



REPORT TO PLANNING & ZONING COMMISSION

CITY OF MARYLAND HEIGHTS

APPLICATION NUMBER PDP22-0003

PROJECT NAME WEST PORT PLAZA MULTI-FAMILY RESIDENTIAL

APPLICANT WWP, LLC c/o Lodging Hospitality Management Corp.
111 West Port Plaza Drive, Suite 500 St. Louis, Missouri 63146

PROPERTY OWNER NAME WWP, LLC c/o Lodging Hospitality Management Corp.
111 West Port Plaza Drive, Suite 500 St. Louis, Missouri 63146

APPLICANT'S REQUEST Amendments to Mixed Use District Ordinance 2015-4031 to allow a multi-family residential building with a podium parking garage in a portion of the existing parking lot at 1300 West Port Plaza Drive

SITE LOCATION West Port Plaza

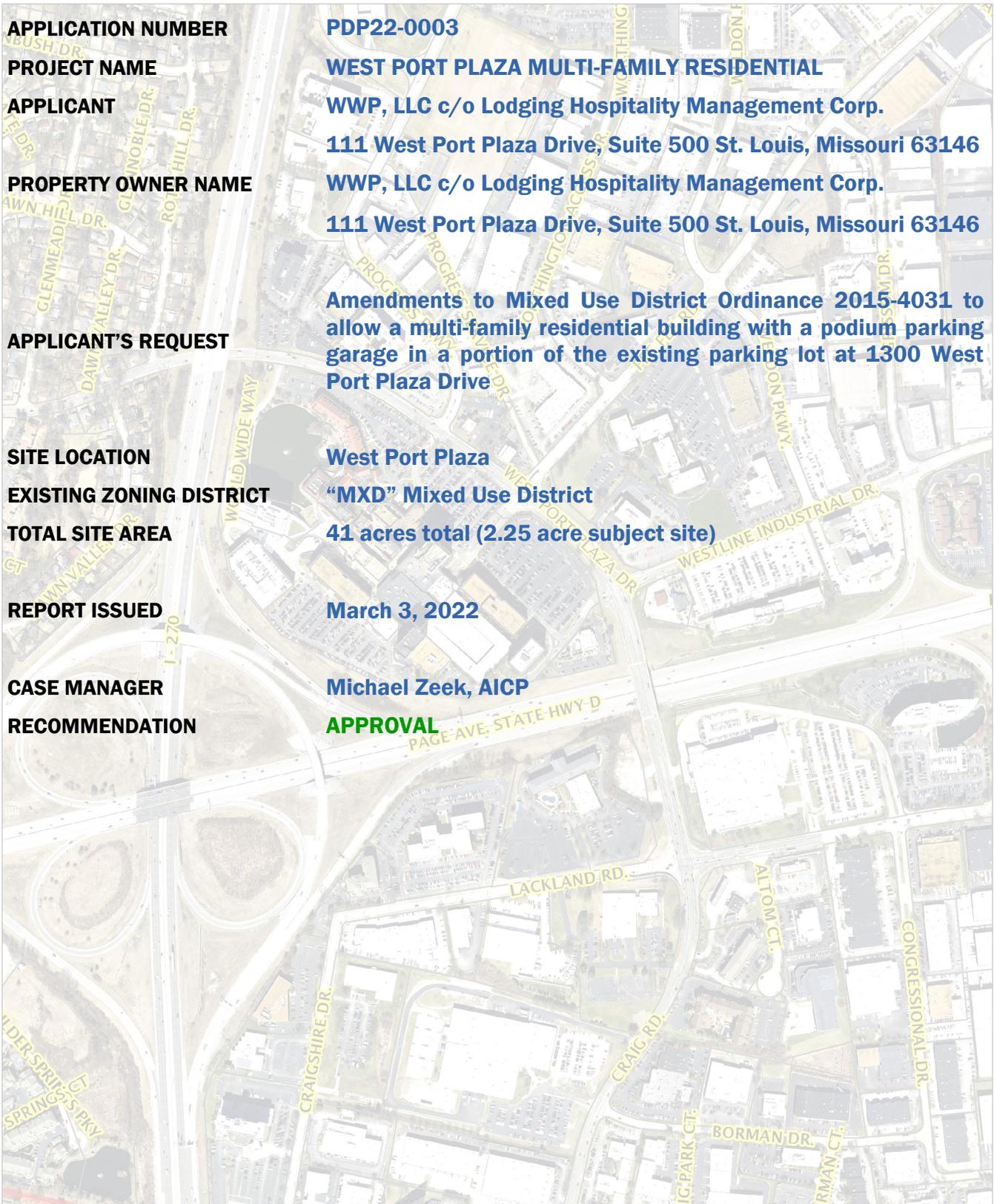
EXISTING ZONING DISTRICT "MXD" Mixed Use District

TOTAL SITE AREA 41 acres total (2.25 acre subject site)

REPORT ISSUED March 3, 2022

CASE MANAGER Michael Zeek, AICP

RECOMMENDATION **APPROVAL**





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DESCRIPTION OF EXISTING SITE CONDITIONS

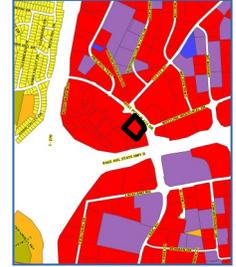
The subject site is a 2.25 acre portion of West Port Plaza located on the southwest side of West Port Plaza Drive opposite Westline Industrial Drive. It is currently developed with a surface parking lot.



REFER TO FIGURE 1

NEIGHBORHOOD CONDITIONS/LAND USE

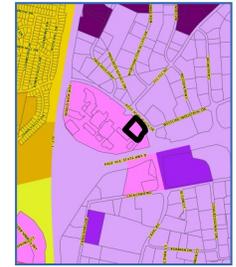
North of the site, across West Port Plaza Drive, are a bank and offices. East of the site, also across West Port Plaza Drive, are a gas station with car wash (*Waterway*) and offices. Abutting the site to the south is a fast food restaurant with drive-through (*McDonald's*). Further south, across Page Avenue, are a hotel and vacant parcels. Abutting the site to the west are offices and a parking garage in West Port Plaza.



REFER TO FIGURE 2

ZONING CONTEXT

The subject tract and surrounding properties to the northwest, south, and west in West Port Plaza are zoned "MXD" Mixed Use District. The hotel and vacant parcels to the south are also zoned "MXD" Mixed Use District. Other adjoining properties are zoned "M-1" Office, Service, and Light Manufacturing District.



REFER TO FIGURE 3

REFER TO APPENDIX A — SUPPLEMENTAL MAPS AND EXHIBITS



EXISTING CONDITIONS MATRIX

DIRECTION	EXISTING LAND USE	ZONING DISTRICT	COMMENTS
North	Bank and offices	"M-1"	Across West Port Plaza Drive
East	Gas station/car wash and offices	"M-1"	Across West Port Plaza Drive
South	Fast food restaurant	"MXD"	<i>McDonald's</i>
West	Offices and parking garage	"MXD"	

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BACKGROUND

In June, 1998, the Planning Commission recommended a Planned Development Ordinance for West Port Plaza, to the City Council. The City Council adopted “PDM” Ordinance 98-1438 on September 17, 1998. In addition to the existing development, the ordinance authorized a new freestanding office building, not to exceed 270,000 square feet, and a ballroom/reception area not to exceed 15,000 square feet. A freestanding parking garage containing a maximum of 1,300 parking stalls was also permitted in conjunction with the office building. The ordinance established a two-year timeframe to commence construction, which was extended several times by the Planning Commission. In 2007, the property owner chose to let the timeframe expire. In 2013, at the request of the new property owner, the City Council adopted Mixed Use District Ordinance 2013-3780 to govern West Port Plaza. This ordinance amended and updated many provisions including parking, landscaping, and signs. It also included the permissions to build the office building, subject to approval of a revised development plan, traffic impact study, and parking management plan. In 2015, *World Wide Technology* requested several modifications to Ordinance 2013-3780 to facilitate the construction of the office building and parking garage authorized by the ordinance. The City Council approved the request, adopting Ordinance 2015-4031. Subsequently, Ordinance 2015-4042 was also adopted, clarifying building setbacks within the district.

REQUEST

The property owner, WWP, LLC, requests to construct a multi-family residential building with a podium parking garage in a portion of the existing parking lot at 1300 West Port Plaza Drive. The building would have a total of 254 units (24 studio, 167 one-bedroom, and 53 two-bedrooms). The lower level and first floor of the building would consist of a parking garage. Levels two through six would be apartments with amenities such as a pool, fitness center, and bar. A dog park would also be included on site. The applicant’s site plans and renderings are included in the appendix of this report for reference.





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ANALYSIS

GENERALLY

The request to construct multi-family residential dwellings at West Port Plaza conflicts with two provisions of the current ordinances governing the Planned District, so amendments are necessary to facilitate the project. This report will analyze these conflicts and explain the associated provisions of the draft ordinance prepared by staff for the Planning Commission's consideration.

LAND USE

West Port Plaza's "MXD" Mixed Use District Ordinance incorporates a matrix of permitted land uses, including office, hotel, service, retail, and entertainment uses. Residential uses are not included. In considering the appropriateness of multi-family residential in West Port Plaza, staff would note that the Comprehensive Plan contains the following objective: "Support residential uses within mixed use developments." The project epitomizes this objective. Adding multi-family residential to West Port Plaza will strengthen the district and provide a built-in market to support the district's service, retail, and entertainment businesses. It will also provide housing for those who work in the Plaza, resulting in a sustainable, pedestrian oriented, mixed use development. The draft ordinance includes multi-family residential dwellings as a permitted land use.

INTERNAL BUILDING SETBACKS

Ordinance 2015-4031 (as amended by Ordinance 2015-4042) contains the following setback requirement for buildings internal to the District:

Subsequent to construction of the improvements depicted on the Amended Final Development Plan, future buildings shall maintain a minimum separation of sixty (60) feet from existing buildings and each other, regardless of property lines, as determined by the Building Commissioner.

The minimum separation distance of 60 feet was based on International Building Code requirements as interpreted by the Building Commissioner. A portion of the podium parking garage would lie within 53 feet of the office building to the southwest. However, the applicant's architect has presented code equivalencies which the Building Commissioner has accepted in concept. In response, the draft ordinance modifies this provision to read: "Future buildings shall maintain a minimum separation of sixty (60) feet from existing buildings and each other, regardless of property lines, unless waived or modified by the Building Commissioner."

OTHER UPDATES/CLARIFICATIONS

There are several provisions of Ordinance 2015-4031 that apply directly to the *World Wide Technology* building and parking garage that should be updated now that construction is complete. The draft ordinance updates these provisions and adds conditions to govern the proposed multi-family residential building, including references to the exhibits contained in this report.

TRAFFIC AND PARKING

No amendments to Ordinance 2015-4031 are required with regard to traffic or parking. The ordinance requires a traffic study and parking management plan prior to approval of an Amended Final Development Plan. The applicant submitted both documents in conjunction with this zoning application (see Appendix B). City staff has reviewed these documents and determined that they are acceptable. The St. Louis County Department of Transportation also reviewed the project in relation to their proposed West Port Plaza Drive improvement project (commencing this summer) and the applicant has reflected their comments on the site plan.

With regard to traffic, the applicant's traffic engineer, Lochmueller Group, concludes that the multi-family residential dwellings will produce a total of 80 trips in the weekday morning peak hour and 80 trips in the

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ANALYSIS (Cont.)

weekday evening peak hour. This includes a 20% reduction due to internal capture, accounting for residents who would work, shop, or dine within pedestrian distance and therefore not create a vehicular trip. The engineer concluded that the proposed dwellings could be accommodated satisfactorily via the existing access drive and the impact of the resulting trips would be very minor, particularly since the traffic flow of the apartments would be opposite of that generated by the Plaza's office uses.

From a parking standpoint, the podium garage would provide 309 parking spaces and 20 new surface parking spaces would be reserved for residents only, resulting in a total of 329 parking spaces specifically intended to support the 254 multi-family residential dwellings. This is a ratio of 1.29 spaces per unit. The Zoning Code typically requires 1.5 parking spaces per one-bedroom unit and an additional parking space per bedroom. When calculated per the Zoning Code, the multi-family residential alone would require 434 parking spaces. The proposed parking would provide just under 76% of the Zoning Code's minimum requirement. However, when considering the appropriate amount of parking for any given use within West Port Plaza, existing/proposed parking across the entire District must be analyzed.

The reason the West Port Planned District Ordinance requires a parking study prior to approval of an Amended Final Development Plan is that parking is extremely complicated in the District given the mix of uses, surface lots, and garages. It is also difficult to measure and analyze parking at this time given the impacts of the COVID-19 pandemic. Lochmueller Group took a very conservative approach, using their 2018 parking counts observed within the Plaza (rather than current counts), a peak parking ratio of 4 spaces per 1,000 square feet of floor area for office uses (rather than the 2.43 spaces specified by the *ITE Parking Generation Manual*), and applying no credit for multi-family residents that would leave their vehicle in the podium garage and walk to other areas of campus to work, dine, or shop.

Even under this conservative approach, the study shows that the Westport Plaza has sufficient public parking available to accommodate the demands associated with full leasing anticipated through 2023. The project would have a significant impact by reducing the public parking available in the 77 Lot, but these impacts can be offset through parking management. More specifically, the property manager will need to ensure that employees park in Garage B or the lightly utilized Chalet and Rear Lots rather than the surface parking lots along West Port Plaza Drive preferred by visitors.



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FINDINGS AND RECOMMENDATION

CONSISTENCY WITH COMPREHENSIVE PLAN

1. The City Planner finds that the request is consistent with the objective of the Comprehensive Plan to support residential uses within mixed use developments.

CONSISTENCY WITH ZONING CODE

2. The City Planner finds that the request is consistent with the purpose, intent, and overall design goals of the Zoning Code.

CONSISTENCY WITH WEST PORT PLAZA PLANNED DISTRICT

3. The City Planner finds that the proposed amendments are consistent with the purpose, intent, and design standards of the West Port Plaza Planned District. The draft ordinance will facilitate the proposed development.

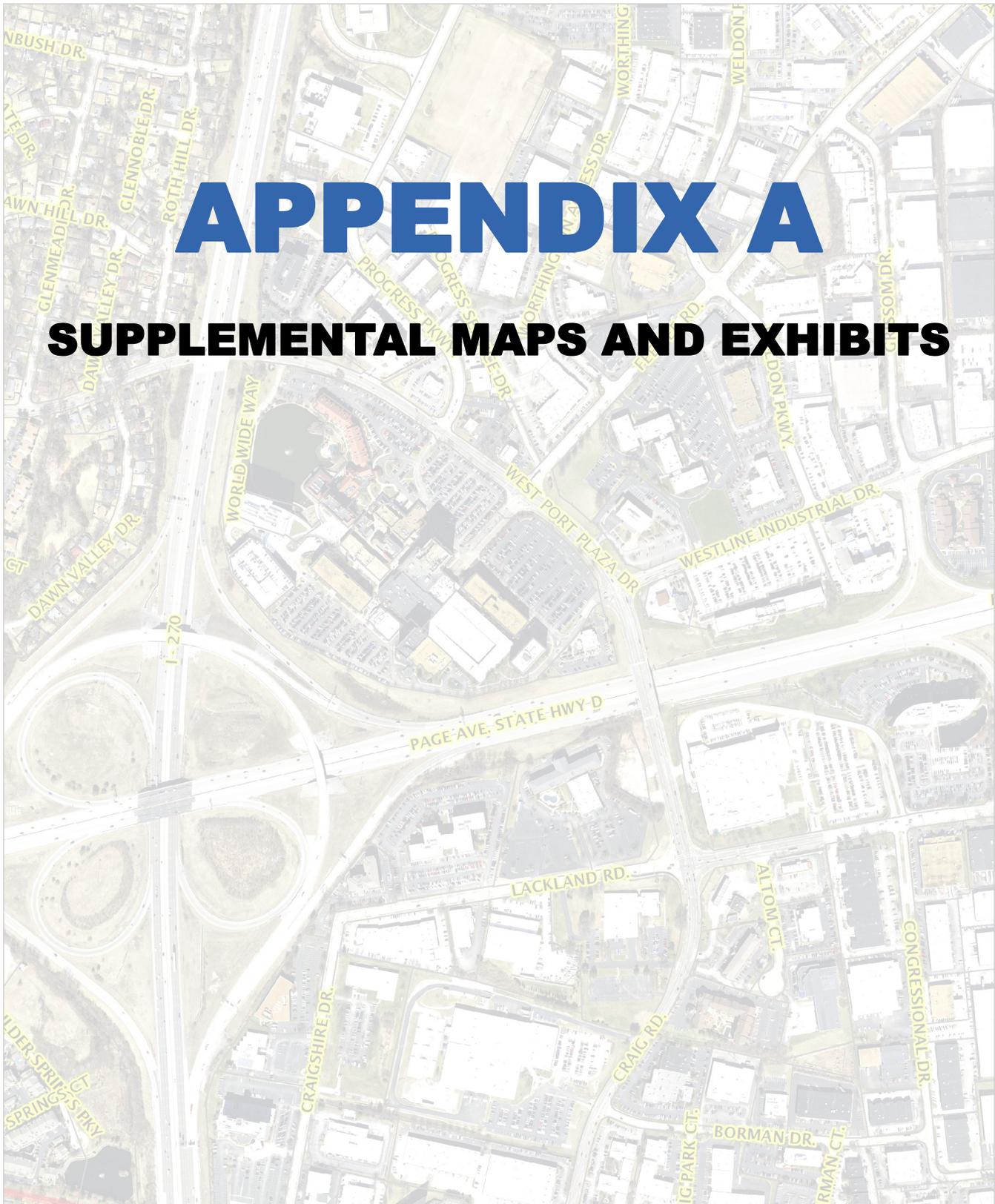
IMPACT ON NEIGHBORHOOD CHARACTER

4. The City Planner finds that the proposed changes in site and building design will have a positive impact on neighborhood character and city image.

RECOMMENDATION

The City Planner recommends approval of the request, subject to the conditions of the attached draft ordinance. The draft ordinance repeals all current ordinances related to the West Port Plaza Planned District and adopts a new ordinance in lieu thereof.


Michael Zeek
City Planner





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FIGURE 1: AERIAL PHOTO

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■ AGRICULTURAL	■ INDUSTRIAL	■ RESIDENTIAL (MFD)	■ UTILITY
■ BUSINESS	■ INSTITUTIONAL	■ RESIDENTIAL (SFD)	■ VACANT LAND
■ COMMERCIAL	■ RECREATIONAL	■ TRANSPORTATION	

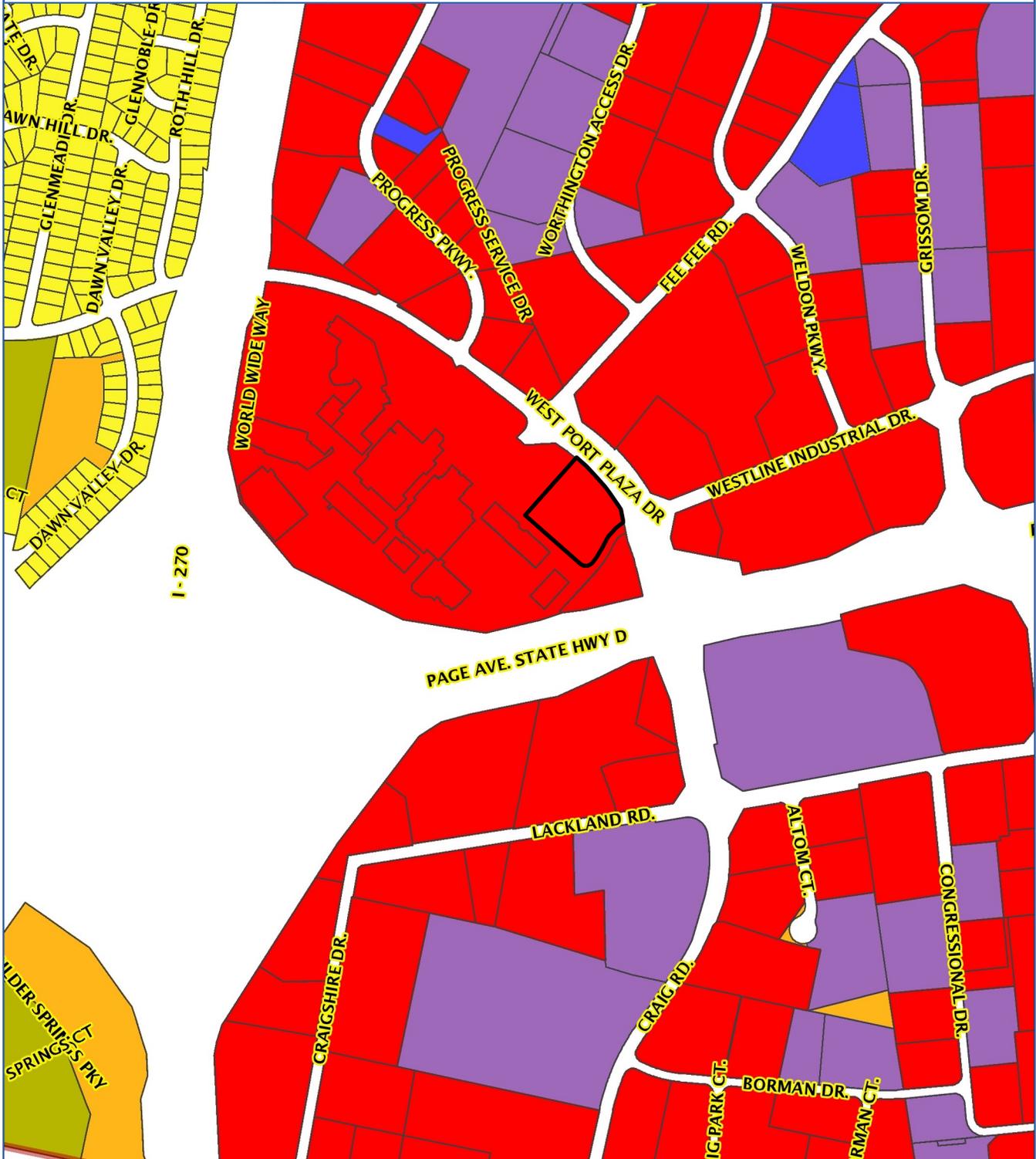
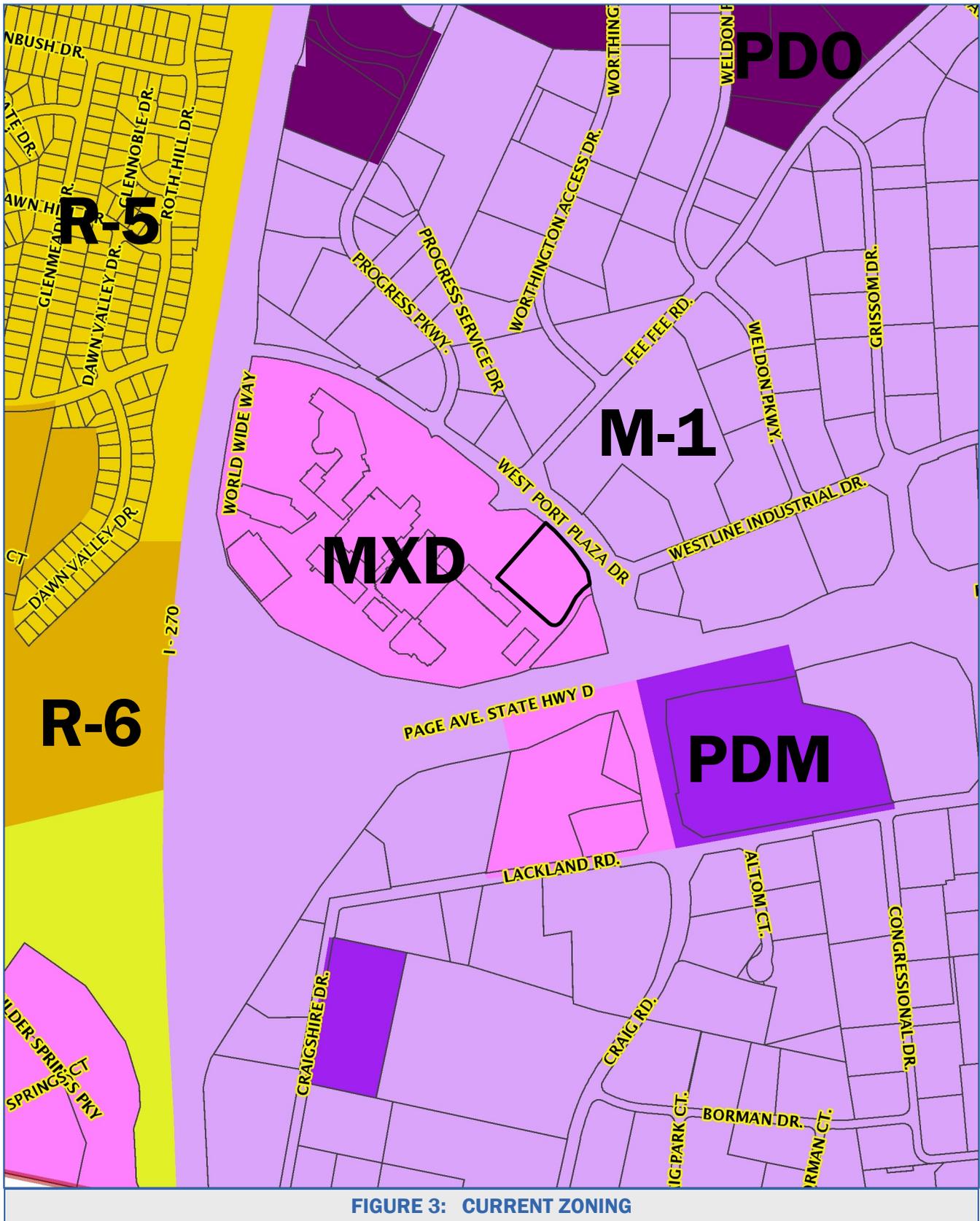


FIGURE 2: CURRENT LAND USE



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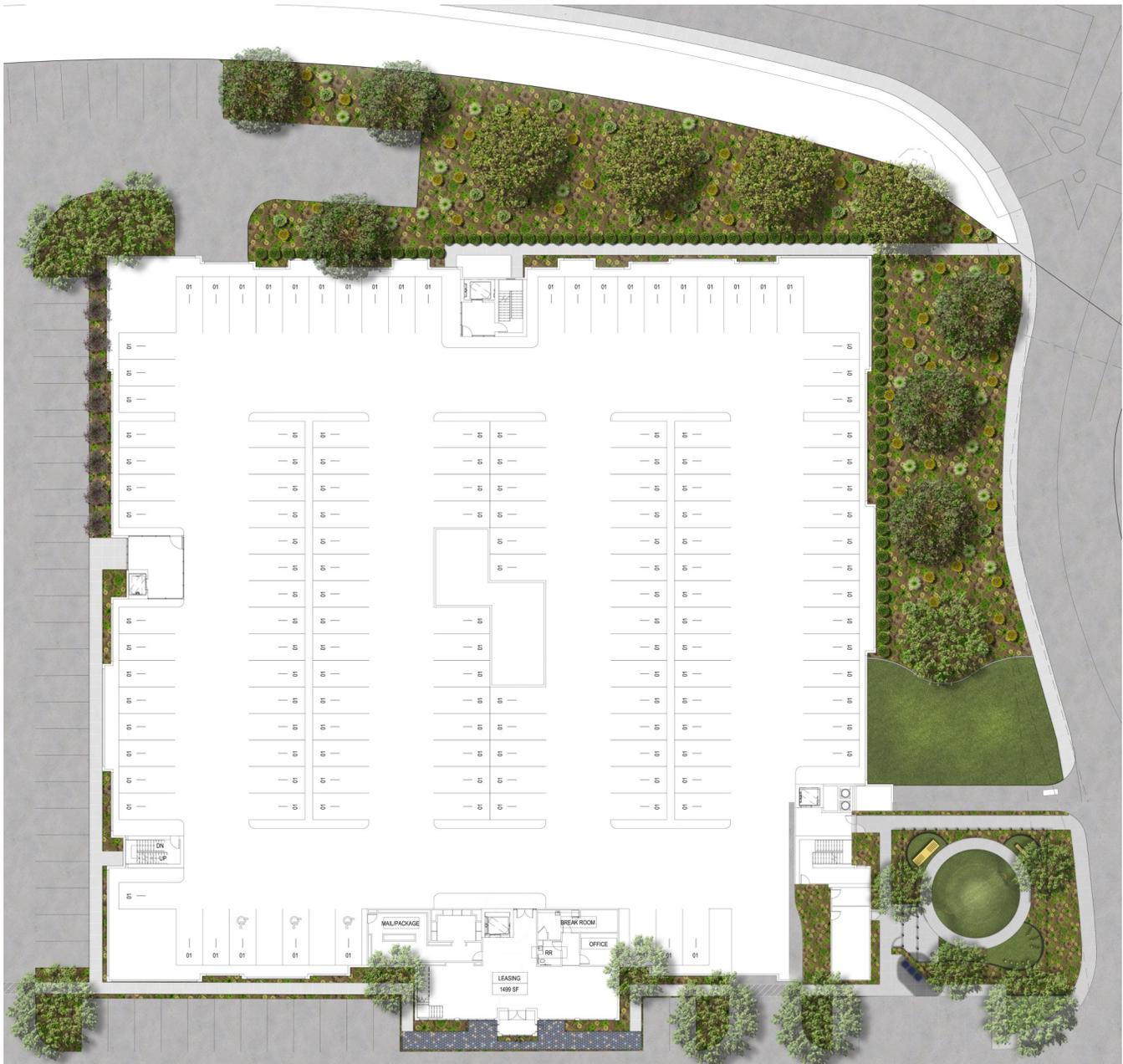


EXHIBIT A: ARCHITECTURAL SITE PLAN



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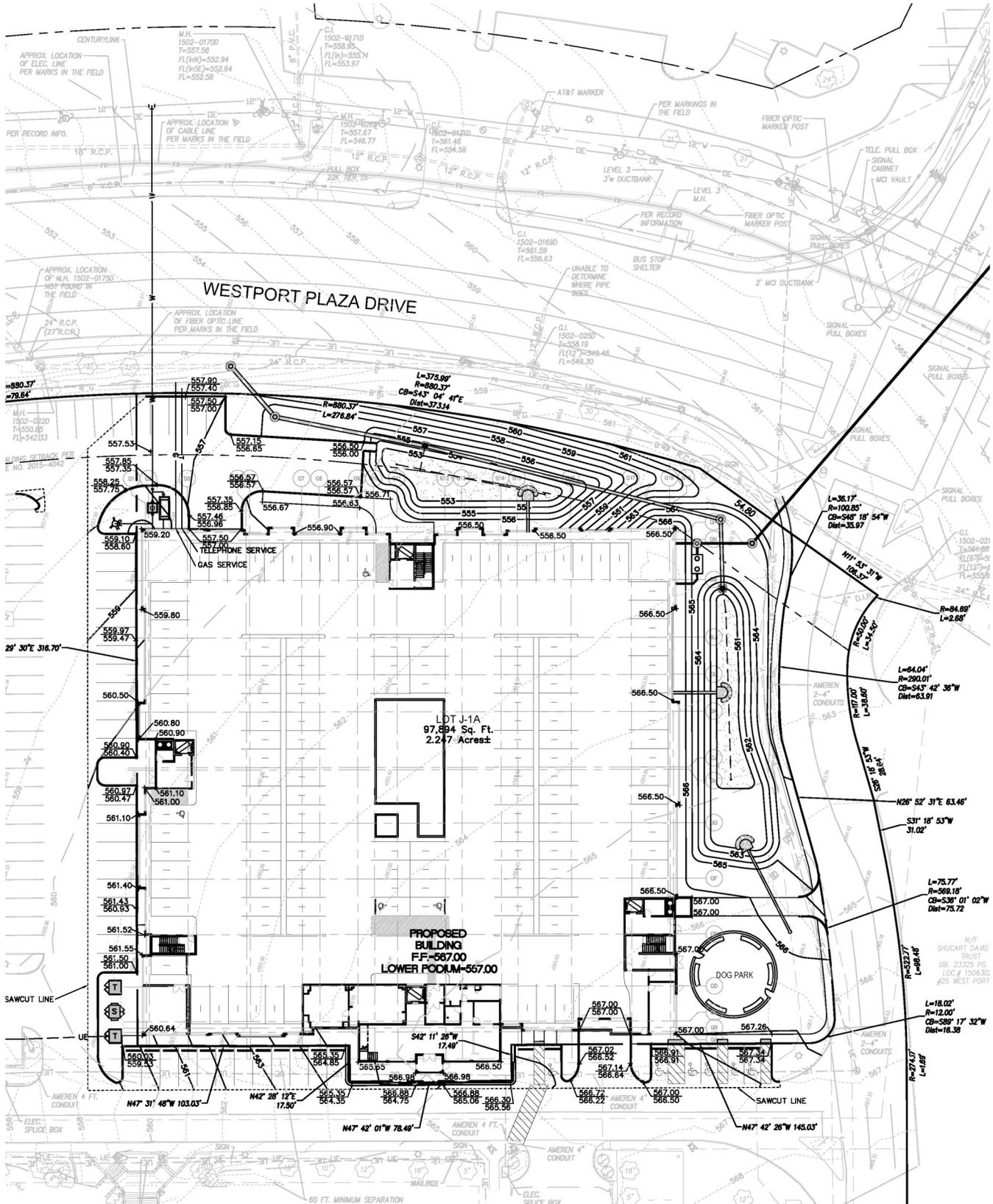
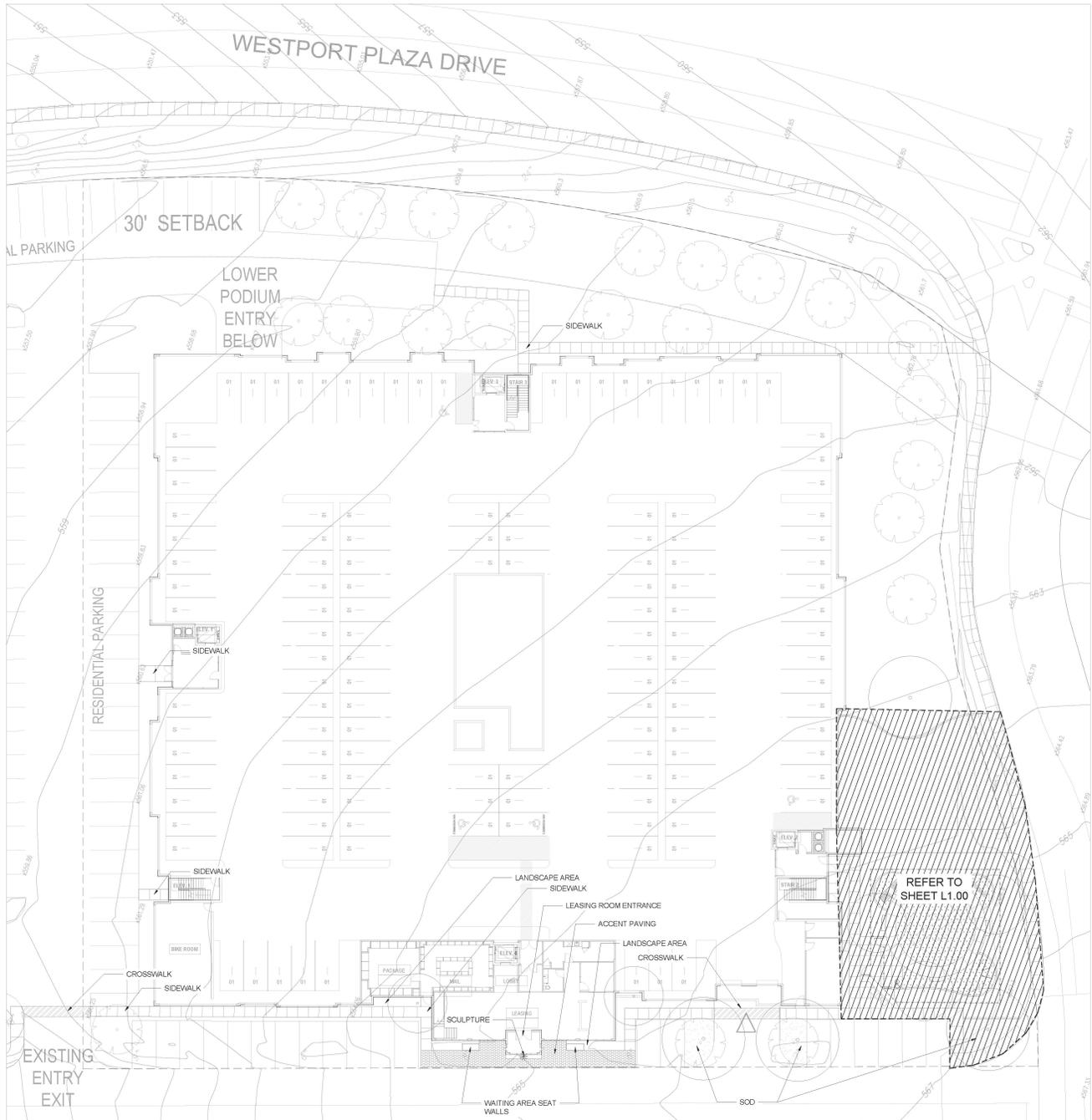


EXHIBIT B: ENGINEERED SITE PLAN

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SITE PLAN

PRELIMINARY LANDSCAPE PLAN

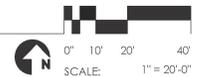
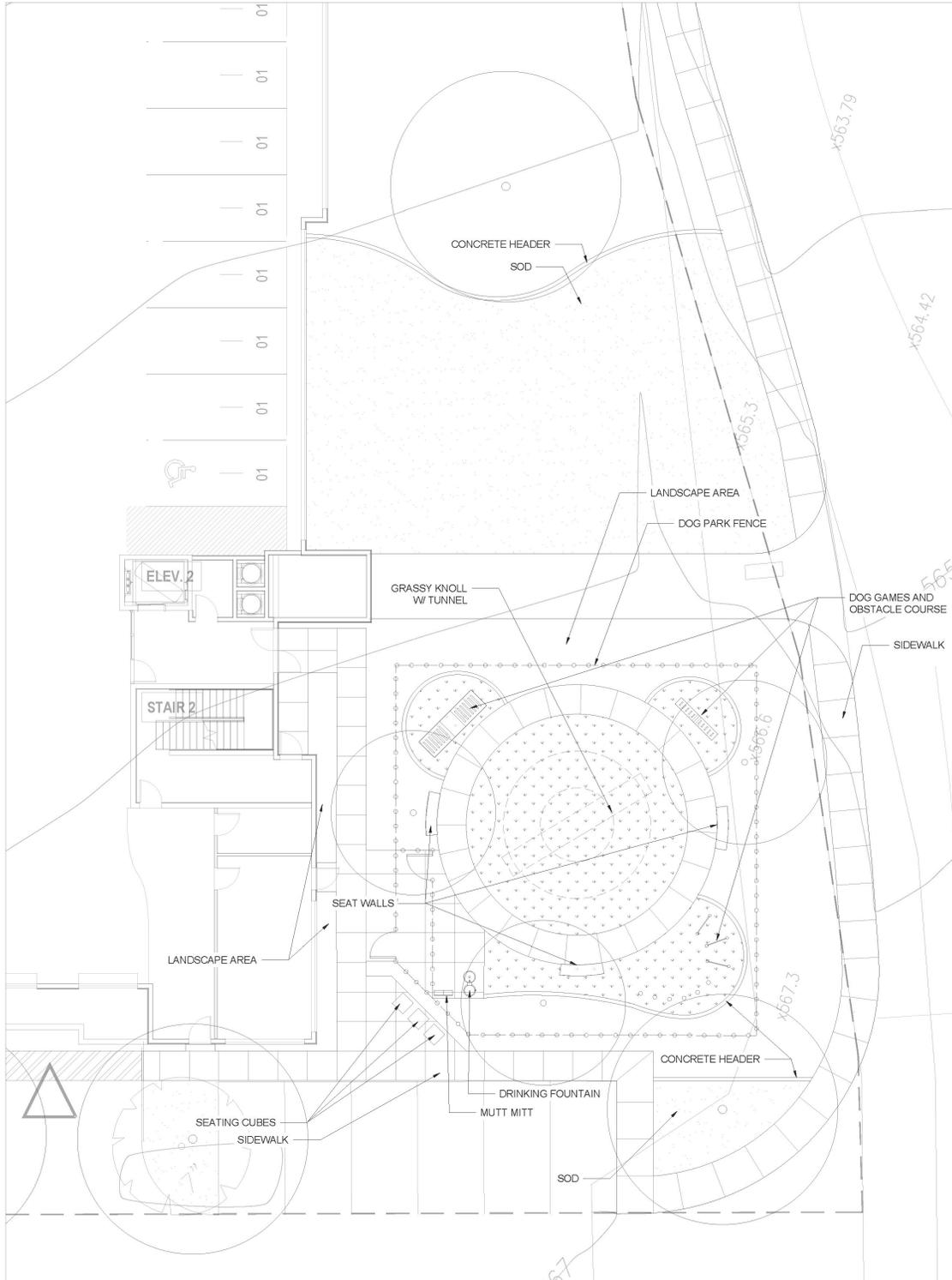


EXHIBIT C: LANDSCAPING PLANS



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DOG PARK PLAN

PRELIMINARY LANDSCAPE PLAN

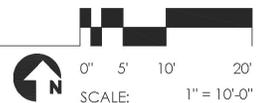
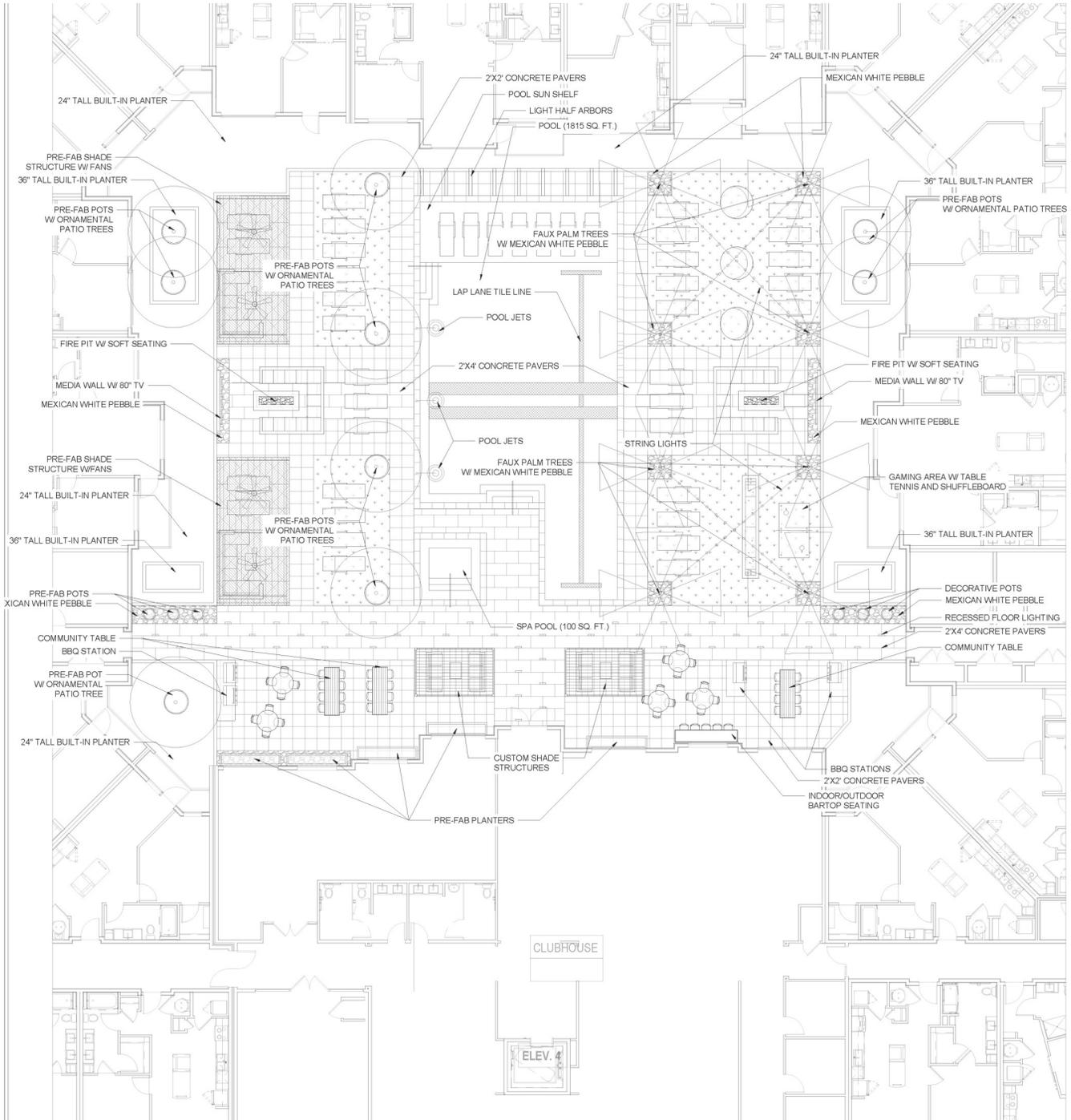


EXHIBIT C: LANDSCAPING PLANS (CONT.)

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LEVEL 1 POOL COURTYARD

PRELIMINARY LANDSCAPE PLAN

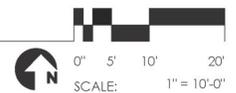


EXHIBIT C: LANDSCAPING PLANS (CONT.)



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1 SOUTHEAST VIEW



2 SOUTHWEST VIEW

EXHIBIT D: ELEVATIONS

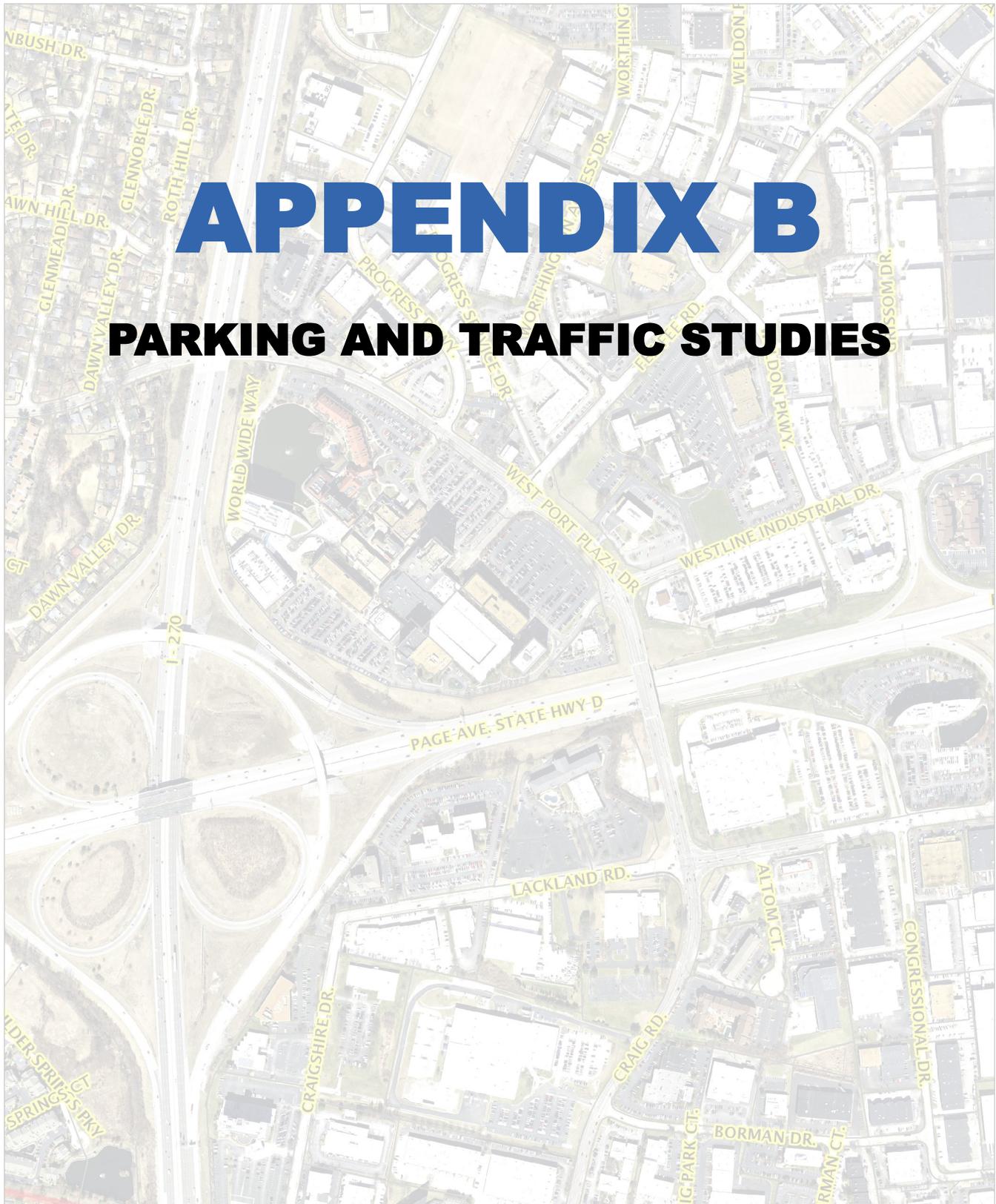


1 NORTHWEST VIEW

EXHIBIT D: ELEVATIONS (CONT.)



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MEMO

To: Lodging Hospitality Management (LHM)
From: Dustin Riechmann, PE, PTOE
Date: 9 February 2022
Subject: Westport Plaza Parking Study Update

Purpose

The purpose of this study is to reassess the parking conditions at Westport Plaza based on recent changes in occupancy, anticipated tenant additions, and the planned addition of multifamily housing. Each of these changes are summarized in this memorandum along with recommended strategies to maximize parking efficiency on the campus.

Connection to 2018 Parking Study

Lochmueller Group conducted a similar study at this site in 2018. That project collected parking counts, assessed 2018 utilization, and then forecasted a “full occupancy” scenario based on certain lease assumptions. Given the current impact of Covid-19 on parking within Westport Plaza, the 2018 parking counts were used as part of the baseline condition in the current study. The same midday peak periods (10am to 3pm) of a typical weekday were analyzed, as these remain the critical times of peak parking usage.

It is important to recognize that the current study utilizes data from the *ITE Parking Generation Manual*, 5th Edition, while the 4th edition was used in 2018. Furthermore, this study forecasts 2023 parking utilization using different lease assumptions than the 2018 study. Consequently, although the ultimate conclusions are similar in both studies, a direct comparison of the data tables presented in each study may not be appropriate.

Existing Conditions

There are six surface parking lots and three parking structures that serve the property. Parking facilities are illustrated in Figure 1.

FIGURE 1: SITE MAP



The first step in this analysis was to develop a baseline of parking supply and demand. Currently, there are approximately 3,690 parking spaces on the property.

Baseline parking demand was calculated based on the 2018 Westport Plaza Parking Study field counts and updated lease information reflecting the changes in occupancy that have occurred since 2018. The updated lease information included both tenant additions and reductions.

The *ITE Parking Generation Manual*, 5th Edition was used to determine the appropriate increase/decrease in parking demand since 2018. The resulting 2021 Baseline Utilization is summarized in **Table 1**. These projections illustrate what would be expected if parking counts were collected for this study today without ongoing impacts from the pandemic.

TABLE 1: 2021 BASELINE UTILIZATION

Facility	Supply	2021 Demand & Percentage of Supply									
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
Garage A	360	157	44%	185	51%	172	48%	175	49%	184	51%
Garage B	1,054	453	43%	508	48%	524	50%	511	48%	510	48%
WWT Garage	768	532	69%	512	67%	460	60%	430	56%	473	62%
111 Lot	334	187	56%	209	63%	238	71%	202	60%	180	54%
77 Lot	488	333	68%	346	71%	346	71%	334	68%	324	66%
940 Lot	373	249	67%	269	72%	259	70%	269	72%	269	72%
Chalet Lot	273	121	44%	116	42%	137	50%	124	45%	121	44%
Plaza Rear Lot	20	5	25%	5	25%	5	25%	5	25%	6	30%
Chalet Rear Lot	20	0	0%	0	0%	0	0%	0	0%	0	0%
Total	3,690	2,039	55%	2,151	58%	2,142	58%	2,050	56%	2,068	56%

As shown, baseline parking demand peaks during the 11am and 12pm hours when 58% of the total available parking is utilized. During the peak hour, the 111 Lot and 77 Lot have a moderate utilization (exceeding 70%). Overall, an abundance of parking is available under the Baseline scenario. **Figure 2** provides a graphical overview of the parking facilities and their respective peak hour utilization.

2023 Forecasted Utilization

To develop the 2023 Forecasted Utilization, 2022 and 2023 lease assumptions provided by the property manager were used to determine the extent to which new tenants would be expected to increase parking demand in the coming years.

The *ITE Parking Generation Manual* was again used to determine the appropriate parking ratios (spaces per 1,000 square feet) and temporal factors for each land use. Parking location assumptions were provided by the property manager, and assignments reflect internal capture rates for certain land uses, including 40% for fast food and 20% for casual restaurants and quality restaurants.

Table 2 shows the parking ratios and temporal factors used to estimate the additional parking demand. **Table 3** provides a summary of the 2022 and 2023 lease assumptions. Finally, the 2023 Forecasted Utilization is summarized in **Table 4**.

TABLE 2: PARKING RATIOS AND TEMPORAL FACTORS BY LAND USE

Land Use	Parking Ratio	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM
Office	4.00*	1.00	1.00	0.81	0.93	0.92
Fast Food	9.91	0.28	0.60	1.00	0.85	0.57
Casual Restaurant	9.93	0.17	0.18	1.00	0.75	0.45
Quality Restaurant**	10.52	0	0.20	0.51	0.56	0.40
Bank	3.72	0.82	0.90	0.85	0.88	0.92
C-Store	5.44	0.41	0.41	0.41	0.55	0.59
Retail	1.95	0.54	0.71	0.99	1.00	0.90

Source: ITE Parking Generation, 5th Edition

*Parking Ratio provided by property manager

** Further adjustments were made to reflect quality restaurants that are not open for lunch

TABLE 3: 2022 & 2023 LEASE ASSUMPTIONS

Building	Suite	Tenant	Land Use	Parking Ratio	Sq. Ft.	Parking Location	Assignment	Peak Demand (12pm)
55	710	SPEC 55-Sedgwick Relocation	Office	4	2,829	Garage B	100%	9
77	450	SPEC 77-450	Office	4	14,577	Garage B	100%	47
111	130	SPEC-Village EDJ Relocation	Office	4	1,202	Garage B	50%	2
						111 Lot	50%	2
111	277	SPEC 111-277	Office	4	2,727	Garage A	33%	3
						Garage B	33%	3
						111 Lot	33%	3
111	400	SPEC 111-400	Office	4	6,437	Garage A	33%	7
						Garage B	33%	7
						111 Lot	33%	7
111	900	SPEC 111-Curium	Office	4	13,098	Garage A	33%	14
						Garage B	33%	14
						111 Lot	33%	14
111	1021	SPEC 111-1021	Office	4	1,825	Garage A	33%	2
						Garage B	33%	2
						111 Lot	33%	2
111	1100	SPEC 111-O'Toole	Office	4	13,098	Garage A	33%	14
						Garage B	33%	14
						111 Lot	33%	14
111	330	SPEC 111-330	Office	4	1,766	Garage B	50%	3
						111 Lot	50%	3
111	450	SPEC 111-450	Office	4	6,437	Garage A	33%	7
						Garage B	33%	7
						111 Lot	33%	7
940	200	SPEC 940-200	Office	4	26,858	Garage A	33%	29
						Garage B	33%	29

						940 Lot	33%	29
734	271	SPEC 731-271	Office	4	1,562	Garage B	50%	3
						111 Lot	50%	3
111	462	SPEC 111-Basso	Quality Restaurant	10.52	7,293	Garage A	3%	1
						Garage B	3%	1
						111 Lot	3%	1
111	1200	SPEC 111-360W	Quality Restaurant	10.52	13,098	Garage A	3%	2
						Garage B	3%	2
						111 Lot	3%	2
Village	147	SPEC-Soda Fountain	Casual Restaurant	9.93	4,078	Garage A	20%	8
						Garage B	20%	8
						111 Lot	20%	8
						940 Lot	20%	8
Village	520	SPEC Village-520	Casual Restaurant	9.93	1,965	Garage A	26%	5
						Garage B	26%	5
						940 Lot	26%	5
Village	720	Perfect Brows	Retail	1.95	855	Garage B	33%	1
						111 Lot	33%	1
						940 Lot	33%	1
Village	721	Westport Barber	Retail	1.95	300	Garage B	33%	0
						111 Lot	33%	0
						940 Lot	33%	0
Village	722	Fernando's	Retail	1.95	587	Garage B	33%	0
						111 Lot	33%	0
						940 Lot	33%	0
Village	736	SPEC Village-Kemoll's	Quality Restaurant	10.52	6,763	Garage A	3%	1
						Garage B	3%	1
						111 Lot	3%	1
						940 Lot	3%	1
Village	324	SPEC Village-324	Quality Restaurant	10.52	1,190	Garage A	5%	0
						111 Lot	5%	0
Village	342	SPEC Village-342	Quality Restaurant	10.52	10,918	Garage A	3%	2
						Garage B	3%	2

						111 Lot	3%	2
Village	519	SPEC Village-519	C-Store	5.44	1,000	Garage A	33%	1
						Garage B	33%	1
						940 Lot	33%	1
Lease Assumptions and parking location provided by property manager. Assignment reflects reduction for internal capture and adjustments for quality restaurants that are not open for lunch service.								

TABLE 4: 2023 FORECASTED UTILIZATION (UNCONSTRAINED)

Facility	Supply	2023 Demand & Percentage of Supply									
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
Garage A	360	253	70%	284	79%	268	74%	280	78%	282	78%
Garage B	1,054	629	60%	687	65%	684	65%	689	65%	681	65%
WWT Garage	768	532	69%	512	67%	460	60%	430	56%	473	62%
111 Lot	334	256	77%	280	84%	308	92%	278	83%	251	75%
77 Lot	488	333	68%	346	71%	346	71%	334	68%	324	66%
940 Lot	373	288	77%	308	83%	304	82%	315	84%	311	83%
Chalet Lot	273	121	44%	116	42%	137	50%	124	45%	121	44%
Plaza Rear Lot	20	5	25%	5	25%	5	25%	5	25%	6	30%
Chalet Rear Lot	20	0	0%	0	0%	0	0%	0	0%		0%
Total	3,690	2,418	66%	2,539	69%	2,512	68%	2,455	67%	2,449	66%

As shown in Table 4, the overall peak hour parking utilization for the campus as a whole is projected to be 69% during the 11am hour and 68% during the 12pm hour with all leasing assumptions in place. This illustrates that the campus has sufficient overall parking.

However, with no parking controls in place, demand for the 111 Lot is projected to approach its capacity at 92% utilization, and the 940 Lot would reach 84% utilization. At the same time, Garage B, the Chalet Lot, and the Rear Lots have ample available parking throughout the midday.

This forecast indicates that parking management strategies will be necessary to shift some of the parking demand from facilities that are heavily utilized, such as the 111 Lot, to under-utilized facilities such as Garage B. **Figure 3** provides a graphical overview of the 2023 forecasted peak hour utilization with no parking management in place.

TABLE 5: CHANGE IN PARKING SUPPLY RESULTING FROM MULTIFAMILY DEVELOPMENT

Facility	New Supply	Change in Supply
77 Lot	144	-344
Podium Garage	329*	+329
Total	-	-15

*Includes 309 new podium garage spaces + 20 new on-street spaces for residents only

In effect, the multifamily project would provide parking to meet its own needs. However, its placement would result in a loss of 344 public parking spaces in the 77 Lot.

Parking ratios and temporal factors were used to determine the midday demand for parking by tenants of the multifamily development. It is important to note that no “credit” was taken for apartment occupants who would work, dine, or shop within Westport Plaza, which is a conservative approach to calculating parking demands.

The parking demand for the apartments was assigned directly to the new podium garage, as it would be reserved for the exclusive use of residents. The multifamily housing scenario utilization is shown in **Table 6**, and a graphic representation is provided in **Figure 4**.

TABLE 6: MULTIFAMILY HOUSING SCENARIO UTILIZATION - UNCONSTRAINED

Facility	Supply	2023 Demand & Percentage of Supply Multifamily Housing Scenario									
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
Garage A	360	253	70%	284	79%	268	74%	280	78%	282	78%
Garage B	1,054	629	60%	687	65%	684	65%	689	65%	681	65%
WWT Garage	768	532	69%	512	67%	460	60%	430	56%	473	62%
111 Lot	334	256	77%	280	84%	308	92%	278	83%	251	75%
77 Lot	144	333	231%	346	240%	346	240%	334	232%	324	225%
940 Lot	373	288	77%	308	83%	304	82%	315	84%	311	83%
Chalet Lot	273	121	44%	116	42%	137	50%	124	45%	121	44%
Plaza Rear Lot	20	5	25%	5	25%	5	25%	5	25%	6	30%
Chalet Rear Lot	20	0	0%	0	0%	0	0%	0	0%	0	0%
Podium Garage	329	178	54%	175	53%	165	50%	162	49%	162	49%
Total	3,675	2,596	71%	2,714	74%	2,677	73%	2,617	71%	2,611	71%

The removal of a significant portion of the 77 Lot would clearly have significant impacts. The *unconstrained* demand to park at that location would far exceed the remaining parking spaces. However, the overall campus peak parking demand of 74% indicates that sufficient supply is available to accommodate shifts in parking locations.

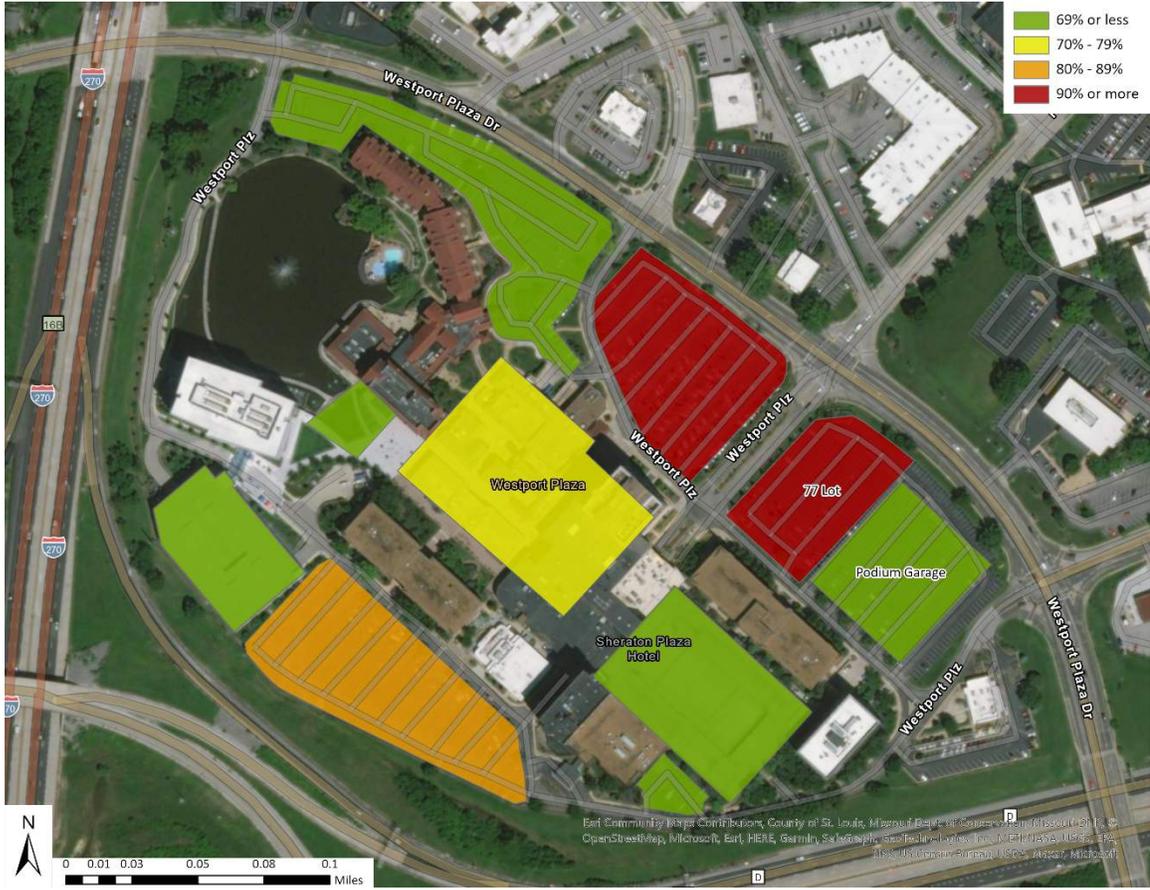
It is important to note that the campus-wide parking summary provided Table 6 assumes that all parking facilities are available to all users. In reality, both the WWT Garage and the new Podium Garage would be reserved for employees and residents, respectively, during the midday peak periods.

Consequently, the Public Parking Utilization summarized in Table 7 better depicts how the campus would be expected to function if the WWT Garage and Podium Garage are excluded. Even with the removal of those two “private” garages, the peak hour utilization is still below full capacity at 80%. This demonstrates that sufficient parking is available to the general public, but parking management strategies are needed to ensure the parking facilities are used efficiently.

TABLE 7: PUBLIC PARKING UTILIZATION UNDER MULTIFAMILY HOUSING SCENARIO - UNCONSTRAINED

Facility	Supply	2023 Demand & Percentage of Supply Public Parking Only									
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
Garage A	360	253	70%	284	79%	268	74%	280	78%	282	78%
Garage B	1,054	629	60%	687	65%	684	65%	689	65%	681	65%
111 Lot	334	256	77%	280	84%	308	92%	278	83%	251	75%
77 Lot	144	333	231%	346	240%	346	240%	334	232%	324	225%
940 Lot	373	288	77%	308	83%	304	82%	315	84%	311	83%
Chalet Lot	273	121	44%	116	42%	137	50%	124	45%	121	44%
Plaza Rear Lot	20	5	25%	5	25%	5	25%	5	25%	6	30%
Chalet Rear Lot	20	0	0%	0	0%	0	0%	0	0%	0	0%
Total	2,578	1,886	73%	2,027	79%	2,052	80%	2,025	79%	1,976	77%

FIGURE 4: MULTIFAMILY HOUSING SCENARIO PEAK HOUR UTILIZATION (12PM)



Summary by Land Use

Based on a summary of current and expected leases through 2023, parking demand was summarized by land use and is shown in **Table 8**.

TABLE 8: MIDDAY PEAK PARKING DEMAND BY LAND USE

Land Use	12pm Demand Distribution	12pm Demand
Office	88%	1,806
Restaurant/Retail	12%	246
TOTAL	100%	2,052

As shown, the bulk of the midday campus parking demand is generated by office uses. This summary also indicates there is sufficient parking available in the front surface lots to accommodate peak restaurant and retail demand if appropriate access controls are in place to prevent office workers from utilizing these lots. A total of approximately 246 spaces are needed, while 478 spaces would be available in Lots 77 and 111 after completion of the multifamily residential development.

Recommendations

To efficiently distribute parkers throughout the campus, parking management strategies are required. As leases are renewed for office tenants, the property manager should continue to assign or reassign office workers, who may currently park in the surface lots, to park in the garages whenever possible.

The assignment of additional office parking to Garage B will help alleviate midday demands for the 111 Lot and 77 Lot but may still prove difficult without appropriate enforcement. One low-impact solution, which is already being implemented, is to block the entrances to the 111 Lot every morning to force office workers to park in the garages. The entrances are then opened mid-morning for use by restaurant and retail patrons. This same solution could be deployed for a portion of the 77 Lot.

While the current approach to enforcement may be sufficient, a more permanent solution may ultimately be required in the future. As discussed in the 2018 parking study, the 111 Lot and 940 Lot could be redesigned to allow for gated access. This step would make enforcement as seamless as possible, but a significant downside would be the loss of approximately 27 spaces in the 111 Lot and 18 spaces in the 940 Lot due to the need to consolidate access and provide additional internal circulation.

Figure 5 and **Figure 6** show potential layouts of the 111 Lot and the 940 Lot with gated access control. The 77 Lot could also be gated to control access, if necessary.

FIGURE 5: 111 LOT WITH GATED ACCESS CONTROL

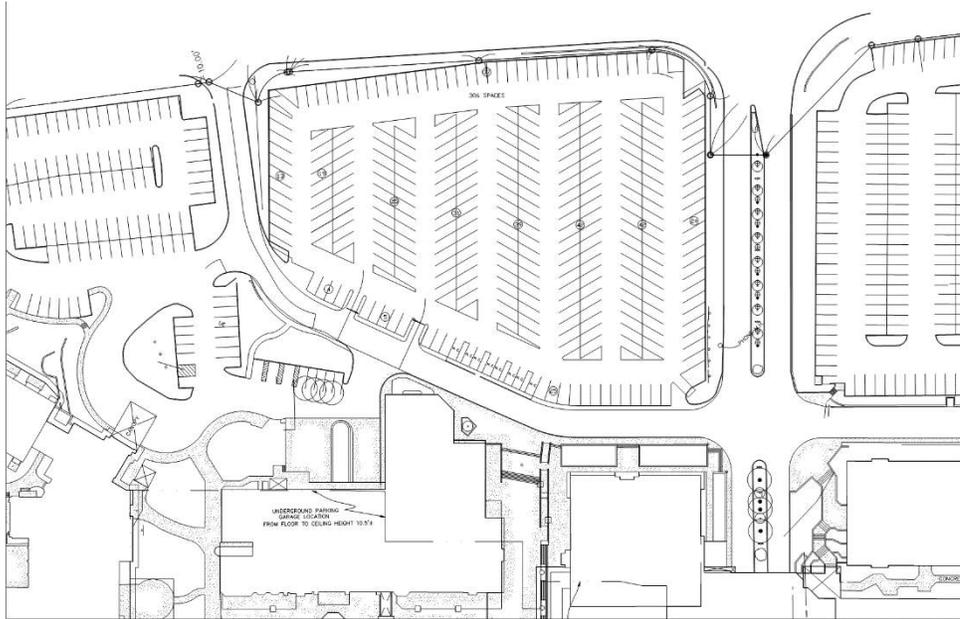
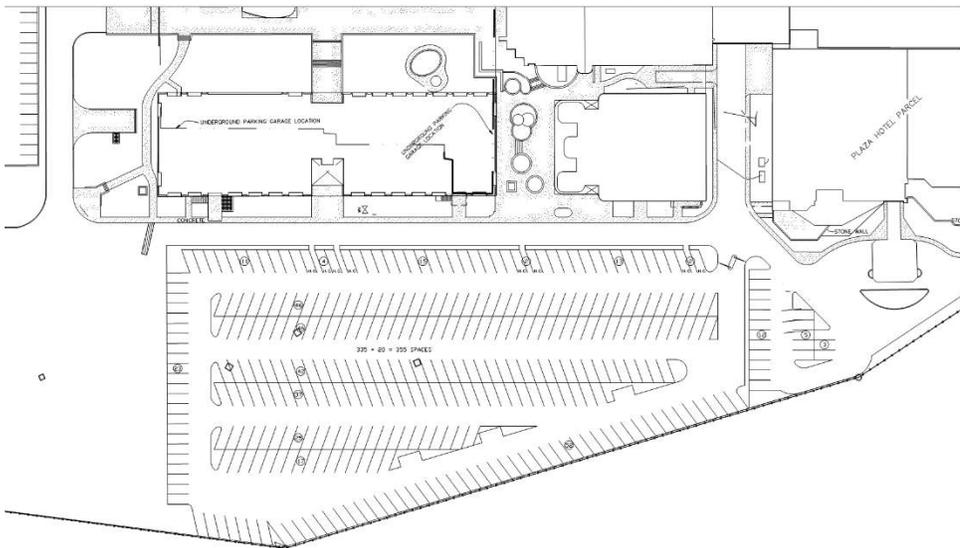


FIGURE 6: 940 LOT WITH GATED ACCESS CONTROL



Other parking management solutions that should be explored include:

- Enhanced wayfinding signs
- Pedestrian enhancements
- Dynamic parking availability signage

Strategically placed wayfinding and dynamic parking availability signs can help encourage parking in less utilized facilities to distribute the demand for parking more efficiently. In addition to wayfinding and availability signs, pedestrian enhancements will make it easier for pedestrians to access their desired destination regardless of where they park. Pedestrian enhancements may include upgraded crosswalks, raised medians to increase visibility and decrease vehicle speeds, shade structures, or shade trees, etc.

Conclusions

Overall, Westport Plaza has sufficient public parking available to accommodate the demands associated with full leasing anticipated through 2023. The proposed construction of a multifamily development would have a significant impact by reducing the public parking available in the 77 Lot, but these impacts can be offset through parking management.

To distribute parkers more efficiently on the property and keep parking utilization at 90% or below for all individual facilities, it will be necessary to relocate approximately 215 parkers from the 77 Lot and 10 parkers from the 111 Lot to Garage B or the lightly utilized Chalet and Rear Lots.

The reassignment of parking locations can reasonably be accomplished through leasing agreements and passive restrictions, such as the current practice of restricting access to the front surface lots until mid-morning after most office users have parked. If necessary, in the future, active management of the surface lots (gated access) could be implemented, though it would result in a reduction of parking supply.

It should be noted that this study has made every attempt to be conservative in its forecasts, so actual demands may be lower than those projected. One conservative assumption is the peak parking ratio for Office uses of 4.00 spaces per 1,000 square feet. This parking ratio was preferred by the property manager, but it is significantly higher than the ratio of 2.43 provided by the *ITE Parking Generation Manual*, 5th Edition.

As previously noted, no credit was applied for multifamily residents that would leave their vehicle in the podium garage and walk to other areas of campus to work, dine, or shop. Finally, in light of the Covid-19 pandemic and evolving work arrangements, it is likely that somewhere between 10% to 30% of office workers in some sectors will work from home at least part of the time going forward, which would reduce the demand for office parking, but no reductions in demand were applied for this study.



February 10, 2022

Mr. Craig Cobler
Lodging Hospitality Management
111 W Port Plaza Dr #500
St. Louis, MO 63146

RE: Traffic Impact Study - Addendum
Westport Plaza
Maryland Heights, Missouri

Dear Mr. Cobler:

In accordance with your request, Lochmueller Group has completed an addendum to the previously completed Traffic Impact Study for Westport Plaza.

Lochmueller Group completed a Traffic Impact Study for the full build-out of the Plaza, including the addition of the World Wide Technology headquarters, in July 2015. There is currently a proposal to add multi-family housing in the northwest quadrant of Westport Plaza Drive and Westline Industrial Drive.

The City of Maryland Heights has requested an addendum to the previous traffic study to ensure the multi-family development can be accommodated satisfactorily. Given the limited impact of the apartment traffic, this addendum focuses on the two adjacent intersections of Westport Plaza Drive with Westline Industrial Drive and Fee Fee Road.

Baseline Conditions

Baseline Traffic Volumes

The baseline traffic used for this analysis was the full-build forecast from the 2015 traffic study. This represents full build-out and occupancy of Westport Plaza, so it is a conservative approach when compared to actual current traffic volumes. The baseline weekday a.m. and p.m. peak hour volumes are shown in **Figure 1**.

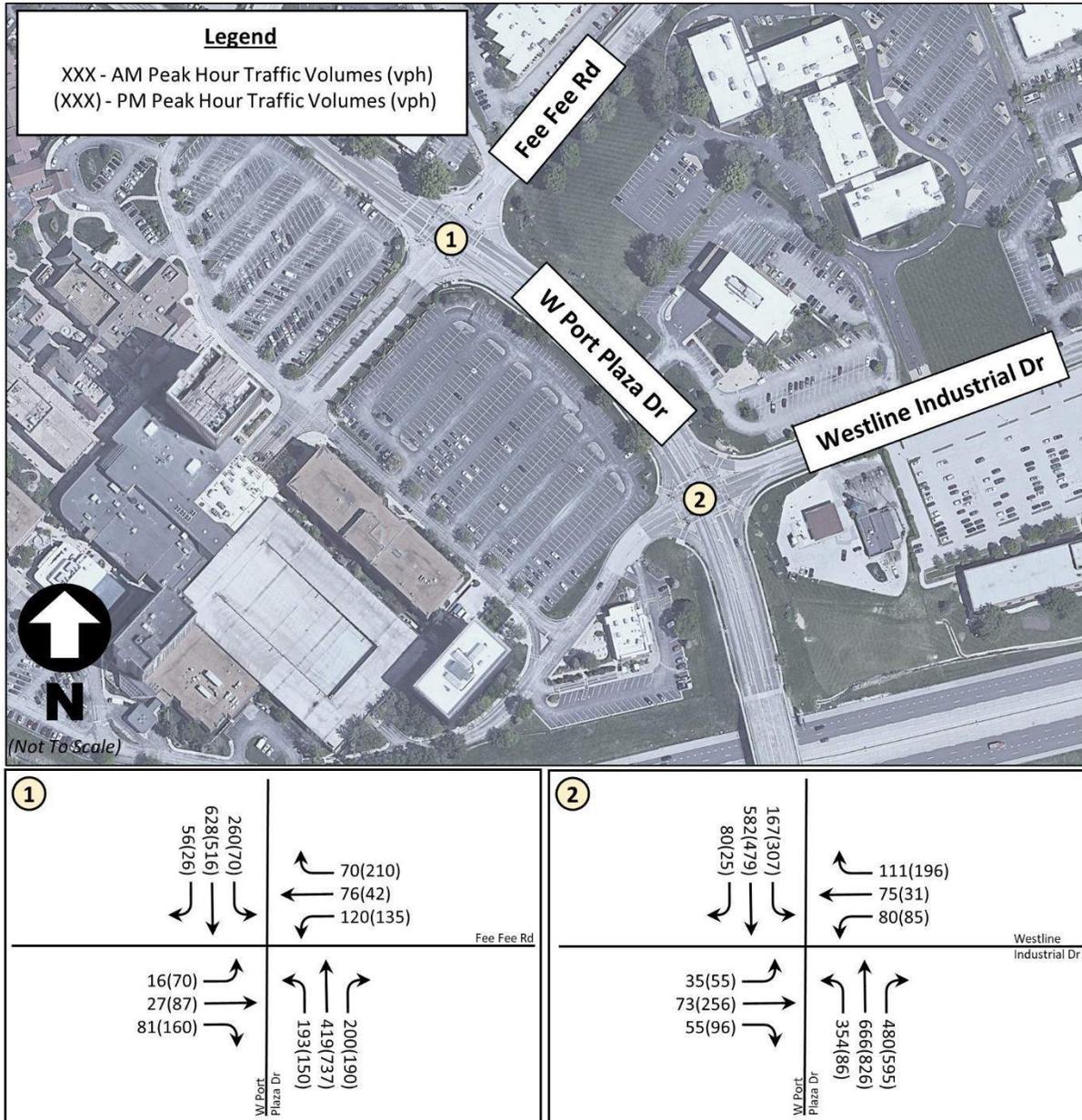


Figure 1. Baseline Peak Hour Traffic Volumes

St. Louis County Roadway Project

St. Louis County has plans to improve Westport Plaza Drive across and beyond the frontage of Westport Plaza in 2022. This includes improvements to several side-street approaches at the study intersections. Given the project is imminent, the improved laneage is reflected in both the baseline and forecasted conditions of this addendum.

Baseline Operating Conditions

The baseline operating conditions were evaluated using the traffic volumes presented in Figure 1. The analysis was completed using Synchro traffic modeling software, which is based upon the methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition, last updated in 2016 by the Transportation Research Board.

The results are summarized in **Table 1**. It should be noted that Westport Plaza Drive is referenced as a north-south route.

Table 1: Baseline Operating Conditions

Intersection Approach/Movement	LOS (Delay in seconds per vehicle) [95 th Queue] <V/C Ratio>	
	AM	PM
<i>1. Westport Plaza Dr and Fee Fee Rd</i>		
Northbound Approach	A (9.0)	A (5.5)
Northbound Left	B (17.8) [86] <0.57>	A (6.1) [36] <0.29>
Northbound Through/Right	A (6.3) [60] <0.40>	A (5.4) [105] <0.52>
Eastbound Approach	B (17.9)	D (40.7)
Eastbound Left	D (48.3) [32] <0.19>	E (78.4) [111] <0.64>
Eastbound Through	D (47.7) [46] <0.22>	E (61.0) [125] <0.48>
Eastbound Right	A (2.2) [0] <0.28>	B (13.2) [64] <0.54>
Southbound Approach	C (22.8)	C (21.7)
Southbound Left	C (31.0) [204] <0.59>	C (23.0) [70] <0.32>
Southbound Through/Right	B (19.7) [250] <0.44>	C (21.5) [224] <0.34>
Westbound Approach	C (29.5)	C (23.6)
Westbound Left	D (38.4) [117] <0.50>	D (43.1) [149] <0.47>
Westbound Through/Right	C (22.1) [105] <0.39>	B (13.1) [115] <0.48>
Overall Intersection	B (18.1)	B (17.2)
<i>4. Westport Plaza Dr and Westline Industrial Dr</i>		
Northbound Approach	C (21.3)	D (50.3)
Northbound Left	C (29.1) [286] <0.72>	B (13.1) [53] <0.21>
Northbound Through/Right	B (18.8) [373] <0.70>	D (52.6) [821] <0.99>
Eastbound Approach	C (33.1)	E (55.7)
Eastbound Left	D (47.7) [53] <0.31>	D (48.6) [86] <0.25>
Eastbound Through	D (50.3) [91] <0.45>	E (77.2) [360] <0.86>
Eastbound Right	A (1.1) [0] <0.18>	A (2.2) [6] <0.25>
Southbound Approach	C (28.3)	D (47.8)
Southbound Left	D (41.8) [147] <0.68>	F (110.8) [462] <1.04>
Southbound Through	C (24.9) [192] <0.61>	A (9.3) [94] <0.30>
Westbound Approach	B (19.9)	C (21.5)
Westbound Left	C (33.3) [82] <0.32>	D (45.0) [103] <0.51>
Westbound Through	C (30.9) [77] <0.19>	C (33.6) [47] <0.07>
Westbound Right	A (2.9) [0] <0.35>	A (9.5) [68] <0.47>
Overall Intersection	C (23.9)	D (47.4)

As shown, both study intersections are expected to operate satisfactorily following completion of the County's project at overall LOS D or better during both peaks. The only constraint is the intersection with Westline Industrial Drive during the p.m. peak when the heavy northbound through/right-turn traffic and southbound left-turn traffic would continue to experience relatively lengthy delays.

Forecasted Conditions

Trip Generation

A traffic forecast was prepared for the proposed 254 apartments. The trip generation forecasts were based upon data provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. 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.

An internal capture rate of 20% was applied to account for residents of the apartments who would work, shop, or dine within walking distance and therefore not create a vehicular trip. The trip generation summary is shown in **Table 2**.

Table 2. Estimated Trip Generation for Proposed Apartments

Land Use	Unit	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Apartments	Dwellings	254	23	77	100	61	39	100
<i>Internal Trip Capture (20%)</i>			<i>(5)</i>	<i>(15)</i>	<i>(20)</i>	<i>(12)</i>	<i>(8)</i>	<i>(20)</i>
Total			18	62	80	49	31	80

These new trips were distributed through the study intersections in accordance with expected residential traffic patterns. The resulting site-generated traffic volumes are summarized in **Figure 2**. The baseline and site-generated traffic were aggregated to develop the forecasted traffic volumes illustrated in **Figure 3**.

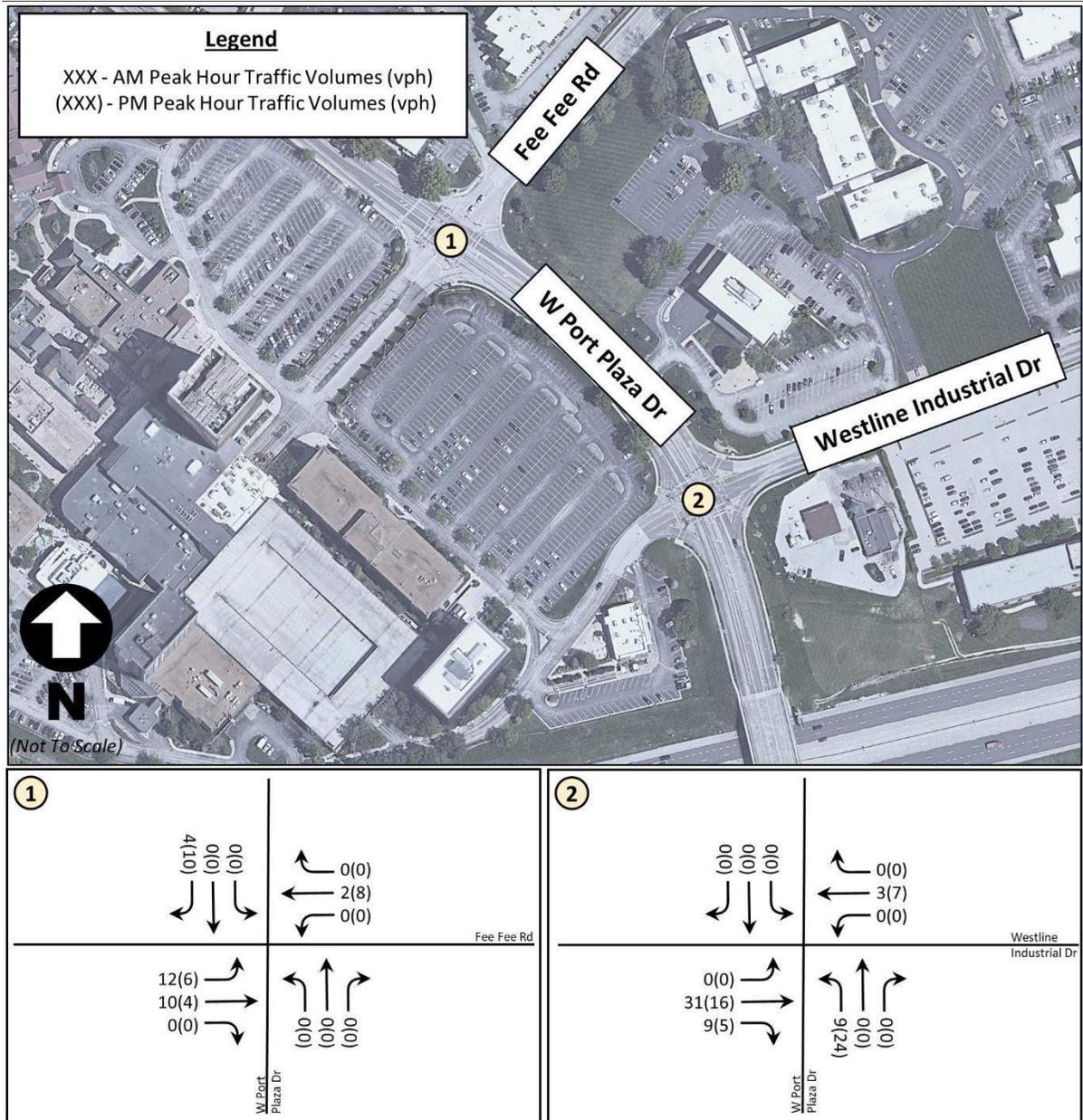


Figure 2. Site-Generated Traffic for Apartments

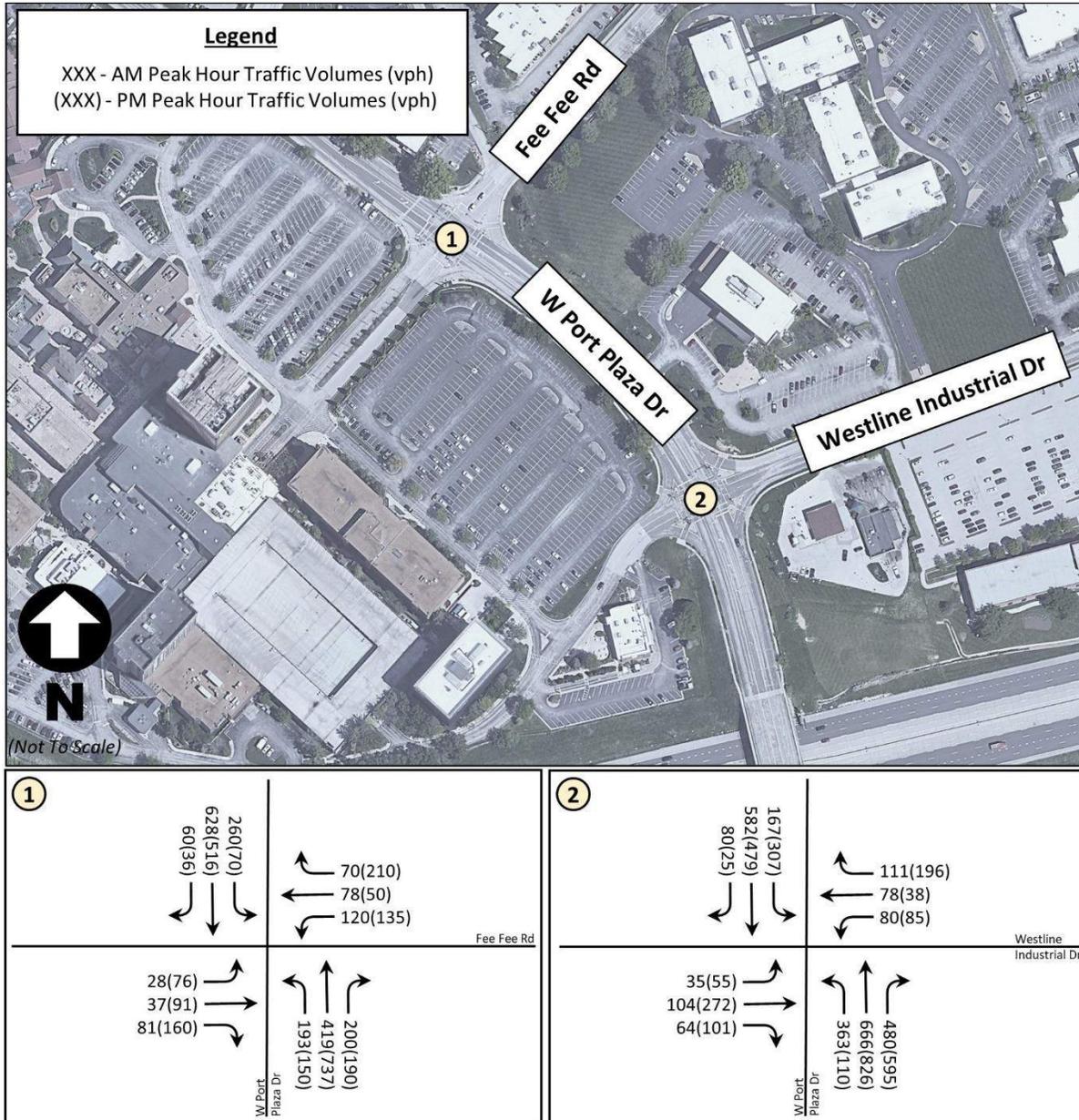


Figure 3. Forecasted Peak Hour Traffic Volumes

Forecasted Operating Conditions

The forecasted operating conditions using the volumes in Figure 3 are summarized in **Table 3**. As shown, conditions would remain relatively unchanged from the baseline scenario.

Consequently, it was concluded that the proposed apartments can be accommodated satisfactorily via the existing access drives. The impact of the resulting trips would be very minor, and no roadway improvements would be required at either study intersection.

Table 3: Forecasted Operating Conditions

Intersection Approach/Movement	LOS (Delay in seconds per vehicle) [95 th Queue] <V/C Ratio>	
	AM	PM
<i>1. Westport Plaza Dr and Fee Fee Rd</i>		
Northbound Approach	B (10.2)	A (5.8)
Northbound Left	B (20.0) [92] <0.58>	A (6.4) [36] <0.29>
Northbound Through/Right	A (7.1) [74] <0.40>	A (5.7) [111] <0.52>
Eastbound Approach	C (22.9)	D (41.1)
Eastbound Left	D (51.6) [47] <0.32>	E (78.7) [119] <0.67>
Eastbound Through	D (47.5) [56] <0.28>	E (59.5) [129] <0.47>
Eastbound Right	A (2.0) [0] <0.27>	B (12.6) [63] <0.52>
Southbound Approach	C (23.8)	C (22.3)
Southbound Left	C (32.2) [224] <0.59>	C (23.7) [71] <0.32>
Southbound Through/Right	C (20.6) [261] <0.45>	C (22.1) [231] <0.35>
Westbound Approach	C (28.6)	C (25.8)
Westbound Left	D (36.8) [113] <0.48>	D (42.2) [147] <0.47>
Westbound Through/Right	C (21.9) [104] <0.38>	B (17.2) [145] <0.51>
Overall Intersection	B (19.3)	B (18.1)
<i>4. Westport Plaza Dr and Westline Industrial Dr</i>		
Northbound Approach	C (22.5)	D (52.4)
Northbound Left	C (28.9) [331] <0.71>	B (14.2) [66] <0.27>
Northbound Through/Right	C (20.4) [393] <0.73>	E (55.4) [821] <1.00>
Eastbound Approach	D (34.0)	E (58.2)
Eastbound Left	D (43.6) [52] <0.26>	D (48.3) [86] <0.25>
Eastbound Through	D (51.2) [118] <0.55>	F (80.7) [397] <0.89>
Eastbound Right	A (1.2) [0] <0.19>	A (2.9) [12] <0.26>
Southbound Approach	C (33.0)	D (47.7)
Southbound Left	D (47.9) [158] <0.72>	F (110.4) [461] <1.04>
Southbound Through	C (29.2) [214] <0.67>	A (9.5) [94] <0.30>
Westbound Approach	B (18.8)	C (22.0)
Westbound Left	C (31.3) [78] <0.31>	D (46.0) [103] <0.53>
Westbound Through	C (29.2) [77] <0.18>	C (33.7) [54] <0.08>
Westbound Right	A (2.4) [0] <0.33>	A (9.3) [68] <0.47>
Overall Intersection	C (26.0)	D (48.8)

Conclusions

Lochmueller Group has completed an addendum to the previous Traffic Impact Study for Westport Plaza. The purpose of this addendum was to update the traffic analysis to ensure the proposed multi-family development can be accommodated satisfactorily.

The following conclusions were reached:

- The 254 apartments would be expected to generate a net total of 80 external trips during both the morning and afternoon peak hours of a typical weekday. These trips would generally be oriented opposite the majority of the existing (office) traffic access Westport Plaza – exiting in the morning and entering in the evening.
- The proposed apartments can be accommodated satisfactorily via the existing access drives serving Westport Plaza.
- The impact of the resulting trips would be very minor, and no roadway improvements would be required to support the development.

Please contact our office at (314) 621-3395 should you have any questions or comments concerning this report.

Completed by Lochmueller Group, Inc.

BILL NO. 4093

ORDINANCE NO. 2022-DRAFT

AN ORDINANCE REPEALING ORDINANCES 2015-4031 AND 2015-4042 AND ENACTING A NEW "MXD" MIXED USE DISTRICT ORDINANCE IN LIEU THEREOF FOR APPROXIMATELY 41 ACRES OF LAND KNOWN AS WEST PORT PLAZA

(Petition of WPP, LLC)

WHEREAS, the property owner requests amendments to the "MXD" Ordinance to facilitate the construction of a multi-family residential building; and

WHEREAS, the Planning Commission held a public hearing to consider the request; and

WHEREAS, the Planning Commission has determined that the project is consistent with the Comprehensive Plan; and

WHEREAS, the Planning Commission has recommended approval of said amendments; and

WHEREAS, the City Council has reviewed the recommendation of the Commission and has determined that the changes in conditions are appropriate.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARYLAND HEIGHTS, MISSOURI, AS FOLLOWS:

Section 1: Ordinances 2015-4031 and 2015-4042 are hereby repealed.

Section 2: The zoning of real estate in the City of Maryland Heights for a 41.364 acre parcel known as West Port Plaza is "MXD" Mixed Use District with a legal description as follows:

A tract of land being all of lots "A" and "B" of West Port Plaza, a subdivision according to the plat thereof recorded in Plat Book 345 pages 663 and 664 of the St. Louis County records and all of lots "C-1" and "C-2" of the Resubdivision of lot "C" of West Port Plaza, a subdivision according to the plat thereof recorded in Plat Book 345 pages 397 and 398 of the St. Louis County records, being located in U.S. Survey 1312, Township 46 North, Range 5 East of the 5th Principal Meridian, City of Maryland Heights, St. Louis County, Missouri and being more particularly described as follows:

Beginning at the intersection of the East line of Interstate Highway 270 with the South line of Marine Avenue, 60 feet wide; thence Eastwardly along said South line of Marine Avenue, 60 feet wide, along a curve to the right whose radius point bears South 3 degrees 14 minutes 59 seconds West 1292.21 feet from the last mentioned point, a distance of 716.29 feet to a point; thence South 54 degrees 59 minutes 45 seconds East 187.23 feet to a point; thence South 25 degrees 15 minutes 45 seconds East 47.32 feet to a point; thence along a curve to the right whose radius point bears South 42 degrees 25 minutes 17 seconds

East 30 feet from the last mentioned point, a distance of 40.54 feet to a point; thence South 54 degrees 59 minutes 45 seconds East 2.19 feet to a point; thence South 50 degrees 56 minutes 59 seconds East 170.07 feet to a point; thence South 50 degrees 56 minutes 38 seconds East 155.39 feet to a point; thence along a curve to the right whose radius point bears South 39 degrees 03 minutes 22 seconds West 50 feet from the last mentioned point, a distance of 72.64 feet to a point in the Northwest line of Fee Fee Road; thence Southwestwardly along said Northwest line of Fee Fee Road, South 42 degrees 23 minutes 45 seconds West 52.65 feet to a point; thence South 47 degrees 36 minutes 15 seconds East 50.00 feet to a point in the South line of Marine Avenue, as widened; thence along said South line of Marine Avenue North 86 degrees 29 minutes 15 seconds East 136.08 feet to a point; thence South 55 degrees 18 minutes 47 seconds East 42.04 feet to a point; thence along a curve to the right whose radius point bears South 34 degrees 41 minutes 13 seconds West 880.37 feet from the last mentioned point, a distance of 375.99 feet to a point; thence South 11 degrees 53 minutes 31 seconds East 139.56 feet to a point; thence along a curve to the right whose radius point bears South 68 degrees 08 minutes 55 seconds West 845.37 feet from the last mentioned point, a distance of 127.42 feet to a point; thence South 13 degrees 12 minutes 55 seconds East 124.31 feet to a point in the North line of Highway D (Page Avenue); thence Westwardly along said North line of Page Avenue South 76 degrees 47 minutes 05 seconds West 265 feet to a point; thence South 82 degrees 29 minutes 43 seconds West 100.50 feet to a point; thence South 71 degrees 04 minutes 26 seconds West 100.50 feet to a point; thence South 76 degrees 47 minutes 05 seconds West 250.00 feet to a point in the right-of-way line of Page Avenue and Interstate Highway 270; thence along said right-of-way line the following courses and distances: North 80 degrees 52 minutes 16 seconds West 368.26 feet to a point; thence North 64 degrees 08 minutes 17 seconds West 535.81 feet to a point; thence North 40 degrees 02 minutes 55 seconds West 368.77 feet to a point; thence North 13 degrees 03 minutes 48 seconds West 246.11 feet to a point; thence along a curve to the right whose radius point bears South 82 degrees 16 minutes 45 seconds East 11,309.19 feet from the last mentioned point, a distance of 486.82 feet to a point; thence North 10 degrees 11 minutes 15 seconds East 56.72 feet to a point; thence North 26 degrees 53 minutes 12 seconds East 156.61 feet to a point; thence North 10 degrees 11 minutes 15 seconds East 65 feet to the point of beginning and containing 41.364 acres according to a survey by Volz Engineering & Surveying, Inc.

Section 3: The conditions of development established by this Ordinance for the "MXD" Mixed Use described in Section 2 are as follows:

I. PERMITTED AND CONDITIONAL USES

- A. Permitted (P) and Conditional (C) uses shall be those set forth in the Zoning Matrix (Exhibit A) which is attached hereto and incorporated herein.
- B. Any land use in existence on the date of this ordinance, but not listed as a Permitted (P) use on Exhibit A, shall be considered a legal pre-existing nonconforming use. Said use shall be subject to the conditions of Article 7, Nonconforming Lots, Structures, and Uses, of the Zoning Code.

- C. The gross floor area (GFA) of the Sheraton Lakeside Chalet may be increased by a maximum of 6,000 square feet for the following assembly uses:
 - 1. Ballroom
 - 2. Banquet Hall
 - 3. Meeting Room(s)
 - 4. Conference Room(s)

II. AMENDED FINAL DEVELOPMENT PLAN

- A. Within six months (6) months of approval of this ordinance and prior to the issuance of a building permit, an Amended Final Development Plan shall be submitted to the City Planner for review and approval. Where due cause is shown by the applicant, the time interval may be extended by the City Planner.
- B. The Amended Final Development Plan shall meet the requirements of Section 25-6.10, Final Development Plan, of the Zoning Code.
- C. The Amended Final Development Plan shall be generally consistent with the exhibits included in the City Planner's Report to the Planning Commission dated March 3, 2022 for Application PDP22-0003. Substantial deviations, as determined by the City Planner, shall be submitted to the Planning Commission for review and approval.

III. SITE IMPROVEMENT PLAN

Site Improvement Plans shall be submitted by the developer for each new project to be constructed. Site plan review shall be in accordance with Article 4, Site Plan Review, of the Zoning Code.

IV. SPECIFIC DEVELOPMENT REQUIREMENTS

- A. Building Height Requirements
 - 1. No new building shall exceed a height of two hundred (200) feet. Height shall be measured from the low side of the finished grade.
 - 2. No new parking garage shall exceed a height of seventy-five (75) feet.
- B. Structure Setbacks
 - 1. No new structure other than permitted business, directional, or informational signs, light standards, a boundary wall or fence which is six (6) feet in height or less, or parking improvements including parking structures or internal drives shall be located within thirty (30) feet from the right-of-way of West Port Plaza Drive, Page Avenue or Interstate 270.
 - 2. New buildings and parking garages shall maintain a minimum separation of sixty (60) feet from existing buildings and each other, regardless of property lines, **unless waived or modified by** the Building Commissioner.

C. Traffic Impact Requirements

1. Prior to approval of any Amended Final Development Plan, the applicant shall submit a traffic study reflecting the impact of the proposed amended site plan on the existing roadway system. Said study shall be subject to the review of the City Engineer and St. Louis County Department of Transportation.
2. The City may deny approval for any development which would generate traffic in excess of the capacity of the existing or improved roadway system.
3. A Parking Management Plan shall be submitted for the review and approval of the City Planner for any new project, including, but not limited to the permitted uses set forth in Section 3.I.C.
4. The property owner shall cooperate with Metro, at no required cost to the property owner, in its examination of the future routing of the Metrolink system to determine the feasibility of providing access or right-of-way to this mass transit improvement. These findings shall be reported to the Planning Commission by the property owner and/or Metro for incorporation into the Comprehensive Transportation Plan for the City of Maryland Heights.

D. Parking Setbacks – Parking setbacks shall be shown and approved on the Amended Final Development Plan. No parking setbacks shall be required from any internal lot lines.

E. Stormwater – As part of the approval process for any amended site plan, if such amendment affects stormwater drainage, the developer shall submit an engineering plan to the Metropolitan Saint Louis Sewer District showing that adequate handling of the stormwater drainage of the project site is provided.

F. Parking and Loading Requirements

1. The existing off-street parking and loading are accepted as sufficient for any combination of land uses that are authorized by this Ordinance.
2. Parking spaces and loading areas for the permitted uses set forth in Section 3.I.A shall be provided in accordance with Article 14, Parking and Loading Regulations, of the Zoning Code, except as follows:
 - a. In recognition of the mixture of uses contained within the District, the aggregate required amount of parking required by the Zoning Code shall be reduced by thirty-five (35%) percent.
 - b. Notwithstanding the foregoing, if (i) the hotel uses located in the District are converted to some other use, or (ii) more than 100,000 square feet of space in any other building(s), other than the first, second, and twelfth floor space in the "Gold Tower" building and first floor space in any other building(s) located in the District, is converted from an existing non-retail

or non-entertainment use to a retail or entertainment use, then in either such event the net effect of the off-street parking requirements resulting from such change in use (reduced as provided in [a] above) shall be recalculated and any net increase in off-street parking requirements resulting from such conversion in use must be accommodated by demonstrating that sufficient off-street parking to meet such increased requirements is otherwise available with respect to the District or is otherwise being provided in connection with such conversion in use.

3. Parking and loading spaces for any new project, other than those uses or structures regulated in Section 3.IV.F.1 and 2 herein, that requires either an expanded or new structure and requires an Amended Final Development Plan shall be determined by the City Planner based on the review of the Parking Management Plan required by Section 3.IV.C.3 of this Ordinance.

G. Lighting Requirements - All new or replacement exterior lighting shall be in accordance with Article 18, Lighting Design Standards, of the Zoning Code.

H. Sign Requirements

1. All new signs erected after the date of this Ordinance, shall be erected in accordance with Article 15, Sign Regulations, of the Zoning Code, except as follows:
 - a. One freestanding sign not to exceed one hundred (100) square feet in area per face or fifty (50) feet in height above the finished grade shall be permitted on the northwest side of the district for the purpose of advertising and promoting the occupants or events at this site.
 - b. One freestanding pole sign for a fast food restaurant at the northwest corner of Page Avenue and West Port Plaza Drive with sign facings perpendicular to Page Avenue may be extended to a maximum height of thirty-five (35) feet above the finished grade.
 - c. The City Planner and Building Commissioner shall review and approve permits for new signs based on consistency with the overall design approach to signage contained in the sign package approved by the Planning Commission and any future amendments thereto.
 - d. Decorative banners may be affixed to light standards within the site, subject to the review and approval of the City Planner. The primary intent of such banners shall not be to advertise products, services, or firms.
 - e. No other outdoor advertising signs shall be permitted, except as otherwise permitted herein.
2. The following signs within the Project are hereby approved:

- a. Existing signs in place prior to the adoption of PDM Ordinance #96-1052;
- b. Signs erected in accordance with PDM Ordinance #96-1052; and
- c. Signs, not currently erected, but permitted by PDM Ordinance #96-1052.

I. Outdoor Dining

1. Definition: An outdoor cafe is any group of tables and chairs, situated and maintained within the common area, for use in conjunction with the consumption of food and beverages sold to the public from an adjoining restaurant. No portion of said cafe shall be used for any purpose other than dining and circulation therein and musical or other entertainment in connection therewith.
2. Said cafes shall not encroach on any public or private thoroughfare, rights-of-way, or drives.
3. No additional off street parking (in addition to that otherwise required for the planned district) shall be required for outdoor dining.
4. No signage shall be allowed except to identify the products sold on the premises. Directional signs may be allowed to ensure the safety of the public on the premises.
5. A minimum eight (8) foot wide pedestrian walkway aisle shall be maintained at all times through or adjacent to the outer edge of any outdoor cafe area.

J. Special Events and Itinerant Merchants

1. Special events, as defined and regulated in the Municipal Code, shall be permitted within the parking area and common areas of the district, with no limitation on the number of such special events per year, subject to issuance of Special Event Licenses.
2. No additional off-street parking (in addition to that otherwise required for the planned district) shall be required for such special events.
3. No signage shall be allowed except to identify the event. Upon the conclusion of an event, all such signage shall be removed.
4. Notwithstanding Section 25-28.4, Types, of the Zoning Code, itinerant merchants which sell goods and/or services to the tenants and customers of West Port Plaza shall be permitted subject to the following:
 - a. Itinerant merchants shall be subject to the licensing and application requirements of Chapter 19, Peddlers and Solicitors, of the Municipal Code.
 - b. Merchants shall not be permitted to advertise or promote sales or services to the general public and shall not be permitted to park or locate in a

manner along West Port Plaza Drive, Interstate 270, or Page Avenue that could be considered as advertising to the general public.

K. Landscape Requirements - These criteria are intended as design guidelines for the continued maintenance and upgrade of the landscaping in West Port Plaza. They address the site by specific category areas, presenting the minimum standard for planting quantities in each area. Landscaping design is subject to the review and approval of the City Planner on any Site Improvement Plans.

1. Criteria for New and Replacement Plantings - The existing landscape of the Plaza consists of a large number of established and large trees and shrubs. All new and replacement planting should respond to the established character of the landscape by using the larger sizes of plant material typically available. New and replacement plantings at West Port Plaza: shall meet the following minimum criteria:

Canopy Tree (Deciduous Shade Tree)	3" Caliper	
Understory Tree	2" Caliper	
Evergreen Tree	8' height	
Deciduous Shrubs	(low - medium ht.)	24" - 30" height
	(large ht.)	36" - 42" height
Evergreen Shrubs	(low)	18" - 24" height
	(medium)	24" - 30" height

2. West Port Plaza Drive

- a. Between Progress Parkway and Fee Fee Road - The minimum planting quantity for this frontage shall be nine (9) understory trees and forty (40) evergreen shrubs.
- b. Elsewhere along Westport Plaza Drive - The minimum planting quantity for this frontage shall be three (3) canopy trees, three (3) understory trees and one (1) evergreen tree for every two-hundred (200) linear feet of frontage areas that are a minimum of ten (10) feet wide.

3. Parking Lot Islands - Provide a minimum of one canopy tree per parking lot island. Planting island trees shall be one of the following species:

- a. Red or Pin Oak
- b. Green Vase or Village Green Zelkova
- c. Skyline Honey Locust Varieties
- d. Redmond or Greenspire Linden
- e. Amur Maple
- f. Profusion Crab
- g. Red Sunset Maple
- h. Eastern Red Bud

4. Lake Area Open Space - Planting quantity for this open space shall be twenty-five (25) canopy trees, twelve (12) understory trees, fifteen (15) evergreen trees and ninety (90) shrubs per acre.
5. Page Avenue Buffer Planting - Provide understory (flowering) or evergreen trees at a minimum of twenty-five (25) feet on center along the Page Avenue edge of the site.
6. I-270 Frontage Area - The planting quantity for this open buffer area is thirty (30) canopy or evergreen trees and approximately 750 linear feet of shrub hedge along the fence line.
7. Foundation Plantings Around Buildings - Planting quantity for the building "foundation" plantings is one (1) canopy tree, two (2) understory or evergreen trees and ten (10) shrubs per one hundred (100) linear feet of building perimeter.

L. Off-Tract Road Improvements

1. Based on the review of the traffic impact study required by Section 3.IV.C.1 of this Ordinance, the City Engineer or the St. Louis County Department of Transportation (depending on jurisdiction or ownership of the affected roadway) shall determine the roadway improvements directly related to the uses permitted in Section 3.I.C of this Ordinance. The developer shall be responsible for the construction of said roadway improvements.
2. All required public roadway improvements for uses permitted in Section 3.I.C of this Ordinance shall be completed within a timeframe mutually agreed upon by the developer and the St. Louis County Department of Transportation and/or City Engineer (depending on jurisdiction or ownership of the affected roadway). Phasing of roadway improvements may be approved as appropriate.
3. Any utility relocation required to accommodate site development or public improvements applicable to the district shall be done at the expense of the developer and/or applicable utility company.

M. Design Guidelines – Site Improvement and Architectural Plans for the proposed office building and parking garage shall be submitted for the review and approval of the City Planner. These plans shall be consistent with the following design guidelines:

1. **The multi-family residential building shall be generally consistent with the exhibits included in the City Planner’s Report to the Planning Commission dated March 3, 2022 for Application PDP22-0003. Substantial deviations, as determined by the City Planner, shall be submitted to the Planning Commission for review and approval.**
2. Building materials shall not include exposed non-architecturally concrete block and/or exposed galvanized sheet metal. The use of alternate types of exposed

metal panels and architecturally treated concrete block shall be subject to the review and approval of the City Planner.

3. All exterior mechanical and electrical equipment, including, without limitations, roof top equipment, shall be screened in accordance with Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities, of the Zoning Code.
 4. All buildings, other than the office building permitted in Section 3.I.C of this Ordinance, sited adjacent to the existing pond shall provide a pedestrian walkway and plaza along the water's edge that connects to the main plaza area of the district.
 5. The office building entrance shall include landscaping, streetscape and public amenities having a minimum area of 6,500 sq. ft. exclusive of parking and drive aisles.
 6. The internal driveway serving the proposed office building and parking garage shall be developed as a landscaped boulevard providing a physical and aesthetic connection between these buildings generally consistent with the exhibits included in the City Planner's Report to the Planning Commission dated July 23, 2015 for Application PDP15-0006. Substantial deviations, as determined by the City Planner, shall be submitted to the Planning Commission for review and approval.
- N. Utilities – Except for the existing above ground electric service facilities that are located in the vicinity of the western boundary of the district that may be relocated, all new electric, telephone, television, and other communication lines servicing the site shall be installed underground in accordance with the prevailing standards and practices of the utility or other companies providing such services. Cable switching enclosures, pad mounted transformers, and service pedestals may be installed above ground. Any existing overhead utility supply lines shall be exempt from this requirement.
- O. Miscellaneous
1. All roads within this development shall remain private forever.
 2. A grading permit is required prior to any grading.
 3. Interim stormwater drainage control in the form of siltation control measures may be required for any new grading activity.
 4. No open storage shall be permitted within two hundred (200) feet of any public right-of-way or the required front yard setbacks from the internal roadways.
 5. All trash areas shall be screened from public view.
 6. Satellite dishes and/or satellite antennae may be erected, not to exceed thirty-five (35) feet above the adjacent ground elevation if ground mounted nor exceed twenty-five (25) feet above the building roof if attached to any building.

7. Conveyance of any portion of the site or establishment of any rights-of-way shall require compliance with the Subdivision Code.

V. VERIFICATION PRIOR TO APPROVAL

Prior to the approval of any Site Improvement Plan(s), the applicant shall provide verification of the following to the City Planner:

- A. Application to the Missouri Department of Transportation (MoDot) of required rights-of-way/easement dedications and roadway improvements, if any.
- B. Conceptual approval by the St. Louis County Department of Transportation of required rights-of-way/easement dedications and roadway improvements determined to be the responsibility of the applicant.
- C. Application to the Metropolitan St. Louis Sewer District for plan approval of the proposed stormwater drainage and sanitary sewer systems for the uses permitted in Section 3.I.C of this Ordinance.

VI. RIGHTS OF APPEAL

In the event of a disagreement between any applicant and the City Planner and/or the City Engineer as to the criteria or conditions set forth in this ordinance and/or the Zoning Code, such disagreement shall be submitted to the Planning Commission for recommendation to the City Council, which shall make the decision on such disagreement, provided the Developer shall have the right to appeal such decision pursuant to Article 9, Variiances, of the Zoning Code and to pursue any other available legal or equitable remedy.

VII. RECORDING

The property owner shall record a copy of the approved Amended Final Development Plan, and any subsequent amendments thereto, with the St. Louis County Recorder of Deeds. Failure to record the plan within the time specified in the conditions of the ordinance enacting the Planned District shall cause approval of the plan to terminate.

VIII. LIMITATIONS

- A. Failure to Commence Construction - **Substantial work or construction of the multi-family residential building shall commence within two (2) years of this ordinance's adoption** unless such time period is extended through appeal to and approval by the Planning Commission. If no extension of time is received by the expiration, the Planning Commission shall review this Ordinance with regard to the uses permitted in Section 3.I.C and all conditions related thereto. If the Commission finds that amendments to any related provisions are warranted, the Commission shall recommend said amendments to the City Council for adoption.

- B. Failure to Submit Amended Final Development Plan - In the event the Amended Final Development Plan is not submitted within the time limits specified in this Ordinance, and no extension of time is granted by the City Planner, the Planning Commission shall review this Ordinance with regard to the uses permitted in Section 3.I.C and all conditions related thereto. If the Commission finds that amendments to any related provisions are warranted, the Commission shall recommend said amendments to the City Council for adoption.
- C. Extension of Development Schedule - The owner or owners may apply, at any time, to the Planning Commission for an extension of the development schedule. The Planning Commission shall act upon such extension.

Section 4: This Ordinance shall be in full force and effect from and after its passage and approval.

PASSED BY THE CITY COUNCIL THIS ____ DAY OF _____ 2022.

MAYOR/PRESIDING OFFICER

APPROVED BY THE MAYOR THIS ____ DAY OF _____ 2022.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT A – LAND USE MATRIX

LAND USE CATEGORY	CODE	
A		
Abstracting services	6153	P
Accounting and bookkeeping services	6593	P
Advertising services, general	6311	P
Agricultural, business and personal credit services including credit unions	6122	P
Amusements and recreational facilities	7399	P
Antiques – retail	5931	P
Apparel and accessories – retail	5610	P
Architectural, engineering and planning – professional services	6591	P
Art galleries	7113	P
Auditing, accounting and bookkeeping services	6593	P
Auditoriums and facilities for public assembly	7231	P
Automobile and truck rental services	6397	P
Automobile parking	4600	P
B		
Bakeries (manufacturing)	5461	P
Banking services and financial institutions	6111	P
Barber services	6232	P
Beauty services	6231	P
Blueprinting and photocopying services	6332	P
Bookstores	5941	P
Bowling	7417	P
Brew Pub	5822	P
Business and management consulting services	6392	P
Business and professional offices not elsewhere listed	6380	P
Business associations	6991	P
C		
Cameras and photographic supplies – retail	5994	P
Candy, nut and confectionery – retail	5440	P
Child-oriented entertainment facility	7394	P
China, glassware and metalware – retail	5714	P
Chiropractors, optometrists, and other similar health services	6519	P
Cigarettes and cigars – retail	5992	P
Civic, social and fraternal associations, clubs, lodges, meeting rooms	6994	P
Clock, watch and jewelry repair services	6493	P

EXHIBIT A – LAND USE MATRIX

Commodity and security brokers, dealers and exchanges ad services	6130	P
Computer and telecommunications products and software - retail	5990	P
Confectionery, nut and candy – retail	5440	P
Convenience store	5441	P
Credit reporting, adjustment and collection services	6320	P
Credit unions and agricultural, business and personal credit services	6122	P
Cultural, entertainment and recreational activities - other	7900	P
D		
Day care centers, child care centers, nurseries	6811	P
Delicatessen	5823	P
Dental laboratory services	6515	P
Dental Services	6512	P
Department stores – retail	6310	P
Detective and protective services	6393	P
Drinking places (alcoholic beverages)	5820	P
Drug and proprietary – retail	5910	P
Dry cleaning and laundering	6216	P
Dry goods and general merchandise – retail	5391	P
Duplicating, mailing and stenographic services	6339	P
E		
Electronics supplies – retail	5280	P
Employment services	6360	P
Equipment rental and leasing services	6394	P
F		
Fitness center and athletic clubs	7425	P
Frozen desserts and ice cream - retail	2124	P
Floor coverings – retail	5712	P
Florists – retail	5991	P
Furniture and home furnishings - retail	5711	P
Furriers and fur apparel – retail	5680	P
G		
Gasoline service stations – retail	5330	C
Gifts, novelties and souvenirs - retail	5995	P
Glass, paint and wallpaper – retail	5230	P
Grocery store	5410	P
H		
Health and exercise spas	6261	P

EXHIBIT A – LAND USE MATRIX

Hearing aids, optical goods, orthopedic appliances and equipment - retail	5996	P
Hobby supplies – retail	5997	P
Holding company and investment services	6160	P
Hotels and motels	1510	P
I		
Ice cream and frozen desserts - retail	4856	P
Insurance agents and brokers services	6142	P
Insurance carriers	6141	P
J		
Jewelry – retail	5970	P
L		
Labor unions and similar labor organizations	6993	P
Legal services	6520	P
Libraries and reading rooms	7111	P
Local public utility facilities	4910	P
M		
Magazines and newspapers – retail	5993	P
Medical clinics, out-patient services	6517	P
Medical laboratory services	6514	P
Medical and dental offices	6512	P
Medical and health services – other	6519	P
Microbrewery	2180	P
Motion picture distribution services	6398	P
Museums – museum gift shops	5997	P
Music supplies – retail	5732	P
N		
News syndicate services	6350	P
O		
Offices and office buildings not elsewhere listed	6399	P
P		
Parking areas including garages	4600	P
Parks – general recreation	7610	P
Parks – leisure and ornamental	7620	P
Penny and video arcades	7391	P
Pet store/Pet store supplies	5997	P
Photofinishing services	6395	P
Photographic studios and services (including commercial)	6220	P

EXHIBIT A – LAND USE MATRIX

Photographic supplies and cameras - retail	5994	P
Physician's services	6511	P
Police, fire and postal stations, services and related activities	6721	P
Professional membership organizations	6992	P
Professional offices not elsewhere listed	6595	P
R		
Radio broadcasting studios	4731	P
Radios, televisions, phonographs, recorders and tape players - retail	5731	P
Real estate agents, brokers and management services	6152	P
Recreational facilities	7424	P
Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith	6391	P
Residential, multi-family	1540	P
Restaurants, including fast-food	5810	P
Restaurants, drive-in	5810	C
Retail trade not elsewhere listed	5990	P
S		
Schools, art	6834	P
Schools, business, technical, professional	6832	P
Schools, colleges	6821	P
Schools, computer	6832	P
Schools, correspondence	6837	P
Schools, dancing	6835	P
Schools, day care	6811	P
Schools, junior colleges	6822	P
Schools, music	6834	P
Schools, nursery	6811	P
Schools, stenographic	6832	P
Schools, universities	6821	P
Shoe repair, shoe shining and hat cleaning services	6253	P
Shoes, retail	5660	P
Social, civic and fraternal associations	6994	P
Specialty foods – retail	5410	P
Sporting goods – retail	5951	P
Sports and similar skills development and entertainment facilities	7419	P
Stationery – retail	5942	P
Stock Brokerage	6131	P
T		

EXHIBIT A – LAND USE MATRIX

Tailoring (custom)	5670	P
Taverns	5822	P
Taxicab dispatch	4291	P
Telephone business office	4712	P
Television broadcasting studios	4741	P
Theaters	7214	P
Theaters, motion picture, indoor	7212	P
Travel agent	4923	P
V		
Video sales and rental	6400	P