Action:</b>	Special Use Exception for: New Construction Front Yard Parking Drive-Through Facility
<b>Public Hearing Date:</b>	August 6, 2020
<b>Code Section:</b>	Ordinance 2503; Art. XIV, Sec. 1 (14); Art. XIV, Sec. 1 (26).
<b>Location:</b>	14646 Manchester Rd
<b>Existing Land Use/Zoning:</b>	Commercial/ C-1
<b>Surrounding Land Use/Zoning:</b>	North – Commercial/ C-1 South – Commercial/C-1 West - Commercial/ C-1 East – City Limits of the City of Winchester
<b>Plan Designation:</b>	Commercial/Restaurant

## Project Description:

Cole & Associates is requesting approval for an amended site development plan for demolition and redevelopment of a restaurant, front yard parking, and a drive-through facility at 14646 Manchester Rd.

### Zoning Ordinance Requirements Appendix A, Article IX (Commercial/ C-1 District):

- Article IX, Section 1 is a general introductory statement and imposes no design or plan requirements so it is not germane to this review.
- Art. IX, Sec. 2 establishes uses allowed by right in the C-1 district. The use contemplated in this petition is not included in the base C-1 use regulations. **Any restaurant in a Commercial District in the City of Ballwin is required to undergo the SUE permitting process, covered further in my assessment.**
- Art. IX, Sec. 3 establishes a height limitation of 45'. The proposed Panera restaurant is 21'2", and it complies with this requirement.
- Art. IX, Sec. 4 (1) establishes a front yard depth of not less than 40', except for: Art. XI, Sec. 4 (1) (i), which states that land lying along Manchester Rd shall have a front yard not less than 60 feet. **Additionally, any front yard parking in Commercial Districts within the City of Ballwin is required to undergo the SUE permitting process, covered further in my assessment.**
- Art. IX, Sec. 4 (2) establishes no requirement for a side yard, so long as the location does not adjoin with a dwelling, dwelling district, or any public activity district. The location of the proposed Panera restaurant complies with this requirement, and thus, no side yard is required.
- Art. IX, Sec. 4 (3) establishes a rear yard depth of not less than 25', with the addendum under Article XI, Sec. 4 (3) (i) wherein it is stated "Rear yards abutting commercial or industrial zoning districts shall provide screening via a six-foot tall fence or landscaped area." The rear yard is landscaped, but follows with a precedence that the previous owner, Steak n Shake, undertook where flow was allowed with the lot south of this location. (See Art. IX, Sec. 7 (3))
- Art. IX, Sec. 4 (4) refers to improvement of a C-1-zoned parcel with single-family dwellings, and is not pertinent to this evaluation.
- Art. IX, Sec. 5 (1) refers to off street parking and loading spaces, requiring that it comply with Article XV, Section 1 (16), which states that a restaurant, café, or similar recreation or amusement establishment be allowed one parking space for each 200 square feet of floor area or one parking space per four seats in the restaurant, whichever is greater. The square footage of the proposed building is set to be approximately 3,500.  $(1/200) * 3,500 \text{ sq.ft.} = 17.5$ , or 18 spaces rounded up vs. 95 proposed interior seats and  $34 \text{ exterior seats} / 4 = 32.25$ , or 33 parking spaces rounded up.

Together with the standard parking spot regulation, 2 handicap accessible parking spot is required for 26-50 standard parking spots, and 1 van accessible space is required for 6 handicap accessible spaces. As such, a bare minimum of 35 (33 standard, 1 handicapped accessible, 1 van accessible) spaces are required. The parcel has 46 spaces that will be available, well beyond the requirement.

- Art. IX, Sec. 5 (2) refers to parking for shopping centers, plazas and office complexes with two or more tenants, and is not pertinent to this evaluation.
- Art. IX, Sec. 6 is not applicable to this petition because no change to the Manchester Road curb cut is proposed by the petitioner.
- Art. IX, Sec. 7 (1) requires that the minimum spacing of curb cuts is to be 500' between centerlines. This parcel is compliant with this requirement.
- Art. IX, Sec 7 (2) requires the construction of a 6' wide sidewalk along Manchester Road. No change to the previously existing sidewalk along Manchester is proposed.
- Art. IX, Sec. 7 (3) requires that commercial parking lots be interconnected or that a cross access, driveway/parking lot vehicular interconnection easement" be established to the benefit of Ballwin to allow a future parking lot interconnection with adjoining properties. **In conjunction with the recommendation of waiving the rear yard requirement, it should be noted that the flow of traffic between this site and the C-1 parcel to the south have precedence to continue forward without a rear yard.**

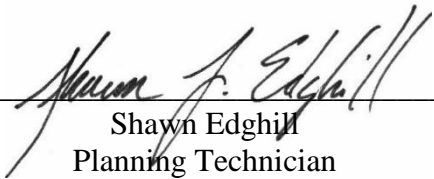
#### **Zoning Ordinance Requirements/SUE Regulations Appendix A, Article XIV**

- Article XIV, Section 1 (14) refers to allowance of parking within any front yard for all allowed uses in the C-1 Commercial district, contingent upon if the location initially receives approval by special use exception.
- Article XIV, Section 1 (20) refers to allowance of a restaurant, or "shop where food is served for consumption on the premises on which prepared or to be consumed at a place other than on the premises on which prepared, including the use of a drive-up window for pickup purposes," contingent upon if the location initially receives approval by special use exception.
- Article XIV, Section 2 (1) refers to minimum yard requirements, and, as stated in the above evaluation of the requisite C-1 compliance, the only yard requirement not fulfilled by this proposal is the rear yard, for which a recommendation is to be set for a waiver towards this specific requirement in this unique situation due to the parcel location and the site history.
- Art. XIV, Sec. 2 (2) refers to site illumination. The submitted site development plan shows no changes to the existing site illumination plan which was initially approved as part of the original site development plan in 1996.
- Art. XIV, Sec. 2 (3) refers to greenery and planting. The only major inclusion of landscaping is immediately adjacent to the proposed building. The area of disturbance will not impact previously approved greenery and planting as approved in the original site development plan along the outer fringe of the parcel.
- Art. XIV, Sec. 2 (4) refers to fencing. No change to the fencing on the site is proposed.

- Art. XIV, Sec. 2 (5) refers to parking. Parking was discussed earlier in this report under Art. IX, Sec. 5 (1). The proposed use appears to have an amount of parking well beyond what the minimum required amount is based on APA Parking standards from 2002.
- Art. XIV, Sec. 2 (6) refers to pavement and parking compliance. See Art. IX, Sec 5 (1) for more details.
- Art. XIV, Sec. 2 (7) refers to storm water runoff control. No changes to the impervious nature of the site or the existing storm water collection and detention systems is proposed as a part of this petition.
- Art. XIV, Sec. 2 (8) refers to loading docks and facilities. No dedicated loading spaces are necessary for this use.
- Art. XIV, Sec. 2 (9) refers to ingress and egress at the site. No. proposed changes to the site's existing curb cuts are proposed by the petitioner.
- Art. XIV, Sec. 2 (10) refers to adequate area for the use. The amended site development plan provides evidence that it has more than the minimum parking sufficient to meet the needs propagated by the use proposed for the site. It should also be noted that the previously approved tenant at this address was also a restaurant, so there is no basis for concern about there being insufficient room for the intended use.
- Art. XIV, Sec. 2 (11) refers to dead storage, dismantling, and the repair of automobiles. This is not an issue given the proposed use, and Ballwin has regulations in place to address this problem should it occur.
- Art. XIV, Sec. 2 (12) refers to rubbish and trash disposal and screening. The proposed use could certainly generate substantial trash. The site development plan shows a dumpster location to the rear of the parcel, and will be sufficient for this evaluation.

### **Staff Recommendation:**

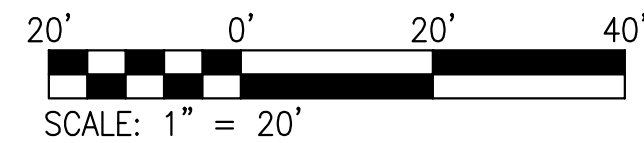
Given that the property at 14646 Manchester Rd previously contained Steak n' Shake, I am not concerned with the proposal of a restaurant. Disturbance of the land will stay contained within the central area of the parcel, with nothing shown within the proposal that changes are to be made at the ingresses or egresses of the property along Manchester Rd. The major issue of note at this location is allowance of the area to proceed forward while waiving the rear yard requirement. The parcel is abutted to the south by parking lots of surrounding commercial development, and there is no real opportunity to construct a rear yard without causing issues with the abutting properties and the internal flow of traffic. The history of the location allowing Steak n' Shake to move forward without requiring a rear yard together with no indication that the rear egress is dangerous and the positioning of the dumpster being placed identically to the aforementioned previous tenant, it seems unnecessary to enforce the requirement in this unique situation.



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Shawn Edghill  
Planning Technician





1. ALL IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO THE WEST AND EAST PROPERTY LINES UNLESS DIMENSIONED OTHERWISE.

2. NEW PANERA LEASE AREA LIMITS.
3. NEW PANERA BUILDING.
4. NEW DUMPSTER ENCLOSURE.

5. NEW INTEGRAL CONCRETE CURB (STANDARD SECTION).
6. NEW INTEGRAL CONCRETE CURB (WIDE SECTION).
7. NEW VERTICAL CONCRETE CURB.
8. NEW WHEEL STOP (TYPICAL OF 5).

9. NEW ASPHALT PAVEMENT (LIGHT DUTY).
10. NEW ASPHALT PAVEMENT (HEAVY DUTY).
11. NEW CONCRETE PAVEMENT (HEAVY DUTY).
12. NEW CONCRETE PAVEMENT (HEAVY DUTY) WITH DETECTOR LOOP.

13. NEW CONCRETE SIDEWALK.
14. NEW CURB RAMP.

15. NEW VAN ACCESSIBLE PARKING SIGN.
16. NEW DRIVE-THRU CLEARANCE BAR.
17. NEW PREVIEW BOARD.
18. NEW MENU BOARD.
19. NEW CANOPY AND SPEAKER POST.
20. NEW "THANK YOU/DO NOT ENTER" SIGN.
21. NEW RAPID PICK UP SIGN.
22. NEW "DRIVE-THRU PULL FORWARD" SIGN.
23. NEW "DRIVE-THRU" SIGN.

24. NEW PAINTED ACCESSIBLE PARKING SYMBOL.
25. NEW PAINTED AISLE (BLUE).
26. NEW PAINTED AISLE (WHITE).
27. NEW PAINTED PARKING SPACE LINE (WHITE).
28. NEW PAINTED PARKING SPACE LINE (BLUE).
29. NEW PAINTED STOP BAR LINE (WHITE).
30. NEW PAINTED TRAFFIC FLOW ARROW.
31. NEW "DRIVE-THRU" STRIPING AND TRAFFIC FLOW ARROW.
32. NEW "DO NOT ENTER" STRIPING AND TRAFFIC FLOW ARROWS.

33. NEW MONUMENT/POLESIGN.
34. EXISTING PARKING, CURBING, PAVEMENT TO REMAIN.
35. NEW LANDSCAPE AREA.
36. DELIVERY DRIVER PARKING.
37. CURB SIDE PICKUP PARKING.
38. RAPID PICK UP PARKING.
39. NEW CONCRETE SWALE FOR DRAINAGE.

### PARKING REQUIREMENTS (STANDARD)

<u>PARKING REQUIREMENTS (ACCESSIBLE)</u>	
0 TO 25 STANDARD SPACES	1 ACCESSIBLE SPACES
VAN ACCESSIBLE REQUIREMENT	1 VAN ACCESSIBLE SPACE FOR EVERY 6 ACCESSIBLE SPACES

SPACES REQUIRED (TOTAL)                      24 SPACES

SPACES PROVIDED (STANDARD)	44 SPACES
SPACES PROVIDED (ACCESSIBLE)	<u>2 SPACES (1 VAN ACCESSIBLE)</u>
SPACES PROVIDED (TOTAL)	46 SPACES

**DEVELOPER/OWNER:**  
**PANERA, LLC**  
**3630 SOUTH Geyer Road, Suite 100**  
**St. Louis, MO 63127**  
**(314) 984-1000**

**PANERA BAKERY CAFE #620**

14646 MANCHESTER RD  
BALLWIN, MO 63011

**SITE PLAN**

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DESIGN/CALC BY	CAW
DRAWN BY	MAB
CHECKED BY	CAW
DRAWING SCALE	AS SHOWN
DATE	03/13/2020
Job Number <b>19-0067</b>	
Sheet Number <b>C4.0</b>	

MSD P-XXXXXXXX-XX / MSD BASE MAP XXX

# A New Cafe Now

06.23.20









## DRIVE THRU FACADE







ENHANCED DRIVE-THRU WINDOW



BETTER NIGHT VISIBILITY



ENTRY & PATIO EXPERIENCE



INTEGRATED PATIO EXPERIENCE



INVITING ATMOSPHERE



BRAND MESSAGE OPPORTUNITIES



ENTRY CONNECTED TO OUTDOOR DINING





RAPID PICKUP DOOR WAYFINDING



DEDICATED RAPID PICKUP DOOR



NIGHT VISIBILITY