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AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, MARCH 5, 2012
7:00 PM

1. ROLL CALL

Mr. Michael Barton
Mr. Gary Eberhardt
Mr. James Faron
Mr. Ken Howard
Ms. Cynthia Kramer
Mr. Tim Madden
Mr. Jim Schnarr
Mr. Carl Lumley, City Attorney
Mr. Paul Langdon, AICP, Director of Community Development
Ms. Whitney Kelly, AICP, City Planner
Ms. Julie Lowery, Recording Secretary

Pursuant to Section 610.022 RSMO, the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. and/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Reports, documents, plans, and related materials are available for examination at the Creve Coeur Government Center, 300 North New Ballas Road, prior to the meeting.

Special disabled service may be arranged by contacting the Office of the City Administrator in advance.

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

3. APPROVAL OF MINUTES

A. Approval of draft minutes from February 21, 2012 meeting.

4. PUBLIC COMMENT

An opportunity for members of the public to address the Planning and Zoning Commission regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to limit comments to three minutes and to complete a speaker card.

5. **UNFINISHED BUSINESS**

6. **NEW BUSINESS**

A. **Application #12-008: Capital Improvement Plan FY12-17**

Applicant/Agent: Jaysen Christensen
Assistant to the City Administrator

7. **WORK AGENDA**

A. **Discussion of form-based code for the central business district.**

8. **OTHER BUSINESS**

- A. **Planning Division Report**
- B. **City Attorney Report**

9. **ADJOURNMENT**

Posted: _____
Paul Langdon
Community Development Director



**CITY OF CREVE COEUR - MINUTES
PLANNING AND ZONING COMMISSION MEETING
TUESDAY, FEBRUARY 21, 2012
7:00 P.M.**

A public hearing and regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Tuesday, February 21, 2012, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair Tim Madden called the meeting to order at 7:00 p.m.

MEMBERS PRESENT: *Mr. Timothy Madden, Chair*
 Dr. Michael Barton
 Mr. Gary Eberhardt
 Mr. James Faron
 Mr. Ken Howard
 Ms. Cynthia Kramer

OTHERS PRESENT: *Mr. Carl Lumley, City Attorney*
 Mr. Paul Langdon, Director of Community Development
 Ms. Whitney Kelly, AICP, City Planner
 Ms. Julie Lowery, Recording Secretary

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

The Agenda was accepted as written.

3. APPROVAL OF MINUTES

Draft Minutes of February 6, 2012

City Attorney, Mr. Lumley requested that the minutes reflect that the motion to go into closed session included the reason which was to discuss real estate matters and attorney-client communications. Mr. Faron made the motion to accept the minutes with Mr. Lumley's suggested change; Ms. Kramer seconded the motion which carried unanimously.

4. PUBLIC COMMENT

None

5. UNFINISHED BUSINESS

None

6. **NEW BUSINESS**

A. Application #11-032: Request for a new conditional use permit for used-only automotive dealer for Sherman Motors, located at 10665 Baur Boulevard – WITHDRAWN

B. Public Hearing

Application #12-002: Request for a new conditional use permit for used-only automotive dealer for Overstreet House of Cars, located at 10623 Baur Boulevard.

Applicant/Agent: Wally Overstreet
Classic Cars Plus, LLC D/B/A “Overstreet House of Cars”
10623 Baur Boulevard
Creve Coeur, MO 63112

Mr. Wally Overstreet, 10623 Baur Boulevard, owner of Overstreet House of Cars, gave a background on himself and how he got started in the used-car business. Mr. Overstreet started collecting cars in the mid 1990’s and began selling them in 2002. Mr. Overstreet’s business sold 24 cars in 2011. This is primarily an internet business and to see the cars in person, it is “by appointment only”. This is a business that does not want to attract crowds, so they are not staging cars in the parking lot in order to keep a low profile. There are several types of cars sold at Overstreet House of Cars, including muscle cars, Fabulous 50’s, and hot rods. All cars are stored inside and there is only one drive up door. They do perform oil changes, tune-ups, and clean-ups on the vehicles at the facility. There is a mock diner in the facility for customers to have a soda and popcorn while they wait. When the interior was being redone and they moved into the building they were sure to be compliant with all building codes. There is a trash receptacle that sits in the back of the building, where it is not visible from the street. Eventually, Mr. Overstreet would like to let schools and senior citizen groups take field/day trips through the facility at no charge, to give back to the community.

Mr. Eberhardt asked if all the cars in the facility are for sale, and Mr. Overstreet answered that everything is for sale, however, they gear certain cars to sell faster than others. Mr. Overstreet stated, for example, that he still has the cars he purchased when he first started this hobby.

Mr. Faron wanted to know if the diner in the facility was to be used for something more in the future. Mr. Overstreet replied that it is only intended for customers to sit and have a soda and that he bought a small popcorn machine to pop popcorn to give to customers as they wait. Mr. Faron also asked what the primary entrance to be used was, and Mr. Overstreet told him the front door by the street. There are not any other options to get into the building for customers. Mr. Faron also asked if the only work they preformed was oil changes and tune-ups, and if no tire changes or air jacks are being used. Mr. Overstreet replied that “yes,” they do oil changes and tune-ups and look at the cars for safety issues, but no tire changes or air jacks are used, the cars are already assembled and restored.

Ms. Kelly, City Planner, spoke about the ordinance City Council passed on October 24, 2011, which was a text amendment to include the sale of used-only automotive dealers

in the “LI” District (Light Industrial) as a conditional use, provided that all business operations will take place indoors, and at no time will any vehicle that is on the premises for sale or service be parked or displayed outdoors. Ms. Kelly also presented on the parking lot and spaces needed at the facility. Under current requirements, the parking needed on the site is 43 spaces and the site is only striped for 27 spaces. The Commission can approve a lesser amount of parking if the applicant can demonstrate that the demand is not needed. Mr. Overstreet has indicated that with only 2 employees and a “handful” of other cars visiting during business hours there is no need for more parking than what is currently available. Staff recommends approval of the variance in striped parking as allowed by the Zoning Code.

Mr. Lumley wanted to know about the condition covering a change in parking needs, specifically, is it an area where some fencing would have to be removed to make it accessible? Ms. Kelly replied that it is, and Mr. Lumley stated that needed to be clarified in the draft ordinance.

Mr. Faron wanted clarification on what needs to be removed to provide the additional parking. Ms. Kelly stated it is only a storage area. Mr. Faron wanted to know if it would be required that the storage area be moved to another spot on the property if the parking was upgraded. Ms. Kelly said it would need to be moved, but it would be moved to indoors.

Mr. Eberhardt suggests that condition 2 in the proposed draft ordinance be modified to say “All business operations shall take place indoors, and at no time will any vehicle that is on the premises for display, sale or service be parked or displayed outdoors”.

Mr. Overstreet understands Mr. Eberhardt’s concerns and does not want the parking lot to look like a car show, it brings too many people in the facility and that is not what they want.

No comments or questions from the audience.

There being no further comments, the City Attorney, Mr. Lumley, presented the exhibits for the record and the public hearing was closed.

(This ends the Public Hearing; see verbatim transcript for further information)

There being no further comments, the motion was made by Mr. Faron to recommend approval of Application #12-002 for the Conditional Use Permit for Overstreet House of Cars for used-only automotive dealer located at 10623 Baur Boulevard, subject to the conditions contained in the draft ordinance attached to the staff report dated February 17, 2012, with the changes to condition 2 to include vehicles for display, sale or service be parked or displayed indoors only, and to condition 7, such that fencing be removed if additional parking spaces are required. Ms. Kramer seconded the motion with the resultant vote as follows:

Mr. Howard – aye
Mr. Faron – aye

Mr. Eberhardt – aye
Ms. Kramer – aye

Dr. Barton – aye
Chair - aye

C. Public Hearing

Application #12-005: Request to repeal Ordinance No. 1851 and replace with a new conditional use permit for an eating and drinking establishment, Potbelly Sandwich Works, located at 11615 Olive Boulevard.

Applicant:	Todd Stimson	Applicant's	Jose Sanabria
	Potbelly Sandwich Works	Representative:	John W. Lister, Architect
	125 Meramec Oak Ridge		115 Westlawn Rd #201
	Fenton, MO 63026		W. Chester, PA 19382

Mr. Stimson, owner of Potbelly Sandwich Works St. Louis franchise, shared some background on Potbelly Sandwich Works. Potbelly was originated 30 years ago in Chicago, Illinois; it is a sandwich, salad, and soup franchise. They also own over 200 corporate stores. Mr. Stimson will be Potbelly's fifth franchisee; they just started in 2010 offering franchises. Mr. Stimson wanted to franchise a Potbelly Sandwich Works because he spends a considerable amount of time between Chicago and St. Louis. Mr. Stimson believes Potbelly to be unique and eclectic; they have live music during lunch, usually an acoustic guitar player, and he really enjoys the food. Mr. Stimson thinks St. Louis will really enjoy this concept, especially because it is different from all the other sub sandwich shops in the area. The Potbelly shop would be where Provisions used to be, and the lease has already been signed with The Koman Group.

Mr. Faron asked if the music was only geared for lunch hours. Mr. Stimson replied "yes," however, every once in a while, he has seen in other stores a high school or college student play in the evening if they are trying to promote themselves. Mr. Faron wanted to know if they planned on keeping late evening hours and Mr. Stimson said they would likely close at 9pm or 10pm, at the latest, but it really depends on the demand. Potbelly did not want to over-commit on hours.

Mr. Faron also wanted to know about the proposal for the planters in the front of the building. Mr. Sanabria, JL Architects, states his firm has done several of the Potbellys in Baltimore and Boston areas. Mr. Sanabria replied in regards to the planters that part of the appeal to the Potbelly Sandwich Works is the ability, weather permitting, to sit outside. The proposal is to have seating directly in front of their space. There is an area that is concrete in between two of the planters, however it is not enough and it is off to one side, so the seating would have been too limited in the front of the building. Mr. Sanabria said they proposed to remove one of the planting beds in the sidewalk but the request came back to not totally removal of the plant material, so then they proposed to replace it with narrower, raised planters. Unfortunately, replacing the single planter was going to put the symmetry of the façade out of kilter, so the new proposal is to try and do same thing on the other side too. It is completely an aesthetic thing, not necessarily a functional thing. There is enough room between the store front and where the seats will be: almost 7 ½ - 8 feet clear, even with the planters. Mr. Faron wanted to know if there was enough room for people to walk through and Mr. Sanabria replied that there is. Mr. Faron wanted to know if there was intent to have seating on the east side of the building and Mr. Sanabria responded that there is not, only in the front of their space.

Ms. Kelly, City Planner, spoke to the Commission about the space being used by Potbelly, stating it was originally 10,980 square foot retail space and in 1997 received a conditional use permit for 1,500 square feet for food services with a maximum seating capacity of 16 seats indoor and 8 seats outdoors, which prompted the new use to amend the conditional use permit. The original ordinance references outdated sections of the code, and the new restaurant facility is only taking up a portion of the available space, so staff recommends repealing the previous ordinance and replacing it with a new one that is specific for this tenant. The applicant is proposing 42 interior seats and 16 exterior seats, with approximately 2,400 square feet of restaurant space. The remaining property will remain retail at this time. Staff does not see any parking issues with the site, given the prior use and the pre-existing shared parking easements throughout the CityPlace property. Staff recommends approval subject to the conditions listed within the staff report.

There being no further comments, the City Attorney, Mr. Lumley, presented the exhibits for the record and the public hearing was closed.

(This ends the Public Hearing; see verbatim transcript for further information)

There being no further comments, the motion was made by Dr. Barton to recommend approval of Application #12-005 for a Conditional Use Permit for an eating and drinking establishment for Potbelly Sandwich Works located at 11615 Olive Boulevard, subject to the conditions contained in the draft ordinance attached to the staff report dated February 17, 2012. Mr. Faron seconded the motion with the resultant vote as follows:

Mr. Howard – aye
Mr. Faron – aye

Mr. Eberhardt – aye
Ms. Kramer – aye

Dr. Barton – aye
Chair - aye

7. WORK AGENDA

None

8. OTHER BUSINESS

A. Planning Division Report

Mr. Langdon reported that the next scheduled Planning and Zoning meeting will be about old business and work agenda, and we'll be talking about the Downtown Zoning and, time allowing, Sign Code revisions.

B. City Attorney Report

None

C. Executive Session

Mr. Faron made a motion to go into Executive Session at 7:40pm to discuss real estate matters and attorney-client communications that was seconded by Dr. Barton, with a

resultant as follows (Mr. Eberhardt recused himself, as his firm represents one of the parties to the matter):

Mr. Howard – aye
Ms. Kramer – aye

Dr. Barton – aye
Chair - aye

Mr. Faron – aye

9. **ADJOURNMENT**

There being no further business to come before the Planning and Zoning Commission, upon motion being made and duly seconded, the meeting was adjourned at 7:55 p.m.

Timothy Madden, Chair

Julie Lowery, Recording Secretary



INTEROFFICE MEMORANDUM

Date: March 5, 2012

To: Planning & Zoning Commission
From: Jaysen Christensen, Assistant to the City Administrator
Subject: FY 2013-2017 Capital Improvement Program

The draft FY13-17 Capital Improvement Program (CIP) is provided herein and will be presented to the Planning & Zoning Commission at its March 5, 2012 meeting.

Background

The CIP is a 5-year plan used to prioritize and plan for funding capital projects and to preserve and expand the City's infrastructure. The CIP serves as a guide for preparing the City's capital budget each year.

The City Council adopts an updated CIP each year after receiving input from citizens, staff, and the City's boards and committees. The CIP is also a tool that helps the Planning & Zoning Commission meet its responsibilities under Chapter 89 of the Revised Statutes of Missouri, which requires street plans and other public improvements to be reviewed by planning commissions (Sec 89.380 & 89.460 RSMo).

While the Commission is welcome to provide comments on any aspect of the CIP, it should also consider whether or not the proposed improvements conform with the Comprehensive Land Use Plan. The proposed draft CIP is primarily focused on preserving and improving existing infrastructure; however, some projects would expand the City's infrastructure including the following:

- New sidewalk and additional road lanes on Emerson Rd. and a dedicated turn lane from southbound Emerson Rd. onto the northbound I-270 ramp
- New sidewalk and infill sidewalk segments on the south side of Olive Blvd. between Mason and Highway 141

The new sidewalks will help "build on the City's existing Pedestrian Plan to design and create a comprehensive community wide network of off-street and on-street connections for pedestrians . . ." as called for in the Comprehensive Plan. The proposed road improvements on Emerson Rd. and Ladue Rd. would help improve traffic mobility and "reduce traffic congestion on major arterials" as called for in the Plan.

Requested Action

The Planning & Zoning Commission is requested to make a recommendation on the draft FY13-17 CIP and provide a letter on this action to the City Council.

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2013-2017

	FY2012 PROJECTED	FY2013	FY2014	FY2015	FY2016	FY2017
9501 Building & Improvement Projects						
02 ADA Improvements (CDBG)	\$ 20,000		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
03 Dielmann Complex - Olive Blvd Signage	\$ 6,411					
12 Energy Efficiency Projects	\$ 250,000					
13 Public Art		\$ 20,000				
14 Salt Storage Building			\$ 65,000			
15 Council Chamber Renovation		\$ 258,480				
16 Police Locker Room Renovation		\$ 70,000				
17 Public Art Bus Shelter	\$ 29,000					
Subtotal	\$ 305,411	\$ 348,480	\$ 85,000	\$ 20,000	\$ 20,000	\$ 20,000
% of Total Capital Outlay	10%	11%	4%	1%	1%	1%
9506 Park Development Projects						
01 Misc. Park Improvements & Grant Match			\$ 20,000		\$ 20,000	
06 Golf Course Bridge Replacement		\$ 25,000				
09 Conway Park Playground Addition and Tennis Court Repairs	\$ 221,000					
Subtotal	\$ 221,000	\$ 25,000	\$ 20,000	\$ -	\$ 20,000	\$ -
% of Total Capital Outlay	7%	1%	1%	0%	1%	0%
9509 Storm Water Projects						
01 Small Projects/Improvements to Stormwater System		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
02 Stormwater Master Plan Update	\$ 56,000					
03 Middlebrook Dr/Chilton Ln Stormwater	\$ 50,000	\$ 125,000				
Subtotal	\$ 106,000	\$ 145,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
% of Total Capital Outlay	4%	5%	1%	1%	1%	1%
9510 Street & Sidewalk Improvements						
01 Street/Sidewalk Maintenance & Replacement Program	\$ 1,055,000	\$ 1,133,000	\$ 1,166,990	\$ 1,202,000	\$ 1,238,060	\$ 1,275,201
02 Conway Road Resurfacing	\$ 745,000					
11 Emerson Road (grant match)	\$ 4,626			\$ 350,000		
12 Dautel Road Realignment	\$ 200,000					
13 West Olive Lighting		\$ 530,000				
14 Ladue Sidewalk		\$ 520,000				
15 Graeser Rd Overlay		\$ 45,000	\$ 429,000			
16 Engineering for Future Street Projects				\$ 30,000		
17 Mosley Rd Engineering		\$ 50,000				
18 Olive Blvd Sidewalk - Phase I		\$ 25,000				

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2013-2017

	FY2012 PROJECTED	FY2013	FY2014	FY2015	FY2016	FY2017
19 Olive Blvd Sidewalk - Phase II (grant match)					\$ 100,000	
20 Coeur De Ville Dr Overlay (grant match)			\$ 10,000	\$ 95,000		
	\$ 2,004,626	\$ 2,303,000	\$ 1,605,990	\$ 1,677,000	\$ 1,338,060	\$ 1,275,201
% of Total Capital Outlay	67%	76%	80%	85%	80%	80%
9515 Capital Equipment						
01 Capital Equipment	\$ 373,132	\$ 219,000	\$ 257,500	\$ 265,225	\$ 273,182	\$ 281,377
02 Police License Plate Recognition Unit			\$ 24,000			
Subtotal	\$ 373,132	\$ 219,000	\$ 281,500	\$ 265,225	\$ 273,182	\$ 281,377
	12%	7%	14%	13%	16%	18%
TOTAL CAPITAL OUTLAY	\$ 3,010,169	\$ 3,040,480	\$ 2,012,490	\$ 1,982,225	\$ 1,671,241	\$ 1,596,579
9514 Debt Service						
01 Millennium Park (year 2000 amenities)	\$ 995,819	\$ 993,344	\$ 804,994	\$ 707,244	\$ 711,400	\$ 702,400
Subtotal	\$ 995,819	\$ 993,344	\$ 804,994	\$ 707,244	\$ 711,400	\$ 702,400
% of Total Year End Figures	25%	25%	29%	26%	30%	31%
TOTAL YEAR END FIGURES (Capital Outlay & Debt Service)	\$ 4,005,988	\$ 4,033,824	\$ 2,817,484	\$ 2,689,469	\$ 2,382,641	\$ 2,298,979
FUND BALANCES						
	2012	2013	2014	2015	2016	2017
Beginning Fund Balance (estimated Cash Basis as of July 1)	\$ 2,146,521	\$ 1,407,568	\$ 572,244	\$ 431,387	\$ 103,707	\$ 113,657
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	\$ 1,900,000	\$ 1,928,500	\$ 1,957,428	\$ 1,986,789	\$ 2,016,591	\$ 2,046,840
Estimated Interest Revenue	\$ 38,000	\$ 36,000	\$ 36,000	\$ 35,000	\$ 36,000	\$ 36,000
Est. Addtl Revenue (Outside agencies, grants, reimbursement & other)	\$ 894,035	\$ 814,000	\$ 363,200	\$ 20,000	\$ 20,000	\$ 20,000
Proceeds from equipment sales	\$ 35,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
General Fund Transfers	\$ 400,000	\$ 400,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Anticipated Year End Expenditures	\$ 4,005,988	\$ 4,033,824	\$ 2,817,484	\$ 2,689,469	\$ 2,382,641	\$ 2,298,979
Ending Fund Balance (Cash Basis)	\$ 1,407,568	\$ 572,244	\$ 431,387	\$ 103,707	\$ 113,657	\$ 237,518

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2013-2017

	FY2012 PROJECTED 2012	FY2013 2013	FY2014 2014	FY2015 2015	FY2016 2016	FY2017 2017
Estimated Additional Revenue (Funding Sources)						
Community Development Block Grants for ADA Improvements	\$ 20,000	\$ 40,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Conway Rd Overlay STP-S Grant	\$ 583,994					
Energy Efficiency & Conservation Block Grant for lighting retrofits	\$ 30,576					
Court Reimbursement - Arena Systems	\$ 32,500					
Conway Park - STL County Muni Parks Grant	\$ 200,000					
West Olive Lighting - STPE Grant		\$ 318,000				
Ladue Sidewalk - STPE Grant		\$ 420,000				
Graeser Rd Overlay - STPS Grant		\$ 36,000	\$ 343,200			
Public Art Bus Shelter - Developer Contribution	\$ 26,965					
Subtotal	\$ 894,035	\$ 814,000	\$ 363,200	\$ 20,000	\$ 20,000	\$ 20,000

9501 Building & Improvement Projects

**Five-Year Capital Improvement Program
Fiscal Years 2013-2017**



ADA Improvements

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$20,000	\$20,000				\$20,000	\$20,000	\$20,000	\$20,000	

Project Description

In FY13, approximately \$40,000 of CDBG ADA funds are planned to be committed to ADA improvements in the city council chambers which would be part of a larger renovation of the entire city council chambers. Please see the council chambers renovation project sheet for additional detail. ADA projects using CDBG funds beyond FY13 have yet to be determined.

Existing Condition

None

Justification

None

Operating Budget Impact

None.

Comments

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from Community Block Grant Commission. This is an annual grant available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$20,000

Equipment

Other

Total \$20,000

Public Art

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$20,000	\$20,000			\$20,000					

Project Description

This public art improvement project may include the construction of concrete pads with lighting at multiple sites along Olive Blvd and at the Government Center at the proposed rain garden site on the north side of the property. These sites could be used to temporarily display loaned art pieces.

Existing Condition

None

Justification

This type of project would help implement the Public Art Master Plan.

Operating Budget Impact

None.

Comments

The FY2012-16 CIP included \$20,000 for public art in FY2012. However, no expenditures are anticipated in FY12. \$20,000 has been requested again to be allocated for public art improvements in FY13.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$20,000

Equipment

Other

Total \$20,000

Salt Storage Building

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$65,000		\$65,000			\$65,000				

Project Description

This project involves constructing a 30x60 foot salt storage structure adjacent to the City's existing salt dome at the Public Works maintenance facility. The structure consists of a concrete floor and concrete block walls with a tension fabric top pulled over metal trusses. The structure would allow the City store 1,000 tons of salt in addition to the approximately 2,000 tons that can already be stored in the existing salt dome.

Existing Condition

None

Justification

Adding additional salt storage capacity will help the City avoid running out of salt in a bad winter as well as help avoid the cost of paying to have the salt stored by a third party if the City runs out of storage space for salt that has to be pre-ordered months in advance.

Operating Budget Impact

The tension fabric will eventually need to be replaced. The fabric has a 15-year warranty but may last much longer. The cost of new fabric is approximately \$15,000. The impact to the operating budget is likely to be neutral or net positive if the building allows the City to save money on salt purchases and storage as expected.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$65,000

Equipment

Other

Total \$65,000



Council Chamber Renovation

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$258,480	\$40,000	\$238,480		\$258,480					

Project Description

Improvements would include construction of an ADA ramp behind the dais with a rear entrance at the back of the room, new carpeting, audience chairs, audio and visual upgrades, electrical wiring upgrades, painting the walls or installing wallpaper, a city seal behind the dais, and removal of the steps directly in front of the dais (steps to the sides of the dais would remain), a new dais with a ballistic wall, new ceiling tiles, lighting, and new wood laminate on doors and base boards to match dais.

Existing Condition

The existing chamber and furniture is dated and worn. ADA accessibility and audio/visual capabilities can be significantly improved.

Justification

The project will improve accessibility by enhancing audio/visual equipment and constructing an ADA ramp. Safety will be enhanced by installing a ballistic wall in the dais and providing an additional point of egress from the council chambers. The chamber will become a more modern, comfortable, and appealing place to meet.

Operating Budget Impact

None.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$258,480

Equipment

Other

Total \$258,480

Police Locker Room Renovation

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$70,000		\$70,000		\$70,000					

Project Description

The project includes replacing the existing lockers with 45 tactical lockers with bench drawers and 5 lockers without bench drawers. The lockers will include boot trays and be large enough to store all of each officers gear within a single locker. The new lockers will also include a drawer to store firearms which the current lockers do not have. Other improvements will include retiling the locker room, installing new counter tops, sinks, and shower stalls.

Existing Condition

The existing lockers are several decades old and were purchased used when the City moved into the building in 1989.

Justification

The existing lockers are typical gym-style lockers and are too small to store police gear which requires much of the equipment and gear to be stored on the floor and on top of the lockers or in multiple lockers per officer. The new lockers and locker room improvements will provide the officers with a more functional and modern facility to be used by the police department for many years.

Operating Budget Impact

None.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$70,000

Equipment

Other

Total \$70,000

9506 Park Development Projects

**Five-Year Capital Improvement Program
Fiscal Years 2013-2017**



Park Grant Local Match

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
		\$20,000			\$20,000		\$20,000		

Project Description

This item anticipates future park grant proposals by budgeting the local match that is normally required for grant applications.

Existing Condition

None.

Justification

Park grants are competitive. By budgeting for the local match, the grant application can be completed without searching for available funds or making amendments to the program.

Operating Budget Impact

None.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

Equipment

Other

\$20,000

Total

\$20,000

Golf Course Bridges

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$60,000		\$60,000	\$35,000	\$25,000					

Project Description

This project includes the replacement of three cart path bridges at the golf course. Two of the three cart path bridges over the creek on holes numbers 7 and 9 were replaced in FY2010. One additional bridge at hole number 5 is planned to be replaced in FY2013.

Existing Condition

None

Justification

The current concrete panel bridges are narrow, and safety railings are deteriorating. These will be replaced with pre-manufactured, structural-steel span bridges.

Operating Budget Impact

The replacement bridges will reduce any annual operating expenditures associated with the existing bridges.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$60,000

Equipment

Other

Total \$60,000



9509 Storm Water Projects

Five-Year Capital Improvement Program Fiscal Years 2013-2017



Small Projects/Improvements to Storm Water System

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$20,000		\$20,000		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	

Project Description

Implement various storm water improvements that were identified in the 1999 report from the Kuhlmann Design Group and 2011-2012 storm water master plan update. Many of the projects are small in nature and require the storm water Committee's review and approval prior to implementation.

Existing Condition

None

Justification

None

Operating Budget Impact

None.

Comments

Planning and budgeting for regular maintenance and repair of storm water systems is necessary to maintain the integrity of the overall system.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

Equipment

Other

\$20,000

Total

\$20,000



Middlebrook Drive & Chilton Lane Stormwater Improvements

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$175,000		\$175,000	\$50,000	\$125,000					

Project Description

This project involves replacing the culvert pipes under Middlebrook Drive and Chilton Lane and making associated repairs to the roadways.

Existing Condition

The culvert pipes are rotting.

Justification

If the rotting culvert pipes are not replaced, they will eventually allow significant and hazardous erosion to occur. These projects have been identified as top priorities by the Stormwater Committee.

Operating Budget Impact

None.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering	\$50,000
Land Acquisition	
Construction	\$125,000
Equipment	
Other	
Total	\$175,000

9510 Street & Sidewalk Improvements

**Five-Year Capital Improvement Program
Fiscal Years 2013-2017**



Street/Sidewalk Maintenance & Replacement Program

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$1,133,000		\$1,133,000		\$1,133,000	\$1,166,990	\$1,202,000	\$1,238,060	\$1,275,201	

Project Description

Concrete replacement and asphalt resurfacing of subdivision streets and replacement of existing sidewalks throughout city.

Existing Condition

An annual street inventory is prepared and a list of streets that need to have base repairs and an overlay. The annual street inventory also identifies slab replacement for streets that are broken, settled and/or cracked.

Justification

The City uses a pavement management system which rates the pavement condition of all streets every four years or 1/4 of the streets per year in order to prioritize streets for repair and maintenance and preserve the existing infrastructure. Streets are overlaid on a 7 to 10 year interval, which keeps potholes to a minimum and provides a good riding surface. Several areas throughout the community need sidewalk slab replacement, required for ADA compliance. This program enhances the City's overall Pedestrian Plan and allow users to travel safely.

Operating Budget Impact

Concrete slab replacement, asphalt overlays, and other maintenance and preservation programs will improve the structural base and prevent further erosion that will result in reducing pot hole repairs and other ongoing maintenance needs.

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$1,133,000

Equipment

Other

Total \$1,133,000

Emerson Road Reconstruction (grant match)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$354,626		\$350,000	\$4,626			\$350,000			

Project Description

This project includes the reconstruction of the road pavement, placement of a sidewalk, storm water control systems in the city-owned section of ROW from Desmet High School to Old Ballas Road, and a dedicated right turn lane from Emerson to Ladue and 270. The amount of \$350,000 represents a 20% grant match for \$1,750,000 project. The full project cost will be included in future CIPs if the City is successful in obtaining a federal STP-S grant.

Existing Condition

The existing roadway is in satisfactory condition.

Justification

Additional capacity on Emerson will alleviate traffic on New Ballas and improve access between the City's central business district and I-270 and improve traffic flow at the Ladue/Emerson intersection. Emerson Rd. does not meet current standards for width and safety. Pedestrian access will be improved with a continuous sidewalk along Emerson Rd.

Operating Budget Impact

The project will widen the Emerson Rd and increase the amount of pavement to maintain. However, reconstructing the roadway and sidewalk will push back future maintenance needs. Improved capacity and accessibility on Emerson is also expected to alleviate wear and tear on New Ballas Rd. The net impact to the operating budget is not expected to be significant.

Comments

None

Expenditure Type:

Planning, Design, & Engineering	\$4,626
Land Acquisition	
Construction	\$350,000
Equipment	
Other	
Total	\$354,626

West Olive Lighting

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$530,000	\$318,000	\$212,000		\$530,000					

Project Description

The project includes the installation of decorative lighting in the medians on Olive Blvd. between Cross Creek and Mason Rd. The installation of the bases and conduits for the lighting was installed during the West Olive enhancement project in 2008. The addition of the proposed lighting is the final item to be completed from the 2003 project. This project will be funded by a \$318,000 federal STP-E grant and a \$212,000 local match.

Existing Condition

None.

Justification

This project is part of the City's West Olive Enhancement Plan and is identified in the City's Comprehensive Plan. The project will improve lighting as well as aesthetics to the City's major commercial corridor.

Operating Budget Impact

Operation and maintenance costs for all 56 fixtures is projected to be \$1,918. The lights are under warranty to last 10 years, so maintenance costs for the first 10 years are projected to be nominal; however, averaging maintenance costs over a 10 year period, including the cost of replacing both the ballast and bulb of each fixture in 10 years (if needed) is \$24 per fixture.

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$530,000

Equipment

Other

Total \$530,000

Ladue Sidewalk Construction

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$520,000	\$420,000	\$100,000		\$520,000					

Project Description

The project includes construction of sidewalk along the north side of Ladue Road from Coeur de Ville to Graeser Rd. This project will be funded by a \$420,000 federal STP-E grant and a \$100,000 local match.

Existing Condition

None.

Justification

There existing pedestrian asphalt pathway is deteriorated and substandard. Constructing an ADA-compliant sidewalk along Ladue Road will increase safety and improve pedestrian mobility, which is one of the goals of the 2002 Comprehensive Land Use Plan.

Operating Budget Impact

None

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$520,000

Equipment

Other

Total \$520,000

Graeser Road Overlay

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$474,000	\$379,200	\$94,800		\$45,000	\$429,000				

Project Description

The City has been awarded a federal STP-S grant in the amount of \$379,200 to provide an asphalt overlay of Graeser Rd from Ladue Rd. to Olive Blvd. The City will provide a 20% grant match in the amount of \$94,800.

Existing Condition

None.

Justification

Graeser Rd is a major north-south corridor in the City and is in need of repair.

Operating Budget Impact

None

Comments

None

Expenditure Type:

Planning, Design, & Engineering	\$45,000
Land Acquisition	
Construction	\$429,000
Equipment	
Other	
Total	\$474,000

Engineering and Conceptual Designs for Future Street Projects

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$30,000		\$30,000				\$30,000			

Project Description

These funds are planned for engineering or conceptual designs of a future and yet to be identified street project.

Existing Condition

None

Justification

These designs will aid the City in determining what projects are financially feasible and may aid in securing future grants for street projects.

Operating Budget Impact

None

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

\$30,000

Equipment

Other

Total

\$30,000

Mosley Road Engineering

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$50,000		\$50,000		\$50,000					

Project Description

The project includes preparing a conceptual plan and preliminary engineering for reconstructing Mosley Road.

Existing Condition

Mosley Road is need of complete redesign and reconstruction.

Justification

Preparing a conceptual plan and completing preliminary engineering for Mosley Road will help the City calculate a cost for the project and assist the City in planning and budgeting for final design and construction.

Operating Budget Impact

None

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$50,000

Equipment

Other

Total \$50,000

Olive Boulevard Sidewalk—Phase I

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$25,000		\$25,000		\$25,000					

Project Description

The project involves constructing a short segment of sidewalk on the south side of Olive Boulevard immediately west of Fernview Dr. in FY13. The City is also working with a property owner to complete a short infill sidewalk segment on Olive Blvd. east of Fernview Dr., which would complete a continuous sidewalk along the south side of Olive Blvd. from just west of Fee Rd. to just west of Fernview Dr.

Existing Condition

None.

Justification

Improve pedestrian accessibility along Olive Blvd.

Operating Budget Impact

Not significant.

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction \$25,000

Equipment

Other

Total \$25,000

Olive Boulevard Sidewalk—Phase II (grant match)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$100,000		\$100,000					\$100,000		

Project Description

The project involves constructing infill sidewalk along various segments of Olive Blvd. between Mason Rd. and Fernview Dr. as well as a significant stretch of new sidewalk between Fernview Dr. and the new Highway 141. The total project cost is estimated to be \$500,000 of which \$100,000 is planned as a grant match. The entire project cost will be included in future CIPs if the City is successful in obtaining the grant.

Existing Condition

None.

Justification

Improve pedestrian accessibility along Olive Blvd.

Operating Budget Impact

Minor future maintenance of the sidewalk is expected, but it is not expected that this will significantly impact the operating budget.

Comments

None

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

Equipment

Other

\$100,000

Total

\$100,000

Coeur De Ville Overlay Drive (grant match)

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
		\$105,000			\$10,000	\$95,000			

Project Description

The amount of \$105,000 represents a 20% grant match amount for a \$525,000 project that would involve completing an overlay of Coeur De Ville Dr. between Olive Blvd. and Ladue Rd. as well as replacing the existing sidewalk, curb, and gutter. Additional plantings would be installed between Coeur De Ville and I-270 to expand the visual barrier. The full project cost of 525,000 will be added to the CIP if the City is successful in obtaining the federal STP-S grant.

Existing Condition

The existing roadway and sidewalk are in need of maintenance and replacement.

Justification

The asphalt overlay and replacement of sidewalk, curb, and gutter will prevent deterioration of the roadway base and reduce future maintenance expenses.

Operating Budget Impact

The project will reduce future maintenance expenses by preserving and/or replacing the existing deteriorating infrastructure.

Comments

None

Expenditure Type:

Planning, Design, & Engineering	\$10,000
Land Acquisition	
Construction	\$95,000
Equipment	
Other	
Total	\$105,000

9515 Capital Equipment

Five-Year Capital Improvement Program Fiscal Years 2013-2017



Capital Equipment

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$219,000		\$219,000		\$219,000	\$257,500	\$265,225	\$273,182	\$281,377	

Project Description

City equipment costing greater than \$20,000 and having a useful life of at least five years based on replacement schedule. All Public Works Department equipment listed below is for replacement of existing equipment that is at least 10 years old.

Existing Condition

Equipment has reached the end of its useful life.

Justification and Operating Budget Impact

Replacement of old public works equipment is necessary in order to provide reliable services and reduce annual maintenance costs.

Comments

The following major equipment purchases are planned for FY2013 as replacements for existing older equipment:

- Pick-up Truck (\$26,000). This purchase would replace an existing 2002 pick-up truck for one of the public works foremen.
- 2-ton Dump Truck (\$115,000). This purchase would replace an existing 1999 2-ton dump truck.
- 14' Leaf vacuum (\$38,000). This purchase would replace an existing 2001 leaf vacuum.
- Skid steer (\$40,000). The skid steer purchase will replace the City's small John Deere unit. The new unit will be able to operate attachments such as a street broom, an auger, a bucket, a snow box, etc. so it can work on jobsites in conjunction with the City's Bobcat skid steer that is used as a pavement miller. Public Works plans to give the small John Deere skid steer to the Golf Course for its needs rather than trading in or auctioning it off.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

Equipment \$219,000

Other

Total \$219,000



Police License Plate Recognition Unit

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Future
\$24,000		\$24,000			\$24,000				

Project Description

The license plate recognition (LPR) system is a mobile unit that can be set up anywhere in the City to scan license plates to support officers responding to crimes in progress and assist in investigations. The LPR system is a first-time purchase. One unit was purchased in FY12 and a second unit is recommended to be purchased in FY14.

Existing Condition

None.

Justification

The LPR system will assist the Police Department in investigations and in responding to crimes in progress.

Operating Budget Impact

Not significant. Maintenance may be needed if the unit is damaged.

Comments

None.

Expenditure Type:

Planning, Design, & Engineering

Land Acquisition

Construction

Equipment

\$24,000

Other

Total

\$24,000

Future Projects NOT included the FY13-17 CIP	Notes
1 Community Message Board (\$70,000)	Removed from future projects list due to lack of interest
2 Council Chamber Security and Accessibility Enhancements	Proposed in CIP for FY13
3 Downtown Streetscape & Infrastructure	
4 New Ballas & Olive Intersection Improvements	
5 Emerson Road widening, reconstruction, and sidewalk (est. \$1.62 mi.)	Proposed in CIP for FY15 pending grant funding
6 Extension of Studt from Old Ballas to Craig	
7 Government Center Electrical Switchgear Replacement (\$250,000)	
8 Hibler Road Reconstruction - east of Falaise (est. \$295,000)	
9 Lindbergh Blvd. Streetscape enhancement Project - Phase I (est. \$1.25 mil.)	
10 Millennium Park Retention Basin Conversion to Lake	
11 Mosley Road Reconstruction (est. \$1.5 mi.)	Engineering proposed in CIP for FY13
12 N. New Ballas Rd. - Phase II Sidewalk - Rocky Dr. to Ladue Rd. (\$220,000)	Removed from CIP and put on future projects list due to lack of easements
13 Olive Blvd Improvements - New Ballas Rd to Old Ballas Rd (\$1.8 mi.)	
14 Public Works Truck Shelter (\$220,000)	
15 Salt Storage Temporary Building (\$50,000)	Proposed in CIP for FY14
16 Silt Removal at Golf Course, Phase II (est. \$200,000)	
17 West Olive Median Enhancements, Phase II - Mason to Fernview (est. \$2.2	

Future Projects are identified projects which either have no available funding or do not have a fully developed scope or estimate. The projects are listed in alphabetical order, not in order of priority.

Projects proposed to be removed from the future list are shown with a ~~strike through~~.

Projects that are proposed to be added to the future list are shown in **bold**.



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

STAFF MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: March 5, 2012

Subject: Zoning for the Core Business District (CBD)

Location: Area bounded by Olive Boulevard, Old Ballas Road, and North New Ballas Road.

Requested Action: Work session discussion only.

Prepared by:

Paul Langdon, AICP
Director of Community Development

3/2/2012
Date

BACKGROUND

On December 19, 2011, the Planning and Zoning Commission reviewed two critical elements of the FBC: the Regulating Plan for Building Envelope Standards (BES) and the BES for the major arterial locations. It was pointed out in the discussion of the Regulating Plan that a total of three BES types were being contemplated by staff. In addition to development of the next two BES types, General and Transitional, the first one presented (BES for Shopfront Colonnades) has been further revised. As such, all three are presented for discussion with this memorandum.

DISCUSSION

RECAP OF THE REGULATING PLAN (SEE ATTACHED DRAFT PLAN)

As a reminder, form-based codes are primarily focused on the streetscape and instilling as much character in the built environment as possible without relying upon massive buildings and equally over-whelming parking lots. What these codes do not focus on is the rear portions of development. There are privacy and open air considerations, but the bulk of the regulations go to the streetscape and the scale of the buildings.

Given this shift in focus from the private lot to the public street, the Euclid-style zoning map is replaced with a "Regulating Plan" that lays out development patterns as seen from the street. In other words, the information on the map follows preferred street layouts and largely ignores specific side and rear property lines. The only connection to the side and rear property lines is the routing of proposed streets and the general location for changes in BES.

Key points on the draft Regulating Plan for inspection and comment are:

- The three-level hierarchy of BESs.

The North New Ballas Road and Olive Boulevard frontages are provided the most development intensive BES that allows the tallest buildings (up to five stories plus an attic story) and brings the buildings out over the sidewalk in a colonnade architectural style. The Commission should take note of the proposed extension of this BES down the existing Hamm Road in anticipation of a larger scale redevelopment of the southwest quadrant of Old Ballas Road and Olive Boulevard. As a large development location, there is a significant opportunity to dramatically shift the character of this area from one dominated by car-oriented design to one that is pedestrian-oriented and human-scaled. In other words, this corner and the one at North New Ballas are the locations to create a bold statement while accommodating the scale of development that is essential to the economic survival of the area.

The majority of the internal streets are assigned a more modest level of development that can be thought of as the classic small downtown development style. The buildings are limited to two to four stories, the upper floors cannot come out over the sidewalk, and smaller gaps are allowed between buildings. After these is a limited-in-size and residential-only BES that only borders on the Old Ballas Village condominiums. The buildings can still be up to four stories, but must maintain a more residential character including front porches and garden spaces along the street. This is intended to help bridge the character of the existing condominiums with the existing and anticipated commercial development.

The Commission is asked to consider this arrangement of building types and provide direction to the staff regarding potential changes. Comments regarding the number and nature of the different building envelopes are also requested at this time.

- Street grid.

The perimeter streets and Studt Road are well established and continue to provide the principal framework of the district. Under the FBC, however, Will Avenue and Hamm Road are significantly upgraded to become true streets. Indeed, neither right-of-way even exists south of Studt Road today, and the plan is only providing a conceptual alignment along existing property lines. It is important to establish as much of a street grid as possible in order to maximize street parking and avoid over-loaded intersections. Whether or not these are the optimal street alignments is a fair question for the Commission to debate.

THE BUILDING ENVELOPE STANDARDS

As pointed out previously, this section of the FBC is probably the most difficult to compose as it involves several very detailed architectural and bulk standards that have to work on their own and together. Further, they involve a lot of terms that the City has not generally used in the past. As the members of the Commission review these different sets of standards, particular note should be made of the changes in standards that are intended to reduce development intensity and incorporate more existing standards from the “AR” Attached Single-family Residential, and “CB” Core Business zoning districts as one moves from Arterial, to General, to Transitional BES types.

- Guiding Principles

To help City officials and the general public understand what these regulations are intended to accomplish, the section starts with a detailed listing of the guiding principles. These principles generally reflect the goals of the Comprehensive Plan for this area and support the Downtown

Design Guidelines passed in 2006. If the members of the Commission have any questions or concerns regarding these principles, they should be raised during the discussion on the 5th.

- Arterial Frontage BES

The first of the BES sections presented to the Planning and Zoning Commission has been reformatted to a minor degree and renamed from “Shopfront Colonnades” to “Arterial Frontages” to make it more clear that buildings without colonnades are also welcome within these locations. In fact, staff ask the members of the Commission to consider if the colonnade should be offered only as an incentive for significant public benefits, similar to the existing site coverage bonus in the Zoning Code. This question is asked because a year 2000 survey of large cities that incentivized colonnades found that they were often over-used and caused problems with the continuity of the sidewalk environment that pedestrians did not like (*Incentive Zoning: Meeting Urban Design and Affordable Housing Objectives*, American Planning Association, September 2006). As was identified during the last discussion, there are some significant design considerations that go into a well-designed and attractive colonnade and it may be that the risks of a poor design should suggest the rare application of the feature.

- General Frontage BES

This is the most extensively used BES and is the most closely allied with the 2005 Master Plan and 2006 Design Guidelines for the area. Although the majority represents a “scaling down” of the Arterial Frontages BES, the Height and Siting sections contain two significant additions intended to address key concerns of the Master Plan: a height bonus for structured parking for the public and a separate height bonus for public plaza construction. These bonuses effectively allow the maximum utilization of a given site, regardless of other features on the property, including a parking structure shared with the public or a public plaza. As with all bonuses, they must be carefully calibrated to ensure that they are both attractive to the development community while not jeopardizing the purposes of the standard zoning. Staff encourage the Commission members to consider and discuss all elements of these incentives.

Please note that the graphics are not complete for this section and will be inserted into the open top-left corners as soon as they are available. The graphics only illustrate the text and do not establish any unique regulations.

- Transitional Frontage BES

Intended to help bridge or transition the older existing residential to the General Frontage development, this BES is largely a modification of the “AR” Attached Single-family Residential zoning district. It defines more strict standards for the buildings, especially building location, but also allows a higher development intensity more similar to that in the existing “CB” Core Business district. Note that no incentives for public spaces or parking garages are provided in this BES as it is intended to somewhat separate the existing residences from the higher level of activity anticipated for and more likely to occur in the General Frontage areas with the inclusion of more public amenities.

As with the General Frontage BES, the graphics are not complete for this section and will be inserted into the open top-left corners as soon as they are available. The graphics only illustrate the text and do not establish any unique regulations.

CONCLUSION

The key, high-level guidance to the members of the Commission in reviewing these documents is that they remember the following:

1. The form of these regulations has been utilized in many cities seeking the style of development long-sought by Creve Coeur for the “downtown” area. The lack of success over the preceding 40 years is a clear indication that conventional zoning is simply not effective in fulfilling the long-held vision.
2. Beyond the form of the regulations, the specific standards are all debatable and subject to calibration to fit the community expectations. While there is a rational basis for all of them, none are above scrutiny.

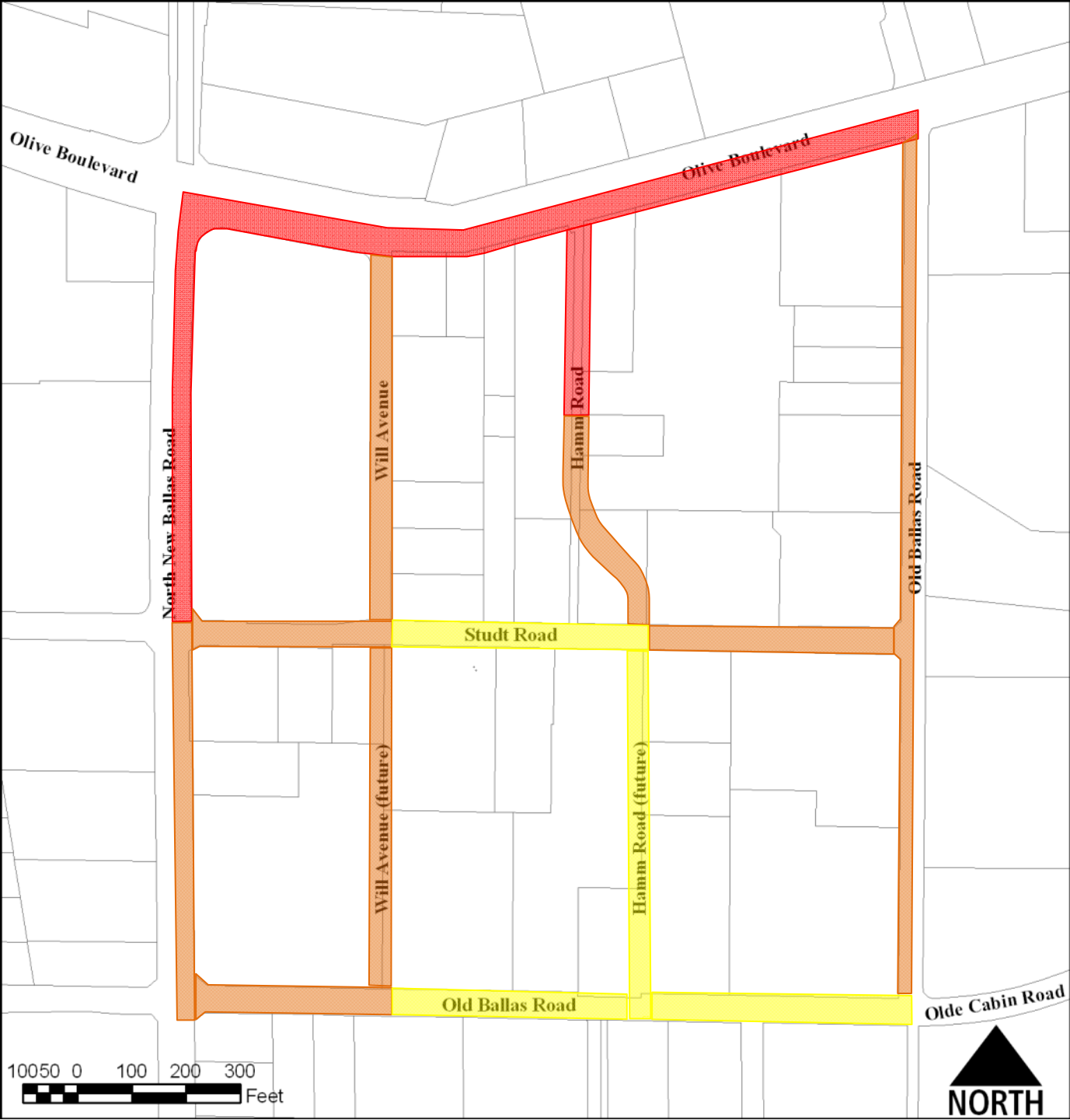
Finally, and as stated before, the Commission should be continuing to critically evaluate the following general characteristics:

- The height of the buildings, including parking garages
- The requirement for specific building forms
- The use of street walls to help screen parking areas and “fill in” gaps between buildings
- The inclusion of 15% contiguous open space to help open up buildings, especially as they get higher
- The absence of side setbacks
- The mixture of uses possible within the building or between buildings on the same block.

Staff will attempt to address any questions the Commission may have regarding these draft regulations and will continue to develop the subsequent sections of the code, especially the right-of-way standards, for consideration in the near future.

SECTION 450-400 C, BUILDING ENVELOPE STANDARDS

Regulating Plan: Building Envelope Standards



Using this plan

The Form-Based Code (FBC) is primarily concerned with the relationship between private development and the public right-of-way (ROW). The different colors on this map reference the character of development adjacent to the given portion of ROW. The names shown in the legend correspond with a particular building envelope standard described in Section 405.400.C. Note that this map is not intended to describe any street ROW standards beyond a representative alignment. Please refer to Section 405.400.D for detailed ROW information.

Legend

- Arterial Frontage
- General Frontage
- Transitional Frontage
- Property Lines (as of 2007)

SECTION 405.400.C BUILDING ENVELOPE STANDARDS

405.400.C.1. Introduction

The REGULATING PLAN identifies the BUILDING ENVELOPE STANDARDS (BES) for all building sites within the Station Area. The goal of the BES is the creation of a healthy and vital public realm through good STREETSPACE. Deviations from the BES can be approved only through a Special Exception Process as provided in Chapter VI (Administration) of this *Code*. The BES sets the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required and/or permitted elements, such as COLONNADES, STOOPS, balconies, porches, and STREET WALLS.

405.400.C.2. General Guiding Principles

Although no particular design motif is required by the FBC, it is essential that the relationship of the buildings to the streets be carefully crafted and nurtured regardless of other design details and regulations that vary with the building types. The following are the minimum expectations for any project unless otherwise accepted by the Planning and Zoning Commission due to extraordinary circumstances:

a. Buildings are aligned and close to the street.

Buildings form the space of the street but should balance variety with consistency.

b. The street is a coherent space, with consistent building forms on both sides.

The relationship between buildings extends across the STREET-SPACE as well. Street coherence is key to defining a clear public space and STREET-SPACE identity.

c. Buildings oversee the STREET-SPACE with active fronts.

Windows and gathering places provide oversight of the STREET-SPACE that contributes to vital and safe public spaces.

d. Public spaces are physically defined by buildings, walls, or fences.

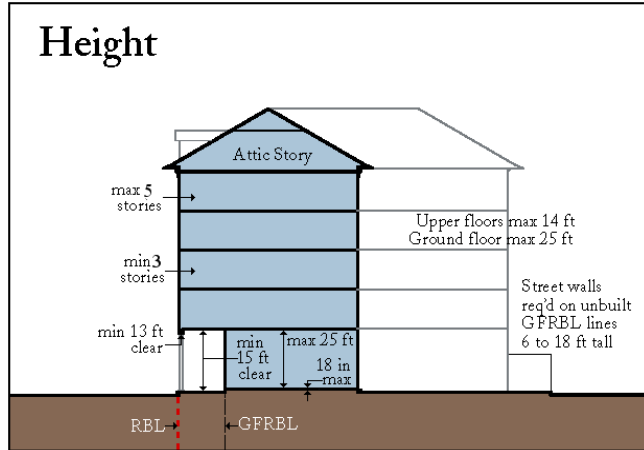
Land should be clearly public or private—in public view and generally open to all (the STREET SPACE) or private and protected.

e. Buildings are designed for towns and cities.

Rather than being simply pushed closer together, as in many suburban developments, buildings must be designed for the true town center or urban setting. Views are directed to the STREET-SPACE and interior gardens/court-yards, not into neighboring lots.

f. Vehicle storage/parking, (other than on-street parking), garbage and mechanical equipment are kept away from the STREET-SPACE.

Allowing these elements to severely interrupt or compete for attention within the STREET SPACE harms coherence and breaks down the definition of the public spaces.

405.400.C.3 Arterial Frontages**405.400.C.3.a. Arterial Frontage Height Regulations****(1) Generally.**

- (a) The height of the principle building is measured in STORIES.
- (b) Each principle building shall be at least three (3) STORIES in height, but no more than five (5) STORIES, excluding an attic STORY that may also be present.

(2) Parking Structure Height

The highest point of the upper deck on a parking garage shall not be higher than the highest finished floor elevation of the principal building served by the parking structure.

(3) Ground Story Height

- (a) The GROUND STORY finished floor elevation shall be equal to, or greater than, the adjacent exterior sidewalk elevation up to a maximum finished floor elevation of eighteen inches (18") above the sidewalk elevation.
- (b) The minimum STORY HEIGHT for the GROUND STORY is fifteen feet (15') of clear interior height (floor to ceiling) contiguous to the GFRBL frontage for at least one-half (½) of its area.
- (c) The maximum STORY HEIGHT for the GROUND STORY is twenty-five feet (25').

(4) Upper Story Height

- (a) The maximum STORY HEIGHT (floor-to-ceiling or floor-to-roof-structure for attics) for STORIES other than the GROUND STORY, is fourteen feet (14').
- (b) The minimum STORY HEIGHT (floor-to-ceiling) for at least eighty percent (80%) of each upper STORY, not including attics, is nine feet (9').

(5) Mezzanines

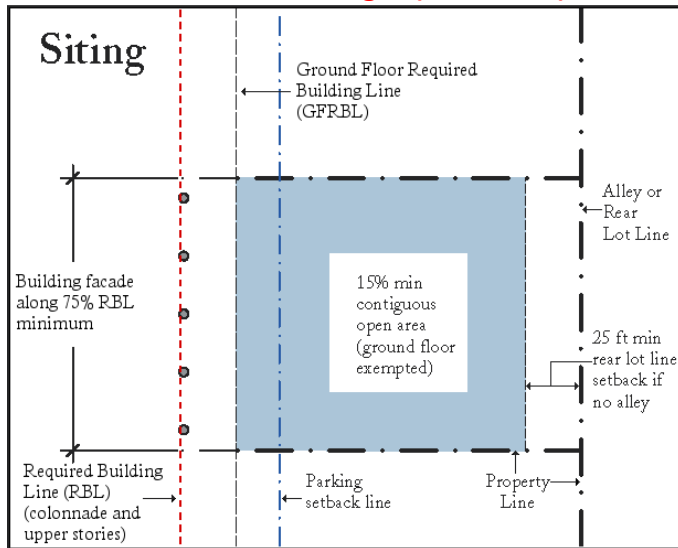
Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as a full STORY.

(6) Street Wall Height

- (a) A STREET WALL not less than six feet (6') in height or greater than eighteen feet (18') in height shall be required along any GFRBL frontage that is not otherwise occupied by a building, access drive or PUBLIC PLAZA on the lot.
- (b) STREET WALL height shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the finished adjacent ground elevation to the highest point on the wall.

(7) Other

Where an ARTERIAL FRONTAGE site is located within forty feet (40') of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT shall be thirty feet (30'). This requirement supercedes the minimum STORY requirement.

405.400.C.3 Arterial Frontages (continued)**405.400.C.3.b. Arterial Frontage Siting Regulations****(1) Street Facade.**

- (a) On each lot, the building FAÇADE shall be built to the RBL for at least seventy-five percent (75%) of its RBL and/or GFRBL length.
- (b) The building FAÇADE shall be built entirely to the RBL and GFRBL when within forty feet (40') of a BLOCK CORNER.
- (c) The building FAÇADE along the RBL and GFRBL may include jogs of not more than thirty-six (36") in depth except as otherwise provided to allow BAY WINDOWS (upper STORIES only).
- (d) GROUND STORY unit frontage widths shall be a maximum of one hundred twenty feet (120').

(2) Buildable Area

- (a) Buildings may occupy any portion of the lot behind the RBL (and GFRBL) exclusive of any setbacks required by this Code, notwithstanding the FAR and OPEN AREA regulations contained herein.
- (b) FAR may not exceed 3.0.
- (c) A contiguous OPEN AREA, distinct from any parking or required setback areas, and equal to at least fifteen percent (15%) of the total BUILDABLE AREA, shall be preserved on every lot. Such contiguous OPEN AREA may be located anywhere behind the PARKING SETBACK LINE, either at grade or at the second or third STORY.
- (d) No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

(3) Setbacks**(a) Front Yard Setbacks**

The RBL is located ten feet (10') distant from and parallel to the property line shared with a public or private right-of-way.

(b) Side Yard Setbacks

No side yard setback is required except where a lot shares a COMMON LOT LINE with a property located in a single-family residential zoning district, in which case the minimum side setback from the shared lot line shall be thirty feet (30').

(c) Rear Yard Setbacks

There is no required setback from ALLEYS. On lots without ALLEY access, the minimum rear setback shall be twenty-five feet (25').

(4) Garages and On-Site Parking

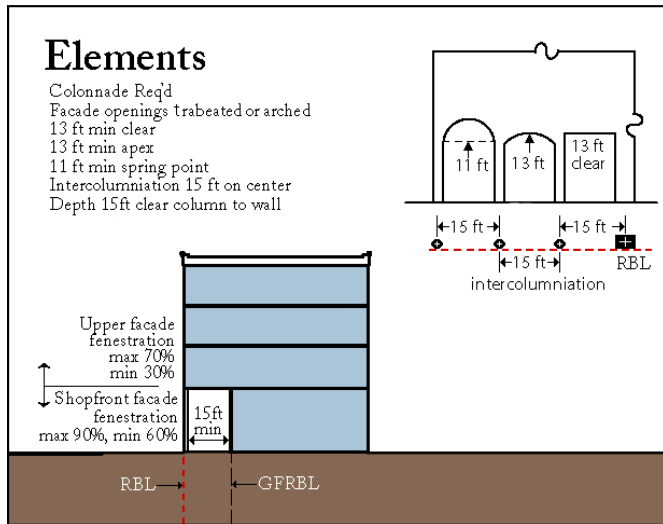
- (a) GARAGE ENTRIES or driveways shall be located at least seventy-five (75) feet away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
- (b) GARAGE ENTRIES shall have a clear height of no greater than sixteen (16) feet nor a clear width exceeding twenty-four (24) feet.
- (c) Designated driveways, GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
- (d) GARAGE ENTRIES may be setback up to a maximum of twenty-four (24) inches behind the surrounding FAÇADE.
- (e) Vehicle parking areas on private property shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade. The PARKING SETBACK LINE is located nine feet behind the GFRBL.

(5) Corner Lots

Corner lots shall satisfy the code requirements for the full RBL length unless otherwise specified in this code.

(6) Unbuilt RBL and Common Lot Treatment

- (a) A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building on the lot. The STREET WALL shall be located not more than eight (8) inches behind the RBL.
- (b) PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building on the lot.

405.400.C.3 Arterial Frontages (continued)**405.400.C.3.c. Arterial Frontage Building Elements Regulations****(1) Fenestration**

- Blank lengths of wall exceeding fifteen linear feet (15') are prohibited on all RBL/GFRBLS.
- FENESTRATION on the GROUND STORY FACADES shall comprise at least sixty percent (60%), but not more than ninety percent (90%) of the FACADE area situated between two feet (2') and ten feet (10') above the adjacent public sidewalk on which the FAÇADE fronts.
- FENESTRATION on the upper STORY FACADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FACADE area per STORY (measured as a percentage of the FAÇADE between floors).
- No window may face or direct views toward a COMMON LOT LINE within thirty feet (30') unless that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or, the window sill is at least 6' above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

(2) Building Projections

- AWNINGS, BALCONIES, and STOOPS shall not project closer than five feet (5') to a COMMON LOT LINE.
- No part of any building, except over-hanging eaves, BALCONIES, BAY WINDOWS, and AWNINGS, as specified by the Code, shall encroach beyond the RBL.
- No part of any building, except SHOPFRONTS and signs, as otherwise permitted by the Code, shall encroach into the COLONNADE beyond the GFRBL.

(3) Doors/Entries

- Functioning entry door(s) shall be provided along, but not limited to, GROUND STORY FACADES at intervals not greater than seventy-five linear feet (75').
- Entry doors shall be recessed thirty inches (30") or more behind the adjacent GROUND STORY FAÇADE.

(4) Colonnades

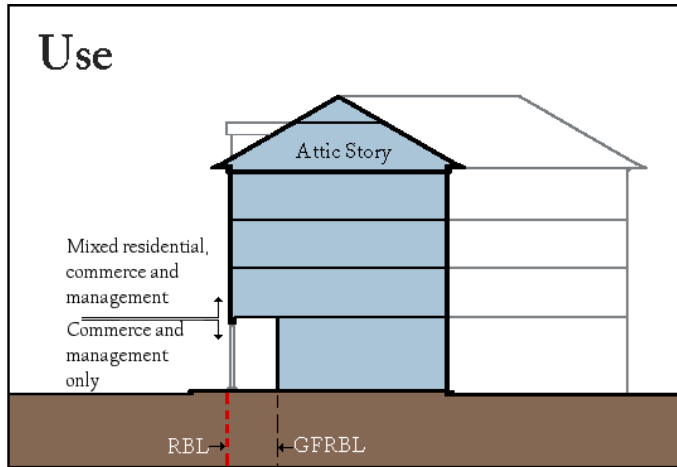
Where designated on the REGULATING PLAN, COLONNADES shall:

- Have a minimum interior floor to ceiling clear height of fifteen feet (15') (excepting blade signs and street lighting as specified in *FBC*).
- Have minimum thirteen foot (13') FAÇADE opening height to beam (or to the top of the arch and minimum eleven feet (11') to the springing point).
- Have an intercolumniation of at least fifteen feet (15') on center, but no greater than the associated beam or apex height.
- Have a continuous public access easement covering the entire covered and uncovered sidewalk area.
- Have columns/piers with no single horizontal dimension greater than twenty two inches (22") or less than ten inches (10"). This limitation shall apply between grade and eleven feet (11') in height.
- Have fifteen feet (15') between the RBL and the GFRBL except as otherwise specified in the REGULATING PLAN.

(5) Street Walls

A vehicle entry gate no wider than eighteen feet (18') or a pedestrian entry gate no wider than six feet (6') shall be permitted within any required STREET WALLS.

405.400.C.3 Arterial Frontages (continued)



405.400.C.3.d. Arterial Frontage Use Regulations

(1) Ground Story

The GROUND STORY shall house RETAIL TRADE, COMMERCE and MANAGEMENT uses only. See the USE MATRIX for the specific use listings.

(2) Upper Stories

The upper STORIES shall house residential, COMMERCE or MANAGEMENT uses excluding RETAIL TRADE uses except those that have direct RBL frontage and are second STORY extensions of the GROUND STORY use. See the USE MATRIX for the specific use listings.

405.400.C.4 General Frontages**HEIGHT****405.400.C.4.a. General Frontage Height Regulations****(1) Building Height**

- (a) The height of the principal building is measured in STORIES.
- (b) Each principal building shall be at least two (2) STORIES in height, but no greater than four (4) STORIES in height.

(2) Parking Structure Height

The highest point of the upper deck on a parking structure shall not be higher than fifty feet (50') or, where applicable, the finished floor elevation of the principal building served by the structure, whichever is less.

(3) Ground Story Height: Commerce Uses

- (a) The GROUND STORY finished floor elevation shall be equal to, or greater than, the adjacent exterior sidewalk elevation up to a maximum finished floor elevation of eighteen inches (18") above the sidewalk elevation at the RBL.
- (b) The minimum STORY HEIGHT for the GROUND STORY is fifteen feet (15') of clear interior height (floor to ceiling) contiguous to the RBL frontage for at least one-half (½) of its area. At no point shall the remainder of the GROUND STORY have a STORY HEIGHT of less than eleven feet (11').
- (c) The maximum STORY HEIGHT for the GROUND STORY is twenty-five feet (25').

(4) Ground Story Height: Residential Units

- (a) The GROUND STORY finished floor elevation shall be no less than thirty inches (30") and no more than eighty inches (80") above the exterior sidewalk elevation at the RBL.
- (b) The minimum STORY HEIGHT for the GROUND STORY is nine feet (9').
- (c) The maximum STORY HEIGHT for the GROUND STORY is sixteen (16) feet.

(5) Upper Story Height

- (a) The maximum STORY HEIGHT (floor-to-ceiling or floor-to-roof-structure for attics) for STORIES other than the GROUND STORY, is fourteen feet (14').
- (b) The minimum STORY HEIGHT (floor-to-ceiling) for at least eighty percent (80%) of each upper STORY, not including attics, is nine feet (9').

(6) Mezzanines

Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as full STORIES.

(7) Street Wall Height

- (a) A STREET WALL not less than six feet (6') in height nor greater than sixteen feet (16') in height shall be required along any frontage that is not otherwise occupied by the principal building or driveways.
- (b) The height of the STREET WALL shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the finished adjacent ground elevation to the highest point on the wall.

(8) Public Structured Parking Incentive

The City Council, on the recommendation of the Planning and Zoning Commission, may approve additional floors necessary to achieve the maximum FAR or RESIDENTIAL YIELD if a project includes structured parking wherein no less than thirty percent (30%) of the available spaces are for public use, whether or not a fee is charged for such use. In approving such projects, the Planning Commission and City Council will expect:

- Implementation of the Downtown Design Guidelines to the fullest extent practicable;
- Fully accessible site design;
- Year-round aesthetic and functionality;
- Inclusion of commercial or residential units in front of the structure.
- Incorporation of street furniture and visual interest at the ground floor; and
- Integration with adjacent buildings and streets.

(9) Other

Where a GENERAL site is located within forty feet (40') of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT for that portion of the GENERAL site shall be thirty feet (30'). This requirement shall supersede the minimum height requirements.

405.400.C.4 General Frontages**SITING**

There is no required setback from ALLEYS. On lots without ALLEY access, the minimum rear setback shall be twenty-five feet (25').

405.400.C.4.B. General Frontage Siting Regulations**(1) Street Facade**

- (a) On each lot, the building FAÇADE shall be built to the RBL for at least eighty-five percent (85%) of the RBL length.
- (b) The building FAÇADE shall be built to the RBL within thirty feet (30') of a BLOCK CORNER.
- (c) These portions of the building FAÇADE (built to the RBL) may include jogs of not more than thirty-six inches (36") in depth except as otherwise provided to allow BAY WINDOWS, shop fronts, and BALCONIES.

(2) Buildable Area

- (a) Buildings may occupy any portion of the lot behind the RBL, exclusive of any setbacks required by this Code, however, FAR may not exceed 0.85.
- (b) A contiguous OPEN AREA equal to at least fifteen percent (15%) of the total BUILDABLE AREA shall be preserved on every lot. Such OPEN AREA may be located anywhere behind the PARKING SETBACK, either at grade or at the second or third STORY.
- (c) No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

(3) Setbacks

- (a) **Front Yard Setbacks**
The RBL is located five feet (5') distant from and parallel to the property line shared with a public or private right-of-way.
- (b) **Side Yard Setbacks**
No side yard setback is required except where a lot shares a COMMON LOT LINE with a property located in a single-family residential zoning district, in which case the minimum side setback from the shared lot line shall be ten feet (10').
- (c) **Rear Yard Setbacks**

(4) Garage and On-Site Parking

- (a) GARAGE ENTRIES or driveways shall be located at least seventy-five feet (75') away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
- (b) GARAGE ENTRIES shall have a clear height of no greater than sixteen feet (16') nor a clear width exceeding twenty-four feet (24').
- (c) Designated GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
- (d) GARAGE ENTRIES may be setback a maximum of twenty-four inches (24") behind the surrounding FAÇADE.
- (e) Vehicle parking areas on private property shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade.

(5) Corner Lots

Corner lots shall satisfy the code requirements for the full RBL length, unless otherwise specified in this Code.

(6) Unbuilt RBL and Common Lot Line Treatment

- (a) A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building. The STREET WALL shall be located not more than eight inches (8") behind the RBL.
- (b) PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.

(7) Public Plaza Incentive

The City Council, on the recommendation of the Planning and Zoning Commission, may approve additional floors necessary to achieve the maximum FAR if a project is so designed as to provide a PUBLIC PLAZA or POCKET PARK covering at least ten thousand square feet (10,000 s.f.) of site area and fully accessible to the public via the adjacent public street. In approving such projects, the Planning Commission and City Council will expect:

- Implementation of the Downtown Design Guidelines to the fullest extent practicable;
- Fully accessible site design;
- Year-round aesthetic and functionality;
- Multi-functionality; and
- Integration with adjacent buildings and streets.

405.400.C.4 General Frontages**ELEMENTS****405.400.C.4.c. Local Frontage Building Elements Regulations****(1) Fenestration**

- (a) Blank lengths of wall exceeding twenty linear feet (20') are prohibited along all RBLs.
- (b) FENESTRATION on the GROUND STORY FACADES shall comprise at least forty percent (40%), but not more than ninety percent (90%), of the FACADE area situated between two feet (2') and ten feet (10') above the adjacent public sidewalk on which the FAÇADE fronts.
- (c) FENESTRATION on the upper story FACADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FACADE area per STORY (measured as a percentage of the FAÇADE between floor levels).
- (d) No window may face or direct views toward a COMMON LOT LINE within thirty feet (30') unless that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or, the sill is at least six feet (6') above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

(2) Building Projections

- (a) AWNINGS, BALCONIES, and STOOPS shall not project closer than five feet (5') to a COMMON LOT LINE.
- (b) No part of any building, except overhanging eaves, AWNINGS, BALCONIES, BAY WINDOWS, STOOPS, and shop fronts as specified by the Code, shall encroach beyond the RBL.

- (c) AWNINGS that project over the sidewalk portion of a STREET-SPACE shall maintain a clear height of at least ten feet (10').

(3) Doors/Entries

Functioning entry door(s) shall be provided along GROUND STORY FACADES at intervals not greater than sixty linear feet (60').

(4) Covered Sidewalks

COVERED SIDEWALKS are encouraged, but not required. Where provided, COVERED SIDEWALKS shall:

- (a) Have a minimum interior clear height of thirteen feet (13') except as otherwise provided for signs, street lighting and similar appurtenances.
- (b) Have a minimum of ten feet (10') clear width between the FACADE and the support posts or columns of the sidewalk cover structure.
- (c) Have posts or columns spaced fifteen feet (15') on centers.
- (d) Provide for a continuous public access easement at least four feet (4') wide running adjacent and parallel to the sidewalk cover columns/posts.
- (e) Have columns/posts with no single horizontal dimension greater than twelve inches (12") or less than six inches (6").

(5) Street Walls

A vehicle entry gate no wider than eighteen feet (18') or a pedestrian entry gate no wider than six feet (6') shall be permitted within any required STREET WALL.

405.400.C.4 General Frontages

USE

405.400.C.4.d. Local Frontage Use Regulations

(1) Ground Story

The GROUND STORY shall house COMMERCE or residential uses. See Height specifications above for specific requirements unique to each use.

(2) Upper Stories

The upper STORIES shall house residential or COMMERCE uses excluding RETAIL SPECIALITY and RETAIL TRADE uses (except those that have direct RBL frontage and are second or third STORY extensions of the GROUND STORY USE).

405.400.C.5 Transitional Frontages**HEIGHT****405.400.C.5.a. Transitional Frontage Height Regulations****(1) Building Height**

- (a) The height of the principal building is measured in STORIES.
- (b) Each principal building shall be at least two (2) STORIES in height, but no greater than four (4) STORIES in height, except as otherwise provided on the REGULATING PLAN.

(2) Parking Structure Height

The highest point of the upper deck on a parking structure shall not be higher than thirty feet (30') or, where applicable, the finished floor elevation of the principal building served by the structure, whichever is less.

(3) Ground Story Height

- (a) The finished floor elevation shall be no more than sixty inches (60") above the exterior sidewalk elevation in front of the building.
- (b) The minimum STORY HEIGHT for the GROUND STORY is eight feet (8').
- (c) The maximum STORY HEIGHT for the GROUND STORY is twelve feet (12').

(4) Upper Stories Height

- (a) The maximum floor-to-floor STORY HEIGHT for upper STORIES is twelve feet (12').
- (b) At least eighty percent (80%) of each upper STORY shall have an interior floor to ceiling height of at least eight feet (8').

(5) Mezzanines

Mezzanines having a floor area greater than one-half ($\frac{1}{2}$) of the floor area of the STORY in which the mezzanine is situated shall be counted as a full STORY.

(6) Street Wall and Fence Height

- (a) A STREET WALL not less than four feet (4') in height or greater than ten feet (10') in height shall be required along any RBL frontage that is not otherwise occupied by the principal building. A PRIVACY FENCE not less than six feet (6') in height or greater than nine feet (9') in height shall be required along any COMMON LOT LINE that is not otherwise occupied by a building.
- (b) The height of the STREET WALL shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the finished adjacent ground elevation to the highest point on the wall.

(7) Other

Where a LOCAL site is located within forty feet (40') of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT for that portion of the LOCAL site shall be thirty feet (30'). This requirement shall supersede the minimum STORY requirement.

405.400.C.5 Transitional Frontages**SITING**

There is no required setback from ALLEYS. On lots without ALLEY access, the minimum rear setback shall be twenty-five feet (25').

405.400.C.5.B. Transitional Frontage Siting Regulations**(1) Street Facade**

- (a) On each lot, the building FAÇADE shall be built to the RBL for at least seventy-five percent (75%) of the RBL length.
- (b) The building FAÇADE shall be built to the RBL within thirty feet (30') of a BLOCK CORNER.
- (c) These portions of the building FAÇADE (built to the RBL) may include jogs of not more than twenty-four inches (24") in depth except as otherwise provided to allow BAY WINDOWS, shop fronts, and BALCONIES.

(2) Buildable Area

- (a) Buildings may occupy any portion of the lot behind the RBL, exclusive of any setbacks required by this Code, however, FAR may not exceed 0.80.
- (b) A contiguous OPEN AREA equal to at least twenty percent (20%) of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous OPEN AREA may be located anywhere behind the PARKING SETBACK, but must be at grade.
- (c) No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

(3) Setbacks

- (a) **Front Yard Setbacks**
The RBL is located ten feet (10') distant from and parallel to the property line shared with a public or private right-of-way.
- (b) **Side Yard Setbacks**
No side yard setback is required except where a lot shares a COMMON LOT LINE with a property located in a single-family residential zoning district, in which case the minimum side setback from the shared lot line shall be ten feet (10').
- (c) **Rear Yard Setbacks**

(4) Garage and On-Site Parking

- (a) GARAGE ENTRIES or driveways shall be located at least seventy-five (75) feet away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
- (b) GARAGE ENTRIES shall have a clear height no greater than sixteen (16) feet nor a clear width exceeding twenty-four (24) feet.
- (c) Designated GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
- (d) GARAGE ENTRIES may be setback a maximum of twenty-four (24) inches behind the surrounding FAÇADE.
- (e) Vehicle parking areas on private property shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade.

(5) Corner Lots

Corner lots shall satisfy the code requirements for the full RBL length – unless otherwise specified in this code.

(6) Unbuilt RBL and Common Lot Line Treatment

- (a) A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building. The STREET WALL shall be located not more than twenty-four inches (24") behind the RBL.
- (b) PRIVACY FENCES shall be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.

(7) Frontage Widths

No more than 1/3 of the lots in any phase shall be less than twenty feet (20') wide. A maximum of one hundred and fifty feet (150') of RBL frontage shall be continuous as a single (attached) building. There shall be a 15-foot (15') separation (with a gated STREET WALL) between adjacent TRANSITIONAL FRONTAGE buildings.

405.400.C.5 Transitional Frontages**ELEMENTS****405.400.C.5.c. Transitional Frontage Building Elements Regulations****(1) Stoops and Porches**

- (a) Each lot/unit shall include a STOOP or a FRONT PORCH that projects forward of the RBL.
- (b) A STOOP shall be a maximum of six feet (6') deep and a maximum of six feet (6') wide, exclusive of steps.
- (c) A FRONT PORCH shall be between eight (8) and ten (10) feet deep, with a width not less than fifty percent (50%) of the building FAÇADE. The building FAÇADE behind a FRONT PORCH shall be placed two feet (2') behind the RBL.
- (d) No STOOP or FRONT PORCH, nor steps shall be closer than four feet (4') to any adjacent residential unit.

(2) Fenestration

- (a) Blank lengths of wall exceeding twenty linear feet (20') are prohibited on all RBLs.
- (b) FENESTRATION on all RBL FAÇADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FAÇADE area per STORY (measured as a percentage of the FAÇADE between floor levels).
- (c) No window may face or direct views toward a COMMON LOT LINE within twenty feet (20') unless: that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or the sill is at least six feet (6') above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

(3) Building Projections

- (a) No part of any building, except overhanging eaves, AWNINGS, BALCONIES, BAY WINDOWS, FRONT

PORCHES, and STOOPS, as specified by the Code, shall encroach beyond the RBL.

- (b) BAY WINDOWS shall project not more than thirty-six inches (36") beyond the RBL; shall maintain an interior clear width of at least four feet (4'); and be constructed such that the walls and windows are between ninety (90) degrees (i.e., perpendicular) and zero (0) degrees (i.e., parallel) to the primary wall from which they project.
- (c) AWNINGS that project beyond the RBL shall maintain a clear height of at least ten feet (10').

(4) Doors/Entries

Functioning entry door(s) shall be provided along GROUND STORY FAÇADES at intervals not greater than seventy-five linear feet (75').

(5) Fences/Garden Walls

A fence or GARDEN WALL, twenty inches (20") to forty inches (40") in height, is permitted along the front and the COMMON LOT LINES of the DOORYARD. A PRIVACY FENCE, six feet (6') to eight feet (8') in height, shall be placed along any unbuilt rear lot lines and COMMON LOT LINES.

405.400.C.5 Transitional Frontages

USE

405.400.C.5.d. Transitional Frontage Use Regulations

(1) Ground Story

The GROUND STORY shall house residential and home occupation uses, as defined by the city.

(2) Upper Stories

- (a) The upper STORIES shall house residential and home occupation uses, as defined by the city.
- (b) One basement unit or one inside ACCESSORY UNIT is permitted per single-family lot. Conversion of primary structure single-family units for multiple-family use is prohibited.
- (c) Parking is permitted in the BUILDABLE AREA at the rear of the lot.