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AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, OCTOBER 7, 2013
7:00 PM

1. ROLL CALL

Mr. Michael Barton
Mr. James Faron
Mr. Ken Howard
Mr. Tim Madden
Mr. Charles Pullium
Mr. Gene Rovak
Mr. Carl Lumley, City Attorney
Mr. Paul Langdon, Director of Community Development
Ms. Whitney Kelly, 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 from the meeting of September 16, 2013

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

A. Application #13-003: Request for Boundary Adjustment and Rezoning of 5.26 Acres to “CB” Core Business District, and a Conditional Use Permit for “The Vanguard of at Creve Coeur” Multi-Family Residential Development.

Applicant/Agent: David Braswell
Covington Realty Partners
135 N. Meramec Ave, Suite 500
St. Louis, MO 63105

Property Owner: Dr. Kent Branson
Pavilion Office Park, LLC.
11630 Studt Avenue
Creve Coeur, MO 63141

B. PUBLIC HEARING CONTINUANCE REQUESTED

Application #13-019: Request for Site Concept and Site Development Plan Approval of a 25,490 sq. ft. Retail Grocery Store, The Fresh Market

Applicant/Agent: Megan Ridgeway
Arcturis
720 Olive Street Suite 200
St. Louis, MO 63101

Property Owner: CP North I, LLC
6 City Place Drive
Creve Coeur, MO 63141

C. PUBLIC HEARING CONTINUANCE REQUESTED

Application #13-018: Request for approval of an amendment to the City Place Master Sign Plan to include new tenant signs.

Applicant/Agent: Megan Ridgeway
Arcturis
720 Olive Street Suite 200
St. Louis, MO 63101

Property Owner: CP North I, LLC
6 City Place Drive
Creve Coeur, MO 63141

6. NEW BUSINESS

A. Golf Course Detention Pond Project

The dam and part of the adjacent channel has failed at the south end of the detention ponds at the Creve Coeur Golf Course. City staff will present the concept design that has been developed for

the repair and that has been received the positive recommendation by the City's Parks and Recreation Committee and the City's Stormwater Committee.

City Representatives: Matt Wohlberg, City Engineer
Kirsten Barnes, Director of Parks and Recreation

7. **WORK AGENDA**

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 16, 2013
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 16, 2013, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair Tim Madden called the meeting to order at 7:00 p.m.

MEMBERS PRESENT: *Mr. Tim Madden, Chair*
 Dr. Michael Barton
 Mr. James Faron
 Mr. Ken Howard
 Mr. Charles Pullium
 Mr. Gene Rovak

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

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

Mr. Howard moved approval of the agenda, which carried unanimously.

3. APPROVAL OF MINUTES

Mr. Gene Rovak moved approval of the draft minutes. Mr. Howard seconded the motion which carried unanimously.

4. PUBLIC COMMENT

None

5. UNFINISHED BUSINESS

A. Application #13-003: Request for Boundary Adjustment and Rezoning of 5.26 Acres to “CB” Core Business District, and a Conditional Use Permit for “The Vanguard at Creve Coeur” Multi-Family Residential Development.

Applicant/Agent: David Braswell
Covington Realty Partners
135 N. Meramec Avenue, Suite 500
St. Louis, MO 63105

Property Owner: Dr. Kent Branson
Pavilion Office Park, LLC
11630 Studt Avenue
Creve Coeur, MO 63141

Mr. Braswell went over some of the changes which included elevations and garage exposure, and explained the cross-sections. Mr. Braswell used drawings to show these changes. Mr. Braswell stated he met with some residents at the Carriage House and they are concerned with losing trees on the proposed project site. Mr. Braswell said he thinks he and the residents will be able to work towards a common landscape plan. Chair Madden asked Mr. Braswell to clarify if the residents wanted to work on a common landscape plan, and Mr. Braswell stated he believed they did. Mr. Paul Langdon, Director of Community Development, asked Mr. Braswell to explain what kind of materials would be used on the exterior of the building. Mr. Braswell showed drawings and stated he would be using brick at the base, the lighter colors in the drawing will be stucco, and the green color is cement board material. Mr. Faron asked what type of material was being used at the top of the building and Mr. Braswell said it is a parapet with a metal cap.

Mr. Langdon pointed out a couple of issues with the idea of turning the building to face Old Olive Boulevard by showing a drawing. Mr. Langdon pointed out the cell tower in the middle of the parking lot to the west and explained the issues with it, stating it is very expensive to move and technically difficult. Mr. Langdon said that turning the apartment building also raises issues for the office building owner, in that their parking lot becomes a tiered parking system rather than being a continuous smooth slope from upper to lower, which can be done but is not the owner's preference. Mr. Langdon also said this approach still results in trees being cut and does not provide the aesthetic appeal of the proposed building.

Dr. Barton asked to see the boundary adjustment details. Mr. Langdon showed the Commission an illustration and explained the boundary adjustment and stated the remaining parking is enough for the office building.

Ms. Linda Rezny, 104 Graeser Acres, spoke in opposition of the project and said she thinks the building is too big.

Ms. Elizabeth Link, 920 Guelbreth, Unit 106, spoke in opposition of the project. Ms. Link said that a 4-story apartment complex is too big, that not enough consideration has been given to traffic concerns, that she is concerned with adversely affecting property values, and that the screening is not efficient.

Ms. Andranqui Scott, 942 Guelbreth, spoke in opposition of the project. Ms. Scott stated she was concerned with her property losing value because of the project.

Ms. Aris Woodham, 942 Guelbreth, Unit 303, spoke in opposition of the project. Ms. Woodham said she is afraid her property value will be lost.

Ms. Jin Yi Norris, 942 Guelbreth, Unit 312, spoke in opposition of the project.

Mr. David Caldwell, 257 Brooktrail Court, spoke in opposition of the project. Mr. Caldwell said he is concerned with the precedent this project will set for other properties.

Mr. Carl Lumley, City Attorney, asked Mr. Braswell for the status of the easements between the parcels 1 and 2 relative to the flow of traffic and shared parking. Mr. Braswell said they have been prepared but not executed until they close. Mr. Lumley said he would like to add a condition that they are submitted for his review to ensure they are suitable, if approved.

Mr. Faron asked Mr. Braswell to address the public comment.

Mr. Braswell said he already moved the building but could look at moving it 3-4 more feet. Mr. Braswell stated he does not believe the neighbors will lose property value and a traffic study has been completed and the impact of traffic is minimal.

Mr. Pullium asked the applicant if a section of units could be moved at the south end. Mr. Braswell said he was not sure of the economic impact, but he is willing to take a look at it. Mr. Faron asked, if he lost units at the south end, could he add them at the north end. Mr. Braswell said he thinks that would work.

Mr. Faron motioned to table application #13-003 for the four-story, 174 unit residential development at 10360 Old Olive Street Road, referred to as The Vanguard at Creve Coeur project to allow the applicant to investigate further solutions to the issues identified by the Planning Commission in our deliberations on September 16, 2013. Mr. Pullium seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Dr. Barton – aye

Mr. Rovak – aye
Mr. Howard – aye

Mr. Faron – aye
Chair - aye

B. APPLICATION WITHDRAWN

Application #13-014: Approval of a conditional use permit for Dynasty Day Care located at 9974 Old Olive Street Road.

Applicant/Agent: Jonathan Parker
Dynasty Day Care
P.O. Box 1934
Maryland Heights, MO 63043

C. CONTINUANCE REQUESTED

Application #13-018: Request for approval of an amendment to the City Place Master Sign Plan to include new tenant signs. Also, Application #13-019: Request for Site Concept and Site Development Plan Approval of a 25,490 sq. ft. Retail Grocery Store, The Fresh Market

Applicant/Agent: Megan Ridgeway
Arcturis
720 Olive Street, Suite 200
St. Louis, MO 63101

Property Owner: CP North I, LLC
6 CityPlace Drive
Creve Coeur, MO 63141

Mr. Faron motioned to continue Application #13-018 and #13-019 to October 7, 2013. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Faron – aye
Mr. Rovak – aye

Mr. Howard – aye
Dr. Barton – aye

Mr. Pullium – aye
Chair - aye

6. **NEW BUSINESS**

A. PUBLIC HEARING

Application #13-030: Request for an amendment to the conditional use permit for Creve Coeur Racquet Club, located at 12691 Conway Road

Applicant/Agent: Dan Apted
Creve Coeur Racquet Club
12691 Conway Road
Creve Coeur, MO 63141

Applicant's Representative: Richard Randall
Pace Properties
200 N. Taylor
St. Louis, MO 63122

Mr. Richard Randall, 200 N. Taylor Road, said the Creve Coeur Racquet Club is trying to bring platform tennis to this facility. Mr. Randall explained what platform tennis is, stated it is a winter sport, and in the summer the courts would be used for junior tennis. Mr. Randall showed an aerial photo and showed where the courts are being proposed. Mr. Randall gave a little background stating they used to have platform courts in the 1970s and 1980s, however, they were poorly built and the surface material used at the time was plastic and it did not work. In addition to the material not working, Mr. Randall said the courts were located on the property where there was little visibility. This time around, Mr. Randall said they would like the courts to be in the middle of the property where more people would see them and use them. Mr. Randall stated there is currently a waiting list for the platform tennis league. Mr. Randall explained the courts are lighted, but it is a focused light with shields to prevent the lights from shining off-site and they would not affect the neighbors. Mr. Randall showed a picture of platform courts and said the courts are raised two to three feet up on the platform with screens that are 12 feet high surrounding the courts.

Mr. Dan Apted, 12691 Conway Road, said the country club is situated on 15 acres of land and that it has been in business since 1968. Mr. Apted stated the club currently has 1,400 members and most are 4th generation. Mr. Apted said the proposal includes two courts in the middle of the property and three trees will have to come down to build them. Mr. Apted explained one of the trees has to come down anyway due to roots growing under the existing tennis courts and causing damage to their surfaces. Mr. Apted said they plan on planting more trees and he is aware lights are a concern from neighbors. Mr. Apted explained that platform tennis is a social sport and the intent is to bring families out to play.

Mr. Pullium said he was glad to see improvement to the club, however, he wants to know why the courts are being proposed where there are three very mature trees and not moved over 100 feet to the east where it is more open. Mr. Apted said if they were moved to the east they end up in area that is used as a greenspace and playground area for children. Also, Mr. Apted

believes, if they are moved to the east, the lighting boundaries are closer to the neighboring rooftops.

Dr. Barton asked if the members of the club were polled about preserving trees. Mr. Apted said he received positive reports from a small panel of members.

Ms. Laura Shapiro, 12631 Conway Club Court, spoke in opposition of the project, stating she is concerned with lights and noise.

Mr. James Steger, 12632 Conway Club Court, wanted to know if there were time restrictions on the lighting over the courts.

Mr. David Lanson, 12644 Conway Downs Drive, spoke in opposition of the project, stating he was concerned with noise and traffic on the gravel road behind the club.

Mr. John Hudgins, 12643 Conway Downs Drive, spoke in opposition of the project, stating he was concerned with noise and the lighting on the courts, in addition to additional traffic on the gravel road behind the club.

Mr. Art Silverman, 12619 Conway Club Court, spoke in opposition of the project stating he was concerned with the proximity of the courts to his house, concerned with the noise and lights, and restrictions on hours of courts.

Mr. Apted responded to the public comment, stating they are always trying to be mindful of their neighbors, and he does not believe the lights will affect any of the neighboring properties. In regards to a time restriction, Mr. Apted said he was willing to sit and talk with the neighbors to come up with a mutual agreement. Mr. Apted said they do not plan on using the courts for anything other than platform tennis and instructing children in the summer. The courts will be located in the center of the club property; Mr. Apted stated that is 100 feet or more from any neighboring properties. Lastly, Mr. Apted said the traffic on the gravel road in the back of the club is for employee usage and trash removal and that the platform courts would not impact this function at all.

Mr. Faron asked if there could be more buffering from the lights on the east side. Mr. Apted said he does not have a problem with bringing in more trees, but there is a berm on the east side.

Ms. Whitney Kelly, City Planner, said the original conditional use permit was issued in 1967. Ms. Kelly stated the main concern from the public is lighting and noise and the applicant has submitted a photometric plan showing no light spillage beyond their boundary. However, if there was lighting issues and the City would get a call that there is a violation; the City would issue a violation notice to correct, to become compliant with the approval of the conditional use permit. Regarding the noise, Ms. Kelly said that it is not part of the application and if there is a noise violation the residents are welcome to contact the police department as a disturbance of the peace. Ms. Kelly said one condition of approval was to add evergreen trees to provide additional screening of the lighting and the noise factor in the winter.

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

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

Mr. Pullium motioned to recommend approval of an amendment to the conditional use permit for Creve Coeur Racquet Club to include two new platform courts as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of September 16, 2013, minus the last condition of protecting the existing large tree nearest to the clubhouse. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Dr. Barton – aye

Mr. Rovak – aye
Mr. Howard – aye

Mr. Faron – aye
Chair - aye

B. Application #13-032: Approval for the final plat and subdivision sign for the Villas on Mosley

Applicant/Agent: Richard Norvell
Volz Inc.
10849 Indian Head Industrial Boulevard
St. Louis, MO 63132

Property Owner: Benton Homebuilders, Inc.
1000 Executive Parkway
St. Louis, MO 63141

Mr. William Levinson, 1000 Executive Parkway, presenting the final plat for the Villas on Mosley, said the final plat substantially conforms to the preliminary plat. Mr. Levinson said this is just a procedural step in the process to developing this property. Mr. Levinson said, in addition to this request, he is also seeking approval of an entrance monument. Mr. Levinson said the monument will conform to a previously shown drawing, it is 15 feet wide, made of stone masonry, black metal lettering, 6 feet high on one side, and 4 foot high on the other.

Mr. Faron motioned to recommend approval of the final subdivision plat for the Villas on Mosley Subdivision with the condition listed in the staff memo, dated September 13, 2013. Mr. Rovak seconded the motion with the resultant vote as follows:

Mr. Howard – nay
Mr. Rovak – aye

Dr. Barton – aye
Mr. Pullium – aye

Mr. Faron – aye
Chair – aye

Mr. Faron motioned to approve the residential development sign as presented to the Planning and Zoning Commission per the condition listed in the Staff Report on Application #13-039, dated September 16, 2013. Mr. Rovak seconded the motion with the resultant vote as follows:

Mr. Howard – nay
Mr. Rovak – aye

Dr. Barton – aye
Mr. Pullium – aye

Mr. Faron – aye
Chair – aye

C. Application #13-035: Approval of a minor site development plan for Willowbrook Shopping Center.

Applicant/Agent: David Dial
David W. Dial Architects P.C.

14364 Manchester Road
Manchester, MO 63011

Property Owner: Geraldine Deutsch Trust
C/O Gregory L. Goltermann Trustee
10900 Manchester Road, Suite 100
St. Louis, MO 63122

Mr. David Dial, 14364 Manchester Road, said the proposal for the Willowbrook Shopping Center included a new façade on the front of the building with a canopy, reducing the asphalt, adding landscape, new lighting on the building and parking lot, and repaving the parking lot. Mr. Dial said he was in agreement with the conditions in the staff report.

Ms. Whitney Kelly, City Planner, said the landscape is being increased on the site. Ms. Kelly also said if the Commission wishes to add the condition of adding a sidewalk easement, like prior projects, that would need to be added in the motion.

Mr. Rovak motioned to approve the site development plan and elevations for the renovation of the Willowbrook Shopping Center building located at 10451 Olive Boulevard as presented to the Planning and Zoning Commission, subject to the conditions contained in the staff report for the meeting of September 16, 2013. Mr. Faron seconded the motion with the resultant vote as follows:

Mr. Howard – aye
Mr. Rovak – aye

Dr. Barton – aye
Mr. Pullium – aye

Mr. Faron – aye
Chair – aye

D. PUBLIC HEARING

Application #13-037: Request for approval of a Master Sign Plan for Whitfield School, located at 175 S. Mason Road.

Applicant/Agent: Dave Lauer
Whitfield School
175 S. Mason Road
Creve Coeur, MO 63141

Applicant's Representative: Andy Seabacher
M+H Architects, Inc.
2165 Schuetz Road
St. Louis, MO 63146

Mr. Andy Seabacher, 2165 Schuetz Road, said the Master Sign Plan is to provide building identification, directional, and informational signs on the campus that will be complimentary to the existing conditions, consistent in design, and in compliance with the city ordinance. Mr. Seabacher said the Master Sign Plan proposal includes the existing monument sign, post and panel directional signs, light pole banner signs, scoreboard signs, and building signage facing Ladue Road.

Mr. Rovak asked if the signs had a theme. Mr. Seabacher said yes, the school colors of green and white.

Mr. Faron asked if the building sign facing Ladue Road would stay lit all the time. Mr. Seabacher said it would not be lit during the day, but yes at night it would be.

Ms. Whitney Kelly, City Planner, said she had nothing further to add.

There being no further comments, City Attorney, Mr. Carl Lumley, 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 the master signage plan for the Whitfield School, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of September 16, 2013. Mr. Faron seconded the motion with the resultant vote as follows:

Dr. Barton asked Ms. Kelly for a refresher on temporary banner restrictions, and Ms. Kelly said currently temporary banners are not allowed as a permitted sign in the code; however this is a special approval through the Master Sign Plan. Some examples include: Mercy Hospital, Barnes West Hospital, and Kings Landing.

Mr. Pullium – aye
Dr. Barton – aye

Mr. Rovak – aye
Mr. Howard – aye

Mr. Faron – aye
Chair – aye

E. Application #13-038: Request for the approval of the preliminary plat for the minor subdivision of 536 N. Mosley Road.

Applicant/ William Levinson
Property Owner: Benton Homebuilders, Inc.
1000 Executive Parkway, Suite 106
Creve Coeur, MO 63141

Mr. William Levinson, 1000 Executive Parkway, said the proposal includes 4.91 acres off of Mosley Road. Mr. Levinson explained there are 4, 1-acre lots and showed the landscape plan, as well as explained the tree preservation plan. Mr. Levinson said he sought out MSD comments and he explained the detention plan. Mr. Levinson spoke with neighbors and Council representatives for this ward and received positive feedback.

Chair Madden asked if the applicant was in agreement with the sidewalk along Mosley Road, and Mr. Levinson said they are good with it right now, but he would like to discuss it again at final plat review.

Ms. Whitney Kelly, City Planner, said the application meets with the minimum district requirements for the “A” single-family residential district. Ms. Kelly said a condition that needs to be included with the final plat is a dedication for the street to be given to the city.

Mr. Faron motioned to recommend approval of the preliminary plat with the conditions outlined in the staff report for the minor subdivision of Mosley Grove, at 536 N. Mosley Road as shown in the Preliminary Plat, dated June 25, 2013, with the added condition of dedication of the street to the city. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Dr. Barton – aye

Mr. Rovak – aye
Mr. Howard – aye

Mr. Faron – aye
Chair - aye

7. **WORK AGENDA**

None

8. **OTHER BUSINESS**

A. Planning Division Report

Mr. Langdon stated that, at the next meeting, Fresh Market and CityPlace master sign plan will be returning, as will The Vanguard if they are able to get something together. Mr. Langdon said on October 21st there will be a chance to look at the cost requirements to fix the broken levee at the golf course, the PRD text amendment applicant will be returning with his site development plan, there will be an application for a sports court fence, and there is a text amendment for FAR.

Mr. Langdon also shared an education opportunity from UMSL, for a chancellor's certificate in Planning and Zoning.

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 9:27 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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-003 FOR BOUNDARY ADJUSTMENT AND REZONING OF 5.26 ACRES
TO "CB" CORE BUSINESS DISTRICT, AND A CONDITIONAL USE PERMIT
FOR "THE VANGUARD OF AT CREVE COEUR" MULTI-FAMILY
RESIDENTIAL DEVELOPMENT**

FOR THE MEETING OF: October 7, 2013

LOCATION: 10360 And 10420 Old Olive Street Road

REQUEST: Approval for the boundary adjustment between 10360 and 10420 Old Olive Street Road, rezoning of the 5.26 acres from "GC" General Commercial District to "CB" Core Business District, and for a Conditional Use Permit for the development of a 174 unit multi-family residential community located on the eastern parcel at 10360 Old Olive Street Road. The proposed density is 48.33 units per acre. The existing office building at 10420 Old Olive Street Road will remain.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.370(C)(n) states that multi-family dwellings for owner or rental occupancy of more than twenty (20) dwelling units per net acre requires a conditional use permit. City Council makes the final decision on all rezoning and conditional use permits. The "GC" General Commercial District does not permit residential uses. The Carriage House Condominium property to the east is zoned "AR" Attached Single Family Residential. Two variances for above-ground parking and the setback from Olive Boulevard were granted by the Board of Adjustment on May 16, 2013. This report is an update to the reports provided for the meetings of August 5 and September 16, 2013 and should be read in concert with those reports.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed "CB" Core Business District?
- Does the site development plan follow the Design Guidelines?

Comp. Plan References

- Commerce Center Action Area
- Design Guidelines
- Pedestrian Plan

Zoning Code References

- Section 405.290: "AR" Attached Single-Family Residential District
- Section 405.360: "GC" General Commercial
- Section 405.370: "CB" Core Business District
- Section 405.470: Conditional Uses
- Section 405.1040: Board of Adjustment
- Section 405.1060: Zoning Changes And Text Amendments

APPLICANT: David Braswell
Covington Realty Partners
135 N. Meramec Ave, Suite 500
St. Louis, MO 63105

PROPERTY OWNER: Dr. Kent Branson
Pavilion Office Park, LLC.
11630 Studt Avenue
Creve Coeur, MO 63141



REPORT PREPARED BY:

Paul Langdon, Community Development Director

Date

ATTACHMENTS: Applicant's revised elevations and site plans.
Petition against project
Draft ordinance.

PROJECT UPDATE

On August 5, 2013, the Planning Commission further reviewed this application and received additional comments from the public. Most of the public comment concerned the appearance of the complex from the Carriage House condominiums. The applicant reviewed plans with the Commission, but there was concern among the members that they did not fully appreciate the character of the space that would be created between the three-story Carriage House and the three and four story Vanguard Apartments. As a result, the Commission voted to continue the discussion to September 3rd to allow the applicant time to prepare cross-section drawings that included both complexes. Those illustrations took longer to prepare than expected and so their presentation was further delayed until September 16th. On the 16th, the Planning Commission voiced concerns regarding the long, flat face of the building facing the Carriage House condominiums and the narrowness of the side setback near the south end of the project. The applicant indicated that further changes could be examined and, in response, the Commission voted to continue the application to October 7th to allow time for possible design changes.

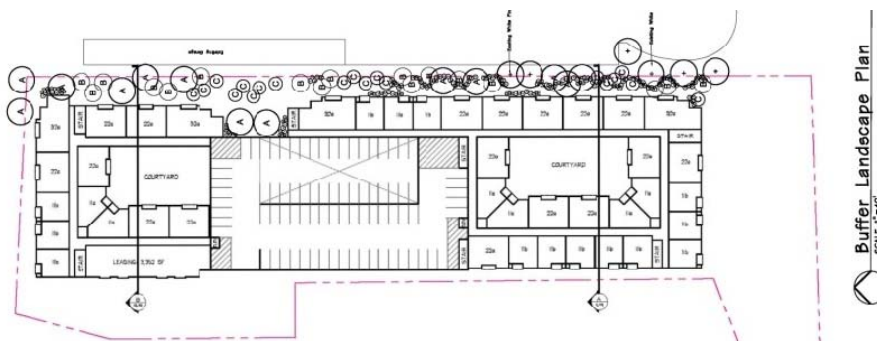
As a reminder to the Commission, the City Council approved a text amendment on August 26th to the Core Business (CB) district to allow residential projects to follow the standard CB setbacks and height limitations. As a result, the applicant's plans will not have to change to provide larger setbacks and lower building heights unless specifically required to do so through approval conditions of the conditional use permit and site development plan.

DESIGN REVISIONS

The applicant's cross sections are attached to this report and reveal a couple of key considerations:

The applicant has further revised the building and the updated elevations and site plans are attached to this report. Of particular note are:

- The new building design utilizes a staggered floor plan that is as low as two stories in the area nearest the condominiums but rises back to three stories to continue concealing the majority of the parking garage. To compensate for some of the lost rentable units, and as suggested in the September 16th staff report, the southwest corner now drops one level into the hillside, bringing the lowest level units even with the lowest level of the adjacent office building. Aside from helping the applicant preserve the yield of the project, it also creates a more attractive south elevation that will be visible from Olive Boulevard. Further, the relocation of the third floor units from the east elevation has exposed the second floor roof surface that is now available as an additional patio area. These changes introduce more human-scale activity to the building and generally increase its overall conformance with the design guidelines by creating a public space, introducing more character into the shape of the building and allowing the development to better follow the natural contours of the site.
- Some additional reshaping of the building footprint has resulted in a wider east-side setback along the south half of the building that is now 18 feet wide where it had been 10 feet before. With the additional space, the applicant has also proposed a revised landscape buffer plan for the east setback area. The buffer includes an almost-continuous row of trees with an elaborate understory of mixed shrubs. Visually, this will obscure much of the east elevation from the Carriage House condominiums and represents a significant improvement over the prior landscape plan.



One unresolved issue is the landscape between the new lower level apartments and the adjacent office building. Since privacy issues will be key in this narrow location, a combination of planted and built elements may be necessary. If the applicant is able to present an acceptable plan for this area at the October 7th meeting, the Commission will need to approve a motion to include the plan in the draft ordinance. If an acceptable plan is not presented, the Commission should vote to continue the discussion to the October 21st meeting.

CONCLUSION AND SUGGESTED ACTION

The proposal still represents a substantial change for this site that challenges the current zoning arrangement and raises questions about the outcomes intended by the Comprehensive Plan. Staff believe that the Comprehensive Plan envisioned substantial changes for this area, that this area is still in need of substantial changes to reverse the slow decline of the area, and that this project represents such a change. As discussed in a prior staff report, this area is intended to be a center of activity (hence the “Commerce Center” title in the Comprehensive Plan), not a sleepy corner that is largely ignored.

If built, the project will result in a four-story residential development, at a greater density than previously built in the area, between a three story office building and two, three-story condominium developments; a pattern that is clearly more “Core Business” in nature than “General Commercial.” The revised design appears to meet the design guidelines to a higher degree and the landscape regulations are met.

If, after viewing the revised building design and site plans, the members of the Planning Commission believe that the project still is not appropriately sized or positioned, then the item should be continued to allow the applicant to consider their option. If, however, the Commission Members find that the project meets with the intent of the Comprehensive Plan, that the rezoning of the properties to “CB” District is an appropriate implementation of the Comprehensive Plan goals and provides opportunity for appropriate redevelopment, and that the proposed project and site plan meet all of the standards for approval of the requested conditional use permit, then a recommendation to the City Council on the attached draft ordinance is in order. The rezoning and conditional use permit, and the associated site development plan, are accommodated in one ordinance and can be disposed in one vote. Action on the boundary adjustment constitutes a final decision by the Commission and, therefore, requires its own motion and vote. It should be pointed out that action on the boundary adjustment, as a matter of process, should be prior to acting on the project itself. If the members of the Commission are not comfortable acting on the project as a whole, the boundary adjustment should not be approved at this time either.

EXAMPLE MOTIONS

The following is an example motion for the boundary adjustment portion of this application:

“I move to approve the boundary adjustment between 10360 and 10420 Old Olive Street Road as discussed in the staff report on Application #13-003 for the meeting of August 20, 2012, subject to the condition that a final boundary adjustment drawing be prepared for signature prior to recording..” (Other conditions may be added, eliminated, altered, and modified by prior motion).

The following is an example motion for the rezoning, conditional use permit and site development plan portions of this application:

“I move to approve the rezoning, conditional use permit and site development plan for the development of the Vanguard Apartments at 10360 and 10420 Old Olive Street Road as discussed in the staff reports on application #13-003, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of October 7, 2013.” (Conditions may be added, eliminated, or modified by preceding motion).

If the Planning and Zoning Commission believes that a recommendation should be held until an undetermined future date, the following is an example motion for tabling the application:

“I move to continue application #13-003 for the four-story, 174 unit residential development at 10360 Old Olive Street Road, referred to as The Vanguard at Creve Coeur project to allow the applicant to investigate further solutions to the issues identified by the Planning Commission in our deliberations on October 7, 2013.”

Note that the Commission may choose to table the discussion if a specific meeting date cannot be immediately determined.

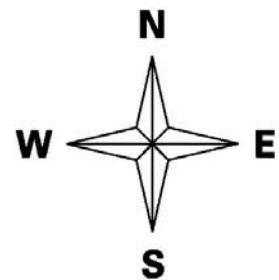
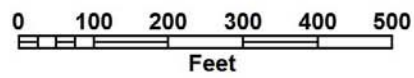
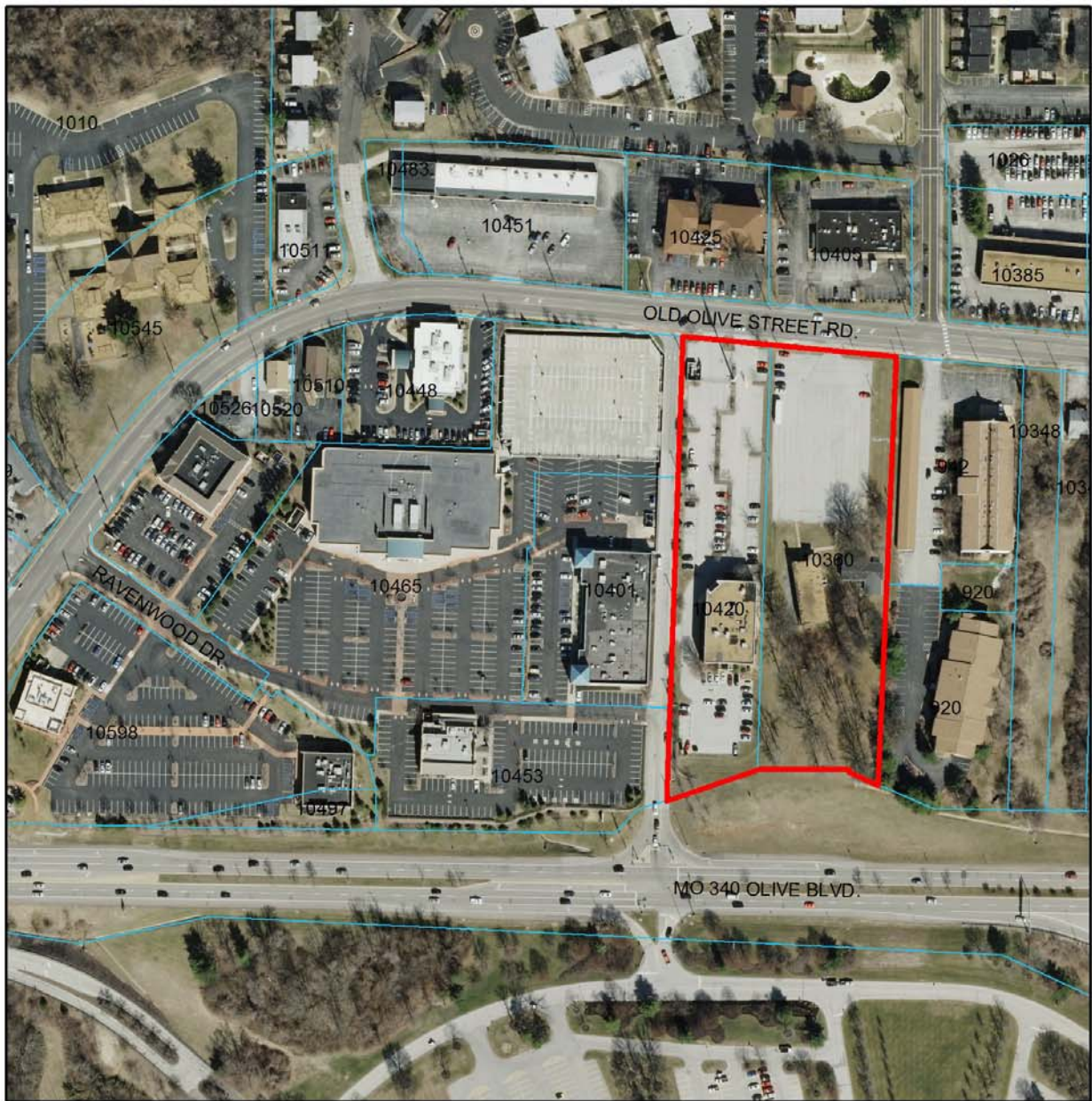
APPENDIX 1: COMPREHENSIVE PLAN

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: March 7, 2013
	Description: View of the existing buildings on the subject properties from the northeast corner of 10360 Old Olive Street Road.
	Description: View of the existing vacant church looking northeast from the south parking lot of 10420 Old Olive Street Road.
	Description: View of the Carriage House Condominiums from the northeast corner of the subject property boundary.

	Description: View of the Carriage House Condominium south building from the south parking lot of 10420 Old Olive Street Road.
	Description: View looking northeast at the commercial development across Old Olive Street Road.
	Description: View of the existing office structure that will remain on 10420 Old Olive Street Road.

	Description: View of the existing office development looking northwest across Old Olive Street Road.
	Description: View looking west along Old Olive Street Road from the northeast corner of the subject properties.
	Description: View looking east along Old Olive Street Road from the northwest corner of the subject properties, Lou Fusz Service Center on the left and the Carriage House Condominium north buildings on the right.

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF
CREVE COEUR TO REZONE LAND FROM GC (GENERAL COMMERCIAL)
DISTRICT TO CB (CORE BUSINESS) AND APPROVING A CONDITIONAL
USE PERMIT FOR A MULTI-FAMILY DEVELOPMENT EXCEEDING 20
DWELLING UNITS PER ACRE ON THE PROPERTY ADDRESSED AS 10360
AND 10420 OLD OLIVE STREET ROAD.**

WHEREAS, an application was made by David Braswell, of Covington Realty Partners to rezone 10360 and 10420 Old Olive Street Road from GC (General Commercial) to CB (Core Business) zoning district, and to approve a conditional use permit for a multi-family development exceeding 20 dwelling units per acre for an apartment complex known as the The Vanguard at Creve Coeur; and

WHEREAS, in accordance with Section 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject properties, addressed as 10360 and 10420 Old Olive Street Road, to the Division of Planning; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, April 1st, 2013, beginning at 7:00 p.m. or immediately following the close of the previous public hearing, on said application; and

WHEREAS, notice of said public hearing had been previously 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 otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the City of Creve Coeur Board of Adjustment granted variances on May 16, 2013 allowing all of the parking above ground and the setback from Olive Boulevard to exceed 80 feet; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____ vote, recommended approval of the rezoning and conditional use permit, subject to conditions, at its meeting on October 7, 2013; 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 rezoning the property 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 good zoning practice; and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.

BILL NO. _____

ORDINANCE NO. _____

3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.
4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

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

Section 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property addressed as 10360 and 10420 Old Olive Street Road from GC (General Commercial) to CB (Core Business) zoning district, subject to the conditions stated herein, which property is more specifically described as follows:

Parcel 1

A TRACT OF LAND IN THE NORTHWEST 1/4 OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF PHASE 1 OF CARRIAGE HOUSE MANOR CONCOMINIUM AS PER THE PLAT THEREOF RECORDED IN PLAT BOOK 205 PAGE 69 OF THE ST. LOUIS COUNTY RECORDS, SAID POINT ALSO BEING ON THE SOUTH LINE OF OLD OLIVE STREET (60' WIDE) ROAD; THENCE DEPARTING THE SOUTH LINE OF OLD OLIVE STREET ROAD, WITH THE WEST LINE OF SAID PHASE 1 OF CARRIAGE HOUSE MANOR AND ITS DIRECT PROLONGATION, SOUTH 02°33'25" WEST 717.36 FEET TO A POINT; THENCE NORTH 89°10'06" WEST 262.20 FEET TO A POINT; THENCE NORTH 43°14'28" WEST 70.62 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND DESCRIBED IN A DEED TO WEST OAK, LLC RECORDED IN DEED BOOK 13540 PAGE 1294 OF THE ST. LOUIS COUNTY RECORDS; THENCE WITH THE SOUTH LINE OF WEST OAK, LLC TRACT, NORTH 71°45'37" EAST 134.54 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE WITH THE EAST LINE OF SAID WEST OAK, LLC TRACT, NORTH 02°03'00" EAST 383.03 FEET TO A POINT; THENCE DEPARTING SAID EAST LINE, NORTH 87°57'00" WEST 50.00 FEET TO A POINT; THENCE NORTH 02°03'00" EAST 169.00 FEET TO A POINT; THENCE NORTH 17°04'08" EAST 90.00 FEET TO A POINT ON THE AFORESAID SOUTH LINE OF OLD OLIVE ROAD; THENCE WITH THE SAID SOUTH LINE BEING 30 FEET SOUTH OF AND PARALLEL TO THE CENTERLINE THEREOF, SOUTH 84°43'00" EAST 219.51 FEET TO THE POINT OF BEGINNING AND CONTAINING 3.60 ACRES, AS CALCULATED FROM AVAILABLE RECORD INFORMATION AND SUBJECT TO A BOUNDARY SURVEY.

Parcel 2

A TRACT OF LAND IN THE NORTHWEST 1/4 OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF PHASE 1 OF CARRIAGE HOUSE MANOR CONCOMINIUM AS PER THE PLAT THEREOF RECORDED IN PLAT BOOK 205 PAGE 69 OF THE ST. LOUIS COUNTY RECORDS, SAID POINT ALSO BEING ON THE SOUTH LINE OF OLD OLIVE STREET (60' WIDE) ROAD;

BILL NO. _____

ORDINANCE NO. _____

THENCE WITH THE SAID SOUTH LINE BEING 30 FEET SOUTH OF AND PARALLEL TO THE CENTERLINE THEREOF, NORTH 84°43'00" WEST 219.51 FEET TO THE ACTUAL POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT OF LAND; THENCE DEPARTING SOUTH LINE OF OLD OLIVE STREET ROAD, SOUTH 17°04'08" WEST 90.00 FEET TO A POINT; THENCE SOUTH 02°03'00" WEST 169.00 FEET TO A POINT; THENCE SOUTH 87°57'00" EAST 50.00 FEET TO A POINT; THENCE SOUTH 02°03'00" WEST 383.03 FEET TO A POINT; THENCE SOUTH 71°45'37" WEST 134.54 FEET TO A POINT ON THE EAST LINE OF LOT 3 OF PAVILION NO. 1 AS PER THE PLAT THEREOF RECORDED IN PLAT BOOK 350 PAGE 195 OF THE ST. LOUIS COUNTY RECORDS; THENCE WITH THE EAST LINE OF SAID LOT 3 AND ITS DIRECT PROLONGATION, NORTH 02°01'22" EAST 691.25 FEET TO A POINT ON THE SOUTH LINE OF AFORESAID OLD OLIVE STREET ROAD; THENCE WITH THE SAID SOUTH LINE BEING 30 FEET SOUTH OF AND PARALLEL TO THE CENTERLINE THEREOF, SOUTH 84°43'00" EAST 100.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.66 ACRES, AS CALCULATED FROM AVAILABLE RECORD INFORMATION AND SUBJECT TO A BOUNDARY SURVEY.

Section 2: A Conditional Use Permit is authorized to be issued for the property described in Section 1 hereof and pursuant to Section 4 hereof for the construction and operation of a multi-family residential complex with a gross density of 48.33 units per acre and no more than 174 individual apartments.

Section 3: As required by Section 405.1080 of the Zoning Ordinance, the approval of said rezoning request and conditional use permit are subject to the property being developed in accordance with the site development plan, as further revised as required and approved by the City of Creve Coeur, and subject to the following additional conditions:

1. The applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Site Concept Plan/Site Improvements," last dated September 4, 2013, and the "Concept Landscape Plan" dated July 5, 2013 except as modified by the "East Buffer Plan" dated October 2, 2013 as submitted in conjunction with Application #13-003 by David Braswell, of Covington Realty Partners.
2. The applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations, courtyard landscapes, roof top deck and the club house entrance shall be in substantial conformance with the elevation drawings titled "The Vanguard at Creve Coeur," received September 27, 2013, and Courtyard Landscape Plans/Signage," dated July 5, 2013, as bound together and submitted in conjunction with Application #13-003 by David Braswell, of Covington Realty Partners.
3. Any trash enclosures located outside of the principle buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.
4. The existing buildings at 10360 Old Olive Street Road shall be demolished within one year of the approval of the rezoning, or prior to the issuance of any building permit, whichever ever comes first.
5. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
6. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.

BILL NO. _____

ORDINANCE NO. _____

7. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
8. Prior to issuance of any building permits related to the approved plans, the property owner shall record cross-access easements between "Parcel 1" and "Parcel 2" on the Site Concept Plan/Site Improvements" plan in a form approved by the City Attorney.
9. The applicant shall provide written proof of ownership of any former Olive Boulevard right-of-way acquired from the Missouri Department of Transportation (MoDOT) prior to issuance of any building permits for the project approved herein.
10. The applicant shall provide written acceptance by MoDOT of the proposed Old Olive Street Road access and any modifications to the roadway prior to the issuance of any building permits for the project approved herein.
11. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved pursuant to Section 405.1080 of the Zoning Code.
12. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
13. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
14. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter and the conditions stated above.

ADOPTED THIS ____ DAY OF _____, 2013.

SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

BILL NO. _____

ORDINANCE NO. _____

APPROVED THIS ____ DAY OF _____, 2013.

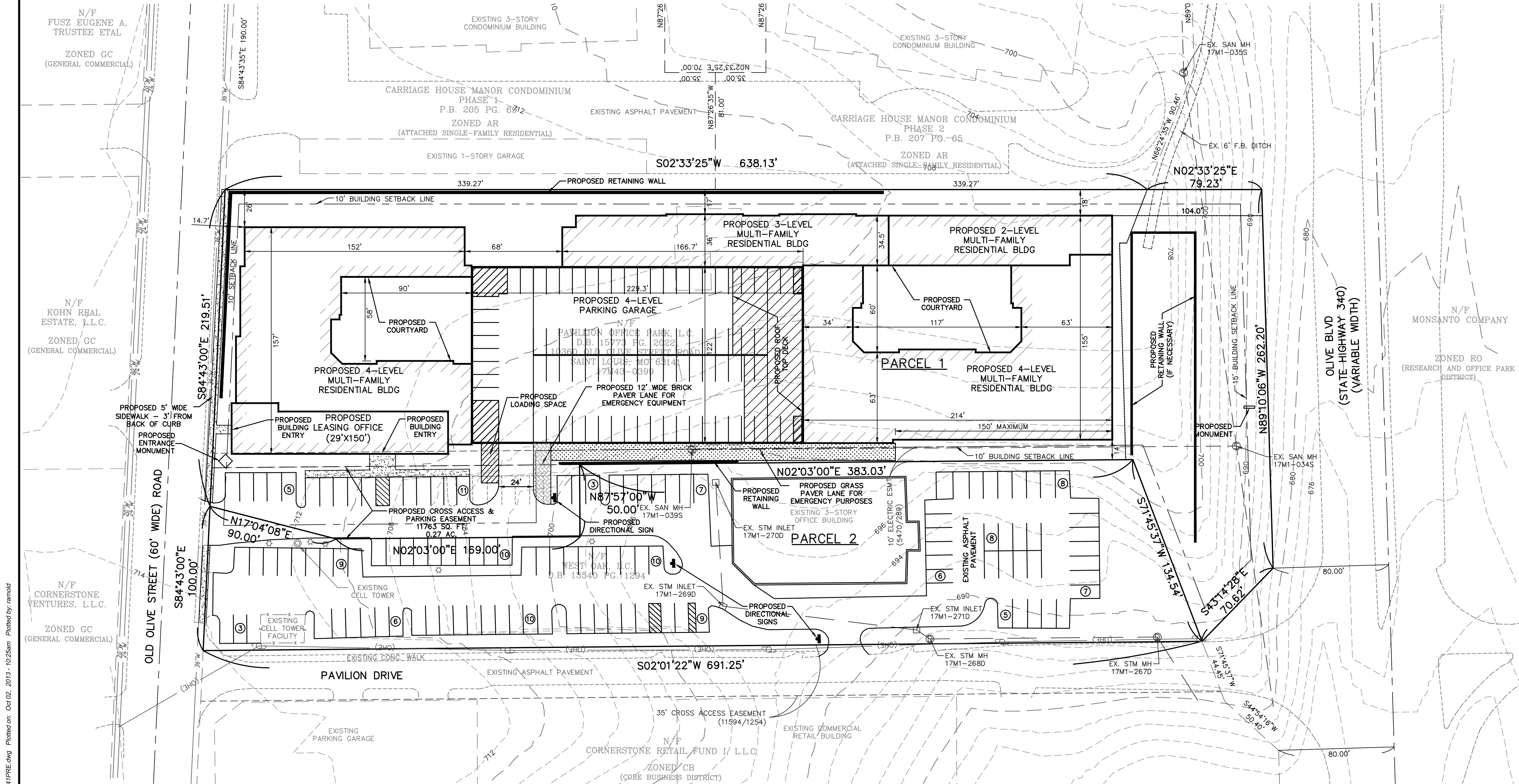
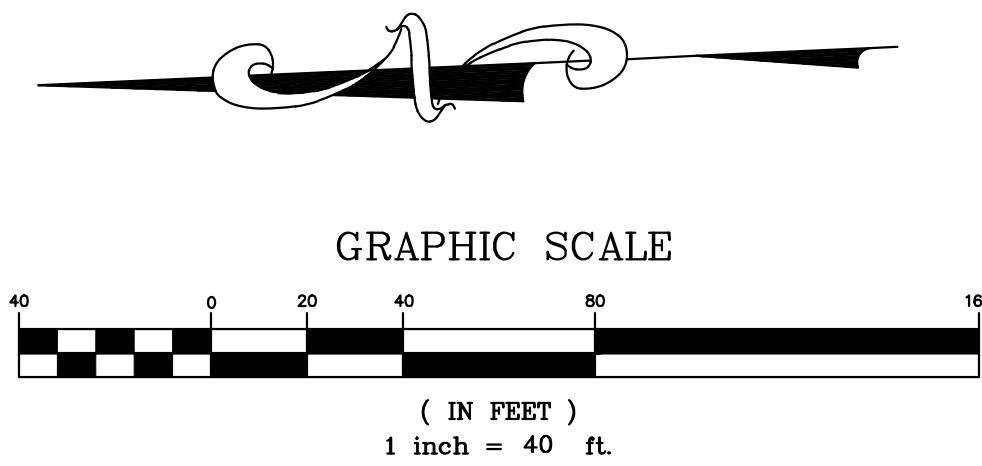
BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

THE VANGUARD AT CREVE COEUR

A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



GENERAL NOTES:

- THIS SITE IS IN THE FOLLOWING DISTRICTS:
MSD SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT
LADUE SCHOOL DISTRICT
- THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
MISSOURI AMERICAN WATER DISTRICT
AMEREN UE
LACLEDE GAS COMPANY
- SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY MSD.
- STORM WATER SYSTEMS SHALL BE DESIGNED PURSUANT TO THE REQUIREMENTS OF CITY OF CREVE COEUR AND SHALL DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT.
- THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS TO BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS. ALL SEWERS SHALL BE A MINIMUM OF 10' FROM THE BUILDING, EXCEPT AS SHOWN ON THE PLANS.
- GRADING SHALL BE PER CITY OF CREVE COEUR STANDARDS.
- LIGHTING OF DRIVES AND PARKING AREAS SHALL BE PER CITY OF CREVE COEUR STANDARDS.
- ALL SIDEWALKS SHALL BE 4' WIDE MINIMUM AND COMPLY WITH CITY OF CREVE COEUR ADA STANDARDS.
- THIS PLAT IS NOT FOR RECORD.
- NO KNOWN WETLANDS ARE ON THE SUBJECT PROPERTY.
- NO GRADED SLOPES SHALL EXCEED 3 FEET (horizontal) TO 1 FOOT (vertical).
- ALL NEW UTILITIES SHALL BE LOCATED UNDERGROUND.

OVERALL PROJECT DATA

- GROSS AREA OF OVERALL PROJECT: 5.26 ACRES
- ZONING: CURRENT: GB - GENERAL BUSINESS
PROPOSED: CB - CORE BUSINESS DISTRICT
SETBACKS: FRONT - 15 FEET
SIDE - 10 FEET
- LAND USE: EXISTING OFFICE & PROPOSED MULTI-FAMILY RESIDENTIAL
- CURRENT OWNERS: PARCEL 1
PAVILLION OFFICE PARK L C
P.O. BOX 98
ARNOLD, MO 63010
PARCEL 2
WEST OAK L C DR KENT BRANSON
P.O. BOX 98
ARNOLD, MO 63010
- SITE ADDRESS: PARCEL 1
10360 OLD OLIVE STREET ROAD
CREVE COEUR, MO 63141
PARCEL 2
10420 OLD OLIVE STREET ROAD
CREVE COEUR, MO 63141
- GROSS FLOOR AREA: PROPOSED - PARCEL 1: 196,000 S.F.
EXISTING - PARCEL 2: 27,158 S.F.
(GROSS LEASEABLE AREA 25,000 S.F.)
- F.A.R. REQUIRED: ≤ 1.25
- F.A.R. PROPOSED: 5.123 ACRES (223,158 GROSS BLDG S.F.) = 0.97
5.26 ACRES
- SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 3.30 ACRES = 63%
TOTAL GREEN SPACE OF PARCEL: 1.96 ACRES = 37%

MULTI-FAMILY (PARCEL 1) PROJECT DATA

- GROSS AREA OF PARCEL 1: 3.60 ACRES (156,878 S.F.)
- PROPOSED ZONING: CB (WITH CONDITIONAL USE PERMIT FOR DENSITY AND F.A.R.)
- DWELLING UNITS PROPOSED: 174 (AVG. 910 S.F. EACH)
98 - 1 BEDROOM, 1 BATH UNITS (750 SF)
60 - 2 BEDROOM, 2 BATH UNITS (1,080 SF)
16 - 3 BEDROOM, 2 BATH UNITS (1,250 SF)
- F.A.R. REQUIRED: ≤ 1.25
- F.A.R. PROPOSED: 196,000 S.F. (GROSS BLDG S.F.) = 1.25
156,878 S.F.
- SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 2.23 ACRES = 62%
TOTAL GREEN SPACE OF PARCEL: 1.36 ACRES = 38%
- PRIVATE USABLE OPEN SPACE:
OPEN SPACE PROVIDED: 1.39 ACRES OR 39%
OPEN SPACE REQUIRED: 20% OF ACREAGE (3.60 ACRES): 0.72 ACRES
- PARKING:
SPACES PROVIDED: 312 SPACES (INCLUDES 10 HANDICAP SPACES)
SPACES REQUIRED: 151 50 UNITS (2 SPS/UNIT) 100 SPACES
2ND 50 UNITS (1.75 SPS/UNIT) 88 SPACES
OVER 100 UNITS (1.5 SPS/UNIT) 111 SPACES
TOTAL 299 SPACES
- MAXIMUM BUILDING HEIGHT: NONE (PARCEL OVER 3 ACRES)

OFFICE BUILDING (PARCEL 2) PROJECT DATA

- GROSS AREA OF PARCEL 2: 1.66 ACRES (72,186 S.F.)
- PROPOSED ZONING: CB
- LAND USE: EXISTING 27,158 S.F. OFFICE BUILDING
- F.A.R. REQUIRED: ≤ 1.00
- F.A.R. PROPOSED: 27,158 S.F. (GROSS BLDG S.F.) = 0.38
72,186 S.F.
- SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.15 ACRES = 69%
TOTAL GREEN SPACE OF PARCEL: 0.51 ACRES = 31%
- PARKING:
SPACES PROVIDED: 118 SPACES (INCLUDES 4 HANDICAP SPACES)
SPACES REQUIRED: 3.3 SPACES/1000 SF GROSS LEASEABLE AREA = 83 SPACES
- MAXIMUM BUILDING HEIGHT: 4 STORIES OR 60 FEET

MSD Base Map 17M
MSD P #
Highway & Traffic #

Covington Development, LLC
135 North Meramec Avenue, Suite 500
St. Louis, Missouri 63105
Ph. 314-727-2424
Fax 314-727-2434

THE **STERLING** CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63129
Ph 314-487-0440 Fax 314-487-8944
www.sterling-eng-survey.com
Corporate Certificate of Authority #001348

*The Vanguard
at Creve Coeur*
CREVE COEUR, MISSOURI
SITE CONCEPT PLAN
SITE IMPROVEMENTS

The Professional Engineer's seal and signature affixed to this sheet applies only to the material and items shown on this sheet. All drawings, calculations, and other documents not embodying this seal and signature shall not be considered prepared by this engineer, and the engineer assumes no responsibility for any and all responsibility for such plans, drawings or documents not embodying this seal and signature.

Date: 7/10/2013
Rodney Arnold
License No. PE-2002016612
Civil Engineer

Job Number
12-09-241
Date
1/18/2013
Designed: Sheet
Drawn: 2.1
Checked: PRE



EAST ELEVATION



NORTH ELEVATION

- (A) BRICK
- (B) SIDING
- (C) STUCCO
- (D) CONCRETE BRICK (FORM LINER)



SOUTH ELEVATION



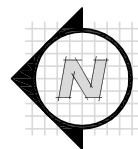
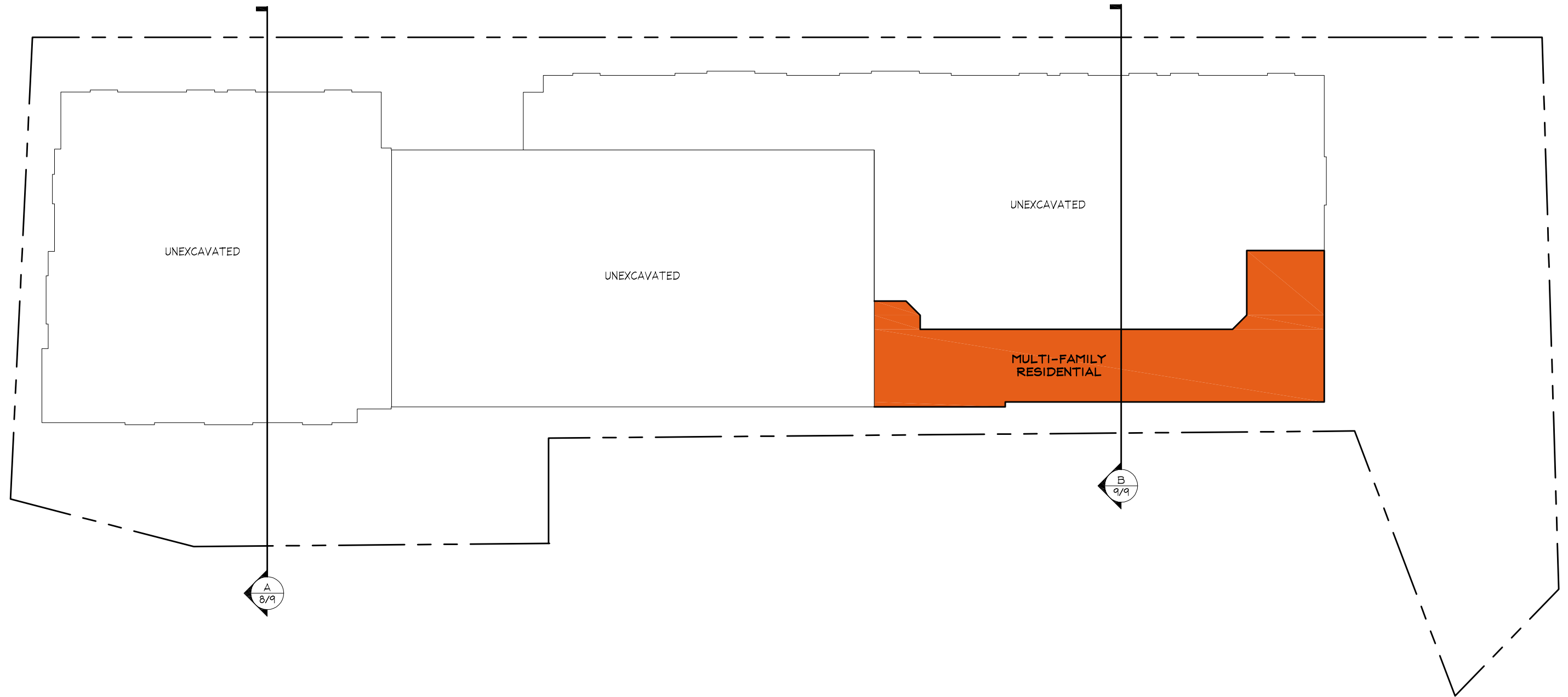
WEST ELEVATION



VANGUARD AT CREVE COEUR

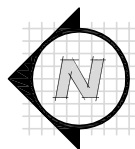
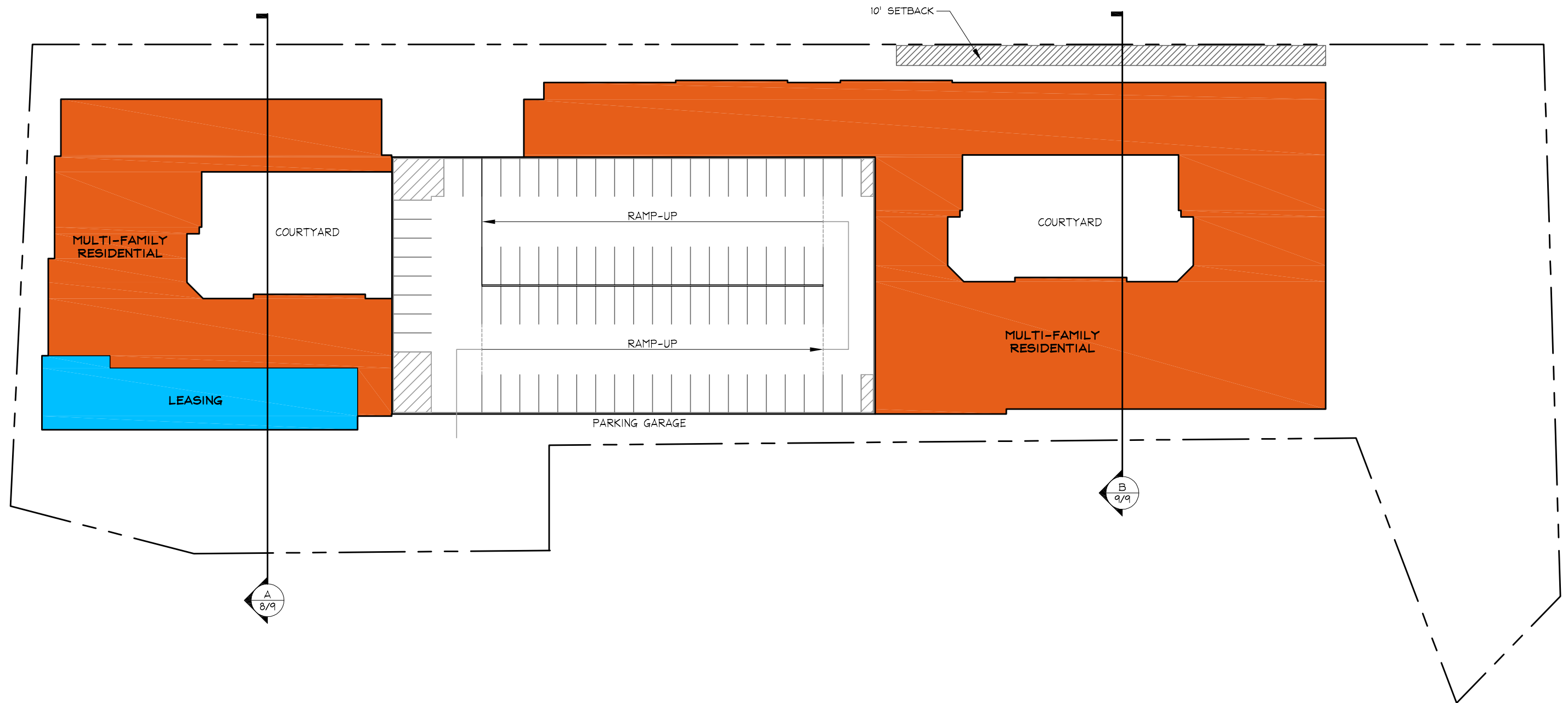
THE VANGUARD AT CREVE COEUR

CREVE COEUR, MO



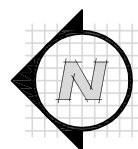
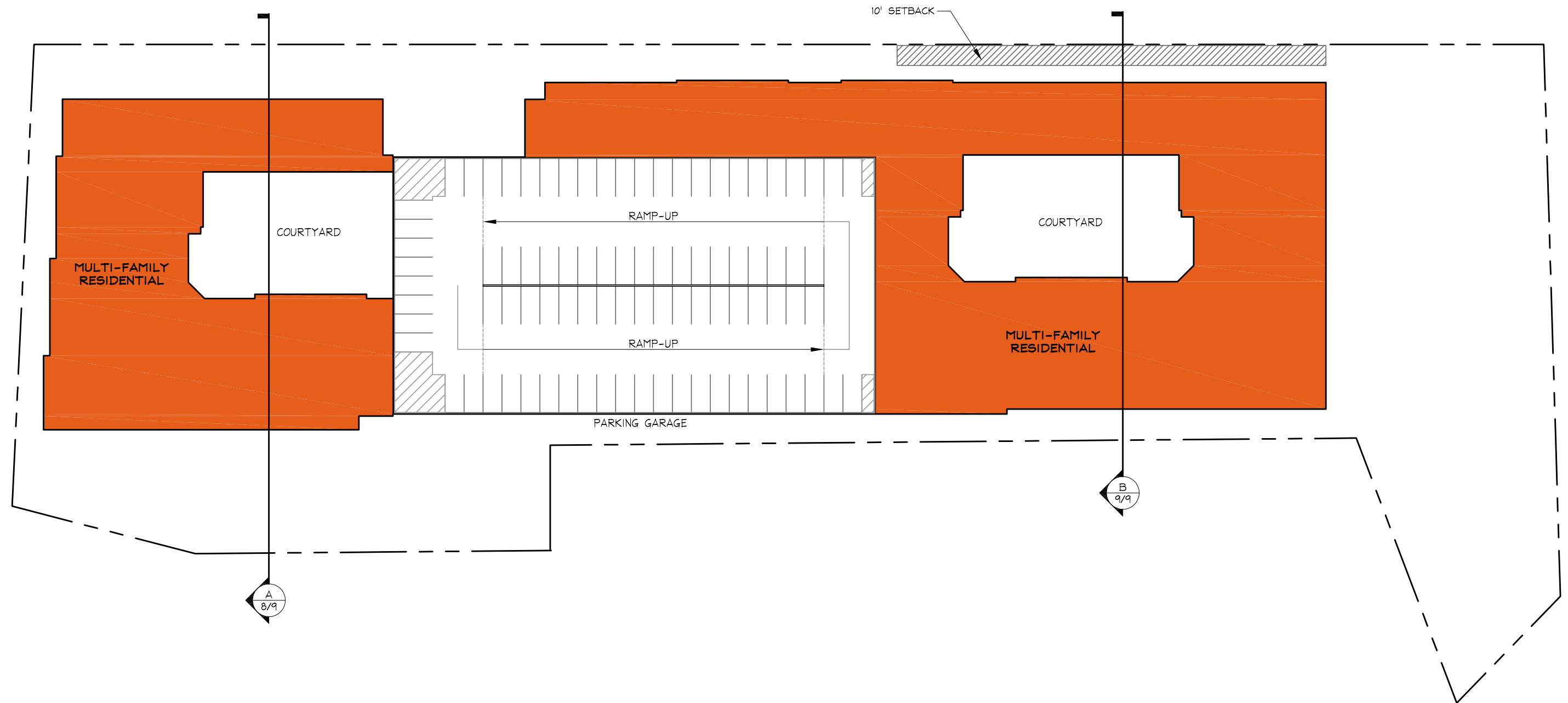
FLOOR PLAN - BASEMENT

Scale: 1"=50'



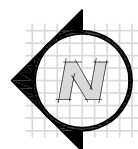
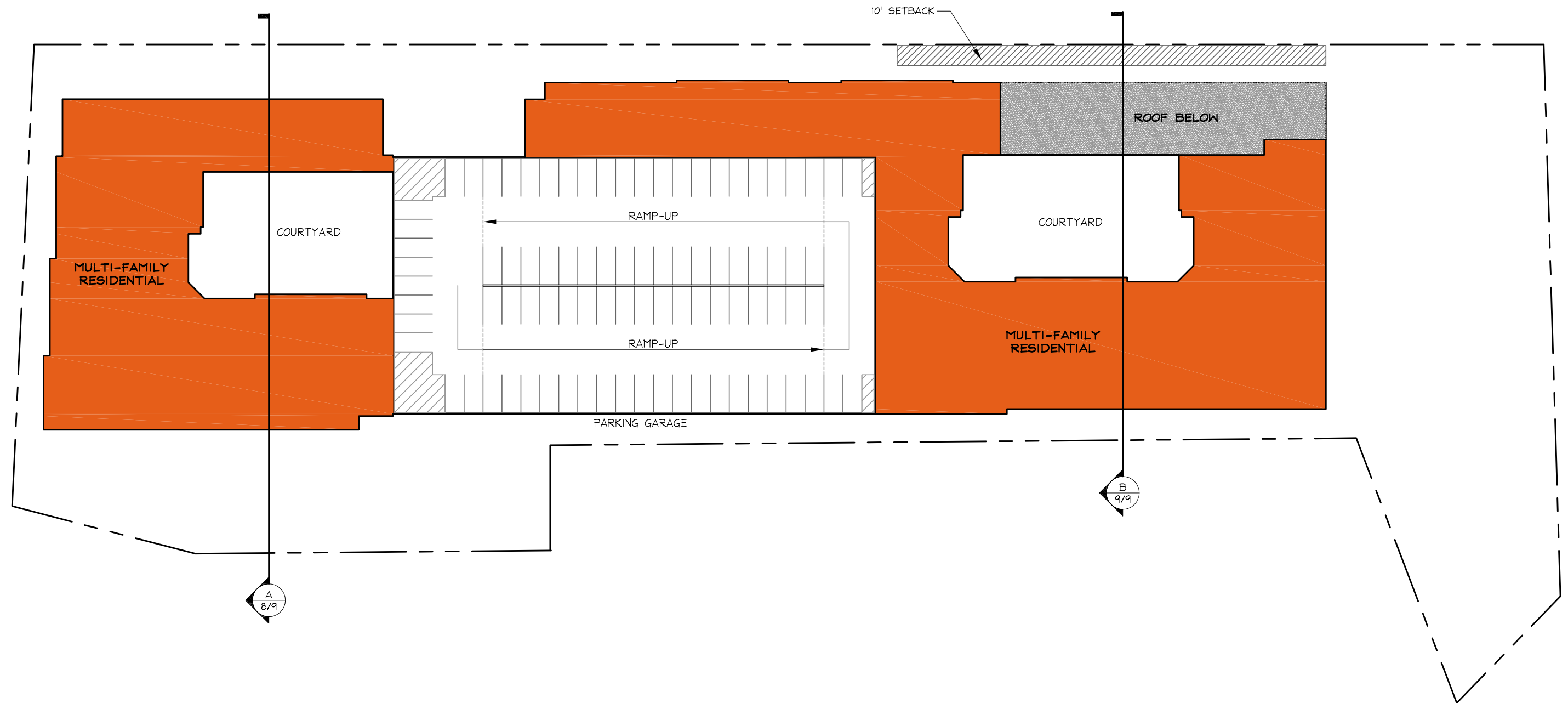
FLOOR PLAN - 1ST FLOOR

Scale: 1"=50'



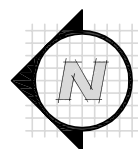
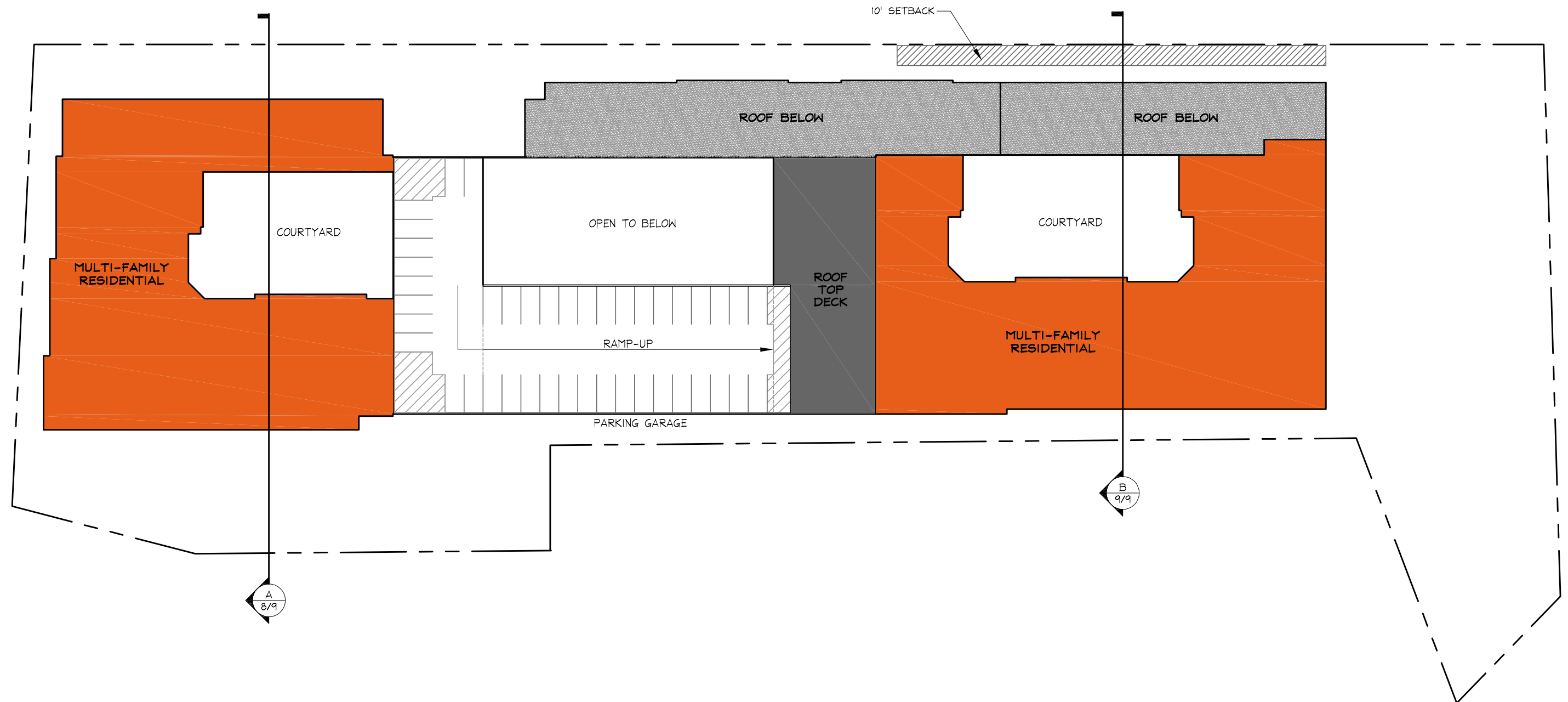
FLOOR PLAN - 2ND FLOOR

Scale: 1"=50'



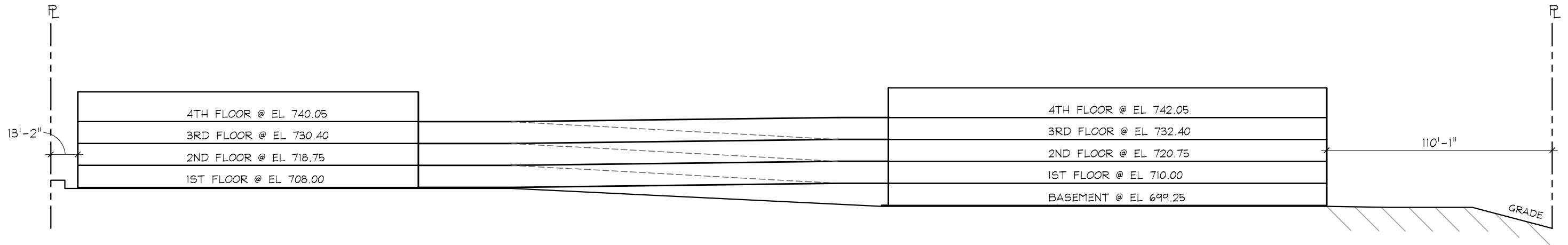
FLOOR PLAN - 3RD FLOOR

Scale: 1"=50'



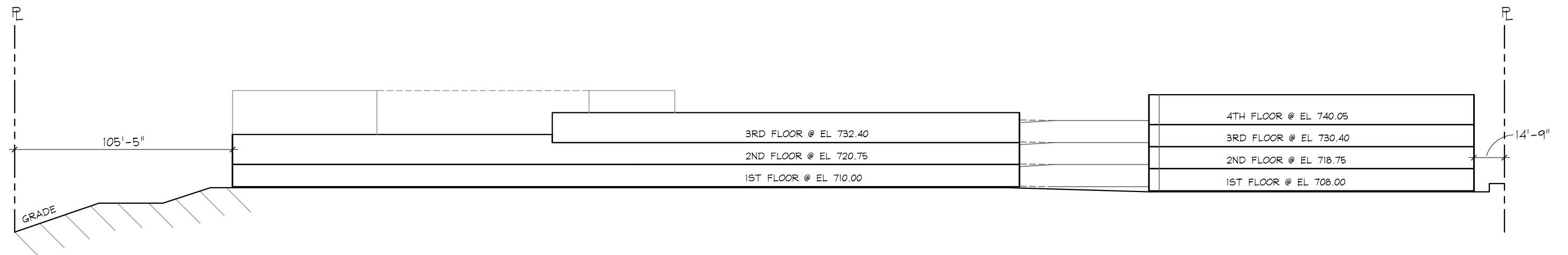
FLOOR PLAN - 4TH FLOOR

Scale: 1"=50'



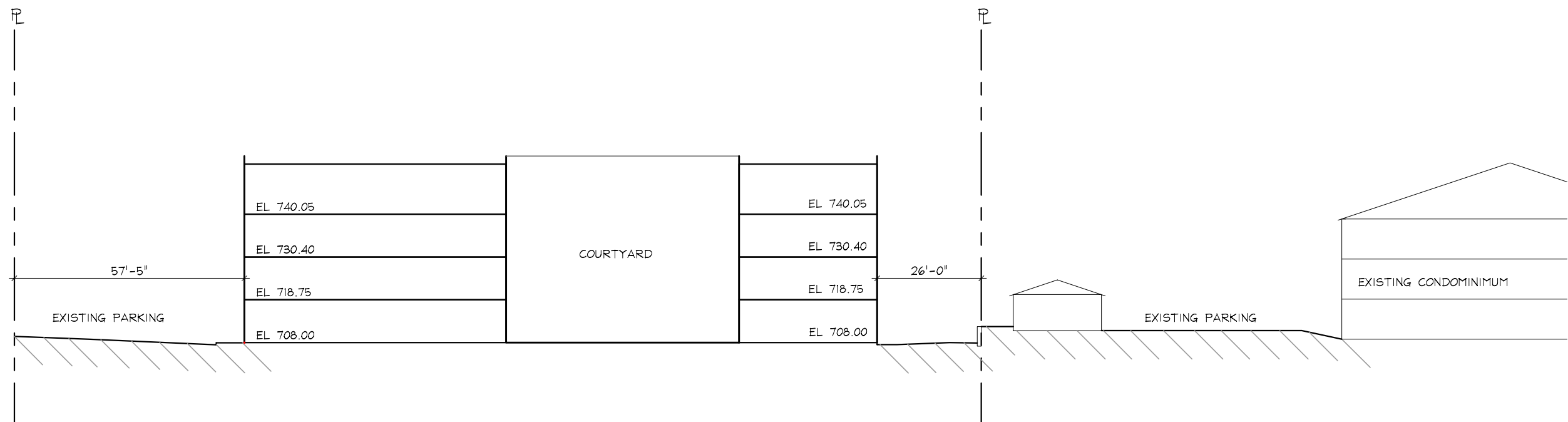
SCHEMATIC ELEVATION - WEST

Scale: 1"=50'



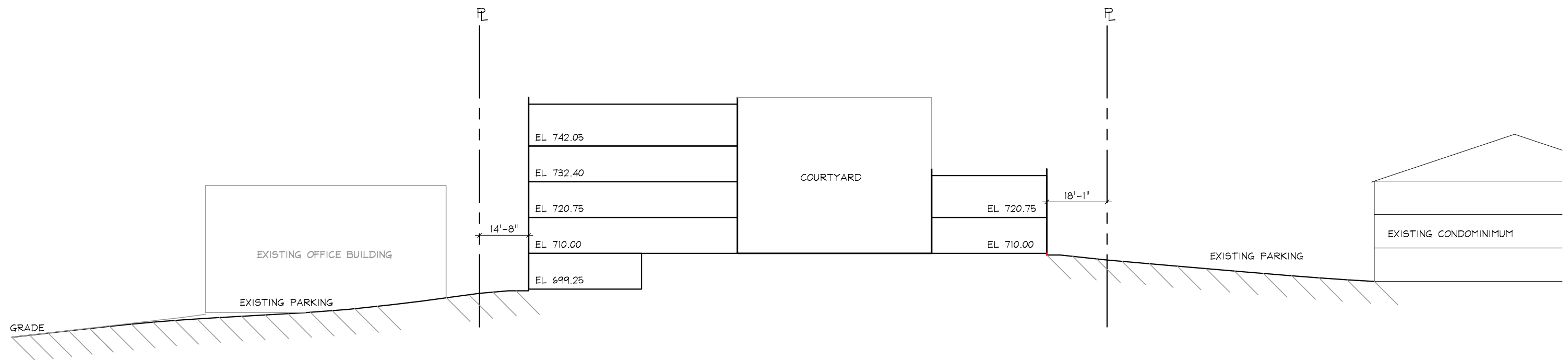
SCHEMATIC ELEVATION - EAST

Scale: 1"=50'



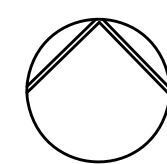
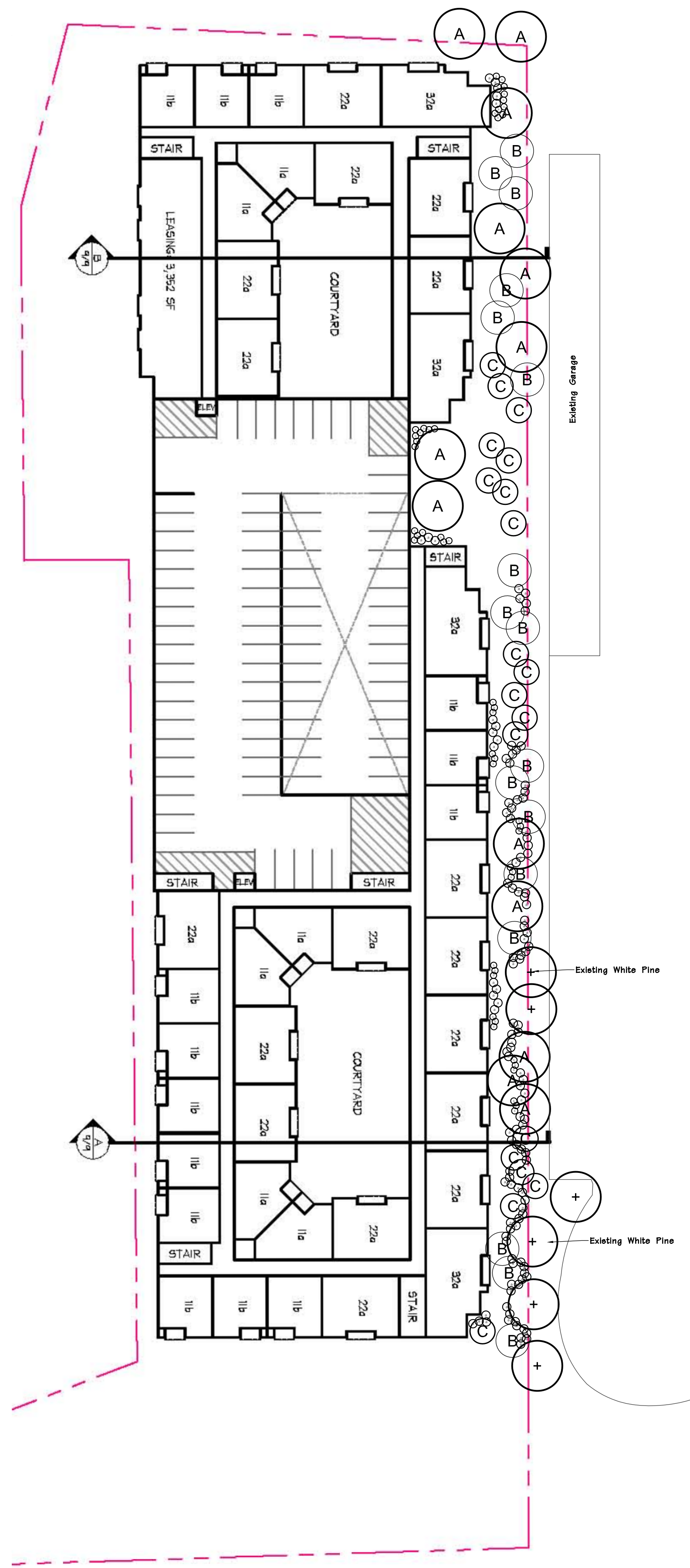
BUILDING SECTION A

Scale: 1"=30'



BUILDING SECTION B

Scale: 1"=30'



Buffer Landscape Plan

SCALE 1"=40'

Preliminary Planting Legend

Symbol	Qty.	Description	Size	Plant Types	Mature Height
Ⓐ	10	Canopy Tree	3" Cal.	Red Maple	50'-75'
				Pin Oak	55'-75'
				Sycamore	75'-100'
				Bald Cypress	60'-80'
Ⓑ	17	Flowering Tree	2" Cal.	Red Bud	20'-30'
				Crabapple	18'-25'
				Green Hawthorn	20'-35'
Ⓒ	18	Evergreen Tree	6' H.	White Pine	50'-80'
				Norway Spruce	40'-60'
⊗	118	Evergreen Shrubs	30-36"	Bayberry	8-9'
				Hicks Yew	6-8'
				Castle Spire Holly	6-8'
⊗	24	Flowering Shrubs	18-24"	Spirea	3-4'
				hydrangea	3-4'
				Itea	3-4'
⦿		Groundcover & Perennials			

General Notes:

- 1) All disturbed areas will be seeded.
- 2) Existing trees to remain will be protected during construction if required.
- 3) Parcel 1 all trees are to be removed.
- 4) Parcel 2 the trees to be removed are indicated with an X through them.
- 5) In ground irrigation system to be provided.



10/02/2013

Douglas A. DeLong, Landscape Architect LA-81

Consultants:

The Vanguard at Creve Coeur Creve Coeur, Mo.

Covington Development, LLC

Revisions:

Date	Description	No.

Drawn:	BAD
Checked:	DAD

DeLong
Landscape Architecture, LLC

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(314) 346-4856
delong.la@gmail.com

Sheet Title: Buffer Landscape Plan

Sheet No: L-1

Date: 10/2/2013
Job #: 123.003



city of CREVE COEUR

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**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-003 FOR BOUNDARY ADJUSTMENT AND REZONING OF 5.26 ACRES
TO "CB" CORE BUSINESS DISTRICT, AND A CONDITIONAL USE PERMIT
FOR "THE VANGUARD OF AT CREVE COEUR" MULTI-FAMILY
RESIDENTIAL DEVELOPMENT**

FOR THE MEETING OF: September 16, 2013

LOCATION: 10360 And 10420 Old Olive Street Road

REQUEST: Approval for the boundary adjustment between 10360 and 10420 Old Olive Street Road, rezoning of the 5.26 acres from "GC" General Commercial District to "CB" Core Business District, and for a Conditional Use Permit for the development of a 174 unit multi-family residential community located on the eastern parcel at 10360 Old Olive Street Road. The proposed density is 48.33 units per acre. The existing office building at 10420 Old Olive Street Road will remain.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.370(C)(n) states that multi-family dwellings for owner or rental occupancy of more than twenty (20) dwelling units per net acre requires a conditional use permit. City Council makes the final decision on all rezoning and conditional use permits. The "GC" General Commercial District does not permit residential uses. The Carriage House Condominium property to the east is zoned "AR" Attached Single Family Residential. Two variances for above-ground parking and the setback from Olive Boulevard were granted by the Board of Adjustment on May 16, 2013. This report is an update to the report provided for the meeting of August 5, 2013 and should be read in concert with that report.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed "CB" Core Business District?
- Does the site development plan follow the Design Guidelines?

Comp. Plan References

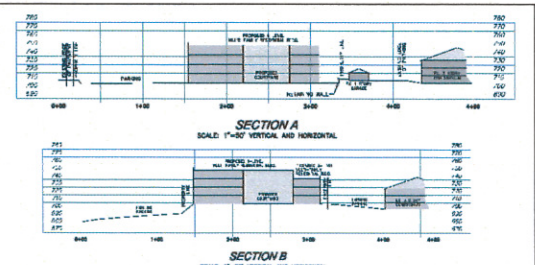
- Commerce Center Action Area
- Design Guidelines
- Pedestrian Plan

Zoning Code References

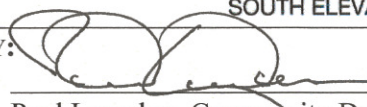
- Section 405.290: "AR" Attached Single-Family Residential District
- Section 405.360: "GC" General Commercial
- Section 405.370: "CB" Core Business District
- Section 405.470: Conditional Uses
- Section 405.1040: Board of Adjustment
- Section 405.1060: Zoning Changes And Text Amendments

APPLICANT: David Braswell
Covington Realty Partners
135 N. Meramec Ave, Suite 500
St. Louis, MO 63105

PROPERTY OWNER: Dr. Kent Branson
Pavilion Office Park, LLC.
11630 Studt Avenue
Creve Coeur, MO 63141



REPORT PREPARED BY:


Paul Langdon, Community Development Director

9/13/2013
Date

ATTACHMENTS: Applicant's cross-sections submitted September 4, 2013
Petition against project
Draft ordinance.

PROJECT UPDATE

On August 5, 2013, the Planning Commission further reviewed this application and received additional comments from the public. Most of the public comment concerned the appearance of the complex from the Carriage House condominiums. The applicant reviewed plans with the Commission, but there was concern among the members that they did not fully appreciate the character of the space that would be created between the three-story Carriage House and the three and four story Vanguard Apartments. As a result, the Commission voted to continue the discussion to September 3rd to allow the applicant time to prepare cross-section drawings that included both complexes. Those illustrations took longer to prepare than expected and so their presentation was further delayed until September 16th.

Parallel to this discussion, the applicant has been pursuing a text amendment to the Core Business (CB) district to allow residential projects to follow the standard CB setbacks and height limitations. That amendment was passed by the City Council at their meeting on August 26th. As a result, the applicant's plans will not have to change to provide larger setbacks and lower building heights unless specifically required to do so through approval conditions of the conditional use permit and site development plan.

CROSS SECTIONS REVIEW

The applicant's cross sections are attached to this report and reveal a couple of key considerations:

- The proposed building does rise higher than the Carriage House buildings, either because of grade separation or an additional floor. While the peak height of the condominium buildings is close to the parapet height of the apartment buildings, the top level of condominium windows are one level lower than the top level of apartment windows. While this is not unusual in an urban setting or among a collection of tall buildings, it does point out that the new building will completely enclose the views from the Carriage House. As has been pointed out, however, there was never any guarantee that the Carriage House views would be preserved for any length of time and a three story office building that is also allowed under the existing GC zoning would have the same effect. If the members of the Commission believe this to be a logical outcome of the zoning pattern and the Comprehensive Plan goals, then they should focus on details of materials and landscaping to ensure a high quality exterior appearance. If the Commission is not satisfied, they must encourage the applicant to pursue other modifications to the project.
- The additional setback width at the north end of the project has an appreciable effect on the perceived separation from the Carriage House buildings. Combined with more favorable grading (see below), the north end of the project appears to have a lesser impact on the adjacent property. It would be desirable to achieve the same thing on the south end of the project, but that will require significant changes in the site grading.
- Even though the building is set several feet down from the prevailing grade at the north end of the site, it rises approximately 10 feet above the adjacent grades at the south end. While it is an expensive option, the applicant could reduce the elevation of the south end of the building but cutting deeper into the existing hill. This would result in a split-level effect in the building (i.e. a partial lower-level in the south end) and it would likely require trucking a large amount of soil from the site, but it would effectively reduce the apparent height of part of the building relative to the Carriage House. It should be noted that this is not practical for the north half of the building since it would place the windows of the lower level to close to street level which makes those units very difficult to rent and thus unable to help cover the cost of the additional grading.

CONCLUSION AND SUGGESTED ACTION

The proposal represents a substantial change for this site that challenges the current zoning arrangement and raises questions about the outcomes intended by the Comprehensive Plan. If built, the project will result in a four-story residential development, at a greater density than previously built in the area, between a three story office building and two, three-story condominium developments; a pattern that is

clearly more “Core Business” in nature than “General Commercial.” The revised design appears to meet the design guidelines and the landscape regulations are met.

If, after viewing the requested cross-sections, the members of the Planning Commission believe that the project still is not appropriately sized or positioned, then the item should be tabled to allow the applicant to consider options, none of which will be easy to attain at this point since they involve reducing the building or costly site grading, or both. If, however, the Commission Members find that the project meets with the intent of the Comprehensive Plan, that the rezoning of the properties to “CB” District is an appropriate implementation of the Comprehensive Plan goals and provides opportunity for appropriate redevelopment, and that the proposed project and site plan meet all of the standards for approval of the requested conditional use permit, then a recommendation to the City Council on the attached draft ordinance is in order. The rezoning and conditional use permit, along with the associated site development plan, are accommodated in one ordinance and can be disposed in one vote.

Action on the boundary adjustment constitutes a final decision by the Commission and, therefore, requires its own motion and vote. It should be pointed out that action on the boundary adjustment, as a matter of process, should be prior to acting on the project itself. If the members of the Commission are not comfortable acting on the project, the boundary adjustment should not be approved at this time either.

EXAMPLE MOTIONS

The following is an example motion for the boundary adjustment portion of this application:

“I move to approve the boundary adjustment between 10360 and 10420 Old Olive Street Road as discussed in the staff report on Application #13-003 for the meeting of August 20, 2012, subject to the condition that a final boundary adjustment drawing be prepared for signature prior to recording..” (Other conditions may be added, eliminated, altered, and modified by prior motion).

The following is an example motion for the rezoning, conditional use permit and site development plan portions of this application:

“I move to approve the rezoning, conditional use permit and site development plan for the development of the Vanguard Apartments at 10360 and 10420 Old Olive Street Road as discussed in the staff reports on application #13-003, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of September 16, 2013.” (Conditions may be added, eliminated, or modified by preceding motion).

If the Planning and Zoning Commission believes that a recommendation should be held until an undetermined future date, the following is an example motion for tabling the application:

“I move to table application #13-003 for the four-story, 174 unit residential development at 10360 Old Olive Street Road, referred to as The Vanguard at Creve Coeur project to allow the applicant to investigate further solutions to the issues identified by the Planning Commission in our deliberations on September 16, 2013.”

Note that the Commission may choose to continue the discussion to a specific meeting date as they deem necessary.

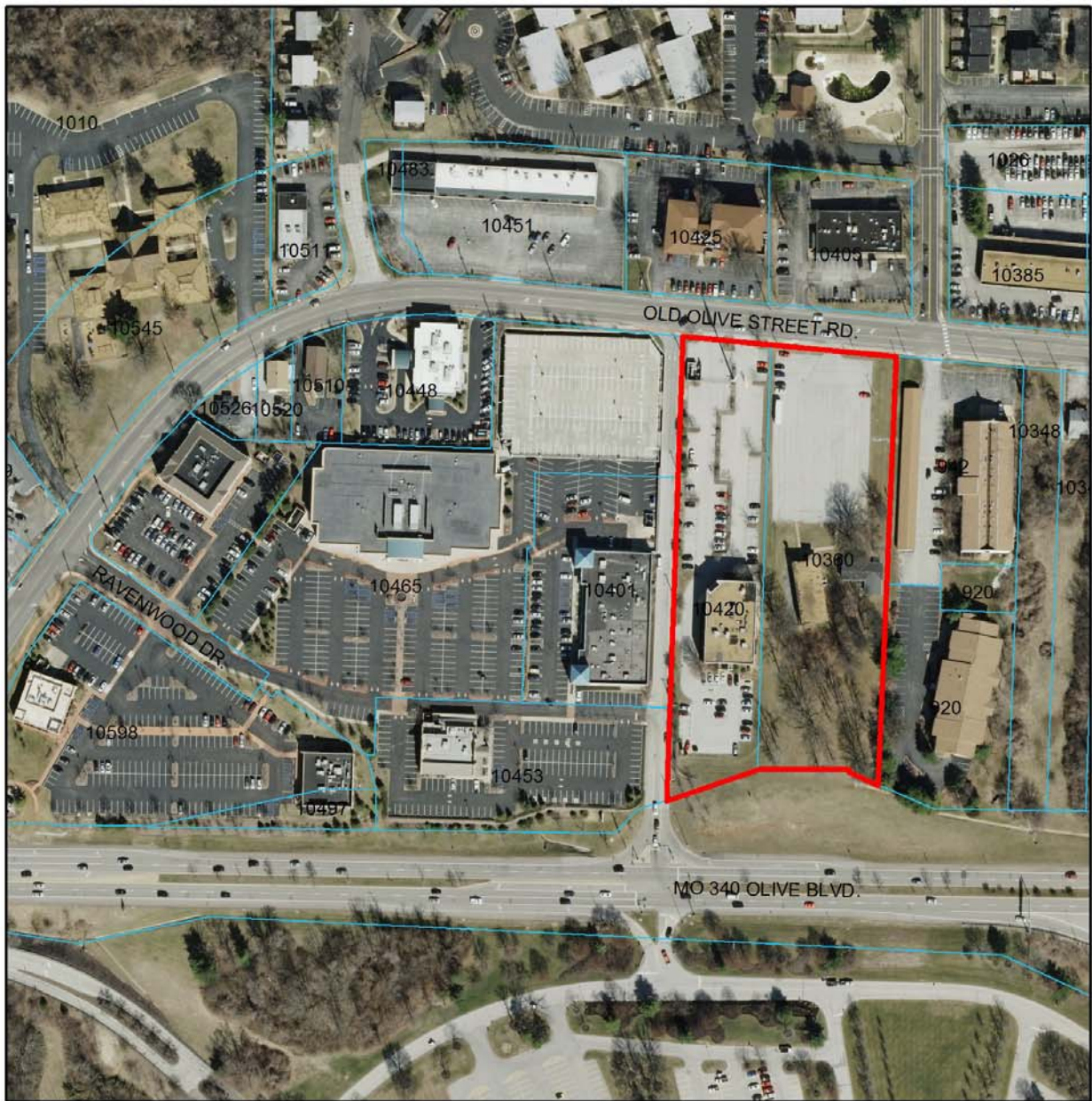
APPENDIX 1: COMPREHENSIVE PLAN

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

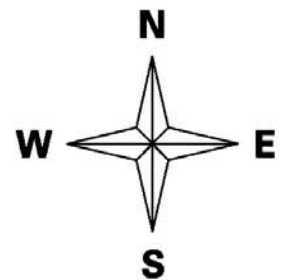
APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL MAP



0 100 200 300 400 500
Feet



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: March 7, 2013
	Description: View of the existing buildings on the subject properties from the northeast corner of 10360 Old Olive Street Road.
	Description: View of the existing vacant church looking northeast from the south parking lot of 10420 Old Olive Street Road.
	Description: View of the Carriage House Condominiums from the northeast corner of the subject property boundary.

	Description: View of the Carriage House Condominium south building from the south parking lot of 10420 Old Olive Street Road.
	Description: View looking northeast at the commercial development across Old Olive Street Road.
	Description: View of the existing office structure that will remain on 10420 Old Olive Street Road.

	Description: View of the existing office development looking northwest across Old Olive Street Road.
	Description: View looking west along Old Olive Street Road from the northeast corner of the subject properties.
	Description: View looking east along Old Olive Street Road from the northwest corner of the subject properties, Lou Fusz Service Center on the left and the Carriage House Condominium north buildings on the right.



city of CREVE COEUR

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ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.370(C)(n) states that multi-family dwellings for owner or rental occupancy of more than twenty (20) dwelling units per net acre requires a conditional use permit. City Council makes the final decision on all rezoning and conditional use permits. The "GC" General Commercial District does not permit residential uses. The Carriage House Condominium property to the east is zoned "AR" Attached Single Family Residential. Two variances for above-ground parking and the setback from Olive Boulevard were granted by the Board of Adjustment on May 16, 2013.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed "CB" Core Business District?
- Does the site development plan follow the Design Guidelines?

Comp. Plan References

- Commerce Center Action Area
- Design Guidelines
- Pedestrian Plan

Zoning Code References

- Section 405.290: "AR" Attached Single-Family Residential District
- Section 405.360: "GC" General Commercial
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Pavilion Office Park, LLC.
11630 Studt Avenue
Creve Coeur, MO 63141



REPORT PREPARED BY:

Paul Langdon, Community Development Director

8/2/2013
Date

ATTACHMENTS: Applicant's Materials submitted July 11, 2013
Pubic comment received

DEVELOPMENT HISTORY

The property located at 10360 Old Olive Street Road is 2.73 acres and was originally developed in 1964 as a church and pastoral residence. The lot width is 192.79 feet along Old Olive Street Road. It was subsequently zoned "GC" General Commercial. The church and home have been vacant for approximately seven years. The property located at 10420 Old Olive Street Road is 1.93 acres and was originally built in 1980 as a three-story office building. Currently zoned "GC," the property has non-conforming site coverage of 71%. The applicant will also be purchasing 0.6 acres of excess Olive Boulevard right-of-way from MoDOT to adjoin with 10360 Old Olive Street Road. Total project area is 5.26 acres

The Carriage House Condominiums, located on the 2.8 acre property directly to the east, were developed in 1981 under the "P" Multi-Family District designation. The Phase I building is a three-story, 40-unit residence, and the Phase II building is a three-story, 24 unit residence. Initial approval of the development permitted 40 units for each building. The property was rezoned to "MR" and then to "AR" Attached Single Family Residential District in 1999, and was nonconforming in district size, site density, and site coverage for both "MR" and "AR" designations, which required a minimum district size of five acres and maximum density per acre of 20 units. The density for the site is 23 units per net acre. At the time of the rezoning to "AR," discussion included the impact on any future redevelopment of the property located at 10360 Old Olive Street Road and to the east of the Carriage House, due to the required buffer necessary with the single family designation. For the "GC" District, the minimum buffer yard would be 25 feet.

REVISED PROJECT PROPOSAL

The applicant is seeking to rezone the properties of 10360 and 10420 Old Olive Street Road from "GC" General Commercial to "CB" Core Business District in order to allow for a multi-family development with 48.33 units per acre through the conditional use permit process. Included in the request is a boundary adjustment to adjust the property boundaries between the two lots, to transfer ownership of the access from Old Olive Street Road to the apartment complex, and the inclusion of additional right-of-way from MoDOT. This will create 3.6 acres for the multi-family residence site (Parcel 1) with proposed site coverage of 61%. The existing office building will have a site area of 1.66 acres and the non-conforming site coverage will be decreased from 71% to 69%. However, the adjusted Parcel 2 lot width will be decreased from 126.72 feet along Old Olive Street Road to 76.64 feet, with a cross-access easement for the parking and entrance from Old Olive Street Road.

Below is a close up of the project area:

Figure 1: Existing Lot Configuration

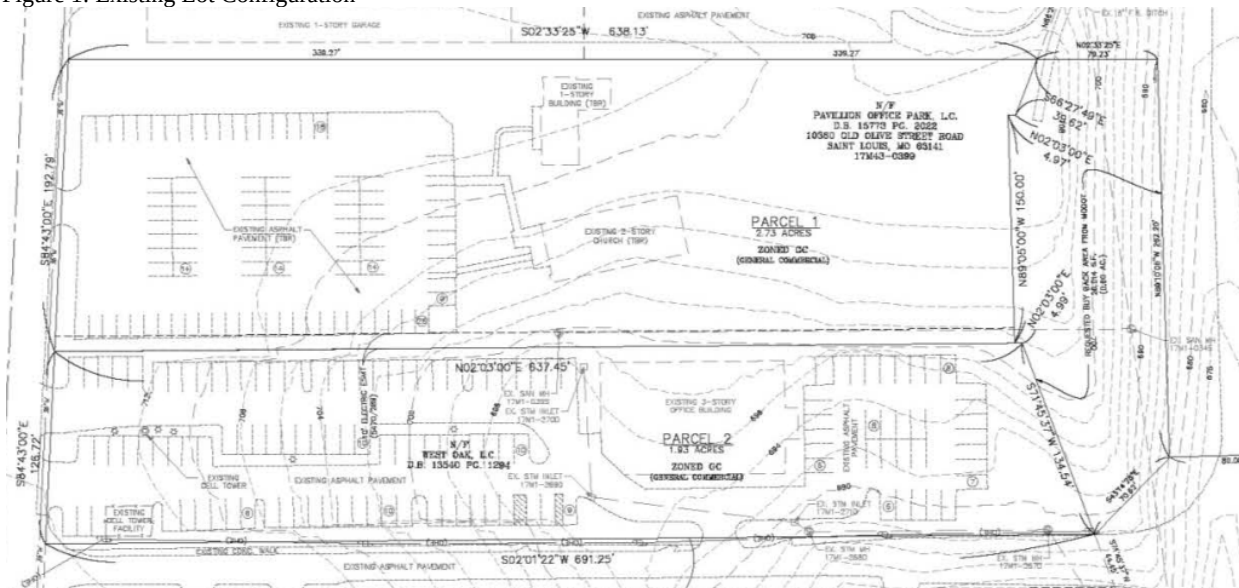
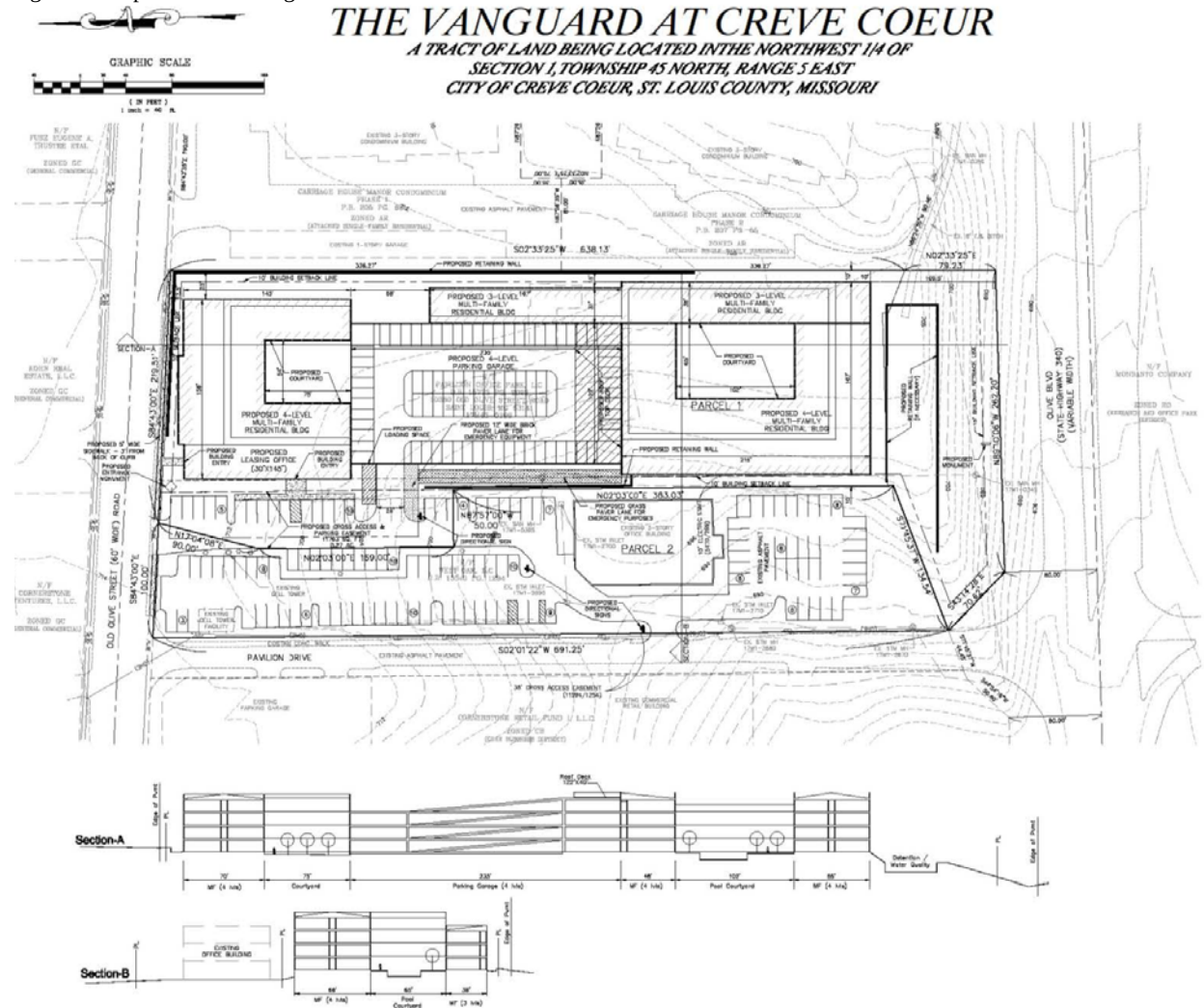


Figure 2: Proposed Lot Configuration



Parcel 1 Multi-Family Residential Development proposal

The development on Parcel 1 includes two main residential buildings with a total of 174 units, situated north and south on the property with the above ground parking structure between them. The Design Guidelines and Zoning Code require for a multi-family residential development (conditional use in the "CB" Core Business district) that a minimum of 50% of the required vehicular parking be provided underground or within a basement garage [Section 405.470(34)(c) multi-family dwellings]. The City of Creve Coeur's Board of Adjustment granted a variance from this requirement, as well as the maximum 80-foot setback requirement along Olive Boulevard on May 16, 2013.

The Board of Adjustment did not approve, however, variances to allow the building within the required setback and sky exposure plane that result from the project being adjacent to the single family residential zoning district (Carriage House). The Board agreed that it seemed odd to apply these regulations to this situation when the Carriage House condominiums are not actually a single-family development, but they felt the problem should be corrected through a text amendment, rather than a site specific variance. As a result, the applicant has applied for the text amendments that will remove the special setback and buffer requirements when the abutting development is not actually single-family residences. This report is, obviously, based on an assumption that the text amendments will be approved since the project would not be moving forward if they are not approved.

The applicant also recognized that the Carriage House residents raised significant concerns with the presentation of the Vanguard east wall to their west sides. The Planning Commission also requested, at the meeting on March 18, that the applicant investigate ways to improve the east façade. In response to these concerns, the building forms have been modified so that a majority of the structure steps down to three stories along the east property line. The parking garage has also been moved westward so that very little of it is visible from the Carriage House property. Finally, most of the building has been shifted west in varying amounts so that the east side setback has changed from a constant 10 feet, to three portions with 10, 15 and 25-foot setbacks moving from south to north. The composition of materials and forms remains largely the same.

Below are the illustrations of the revised development on Parcel 1:

Figure 3: East Elevation



Figure 4: West Elevation

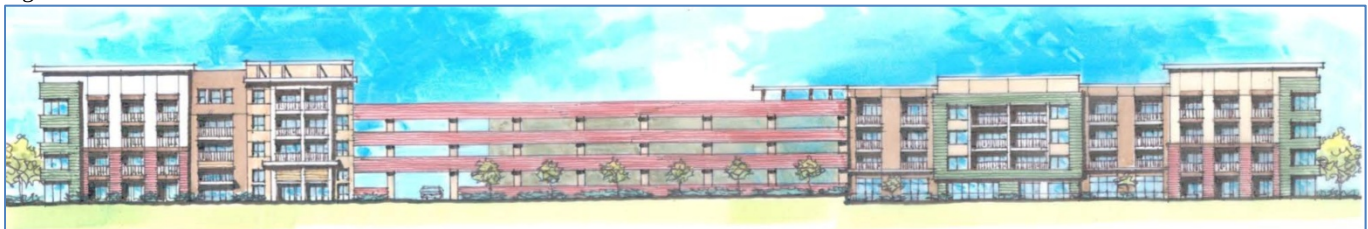


Figure 5: South & North Elevations

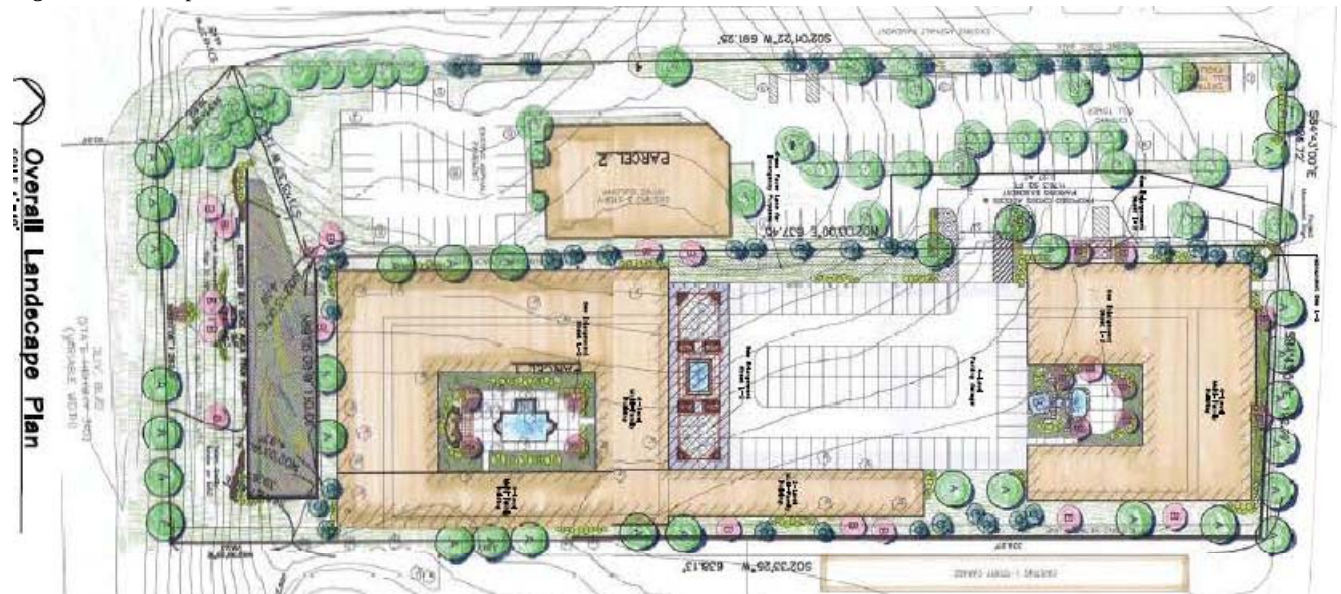


NORTH ELEVATION



SOUTH ELEVATION

Figure 6: Landscape Plan



LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office; Retail	“GC” Core Business District	Old Olive Street Road
South	Monsanto	“RO” Research and Office Park District	Olive Boulevard
East	Multi-Family Residential	“AR” Attached Single Family Residential District	NA
West	Retail, Commercial-Creve Coeur Pavilion	“CB” Core Business District	Pavilion Lane

COMPREHENSIVE PLAN REVIEW

As identified in the prior report, it is the Staff opinion that the proposal represents the kind of large-scale, coordinated development that will bring new investment and a new approach to this declining area that is in keeping with the Comprehensive Plan. To the extent that the new configuration also provide more separation and more tree planting along the east boundary to reduce the impact on the Carriage House condominiums, the project also improves on its compatibility with the adjacent residences; another key goal of the Comprehensive Plan.

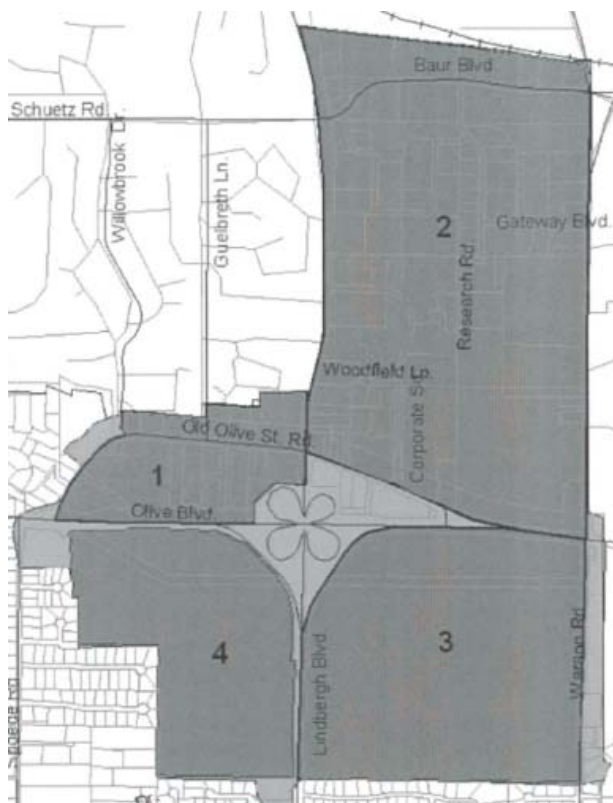


Figure 6: Comprehensive Plan excerpt of the map of the Commerce Center area, with the Key areas designated

The subject property is located in the Commerce Center Action Area of the Comprehensive Plan within the northwest quadrant of Olive Boulevard and Lindbergh Boulevard. The Comprehensive Plan does not provide much direction for this area but characterizes it as a series of underutilized older buildings on irregular lots. The vision for the Commerce Center includes capitalizing on the life science and bio-technical industries where retail shops, restaurants, and personal service business, particularly those providing services to the business and workers in the area, will be encouraged to develop in a small-scale, pedestrian-friendly environment within business parks (page 70).

The Residential Preservation and Economic Development Section states:

3. Encourage the redevelopment of the area between Olive Boulevard and Old Olive west of Lindbergh Boulevard with uses that will serve and complement business park users and their employees. Improve the quality of this development through enforcement of the City’s Design Guidelines, and ensure that redevelopment plans include the “green line” park.

4. Upgrade the architectural quality of the building stock as businesses expand or redevelop.

For some locations, the Comprehensive Plan provides specific recommendations for key properties. In the subject area, identified as Commerce Center 1 area, the Comprehensive Plan indicates that previous land use plans identified the desire for strategic land assemblages to ensure orderly and coordinated development, and the possible need for an area plan (Page 75). It further describes the area as: “Old Olive Street, once the major arterial roadway for the area, now takes on a different role by linking the area to the north to Olive and Lindbergh. Older development flanks both sides of the street and may experience redevelopment pressures in the future...” (Page 75). Although there is a lack of specific development recommendations for this area, the overall theme is one of redevelopment with quality projects and providing services to the adjacent research facilities.

A review of this property and many of those around it show that it has been languishing since the Comprehensive Plan was written. The Parcel 1 property has remained vacant, and the church down the street at 10545 Old Olive Street Road is closing after their Easter Service at the end of the month. The aging Willowbrook retail center has not seen any visual improvements in years and the current business climate is not moving toward more small scale retail development. Complicating matters, the lack of connectivity across Lindbergh Boulevard does not lend itself to further retail redevelopment along Old Olive Street Road.

Indeed, the Comprehensive Plan recommendation to align new projects and services with the nearby, and growing, research facilities and Olive Boulevard commercial corridor still appears to be the best path. To this end, the inclusion of new residential units in the area would offer a complementary use to the businesses, particularly in the nearby life-science industries, where many of the employees prefer to live within walking or biking distance from work, and/or within a walking distance to the existing retail and commercial developments. The localized increase in population would also, presumably, increase the customer base for the existing commercial and retail developments and could spur on further redevelopment efforts. So, whether looking only at the change to the subject property or the potential off-site benefits it could bring, providing new quality residential units in this area appears to meet with the intent of the Comprehensive Plan.

DESIGN GUIDELINES REVIEW

The revised structure has a greater articulation of elevations and variety in the roof-line that is recommended by the Design Guidelines. All sides of the building have equal merit, and the landscape along Olive Boulevard has been revised to include the required street trees and a mix of ornamental trees and shrubs on the hillside to more closely address the “green-line park” objective for Olive Boulevard. Currently, MoDOT does not recommend the installation of sidewalks along Olive Boulevard in this location since there are no pedestrian facilities on the Olive Boulevard bridge over Lindbergh Boulevard. It is their preference that all pedestrians move only to the west via Old Olive Street Road. Appropriately, the applicant is proposing street trees along Old Olive Street Road and a new, detached sidewalk is still included. Finally, the surface parking lot shared with the adjacent office building includes extensive interior landscaping and planted breaks in the rows of parking stalls.

ZONING REVIEW

Issues Update

The prior report discussed the merits of rezoning this property to CB, regardless of the particular project proposed. The staff continue to support this rezoning, especially if the Planning Commission and City Council choose to adopt the alternate text amendment allowing only residential development to utilize the typical CB bulk regulations but requiring non-residential development to continue observing the sky exposure plane and the extended buffers abutting the Carriage House condominiums.

As summarized above, the prior report also called out several departures from the current CB regulations, two of which were obviated by variances granted by the Board of Adjustment (the setback from Olive Boulevard and the above-ground parking garage). The other two (the maximum building height and the

setback from Carriage House) will be addressed if one of the two forms of amendment currently before the Planning Commission is approved (see Staff report on Application #13-023).

Conditional Use Permit

Because the project includes more than 20 dwelling units per acre, it does require issuance of a conditional use permit. Section 405.470, Conditional Uses, prescribes the following conditions for any approval:

31. *Multi-family dwellings (conditional use in the "CB" district).*
 - a. *Shall be located on sites of at least three (3) acres.*
 - b. *The average dwelling unit size shall not be less than nine hundred (900) square feet per unit and no unit shall be less than seven hundred fifty (750) square feet.*
 - c. *At a minimum, fifty percent (50%) of the required vehicular parking shall be provided underground or within a basement garage.*

The proposed site, with the approval of the requested boundary adjustment, will be over three acres. The buildings are based upon satisfaction of the minimum unit size requirements, and the variance granted on May 16th removes the underground parking garage requirement.

With these conditions addressed, staff draws the following conclusions with regard to the minimum standards for approval of a conditional use permit:

1. "Complies with all other applicable provisions of this Chapter including environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this Chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs."
 - Although some issues, such as screening, are subject to the discretion of the Planning Commission and City Council, staff believe all applicable standards have been reasonably met, save for any specific modifications that might be requested by the Commission or Council.
2. "Will contribute to and promote the community welfare and convenience at the specific location."
 - If it is generally agreed that the demand for premium rental housing is increasing in the community with the growth of the high-tech and plant sciences sectors, then the provision of more choices for such housing does promote community welfare and convenience. To the extent that this level of investment in this neighborhood might help improve the overall economic conditions in the area, the project has additional benefits to the community welfare.
3. "Will not cause substantial injury to the value of neighboring property."
 - Determination of value is very difficult when the proposal is for a type of development that is entirely new to an area. Such is the case with this proposal. Nonetheless, the "Commerce Center" area is one that is intended to be dynamic and dominated by commercial development. Carriage House owners are concerned that this project will harm their property values, but if the property were developed as a three-story commercial building the way the current zoning allows by right, staff argue that their values will be harmed even more. Further, the proposed project is built to a higher architectural standard than the condominiums and, compared to vacant property or low-rise commercial, it seems reasonably debatable that the proposal might be the best alternative for the values of this site and those around it.
4. "Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation there from."

- As discussed above, the proposal does appear to meet the provisions of the Comprehensive Plan and the Zoning Code regulations.
5. “Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.”
 - The project will be subject to all standards of the Metropolitan St. Louis Sewer District (MSD) and the City’s Land Disturbance Code and there is nothing inherent in the design that appears to pose a concern with erosion control or stormwater detention.
 6. “Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.”
 - The project, in and of itself, will not impose a burden on the surrounding users or community facilities, and the submitted traffic study concludes that the increase in neighborhood traffic will not reduce conditions to an unacceptable level. City Staff, including Police Traffic Safety officers, are concerned that excessive use of the Pavilion driveway abutting the west property line will create delays at the south end of that driveway. Given that residential populations do not typically show the kind of traffic surges that commercial properties do, and given that there are more efficient routes that are readily ascertainable (using Old Olive to Olive or Lindbergh), it is likely that the long-term traffic impact on the driveway will be acceptable. However, there will probably be a “learning period” where new residents explore the different routes and periods of delay and congestion are possible.

To the extent that the project will create more traffic on Old Olive Street Road, it will also increase the difficulty of making left turns or exiting the other properties. However, there is a continuous center left-turn lane on the street today to help with those turns and the current volumes on Old Olive Street Road are far below the design capacity of the street. MoDOT staff reviewed the site plan and did not identify any issues as they pertain to their rights-of-way. Nonetheless, if the members of the Planning Commission believe that this issue needs to be more fully examined, they should continue the discussion to a subsequent meeting to allow the City’s traffic consultant and MoDOT staff to further evaluate the project and the applicant’s traffic study.

BOUNDARY ADJUSTMENT

The proposal does include a boundary adjustment between the two lots although it is not shown on its own drawing. The effect of the adjustment is to increase the area of the apartments’ lot to at least three acres, while maintaining frontage on Old Olive Street Road for the office building. In the end, the sharing of access and parking across the property lines effectively obscures the distinctions between the properties, and the boundary adjustment should be viewed as a single project. It is typical in commercial developments, where there is a substantial sharing of facilities, for the property lines to largely follow economic priorities rather than a simple, conventional lotting pattern. The site development drawing appears to meet the technical requirements for a boundary adjustment so the adjustment can be approved subject to the condition that a final boundary adjustment plat be prepared for signature prior to recording.

CONCLUSION AND SUGGESTED ACTION

The proposal represents a substantial change for this site that challenges the current zoning arrangement and raises questions about the outcomes intended by the Comprehensive Plan. If built, the project will result in a four-story residential development, at a greater density than previously built in the area, between a three story office building and two, three-story condominium developments; a pattern that is clearly more “Core Business” in nature than “General Commercial.” The revised design appears to meet the design guidelines and the landscape regulations are met. However, there might still be concerns with

the traffic management and the entire project remains contingent upon the passage of the text amendment in Application #13-023.

If the members of the Planning Commission believe that either of these issues warrant further consideration, then the item should be continued to a subsequent meeting. If, however, the Commission Members find that the project meets with the intent of the Comprehensive Plan, that the rezoning of the properties to "CB" District is an appropriate implementation of the Comprehensive Plan goals and provides opportunity for appropriate redevelopment, and that the proposed project and site plan meet all of the standards for approval of the requested conditional use permit, then a recommendation to the City Council on the attached draft ordinance is in order. The rezoning and conditional use permit, along with the associated site development plan, are accommodated in one ordinance and can be disposed in one vote.

Action on the boundary adjustment constitutes a final decision by the Commission and, therefore, requires its own motion and vote. It should be pointed out that action on the boundary adjustment, as a matter of process, should be prior to acting on the project itself. If the members of the Commission are not comfortable acting on the project, the boundary adjustment should not be approved at this time either.

EXAMPLE MOTIONS

The following is an example motion for the boundary adjustment portion of this application:

"I move to approve the boundary adjustment between 10360 and 10420 Old Olive Street Road as discussed in the staff report on Application #13-003 for the meeting of August 20, 2012, subject to the condition that a final boundary adjustment drawing be prepared for signature prior to recording.." (Other conditions may be added, eliminated, altered, and modified by prior motion).

The following is an example motion for the rezoning, conditional use permit and site development plan portions of this application:

"I move to approve the rezoning, conditional use permit and site development plan for the development of the Vanguard Apartments at 10360 and 10420 Old Olive Street Road as discussed in the staff report on application #13-003, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of August 5, 2013." (Conditions may be added, eliminated, or modified by preceding motion).

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

"I move to continue application #13-003 for the four-story, 174 unit residential development at 10360 Old Olive Street Road, referred to as The Vanguard at Creve Coeur project, to September 3, 2013, to allow for further examination of the issues identified by the Planning Commission in our deliberations on August 5, 2013."

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

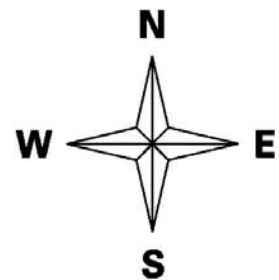
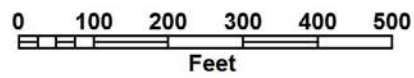
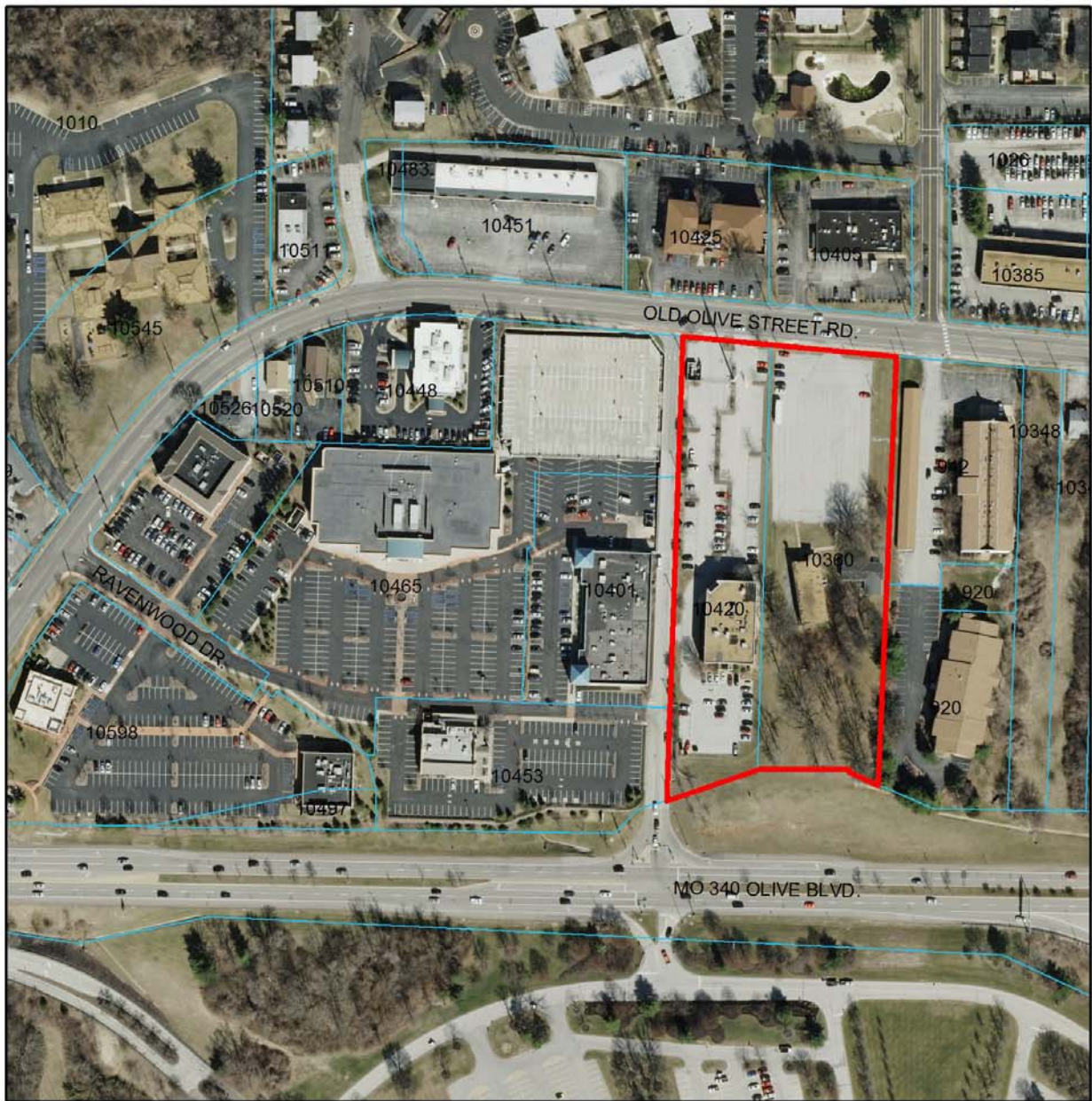
APPENDIX 1: COMPREHENSIVE PLAN

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: March 7, 2013
	Description: View of the existing buildings on the subject properties from the northeast corner of 10360 Old Olive Street Road.
	Description: View of the existing vacant church looking northeast from the south parking lot of 10420 Old Olive Street Road.
	Description: View of the Carriage House Condominiums from the northeast corner of the subject property boundary.

	Description: View of the Carriage House Condominium south building from the south parking lot of 10420 Old Olive Street Road.
	Description: View looking northeast at the commercial development across Old Olive Street Road.
	Description: View of the existing office structure that will remain on 10420 Old Olive Street Road.

	Description: View of the existing office development looking northwest across Old Olive Street Road.
	Description: View looking west along Old Olive Street Road from the northeast corner of the subject properties.
	Description: View looking east along Old Olive Street Road from the northwest corner of the subject properties, Lou Fusz Service Center on the left and the Carriage House Condominium north buildings on the right.



city of CREVE COEUR

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**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-003 REZONING OF 5.26 ACRES TO "CB" CORE BUSINESS
DISTRICT, AND A CONDITIONAL USE PERMIT FOR "THE VANGUARD OF
AT CREVE COEUR" MULTI-FAMILY RESIDENTIAL DEVELOPMENT**

FOR THE MEETING OF: March 18, 2013

LOCATION: 10360 And 10420 Old Olive Street Road

REQUEST: Approval for the rezoning of 5.26 acres from "GC" General Commercial District to "CB" Core Business District, and for a Conditional Use Permit for the development of a 174 unit multi-family residential community located on the eastern parcel at 10360 Old Olive Street Road. The proposed density is 48.33 units per acre. The existing office building at 10420 Old Olive Street Road will remain.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.370(C)(n) states that multi-family dwellings for owner or rental occupancy of more than twenty (20) dwelling units per net acre requires a conditional use permit. City Council makes the final decision on all rezoning and conditional use permits. The "GC" General Commercial District does not permit residential uses. The Carriage House Condominium property to the east is zoned "AR" Attached Single Family Residential. The designation of this property as single family residential prompts the need for several variances from the Board of Adjustment, scheduled to hear the request on April 18, 2013.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed "CB" Core Business District?
- Does the site development plan follow the Design Guidelines?

Comp. Plan References

- Commerce Center Action Area
- Design Guidelines
- Pedestrian Plan

Zoning Code References

- Section 405.290: "AR" Attached Single-Family Residential District
- Section 405.360: "GC" General Commercial
- Section 405.370: "CB" Core Business District
- Section 405.470: Conditional Uses
- Section 405.1040: Board of Adjustment
- Section 405.1060: Zoning Changes And Text Amendments

APPLICANT: David Braswell
Covington Realty Partners
135 N. Meramec Ave, Suite 500
St. Louis, MO 63105

PROPERTY OWNER: Dr. Kent Branson
Pavilion Office Park, LLC.
11630 Studt Avenue
Creve Coeur, MO 63141



REPORT PREPARED BY: *Whitney Kelly*
Whitney Kelly, AICP, City Planner

3/15/2013
Date

ATTACHMENTS: Applicant's Materials submitted March 8, 2013

DEVELOPMENT HISTORY

The property located at 10360 Old Olive Street Road is 2.73 acres and was originally developed in 1964 as a church and residence. The lot width is 192.79 feet along Old Olive Street Road. It was subsequently zoned "GC" General Commercial. The church and home have been vacant for approximately seven years. The property located at 10420 Old Olive Street Road is 1.93 acres and was originally built in 1980 as a three-story office building. Currently zoned "GC," the property has non-conforming site coverage of 71%. The applicant will also be purchasing 0.6 acres of excess Olive Boulevard right-of-way from MoDOT to adjoin with 10360 Old Olive Street Road. Total project area is 5.26 acres

The Carriage House Condominiums, located on the 2.8 acre property directly to the east, were developed in 1981 under the "P" Multi-Family District designation. The Phase I building is a three-story, 40-unit residence, and the Phase II building is a three-story, 24 unit residence. Initial approval of the development permitted 40 units for each building. The property was rezoned to "MR" and then to "AR" Attached Single Family Residential District in 1999, and was nonconforming in district size, site density, and site coverage for both "MR" and "AR" designations, which required a minimum district size of five acres and maximum density per acre of 20 units. The density for the site is 23 units per net acre. At the time of the rezoning to "AR," discussion included the impact on any future redevelopment of the property located at 10360 Old Olive Street Road and to the east of the Carriage House, due to the required buffer necessary with the single family designation. For the "GC" District, the minimum buffer yard would be 25 feet.

PROPOSED PROJECT

The applicant is seeking to rezone the properties of 10360 and 10420 Old Olive Street Road from "GC" General Commercial to "CB" Core Business District in order to allow for a multi-family development with 48.33 units per acre through the conditional use permit process. Included in the request is a boundary adjustment to adjust the property boundaries between the two lots, to transfer ownership of the access from Old Olive Street Road to the apartment complex, and the inclusion of additional right-of-way from MoDOT. This will create 3.6 acres for the multi-family residence site (Parcel 1) with proposed site coverage of 61%. The existing office building will have a site area of 1.66 acres and the non-conforming site coverage will be decreased from 71% to 69%. However, the adjusted Parcel 2 lot width will be decreased from 126.72 feet along Old Olive Street Road to 76.64 feet, with a cross-access easement for the parking and entrance from Old Olive Street Road.

Below is a close up of the project area:

Figure 1: Existing Lot Configuration

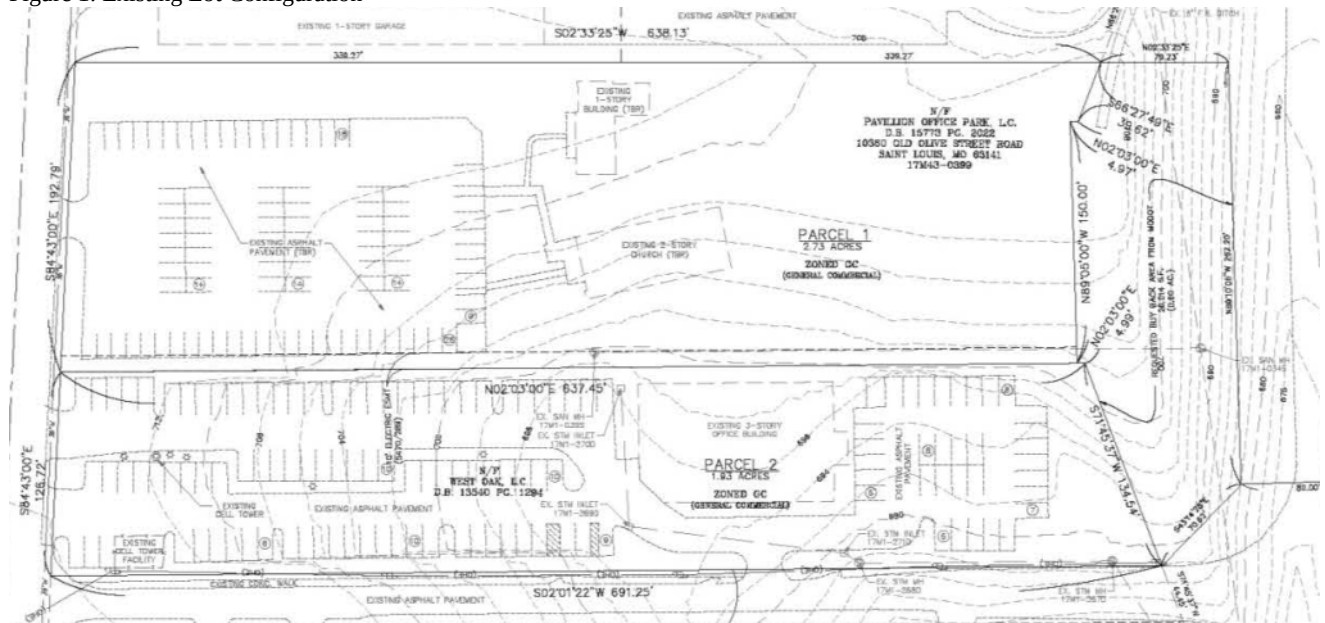
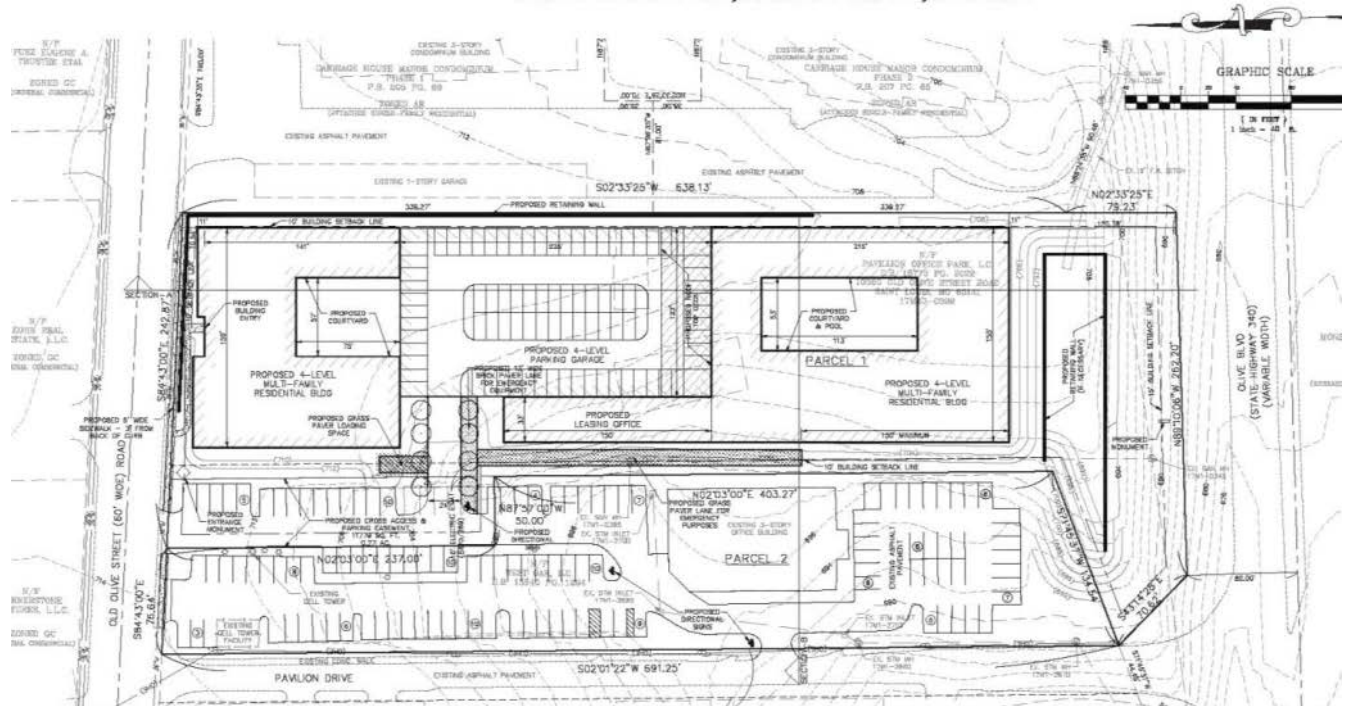


Figure 2: Proposed Lot Configuration



Parcel 1 Multi-Family Residential Development proposal

The development on Parcel 1 includes two main residential buildings with a total of 174 units, situated north and south on the property with the above ground parking structure between them. The Design Guidelines and Zoning Code require, for a multi-family residential development (conditional use in the "CB" Core Business district), that a minimum of 50% of the required vehicular parking be provided underground or within a basement garage [Section 405.470(34)(c) multi-family dwellings]. The applicant currently has an application before the City of Creve Coeur's Board of Adjustment for a variance from this requirement, as well as setback requirements along Olive Boulevard, and the buffer yard requirement from the "AR" District. See discussion below for further information.

Below are the proposed elevations for the development on Parcel 1:



Figure 3: West Elevation

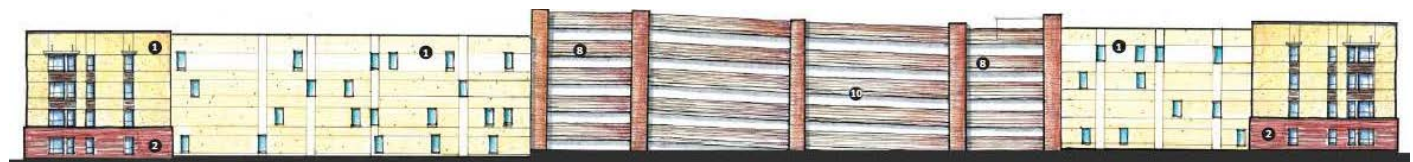


Figure 4: East Elevation



Figure 5: South & North Elevations



Figure 6: Landscape Plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office; Retail	“GC” Core Business District	Old Olive Street Road
South	Monsanto	“RO” Research and Office Park District	Olive Boulevard
East	Multi-Family Residential	“AR” Attached Single Family Residential District	NA
West	Retail, Commercial-Crepe Coeur Pavilion	“CB” Core Business District	Pavilion Lane

COMPREHENSIVE PLAN REVIEW

The subject property is located in the Commerce Center Action Area of the Comprehensive Plan within the northwest quadrant of Olive Boulevard and Lindbergh Boulevard. The Comprehensive Plan does not provide much direction for this area but characterizes it as a series of underutilized older buildings on irregular lots. The vision for the Commerce Center includes capitalizing on the life science and bio-technical industries where retail shops, restaurants, and personal service business, particularly those providing services to the business and workers in the area, will be encouraged to develop in a small-scale, pedestrian-friendly environment within business parks (page 70).

The Residential Preservation and Economic Development Section state:

3. *Encourage the redevelopment of the area between Olive Boulevard and Old Olive west of Lindbergh Boulevard with uses that will serve and complement business park users and their employees. Improve the quality of this development through enforcement of the City's Design Guidelines, and ensure that redevelopment plans include the "green line" park.*
4. *Upgrade the architectural quality of the building stock as businesses expand or redevelop.*

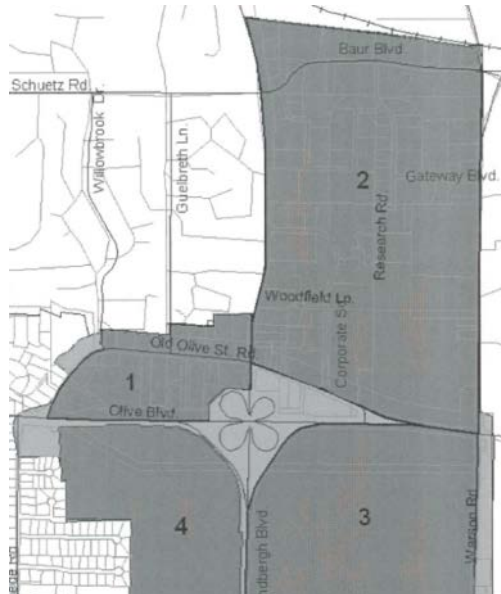


Figure 7: Comprehensive Plan excerpt of the map of the Commerce Center area, with the Key areas designated

For some locations, the Comprehensive Plan provides specific recommendations for key properties. In the subject area, identified as Commerce Center 1 area, the Comprehensive Plan indicates that previous land use plans identified the desire for strategic land assemblages to ensure orderly and coordinated development, and the possible need for an area plan (Page 75). It further describes the area as: "Old Olive Street, once the major arterial roadway for the area, now takes on a different role by linking the area to the north to Olive and Lindbergh. Older development flanks both sides of the street and may experience redevelopment pressures in the future..." (Page 75). Although there is a lack of specific development recommendations for this area, the overall theme is one of redevelopment with quality projects and providing services to the adjacent research facilities.

A review of this property and many of those around it show that it has been languishing since the Comprehensive Plan was written. The Parcel 1 property has remained vacant, and

the church down the street at 10545 Old Olive Street Road is closing after their Easter Service at the end of the month. The aging Willowbrook retail center has not seen any visual improvements in years and the current business climate is not moving toward more small scale retail development. Complicating matters, the lack of connectivity across Lindbergh Boulevard does not lend itself to further retail redevelopment along Old Olive Street Road.

Indeed, the Comprehensive Plan recommendation to align new projects and services with the nearby, and growing, research facilities and Olive Boulevard commercial corridor still appears to be the best path. To this end, the inclusion of new residential units in the area would offer a complementary use to the businesses, particularly in the nearby life-science industries, where many of the employees prefer to live within walking or biking distance from work, and/or within a walking distance to the existing retail and commercial developments. The localized increase in population would also, presumably, increase the customer base for the existing commercial and retail developments and could spur on further redevelopment efforts. So, whether looking only at the change to the subject property or the potential off-site benefits it could bring, providing new quality residential units in this area appears to meet with the intent of the Comprehensive Plan.

DESIGN GUIDELINES REVIEW

The Design Review Guidelines provide specific direction for the redevelopment of properties including the recommendations for high quality, pedestrian scale and walkable areas, and avoid spatial gaps and interruptions along the "streetscape" caused by parking or other non-pedestrian elements, such as building gaps, driveways, and service entries. Further the Design Guidelines provide specific recommendations for Multi-Family/Attached Residential Developments that encourage developments to respect the scale and character of any residential neighborhood. And building facades should be articulated by using color, arrangement or change in materials to emphasize the façade elements, with individual dwelling units architecturally expressed. The project includes a new separated sidewalk with a three foot landscaped

buffer, as recommended by in the Pedestrian Plan to create a more pedestrian friendly atmosphere. Overall, the project meets with all of the Design Guidelines recommendations. However, Staff recommends that specific discussion on issues such as the equal treatment of all façades and fulfillment of the “green line park” along Olive Boulevard should be postponed until the Commission has addressed larger issues related to the appropriateness of the development for this site and the expansion of the “CB” District (see below). Also, the viability of the entire project is dependent upon the decisions of the Board of Adjustment in April (see below).

ZONING REVIEW

Appropriate Expansion of the “CB” District

The “CB” district is the only viable option for these two properties because residential uses are not permitted in the existing “GC” district, offices are not allowed in the “AR” Attached Single-family Residential district, and the “CB” district is the only zoning district that would allow, through the conditional use permit process, for the proposed density of 48.33 units per acre, on a site of 3.6 acres.

As with any rezoning, it is important to remember that, should the project never get built, the rezoning will remain and the Commission should be satisfied that all of the uses in the proposed district (“CB” District in this case) are a better option for the subject property. For guidance on this broad question of whether or not any rezoning should be considered, Section 405.1060.E provides the following:

Zoning regulations should be changed if the public welfare is not served by the zoning or if the public interest served by the zoning is greatly outweighed by the detriment to private interests. In making this determination, the City should consider the adaptability of the subject property to its zoned use and the effect of zoning on property value in assessing private detriment. The character of the neighborhood, the zoning and uses of nearby property, and the detrimental effect that a change in zoning would have on other property in the area are relevant to the determination of public benefit.

As indicated above, the area along Old Olive Street Road, west of Lindbergh Boulevard, has been languishing with older commercial developments and very little sustained investment in the existing development or redevelopment. What little has occurred, has been in the form of a few office buildings and a new car showroom (Lou Fusz Subaru), all of which are as easily accomplished under the “CB” district as the “GC” district. In other words, the “GC” district zoning has not served any unique development interest. Further, the small scale development that is the primary focus of the “GC” district has not performed well in this area; it has not had any special benefit to property values and it will never see the volume of traffic that supports the retail development on Olive Boulevard. The area, especially the south side of Old Olive Street Road, is largely removed from residential areas to the north, and if it were to become the “Commerce Center” as it is referred to in the Comprehensive Plan, it will not have detrimental effects on other properties in the area any differently than the other, highly successful, Core Business districts in the City.

Assuming the Planning Commission believes there may be sufficient public or private interests that could be served by the proposed rezoning and the associated project, and regardless of the applicant’s pragmatic interest in the “CB” district, the Commission must also believe that the proposal furthers the purpose of the district. The stated purpose of the “CB” District is:

SECTION 405.370: “CB” CORE BUSINESS DISTRICT

- A. *Purpose And Intent. The “CB” Core Business District is intended by site concept and site development plan approval (see Section 405.1080) to guide and control private development and redevelopment of the major business districts of the City of Creve Coeur in coordination with related public improvements and services. Specifically, the district is intended to:*

1. *Relate the development of retail, office and multi-family residential uses servicing both a City-wide and subregional service area to an adopted development plan for the major business areas including land use, phasing and public improvement elements.*

Although the project has only a minor benefit to public improvements (the reduction in the excess right-of-way on Olive Boulevard), it does expand the multi-family residential presence in an area that wants for more customers and new development. Thus the proposed redevelopment of the site would appear to meet with the overall purpose of the district for the area.

Dimensional Issues

The project area is adjacent to the Pavilion Shopping Center which is zoned "CB" Core Business, so there is no minimum district size issues and both parcels meet the minimum lot area requirement. There are, however, conflicts with a number of other dimensional regulations, as outlined below:

SECTION 405.370: "CB" CORE BUSINESS DISTRICT

- E. *Dimensional Regulations. The following area and yard regulations apply in the "CB" Core Business District.*
 2. *Lot size requirements.*
 - b. *Minimum lot width. One hundred (100) feet.*

As indicated above, the applicant is proposing a boundary adjustment between the two properties, reducing the minimum lot width of Parcel 2 from 126.72 to 76.64 feet. Prior to any boundary adjustment this would need to be revised to meet with the above district requirement. However, since this would not impact the overall development, Staff does see this as a critical issue. Any condition of approval will require this change.

SECTION 405.370: "CB" CORE BUSINESS DISTRICT

- E. *Dimensional Regulations. The following area and yard regulations apply in the "CB" Core Business District.*
 3. *Building bulk regulations.*
 - a. *Maximum structure height. No building or structure shall exceed four (4) stories or sixty (60) feet in height. Developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height receive a conditional use permit in accordance with Section 405.1070. In addition, properties adjacent to any single-family residential zoning district shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located forty-five (45) feet above grade and one hundred (100) feet from the property line on the non-residential site and will have a slope of thirty degrees (30°) rising towards the center of the site. No portion of the building or structure shall penetrate this sky exposure plane.*

The applicant has provided the graphic below to demonstrate the conflict between the requirements of the sky exposure plane and the proposed building:

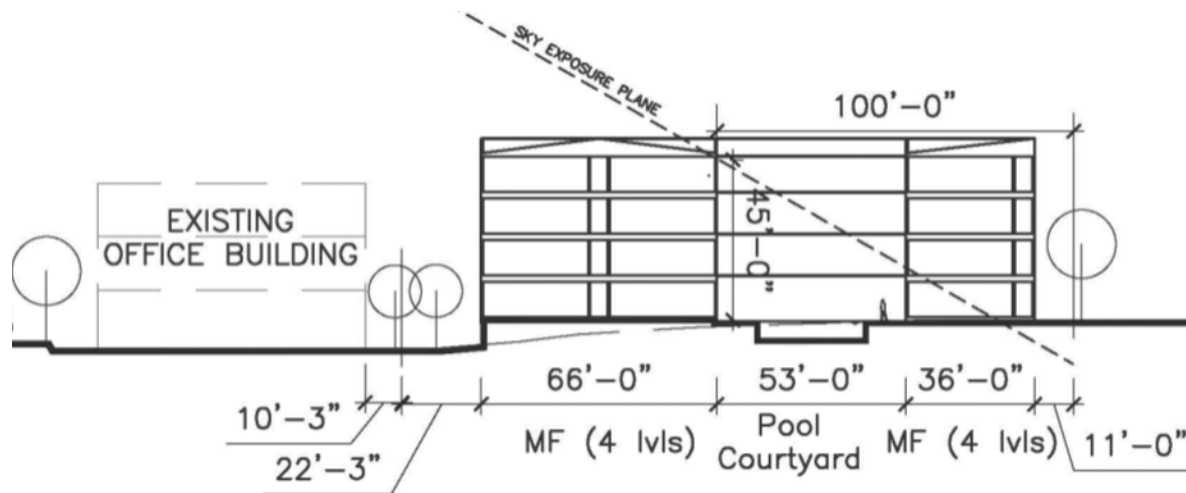


Figure 8: Sky Exposure Plane

The portions of the building above the dashed line labeled “Sky Exposure Plane” are not permissible under this regulation. A variance will be required to build in that area.

SECTION 405.370: "CB" CORE BUSINESS DISTRICT

E. *Dimensional Regulations.* The following area and yard regulations apply in the "CB" Core Business District.

4. *Yard and setback requirements.*

- a. (2) Maximum front yard for parcels fronting Olive Boulevard. A building or structure shall be located a maximum of eighty (80) feet from established right-of-way. The provisions of Section 405.240 shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way, excluding building placement, shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals.

The applicant is negotiating the purchase of a 120-foot wide strip of additional green space along Olive Boulevard from MoDOT in order to increase the greenspace on the site and provide an area for stormwater detention. However, a condition of the sale of the property is that no structure, nor access, will be allowed within the purchase area. Therefore, the proposed building cannot be located within 80 feet from the reconfigured Olive Boulevard right-of-way, thus raising another question before the Board of Adjustment.

SECTION 405.370: "CB" CORE BUSINESS DISTRICT

E. *Dimensional Regulations.* The following area and yard regulations apply in the "CB" Core Business District.

4. *Yard and setback requirements.*

- d. Buffer yards. Notwithstanding the provisions of Sections 405.370(E)(4)(b) and 405.370(E)(4)(c) above, any tract or site abutting a single-family residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. The setback for buildings exceeding three (3) stories or forty-five (45) feet in height shall be increased to two hundred (200) feet. An additional two (2) feet of buffer yard shall be provided for every foot of building height exceeding forty-five (45) feet. The buffer area resulting from

these setback requirements 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.

The proposed side setback is 11 feet, where the typical minimum allowed is 10 feet, but the preceding calls for a 200-foot buffer yard because the building is over three stories and adjacent to an “AR” Attached Single Family Residential District. Even if the building were three stories, it would still not meet the 50-foot buffer yard requirement. It is interesting to note that the requirements for the sky exposure plane and buffer yard would be inconsistent with the recommendations of the Comprehensive Plan and Design Guidelines to avoid spatial gaps and interruptions along the “streetscape”. These are also issues to be before the Board of Adjustment.

Conditional Use Permit

The prerequisites for the conditional use process, as applied to this use, are as follows:

SECTION 405.470: CONDITIONAL USES

34. *Multi-family dwellings (conditional use in the "CB" district).*
- a. *Shall be located on sites of at least three (3) acres.*
 - b. *The average dwelling unit size shall not be less than nine hundred (900) square feet per unit and no unit shall be less than seven hundred fifty (750) square feet.*
 - c. *At a minimum, fifty percent (50%) of the required vehicular parking shall be provided underground or within a basement garage.*

The applicant is proposing to structure the parking above ground between the residential buildings, thus providing an effective screening of the structure along Old Olive Street Road and Olive Boulevard, in keeping with the intent of the Design Guidelines and the above requirements, which is to limit the appearance of such structure. However, the Board of Adjustment will need to grant a variance to allow all of the parking to be above ground. The applicant has indicated that decreasing the height of the development to three floors is cost prohibitive due to the requirement of a structured garage. Further, undergrounding 50% of the parking effectively prohibits any residential development. The developers of the Kings Landing project received a variance based on this same reasoning.

Assistance to the Board of Adjustment

As indicated above, the applicant is pursuing several variances with the Board of Adjustment. In deliberating on the merits of the variances, the Board must contemplate the following findings:

SECTION 405.1110: VARIANCES AND APPEALS

- D. *Criteria For Variances, Generally. The Board of Adjustment shall not grant a variance as authorized herein unless it shall, in each case, make specific written findings of fact directly based upon the particular evidence presented to it that support all of the following conclusions:*
1. *The variance requested arises from a condition which is unique to the property in question and which is not ordinarily found in the same zoning district;*
 2. *The variance requested is because of a unique hardship not created by the applicant or owner of the property;*
 3. *The granting of the variance shall not adversely affect adjacent property owners or residents;*
 4. *The strict application of the provisions of this Chapter from which a variance is requested will cause severe practical difficulty or extreme hardship for the property owner represented in the application;*
 5. *The variance desired will not adversely affect the public health, safety, order, convenience or general welfare of the community; and*

6. *Granting the variance desired will not violate the general spirit and intent of this Chapter.*

While there is no suggestion here that the Planning Commission should attempt to dictate findings to the Board of Adjustment, it will be difficult for the Board to assess adverse impacts upon the public health, safety, order, convenience or general welfare of the community and determine what the general spirit and intent of the Zoning Ordinance is given the above discussion that raises questions regarding the best way for this property to fulfill the goals of the Comprehensive Plan and fulfill the purposes of the “CB” zoning district. Indeed, absent a need for a variance, it is typically the Planning and Zoning Commission’s purview to determine the appropriateness of the project with the Comprehensive Plan and with Zoning District regulations, as well as the compatibility with the surrounding area. On the other hand, when so many variances are needed, one must question if this project is simply not right for this location.

It is the hope of the staff that by agreeing or disagreeing with the analysis in this report, the Planning and Zoning Commission will generate comments that might assist the Board of Adjustment in its review.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site that challenges the current zoning arrangement and raises questions about the outcomes intended by the Comprehensive Plan. If built, the project will result in a four-story residential development, at a greater density than previously built in the area, between a three story office building and two, three-story condominium developments; a pattern that is clearly more “Core Business” in nature than “General Commercial.” For the most part, the design considerations regarding the architecture and landscaping are met. However, a full review has not been completed at this time due to the significant issues pending before the Board of Adjustment. As suggested above, staff is seeking direction from the Commission to assist the Board in its review. Specific questions are:

- Does the project meet with the intent of the Comprehensive Plan, or does the lack of direction within the Plan raise too many questions to reach a justifiable conclusion?
- Did the City’s prior action of rezoning the adjacent property to “AR” Attached Single Family Residential create burdens on the adjoining properties that conflict with the Comprehensive Plan?
- Would the proposed residential development offer an acceptable density for the area, or does the Commission wish to see a lower level of development with a maximum of three floors, more in keeping with the existing “GC” District regulations? Does this include residential or only commercial development?

SUGGESTED ACTION

After receiving all testimony and discussing matters at hand, staff request that the Planning and Zoning Commission provide specific direction on the proposal. If the Commission Members find that the proposal is not in keeping with the Comprehensive Plan and are not comfortable with the proposed density that the “CB” District would allow, then they should vote to make a recommendation at the meeting.

If the Commission Members find that the project meets with the intent of the Comprehensive Plan and that the rezoning of the properties to “CB” District provides for the opportunity for further redevelopment, then Staff requests that the Commission vote to continue the matter to a subsequent date following the decision of the Board of Adjustment, in order to incorporate the Board’s decision and prepare the appropriate draft ordinances. The Board of Adjustment is scheduled to review the variance requests at its meeting on Thursday, April 18th. The next Planning and Zoning Commission meeting following will be May 6th.

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 #13-003, the rezoning of 10360-10420 Old Olive Street Road to “CB” Core Business District and the Conditional Use Permit for the four-story, 174 unit residential development at 10360 Old Olive Street Road, referred to as The Vanguard Creve Coeur project, to May 6, 2013, to allow for Staff to prepare the draft ordinances.”

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

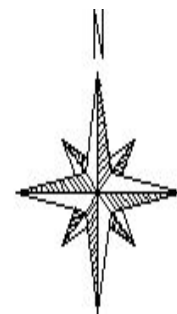
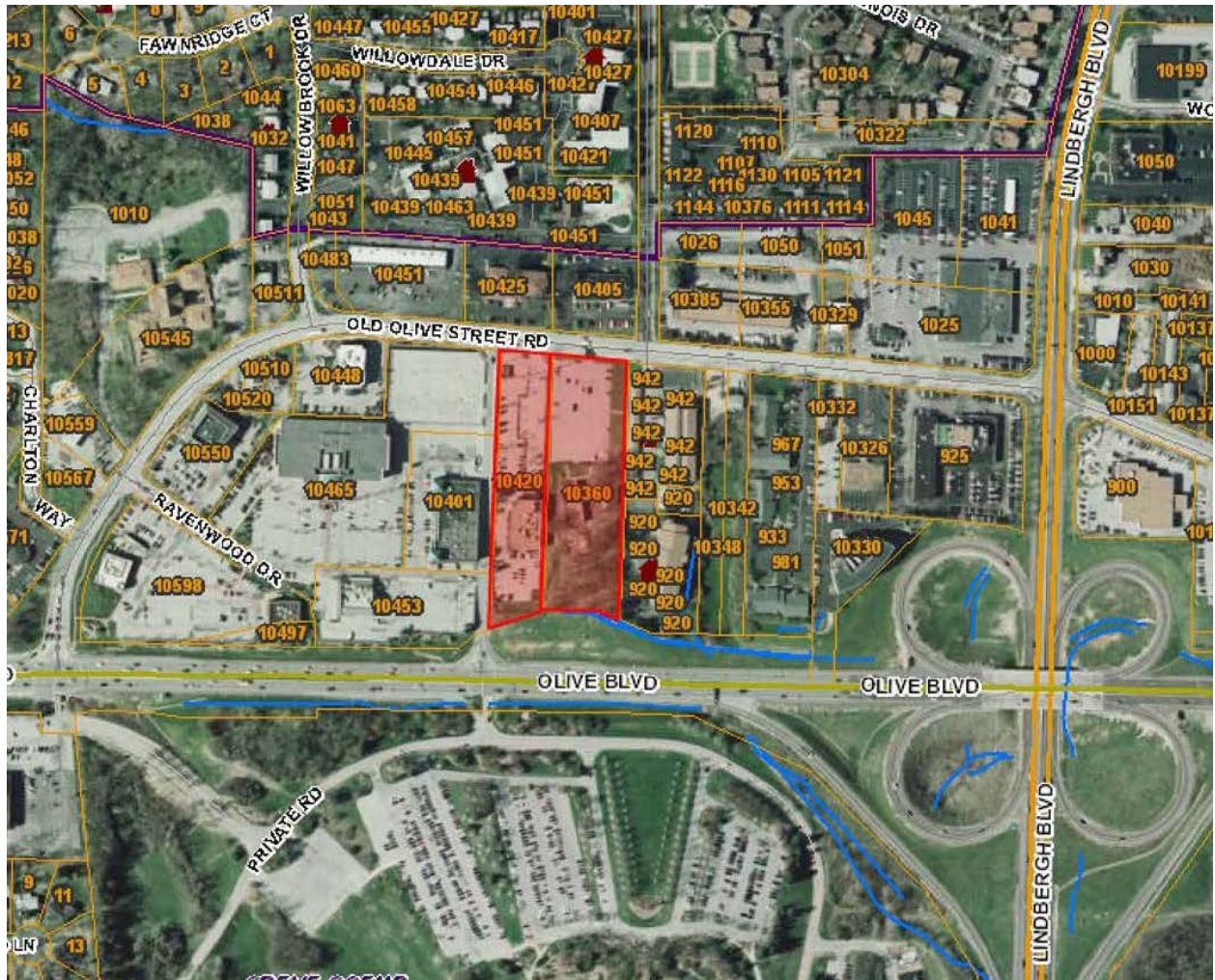
APPENDIX 1: COMPREHENSIVE PLAN

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



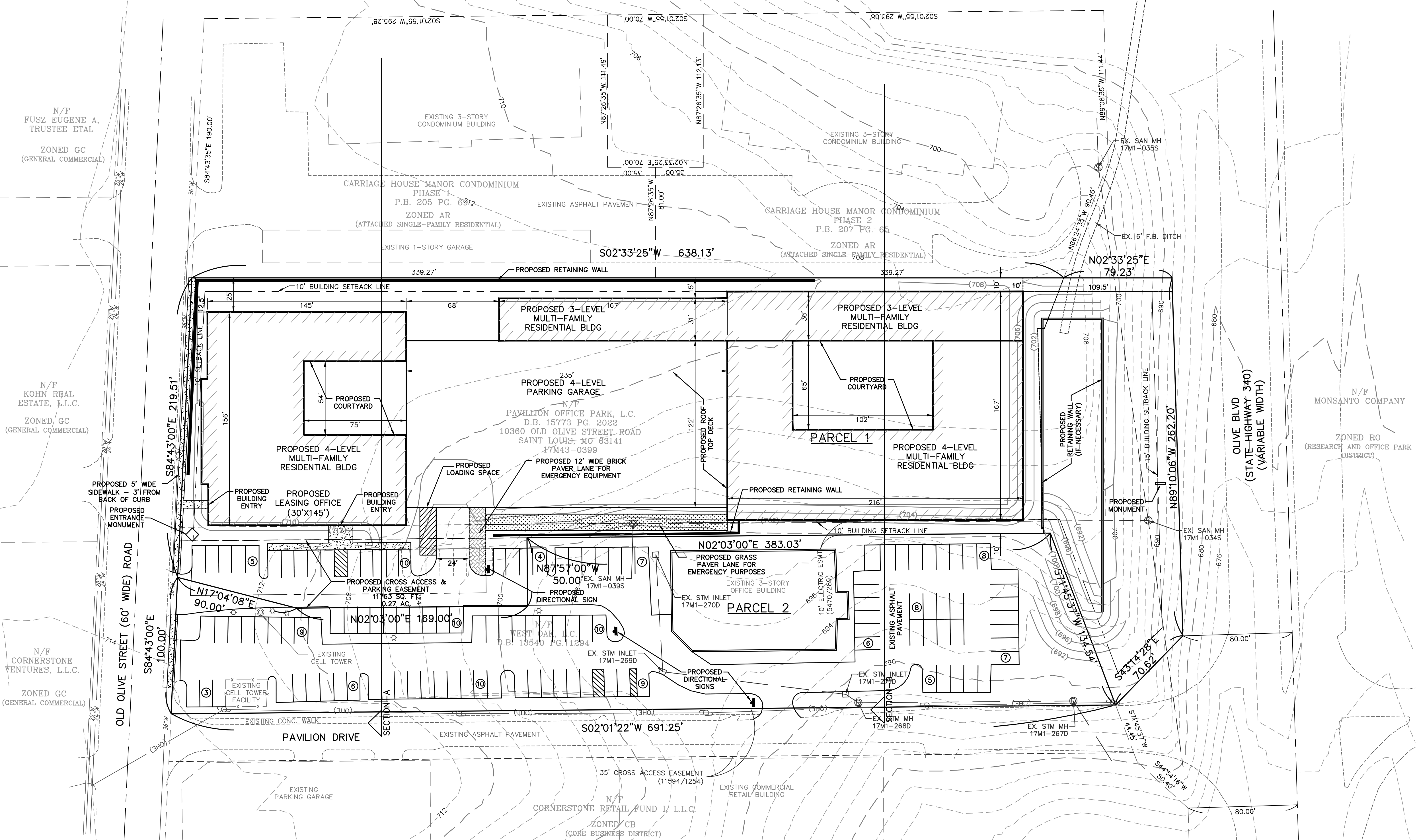
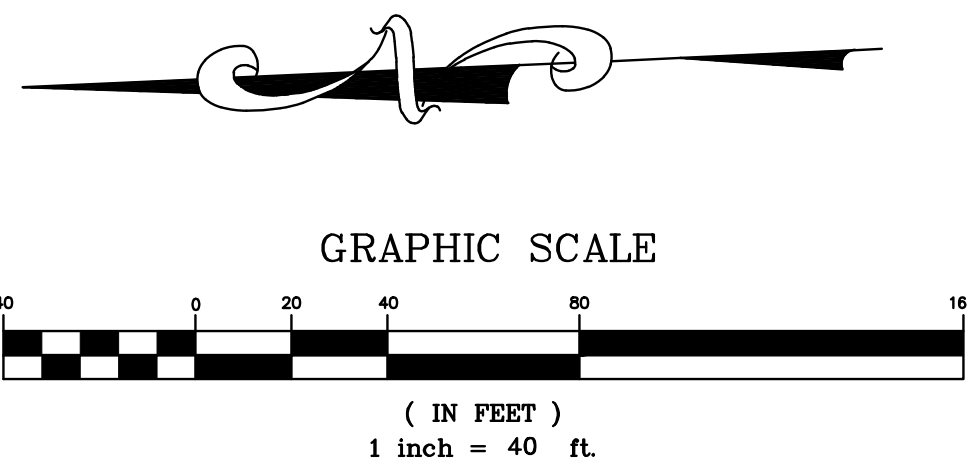
APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:
	Description: View of the existing buildings on the subject properties from the northeast corner of 10360 Old Olive Street Road.
	Description: View of the existing vacant church looking northeast from the south parking lot of 10420 Old Olive Street Road.
	Description: View of the Carriage House Condominiums from the northeast corner of the subject property boundary.

	Description: View of the Carriage House Condominium south building from the south parking lot of 10420 Old Olive Street Road.
	Description: View looking northeast at the commercial development across Old Olive Street Road.
	Description: View of the existing office structure that will remain on 10420 Old Olive Street Road.

	Description: View of the existing office development looking northwest across Old Olive Street Road.
	Description: View looking west along Old Olive Street Road from the northeast corner of the subject properties.
	Description: View looking east along Old Olive Street Road from the northwest corner of the subject properties, Lou Fusz Service Center on the left and the Carriage House Condominium north buildings on the right.

THE VANGUARD AT CREVE COEUR

A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



- GENERAL NOTES:**
- THIS SITE IS IN THE FOLLOWING DISTRICTS:
MSD SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT
LADUE SCHOOL DISTRICT
 - THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
MISSOURI AMERICAN WATER DISTRICT
AMEREN UE
LACLEDE GAS COMPANY
 - SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY MSD.
 - STORM WATER SYSTEMS SHALL BE DESIGNED PURSUANT TO THE REQUIREMENTS OF CITY OF CREVE COEUR AND SHALL DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT.
 - THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS TO BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS. ALL SEWERS SHALL BE A MINIMUM OF 10' FROM THE BUILDING, EXCEPT AS SHOWN ON THE PLANS.
 - GRADING SHALL BE PER CITY OF CREVE COEUR STANDARDS.
 - LIGHTING OF DRIVES AND PARKING AREAS SHALL BE PER CITY OF CREVE COEUR STANDARDS.
 - ALL SIDEWALKS SHALL BE 4' WIDE MINIMUM AND COMPLY WITH CITY OF CREVE COEUR ADA STANDARDS.
 - THIS PLAT IS NOT FOR RECORD.
 - NO KNOWN WETLANDS ARE ON THE SUBJECT PROPERTY.
 - NO GRADED SLOPES SHALL EXCEED 3 FEET (horizontal) TO 1 FOOT (vertical).
 - ALL NEW UTILITIES SHALL BE LOCATED UNDERGROUND.

ISSUE	REMARKS/DATE
1	2-19-13 REV. PER CITY/CLIENT COMMENTS
2	3-8-13 REV. PER CITY/CLIENT COMMENTS
3	7-10-13 REV. PER CITY/CLIENT COMMENTS

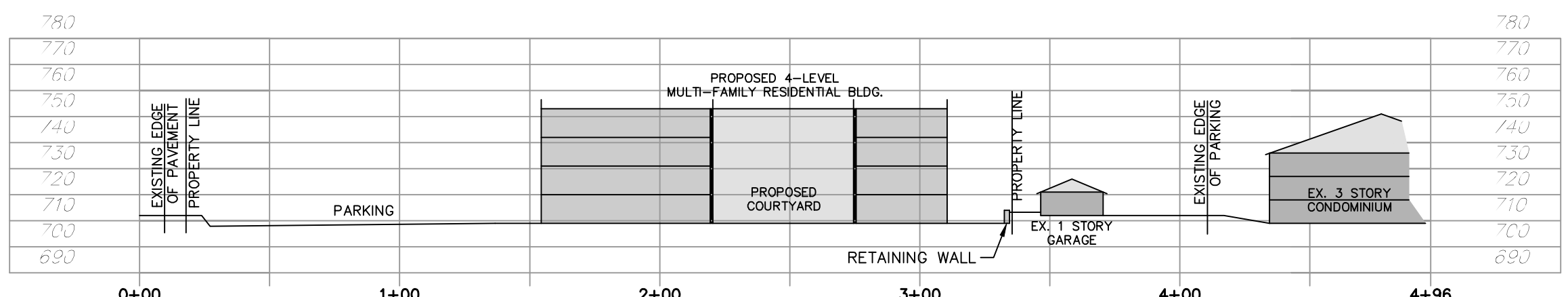
Covington Development, LLC
135 North Meramec Avenue, Suite 500
St. Louis, Missouri 63105
Ph. 314-727-2424
Fax 314-727-2434

THE **STERLING** CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63120
Ph. 314-487-0440 Fax 314-487-8944
www.sterling-eng-survey.com
Corporate Certificate of Authority #001348

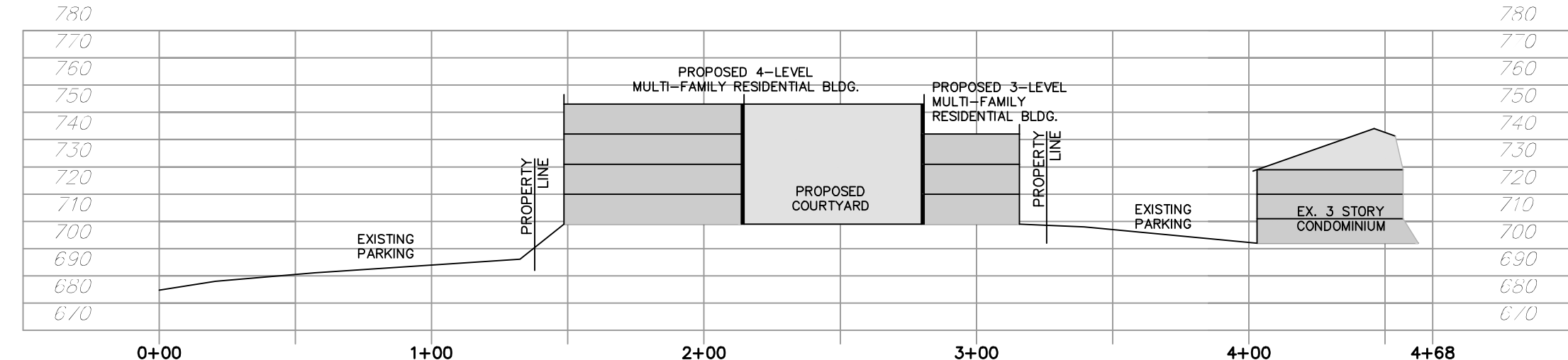
The Vanguard
at Creve Coeur
CREVE COEUR, MISSOURI
SITE CONCEPT PLAN
SITE IMPROVEMENTS

Date: 7/10/2013
Rodney Arnold
License No. PE-2002016612
Civil Engineer

Job Number
12-09-241
Date
09-04-13
Designed: _____ Sheet
Drawn: _____ **1**
Checked: _____ PRE



SECTION A
SCALE: 1"=50' VERTICAL AND HORIZONTAL



SECTION B
SCALE: 1"=50' VERTICAL AND HORIZONTAL

MSD Base Map 17M
MSD P #
Highway & Traffic #

The Vanguard at Creve Coeur

Creve Coeur, Missouri



DATE: 1/18/2013
DESIGNED: 1/18/2013
DRAWN: 1/18/2013
CHECKED: PRE

Covington Development, LLC
 135 North Meiners Avenue, Suite 500
 St. Louis, Missouri 63105
 Tel: 314-487-2424
 Fax: 314-727-2424

THE STERLING CO
ENGINEERS & SURVEYORS
 5505 New Braunfels Road
 St. Louis, Missouri 63112
 Tel: 314-487-0440 Fax: 314-487-5644
 Corporate Certificate of Authority #001348

The Vanguard at Creve Coeur
 CREVE COEUR, MISSOURI
 AERIAL PHOTOGRAPH

DATE: 1/18/2013	DESIGNED: 1/18/2013
LOANED: 1/18/2013	DRAWN: 1/18/2013
CHECKED: PRE	CHECKED: PRE

MSD Base Map 174
 MSD P #
 Highway & Traffic #

*A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI*



EXISTING PROJECT DATA – PARCEL 1

1. GROSS AREA: 2.73 ACRES
2. EXISTING ZONING: GC - GENERAL COMMERCIAL
3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 0.99 ACRES = 36%
TOTAL GREEN SPACE OF PARCEL: 1.74 ACRES = 64%

EXISTING PROJECT DATA – PARCEL 2

1. GROSS AREA: 1.93 ACRES
2. EXISTING ZONING: GC - GENERAL COMMERCIAL
3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.37 ACRES = 71%
TOTAL GREEN SPACE OF PARCEL: 0.56 ACRES = 29%

EXISTING PROJECT DATA - MODOT BUY BACK

3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 0.01 ACRES = 2%
TOTAL GREEN SPACE OF PARCEL: 0.99 ACRES = 98%

FLOOD NOTE:

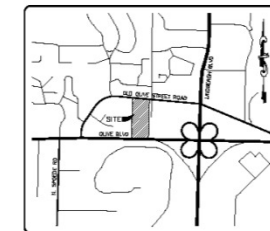
ACCORDING TO THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI, AND INCORPORATED AREAS (COMMUNITY PANEL NUMBER 29189C0166 & DATED AUGUST 23, 2000), THIS PROPERTY DOES NOT LIE WITHIN AREAS OF 500-YEAR FLOOD.

SURVEYOR CERTIFICATION:

THIS IS TO CERTIFY THAT WE HAVE, DURING THE MONTH OF JANUARY 2013, AT THE REQUEST OF COVINGTON DEVELOPMENT, LLC, PREPARED A SITE CONCEPT PLAN OF THE VANGUARD AT CREVE COEUR "A" TRACT OF LAND IN THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 1, TOWNSHIP 48 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI. THIS PLAN IS NOT A SURVEY AND DOES NOT MEET THE "MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS" (10 CSR 30-2 AND 4 CSR 30-18) EFFECTIVE DATE DECEMBER 30, 1984).

THE STERLING COMPANY
MO. REG. L.S. - #2336

GEORGE J. DOWER - VICE PRESIDENT

MSD Base Map 17M
MSD P #
Highway & Traffic #

EXISTING		LEGEND		PROPOSED
-S&Z		CONTOURS		(-H&Z)
1:500		SPOIL ELEVATIONS		XXXXX
		CENTER LINE		
		BUILDINGS, ETC.		
		TREE LINE		
		FENCE		
		SILTATION CONTROL FENCE		
		STORM SEWERS		
		DRAIN BASIN		
		AREA INLET		
		GRADED INLET		
		DOUBLE CURB INLET		
		STORM WARDOLE		
		SEWERAGE MANHOLE		
		FLARED END SECTION		
		CLEANOUT		
		LATERAL CONNECTION		
		UTILITY OR POWER POLE		
		HYDROGRAP		
		TEST SILE		
		PAYMENT		
		GAS MAIN & SIZE		
		WATER MAIN & SIZE		
		TELEPHONE		
		ELECTRIC (C) UNDERGROUND		
		ELECTRIC (O) OVERHEAD		
		FLOW LINE		
		TO BE REMOVED		
		TO BE REMOVED & RELOCATED/REPLACED		
		TOP OF BRIDGE		
		SINGLE		
		LIGHT STANDARDS		
		STEEL SIGN		
		PARKING STALLS		
		YARD LIGHT		



GRAPHIC SCALE

(IN FEET)
1 inch = 40 f

SIGLE	REMARQUE DATE
1	2-19-13 REV. PER CITY/CLIENT COMMENTS
2	3-6-13 REV. PER CITY/CLIENT COMMENTS

Covington Development, LLC
135 North Meramec Avenue, Suite 500
St. Louis, Missouri 63105
Ph. 314-727-2424
Fax 314-727-2434

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgardner Road
St. Louis, Missouri 63129
Ph 314-437-0440 Fax 314-437-8644

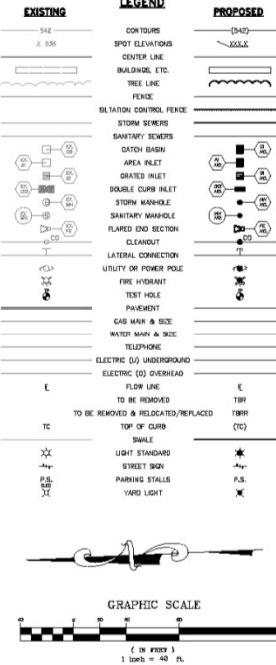
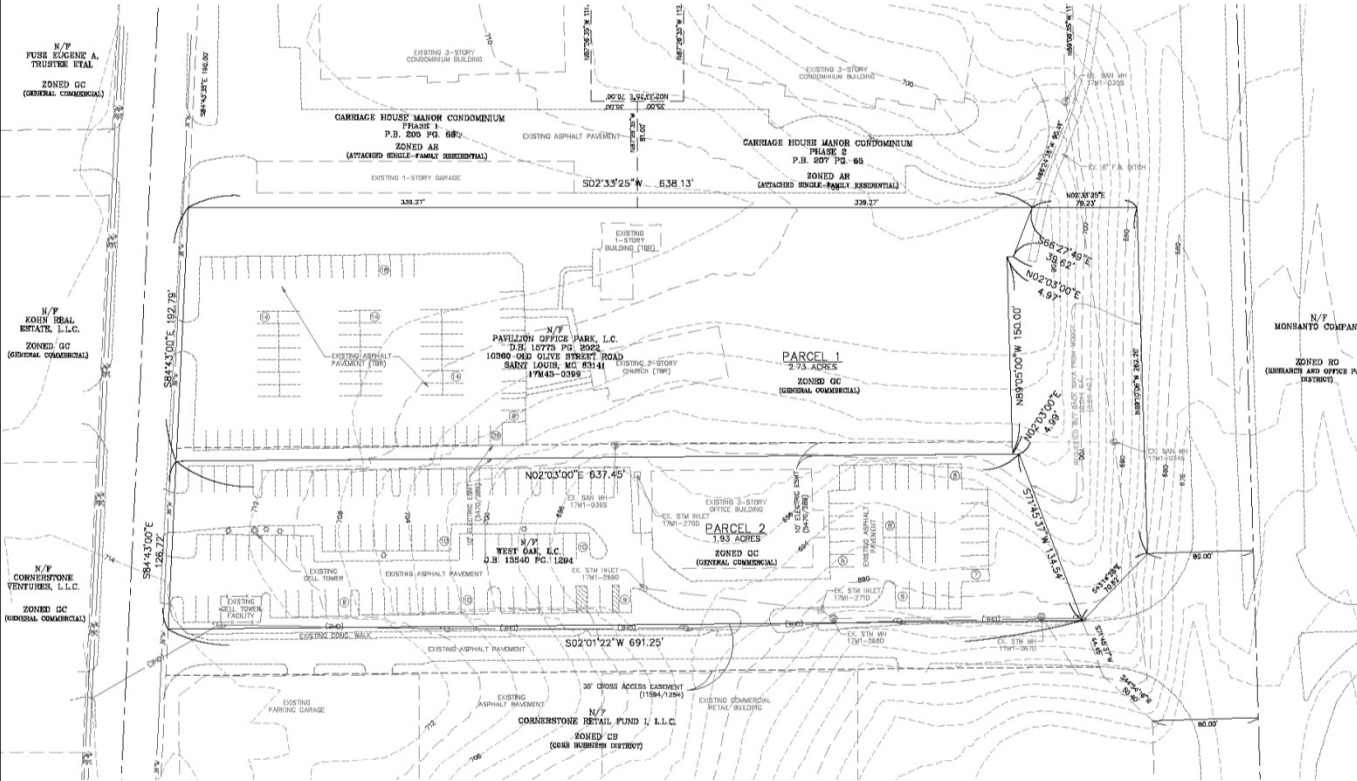
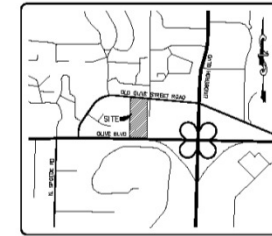
*The Vanguard
at Creve Coeur*
CREVE COEUR, MISSOURI
DATE COVERED BY AIA

Date: 3/8/2013
Rodney Arnold
License No. PE-2002016

Job Number		12-09-241
Date		1/18/2013
Designed:	Sheet	1.7
Drawn:		
Checked:		

THE VANGUARD AT CREVE COEUR

A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



EXISTING PROJECT DATA - PARCEL 1

1. GROSS AREA: 3.73 ACRES
2. EXISTING ZONING: GC - GENERAL COMMERCIAL
3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 0.99 ACRES = 26%
TOTAL GREEN SPACE OF PARCEL: 1.74 ACRES = 84%

EXISTING PROJECT DATA - PARCEL 2

1. GROSS AREA: 1.93 ACRES
2. EXISTING ZONING: GC - GENERAL COMMERCIAL
3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.37 ACRES = 71%
TOTAL GREEN SPACE OF PARCEL: 0.56 ACRES = 29%

EXISTING PROJECT DATA - MODOT BUY BACK

1. GROSS AREA: 0.40 ACRES
3. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 0.01 ACRES = 2%
TOTAL GREEN SPACE OF PARCEL: 0.39 ACRES = 98%

FLOOD NOTE:

ACCORDING TO THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI, AND INCORPORATED AREAS (COMMUNITY PANEL NUMBER 891802AS-2 DATED AUGUST 23, 2000), THIS PROPERTY DOES NOT LIE WITHIN AREAS OF 500-YEAR FLOOD.

SURVEYOR CERTIFICATION:

THIS IS TO CERTIFY THAT I HAVE, DURING THE MONTH OF JANUARY 2013, AT THE REQUEST OF CONINGTON DEVELOPMENT, LLC, PREPARED A SITE CONCEPT PLAN OF "THE VANGUARD AT CREVE COEUR" A TRACT OF LAND IN THE NORTHWEST 1/4 OF SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI. THIS PLAN IS NOT A SURVEY AND DOES NOT MEET THE "MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS" (CS-30-2 AND 4 CS-30-16 EFFECTIVE DATE: DECEMBER 30, 1993).

THE STERLING COMPANY
REG. NO. 115 - #233M
GEORGE J. GOMEZ - VICE PRESIDENT

MSD Base Map 17M
MSD P # 8
Highway & Traffic #

EXISTING CONDITIONS

NO.	DATE	REVISION	BY	CHKD.
1	12-09-2013	PRELIMINARY	JG	
2	12-09-2013	REVISED	JG	
3	12-09-2013	REVISED	JG	

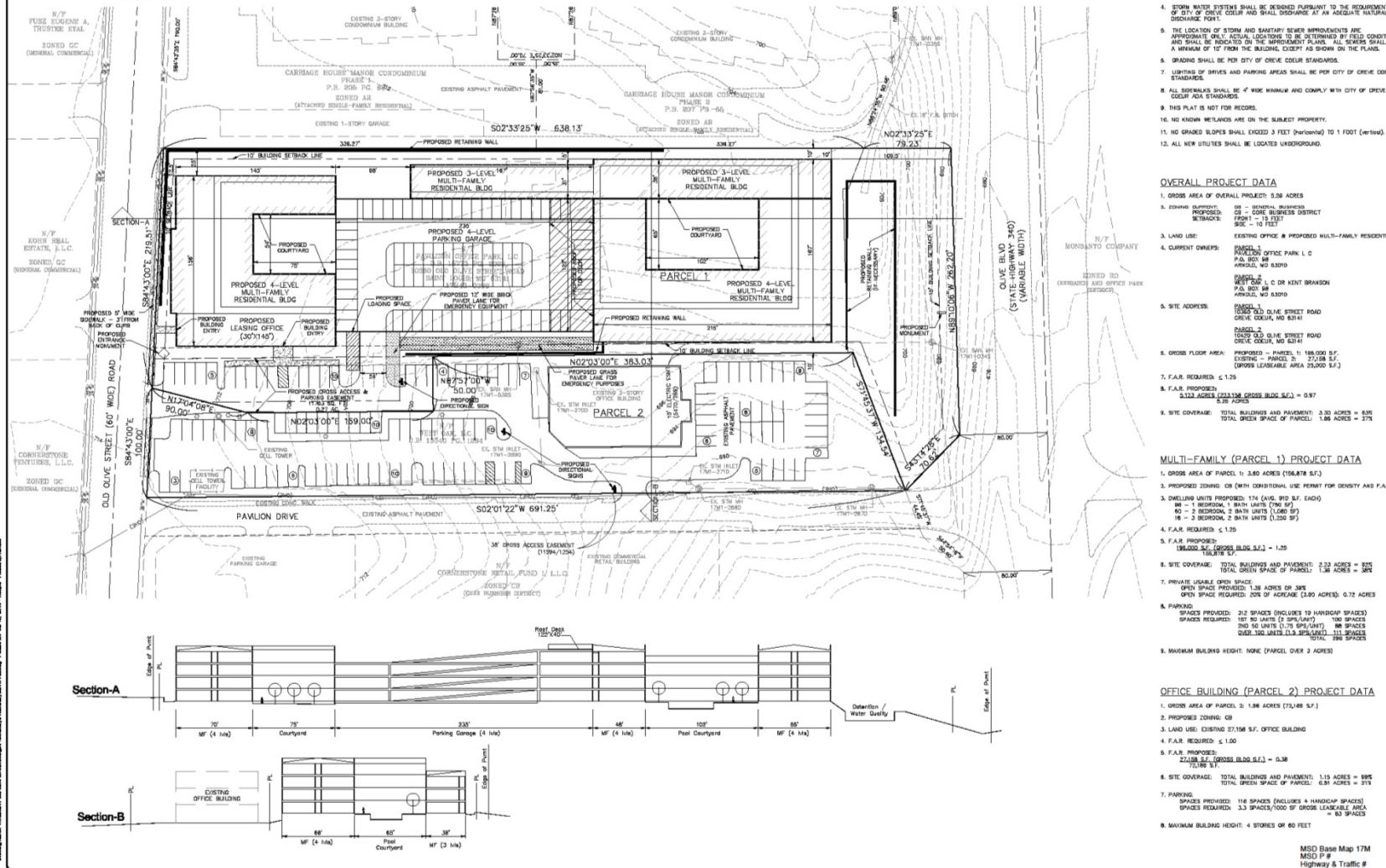
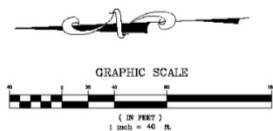
Conington Development, LLC
135 North Main Street, Suite 500
St. Louis, Missouri 63105
Ph: 314-487-4440 Fax: 314-487-4444
Corporate Certificate of Authority #001548

THE STERLING
ENGINEERS & SURVEYORS
5000 New Baltimore Road
St. Louis, Missouri 63112
Ph: 314-487-4440 Fax: 314-487-4444
Corporate Certificate of Authority #001548

The Vanguard
at Creve Coeur
SITE CONCEPT PLAN
EXISTING CONDITIONS

Date:	7/19/2013
Revised:	12-09-2013
Drawn:	1/18/2013
Checked:	1.1
Project:	PRE

*A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI*



GENERAL NOTES:

1. THIS SITE IS IN THE FOLLOWING DISTRICTS:
CREEK CREEK FLOOD PROTECTION DISTRICT
CLOUD DISTRICT
2. THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
METRO AMERICAN WATER DISTRICT
METRO ENERGY
3. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY WSD.
4. STORM WATER SYSTEMS SHALL BE DESIGNED PURSUANT TO THE REQUIREMENTS OF CITY OF CREEK CREEK AND SHALL DISCHARGE AT AN ADEQUATE NATURAL DRAINAGE AREA.
5. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE:
STORM: IMPROVEMENTS SHALL BE DETERMINED BY THE CITY ENGINEER AND SHALL BE INDICATED ON THE IMPROVEMENT PLAN. ALL SEWERS SHALL BE 15' MINIMUM COVER FROM THE SURFACE OF THE DRIVE ON THE PLANS.
6. GRADING SHALL BE PER CITY OF CREEK CREEK STANDARDS.
7. LIGHTING OF DRIVES AND PARKING AREAS SHALL BE PER CITY OF CREEK CREEK STANDARDS.
8. ALL BURNERS SHALL BE 6" MIN. HANGAR AND COMPLY WITH CITY OF CREEK CREEK ADA STANDARDS.
9. THIS PLAN IS NOT FOR RECORD.
10. NO OTHER UTILITIES ARE ON THE SUBJECT PROPERTY.
11. NO GRADED BOLLARDS SHALL EXCEED 3' HEIGHT (unweighted) TO 1 FOOT (weighted).
12. ALL NEW UTILITIES SHALL BE LOCATED UNDERGROUND.

OVERALL PROJECT DATA

1. GROSS AREA OF OVERALL PROJECT: 5.36 ACRES
2. EXISTING OCCUPANT: BROWN, DONALD
BUSINESS
SETBACKS: 10' - 15 FEET
80' TO 100' TO FEET
3. LAND USE: EXISTING OFFICE & DISPOSED MULTI-FAMILY RESIDENTIAL
4. CURRENT OWNERS: PARCEL 1
PARKVIEW OFFICE PARK, L C
P.O. BOX 58
ARNDT, WJ 83070
5. PROPOSED: PARCEL 2
WEST OFFICE L C OR WEST BRANSON
P.O. BOX 58
ARNDT, WJ 83070
6. SITE ADDRESS: PARCEL 1
1000 W 4TH ST & GLE STREET ROAD
CREVE COE, MO 63141
7. PARCELS: PARCEL 1
1000 W 4TH ST & GLE STREET ROAD
CREVE COE, MO 63141
8. GROSS FLOOR AREA: PROPOSED = PARCEL 1: 185,000 S.F.
EXISTING = PARCEL 2: 275,008 S.F.
DISPOSED LEASABLE AREA: 215,000 S.F.
9. F.A.R. REQUIRED: C-1.25
10. F.A.R. PROPOSED: 2.123 ACRES (TOTAL GROSS FLOOR S.F.) = 0.97
S.F. PER ACRE
11. SITE COVERAGE: TOTAL BUILDINGS AND DRIVEWAY: 3.30 ACRES = 63%
TOTAL LOT = 5.36 ACRES

MULTI-FAMILY (PARCEL 1) PROJECT DATA

1. CROSS AREA OF PARCEL 1: 180 ACRES (106.875 S.F.)
2. PROPOSED ZONING: CH (MULTI-CONCRETE USE PERMIT FOR DENSITY AND P.A.R.)
3. DRILLING UNITS PROPOSED: 174 (Avg. 180 S.F. EACH)
4. PROPOSED BATHS: 174 (Avg. 180 S.F. EACH)
5. 2 - 1 BEDROOM, 2 BATH UNITS (1,080 S.F.)
6. 2 - 2 BEDROOM, 2 BATH UNITS (1,320 S.F.)
7. F.A.R. REQUIRED: < 1.29
8. F.A.R. PROVIDED:
130.00 S.F. (GROSS BLDG. S.F.) = 1.29
101.67 S.F. =
9. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 2.53 ACRES = 82%
TOTAL GROUND COVERED: 2.80 ACRES = 86%
10. PRIVATE UNPAVED OPEN SPACE:
TOTAL UNPAVED OPEN SPACE: 2.00 ACRES OR 3.80 ACRES
TOTAL OPEN SPACE REQUIRED: 20% OF ACRES (3.80 ACRES); 6.72 ACRES
11. PARKING:
TOTAL SPACES REQUIRED TO HANDICAP SPACES:
SPACES PROVIDED: 187 (50 S.F. / SPAC. / UNIT) 100 SPACES
200 (40 UNITS / 175 S.F. / UNIT) 88 SPACES
TOTAL: 187 (100 UNITS / 1.1 S.F. / UNIT) 111 SPACES
TOTAL: 100%
12. MAXIMUM BUILDING HEIGHT: NONE (PARCEL DOW 2 ACRES)

OFFICE BUILDING (PARCEL 2) PROJECT DATA

1. GROSS AREA OF PARCEL 2: 1.98 ACRES (72,485 S.F.)
2. PROPOSED ZONING: O8
3. LAND USE: EXISTING 27,156 S.F. OFFICE BUILDING
4. F.A.R. REQUIRED: ≤ 1.00
5. $\frac{27,156 \text{ S.F. (GROSS BLDG S.F.)}}{72,150 \text{ S.F.}} = 0.38$
6. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.15 ACRES = 89%
TOTAL GREEN SPACE OF PARCEL: 0.81 ACRES = 51%
7. PARKING:
SPACES PROVIDED: 114 SPACES (INCLUDES 4 HANDICAP SPACES)
SPACES REQUIRED: 3.3 SPACES/1000 SF GROSS LEASABLE AREA
= 63 SPACES
8. MAXIMUM BUILDING HEIGHT: 4 STORIES OR 60 FEET

MSD Base Map 17M
MSD P #
Highway & Traffic #

ISSUE	REMARKS DATE
1	2-10-13 REV. PER CITY/CLIENT COMMENTS
2	3-6-13 REV. PER CITY/CLIENT COMMENTS
3	7-10-13 REV. PER CITY/CLIENT COMMENTS

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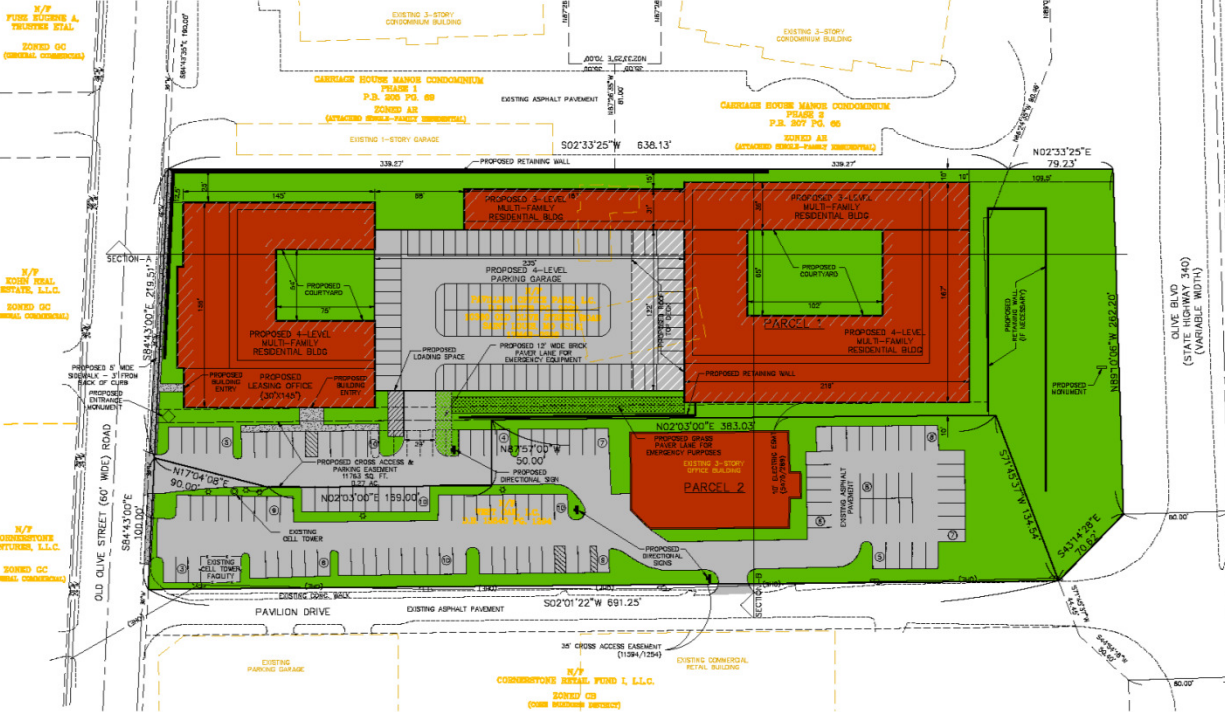
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Ph 314-487-0440 Fax 314-487-9944
www.sterling-engineers.com

*The Vanguard
at Creve Coeur*
CREVE COEUR, MISSOURI
SITE CONCEPT BY AN

Date: 7/15/2013
Rodney Arnold
License No. PE-2002016
Civil Engineer

Job Number		12-09-241
Date		1/18/2013
Designed:	Sheet	2.1
Drawn:		
Checked:	PRE	

*A TRACT OF LAND BEING LOCATED IN THE NORTHWEST 1/4 OF
SECTION 1, TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI*



1. THIS SITE IS IN THE FOLLOWING DISTRICTS:
SEWER DISTRICT
FIRE DEPARTMENT DISTRICT
LOCAL SCHOOL DISTRICT
2. THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
WATER AND SEWER DISTRICT
METRO LIGHT RAIL
LOCAL GAS COMPANY
3. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY MREL.
4. STORM WATER SYSTEM SHALL BE DESIGNED PURSUANT TO THE REQUIREMENTS OF THE CITY OF CHICAGO AND SHALL DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT.
5. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE INDICATED BY ACTING ENGINEER'S NOTES. THE DETERMINED BY FIELD CONDITIONS SHALL BE INDICATED ON THE IMPROVEMENT PLANS. ALL SENSORS SHALL BE LOCATED WITHIN THE PROPERTY OR BE LOCATED AS SHOWN ON THE PLANS.
6. GRADING SHALL BE PER CITY OF CHICAGO STANDARDS.
7. LIGHTING OF DRIVEWAYS AND PARKING AREAS SHALL BE PER CITY OF CHICAGO STANDARDS.
8. ALL BUILDINGS SHALL BE 6" MINIMUM AND COMPLY WITH CITY OF CHICAGO CODES AND STANDARDS.
9. THIS PLAT IS NOT FOR RECORD.
10. NO KNOWN WETLANDS ARE IN THE SUBJECT PROPERTY.
11. NO GRADED SLOPES SHALL EXCEED 3% (horizontal) TO 1 FOOT (vertical).
12. ALL NEW UTILITIES SHALL BE LOCATED UNDERGROUND.

OVERALL PROJECT DATA

1. GROSS AREA OF OVERALL PROJECT: 5.26 ACRES
2. ZONING CURRENT: PD-C - GENERAL BUSINESS
PROPOSED: INDUSTRIAL
SETBACKS: FRONT - 15 FEET
SIDE - 10 FEET
3. LAND USE: EXISTING OFFICE & PROPOSED MULTI-FAMILY RESIDENTIAL
4. CURRENT OWNERS: PARCEL 1:
PARCEL 2: 10000 E. QUINCY PARK L C
P.O. BOX 88
ARROLL, MO 63010
PARCEL 1:
PARCEL 2:
WEST END L C OR KEAT BRANSON
P.O. BOX 99
ARROLL, MO 63010
5. SITE ADDRESS: 10000 E. QUINCY PARK L C
QUINCY PARK L C, MO 63010
PARCEL 2:
10000 E. QUINCY PARK L C
QUINCY PARK L C, MO 63010
6. GROSS FLOOR AREA: PROPOSED - PARCEL 1: 185,000 S.F.
EXISTING - PARCEL 2: 27,000 S.F.
OFFICE LEASABLE AREA 200,000 S.F.
7. F.A.R. REQUIRED: c. 1.25
8. F.A.R. PROPOSED: 3.03 ACRES GROSS BLDG S.F. = 587,430 ACRES
9. SITE COVERAGE: TOTAL BLDG AREAS AND DRIVEWAYS: 3.30 ACRES 62%
TOTAL GROSS AREA: 5.26 ACRES 62% = 3.26

MULTI-FAMILY (PARCEL 1) PROJECT DATA

1. GROSS AREA OF PARCEL 1: 3.80 ACRES (338,876 SF.)
2. PROPOSED ZONING: ON (WITH ADDITIONAL USE PERMIT FOR DENSITY AND F.A.R.)
3. DENSILING UNITS: 174 (AUG. 81) 500 SF. EACH
4. MINIMUM: 100 SPACES
5. 2ND & 3RD BEDROOM: 2 BATH UNITS (1,000 SF.)
6. 1ST & 2ND BEDROOM: 2 BATH UNITS (1,200 SF.)
7. F.A.R. REQUIRED: < 1.25
8. F.A.R. PROPOSED:
180,000 SF. GROSS FLOOR SLAB: 1.25
100,000 SF. 1.00
9. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 2.53 ACRES = 65%
TOTAL DRIVEWAYS: 1.38 ACRES = 36%
10. PRIVATE VEHICLE OPEN SPACE:
1.00 ACRES = 26%
2.00 ACRES = 52%
OPEN SPACE REQUIRED: 20% OF ACRES OR 340 SPACES. 0.72 ACRES
11. PARKING:
312 SPACES (INCLUDES TO HANDICAP SPACES)
SPACES PROVIDED:
157 5RD SPACES (200 SF./UNIT) 100 SPACES
200 2RD SPACES (175 SF./UNIT) 68 SPACES
200 1RD SPACES (175 SF./UNIT) 111 SPACES
TOTAL 312 SPACES
12. MAINTAIN BUILDING HEIGHT: NONE (PARCEL OVER 3 ACRES)

OFFICE BUILDING (PARCEL 2) PROJECT DATA

1. GROSS AREA OF PARCEL 2: 1.06 ACRES (72,169 S.F.)
2. PROPOSED ZONING: C9
3. LAND USE: EXISTING 72,158 S.F. OFFICE BUILDING
4. F.A.R. REQUIRED: ≤ 1.00
5. F.A.R. PROVIDED:
22,004 S.F. (GROSS B.L.O.G. S.F.) = 0.30
72,106 S.F.
6. SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.15 ACRES = 68%
TOTAL GREEN SPACE OF PARCEL: 0.91 ACRES = 31%
7. PARKING:
SPACES PROVIDED: 116 SPACES (INCLUDES 4 HANDICAP SPACES)
SPACES REQUIRED: 3.3 SPACES/1000 SF GROSS LEASABLE AREA
= 53 SPACES
8. MAXIMUM BUILDING HEIGHT: 4 STORIES OR 60 FEET

MSD Base Map 17M
MSD P #
Highway & Traffic #

ISSUE	REMARKS/DATE
1	2-10-13 REV. PER CITY/CLIENT COMMENTS
2	3-8-13 REV. PER CITY/CLIENT COMMENTS
3	7-10-13 REV. PER CITY/CLIENT COMMENTS

Covington Development, LLC
135 North Meramec Avenue, Suite 500
St. Louis, Missouri 63105
Ph. 314-727-2424
Fax 314-727-2434

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63129
Ph 314-487-0440 Fax 314-487-8644
www.sterling-eng-sur.com
Corporate Certificate of Authority #001348

*The Vanguard
at Creve Coeur*

...the ...

Date: 7/10/2013
Rodney Arnold
License No. PE-2002010012

Job Number 12-09-241	
Date 1/18/2013	
Designed:	Sheet 2.1
Drawn:	
Checked:	PRE



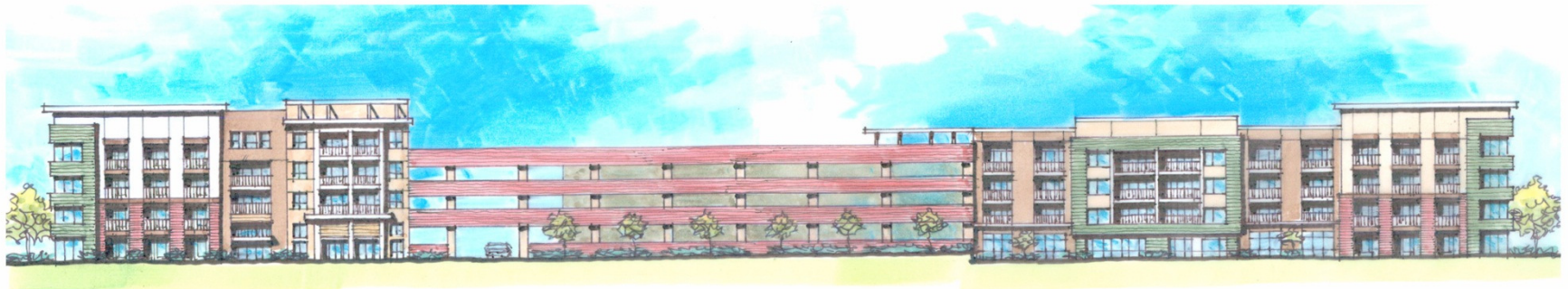
EAST ELEVATION



NORTH ELEVATION

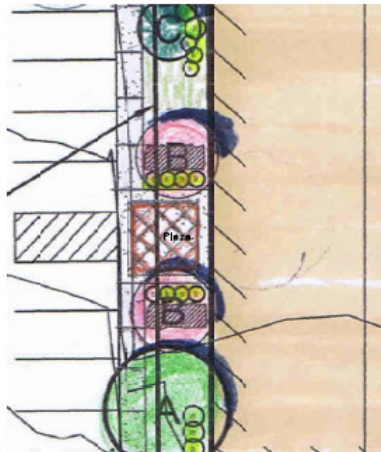


SOUTH ELEVATION

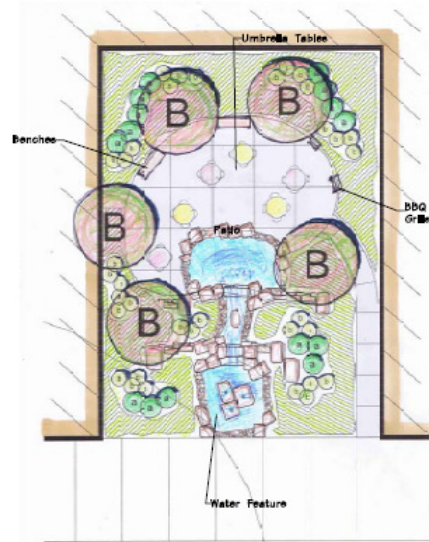


WEST ELEVATION

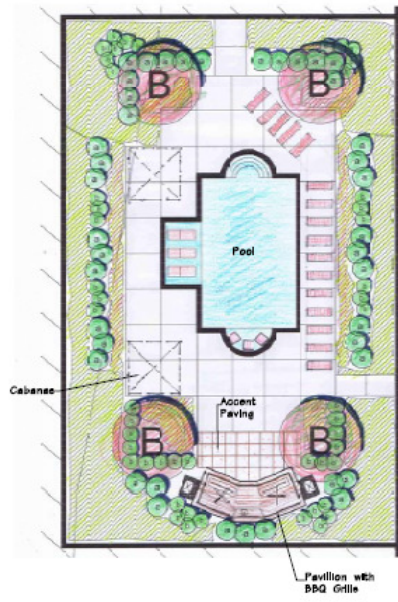
VANGUARD AT CREVE COUER



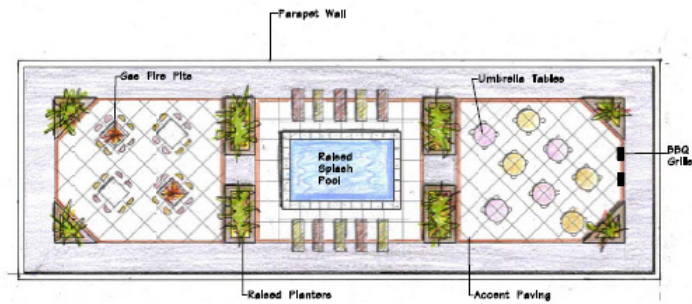
Club House Entrance
SCALE 1"=10'



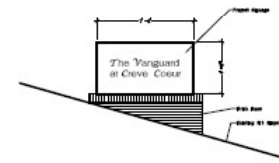
North Courtyard Plan
SCALE 1"=10'



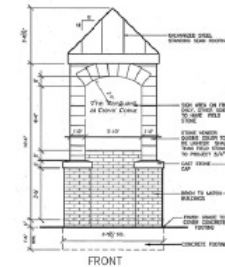
South Courtyard Plan
SCALE 1"=10'



Roof Top Deck
SCALE 1"=10'



1 Project Sign at Olive Blvd
SCALE 1/4"=1'-0"



2 Monument at Old Olive
SCALE 3/4"=1'-0"



07/9/2013
Douglas A. Delaney, Landscape Architect, L.A.S.
Constructors:

The Vanguard at Creve Coeur
Creve Coeur, Mo.
Covington Development, LLC

Revisions:		
Date	Description	No.

Drawn: RAD
Checked: DAD

Long Landscape Architecture, LLC
7620 West Bruno Ave
St. Louis, MO. 63117
(314) 546-4856
ldlong@aol.com

Sheet Title: Courtyard Landscape
Plan/Signage

Sheet No: L-2

Date: 7/5/2013
Job #: 123.003

March 18, 2013

Mr. David Braswell
Covington Development, LLC
135 North Meramec Avenue, Suite 500
St. Louis, Missouri 63105

RE: Traffic Impact Study
Proposed High End Apartments
Creve Coeur, Missouri
CBB Job No. 010-13

Dear Mr. Braswell:

As requested, CBB has prepared a traffic study pertaining to the proposed apartments located near the intersection of Old Olive Street Road and Pavillion Drive in Creve Coeur. The project consists of constructing apartments on a track two lots east of Pavillion Drive. The lot is bordered on the north by Old Olive Street Road and to the south by Olive Boulevard. Currently, a vacant church is located on the lot with access to Old Olive Street Road only. The proposed apartment building consists of 174 apartments will share access with the neighboring lot adjacent to Pavillion Drive occupied by an existing office space via the existing eastern entrance on Old Olive Street Road and the entrance on Pavillion Drive.

Existing Roadway Conditions

Old Olive Street Road is east-west roadway consisting of three lanes (one in each direction and a two way left turn lane) with no posted speed limit. The speed limit is assumed to be 35 miles per hour (mph). This section of Old Olive Street Road terminates as a right-in/right-out access on North Lindbergh Boulevard (US 67) approximately 0.2 miles to the east. West of Pavillion Drive, Old Olive Street Road turns south and intersects with Olive Boulevard at a signalized intersection 0.4 miles to the west.

The intersection of Old Olive Street Road and Pavillion Drive is free flowing east-west with northbound Pavillion Drive stop controlled. The northern leg is a commercial entrance.

Pavillion Drive is two lane north-south roadway connecting Old Olive Street Road with Olive Boulevard. Pavillion Drive has four commercial entrances; two directly serving a parking lot, the office building to the east and Ravenwood Drive which serves the commercial development to the west. No speed limit is posted on Pavillion Drive, but it is assumed to be 35 mph or less.

The intersection of Ravenwood Drive and Pavillion Drive is stop controlled from the east and south with the northbound movement free flowing up the hill. All approaches consist of two lanes, however the northbound approach has a painted median serving as the left turn approach median for the southbound left turn lane at Olive Boulevard intersection to the south.

Olive Boulevard and Pavillion Drive is a signalized intersection with Monsanto's commercial entrance as the southern leg. The southbound through movement is restricted by an island on the commercial entrance. Eastbound Olive Boulevard has dual through lanes, a separate left turn lane and separate right turn lane. Westbound Olive Boulevard has dual through lanes with a separate right turn lane. No westbound left turn movement is allowed at this intersection.

Olive Boulevard is a major east-west thoroughfare with a posted speed limit of 40 mph. This section of Olive Boulevard consists of two through lanes in each direction with either a median or two-way left turn lane. Olive Boulevard is grade separated at North Lindbergh Boulevard (US 67) with an interchange approximately 0.25 miles to the east.

An aerial of the location and existing conditions is shown in **Exhibit 1**.

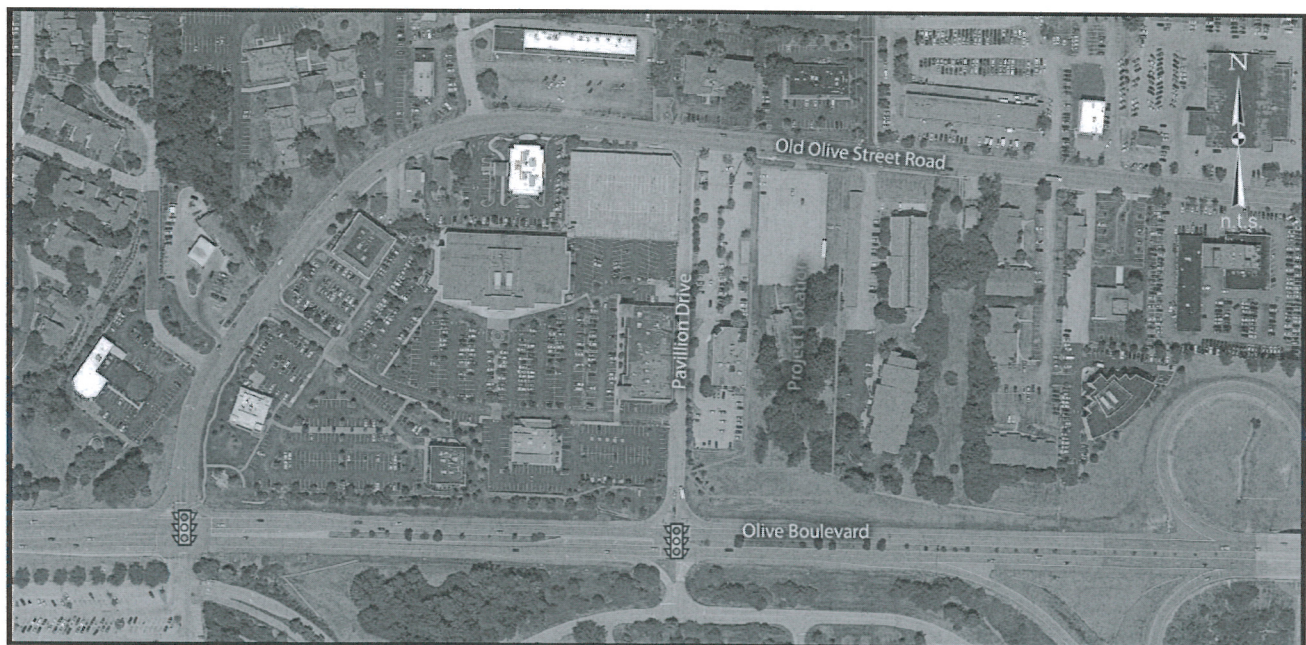


Exhibit 1 - Location and Existing Condition

Existing Traffic Conditions

In order to quantify existing traffic volumes within the study area, manual turning movement counts were performed at both Olive Boulevard & Pavillion and Old Olive Street Road & Pavillion on a typical weekday in February 2012 during the morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak periods. Based on these counts, two peak hours were chosen for analysis: the weekday a.m. (8:00-9:00 a.m.) and p.m. (5:00-6:00 p.m.) peak hours. As well, 15 minute spot counts

were performed during these same peak periods at the intersections of *Ravenwood Drive with Pavillion Drive*, *the office building entrance on Pavillion Drive* and *the two office building entrances on Old Olive Street Road*. The existing traffic volumes are summarized in **Exhibit 2**.

Existing Operating Conditions

The existing operating conditions were evaluated using Synchro 7, which is based upon the methodologies outlined in the "Highway Capacity Manual" (HCM) published in 2000 by the Transportation Research Board. This manual, which is used universally by highway and traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow") to Level F ("Fully Saturated"). Levels of service are measures of traffic flow that consider such factors as speed and delay time, traffic interruptions, safety, driving comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity.

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

LOS is directly related to control delay. At signalized intersections, the LOS 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. Furthermore, motorists are guaranteed service at regular intervals as the signal cycles. **Table 1** summarizes the LOS thresholds used in the analysis.

Synchro 7 results of the capacity analyses for existing conditions of *Olive Boulevard & Pavillion Drive*, *Pavillion Drive & Ravenwood Drive*, *Old Olive Street Road & Pavillion Drive* and *Old Olive Street Road & the eastern office building commercial entrance* are summarized in **Table 2**. As can be seen, there is considerable delay for both the north and south bound approaches at Olive Boulevard and Pavillion Drive during the am and pm peak hours.

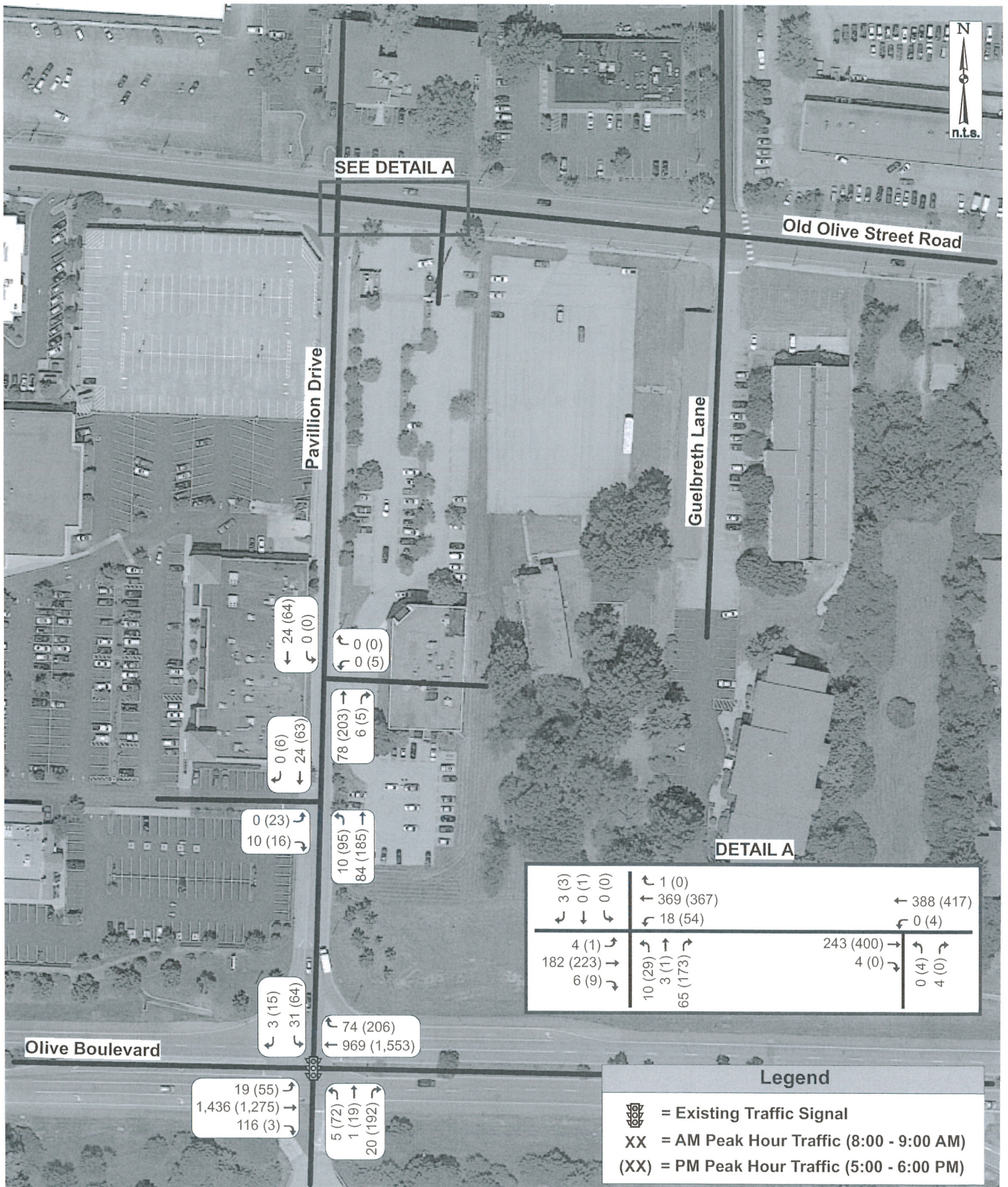


Exhibit 2: Existing Traffic 2013

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03/18/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

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

Table 2 Existing Operating Conditions The Vanguard at Creve Coeur		
Intersection/Approach	AM Peak Hour	PM Peak Hour
Olive Blvd & Pavillion Drive – Signalized		
Northbound Approach	C (32.8)	E(63.3)
Southbound Approach	E (58.0)	E(60.6)
Eastbound Approach	A (2.9)	A(3.8)
Westbound Approach	A (4.8)	B(15.9)
Overall Intersection	A (4.6)	B(15.6)
Pavillion Drive & Ravenwood Lane – Unsignalized		
Southbound Approach	A(9.1)	B(12.5)
Eastbound Approach	A(8.4)	B(11.0)
Pavillion Drive & Existing Office Building Entrance – Unsignalized		
Westbound Approach	A(8.9)	A(7.9)
Old Olive Street Road & Pavillion Drive – Unsignalized		
Northbound Approach	B(10.3)	B(12.2)
Southbound Approach	B(10.6)	B(13.5)
Westbound Left	A(7.7)	A(7.9)
Old Olive Street Road & Existing Office Building Eastern Entrance – Unsignalized		
Northbound Approach	A(9.7)	B(12.0)
Westbound Left	A(7.8)	A(8.2)

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

Trip Generation Characteristics of the Proposed Development

As a primary step in this analysis, a forecast was prepared to estimate the amount of traffic that the proposed development would generate during the peak hours. The number of trips in and out of the site was calculated based on the 9th edition of the Institute of Transportation Engineers' Trip Generation publication. As described above, the proposed development consists of 174 unit apartment building. As summarized in **Table 3**, the proposed development would be expected to generate a total of approximately 95 and 115 passenger car trips during the a.m. and p.m. weekday peak hours, respectively.

From analysis of the existing traffic counts, it is estimated that 70% of the trips will utilize the western entrance on Pavillion Drive with the remaining 30% of the trips utilizing the existing entrance on Old Olive Street Road. Additionally, it is estimated that 100% of the traffic utilizing the western entrance on Pavillion Drive will utilize the intersection of Olive Boulevard and Pavillion Drive with 45% being eastbound traffic and 55% being westbound traffic on Olive Boulevard. From the 15 minute spot counts of the entrance to the existing apartments to the east of the project site on Old Olive Street Road, it is anticipated that 30% of the trips will be eastbound traffic while the remaining 70% will be westbound trips. The anticipated directional distribution of the site generated traffic of the passenger vehicle traffic is summarized in **Exhibit 3**.

Table 3 Anticipated Trip Generation The Vanguard at Creve Coeur									
<i>Trips</i>	<i>Weekday</i>			<i>AM Peak</i>			<i>PM Peak</i>		
<i>174 Apts.</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>
<i>Rounded</i>	1160	580	580	95	20	75	115	75	40
<i>To North Drive</i>				20%			20%		
<i>to/from east</i>			30%	5	15		15	10	
<i>to/from west</i>			70%	2	5		5	3	
				3	10		10	7	
				80%			80%		
<i>To West Drive</i>				20	60		60	35	
<i>to/from north</i>			0%	0	0		0	0	
<i>to/from south</i>			100%	20	60		60	35	

Forecasted Construction-Year (2014) with Build Condition

It is our understanding that the construction of the project is likely to be complete in 2014. In order to account for traffic growth through 2014, one year of background growth was included along the roadways in the study area at a historical rate of 0.5% annually and the Site Generated Traffic along with the assumed directional distribution was added to achieve the 2014 Build Traffic shown in **Exhibit 4**.

Using the increased volumes, Synchro 7 was utilized to analyze the 2014 conditions with and without construction of the proposed apartments. The results of these analyses are summarized in **Table 4**.

Table 4 2014 Build Operating Conditions The Vanguard at Creve Coeur		
<i>Intersection/Approach</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>Olive Blvd & Pavillion Drive – Signalized</i>		
Northbound Approach	C(34.7)	F(91.3)
Southbound Approach	D(42.9)	E(63.3)
Eastbound Approach	A(3.3)	A(5.0)
Westbound Approach	A(5.5)	B(19.0)
Overall Intersection	A(5.8)	C(20.8)
<i>Pavillion Drive & Ravenwood Lane – Unsignalized</i>		
Southbound Approach	A(9.6)	B(13.8)
Eastbound Approach	A(8.4)	B(11.6)
<i>Pavillion Drive & Existing Office Building Entrance – Unsignalized</i>		
Westbound Approach	A(9.5)	B(10.8)
<i>Old Olive Street Road & Pavillion Drive – Unsignalized</i>		
Northbound Approach	B(10.5)	B(12.5)
Southbound Approach	B(10.7)	B(13.7)
Westbound Left	A(7.7)	A(7.9)
<i>Old Olive Street Road & Existing Office Building Eastern Entrance – Unsignalized</i>		
Northbound Approach	B(10.9)	B(11.8)
Westbound Left	A(7.8)	A(8.3)

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

According to the Synchro 7 results, the poor LOS and delay for the both the north and south bound approaches of Pavillion with Olive Boulevard continue to be poor with the addition of the site



generated traffic. This analysis assumes no changes in the signal timing at Olive Boulevard and Pavillion Drive which gives preference to the east-west movements on Olive Boulevard.

Comparing the approach levels of service for no build and build, it was noted that the build LOS is actually better. This is due to a high number of low delay movements (right-turns) added to the southbound approach which reduces the approach average delay.

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Forecasted Design-Year (2034) Conditions

In order to account for traffic growth through 2034, twenty-years of background growth was included along the roadways in the study area at the previously mentioned 0.5% historical annual growth rate with and without the construction of the proposed apartments, see **Exhibit 5**. The capacity analyses were repeated using the design-year forecasted traffic volumes to evaluate the long-term impact of the proposed improvements and assess their adequacy over time. The results of these analyses are summarized in **Table 5**.

Table 5 2034 No Build Operating Conditions The Vanguard at Creve Coeur		
<i>Intersection/Approach</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>Olive Blvd & Pavillion Drive – Signalized</i>		
Northbound Approach	C(34.9)	F(93.8)
Southbound Approach	E(56.7)	E(62.0)
Eastbound Approach	A(3.4)	A(4.8)
Westbound Approach	A(6.3)	C(20.7)
Overall Intersection	A(5.6)	C(21.6)
<i>Pavillion Drive & Ravenwood Lane – Unsignalized</i>		
Southbound Approach	A(9.3)	B(13.3)
Eastbound Approach	A(8.4)	B(11.6)
<i>Pavillion Drive & Existing Office Building Entrance – Unsignalized</i>		
Westbound Approach	A(9.0)	B(10.5)
<i>Old Olive Street Road & Pavillion Drive – Unsignalized</i>		
Northbound Approach	B(10.8)	B(13.4)
Southbound Approach	B(11.0)	B(14.5)
Westbound Left	A(7.7)	A(8.0)
<i>Old Olive Street Road & Existing Office Building Eastern Entrance – Unsignalized</i>		
Northbound Approach	A(9.9)	B(12.5)
Westbound Left	A(7.9)	A(8.4)

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

Table 6 2034 Build Operating Conditions The Vanguard at Creve Coeur		
<i>Intersection/Approach</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>Olive Blvd & Pavillion Drive – Signalized</i>		
Northbound Approach	C(34.9)	F(154.5)
Southbound Approach	D(44.2)	E(67.6)
Eastbound Approach	A(3.6)	A(5.6)
Westbound Approach	A(6.6)	C(24.3)
Overall Intersection	A(6.4)	C(28.9)
<i>Pavillion Drive & Ravenwood Lane – Unsignalized</i>		
Southbound Approach	A(9.7)	C(14.8)
Eastbound Approach	A(8.4)	B(12.1)
<i>Pavillion Drive & Existing Office Building Entrance – Unsignalized</i>		
Westbound Approach	A(9.7)	B(11.1)
<i>Old Olive Street Road & Pavillion Drive – Unsignalized</i>		
Northbound Approach	B(10.9)	B(13.6)
Southbound Approach	B(11.0)	B(14.7)
Westbound Left	A(7.8)	A(8.0)
<i>Old Olive Street Road & Existing Office Building Eastern Entrance – Unsignalized</i>		
Northbound Approach	B(11.0)	B(12.2)
Westbound Left	A(7.9)	A(8.4)

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

Again, the poor LOS and delay for the both the north and south bound approaches continue with the historical background growth of 0.5%. As well, the LOS and delay for the southbound approach is exaggerated with the addition of the site generated traffic. This analysis assumes no changes in the signal timing at Olive Boulevard and Pavillion Drive which gives preference to the east-west movements on Olive Boulevard.

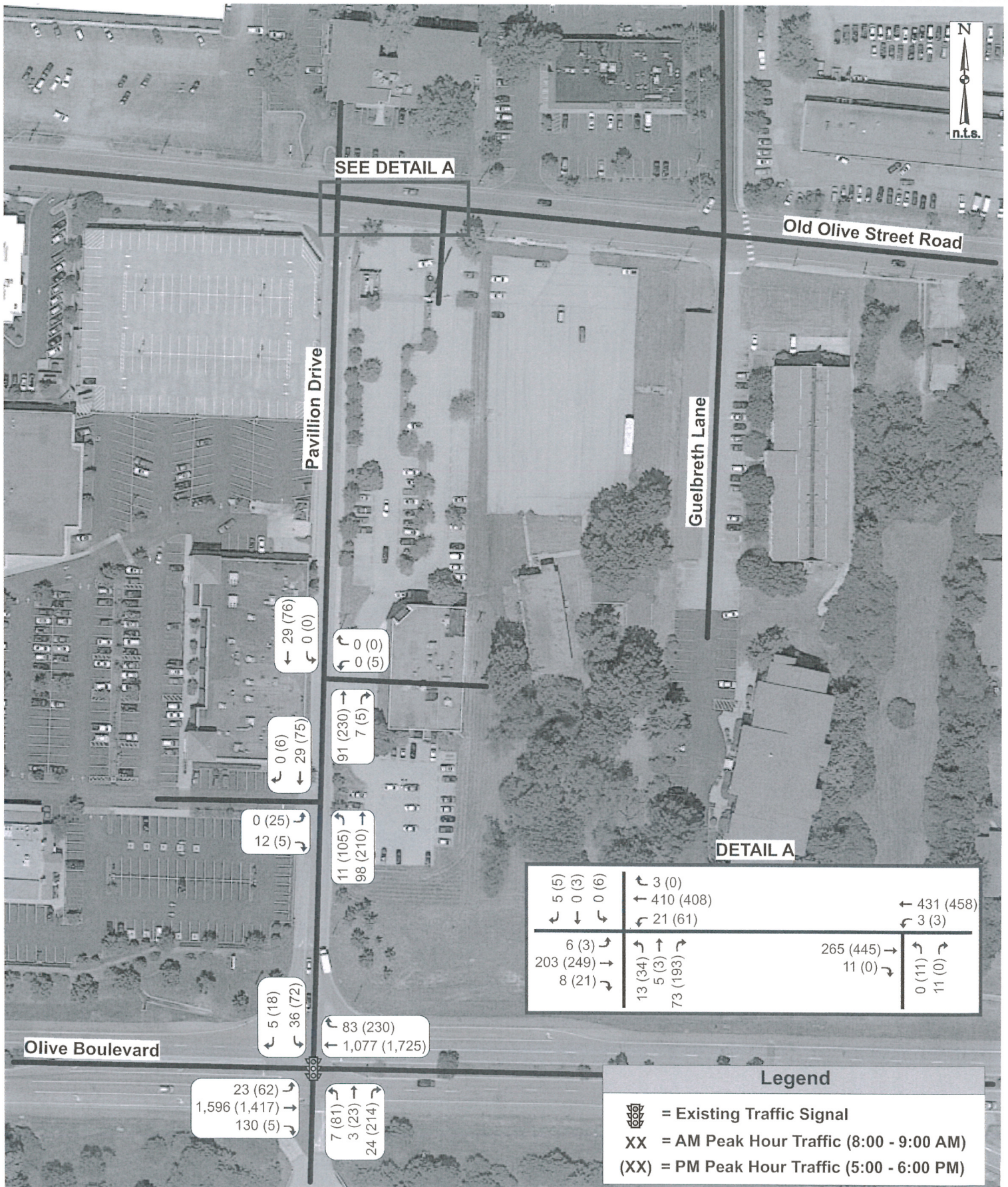


Exhibit 5: 2034 No-Build Traffic

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03/18/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

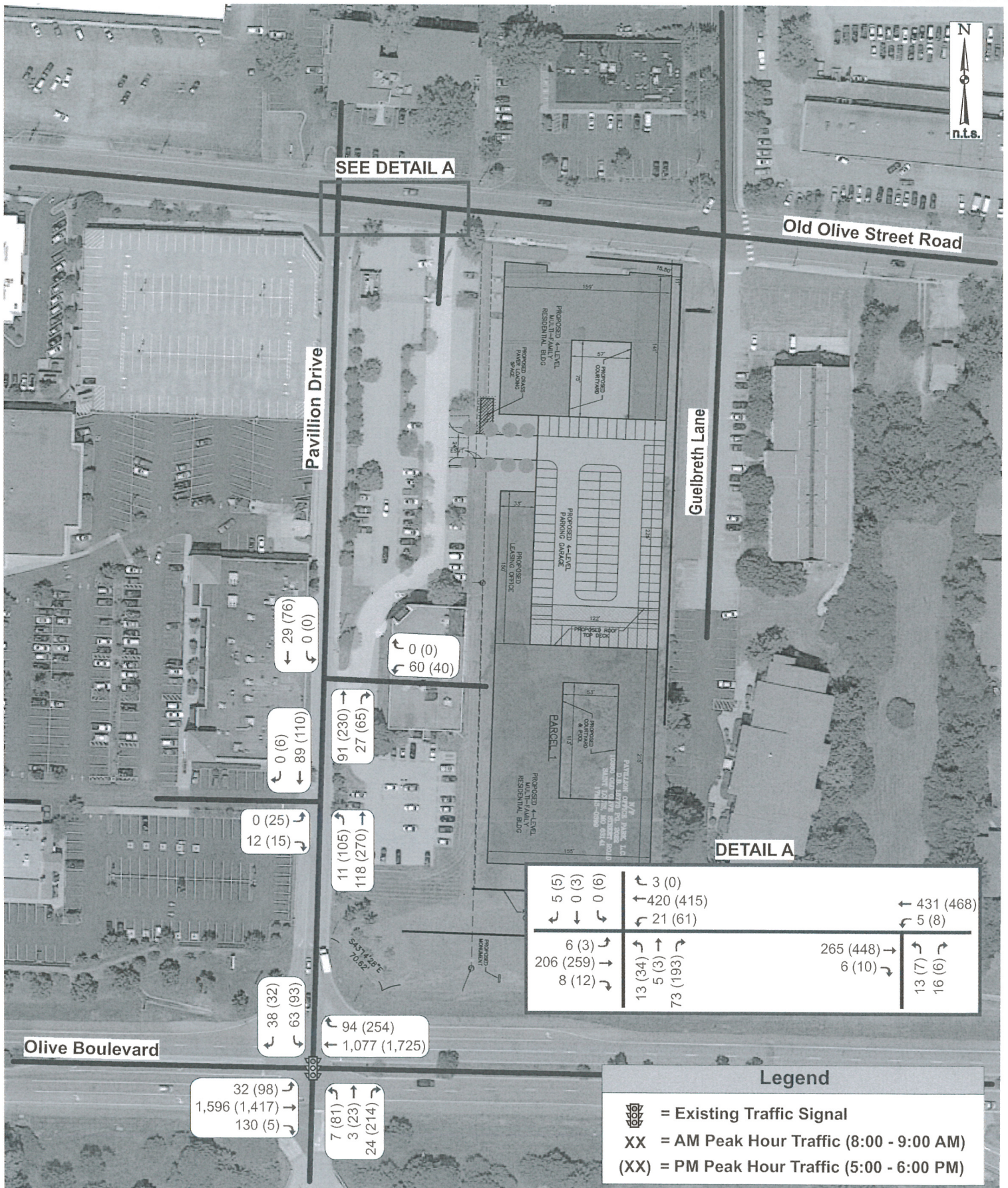


Exhibit 6: 2034 Build Traffic Volumes - Proposed Apartments

Job# 010-13
03/18/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

Observed Sight Distance

The sight distance at the intersections of *Olive Boulevard & Pavillion Drive*, *Pavillion Drive & Ravenwood Drive*, *Old Olive Street Road & Pavillion Drive* and *Old Olive Street Road & the eastern office building commercial entrance* were observed in the field, while no field measurements of sight distance was performed, however the following areas may be of concern;

- The existing building in the northwest quadrant of Pavillion Drive and Ravenwood Drive may block the sight distance to the north for an eastbound vehicle at this intersection; and
- Trees and vegetation on the east side of Pavillion Drive, both north and south of the existing office building entrance, could block the sight distance of a westbound vehicle exiting this driveway. We recommend that the vegetation be trimmed back and maintained to provide a clear view between 3 and 10 feet above the adjacent pavement elevation. This “window” will allow safe visibility for traffic flow.

Findings and Conclusions

Based upon the preceding discussion, the following may be concluded regarding the traffic impacts of the proposed improvements.

1. The proposed development has little impact to Pavillion Drive & Ravenwood Drive, Pavillion Drive & the existing office entrance, Pavillion Drive & Old Olive Street Road and will result in acceptable delay and LOS at these intersections.
2. The LOS and delay of the north and south bound legs are poor in the existing condition, 2014 Build, 2034 No-Build and 2034 Build conditions. This is attributed to the existing signal timing giving preference to the east-west movements on Olive Boulevard. The volume to capacity (v/c) ratio for these conditions are less than 0.9 which indicates that construction of additional lanes is not necessary to improve the LOS and delay of the intersection. If approved by the Missouri Department of Transportation, the signals could be retimed so that the LOS greater than D and v/c ratio less than 0.9 could be attained for each movement.
3. The sight distance obstructions noted above should be addressed to the most practical extent as possible.
4. The southbound stop sign at Pavillion Drive and Ravenwood Drive does not meet the Manual of Uniform Traffic Control Devices (MUTCD) standards. The sign is square in shape with a small octagon stop sign painted for which can only be viewed by the southbound traffic. It was noted during the data collection that this seemed to cause confusion to the northbound traffic as to who has the right-of-way at the intersection. It is recommended that a typical octagonal stop sign be installed whose shape could be observed from the rear by northbound traffic and help better define the right-of-way through the intersection.



Mr. David Braswell
March 18, 2013
Page 16 of 16

In summary, our analysis indicates that there is no need for physical improvements to the road system beyond the trimming of vegetation and potential for signal retiming at Pavilion and Olive.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed apartments located near the intersection of Old Olive Street Road and Pavillion Drive in Creve Coeur, Missouri. Please contact our St. Louis office should you have any questions or comments concerning this material.

Sincerely,

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

Lee Cannon, P.E., PTOE
Senior Traffic Engineer
LCannon@CBBTraffic.com

PZ 040113.txt
1 PLANNING AND ZONING COMMISSION PUBLIC HEARING
2 CITY OF CREVE COEUR, MISSOURI
3 300 NORTH NEW BALLAS ROAD
4 MONDAY, APRIL 1, 2013
5 7:00 P.M.
6 PUBLIC HEARING
7 APPLICATION 13-003
8
9 THOSE IN ATTENDANCE:
10 Chairman Timothy Madden
11 Mr. Michael Barton
12 Mr. Gary Eberhardt
13 Mr. James Faron
14 Mr. Ken Howard
15 Mr. James Schnarr
16 Mr. Carl Lumley, City Attorney
17 Mr. Paul Langdon, Director of Community Development
18 Ms. Whitney Kelly, City Planner
19 Ms. Julie Lowery, Recording Secretary
20
21
22 McLaughlin Court Reporting Services, Inc.
23 Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
24 4772 Gatesbury Drive
25 St. Louis, MO 63128
(314)487-2259

1 CHAIRMAN MADDEN: Good evening. I'd like to¹
2 call together the Planning Zoning Commission Meeting for
3 the City of Creve Coeur, Missouri for Monday, April 1st,
4 2013.

5 We'll start with roll call.

6 Dr. Michael Barton?

7 MR. BARTON: Present.
8 CHAIRMAN MADDEN: Mr. Gary Eberhardt?
9 MR. EBERHARDT: Present.
10 CHAIRMAN MADDEN: Mr. James Faron?
11 MR. FARON: Present.
12 CHAIRMAN MADDEN: Mr. Ken Howard?
13 MR. HOWARD: Present.
14 CHAIRMAN MADDEN: I know Ms. Cynthia Kramer will
15 not be here tonight.
16 Mr. Jim Schnarr?
17 MR. SCHNARR: Present.
18 CHAIRMAN MADDEN: Mr. Carl Lumley, our City
19 Attorney?
20 MR. LUMLEY: Present.
21 CHAIRMAN MADDEN: Mr. Paul Langdon, our Director
22 of Community Development?
23 MR. LANGDON: Present.
24 CHAIRMAN MADDEN: Whitney Kelly, Our City
25 Planner?

2

1 MS. KELLY: Present.
2 CHAIRMAN MADDEN: And, Ms. Julie Lowery, our
3 Recording Secretary?
4 MS. LOWERY: Present.
5 CHAIRMAN MADDEN: That'll move us to B, Public
6 Hearing for Application No. 13-003: Approval for the
7 rezoning of 5.26 acres to Core Business District and a
8 conditional use permit for The Vanguard at Creve Coeur, a
9 multi-family residential development.
10 MR. EBERHARDT: Swear in public hearing?
11 CHAIRMAN MADDEN: Yeah.

12 And anybody that may be commenting on this, if
13 you'd come up right now and be sworn in, so we don't have
14 to do it one by one. So if you are going to come up and
15 comment, please come up now and be sworn in.

16 (Speakers were sworn by the court reporter.)

17 CHAIRMAN MADDEN: Would you please state your
18 name and address for the record.

19 MR. BRASWELL: My name is David Braswell with
20 Covington Realty Properties. Offices at 135 North
21 Meramec, St. Louis, Missouri 63105.

22 I'm here tonight to, hopefully, get your support
23 in a project called The Vanguard at Creve Coeur.

24 VOICE IN THE AUDIENCE: Pardon me, can he speak
25 a little louder, please.

1 CHAIRMAN MADDEN: There you go. That might help³
2 having it little closer.

3 MR. BRASWELL: Is that better?

4 CHAIRMAN MADDEN: Yes.

5 MR. BRASWELL: Thank you.

6 The property is located at 10360 Old Olive
7 Street Road and 10420 Olive Street Road.

8 Could we have the site on the overhead?

9 All right. Again, the -- let me orient you on
10 this site plan.

11 This is Old Olive Street Road, and Olive
12 Boulevard would be at the bottom of the page.

13 The site, 10360 Old Olive Street Road, is this
14 long narrow site that runs from Old Olive to Olive
15 Boulevard, and at the same time, 10420 is this narrow site
16 that runs from Olive -- Old Olive to Olive Boulevard.

17 Both sites are being proposed to be rezoned from
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18 General Business to Core Business.

19 The reason for that, in working with
20 Mr. Langdon, this entire area, the retail center to the
21 west, is also Core Business. Many of the properties
22 surrounding it are Core Business.

23 The concept here was not to leave a property,
24 which is a three-story office building here, owned by
25 Dr. Branson, who is the seller of this site, to leave this

1 as a General Business District with -- with a Core
2 Business on either side.

3 What we're doing is we're asking for both
4 parcels to be changed and zoned Core Business. That would
5 be contiguous to this, thereby, this entire area would
6 then be a Core Business District. Okay.

7 What we're proposing, again, this is the --
8 let's call it the eastern site, Parcel One; the office,
9 Parcel Two.

10 Entire parcel is made up of 5.6 acres, and what
11 we're proposing on the eastern parcel is 174 multifamily
12 apartments for rent with a parking structure in the
13 center, which is grade plus three, and you see that in
14 the -- the section down below.

15 What -- and, by the way, this section is
16 basically cut right down the center of here, so what you
17 see is a building on the north, the courtyard here, the
18 parking structure here, another courtyard in this
19 building.

20 The building generally wraps on each side the
21 parking structure, so that from -- from this -- this side
22 you basically see parking units, a break where you enter

23 the garage and more units.

24 In addition to this parcel and this parcel, I am
25 in the throes of acquiring approximately .5 acres from

1 MoDOT. The current highway right-of-way jogs up -- up 5
2 this hill, almost to this point and then goes back down.

3 I'm trying to buy approximately 120 feet from,
4 what would be now the new right-of-way up to the existing
5 boundary on the south side of this property.

6 The -- again, I mentioned that the whole site is
7 5.6 acres. This parcel is 3.6 acres, leaving the office
8 parcel of 1.6 acres. Again, the existing current zoning's
9 Core Business -- General Business. We're requesting Core
10 Business with a conditional use permit.

11 The conditional use permit is required to get
12 the density I'm asking for, and it only occurs -- which is
13 above 20 units to the acre, which is only allowable under
14 the Core Business conditional use permit.

15 The FAR on this site is the acreage multiplied
16 by 1.25. It's approximately 196,000 square feet.

17 We -- as I understand it, I'm sure that you have
18 the -- I assume they have the staff report, or we meet the
19 site coverage as indicated in the ordinance.

20 There are several issues that I will request a
21 variance are -- on, and that meeting at that ward is set
22 for two weeks from -- no --

23 MR. LANGDON: On Thursday. Two weeks from
24 Thursday.

25 MR. BRASWELL: Two weeks from Thursday. Thank

1 you. 6

2 They are -- when I'm -- I'm adjacent to, on my
Page 5

3 eastern border, a multifamily condominium community.

4 The way it's stated in the ordinance, when I'm
5 adjacent to a designation, this is designated AR under the
6 zoning ordinance, I must have a buffer of 200 feet from
7 that AR District. My site from this corner to this corner
8 is 192 feet. That would be a variance request.

9 The other -- one other item is that I must be no
10 further away from a right-of-way on this property line
11 than 80 feet.

12 As I told you, I'm buying 120 feet of that from
13 MoDOT, with the stipulation that I can't build on it
14 because of the -- of the existing approximately three to
15 one slope.

16 It's impossible to achieve that maximum setback
17 of 80 feet when I'm buying 120 feet, and I can't move the
18 building close enough to get it within 80 feet without
19 constructing it on the parcel I would be buying from them.

20 And, again, the restriction on that parcel is I
21 cannot build on it. I can landscape it. I'm planning a
22 detention basin, but I can't build a building on it.

23 What's the third point?

24 MR. LANGDON: The requirement for the parking
25 garage being underground versus above ground.

1 MR. BRASWELL: Which was the first point. Yes.⁷

2 Under the CB District, there's a requirement
3 that I believe 50 percent of the parking for multifamily
4 must be beneath the building. What I'm proposing is a
5 parking structure that starts on grade and goes
6 vertically. Just -- and that, again, is my third request
7 before the Board of Adjustments.

8 There will be a combination of one-bedroom,
9 two-bedroom and three-bedroom units. The ordinance
10 requires that the average units -- average unit size is no
11 smaller than 900 square feet. Our units -- our average is
12 larger than that. It also requires that no unit can be
13 smaller than 750 feet.

14 We will have approximately 30 percent
15 one-bedroom units; about 60 percent two-bedroom units, and
16 it will be a smattering of some threes. All two-bedrooms
17 are two baths; all three bedrooms are two baths.

18 The market study we did was very pleasing in
19 that the rents will start for one-bedroom, approximately
20 750 square feet, close to \$1,200 a month. That number
21 will, for a three-bedroom, will be probably just over
22 \$2,000 a month.

23 These are planned as high-end luxury units,
24 9-foot ceilings, wood flooring, granite countertops, on
25 and on and on.

8

1 Are there any questions, please?

2 CHAIRMAN MADDEN: Any questions?

3 Mr. Faron.

4 MR. FARON: Is -- is the possible fourth
5 variance the sky exposure plane, is that --

6 MR. BRASWELL: Yes. Thank you.

7 The sky exposure plane which, basically,
8 indicates that you move in to the property 100 feet, go
9 45 feet in the air and project from that point a 30-degree
10 angle.

11 It would basically -- I could basically build a
12 building, maybe the length of this property, about that
13 wide, with that sky angle plane of a 30-degree angle.

14 That's the fourth requirement -- request of Board of
15 Adjustment.

16 CHAIRMAN MADDEN: Do one of you want to go next
17 or --

18 MR. LANGDON: Yeah.

19 CHAIRMAN MADDEN: Okay.

20 MR. LANGDON: If you're ready.

21 CHAIRMAN MADDEN: Pardon me?

22 MR. LANGDON: If you're ready for me.

23 CHAIRMAN MADDEN: Yeah, we are.

24 MR. BARTON: I was just going to get some
25 clarification --

1 CHAIRMAN MADDEN: Oh, I'm sorry. Dr. Barton. ⁹

2 MR. BARTON: -- real quick, and I don't know how
3 much it affects things. I was just trying to get
4 understanding.

5 Is there an exchange of ownership or does --

6 MR. BRASWELL: Yes.

7 MR. BARTON: -- Dr. Branson still maintaining
8 the ownership of his property?

9 MR. BRASWELL: Dr. Branson still maintaining the
10 office parcel, and I will be purchasing approximately
11 3 acres from him.

12 MR. BARTON: And then -- and then there's cross
13 access easements --

14 MR. BRASWELL: Yes.

15 MR. BARTON: -- I guess?

16 MR. BRASWELL: Yes, sir.

17 CHAIRMAN MADDEN: Mr. Eberhardt.

18 MR. EBERHARDT: On your eastern boundary, you

19 say that abuts a Residential Development, AR?

20 MR. BRASWELL: Yeah, this is -- this is
21 designated as an AR Residential District condominium.

22 MR. EBERHARDT: And what kind of a buffer or
23 screening is there between your apartments and those?

24 MR. BRASWELL: Currently nothing. There's a --
25 see this long rectangle here --

1 MR. EBERHARDT: Uh-huh. 10

2 MR. BRASWELL: -- that's a one level multicar
3 car garage, but there's nothing else. There's not a
4 screen or a fence or anything.

5 This -- this sort of acts as one, but there's --
6 basically, that's a parking lot here. Garage here.

7 MR. EBERHARDT: And what is the closest
8 residential unit to your building on --

9 MR. BRASWELL: It would be -- this actually is
10 the edge of the parking lot, so there's a building right
11 here, and it does not show up on -- on here.

12 Building No. 1, the northern building and the
13 southern building, and there's the long parking garage,
14 and there's the entry off of Old Olive. And the property
15 line then is right there.

16 MR. EBERHARDT: Thank you.

17 CHAIRMAN MADDEN: Are -- are you going to put
18 something on your property line between -- like either a
19 fence or landscape or something between you and their --

20 MR. BRASWELL: Well, yeah, between the setback
21 there would be landscaping here, and we submitted a
22 landscaping plan.

23 CHAIRMAN MADDEN: Okay.

24 MR. BRASWELL: But there's no other visual
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25 barrier other than landscaping.

11

1 CHAIRMAN MADDEN: Okay.

2 MR. EBERHARDT: And is that side a blank wall or
3 does it have windows or --

4 MR. BRASWELL: No, there are -- there are
5 windows on -- on these -- this side and this side, and
6 then this is the -- this is the parking structure.

7 MR. EBERHARDT: Right.

8 MR. BRASWELL: Which, typically, what I've done
9 in the past on those, you know, they have a -- what I call
10 a spandrel, which -- is concrete, but I'm actually just
11 finishing one in University City near 170 and Delmar and
12 -- thank you -- and what we've done there is you can take
13 this spandrel, which is this, and you can do a number of
14 things with it.

15 What we did on the current one is put a form
16 liner in the concrete form, which looks like stone. You
17 can do brick, about -- about whatever your imagination
18 can think of to make those look more than just a blank
19 concrete panel.

20 This -- this is the proposed elevation from the
21 office building site. And, as you can see, this is the
22 garage and the units, and then this is just a blowup of
23 that piece right there.

24 I got a better one. It's -- the -- and the east
25 elevation is -- you'll see the expanse of the garage and,

12

1 again, these spandrels, again, this is a grade plus three
2 levels here, and then units on each end similar to the
3 other, but, again, there's -- there's not sufficient depth

4 on the property to wrap both sides of the garage.

5 The other -- just -- just for reference, this
6 was the landscape plan we submitted for the entire site.

7 And one other thing I might mention is that on
8 this landscaping plan, you've got -- I mentioned you have
9 this courtyard here and a courtyard here, one of which
10 we've got a pool and another just a water feature.

11 In addition to that, on the upper level of the
12 garage is what we would refer to as a rooftop garden,
13 which is, you know, place for sunbathing, we'd have up
14 there what they'd call a splash pool, you know 20-inch
15 deep body of water, and just a place for people to hang
16 out, sunbathe, and typically there would be barbecue
17 grills up there as well. Similar in both of these
18 courtyards.

19 One thing I might mention, the property is
20 elevatored, but -- but what's unique about this sort of
21 garage structure, people can actually drive -- if they
22 live on the second floor, they can drive up to the second
23 floor, and you enter at four points off of that garage to
24 go into the corridor on the level in which you're living.

25 So people sort of self-distribute to where

1 they're at. They generally just don't use the elevators.¹³

2 This first floor along here would house our
3 leasing office and the work-out room and all the amenities
4 that would be available for the residents.

5 CHAIRMAN MADDEN: Okay. Thank you.

6 MR. BRASWELL: Any more questions?

7 CHAIRMAN MADDEN: Not right at this moment, I
8 don't think.

9 Why don't we hear from Paul, and then I'll let

10 the people in the audience comment.

11 MR. LANGDON: Feel like I'm sitting in your
12 laps.

13 Good evening, Mr. Chairman, Members of the
14 Commission.

15 My name's Paul Langdon. I'm the Director of
16 Community Development for the City of Creve Coeur.

17 The applicant has given you a thorough
18 walk-through of the site and the project itself.

19 As he's identified, there are a number of issues
20 related to the zoning as it sits today.

21 The basic expansion of the Core Business
22 District is not unusual. It is a continuation of the
23 basic form, which is fairly intensive development.

24 We call it the Pavilion Shopping Center. Has a
25 number of retail units, it has office over retail in the

1 northwest corner. It has the theater, and it does have a¹⁴
2 parking deck, albeit a rarely used parking deck.

3 The drive that runs down beside it, Pavilion
4 Drive, was never intended to be a public street. It is
5 not today a public street.

6 It was intended to be an access for traffic
7 leaving en masse from the theater. That's where it
8 originated. The theater is right here. That's Pavilion
9 Drive. That's the parking deck, you have restaurants and
10 retail, restaurant, restaurant, restaurant, mixed office
11 and restaurant back here and retail.

12 The -- the driveway is really only built to
13 driveway standards in terms of width. The turning radius
14 here, if any of you have tried to negotiate it at a busy

15 time, is not very good, and certainly that's something
16 we're mindful of as we move forward.

17 Also you have some newer office located here at
18 the corner and you have comments received last time from
19 the owners of that building that have concerns. You also
20 have the Carriage House, which has been referred to. You
21 received comments last time on that, and I think you'll
22 get comments tonight from residents there.

23 These are all factors that we're aware of.

24 I think one of the things that you also need to
25 be aware of, and I don't want to presume on the Board of

1 Adjustment here, but it does help with the general 15
2 understanding of how we got here and some of the issues,
3 that not only will the Board of Adjustment will be looking
4 at, but I think that you all need to look at as well, and
5 that is the zoning history of this area.

6 It has been commercially zoned along Olive
7 Street Road since the City incorporated. This is part of
8 the original incorporation area. At the time there was no
9 Olive Boulevard, this is where Olive went. And this was
10 always seen as an area coming off of Lindbergh for
11 commercial development.

12 When Carriage House came along, the project, as
13 a concept, the City did not have a Multifamily District
14 that could handle it. It was proposed actually originally
15 over here close to Lindbergh or over here where there's
16 currently an office building.

17 At the time they developed the Multifamily, it
18 was called Planned Multifamily Development, the P
19 District. And it allowed for higher density, which
20 Carriage House is. It allowed for shorter setbacks and

21 less green space. Basically, it was a compression of the
22 what was conventional garden apartments at the time. This
23 was the early 1980s.

24 The two sites failed, but ultimately Carriage
25 House came out of that zoning. Ultimately, the City

1 decided that that P District was not very workable, so¹⁶
2 they reworked it into what became the MF or Multifamily
3 District.

4 In addition, there was the AR, Attached Single
5 Family, which is sort of townhouses, and then there are
6 all this Single-Family Detached Districts.

7 Carriage House was zoned Multifamily. That's
8 important because going forward you had a multifamily
9 parcel surrounded by commercial development or commercial
10 zoning.

11 And commercial zoning popped up over the years.
12 You had the development take place here at Pavilion, which
13 initially stage you see, but then went to Core Business.
14 Had all this development along the north side, the
15 expansion of Lou Fusz with the Subaru dealer.

16 You have the office building here right at the
17 interchange ramp, the other dealership and some various
18 offices and a -- and a school right here, a private
19 school. So you saw a variety of different development.

20 In the late 1990s, the City, 1997, the City
21 adopted a new zoning code. It was a complete rewrite. A
22 lot of new standards were brought in.

23 One of those was anything in the Core Business
24 District had to provide this 200-foot buffer if it was
25 adjacent to Single-Family Residential.

17

1 Remember at the time that there was still
2 Multifamily Residential. There was a clear break there
3 when you were beside Single-Family, you had big buffers.
4 If you were beside Multifamily, no buffer.

5 In this case you had multifamily development,
6 and so there was no presumption that they were creating
7 some sort of a -- a buffer zone around that particular
8 development or any like it, frankly.

9 Just a couple years after that zoning code was
10 adopted, there was a move in the City to get rid of all
11 Multifamily zoning. There would be no more Multifamily
12 zoning as a designation. Any properties that were zoned
13 Multifamily would be zoned something else.

14 In that effort, this along with all the other
15 apartment complexes, were evaluated for what was the best
16 district, because, as you know, that's not a townhouse.
17 That is not attached Single-Family development, but it's
18 also not a business either, it's where people live.

19 So they decided at the time that the best use or
20 the best district would be AR, even though it isn't AR, it
21 doesn't meet any of the standards of AR, at least AR was a
22 Residential District that allowed somewhat higher density,
23 and that's about as far as -- as this project went along
24 with it.

25 The problem though is that now you brought along

18

1 a whole bunch of protection standards for a style of
2 development that were never intended to go with this style
3 of development. But that's the way it went, and that's
4 what we have today, AR zoning on a multifamily project.

5 Several years go by, the General Commercial

6 zoning stays in that area. Nothing happens.

7 Comprehensive Plan is written in 2002. There's
8 specific wording in there that the City should envision
9 this as a Commerce Center. That's the name given to this
10 district of the City. There's wording in there that says
11 the City should be prepared and should encourage
12 large-scale redevelopment, sophisticated redevelopment
13 with high design -- design standards and should, in fact,
14 it goes as far as encouraging a green-tape approach,
15 meaning minimum restrictions; make it happen. Even with
16 that, nothing happened.

17 The Pavilion really was it. And that was the
18 only thing that -- that was taking place. Lou Fusz did
19 the Subaru dealer, which, compared to the other portions
20 of the complex, again, that's it right here, compared to
21 the repair center and the size of the Nissan and Mazda
22 dealers, it's much, much smaller. It simply wasn't taking
23 place.

24 The only other project was this one, which is
25 three stories and actually fits within the General

1 Commercial zoning, but the owner of that building will¹⁹
2 tell you that if he could have done more, he would have
3 done more. Because he had access and because he had
4 location, he knew that he could make the project work, but
5 he didn't have the zoning, and he didn't have a big enough
6 piece of land to qualify for a stand-alone Core Business
7 District.

8 He would have, in effect, been spot zoning had
9 he done that, which is curious, because when they zoned
10 this Carriage House project -- sorry -- this Carriage

11 House project to AR, they effectively spot zoned a piece
12 of property. It doesn't fit in. It's surrounded by
13 Commercial. It doesn't fit the district it's in. It was
14 a zoning of convenience.

15 We move ahead another several years, and this
16 project comes along. They're looking at a set of new
17 circumstances. The market has changed. The expansion of
18 the plant science region, if you will, with Monsanto, this
19 is -- you can see a little bit of it here, of course,
20 Monsanto's, you know, over to the west, and you have the
21 Danforth Plant Science Center and Bridge Park and now
22 the -- the Healing Center, which is owned by St. Louis
23 County, all starting to form a district. They're starting
24 to grow.

25 Part of that market study that the applicant

1 referred to looked at the growing number of people working²⁰
2 in that area that had need for this style of housing.

3 You have in your packets, and it was on the dais
4 today, letters from Danforth Plant Science Center, as well
5 as Bridge Park and Wexford encouraging the project because
6 a lot of the people that work in those centers are looking
7 for this style of housing.

8 They're coming here from out of country; they're
9 coming here from other parts of the country, they may or
10 may not stay here. They are used to a different style of
11 living in many cases and they don't want to commute.

12 Remember that back when some of this zoning was
13 done, and even at the -- in 2002, we weren't looking at
14 nearly as much interest in people living close to where
15 they work. Commuting was a part of what Creve Coeur was
16 and still is to a large degree, but it's on -- the

17 commuting is on the decrease and people wanting to live
18 close to work is on the increase.

19 And the Plant Science Center has, as a region,
20 has really seen a push amongst the people living -- or
21 working there to -- to have more housing choices nearby.

22 So that's kind of led to the genesis of this
23 project and -- and the Applicant's interest in it. It
24 really raises a lot of questions for us though.

25 Regardless of the architecture, regardless of

1 the materials, the details of the landscape plan, I think²¹
2 we first have to address this question of is this the
3 right direction for this area.

4 The Board of Adjustment has very specific issues
5 to look at, and their discussion will be focused on those
6 issues. But one of the questions they have to answer is
7 if the variances are granted and the project is built,
8 will it be a detriment to this property, to the properties
9 around it, or the City in general.

10 That's a big question, because in some ways this
11 follows with the pattern of development that's been
12 anticipated in the Comp Plan, but it's very much not in
13 following with the zoning that's in the area.

14 We haven't seen a project like this in the City
15 before except for Kings Landing. Kings Landing -- well,
16 and I take that back. Summit Lofts is very similar,
17 although not as big. It's that -- that sort of dense
18 urban model, very short setbacks, it's really, you know,
19 the buildings go right to the edges and everything is
20 focused inside. The rents are very high.

21 And I can report that the tenancy in those

22 projects is also very high. They are functionally full
23 all the time now. So there is market interest.

24 The question for you all, I think, as the
25 Planning Commission, and this really starts to preempt

1 some of the Comprehensive Plan discussions that we'll get²²
2 into later this year, is where is this area headed. Is
3 this an area that's headed for this style of development,
4 or is this an area that should be pressured to stay below
5 three stories and stay within that General Commercial
6 limitation.

7 What you see out there today, although dated, is
8 effectively what General Commercial allows. It's fairly
9 dispersed. Fairly low. Fairly low intensity.

10 Core Business, as you know, is City Place, it's
11 North New Ballas. It's the area that runs across the
12 interchange and over to Westgate. You know, that's Core
13 Business zoning. West Park on the far side of the City,
14 that's also Core Business zoning. It is a different
15 character. It is more urban in style. It is more dense.

16 Where I think you can be of the most service to
17 this process at this time is to look into that issue and
18 speak to it, so that we can then help the Board of
19 Adjustment as they deliberate on this question of harm.
20 Is there a harm or is this actually a good thing for the
21 area.

22 There's no question that's a dramatic change for
23 the properties around it. Property to the west is a part
24 of the project, so one presumes they're in favor. We
25 haven't heard from the projects to the north. Carriage

1 House residents, some of them, at least, are opposed to²³

2 the project. This is a dramatic change for them. It's a
3 parking lot beside them today. You know, this is all
4 parking lot right here.

5 This is one small building, and you got a house
6 right there, the manse, I suppose it was, for the church.
7 And the rest of it's all landscape. Now you'll have a
8 building that fills almost that entire space. That's
9 dramatic change.

10 But is that the dramatic change that the Comp
11 Plan was seeking.

12 And I suppose that's the first question I really
13 have for you. What do you think? Because we will take
14 these comments forward to the Board of Adjustment.

15 I'm not looking for you to recommend the project
16 tonight. In fact, I encourage you not to. I'm not
17 looking for you to say that you would approve the project,
18 but the first question, is this the right kind of project.
19 We've seen this before. It's a great project, it's in the
20 wrong place. Is that the case here or is this the right
21 project to lead the way to a different future than the
22 last 20 years we've seen in this area?

23 CHAIRMAN MADDEN: Mr. Eberhardt.

24 MR. EBERHARDT: What's the approximate
25 employment at the Danforth Science Center of people who

1 might be utilizing these kind of apartments, do you have²⁴
2 any feel for that?

3 MR. LANGDON: I don't know that I can answer
4 specifically to Danforth. I believe it's in the 200
5 employees range. I believe Wexford is similar. Helix
6 just started, so there's very little there. Monsanto's,

7 you know, is essentially 24-hour operation, but I think
8 their peak on campus employment at any one time is about
9 3,000.

10 Those areas are growing. Recall there's two
11 more phases to the Wexford project, both of which are
12 larger than Phase I. And then Helix is, I believe, about
13 115,000 square feet, only 20 percent or so is full right
14 now.

15 MR. EBERHARDT: Thank you.

16 CHAIRMAN MADDEN: Mr. Faron.

17 MR. FARON: In regards to the Comp Plan, it
18 seems like this project is very favorable to a lot of
19 things in the Comp Plan, as I've read the staff's report
20 and delved a little deeper into that.

21 It seems like we've attempted to lay out options
22 for this site in this area before, and it hasn't taken
23 off. I don't know if we want to continue to do that.

24 There also seems to be support from the
25 companies in the vicinity. I know we have some -- some

25
1 push back from some businesses in the vicinity, but some
2 of the larger companies, the biotech companies definitely
3 make a good point in allowing some residential options for
4 their workers and people that are in that area not to have
5 to drive somewhere to -- to lunch, do lunch, or just exist
6 and live in that vicinity.

7 It seems like in the past there's been a
8 convoluted direction to where this Carriage House building
9 exists now as its zoning is in place.

10 In taking into consideration some of the
11 comments that were made before, the previous meeting, is
12 there a possibility of softening Pavilion somehow to

13 appease the people that were against the -- or stating
14 that there could be some traffic problems, you know,
15 adjusting that? I know one of the traffic reports stated
16 that the stop sign is not of a typical nature. Maybe
17 that's something to start with. Widening it slightly.

18 Is there an option to put a light up at
19 Guelbreth and across from Carriage House? I know that's a
20 nightmare to come in and out of for some of the residents
21 there.

22 Things of that nature. I mean I think there's a
23 lot of options here to try to make this project work.

24 I know the Applicant said that dropping it a
25 story might make it unrealistic, but would that change the

1 zoning? I thought you had said that in the report that²⁶
2 that possibly would eliminate some of the variances that
3 he might have to apply for.

4 MR. LANGDON: Only one.

5 MR. FARON: Only one. The sky plan or the --

6 MR. LANGDON: Yes, the sky plan.

7 MR. FARON: Yeah. So I mean I don't want to go
8 on and on, so I've read this extensively, the staff
9 report, and there's other things I can mention, but I'll
10 -- I'll throw it back to the Commission, see if anyone
11 else has additional comments. But I think we can do some
12 things here to make it move forward on this, not to
13 approve it now, but to definitely look at it a little
14 closer. Maybe we do our own independent traffic study. I
15 think the study was done by the Applicant.

16 We had a similar conflict with Delmar Gardens
17 so, at any rate.

18 Anyone else?

19 MR. HOWARD: I have a couple comments.

20 It seems like the access to this property from
21 Pavilion is the wrong direction. That seems like the
22 wrong street to use.

23 Old Olive is built sufficiently wide to handle
24 this kind of traffic flow. Pavilion just absolutely is
25 not.

1 Has the fire department looked at this -- 27

2 MR. LANGDON: Yes.

3 MR. HOWARD: -- as far as access from both
4 sides?

5 MR. LANGDON: Yeah, I mean fire
6 department's comments -- let me bring up the site plan --
7 keep north up.

8 Right now recall that the primary access is
9 intended to be here off of Old Olive. There is access
10 today right here. It goes into the office building in
11 this parking lot and then it connects through to this --
12 the big parking lot that's here.

13 Obviously, you can see that would still be a way
14 through.

15 The fire department sees this as the primary
16 access and would not want to use this. They did look at
17 being able to negotiate a truck through here, oops,
18 through here to this point where they could then extend a
19 ladder to fight a fire in the south end of the building.

20 Concern being that once you got a truck in here,
21 if you got a truck in here, it would be extremely
22 difficult to get out, especially if there are cars parked
23 there. It -- you couldn't get a ladder truck is what it

24 comes down to.

25 So they have considerable concerns about getting

1 into that property. What they would do, and what the 28
2 Applicant has agreed to work with Demon (phonetic), access
3 is from Old Olive. They come to here and then using a
4 series of the, they call them grass pavers or turf
5 blocks --

6 MR. BARTON: Uh-huh.

7 MR. LANGDON: -- which they've approved in a
8 variety of locations before, a truck can drive down there,
9 only one time use, hopefully if -- hopefully never be
10 used. And again can then reach a point here, where then
11 extend a ladder and fight a fire in the south end.

12 It's, again, not ideal, but at least it
13 does allow them access. They are satisfied with that. We
14 met directly with the fire marshal and with the -- the
15 ladder truck captain, who felt that that was acceptable.

16 And then on the other side, they would access
17 using Carriage House parking lot.

18 MR. HOWARD: Okay. So that would eliminate
19 those trees that we see on this landscape plan?

20 MR. LANGDON: No. No. They work around the
21 trees. They're not worried about that. That's why they
22 keep a chainsaw on the truck.

23 MR. HOWARD: And then isn't this -- if we
24 move this concept, now this is four stories, I think we're
25 looking at three in the form base code Downtown District.

1 This would be -- 29

2 MR. LANGDON: Three up -- three up to six.

3 MR. HOWARD: So this would be the kind of
4 development that we'd like to see --

5 MR. LANGDON: Yes.

6 MR. HOWARD: -- in that area --

7 MR. LANGDON: Uh-huh.

8 MR. HOWARD: -- certainly.

9 MR. LANGDON: Yeah. And to the extent it's
10 relevant to Kings Landing, and Kings Landing is, at least
11 for the last several years, extremely successful, we would
12 encourage more.

13 CHAIRMAN MADDEN: You done?

14 MR. HOWARD: Yes, I am.

15 CHAIRMAN MADDEN: Okay. You know, Creve Coeur's
16 got something really going there, I think, at the corner
17 of Warson and Olive Street --

18 MR. LANGDON: Uh-huh.

19 CHAIRMAN MADDEN: -- and we got this letter here
20 saying that, you know, this is what these people are
21 looking for.

22 I just got back from Italy. You hardly see any
23 houses in Italy. The people live right near where they
24 work.

25 MR. LANGDON: Uh-huh.

1 CHAIRMAN MADDEN: They either take a scooter,³⁰
2 public bus or they walk.

3 And, you know, we're bringing a number of these
4 people in, I think, from other countries, to me this fits
5 right in.

6 Now I also agree with what Mr. Faron said, we've
7 got to make this maybe a little bit more palatable for the
8 neighbors to the east.

9 But this is, to me, a chance for Creve Coeur to
10 really make that Plant and Science Center and everything
11 else that's located over there, maybe really take off, and
12 make it easier for them to recruit world-class people, and
13 the better people we get in there, you know, and then you
14 got Monsanto right across the street, I'm sure there's a
15 number of their people --

16 MR. LANGDON: Yes.

17 CHAIRMAN MADDEN: -- that are single or they,
18 you know, maybe have -- they're married with no kids or
19 just young kids would love to live there.

20 I think this is perfect for this situation.

21 MR. LANGDON: It's important to note this
22 property south side of Old Olive -- or Olive -- Old Olive
23 Street Road is in the Ladue School District, and so we do
24 expect that there will be families living in the building.

25 CHAIRMAN MADDEN: And -- and as far as the

1 traffic, and I'm sure we're going to do an independent ³¹
2 one, well, as long as I've been on here, we can have the
3 two traffic studies will come out exactly the same, and
4 we'll still have people sitting out there in the audience
5 saying they don't know what they're doing, so I mean, and
6 usually when we get done with these projects the traffic
7 people were right, you know, so.

8 MR. LANGDON: I can add to that.

9 The -- we did ask the police department to set a
10 counter out for a week, and get some idea of the amount of
11 traffic on the street. It's a little north of 8,000 cars
12 a day. For a road this size, that's, you know, certainly
13 normal, it could handle substantially more than that.

14 There are no significant crash statistics anywhere along
15 Old Olive until you get down to the intersection with
16 Olive Boulevard, which is a whole different situation
17 because you have cars running the red light going east or
18 west that leads to crashes there.

19 But Old Olive, in general, is not a safety
20 concern today. You know, it's always a question about how
21 much traffic an apartment complex generates.

22 In general, with any residential you see a -- a
23 dispersal of the traffic. They don't all leave at the
24 same time; they don't all come home at the same time.

25 Offices and factories are the worst for that.

1 Schools are another bad one for really creating that focus³²
2 of traffic.

3 But 174 units is going to generate a fair bit.
4 Their traffic study believes that that can be
5 accommodated. Mostly if the traffic stays to Old Olive.
6 It really didn't get into the question of -- of Pavilion
7 and whether we'd have a lot of traffic cutting through
8 here. I think they made some assumptions that were very
9 low. And I think, yes, we would use the City's traffic
10 engineer to verify any of those conclusions.

11 CHAIRMAN MADDEN: Thank you.

12 Okay, Mr. Faron.

13 MR. FARON: If I could go back and mention, on
14 the Kings Landing, was the only variance the parking
15 related to these --

16 MR. LANGDON: That -- yes.

17 MR. FARON: -- four? It was just the parking?
18 The other were in some way, shape or form avoided and
19 addressed at that project?

20 MR. LANGDON: Yes, cause it's surrounded by Core
21 Business zoning, there were only the 10 foot setbacks
22 required --

23 MR. FARON: Okay.

24 MR. LANGDON: -- all the way around so.

25 MR. FARON: And I -- it seems like a project

1 like this, and you can chime in with what your perspective³³
2 on it would be, with the Commercial, the GC above there,
3 and the church that is now for sale --

4 MR. LANGDON: Yes.

5 MR. FARON: -- a project like this could infuse
6 and interject possible regrowth and development there.

7 I mean if we have the flyover coming from the
8 biotech corridor over there, and a lot of people living
9 there, I think business owners love to have that, people
10 living and working within their vicinity.

11 I mean that strip of shops up there have been
12 struggling for a long time. I would think they would love
13 to -- I'm not saying that addresses all the issues, but
14 the depressed area that -- up that -- up on Old Olive
15 there would probably benefit from additional people living
16 in the neighborhood, and it seems like you have stated
17 that in the past so and in our staff report so.

18 CHAIRMAN MADDEN: Paul, before we get too deep,
19 why don't we go to the public comment --

20 MR. LANGDON: Sure.

21 CHAIRMAN MADDEN: -- if that's okay.

22 How many people, by a show of hands, are going
23 to speak tonight from the audience?

24 Three. Okay. I'm going to regret this, but

25 I'll waive the three-minute clock if there's only three of

34

1 you, but I may reinstate it quickly.

2 So the only -- no, you're not on this one.

3 Ma'am, why don't you come forward first. Yes.

4 And when you get up there, could you please
5 state your name and address, please.

6 MS. KRAM: Joan Kram.

7 CHAIRMAN MADDEN: You can pull that microphone
8 down so you don't have to stand on your --

9 MS. KRAM: Better?

10 CHAIRMAN MADDEN: There you go. Great.

11 MS. KRAM: Joan Kram, and I live at 920
12 Guelbreth, which would be like almost next door to this
13 new project they're planning on.

14 I am here representing Carriage House, the one
15 with the porches, the second one on the lot.

16 CHAIRMAN MADDEN: Uh-huh.

17 MS. KRAM: And I am here, as I say, representing
18 them. We are not in favor of this, mainly, as you said,
19 because of the traffic.

20 It's -- first of all, we weren't told if it was
21 going to be apartments or condos. Nobody has -- well, no
22 one has even come and spoken to our president or any of
23 our neighbors in our building to even give them an idea of
24 something to think about.

25 I'd like to know just how this is going to

35

1 affect our property at 920. I don't know what they're
2 going to do as far as -- I don't know what we're going to
3 do or they're going to do or whatever as far as parking,
4 and et cetera, et cetera.

5 I'd like to know if, indeed, this project is
6 passed, when it will start being built and how long it
7 will take to be built.

8 Frankly, and I'm sorry, I think it's
9 Mr. Madden --

10 CHAIRMAN MADDEN: Yes.

11 MS. KRAM: -- I don't agree with you. I don't
12 think it's going to be of any benefit to us whatsoever,
13 and, again, we're getting back to traffic and so forth.

14 And I don't want people to think I don't like
15 kids, cause I love kids, I've got great grandchildren. So
16 please don't feel that I am against that, but it's just
17 going to be -- it's not going to be of any benefit to
18 them. And when we see kids, even now, when they come over
19 to visit grandma and grandpa, and if they're playing in
20 the yard -- in -- we have no yard, so it's our parking
21 lot. And then we're going to have more going on with this
22 new project.

23 I don't know what they're intending -- how many
24 children they're intending to allow, or if anybody with
25 children is interested.

1 But, as I say, I do want to know when this is³⁶
2 projected for; when they are intending to start building
3 if it is passed and how long it will take.

4 CHAIRMAN MADDEN: Okay. When we get done with
5 all three of you, then we'll ask him to come up and answer
6 your questions, okay.

7 MS. KRAM: Pardon me, I'm sorry?

8 CHAIRMAN MADDEN: After the three of you
9 speak --

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10 MS. KRAM: Oh, yeah.
11 CHAIRMAN MADDEN: -- we'll ask him to come up to
12 answer the questions, okay.
13 MS. KRAM: Okay. Fine. Thank you.
14 CHAIRMAN MADDEN: Thank you very much.
15 Mr. Kent. Were you sworn in?
16 MR. KENT: No, I don't believe.
17 CHAIRMAN MADDEN: Okay. Well, then we need to
18 swear you in, please.
19 (Mr Kent was sworn by the court reporter.)
20 MR. KENT: Robert Kent, 13084 Ferntrails Lane.
21 I just wanted to comment, it's not on the map,
22 but just across on the other side of Old Olive Bowl is
23 LaVerne Collins Park. And it's within walking distance.
24 And LaVerne Collins Park has been underutilized, to say
25 the least.

1 And so, perhaps, if we get this development,
2 it'll be attractive to the people in the development,
3 particularly if they have children, which was just
4 mentioned. And in addition we can perhaps justify having
5 put that park where it was.

6 Thank you very much.
7 CHAIRMAN MADDEN: Thank you.
8 Mr. Caldwell. Were you sworn in? I didn't
9 know.

10 MR. CALDWELL: Yes.
11 CHAIRMAN MADDEN: Okay.
12 MR. CALDWELL: David Caldwell, 257 Brooktrail
13 Court.

14 I thank the Chairman for waiving the
15 three-minute rule, but I'll do the best that I can.

16 I would like to maybe ask Mr. Langdon to weigh
17 in on this, but as I look at this project, it can be
18 approved as General Commercial, so he's asking for Core
19 Business, but technically it can't be approved as Core
20 Business either because of all the variances that are
21 required.

22 It can't really be approved as a straight Core
23 Business project. Many variances are needed to make it a
24 Core Business eligible.

25 So my question to Mr. Langdon, why wouldn't this

1 be a Planned Residential District, in which case there ³⁸
2 would be a different set of rules that would apply, and we
3 would talk about the public benefits and so forth, and we
4 would also characterize the project going forward by
5 making Core Business it can be anything that -- if this
6 project failed, as it is proposed, then it's Core
7 Business, it could be anything that is Core Business from
8 now on.

9 So my question -- one of my questions is why
10 wouldn't this be approached as a Planned Residential
11 District?

12 Now, I think Mr. Eberhardt raised the issue
13 about the employment in the area. And I would say that at
14 174 units, this is a drop in the ocean as -- in terms of
15 addressing the housing of the people in the area. I
16 worked at Monsanto, and I know about that.

17 So but if there is a general community interest
18 to provide housing there, then it would equally be
19 possible to use the same zoning that applies to the
20 Carriage House, and make -- put in housing of a similar

21 scale to the Carriage House on that property, and you
22 could provide housing there.

23 There's no reason that -- more -- no more of a
24 reason to extend the Core Business zoning from the west,
25 as there is to extend attached residential or other

39

1 residential zoning from the east.

2 So I -- I think that there's -- there are other
3 common sense approaches to this project other than
4 squeezing in the ultimate maximum unbelievable density
5 that is proposed requiring all these variances, and still
6 achieve the purposes of the -- of the -- the Comprehensive
7 Plan.

8 And, lastly, I think -- I haven't seen the
9 traffic studies, I don't know what extent they have been
10 done, but not only the -- the residential -- the residents
11 there, but also some of the businesses have raised that
12 issue so that shouldn't be finalized.

13 There may be people who disagree with it, but
14 that's no reason not to do a full and complete traffic
15 study.

16 So I would encourage continued study, as
17 Mr. Langdon has recommended, on this site.

18 The area does need improvement, and I think it
19 should start with some commitment from the City.

20 Mr. Kent brings up the park. There really isn't
21 adequate sidewalks to take people to that park. You'd
22 have to be walking through parking lots to get there.

23 So, and there are a lot of things that -- the
24 flyover is eons away, if ever, so that shouldn't even be
25 considered in terms of justifying this project.

1 The City needs to make a lot of commitments to
2 improve the infrastructure in the area. And this project
3 is not -- not doing any of that, whereas a Planned
4 Residential District would maybe make some contributions
5 there.

6 So I think we need to apply a lot of common
7 sense and not get mired down in some of the zoning
8 history.

9 CHAIRMAN MADDEN: Thank you.

10 Is there anybody else? Okay.

11 Paul, would you like to answer those comments?

12 MR. LANGDON: Just answer them from here.

13 The -- the key issue with the Planned
14 Residential is that one of the requirements to rezone to
15 Planned Residential District is that the surrounding
16 properties be predominantly residential.

17 In this case only Carriage House is residential.
18 The rest of it's all commercial. So it doesn't meet the
19 base requirement.

20 In addition, there are buffer standards within
21 Planned Residential as well, which, again, go to Single
22 Family Zoning, which AR technically is, even though
23 Carriage House is not. So we did look at Planned
24 Residential zoning, and it doesn't fit any better than
25 Core Business.

1 Also it has a maximum density of 20 units per
2 acre, which matches the maximum density under AR, as well
3 as the maximum density without a conditional use permit in
4 Core Business.

5 So at I believe 43 units per acre for this

6 development, again Planned Residential doesn't work.

7 So we did look at it. It doesn't work.

8 ALR -- extending AR would not allow either this
9 project or Carriage House. The Carriage House project
10 doesn't meet the minimum acre size; doesn't meet the
11 minimum lot size; doesn't meet the density limit; it
12 doesn't meet the site coverage limit.

13 So even -- that's Carriage House. That's not
14 the proposed project. So the AR doesn't work either.

15 Definitely discussed the issue with the
16 Applicant that -- that we always try to consider, which is
17 what could subsequent land uses be should the project
18 fail, but the zoning remains.

19 And, again, we really come back to that same
20 question. Is this area headed for the Core Business style
21 of development, whether that's high density residential or
22 office buildings or high density retail, or is it really
23 destined to stay General Commercial, which is what it is
24 today.

25 CHAIRMAN MADDEN: All right. Thank you.

1 Mr. Braswell, could you come back up and let us⁴²
2 know if -- how long this will take to build and when you
3 propose to start. I know it depends on variances and
4 other things.

5 MR. BRASWELL: Based on your approving it
6 tonight you mean?

7 CHAIRMAN MADDEN: Yeah.

8 MR. BRASWELL: I'll just give you the timeline
9 for the -- for the -- when we would -- if we could start
10 from a construction standpoint.

11 We -- we plan approximately 18 months from the
Page 35

12 time we would get building permits and start construction.

13 There was one other question too. I mean --

14 seems to me there was. Is there --

15 CHAIRMAN MADDEN: How it affects her property --

16 their property.

17 MR. BRASWELL: From construction standpoint, we

18 wouldn't be on them at all. I mean we can't do that.

19 CHAIRMAN MADDEN: Okay. Thank you.

20 MR. CALDWELL: Mr. Madden, can I have one more

21 comment?

22 CHAIRMAN MADDEN: Sure. Do I need the clock?

23 MR. CALDWELL: No.

24 This reminded me when they question about how it

25 would affect their property. And I think this pertains to

43
1 the sky plane thing. I think this would have a severe
2 impact on the Carriage House in terms of the sunlight in
3 the afternoon. So I think that would -- we'd need to have
4 a -- maybe an explanation from a expert on that to -- to
5 tell the people how it would affect them.

6 CHAIRMAN MADDEN: Thank you, Mr. Caldwell.

7 And that will close the public hearing.

8 MR. LUMLEY: After I do my exhibits.

9 CHAIRMAN MADDEN: After you do your exhibits.

10 MR. LUMLEY: Thank you.

11 I offer the following exhibits into the record
12 of this public hearing: Documentation in possession of
13 the City Clerk reflecting the notice that was provided to
14 the public concerning the hearing; the staff's report
15 regarding the application; the City's Code of Ordinances
16 and Charter; the City's Comprehensive Plan and the public

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17 file regarding this application.

18

19 (This ends the public hearing)

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1 STATE OF MISSOURI)

2) SS

3 COUNTY OF ST. LOUIS)

4

5 I, Deborah K. McLaughlin, Registered Professional
6 Reporter, Missouri Certified Court Reporter, Illinois
7 Certified Shorthand Reporter and Kansas Certified Court
8 Reporter, do hereby certify that I reported the Planning
9 and Zoning Public Hearing stenographically and later
10 reduced to typewriting; and that this is a true and
11 accurate transcript of the public hearing.

12

13

14 _____, RPR, MO-CCR, IL-CSR, KS-CCR

15 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

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PLANT SCIENCE CENTER

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MAR 28 2013
PLANNING DEPT.

March 26, 2013

Mr. Paul Langdon
Community Development Director
Creve Coeur City Hall
300 North Ballas Road
Creve Coeur, MO 63141

SAM J. FIORELLO
Chief Operating Officer and
Senior Vice President
sjfiorello@danforthcenter.org

975 North Warson Road
St. Louis, Missouri 63132

p 314.587.1011
f 314.587.1111

RE: The Proposed Vanguard at Creve Coeur apartment community
10360 Old Olive Street Road, Creve Coeur, MO 63141

Dear Mr. Langdon:

It has come to our attention that there is a proposed luxury residential community located at 10360 Old Olive Street Road before the city of Creve Coeur Planning and Zoning commission. The Danforth Center would like to go on the record as strongly supporting this proposed development. We feel that The Vanguard at Creve Coeur will provide our scientists a convenient housing option. In addition we believe this development will continue to add to the high standard of livability in the immediate area. We respectfully request your consideration of our position in your process of approving this community.

Sincerely,



Sam J. Fiorello

March 28, 2013

City of Creve Coeur
Paul Langdon, AICP
Director of Community Development
300 N. New Ballas Road
Creve Coeur, MO 63141

Dear Mr. Langdon,

Thank you for allowing me to submit the concerns regarding Application #13-003 for developing **The Vanguard at Creve Coeur Multi-Family Residential Development** on behalf of the neighboring property, 10448 Old Olive Street Road, due to my being out of town for the rescheduled Planning and Zoning Meeting, April 1st.

Major concerns are as follows:

1. The traffic is currently heavy on Old Olive Street Road. As our parking lot reaches full capacity on a daily basis with surgical patients from our surgery center, we are very concerned about the increase in traffic.
2. We currently worry about our patient's safety if they are crossing the street. There is a bus stop in front of our property (on the curve) as well as speeding cars entering Old Olive from Olive Blvd. traveling north on Old Olive.
3. Pavillion Street is currently considered an access road, which is indeed a very highly trafficked area due to the restaurants and theater in the shopping center. The street is extremely narrow and there is a lot of confusion regarding the two way stop with on-coming traffic coming from Olive Blvd.
4. Our main concern is overall traffic flow, congestion and access to entrances.

I personally work at this location and I witness daily traffic activities, near misses with car accidents, congestion and a very poorly engineered traffic control for the area. Since the restriping of Old Olive from Olive Blvd., there is a huge traffic issue. Every morning I witness cars that used to have a turn lane, are now stopped to turn into Fitness Edge or Waterway Car Wash and other cars use the turn lane into the shopping center to go around the turning cars. It is a traffic nightmare.

In summary, there is a huge concern with our owners that this proposal includes high density housing with the number of the units proposed. We understand some consist of one, two and three bedroom units which could create a large population of people and traffic.

Sincerely,

ReGina Simo
Owner of 10448 Old Olive Street Road
FRK Properties
Tel. 314.308.7681
regina@anaturalyou.com

Cc: Dr. Frank Simo, Richard Armbruster and Janet Armbruster

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, MARCH 18, 2013

7:00 P.M.

TRANSCRIPTION FROM TAPE RECORDING OF PUBLIC COMMENTS

CONCERNING APPLICATION 13-003

THOSE IN ATTENDANCE:

Mr. James Faron

Ms. Cynthia Kramer

Mr. James Schnarr

Mr. Lee Curtis, City Attorney

Mr. Paul Langdon, Director of Community Development

Ms. Whitney Kelly, City Planner

Ms. Julie Lowery, Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR

4772 Gatesbury Drive

St. Louis, MO 63128

(314)487-2259

1 MR. LANGDON: Yeah, it'll be recorded, so
2 we'll --

3 MR. SCHNARR: Yeah.

4 MR. LANGDON: -- we'll have the recording.
5 Won't be -- there's no minutes because the meeting
6 doesn't --

7 MR. SCHNARR: There's not --

8 MR. RICHARD ARMBRUSTER: Be recorded for the
9 next meeting?

10 MR. LANGDON: We can -- we can transcribe the
11 comments and provide them, yes.

12 MR. RICHARD ARMBRUSTER: For the next meeting?

13 MR. LANGDON: Yes.

14 MR. SCHNARR: Right.

15 MR. LANGDON: So now would be a good time, if
16 you like to.

17 MR. RICHARD ARMBRUSTER: I represent FRK
18 Properties --

19 MR. LANGDON: We need you at the microphone so
20 we can record you.

21 MR. RICHARD ARMBRUSTER: Sorry.

22 I represent FRK Properties. We're at 10448 Old
23 Olive Street Road.

24 MR. CURTIS: You need to state your name and
25 address.

1 MR. RICHARD ARMBRUSTER: Richard Ambrewster,
2 10448 Old Olive Street Road, Creve Coeur, Missouri.

3 My statement is this. Due to the nature of the
4 traffic flow to and from our facility at 10448 Old Olive
5 Street Road, and if anybody has got the -- the package
6 that shows the overlay of the -- of the property in
7 question, 10360 and 10420, we're basically two blocks
8 away.

9 MR. CURTIS: You're talking about the
10 Application 13-003 --

11 MR. RICHARD ARMBRUSTER: That is correct. That
12 is correct.

13 MR. CURTIS: -- the 5.26 acres --

14 MR. RICHARD ARMBRUSTER: That is correct.

15 MR. CURTIS: -- rezoning.

16 MR. RICHARD ARMBRUSTER: We have a medical
17 building. We have outpatient facilities on the first
18 floor. It's a two-story structure. And we have a
19 physician's office and a spa location on the second floor.
20 We have maxed out on our parking for that parcel of land.

21 If you know the way Old Olive Street Road flows,
22 there's a hard right before you get to the property as you
23 would head north on Old Olive Street Road.

24 I think I got the same thing. There you go.
25 That is my building.

1 As our patients come around this building, it's
2 almost like a blind curve to the right. They don't know
3 where it's at, perhaps, they're using GPS, they're using
4 visual recognition, by the time they get to this, they
5 realize, ooh, I got to make my right here into this
6 parking.

7 If this parking is full, and we're gladly full
8 most of the time, where do they go. Well, they hesitate
9 and they may have to park somewhere over here or find
10 parking someplace else.

11 My concern is this proposal is on this street --
12 Regina, what's the name of that street?

13 REGINA (IN AUDIENCE): Pavilion.

14 MR. RICHARD ARMBRUSTER: -- Pavilion. Pavilion
15 is an issue for me as a -- as a business owner in Creve
16 Coeur in -- in several regards.

17 Is the -- the path north is an issue; the path
18 coming south now becomes an issue with regards to how the
19 traffic flow is going to come in and out of this new
20 proposed complex.

21 There's a stop sign right here, which is
22 actually a chaos of confusion, if you've ever been there,
23 about are you going to go straight, are you going to go
24 right, are you going to go -- where are you going to go.
25 It's only two lanes.

1 So my -- in summary, the congestion and the
2 traffic flow that may harm my viability as a business is
3 at question.

4 So if this piece of property is to be developed,
5 I believe that traffic flow has got to be looked at
6 insofar as it affects the commercial enterprises around
7 that parcel.

8 Coming north, it's a blind curve. They bypass
9 it, but if traffic is coming out of that parcel because
10 they live there and they're going to work at a particular
11 time or coming home at a particular time, I have a
12 secondary concern about the safety.

13 So, one, I'm concerned about traffic, traffic
14 flow as it pertains to my business, and secondarily, I
15 think you got to consider the safety.

16 That's a blind curve. You got a lot -- how
17 many -- 174 multi-family units. Has -- has -- has someone
18 considered the traffic flow? I think it has to be looked
19 at.

20 People may be harmed and my commercial business
21 may be impaired, so.

22 MR. LANGDON: Thank you.

23 Just so you understand, they can't really engage
24 since we can't open the meeting, so we have your comments,
25 we'll transcribe them, and we'll provide them to the

1 Commission for the next --

2 MR. RICHARD ARMBRUSTER: They will provided for
3 the next meeting? Okay.

4 MR. LANGDON: Yes, sir.

5 MR. RICHARD ARMBRUSTER: Regina, before I leave
6 the podium -- Okay.

7 Well, thank you very much.

8 MR. CURTIS: Thank you.

9 MS. KATHLEEN McCLUE: Where do I -- oh.

10 My name's Kathleen McClure. And he's talking
11 about how it might adversely affect a business. I am a
12 property owner there. I'm a resident. I live at a
13 condominium at 942 Guelbreth Lane.

14 And like he said, if you were over there and saw
15 how the traffic flow goes over there, I think you'd have a
16 better idea of it.

17 He's talking about Pavilion. Pavilion is really
18 an access road. It doesn't even have a line in the middle
19 of the road. If you want to call it a two-lane road, it's
20 a very narrow road. Like I said, there's no line. I
21 called here, and they said that they call it an access
22 road, not a regular road.

23 And also on that road, they have all the traffic
24 from the theater and all those restaurants are flowing
25 into that road also, besides the normal people that just

1 use it to cut over from -- from Olive to Old Olive.

2 Where we are at 942 Guelbreth, when -- they've
3 recently, not too long ago, readjusted that road out
4 there, Old Olive. So now when you pull out of our -- our
5 complex, when you pull out on Guelbreth there and you make
6 a -- want to make a left onto Old Olive, the people that
7 are coming from Olive up Old Olive toward Lindbergh, they
8 want to make a left on Guelbreth, so they're sitting there
9 to make their left, and we're sitting there in our parking
10 lot trying to make a left to get onto Old Olive, and those
11 people have the right-of-way before we do. All the people
12 making a left-hand turn have the right-of-way, so they're
13 waiting for all the people to clear coming from Olive
14 going down Old Olive so they can make their left.

15 In the meantime, we have to wait for all those
16 people to make their left-hand turn, before we can --
17 besides the ones that are going straight before we can
18 ever get out on Old Olive to make a left-hand turn.

19 MR. CURTIS: Can you point out on the map where
20 your -- where Guelbreth is.

21 MS. KATHLEEN McCLUE: I think we're right here.

22 MR. LANGDON: That's correct.

23 MS. KATHLEEN McCLUE: I think there, yes.

24 And our garages, see, that would be -- our
25 building's to the right of this, the garages are here, and

1 that building you're proposing is going to back up to our
2 garages. And what I understand is that you are trying to
3 change that. Right now you have something in place where
4 they'd have to be a certain distance from our property
5 line, but they tell me you want to change some ordinance
6 or something so that that building can come closer to our
7 property.

8 Now, I don't really know how that's going to
9 affect us. I don't know why the original thing was
10 proposed anyway, they had a certain distance, but,
11 evidently, this company wants to change it.

12 So I don't know how that's going to affect us.
13 But traffic wise, it's already a mess over there.

14 And like the man who's -- is having this -- this
15 developer and the owner, came to my building. He offered
16 to -- he's very nice. His name is David. He came to my
17 building. He offered to. He showed me the plans and he
18 talked to me. And he was telling me, I said, so how's it
19 going to help us in any way. He says, well, you'll have
20 more neighbors. I said, look at, you moved out on Wild
21 Creek Road, you told me, to deal with the traffic, just so
22 you can get away from all the extra people.

23 You know, for them to put that there, he's got
24 two-bedroom units, he's got three-bedroom units, plus one.

25 Those two-bedroom and three-bedroom units aren't

1 going to have one and two people in them. They're going
2 to have multiple people in those units, plus the visitors
3 that come to that building, plus the 174 units alone.
4 That's a lot of people to put on that when you only have
5 one little access road there emptying out all the people
6 from that -- that show and that shopping center where all
7 the restaurants are, as well as us trying to get down and
8 out to go onto Old Olive.

9 So I'm very adverse to it. I don't -- I
10 don't -- I don't think it's a good idea to put that there
11 at all.

12 MR. CURTIS: Thank you.

13 MR. LANGDON: Thank you.

14 MR. CURTIS: Thank you.

15 MS. KATHLEEN McCLUE: Please keep my comments
16 also for the next meeting.

17 MR. LANGDON: Yes, ma'am.

18 MR. ROBERT WEDEPOHL: I'm Robert Wedepohl, and I
19 own a condo same place she does, and --

20 MR. LANGDON: Need you to give the address, sir.

21 MR. ROBERT WEDEPOHL: 9 -- 942 Guelbreth.

22 MR. LANGDON: Thank you.

23 MR. ROBERT WEDEPOHL: And we have -- I bought --
24 I bought my place.

25 Then now you put that place against me. I'm --

1 like now, we do have trouble getting out of there now, but
2 it's going to be a mess if they have all these cars coming
3 in and out and cars coming out, cause the road, you know,
4 everybody comes -- everybody comes down Olive Street or
5 they get off and you make shortcut through Old Olive
6 Street right now. Cause that's -- instead -- they
7 can't -- that's only way they can go when -- if they're
8 going south, they can only go -- make a right turn on Old
9 Olive Street by our place. Right now.

10 But then you're going to put more people in that
11 area. I don't think that's right. And I don't think
12 that's right for -- because we got so much rental property
13 the other way, north of us, that I don't know why you need
14 more rental property to start with.

15 And that's a big (inaudible) as far as I'm
16 concerned.

17 MR. CURTIS: Could you repeat your last name
18 again.

19 MR. ROBERT WEDEPOHL: Wedepohl, W-E-D-E-P-O-H-L.

20 MR. CURTIS: I'm glad I asked.

21 MR. ROBERT WEDEPOHL: I know. German.

22 So I believe the same way she does, and I just
23 want my voice heard. That's all. Okay.

24 MR. CURTIS: Thank you.

25 MR. LANGDON: All right. Hearing none others,

1 then we'll wrap it up for tonight.

2 Again, my apologies. We will have the comments
3 that have been made available to P&Z and be made part of
4 the next meeting's packet, so be online when that packet
5 is posted.

6 Thank you very much.

7 (This ends the recording.)

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STATE OF MISSOURI)

) SS

COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I transcribed, from the recording, the comments of the public at the Planning and Zoning Public Hearing; and that this is a true and accurate reproduction of the recording.

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Residents of Carriage House Condominiums

Proposed Development Vanguard At Creve Coeur Rezoning and Rewriting of City Building Code.
 We, the undersigned, are Against Having a 174 Unit, 3 and/or 4 Story Apartment Complex Built Next Door to Our Homes. We protest the re-zoning and rewriting of city building code that will make this development possible.

Printed Name	Signature	Address	Comment	Date
ANDRANIQUE SCOTT		942 Guelbreth Ln #201 St. Louis, MO 63141	Carriage House Phase II Condo Units are extremely underwritten regarding sell value. These new apartments will make it impossible for owners to sell their homes!!	8/4/13
LAURA LEBEDUN		UNIT #309		8-4-13
Jin Yi Norris	Jin Yi Norris	942 Guelbreth #312 St. Louis, MO 63141		8-4-13
Aaron Linder		942 Guelbreth #104 63141	why commercial zoning? there is an attached multi-family development commercial? seems fishy to me.	8/4/13
53 HANNAH		942 Guelbreth St. Louis, MO 63141	Too much traffic	8/4/13
Michael		942 Guelbreth #109 St. Louis, MO 63141		8-4-13
Sylvia Wedge		942 Guelbreth #104 St. Louis, MO 63141		8-4-13
Edith King				8-4-13
Jason Davis		942 Guelbreth Ln #113		8/4/13
Ray Rosenthal	Ray Rosenthal	942 Guelbreth #206	privacy concerns traffic concerns	8/4/13
Stanley Paden	Stanley Paden	942 Guelbreth #203	traffic concerns	8/4/13
Patricia Murphy		942 Guelbreth #204	already 93 spots/entrances in 3 blocks of Old Olive	8/31/13

Residents of Carriage House Condominiums

Proposed Development	Vanguard At Creve Coeur Rezoning and Rewriting of City Building Code.
	We, the undersigned, are Against Having a 174 Unit, 3 and/or 4 Story Apartment Complex Built Next Door to Our Homes. We protest the re-zoning and rewriting of city building code that will make this development possible.

Printed Name	Signature	Address	Comment	Date
Steven Schmidt				
STEVEN KAREN SCHMIDT	Steven Schmidt	920 Guelbreth Lane	Secretary's room! 300 People!	8/24
Shahzad Sali	Shahzad Sali	920 Guelbreth Lane	Too big, just do same as above	8/24
MISABEL ORTIZ	Misabel Ortiz	920 GUELBRETH LANE		8/25/2013
Sam Finocchio	Sam Finocchio	920 Guelbreth Lane	Potential traffic problems on Old Olive	8/25/13
Melissa Finocchio	Melissa Finocchio	920 Guelbreth Lane	Traffic concerns (congestion)	8/25/13
Xue Lin	Xue Lin	920 Guelbreth Ln	Too crowded	8/25/13
Larry Guelbreth	Larry Guelbreth	920 Guelbreth Ln		8/25/13
Zhixun Yao	Zhixun Yao	943 Guelbreth Ln	and back traffic	8/25/13
Alex Lin	Alex Lin	920 Guelbreth Lane	Will have traffic issues	8/26/13
Sigi Fan	Sigi Fan	920 Guelbreth Ln	Security problem	8/26/13
Lily Li	Lily Li	920 Guelbreth Ln	Too crowded	8/26/13
			concerns traffic	8/26/13

Active lending

920 Guelbreth Ln

8-26-13

From: Langdon. Paul
To: [Langdon. Paul](#)
Subject: FW: Fresh Market Submittal
Date: Friday, August 30, 2013 3:00:11 PM

From: Mark Rubin [<mailto:mrubin@komangroup.com>]
Sent: Tuesday, August 27, 2013 1:30 PM
To: Langdon. Paul
Cc: Garrick Hamilton
Subject: Fresh Market Submittal

Paul:

As a follow up to some of the conversation that you have had with Garrick in the past couple of days we are going to need some more time develop some changes to the plan that we will be proposing. I hope to have some more architectural and site plan content by the end of the week. After I receive my information, I would like to meet with you early next week for some preliminary feedback. Since Monday is a holiday, how is your schedule on Tuesday and or Wednesday?

Regards,

Mark A. Rubin- Director of Development

The Koman Group | www.komangroup.com

CREVE COEUR | CLAYTON | SAN DIEGO

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F 314.787.1986

7700 Forsyth Blvd, Suite 1210

St. Louis, Missouri 63105



city of CREVE COEUR

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(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966

www.creve-coeur.org

**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-019 FOR SITE CONCEPT AND SITE DEVELOPMENT PLAN
APPROVAL OF A 25,490 SQ. FT. RETAIL GROCERY STORE, THE
FRESH MARKET**

FOR THE MEETING OF: Monday, August 19, 2013, 7:00 PM

LOCATION: 11557, 11561, 11563, & 11569 Olive Boulevard, located at the northeast corner of City Place Drive and Olive Boulevard (see attached map). The property is zoned "CB" Core Business District.

REQUEST: An application has been submitted to amend the City Place Commercial Designed Development Plan for the approval of a site concept and site development plan for "The Fresh Market," a 25,490 sq. ft. retail grocery store, located on the 2.218 acre vacant lot at the northeast corner of Olive Boulevard and City Place Drive.

ADDITIONAL INFORMATION: Ordinance #5316, approved by the City Council on August 12, 2013, allows the applicant to request an increase in the maximum 15-foot setbacks of the CB zoning district. The proposal relies on this provision for all three frontages the varying degrees.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References

- Central Business District
- Design Guidelines

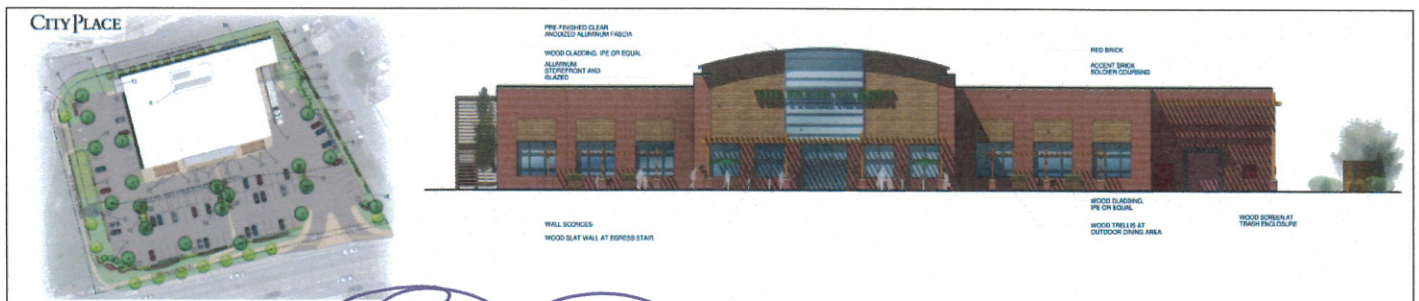
Zoning Code References

- Section 405.370: "CB" Core Business District
- Section 405.450(D): Commercial Designed Development Procedure
- Section 405.1080: Site Concept, Site Development, and Minor Site Plan Approval

APPLICANT: Megan Ridgeway
Arcturis
720 Olive Street Suite 200
St. Louis, MO 63101

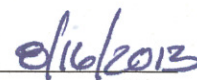
**PROPERTY
OWNER:**

CP North I, LLC
6 City Place Drive
Creve Coeur, MO 63141



REPORT PREPARED BY:


Paul Langdon, AICP
Community Development Director


Date

Attached: Applicant's materials, received August 9, 2013.

BACKGROUND AND ZONING REQUEST

The 2.218-acre subject property is located at the northeast corner of the intersection of Cityplace Drive and Olive Boulevard. This location is the designated “front door” to the CityPlace campus, although other vehicle entrances probably handle more traffic. The site was previously developed with a gas station and a McDonald’s restaurant. Both properties were purchased by The Koman Group and subsequently cleared. The combined properties were resubdivided into a single lot and that lot has remained a grass field for several years. In 2007, The Koman Group received site development plan approval for the “CityPlace North” project that included a four-story office and retail building and an attached four-story parking garage with retail tenants on the ground level, totaling 94,810 square feet. Unfortunately, they were unable to find sufficient occupants to justify construction. Despite receiving a one-year extension, the original approval has now lapsed and the property remains vacant.

The owner is now proceeding with a new concept where the site is developed with a single-tenant building and surface parking. The proposed tenant is “The Fresh Market” although the site is evaluated herein without particular regard for the tenant since the City should assume that the tenant will change at some point. The building covers a total of 25,490 square feet and the parking lot includes spaces for 105 vehicles, although five of those are arranged to be functionally connected with the adjacent CityPlace 6 office tower. The building and parking also allow for a truck court with a “dock-height” loading dock, trash compactor and a recycling storage area. As shown on the attached plans, the building is located at the north edge of the property with the front facing south toward Olive Boulevard. The front setback from Olive Boulevard is approximately 111 feet, assuming an anticipated right-of-way dedication to the Missouri Department of Transportation (MoDOT). The setbacks from Cityplace Drive on the west and north are approximately 80 feet and 18 feet, respectively. The east setback, from the property line shared with McDonald’s, is approximately 17 feet. The loading dock is located on the northeast corner of the building and also faces south toward Olive Boulevard. The landscape is primarily around the outside of the site with the monument sign and most of the stormwater management structures along the Cityplace Drive frontage, extending down to the corner at Olive Boulevard. Access to the site is via a right-in, right-out driveway on Olive Boulevard and a full access off Cityplace Drive.

The building will be constructed using tilt-up panels, inlaid with brick. Wood trellises in various forms are used on the building façade for decoration, as well as elevated over two patio areas in front of the store. The front is marked by an over-sized entrance feature that extends above the roof-line but does not extend past the front of the primary structure. The sides and rear are similarly treated with scone lighting and the aforementioned decorative trellises. There are no windows on the sides and rear but an exterior stair is located on the northwest corner of the building. It too is enclosed with a wood trellis or slat system.

Approval of this project requires:

- Approval of an amended site concept plan for the entire CityPlace campus as required under the Commercial Designed Development (CDD) procedures.
- Approval of a site development plan for this particular site.
- Approval of an amendment to the CityPlace Master Signage Plan to accommodate the proposed building and monument signs. Note that this particular element is addressed under a separate application (Application #13-018).

All of these elements will require a recommendation from the Planning and Zoning Commission to be forwarded to the City Council for final approval.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Office building	“CB” Core Business	Cityplace Drive
South	Pharmacy, medical office	“CB” Core Business	Olive Boulevard
East	Drive-through restaurant	“CB” Core Business	N/A
West	Inline retail/office	“CB” Core Business	Cityplace Drive

COMPREHENSIVE PLAN REVIEW

Whether one is evaluating the CDD amendment or the site development plan, agreement with the Comprehensive Plan is a key finding for approval. The Plan provides the subjective guidance and interpretation needed to properly answer the other findings of those approval processes. Even during the review of the now-defunct Cityplace North project, the Comprehensive Plan policies for this site played a significant role.

Overall Goals and Strategies

The primary focus of the overall goals and strategies is the desire to ensure that every project fit into the overall fabric of the city that is envisioned by the plan. As a low-rise, commercial development on a commercial site, the broadest goals are generally met. The remaining concerns apply more to specific site improvements, to wit:

Community Health and Connectivity

2. Create a linear “green-line” park along Olive Boulevard connecting the Central Business District and other activity nodes. This feature will be developed primarily through additional landscaping and streetscaping, preservation of existing trees, and construction of sidewalks, with only such limited land acquisition as is necessary to fill in missing links. (p.22)
3. Require new commercial, institutional, and multi-family development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public seating/gathering areas, and open space, as appropriate. (p.22)

Community Image and Identity

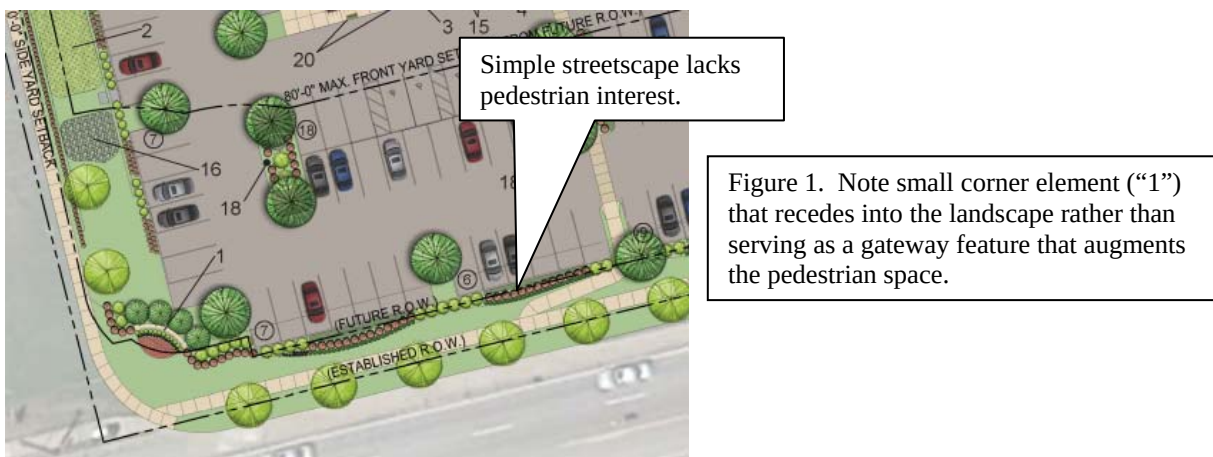
1. Improve the quality of commercial development by strengthening the Design Guidelines to provide more detailed guidance regarding building orientation, connectivity, and compatibility with adjacent residential development, as well as illustrations of desired development patterns. (p.23)
3. Develop a system of gateway features at various locations, including entrances to the City and key locations that serve as defining points within the City. (p.23)
6. Implement streetscape improvements along major streets and gateways. (p.23)
9. Encourage public arts throughout the community. (p.23)

Transportation and Movement

1. Reduce traffic congestion on major arterials. (p.24)
16. Implement lane, signal, and other physical improvement to improve traffic flow and mitigate local congestion issues. (p.25)

As has become typical for redevelopments along Olive Boulevard, the provision of an elaborate and pedestrian-friendly landscape (the “green line park” approach) and the provision of street improvements to Cityplace Drive where the right-of-way is currently substandard are significant concerns. The landscape along all three frontages is perimeter planting only; it does not engage pedestrians and is effectively two-dimensional. It lacks depth along the ground plane and the corner elements are underscaled for the both the size of the site and the breadth of the adjacent rights-of-way. Further, the landscape along the north frontage is sparse and requires more attention to both visual impact and detail. Positive aspects are that the planting within the parking lot is effective, the pedestrian connection through the parking lot is efficient and safe and the proposed plant materials are appropriate in type.

The corner location at the entrance to the CityPlace campus lends itself to the concept of a campus-gateway feature, since the notion of a city-gateway would be out of place here. With a fuller landscape along the frontage, including the use of built features or public sculpture, these goals could be satisfied without compromising the functioning of the applicant’s use. The Planning Commission should require these features to be specifically identified on the site and landscape plans prior to approval.



The applicant is already proposing a right-turn lane on Cityplace Drive, which is a significant feature that the Planning Commission should welcome since Cityplace Drive sees substantial confusion during peak times, especially the midday (lunch) rush. An additional lane will help separate motorists with different destinations and this helps reduce confusion.

Central Business District

While the majority of the goals under this chapter of the Comprehensive Plan relate to the larger development potential south of Olive Boulevard, the Central Business District does include the subject property and there is one key statement in the “Vision” for the area and three key goals:

Vision

“The area north of Olive Boulevard will continue to be developed with a mix of high-quality office and retail uses anchored by a completed CityPlace development to serve as a complement to the portion of the Central Business District south of Olive Boulevard.” (p.81)

Residential Preservation and Economic Development

1. In the area north of Olive Boulevard, encourage a continuation of the master-planned CityPlace development. Adjacent developments should incorporate design elements, cross-access easements, pedestrian connections, and mixed uses. (p.80)
5. All new development or redevelopment of non-residential uses should comply with the City of Creve Coeur Design Guidelines. Orient buildings toward Olive Boulevard in a consistent fashion, with parking encouraged to the sides or rear of buildings. Revamp the Design Guidelines to provide more detailed guidance regarding building orientation, connectivity, and compatibility with adjacent residential development and illustrations of desired development patterns. (p.81)

Community Health and Connectivity

4. Improve the appearance of Olive Boulevard through streetscape improvements related to pedestrian facilities, landscaped medians, and other public amenities such as seating areas. (p.83)

Key Property Recommendations; Central Business District 3

...Redevelopment of the area east of CityPlace Drive and west of Craig Road is likely and should be encouraged. Such redevelopment should require lot consolidations, fewer curbcuts onto Olive, more right in/right out movements, and the construction of an additional vehicular and pedestrian connection between West Oak and the CityPlace development.

...Olive Boulevard streetscape improvements and burial of the overhead utility lines could be a major asset and should be encouraged and supported by the City through various options. Cross access should be encouraged and coordinated whenever possible. In addition, the Olive/Old Ballas/CityPlace intersection should be improved to accommodate vehicular movements as well as facilitate pedestrians across Olive at this point. (p.88)

The applicant has assisted, significantly, in the undergrounding of some utilities along Olive Boulevard including the subject property. They are also proposing the full level of traffic improvements indicated by the defunct Olive Boulevard TDD and their own traffic assessment prepared for this project. Cross-access is not provided to the adjacent development, although it is likely that Cityplace Drive provides the same function and it would be difficult to locate a cross-access drive into the completed McDonald's property.

Where this proposal breaks significantly from the goals of the Comprehensive Plan is the site layout. The Plan reflects what is well documented through-out planning literature: parking lot dominated sites are not pedestrian friendly and serve to divide a neighborhood instead of unifying it or even helping properties complement each other. Not only does the rearward position of the proposed building lead to the parking-forward layout, but it also presses the building into the space that could be used to more effectively connect this site with the east-west portion of Cityplace

Drive. It does not meet with the economic development goal #5 recited above and does not follow the Design Guidelines (see below). The overall lack of distinctive streetscape improvements beyond street trees and a row of shrubs is already documented above. Staff encourage the Planning Commission to work with the applicant on reworking the site plan and, especially, the location of the building and landscape along the streets.



PEDESTRIAN PLAN REVIEW

The Pedestrian Plan again emphasizes that all projects for new construction have the responsibility to install sidewalks and crosswalks meeting the requirements of the City (Intro-7). In this area, that is a minimum six-foot sidewalk along all streets and full signalized cross-walks at the intersection of Olive Boulevard and Cityplace Drive. The applicant's plans show five-foot sidewalks on Olive Boulevard and the north-south portion of Cityplace Drive only and no comments regarding the crosswalks over the adjacent intersections. The proposed ramp configuration from the sidewalk to the lowered parking lot (which is beneficial in meeting the parking lot screening requirement) utilizes a weak design approach by merging with the main sidewalk at a narrow angle (see Figure 1, above). Proper 90-degree turns and landings should be utilized. Lastly, it is not clear from the drawings how the sidewalk will be preserved in the event Olive Boulevard is widened as is suggested by the "Future R.O.W." designation. Ideally, all of the improvements, save for turf, should be able to remain intact so materials are not wasted and mature trees are not lost. This is the same approach used for the nearby CVS, St. Luke's and Plaza Jaguar plans.

In general, the Commission should require adherence to the Pedestrian Plan on all frontages, even in the event of predictable road widenings. The sidewalk designs should be detached from the curbs and integrated from the adjacent landscapes to improve the pedestrian orientation and overall appearance, and the crosswalks should be shown to be maintained or, in the case of the Cityplace Drive crosswalk, completely replaced with modern equipment that meets or exceeds the Pedestrian Plan recommendations.

DESIGN GUIDELINES REVIEW

The design guidelines provide specific design objectives applicable to all new construction within the City of Creve Coeur. Satisfying these guidelines is an important expectation of the Comprehensive Plan and always a matter of review with every proposal before the City. To clarify the analysis, the following review is broken into the same sections as the guidelines, and only summaries are provided.

Site Layout

Physical Features and Site Relationships

The following guidelines are important to this proposal:

1. Design site improvements to minimize changes to existing topography when possible. Topography and existing vegetation should be utilized for screening, buffering and transition of uses and developments when practical. Avoid massive grading to create flat building "pads" and avoid abrupt or unnatural appearing grading design. Blend grading with the contours of adjacent properties and round proposed cut and fill slopes, both horizontally and vertically.
3. Size, design, and orientation of buildings should be sensitive to existing terrain, existing buildings, and the surrounding area. Design outdoor spaces to be sensitive to views, climate, solar angles, and the nature of outdoor activities that could occur in conjunction with the project.
5. Unattractive project elements such as delivery zones, storage areas, trash enclosures, transformers, generators and similar features should be sited in areas which are generally not visible to the public or must also be screened from view.

The proposed design generally flows with the down-sloping site until the store pad forces the use of an extended foundation to compensate for the steeper drop-off in the northern quarter of the property. While this is necessary to keep the building from looking like it is in a hole, it amplifies the "back-of-house" appearance of the north wall and further degrades the already poor pedestrian environment there.

The southern exposure of the front doors and the truck court will ensure that those areas are extremely hot. The lattices will help with the pedestrian area out front, but the heat will exacerbate the odors typical to compactors and trash storage. Indeed, just facing the truck court to the south, toward Olive Boulevard, is contrary to the guidelines. What would improve all of these factors would be rotating the building counter-clockwise 90 degrees and moving it to the southwest corner of the site. This would also address the aforementioned Comprehensive Plan goal that states, in part, "...Orient buildings toward Olive Boulevard in a consistent fashion, with parking encouraged to the sides or rear of buildings." (p.81)

Streetscape/Pedestrian Orientation

Addressing the various concerns of the Comprehensive and Pedestrian Plans, and the Design Guidelines already discussed above, will generally satisfy these guidelines as well. The creative and pedestrian-friendly design of all sidewalks and outdoor spaces, approachable building design on all viewable sides and the use of amenities such as covered plazas, seating areas, and outdoor dining areas are all encouraged. The freestanding trellises in front of the building are effective and attractive although the trellis along the actual entrance area seems shallow and forced along the

front rather than having the room to actually create an outdoor entrance room for the building. The Planning Commission should consider if there is a means of bringing those elements out from the building and out to the street including, perhaps, through integration with the corner monument. A further concern is the design of the stormwater management structure along Cityplace Drive. While it is presumed to be largely a planted area, there is no indication of how this area will be planted in a way that meets both the requirements of the Metropolitan St. Louis Sewer District (MSD) and the Design Guidelines.

Pedestrian and Vehicular Circulation

The primary interests with this category of guidelines are the following:

2. Pedestrian access routes should be buffered from the street, vehicular traffic and parking areas. The use of greenspace and landscaping is a recommended buffering element. Pedestrian amenities such as benches, pergolas, gazebos and water features along pedestrian access routes are strongly encouraged however, they should not conflict with visibility of or access to storefronts.
3. Access, general circulation, separation of pedestrian and vehicular traffic, and design of parking areas should be safe and convenient, while not detracting from the design of the building and adjacent properties. Direct access from the street and from parking areas to the principal structure should be provided.
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.

The sidewalk connection from the street does sit within the landscape islands as much as possible and there is decorative planting along the path for increased interest. Distinctive paving is also utilized for the entire route. Again, use of the trellis system or pergolas could be an effective means of tying the various parts of the site together through a common pedestrian amenity. The customer vehicular access is logical, although the suggested path for delivery transport trucks seems challenging and leaves the parked truck visible from Olive Boulevard. Trucks emptying the compactor and the cardboard storage will also do so in plain sight of Olive Boulevard.

Buildings

General Architectural Guidelines

The proposed building does have the strong sense of entry on the front façade encouraged by the guidelines but, contrary to this set of guidelines, the building has long wall planes and it is only a single-story, single-use building. The use of the wood trellises does provide some interest through the change in texture and casting of shadows, but they are generally applied on a building-size scale. As suggested above, the further integration of this design element, or motif, in a variety of locations, especially those where pedestrian scale is dominant, will further satisfy these guidelines.

Scale

Similar to the preceding subsection, the scale of the building is reasonable for the larger setting, although it will be somewhat dwarfed by the CityPlace 6 tower behind it. As before, the execution of pedestrian scale details in the appropriate areas is not evident in the plans and should be explored by the Commission.

Design

This set of guidelines repeats many of the themes expressed above and, again, it is important to restate the need for more articulation in the building, both over the length of all of its long walls, and towards the base of those walls where they have value to the pedestrian. The wood trellises are an interesting feature that should be utilized at a greater variety of locations and scales. One point of discussion that is new is the following:

9. Building elements, such as parapet walls, penthouses or screen walls should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure. All rooftop equipment, including, but not limited to, satellite and other telecommunication equipment, air handling units, elevator equipment, cooling towers and exhaust fans are to be screened from view. Building screens should be part of the architectural design with similar detailing and materials and not appear as add-ons.

The proposed building does have a large screen wall on the roof surrounding the mechanical equipment. The proposed screen is aligned with the front façade treatment and made of the same wood material used elsewhere for the trellis elements. This is a good choice of material and general alignment, although a true articulation with the front façade would better conceal the location of the equipment and more effectively address the purposes of this guideline.

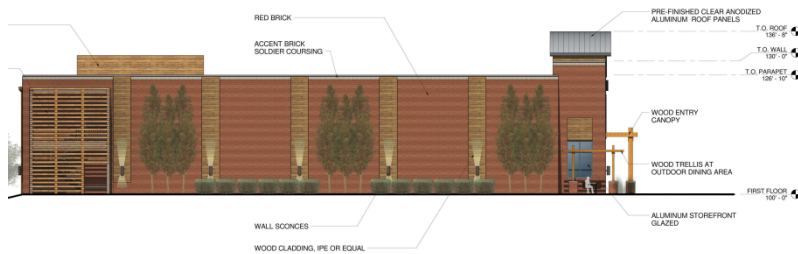


Figure 3. Note how front façade treatment (right side of image) and the roof-top mechanical screen appear as appendages to the main structure rather than integrated into the structure.

Relationship to Neighboring Development

The building materials have been chosen for compatibility with the surrounding structures although the single-tenant nature of this building and the underlying warehouse style construction (tilt-up box) are not in keeping with the nearby structures and not supported by the design guidelines. The added elements have improved the overall interest of the building to help give it a similar degree of visual appeal as the surrounding buildings (see Figure 3 above), but the receding location and the dominance of the parking lot will tend to foil whatever presence the building itself might have.

Materials/Colors

The use of inlaid brick and wood detailing is consistent with the quality materials objectives, with the various caveats discussed above. The design of the front façade element is somewhat “thin” as it does not extend back past the front of the main box (see Figure 3 above). Given the otherwise simple box nature of the structure, staff suggest that the Commission discuss this element further with the applicant. Even a modest extension of the entrance roof back over the main roof would improve the conformance with these guidelines.

Building Services

As discussed above, the truck court (which includes the loading dock, compactor and cardboard storage) is open to the Olive Boulevard frontage and is not compatible with a variety of design guidelines including the following:

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 screened to minimize visual impact on public streets, surface parking lots and neighboring properties.
2. In large commercial developments, service and loading areas should be separated from main circulation and parking areas and away from public streets.

The applicant is attempting to develop a variety of screening methods to address this concern. While they may achieve some level of camouflage for the truck court, the only true solution is the one mentioned earlier wherein the building is turned and repositioned so that the truck court faces east, away from all streets.

Landscape Design

As discussed earlier, the landscape has some effective plant materials and is at least present in the right locations. What it lacks is scale and depth to properly complement the building and parking and to provide a level of pedestrian interest commensurate with these guidelines.

Miscellaneous

Signage

The applicant's proposal shows one building sign and one monument sign that is also an entry monument into the Cityplace campus. Although these require amendments to the Cityplace Master Signage Plan and are explored in greater detail in Application #13-018, it is worth noting again that the monument sign stands at a location that could be better utilized as a campus entry monument and possible pedestrian amenity rather than simply being a multi-tenant advertising sign as currently proposed.

Lighting/Utilities/Stormwater Drainage/Energy Conservation/Screening

All of these items are essentially performance issues, some of which have not been defined on the proposed drawings. One feature of note, however, is the proposal to use sconce lighting on the walls to highlight the wood detailing. Also of note, though, is the aforementioned lack of detail in the design of the stormwater structures to give them value in the designed landscape rather than simply being utilitarian in nature. The Planning Commission should request more detailed design studies of these structures.

Parking

Key parking guidelines that are applicable to the proposal are:

1. The design of off-street parking areas should limit vast open areas of asphalt parking spaces, especially in the front of commercial buildings. Parking lots need to be broken up into small palatable spaces interconnected by landscaped pedestrian linkages. These linkages should be separate pedestrian walkways buffered with landscaping.

2. Parking areas located to the side or rear of commercial buildings are encouraged and where possible, on-street parking areas are desirable.
4. Parking design should minimize glare, reflection and the visual impact of a large number of cars. Decorative elements, such as fences and walls, wall extensions, planting or topographic features should be utilized to screen parking and loading areas.
6. A landscaped separation should be used between parking areas and buildings to create a visual landscaped foreground for buildings. (p.19)

As cited above, many design guidelines, including these, would be better satisfied by moving the building forward and placing all of the parking to the side and rear of the building. Aside from that issue, the applicant has provided a number of landscaped islands within the parking to divide up the asphalt areas and provide some shade. The proposed front trellises begin to create the separation between the parking lot and building that is advocated but, as is suggested above, they suffer from the same lack of depth as the perimeter landscape plantings which gives them an appearance of artifice that works against what could be a more pleasing and effective feature of the site.

ZONING CODE REVIEW

Commercial Design Development (CDD)

The proposed grocery store tenant is a permitted use, so the primary review for this project centers around the design issues discussed above. Under the CDD procedures, however, the setbacks, site coverage and floor area ratio (FAR) for an individual site may be increased as long as the overall CDD area conforms to the underlying district requirements.

The applicant is requesting that the maximum front setbacks be increased on all three frontages due to functional limitations of the site. Staff believe that the building can be slightly modified but completely repositioned at the southwest corner of the site and still maintain the same vehicle access and parking quantity. As such, it is suggested that the Planning Commission request further documentation supporting the request versus a layout that more closely conforms to the Comprehensive Plan, Design Guidelines, and Zoning Code regulations.

The applicant is also asking to increase the overall campus site coverage from 66% to 70%. This requires the approval of an additional site coverage bonus under Section 405.370.E.3.b of the Zoning Code. Currently, staff do not perceive any “special or outstanding landscape and site planning features” that would appear to warrant the additional site coverage bonus. The dedication of right-of-way could be accepted as justification, but the Planning Commission and City Council have generally expected additional, visual improvements as well since Section 400.020 already provides some redress to property owners who voluntarily dedicate some of their property for public right-of-way. Again, the members of the Planning Commission should request further documentation justifying this request.

Another concern under the CDD provision is the tree conservation requirement. Section 405.450.D.4 states:

4. Tree conservation. Any development proposed as a commercial designed development shall provide for the conservation of existing trees and existing tree masses on the site. The percentage of trees and tree masses preserved during development shall exceed the minimum standards of the subdivision regulations (shall exceed twenty-five percent (25%) of the existing trees and twenty-five percent (25%) of the existing tree mass areas).

The applicant's tree removal and remediation plan shows all of the existing trees being removed and replaced with a greater quantity of trees, measured in caliper inches. Again, it is not clear how this conforms with the Zoning Code provisions and further discussion should be had with the applicant in this regard.

SUMMARY AND CONCLUSION

The proposed development represents an important investment into a key property within the city. The applicant has also made a number of revisions to the plan, in concert with the comments staff has been providing. However, a number of significant breaks from the remain and the Planning Commission should not forward a recommendation to the City Council until they are satisfied with the following issues:

- Further evidence must be provided that demonstrates why the building must be placed at the north edge of the site with the truck court facing Olive Boulevard.
- The front façade of the building is thin and not integrated into the main part of the building except through the application of surface materials.
- The sides and rear of the building are, effectively, long flat walls and should show more variation in depth and line.
- The use of materials is promising but needs to be carried throughout all scales of design and all portions of the site.
- The sidewalks are too narrow and there is no evidence that the pedestrian environment will be preserved in the event of a road widening on Olive Boulevard.
- There is no sidewalk along the south side of the east-west segment of Cityplace Drive.
- There is no evidence of pedestrian scale design along the north frontage and there is not enough elsewhere on the site.
- The monument sign is cluttered and ineffective as a gateway into the campus and as a design element helping to unify the site.
- The landscape is inconsistent in its design and does not reflect the "green line park" approach provided on other sites.
- The stormwater management structures are not fully designed but are placed directly into the key landscape areas; they must be moved closer to final design to evaluate their conformance with City goals and regulations.
- The justification for the increased site coverage is not enunciated.
- Compliance with the tree preservation requirements for CDD approval is not demonstrated.

ACTION

The Planning and Zoning Commission should not take any action on a recommendation for this application until all issues have been addressed. A motion to continue the discussion to a future meeting is required, however. (see below)

MOTION

The following is an example of an appropriate motion for this application:

“I move to continue Application #13-019 to the meeting of September 3rd, 2013, to allow the applicant time to address the concerns of the members of the Planning Commission and staff.”

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING PEDESTRIAN PLAN AND DESIGN GUIDELINES

Included and attached by reference.

APPENDIX 2: ZONING CODE

Included and attached by reference.

APPENDIX 3: AERIAL MAP OF SUBJECT PROPERTY



CITY PLACE



PROPOSED ONE-STORY STRUCTURE

22,100 SF MAIN FLOOR
3,390 SF MEZZANINE
25,490 GSF TOTAL, 37' HIGH

SITE PARKING:

102 SPACES REQUIRED (4 SPACES PER 1,000 SF)
100 SPACES PROVIDED (INCLUDING 5 ACCESSIBLE SPACES)
5 ADDITIONAL PARALLEL SPACES PROVIDED AT NORTH EDGE OF SITE

SITE COVERAGE:

TOTAL SITE AREA = 2.22 ACRES
VEHICLE/SURFACE/BUILDING AREA = 1.63 ACRES
COVERAGE AREA = 70% PER CAMPUS OVERLAY

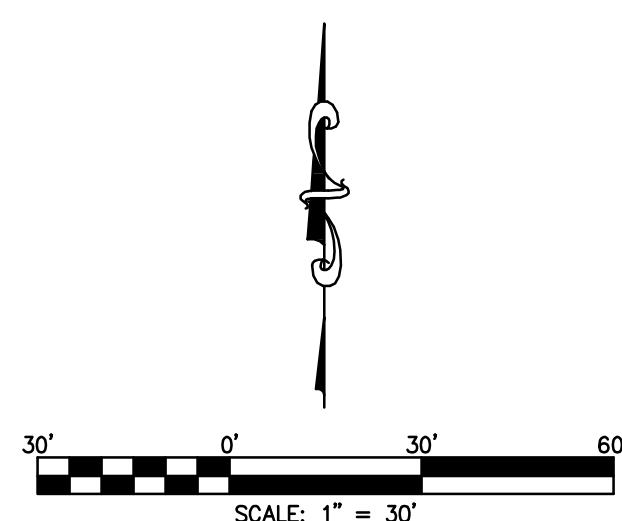
SETBACKS:

FRONT = 80'-0" MAX.; 104'-0" PROVIDED
SIDES = 10'-0"; 10'-0" PROVIDED
REAR = 10'-0"; 10'-0" PROVIDED

PLAN KEY:

- 1. MONUMENT SIGN
- 2. BIORETENTION AREA
- 3. TRELLIS-COVERED SEATING AREA
- 4. PRODUCE STANDS
- 5. ENTRY VESTIBULE
- 6. SCREENED ROOFTOP EQUIPMENT
- 7. DOCK RAMP
- 8. RETAINING WALL
- 9. GREASE CONTAINER PAD
- 10. TRANSFORMER PAD
- 11. TRASH COMPACTOR
- 12. CARDBOARD STORAGE
- 13. COVERED EGRESS STAIR
- 14. GREASE INTERCEPTOR
- 15. LIGHT BOLLARDS
- 16. FOREBAY
- 17. WOOD SCREEN WALL ASSEMBLY
- 18. LIGHT POLE
- 19. TRELLIS STRUCTURE
- 20. PLANTERS

A TRACT OF LAND BEING PART OF THE NORTHEAST FRACTIONAL QUARTER OF SECTION 3,
TOWNSHIP 45 NORTH, RANGE 5 EAST,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



C0.1	SITE DEVELOPMENT PLAN
C0.2	GRADING AND DRAINAGE PLAN
C0.3	SITE CROSS SECTIONS
C0.4	AUTOTURN EXHIBIT

EXISTING ZONING: CORE BUSINESS DISTRICT
PROPOSED ZONING: CORE BUSINESS DISTRICT
SCHOOL DISTRICT: PARKWAY
FIRE DISTRICT: CREVE COEUR FIRE PROTECTION DISTRICT
PHONE: (314) 432-5570
SEWER SERVICE: METROPOLITAN ST. LOUIS SEWER DISTRICT
PHONE: (314) 789-5271
WATER SERVICE: MISSOURI AMERICAN WATER CO.
PHONE: (636) 938-6655
GAS SERVICE: LACLEDE GAS COMPANY
PHONE: (636) 723-0494/(636) 946-6170
ELECTRIC SERVICE: AMEREN UE
PHONE: (636) 639-8311
WATERSHED: CREVE COEUR CREEK
FEMA FLOOD PANEL MAP: MAP # 29189C00162 H. DATE: AUG. 2, 1995

GROCERY STORE	22,100 SF
SITE AREA	96,595 SF
F.A.R. = 22,100 SF / 96,595 SF =	0.23

FRONT	80' (MAXIMUM)
SIDES	10'
REAR	10'

GROCERY STORE - 4/1000 SF GROSS FLOOR AREA	
TOTAL REQUIRED PARKING	102 PS
TOTAL PROVIDED PARKING	105 PS
PROVIDED PARKING (FRESH MARKET)	100 PS
PROVIDED PARKING (CITY PLACE DRIVE)	5 PS
TOTAL REQUIRED ACCESSIBLE PARKING	5 PS
TOTAL PROVIDED ACCESSIBLE PARKING	5 PS

	CURRENT	PROPOSED
VEHICLE SURFACE/BUILDING AREA* =	25.26 AC.	26.89 AC.
TOTAL SITE AREA* =	38.44 AC.	38.44 AC.
COVERAGE AREA* =	66%	70%

* CALCULATIONS INCLUDE ENTIRE CITY PLACE SUBDIVISION

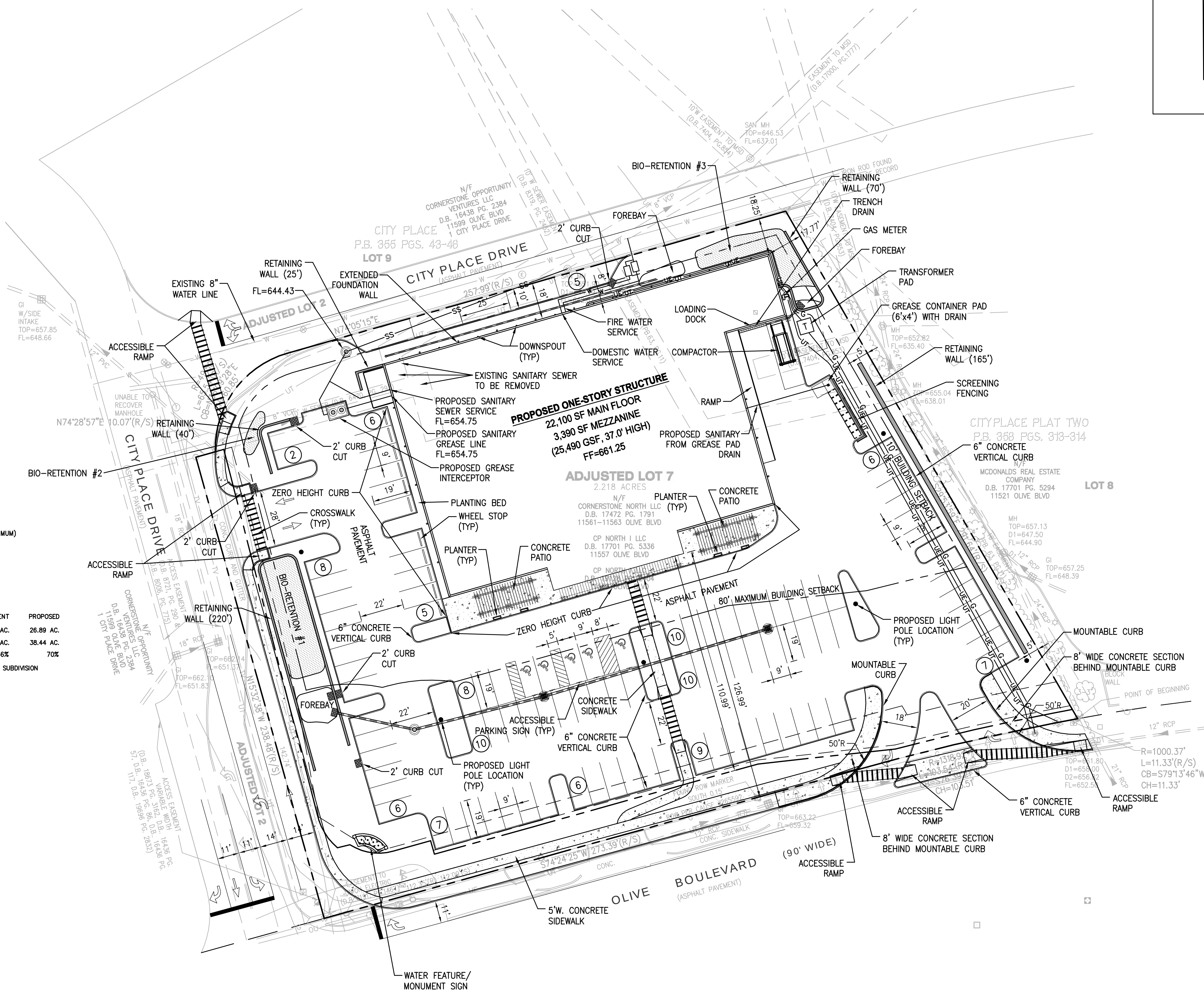
PREDEVELOPED SITE:

GRASS AREA =	2.2
HARD SURFACE/BUILDING AREA =	0.0
TOTAL =	2.2
STORM FLOW = 1.70 x 2.20 AC. + 3.54 x 0.02 AC. = 3.81 CFS	

DEVELOPED SITE:	
GRASS AREA =	0.43 AC.
HARD SURFACE/BUILDING AREA =	1.79 AC.
TOTAL =	2.22 AC.

STORM FLOW = $1.70 \times 0.43 \text{ AC.} + 3.54 \times 1.79 \text{ AC.} = 7.07 \text{ CFS}$
(REQUIRED STORM WATER DETENTION IS PROVIDED BY EXISTING LAKE)
(REQUIRED STORM WATER QUALITY MEASURES ARE SHOWN ON PLAN)

1. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED.
2. NO GRADE SHALL EXCEED 3:1 SLOPE.
3. GRADING AND STORM WATER PER M.S.D. AND THE CITY OF CREVE COEUR, MISSOURI.
4. STORMWATER SHALL BE DISCHARGED AT ADEQUATE NATURAL DISCHARGE POINT.
5. NO STEP ALLOWED AT ACCESSIBLE ENTRANCE DOORS.
6. A.D.A. RAMPS SHALL BE CONSTRUCTED AT ALL ENTRANCES.
7. UPRIGHTS AND SIGNAGE SHALL BE IN COMPLIANCE WITH THE APPROPRIATE CITY ORDINANCE(S) AND GUIDELINE(S).
8. BE ADVISED, ALL ENERGY AND TELEPHONE DISTRIBUTION LINES SHALL BE INSTALLED UNDERGROUND.
9. SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN) ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP FOR ST. LOUIS COUNTY AND INCORPORATED AREAS PER COMMUNITY PANEL NO. 2918000162. H WITH AN EFFECTIVE DATE OF AUGUST 2, 1995.
10. ALL EXISTING SURFACE IMPROVEMENTS ASSOCIATED WITH THE DEVELOPMENT TO BE REMOVED.
11. OLIVE BOULEVARD ROAD IMPROVEMENTS SHOWN ON THIS PLAN BY CBB ENGINEERING, DATED 9/27/09, ARE FOR INFORMATION ONLY.



— — — 900 — — —	EXIST. CONTOUR
— — — 000 — — —	PROP. CONTOUR
← [662.70]	ASSUMED SPOT ELEV.
/ 664.00	ASSUMED FUTURE SPOT ELEV.
⑩	EXIST. STORM MANHOLE
[T]	EXIST. TELEPHONE BOX
[M]	EXIST. WATER METER
[T]	EXIST. TREE
[S]	EXIST. CLEANOUT
○	EXIST. POWER POLE
←	EXIST. GUY WIRE
⑩	EXIST. WATER VALVE
⑩	EXIST. GAS VALVE
⑩	EXIST. ROLLARD

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE EXACT HORIZONTAL AND VERTICAL LOCATIONS AND SIZES OF ALL EXISTING UTILITIES, WHETHER SHOWN OR NOT SHOWN ON THIS PLAN, PRIOR TO THE START OF ANY CONSTRUCTION. THE ENGINEER HAS NOT FIELD VERIFIED THE EXISTING UTILITIES. THE UTILITIES SHOWN ON THIS PLAN HAVE BEEN TAKEN FROM RECORDS AND UTILITY MAPS MADE AVAILABLE TO THE ENGINEER AND THE LOCATIONS AND SIZES SHALL BE CONSIDERED APPROXIMATE ONLY. OTHER UTILITIES, NOT SHOWN ON THIS PLAN, MAY EXIST ON OR NEAR THE SITE.



13-212 ELEVATION 621.70 - "STANDARD ALUMINUM DISK" STAMPED SL-23 1990
DISK IS SET BETWEEN COEUR DE VILLE DRIVE AND THE WEST
R/W FENCE OF HWY. 1-270; 68' SOUTH OF THE CENTERLINE
INTERSECTION OF COEUR DE VILLE COURT AND
COEUR DE VILLE DRIVE.

CALL 1-800-DIG-RITE (MISSOURI ONE CALL) TO HAVE LOCATIONS MARKED IN THE FIELD (SUBSCRIBING UTILITIES REQUIRE 48 HOURS NOTICE PRIOR TO CONSTRUCTION).

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE
ST. LOUIS, MO 63141

**CITYPLACE PLAT TWO
ADJUSTED LOT 7**
11557, 11569, 11561 AND 11563 OLIVE BLVD.

SITE DEVELOPMENT PLAN

cole

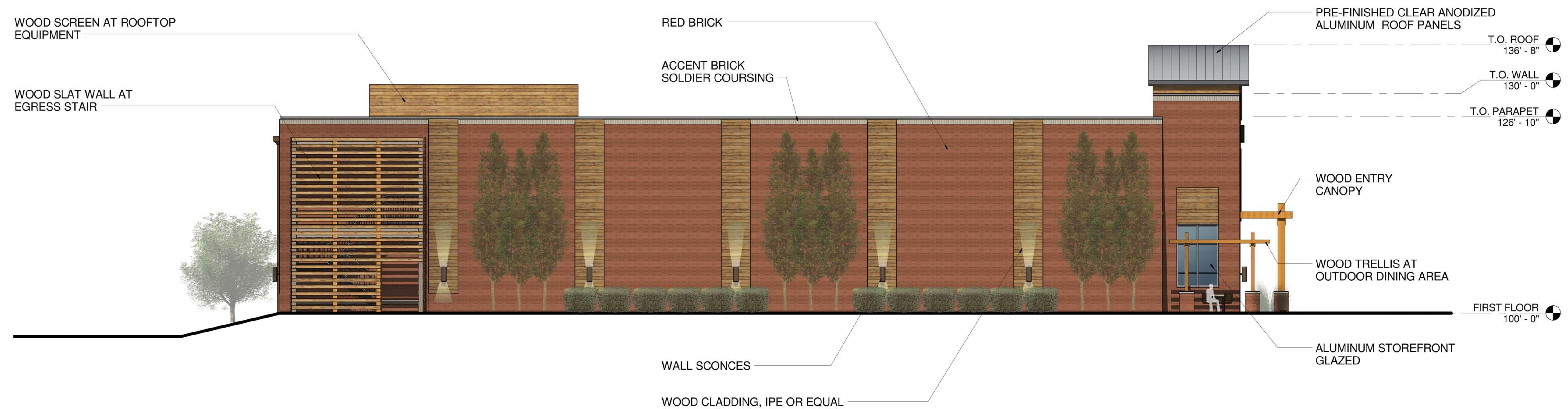
+ ST. LOUIS
10777 Sunset Office Dr.
St. Louis, MO 63127
314.984.9887 *tel*
314.984.0587 *fax*

CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE

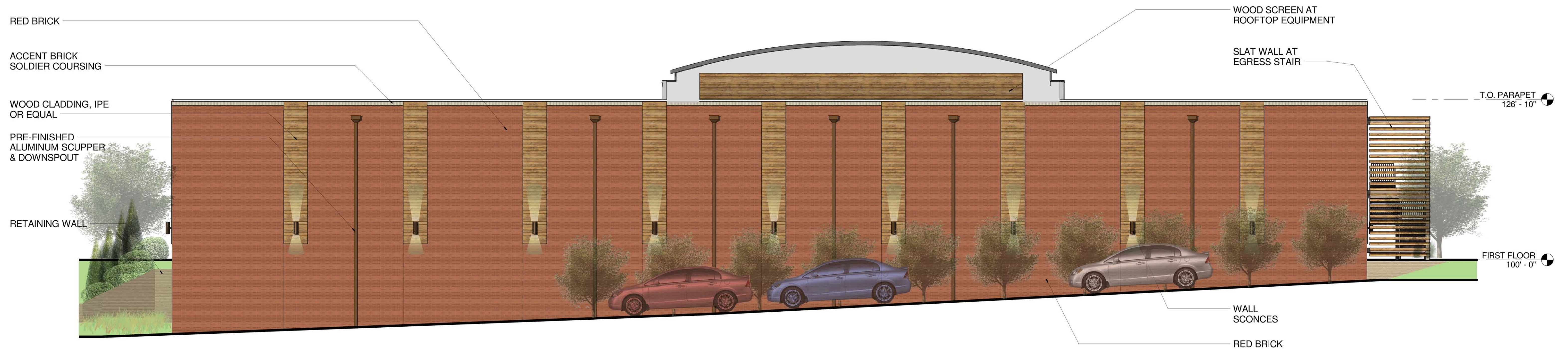
DESIGN/CALC BY	BSJ
DRAWN BY	BSJ
CHECKED BY	JTR
DRAWING SCALE	AS SHOWN
DATE	08/09/13
Job Number 13-0033	
Sheet Number C0.1	



SOUTH ELEVATION



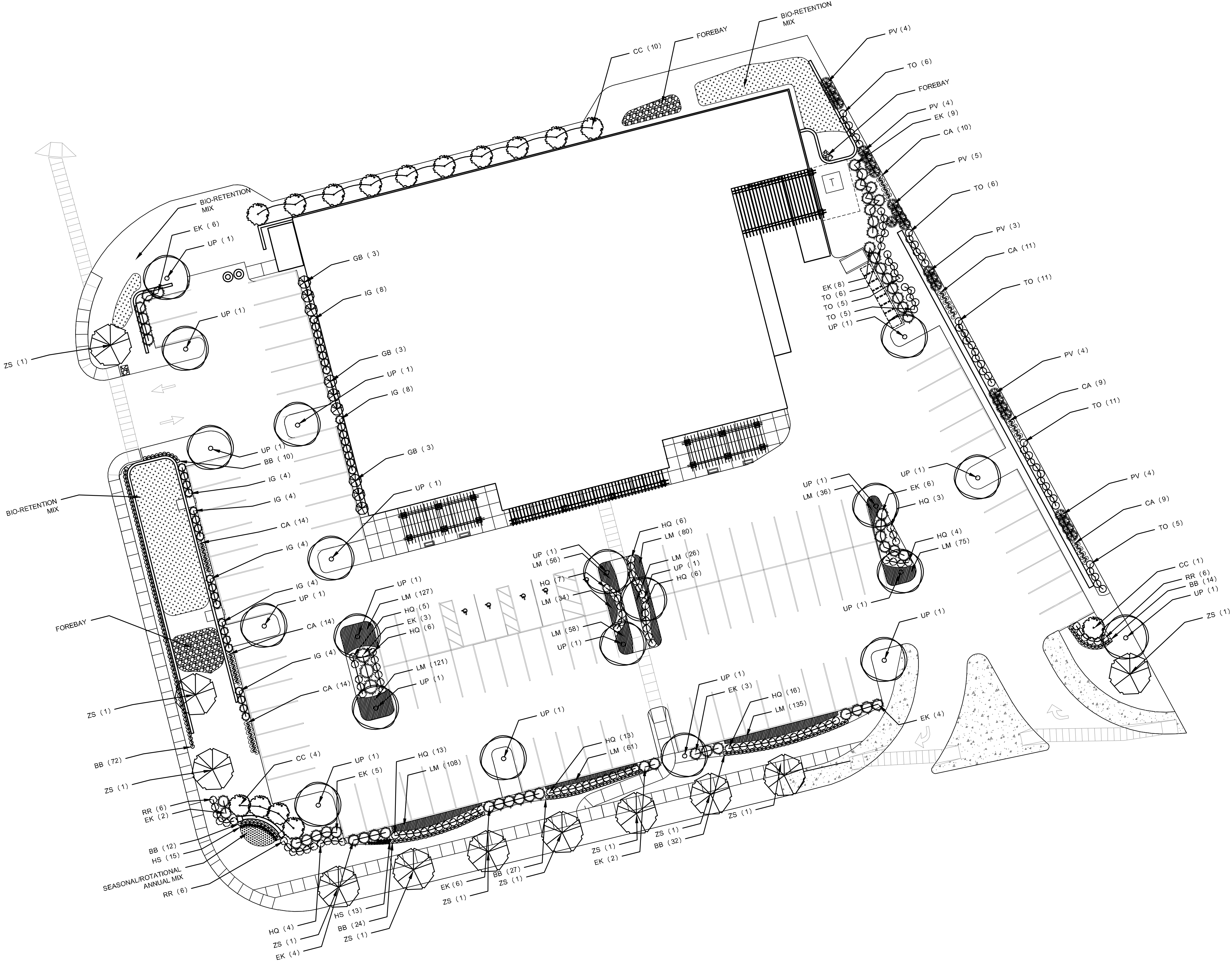
WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



PLANT SCHEDULE						
SYM	QTY	BOTANICAL NAME	CULTIVAR	COMMON NAME	SIZE	METHOD
TREES						
CC	15	Cercis canadensis		Redbud	2" Cal.	BB
GB	9	Ginkgo biloba	'Fastigiata'	Ginkgo	3" Cal.	BB
TO	55	Thuja occidentalis	'Smaragd'	Arborvitae	6'	BB
UP	20	Ulmus parvifolia		Chinese Elm	3" Cal.	BB
ZS	11	Zelkova serrata		Japanese Zelkova	3" Cal.	BB
SHRUBS						
BB	191	Buxus microphylla japonica	'Winter Gem'	Winter Gem Boxwood	3 Gal.	Cont.
EK	56	Euonymus kiautschovicus	'Manhattan'	Manhattan Euonymus	3 Gal.	Cont.
HQ	85	Hydrangea quercifolia	'Sike's Dwarf'	Oakleaf Hydrangea	3 Gal.	Cont.
IG	40	Ilex glabra	'Shamrock'	Inkberry	3 Gal.	Cont.
RR	18	Rosa radrazz	'Knockout'	Knockout Rose	3 Gal.	Cont.
GRASSES/PERENNIALS/BULBS						
CA	81	Calamagrostis x acutiflora	'Karl Foerster'	Feather Reed Grass	1 Gal.	Cont.
HS	28	Heimerocallis	'Stella de Oro'	Daylily	1 Gal.	Cont.
PV	24	Panicum virgatum		Switchgrass	1 Gal.	Cont.
GROUND COVER						
LM	917	Liriope muscari		liriope	1 Quart	Cont.
BIO-RETENTION*						
QTY	BOTANICAL NAME	COMMON NAME	SIZE	METHOD	SPACING	
GRASSES						
42	Andropogon gerardii	Big bluestem	1 Quart	Cont.	24" O.C.	
75	Carex grayi	Bur Sedge	1 Quart	Cont.	18" O.C.	
75	Chasmanthium latifolium	River Oats	1 Quart	Cont.	18" O.C.	
75	Sporobolus heterolepis	Prairie Dropseed	1 Quart	Cont.	18" O.C.	
75	Schizachyrium scoparium	Little Bluestem	1 Quart	Cont.	18" O.C.	
FORBES						
27	Amsonia illustris	Shining Bluestar	1 Quart	Cont.	30" O.C.	
72	Aster novae-angliae	New England Aster	1 Quart	Cont.	24" O.C.	
75	Echinacea purpurea	Purple Coneflower	1 Quart	Cont.	18" O.C.	
75	Eryngium yuccifolium	Rattlesnake Master	1 Quart	Cont.	18" O.C.	
27	Hibiscus lasiocarpus	Rose Mallow	1 Quart	Cont.	30" O.C.	
75	Pycnanthemum tenuifolium	Slender Mountain Mint	1 Quart	Cont.	18" O.C.	
75	Solidago nemoralis	Showy goldenrod	1 Quart	Cont.	18" O.C.	
75	Solidago rugosa	Rough-leaved Goldenrod	1 Quart	Cont.	18" O.C.	
ANNUALS (Rotational)						
QTY	COMMON NAME	SEASON	SIZE	METHOD	SPACING	
10	Coleus	Summer	1 Quart	Cont.	18" O.C.	
23	Feather Celosia	Summer	1 Quart	Cont.	12" O.C.	
23	Lantana	Summer	1 Quart	Cont.	12" O.C.	
34	Pansy	Fall/Spring	1 Quart	Cont.	12" O.C.	
34	Ornamental Kale	Fall	1 Quart	Cont.	12" O.C.	
* Plants selected per MSD's Landscape Guide for Stormwater Best Management Practice Design						



TREE REMOVAL AND REPLACEMENT CHART

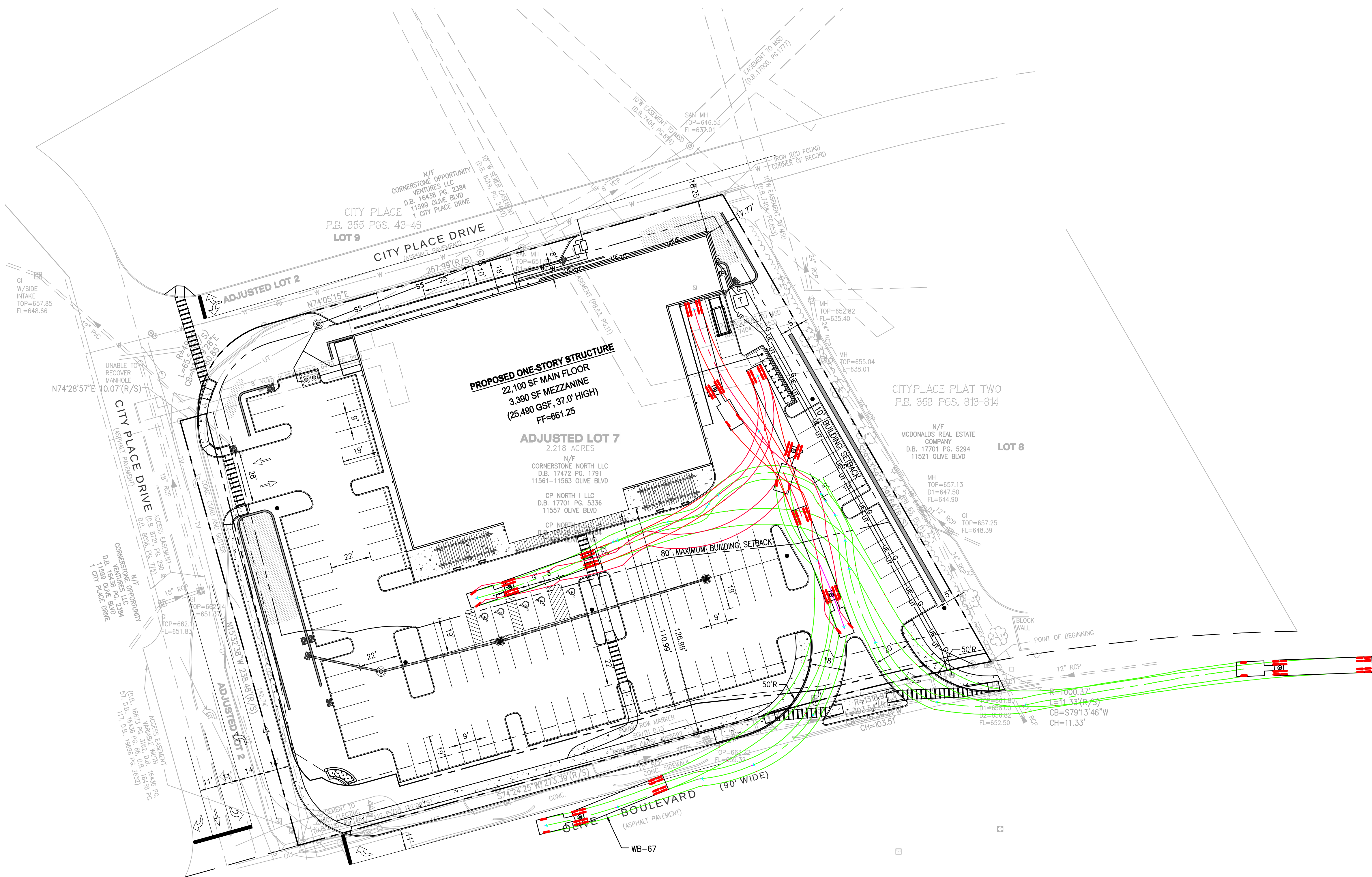
PROJECT NAME: The Koman Group - Fresh Market
PROJECT NUMBER: 12-2137.00
DATE: 8/9/2013

PREPARED BY: ARCTURIS, INC.

EXISTING TREE SCHEDULE						
ID Number	Species	Evergreen/ Deciduous	Size (caliper Inches)	Condition	TBR or Remain	Comment
1	Hornbeam	Deciduous	1	Fair	TBR	
2	Hornbeam	Deciduous	1	Fair	TBR	
3	Elm	Deciduous	3	Fair	TBR	
4	Hornbeam	Deciduous	1	Fair	TBR	
5	Hornbeam	Deciduous	3	Fair	TBR	
6	Elm	Deciduous	3	Fair	TBR	
7	Elm	Deciduous	3	Fair	TBR	
8	Elm	Deciduous	3	Fair	TBR	
9	Redbud	Deciduous	12	Poor	TBR	Aging
10	Redbud	Deciduous	15	Poor	TBR	Aging
11	White Pine	Evergreen	12	Good	TBR	
12	White Pine	Evergreen	12	Good	TBR	
13	White Pine	Evergreen	12	Good	TBR	
14	White Pine	Evergreen	8	Good	TBR	
15	White Pine	Evergreen	6	Good	TBR	
16	White Pine	Evergreen	6	Good	TBR	
17	White Pine	Evergreen	4	Good	TBR	
18	White Pine	Evergreen	12	Good	TBR	
19	White Pine	Evergreen	12	Good	TBR	
TOTAL CALIPER INCHES REMOVED						129

REPLACEMENT TREE SCHEDULE*				
Quantity	Species	Evergreen/ Deciduous	Size (caliper / Height)	Comment
21	Chinese Elm	Deciduous	3	Shade Tree
10	Zelkova	Deciduous	3	Street Tree
18	Redbud	Deciduous	2	Ornamental
9	Ginkgo	Deciduous	3	Screening
TOTAL CALIPER INCHES REPLACED				156

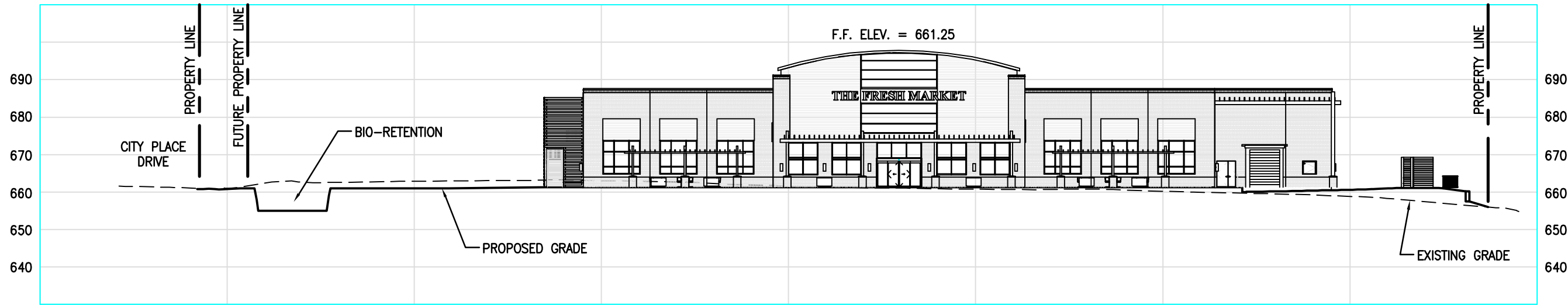
*See Site/Landscape Plan for Locations



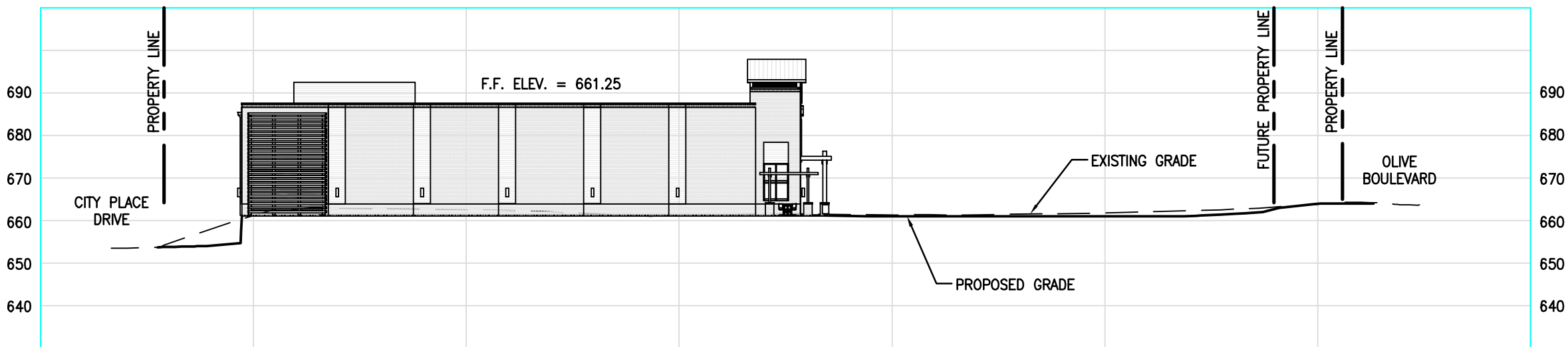
Micro: 7.2-11.6 TAD: 11.0 TAD: 11.0

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

[illegible]



1 SITE CROSS SECTION A-A
SCALE: 1"=30' HORIZ. 1"=30' VERT. REF. DWG. C0.2



2 SITE CROSS SECTION B-B
SCALE: 1"=30' HORIZ. 1"=30' VERT. REF. DWG. C0.2

MSD P.NO.

BASE MAP:

DATE

08/09/13

Job Number

13-0033

Sheet Number

C0.3

DESIGN/CALC BY

BSJ

DRAWN BY

BSJ

CHECKED BY

JTR

DRAWING SCALE

AS SHOWN

ST LOUIS

10777 Sunset Office Dr.

St. Louis, MO 63127

314.984.5887 tel

314.984.0367 fax

COLE

CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE

Cole & Associates, Inc.

CITYPLACE PLAT TWO

ADJUSTED LOT 7

11557, 11569, 11561 AND 11563 OLIVE BLVD.

ST. LOUIS, MO 63141

SITE CROSS SECTIONS

DEVELOPER/OWNER:

THE KOMAN GROUP

#6 CITY PLACE DRIVE, SUITE 430

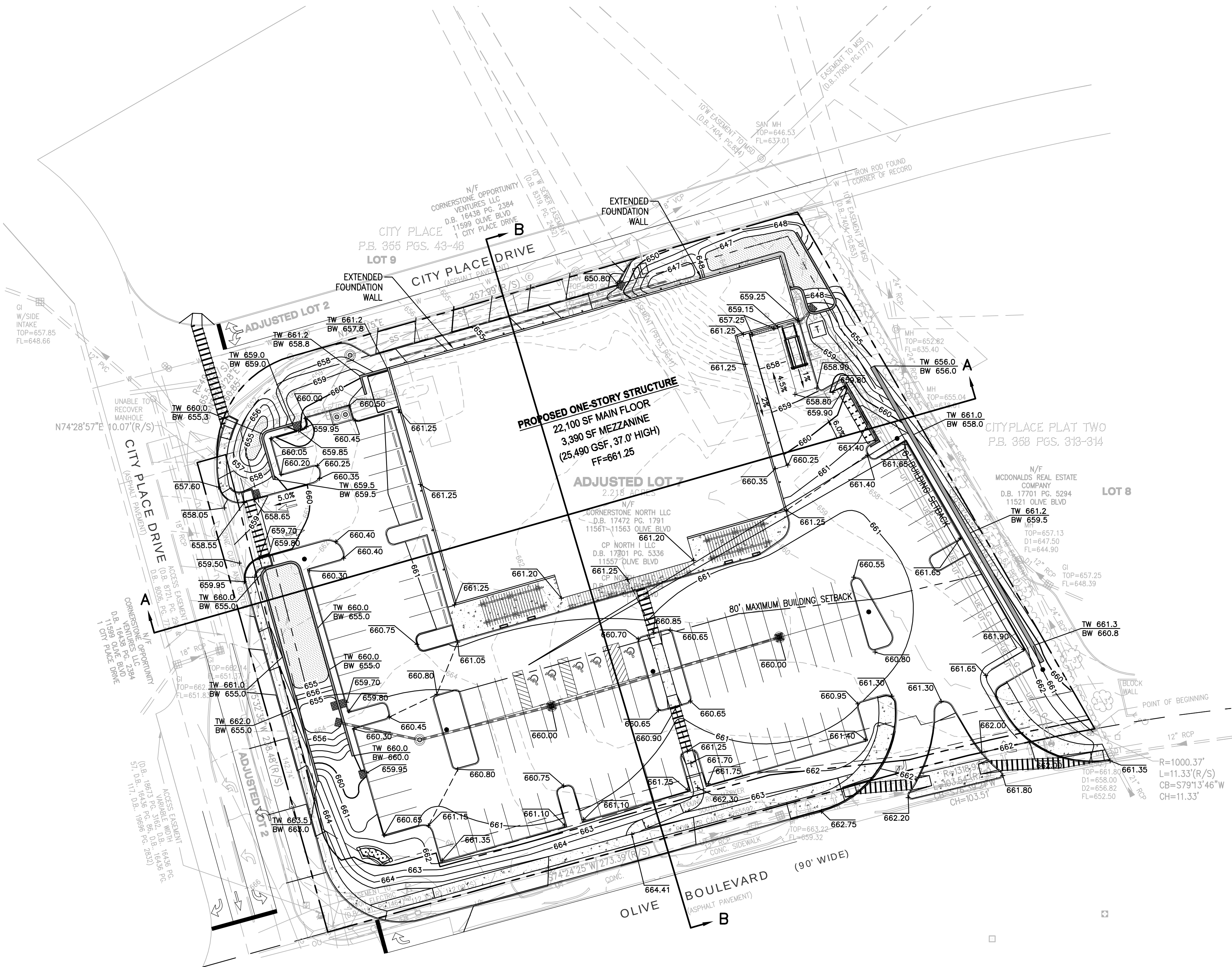
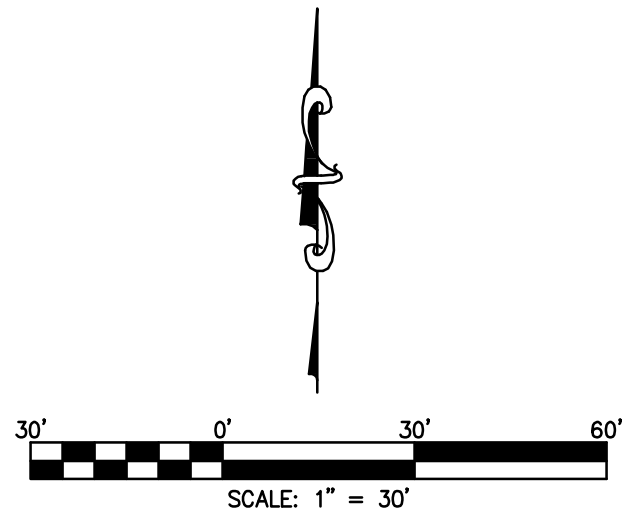
ST. LOUIS, MO 63141

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON IS NOT BEING USED TO CERTIFY THE ACCURACY OF THE INFORMATION CONTAINED IN THIS DRAWING. THE PROFESSIONAL'S RESPONSIBILITY FOR ANY INSTRUMENTS NOT SPECIFICALLY IDENTIFIED IN THIS DRAWING IS LIMITED TO THE INFORMATION PROVIDED BY THE CLIENT. THE PROFESSIONAL'S RESPONSIBILITY FOR ANY INSTRUMENTS NOT SPECIFICALLY IDENTIFIED IN THIS DRAWING IS LIMITED TO THE INFORMATION PROVIDED BY THE CLIENT. THE PROFESSIONAL'S RESPONSIBILITY FOR ANY INSTRUMENTS NOT SPECIFICALLY IDENTIFIED IN THIS DRAWING IS LIMITED TO THE INFORMATION PROVIDED BY THE CLIENT.

NO

DATE

REVISION DESCRIPTION



USER: Eric Mott TAB: GRADING
DATE: August 9, 2013 - 10:45:12 AM
DRAWING: S:\0085\00852013\13-0033\CDP-DWG\ C-001\SP1\0_SDP_13-0033.dwg

MSD P. NO. BASE MAP:

DESIGN/CALC BY	BSJ
DRAWN BY	BSJ
CHECKED BY	JTR
DRAWING SCALE	AS SHOWN
DATE	08/09/13
Job Number	13-0033
Sheet Number	C0.2

ST. LOUIS

10777 Sunset Office Dr.
St. Louis, MO 63127
314.984.5887 fax
314.984.0357 /for

cole

Cole & Associates, Inc.
CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE

CITYPLACE PLAT TWO
ADJUSTED LOT 7

11557, 11569, 11561 AND 11563 OLIVE BLVD.
ST. LOUIS, MO 63141

GRADING AND DRAINAGE PLAN

DEVELOPER/OWNER:

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON HAS PREPARED THIS PLAN FOR THE DEVELOPER/OWNER. THE DEVELOPER/OWNER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE PROFESSIONAL AND FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE PUBLIC. THE PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE PUBLIC. THE PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE PUBLIC.

DATE NO. REVISION DESCRIPTION

From: Langdon. Paul
To: [Langdon. Paul](#)
Subject: FW: Fresh Market Submittal
Date: Friday, August 30, 2013 3:00:11 PM

From: Mark Rubin [<mailto:mrubin@komangroup.com>]
Sent: Tuesday, August 27, 2013 1:30 PM
To: Langdon. Paul
Cc: Garrick Hamilton
Subject: Fresh Market Submittal

Paul:

As a follow up to some of the conversation that you have had with Garrick in the past couple of days we are going to need some more time develop some changes to the plan that we will be proposing. I hope to have some more architectural and site plan content by the end of the week. After I receive my information, I would like to meet with you early next week for some preliminary feedback. Since Monday is a holiday, how is your schedule on Tuesday and or Wednesday?

Regards,

Mark A. Rubin- Director of Development

The Koman Group | www.komangroup.com

CREVE COEUR | CLAYTON | SAN DIEGO

C 314.368.1741

F 314.787.1986

7700 Forsyth Blvd, Suite 1210

St. Louis, Missouri 63105



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

NOTICE OF PUBLIC HEARING

**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-018 FOR AN AMENDMENT TO THE CITY PLACE MASTER SIGN PLAN TO
INCLUDE NEW TENANT SIGNS**

FOR THE MEETING OF: Monday, August 19, 2013, 7:00 PM

LOCATION: CityPlace Campus (see attached map). The properties are zoned "CB" Core Business

REQUEST: An application has been submitted to amend the CityPlace Master Sign Plan, to include guidelines for greater flexibility in the design and location of certain tenant signs within the campus. An additional provision is made for a pre-existing mural located on the side of one tenant space.

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 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.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References

- Central Business District

Zoning Code References

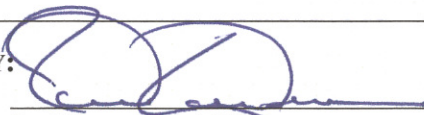
- Section 405.950 Signs in Non-Residential Districts

APPLICANT: Megan Ridgeway
Arcturis
720 Olive Street Suite 200
St. Louis, MO 63101

PROPERTY OWNER: CP North I, LLC
6 City Place Drive
Creve Coeur, MO 63141



REPORT PREPARED BY:


Paul Langdon, AICP
Community Development Director


Date

ATTACHMENTS: Applicants Materials, received August 10, 2013
Ordinance No. 5169

BACKGROUND AND MASTER SIGN PLAN PROPOSAL

The current CityPlace campus received approval for a Master Sign Plan in 2002, that was amended in November 2006 to include CityPlace 6 and the McDonald's Restaurant signage on the campus north of Olive Boulevard. The entire plan was then repealed and replaced by Ordinance #5169 that was approved in January 2011. The document was largely the same as the former except that it included the signs applied to the St. Luke's Urgent Care facility on the south side of Olive Boulevard.

The proposed amendment with this application will allow up to an 80 square-foot wall sign for the proposed CityPlace VII site ("Fresh Market" is the currently proposed tenant), allow an 18 square-foot low monument sign in front of CityPlace II, document the existing mural at CityPlace Retail and allow a new 30 square-foot multi-tenant monument sign at the northeast corner of CityPlace Drive and Olive Boulevard. Each of the proposed signs is shown in the attached illustrations from the applicant.

Note that although the site development plan for the City Place VII site is currently under review as well (see Application #13-019), the master sign plan can be amended by separate action and the sign standards will apply, regardless of the tenant occupying the future building.

COMPREHENSIVE PLAN REVIEW

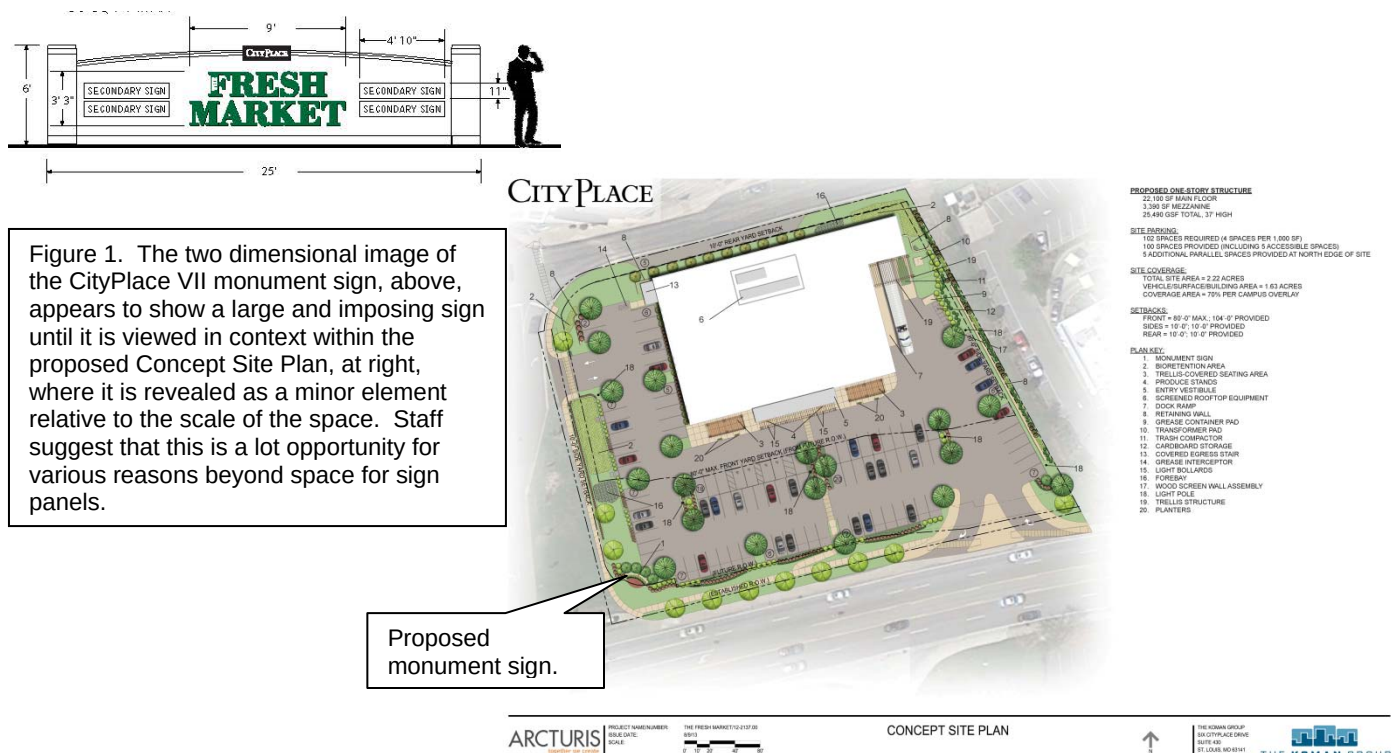
The Comprehensive Plan does not provide much direction in sign review, except recommend that they City ensure that non-residential development is compatible with adjacent residential development (page 23).

The Design Guidelines offer further direction 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)

The small monument sign in front of CityPlace II utilizes a slab design with pin-mounted letters for a simple, modern appearance that is appropriate in scale and material for the proposed location. It does not interfere with pedestrian movement and does compete with other signage.

The larger monument sign by the CityPlace VII site is intended to be a multi-tenant sign and an entrance monument for the entire campus. The design approximates the campus monument sign adjacent to the US Bank location at the west edge of the campus. That sign, however, does not include tenant signage (only the word "CityPlace") and is much lower. As discussed in the staff report on the site development plan for CityPlace VII, this location is appropriate for a monument befitting the entrance to the campus. However, the proposed design is dominated by the CityPlace VII tenant sign, and then complicated by four secondary tenant signs. In the end, the "CityPlace" moniker is almost insignificant. This does not complement the main entrance to the campus and does not integrate with the surroundings. Staff suggest that it should contain fewer signs in number and should be redesigned to represent not only an entrance to the campus, but also to complement the CityPlace VII site. This can be done through integration with the sidewalk space, or use of common materials and design motifs, or use as a framing device that

directs the viewers' eyes in a favorable direction. As an element in a master signage plan, the applicant should feel free to explore the design of this structure as an identity feature and not just another sign. Finally, there is a large, dark gray granite monument sign in front of CityPlace Retail already and it contains several tenants' identities. Unfortunately, there appears to be no effort to integrate with that sign. Fulfillment of the Design Guidelines and the Master Signage Plan regulations would appear to indicate that there should be some coordination between the signs or, perhaps, both should be rejected in favor of a pair of coordinated signs on either side of CityPlace Drive that advertise tenants and create a true gateway symbol for the campus.



As a simple, channel-letter sign, the tenant wall sign for the CityPlace VII site is compatible with a contemporary commercial structure. There are other issues, however, discussed in the Zoning Review below.

The mural already exists and was used to provide interest on a wall that was being painted anyway. It does not contain any specific tenant information but, as an applied image, it generally constitutes a sign, hence its inclusion here. There do not appear to be any concerns vis-à-vis the Design Guidelines.

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 are to be in scale and harmonious with the

development and provide an overall design theme throughout the campus in a comprehensive manner.

As discussed above, the proposed CityPlace II monument sign is modest in size and appropriately set within the context of the office building entrance. The CityPlace VII wall sign, on the other hand, does not show any particular relationship with the building although its placement is appropriate. It should be noted that the sign is 50% larger than it would otherwise be permitted as a freestanding tenant site if it were not within the master signage plan. Staff believe this is significant since the overall site design does not visually or functionally represent a significant property in the campus, so it is not clear why it should be favored with a particularly large sign; this would seem to be contrary to one of the purposes of the sign regulations that is to promote consistency of opportunity among signs within the city. The signs at the top of the office towers do occupy distinctive and significant locations that set the standard for the campus; the CityPlace VII site is, frankly, a typical retail site and should only be provided a typical retail sign, limited to 50-square feet. If the applicant ultimately reworks this site into the visually significant place that it can be, the proposed wall sign might seem more appropriate.

The CityPlace VII monument sign, as discussed above, does not really integrate with any other signs and, by virtue of the six individual messages on the monument, may actually add to the visual clutter of the Cityplace Drive and Olive Boulevard intersection. Given that its location is proposed for a single-tenant only, it seems that it must also contain off-site signs. In the absence of a meaningful wayfinding sign program for the campus, this sign could also increase motorist confusion since the advertised businesses will not be immediately visible. Adding directional information to the sign will only worsen the visual clutter concern. Again, Staff suggest that the number of signs should be reduced to the adjacent tenant and the CityPlace name and the monument redesigned to provide an architectural connection to its site.

The pre-existing mural on the CityPlace Retail west façade is certainly larger than any sign that could be permitted within the city normally and is even larger than the office tower identification signs. None the less, the mural is decorative in nature and, prior to concerns regarding sign content, was not even considered a sign. So, despite its size, it has become a fixture on the building and does not create any visual clutter or confusion for motorist. As such, it is not in conflict with the purposes of the Sign Regulations.

CONCLUSION

The mural and the CityPlace II monument sign appear to be consistent with the Design Guidelines for signs as well as the purposes of the Sign Regulations. The CityPlace VII wall sign and monument sign are less successful and staff suggest that the Commission should discuss modifications with the applicant. Specifically, the wall sign should be reduced to 50 square feet and the monument sign should be redesigned as a true entrance monument that presents only two signs: the campus name and the adjacent tenant name.

Given that the CityPlace VII monument sign is a factor in the unresolved site development plan for that site and appears to need further refinement for this application, the Planning and Zoning Commission should not forward a recommendation to the City Council at this time in favor of allowing the applicant to keep the processes in tandem and the sign program evolving in parallel with the site development plan.

ACTION

If the Planning Commission members agree with Staff that the applicant's proposal requires time for further refinement, the following motion for a continuance would be appropriate:

"I move to continue the discussion on Application #13-018 until September 3, 2013, to allow the applicant time to modify their request to better address the Design Guidelines and the purposes of the Zoning Code."

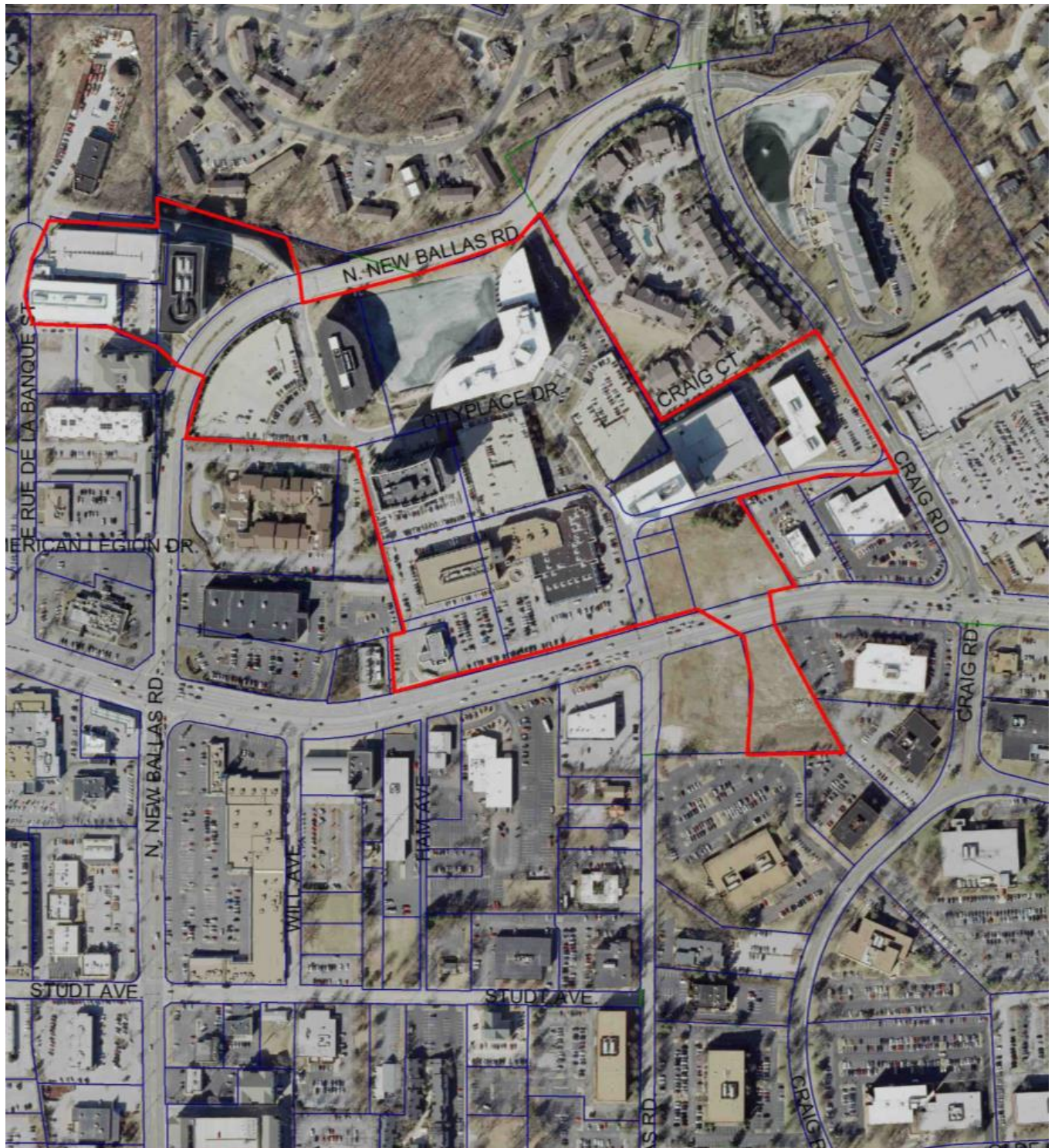
If the Commission members wish to accept the proposed signs, they should vote on a motion to recommend approval of the proposed signs, subject to any modifying conditions supported by a separate motion and vote. In that event, Staff will prepare an ordinance for the City Council reflecting the actions of the Commission. An appropriate motion for this purpose is:

"I move to recommend approval of the amendment to the Master Sign Plan for City Place campus to include the signs submitted with Application #13-018, subject to the conditions approved by the Planning Commission at the meeting of August 19, 2013." (conditions must be added by separate prior motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING PEDESTRIAN PLAN AND DESIGN GUIDELINES
Included and attached by reference.

APPENDIX 2: ZONING CODE
Included and attached by reference.

Aerial Photo



CityPlace Campus





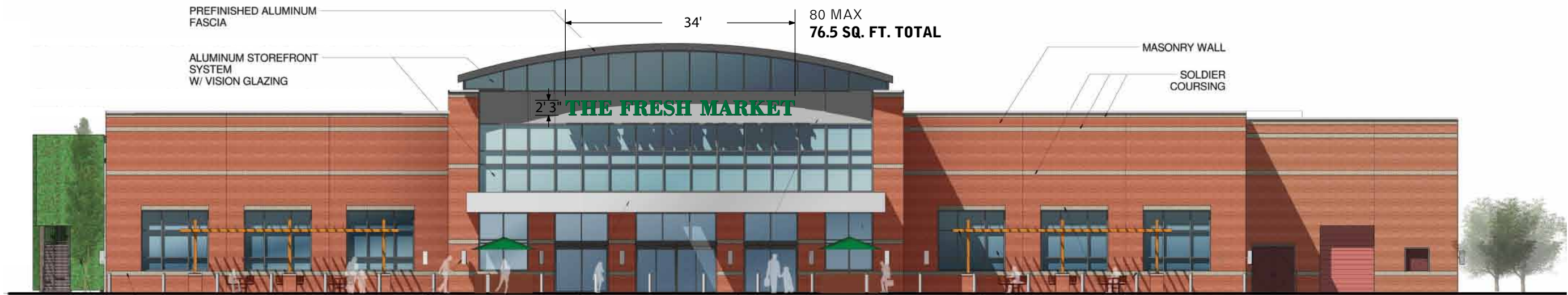
CITY PLACE

Amendment to Signage Master Plan

As approved by the
City of Creve Coeur
Month XX, 2013



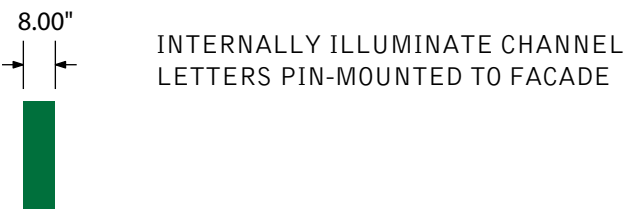
Fresh Market Lot #7 Retail Wall-mounted Fascia Sign



A SOUTH ELEVATION: THE FRESH MARKET
1/16" = 1'-0"

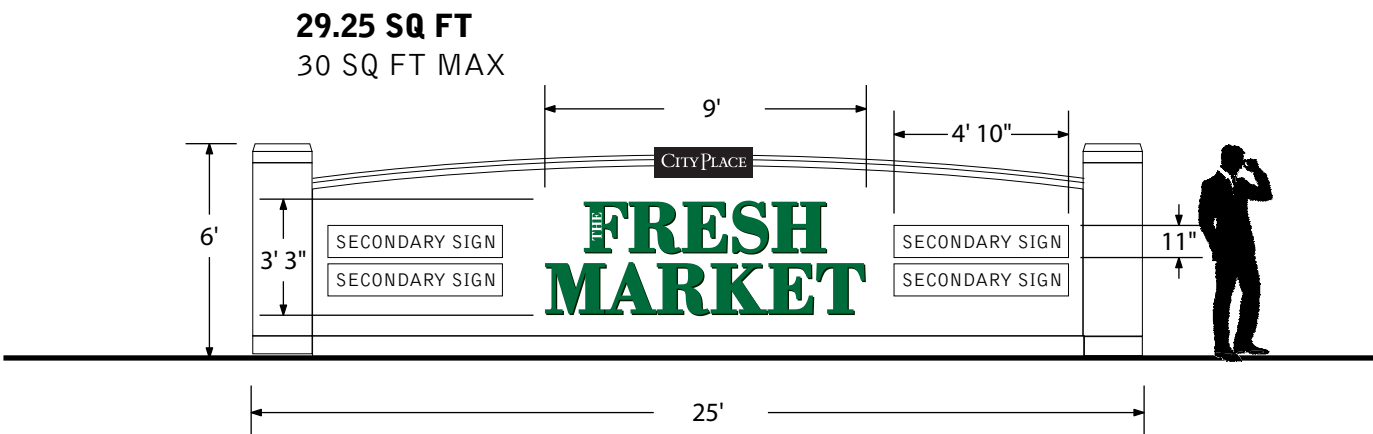


B SOUTH ELEVATION: THE FRESH MARKET
1/4" = 1'-0"



C SIDE VIEW: THE FRESH MARKET
1/4" = 1'-0"

Fresh Market Lot #7 Monument Signage



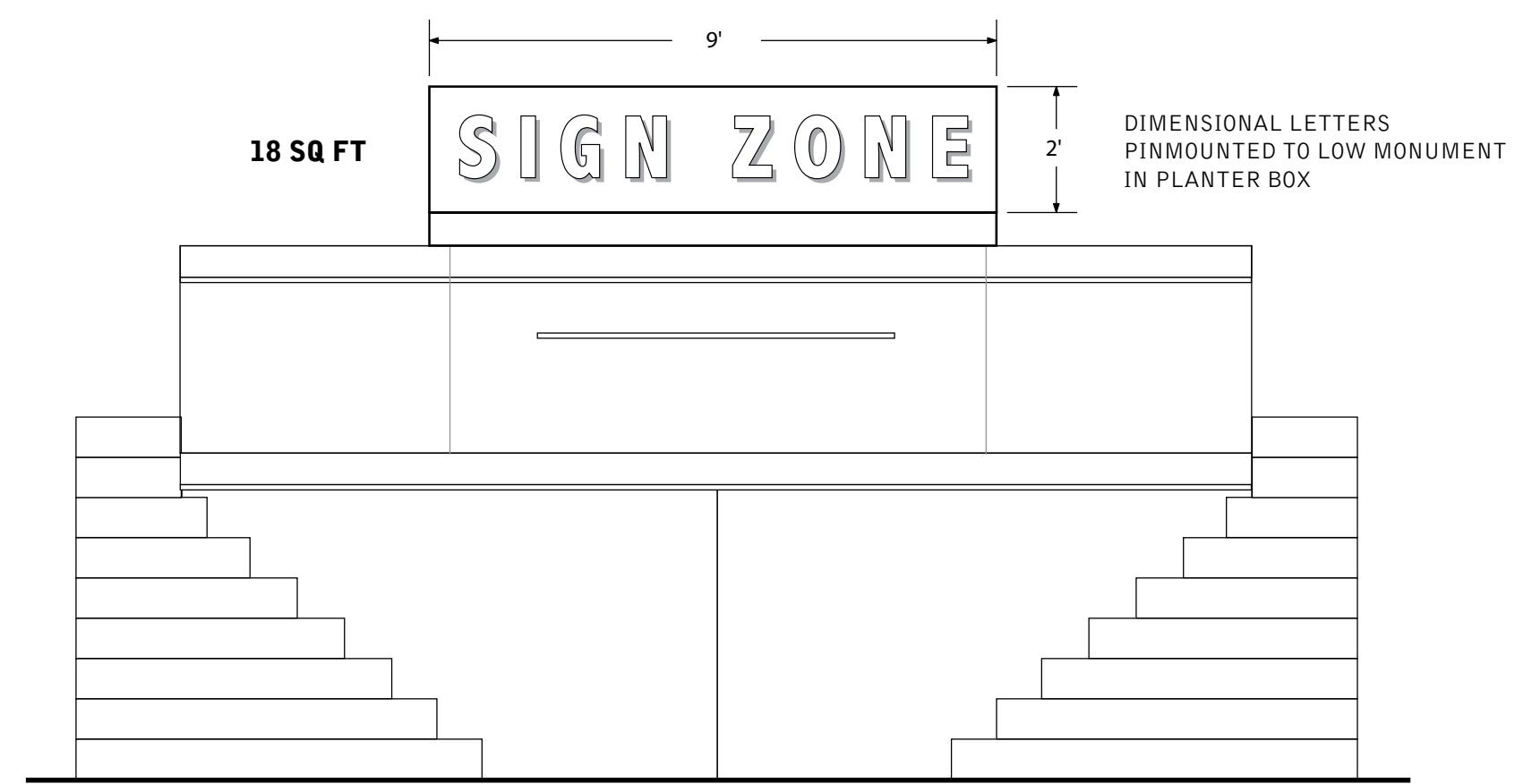
A ELEVATION: MONUMENT SIGN
SCALE: 3/16" = 1'-0"



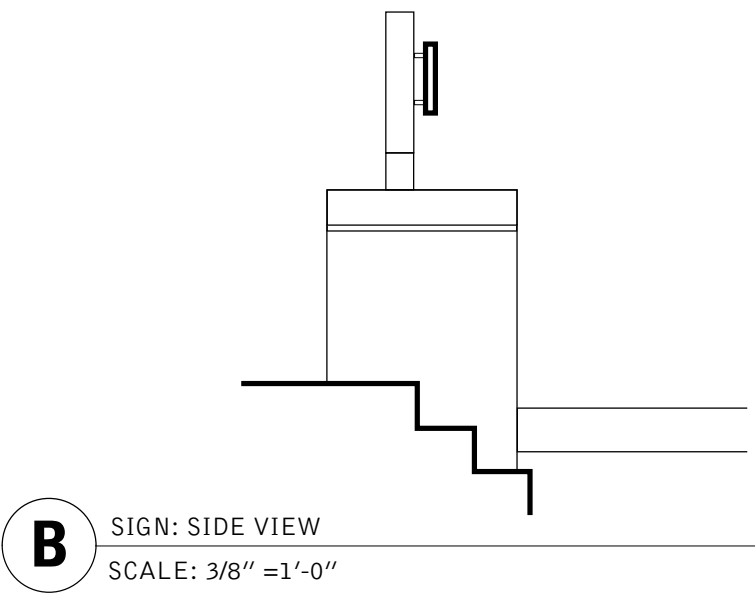
B IMAGE: EXISTING CAMPUS MONUMENT SIGN
SCALE: NOT TO SCALE



City Place 2 Fountain Signage



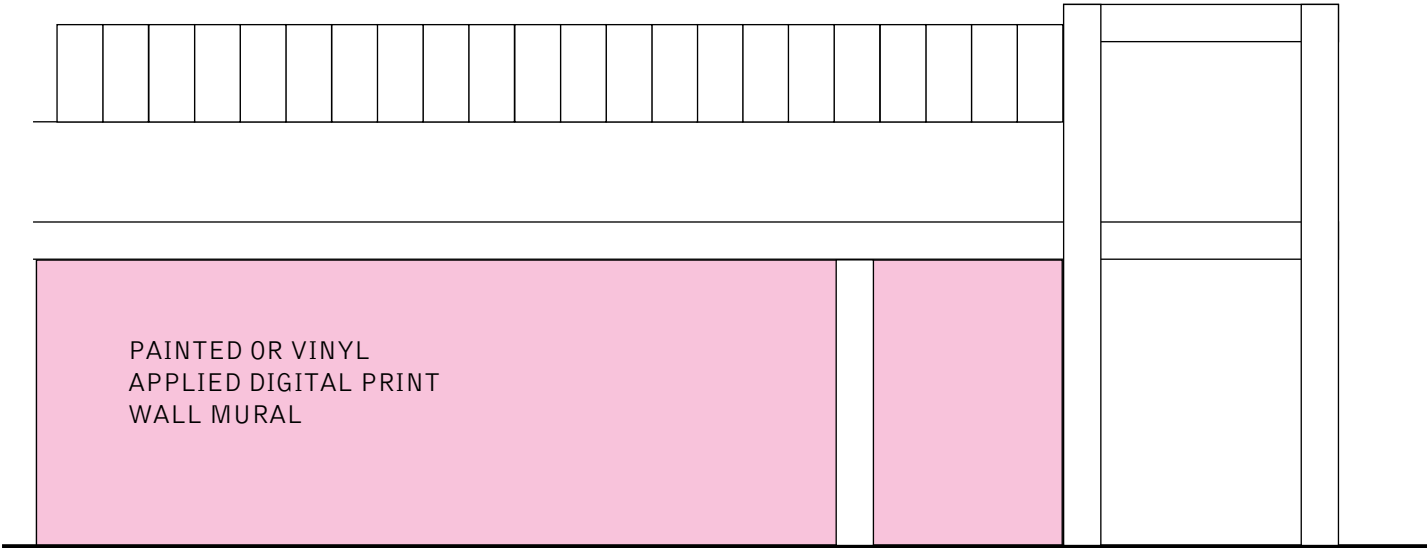
A ELEVATION: FOUNTAIN SIGNAGE
SCALE: 3/8" = 1'-0"



B SIGN: SIDE VIEW
SCALE: 3/8" = 1'-0"



C IMAGE: EXISTING FOUNTAIN (CITYPLACE 2)
NOT TO SCALE



A ELEVATION: WALL MURAL
NOT TO SCALE



B IMAGE: EXISTING MURAL (CITYPLACE RETAIL) artistic feature on campus
NOT TO SCALE



**AN ORDINANCE REPEALING ORDINANCE NUMBER 2193 AND NUMBER 4059 AND
APPROVING A NEW MASTER SIGN PLAN PURSUANT TO SECTION 405.950.6 OF THE
CITY OF CREVE COEUR'S CODE OF ORDINANCES FOR THE CITYPLACE CAMPUS
LOCATED WITHIN THE "CB" CORE BUSINESS DISTRICT**

WHEREAS, an application was submitted by the Koman Group for an amendment to the previously approved Master Signage Plan for the CityPlace Development, pursuant to Section 405.950.6 of the City of Creve Coeur's Code of Ordinances, to include CityPlace VII Saint Luke's Medical Offices south of Olive Boulevard; and

WHEREAS, the boundaries of the Master Signage Plan will be for CityPlace development including all existing and proposed signage as demonstrated in Exhibit 1; and

WHEREAS, Planning and Zoning Commission reviewed and by a unanimous vote recommended approval of the subject amendments at its meeting on Monday, November 15, 2010; and

WHEREAS, the City Council of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on December 13, 2010, 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 a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City 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 approving 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.

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

Section 1: Ordinance 2193 and Ordinance 4059 authorizing a Master Sign Plan for City Place Campus located north of Olive Boulevard are hereby repealed.

Section 2: A Master Sign Plan is authorized for the CityPlace Campus Pursuant to Section 405.950.6 in the "CB" Core Business Commercial zoning district whose legal description is as follows:

"Lots 1, 3, 4, 5, 6, 8, 9 and 10 of CityPlace Subdivision as shown on the plat thereof recorded at Plat Book 355, Pages 43-46 of the Real Property Records for St. Louis County, Missouri; and also Adjusted Lot 2 of CityPlace Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 313-314 of the Real Property Records for St. Louis County, Missouri; and also, Lot 11A of CityPlace Subdivision Plat Two as shown on the plat thereof recorded at Plat Book 358, Page 33 of the Real Property Records for

St. Louis County, Missouri; and also, Units 1 & 2 of CityPlace Condominium created pursuant to that certain Declaration of Condominium dated April 14, 1988 and recorded at Book 8297, Page 734 of the Real Property Records for St. Louis County, Missouri."

SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

1. The applicant shall submit sign permit and/or building permit applications for proposed signs referred to in the Master Sign Plan that currently does not possess a building permit.
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 Sign Plan, unless approved by the City of Creve Coeur.
3. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
4. The applicant shall submit a revised landscape plan to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
5. Signage shall be limited to name and logo only
6. All leasing information signage for the development should be placed on the building. No additional leasing signs shall be permitted.

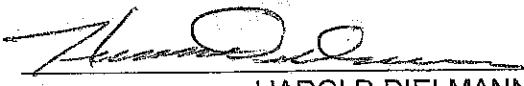
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1

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

ADOPTED THIS 10 DAY OF January, 2011.


A. JAMES WANG
PRESIDENT OF CITY COUNCIL

APPROVED THIS 10 DAY OF January, 2011.


HAROLD DIELMANN
MAYOR

ATTEST:


DEBORAH RYAN, MRCC
CITY CLERK

CITY PLACE

June 2002

Signage Master Plan

Submitted to the
City of Creve Coeur

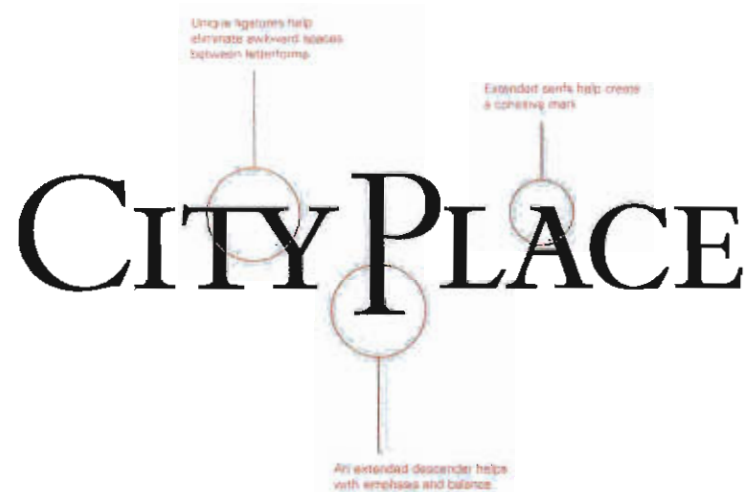
prepared by Kuhlmann Levitt, Inc.
for The Korman Group

Exhibit
1
4/10/11

	Page	
Section 1: Logo Description	1.1	A LOGO IS THE DEFINING VISUAL
	1.2	REFINING THE MARK
	1.3	A NOTE ON THE TYPE
	1.4	INCORRECT USAGE
Section 2: Existing Signs	2.1	EXISTING DISABLED PARKING SIGNS, SIGN TYPE A
	2.2	EXISTING RETAIL, SIGN TYPE B
	2.3	EXISTING STOREFRONT AND BUILDING ADDRESS SIGNS, SIGN TYPE C
	2.4	EXISTING DIRECTIONAL SIGNS, SIGN TYPE E
	2.5	EXISTING BUILDING, RETAIL AND CAMPUS MONUMENT SIGNS, SIGN TYPE F
	2.6	EXISTING TRAFFIC REGULATORY SIGNS, SIGN TYPE G
	2.7 - 2.8	EXISTING PARKING REGULATORY SIGNS, SIGN TYPE H
	2.9	EXISTING PARKING GARAGE REGULATORY, SIGN TYPE J1, J2, J3
	2.10	EXISTING BUILDING REGULATORY SIGNS, SIGN TYPE K
Section 3: Sign Location Plans	3.1	OVERALL SIGN LOCATION PLAN
	3.2 - 3.11	SIGN LOCATION BREAKOUTS
Section 4: Message Schedule	4.1	SIGN TYPE LIST- EXISTING AND NEW SIGNS
	4.2 - 4.4	SIGN MESSAGES OF EXISTING SIGNS
	4.5	SIGN MESSAGES FOR NEW SIGNS
Section 5: Sign Descriptions	5.1 - 5.26	SIGN TYPE DESCRIPTIONS/DRAWINGS FOR ALL NEW AND TRANSITIONAL SIGNS

CITY PLACE

A LOGO IS THE DEFINING VISUAL THAT CREATES AN IDENTIFIER BETWEEN YOU AND YOUR AUDIENCE. Your unique brand separates your company from the others around you. By setting graphic standards and holding to them, you are successfully building a more easily recognizable brand; forming a familiarity of your mark through visual repetition. The following guidelines help secure that your specific logo and branding identity will be used correctly and, therefore, effectively in all applications.



REFINING THE MARK

This updated CityPlace logo refines the existing mark with several small, yet significant changes. Within the mark, letterforms and serifs have been subtly skewed and pulled in order to create a cohesive, purely typographic identifier. For example, the formation of a unique ligature between the "T" and "Y" in *City* minimizes the awkward space normally made by the letterforms and allows the word spacing of both *City* and *Place* to visually work together. Also, the extended descender on the "P" in *Place* gives balance to the mark and reflects the architectural embellishment found on Building 3.



Bembo Expert (Primary Typeface)

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
A B C D E F G H I J K L M N O P Q R
S T U V W X Y Z 1 2 3 4 5 6 7 8 9 0

Univers 45 Light (Secondary Typeface)

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z 1 2 3 4 5 6 7 8 9 0

A NOTE ON THE TYPE

CityPlace has both a primary and secondary typeface. The primary typeface, Bembo Expert, is a titling face (only upper case), and is used in main headings. The secondary typeface, Univers 45 Light, creates a non-competing companion to the main type and can be used for setting body copy. Both faces were picked for their square proportions: the clean lines and sharp corners mimicking the building architecture and supporting the theme of the repeating forms throughout the complex.

CITYPLACE

Manipulate or distort

CITY
PLACE

Reposition type

CITYPLACE

Substitute font

CITYPLACE

Add shadow or other 3D effect

INCORRECT USAGE

In order to establish and maintain a professional association with CityPlace and the corporate identity, the rules and regulations set up in the previous pages must be followed without exception. Please keep the integrity of the mark in all applications and allow the brand to work for you. Above are a few examples of ways in which the logo must NOT be altered or changed.









E (FRONT)



E (BACK)



E







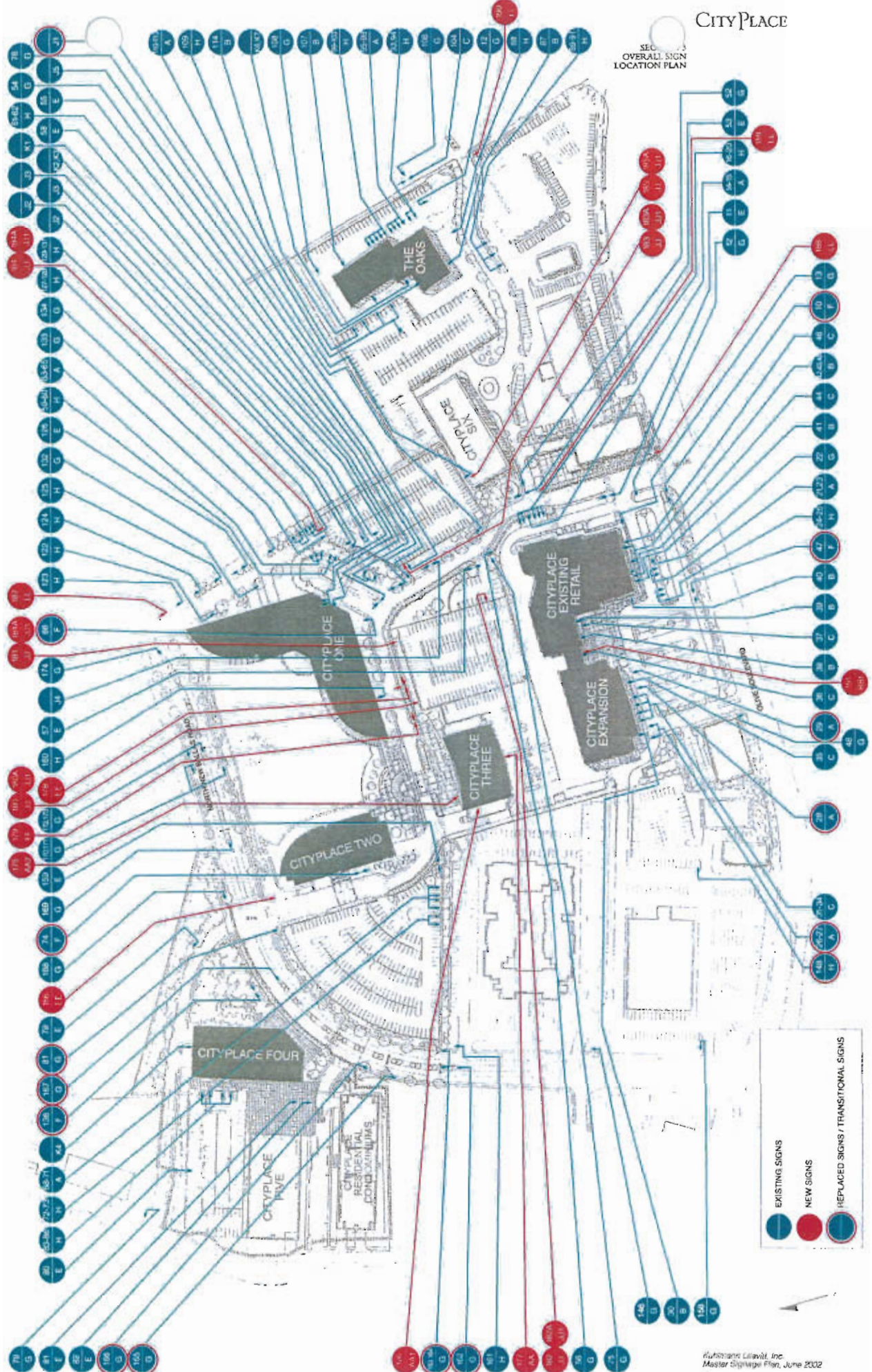




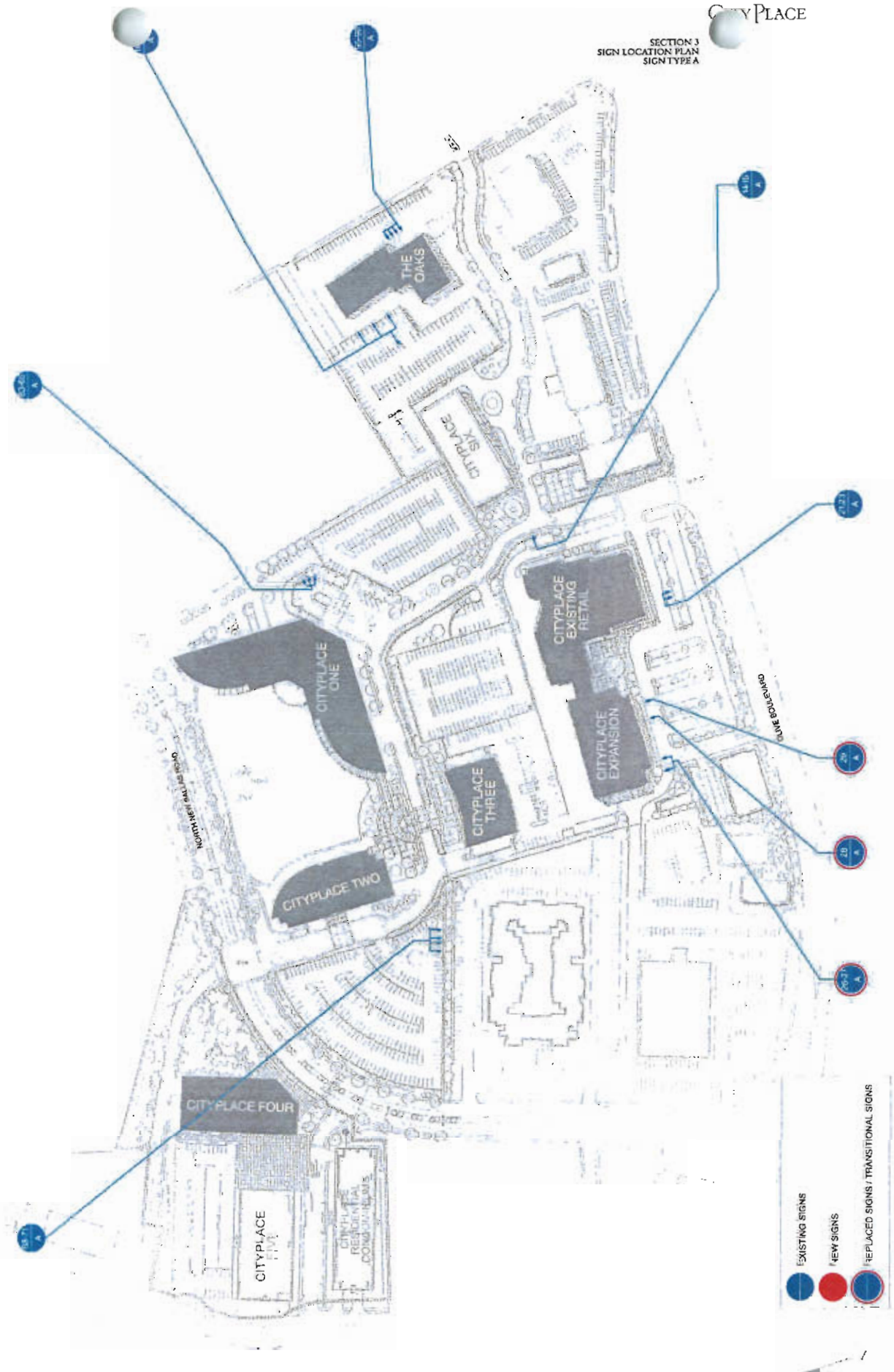


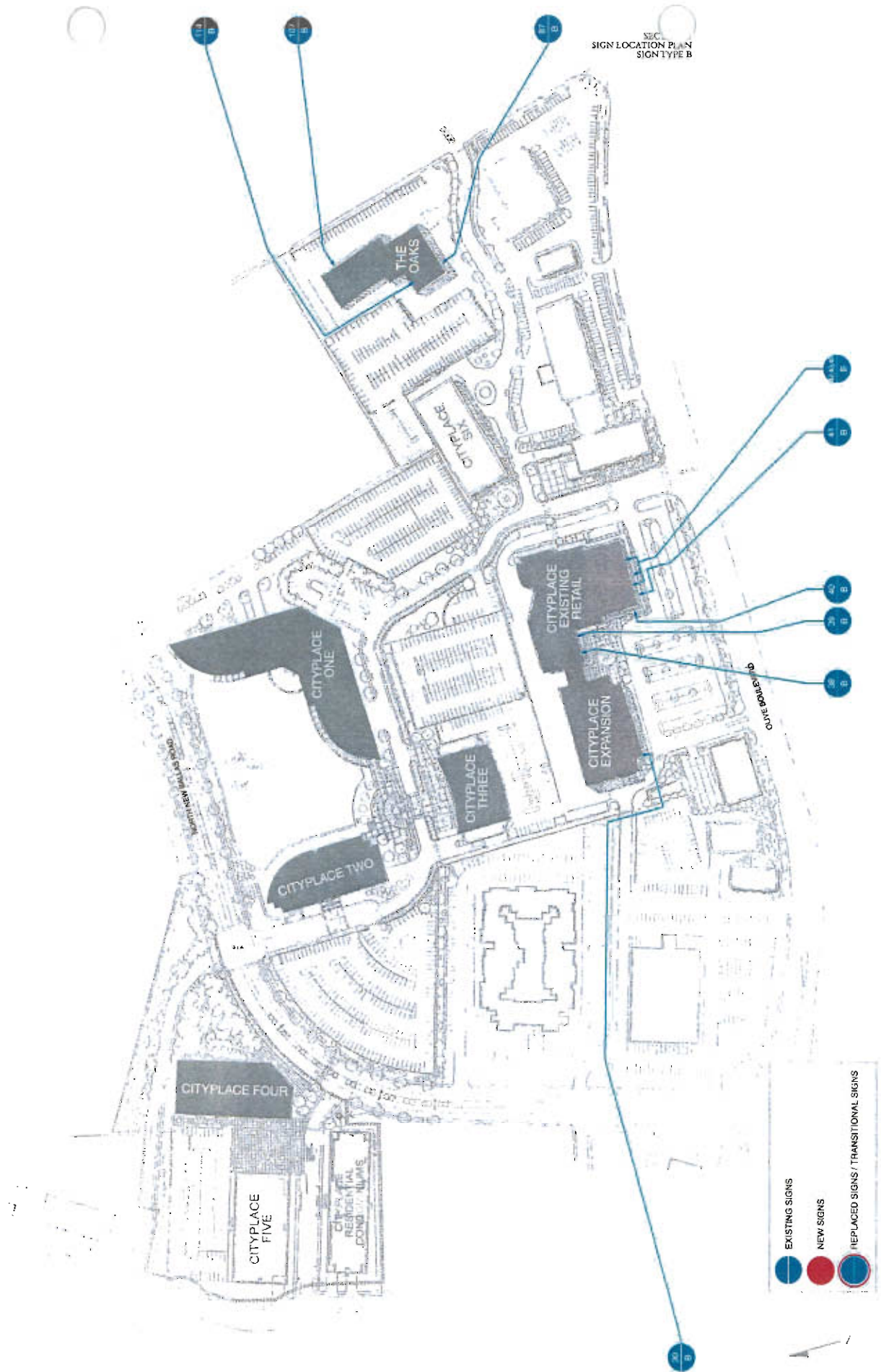


SECTION 3
OVERALL SIGN
LOCATION PLAN

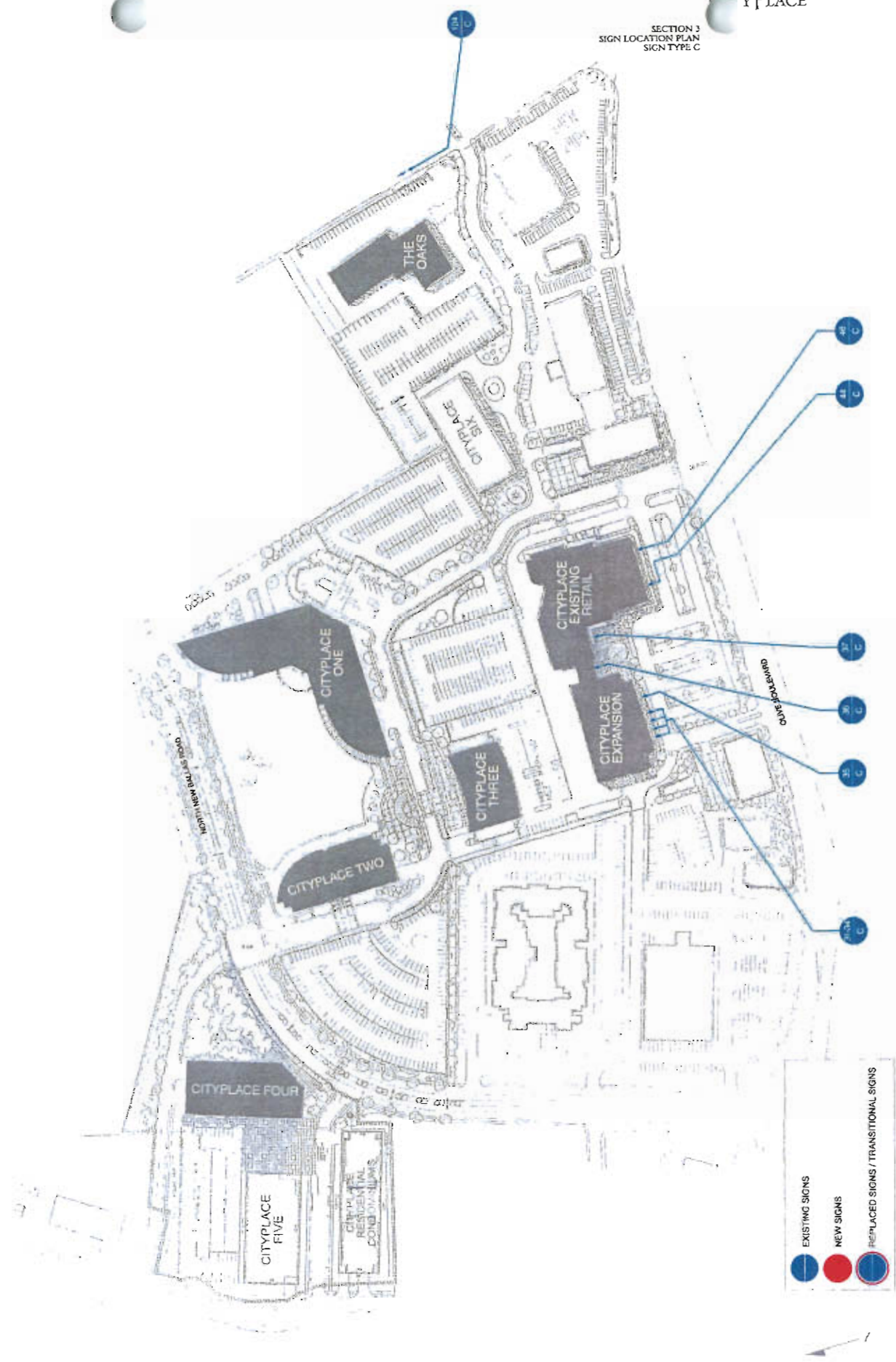


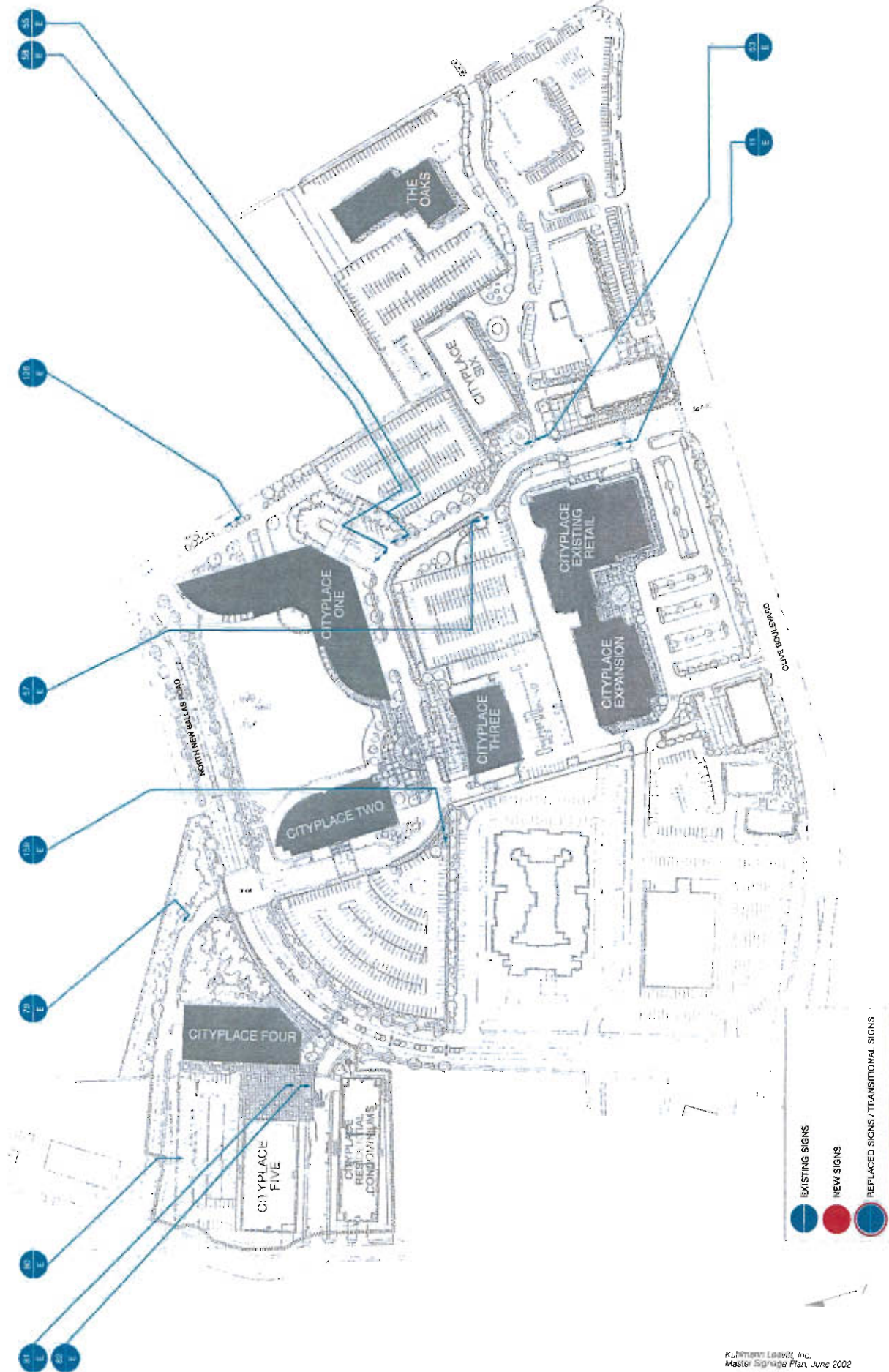
SECTION 3
SIGN LOCATION PLAN
SIGN TYPE A

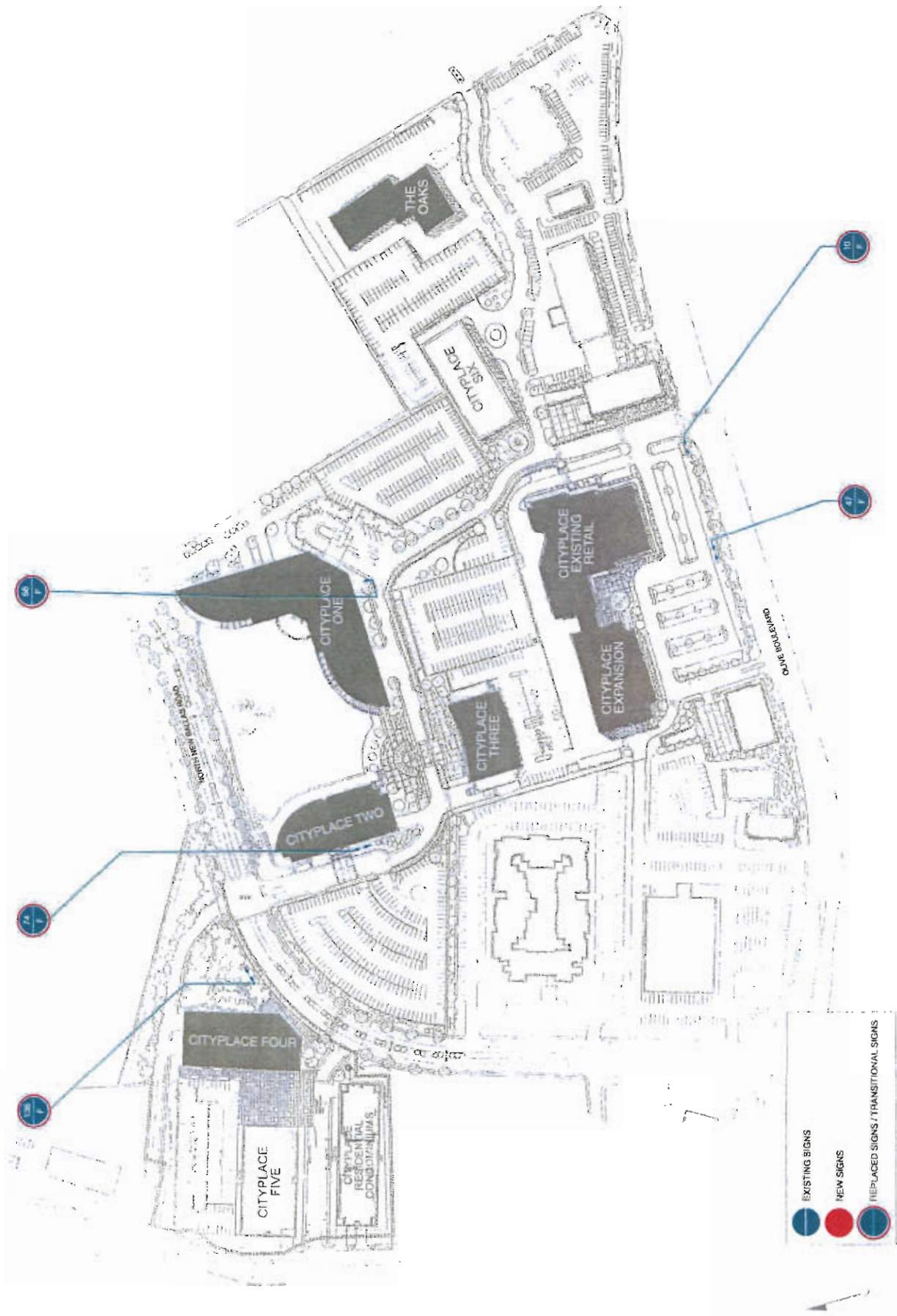


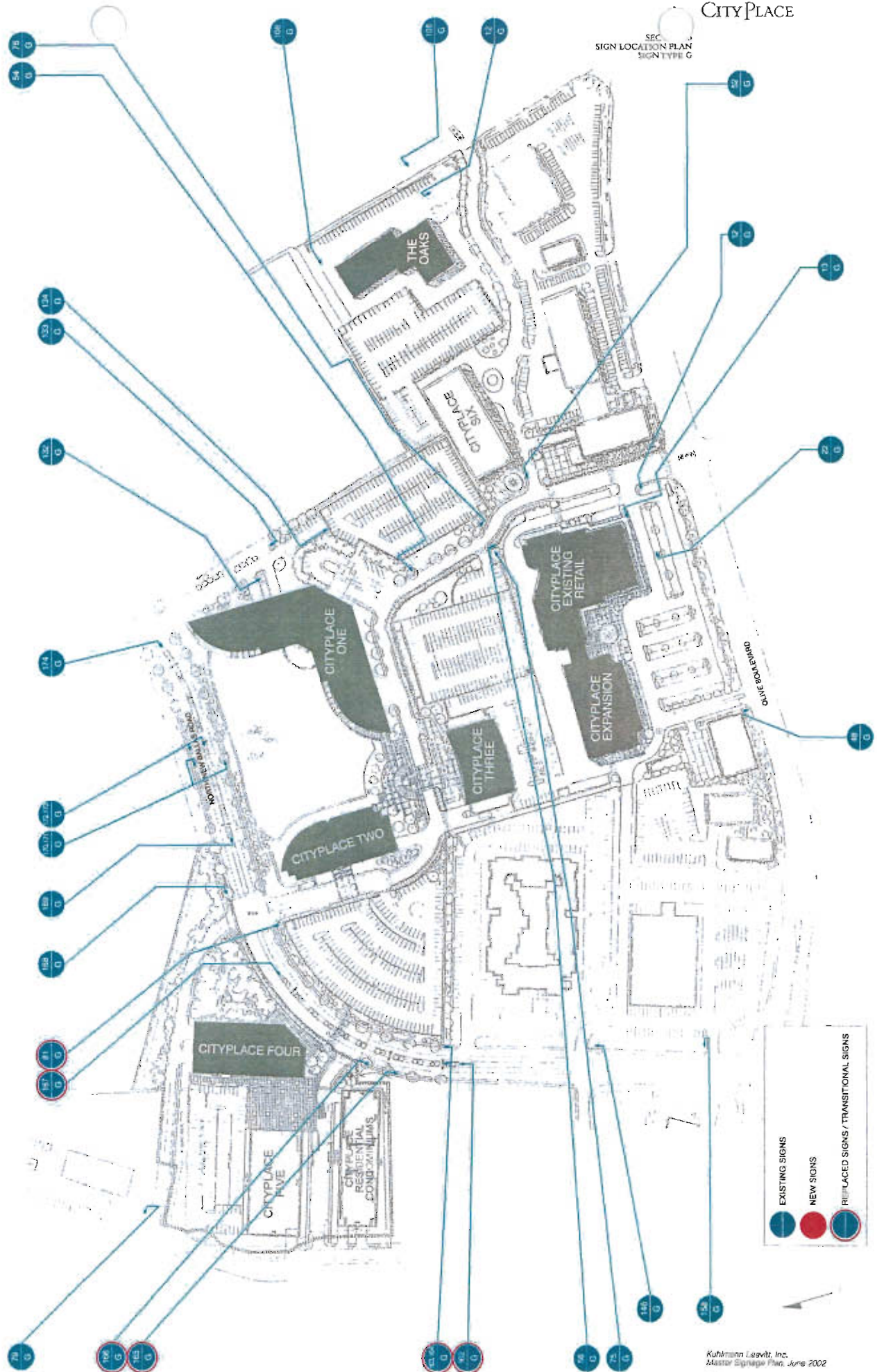


SECTION 3
SIGN LOCATION PLAN
SIGN TYPE C



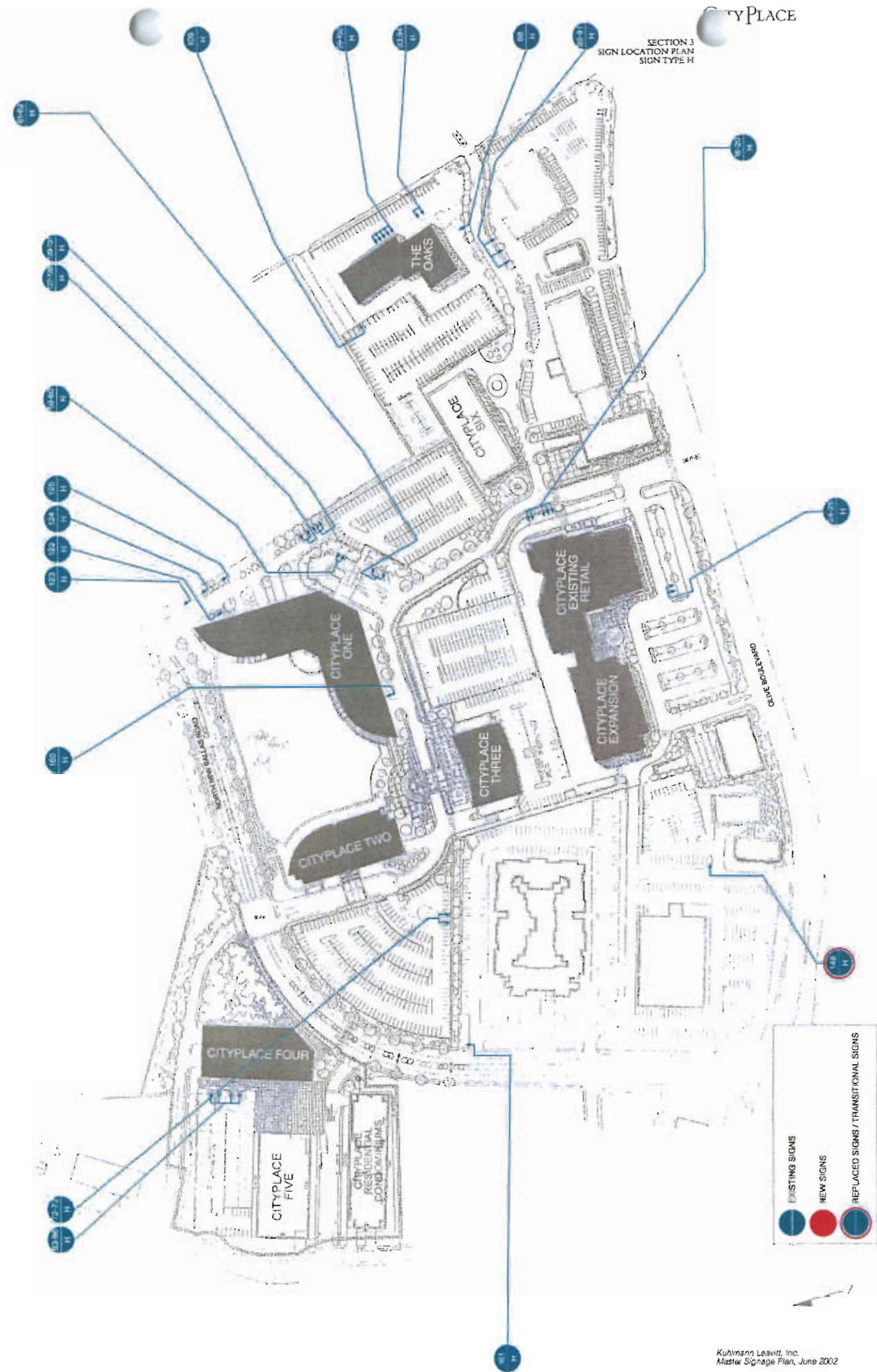




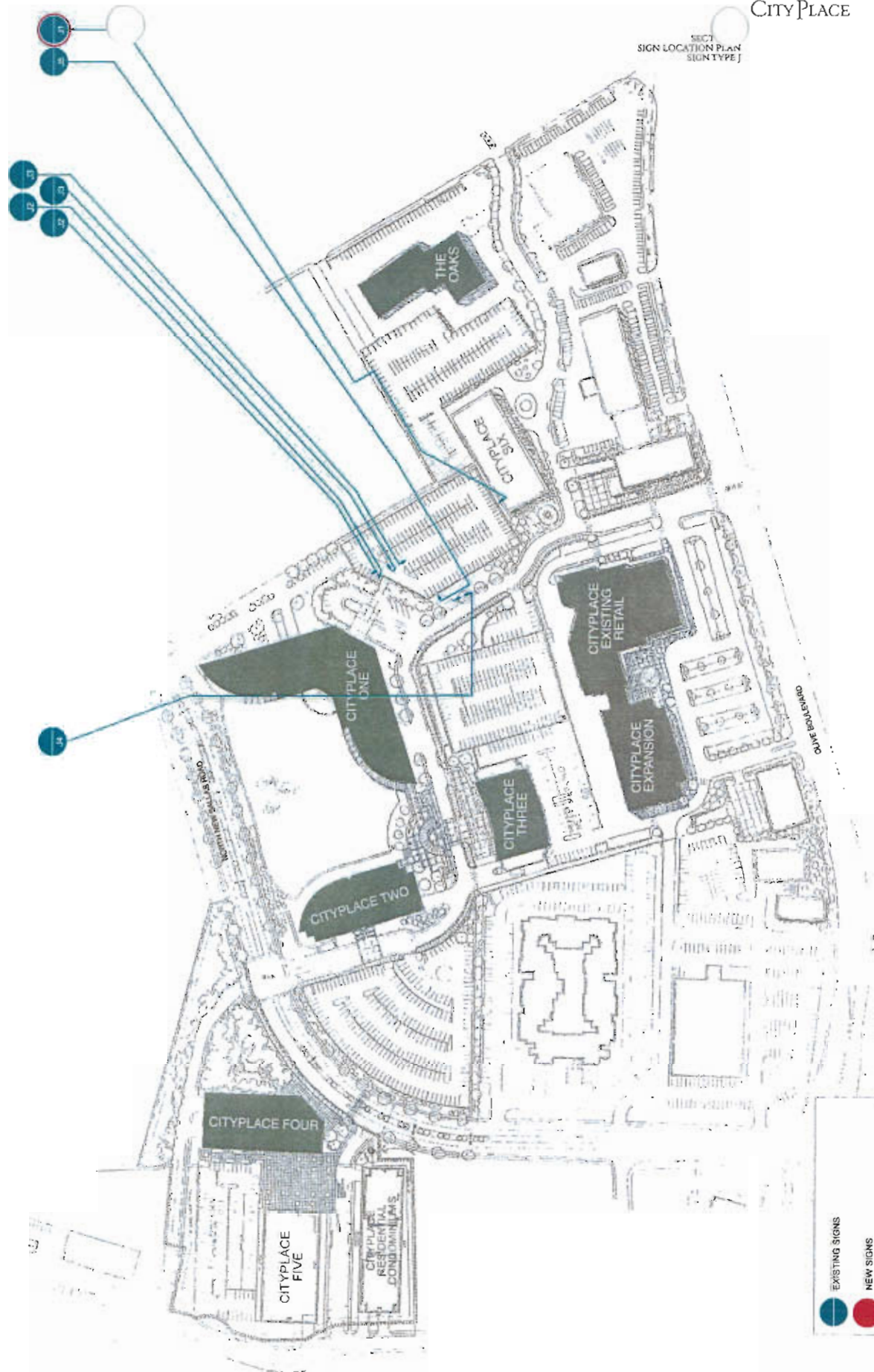


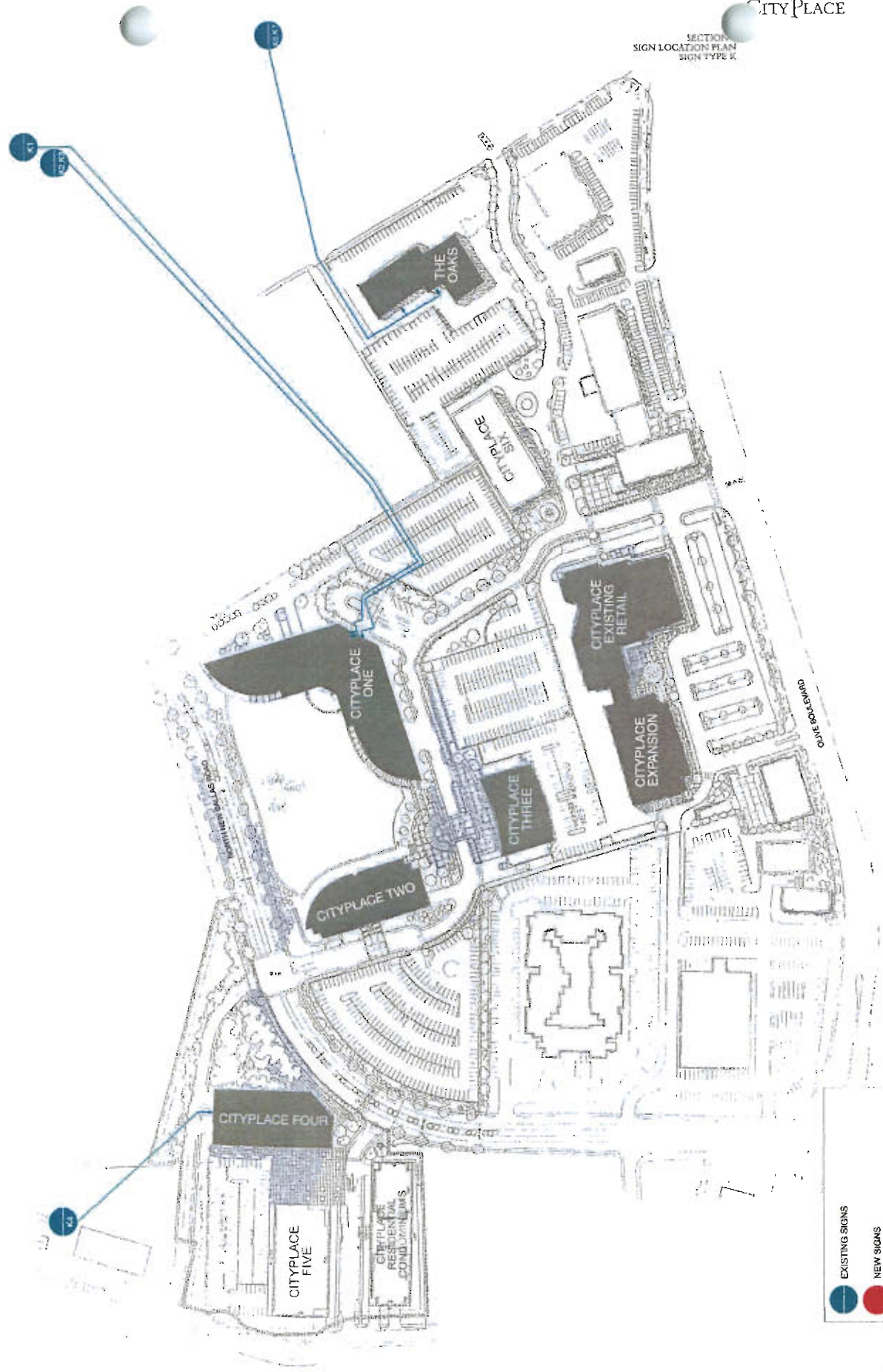
EXISTING SIGNS
NEW SIGNS
REPLACED SIGNS / TRANSITIONAL SIGNS

SECTION 3
SIGN LOCATION PLAN
SIGN TYPE H

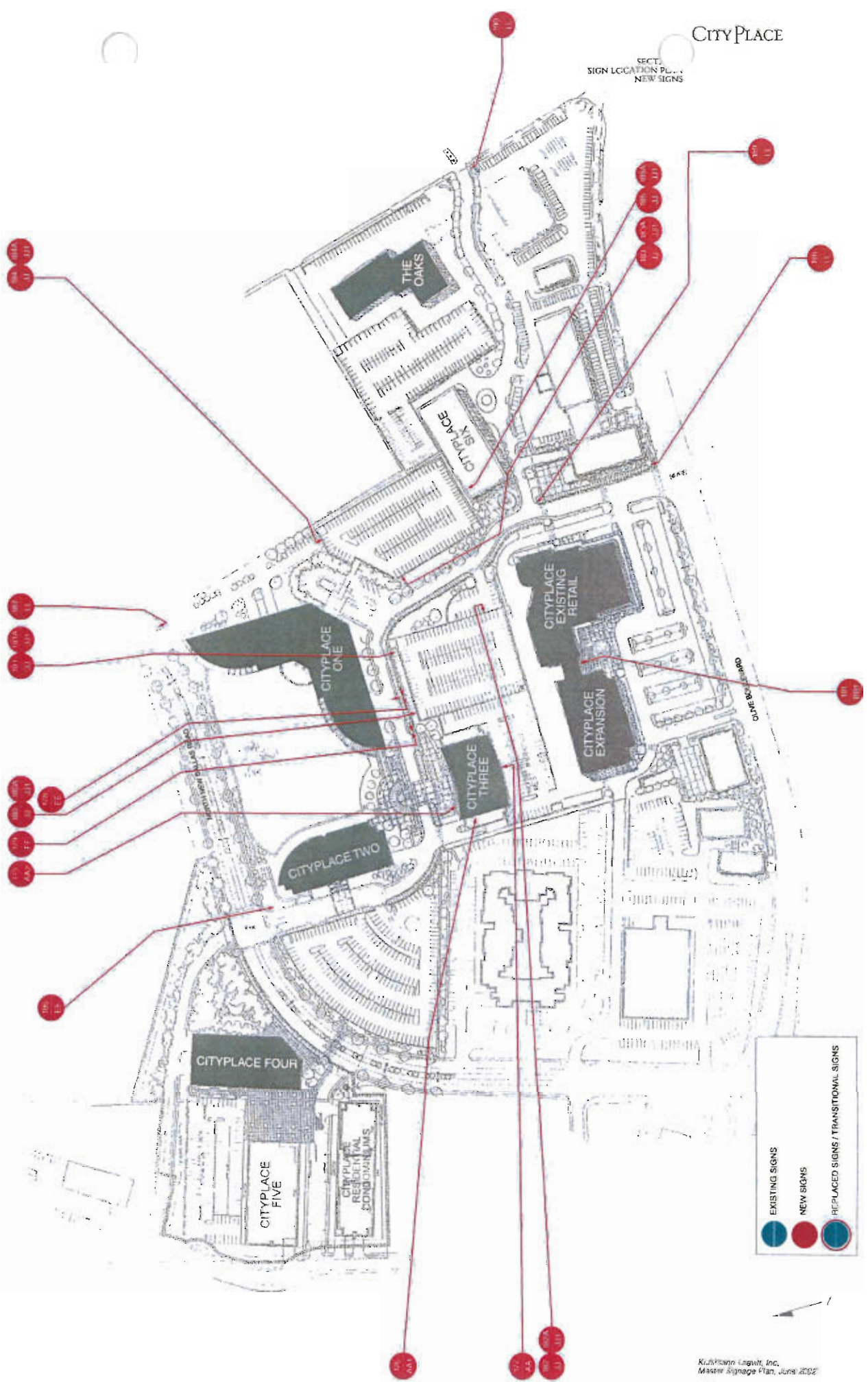


SECT
SIGN LOCATION PLAN
SIGN TYPE J





SECT.
SIGN LOCATION PL.
NEW SIGNS





sign type

A	HANDICAP
B	RETAIL
C	BUILDING ADDRESS
E	CAMPUS DIRECTIONAL
F	CITYPLACE MONUMENT IDENTITY
G	TRAFFIC REGULATORY
H	PARKING REGULATORY
J	PARKING FACILITIES
X	BUILDING REGULATORY

EXISTING SIGNS

AA	CAMPUS MAIN IDENTITY ON CITY PLACE 3, SOUTH FACE
AA1	TENANT IDENTITY ON CITY PLACE 3, WEST FACE
AA2	TENANT IDENTITY ON CITY PLACE 3, NORTH FACE
BB	RETAIL
BB1	RADIO STATION TENANT RETAIL
EE	CAMPUS DIRECTIONAL
FF	CAMPUS, RETAIL AND BUILDING MONUMENT
GG	TRAFFIC REGULATORY
HH	PARKING REGULATORY
JJ	PARKING FACILITY ENTRY/EXIT IDENTITY
JJ1	PARKING FACILITY CLEARANCE HEIGHT
JJ2	PARKING FACILITY INTERIOR LOCATION IDENTIFIER
JJ3	PARKING FACILITY INTERIOR REGULATORY
KK	BUILDING REGULATORY
LL	STREET NAME IDENTIFICATION
MM	LEASING INFORMATIONAL
NN	CITY PLACE 3 INTERIOR TENANT IDENTIFICATION
NN1	CITY PLACE 3 INTERIOR AMENITIES IDENTIFICATION
NN2	CITY PLACE 3 INTERIOR RESTROOM IDENTIFICATION

PROPOSED NEW SIGNS

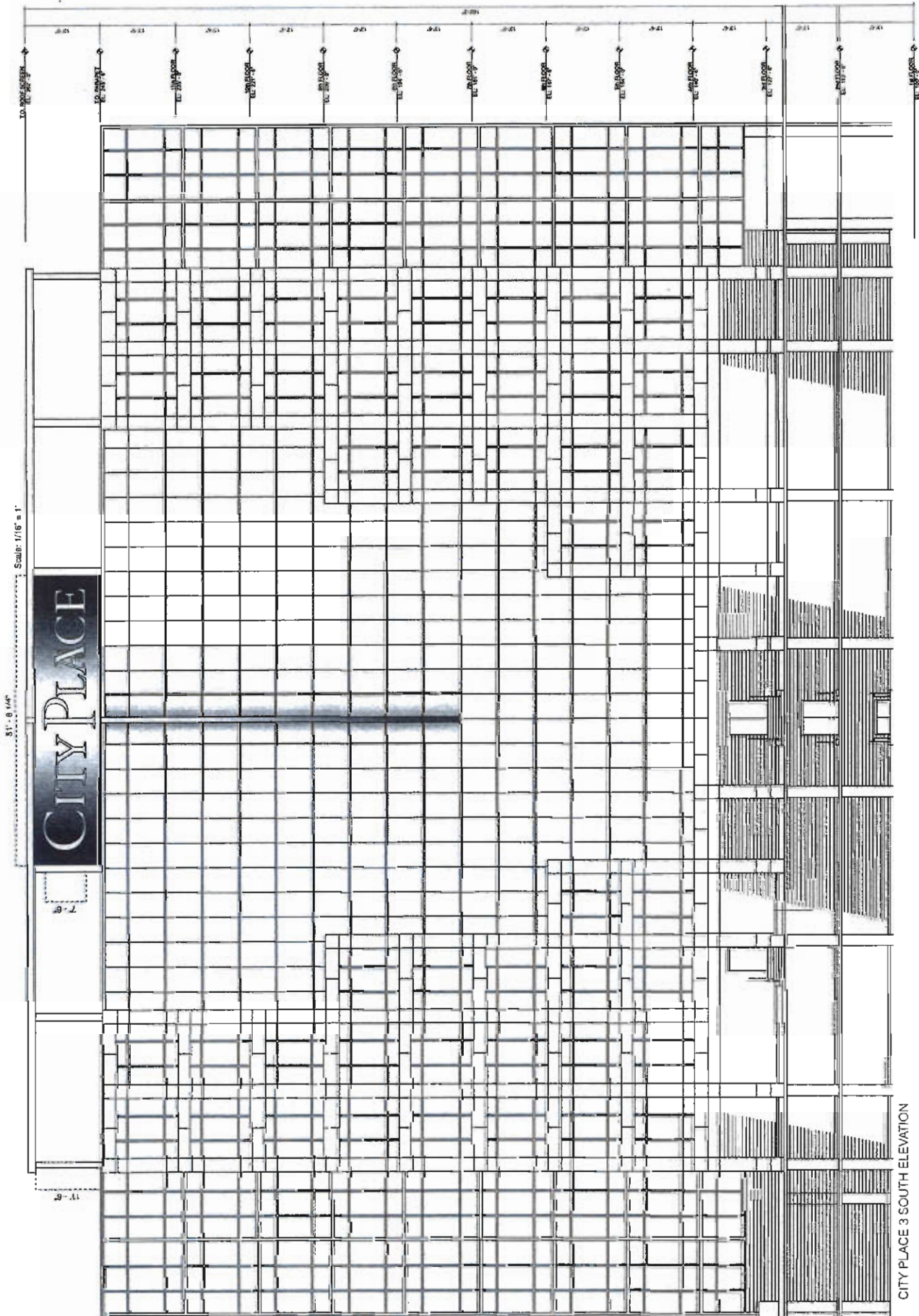
	NUMBER	SIGN TYPE	MESSAGE	DESCRIPTION
EXISTING SIGNS	10	F	CITYPLACE CAMPUS MONUMENT	Black & white granite with silver metal type and logo element, 2 sided
	11	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	12	G	TRAFFIC - "Stop"	Red hexagon sign with white embossed letters, old
	13	G	TRAFFIC - "Stop for Pedestrian"	White rectangular with red letters
	14	A	HANDICAP	Blue sign, white letters/symbol
	15	A	HANDICAP	White stencil on asphalt
	16	H	PARKING - "Metro Imaging parking only"	White sign with black letters corresponding stencil on asphalt
	17	H	PARKING - "Metro Imaging parking only"	White sign with black letters corresponding stencil on asphalt
	18	H	PARKING - "Metro Imaging parking only"	White sign with black letters corresponding stencil on asphalt
	19	H	PARKING - "Metro Imaging parking only"	White sign with black letters corresponding stencil on asphalt
	20	H	PARKING - "Metro Imaging parking only"	White sign with black letters corresponding stencil on asphalt
	21	A	HANDICAP	Blue sign, white letters/symbol, white stencil on asphalt
	22	G	TRAFFIC - "Stop"	Red hexagon sign with white embossed letters, old
	23	A	HANDICAP	Stencil on asphalt
	24	H	PARKING - "Creve Coeur parking only"	White rectangular sign blue/black letters/arrow on black pedestal
	25	H	PARKING - "Creve Coeur parking only"	White rectangular sign blue/black letters/arrow on black pedestal
	26	A	HANDICAP	blue stencil on asphalt
	27	A	HANDICAP	blue stencil on asphalt
	29	A	HANDICAP	blue stencil on asphalt
	31	C	ADDRESS	White vinyl numbers (light typeface) on glass
	32	C	ADDRESS	White vinyl numbers (light typeface) on glass
	33	C	ADDRESS	White vinyl numbers (light typeface) on glass
	34	C	ADDRESS	White vinyl numbers (light typeface) on glass
	35	C	ADDRESS	White vinyl numbers (light typeface) on glass
	36	C	ADDRESS	White vinyl numbers (light typeface) on glass
	37	C	ADDRESS	White vinyl numbers (bold typeface) on glass
	38	B	RETAIL - "Kinko's"	White 3D letters on building, internally illuminated
	39	B	RETAIL - "Kinko's"	White 3D letters on building, internally illuminated
	40	B	RETAIL - "Creve Coeur Camera"	Red vinyl letters on glass
	41	B	RETAIL - "Creve Coeur Camera"	Red vinyl letters on glass
	42	B	RETAIL - "Creve Coeur Camera"	White 3D letters on building, internally illuminated
	43	B	RETAIL - "Creve Coeur Camera"	Red vinyl letters on glass
	44	C	ADDRESS	White vinyl numbers (chunky typeface) on glass
	45	B	RETAIL - "Provisions"	White/Red 3D letters on building, internally illuminated
	46	C	ADDRESS	White vinyl numbers (long typeface) on glass
	47	F	CITYPLACE RETAIL MONUMENT	Black & white granite with silver metal type, 2 sided
	48	G	TRAFFIC - "Stop"	Red hexagon sign with white embossed letters
	52	G	TRAFFIC - "Stop"	Red hexagon sign with white letters
	53	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	54	G	TRAFFIC - "Stop"	Black box panel with red/white, letters/symbol
	55	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	56	G	TRAFFIC - "Stop"	Black box panel with red/white, letters/symbol
	57	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	58	G	DIRECTIONAL - "One way"	White square sign with blue letters/arrow
	59	H	PARKING - "Visitor One Hour Max"	White rectangular sign with black letters
	60	H	PARKING - "Visitor One Hour Max"	White rectangular sign with black letters
	61	H	PARKING - "Visitor One Hour Max"	White rectangular sign with black letters
	62	H	PARKING - "Visitor One Hour Max"	White rectangular sign with black letters
	63	A	HANDICAP	Blue sign, white letters/symbol
	64	A	HANDICAP	Blue sign, white letters/symbol
	65	A	HANDICAP	Blue sign, white letters/symbol
	66	F	CITYPLACE ONE BUILDING MONUMENT	Black & white granite with silver metal type - 1-sided
	67	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated

	NUMBER	SIGN TYPE	MESSAGE	DESCRIPTION
PROPOSED NEW SIGNS	175	AA2	LOCKTON (logo)	dimensional letters and suspended logo at 3rd floor level of south face CP3
	176	AA1	Microsoft	Internally illuminated letters on west face of CityPlace 3
	177	AA	CITYPLACE	Curved sign panel at parapet level of north face of CityPlace 3
	178	EE	(west face): Visitor Parking City Place 3 (arrow right) City Place 1 (arrow up) Retail Shops (arrow up) (south face): Visitor Parking City Place 3 (arrow straight) (east face): City Place 1 Loading Dock (arrow right) City Place 3 Visitor Parking (arrow left)	Cube sign, 3 sided messages
	179	FF	CityPlace (logotype) 3 (list of tenants)	Large Cube with logo, large numeral and building tenant list
	180	JJ	City Place 3 Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	180a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	181	JJ	City Place 1 West Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	181a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	182	JJ	Nextel Visitor Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	182a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	183	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	183a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	184	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	184a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	185	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	185a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	186	EE	(south face all arrow up): City Place 1 City Place 2 City Place 3 (west face): City Place 1 (arrow right) City Place 2 (arrow right) City Place 3 (arrow right) City Place 4 (arrow left) (east face): City Place 1 (arrow left) City Place 2 (arrow left) City Place 3 (arrow left) City Place 4 (arrow right) (north face): City Place 4 (arrow up)	Cube sign, 4 sided messages
	187	GG	STD/P Replaces sign 135	square tube post, standard DOT sign face
	188	LL	City Place Dr. Olive Blvd.	square tube post, blade with street names
	189	LL	City Place Dr. (name of street)	square tube post, blade with street names
	190	LL	(name of street) (name of street)	square tube post, blade with street names
	191	BB1	(Radio Station logos)	aluminum layered radio station logos mounted to substrate

Sign consists of aluminum sign panel with backlit letters; sign fabricator to be responsible for engineering of all structural support and anchorage; sign fabricator to be responsible for engineering of all structural elements; all fasteners, electrical transformers to be concealed from view; radius of sign panel to be sufficient to wrap around existing building "fin" etc. and to make sufficient contact with rooftop support elements and contain all lamps required for even white illumination; illumination to be "soft" and warm, specific lighting specifications to be determined.

CITYPLACE

SEC 1
SIGN TYPE 4A
CAMPUS MAIN IDENTIFICATION
CITY PLACE 3 SOUTH FACE



CITY PLACE 3 SOUTH ELEVATION

Kulmann Levitt Inc.
Signage Master Plan, June 2002



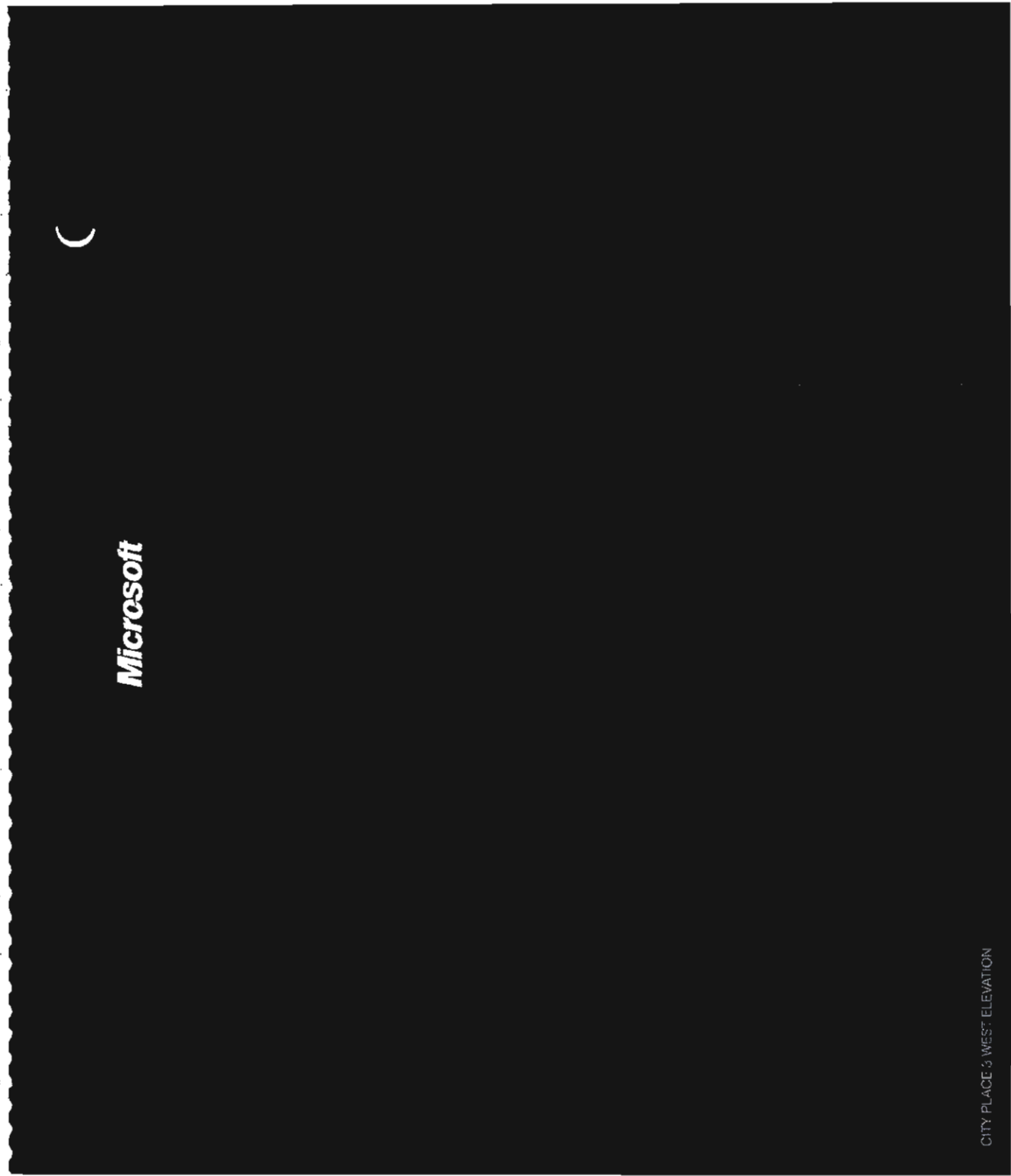
CITY PLACE

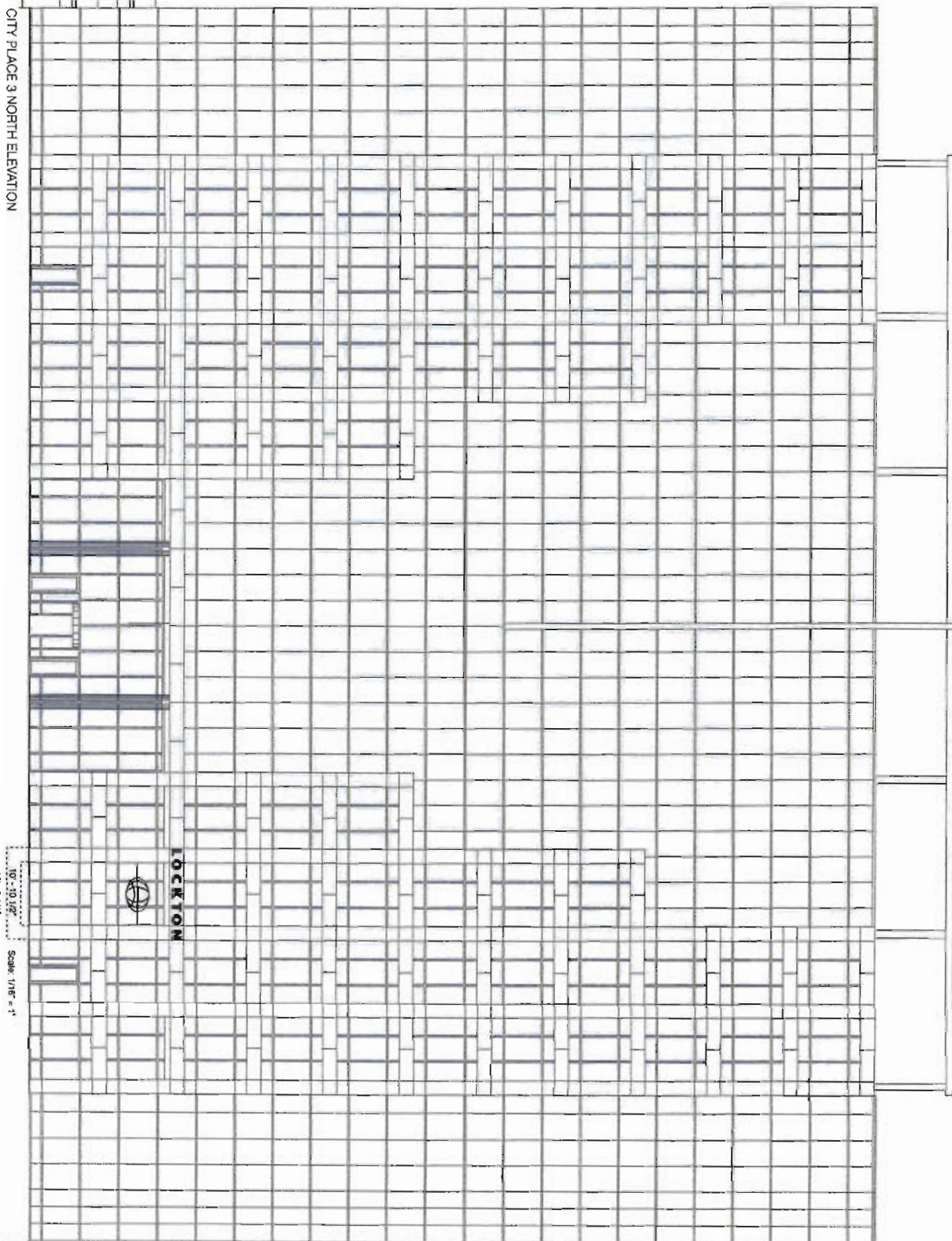
CITY PLACE 3 SOUTH ELEVATION



CITY PLACE

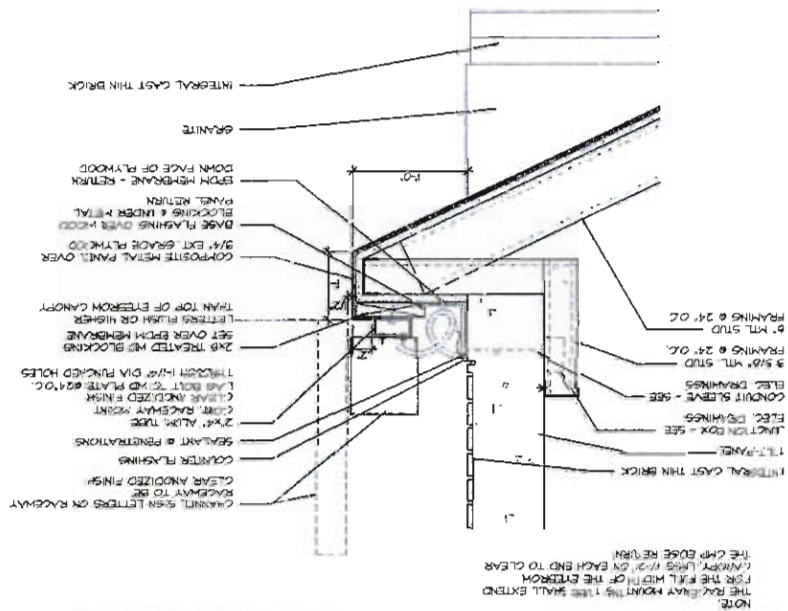
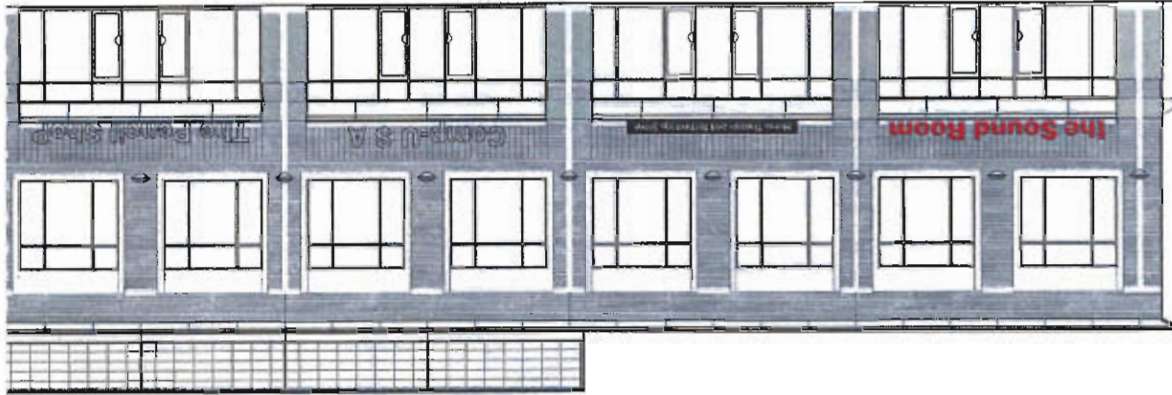
SECTION
SIGN TYPE BB
SELECT TENANT IDENTIFICATION
CITY PLACE 3 WEST FACE, NIGHTVIEW





Sign consists of 1'-9-1/2" x 3'-3" depth painted aluminum dimensions, color: gloss black; sign also consists of two suspended between columns building entry, logo standard element to be clear aluminum (silver color); sign fabricated according to its structural support and attachment details to its fasteners, all to be to meet windload and weight requirements.

CITY PLACE



AKOYVTS 30

black, layer 1
 silver, layer 2
 white, layer 3 (top layer)
 silver, layer 2



Radio Station signs to be clear enodded
 aluminum layered panels, sign panel height
 vary, sign panels to be metallic silver, black
 and white colors only. Sign panel is to be
 mechanically affixed to a substrate sign and
 that is painted to match architect's sample.
 sign panel is to be clear enodded for all
 structural support and weight are provided
 to meet windload and weight are provided
 support structures may become visible from
 view, as non-corrosive fasteners and edge
 filter as conditions require to be visible to
 views.

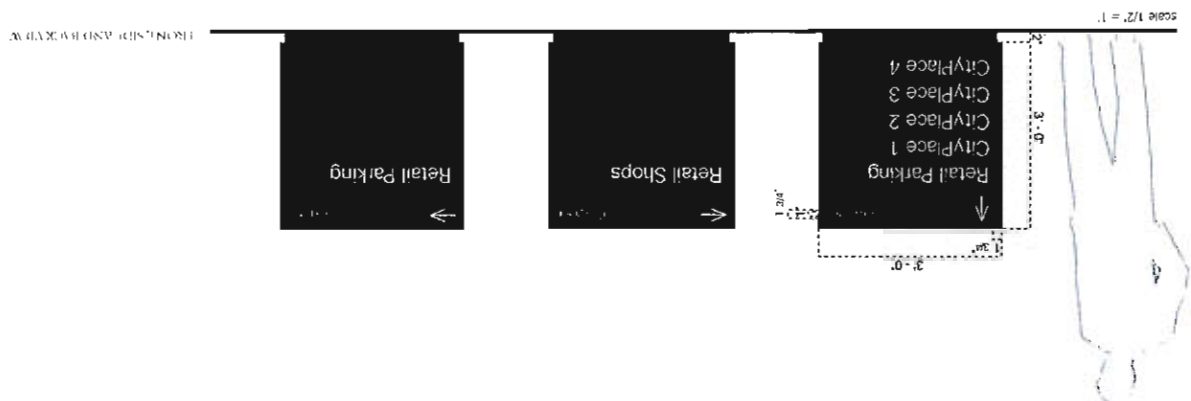
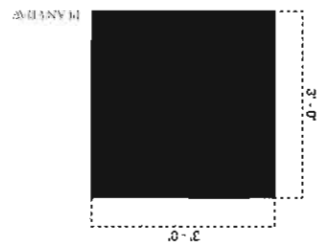
123 30' (H) 11' (W)



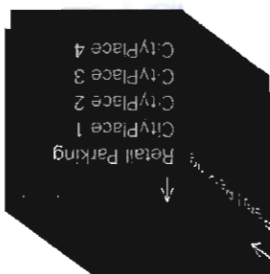
SIGN TYPE B81
 RADIO STATION TENANT RETAIL IDENTIFICATION

SIGNTYPE IN
NEW SITE DIRECTIONAL
Eventually will replace all Sign Type E directional

NOT IN L.B.N. 18-101

[illegible]

1451 RD 17th NW, AL



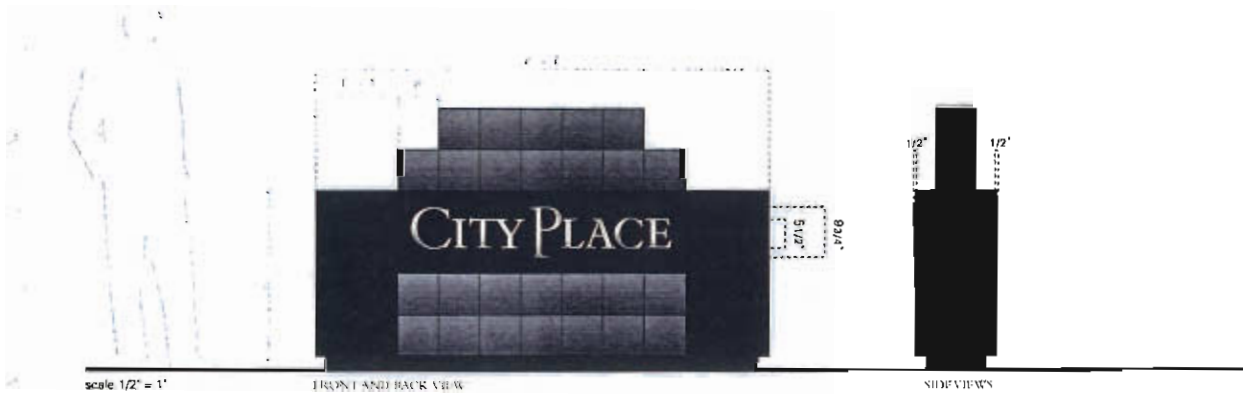
SIGN TYPE F #10
TRANSITIONAL CAMPUS MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)

Existing Campus Monument sign with removed old logo, both sides; replace logo with 9 3/4" ht. x 1/2" thick stainless steel new logotype, both sides; stud mount new logotype flush to monument face; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible

DESCRIPTION



PLAN VIEW

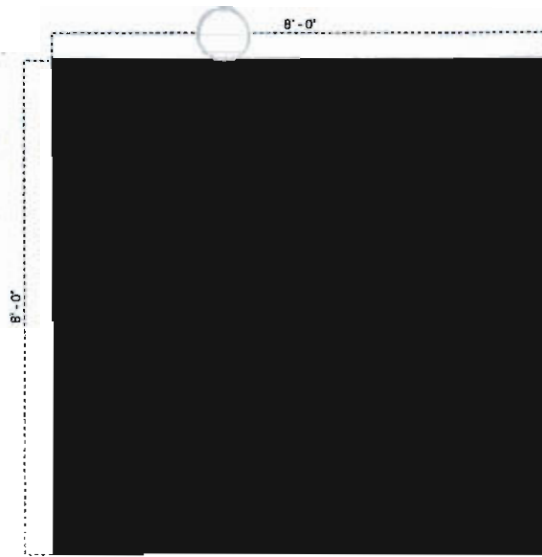


scale 1/2" = 1'

FRONT AND BACK VIEW

SIDE VIEWS



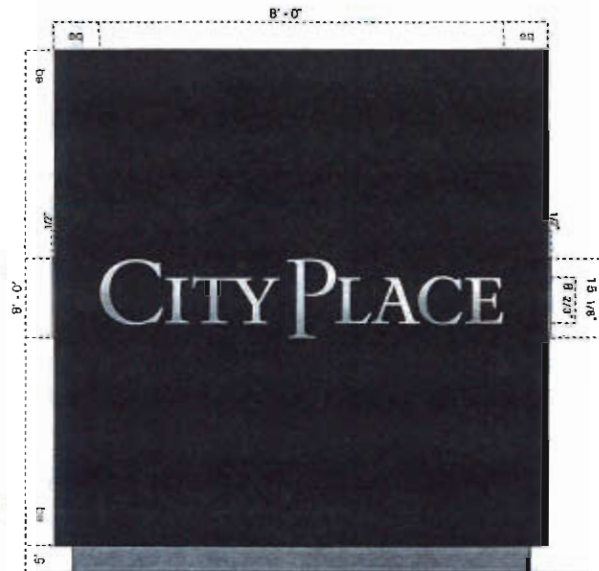


PLAN VIEW

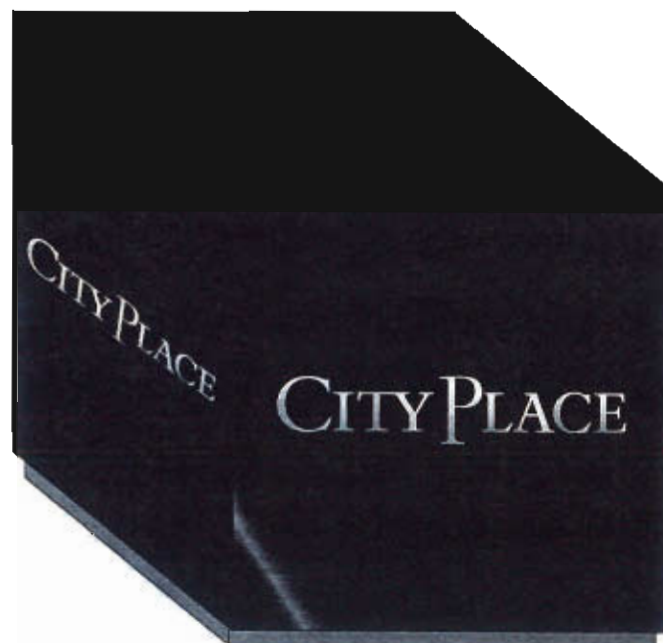
SIGN TYPE 1:
NEW CAMPUS MONUMENT
Eventually to replace sign #10 F
(see previous page of this document)

DESCRIPTION

Sign consists of 8'-0" x 8'-0" x 8'-0" backpainted tempered glass cube, paint color black; top of cube to be other material to be determined; cube mounts onto a recessed 5" ht visible concrete base/footing; sign fabricator to be responsible for all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer; logotype to be silkscreened on back of glass before backpainting; minimal corner and edge treatment to be determined to address vulnerability of those conditions



FRONT, BACK AND SIDE VIEWS



AXON VIEW



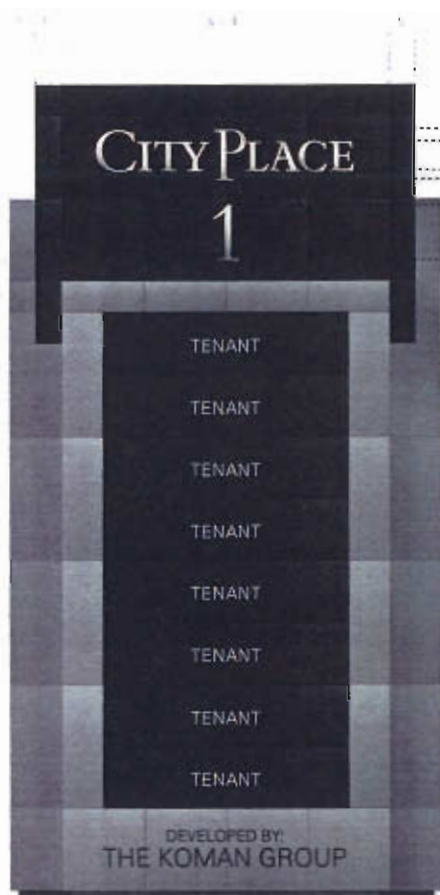
SIGN TYPE F #66 and #74
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type PF2
(see following page of this document)



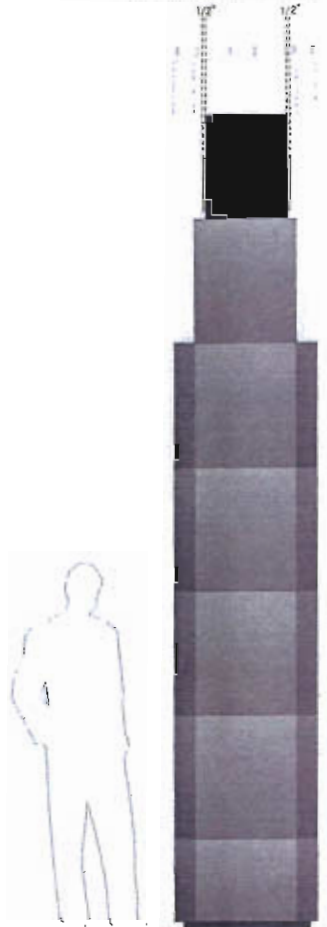
PLAN VIEW

Existing building monument signs; remove CityPlace one, two and four existing lettering; replace with new logotype and numerals 1, 2 and 4; logotype to be 1/2" thick x 9 3/4" ht. numerals to be 1/2" thick x 10 5/8" ht. stainless steel, #4 brushed finish; stud mount logotype and numeral flush to monument face as shown below; fasteners as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible;

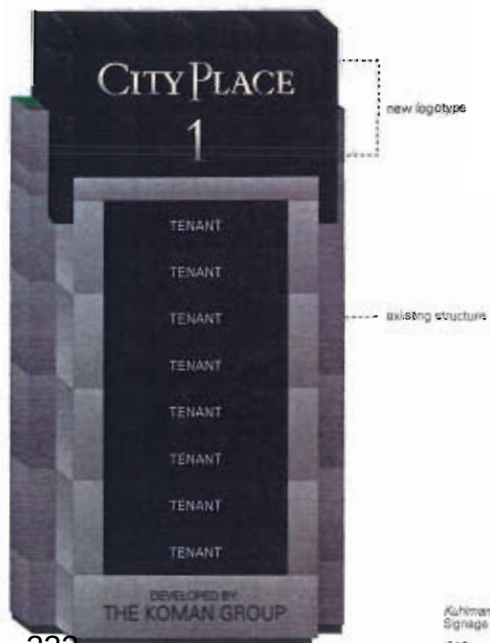
DESCRIPTION



scale 1/2" = 1' FRONT AND REAR VIEW

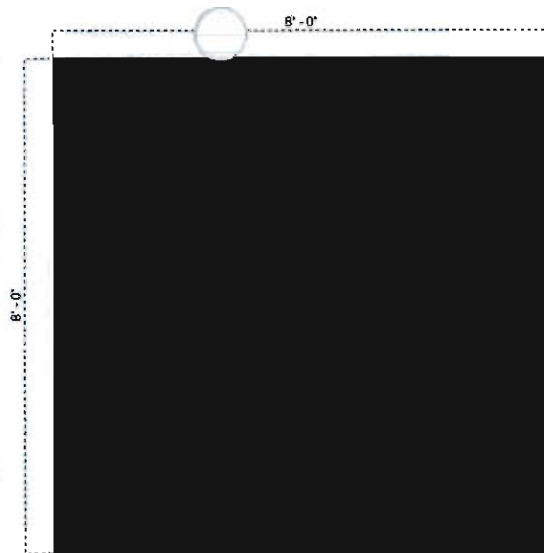


SIDE VIEW ADJUSTED



Kuhlmant Design Inc.
Signage Master Plan, June 2002
S12

SIGN TYPE #2 A
 NEW BUILDING MONUMENT
 Eventually will replace Building Monument
 for CityPlace 1, 2 and 4
 (see previous page of this document)



PLAN VIEW

Sign consists of 8'-0" x 8'-0" x 8'-0" backpainted tempered glass cube; paint color black; top of cube to be other material to be determined; cube mounts onto a 5" ht visible concrete base/footing; sign fabricator to be responsible for all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer; Sign front and back graphics silkscreened on back of glass before backpainting; Tenant graphics to be computer cut adhesive backed vinyl occur on outside of glass, 2 sides; minimal corner and edge treatment to be designed to address vulnerability of those conditions

DESCRIPTION



scale 1/2" = 1'

FRONT AND BACK VIEW



SIDE VIEW DETAIL



ISOMETRIC VIEW

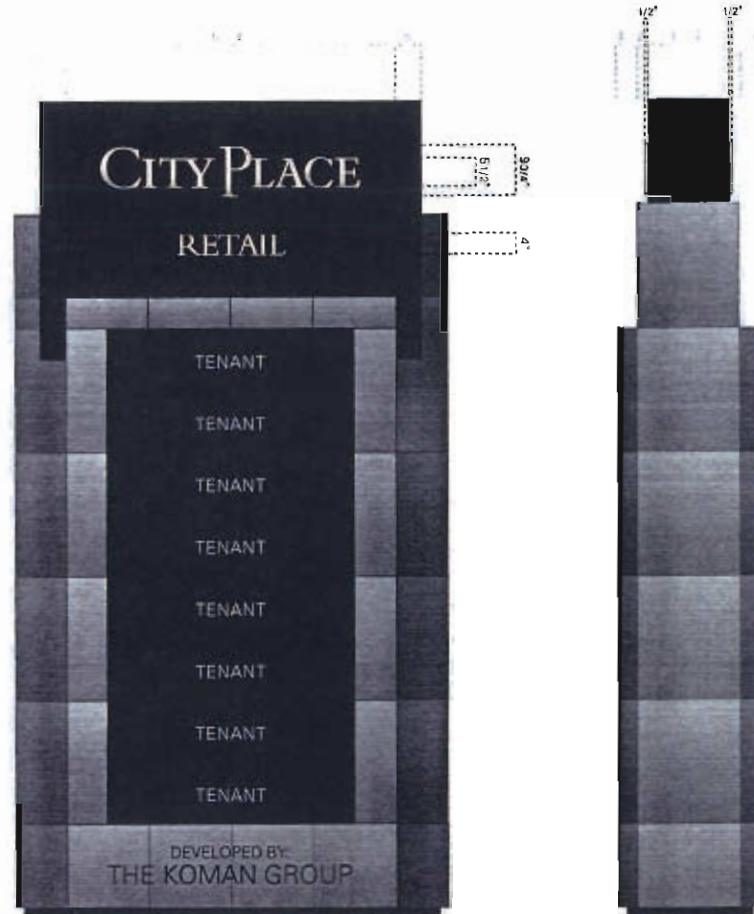
SIGN TYPE P-647
TRANSITIONAL RETAIL MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)



PLAN VIEW

Existing Retail Monument sign with removed old logo; replace old logo with 9 3/4" h. x 1/2" thick stainless steel new logotype; stud mount new logotype flush to monument face; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible

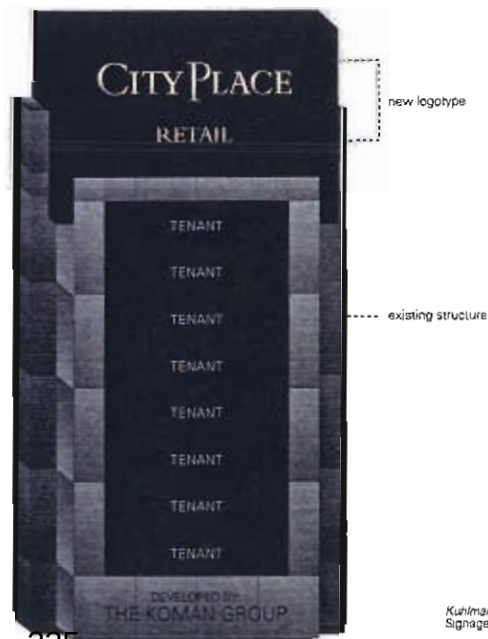
DESCRIPTION



scale 1/2" = 1'

FRONT AND BACK VIEW

BACK VIEW (DETAIL)



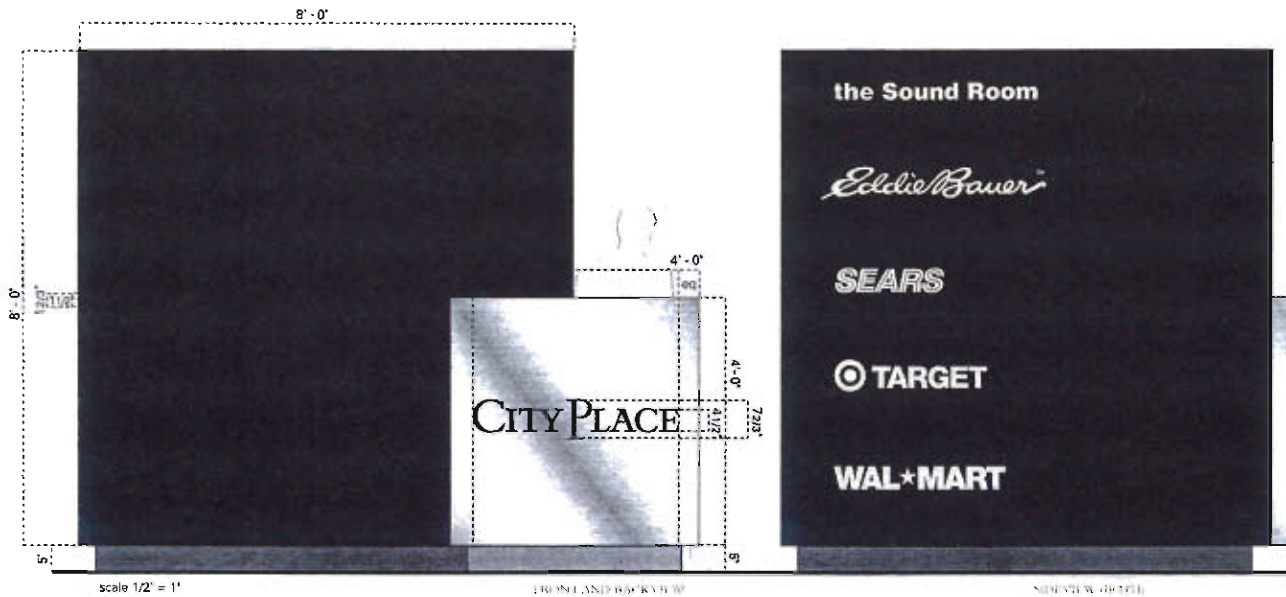
SIGN TYPE F
NEW RETAIL MONUMENT
Eventually will be replaced Sign Type F
(see previous page of this document)

Sign consists of 8'-0" x 8'-0" x 8'-0" backpainted tempered glass cube; paint color black; top of cube to be other material to be determined; cube mounts onto a 5" ht visible concrete base/footing. Sign back graphics silkscreened on back of glass before backpainting; Tenant graphics to be computer cut adhesive backed vinyl occur on outside of glass, 2 sides; minimal corner and edge treatment to be designed to address vulnerability of those conditions; sign fabricator to be responsible for all engineering of all elements including internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer;

DESCRIPTION

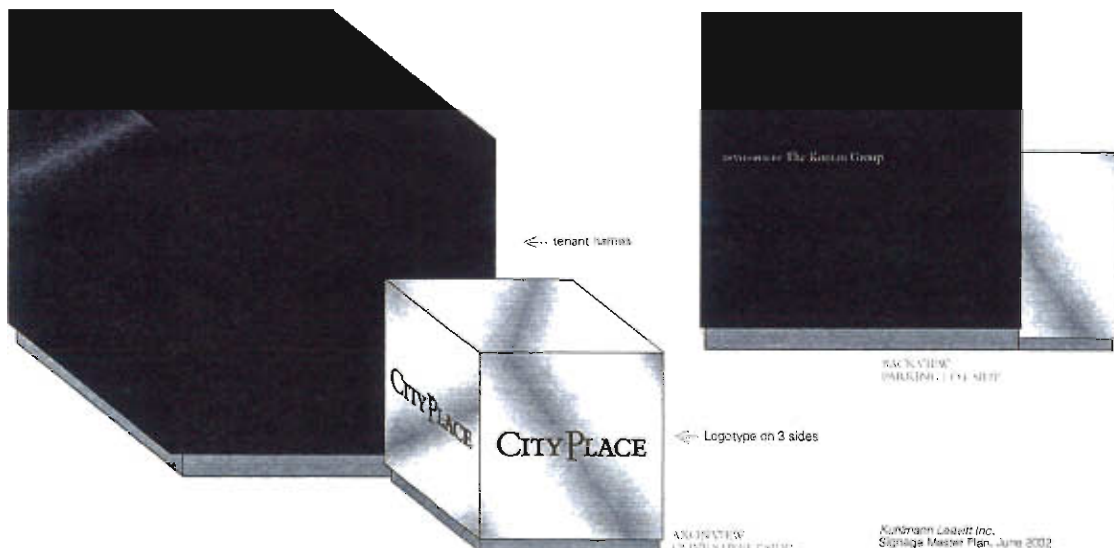
Sign also consists of an adjoining 4' x 4' x 4' cube fabricated out of 1/4" thick aluco-bond type material; mounted to a 5" ht. concrete base; letters to be 1/2" thick aluminum painted black; letters mechanically mounted to cube face with concealed fasteners; sign fabricator to be responsible for all engineering of all elements including internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer;

PLAN VIEW



tenant names →

← tenant names



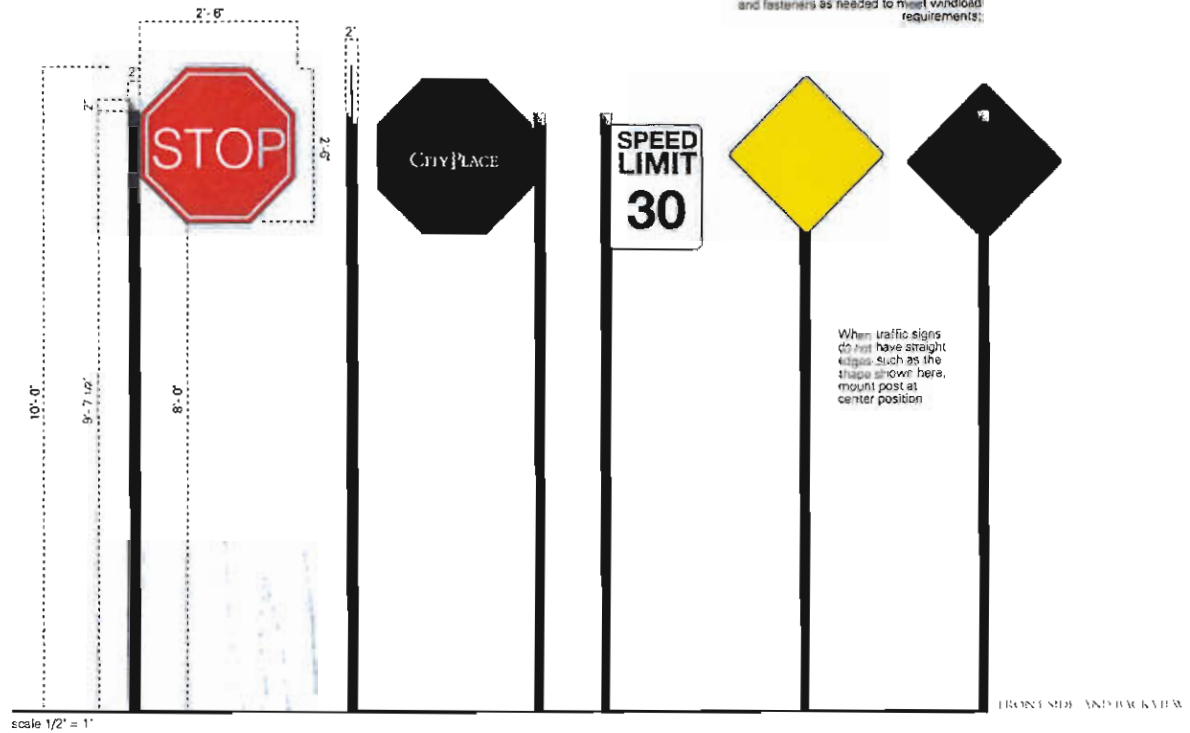


SIGNTYPE GG
TRAFFIC REGULATORY
Eventually will replace all existing Traffic Regulatory

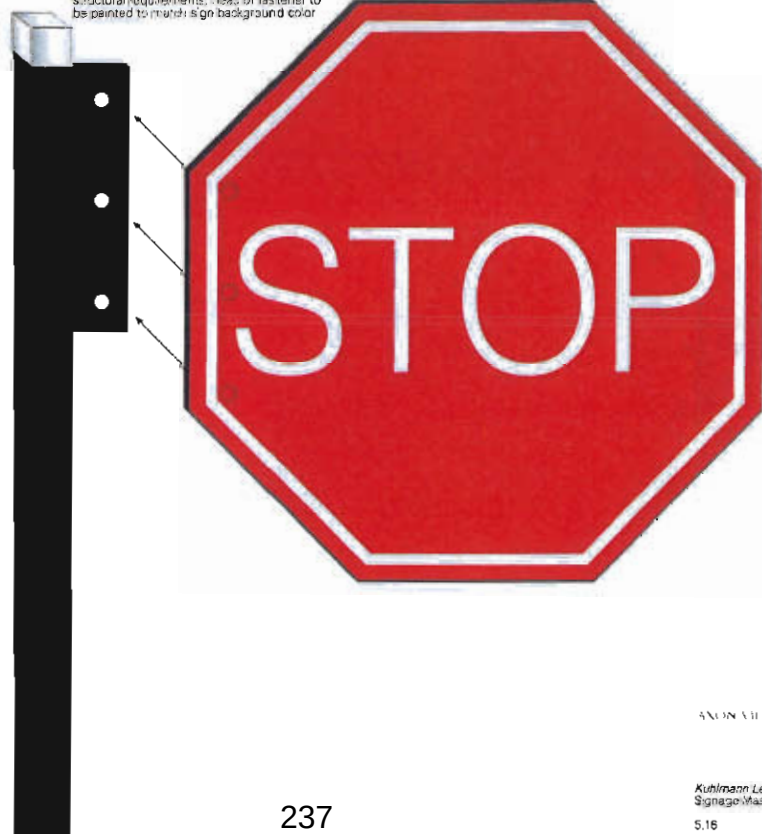
PLAN VIEW

Sign consisting of: standard DOT traffic message panels; backs of message panels to be painted black with computer cut adhesive backed vinyl logo, color white; post to be 2" square aluminum tube, painted 2 colors, black and metallic silver; sign to be direct buried in concrete footing as needed to meet windload and weight requirements; sign fabricator to be responsible for engineering all structural support, footing and fasteners as needed to meet windload requirements;

DESCRIPTION



tab welded to post center, top of tab aligned with bottom of "final" portion of post; standard DOT sign panels affix to tab with non-combustive fasteners, as minimal as possible, yet still meeting windload stress requirements; sign fabricator is responsible for engineering of all elements to meet structural requirements; heads of fasteners to be painted to match sign background color



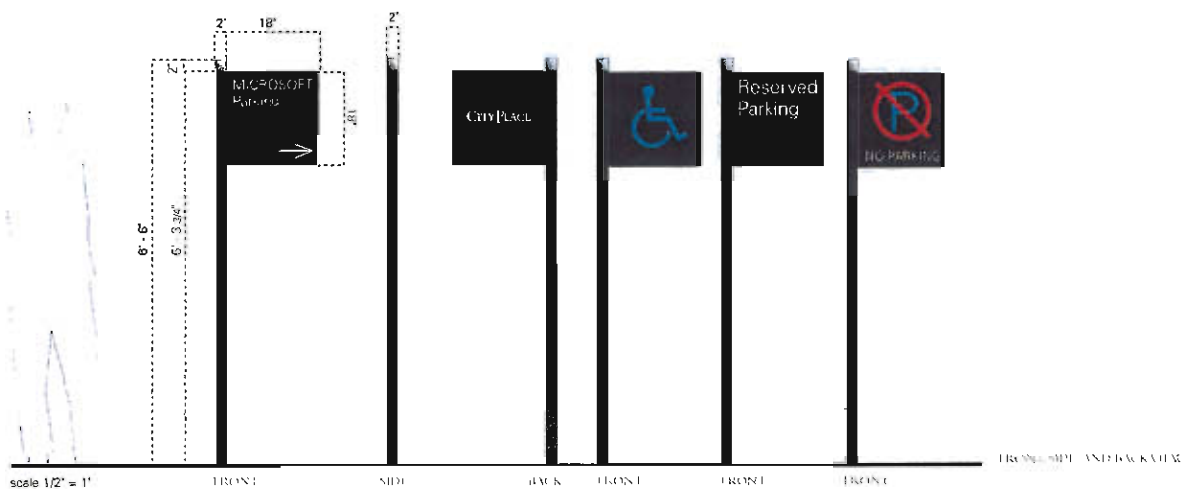
SECTION VIEW

SIGN TYPE
PARKING REGULATORY
Eventually will replace all Parking Regulatory

Sign consisting of 18" x 18" x 1/8" painted aluminum message panel; background color black; letters to be computer cut adhesive backed vinyl, one two or three colors to be determined; backs of message panels to be painted black with computer cut adhesive backed vinyl logo, color to be white; post to be 2" square aluminum tube, painted 2 colors, black and metallic silver; sign to be direct buried in concrete footing as required; sign fabricator to be responsible for engineering all structural support, loading and fasteners as needed to meet windload requirements;

DESCRIPTION

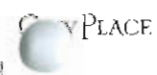
PLAN VIEW



Par

W/ 1/2" SIZE OF 1/2"

ANYONE

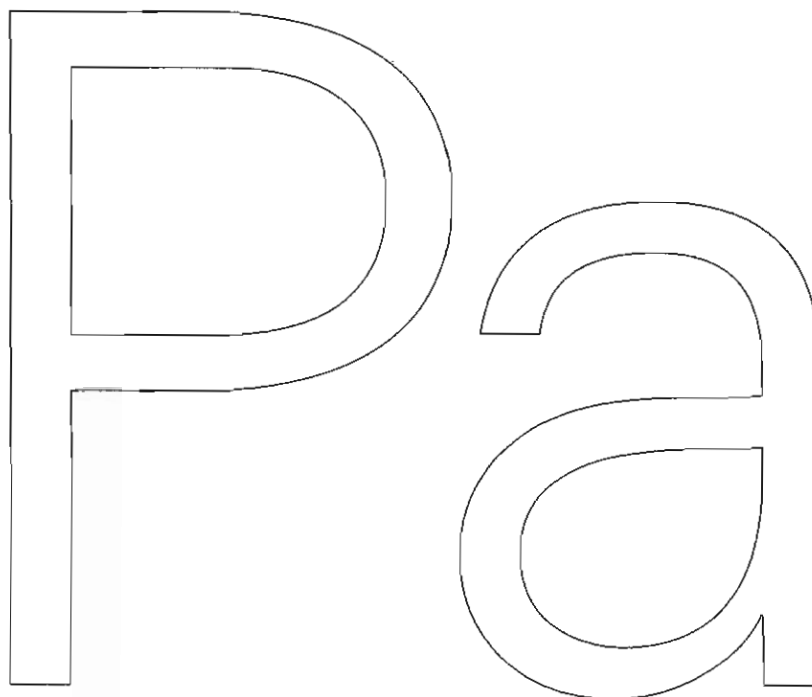


Plaque signs to be 18" x 36" x 36"
aluminum panels painted black; letters/arrows
to be computer cut adhesive backed vinyl,
colors - white, red, green as shown; plaque
signs mount to exterior of parking facility
above the ingress/egress on fascia; said
mount plaques to garage wall fascia; sign
fabricator responsible for engineering of all
elements including stud length and diameter;
adhesive filers and or any support elements
necessary to meet windload and weight
requirements; all anchors, fasteners to be
concealed from viewer



scale 1/2" = 1'

FRONT VIEW



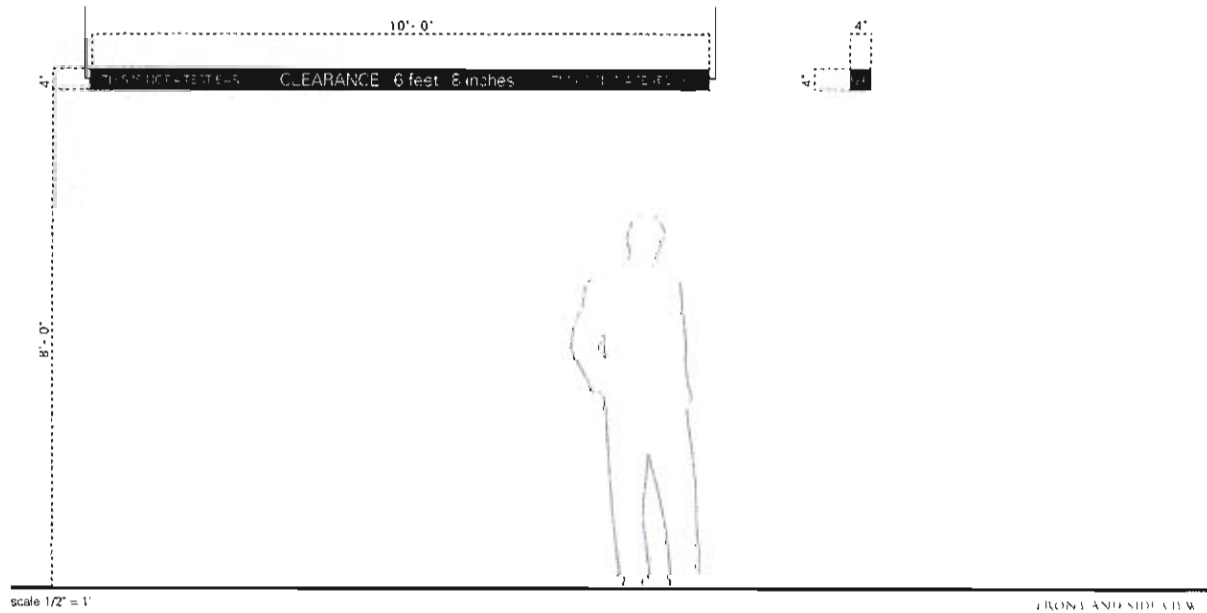
ALUMINUM SIGN 18" x 36"

SIGN TYPE
PARKING FACILITY HEIGHT CLEARANCE

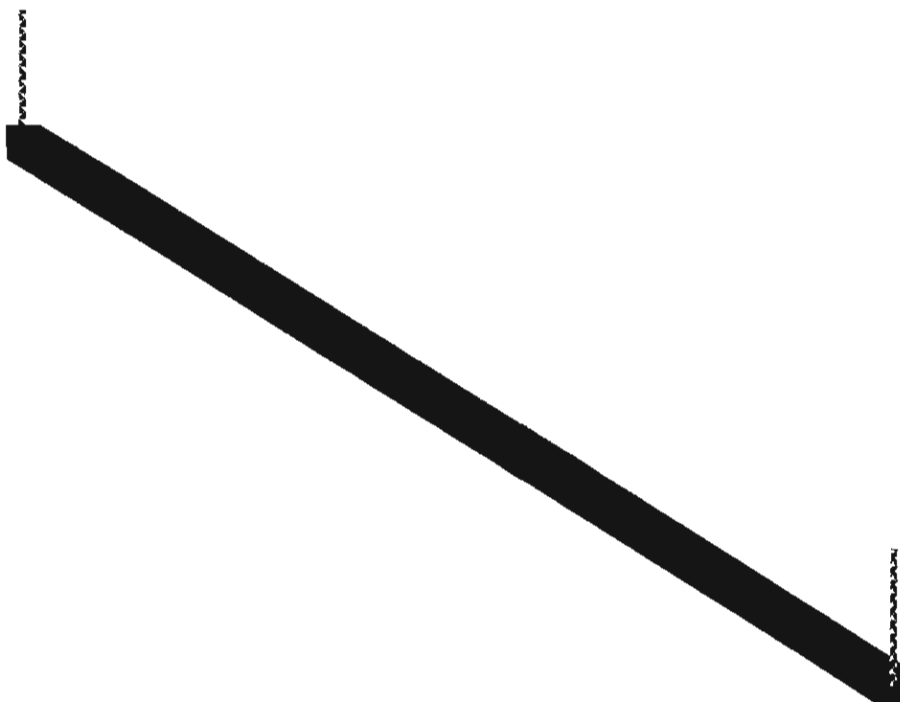
Sign consists of 4" square PVC tube 10' in length; tube to have endcaps; tube to be painted black; tube mounts horizontally to garage entry soffit with black PVC coated chain and appropriate mounting/hanging hardware for weight and length of tube and soffit conditions; letters to be computer cut adhesive backed vinyl, colors white and sunflower yellow; sign fabricator is responsible for engineering of all elements including anchors, fasteners and filler adhesives as required for weight and wind load conditions and condition of entry soffit

THANKS TO THE CITY

PLAN VIEW

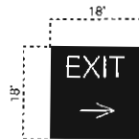


ANCON VIEW



Column sign consists of painted Sintra panels that are positioned to "wrap around" garage columns; sides of columns vary; sign fabricator to field measure all column conditions prior to submitting shop drawings; each panel ht. should equal column width; letters/numbers to be computer cut adhesive backed vinyl, color white

Plaque signs to be 1/4" x 18" x 18" Sintra (black) panels painted black; letters to be computer cut adhesive backed vinyl; plaque signs mount to garage walls or columns; sign fabricator to be responsible for engineering of all fastening elements; fasteners to be invisible to viewer;



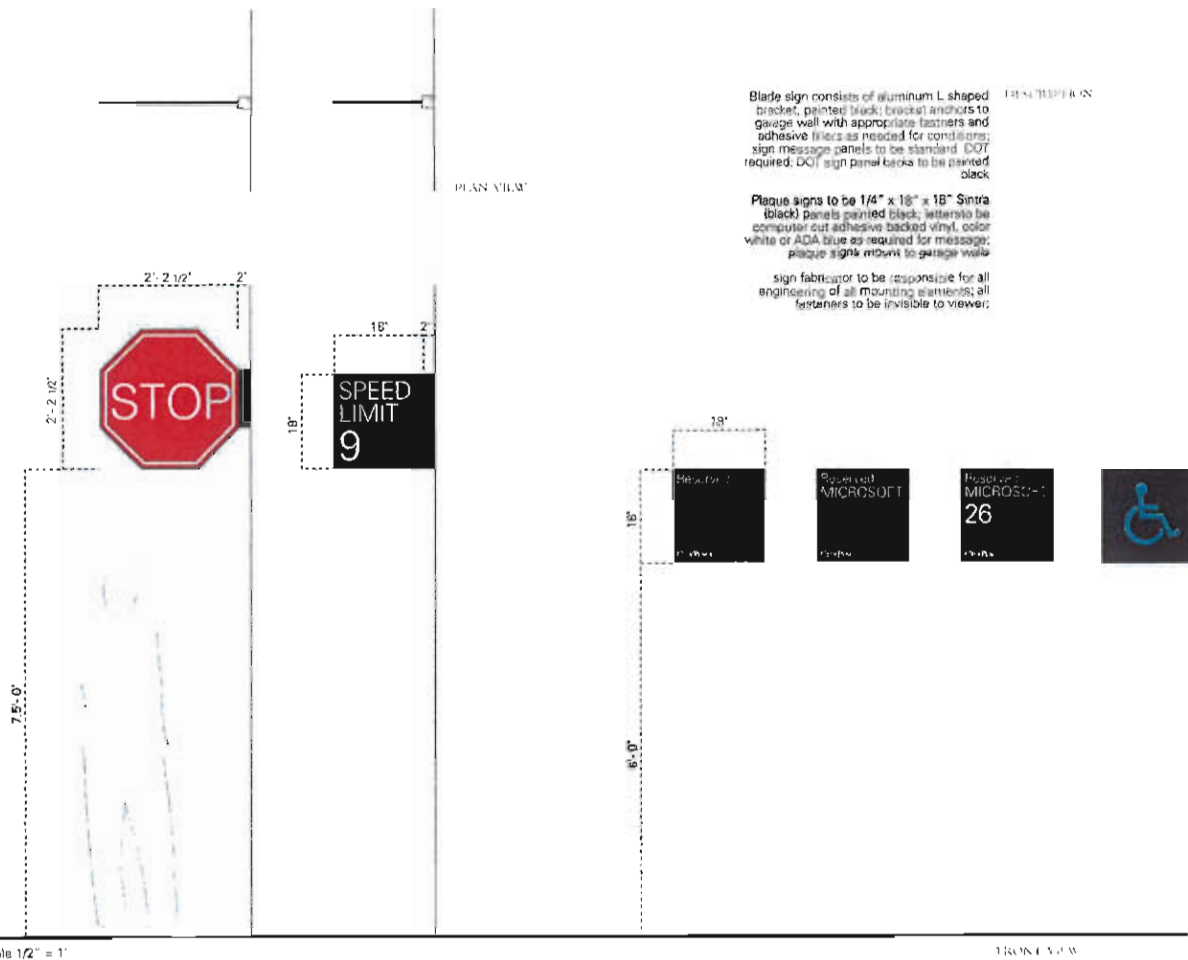
scale 1/2" = 1'

© 2002 CityPlace, Inc.



NOT TO SCALE

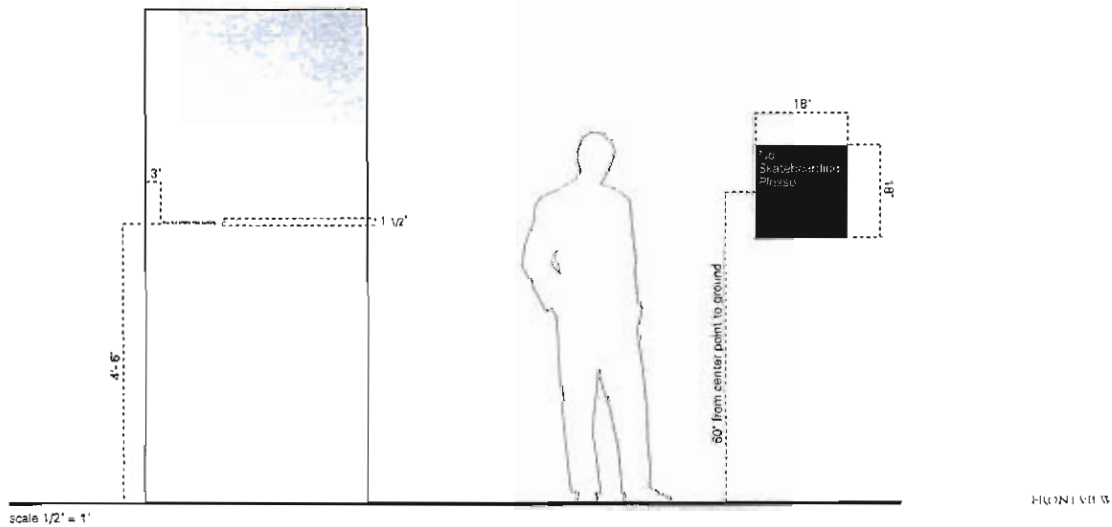
SIGN F.V.1
PARKING FACILITY REGULATORY
Eventually will replace all Parking Facility signs



Plaque sign consists of 1/8" thick x 18" x 18" painted aluminum panel, color black; letters to be computer cut, adhesive back vinyl, color white; sign fabricator to be responsible for engineering of all elements; all fasteners to be invisible to viewer;

DESCRIPTION

Door sign consists of computer cut adhesive back vinyl letters outside on face of glass, color white



This is a smoke free

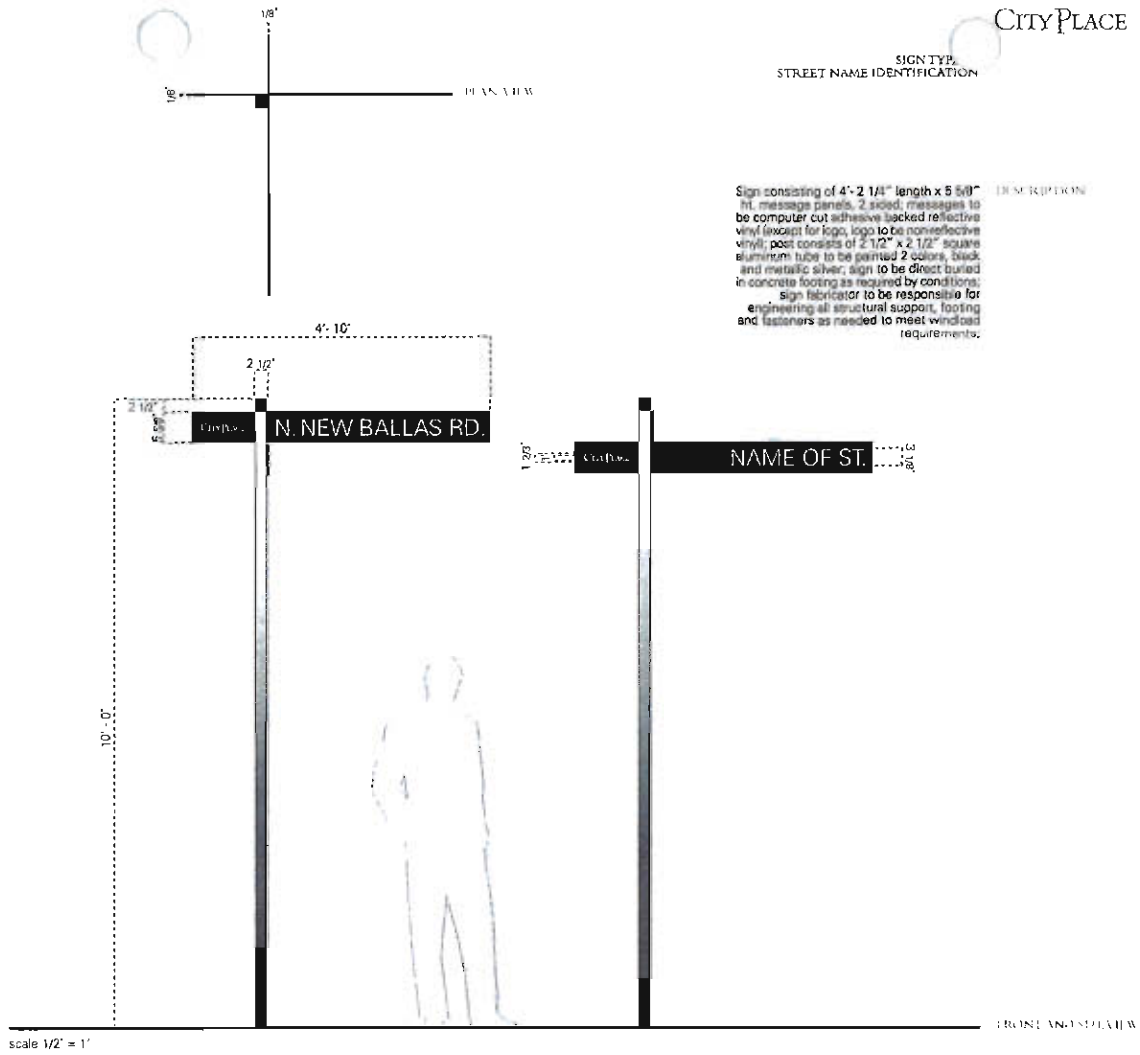
ACTUAL SIZE OF TYPE



SIGN TYPE
STREET NAME IDENTIFICATION

Sign consisting of 4'-2 1/4" length x 5 5/8" ht. message panels, 2 sided, messages to be computer cut adhesive backed reflective vinyl (except for logo, logo to be nonreflective vinyl); post consists of 2 1/2" x 2 1/2" square aluminum tube to be painted 2 colors, black and metallic silver; sign to be direct buried in concrete footing as required by conditions; sign fabricator to be responsible for engineering all structural support, footing and fasteners as needed to meet windload requirements.

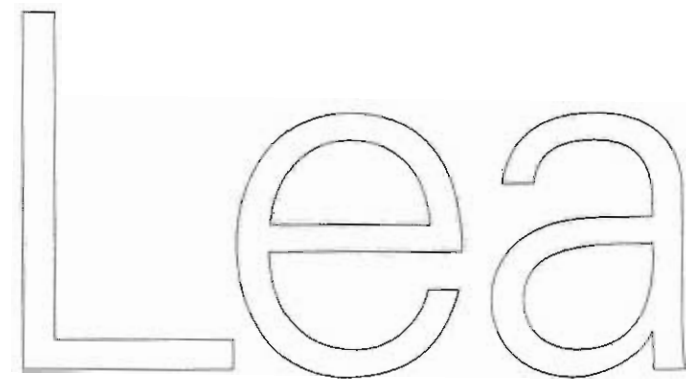
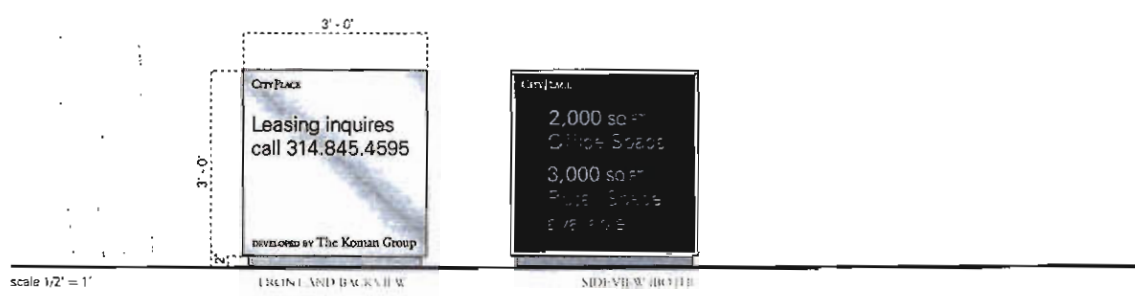
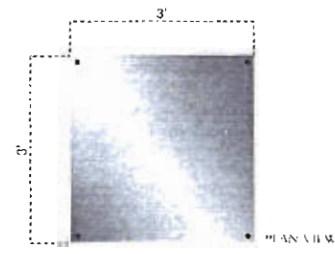
DESCRIPTION



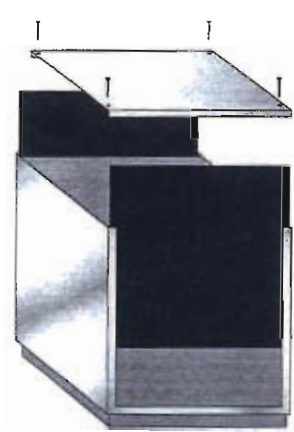
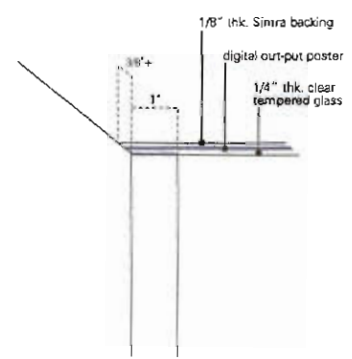


Sign consists of 3'-0" x 3'-0" x 3'-0" cube, fabricated with 1/8" thk. aluminum; cube mounts onto a 2" visible int. concrete base/footing; sign fabricator to be responsible for all internal structural support; substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer; Sign front and back graphics to be silkscreened, color black; cube insert graphics to be large format digitally out-put posters that slide between a Sintra backing substrate material and 1/4" thick tempered clear glass front

DESCRIPTION

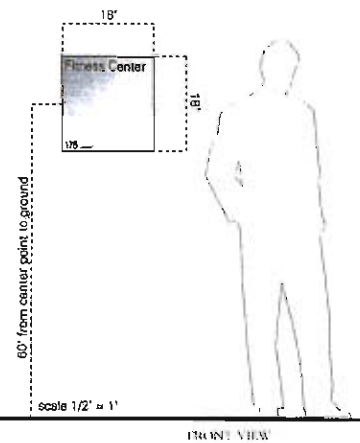
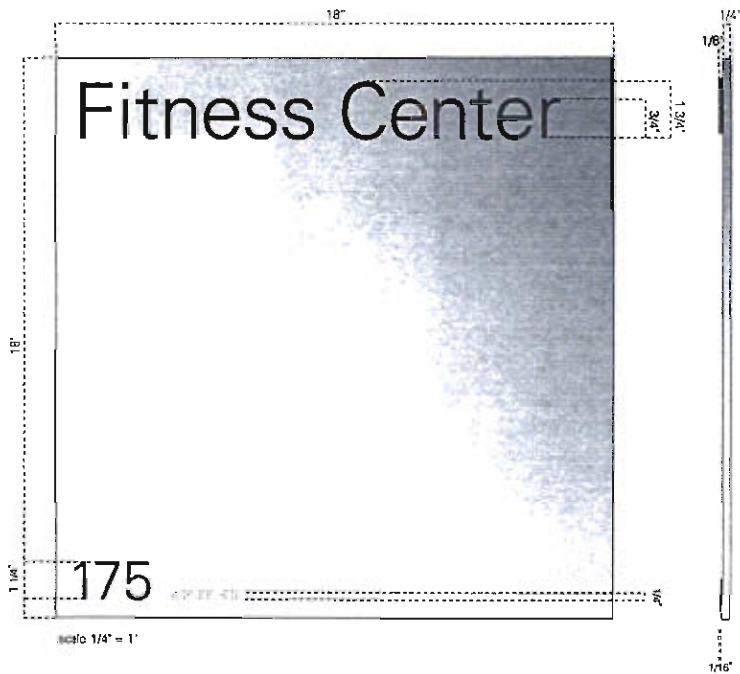
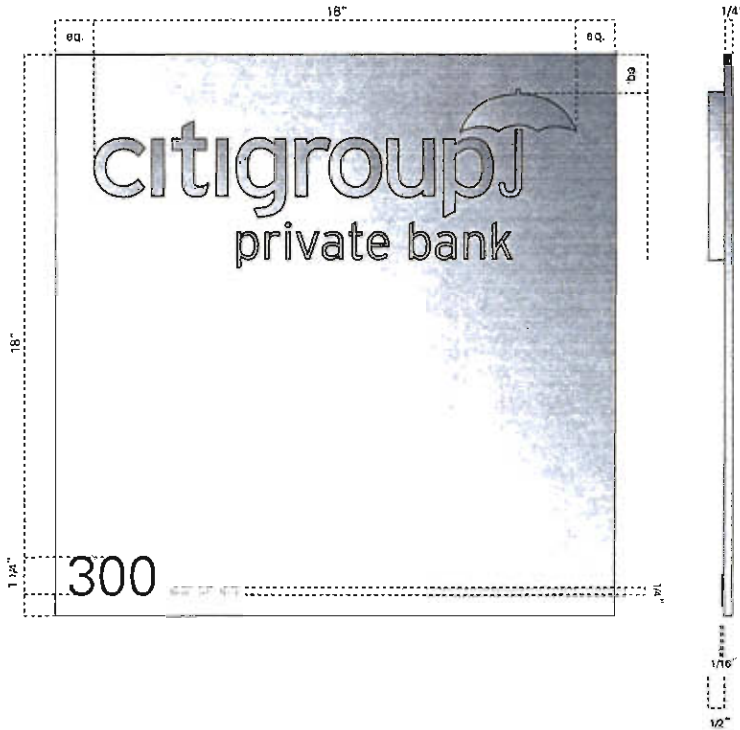


ACTUAL SIZE OF LOGO

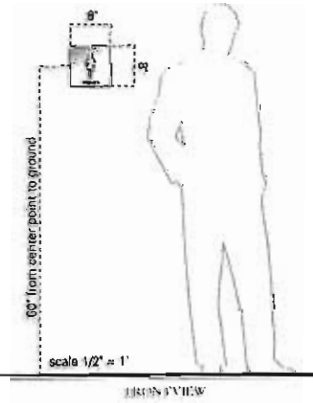
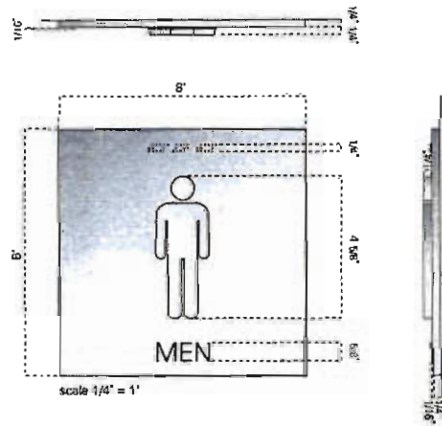
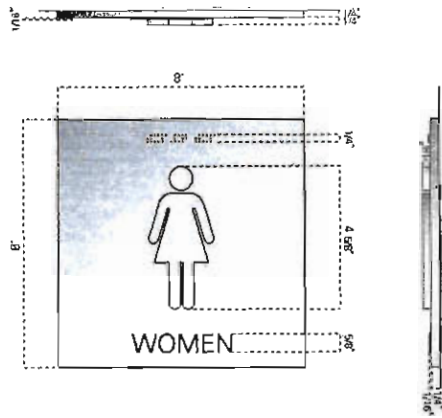


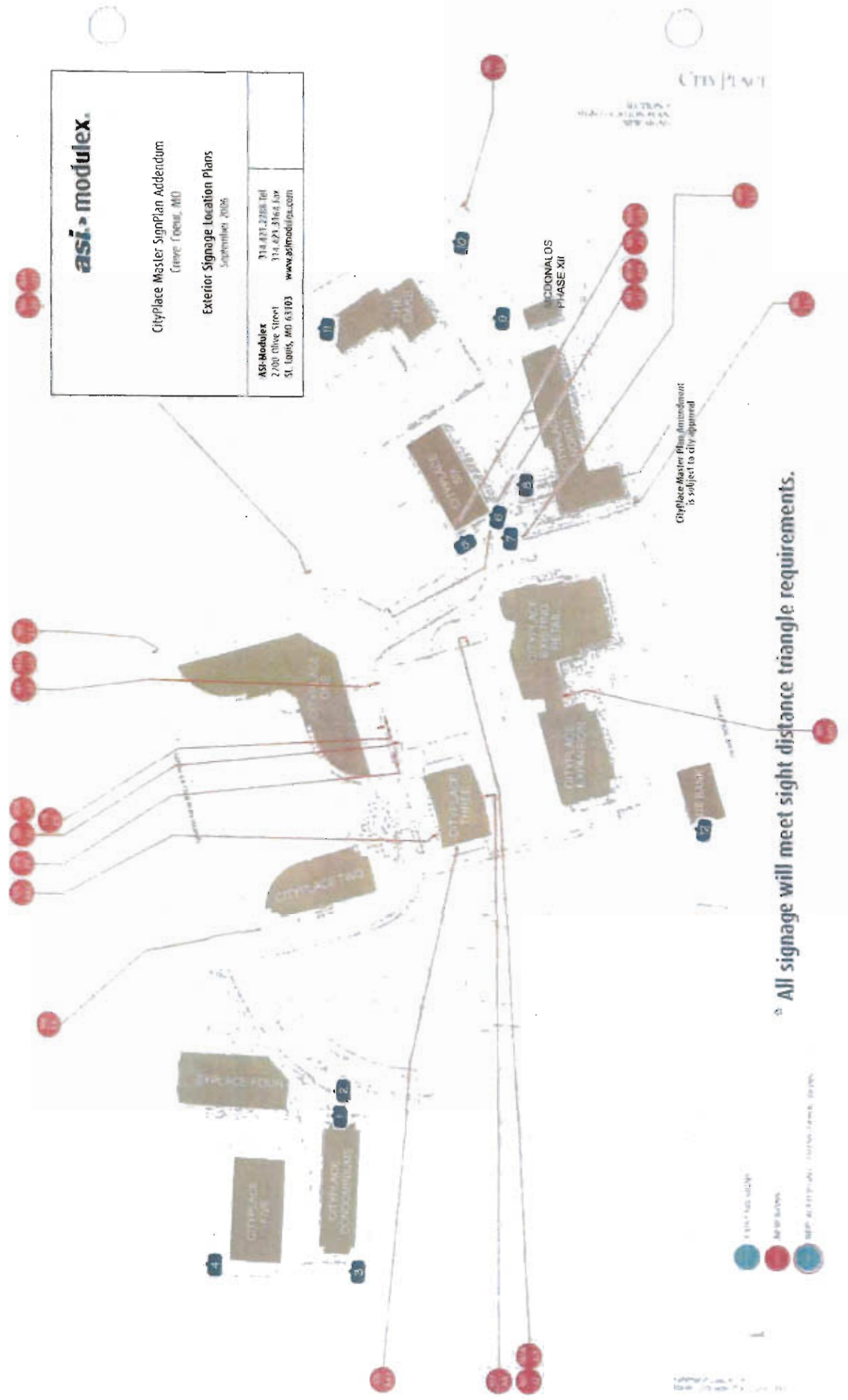
AXON VIEW

DESCRIPTION



FRONT VIEW





asi modulex
 CityPlace Master SignPlan Addendum
 Chevy Chase, MD
 Exterior Signage Location Plans
 September 2005

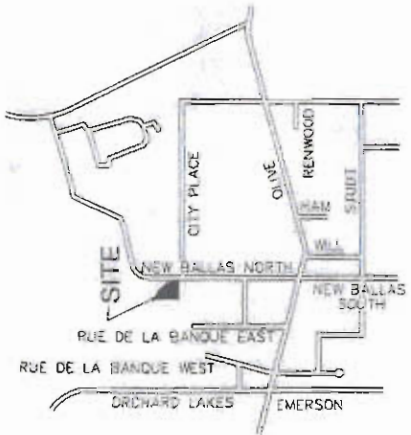
ASI-Modulex
 2700 Olive Street
 St. Louis, MO 63103
 314.871.2288 Tel
 314.871.3164 Fax
 www.asimodules.com

PROJECT TEAM

DEVELOPER:	FOUNTAIN CONSULTANT:	ARCHITECT:	CIVIL ENGINEER:	STRUCTURAL ENGINEER:
THE Koman Group 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 425-1000 Fax: (314) 425-1001	ARCHITECTURAL 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 425-1000 Fax: (314) 425-1001	ARCHITECT 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 425-1000 Fax: (314) 425-1001	CIVIL ENGINEER 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 425-1000 Fax: (314) 425-1001	STRUCTURAL ENGINEER 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 425-1000 Fax: (314) 425-1001

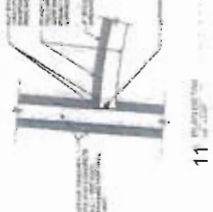


ARCHITECTURAL RENDERING (LOOKING SOUTH) OF NORTH NEW BALLAS RENOVATION AND CONSTRUCTION (UNDER CONSTRUCTION)

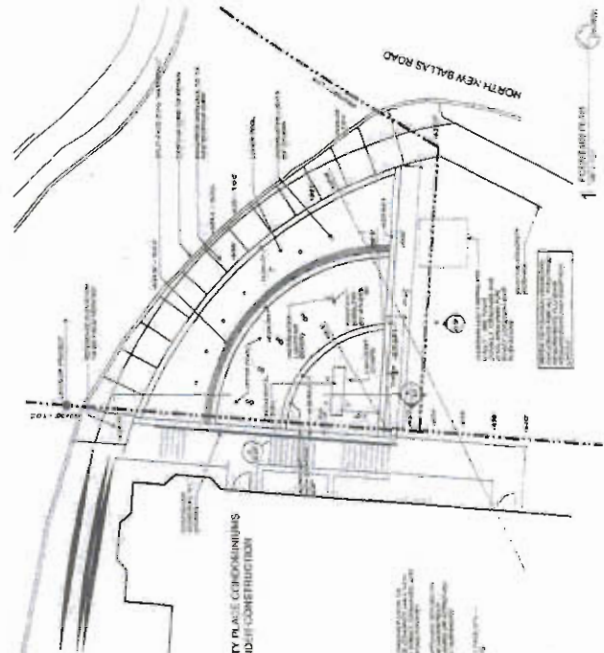


LOCATION MAP

1. The project is located in the City of St. Louis, Missouri, in the North New Ballas area. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
2. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
3. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
4. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
5. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
6. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
7. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
8. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
9. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.
10. The project is a multi-unit residential development consisting of approximately 100 units. The project is located on a 1.5-acre site bounded by Rue de la Banque West to the west, Rue de la Banque East to the east, New Ballas North to the north, and New Ballas South to the south. The project is situated in a mature neighborhood with a mix of residential and commercial uses.



11



1

CITY PLACE FOUNTAIN CREVE COEUR, MISSOURI

A1 OF 1

ACI BOLD
ARCHITECTS
KANSAS CITY, MISSOURI
1000 CITY PLACE, SUITE 1000
ST. LOUIS, MISSOURI 63102
PHONE: (314) 425-1000
FAX: (314) 425-1001

The Koman Group

Project Architect
Owner & Developer
City of St. Louis
1000 City Place, Suite 1000
St. Louis, Missouri 63102
Phone: (314) 425-1000
Fax: (314) 425-1001



Complete Sign & Lighting

PIROSSIGNS
INCORPORATED

1001 W. 10th St.
Los Angeles, CA 90057
PH: 323-464-0200
FAX: 323-464-9999
WWW.PIROSSIGNS.COM
SIGNAGE, LIGHTING & VIDEO

PROJECT CHANNEL LETTER WALL SIGN
CUSTOMER TKS / SMURFIT STONE
JOB LOCATION CITYPLACE 6

CONTACT
PI
DRAWN BY S WYNN
DATE 19 OCT 01

JULIE PANAGIOS
PREPARED BY / BRAND

SAVED AS SMURFIT
SCALE NOTED
PAGES 2 OF 2
REVISION 23 OCT 01

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☐ APPROVED AS IS
☐ APPROVED AS NOTED
☐ REVISE & RESUBMIT



42'-5.5"

SMURFIT-STONE

Channel Letter Wall Sign

SCALE: 1/4"=1'

ONE SET STANDARD CONSTRUCTION SELF CONTAINED NEON ILLUMINATED INDIVIDUAL CHANNEL LETTER SIGN FLUSH MOUNTED TO BRICK FASCIA.

OPTION 1:

FACES ARE .187" WHITE ACRYLIC.

COPY COVERED W/ PERFORATED BLACK VINYL TO ILLUMINATE WHITE AT NIGHT.

OPTION 2:

WHITE FACES / NO VINYL DECORATION.

TRIM CAP IS METALLIC SILVER.

RETURNS ARE METALLIC SILVER.

TRANSFORMERS WILL BE MOUNTED INSIDE LETTERS.

SIGN WILL BE UL LISTED.

Complete Sign & Lighting

PIROSSIGNS
INCORPORATED

1000 W. 10th St.
Bismarck, ND 58101
PH: 701-223-4200
FAX: 701-223-4200
WWW.PIROSSIGNS.COM
CRAFTED WITH PRIDE IN THE USA

PROJECT: CHANNEL LETTER WALL SIGN
CUSTOMER: TKG / SMURFIT-STONE
JOB LOCATION: CITYPLACE 6

CONTACT: JULE PIRAGOS
PIR: RIMMER / BRAND
DRAWN BY: S WYNN
DATE: 10/01/09

SHEET AS: SMURFIT
SCALE: NOTED
PAGES: 1 OF 2
REVISION: 230CT06

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☐ APPROVED AS NOTED
☐ REVISE & RESUBMIT

Proposed Smurfit Stone Signage - Sign Type 5



Proposed CityPlace 6 Signage - Sign Type 6

Sign Type 5
Building ID Letters
 - Fabricated face-lit
 Letters
 - internally illuminated
 - signage area not to exceed
 600 sq.ft.

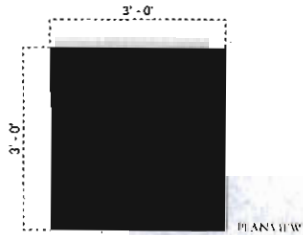
Sign Type 6
Building ID Letters
 - Fabricated Letters
 - non-illuminated
 - signage area not to exceed
 300 sq.ft.

Client	The Koman Group
Project	CityPlace 6
Date	9/25/06
Revised	
Drawn By	mjc

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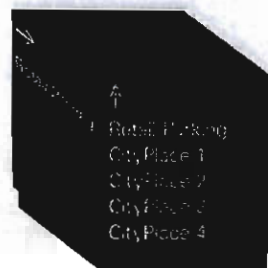
SIGN TYPE EE
NEW SITE DIRECTIONAL
Eventually will replace all Sign Type E directional

DESCRIPTION
Sign consisting of 3' - 0" x 3' - 0" x 3' - 0" cube fabricated from 1/8" thk. aluminum; cube to be painted, color black; messages (arrows and letters) to be computer cut adhesive backed reflective vinyl, color white; logo to be non-reflective vinyl; cube to be mounted to concrete base; sign fabricator to be responsible for engineering of all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer



City

ACTUAL SIZE OF TYPE



AXON VIEW

Sign Type 3 Primary Site Directional

- no illumination
- match existing signage materials & Construction
- signage not to exceed 10 sq.ft. per side
- monolithic



Client: The Koman Group
 Project: CityPlace 6
 Date: 9/25/06
 Revised:
 Scale:
 Drawn by: mjc

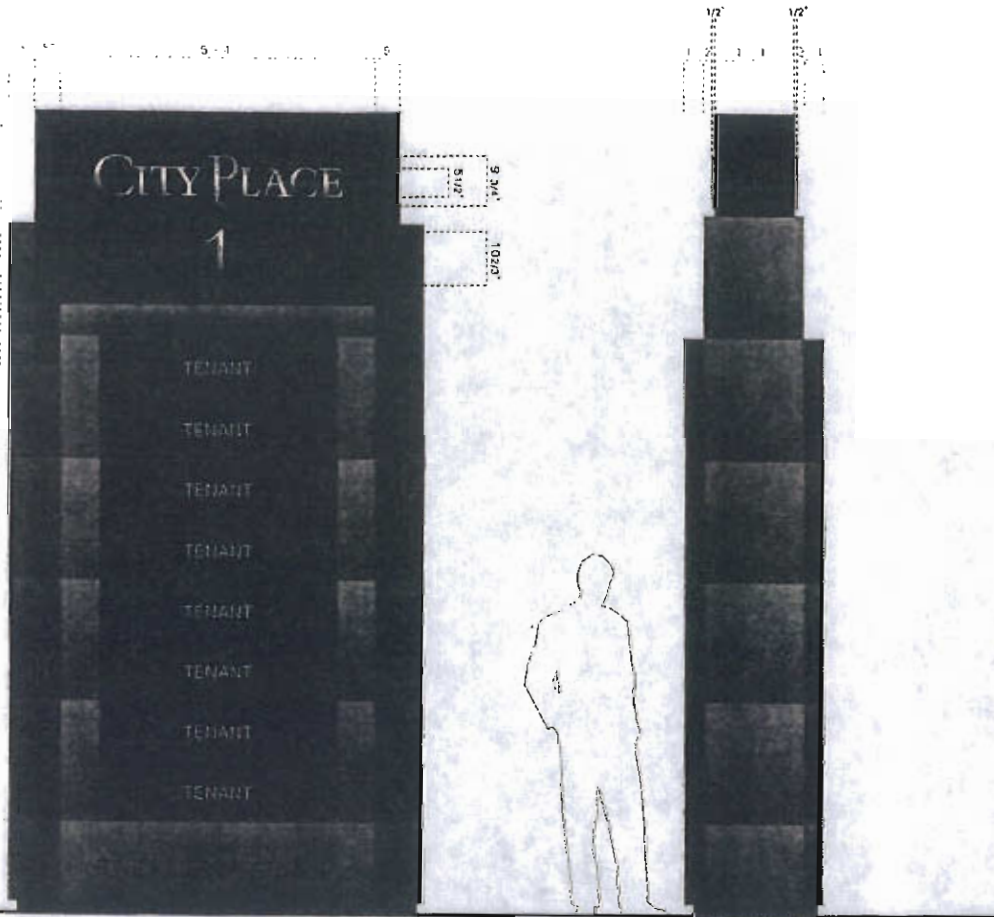
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SIGN TYPE F #166 and #174
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type FF2
(see following page of this document)



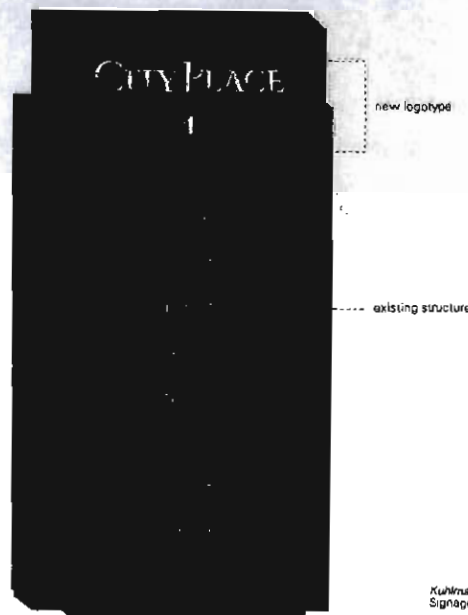
Existing building monument signs, remove CityPlace one, two and four existing lettering; replace with new logotype and numerals 1, 2 and 4; logotype to be 1/2" thick x 9 3/4" ht, numerals to be 1/2" thick x 10 2/3" ht, stainless steel, #4 brushed finish, stud mount logotype and numeral flush to monument face as shown below; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible;

DESCRIPTION



scale 1/2" = 1' FRONT AND BACK VIEW

SIDE VIEW PROFILE



Brad Sandler | Consultant

brad.sandler@asimodules.com 314-472-2333 x1
2700 Willow Street 314-471-3164 ext
Sunnyvale, MD 63103 www.asimodules.com

Sign Type 2 Secondary Site ID

- internal illumination
- match existing signage layout & construction
- Materials to match building's brick exterior (granite will not be used)
- signage not to exceed 100 square feet per side
- monolithic

Client: The Koman Group

Project: CityPlace 6

Date: 9/25/06

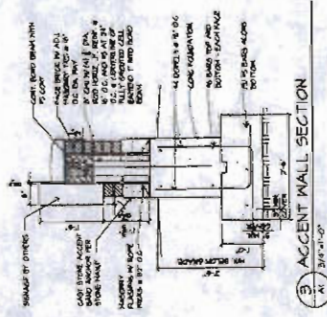
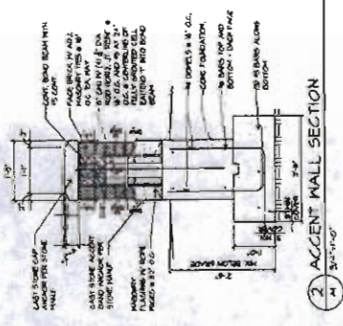
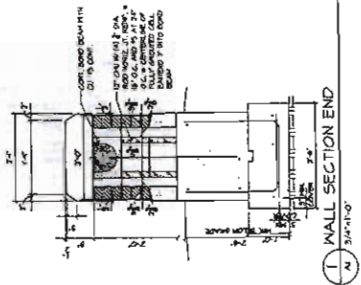
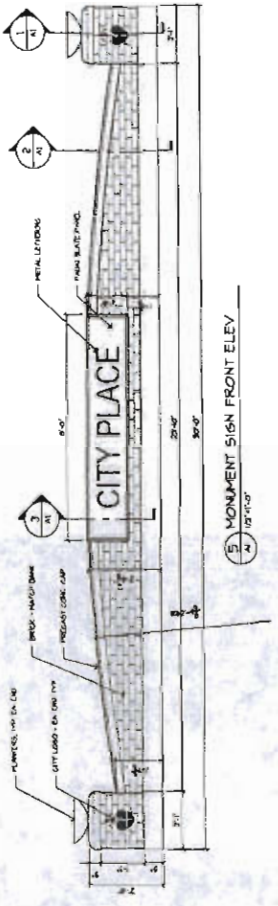
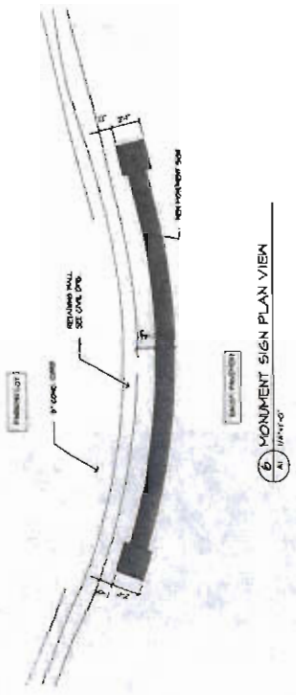
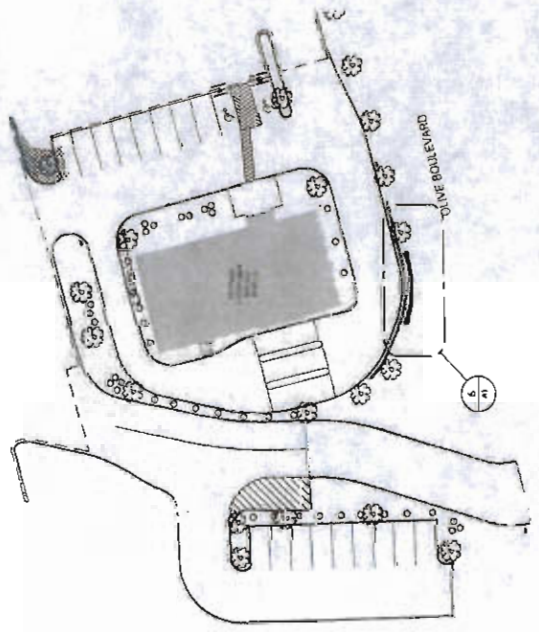
Reviewed:

Tracked:

Designed by: mjc

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Monument Sign

SCALE 1/2"

DOUBLE SIDED INTERNALLY ILLUMINATED MONUMENT

CABINET IS CONSTRUCTED FROM ALUMINUM, PAINTED DARK BRONZE AND ILLUMINATED BY FLUORESCENT TUBES.

FACES ARE EMBOSSED ACRYLIC STANDARD MCDONALD'S RED AND YELLOW COLORS.

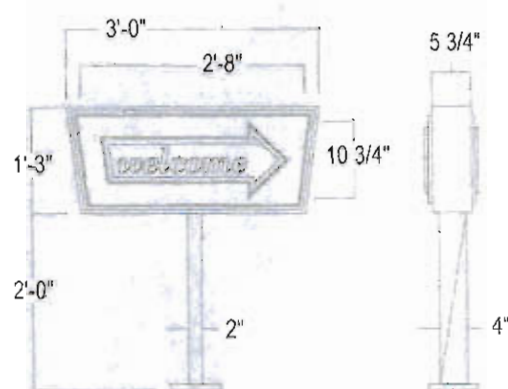
PROPOSED BRICK BASE BY OTHERS.

SIGN BOLTED TO BASE BY FOUR STUDS SET IN BASE.

FOOTING PER ENGINEER SPECS.

SIGN IS U.L. LISTED.

		PROJECT MONUMENT SIGN		FORMER MCDONALD'S		DATE 3-04-04		THIS DOCUMENT IS UNAPPROVED FOR REUSE OR REPRODUCTION WITHOUT WRITTEN PERMISSION OR PURCHASING.		CUSTOMER APPROVAL: DATE:	
OWNER JOE PHILLIPS		DATE 3-04-04		LANDLORD APPROVAL: DATE:		DATE		DATE		DATE	
DESIGNER JIM MATHIAS		DATE 3-04-04		DATE		DATE		DATE		DATE	
DESIGNER JIM MATHIAS		DATE 3-04-04		DATE		DATE		DATE		DATE	



SPECIFICATIONS:

LAMPING: (2) F30T12/CW/HO
 BALLAST: (1) Magnetek 256-243-600
 LOAD: .83 Amps
 CIRCUIT: (1) 20 Amp
 SQ. FT.: ACTUAL (3.52)
 BOXED (3.75)



• Custom copy also available



90-5 DIRECTIONAL SIGN

ImagePoint

CityPlace Master Plan Addendum

Exterior Signage Message Schedule

asi - modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

314-421-2288 Tel
314-421-3164 Fax
www.asimodulx.com

PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			1	1	CityPlace Condominiums		Primary Site ID Monument integrated into Fountain Materials to match building's brick exterior(granite will not be used)
			2	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			3	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			4	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

asi > modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

314-421-2288 Tel
314-421-3164 Fax
www.asimodulx.com

PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			5	5	SMURFIT STONE		Primary Building ID Illuminated Manufactured Channel Letters 4' 3 1/2" Letters mounted to west side of building between 9th & 10th floor
			6	6	CityPlace 6		Secondary Building ID Cut metal Letters, non-illuminated
			7	2	CityPlace 6		Secondary Site ID Internally Illuminated Materials to match building's brick exterior(granite will not be used)
			8	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

asi > modulex

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Saint Louis, MO 63103

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PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			9	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			10	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			11	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

asi > modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

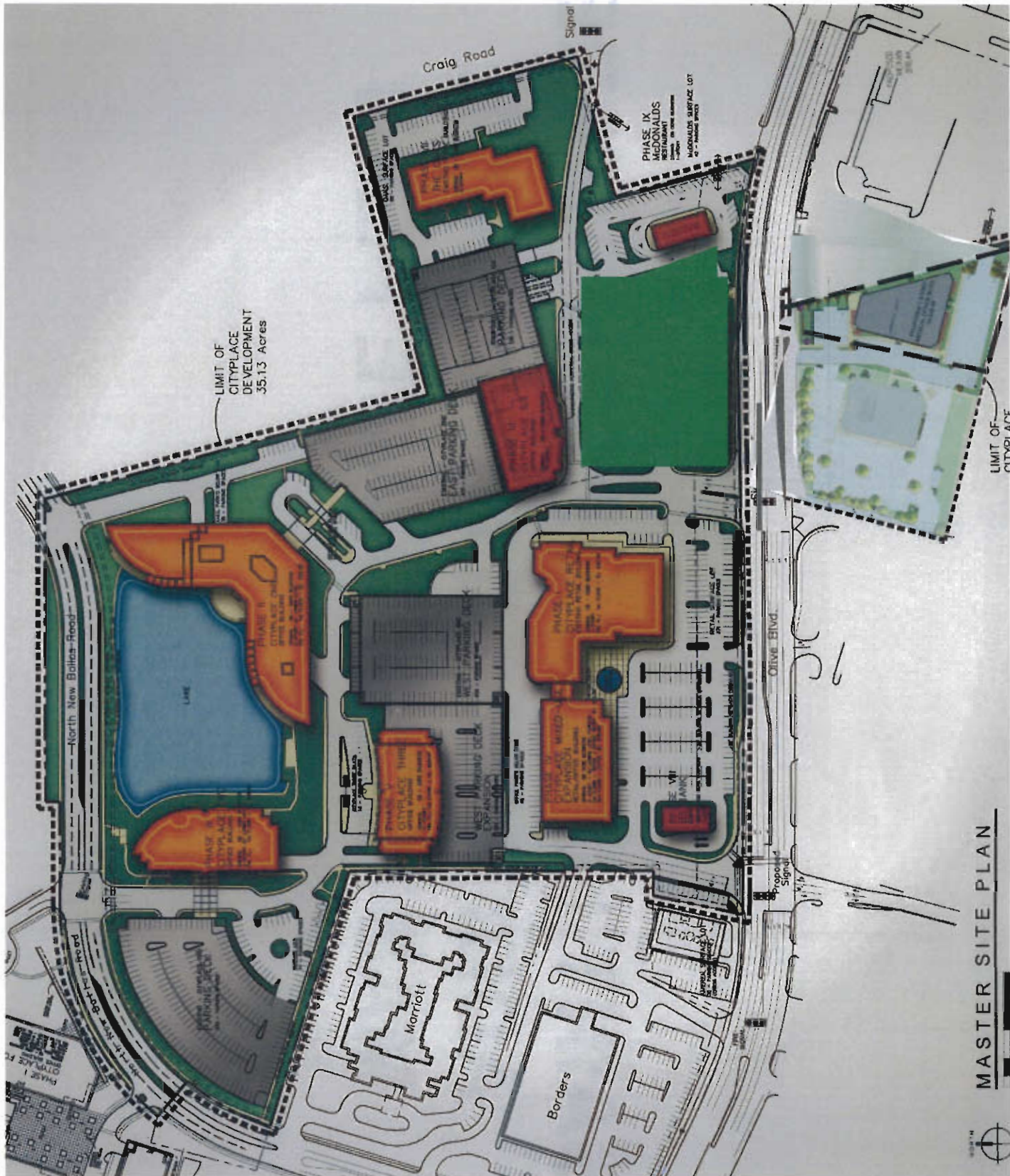
314-421-2288 Tel
314-421-3164 Fax
www.asimodulex.com

PRINTED Nov 2, 2006

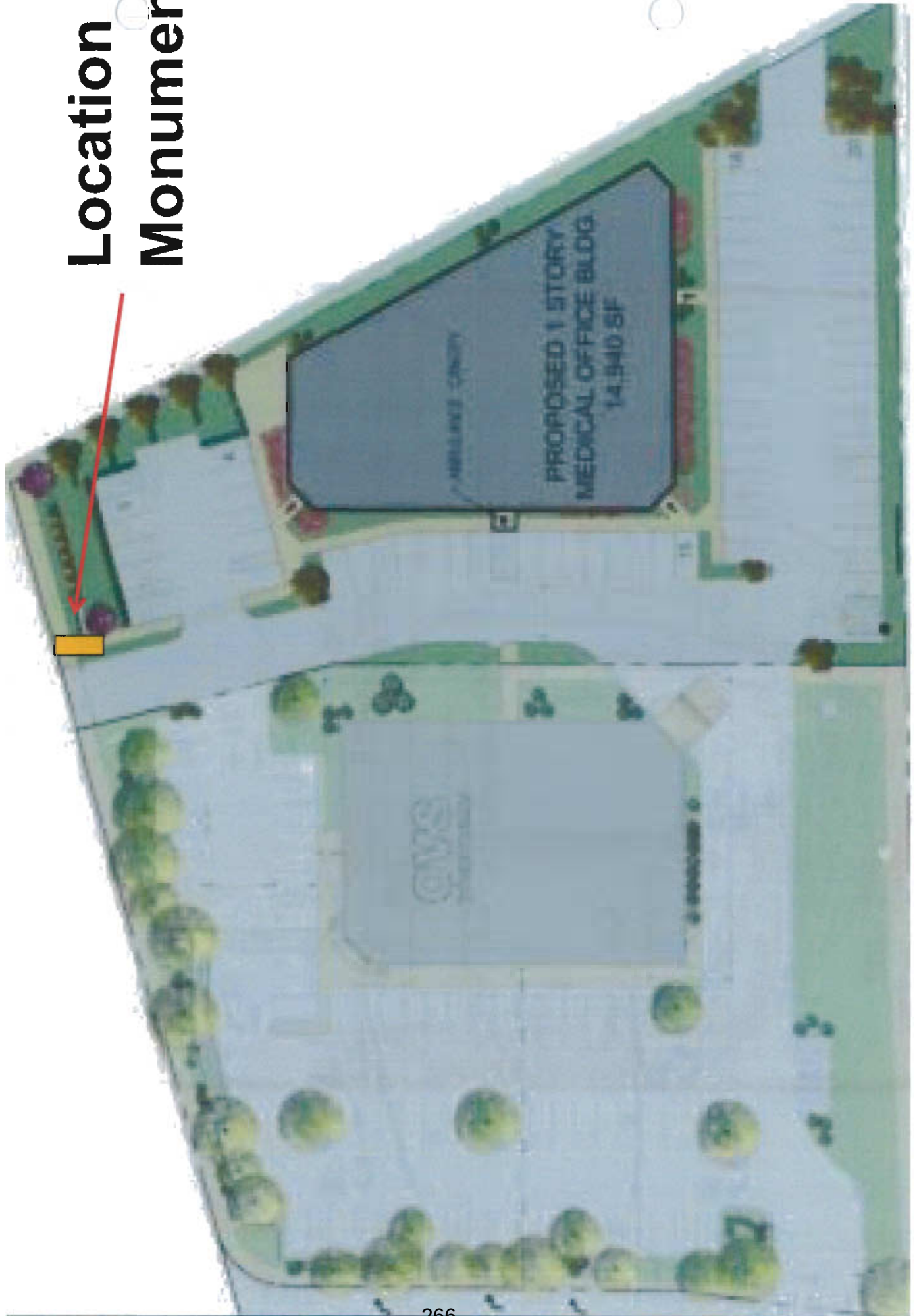
PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			12	2	US Bank		Secondary Site Directional & Campus ID Internally Illuminated Materials to match building's brick exterior(granite wil not be used)
			13		Building signage for US Bank, CityPlace North, and CityPlace 7 will follow Section 26-104.2 of the city's sign regulations. ----- CityPlace North and CityPlace 7 will be provided a Secondary Site ID - Sign Type 2.		

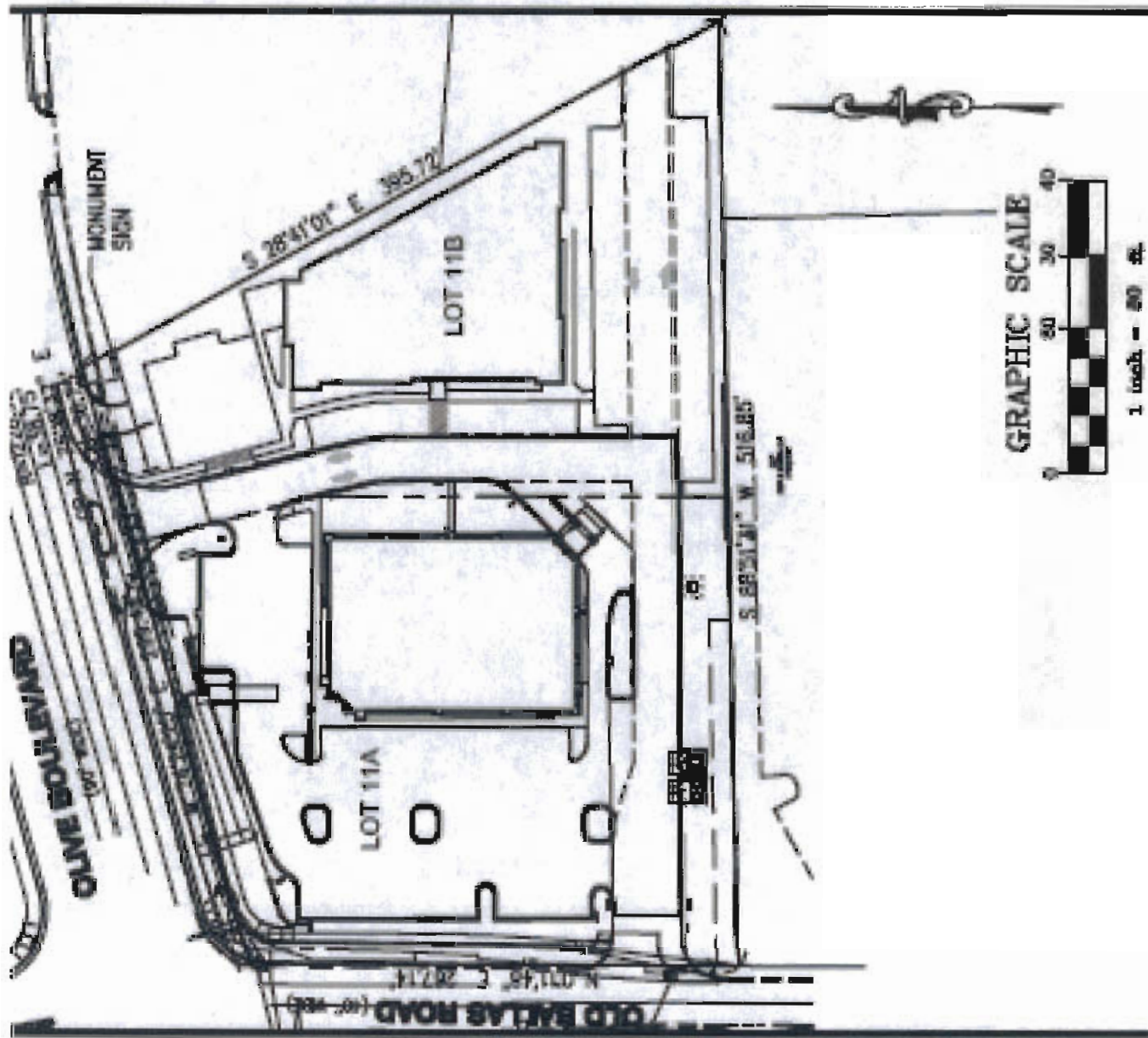
SAINT LUKE'S URGENT CARE ADDITION TO CITYPLACE MASTER SIGNAGE PLAN

CITYPLACE MASTER SITE PLAN



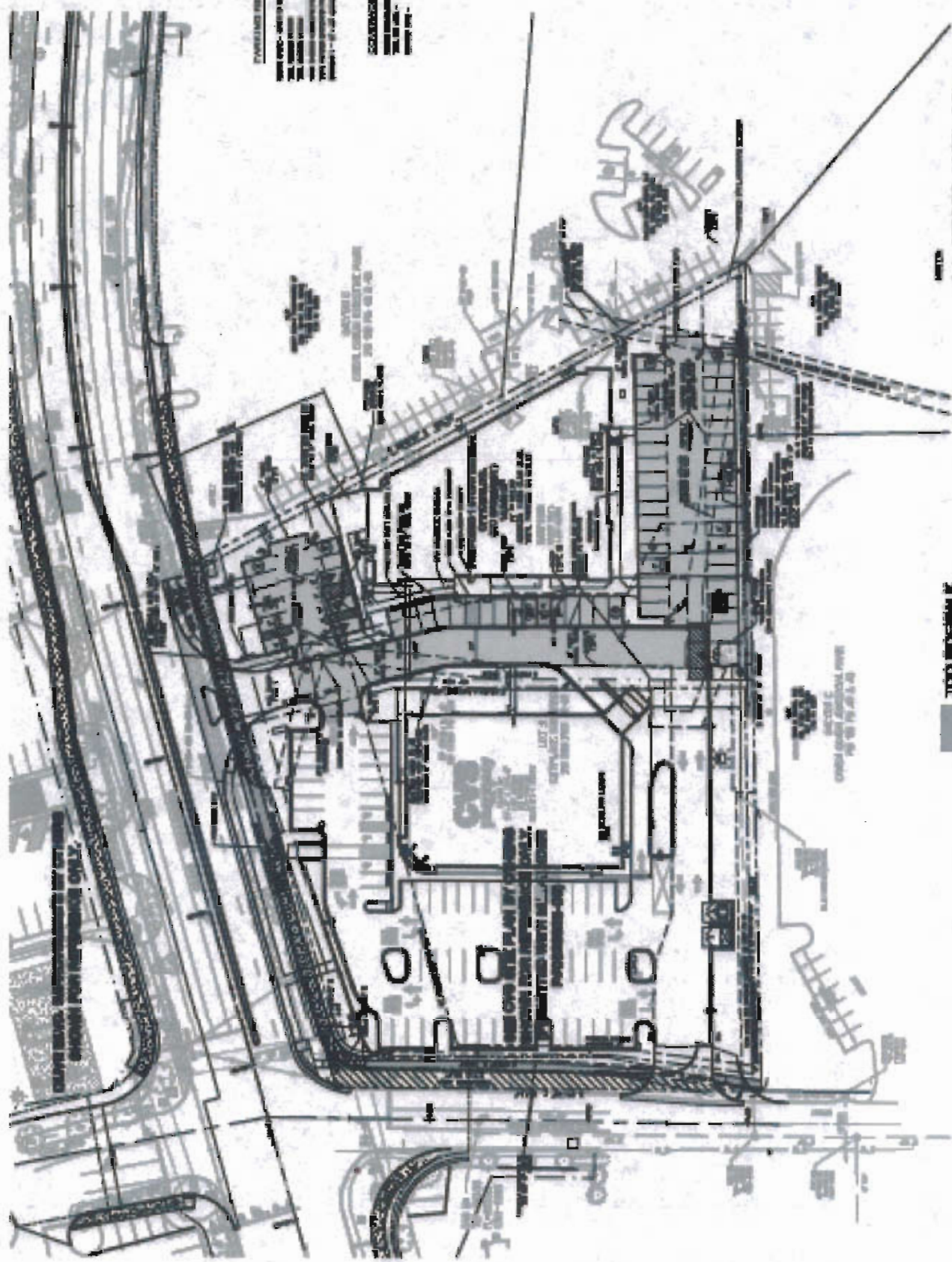
Location of
Monument





LOT 11A & 11B OF CITYPLACE SUBDIVISION, BEING PART OF
SECTION 3, TOWNSHIP 45 NORTH, RANGE 5 EAST,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI.

SIGN LOCATION



EXISTING SIDEWALK

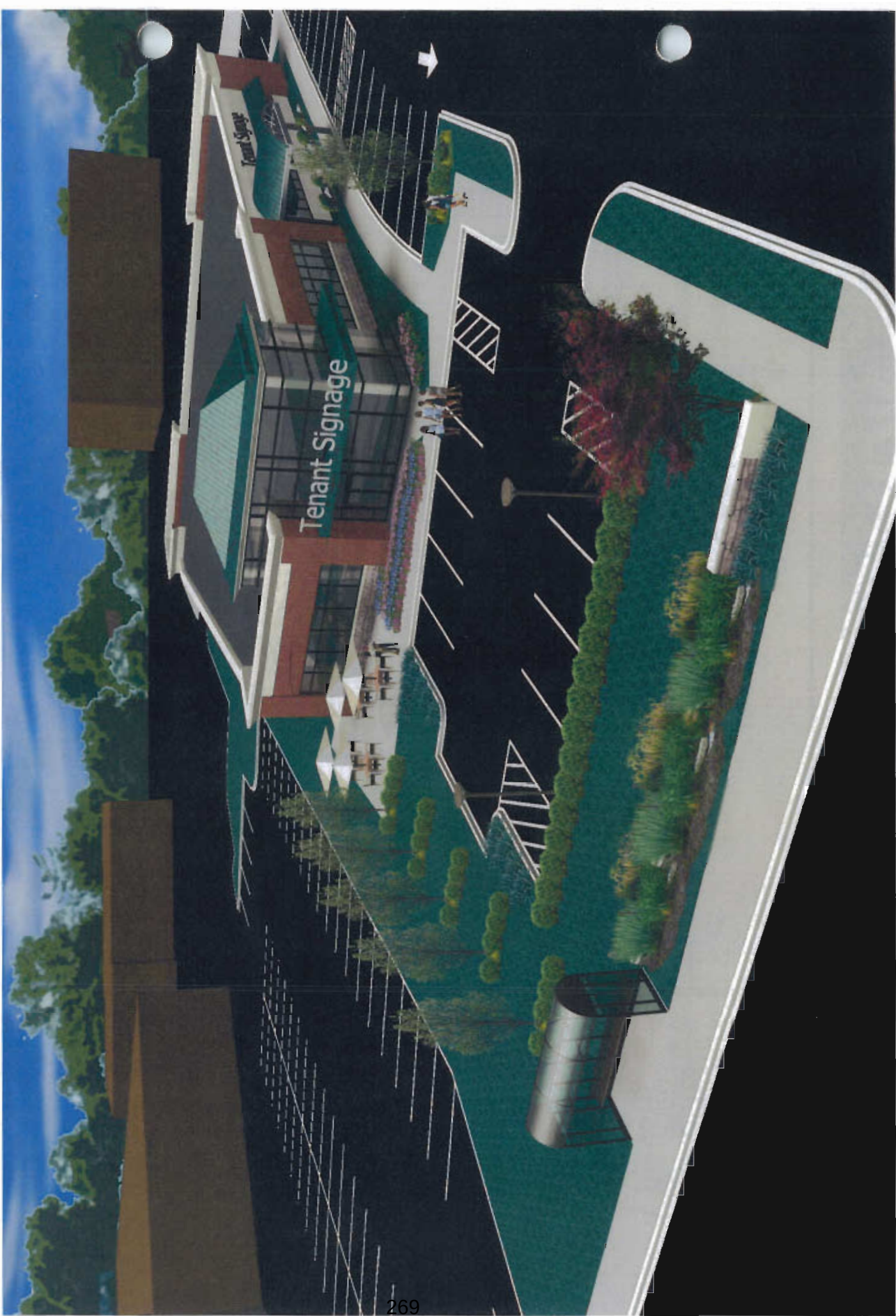
PROPOSED ASPHALT PAVEMENT

NOTES

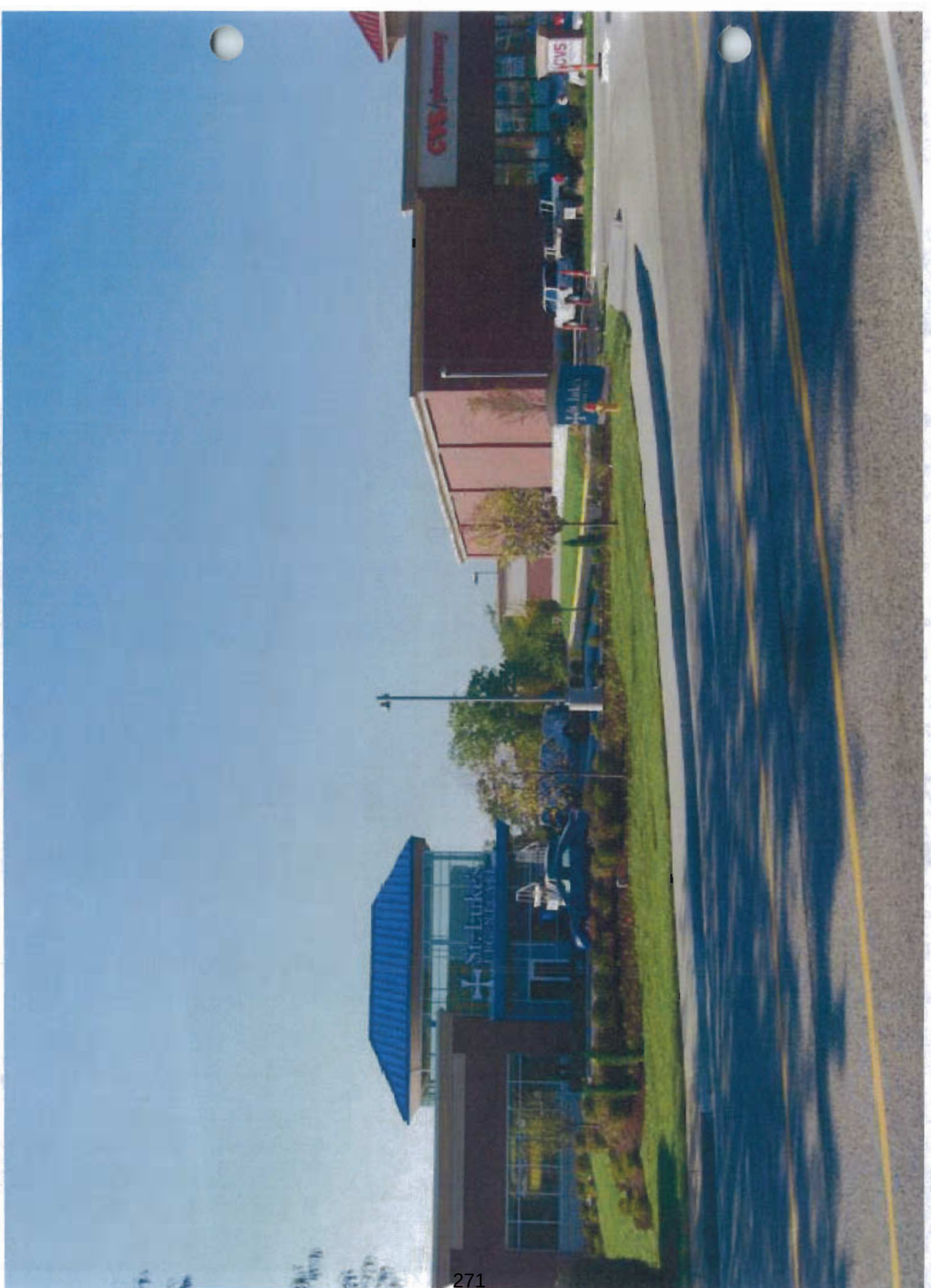
1. ALL SHOWN INCLUDING A SURVEYED POINT.

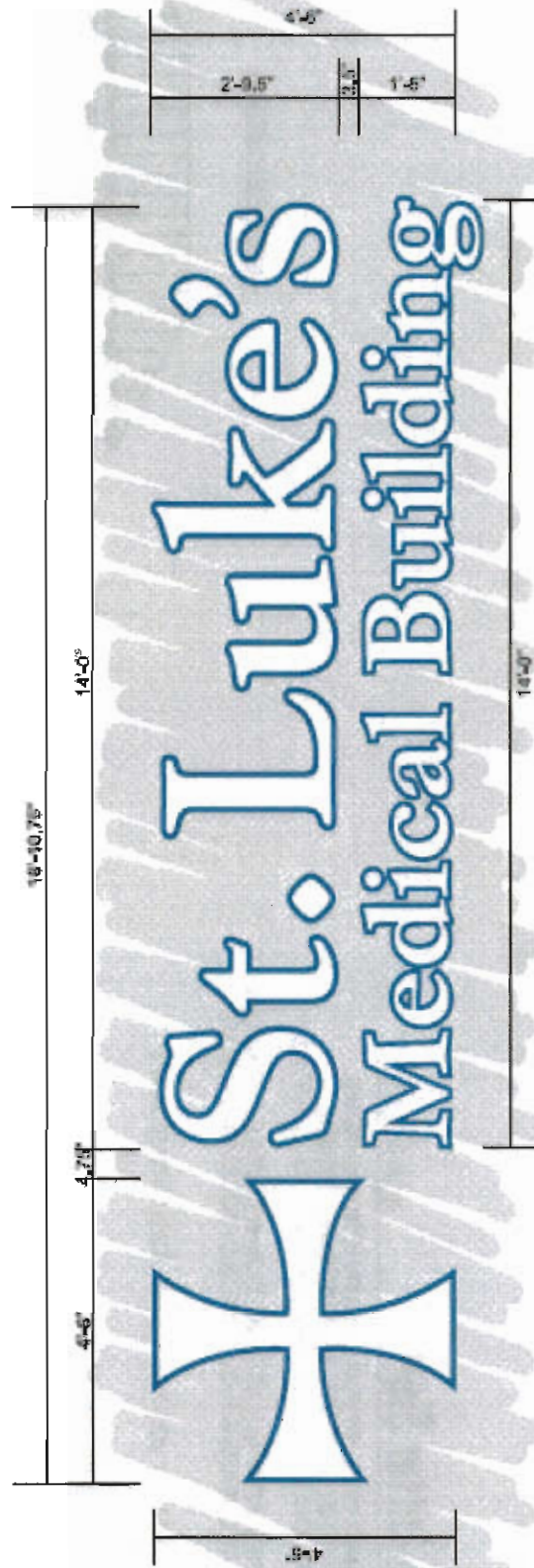
2. A 1/4\"/>

P & Z KENDLERING









Channel Letter Sign

SCALE: 1/2"=1'

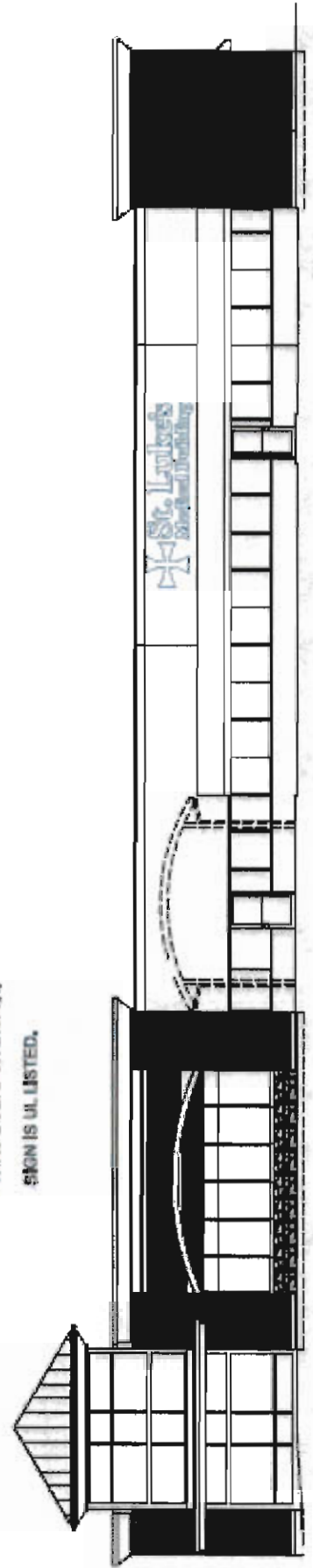
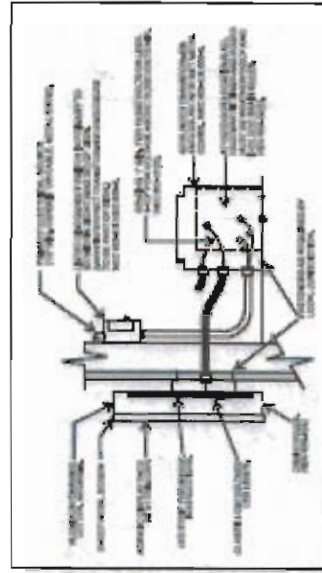
ONE SET STANDARD ALUM. CONSTRUCTION INDIVIDUALLY FORMED LED ILLUMINATED FLUSH MOUNT CHANNEL LETTERS.

ALL FACES ARE .187" WHITE ACRYLIC W/ 288C BLUE TRANSLUCENT VINYL OVERLAY CREATING 1" OUTLINE. ALL FACES HAVE 1" BLUE TRIM CAP.

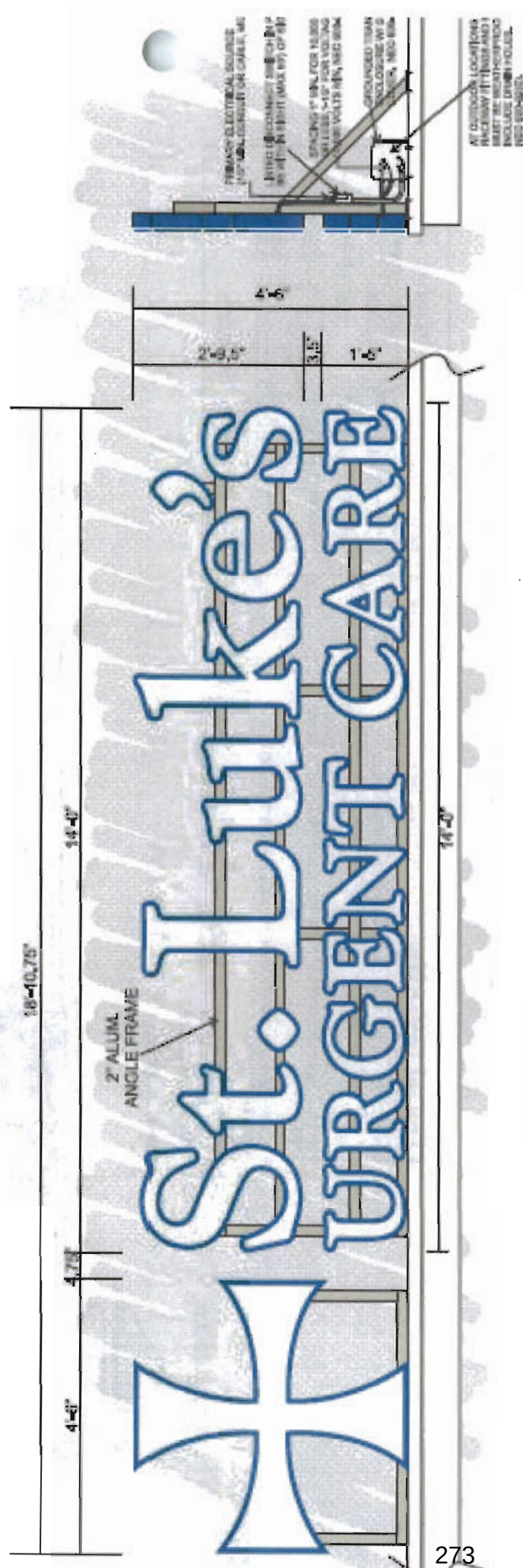
ILLUMINATION BY LOW VOLTAGE WHITE LED'S WITH REMOTE TRANSFORMERS.

ANCHOR TO BUILDING FASCIA BEST WAY PER
CODE VIA FIELD SURVEY, EXPANDABLE ANCHORS IN SHEET OR
THRU BOLTS ON DRYWALL.

SIGN IS UNLISTED.



WORK ELEVATION



Channel Letter Sign

SCALE: 1/2"=1'

ONE SET STANDARD ALUMINUM CONSTRUCTION CHANNEL
LETTERS MOUNTED ON 2" ALUMINUM ANGLE FRAME.
FRAME PAINTED TO BLEND WITH BACKGROUND (COLOR TBD).

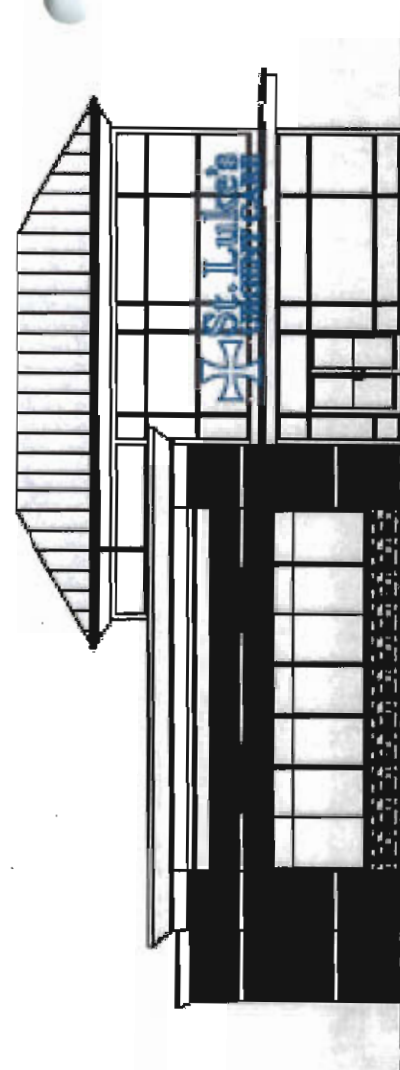
ALL FACES ARE .187" WHITE ACRYLIC W/ 288C BLUE TRANSLUCENT VINYL OVERLAY CREATING 1" OUTLINE. ALL FACES HAVE 1" BLUE TRIM CAP.

ILLUMINATION BY LOW VOLTAGE WHITE LED'S WITH REMOTE TRANSFORMERS.

INSIDE OF LETTERS PAINTED WHITE.

ALL RETURNS OF LETTERS PAINTED TO MATCH PM5 288C.

5124 IS UNLISTED.









DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: October 4, 2013

TO: Planning and Zoning Commission

FROM: Kirsten Barnes, Director of Parks and Recreation
Matt Wohlberg, P.E., City Engineer

SUBJECT: Chapter 89 Recommendation for Concept Improvements
Dam, Detention Pond, and Channel Rehabilitation Project

The dam at the south end of the detention lake system at the Creve Coeur Golf Course failed twice in June 2013, despite an emergency repair that was made after the first failure. With the integrity of the dam compromised, City staff sought the advice of a team of professional engineers and landscape architects to study the area and to develop a plan to address the dam failure and other issues with these detention lakes. A concept-level design is presented to the Planning and Zoning Commission for their review and consideration for the Commission's recommendation for approval to the Creve Coeur City Council, as required under Chapter 89 of the Missouri statutes.

Background

The lakes at the Creve Coeur Golf Course serve as the stormwater detention ponds for the office park north of the golf course, which generally extends from Olde Cabin Drive north to Olive Boulevard and from Old Ballas Road east to Office Parkway. This drainage area spans some 115 acres, and a large portion of this area is asphalt, buildings, or other impervious surface. In serving this area, the lakes at the golf course handle a significant amount of stormwater runoff.

As much as City staff has been able to determine, the City of Creve Coeur assumed maintenance responsibility for the stormwater detention for this area as part of the development of the old golf course into the current office park. The investigation continues into whether any maintenance responsibility for these lakes rests with the other property owners in the drainage area.

Assuming that the current understanding of maintenance responsibility holds, the City is obligated to maintain the lakes as a functional detention facility, as are all owners of detention facilities. The City has fulfilled this obligation in the past through dredging the lakes and other work as needed. Indeed, removal of silt from the southern lake has been identified as a current need, and funding for this work has been set aside as a future project in the projected five-year capital plan.

Dam Breach and Repairs to Date

City staff noticed that the surface elevation of the southern lake began to drop in early June. The cause became evident when part of the dam surface collapsed next to the concrete spillway, exposing a breach in the dam. A photo of this collapse is included in the attached photo log. This breach in the dam had apparently developed over time, whereby water was draining through

the dam instead of over the concrete spillway. The hole in the dam was immediately plugged, and the lake was allowed to return to its normal depth.

Shortly thereafter, on June 17, a significant storm overloaded the area's stormwater systems and caused the southern lake to top its banks. The force and volume of the stormwater also eroded the dam around the repair, bypassed it, and widened the breach. The attached photo log shows the resulting hole in the back side of the dam, adjacent to the concrete channel. Staff believes that water from this storm found its way around the repair using holes and tunnels made along the bank by animals.

With the integrity of the dam compromised, staff has little confidence in the long-term effectiveness of any patch repairs. However, staff feels that such repairs are necessary short-term measures to help prevent water from flowing through the dam and threatening the dam's outright failure.

Site Investigation and Design Development

Staff determined that the City should immediately seek the advice and design services of a professional engineering firm to review and recommend the City's options for repairing the dam. In August, the City hired a design team led by Intuition & Logic, and the site investigation and design are currently underway.

Design Scope. Staff from Intuition & Logic and the City met to discuss and determine a scope of work for the evaluation of the issues with the detention lakes and dam and for the design services associated with developing and permitting a solution. A consensus was reached that the project will need to evaluate the needs of the surrounding area and the detention system rather than just the breach in the dam. Known future projects to remove silt from the lakes and to replace a golf cart bridge were included in the project scope for evaluation.

Incorporating these future projects into the current review will make for a more coordinated approach to the various issues and will provide a guide for future repairs and improvements. Such an approach should eliminate the possibility that one repair designed and constructed independent of its surroundings would limit the City's options for making other necessary repairs in the future. Combining the current and future needs should also result in lower overall design and restoration costs, as opposed to performing separate projects. Unfortunately, each of these projects will require the use of heavy equipment on a golf course that is otherwise kept in very good condition. It will be a priority, from business and cost perspectives, to minimize the amount of disturbance to the course and to the quality of the play on it.

Alternatives Development. City staff met with the design team on September 4, 2013, to review the City's wants and needs so to determine the various design alternatives that will be reviewed in the development of a preliminary design for this site. The meeting produced a list of priorities for the repairs and improvements, which included:

1. Provide a long-term solution to the current issues.
2. Maintain or create a natural, native look with the improvements.
3. Limit future maintenance and operating costs.
4. Achieve and preserve better water quality for the ponds.

The design team used these basic priorities as a guide to develop the design elements described in the attached Alternatives Analysis Summary Memorandum. This memorandum provides a brief description of each of the various ideas for improvement brought forward in the design alternatives meeting and lists the costs and benefits of each design element.

Through the discussions at this meeting, the various issues and improvements were separated into three general areas: 1.) the lower lake, dam, and channel; 2.) the east channel; and 3.) the upper ponds. The lower lake, dam, and channel were recognized as the area of highest priority due to the siltation of the southern lake, the breach in the dam, and the general failure of the concrete channel downstream of the dam.

Committee Review. The Parks and Recreation Committee and the Stormwater Committee met jointly to review the situation and to evaluate the various options for improvements on both September 11, 2013, and September 25, 2013. Upon review of the options available and the costs associated with these options, the committees recommended that the City concentrate on the dam and channel and to leave the upper ponds and the east channel as future projects. The two committees voted unanimously to support the following improvements:

1. Remove the existing dam and replace it with a solid dam embankment that incorporates a spillway beneath the cart path and a boulder-lined outfall.
2. Replace the channel south of the dam with a boulder-lined, benched channel.
3. Remove the silt in the southern lake and establish a deeper pond with benched edges and planted, rock-lined banks.

The items involved with the committees' recommendation are highlighted in the attached memorandum. The specific recommendation is included in a letter from Kevin Rejent, the Chairman of the Parks and Recreation Committee, which is attached for reference. The recommendation reflects the committees' recognition that the City may not be able or willing to undertake all of the repair and improvement needs at one time.

Preliminary Cost Estimate. The preliminary cost estimate for the improvements recommended by both the Stormwater Committee and the Parks and Recreation Committee is as follows:

Item	Cost
Removal of Improvements.....	\$ 13,000
Rebuild Dam Embankment.....	\$ 40,000
Boulder Pond Outfall	\$ 25,000
Multi-Tier, Boulder-Lined Channel.....	\$88,000
Restore Golf Cart Path	\$ 10,000
Dam and Channel Improvements Subtotal:	\$ 176,000
Excavate Pond Center to 10'-15' Depth	\$ 130,000
New bubbler system.....	\$ 15,000
Shaped, planted, and Boulder-Lined Bank Treatments	\$ 106,100
Lower Pond Subtotal:	\$ 251,100
Total Estimated Cost:	\$ 427,100

Given that the design is in its conceptual phase, staff feels that a cost estimate of \$425,000-\$450,000 is appropriate to cover contingency issues.

Project Financing

The Capital Improvement Fund currently identifies \$150,000.00 annually for the design and construction of stormwater projects. The Stormwater Committee determined that the issues with the lakes and dam at the golf course represent the most pressing stormwater need in the City and

recommended that the funds allocated in the 2014 fiscal year (as well as future years, as necessary) should be used to address this need.

Funding for the design phase of the Dam, Detention Pond, and Channel Rehabilitation Project has been drawn from FY2014 stormwater capital account.

Construction is anticipated for the winter of 2013-2014, which will require additional funding during the 2014 fiscal year that will exceed the funds available. A budget adjustment will be required to fund the construction of the project, and this adjustment will be requested once a rehabilitation option has been designed and a more accurate cost of the work is known. At this point, staff expects that an additional \$360,000 - \$380,000 will be requested for this project.

Requested Action

The rehabilitation of the dam, lake, and channel at the golf course is a project that was not anticipated and was not identified in the capital improvement plan. As this capital project will require significant public funds, City staff seeks the Commission's recommendation to the City Council in support of the concept improvements, as required by Missouri Revised Statutes Chapter 89.

A sample motion would be the following:

I move that the Commission recommend the (approval/disapproval/conditional approval) of the proposed improvements to the dam, detention pond, and lower channel at the Creve Coeur Golf Course, as recommended by the City's Parks and Recreation Committee, Stormwater Committee, and staff.

The Commission's options are to recommend approval, approval with conditions, or disapproval of the concept proposal.

Attachments: Photo Log of the dam breach
Exhibit 1: Overview of Detention Ponds at Creve Coeur Golf Course
Exhibit 2: Approximate Drainage Area for Golf Course Detention Ponds
Exhibit 3: Detail of Study Area and Current Issues
Design Alternatives Analysis Memorandum (highlighted for emphasis)
Parks and Recreation Committee Letter, dated September 27, 2013



Photo 1: The initial breach of the dam occurred along the side of the spillway. (The spillway wall is the closest of the concrete walls shown here.) The top foot of the detention pond drained out through the breach, which began at the bottom right corner of the photo. Note the grouted rock lining of the dam is shown collapsed into the breach. It was apparently hollow underneath and hid the issue from view.



Photo 2: A view of the dam and spillway during the repair of the first breach. Note that the lake was drained an additional foot to reduce flow through the breach and the additional erosion that would cause.

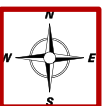
The second breach occurred immediately to the left of this repair.



Photo 3: On top of the dam, looking south from the cart path. The June 17 storm re-opened the breach in the dam and exposed a significant hole in the dam. Water is using this route as its path. The concrete channel (i.e. where the water should be flowing) begins at the right side of the photo, and the side wall shown is completely undermined. The hole shown here is more than six feet deep and extends back under the cart path.



Exhibit 2: Approximate Drainage Area for Golf Course Detention Ponds



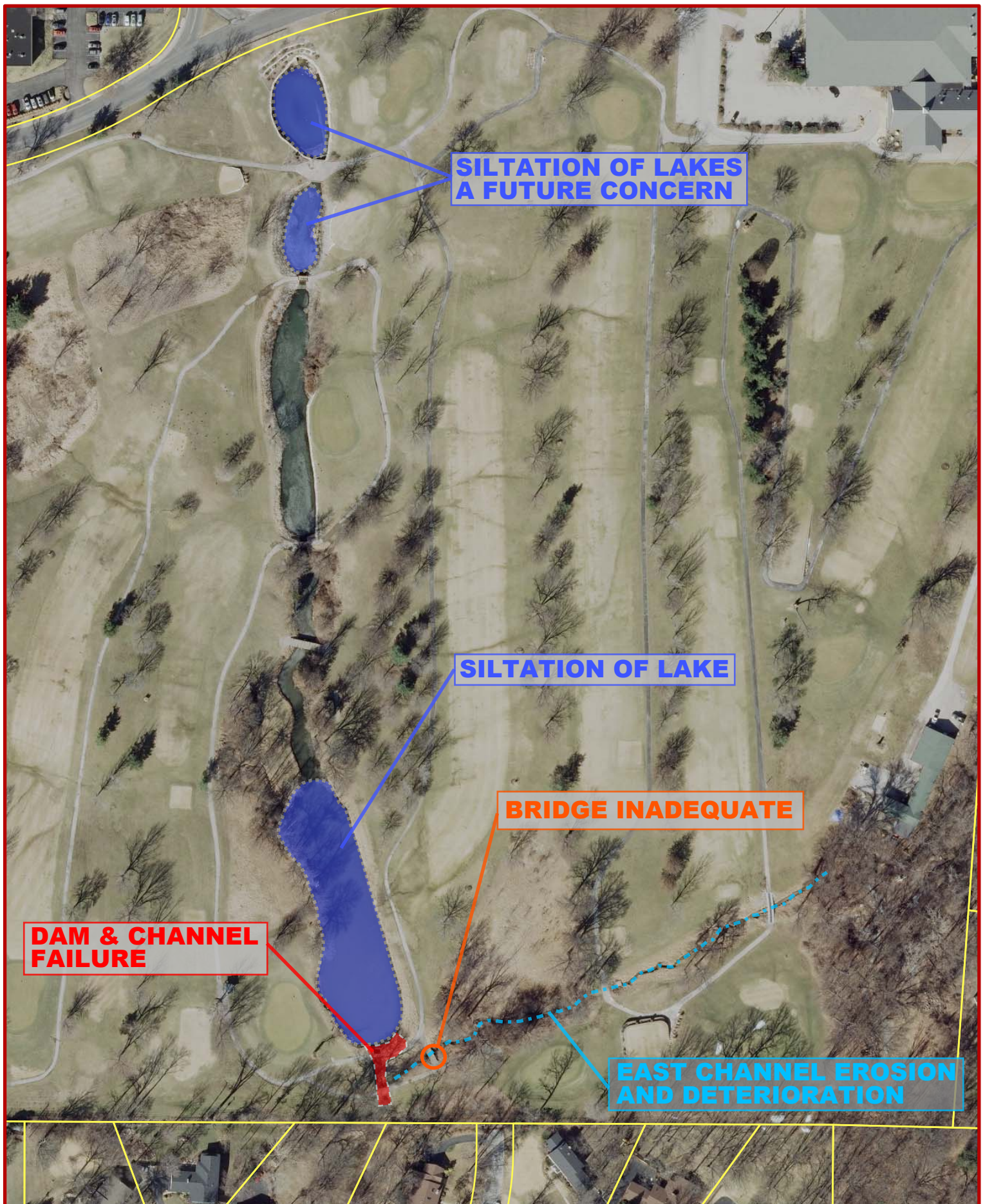


Exhibit 3: Detail of Study Area and Current Issues



Alternatives Analysis Summary Memorandum

To: City of Creve Coeur, Missouri
By: Mark Meyer, PE
Date: 09-25-2013
Re: Creve Coeur Dam and Channel

OBJECTIVE:

The objectives of the Alternatives Analysis are:

1. Identify the City's design goals and objectives for this project.
2. Identify Alternative Design Elements acceptable to the City to achieve design goals and objectives.
3. Provide concept images for each Alternative Design Element.
4. Provide opinion of probable construction cost for each Alternative Design Element.
5. Summarize Alternative Design Elements and costs to address each design component.

APPROACH:

Intuition & Logic's (I&L) approach to achieving the Alternatives Analysis is as follows:

1. Geotech site visit to assess dam and spillway for information during Alternatives Analysis Meeting.
2. I&L to develop preliminary Hydrologic and Hydraulic calculations for all ponds and east channel for use during Alternatives Analysis Meeting.
3. Hold Alternatives Analysis Meeting with City Officials and Design Team to discuss City goals, objectives and potential Alternative Design Elements.
4. Develop ideas identified at the Alternatives Meeting into design alternatives.
5. Develop opinions of probable construction costs for each Alternative Design Element.
6. Obtain concept photos illustrating the possible finished look of each Alternative Design Element.
7. Summarize the Alternatives and Costs in an Alternatives Analysis Summary Memorandum.

RESULTS:

Hydrology

The following table contains the flow rates and watershed information from the Hydrologic analysis. The final design elements will be designed to accommodate the appropriate storm events. Storm Events are designated by the flowrate in cubic feet per second (cfs) associated with the storm frequency (eg. 100 year, 24 hour storm (Q100)):

	Pond	East Channel
Drainage Area	114.9 Acres	71.8 Acres
CN	88	81
Tc	30.0 Min	17.4 Min
Q1 flowrate	144 cfs	76 cfs
Q2 flowrate	199 cfs	115 cfs
Q5 flowrate	218 cfs	128 cfs
Q10 flowrate	307 cfs	194 cfs
Q25 flowrate	450 cfs	305 cfs
Q50 flowrate	547 cfs	381 cfs
Q100 flowrate	585 cfs	411 cfs

*no design has been completed yet, flow rates are provisional and are intended to aid in development of order of magnitude cost estimates

The flow rates do not reflect flow attenuation or storage from the existing ponds.

Alternatives Analysis Meeting

An alternatives analysis meeting was held on September 4th, 2013 with the following City of Creve Coeur and design team members in attendance:

Jim Heines – City of Creve Coeur	Dennis Boll - Geotechnology
Matt Wohlberg – City of Creve Coeur	Tim Dean – I&L
Kirsten Barnes – City of Creve Coeur	Mark Meyer – I&L
Mark Perkins – City of Creve Coeur	Laura Barrett – SWT
Klaus-Dieter Rausch – SWT	

The meeting discussions were focused on three potential project areas:

1. Lower Pond, Dam and Lower Channel Area – this area includes the lower pond, dam, spillway, lower channel from the spillway to the 60" pipe culvert, the bridge across the existing spillway, the bridge across the east channel about 80 feet upstream of the confluence and the lower 80 feet of the east channel from the bridge to the confluence.

2. Upper Ponds Area – this area includes the 3 ponds north of the Lower Pond.
3. East Channel Area – this area includes the east channel from the bridge (80 ft upstream of the confluence) to the culvert outfall from residential neighborhood immediately east of the golf course.

The design goals and objectives were discussed for each of the three project areas and alternatives to meet the objectives were identified. A total of 19 design objectives and 33 Alternative Design Elements were identified for the 3 project areas.

17 potential Alternative Design Elements were identified to address 9 design objectives for the Lower Pond, Dam and Lower Channel Area. The following Tables contain the identified design objectives and Alternative Design Elements for the Lower Pond, Dam and Lower Channel Area:

LOWER POND, DAM AND LOWER CHANNEL AREA OBJECTIVES AND ALTERNATIVES													
Alternative	Design Objective	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
		Fix Dam Piping Issue	Improve Spillway Aesthetic	Improve Channel Aesthetic	Improve Pond Water Quality	Improve Flooding	Keep upper access for walkers	Keep mature trees on golf course	Address Algae Problem in Pond	Discourage Golfers from Entering Pond	Improving lower pond aesthetic	Removal of accumulated silt in ponds	Sustainable , low-maintenance-cost improvements
1. *Remove Existing Concrete Spillway		X	X								X		X
2. *Remove Existing Concrete Channel		X	X	X							X		X
3. *Remove Bridge over lower Channel				X									
4. *Natural Boulders Pond Outfall		X	X								X		X
5. *OPTION - Drop Structure and Pipe instead of Boulder Pond Outfall		X											X
6. *Rebuild Dam		X											
7. *Remove Bridge over East Channel						X							
8. *Boulder and Rock Lower Channel				X		X					X		X
9. *Flood Benching, Multi-Tier Lower Channel				X		X			X		X		
10. *Cart Path on Dam							X						
11. Replace Bridge over Channel				X									
12. Circulating Boulder Water Fall Pond Outfall					X				X		X		
13. Circulating Waterfall off East Side of #5 Green					X				X		X		
14. Bubbler System (solar with electric backup)					X				X		X		
15. Deep Pond Center (10'-15')					X				X		X	X	X
16. Wetland Shelves					X				X	X	X	X	X
17. Filter and Buffer Vegetation at Pond Edge					X				X	X	X		X
18. Boulder Pond Edge										X			
19. Boulder edge with drop area at #5 green										X			

* Combined in base approach

It is by LOGIC that we prove
but by INTUITION that we discover

6 potential Alternative Design Elements were identified to address 3 design objectives for the Upper Pond Area. The following Tables contain the identified design objectives and Alternative Design Elements for the Upper Ponds Area:

UPPER PONDS AREA OBJECTIVES AND ALTERNATIVES			
Alternative	Design Objective	1. Improve Water Quality In Ponds	2. Improve Aesthetics of Pond Edge
1. Dredge – 10'-15' deep center		X	X
2. Dredge – 6' depth		X	
3. HDS @ Olde Cabin Road		X	X
4. Remove rip-rap on Pond 2 & 3 w/ vegetation to water		X	X
5. Remove rip-rap on Pond 2 & 3 w/boulder edge			X
6. Meadow @ end of #6 fairway			X

10 potential Alternative Design Elements were identified to address 7 design objectives for the East Channel Area. The following Tables contain the identified design objectives and Alternative Design Elements for the East Channel Area:

EAST CHANNEL AREA OBJECTIVES AND ALTERNATIVES									
Alternative	Design Objective	1.	2.	3.	4.	5.	6.	7.	8.
		Low Vegetation at Approach to #3 Green	Low Vegetation in front of #4 Tee	Remove Invasive Species Along Channel	Fix Retaining Wall at #4 Tee	Improve Channel Crossing at #4 Tee	Replace Cart Path Along Channel	Replace #3 Bridge to Match Others	Improve Channel aesthetics
1. Boulder Edge Channel at #3		X	X						X
2. Boulder Edge Channel at #4		X		X					X
3. Restore Channel from #4 bridge to Lower Pond Project		X	X						X
4. Near #5 eliminate honey suckle and re-vegetate		X		X					X
5. Replace #4 retaining wall with MBW					X				X
6. Replace #4 retaining wall with Boulder Wall					X				X
7. Replace Culvert Crossing at #4						X			X
8. Replace cart path along Channel from #3 to #5							X		X
9. Replace bridge at #3 to match others								X	X
10. Circulating Boulder Water Fall Pond Outfall									X

Construction Cost Opinion

An order of magnitude opinion of probable construction cost was developed for each Alternative Design Element. Cost opinions are based on local bid tab databases and recent project experience for similar construction. The cost opinions are presented in 2013 dollars and intended for use in establishing budgeted ranges for potential future projects.

The first 10 lower pond Alternative Design Elements were combined as the base design. This base design will remove the existing dam, spillway, channel, short bridge over lower channel, and associated concrete on the east channel as well as remove the existing bridge over the east channel. The dam, spillway and lower channel will be replaced using a natural boulder look or a drop structure and pipe. The existing cart path over the spillway will also be replaced. This base option will address the current need to replace the degraded and leaking dam, spillway and lower concrete channel and restore cart access to the #5 green. The following tables provide the construction cost opinion for the base project and each Alternative Design Element:

DAM AND CHANNEL BASE PROJECT					
Area	Alternative	Unit	Quantity	Unit Cost	Sub Total
Lower Pond	Remove Existing Concrete Spillway	LUMP	1	\$1,000	\$ 1,000
Lower Pond	Remove Existing Concrete Channel	LUMP	1	\$10,000	\$ 10,000
Lower Pond	Remove Bridge over lower Channel	LUMP	1	\$1,000	\$ 1,000
Lower Pond	Remove Bridge over East Channel	LUMP	1	\$1,000	\$ 1,000
Lower Pond	Rebuild Dam Embankment	CY	800	\$50	\$ 40,000
Lower Pond	*Natural Boulders Pond Outfall	SF	500	\$50	\$ 25,000
Lower Pond	*OPTIONAL - Drop Structure and Pipe instead of Boulder Pond Outfall (these two options are treated as mutually exclusive)	Lump	1	\$40,000	\$ 40,000
Lower Pond	Boulder and Rock Lower Channel	LF	100	\$600	\$ 60,000
Lower Pond	Flood Benching, Multi-Tier Lower Channel	CY	800	\$35	\$ 28,000
Lower Pond	Cart Path on Dam	LF	200	\$50	\$ 10,000
Subtotal (drop structure option) =					\$ 196, 000
Subtotal (boulder outfall option) =					\$ 206,000

* Represents an either/or alternative item

The following table presents the remaining Alternative Design Elements (base project removed):

COST OPINIONS BY ALTERNATIVES					
Area	Alternative	Unit	Quantity	Unit Cost	Sub Total
Lower Pond	Replace Bridge over Channel	LF	30	\$ 1,000	\$ 30,000
Lower Pond	Circulating Boulder Water Fall Pond Outfall	LUMP	1	\$ 75,000	\$ 75,000
Lower Pond	Circulating Waterfall off East Side of #5 Green	LUMP	1	\$ 125,000	\$ 125,500
Lower Pond	Bubbler System (solar with electric backup)	LUMP	1	\$ 15,000	\$ 15,000
Lower Pond	Deep Pond Center (10'-15')	CY	1,300	\$ 100	\$ 130,000
Lower Pond	Wetland Shelves	SY	330	\$ 35	\$ 11,550
Lower Pond	Filter and Buffer Vegetation at Pond Edge	SY	1,450	\$ 10	\$ 14,500
Lower Pond	Boulder Pond Edge	SF	800	\$ 100	\$ 80,000
Lower Pond	Boulder edge with drop area at #5 green	LF	100	\$ 50	\$ 5,000
Upper Ponds	Dredge – 10'-15' deep center	CY	2,400	\$ 100	\$ 240,000
Upper Ponds	Dredge – 6' depth	CY	700	\$ 100	\$ 70,000
Upper Ponds	HDS @ Olde Cabin Road	LUMP	1	\$ 100,000	\$ 100,000
Upper Ponds	Remove rip-rap on Pond 2 & 3 w/ vegetation to water	SY	1,600	\$ 30	\$ 48,000
Upper Ponds	Remove rip-rap on Pond 2 & 3 w/boulder edge	SF	1,000	\$ 75	\$ 75,000
Upper Ponds	Meadow @ end of #6 fairway	SY	4,000	\$ 10	\$ 40,000
East Channel	*Boulder Edge Channel at #3	LF	130	\$ 300	\$ 39,000
East Channel	*Boulder Edge Channel at #4	LF	130	\$ 300	\$ 39,000

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COST OPINIONS BY ALTERNATIVES					
Area	Alternative	Unit	Quantity	Unit Cost	Sub Total
East Channel	*Restore Channel from #4 bridge to Lower Pond Project	LF	200	\$ 300	\$ 60,000
East Channel	*Near #5 eliminate honey suckle and re-vegetate	Acre	0.5	\$ 30,000	\$ 15,000
East Channel	*Replace #4 retaining wall with MBW	SF	900	\$ 25	\$ 22,500
East Channel	Replace #4 retaining wall with Boulder Wall	SF	900	\$ 50	\$ 45,000
East Channel	*Replace Culvert Crossing at #4	LUMP	1	\$ 10,000	\$ 10,000
East Channel	Replace cart path along Channel from #3 to #5	LF	500	\$ 50	\$ 25,000
East Channel	Replace bridge at #3 to match others	LF	40	\$ 1,000	\$ 40,000

Alternative Design Elements

The following pages present concept photos, data and cost information for each of the Alternative Design Elements.

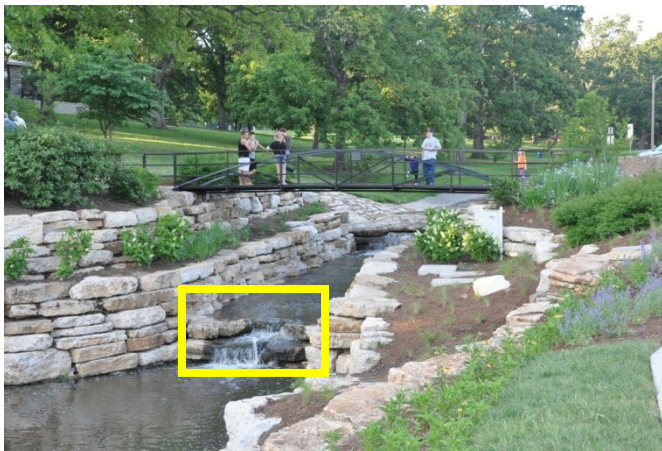
Alternative Design Element: Natural Boulders Pond Outfall.
(Estimated Cost - \$25,000)

Design Objective(s): Fix Dam Piping Issue, Improve Spillway Aesthetic

Area: Base Approach Item, Lower Pond

Description: The emergency spillway for the pond is constructed using natural boulders and ledge rock to create the cascading aesthetic of a waterfall during flow events.

Unit Cost: \$50 per square foot of boulder face. Unit cost includes excavation, grading, and boulder element construction.



Alternative Design Element: Drop Structure and Pipe Pond Outfall.
(Estimated Cost - \$40,000)

Design Objective(s): Fix Dam Piping Issue

Area: Alternative to Base Approach Item of “*Natural Boulders Pond Outfall*” - Lower Pond

Description: Stand pipe drop structure and pipe flow under the dam

Unit Cost: \$40,000 Lump



Alternative Design Element: Boulder and Rock Lower Channel.
(Estimated Cost - \$60,000)

Design Objective(s): Improve Flooding, Improve Channel Aesthetic

Area: Base Approach Item - Lower Pond

Description: The channel below the pond outfall is stabilized and restored with rock enhancements, improving stream channel stability and hydraulic function.

Unit Cost: \$600 per linear foot. Unit cost includes excavation, grading, rock structure construction and re-vegetation.



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Alternative Design Element: Flood Benching, Multi-tier lower channel (Estimated Cost - \$40,000)

Design Objective(s): Improve Flooding, Improve Channel Aesthetic

Area: Base Approach Item - Lower Pond

Description: Flood Benches are an alternative to a trapezoidal channel below the pond spillway. The flood benches are terraces constructed on both sides of the channel below the pond outfall adding hydraulic capacity and storage to the channel.

Unit Cost: \$35 per cubic yard of excavation. Unit cost includes excavation, grading, and re-vegetation. Unit cost does not include boulders (this cost is included in the channel cost)



Alternative Design Element: Cart Path on Dam. (Estimated Cost - \$10,000)

Design Objective(s): Maintain access to #5 Green for walkers, replace cart path along east channel

Area: Base Approach Item - Lower Pond, East Channel

Description: Remove and replace the existing cart path and base and replace it with a 4" compacted base and 4" thick 6' wide asphalt trail.

Unit Cost: \$50.00 per linear foot



Alternative Design Element: Circulating Boulder Waterfall Pond Outfall. (Estimated Cost - \$75,000; representing an additional \$50,000 of cost when compared to the estimated cost of the “*Natural Boulders Pond Outfall*”)

Design Objective(s): Improves Spillway Aesthetic, Improves Channel Aesthetic, Improve Pond Water Quality, Address Algae Problem in Pond

Area: Alternative Item to Base Approach Item of “*Natural Boulders Pond Outfall*” - Lower Pond

Description: A pond water pump system is added to the boulder spillway and channel to create a steady flow of water re-circulated across the spillway, creating a persistent cascading aesthetic of a waterfall. This Alternative Design Element increases aesthetics of the spillway and channel while also improving water quality by pumping the newly oxygenated water back into the pond. The waterfall is not as effective as a bubbler system at oxygenating the pond.

Unit Cost: Lump sum - \$75,000



It is by LOGIC that we prove
but by INTUITION that we discover

Alternative Design Element: Circulating Waterfall off east side of the #5 Green. (Estimated Cost - \$125,000)

Design Objective(s): Improve Pond Water Quality, Address Algae Problem in Pond

Area: Optional Additional Item - Lower Pond

Description: Natural ledge rock and boulders are used to create a waterfall east of the 5th green, by using the rocks and boulders to establish a persistent upper pool of water into which water is constantly pumped from the lower pond, creating a waterfall. This Alternative Design Element has the benefit of increasing water circulation within the lower pond, thereby increasing oxygen levels and maintaining a more consistent water temperature throughout the full depth of the water. The waterfall is not as effective as a bubbler system at oxygenating the pond.

Unit Cost: Lump sum - \$125,000



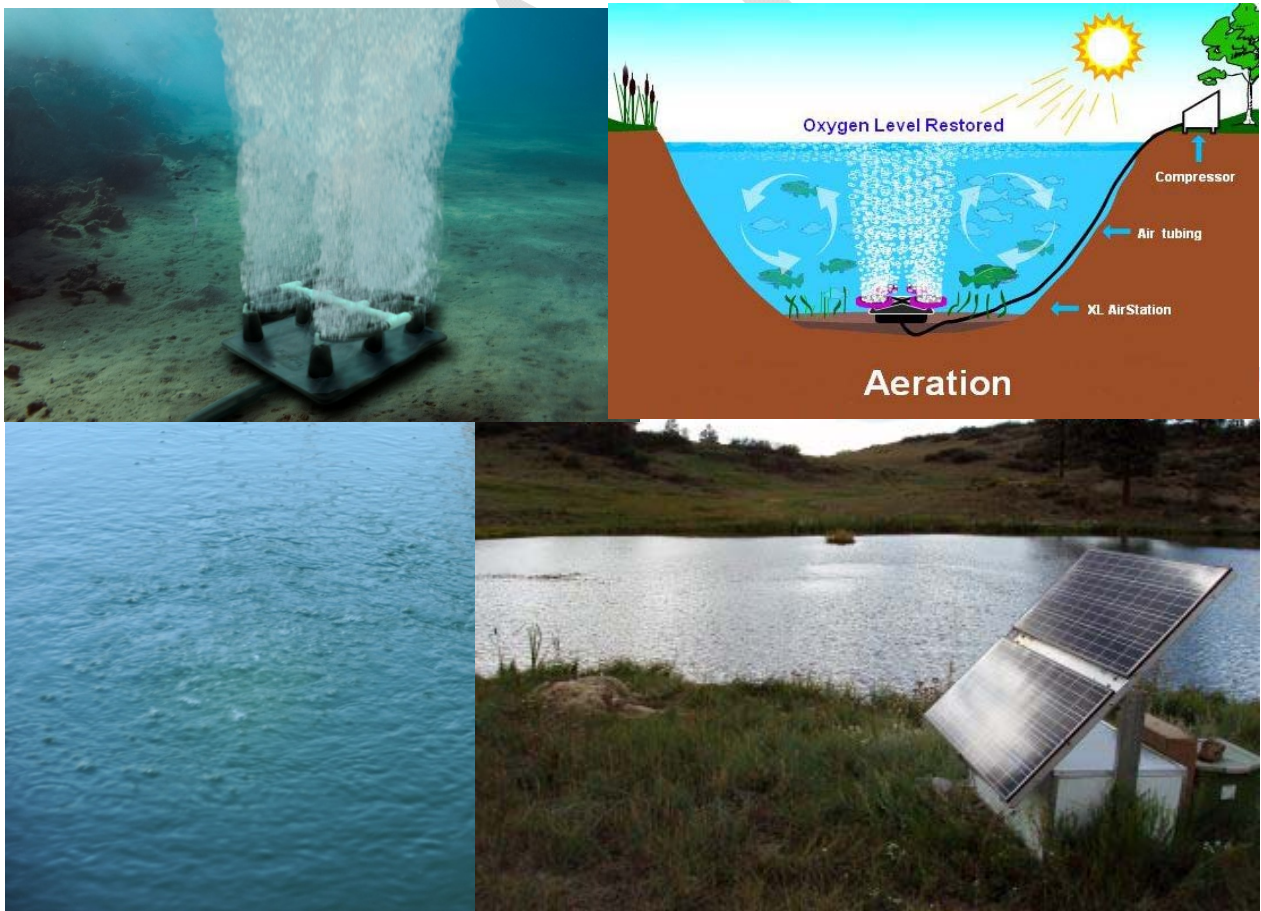
Alternative Design Element: Bubbler system [solar powered with electric back-up]. (Estimated Cost - \$15,000)

Design Objective(s): Improve Pond Water Quality, Address Algae Problem in Pond

Area: Optional Additional Item - Lower Pond

Description: A forced air system, utilizing a solar-powered pump with electrical back-up is used to provide aeration and water circulation within the pond. This Alternative Design Element has the benefit of increasing water circulation within the lower pond, thereby increasing oxygen levels and maintaining a more consistent water temperature throughout the full depth of the water. The bubbler system is the most effective method to oxygenate the pond water.

Unit Cost: Lump sum - \$15,000 includes Air compressor, solar power supply, hosing, diffuser, electrical connection and installation.



Alternative Design Element: Deep pond center (dredging to a depth of 6' or 10-15').

(Estimated Cost - \$370,000 for all three ponds)

Design Objective(s): Improve Pond Water Quality, Address Algae Problem in Pond

Area: Optional Additional Item - Lower Pond and Upper Ponds

Description: The pond bathymetry is increased through dredging excess sediments from the pond bed. Increases the depth of the pond, increasing total water volume, improving water temperatures, providing thermal refugia for desired fish species, and removes portions of the pond bed from the photic zone preventing nuisance vegetation and algae from directly accessing the excess nutrients available within while allowing naturally, occurring beneficial aerobic and anaerobic bacteria to complete the natural nutrient fixation process with direct competition from algae.

Unit Cost: \$100 per cubic yard includes dredging of pond bed and offsite disposal of spoils.



Alternative Design Element: Filter and Buffer Vegetation at Pond Edge/ Wetland Shelves. (Estimated Cost - \$26,000)

Design Objective(s): Improve Pond Water Quality, Address Algae Problem in Pond, Discourage Golfers from Entering Pond

Area: Optional Additional Item - Lower Pond

Description: A buffer strip of vegetation is established along the shore of the pond, within which aesthetically pleasing plantings of vegetation are established. Serving to trap and treat incoming nutrients and sediments before they enter they are able to enter the pond and become available for use by nuisance algae and aquatic plants, while serving to create a distinct boundary around the ponds shoreline and barrier to entry into the pond.

Unit Cost: \$10 per square yard; includes grubbing the area of existing vegetation, preparing the planting surface and planting plugs and establishing seed.



Alternative Design Element: Boulder Pond Edge and Boulder Pond Edge with drop area at #5 Green. (Estimated Cost - \$5,000)

Design Objective(s): Discourage Golfers from Entering Pond

Area: Upper ponds and Lower Pond

Description: A two foot drop to the water surface is created by lining the pond edge with natural boulders and ledge rock. Creating a vertical barrier to pond entry.

Unit Cost: \$50 per linear foot of face; includes excavation, grading and boulder pond edge construction.



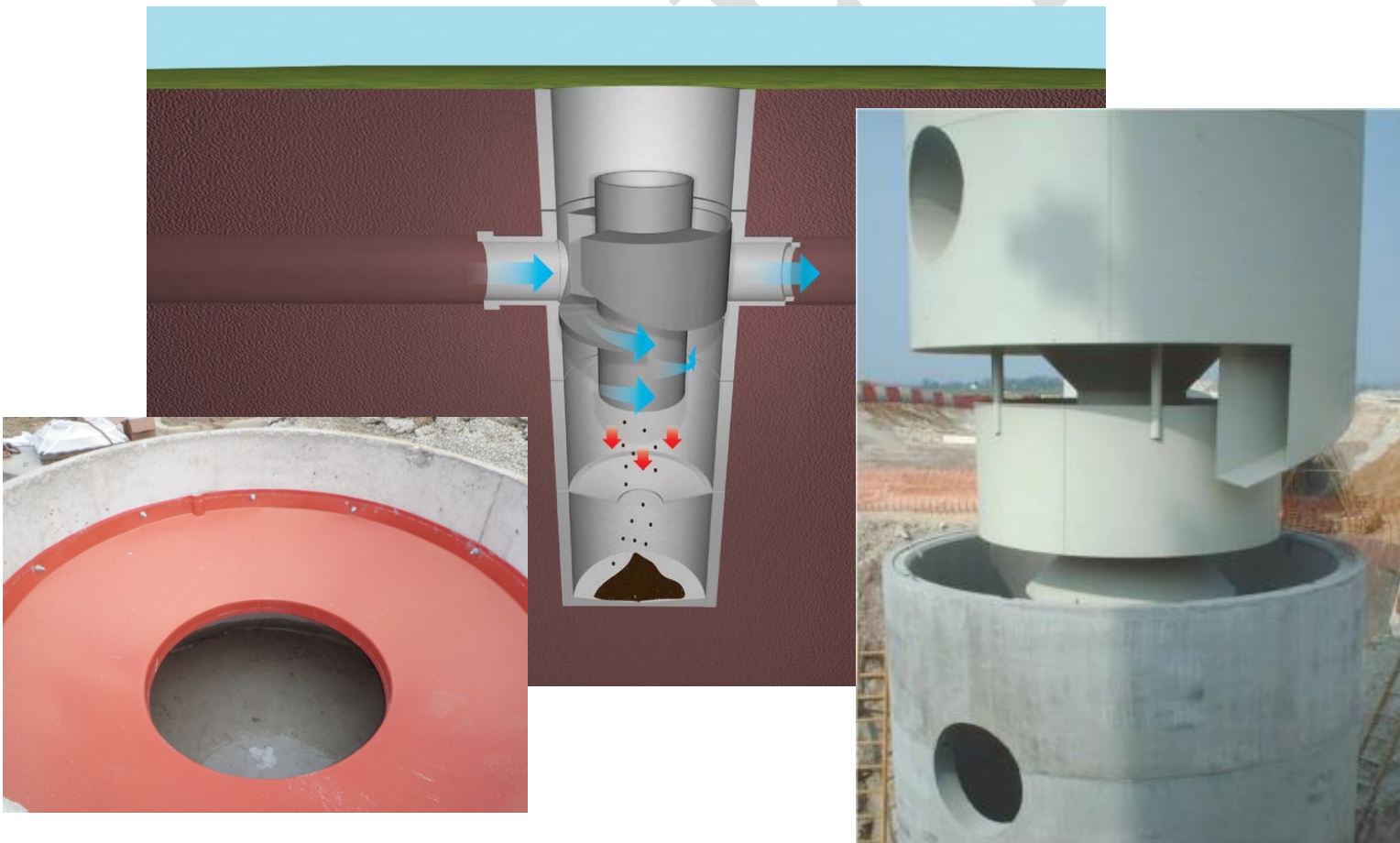
Alternative Design Element: Hydro-Dynamic Separator Unit.
(Estimated Cost - \$100,000)

Design Objective(s): Improve Water Quality in Ponds

Area: Optional Additional Item - Upper Ponds and Lower Pond

Description: A series of pre-cast concrete structures is used to create a swirling vortex of water, which in combination with a sump creates a sediment and pollutant trap in which pollutants with low-densities (oil byproducts and suspended organics) are collected in the upper chamber while sediments are trapped within the sump.

Unit Cost: \$100,000 Lump Sum, includes the necessary HDS units, fittings, piping, excavation, installation and grading.



Alternative Design Element: Remove Rip-Rap, replace with vegetation to pond edge. (Estimated Cost - \$48,000)

Design Objective(s): Improve Aesthetics of Pond Edge

Area: Optional Additional Item - Upper Ponds

Description: Rip-rap is removed from the shore lines of the upper ponds and replaced with a vegetated edge.

Unit Cost: \$30 per square yard; includes removal and disposal of rip-rap, grading and planting of vegetation.



Alternative Design Element: Remove Rip-Rap, replace with boulder edge. (Estimated Cost - \$75,000 representing an additional \$27,000 of cost when compared to the estimated cost of the “*Natural Boulders Pond Outfall*”)

Design Objective(s): Improve Aesthetics of Pond Edge

Area: Optional Additional Item - Upper Ponds

Description: Rip-rap is removed from the shore lines of the upper ponds and replaced with a boulder pond edge.

Unit Cost: \$75 per square foot of face; includes removal and disposal of rip-rap, grading and construction of boulder edge.



Alternative Design Element: Meadow at end of #6 Fairway.
(Estimated Cost - \$40,000)

Design Objective(s): Improve Aesthetics of Pond Edge, Address Wet Area at end of #6 Fairway

Area: Optional Additional Item - Upper Ponds

Description: The existing wet area / seep is planted with a host of site appropriate grass and forb species with a mowed edge.

Unit Cost: \$10 per square yard; includes grading, planting area preparation and planting of containerized, plug and seed.



Alternative Design Element: Boulder Edge Channel at #3 and #4.
(Estimated Cost - \$78,000)

Design Objective(s): Low Vegetation at #3 and #4

Area: Optional Additional Item - East Channel

Description: The east channel is restored and stabilized using a boulder edge channel.

Unit Cost: \$300 per linear foot; includes excavation grading, and planting of containerized, plug and seed.



Alternative Design Element: Restore Channel from #4 Bridge to Lower Pond. (Estimated Cost - \$60,000)

Design Objective(s): Remove Invasive Species Along Channel

Area: Optional Additional Item - East Channel

Description: The channel between the #4 fairway bridge and the lower pond is restored with invasive vegetation removed.

Unit Cost: \$300 per linear foot; includes excavation grading, and planting of containerized, plug and seed.



Alternative Design Element: Replace #4 Retaining Wall with Modular Block Retaining Wall. (Estimated Cost - \$22,500)

Design Objective(s): Fix Retaining Wall at #4

Area: Optional Additional Item - East Channel

Description: The retaining wall at the #4 tee box is replaced with a modular block retaining wall.

Unit Cost: \$25 per square foot; includes removal and disposal of existing retaining wall grading, and construction of new retaining wall.



Alternative Design Element: Replace #4 Retaining Wall with Boulder Retaining Wall. (Estimated Cost - \$45,000 representing an additional \$20,000 of cost when compared to the estimated cost of the “*Retaining Wall with Modular Block Retaining Wall*”)

Design Objective(s): Fix Retaining Wall at #4

Area: Optional Additional Item - East Channel

Description: The retaining wall at the #4 tee box is replaced with a boulder wall.

Unit Cost: \$50 per square foot; includes removal and disposal of existing retaining wall grading, and construction of new retaining wall.



Kevin J. Rejent
11540 Sandhurst Dr.
Creve Coeur, MO 63141

September 27, 2013

Creve Coeur City Council
The Honorable Barry Glantz, Chair
300 North New Ballas Road
Creve Coeur, MO 63141

**Re: Joint Stormwater Committee and Parks and Recreation Committee Golf Course
Dam Repair Meetings**

Dear Esteemed Public Servants,

On September 11, 2013, and September 25, 2013, members of the Stormwater and Parks and Recreation Committees met jointly to address the challenges posed by the failure to the dam on the south end of the golf course. With a quorum of both committees present, we unanimously voted to recommend the following repairs and preventative measures:

- **Dam and Channel Repair**
 - Remove existing concrete spillway
 - Remove existing concrete channel
 - Remove bridge over lower channel
 - Remove bridge over east channel
 - Rebuild dam embankments
 - Install natural boulders pond outfall
 - Install boulder and rock in the lower channel
 - Install flood benching
 - Replace cart path on dam
- **Lower Pond Preventative Measures**
 - Install a bubbler system (solar power with electric backup)
 - Deepen the pond center
 - Install wetland shelves
 - Filter and buffer vegetation at the pond's edge
 - Boulder the pond edge
 - Boulder the edge of the drop area at the #5 green.

While we believe future work will be required to ensure the viability of the upper pond as an effective water retention tool, we agreed that it should be considered as a separate project in the

future so as not to distract from the immediately required repair work on the lower pond, channel, and dam.

While I am certain the City staff involved in the process can provide more and better information than I regarding the necessary work, I am certainly happy to provide whatever information I can should you request it.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Rejent", written in a cursive style.

Kevin J. Rejent
Chair - Parks and Recreation Committee