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AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, OCTOBER 15, 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. Draft minutes of the September 17, 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**

None

6. **NEW BUSINESS**

A. PUBLIC HEARING

Application #12-027: A request to allow rezoning and re-subdivision of the former Belle Maison subdivision from "A" Single-Family Residential with a Residential Design Development (RDD) approval to "PRD" Planned Residential Development for 10 single-family residential lots, a 180-bed skilled care facility, and a 160-unit senior living facility.

Applicant: John P. King, Lathrope and Gage, LLP, on behalf of
Delmar Gardens Creve Coeur Renaissance, LLC
14805 N. Outer Forty Drive, Suite 300
Chesterfield, MO 63017

B. PUBLIC HEARING

Application #12-029: Approval of an amendment to the Master Sign Plan to include a multi-tenant real estate sign for the Medical Atrium Building at 555 N. New Ballas Road.

Applicant: Kevin P Aholt
Land Dynamics, Inc.
7800 Forsyth Blvd, Suite 800
Clayton, MO 63105

7. **WORK AGENDA**

None

8. **OTHER BUSINESS**

A. Planning Division Report

B. City Attorney Report

9. **ADJOURNMENT**

Posted: _____
Julie Lowery
Planning Division Assistant



**CITY OF CREVE COEUR - MINUTES
PLANNING AND ZONING COMMISSION MEETING
MONDAY, SEPTEMBER 17, 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 Monday, September 17, 2012, at the Creve Coeur Government Center, 300 North New Ballas Road. Vice-Chair Gary Eberhardt called the meeting to order at 7:00 p.m.

MEMBERS PRESENT: *Mr. Gary Eberhardt, Vice-Chair*
 Mr. James Faron
 Mr. Ken Howard
 Mr. Jim Schnarr

OTHERS PRESENT: *Mr. Ed Sluys, Attorney*
 Mr. Paul Langdon, Director of Community Development
 Ms. Whitney Kelly, AICP, City Planner

In the absence of the City Attorney, Carl Lumley, Attorney Ed Sluys represented the City.

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

The Agenda was accepted as written, with the exception to hear the New Business before Unfinished Business.

3. APPROVAL OF MINUTES

Draft Minutes of August 20, 2012

Mr. Howard moved approval of the draft minutes as written, and Mr. Schnarr seconded the motion, which carried unanimously.

4. PUBLIC COMMENT

None

5. NEW BUSINESS

A. PUBLIC HEARING

Application #12-028: Approval of a text amendment to allow “Post-Discharge Surgical Recovery Clinics” in the “PO” Planned Office District.

Applicant/Agent: Mike Brandon
HCP, Inc.
3000 Meridian Blvd, Suite 200
Franklin, TN 37067

Applicant's Representative: Kevin P. McLaughlin
Balke Brown Transwestern
1001 Highlands Plaza Drive West, Suite 150
St. Louis, MO 63110

Mr. Kevin McLaughlin, Balke Brown Transwestern, on behalf of HCP, Inc, property owner of 450 N. New Ballas, presented the application and request for the text amendment in the "PO" District to allow "Post-discharge Surgical Recovery Clinics". Mr. McLaughlin showed the Commission a drawing of the space and spoke about what they are looking to do with the space. They are seeking the request to be able to market the property to prospects moving forward.

Mr. Eberhardt asked if the applicant was aware of the opposition from hospitals. Mr. McLaughlin replied he was aware, however, Mr. McLaughlin stated they are not trying to turn space into a hospital; they are just trying to market the space for 72 hour stays. Mr. Eberhardt also asked if the applicant was ready to meet code with the type of regulations (hospital) they will be required and expected to meet. Mr. Paul Sabal, Sabal Architects, Nine Sunnen Drive, explained on meeting requirements and some codes. Mr. Sabal also stated this was not a hospital; the request is just to broaden the potential for uses in the building.

Mr. Schnarr wanted to know the difference between a surgery center and post-operation building. Mr. Sabal replied a surgery center allows for up to 23 hour stay, and what is being proposed would allow for up to 72 hours.

Mr. Faron asked if the Missouri State law mandates any stay over 24 hours a facility is considered a hospital, then how would the business not be considered a hospital with asking for up to 72 hour stays? Mr. Sabal stated that question is getting into the fine line of what hospital licensure says, and reiterated they do not have a specific project in mind.

Mr. Greg Bratcher, 211 Selma Avenue, Webster Groves, with BJC Healthcare explained the letters he submitted in the Commissioners packets from SSM and BJC. Mr. Bratcher also pointed out the advisory memo from CMS, the company that administers Medicare and Medicaid in this country. Mr. Bratcher stated there was a letter from Code Consultants, recognized national experts in building, fire and safety codes. Mr. Bratcher pointed out all the letters cover the project constitutes a hospital from all different perspectives. Mr. Eberhardt stated the Commission's responsibility is to provide a decision on the zoning of the property, not to authorize the applicant to operate a hospital and if the application was approved the applicant would be responsible for obtaining a hospital license or not, and if they did not the violation would be on them, not the City. Mr. Bratcher responded he knows the Commission is strictly looking at land use and that BJC is in agreement with the staff analysis, however stated the point of having a Planned Hospital District is not relevant if this application is changed to a conditional use permit.

Mr. David Durbin, 2270 Rural Avenue, Maryland Heights, on behalf of SSM Healthcare stated in a previous role, he was a director of regulating licensure for the state of Missouri. Mr. Durbin submitted a letter for the Commission members in their packet. Mr. Durbin stated there is no such thing called a "post-discharge post-surgical care center/care clinic" in the state of Missouri law. Mr. Durbin stated there are ambulatory surgical centers for up to 23 hours, and there are hospitals for 24 hours or more. Mr. Durbin believes the request contradicts itself

because they are not going to be a hospital, but people are going to stay there for up to 72 hours which makes it operating as a hospital.

Mr. Paul Langdon, Director of Community Development, City of Creve Coeur, first wanted to point out the application was for a text amendment, not an approval of a specific project. In discussion with the applicant, Mr. Langdon stated, the application is a product of patient care, not intending to include surgery suites or an emergency room. Mr. Langdon explained the Commission is not here to adjudicate on whether this should be licensed as a hospital or not, but to assess what the use is and what it is not. Mr. Langdon stated the Commission has the authority and obligation to look at the request and he believes the applicant has made a reasonable request. Mr. Langdon said it was Staff's opinion this request should be a conditional use, not a text amendment. Mr. Eberhardt asked for clarification of text amendment versus conditional use. Mr. Langdon explained the application was asking to change the PO zoning classification, and staff is recommending listing this as a conditional use within the PO District, rather than a permitted use within the district.

Mr. Howard questioned on how to know what is really being approved. Mr. Langdon told him take it on its face for what it is and if the Commission is uncomfortable with the definition proposed then it can be looked at to make changes.

Mr. Ed Sluys, acting City Attorney, wanted to clarify a few areas. First, the approval of a text amendment does not trump the State's regulations. Secondly, Mr. Sluys stated, if the Commission is concerned with approving on paper a potential use that may be contrary to current state law, the staff and City Attorney, can look into and do additional research. But the City's adoption of a text amendment would not trump state law. Mr. Langdon said it may be best to wait until the State has decided before the Commission moves forward, if they are uncomfortable.

Mr. David Caldwell, 257 Brooktrail Court, spoke about land use and pointed out when the college wanted to hold classes in the PO District the Commission was concerned about noise in the evening.

Mr. Greg Fennell, 4034 Blaine Avenue, is the property manager and was there when HealthSouth occupied the building. Mr. Fennell pointed out there is 250,000 square feet vacant and he would really like to get space leased. Mr. Fennell also stated at this point there are no plans in asking for the building to be used as hospital, but as a place where people could stay for 72 hours. Mr. Fennell named several different uses, he could think of, the building could be used for, such as, therapy and sleep clinics, and for marketing purposes to limit to 23 hours makes it more difficult to lease.

Before the public hearing was closed, Mr. McLaughlin wanted to say there is no deal to talk about today, but if the request was approved it would be easier to market to potential tenants.

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

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

Mr. Howard motioned to recommend approval of Application #12-028 to allow “Post-discharge Surgical Recovery Clinics,” as defined by the draft ordinance, as a conditional use in the “PO” Planned Office zoning district as described in the staff report for the meeting of September 17, 2012. Mr. Faron seconded the motion.

Mr. Schnarr asked if there should be a caveat requiring applicant to obtain proper licensing in order to approve. Mr. Faron asked if the caveat the Commission was considering would give the applicant more time to approach the state on questions of licensing. Mr. Langdon replied he was concerned because if the state says it requires no licensing then you are conditioning on an uncertain future. Mr. Langdon would be hesitant to do so, and sees two options, either vote on the motion made or follow with a motion to table until the State question has been resolved.

Mr. Caldwell stated the applicant can move forward without Planning and Zoning Commission’s approval. Mr. Langdon confirmed.

The resultant vote from the motion is as follows:

Mr. Faron – nay
Chair - nay

Mr. Schnarr – nay

Mr. Howard – nay

6. UNFINISHED BUSINESS

A. Application #12-001: An application to consider a text amendment for comprehensive revisions to Article VIII Sign Regulations of the Zoning Ordinances.

Mr. Langdon explained Staff has been working with the Commission all year. Mr. Langdon also pointed out that the City Attorney recommended some last minute changes and those were handed out to the Commission. They changes are about how to handle billboards. Mr. Langdon stated there has been an effort in the billboard industry to pull in issues of content regulation as means of invalidating municipal sign regulations, but there are no consistent results that would guide our actions now. Mr. Langdon pointed out that the City has exercised its rights under state law, as much as possible, and cannot make the billboard go away, but we can say we will not allow any more and can place reasonable restrictions on it. Mr. Langdon spoke of changes made to billboard regulations.

Mr. Langdon continued, stating that related to this issue is the notion of whether a city regulates on-premise versus off-premise signage and whether that is also a means of content regulation. He stated Mr. Lumley’s suggestion that the code should not reference either and, instead, the City should simply create an across-the-board size limit on any signs that might arise from a successful third-party interpretation of the Sign Code. While there are specific allowances for larger signs, specifically office building signs, the standard is set at 50 square-feet. Mr. Howard asked if 50 feet was the largest allowed, and Mr. Langdon stated it was, except for office towers.

Mr. Langdon went over the table containing current code language and how it compares to the new code language.

Mr. Eberhardt asked why there could not be time limits on real estate signs. Mr. Langdon replied the Zoning Code used to have time limits but they were extremely hard to enforce and

there is testimony before the Commission from an area commercial realtor stating that larger properties generally can show a need for their so-called temporary sign, all of the time. Mr. Langdon gave examples of such and talked about the reasoning for permitting them as permanent signs as opposed to temporary signs.

Mr. Langdon pointed out political signs still do fall under a “time limit” aspect of the code and then concluded with a discussion of the changes made to office building signs and how the new language will allow for larger signs in most instances, especially where the building is close to the street.

Mr. Steven L. Kling Jr., 150 N. Meramec Avenue, on behalf of the Olivette and Creve Coeur Chamber of Commerce, wanted to address the Commission on some concerns they have with the draft code. First, Mr. Kling would like to see the 150 foot space requirement have built-in exceptions. Mr. Kling stated the code language recognizes the issues, but only says there will be variances available for practical difficulties for undue hardships without any degree of certainty. In the examples Mr. Kling showed, they would all be considered practical difficulties, a key finding for a non-use variance such as these. However, the statute states you have to go before the Board of Adjustment to receive a variance for a practical difficulty. Mr. Kling stated they were looking for enumeration of specific instances where the variance is automatic and does not require a finding by the Board of Adjustment. The specific instances where an automatic relief is provided, included signs that are too close to neighboring property signs, instances where topography interferes with the placement of a sign or instances where the pre-existence of a neighbor’s sign forces an applicant into a compromised location. In all three of those situations, Mr. Kling would like to see more certainty with respect to having relief from the strict application.

Mr. Kling also spoke about an issue with maximum sign size on office buildings and, lastly, raised a concern with not being able to have two signs if your office building sits on a corner and has frontage on two streets. Mr. Langdon addressed the topography/obstacle issue by stating there is a 25 foot administrative variance in the draft language, but that that can be increased if the Commission believes more flexibility is in order. Regarding office buildings, Mr. Langdon said the only circumstance where a building might lose out, under the 150 foot provision, if it is a low rise building set way back from the street, however there are very few in the City of Creve Coeur.

Mr. Gene Rovak, 776 Gascogne, addressed the notion of having greater certainty for what they believe should be hard-wired adjustments to the sign separation requirements.

Mr. Howard asked Mr. Langdon if he was comfortable that paragraph six in the low-monument sign section covers what Mr. Kling and Mr. Rovak are taking issue with. Mr. Langdon replied he understood with what Mr. Kling was saying in regards to wanting greater certainty, but that the intent of the code was to leave the discretion with the Board of Adjustment for the most arduous circumstances rather than have a pre-determined outcome. In response to a follow-up comment from Mr. Eberhardt, Mr. Langdon pointed out that softening the standards any more would largely invalidate the regulation; a regulation that the staff still believe has merit for reasons of visual clutter and motorist safety. Mr. Kling responded he would like to see the administrative variance broadened, if the Commission is uncomfortable with the requests he presented.

Mr. David Caldwell, 257 Brooktrail Court, agreed with Mr. Kling.

Mr. Tom Ray, 1301 Kiefer Bluffs Drive, expressed his desire to be allowed two wall signs for an office building that has two sides of frontage. He stated it is important for his clientele to continue to be able to have two signs on the different frontages. Mr. Ray gave some examples. Mr. Ray also submitted a letter, for the record, from the owner of West Park One, a building that would fit this scenario.

Mr. Eberhardt motioned to recommend amending the draft ordinance to include language for allowing a second wall sign if an office building has two or more frontages. Mr. Schnarr seconded the motion with the resultant vote as follows:

Mr. Faron – aye	Mr. Howard – aye	Mr. Schnarr – aye
Chair – aye		

Mr. Eberhardt motioned to recommend amending the draft ordinance to include language for allowing 50 feet instead of 25 feet variance to be at the discretion of the Administrator with regards to all low monument signs. Mr. Faron seconded the motion with resultant vote as follows:

Mr. Faron – aye	Mr. Howard – aye	Mr. Schnarr – aye
Chair – aye		

Mr. Langdon pointed out he would like to require stronger wording in terms of the staff ability to require good evidence for granting such variances, and asked if it was the intent of the motion to include that wording or not. Mr. Eberhardt stated it was his intention to include. Mr. Eberhardt called for a vote on the clarification with results as follows:

Mr. Faron – aye	Mr. Howard – aye	Mr. Schnarr – aye
Chair – aye		

Mr. Howard motioned to include the changes in the memorandum dated September 17, 2012 from Carl Lumley, City Attorney, as amendments to the draft ordinance. Mr. Faron seconded the motion with the resultant vote as follows:

Mr. Faron – aye	Mr. Howard – aye	Mr. Schnarr – aye
Chair – aye		

Mr. Faron motioned to recommend approval of the draft text amendment ordinance attached to the September 17, 2012, staff report on Application #12-001 for comprehensive changes to the Article VIII, Sign Regulations, and Chapter 405.120, Definition of Terms, as discussed by the Planning Commission this day, with conditions already included in previous motions. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Faron – aye	Mr. Howard – aye	Mr. Schnarr – aye
Chair – aye		

7. **WORK AGENDA**

None

8. OTHEREBUSINESS

A. Planning Division Report

Mr. Langdon reported he will forward the recommendation to City Council for Application #12-028. Also, the first reading for the Sign Code will be heard at the next City Council meeting on September 24, 2012. Mr. Langdon stated the next Planning and Zoning meeting there will be discussion of form-based code and bring back next part of NAICS update. Lastly, Mr. Langdon informed the Commission Delmar Gardens is scheduled for October 15, 2012, Public Hearing.

B. City Attorney Report

None

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 9:30 p.m.

Timothy Madden, Chair

Julie Lowery, Recording Secretary



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

**PLANNING AND ZONING COMMISSION APPLICATION #12-027
TO ALLOW THE SUBDIVISION AND REZONING OF THE FORMER BELLE
MAISON SUBDIVISION FROM "A" SINGLE-FAMILY RESIDENTIAL WITH
RESIDENTIAL DESIGN DEVELOPMENT TO A "PRD" PLANNED RESIDENTIAL
DISTRICT**

FOR THE MEETING OF: October 15, 2012

LOCATION:

140-169 Belle Maison Lane and 170-194 Belle Maison Court
(Former Belle Maison Subdivision Adjacent to Parkway Northeast Middle School
on Ladue Road, West of Interstate 270)

REQUEST:

Allow rezoning and re-subdivision of the property from "A" Single-Family Residential with a Residential Design Development (RDD) approval to "PRD" Planned Residential Development for 10 single-family residential lots, a 180-bed skilled care facility, and a 160-unit senior living facility.

ADDITIONAL INFORMATION:

Levinson Homes was unable to complete the Belle Maison project after largely constructing two houses. Delmar purchased the land several years ago but only recently submitted their proposal. A "PRD" district requires a series of specific findings by P&Z and City Council before it can be approved.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards for PRD approval?
- Does the site development plan follow the Design Guidelines?

Comp. Plan References

- Residential Preservation and Economic Development
- Key Property "Neighborhoods 5" (p.50)
- Design Guidelines
- Pedestrian Plan

Zoning Code References

- Section 405.390, Planned Zoning Districts
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANTS: Delmar Gardens Creve Coeur
Renaissance, LLC
14805 N. Outer Forty Drive, Suite 300
Chesterfield, MO 63017

APPLICANTS' REPRESENTATIVE John King
Lathrop Gage, LLP
7701 Forsyth Boulevard
Clayton, MO 63105



REPORT PREPARED BY:

Paul Langdon, AICP, Community Development Director

Date

ATTACHMENTS:

Applicant's Materials received July 13, 2012
Applicant's Traffic Impact Assessment, received September 24, 2012

DEVELOPMENT HISTORY

The 28.6 acre site was zoned “A” Single Family Residential in 1974 when Creve Coeur annexed it, along with several residential subdivisions, into the city’s boundaries. The land was owned by the Missouri Diocese of the Protestant Episcopal Church who operated a retreat there called the Thompson Center. The church attempted to sell it to Taylor-Morley Homes beginning in 2002. Taylor-Morley Homes subsequently requested approval from the City of Creve Coeur to rezone and develop the parcel under “B” zoning with an RDD (Residential Design Development) approval. The requests were altered many times and consisted of 94, 82, 72, 53, and 49 units; all were denied by the city. Taylor-Morley challenged the City’s decisions in court but was not successful.

The property was then put under contract with Levinson Homes in 2006. The City approved an RDD under the “A” zoning in January 2007. The approved plan for “Belle Maison” subdivision included only 28 houses on two cul-de-sacs with a common driveway opposite Ladue Pines Drive. The site was cleared, most of the infrastructure installed and two houses begun when the project stopped. Several stormwater management issues had already surfaced resulting in considerable erosion and siltation of the subdivision and adjacent property.

The failed subdivision was purchased by Delmar Gardens shortly after the subdivider, Levinson Homes, officially went out of business. Delmar Gardens proceeded to undertake several small projects to stabilize the slopes on the north and west sides and has since maintained grass cutting and general maintenance. The site remains essentially vacant with only the two, incomplete, single-family houses present out of the platted 28 lots.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED (RESPECTIVELY)	SEPARATED BY
North	Residential: Creve Coeur Place Ladue Heights Lac du Bois	“B” Single Family Residential w/RDD “B” Single Family Residential “A” Single Family Residential	NA
South	Residential: Ladue Pines Court Beacon Hill Ladue Downs	“A” Single Family Residential “A” Single Family Residential “A” Single Family Residential w/RDD	NA
East	Parkway Middle School	“A” Single Family Residential	NA
West	Residential: Worthington Oaks	“A” Single Family Residential	NA

FINDING OF ELIGIBILITY

An application for “PRD” Planned Residential Development requires a finding of eligibility by the Zoning Administrator prior to review by the Planning Commission. The following table summarizes that finding and is provided for reference only.

It should be noted that many points are fairly debatable. The purpose of this finding is primarily to serve as a quick review to determine if the proposal meets minimal standards; enough that it warrants further review. Greater scrutiny is applied in the subsequent discussion and is the purview of the Planning Commission and City Council.

Criteria	Finding
Cannot be approved under other zoning	The combination of single-family, multi-family and institutionalized residential development can be accomplished in any of the three planned zoning districts: Planned Residential (Section 405-390.D.2.a), Planned Commercial (Section 405-390.D.2.b) and Planned Community (Section 405-350). However, the predominately residential setting for this project eliminates the use of the Planned Commercial District and the purpose of the Planned Community district is to include the full spectrum of uses, which this proposal does not do. The only remaining option is the “PRD” Planned Residential District.
Fulfills purpose of Section 405-390, Planned Zoning Districts: “The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.”	Without delving into the question of appropriateness, the following appear to be facts supporting the stated purpose: • It is an innovative combination of development types in one project. • It will resolve the drainage and erosion issues on the site. • It will serve the growing demand for senior housing in the community at large. • It will infill a distressed property with economically viable uses. • The pre-designed buildings are well thought out; the single-family residences will not be designed until a builder is selected.
Substantial incorporation of PRD design criteria	Overall, the design criteria appear to be met, but a fuller discussion of these points can be found below.
Provision of tangible public benefit(s)	It is the applicant’s assertion that the adaptive use of this property, the proposed landscaping along Ladue Road, and the correction of the stormwater problems are public benefits unique to this proposal. Although staff recognize that there remains a question of weighing these somewhat limited benefits against the apparent preferences of the neighborhood and the Comprehensive Plan, staff also believes there are enough factors present to warrant further review by the Planning Commission and City Council.

COMPREHENSIVE PLAN REVIEW

The rejection of the Taylor-Morley proposals and approval of the Levinson plans were largely founded upon Comprehensive Plan considerations and the same would appear to be critical with this application. The following Comprehensive Plan goals are all pertinent to this review:

Community Image and Identity

4. Maintain the City’s strong low-density residential image and character. (p.23)

Transportation and Movement

2. Reduce traffic impact and cut-through traffic in residential areas. (p.24)
4. Improve north-south vehicular flow in the western half of the City. (p.24)

Residential Neighborhoods

“As a series of individual subdivisions, the various residential areas are not well connected with streets, sidewalks, or trails. This lack of connectivity encourages increased reliance upon the automobile for movement, and concentrates traffic on those streets that do connect through the area. The City will continue to improve pedestrian access through the implementation of the Creve Coeur Pedestrian Plan.” (p.43)

Residential Preservation and Economic Development

6. Require that new development or redevelopment be compatible with the character of the surrounding neighborhood with regard to lot frontage, building setbacks, building lines, building scale, and lot coverage. (p.45)

Key Property Recommendations
Neighborhoods 3

...It too may be developed using lot-clustering techniques with individual lots not smaller than 32,000 square feet, with at least 25% of the property set aside as open space. (p.50; provided for reference in “Neighborhoods 5” below)

Neighborhoods 5 [subject property]

The 30-acre property on the north side of Ladue Road that is currently used as a church retreat center may also be subject to pressure of development or redevelopment in the future. This property should also be used for single-family detached residential with the lot clustering discussed above. (p. 50)

With regard to the connectivity and walkability questions, the project appears to contain a sidewalk for the single-family residential portion that connects to Ladue Road, but it does not make the same allowance for the other portions of the site. It also does not connect to the street network to the north (Kingshill Drive), although this was not accomplished under the Belle Maison approval either, largely due to concerns of the existing residents, the effectiveness of nearby Coeur d’Ville Drive and significant grading issues along the north property line.

The remaining goals all center on the question of character, expressed either through the use, the layout or the structures. In as much as the single-family residential portion is largely salvaged from the Belle Maison subdivision, it can be presumed to meet these goals. The senior care and residential facilities, on the other hand, are not in keeping with these goals, especially since they are far from the single-family, detached residential advocated by the “Neighborhood 5” narrative. The applicant is aware of this, and has included an analysis in their materials of the issues. They conclude that market conditions have changed sufficiently to suggest that there are sound economic reasons for deviating from the Comprehensive Plan (witness the failure of the prior subdivision), and they suggest that the proposed project will provide an effective and unobtrusive transition from the existing institutions (school and counseling facility) to the single-family subdivisions. In this way, they argue, the project still meets the goal of protecting the existing neighborhoods from intrusions by the existing non-residential development. Whether or not this project becomes the intrusion is a divisive issue. The developer, obviously, does not think so.

Discussion of specific potential impacts continues below, but the members of the Commission should first consider this matter of recommending a project that is contrary to the Comprehensive Plan. Staff suggest that the Comprehensive Plan should always be seen as the pre-eminent guide to land use decisions, but consideration of other options should be considered under the following circumstances:

- Conditions on and around the site have changed dramatically since the Plan was written. That is not the case here. There have been no localized disasters or wholesale changes in property usage. In fact, the only substantive change is the failed subdivision and this proposal would eliminate that.
- Conditions have profoundly changed in the community such that priorities for the area in question have also changed. Staff suggest that the overall community posture and resident priorities remain largely as they have always been. An acceptance for innovations in the commercial market have always been noted in the commercial corridors, but there has never been any wavering on the concerns for the residential areas.
- A new, compelling force is dictating change such as new state or federal regulations that preclude the desired outcome. Environmental issues that preclude the expansion of a certain industry would be one example. That clearly is not the case here.

The applicant states that “...the general economic climate, market conditions, and circumstances have changed during the last decade. As such, it is our belief that the Comprehensive Plan’s guidance for this subject tract is no longer viable or appropriate for the site.” This is certainly true for the world at large,

and those changes have impacted some properties, including this one, but the City has been fortunate that the residential environment has been very stable and nothing has emerged that would suggest there is a problem with the existing goals for the residential areas or this site.

The applicant's narrative correctly states that the plan expects some deviation but they further assert that it encourages some deviation. It is the staff opinion that this is an example of falsely equating acceptance with encouragement. The narrative quotes the following:

"The key to successful planning in this environment is to make subjective decisions that are wise, forward thinking, and consistent over time."

There is an apparent assumption that the proposal represents wise and forward thinking that is consistent with past action. This seems presumptuous in Staff's opinion. Only hindsight can judge whether a decision is wise (which is not the same as well-argued). This project may be forward thinking in terms of the provision of housing choices for a growing segment of the population. It is fairly debatable if support of the project would be considered consistent with past actions since areas of single-family residences have been converted to other uses in the past, but it is rarely done contrary to the key properties goals in the Comprehensive Plan, including on this property.

To summarize, a rezoning contrary to the Comprehensive Plan should be founded on two concepts: one, that the current goals are sufficiently debatable that their intended outcomes can be questioned; and two, that the proposal more adequately fulfills the goals of the Comprehensive Plan and, by extension, represents a greater benefit to the public interest. Staff are not convinced that the current plan recommendations for the site are questionable since the failure of the Belle Maison project was due to a passing set of circumstances that are already diminishing. That is, the homebuilding market has been making steady gains. Regardless of the specific merits of the proposal, it remains unclear how it represents a tangibly greater benefit to the public interest than completion of the subdivision.

DESIGN GUIDELINES REVIEW

The Design Review Guidelines provide specific direction for the redevelopment of properties:

Chapter 1 for Site Layout

B. Streetscape/Pedestrian Orientation

1. *High Quality, pedestrian scale and walkable area are the objective. Site and building design should address pedestrian needs and develop creative approaches to improving pedestrian interest, access, and enjoyment*
2. *Avoid spatial gaps and interruptions along the "streetscape" caused by parking or other non-pedestrian elements, such as building gaps, driveways and service entries. Continuous pedestrian activity is strongly encouraged.*
9. *At intersections, crosswalks, and main building entries, a change in sidewalk color, texture or material should emphasize the location. Paint striping to accentuate these areas is strongly discouraged.*
11. *Vehicular access is limited with no more than one (1) access per street frontage. The sharing of vehicular access between properties to minimize the number of curb cuts is encouraged.*
13. *All sidewalks should conform to the City of Creve Coeur Pedestrian Plan.*

C. Pedestrian and Vehicular Circulation

4. *Circulation systems should be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation should take precedence over vehicular circulation. In order to emphasize conflict points and improve pedestrian safety and visibility, the use of textured or tinted materials for pedestrian crossings should be utilized where pedestrian circulation paths cross a vehicular route.*
5. *Pedestrian linkages between uses in commercial development should be provided and emphasized.*

Chapter 2 / Building

C. Design

1. *A diversity of high quality architectural design is strongly encouraged. Building design should incorporate a clear and well articulated design concept.*
3. *The primary building entrance that is clearly defined and provide a sense of entry. It should be oriented to the street and provide protection from the elements, such as recesses roof overhangs, projecting canopies or other similar features.*
6. *Buildings that are stylized in an attempt to use the building itself as advertising is strongly discouraged, particularly where the proposed architecture is the result of a “corporate” or franchise style. The building should not be designed as a sign and should not be flood lit at night.*
8. *All elevations should receive equal design consideration as the primary elevation. Rear and side façades should be designed with similar architectural detailing and materials to be compatible with the principal facades of the building.*

F. Building Services

1. *Services and trash or utility areas should be positioned to minimize view and visual impact. Building equipment and utilities are to be located, designed, and/or screen to minimize visual impact on public streets, surface parking lots and neighboring properties.*

The Design Guidelines provide further recommendations regarding the “use” of buildings:

Chapter 3 / “Use” Specific Guidelines

E. Accessory Buildings and Facilities

1. *Accessory buildings or facilities such as ATM’s, trash enclosures, storage and utility buildings are to be designed to directly relate in material, character and detail to the primary building(s) on the site.*

Structures:

The applicant has submitted plans and sketches depicting the large buildings proposed for this development. It is clear that attention has been paid to the design and materials, through the provision of varied spaces, articulated facades, extensive glazing, and a mainstream palate of residential-scale building materials. The service areas are oriented away from the existing subdivisions and the intersections are well indicated with crosswalks and changes in pavement material. As mentioned earlier, the one notable concern with the design is the general lacking of sidewalks throughout the site. In the senior residential areas, it appears that walkways are only present to connect the parking lots to the building.

Landscape:

The Design Guidelines also provide recommendations on the landscape design:

Chapter 4 / Landscape Design

1. *The City of Creve Coeur strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking area and enhances the quality of life of the City. All landscape plans should exhibit a clear design concept.*
2. *There should be a consistency of landscape design throughout a development. Different landscape themes may be used to heighten the distinction between spaces, and to strengthen a sense of movement and space, but such themes should be internally consistent*
3. *The design of a landscape plan should aid and direct vehicular and pedestrian circulation and encourage pedestrian interaction.*
6. *Parking areas, traffic-ways and parking structures are to be enhanced with landscaped spaces containing trees, tree groupings, and shrubbery or other landscape enhancements, including berms.*
8. *Landscaped areas are to be maximized and balanced throughout the site. Tree and shrub plantings should be grouped together to create strong accent points with the site plan.*
9. *Landscape plans should incorporate all site elements, such as outdoor lighting, signage, trash receptacles and fencing.*
10. *The scale and nature of landscape materials are to be appropriate to the site and/or the structure. Large-scale landscaping generally should complement large-scale buildings. Landscaping of sites on major streets should include large-scale trees.*

The submitted landscape plan shows that the site is more than half greenspace and is designed in general conformance with the goals above. Of particular note are:

- the various detailed garden areas throughout the site, including a pond at the main entrance;
- the densely planted buffer along the north property line adjacent to the nearby houses;
- the screening of the service areas; and,
- the complete system of street trees.

PEDESTRIAN PLAN REVIEW

The Pedestrian Plan recommends that all subdivision streets and residential areas have five-foot sidewalks on at least one side of the street and also recommends that Ladue Road ultimately has a five-foot sidewalk on both sides of the street. The proposal appears to include a sidewalk along the single-family residential street on the side opposite the houses and then provides walkways between the parking lots and the Delmar Gardens buildings. No other internal sidewalks are evident, and no sidewalk is indicated along Ladue Road. Any approval should be conditioned upon installation of sidewalks along all internal roads and Ladue Road, in conformance with the Pedestrian Plan.

ZONING REVIEW

Section 405-390 describes, in considerable detail, the characteristics that a proposed planned development should have, as well as certain standards of review that must be performed by the Planning Commission. The following table presents the Design Criteria established by Section 405-390.D.2.a, Planned Residential Development (PRD), and assesses the extent to which those items are present in the project:

Design Criteria	Assessment
(1) Adjoining areas should be predominately residential or institutional.	Criterion is met. Single-family residences surround the development on three sides and the fourth side partially adjoins the middle school. The Care and Counseling facility is somewhat unique but appears to operate primarily as a professional office.
(2) Housing densities may not exceed 6 units per acre for new single family residential nor 20 units per acre for new multifamily residential. For the purpose of calculating density, acreage shall not include areas located in a 100-year flood plain.	Criterion is met for the single-family residences. It is more difficult to establish density for the other facilities since they share facilities and are not fully self-sufficient, especially the skilled nursing facility. However, if each room is treated as a "household unit" for estimation purposes, the criterion would be met since they would be limited to 302 units (15.13 acres x 20 units/acre) and 292 are proposed.
(3) Includes dwelling units (all types) subject to height and development and performance standards substantially similar to surrounding residential development. In addition, properties adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.	Criterion is partially met. The concept meets or exceeds all setback and buffer standards. The site coverage for the houses will be limited to 25%, while the proposed coverage for the institutional uses is 45.67%. This is somewhat more than the 25% allowed in the "A" district and 35% allowed in the "B" district. The maximum building height is on the senior living facility at approximately 50 feet. In the "A" and "B" districts, the maximum for institutions is 50 feet. The sky exposure plane requirement is met.
(4) The floor area ratio (FAR) shall not exceed 0.4. However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this ordinance, the FAR may be waived so long as the building coverage does not exceed 33% of the site area and the sky exposure plane requirement is met.	Criterion is not yet addressed.

(5) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of twenty-five feet (25') on all sides that about the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.	Criterion is met. An 80-foot landscaped buffer is provided along the north property line where single-family residences are closest to the skilled nursing facility and a 30-foot open-space is located along the west property line where the houses are located. It should be noted that this is shown as a setback but should be redrawn as a buffer area (no building/paving allowed with a separate setback inside that (see below).
(6) No new residential building may be located closer than twenty feet (20') to any property line nor any required buffer yard.	Criterion is met. Although no specific units are proposed, the lots are sufficiently large to accommodate the buffer and the setback.
(7) No new commercial building may be located closer than 40 feet to any required buffer yard.	Criterion met. If the skilled nursing facility is treated as a commercial building (although it is more accurately described as an institutional use), is located approximately 98 feet from the required buffer area.
(8) Balances increased structure densities for the subject property with more cohesive and organized open space.	Criterion is met. The smaller residential lots allow for a large open spaces along Ladue Road and a large, single stormwater detention area for the whole project.
(9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.	Criterion is partially met. With a consolidated entrance and a logical sequence of drives serving the separate segments of the project (Care and Counseling/Delmar Gardens/detached houses), the main drive is appropriate. The circulation around the Delmar Gardens facilities seems somewhat confusing with parking lots in what appears to be a somewhat random pattern; without wayfinding signs, it would be easy to go in a wrong direction. The positive aspect to this is that it allows landscaping all through the parking areas to help screen and soften the parking lots. Staff suggest that the Delmar buildings may need to be reduced in order to reduce the parking requirement and thereby simplify the overall circulation. Access to Ladue Road is via an unsignalized driveway with designated turn lanes in and out. The driveway is offset from Ladue Pines Drive by 385 feet. This design has been given tentative approval by MoDOT and is preferred over a traffic signal since the projected traffic volumes do not meet MoDOT's warrant analysis for a signal. The City's traffic consultant is currently evaluating the applicant's traffic impact study to assess the accuracy of the assumptions made and the conclusions drawn.
(10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, stormwater control, sanitary sewer, and parks and recreation facilities.	Criterion is partially met. In addition to the missing sidewalks noted above, the report of the Creve Coeur Fire Protection District has not yet been received, so a full statement on fire protection cannot be made. However, all other facilities are adequately provided including an underground stormwater detention facility.
(11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.	Criterion is met. The buildings and open spaces, including the sidewalks are well designed and located appropriately, showing a typical hierarchy of spaces and activities from the open public to the semi-private.
(12) Places all utilities serving new projects underground, except where specific allowances and design considerations are provided elsewhere in this section.	Criterion is met.
(13) Provides effective landscaping, or screening in or around the separate developments within the PRD.	Criterion is met to the degree it is applicable. A continuous landscape area separates the Delmar Gardens buildings from the residential street and a dense landscape border is provided between those buildings and the Care and Counseling site.
(14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.	Criterion is met. Drop-off areas are provided for both Delmar Gardens buildings and cross-walk locations are delineated with striping and unique paving.

(15) Functionality and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.	Criterion is met. The below ground detention area allows an additional greenspace in the northwest corner of the site.
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Having evaluated the specific elements of the project through the preceding table of design criteria, the Planning Commission is required, by Section 405-390.F, Review Criteria, to review the project as a whole against the following:

Review Criteria	Analysis
1. The proposed development is in harmony with the general purpose and intent of this Chapter, and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD Land Use Plan.	This is the most complex question to answer. The development is in keeping with the general zoning and design expectations of the Zoning Code and implements many of the site related goals of the Comprehensive Plan. As discussed above, however, it is difficult to fully conclude that there is a compelling reason to approve uses not encouraged by the Comprehensive Plan. This is a question faced by the City before: Is this a good project in the wrong place? Staff encourage the members of the Planning Commission to hear testimony from the public, review the pending assessment of the City's traffic consultant and consider the arguments of the applicant before forming a conclusion on this point.
(b) Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.	Although area residents may be accustomed to a relatively light traffic volume on Ladue Road, the reality is that Ladue Road is a state highway that traverses several jurisdictions. Even the most pessimistic assumptions about traffic generated by this site do not represent proportionally large increases for Ladue Road. Nonetheless, the City's traffic consultant will provide additional review of the submitted impact study for the Commission's consideration.
(c) The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.	As noted earlier, the internal circulation appears to need additional refinement for ease of use, but pedestrian crossings are well designed.
(d) Existing or proposed utility services are adequate for the proposed development.	All existing utilities are believed to be adequate.
(e) Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.	Substantial buffers are provided and the applicant has met with adjacent property owners in an effort to address their individual concerns. The parking lots are moved as far from the surrounding subdivisions as is feasible and service areas are secluded within the complex. Although a specific lighting plan has not been developed, the applicant will have to meet the existing requirement that no light shine directly off the property. However, the site is currently vacant and has always been extremely low intensity in use. As a result, any new activity will likely be perceived by neighboring properties, especially those on Kingshill Drive who are closest to the skilled nursing building.
(f) Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.	All of the architecture is well-suited to the purpose and location of the development. The materials are residential in character and the buildings are designed to avoid appearing overly massive with varied shapes and surfaces surrounding internal and external greenspaces.
(g) Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.	The landscape plan is appropriate for the scale of development and consistent with applicable City codes, ordinances and standards.
(h) The proposed development preserves any significant architectural and environmental features of the property.	The only significant features that warrant protection on this current site at the stands of existing trees that are remnants from the original Thompson Center and these will be largely preserved.

(i) Operating and delivery hours are compatible with adjacent land uses.	As all of these uses are fundamentally residential, they are “operating” 24 hours per day, every day. However, as with most residences, institutional included, activity is minimal at night when it is of greatest concern to adjacent subdivisions. Also, the proposed zoning is residential, so quiet hours for trash pick-up and construction activities must be observed as with any residential area.
(j) The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.	The single family houses are equivalent to the prior approval and fully compatible with the surroundings. The skilled nursing and senior living buildings are more debatable. In general, the Zoning Code does not allow these uses in the residential districts and the Comprehensive Plan, specifically, recommends houses only for this site. The inference from these facts is that the community believes these uses to be incompatible with subdivision development. On the other hand, the proposal has the buildings located as far away from the houses but close to the school and counseling office as possible in order to minimize the potential adverse impacts. So, while the simple answer is that the uses might not be compatible, the applicant has made a credible effort to minimize any potential impacts. Technically, they may have succeeded, but the perception and preference of the residents in that area is quite the opposite.
(k) The proposed development complies with all other applicable codes and ordinances.	To the extent known at this level of design development, staff believe all other codes and ordinances have been addressed.
(l) The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.	The proposed layout leaves little opportunity for future subdivision or reallocation of uses. Any expansion would have to involve some form of structured parking and either vertical increase in the buildings or loss of greenspace. In any event, the planned development cannot be modified without repeating the approval procedure, including the public hearing and passage of an ordinance.
(m) There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405-390.B.	As stated earlier, putting this site back into productive use is a positive step, as would be the construction of effective stormwater management facilities. It is also true that Creve Coeur, like most cities, is seeing an aging of its population and the proposed facilities would provide a local option for residents who wish or need to leave their house but do not want to leave Creve Coeur. The question before the Commission is whether or not this particular project with the stated benefits is so beneficial to the community that special zoning approval is warranted. Staff cannot conclude that this project is uniquely capable of addressing the land utilization and stormwater problems; anyone completing the approved Belle Maison subdivision would also be addressing these issues. It is a generally well-designed project that might be able to sit quietly within the site, but the Planned Zoning Districts were created for a more robust purpose: they were created to address truly difficult zoning scenarios and to give the City a means to allow projects not previously anticipated but with clear advantages if it is allowed. As stated before, the project requires custom zoning that is contrary to the Comprehensive Plan and it is at least fairly debatable whether or not this proposal represents sufficient public benefits, beyond what any subdivision could accomplish, that it rises to the level of justifying the means necessary for approval.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a whole new zoning district is created that is unique to this project. The majority of the design facets have been effectively addressed by the applicant. Some issues, such as fire access and lighting will be subject to strict scrutiny going forward and staff expect that they can be managed effectively. Other issues, such as the community interest in approving a project that does not follow the Comprehensive Plan recommendation for the property, and the overall compatibility of the project with

the surrounding land uses are less clear. Based on the understanding of issues at this stage, it is the staff opinion that although the project features attractive buildings and attractive landscaping, the evidence submitted does not create a compelling argument for action inconsistent with the Comprehensive Plan, nor are there public benefits unique to this project that substantially justify the approval of a planned zoning district.

Nonetheless, the reports from the City's traffic consultant and the Fire Protection District are still pending as of this writing. In addition, a substantial response from residents is anticipated at the public hearing. Without this additional input, it is not possible for staff to provide a draft ordinance at this time. With these issues in mind, staff recommend that the Planning and Zoning Commission use October 15th to hear the presentations of the applicant and the public, and identify areas for further staff analysis or for applicant adjustments to the proposal. After receiving all testimony and discussing matters at hand, staff request that the Planning and Zoning Commission vote to continue the matter to a subsequent date of the Commission's choosing.

SUGGESTED ACTION

If the Planning and Zoning Commission agrees that a recommendation should be held until a subsequent meeting, the following is an example motion for a continuance:

"I move to continue application #12-027, the rezoning of the former Belle Maison subdivision to "PRD" Planned Residential Development for the Delmar Gardens Creve Coeur Renaissance project, to November 5, 2012, to allow for resolution of issues and preparation of a draft PRD ordinance."

Note that the Commission may substitute a different meeting date as they deem necessary.

APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 10/09/2012
	Description: View looking northwest from the current subdivision entrance showing the two incomplete houses.
	Description: View looking northeast from the current subdivision entrance. The building visible on the right is the Care and Counseling Center. The visible tree line is the eastern extent of the property.
	Description: View looking north from the intersection of the Belle Maison Lane and Court. Houses in the Creve Coeur Place subdivision are visible in the trees.

	Description: View looking northeast from the intersection of the Belle Maison Lane and Court. Houses in the Creve The middle school is barely visible through the trees.
	Description: View looking south from the end of Kingshill Drive toward the property. The underground detention basin would be located immediately beyond the tree line.
	Description: View looking southwest from the proposed project entry point toward the intersection of Ladue Road and Ladue Pines Drive at the crest of the hill. Note the sight distance to the approaching vehicle.



CHANGE OF ZONING APPLICATION

This application should be prepared and submitted in consultation with Planning Division staff. Rezoning applicants must appear before the Planning and Zoning Commission and the City Council at a regular meeting.

Return To: The Department of Community Development
Government Center
300 N. New Ballas Road
Creve Coeur, Missouri, 63141

APPLICANT INFORMATION

Applicant Name: Lathrop Gage, LLP c/o John P. King Attorney for Owner

Applicant Address: 7701 Forsyth Boulevard, Suite 500
St. Louis, Missouri 63105
(314) 613-2809

Phone Number: _____

Fax Number: (314) 613-2801

Email: jpking@lathropgage.com

RELATIONSHIP OF THE APPLICANT TO THE PROPERTY

Owner: _____ Tenant: _____

BUILDING/SITE OWNER INFORMATION

Owner Name: Delmar Gardens Creve Coeur Renaissance, LLC

Owner Address: 14805 North Outer Forty Drive, Suite 300
Chesterfield, Missouri 63017

Phone Number: (636) 733-7000

Fax Number: (636) 733-7010

PROPERTY INFORMATION

Property Address: 140-169 Belle Maison Ln./170-194 Belle Maison Ct.

Existing Use: VACANT

Zoning District: "A" Single Family Residential w/RDD - Ordinance 4061

AREA DATA**Zoning of Area Properties**

North: "B" S.F. Residential East: "A" S.F. Residential

South: "A" S.F. Residential West: "A" S.F. Residential

Land Use of Area Properties

North: S.F. Homes East: Parkway NE Middle School

South: Ladue Rd./S.F. Homes West: S.F. Homes

REQUEST

The applicant hereby requests a change of zoning district for the above described property from "A" S. F. Residential w/RDD Ord. #4061 zoning district to "PRD" Planned Residential District zoning district.

If the applicant proposes an entirely new zoning district be incorporated into the Zoning Code, please describe in detail, on an attached sheet, the nature and regulations of the proposed new zoning district.

The proposed use(s) underlying the request for a change of zoning district are (on attached sheet if necessary):

Senior Community w/ Skilled Care Nursing Facility, Independent

and Assisted Living Facility

Day Care Center within Skilled Care Nursing Facility

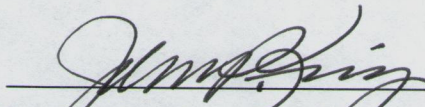
Single Family Residential Lots

RATIONALE

Please describe in detail, on an attached sheet, the reasons why the applicant believes the request for rezoning should be approved by the Planning Commission and City Council. Document the statement with all of the necessary supporting evidence.

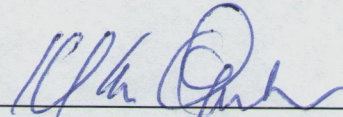
SIGNATURES

Lathrop & Gage, LLP


Applicant John P. King, Atty.

7-25-12
Date

Delmar Gardens Creve Coeur Renaissance


Property Owner or Agent Howard M. Oppenheimer
(if different from applicant)

7/25/12
Date

REQUIRED MATERIALS TO SUBMIT WITH THIS APPLICATION

- Supplemental Request Information (if needed)
- Rationale (see above)
- Legal description of all properties involved
- Plan/survey of existing conditions on site
- Plan of proposed conditions on site (if different)
- Elevations of proposed buildings
- Elevations of proposed signs
- Electronic copy of all materials

PROJECT NARRATIVE AND OVERVIEW

Delmar Gardens Creve Coeur Renaissance, LLC. seeks to rezone the property formerly know as Belle Maison per Plat Book 355, Page 914 of the St. Louis County Records Office. The existing site is comprised of 28 single family residential lots, common ground and street right-of-way. The site is currently owned by Delmar Gardens Creve Coeur Renaissance, LLC. (Delmar Gardens)

The total area of the site is 28.68 Acres and is currently zoned "A" Single Family Residential District with (RDD) residential Designed Development per Ordinance Number 4061 of the City of Creve Coeur. The change of zoning with this application is to "PRD" Planned Residential Development District per Section 405.390(D)(2)(a) of the City of Creve Coeur Zoning Code.

Delmar Gardens is desirous of developing the site as a planned community to include a Skilled Care (Nursing) Facility, Day Care center, Senior Living Facility (Independent and Assisted) and 10 Single-Family Residential Lots.

The existing site has been plagued with failed residential developments that have caused a number of problems for the adjoining residential neighbors. The site has experienced severe erosion and silt runoff. Delmar Gardens has been working extensively with the neighbors to fix the problems left from the undeveloped site.

Delmar Gardens has also met with the neighbors on numerous occasions to hear their concerns and comments and have presented the Preliminary Plan to them in presentations by all members of the Design Team for the Development. The plan as presented to the City with this application has also been submitted to the Metropolitan St. Louis Sewer District (MSD) and was granted Conceptual Approval of the plan and the proposed underground detention.

In response to the neighbors to the North (Creve Coeur Place) and West (Lac Du Bois) the design team pursued the underground detention through MSD. It should also be known that the proposed development, in meeting the most recent design criteria set forth by MSD, will have a lesser release rate from the developed site than if the site was left in its' undeveloped state.

The team has also met the neighbors to the South (Ladue Pines) to hear their concerns. In response to their concerns of existing traffic issues on Ladue Road, Delmar Gardens had a traffic study performed to determine the extent of the problem and to gather information to assist in possibly fixing the problem. Delmar Gardens, requested, from Missouri Department of Transportation (MoDOT), that they be permitted to install a traffic signal at the Ladue Pine intersection. MoDOT denied the request and determined the signal was inappropriate for the intersection, so Delmar Gardens sought the cooperation of the Care and Counseling Center, and have worked together to relocate the

proposed development entrance to utilize the existing Care and Counseling Center entrance location. In relocating the entrance, Delmar Gardens will no longer need the existing entrance that was constructed as part of the Belle Maison development and will not pursue that location opposite of Ladue Pines Drive.

The site falls approximately fifty feet (50') from Ladue Road to the northernmost property line. The preliminary grading of the site takes this into account and shows the Senior Living Facility main floor to be approximately ten feet (10') below Ladue Road. The three story building will have a four story rear elevation to accommodate the grade differential of the site. The Skilled Care Facility will be at the same elevation as the lower floor of the Senior Living Facility and will be a one story building with a two story rear elevation, again, to accommodate the grade differential.

This development incorporates extensive areas of lush landscape and generous buffer areas as part of the overall site development, and highlight both active and passive exterior activity spaces.

The entry drive wraps around a water feature that is part of the expanded Ladue Road frontage greenspace, creating an inviting sense of entry and arrival for residents and guests.

Along Ladue Road, buffering is provided with retained existing landscape and new landscape plantings. A new water feature is incorporated into the road frontage providing a visual amenity to the community as well as to the new development. Featuring two levels of water, this element will address functional stormwater needs along with providing an attractive announcement of the "front door" of this residential community.

Retained wooded areas provide buffering along the eastern, northern, western boundaries. These wooded areas are enhanced with extensive new landscaping of evergreen and deciduous trees and shrubs. Detailed design consideration was given to planting and landscape berm solutions to screen and buffer views of the new facilities from adjacent residents.

Street tree plantings are provided along the new single family residential roadway. Landscape berms are provided on the east side of the roadway providing visual and landscape screening of the future care facility from the future single family residences. Sidewalks will provide opportunities for walking along the east side of the roadway. The walk system will tie into additional pedestrian circulation network for residents and guests to stroll around the grounds.

The organization of buildings has created a number of exterior spaces which provide for active and passive uses. Consideration has been given to views from resident rooms and gathering locations, as well as the activities

programmed for the spaces. Flowering trees, shrubs and perennial plantings will provide seasonal interest and color to these areas. Pavements, pergola, and benches will provide opportunities for relaxing with friends and family.

Building materials utilized throughout the project will include brick , rusticated stone, and smooth stone veneer that are consistent with the existing quality and character of surrounding neighborhoods. These materials are residential in context and scale and echo the craftsmanship that is also expressed at feature window and entry locations.

Generous glass areas provide expansive views to the exterior landscape and activity spaces, and the sloped and shingled roofs respect neighboring residential styles.

The plan presented provides a better situation for the neighbors with regard to the treatment of storm water and runoff. The site will also provide approximately eighteen acres of pervious green space when developed.

When you evaluate the merits of this rezoning request, we strongly believe that there is sufficient rationale for positively supporting the request. Through an independent evaluation of the myriad of planning issues such as the site characteristics; surrounding land use; transportation; stormwater drainage; wetlands; historic and cultural resources; utilities; aesthetics; noise considerations; and economic impacts; and when one considers that our stormwater drainage requirements are going to dramatically improve and reduce the stormwater problems of the surrounding area, one must conclude that the project is beneficial to all of the City of Creve Coeur and its environs.

Rationale

The Delmar Gardens subject tract represents a transitional property. It is physically located between a heavy-institutional usage (Northeast Middle School-Parkway School District) to the immediate east, and single-family residential developments located to the north and west of the property. Ladue Road is immediately adjacent to the property along its southern boundary.

In a previously prepared Planning Report prepared by The Lang Gang, Inc. during 2011 it concluded that, “Based upon this overall analysis, the author of this Planning Report is of the professional opinion that the proposed project will have an overall beneficial impact upon the City of Creve Coeur and would recommend approval of the proposed project through application of a Planned Zoning District.”

The current Comprehensive Plan was adopted in 2000. The Plan was to have an annual review and update, with major revisions expected to occur every five years. Neither of these activities has occurred. We are not looking to place blame. However, it would be an understatement to say that the general economic climate, market conditions, and circumstances have changed during the last decade. As such, it is our belief that the Comprehensive Plan’s guidance for this subject tract is no longer viable or appropriate for the site.

Specifically, as it relates to the envisioned uses on the subject tract, the current adopted Comprehensive Plan states that,

“An aging Creve Coeur population offers a planning challenge. While population is aging nationwide, the trend is particularly pronounced in Creve Coeur. This trend will create housing planning issues in the future. Senior citizens often require or desire housing other than single-family homes on large lots. How Creve Coeur faces this challenge will determine whether its residents will be able to remain in the City as they age.”

This statement is more real today than when it was adopted by Creve Coeur more than a decade ago. This proposed project directly responds to this stated need in the Creve Coeur Comprehensive Plan.

While the adjacent Parkway School District and Care and Counseling Center properties are both zoned “A” Single-Family Residential, the intensity of these uses are certainly different than what is typically found under this zoning designation. Both are, in fact, being operated as legal non-conforming (grandfathered) uses. The placement of a Planned Residential Development (PRD)

zoning district on the subject tract allows this residential development trend to continue, albeit at a higher-density residential usage.

There are some whom would argue that the proposed uses are inconsistent with the current Comprehensive Plan. We would counter-argue that some deviation to the Plan is both expected and encouraged. The pertinent sections taken from the adopted Plan are as follows:

“Rather than identify a specific “end state” for the City of Creve Coeur, this plan is structured as a guide and as a call to future actions, based upon a 20-year vision for the City.”

The Plan further states that,

“This plan recognizes that no planning system can be entirely quantitative and objective. There will always be a need for subjective judgment to be exercised by elected and appointed officials particularly in a mature community with established patterns and institutions. The key to successful planning in this environment is to make subjective decisions that are wise, forward thinking, and consistent over time.”

The Comprehensive Plan goes on to say that,

“The purpose of this plan is not however to control exact land usage through specific zoning regulations or the use of eminent domain, but to serve as a general guide to develop in the City.”

Lastly, it must be recognized that any decision made on the rezoning of this subject tract has absolutely no bearing on any other parcel or rezoning under future consideration by the City. Each rezoning must stand upon its own merits.

When you evaluate the merits of this rezoning request, we strongly believe that there is sufficient rationale for positively supporting the request. Through an independent evaluation of the myriad of planning issues such as the site characteristics; surrounding land use; transportation; stormwater drainage; wetlands; historic and cultural resources; utilities; aesthetics; noise considerations; and economic impacts, one must conclude that that the project is beneficial to the City of Creve Coeur and its environs.

This rezoning and development plan, as proposed, is a responsible and responsive approach to meeting the expressed needs of senior housing as clearly stated in the City of Creve Coeur Comprehensive Plan. We ask for your thoughtful consideration of our request.



PLANTING SCHEDULE					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	141	<i>Acer rubrum 'Red Sunset'</i>	Red Sunset Maple	3"	B&B
B	27	<i>Gleditsia triacanthos inermis</i>	Thornless Honey Locust	3"	B&B
C	36	<i>Ginkgo biloba</i>	Ginkgo	3"	B&B
D	43	<i>Zelkova serrata</i>	Japanese Zelkova	3"	B&B
E	41	<i>Tilia cordata</i>	Little Leaf Linden	3"	B&B
F	105	<i>Cornus kousa</i>	Kousa Dogwood	2"	B&B
G	63	<i>Malus x Snowdrift</i>	Snowdrift Crab	2"	B&B
H	33	<i>Cercis canadensis</i>	Redbud	2"	B&B
J	126	<i>Pinus strobus</i>	White Pine	6'	B&B
K	67	<i>Picea pungens glauca</i>	Colorado Blue Spruce	6'	B&B
L	68	<i>Thuja Green Giant</i>	Green Giant Arborvitae	6'	B&B
	1,011	Large Shrubs		24"	
	1,670	Small Shrubs		18"	





ENTRY VIEW TO SKILLED CARE FACILITY (PHASE ONE)



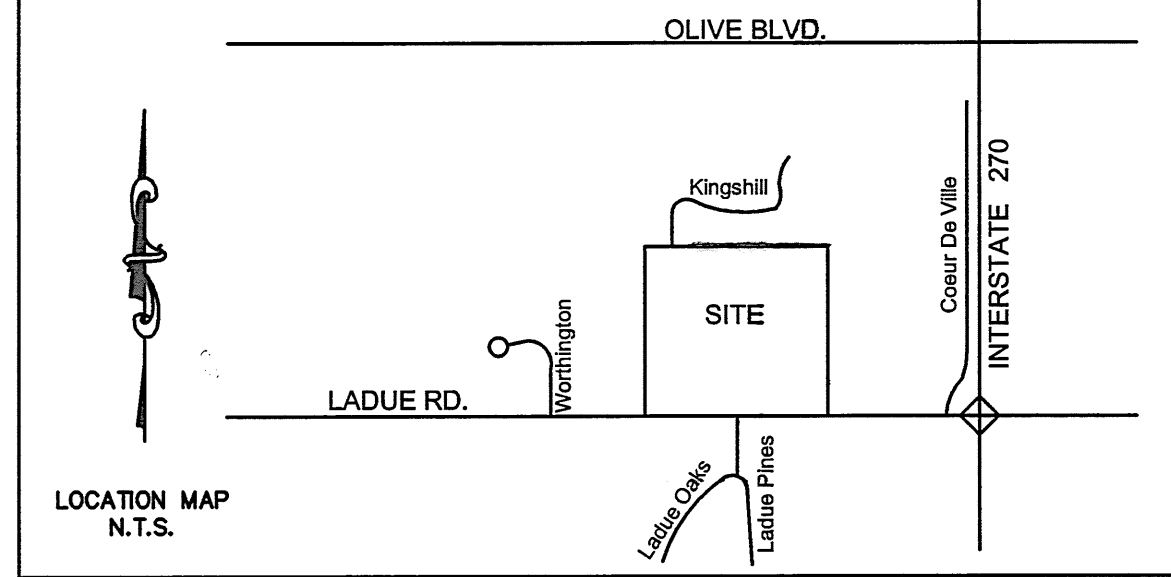
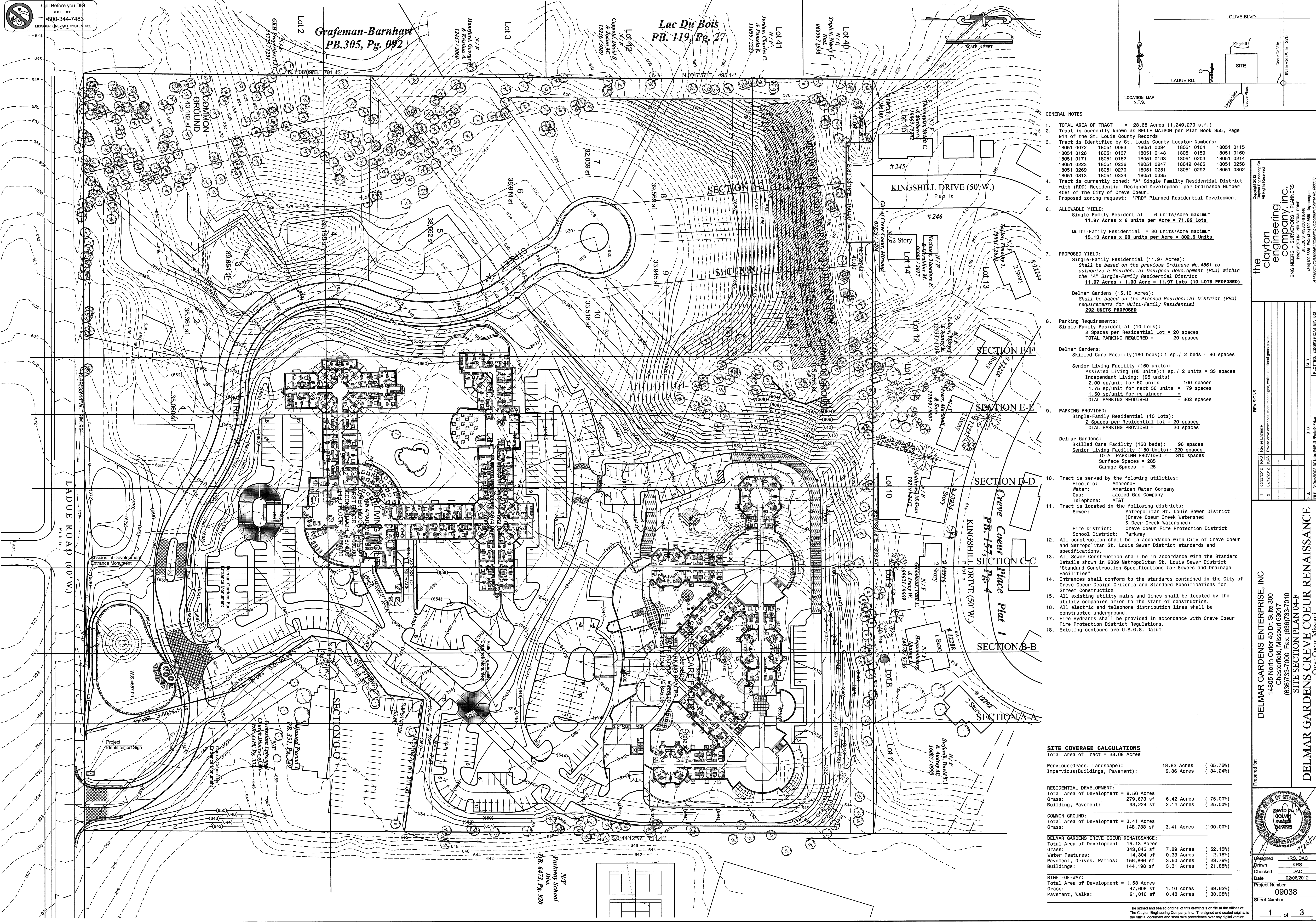
NORTH ELEVATION AT SKILLED CARE FACILITY (PHASE ONE)



ENTRY VIEW TO INDEPENDENT LIVING VILLAS (PHASE TWO)



COURTYARD VIEW TO ASSISTED LIVING DINING ROOM (PHASE TWO)



- GENERAL NOTES
- TOTAL AREA OF TRACT = 28.68 Acres (1,249,270 s.f.)
 - Tract is currently known as BELLE MAISON per Plat Book 355, Page 914 of the St. Louis County Records
 - Tract is identified by St. Louis County Locator Numbers:
18051 0072 18051 0083 18051 0094 18051 0104 18051 0115
18051 0126 18051 0137 18051 0148 18051 0159 18051 0160
18051 0171 18051 0182 18051 0193 18051 0203 18051 0214
18051 0223 18051 0236 18051 0247 18042 0465 18051 0258
18051 0269 18051 0270 18051 0281 18051 0292 18051 0302
18051 0313 18051 0324 18051 0335
 - Tract is currently zoned: "A" Single Family Residential District with (RDD) Residential Designed Development per Ordinance Number 4061 of the City of Creve Coeur.
 - Proposed zoning request: "PRD" Planned Residential Development
 - ALLOWABLE YIELD:
Single-Family Residential = 6 units/Acre maximum
11.97 Acres x 6 units per Acre = 71.82 Lots
Multi-Family Residential = 20 units/Acre maximum
15.13 Acres x 20 units per Acre = 302.6 Units
 - PROPOSED YIELD:
Single-Family Residential (11.97 Acres):
Shall be based on the previous Ordinance No.4861 to authorize a Residential Designed Development (RDD) within the "A" Single-Family Residential District
11.97 Acres / 1.00 Acre = 11.97 Lots (10 LOTS PROPOSED)
Delmar Gardens (15.13 Acres):
Shall be based on the Planned Residential District (PRD) requirements for Multi-Family Residential
292 UNITS PROPOSED
 - Parking Requirements:
Single-Family Residential (10 Lots):
2 Spaces per Residential Lot = 20 spaces
TOTAL PARKING REQUIRED = 20 spaces
Delmar Gardens:
Skilled Care Facility(180 beds): 1 sp./ 2 beds = 90 spaces
Senior Living Facility (160 units):
Assisted Living (65 units):1 sp./ 2 units = 33 spaces
Independent Living: (95 units)
2.00 sp/unit for 50 units = 100 spaces
1.75 sp/unit for next 50 units = 79 spaces
1.50 sp/unit for remainder = 302 spaces
TOTAL PARKING REQUIRED = 302 spaces
 - PARKING PROVIDED:
Single-Family Residential (10 Lots):
2 Spaces per Residential Lot = 20 spaces
TOTAL PARKING PROVIDED = 20 spaces
Delmar Gardens:
Skilled Care Facility (160 beds): 90 spaces
Senior Living Facility (180 Units): 220 spaces
TOTAL PARKING PROVIDED = 310 spaces
Surface Spaces = 285
Garage Spaces = 25
 - Tract is served by the following utilities:
Electric: AmerenUE
Water: American Water Company
Gas: Laclede Gas Company
Telephone: AT&T
Sewer:
Metropolitan St. Louis Sewer District
(Creve Coeur Creek Watershed & Deer Creek Watershed)
Creve Coeur Fire Protection District
School District: Parkway
Fire District: Parkway
 - All construction shall be in accordance with City of Creve Coeur and Metropolitan St. Louis Sewer District standards and specifications.
 - All Sewer Construction shall be in accordance with the Standard Details shown in 2009 Metropolitan St. Louis Sewer District Standard Construction Specifications for Sewers and Drainage Facilities.
 - Entrances shall conform to the standards contained in the City of Creve Coeur Design Criteria and Standard Specifications for Street Construction
 - All existing utility mains and lines shall be located by the utility companies prior to the start of construction.
 - All electric and telephone distribution lines shall be constructed underground.
 - Fire Hydrants shall be provided in accordance with Creve Coeur Fire Protection District Regulations.
 - Existing contours are U.S.G.S. Datum

SITE COVERAGE CALCULATIONS
Total Area of Tract = 28.68 Acres

Pervious(Grass, Landscape):	18.82 Acres	(65.76%)
Impervious(Buildings, Pavement):	9.86 Acres	(34.24%)

RESIDENTIAL DEVELOPMENT:
Total Area of Development = 8.56 Acres
Grass: 279,673 sf 6.42 Acres (75.00%)
Building, Pavement: 93,224 sf 2.14 Acres (25.00%)

COMMON GROUND:
Total Area of Development = 3.41 Acres
Grass: 148,738 sf 3.41 Acres (100.00%)

DELMAR GARDENS CREVE COEUR RENAISSANCE:
Total Area of Development = 15.13 Acres
Grass: 343,645 sf 7.89 Acres (52.15%)
Water Features: 14,304 sf 0.33 Acres (2.18%)
Pavement, Drives, Patios: 156,866 sf 3.60 Acres (23.79%)
Buildings: 144,198 sf 3.31 Acres (21.88%)

RIGHT-OF-WAY:
Total Area of Development = 1.58 Acres
Grass: 47,608 sf 1.10 Acres (69.62%)
Pavement, Walks: 21,010 sf 0.48 Acres (30.38%)

The signed and sealed original of this drawing is on file at the offices of The Clayton Engineering Company, Inc. The signed and sealed original is the official document and shall take precedence over any digital version.

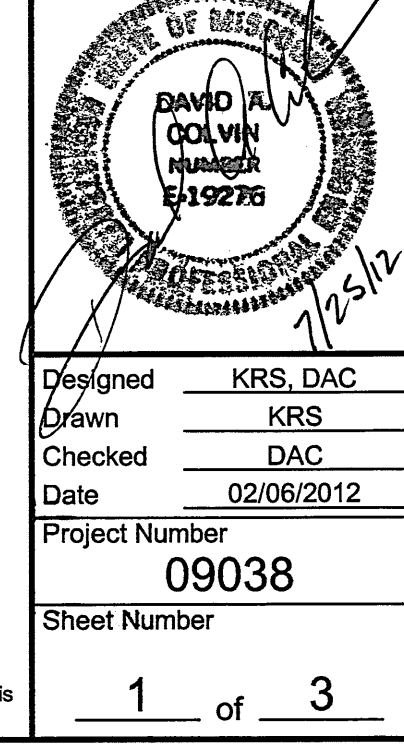
the clayton engineering company, inc.
ENGINEERS & SURVEYORS & PLANNERS
10000 N. LAMAR BLVD.
ST. LOUIS, MISSOURI 63146
(314) 682-8888 FAX: (314) 682-8888
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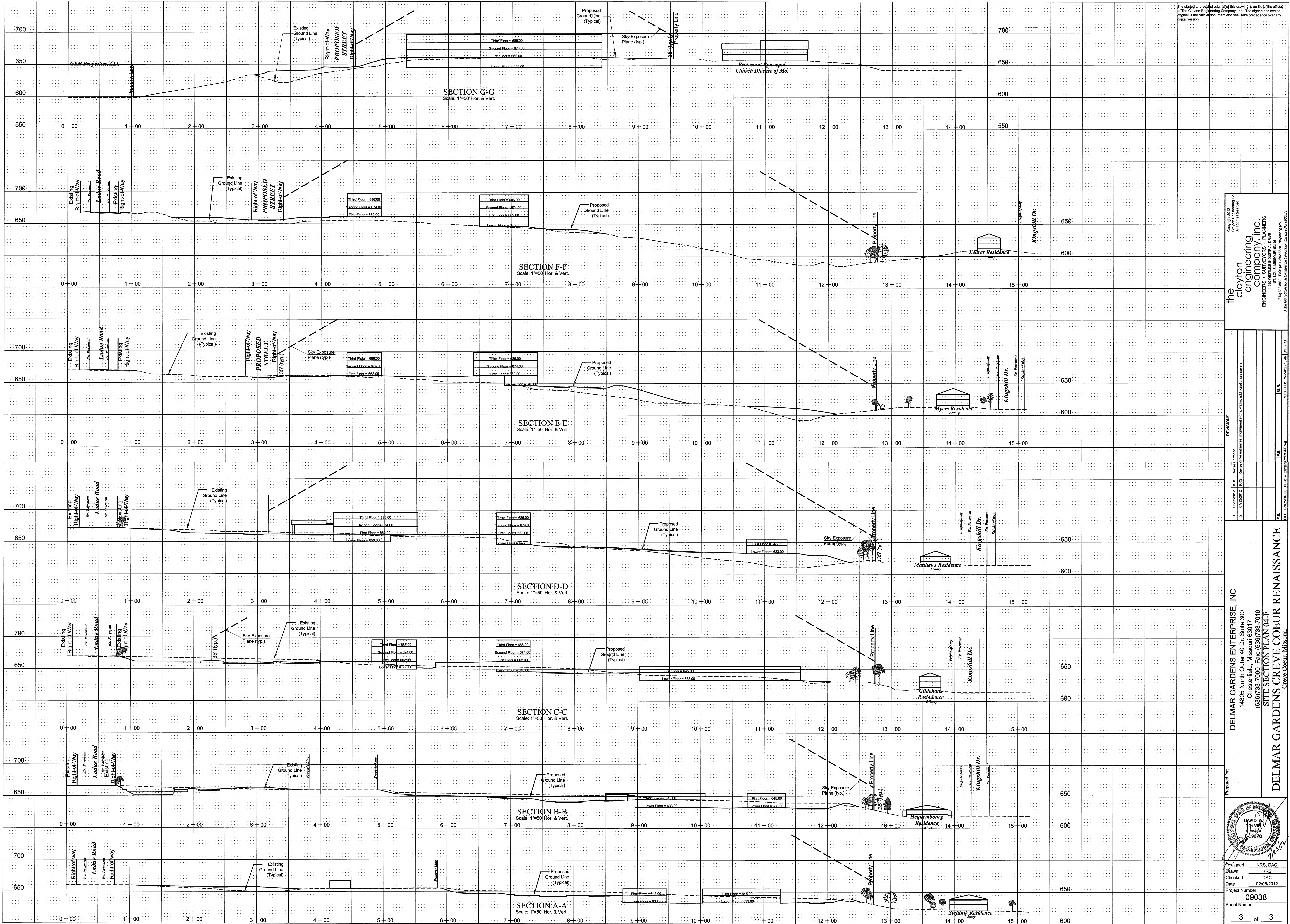
REVISIONS

1	06/22/2011	KRS	Review Erioparc	
2	07/12/2012	KRS	Review drive entrances, monument signs, walls, additional grass areas	

DESIGNED: KRS, DAC
DRAWN: KRS
CHECKED: DAC
DATE: 02/06/2012
PROJECT NUMBER: 09038
SHEET NUMBER: 1 of 3

DELMAR GARDENS ENTERPRISE, INC.
14805 North Outer 40 Dr. Suite 300
Chesterfield, Missouri 63017
(636)733-7000 Fax: (636)733-7010
SITE SECTION PLAN 04-F
DELMAR GARDENS CREVE COEUR RENAISSANCE
Creve Coeur, Missouri

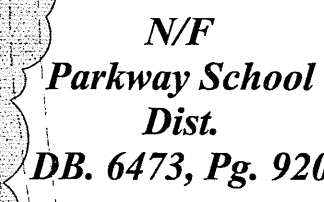




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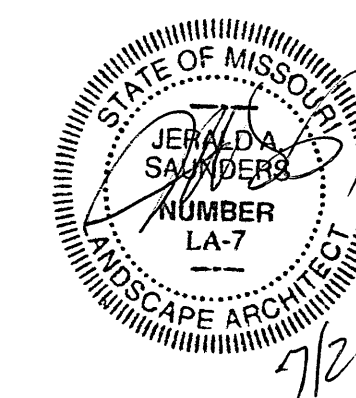
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ST. LOUIS, MISSOURI 63104
(314) 662-8888 FAX: (314) 662-8888 claytoneng.com
A Missouri Professional Engineering Corporation (License No. 000397)

REVISIONS			
1	05/22/2012	KRS	Review Entrance
2	07/12/2012	KRS	Review drive entrances, monument sign, walks, additional grass pavers
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- 3" Canopy Tree
- 2" Understory Tree
- 6' Evergreen Tree
- Existing Tree Mass To Remain
- Proposed Large Shrubs
- Proposed Small Shrubs
- Structural Lawn (ie Grasscrete)

PLANTING SCHEDULE					
ROWNO	QUANTITY	POTENTIAL NAME	COMMON NAME	SIZE	REMARKS
A	141	Acer rubrum 'Red Sunset'	Red Sunset Maple	3"	B&B
B	27	Gleditsia triacanthos inermis	Thornless Honey Locust	3"	B&B
C	36	Ginkgo biloba	Ginkgo	3"	B&B
D	43	Zelkova serrata	Japanese Zelkova	3"	B&B
E	41	Tilia cordata	Little Leaf Linden	3"	B&B
F	105	Cornus kousa	Kousa Dogwood	2"	B&B
G	63	Malus x Snowdrift	Snowdrift Crab	2"	B&B
H	33	Cercle canadensis	Redbud	2"	B&B
J	128	Pinus strobus	White Pine	6'	B&B
K	87	Picea pungens glauca	Colorado Blue Spruce	6'	B&B
L	68	Thuja 'Green Giant'	Green Giant Arborvitae	6'	B&B
	1,011	Large Shrubs		24"	
	1,670	Small Shrubs		18"	



PREPARED FOR: Gray Design Group
Nine Sunnen Drive
St. Louis, MO 63143

BASE INFORMATION BY: The Clayton Engineering Company
11920 Westline Industrial Drive
St. Louis, Missouri 63146

Delmar Gardens Creve Coeur Renaissance

Sheet Title: **Overall Concept Landscape Plan**

Drawn By: JJ Checked By: RS Job Number: 660.038 Date: 7-24-2012

Revisions: _____ Sheet Number: _____

Date	Description	No.	Date	Description	No.
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TRAFFIC IMPACT STUDY

FOR THE

DELMAR GARDENS RENAISSANCE

CREVE COEUR, MISSOURI



Prepared For:

Delmar Gardens Enterprises
14805 North Outer 40 Road, Suite 300
Chesterfield, Missouri 63017

August 2012

Prepared By:

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

TRAFFIC IMPACT STUDY

FOR THE

DELMAR GARDENS RENAISSANCE

CREVE COEUR, MISSOURI

UPDATED AUGUST 2012

Prepared For:

**Delmar Gardens Enterprises
14805 North Outer 40 Road, Suite 300
Chesterfield, Missouri 63017**

Prepared By:

**Crawford, Bunte, Brammeier
1830 Craig Park Court, Suite 209
Saint Louis, Missouri 63146**

CBB Job Number 168-09-1



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Executive Summary

Crawford, Bunte, Brammeier (CBB) has completed a traffic impact study for the proposed mixed use residential development, known as Delmar Gardens Renaissance, in Creve Coeur, Missouri. This traffic study addressed the impact to the surrounding roadway network that is expected in association with the proposed retirement community. Specifically, the study evaluated the number of trips that would be generated by the proposed development, assigned the trips to the area roadway system, identified the impact that these additional trips would have on operating conditions and evaluated the need for roadway improvements to mitigate those impacts.

CBB has been working with the development team on this project for the last two years. A Traffic Study was submitted to MoDOT in November of 2011. The 2011 study was based on a prior site plan that assumed access to the site would be provided via the existing roadway serving the site on Ladue Road opposite Ladue Pines Drive. However, there were concerns regarding the sight distance at the existing driveway, as well as concerns expressed by the residents off Ladue Pines Drive as to the potential impact of additional trips at the intersection.

The development team pursued a traffic signal (to be constructed at the developer's expense) at the intersection of Ladue Road and Ladue Pines Drive. However, a traffic signal was not supported by MoDOT since the side street volumes did not meet MoDOT's criteria for consideration of a traffic signal. A roundabout (to be constructed at the developer's expense) was also pursued at the intersection of Ladue Road and Ladue Pines Drive to address the sight distance and side-street delay concerns raised by the residents. A roundabout was also not supported by MoDOT, since they did not want to slow down traffic on Ladue Road for such a low side street volume.

Consequently, based on subsequent meetings with MoDOT, the development team, and the residents in the area, a shared access with the adjacent property, the Thompson Trust site which is currently occupied by the Care and Counseling Center, was pursued by Delmar Gardens and subsequently agreed upon by the adjacent property owner. This shared driveway would provide improved sight distance and traffic operations over the existing access drive serving the site opposite Ladue Pines Drive.

Existing and 2012 No Build Conditions

Based on an analysis of the existing and 2012 No Build conditions, the intersection of Ladue Road and Ladue Pines Drive has favorable operating conditions during the weekday morning and afternoon peak hours with all movements operating at LOS C or better.

Proposed Development

The proposed development would be located on the north side of Ladue Road approximately one third mile west of Interstate 270. The proposed mixed use residential development would contain 10 single family homes on individual residential lots, a 180 bed skilled care facility, and a 160 unit independent and supported living building for senior living. Access is proposed via a shared access with the existing Care and Counseling Center on the Thompson Trust site to be located at the existing driveway location currently serving the Care and Counseling Center (approximately 400 feet east of Ladue Pines Drive). The existing driveway would be improved

and widened to accommodate two lanes exiting the site (a right- and left-turn) and one lane entering the site.

Based on empirical data from existing Delmar Gardens' sites, the proposed retirement community and single-family homes would generate a total of 89 *new* trips during the a.m. peak hour and 108 *new* trips during the p.m. peak hour. The traffic generated by the proposed Delmar Gardens Renaissance and single-family housing development was assigned to the adjoining roadway system and then added to the 2012 No Build traffic volumes to generate the forecasted 2012 Build traffic volumes.

Intersection Sight Distance – Ladue Road and Shared Site Access with Care and Counseling

Ladue Road is owned and maintained by MoDOT, as such, the sight distance for the existing driveway serving the proposed shared access for the site was compared to MoDOT requirements outlined in their Permits Manual which has a desired intersection sight distance of 500 feet based on a posted speed of 45 mph. The measured Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 465 feet and looking to the east the Intersection Sight Distance exceeds the preferred 500 feet. Thus, the Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west is slightly less (approximately 35 feet) than the preferred 500 feet.

Based on a posted speed of 45 mph and a downgrade of approximately 5%, the recommended Stopping Sight Distance on Ladue Road at the shared access with the Care and Counseling Center Driveway is 393 feet. The measured Stopping Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 432 feet which exceeds the recommended 393 feet. As directed by MoDOT, the shared access would be allowed under permit by MoDOT since the measured Stopping Sight Distance does satisfy their minimum criteria.

2012 Build Conditions

Based on the 2012 Build traffic volumes at the intersection of Ladue Road and the shared access with the existing Care and Counseling Center, an eastbound left-turn lane is recommended on Ladue Road at the proposed shared access drive serving the Care and Counseling Center and the proposed development.

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2012 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours. With the very low additional through trips on Ladue Road associated with the proposed site, the delay for the northbound approach of Ladue Pines Drive would increase by approximately 0.7 seconds during the a.m. peak hour and 0.5 seconds during the p.m. peak hours as compared to the 2012 No Build conditions.

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. Given the high volume of commuter traffic on Ladue Road during the peak hours, it is not

unusual for motorists on the side streets to incur lengthy delays turning onto Ladue Road as projected for the southbound approach exiting the proposed site. Although this delay is contained to motorists exiting the site only and does impact the operations along Ladue Road, we looked at alternative measures to reduce the projected delay for the southbound approach exiting the site onto Ladue Road.

One consideration would be to provide the ability to make a two-stage left-turn movement exiting the site via a two-way center left-turn lane (TWLTL), in which case the delay for the southbound left-turn exiting the site improves from LOS E/F to LOS C during the 2012 Build peak hours.

2032 Build Traffic Conditions

In an effort to determine the ability of the area road system to accommodate long-term traffic demands, “Design Year” 2032 traffic conditions were evaluated using an annual growth rate of 0.5 percent, provided by MoDOT, for 20 years along Ladue Road.

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2032 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours. With the very low additional through trips on Ladue Road associated with the proposed site, the delay for the northbound approach of Ladue Pines Drive would increase by approximately 1.0 second during the a.m. peak hour and 0.8 seconds during the p.m. peak hours as compared to the 2032 No Build conditions.

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS F during the 2032 Build a.m. and p.m. peak hours. Again, with the ability to make a two-stage left-turn movement exiting the site via a TWLTL, the delay for the southbound left-turn exiting the site improves from LOS F to LOS C during the 2032 Build peak hours.

2012 Build Conditions - 28 Single-Family Homes

An evaluation of the forecasted operating conditions should the site be developed with 28 single-family homes with access opposite Ladue Pines Drive was completed to allow for a comparison of the operating conditions at the intersection of Ladue Road and Ladue Pines Drive between the proposed Delmar Gardens development and the currently zoned single-family housing development. The development of 28 homes would generate a total of 21 trips during the a.m. peak hour and 28 trips during the p.m. peak hour.

Although the currently zoned 28 homes would generate fewer trips than the proposed Delmar Gardens development, the intersection of Ladue Road and Ladue Pines Drive would actually operate better with the proposed Delmar Gardens development over the currently zoned 28 homes since the proposed site access for Delmar Gardens would not be opposite Ladue Pines Drive as it would be with the currently zoned 28 homes.

During the a.m. peak hour, the delay for the northbound approach of Ladue Pines Drive is forecasted to be 4.4 seconds less for the proposed Delmar Gardens development as compared to the currently zoned 28 homes. During the p.m. peak hour, the delay for the northbound approach of Ladue Pines Drive is forecasted to be 3.1 seconds less for the proposed Delmar Gardens development as compared to the currently zoned 28 homes.

We trust that this traffic impact analysis has adequately described the traffic conditions that should be expected in the vicinity of the proposed Delmar Gardens Renaissance development. If additional information is desired, please feel free to contact our office.

Sincerely,



Shawn Lerai White, P.E., PTOE
Senior Traffic Engineer

Introduction

Crawford, Bunte, Brammeier has prepared the following study to address the traffic impacts associated with the proposed mixed use residential development in Creve Coeur, Missouri. This study was prepared in accordance with parameters discussed with the Missouri Department of Transportation (MoDOT) at the commencement of the study. The site is located on the north side of Ladue Road approximately one third mile west of Interstate 270. **Figure 1** identifies the general location of the proposed development site.

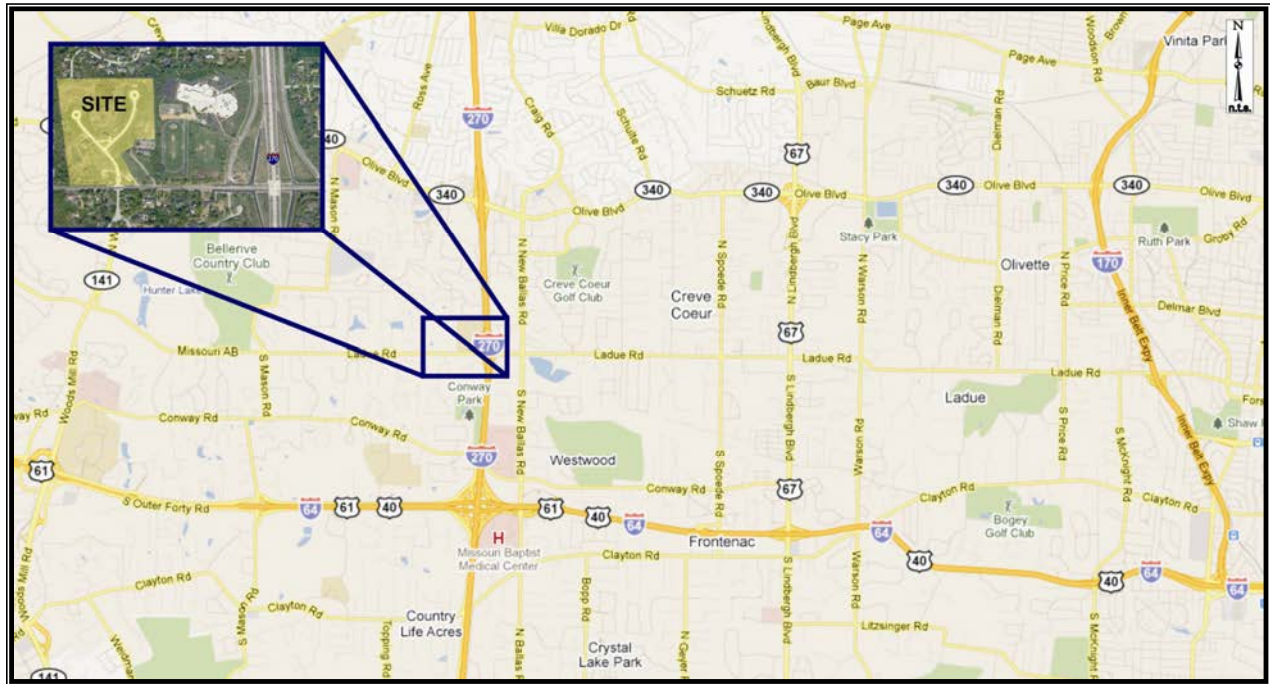


Figure 1: Study Area Location Map

It is our understanding that the proposed mixed use residential development would include the following:

- 10 single family homes on individual residential lots;
- 180 bed skilled care facility; and
- 160 unit independent and supported living building for senior living.

Access for the single-family homes, as well as the retirement community, would be provided via a shared access with the existing Care and Counseling Center on the Thompson Trust site to be located at the existing driveway location currently serving the Care and Counseling Center. The existing roadway serving the site on Ladue Road opposite Ladue Pines Drive would be removed. **Exhibit 1** depicts the current conceptual site plan.



Exhibit 1: Proposed Concept Plan (prepared by gray design 8-7-12)

Job# 168-09-2
08/08/12

CBB Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

CBB has been working with the development team on this project for the last two years. A Traffic Study was submitted to MoDOT in November of 2011. The 2011 study was based on a prior site plan that assumed access to the site would be provided via the existing roadway serving the site on Ladue Road opposite Ladue Pines Drive. However, there were concerns regarding the sight distance at the existing driveway, as well as concerns expressed by the residents off Ladue Pines Drive as to the potential impact of additional trips at the intersection.

The development team pursued a traffic signal (to be constructed at the developer's expense) at the intersection of Ladue Road and Ladue Pines Drive. However, a traffic signal was not supported by MoDOT since the side street volumes did not meet MoDOT's criteria for consideration of a traffic signal. A roundabout (to be constructed at the developer's expense) was also pursued at the intersection of Ladue Road and Ladue Pines Drive to address the sight distance and side-street delay concerns. A roundabout was also not supported by MoDOT, since they did not want to slow down traffic on Ladue Road for such a low side street volume.

Consequently, based on subsequent meetings with MoDOT, the development team, and the residents in the area, a shared access with the adjacent property, the Thompson Trust site which is currently occupied by the Care and Counseling Center, was pursued by Delmar Gardens and subsequently agreed upon by the adjacent property owner. This shared driveway would provide improved sight distance and improved traffic operations over the existing access drive opposite Ladue Pines Drive.

The purpose of this study was to determine the number of additional trips that would be generated by the proposed development, evaluate the impact on the operating conditions for the adjacent roadways, determine the ability of motorists to safely enter and exit the site, and recommend roadway improvements (lane additions and/or traffic control modifications) as necessary to mitigate the impact of the development and to accommodate the additional traffic. The focus of this study was the a.m. and p.m. peak hours of a typical weekday. Specifically, the study focused on the operating conditions at the intersection of the Ladue Road with Ladue Pines Drive and with the proposed shared access drive.

The following report presents the methodology and findings relative to the Existing, 2012 No Build, 2032 No Build, 2012 Build, and 2032 Build conditions.

Existing Conditions

In order to identify the traffic impacts associated with the proposed development, it was first necessary to quantify the existing roadway, traffic, and operating conditions. To that end, an operational analysis of existing traffic volumes on the surrounding road system was performed.

Existing Road System

The study corridor can generally be characterized as urban in nature. Ladue Road in the vicinity of the proposed site provides access to several residential subdivisions, the Care and Counseling center, and a school via Coeur de Ville Drive. Ladue Road provides access to Interstate 270 via a signalized diamond interchange approximately 1,700 feet east of the proposed site. Ladue Road, adjacent to the site, is a two-lane Minor Arterial maintained by MoDOT. The road is approximately 24 feet wide with variable width shoulders and sidewalk on both sides of the road. The posted speed limit is 45 miles per hour (mph). A photo of Ladue Road in the vicinity of the proposed development is shown in **Figure 2**.



Figure 2: Ladue Road Cross Section

Ladue Pines Drive is a local road providing access to the Ladue Pines residential subdivision. The intersection of Ladue Road and Ladue Pines Drive is operated as a side-street STOP with Ladue Road having the right-of-way.

Existing Traffic Volumes

In order to establish existing traffic conditions, 24-hour machine counts were collected on Ladue Road in May of 2010 to identify the peak hours of traffic along Ladue Road. Based on our

conversations with MoDOT, they requested that 24-hour machine traffic counts be collected to verify the afternoon peak hour. Based on the 24-hour machine counts, the morning peak hour occurred from 7:15 a.m. to 8:15 a.m. with a total two-way traffic volume of approximately 1,450 vehicles per hour (vph). The afternoon peak hour occurred from 4:30 p.m. to 5:30 p.m. with a total two-way traffic volume of approximately 1,600 vph. For comparison purposes, the afternoon school dismissal/shift change for the proposed skilled care facility would occur from 2:30 p.m. to 3:30 p.m. which had a total two-way traffic volume of only 1,150 vph, which is significantly less than both the a.m. and p.m. commuter peak hours.

To that end, the 24-hour machine traffic counts confirmed that the highest traffic volumes along Ladue Road occurred during the morning and afternoon commuter travel times. As such, a manual peak period traffic count was conducted at the intersection of Ladue Road and Ladue Pines Drive from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. on Wednesday May 19, 2010. It was confirmed that the area schools were in session on the day of the traffic counts. In addition, field observations were conducted during these time periods in order to gain an understanding of the existing operating conditions.

From the manual counts, it was determined that the weekday morning peak hour occurred between 7:15 a.m. and 8:15 a.m. and afternoon peak hour occurred between 4:30 and 5:30 p.m. **Figure 3** summarizes the existing peak hour volumes on the surrounding roadways.

Existing Crash Statistics

Based on data obtained from the Missouri Highway Patrol website, there were a total of ten crashes at the intersection of Ladue Road and Ladue Pines Drive over a period of five years from January 2006 to December 2010. Specifically there were eight crashes in 2006, zero crashes in 2007 and 2008, two crashes in 2009, and zero crashes in 2010. Of these ten crashes, eight were property damage only and two involved injuries. The primary contributing factor in the ten crashes was as follows: four – due to inattention, three – due to animals in the road, two – following too close and one exceeding the speed limit.

It was brought to our attention by residents in the area that there may have been a pedestrian fatality recently at the intersection of Ladue Road and Ladue Pines Drive. Based on the data obtained from the Missouri Highway Patrol website, the nearest fatality crash was on Ladue Road near Babblers Road in 2009 which is approximately two miles west of Ladue Pines Drive, though this crash was a vehicular crash and did not involve a pedestrian.

Existing Traffic Conditions

The existing operating conditions at the study intersections were evaluated using SYNCHRO 7, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, last updated in 2000 by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its

capacity. However, LOS D is considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.



Figure 3: Existing Traffic Volumes

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 1** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The intersection of Ladue Road and Ladue Pines Drive was evaluated using the methodologies described above. The results of those evaluations are summarized in **Table 2**.

Table 2: Existing Operating Conditions

Intersection/Movement	Weekday AM Peak Hour	Weekday PM Peak Hour
Ladue Road and Ladue Pines Drive (Side-Street Stop)		
Westbound Ladue Road		
Left-Turn Movement	A (9.9)	A (8.3)
Thru Movement	A (0.4)	A (0.4)
Northbound Ladue Pines Drive	C (24.1)	C (17.5)

X (xx.x) - Level of Service (Average vehicular delay in seconds per vehicle)

As can be seen, the intersection of Ladue Road and Ladue Pines Drive has favorable operating conditions during the weekday morning and evening peak hours with all movements operating at LOS C or better.

No Build Conditions

Before analyzing the impacts of the proposed development, it was necessary to establish a baseline forecast to reflect traffic conditions without the development. Therefore, No Build traffic forecasts were necessary for the 2012 baseline and 2032 design year associated with the proposed development. The 2012 and 2032 No Build scenarios were developed to evaluate baseline conditions and to provide a basis of comparison between the No Build and Build conditions. To our knowledge there are no planned roadway or development projects that would impact the study area, thus no future development beyond background growth was considered in the No Build scenarios.

2012 No Build Traffic Conditions

The projected background growth rate of 0.5 % for Ladue Road was based on guidance provided by MoDOT. Two years of background growth at the aforementioned rate was added to the existing traffic volumes resulting in the 2012 No Build traffic volumes illustrated in **Figure 4**.

The 2012 No Build traffic volumes were then reanalyzed using the same methodology applied to the existing traffic volumes. The forecasted levels of service and average delay at the study intersection for the 2012 No Build conditions are summarized in **Table 3**.

Table 3: 2012 No Build Operating Conditions

Intersection/Movement	Weekday AM Peak Hour	Weekday PM Peak Hour
Ladue Road and Ladue Pines Drive (Side-Street Stop)		
Westbound Ladue Road		
Left-Turn Movement	A (9.9)	A (8.3)
Thru Movement	A (0.4)	A (0.4)
Northbound Ladue Pines Drive	C (24.6)	C (17.7)

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

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2012 No Build conditions with all approaches for the intersection operating at LOS C or better during the a.m. and p.m. peak hours.



Figure 4: 2012 No Build Traffic Volumes

2032 No Build Traffic Conditions

As stated previously, a background growth rate of 0.5 % annually was used for Ladue Road. Twenty-two years of background growth at the rate of 0.5 % was added to the existing traffic volumes resulting in the 2032 No Build traffic volumes illustrated in **Figure 5**.



Figure 5: 2032 No Build Traffic Volumes

The 2032 No Build traffic volumes were then reanalyzed using the same methodology as before. The forecasted levels of service and average delay at the study intersection for the 2032 No Build conditions are summarized in **Table 4**.

Table 4: 2032 No Build Operating Conditions

Intersection/Movement	Weekday AM Peak Hour	Weekday PM Peak Hour
Ladue Road and Ladue Pines Drive (Side-Street Stop)		
Westbound Ladue Road		
Left-Turn Movement	B (10.4)	A (8.5)
Thru Movement	A (0.5)	A (0.5)
Northbound Ladue Pines Drive	D (29.8)	C (21.5)

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

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2032 No Build conditions with all approaches for the intersection operating at LOS D or better during the a.m. and p.m. peak hours.

With the increase in the background traffic volumes on Ladue Road, the delay for the northbound approach of Ladue Pines Drive would increase by approximately 5.7 seconds during the a.m. peak hour and 4.0 seconds during the p.m. peak hour.

Proposed Development

Once the baseline traffic conditions within the study area have been established for both the assumed occupancy year (year 2012) and the design year (year 2032), it was then necessary to consider the traffic associated with the proposed development. This section of the report presents the traffic generation associated with the proposed mixed use residential development and the assignment of the site's traffic to the area road system.

Site Access

Access for the proposed mixed use residential development would be provided via a shared access with the existing Care and Counseling Center on the Thompson Trust site to be located at the existing driveway location currently serving the Care and Counseling Center (approximately 400 feet east of Ladue Pines Drive). The existing driveway would be improved and widened to accommodate two lanes exiting the site (a right- and left-turn) and one lane entering the site.

Intersection Sight Distance

Ladue Road is owned and maintained by MoDOT, as such, the sight distance for the proposed shared driveway serving the site was compared to MoDOT requirements outlined in their Permits Manual. Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at the intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

It should be noted that MoDOT recently revised their sight distance guidelines to more closely reflect the guidelines found in "A Policy on Geometric Design of Highways and Streets" published by the American Association of State Highway and Transportation Officials often referred to as the *Green Book*. The *Green Book's* guidelines for minimum safe sight distance for entrances reflect the speed of the major road and the gap time required for a vehicle on the minor road to enter or cross the major road.

Based on a posted speed of 45 mph, the recommended Intersection Sight Distance on Ladue Road adjacent to the site is 500 feet. If a proposed entrance has inadequate Intersection Sight Distance, but meets minimum Stopping Sight Distance, then an entrance may be approved by MoDOT as long as the following conditions are met:

- The proposed entrance location has the maximum sight distance available for the property frontage.
- The applicant is advised of minor work on their property that could improve sight distance such as grading or brush removal.
- There is no other access available which has greater sight distance (i.e. county road, city street, or cross-access).
- The applicant agrees to sign the permit application with the following *Applicant's Responsibility Clause*: "The sight distance is the minimum distance necessary for a

vehicle traveling at the posted speed to complete a stop prior to the entrance. Applicant understands the presence of this entrance creates a potential sight distance problem and has been so informed in writing by the Department. Applicant is aware the sight distance of this entrance is severely restricted.”

The measured Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 465 feet (473 feet measured by MoDOT) and looking to the east the Intersection Sight Distance exceeds the required 500 feet. Thus, the Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west is slightly less (approximately 35 feet) than the preferred 500 feet.

Based on a posted speed of 45 mph and a downgrade of approximately 5%, the recommended Stopping Sight Distance on Ladue Road at the shared access with the Care and Counseling Center Driveway is 393 feet.

The measured Stopping Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 432 feet (454 feet measured by MoDOT) which does exceed the recommended 393 feet.

As directed by MoDOT, the shared access would be allowed under permit by MoDOT since the measured Stopping Sight Distance does satisfy their criteria. Photos of the available sight distance at the existing Care and Counseling Center driveway are shown in **Figure 6**.



Sight Distance Looking East from Driveway



Sight Distance Looking West from Driveway

Figure 6: Sight Distance at the Existing Care and Counseling Center Driveway (Thompson Trust Site)

Careful consideration should be given to sight distance obstructions when planning any future aesthetics enhancements, such as berms, fencing and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the proposed entrance onto Ladue Road. It is generally recommended that all improvements higher than 3.5 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Site-Generated Traffic Volumes

Based on data provided by Delmar Gardens Enterprises, the proposed mixed use residential development would consist of the following:

- 10 single family homes on individual residential lots;
- 180 bed skilled care facility; and
- 160 unit independent and supported living building for senior living.

By offering a range of housing options, be it independent living units with periodic visits from on-site medical staff, assisted living units with more routine care, or skilled nursing units with 24-hour medical assistance, a Delmar Gardens retirement community can be an individual's last home.

Given the unique characteristics of a Delmar Gardens retirement community, empirical data based on existing Delmar Gardens' sites was collected in April 2011 to assist in determining the projected trip generation. Specifically, 24-hour traffic count data was collected on the drives serving the Delmar Gardens retirement communities in O'Fallon and Florissant, Missouri for a period of approximately one week.

The rates provided in the *Trip Generation Manual*, Eighth Edition, published by the Institute of Transportation Engineers (ITE) were also evaluated to provide a basis of comparison. The following is a summary of the actual data collected and the land uses rates from the *Trip Generation Manual* used for determining the trip generation characteristics of the proposed retirement community:

❖ Retirement Community

- Based on the empirical data from existing Delmar Gardens' sites, the average rates are as follows:
 - Weekday ADT - 3.57 trips per occupied unit and/or bed
 - AM Peak Hour (7:00-9:00 a.m.) – 0.24 trips per occupied unit and/or bed
 - PM Peak Hour (4:00-6:00 p.m.) – 0.29 trips per occupied unit and/or bed
- Land Use Codes 252-*Senior Housing*, 254-*Assisted Living*, 620-*Nursing Home*, and 255-*Continuing Care* were used for comparison.

Using the empirical data from existing Delmar Gardens' sites and the rates provided in ITE, the number of trips that would be generated by the proposed development was calculated, as shown in **Table 5**.

As shown in the table, the empirical data collected for similar sites results in an estimated trip generation very similar to ITE Code 255 - *Continuing Care* and slightly higher than the alternative calculation derived from the summation of the separate ITE uses (252-*Senior Housing*, 254-*Assisted Living*, 620-*Nursing Home*).

Table 5: Delmar Gardens Renaissance Trip Generation Estimate

Land Use	Units	Weekday (ADT)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Forecasted Trips Using Empirical Data for Existing Delmar Gardens Communities								
Retirement Community	340 units	1,214	52	29	81	47	51	98
Total New Trips (Based on Empirical Data)			52	29	81	47	51	98
Forecasted Trips Using Separate ITE Rates								
ITE Code 252 Attached Senior Housing	100 units	348	2	3	5	5	3	8
ITE Code 254 Assisted Living	60 units		5	3	8	6	7	13
ITE Code 620 Nursing Home	180 units	420	20	11	31	13	27	40
Total New Trips (Based on ITE Separate Uses)			27	17	44	24	37	61
Forecasted Trips Using Continuing Care ITE Rates								
ITE Code 255 Continuing Care	340 units	955	39	22	61	47	51	99
Total New Trips (Based on ITE Continuing Care)			39	22	61	47	51	99

The *Trip Generation Manual* used by professionals nationwide is supplemented with the *Trip Generation Handbook* which provides guidance on interpreting the data provided in the *Trip Generation Manual*. The *Trip Generation Manual* is intended to provide average trip generation rates for various uses; however, not all uses and sizes are represented in the manual. Depending on the range and correlation of the study sites used in the *Trip Generation Manual*, it may be necessary to collect trip generation data specific to a proposed development. As stated in the manual, engineering judgment should be used when determining whether to apply the ITE rates or to collect data specific to the actual proposed development.

Based on our engineering judgment, the empirical data from existing Delmar Gardens' sites is more reliable than the data provided by ITE, thus the empirical data collected was used to determine the site-generated trips. The proposed retirement community would generate a total of 81 *new* trips during the a.m. peak hour and 98 *new* trips during the p.m. peak hour.

As mentioned previously, the site would also contain 10 single-family homes. Land Use Code 210 - *Single-Family Dwelling Unit* in the ITE *Trip Generation Manual* was used to determine the estimated trip generation for the proposed 10 homes. The resulting trip generation estimate for the proposed 10 homes is summarized in **Table 6**.

Table 6: Proposed Single-Family Homes Trip Generation Estimate

Land Use	Units	Weekday (ADT)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Home	10 homes	96	2	6	8	6	4	10
Total Residential Trips			2	6	8	6	4	10

Site-Generated Traffic Assignment

The traffic generated by the proposed Delmar Gardens Renaissance and single-family housing development was assigned to the adjoining roadway system based on the proposed site's access and the existing and projected traffic patterns. The anticipated distribution of site-generated traffic used for the study was approximately 70% to and from the east on Ladue Road and 30% to and from the west on Ladue Road.

The site-generated traffic volumes for the a.m. and p.m. peak hours are shown in **Figure 7**.

**Figure 7: Site-Generated Traffic Volumes**

Build Conditions

2012 Build Traffic Conditions

The traffic generated by the proposed development (Figure 7) was aggregated with the 2012 No Build traffic volumes (Figure 4) to reflect the 2012 Build, or forecasted, traffic volumes following construction of the Delmar Gardens development and to identify any roadway and/or traffic control improvements that may be necessary to mitigate its impact. **Figure 8** reflects the 2012 Build traffic volumes.



Figure 8: 2012 Build Traffic Volumes

As requested by MoDOT, the shared access drive off Ladue Road serving the proposed development was evaluated to determine if auxiliary left- or right-turn lanes are recommended on Ladue Road per MoDOT's *Access Management Manual*.

Utilizing the figure for *Right Lane Warrant for Two-Lane Roadway* with a posted speed of 45 mph, an advancing volume of 1,039 vph, and a right-turn volume of 39 vph during the p.m. peak hour 2012 Build conditions, a right-turn lane is recommended by MoDOT as shown in **Figure 9**. However, given the low right-turn volume anticipated for this westbound movement and the fact that the westbound approach is forecasted to operate at LOS A with no delay as a shared thru and right-turn lane, a separate westbound right-turn lane on Ladue Road at the proposed shared access drive serving the Care and Counseling Center and the proposed site is not recommended.

Based on discussions with MoDOT, a separate westbound right-turn lane on Ladue Road at this location would not be required.

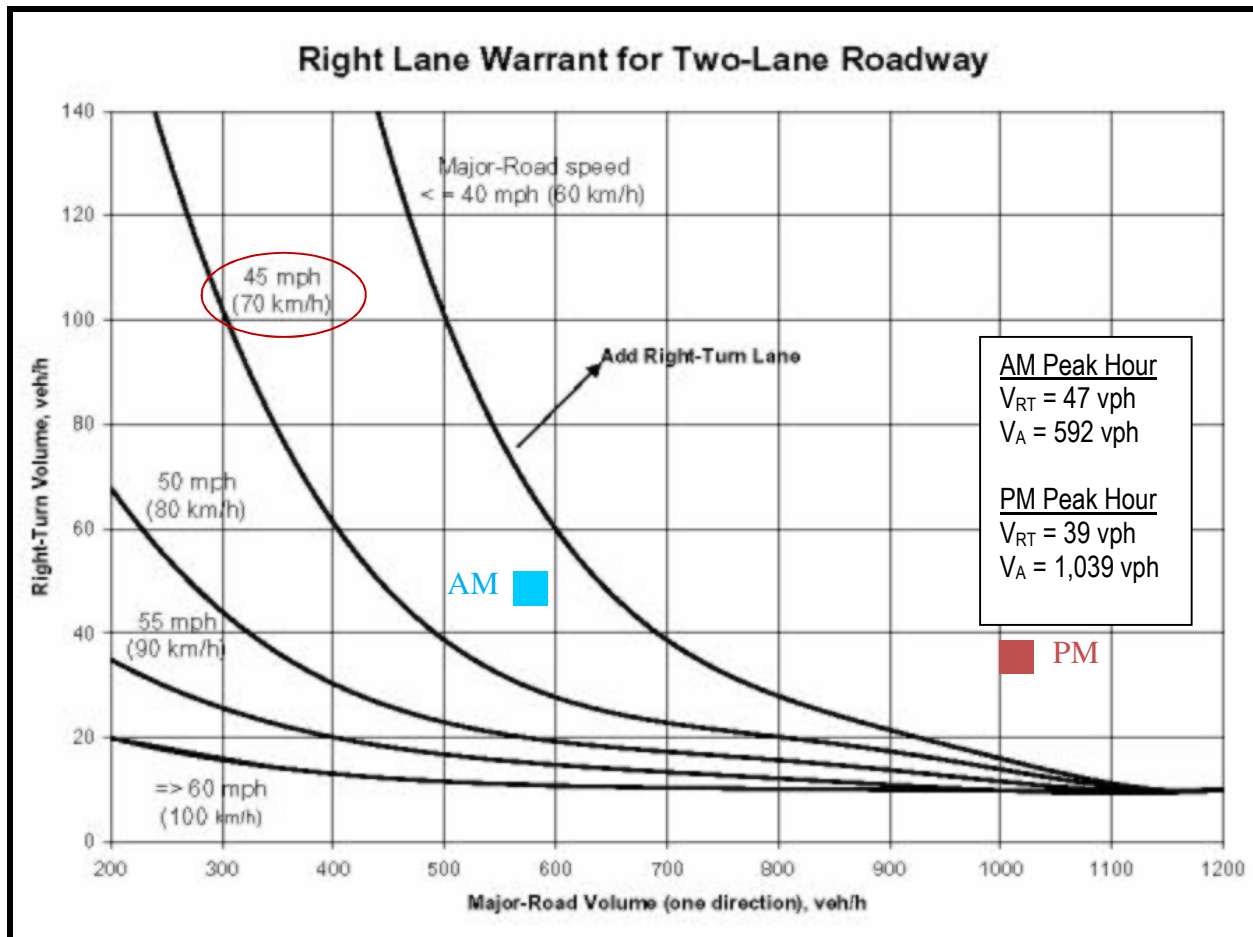


Figure 9: 2012 Build Conditions: Right-Turn Lane Warrant Evaluation

Utilizing the figure for *Left Lane Warrant for Two-Lane Roadway* – 45 mph, with an advancing volume of 454 vph, an opposing volume of 1,039 vph and a left-turn volume of 17 vph during the p.m. peak hour 2012 Build conditions, a left-turn lane is recommended by MoDOT as shown in **Figure 10**. Although the eastbound left-turn volume is very low, the provision of providing a separate left-turn lane allows left turning vehicles a place to wait and make their turning maneuver without impeding the eastbound thru traffic in Ladue Road. As such, it is recommended that an eastbound left-turn lane be provided on Ladue Road at the proposed shared access drive serving the Care and Counseling Center and the proposed site.

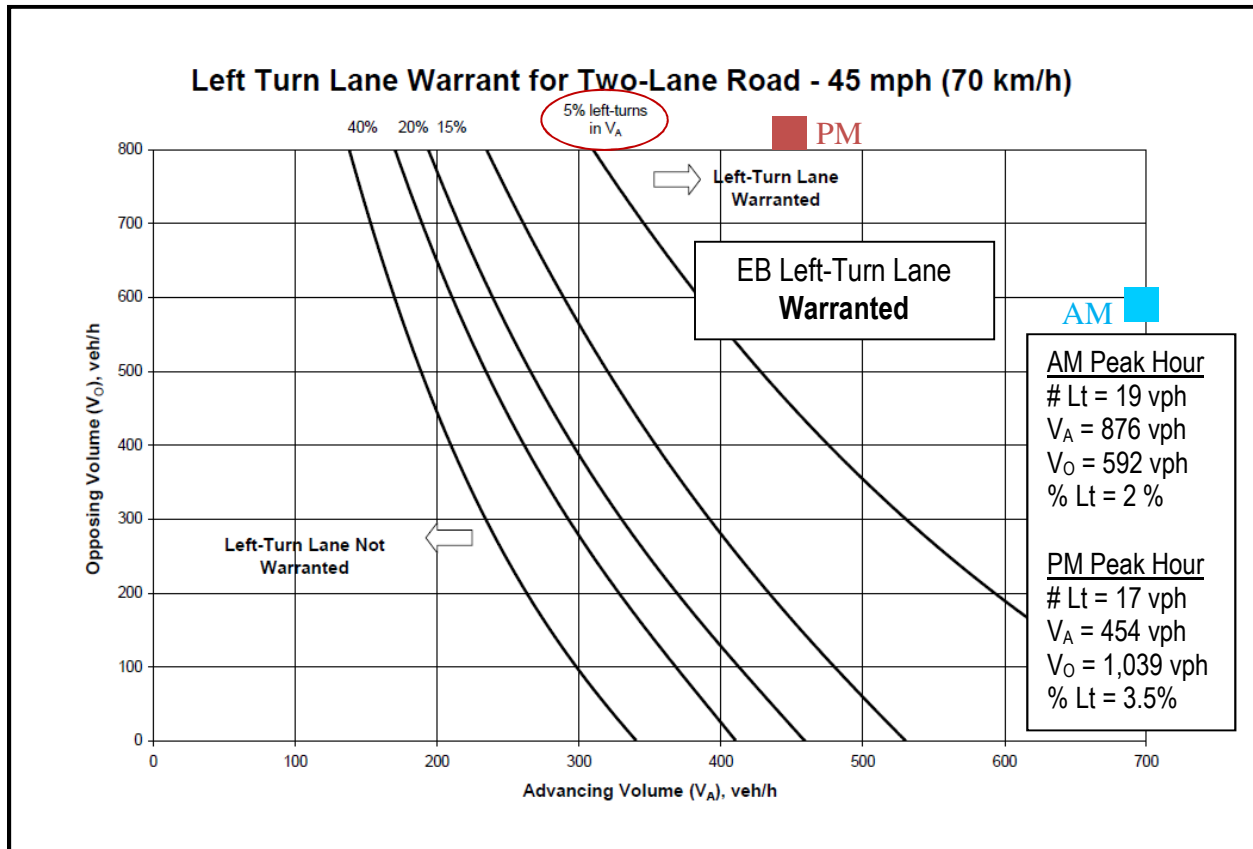


Figure 10: 2012 Build Conditions: Left-Turn Lane Warrant Evaluation (45mph)

The 2012 Build traffic volumes were reanalyzed using the same methodology as before in an effort to identify the impacts of the proposed development and to evaluate the adequacy of the roadway network to accommodate the proposed development. The recommended eastbound left-turn lane on Ladue Road at the proposed shared access drive serving the Care and Counseling Center and the proposed site was included in the analysis. No modifications were assumed at the existing intersection of Ladue Road and Ladue Pines Drive.

Table 7 summarizes the 2012 Build Levels of Service and average delay at the study intersections during the weekday a.m. and p.m. peak hours with the recommended eastbound left-turn lane on Ladue Road discussed above. The LOS and delay for the eastbound and westbound through movements on Ladue Road at the shared access are not shown in the table since the eastbound and westbound thru traffic would not have to stop for turning vehicles.

As shown in the table, the intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2012 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours. With the very few additional through trips on Ladue Road associated with the proposed site, the delay for the northbound approach of Ladue Pines Drive would increase by only 0.7 seconds during the a.m. peak hour and 0.5 seconds during the p.m. peak hours as compared to the 2012 No Build conditions.

Table 7: 2012 Build Operating Conditions

Intersection/Movement	Weekday AM Peak Hour	Weekday PM Peak Hour
Ladue Road and Ladue Pines Drive (Side-Street Stop)		
Westbound Ladue Road		
Left-Turn Movement	B (10.0)	A (8.4)
Thru Movement	A (0.4)	A (0.4)
Northbound Ladue Pines Drive	D (25.3)	C (18.2)
Ladue Road and Site/Care and Counseling Driveway (Side-Street Stop)		
Eastbound Ladue Road		
Left-Turn Movement	A (8.9)	B (11.0)
Southbound Site/Care and Counseling Driveway	Overall - E (38.4)	Overall - F (62.1)
Left-Turn Movement	E (46.4)	F (64.1)
Right-Turn Movement	B (12.5)	C (20.3)

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

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. However, it is not unusual for motorists on the side streets to incur longer delays turning onto Ladue Road during the peak hours and this delay would be solely incurred by trips exiting the proposed Delmar Gardens site and would not impact motorists on Ladue Road.

It is worth mentioning that by relocating the access for the proposed development from opposite Ladue Pines Drive to the adjacent Thompson Trust site, the LOS for both the northbound approach exiting Ladue Pines and the southbound approach exiting the proposed development would be improved significantly over the previously considered four-way intersection at Ladue Pines Drive. This is due to the fact that the opposing side street movements would not be competing for the same gap in the traffic flow on Ladue Road as they would if the north and south legs are opposite each other.

Given the high volume of commuter traffic on Ladue Road during the peak hours, it is not unusual for motorists on the side streets to incur longer delays turning onto Ladue Road as projected for the southbound approach exiting the proposed site. Although this delay is contained to motorists exiting the site only and does impact the operations along Ladue Road, we looked at alternative measures to reduce the projected delay for the southbound approach exiting the Delmar Gardens site onto Ladue Road.

As discussed previously, although both a traffic signal and a roundabout would provide acceptable levels of service for all movements at the intersection of Ladue Road and the shared access drive, MoDOT does not support either improvement. Another consideration is the provision of a two-way center left-turn lane (TWLTL) at the intersection to allow for two-stage left-turn movements exiting the site. With the ability to make a two-stage left-turn movement

exiting the site, the delay for the southbound left-turn exiting the site improves from LOS E/F to LOS C during the peak hours.

2032 Build Traffic Conditions

In an effort to determine the ability of the area road system to accommodate long-term traffic demands, “Design Year” 2032 traffic conditions were evaluated. The traffic generated by the proposed development (Figure 7) was aggregated with the 2032 No Build traffic volumes (Figure 5) to reflect the 20-year forecasted traffic volumes. **Figure 11** reflects the 2032 Build traffic volumes.



Figure 11: 2032 Build Traffic Volumes

The 2032 Build conditions were analyzed using the same methodology applied previously. The results of the 2032 Build operating conditions, assuming the construction of the recommended eastbound left-turn lane at the proposed shared access for the Delmar Gardens and existing Care and Counseling Center, are summarized in **Table 8**.

Table 8: 2032 Build Operating Conditions

Intersection/Movement	Weekday AM Peak Hour	Weekday PM Peak Hour
Ladue Road and Ladue Pines Drive (Side-Street Stop)		
Westbound Ladue Road		
Left-Turn Movement	B (10.4)	A (8.5)
Thru Movement	A (0.5)	A (0.6)
Northbound Ladue Pines Drive	D (30.8)	C (22.3)
Ladue Road and Site/Care and Counseling Driveway (Side-Street Stop)		
Eastbound Ladue Road		
Left-Turn Movement	A (9.1)	B (11.7)
Southbound Site/Care and Counseling Driveway	Overall - E (49.8)	Overall - F (95.5)
Left-Turn Movement	F (61.0)	F (95.8)
Right-Turn Movement	B (13.2)	C (23.2)

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

As shown in the table, the intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2032 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours. With the very few additional through trips on Ladue Road associated with the proposed site, the delay for the northbound approach of Ladue Pines Drive would increase by only 1.0 second during the a.m. peak hour and 0.8 seconds during the p.m. peak hours as compared to the 2032 No Build conditions.

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the 2032 Build peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS F during the a.m. and p.m. peak hours. However, it is not unusual for motorists on the side streets to incur longer delays turning onto Ladue Road during the peak hours and this delay would be solely incurred by trips exiting the proposed Delmar Gardens site and would not impact motorists on Ladue Road.

As discussed previously, with the ability to make a two-stage left-turn movement exiting the site via a TWLTL, the delay for the southbound left-turn exiting the site improves from LOS F to LOS C during the 2032 Build peak hours.

Forecasted Operating Conditions Based on Existing Zoning Approved

It is our understanding that the existing Delmar Gardens site under consideration is approved for the development of 28 single-family homes. Furthermore, it is our understanding no roadway improvements, i.e. left- or right-turn lanes on Ladue Road would be required to develop the site with single-family homes.

An evaluation of the forecasted operating conditions should the site be developed with 28 single-family homes with access opposite Ladue Pines Drive was completed to allow for a comparison on the operating conditions at the intersection of Ladue Road and Ladue Pines Drive between the proposed Delmar Gardens development and the zoned single-family home development.

Site-Generated Traffic Volumes – Single-Family Homes

Land Use Code 210 - *Single-Family Dwelling Unit* in the *ITE Trip Generation Manual* was used to determine the estimated trip generation for the currently zoned 28 homes. The resulting trip generation estimate is summarized in **Table 9**.

Table 9: Currently Zoned Single-Family Homes Trip Generation Estimate

Land Use	Units	Weekday (ADT)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Home	28 homes	268	5	16	21	18	10	28
Total Residential Trips			5	16	21	18	10	28

Site-Generated Traffic Assignment – Single-Family Homes

The traffic generated by the currently zoned single-family homes was assigned to the adjoining roadway system based on the existing site access opposite Ladue Pines Drive and the existing traffic patterns for the Ladue Pines subdivision. The anticipated distribution of the currently zoned single-family homes used for this analysis was approximately 65% to and from the east and 35% to and from the west on Ladue Road during the a.m. peak hour and approximately 75% to and from the east and 25% to and from the west on Ladue Road during the p.m. peak hour.

The site-generated traffic volumes for the currently zoned single-family homes during the weekday a.m. and p.m. peak hours are shown in **Figure 12**.



Figure 12: Site-Generated Traffic Volumes – 28 Single-Family Homes

2012 Build Traffic Conditions– Single-Family Homes

The traffic generated by the currently zoned single-family homes (Figure 12) was aggregated with the 2012 No Build traffic volumes (Figure 4) to reflect the 2012 Build, or forecasted, traffic volumes should the site be developed as currently zoned. **Figure 13** reflects these 2012 Build traffic volumes.

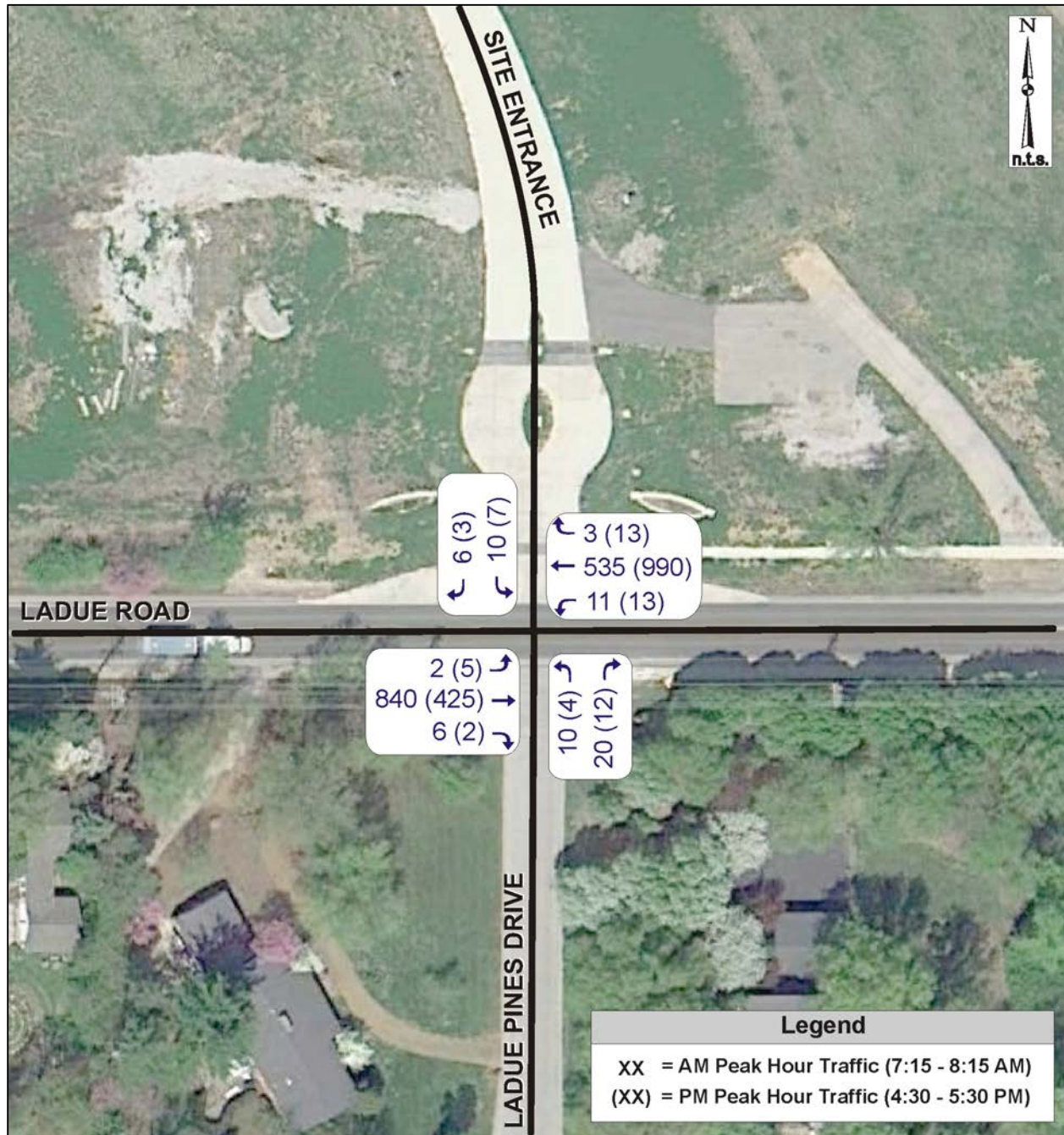


Figure 13: 2012 Build Traffic Volumes– 28 Single-Family Homes

Table 10 summarizes the 2012 Build Levels of Service and average delay at the intersection of Ladue Road and Ladue Pines Drive during the weekday a.m. and p.m. peak hours assuming the site develops as 28 single-family homes with access opposite Ladue Pines Drive.

Table 10: 2012 Build Operating Conditions

Intersection/Movement	Weekday AM Peak Hour		Weekday PM Peak Hour	
	28 Homes	Delmar Gardens	28 Homes	Delmar Gardens
Ladue Road and Ladue Pines Drive (Side-Street Stop)				
Eastbound Ladue Road Left-Turn Movement	A (8.6)	N/A	B (10.7)	N/A
Thru Movement	A (0.1)		A (0.2)	
Westbound Ladue Road Left-Turn Movement	A (9.9)	B (10.0)	A (8.3)	A (8.4)
Thru Movement	A (0.4)	A (0.4)	A (0.4)	A (0.4)
Northbound Ladue Pines Drive	D (29.7)	D (25.3)	C (21.3)	C (18.2)
Southbound Single-Family Homes Site Drive	E (38.6)	N/A	C (43.7)	N/A

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

As shown in the table, although the currently zoned 28 homes would generate fewer trips than the proposed Delmar Gardens development, the intersection of Ladue Road and Ladue Pines Drive would actually operate better with the proposed Delmar Gardens development over the currently zoned 28 homes since the proposed site access would not be opposite Ladue Pines Drive as it would be with the currently zoned 28 homes.

During the a.m. peak hour, the delay for the northbound approach of Ladue Pines Drive is forecasted to be 4.4 seconds less for the proposed Delmar Gardens development as compared to the currently zoned 28 homes. During the p.m. peak hour, the delay for the northbound approach of Ladue Pines Drive is forecasted to be 3.1 seconds less for the proposed Delmar Gardens development as compared to the currently zoned 28 homes.

Conclusions

In conclusion, we have completed a study to address the traffic impacts associated with the mixed use residential development, known as Delmar Gardens Renaissance, in Creve Coeur, Missouri.

Based on an analysis of the existing and 2012 No Build conditions, the intersection of Ladue Road and Ladue Pines Drive has favorable operating conditions during the weekday morning and afternoon peak hours with all movements operating at LOS C or better.

Access for the proposed mixed use residential development would be provided via a shared access with the existing Care and Counseling Center on the Thompson Trust site to be located at the existing driveway location currently serving the Care and Counseling Center.

Ladue Road is owned and maintained by MoDOT, as such, the sight distance for the shared driveway serving the site was compared to MoDOT requirements outlined in their Permits Manual which is 500 feet based on a posted speed of 45 mph. The measured Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 465 feet and looking to the east the Intersection Sight Distance exceeds the preferred 500 feet. Thus, the Intersection Sight Distance for the existing Care and Counseling Center driveway looking to the west is slightly less (approximately 35 feet) than the preferred 500 feet.

Based on a posted speed of 45 mph and a downgrade of approximately 5%, the recommended Stopping Sight Distance on Ladue Road at the shared access with the Care and Counseling Center Driveway is 393 feet. The measured Stopping Sight Distance for the existing Care and Counseling Center driveway looking to the west on Ladue Road is approximately 432 feet which exceeds the recommended 393 feet. As directed by MoDOT, the shared access would be allowed under permit by MoDOT since the measured Stopping Sight Distance does satisfy their criteria.

The proposed mixed-use residential development would generate a total of 89 *new* trips during the a.m. peak hour and 108 *new* trips during the p.m. peak hour. The traffic generated by the proposed Delmar Gardens Renaissance and single-family housing development was assigned to the adjoining roadway system and then added to the 2012 No Build traffic volumes to generate the forecasted 2012 Build traffic volumes.

Based on the 2012 Build traffic volumes at the intersection of Ladue Road and the shared access with the existing Care and Counseling Center, an eastbound left-turn lane is recommended on Ladue Road at the proposed shared access drive serving the Care and Counseling Center and the proposed site.

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2012 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours.

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. Given the high volume of commuter traffic on Ladue Road during the peak hours, it is not unusual for motorists on the side streets to incur lengthy delays turning onto Ladue Road as projected for the southbound approach exiting the proposed site. Although this delay is contained to motorists exiting the site only and does impact the operations along Ladue Road, residents Nevertheless, we looked at alternative measures to reduce the projected delay for the southbound approach exiting the site onto Ladue Road.

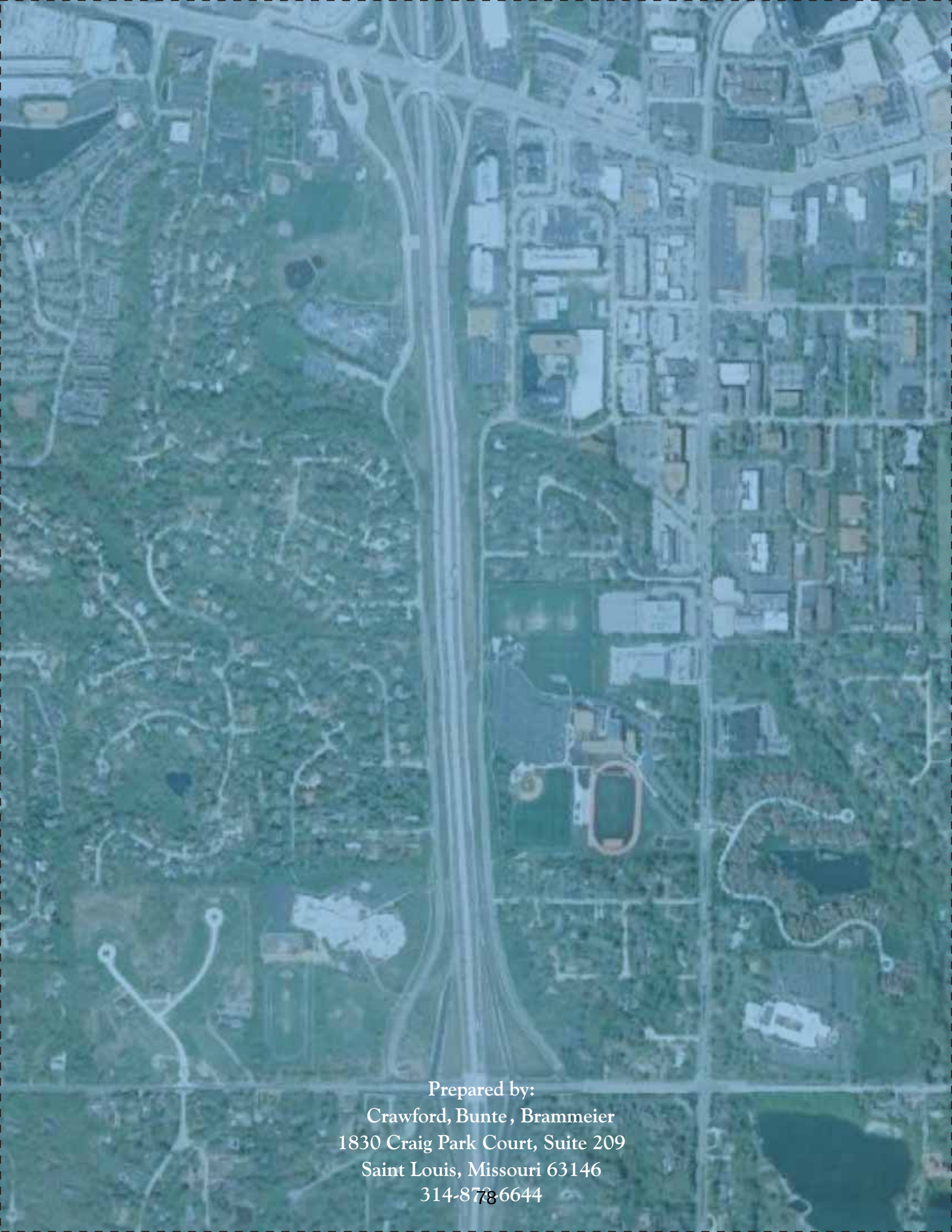
With the ability to make a two-stage left-turn movement exiting the site via a two-way center left-turn lane (TWLTL), the delay for the southbound left-turn exiting the site improves from LOS E/F to LOS C during the 2012 Build peak hours.

The intersection of Ladue Road and Ladue Pines Drive would continue to operate acceptably for the 2032 Build conditions with all approaches for the intersection operating at LOS D or better during the weekday a.m. and p.m. peak hours.

A majority of the movements at the intersection of Ladue Road with the shared access for the site is forecasted to operate acceptably during the peak hours with the exception of the southbound left-turn movement onto Ladue Road exiting the proposed development site which is forecasted to operate at LOS F during the 2032 Build a.m. and p.m. peak hours. Again, with the ability to make a two-stage left-turn movement exiting the site via a TWLTL, the delay for the southbound left-turn exiting the site improves from LOS F to LOS C during the 2032 Build peak hours.

An evaluation of the forecasted operating conditions should the site in question be developed with 28 single-family homes with access opposite Ladue Pines Drive was completed to allow for a comparison on the operating conditions at the intersection of Ladue Road and Ladue Pines Drive between the proposed Delmar Gardens development and the currently zoned single-family housing development. The development of 28 homes would generate approximately 21 trips during the a.m. peak hour and 28 trips during the p.m. peak hour.

Although the currently zoned 28 homes would generate fewer trips than the proposed Delmar Gardens development, the intersection of Ladue Road and Ladue Pines Drive would actually operate better with the proposed Delmar Gardens development over the currently zoned 28 homes since the proposed site access for Delmar Gardens would not be opposite Ladue Pines Drive as it would be with the currently zoned 28 homes.



Prepared by:
Crawford, Bunte, Brammeier
1830 Craig Park Court, Suite 209
Saint Louis, Missouri 63146
314-878-6644



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

APPLICATION TO PLANNING AND ZONING COMMISSION

#12-029 FOR APPROVAL OF AN AMENDMENT TO THE MASTER SIGN PLAN FOR THE MEDICAL ATRIUM BUILDING AT 555 N. NEW BALLAS

FOR THE MEETING OF: October 15, 2012

LOCATION: 555 N. New Ballas

REQUEST: Kevin Aholt, of Land Dynamics, Inc., on behalf of Plaza Members III, LLC, has submitted an application for an amendment to the Master Signage Plan for their property at 555 N. New Ballas Road to include a real estate information sign. The primary expectations for any master sign plan are that it will increase public convenience by providing better direction information and that the signs will do so with a well-designed, coordinated appearance throughout the campus.

ADDITIONAL INFORMATION: Section 405.950.6 Master Signage Plans allows for consideration of a comprehensive plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council. The property received approval for a master sign plan (Ordinance No. 5108) on October 12, 2009.

Key Issues:

- Consistency in design, materials, and siting
- Visual clutter
- Protection of pedestrian and vehicular traffic safety from the proliferation of signs.

Comp. Plan References

- Central Business District Action Area
- Design Guidelines

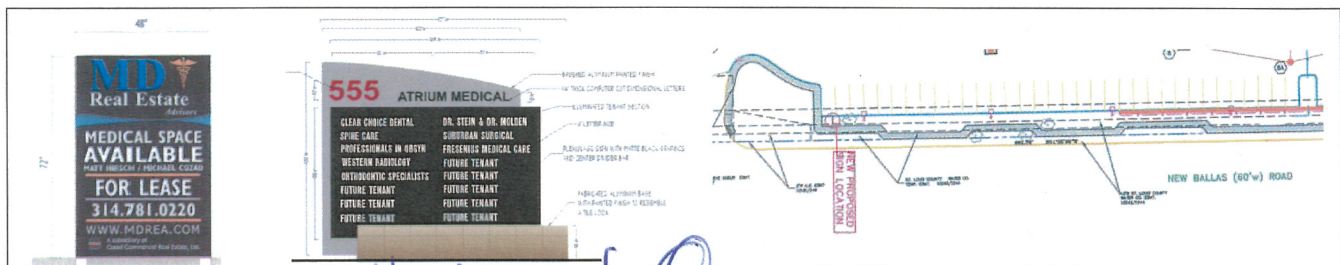
Zoning Code References

- Article VIII Sign Regulations
- 405.950.6 Master Signage Plans

APPLICANT: Kevin P. Aholt
Land Dynamics, Inc.
7800 Forsyth Blvd, Suite 800
Clayton, MO 63105

**APPLICANT'S
REPRESENTATIVE:**

Plaza Members III, LLC
7800 Forsyth Blvd, Suite 800
2955 Arnold Tenbrook Road
Clayton, MO 63105



REPORT PREPARED BY:

Whitney Kelly 10/9/2012
Whitney Kelly, AICP Date
City Planner

ATTACHMENTS: Draft Ordinance
Applicants Materials, received September 18, 2012
Ordinance No. 5108

A Preliminary Site Plan for this site was originally approved by the Planning and Zoning Commission on March 19, 1976. The site was developed according to this plan, with a three-story office building and a two-story office building connected with a bridge, totaling 87,936 square feet in gross floor area, and 369 parking spaces. An 18,000 square foot addition joining the two buildings and additional parking was subsequently approved by site development plan in February, 2006. The resulting building is 105,935 square feet, with a total of 459 parking spaces, on the 5.91 acre site.

In October 2009, the City Council approved a master sign plan for the campus (Ordinance #5108) that included a large monument sign along North New Ballas, directional signage throughout the campus, and wall signs. A condition of the ordinance states that “No additional signage shall be approved for the property unless approved by the City of Coeur per Master Signs Plans of the Zoning Code”. The applicant is seeking approval to amend this plan to include a 24 sq. ft real estate information sign to be placed along N. New Ballas Road approximately 32 feet north from the existing ground sign.



The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Restaurant	"CB" Core Business	Old Ballas Road
South	Multi-tenant retail/office	"GC" General Commercial	N/A
East	Multi-tenant offices; veterinarian.	"CB" Core Business	North New Ballas Road
West	Single-family residences	"C" Single-family residential	N/A

The subject property is located within the Central Business District Action Area of the Comprehensive Plan. The Comprehensive Plan does not provide much direction in sign review in this area. The Design Guidelines offer recommendations in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design.

Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17).

While the proposed real estate information sign does not match with the existing ground sign, it does meet with the requirements with the multi-tenant real estate sign regulations and has a black background that would match the black background of the existing ground sign. However, the placement of the sign within 150 feet of the existing ground monument sign would add to the visual clutter along North New Ballas Road and would limit the visibility of the existing ground sign. As the City has been reviewing such a separation requirement with the changes to the Sign Regulations, staff recommends that a condition of approval of the amended Master Sign Plan includes a condition that the sign have a minimum of 150 feet separation from the existing sign. The Zoning Administrator could approve a variance of up to 50 feet for good cause.

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations are to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention. The Master Signage Plan allows for deviation from the sign regulations on large campuses in order to provide for a more consistent program as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development. All signs shall be in scale and harmonious with the development and provide an overall design theme throughout the campus in a comprehensive manner. The Zoning Code allows for grounds signs and multi-tenant real estate information sign. While the leasing information could be incorporated into the existing ground sign, the separation of the signs by 150 feet would lessen the amount of clutter along N. New Ballas and allow for greater visibility of the existing ground sign without having to modify the ground sign.

FORM OF THE DRAFT ORDINANCE

The conditions of the draft ordinance, including those discussed in the staff report are as follows:

- The applicant shall submit sign permit and/or building permit applications for proposed signs referred to in the Master Sign Plan that currently do not possess a sign permit.
- The location of the multi-tenant real estate sign shall be at a minimum of 150 feet from the existing ground sign. The Zoning Administrator may authorize a variance of up to 50 feet from the separation requirement for good cause.
- No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.950(3).

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the amended Master Sign Plan proposal for 555 N. New Ballas is consistent with the purpose and a requirement of Article VIII Sign Regulations, a recommendation to the City Council for approval is necessary. Action on the

proposal will come in the form of a recommendation of approval, approval with conditions, or denial. The following is an example of an appropriate motion for this application:

“I move to recommend approval of the amended Master Signage Plan for the property located at 555 N. New Ballas to include real estate information signage, submitted with Application #12-029, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of October 15, 2012” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO



Legend

Lot Lines

Subject
Property

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING ORDINANCE NUMBER 5108 TO ALLOW FOR A NEW
MULTI-TENANT REAL ESTATE SIGN LOCATED AT 555 NORTH NEW BALLAS ROAD IN
THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, Kevin Aholt, of Land Dynamics, Inc., on behalf of Plaza Members III, LLC, has submitted an application for an amendment to the Master Signage Plan for their property at 555 N. New Ballas Road to include a real estate information sign, pursuant to Section 405.950.6 of the City of Creve Coeur's Code of Ordinances; and

WHEREAS, a master sign plan for the campus was originally approved by Ordinance 5108 on October 12, 2009; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on October 15, 2012, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; and

WHEREAS, notice of said public hearing had previously been published at least 15 days prior to the hearing in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by ____ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on October 15, 2012; and

WHEREAS, the City Council being fully informed finds that approving the Plan subject to certain conditions would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest.

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

SECTION 1: Section 2 of Ordinance 5108 shall be amended to delete item number 4 and replace with the following and renumber accordingly:

4. The location of the multi-tenant real estate sign shall be at a minimum of 150 feet from the existing ground sign. The Zoning Administrator may authorize a variance of up to 50 feet from the separation requirement for good cause.
5. No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.950(3).

BILL NO. _____

ORDINANCE NO. _____

SECTION 2: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2012.

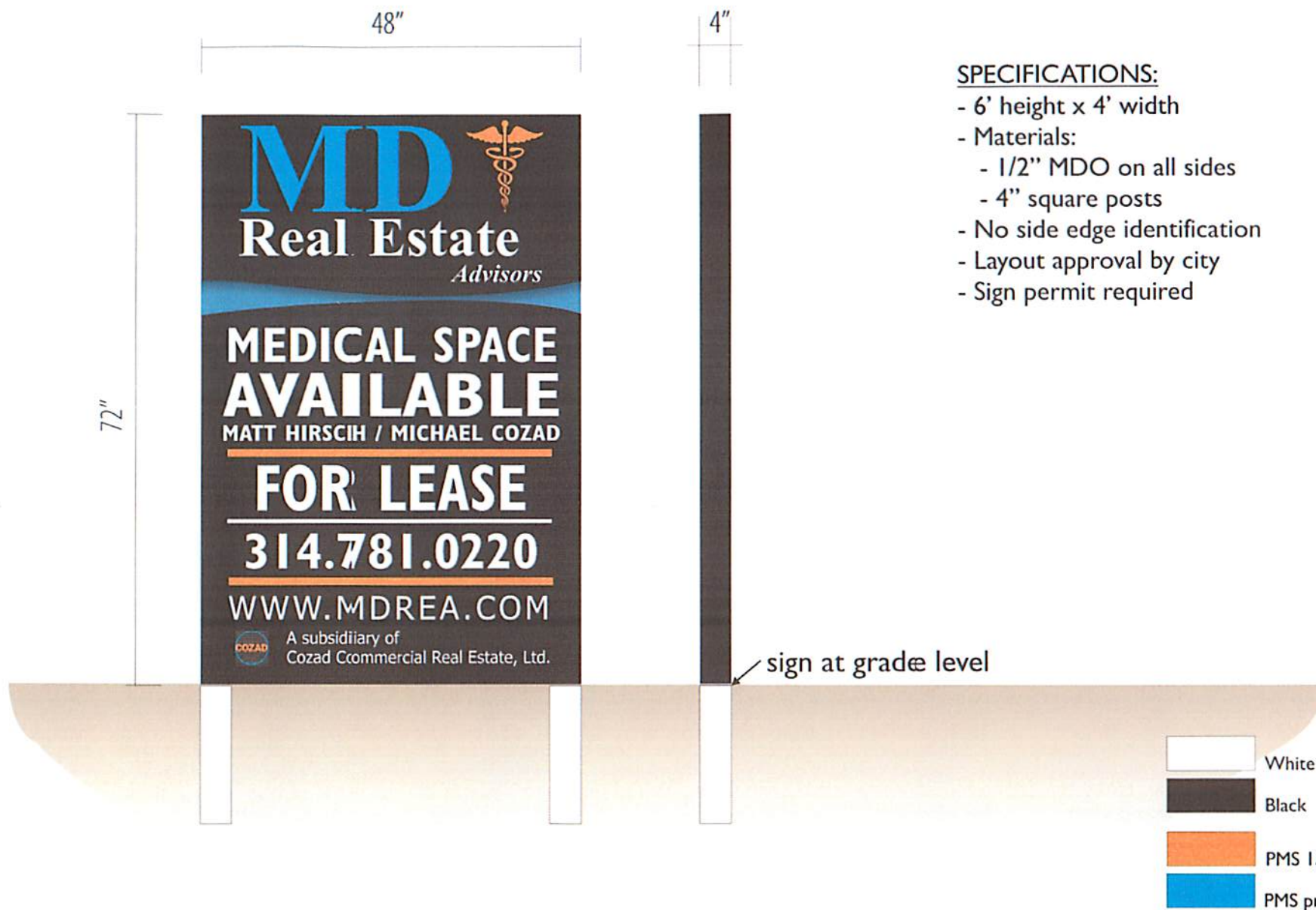
ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2012.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MRCC
CITY CLERK

SPECIFICATIONS:

- 6' height x 4' width
- Materials:
 - 1/2" MDO on all sides
 - 4" square posts
- No side edge identification
- Layout approval by city
- Sign permit required



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AN ORDINANCE APPROVING A MASTER SIGNAGE PLAN PURSUANT TO SECTION 104.6 OF THE ZONING CODE OF THE CITY OF CREVE COEUR, FOR THE PROPERTY ADDRESSED AS 555 NORTH NEW BALLAS ROAD IN THE "CB" CORE BUSINESS ZONING DISTRICT

WHEREAS, An application, pursuant to Section 26-104.6 of the Creve Coeur Zoning Code, was submitted by Land Dynamics, Incorporated, for approval of a Master Signage Plan for the so-called "Atrium Medical" building addressed as 555 North New Ballas Road; and,

WHEREAS, Said property is in the "CB" Core Business zoning district; and,

WHEREAS, The Planning and Zoning Commission, by a 5-0 vote, recommended approval of the Master Signage Plan on August 17, 2009; and,

WHEREAS, a public hearing was held by the Creve Coeur City Council on Tuesday, September 29, 2009, beginning at 7:00 p.m. or immediately following the close of the previous public hearing, after having given fifteen (15) days prior public notice of the time, place and purpose of said hearing by publication in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and after other written notice was given all according to the provisions of law made and provided for such notices and hearings; and,

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council; and,

WHEREAS, the City Council being fully informed finds that the granting of the application would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in conformance with good zoning practice.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

SECTION 1: The Master Signage Plan for Atrium Medical building, as submitted by Land Dynamics, Incorporated, and attached hereto as Exhibit A but substituting the monument sign design dated "10-30-09," is approved, subject to the hereinafter stated conditions, solely for the property addressed as 555 North New Ballas Road, and more particularly described as follows:

A tract of land being a portion of the Eastern part of Lot 9 of the Subdivision of Studt's Home Place, according to the plat thereof recorded in Plat Book 7 page 38 of the St. Louis County Records, in Section 3, Township 45 North, Range 5

East, in St. Louis County, Missouri, and described as follows: Beginning at a point on the West line of Ballas Road, 60 feet wide, distant South 1 degree 25 minutes 28 seconds East, 32.01 feet from the intersection of said Road line with the North line of said Lot 9; thence along a line parallel with and 32.00 feet from, measured at right angles, to the North line of said Lot 9 North 89 degrees 56 minutes 44 seconds West 45.66 feet to a point of curve; thence Westwardly along a curve to the right having a radius of 321.25 feet an arc distance of 40.10 feet to a point of reverse curve; thence continuing Westwardly along a curve to the left having a radius of 321.25 feet an arc distance of 40.10 feet to a point of tangent; thence continuing along a line parallel with and 27.00 feet from, measured at right angles to the North line of said Lot 9 North 89 degrees 56 minutes 44 seconds West, 118.59 feet to a point of curve; thence Westwardly along a curve to the left having a radius of 1479.00 feet an arc distance of 253.83 feet to a point of compound curve; thence Southwestwardly along a curve to the left having a radius of 179.98 feet an arc distance of 32.37 feet to a point on the East line of private cemetery as shown on said plat of the Subdivision of Studt's Home Place; thence South 0 degrees 00 minutes 15 seconds East, along the East line of said private cemetery and along the East line of a tract of land conveyed to George J. Heisserer and Lavera Heisserer by deed recorded in Book 6502 page 338 of the St. Louis County Records, 252.35 feet to a point on the centerline of the former Missouri Pacific Railroad, Creve Coeur Branch, right of way, 100 feet wide; thence along a radial line South 27 degrees 12 minutes 50 seconds West, 50 feet to a point on the Southwestern line of said abandoned railroad right of way, also being the Northeastern line of "Balmoral", a Subdivision recorded in Plat Book 94 page 9 of the St. Louis County Records; thence Southeastwardly along said abandoned railroad right of way and "Balmoral" line along a curve to the right having a radius of 1860.08 feet an arc distance of 310.41 feet to a point being the most Northern corner of Lot "A" of "Balmoral"; thence along the prolongation Northwardly of the Western line of Lot "A" of "Balmoral" North 1 degree 25 minutes 28 seconds West, 63.12 feet to a point on the centerline of the aforesaid abandoned railroad right of way; thence Southeastwardly along said centerline on a curve to the right having a radius of 1910.08 feet an arc distance of 412.44 feet to a point on the West line of said Ballas Road; thence North 1 degree 25 minutes 28 seconds West, along the West line of said Ballas Road, 697.62 feet to the point of beginning, EXCEPTING THEREFROM that portion of the above described tract dedicated to the City of Creve Coeur per Deed recorded in Deed Book 9839 page 2216.

SECTION 2: Such approval of the Master Signage Plan for the property described in Section 1 of this ordinance shall be limited by the following conditions:

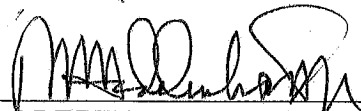
1. The applicant shall submit sign permit and/or building permit applications for all proposed signs, including building, monument, and directional signage referred to in the Master Signage Plan.

2. The applicant shall follow the Master Signage Plan for all new or altered signage on the campus, as approved by the City of Creve Coeur. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Signage Plan, unless approved by the City of Creve Coeur per Section 104.6, Master Signage Plans, of the Zoning Code.
3. The freestanding monument sign shall be in substantial conformance with the sign elevation dated "10-30-09," except that tenant names shall be in no more than seven (7) rows and two (2) columns, and shall not contain any letters shorter than four and one-half inches (4½").
4. No additional signage shall be approved for the property unless approved by the City of Creve Coeur per Section 104.6, Master Signage Plans, of the Zoning Code.
5. The existing "T-Mobile" wall sign shall be removed prior to the installation of any signs on the same wall face at the north end of the building facing North New Ballas Road. This shall not be construed as a prohibition against the installation of a wall sign reading "Atrium Medical" on the south end of the building facing North New Ballas Road.

SECTION 3: The Master Signage Plan, and all components thereof, shall be in substantial conformance with the attached Exhibit A but substituting the monument sign design dated "10-30-09," and except as modified elsewhere in this ordinance.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 12 DAY OF October, 2009.


 ROBERT HADDENHORST
 PRESIDENT OF CITY COUNCIL

APPROVED THIS 12 DAY OF October, 2009.


 HAROLD DIELMANN
 MAYOR

ATTEST:

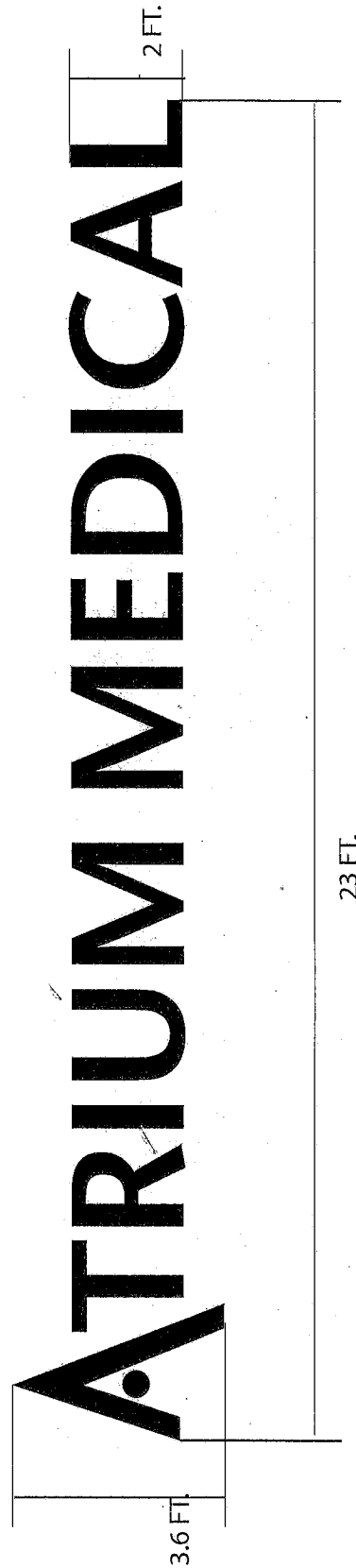

 DEBORAH RYAN, MROC
 CITY CLERK

555

ATRIUM MEDICAL



Building Signage Black
Building Signage White
A. Monument Sign
B. West Elevation
C. East Elevation inlay 1
C. East Elevation inlay 2
D. Main Entrance
F. Directional Signs



Non Illuminated
All Aluminum construction



Sign-Tek
Bruce Ritter
303 Glyn Cagney
St. Louis, MO 63021
636-391-2004

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Company: _____
Contact: _____
Location: _____
Date: _____

2 ft

struction

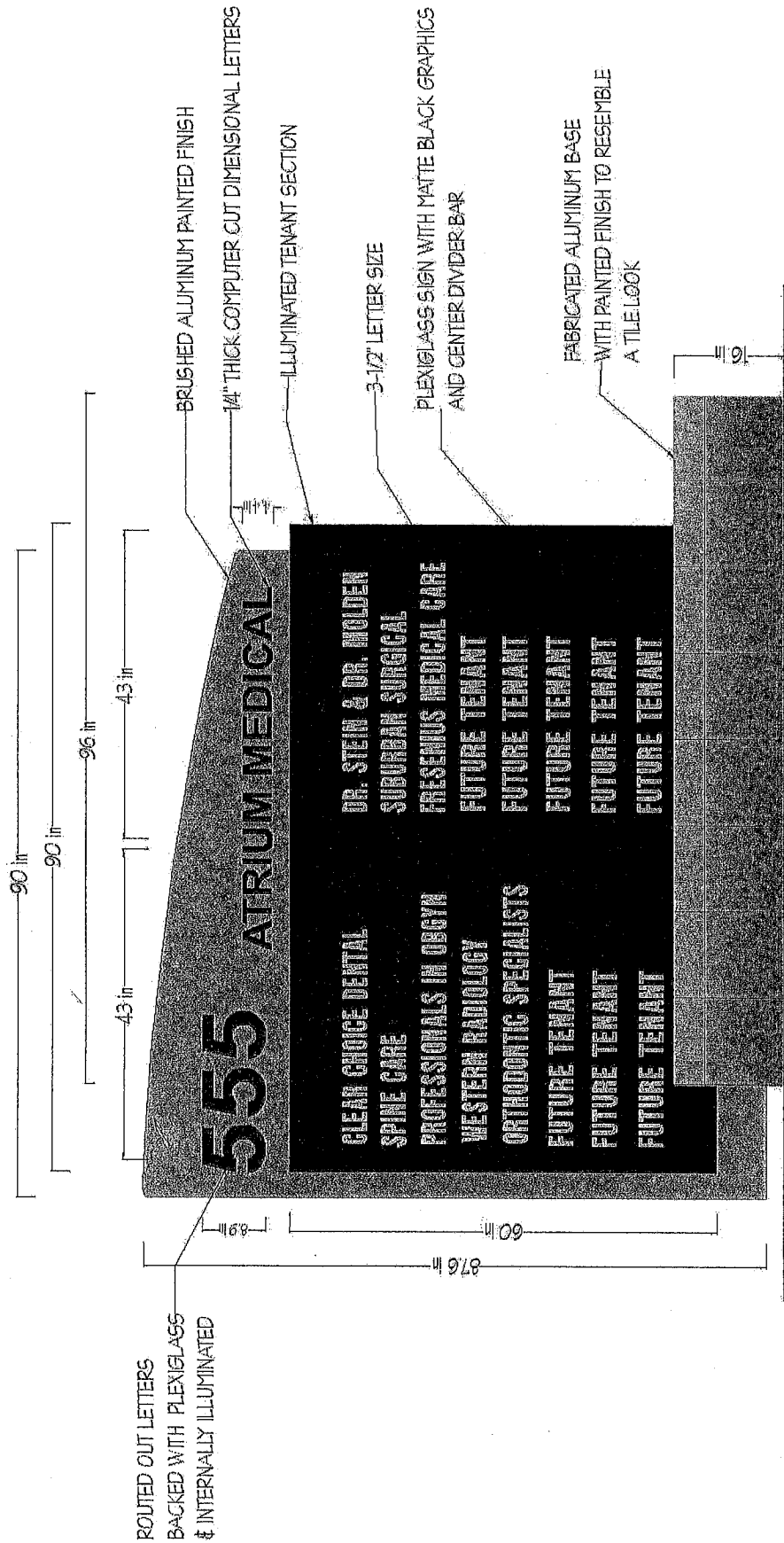
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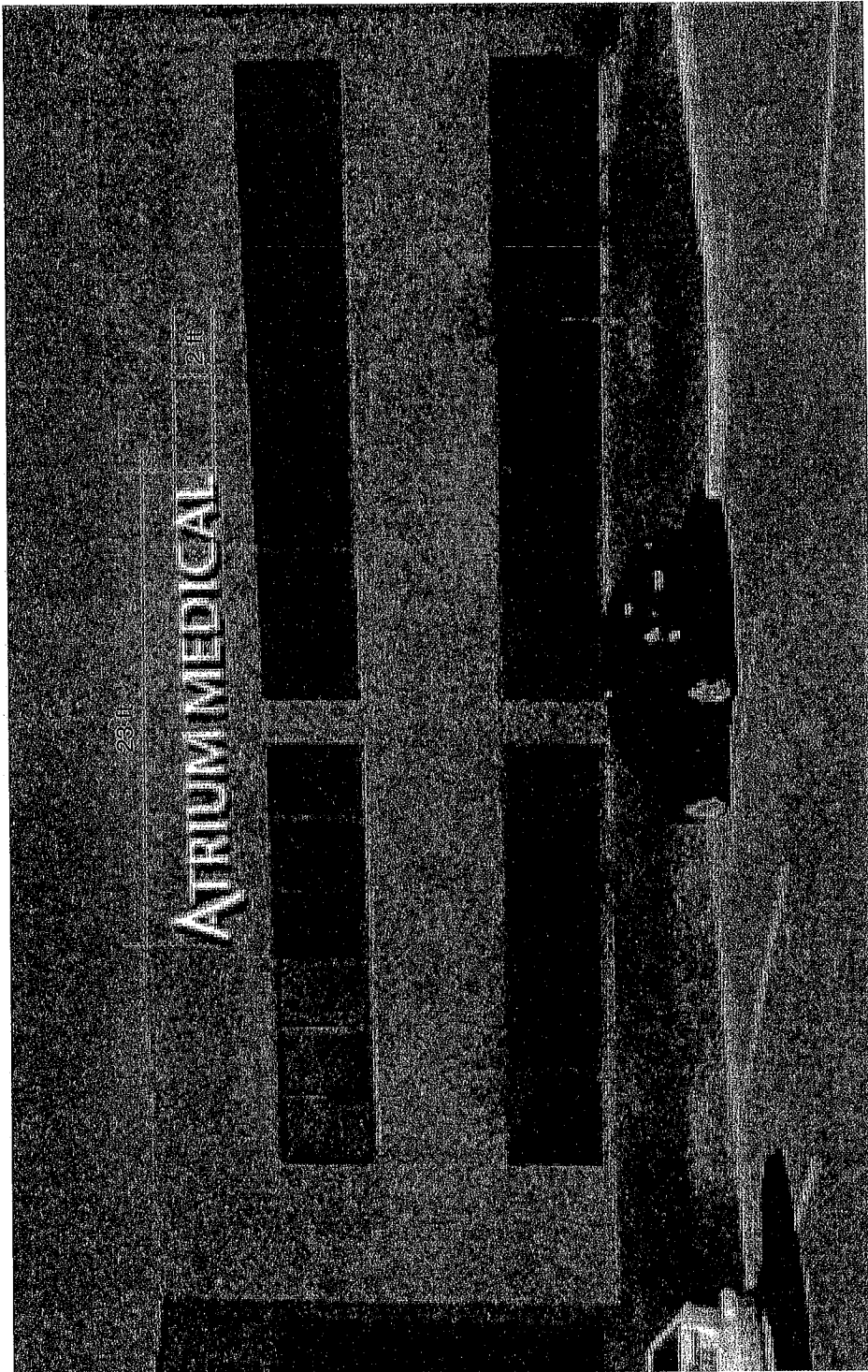


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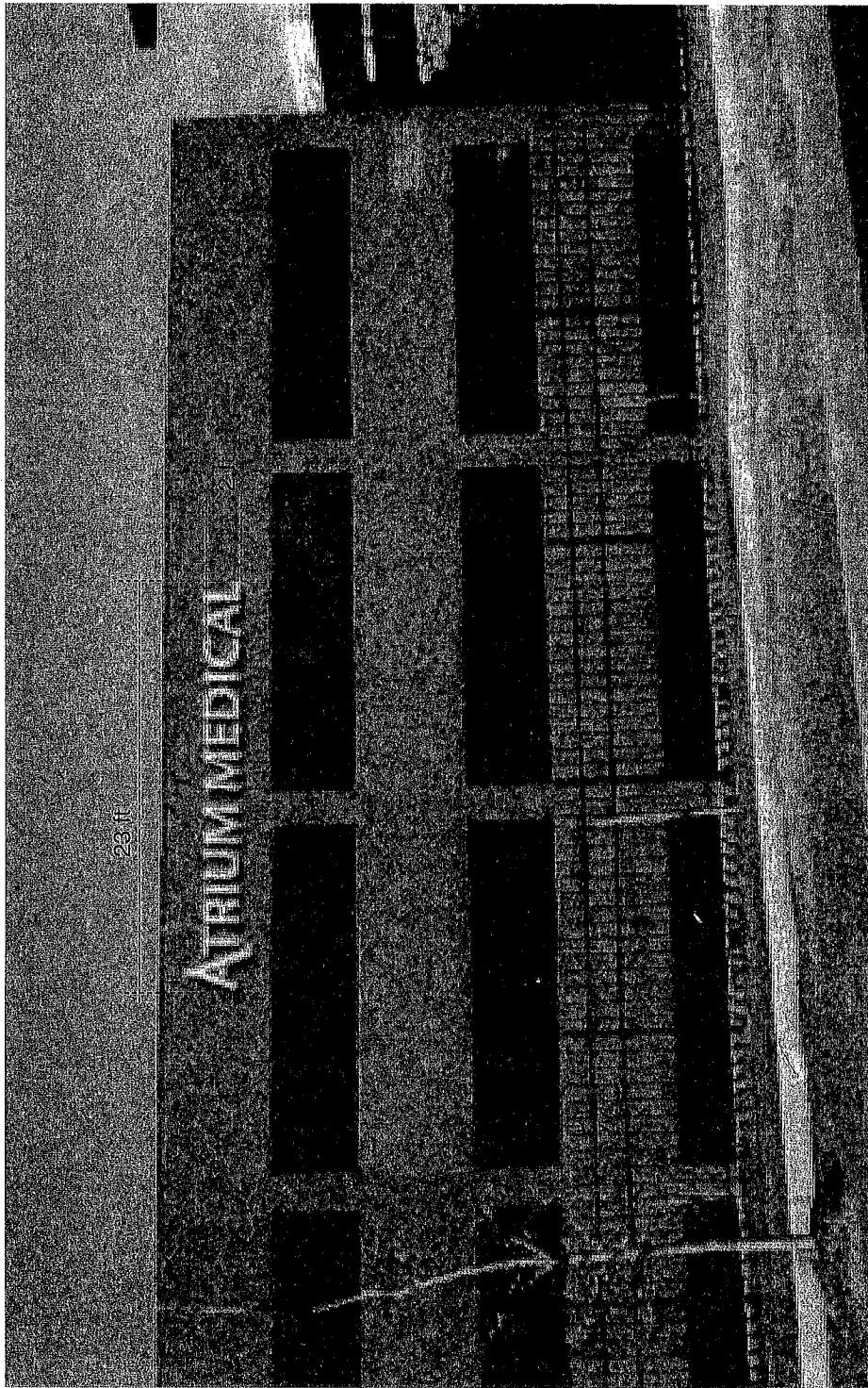
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B



23 ft

ATRIUM MEDICAL

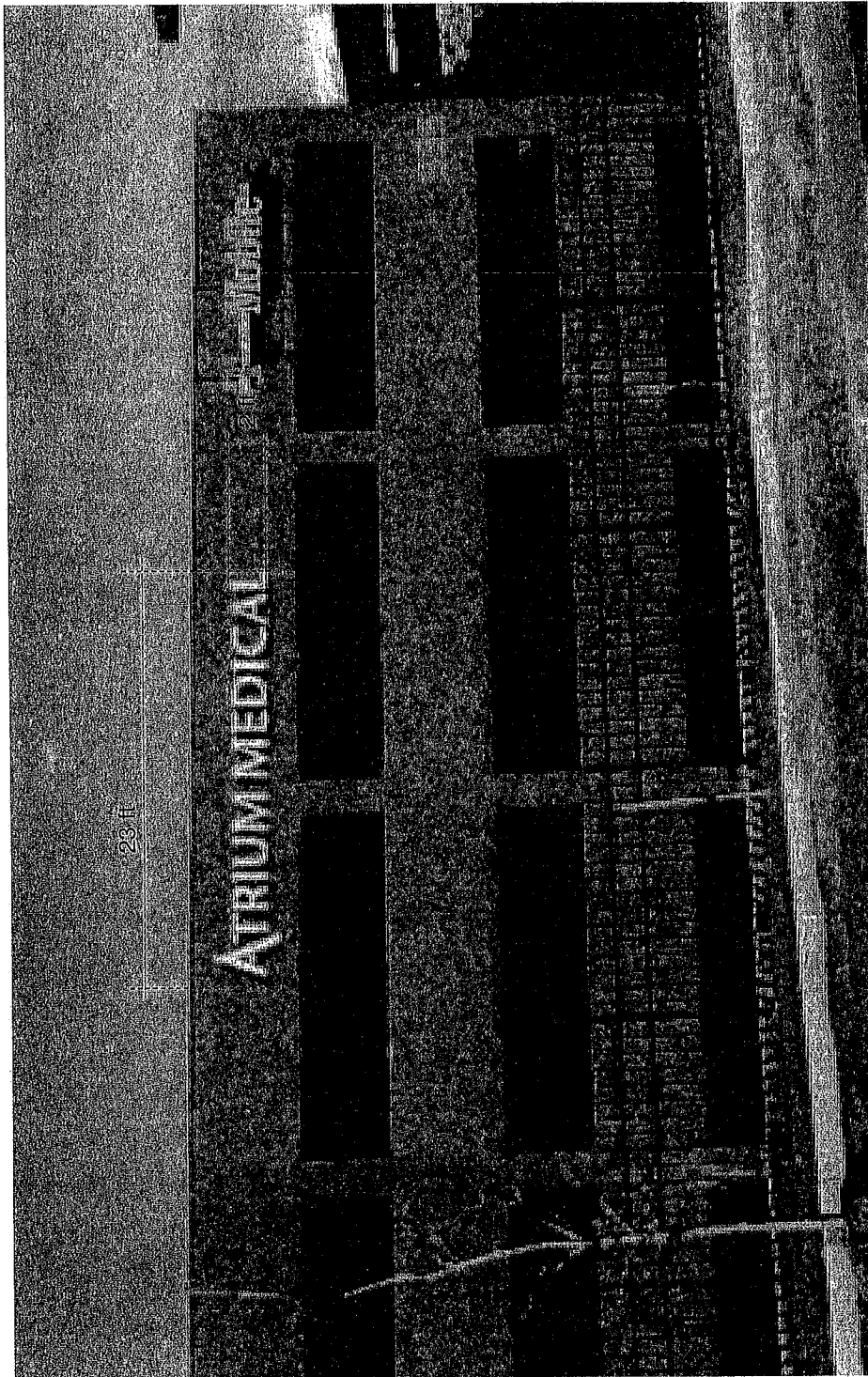


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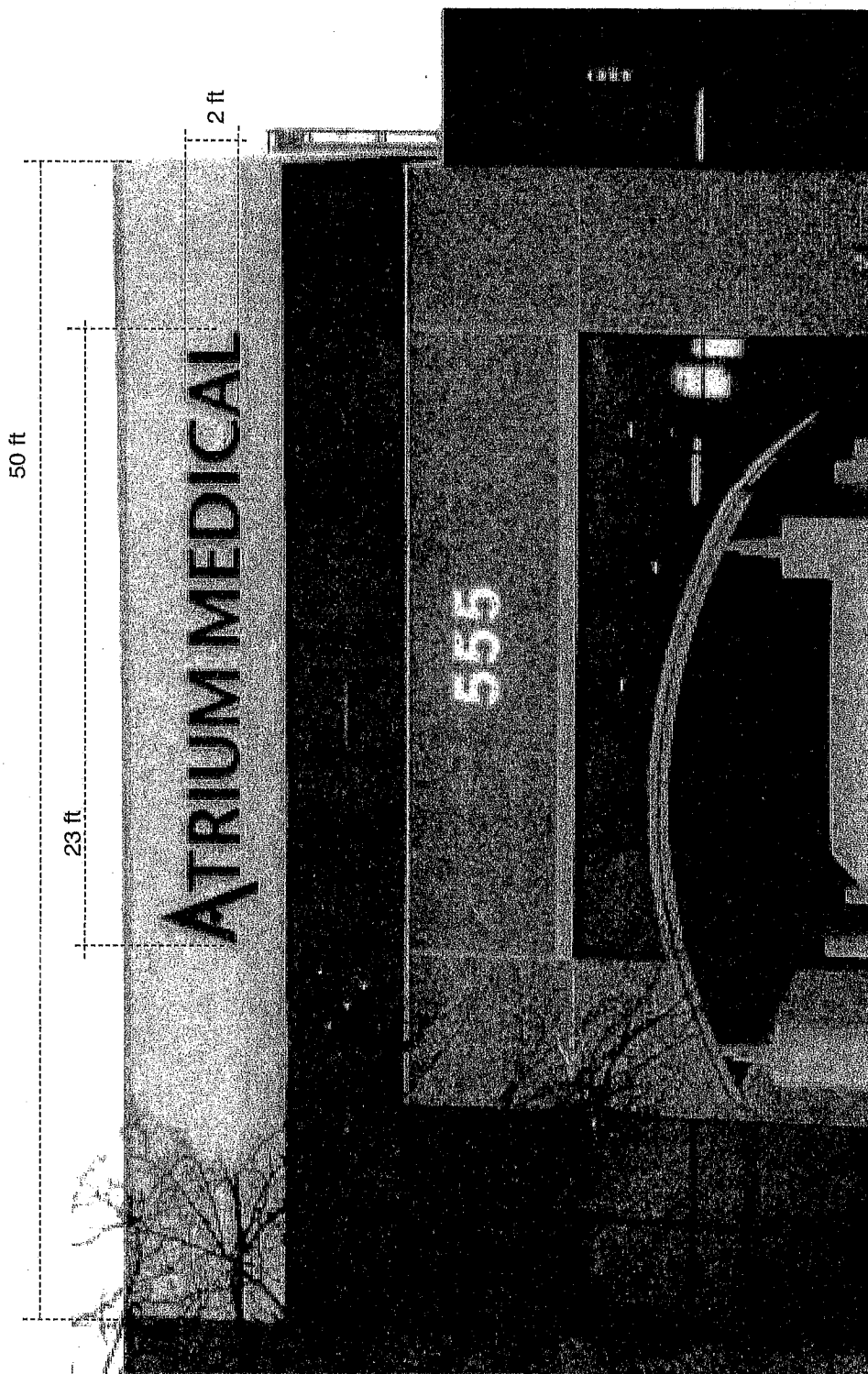


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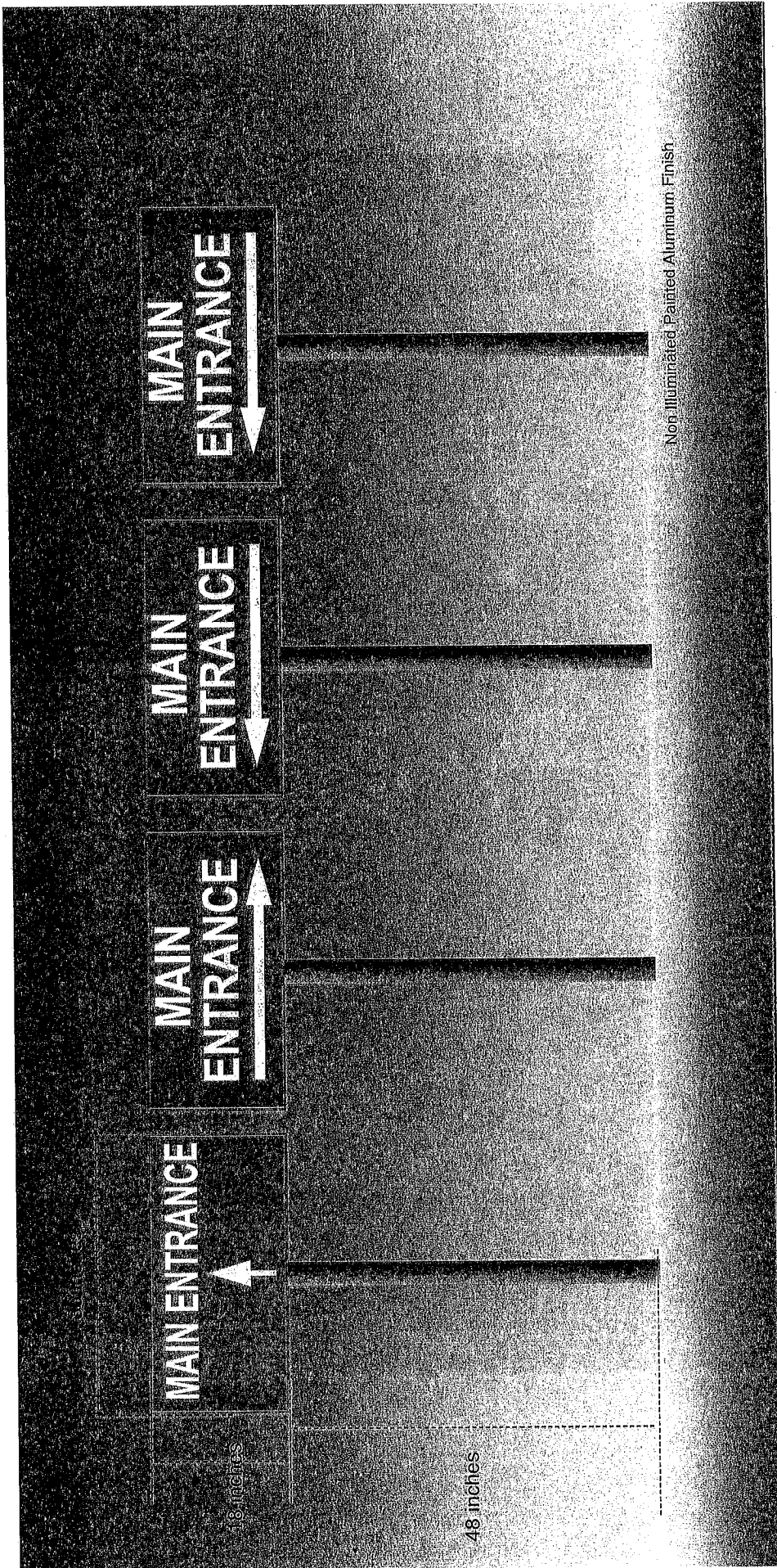
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