

Table of Contents

Agenda	2
Draft Minutes from the Meeting of August 19, 2013	
Draft Minutes from the Meeting of August 19, 2013.	5
CONTINUANCE REQUESTED	
Staff Report	16
Applicant's Materials dated July 11th	29
Draft Ordinance	38
Public Comment	42
Staff Report from April 1st Meeting	56
Public Hearing Transcript from April 1, 2013	71
Traffic Engineers Report from March 18th	109
CONTINUANCE REQUESTED	
Staff Report	125
Applicant's Materials submitted May 17 2013.	137
Applicant's Landscap/Site Plan submitted July 22, 2013	149
PUBLIC HEARING CONTINUANCE REQUESTED	
Applicant's Continuance Request.	150
Staff Report	151
Applicant's Submittal	157
Current Master Sign Plan Ordinance #5169	162
Current Master Sign Plan Exhibit	164
PUBLIC HEARING CONTINUANCE REQUESTED	
Applicant's Request for Continuance	248
Staff Report	249
Applicant's Exhibits	263
Application #13-032: Approval of the preliminary plat for the minor subdivision of 815 N. Mason Road.	
Staff Report	272
Applicant's Preliminary Plat.	278
Public Comment	279
Application #13-033: Approval of a minor Site Development plan for Community Center improvements at Covenant Theological Seminary	
Staff Report	280
Applicant's Materials	287
Lighting Photometric Plan.	307
Application #13-034: Approval of a fence along the street right- of-way for the westside of the campus of Mercy Medical Center.	
Staff Report	308
Applicant's Materials	315



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
TUESDAY, SEPTEMBER 3, 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. ANNOUNCEMENTS

- A.** The public hearing for Application #13-030, a request for approval of an amendment to the Creve Coeur Racquet Club conditional use permit to allow the installation of two platform tennis courts, will be held on Monday, September 16, 2013. An advertisement was placed in the St. Louis Countian newspaper stating that the hearing would be held on September 3rd.

3. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

4. APPROVAL OF MINUTES

- A. Draft Minutes from the meeting of August 19, 2013.**

5. 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.

6. UNFINISHED BUSINESS

A. CONTINUANCE REQUESTED

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. CONTINUANCE REQUESTED

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

Property Owner: Gil Bashani
9974 Old Olive Street Road
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

D. 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

7. NEW BUSINESS

A. Application #13-032: Approval of the preliminary plat for the minor subdivision of 815 N. Mason Road.

Applicant/Agent: Dale Bax
Bax Engineering Company
221 Point West Boulevard
St. Charles, MO 63301

Property Owner: William A. Aldrich Trust
815 North Mason Road
Creve Coeur, MO 63141

B. Application #13-033: Approval of a minor Site Development plan for Community Center improvements at Covenant Theological Seminary

Applicant/Agent: Wei-Min Hung
Trivers Associates
100 N. Broadway, Suite 1800
St. Louis, MO 63102

Property Owner: Covenant Theological Seminary
12330 Conway Road
Creve Coeur, MO 63141

C. Application #13-034: Approval of a fence along the street right-of-way for the west side of the campus of Mercy Medical Center.

Applicant/Agent: Cody Bell
Mercy
615S. New Ballas Road
Creve Coeur, MO 63141

8. WORK AGENDA

9. OTHER BUSINESS

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

10. ADJOURNMENT

Posted: _____
Julie Lowery
Planning Division Assistant



**CITY OF CREVE COEUR - MINUTES
PLANNING AND ZONING COMMISSION MEETING
MONDAY, AUGUST 19, 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, August 19, 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*
 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

The Koman Group representative asked if Item B could go before Item A, the Commission agreed.

3. APPROVAL OF MINUTES

Draft Minutes of August 5, 2013

Mr. Howard moved approval of the draft minutes, which carried unanimously.

4. PUBLIC COMMENT

None

5. UNFINISHED BUSINESS

None

6. NEW BUSINESS

A. PUBLIC HEARING

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. Garrick Hamilton, 6 CityPlace Drive, said after review of the staff report they would like to postpone any significant discussion until the first meeting in September. Mr. Hamilton said he would still like to present a preliminary presentation of the project as he is seeking guidance from the Commission on several areas, including building façade, pedestrian scale along the north frontage, the green-line park concept, and tree preservation provisions of the CDD Ordinance.

Ms. Megan Ridgeway, Arcturis Architects, 720 Olive Street, gave a high level overview of the project. Ms. Ridgeway showed a drawing of the site and pointed out where the streets are in correlation to the proposed orientation of the building. Ms. Ridgeway pointed out some key features of the project including, the setback being further than normally allowed but approvable under the recently amended CDD regulations, the project meets the bulk standards, there is landscaping over entire site, and there is a buffered sidewalk. Ms. Ridgeway explained there are 19 existing trees on-site, which will be removed and replaced with 58 trees, giving a 20% increase in total caliper inches. Ms. Ridgeway showed where the loading dock is being proposed, facing Olive Boulevard, and explained the landscaping and fencing that will be used to screen the view, as well as some architectural elements. Ms. Ridgeway also explained the access along Olive Boulevard would be a right turn in, and a right turn out, and full access on CityPlace Drive. Ms. Ridgeway showed elevations as seen from Olive Boulevard. The illustrations showed arched entries, decorative glazing above the doors, an entry canopy/trellis system and a wood and steel trellis system over the loading dock. Ms. Ridgeway showed the west elevation as seen from CityPlace Drive and the illustrations showed brick wrapped around all sides, wall sconces up and down the wall, and wood enclosure of the egress stairwell. The drawings Ms. Ridgeway showed of the north side of the building showed red brick and wall sconces, and from the east side of the building heavy landscaping. Lastly, Ms. Ridgeway showed the existing trees along CityPlace Drive and showed how they were not in good health and not mature. Ms. Ridgeway explained they will be keeping several of the existing trees but replacing most of them with better trees.

Mr. Rovak asked about preservation of the trees and said he would like to know what alternates were explored when designing the turning movements for the loading dock. Ms. Ridgeway said of the 19 trees that are onsite, eight are larger than seven inches and of those the largest is 15 inches. Ms. Ridgeway said they do have those caliper sizes indicated on the tree removal and replacement plan. In response to the inquiry about site orientations, Ms. Ridgeway showed some diagrams capturing some of the studies that were considered. Ms. Ridgeway explained the other orientations and concepts they explored did not work due to not meeting the parking requirements, the back of the proposed building facing CityPlace, which was not ideal, and big trucks having to maneuver on CityPlace Drive.

There was some discussion around different concepts being combined to make the site work the way the Commission would like to see, and Ms. Ridgeway said that maneuvering is still an issue.

Chair Madden said in the past there have been studies done at sites where it has been found not as much parking was needed; could this be true for this applicant? Mr. Langdon replied it is true with multi-tenant spaces, but not true with single tenants, as in this applicant. Mr. Langdon explained parking spots are four per one thousand square feet of building. Chair Madden also asked if the majority of the deliveries took place in the morning, before opening hours. Mr. Mark Rubin of The Koman Group, 6 CityPlace Drive, said the delivery times range from early in the morning to some box truck deliveries during the day. Chair Madden asked if the 18-wheelers are early in the morning. Mr. Rubin said that yes, which was their understanding.

Mr. Rovak asked if there was a significant grade offset from the rear of the site. Mr. Eric Morff, 401 South 18th Street, the civil engineer for the project, said yes there is a grade drop in the back from the back of the building, maybe 10 or 15 feet down to CityPlace Drive. Mr. Pullium asked if a lower level loading dock had been considered. Mr. Morff said typically loading docks are set about 48 inches below finished floor, so 15 feet would be a lot to make up to have a loading dock that much lower and then get everything up. Mr. Pullium asked if elevators were feasible, and Mr. Morff said they were not.

Mr. Howard asked if the building was moved forward, toward the normal maximum setback, would that remove the building from the localized grade drop-off and allow access? Mr. Morff said the reason the building is pushed to the back is so it can function as a building and retaining wall.

Mr. Howard asked was there was any consideration to enclosing the loading dock? Mr. Rubin replied the loading dock is a work-in-progress and that they have reached out to staff to continue to work through this element.

Mr. Paul Langdon, Director Community Development, said he wanted to make sure that the perimeter landscape is discussed. Mr. Langdon asked the Commission to provide some guidance so the applicant knows what they are aiming for. A key issue, Mr. Langdon pointed out, is storm water retention, and how it should have an aesthetic value since it is right up on the right-of-way in both cases. Mr. Langdon would like to see the landscape more meaningful since it is along Olive Boulevard, and with the green line park there are many ways to achieve that. Mr. Langdon also stated that this is a key property and it is a location where a little more thought has to be used to find the right solution. Mr. Langdon reminded the Commission, with the text amendment approval of this site, any setback at anyplace on the site can be considered.

There was some more discussion around the loading dock and its orientation, as well as more discussion around landscaping and green line park concepts.

Mr. Robert Kent, 13084 Ferntrails Lane, showed some pictures of the current landscape on Olive Boulevard at this site. Mr. Kent also got some opinions from other architects on where to put the loading dock, and his consultants shared the opinion it could be on either side of the

building or oriented to the back of the building. Lastly, Mr. Kent said a gas station used to be on this site and he hopes all the tanks were removed and the soil is not contaminated.

Mr. David Caldwell, 257 Brooktrail Court, complimented staff on the staff report. Mr. Caldwell said this project is far off the mark of what the Comprehensive Plan calls for and Koman is not trying hard enough.

Mr. Richard Mock, 232 Eugenia, commented about the loading dock, saying he does not see how a 53-foot semi-trailer is going to back into the proposed location.

Mr. Lumley recommended the Public Hearing be continued due to substantial changes being made to the project.

There being no further comments, City Attorney, Mr. Carl Lumley, presented the exhibits for the record.

Mr. Hamilton said Koman did receive a letter from the Missouri Department of Natural Resources stating that the site has been cleaned. Mr. Hamilton also said they will be working with staff to address the issues identified.

Mr. Faron motioned to continue the Public Hearing for Application #13-019 to the meeting of September 3, 2013, to allow the applicant time to address the concerns of the members of the Planning Commission and staff. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Rovak – aye

Mr. Howard – aye

Mr. Faron – aye

Mr. Pullium – aye

Chair - aye

B. PUBLIC HEARING

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 CityPlace Drive
Creve Coeur, MO 63141

Mr. Garrick Hamilton, 6 CityPlace Drive, said they will be seeking a continuance for this as well. Mr. Hamilton said this amendment includes CityPlace 2, the mural sign by Creve Coeur Camera, The Fresh Market, and entry signage for Fresh Market/additional tenants.

Mr. Faron asked if The Fresh Market will be the prominent tenant on the ground monument sign, but also include other tenants that are in the back of the campus. Mr. Hamilton said that is correct.

Mr. Paul Langdon, Director Community Development, said he agrees with Mr. Hamilton, but added that the ground sign could be an interesting design, something outside of the ordinary.

Mr. Lumley recommended the Public Hearing be continued due to substantial changes being made to the project.

There being no further comments, City Attorney, Mr. Carl Lumley, presented the exhibits for the record.

Mr. Faron motioned to continue the Public Hearing for and 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 purpose of the Zoning Code. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Mr. Rovak – aye

Mr. Faron - aye
Chair - aye

Mr. Howard – aye

C. PUBLIC HEARING

Application #13-027: Approval of a conditional use permit for Sacred Sword Aikikai martial arts instruction studio at 12392 Olive Boulevard, within Westgate Centre.

Applicant/Agent: Christine Cole
Sacred Sword Aikikai/White Lotus Tea
9010 Pallardy Lane
St. Louis, MO 63114

Property Owner: Solon Gershman Inc.
7 N. Bemiston
Clayton, MO 63105

Ms. Christine Cole, 9010 Pallardy Lane, stated she is seeking approval for a martial arts studio and a retail store selling high end/high grade teas and scented oils. Ms. Cole said the retail store hours would be 10am-6pm. Ms. Cole explained the services offered and said she believes this is unique to the area and is not in direct competition with any other similar businesses in the area.

Ms. Whitney Kelly, City Planner, said that staff has nothing to add and no concerns.

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. Rovak motioned to recommend approval of Application #13-027 for a conditional use permit for a martial arts instruction studio, located at 12392 Olive Boulevard within Westgate Centre, subject to the conditions contained in the draft ordinance attached to the staff report prepared for the meeting of August 19, 2013. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Pullium - aye
Mr. Rovak – aye

Mr. Faron – aye
Chair - aye

Mr. Howard – aye

D. PUBLIC HEARING

Application #13-028: Approval of the conditional use permit for Wildsmoke Restaurant at 12316 Olive Boulevard within Westgate Centre.

Applicant/Agent: Andrew Kohn
VCH LLC DBA Wildsmoke
21 Westwood Country Club
St. Louis, MO 63131

Property Owner: Solon Gershman Inc.
7 N. Bemiston
Clayton, MO 63105

Mr. Andy Kohn, 21 Westwood Country Club, said he was asking for approval of an alteration to the former Culpepper's location. Mr. Kohn said he would like to open a restaurant that specializes in smoked meats. Mr. Kohn said the restaurant would be fast casual, not full service, and would have a bar. Mr. Kohn explained that the seating would be reduced but there would be no changes made to the exterior of the building. He also explained that they wished to locate two electric smokers in the service alley behind the restaurant, out of view from the public.

Mr. Faron asked for clarification of where the smokers would be located. Mr. Carl Uhlig, 925 Oakmoor, Uhlig Architects, said the smokers would be in the back of the building and screened from Olive Boulevard. Mr. Faron asked if the proposed spot for the smokers were where the dumpster currently exists. Mr. Kohn said it was, however they will be moving the dumpsters to the end of the alley.

Mr. Rovak asked if any of the businesses in the same plaza had any concerns. Mr. Kohn said La Bonne Bouchee did not have any concerns, and actually would like to sell Mr. Kohn bread to serve with his meals.

Ms. Whitney Kelly, City Planner, said staff does not see any issues with this site and noted the draft ordinance does include the repeal of the prior ordinance for this tenant space, as well as an additional tenant business that appears to be abandoned.

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. Faron motioned to recommend approval of Application #13-028 for a Conditional Use Permit for Wildsmoke restaurant located at 12316 Olive Boulevard, subject to the conditions contained in the draft ordinance attached to the staff report prepared for the meeting of August 19, 2013. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Rovak – aye

Mr. Howard – aye

Mr. Faron – aye

Mr. Pullium – aye

Chair - aye

E. PUBLIC HEARING

Application #13-031: Approval of a Conditional Use Permit for Crossroads Presbyterian Fellowship Church at 11118 Olive Boulevard.

Applicant/Agent: Daniel Song
Crossroads Presbyterian Fellowship
2640 Oakview Terrace
Maplewood, MO 63143

Applicant's Representative: Clinton Enyeart
8240 Swarthmore St.
Saint Louis, MO 63130

Mr. Daniel Song, 2640 Oakview Terrace, Pastor for the church, said they have 100 members, are made up of a mixture of Asian American and Caucasian ethnicities, and that they have many ages that attend. Mr. Song also shared some stories of the charitable work the members partake in.

Mr. Clinton Enyeart, 8240 Swarthmore Street, showed a drawing of the site and explained the existing conditions. Mr. Enyeart also explained what needs replacing in the interior and on the exterior of the building. Mr. Enyeart said there will be a new landscape area along Olive Boulevard and other areas on the property, new stairs, and they will be enlarging the canopy on the south entry. In the interior, Mr. Enyeart said they will be gutting the entire building and installing new bathrooms. The basement will remain intact and used as a storage area. Mr. Enyeart explained in detail the modifications that will be taking place on the exterior of the building. Mr. Enyeart asked for some clarification on the easements being requested by staff. He also stated that he would like to propose that the irrigation be done manually, by volunteers of the church, that they would like to remove the stipulation that they have to underground their utilities and maintain the existing, and that they would like the alterations clause clarified. Lastly, Mr. Enyeart said the building has been vacant for the last 10 years.

Mr. Paul Langdon, Director Community Development, said the alterations clause is in regards to significant changes in use or expansion of the building; any simple alterations or modifications would just be subject to our building code guidelines, if applicable. In regards to the underground utilities, Mr. Langdon showed a picture of what is existing and said when a site is refurbished or redeveloped within its pre-existing condition, undergrounding is not required, however when a rehab and change of use occurs the City does expect the site to be brought up to current requirements if possible. Mr. Langdon said he is open to modifying the undergrounding condition to allow an extended length of time to get that task completed. Mr. Faron asked what the purpose of the undergrounding utilities was, and Mr. Langdon said it was primarily a visual clutter issue and it is a requirement in the Zoning Code. In regards to the landscape, Mr. Langdon said manual systems have been allowed, on a limited basis and based upon specific site issues, in the past.

Chair Madden suggested giving the applicant two years to get the utilities underground, and Mr. Enyeart said he would have to talk to the Pastor. He said, under current estimates, undergrounding the utilities would potentially put them over budget making the project not

feasible. Chair Madden also asked if two years would be long enough to get the irrigation system installed as well, Mr. Enyeart said they would really like to pursue the manual option with the caveat that if they are unable to maintain the site then they would be required to install an irrigation system. Mr. Langdon said that, given the limited amount of landscaping, it would be okay, however if the applicant does not perform maintenance properly and landscaping starts to die or become unsightly, they will be subject to violations and will be required to install the irrigation system.

Mr. Rovak asked if the cross-access easement requirement is just for the easement or is it requiring that they construct the connection. Mr. Langdon said the condition of approval just speaks to the easement itself.

Mr. Daniel Sims, 11100 Olive Boulevard, said he wants to be a good neighbor and support this project as best he can. Mr. Sims said he does want the access.

Chair Madden clarified the applicant will be manually irrigating the landscape on the property, and they will be given 30 months to get the utilities underground.

Mr. Leo Hsu, 908 Bellerive Manor, said they are getting close on budget, so some of these requirements are making this project potentially not feasible.

Mr. Ken Rohan, 11333 Clarissa Drive, adjoins the property on the south end. Mr. Rohan spoke in favor of the project as long as the fence along their shared property line is installed. The applicant assured the Commission that it would be. Mr. Langdon pointed out that the church can always request an amendment to the CUP at the end of the 30 months to give them more time to underground the utilities or to remove the requirement entirely.

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 Application #13-031 for a Conditional Use Permit for Crossroads Presbyterian Fellowship located at 11118 Olive Boulevard, subject to the conditions contained in the draft ordinance attached to the staff report prepared for the meeting of August 19, 2013, with the further stipulations that the applicant be allowed 30 months to complete Section 2, item 6, regarding undergrounding of the utilities, and that item 8 be eliminated and replaced with them being able to manually irrigate their landscaping. Mr. Faron seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Mr. Rovak – aye

Mr. Faron – aye
Chair - aye

Mr. Howard – aye

F. PUBLIC HEARING

Application #13-036: Approval of an amendment to the conditional use permit for The Post II Sports Bar and Grill at 763 Old Ballas Road for a 758 sq. ft. addition to the building.

Applicant/Agent: Adrian Glass

The Post II Sports Bar and Grill
763 Old Ballas Road
Creve Coeur, MO 63141

Property Owner: Old Ballas Place Investors, LLC
1045 South Mills Rd, Suite 1
Town & Country, MO 63017

Mr. Adrian Glass, 763 Old Ballas Road, said he is asking to amend the conditional use permit to allow for a 758 sq. ft. addition. Mr. Glass said the addition is proposed on the south side of the building in the “tuck-under” parking area and they will lose three parking spaces. Mr. Glass explained the reason for the addition is to allow for more storage space, since business has been good and they have found themselves several times running out of supplies and with additional storage space they can order more product.

Mr. Faron asked if it is an EIFS system that is currently running above the columns. Mr. Chris Nieburg, Blackline Design and Construction, the general contractor, said yes it was an EIFS system and that they will continue with that same concept for the addition.

Mr. Whitney Kelly, City Planner, said the tenant has excess parking and staff does not find any issues with this project.

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. Faron motioned to recommend approval of Application #13-036 to amend the conditional use permit for the full service restaurant located at 763 Old Ballas Road, subject to the conditions contained in the draft ordinance attached to the staff report prepared for the meeting of August 19, 2013. Mr. Rovak seconded the motion with the resultant vote as follows:

Mr. Rovak – aye
Mr. Pullium – aye

Mr. Howard – aye
Chair - aye

Mr. Faron – aye

G. Application #13-029: Approval of a site development plan for new parking spaces for the Creve Coeur Animal Hospital at 12550 Olive Boulevard.

Applicant/Agent: Michael F. Vorwerk, PE
Civil Engineering Design Consultants, Inc.
11402 Gravois Road, Suite 100
St. Louis, MO 63126

Property Owner: Dr. Chris Moritz
Creve Coeur Animal Hospital
12550 Olive Boulevard
Creve Coeur, MO 63141

Mr. Michael Vorwerk, Civil Engineering Design Consultants, 11402 Gravois Road, explained they were looking for approval of a site development plan along with use of a concrete curb for a wheel stop to reduce the parking stall length from 19 feet to 17 feet. Mr. Vorwerk said the proposal is to create seven parking stalls at the south end of the property. Mr. Vorwerk showed a picture of the site and pointed out where the stalls would be located. Mr. Vorwerk stated they received a variance from the Board of Adjustment for an increase in the site coverage and for parking in the buffer yard. Mr. Vorwerk said the applicant is looking for some leniency in staff's recommendation that the parallel stall be reduced in its size. Mr. Vorwerk also said reducing the size would create a deformation in the curb line for the parking. Mr. Vorwerk thinks it is a clean layout and the concern over someone mistaking the parallel stall for a "head-in" stall would be alleviated by signage directing that it is a reserved spot for Dr. Moritz. Mr. Vorwerk also said, given the remote nature of the seven stalls, they will be directed for staff use primarily and indicated so with signage.

Mr. Paul Langdon, Director Community Development, said the issue about the curb comes from watching people use parallel stalls as "head-in" stalls, here at City Hall. Mr. Langdon also said just because you label a spot or direct your staff to park somewhere does not assure that will be the case.

Mr. Rovak stated by retaining the green space by the parallel parking space, it should make it apparent that in fact, it is a parallel parking space.

Chair Madden asked how many employees work at Creve Coeur Animal Hospital. Dr. Chris Moritz, 12550 Olive Boulevard, said he employs 25 people, but they are not all there at the same time; they work shifts. He said that there probably are, at the most, 10-12 employees at any time during the day.

Dr. Moritz said the additional seven parking spots should satisfy their needs for the staff as well as client parking.

Mr. Rovak asked if there was an issue with the greenspace retention. Dr. Moritz said no, that if the city wants it, they will keep it.

Mr. Rovak motioned to approve the site development plan for the new parking spaces along the rear property line for the Creve Coeur Animal Hospital located 12550 Olive Boulevard submitted with Application #13-029, as presented to the Planning and Zoning Commission, subject to the conditions contained in the Staff Report for the meeting of August 19, 2013. Mr. Howard seconded the motion with the resultant vote as follows:

Mr. Pullium – aye
Mr. Rovak – aye

Mr. Faron – aye
Chair - aye

Mr. Howard – aye

7. WORK AGENDA

None

8. OTHER BUSINESS

A. Planning Division Report

Mr. Langdon stated the next meeting is a full agenda. Mr. Langdon listed all the projects to be heard at the next meeting (see list below):

- Mercy Hospital fence
- Creve Coeur Racquet Club, platform courts – conditional use permit
- Boundary Adjustment, minor subdivision
- Willowbrook Shopping Center, site development plan
- Dynasty Day Care – returning, conditional use permit
- The Vanguard returning
- The Fresh Market
- CityPlace Master Sign Plan

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 9:50 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: August 5, 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.

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

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

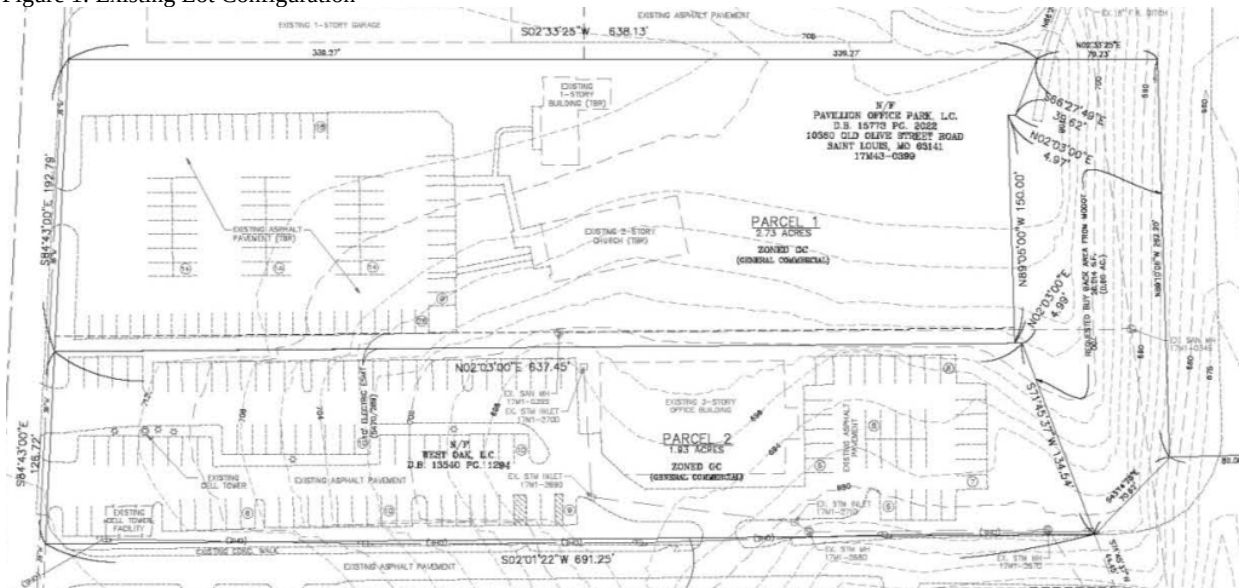
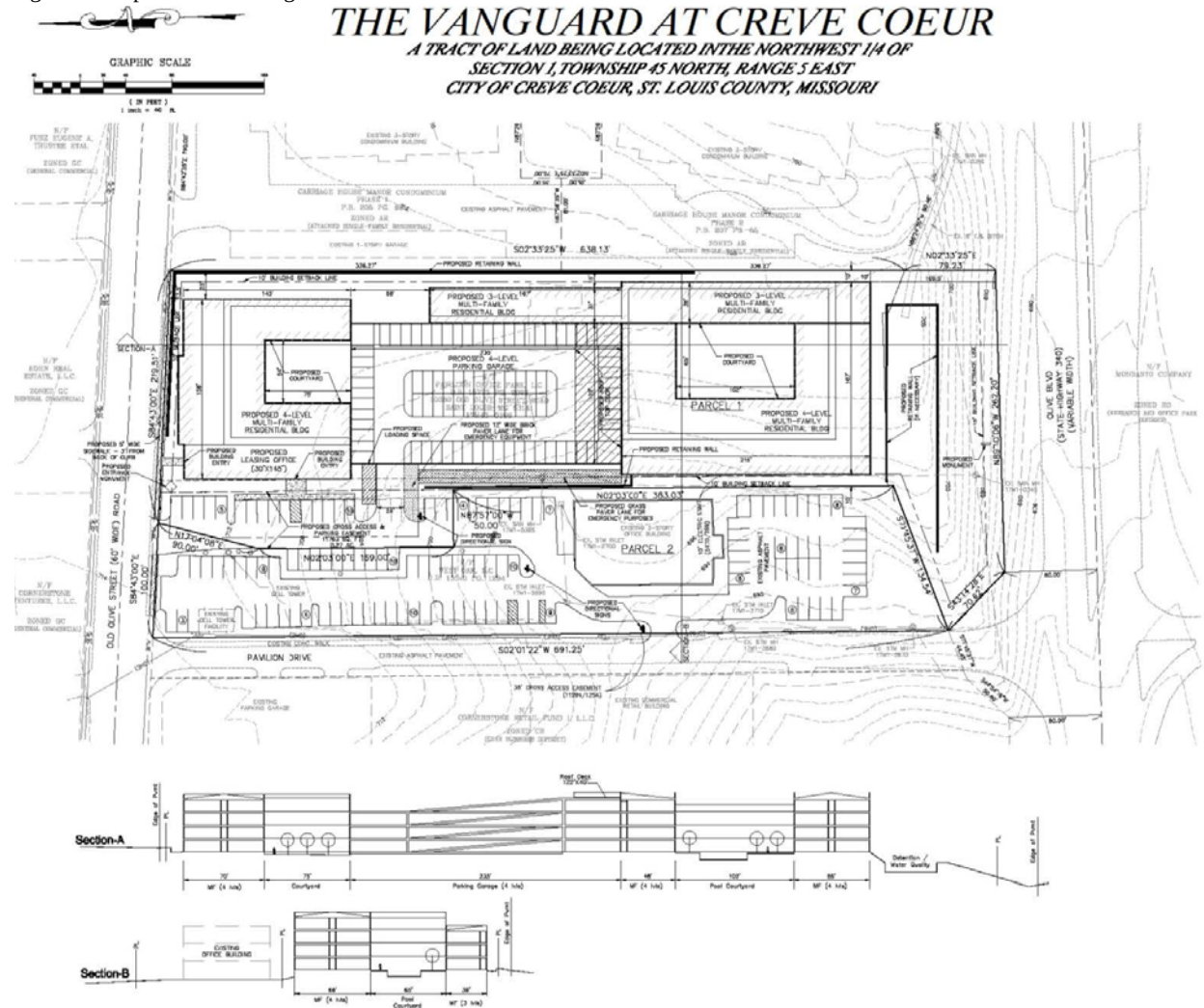


Figure 2: Proposed Lot Configuration



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

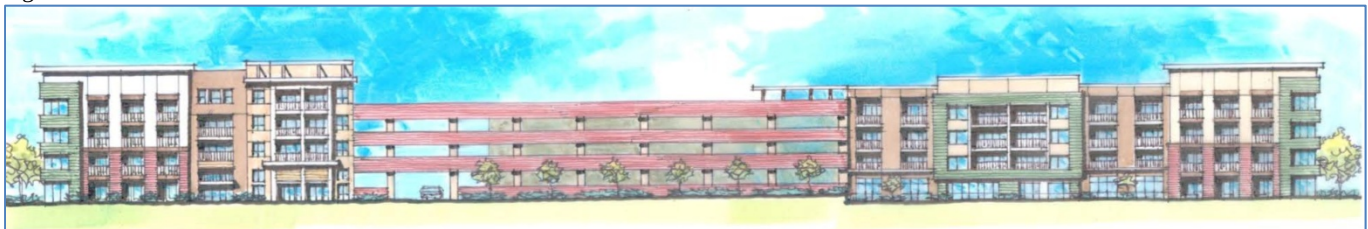


Figure 5: South & North Elevations

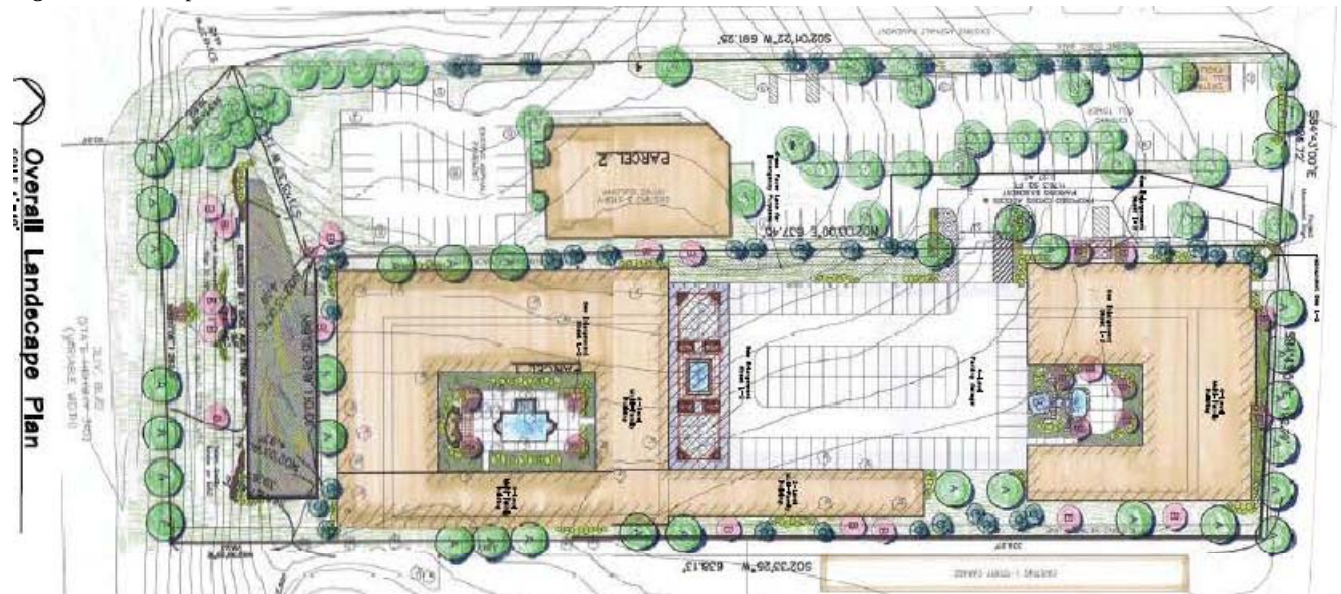


NORTH ELEVATION



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.

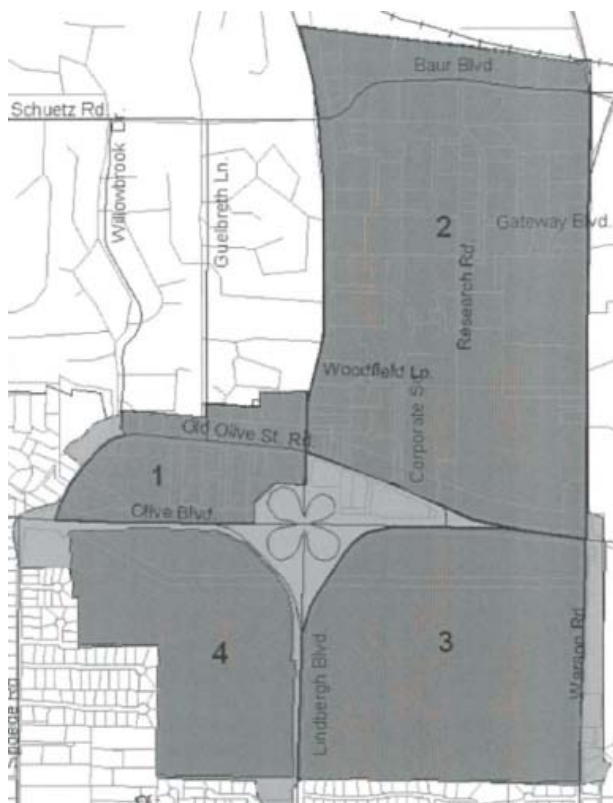


Figure 6: Comprehensive Plan excerpt of the map of the Commerce Center area, with the Key areas designated

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.

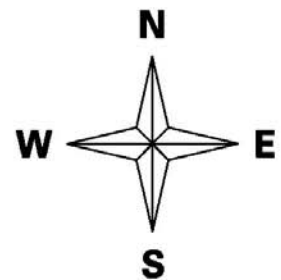
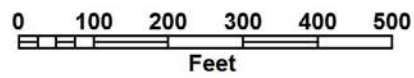
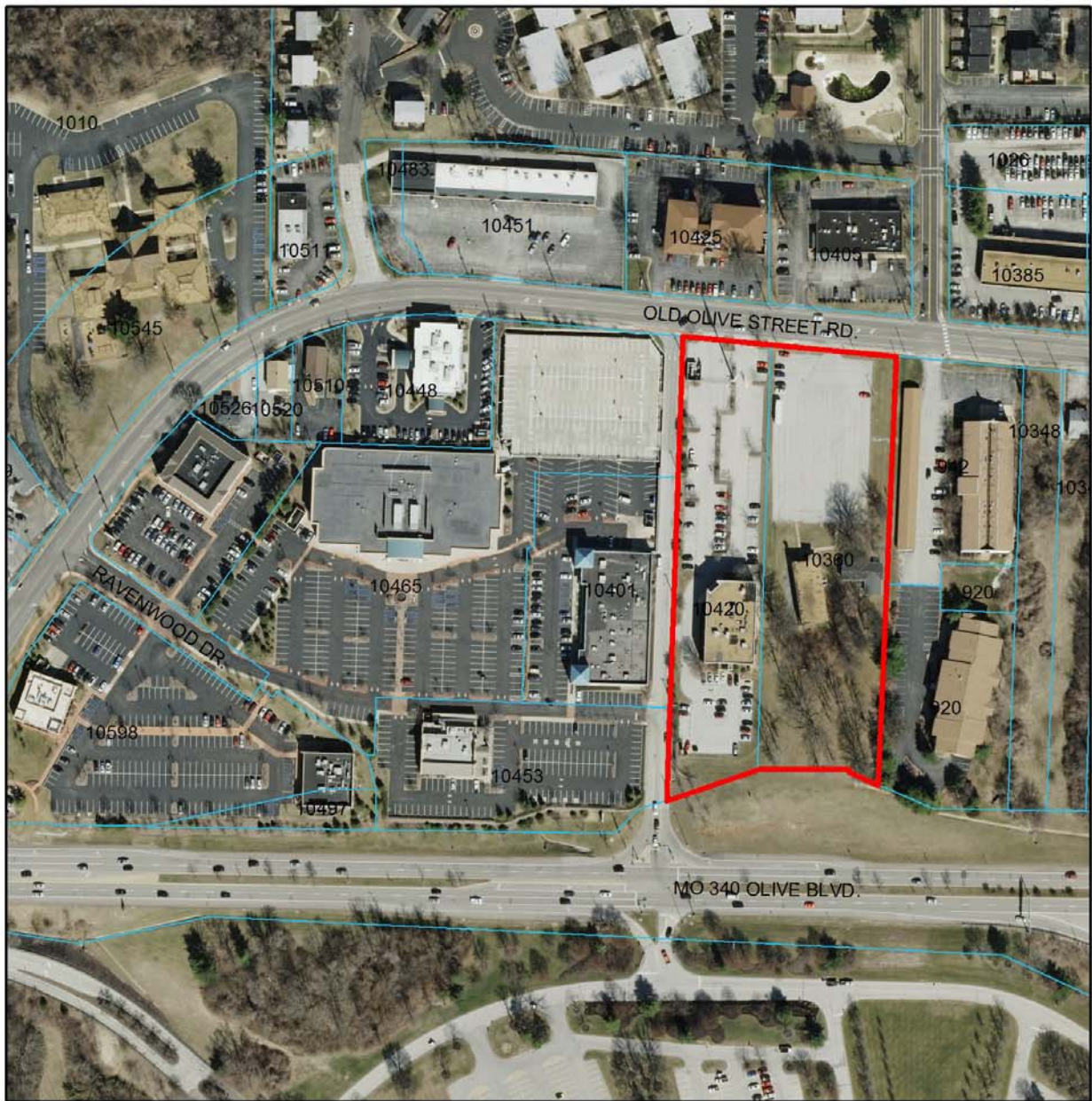
APPENDIX 1: COMPREHENSIVE PLAN

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.

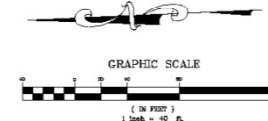
The Vanguard at Creve Coeur

Creve Coeur, Missouri

A map of the project area showing the intersection of Highway 101 and Highway 102. The project location is highlighted in a shaded area. The map includes labels for 'HIGHWAY 101', 'HIGHWAY 102', and 'PROJECT AREA'.



EXISTING	LEGEND	PROPOSED
— S&T — A 500	CONTOURS SPOT ELEVATIONS CENTER LINE BUILDINGS, ETC. TREE LINE FENCE	(+142) — S&T — — FENCE —
	SILTATION CONTROL FENCE	
	STORM SENSORS	
	GRATED INLET	
	DOUBLE CURB INLET	
	STORM MANHOLE	
	SANITARY MANHOLE	
	FLARED CURB INLET	
	CLEANOUT	
	LATERAL CONNECTION	
	UTILITY OR POWER POLE	
	FIRE HYDRANT	
	TEST HOLE	
	FLAG	
	GAS MAIN & SIZE	
	WATER MAIN & SIZE	
	TELEPHONE	
	ELECTRIC (G) UNDERGROUND	
	ELECTRIC (CO) OVERHEAD	
	TO BE REMOVED TO BE REMOVED & RELOCATED/REPLACED	TO BE REMOVED TO BE REMOVED & RELOCATED/REPLACED
TC	TOP OF CURB	TC
	SMUDGE	
	LIGHT STANDARDS	
	STREET SIGN	
	PARKING STALLS	
	YARD LIGHT	



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 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" (10 CSR 30-2 AND 4 CSR 30-18 EFFECTIVE DATE DECEMBER 30, 1994).

GEORGE J. BOWER — VICE PRESIDENT

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

ISSUE	REMARKS/DATE
1	2-18-13 REV. PER CITY/CLIENT COMMENTS
2	3-8-13 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

*The Vanguard
at Creve Coeur*
CREVE COEUR, MISSOURI
AND CO. COLORED IN ALL

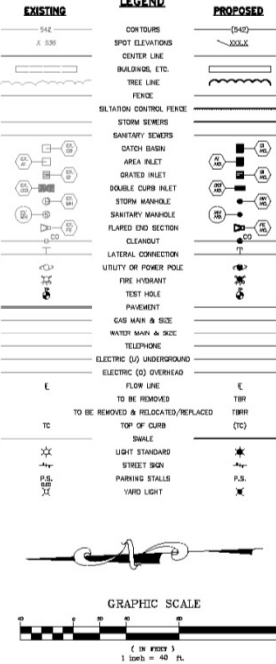
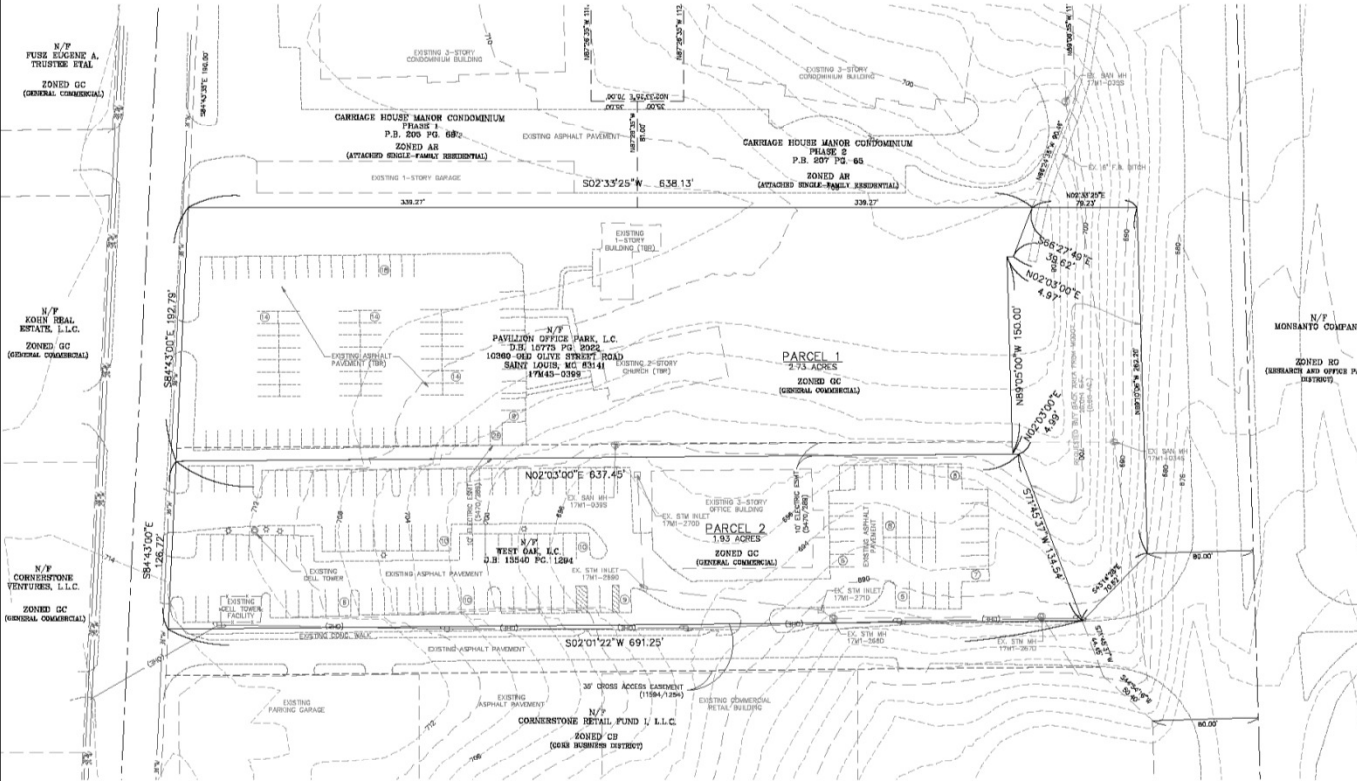
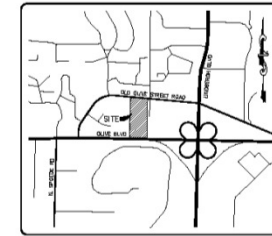
Date: 3/8/2013
Rodney Arnold
License No. PE-2002016

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

EXISTING CONDITIONS

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 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 30-18 EFFECTIVE DATE SEPTEMBER 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

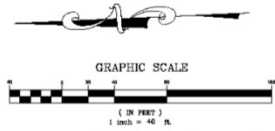
NO.	DATE	REVISIONS
1	12-09-2013	PRELIMINARY
2	12-09-2013	REVISED
3	12-09-2013	REVISED
4	12-09-2013	REVISED
5	12-09-2013	REVISED
6	12-09-2013	REVISED
7	12-09-2013	REVISED
8	12-09-2013	REVISED
9	12-09-2013	REVISED
10	12-09-2013	REVISED

Conington Development, LLC
135 North Main Street, Suite 500
St. Louis, Missouri 63105
Ph: 314-487-2440 Fax: 314-487-2444
Corporate Certificate of Authority #001548

THE STERLING CO.
ENGINEERS & SURVEYORS
5000 New Baltimore Road
St. Louis, Missouri 63112
Ph: 314-487-2440 Fax: 314-487-2444
Corporate Certificate of Authority #001548

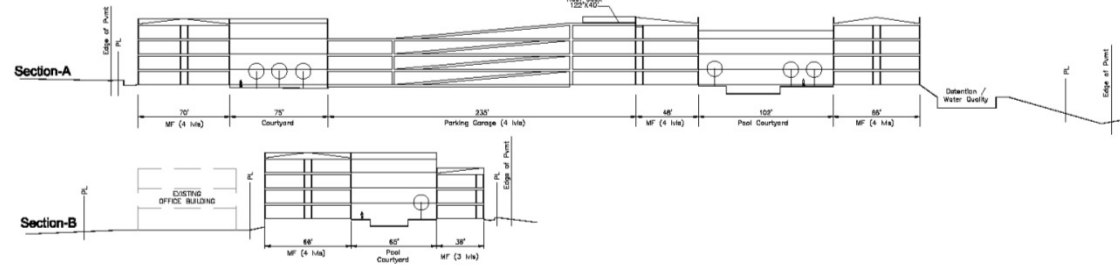
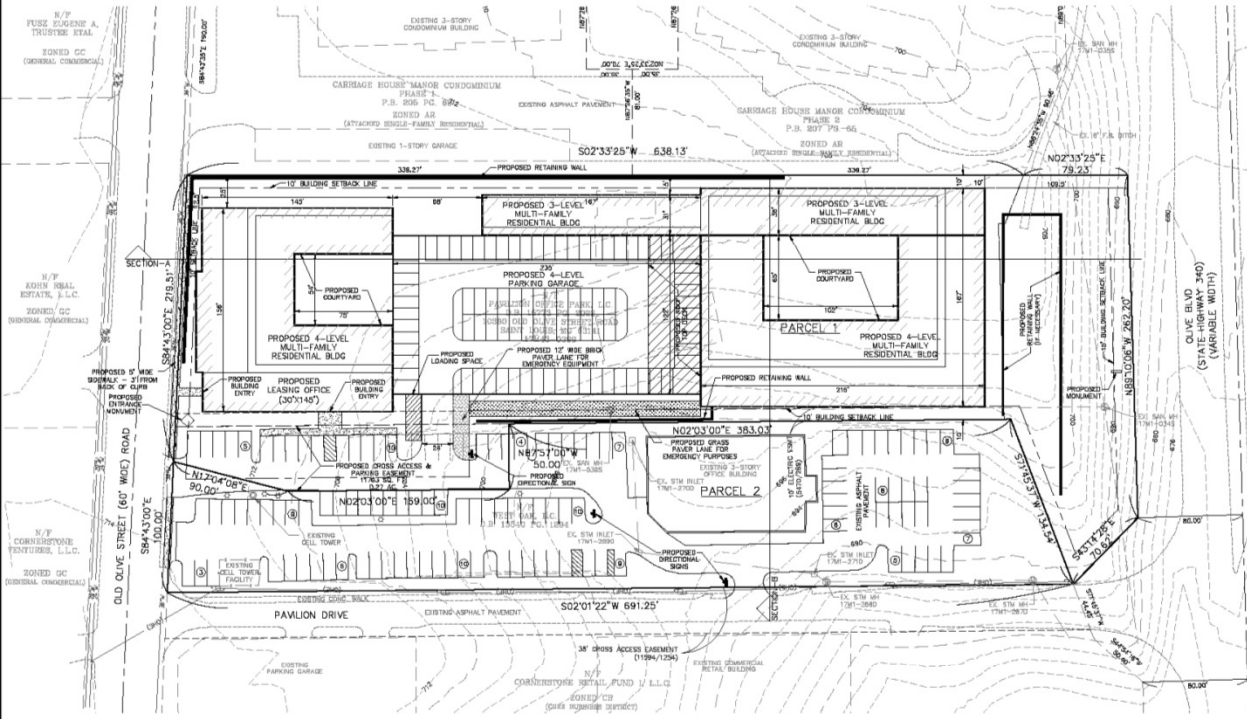
The Vanguard
at Creve Coeur
CREVE COEUR, MISSOURI
SITE CONCEPT PLAN
EXISTING CONDITIONS

Date: 7/19/2013	12-09-241
Revised: 12-09-2013	1/18/2013
License No. PE-0002010612	1.1
Drawn: 1.1	1.1
Checked: PRE	PRE



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: MID RIVER DISTRICT, CREVE COEUR FIRE PROTECTION DISTRICT, LAUREL SCHOOL DISTRICT.
 - THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS: MISSOURI AMERICAN WATER DISTRICT, METRO GAS COMPANY.
 - SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY MWD.
 - 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 LOCATED ON THE IMPROVEMENT PLANS. ALL SEWERS SHALL BE A MINIMUM OF 12" 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 PLAN 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: 5.36 ACRES
 - EXISTING ZONING: C-2 - COMMERCIAL BUSINESS
 - LAND USE: EXISTING OFFICE & PROPOSED MULTI-FAMILY RESIDENTIAL
 - CURRENT OWNERS: PARCEL 1: PARKLAND OFFICE PARK, L.C. PARCEL 2: C/O KENT BRANSON
 - SITE ADDRESS: PARCEL 1: 1100 S. OLIVE STREET ROAD, CREVE COEUR, MO 63141
 - GROSS FLOOR AREA: PARCEL 1: 110,000 S.F. EXISTING - PARCEL 2: 27,100 S.F.
 - F.A.R. REQUIRED: 1.125
 - F.A.R. PROPOSED: 1.125
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 3.30 ACRES = 61% TOTAL GREEN SPACE OF PARCELS: 1.86 ACRES = 34%

- MULTI-FAMILY (PARCEL 1) PROJECT DATA**
- GROSS AREA OF PARCEL 1: 3.46 ACRES (150,870 S.F.)
 - PROPOSED ZONING: C-2 (WITH CONDITIONAL USE PERMIT FOR DENSITY AND F.A.R.)
 - DWELLING UNITS PROPOSED: 174 (41% 2BD S.F. EACH) 88 - 1 BEDROOM, 1 BATH UNITS (790 S.F.) 86 - 2 BEDROOM, 2 BATH UNITS (1,000 S.F.) 18 - 3 BEDROOM, 2 BATH UNITS (1,200 S.F.)
 - F.A.R. REQUIRED: 1.125
 - F.A.R. PROPOSED: 1.125
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 2.23 ACRES = 64% TOTAL GREEN SPACE OF PARCELS: 1.36 ACRES = 39%
 - PRIVATE USABLE OPEN SPACE: OPEN SPACE PROVIDED: 1.36 ACRES OR 30% OPEN SPACE REQUIRED: 20% OF ACREAGE (1.80 ACRES) 0.72 ACRES
 - PARKING: SPACES PROVIDED: 212 SPACES (INCLUDES 4 HANDICAP SPACES) SPACES REQUIRED: 187 80 UNITS @ 0.87 SPACES/UNIT 150 SPACES 2ND 80 UNITS @ 0.75 SPACES/UNIT 60 SPACES OVER 200 UNITS @ 0.3 SPACES/UNIT 111 SPACES TOTAL 288 SPACES
 - MAXIMUM BUILDING HEIGHT: NONE (PARCEL OVER 2 ACRES)

- OFFICE BUILDING (PARCEL 2) PROJECT DATA**
- GROSS AREA OF PARCEL 2: 1.86 ACRES (81,400 S.F.)
 - PROPOSED ZONING: C-2
 - LAND USE: EXISTING 27,100 S.F. OFFICE BUILDING
 - F.A.R. REQUIRED: 1.125
 - F.A.R. PROPOSED: 1.125
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.15 ACRES = 62% TOTAL GREEN SPACE OF PARCELS: 0.81 ACRES = 43%
 - PARKING: SPACES PROVIDED: 116 SPACES (INCLUDES 4 HANDICAP SPACES) SPACES REQUIRED: 3.3 SPACES/1000 SF GROSS LEASABLE AREA = 63 SPACES
 - MAXIMUM BUILDING HEIGHT: 4 STORIES OR 60 FEET

DATE	DESCRIPTION
1/18/2013	PRELIMINARY PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN
1/18/2013	REVISED PLAN

Covington Development, LLC
132 New Market Street
St. Louis, Missouri 63105
Ph: 314-727-2424
Fax: 314-727-2424

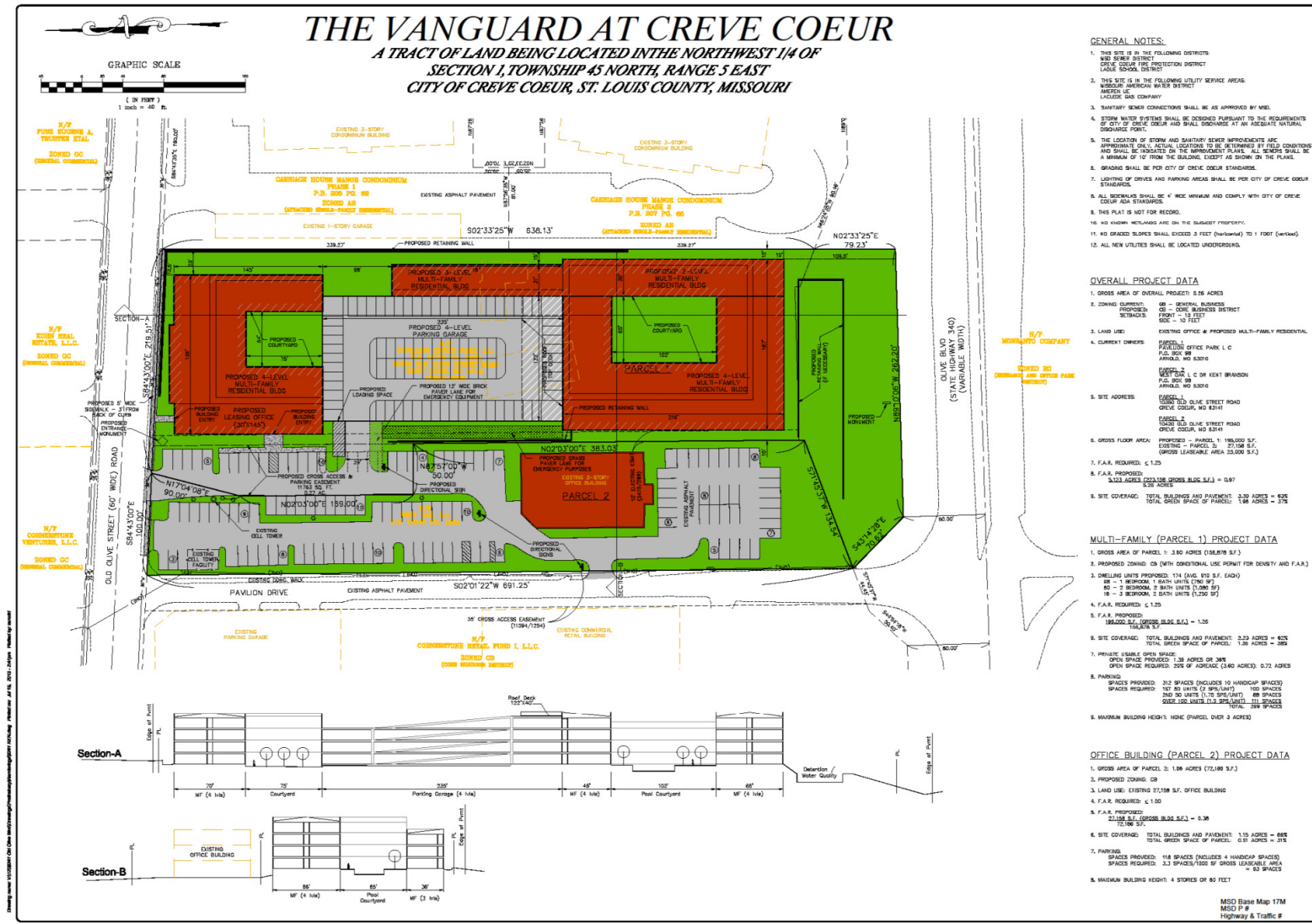
STERLING CO.
ENGINEERS & SURVEYORS
1001 North Ballwin Road
St. Louis, Missouri 63103
Ph: 314-241-8444
www.sterling-eng-srv.com
Corporate Certificate of Authority #011546

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

Date: 2/19/2013
Rodney Arnold
License No. PE 0020019612
Civil Engineer

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

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



- GENERAL NOTES:**
- THIS SITE IS IN THE FOLLOWING DISTRICTS:
N/77 DISTRICT
CREVE COEUR FIRE INSPECTION DISTRICT
LABOR SCHOOL DISTRICT
 - THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
AMERICAN WATER DISTRICT
AMERICAN GAS COMPANY
 - SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY M&E.
 - 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 12" 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 ASH STANDARDS.
 - ALL SIDEWALKS SHALL BE 4' MINIMUM AND COMPLY WITH CITY OF CREVE COEUR ASH STANDARDS.
 - THIS PLAN IS NOT FOR RECORD.
 - NO KNOWN NEIGHBORS 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: 5.06 ACRES
 - EXISTING ZONING: CB - GENERAL BUSINESS
PROPOSED ZONING: CB - GENERAL BUSINESS
SETBACKS: FRONT - 10 FEET
SIDE - 10 FEET
 - LAND USE: EXISTING OFFICE & PROPOSED MULTI-FAMILY RESIDENTIAL
 - CURRENT OWNERS: PARCEL 1: CREVE COEUR OFFICE PARK I, C
P.O. BOX 88
CREVE COEUR, MO 63141
PARCEL 2: N/77 & C ON WEST BRANSON
P.O. BOX 88
CREVE COEUR, MO 63141
 - SITE ADDRESS: PARCEL 1: 1500 W. OLIVE STREET ROAD
CREVE COEUR, MO 63141
PARCEL 2: 1500 W. OLIVE STREET ROAD
CREVE COEUR, MO 63141
 - GROSS FLOOR AREA: PROPOSED - PARCEL 1: 180,000 S.F.
EXISTING - PARCEL 2: 27,158 S.F.
GROSS LEASABLE AREA 207,158 S.F.
 - F.A.R. REQUIRED: ≤ 1.25
2,123 ACRES (TOTAL GROSS FLOOR S.F.) = 0.87
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 3.30 ACRES = 65%
TOTAL GREEN SPACE OF PARCEL: 1.84 ACRES = 37%

- MULTI-FAMILY (PARCEL 1) PROJECT DATA**
- GROSS AREA OF PARCEL 1: 3.80 ACRES (150,000 S.F.)
 - PROPOSED ZONING: CB (WITH CONDITIONAL USE PERMIT FOR DENSITY AND F.A.R.)
 - DWELLING UNITS PROPOSED: 174 UNITS (174 S.F. EACH)
1B - 1 BEDROOM, 1 BATH UNITS (720 S.F.)
1C - 2 BEDROOM, 2 BATH UNITS (1,200 S.F.)
1D - 3 BEDROOM, 2 BATH UNITS (1,200 S.F.)
 - F.A.R. REQUIRED: ≤ 1.25
 - F.A.R. PROPOSED: 180,000 S.F. (GROSS BLDG S.F.) = 1.25
150,000 S.F.
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 3.30 ACRES = 87%
TOTAL GREEN SPACE OF PARCEL: 1.30 ACRES = 34%
 - PRIVATE USABLE OPEN SPACE: OPEN SPACE PROVIDED: 1.38 ACRES OR 34%
OPEN SPACE REQUIRED: 20% OF ACREAGE (3.80 ACRES): 0.76 ACRES
 - PARKING: SPACES PROVIDED: 312 SPACES (INCLUDES 10 HANDICAP SPACES)
SPACES REQUIRED: 157 80 UNITS (2 SPS/UNIT) 100 SPACES
2ND 80 UNITS (1.75 SPS/UNIT) 80 SPACES
OVER 150 UNITS (1.5 SPS/UNIT) 111 SPACES
TOTAL: 289 SPACES
 - MAXIMUM BUILDING HEIGHT: NONE (PARCEL OVER 3 ACRES)

- OFFICE BUILDING (PARCEL 2) PROJECT DATA**
- GROSS AREA OF PARCEL 2: 1.26 ACRES (72,158 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
72,158 S.F.
 - SITE COVERAGE: TOTAL BUILDINGS AND PAVEMENT: 1.18 ACRES = 86%
TOTAL GREEN SPACE OF PARCEL: 0.81 ACRES = 31%
 - PARKING: SPACES PROVIDED: 118 SPACES (INCLUDES 4 HANDICAP SPACES)
SPACES REQUIRED: 3.3 SPACES/1000 S.F. GROSS LEASABLE AREA
= 93 SPACES
 - MAXIMUM BUILDING HEIGHT: 4 STORIES OR 80 FEET

1	1-1/2" = 1" (SEE CIVIL/CLIENT COMMENTS)
2	1-1/2" = 1" (SEE CIVIL/CLIENT COMMENTS)
3	1-1/2" = 1" (SEE CIVIL/CLIENT COMMENTS)

Covington Development, LLC
138 North Main Street, Suite 500
St. Louis, Missouri 63105
Tel: 314-272-2434
Fax: 314-272-2434

STERLING CO
ENGINEERS & SURVEYORS
5000 New Braunfels Road
St. Louis, Missouri 63112
Tel: 314-487-6446
Fax: 314-487-6444
Corporate Certificate of Authority #001548

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

Date: 09/20/13
Revised: 09/20/13
License No. PE-2002010612
Civil Engineer

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

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



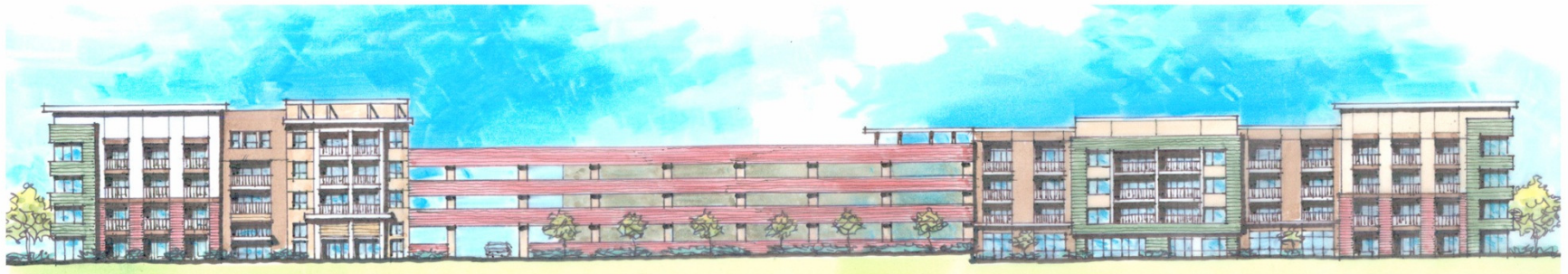
EAST ELEVATION



NORTH ELEVATION

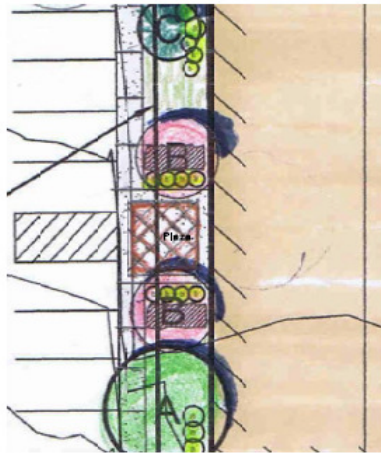


SOUTH ELEVATION

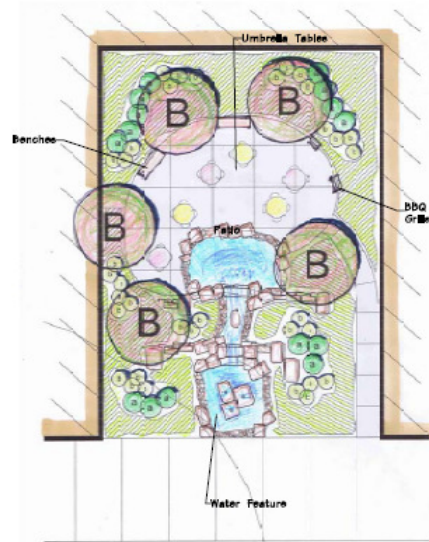


WEST ELEVATION

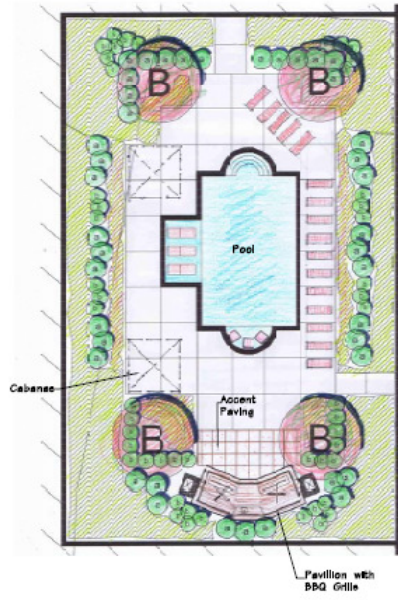
VANGUARD AT CREVE COUER



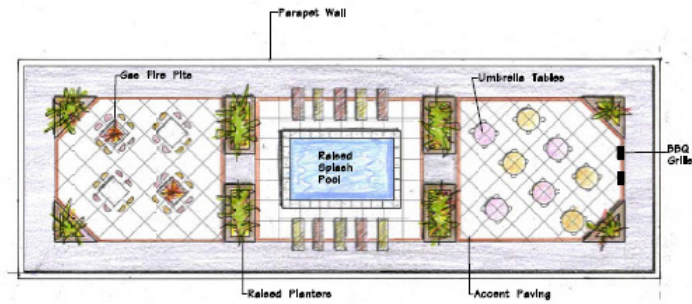
Club House Entrance
SCALE 1"=10'



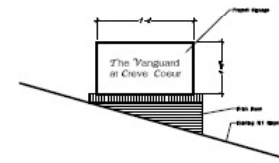
North Courtyard Plan
SCALE 1"=10'



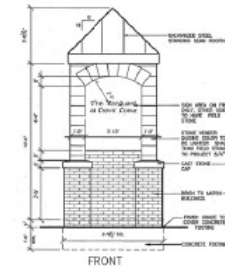
South Courtyard Plan
SCALE 1"=10'



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. 14481
Missouri

Consultants:

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

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) 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 August 5, 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) 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," dated January 18, 2013 and last revised on July 10, 2013, and the "Concept Landscape Plan" dated July 5, 2013 as bound together and 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 July 11, 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. 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.
9. 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.
10. 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.

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

APPROVED THIS ____ DAY OF _____, 2012.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



DONALD DANFORTH
PLANT SCIENCE CENTER

RECEIVED
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@anaturallyou.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.)

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

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



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 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, 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

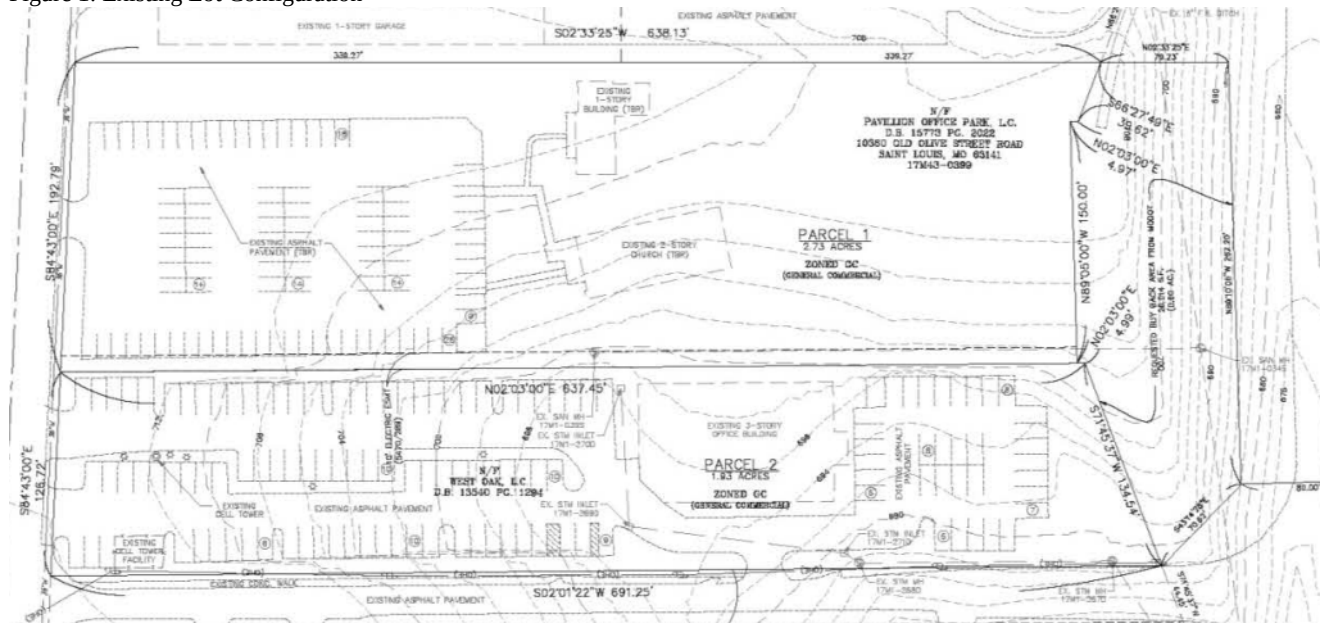
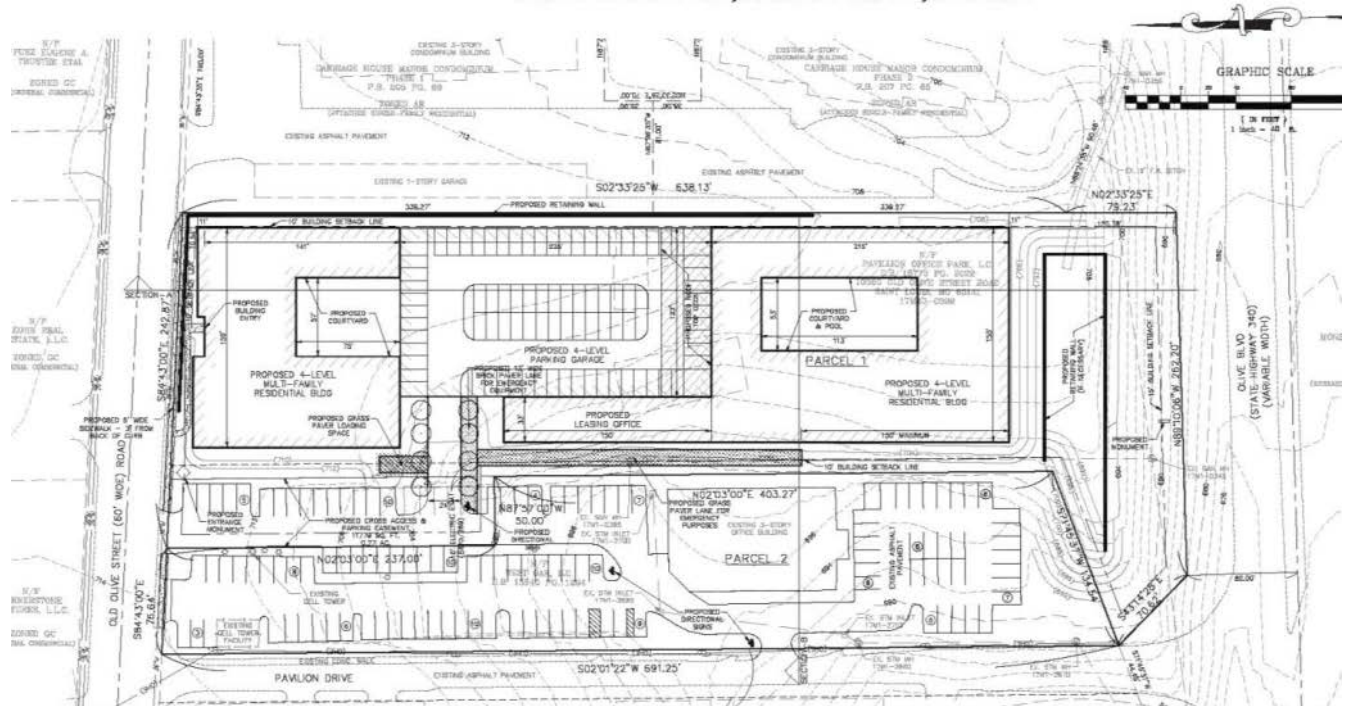


Figure 2: Proposed Lot Configuration



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

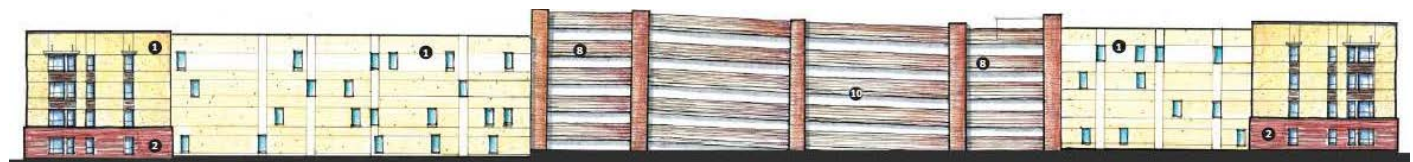


Figure 4: East Elevation



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-Creve 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.*

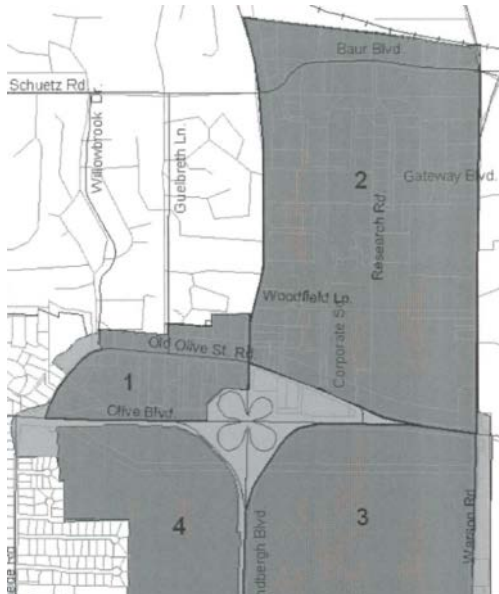


Figure 7: Comprehensive Plan excerpt of the map of the Commerce Center area, with the Key areas designated

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:

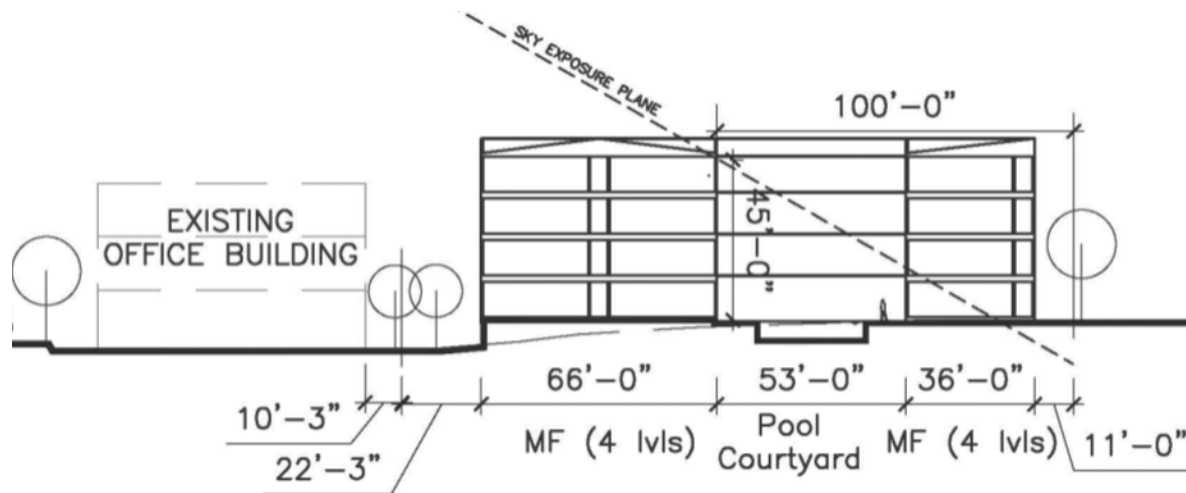


Figure 8: Sky Exposure Plane

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.

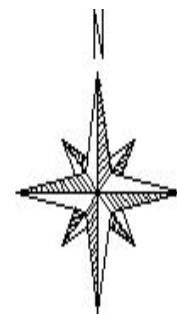
APPENDIX 1: COMPREHENSIVE PLAN

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.

This aerial map displays a residential and commercial area. Key streets include Fawridge Ct, Willowdale Dr, Old Olive Street Rd, Olive Blvd, Lindbergh Blvd, Ravenwood Dr, and Private Rd. Numerous lot numbers are visible, such as 1010, 1041, 1045, 1047, 1049, 1051, 1055, 1059, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375



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.

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?

Page 1

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
Page 3

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
Page 9

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

15
1 Adjustment here, but it does help with the general
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.

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

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 --

PZ 040113.txt
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,³⁷
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

PZ 040113.txt
17 file regarding this application.

18

19 (This ends the public hearing)

20

21

22

23

24

25

44

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

16

17

18

19

20

21

22

PZ 040113.txt

23

24

25

45

Page 38

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**.

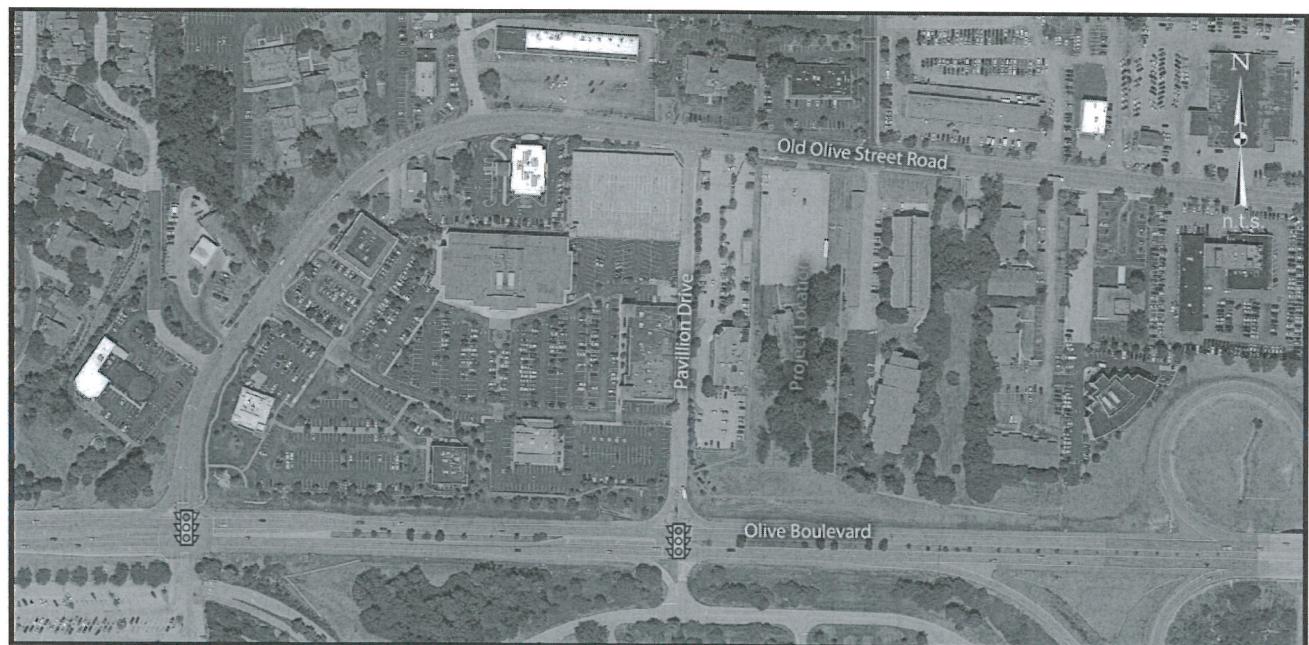


Exhibit 1 - Location and Existing Condition

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.

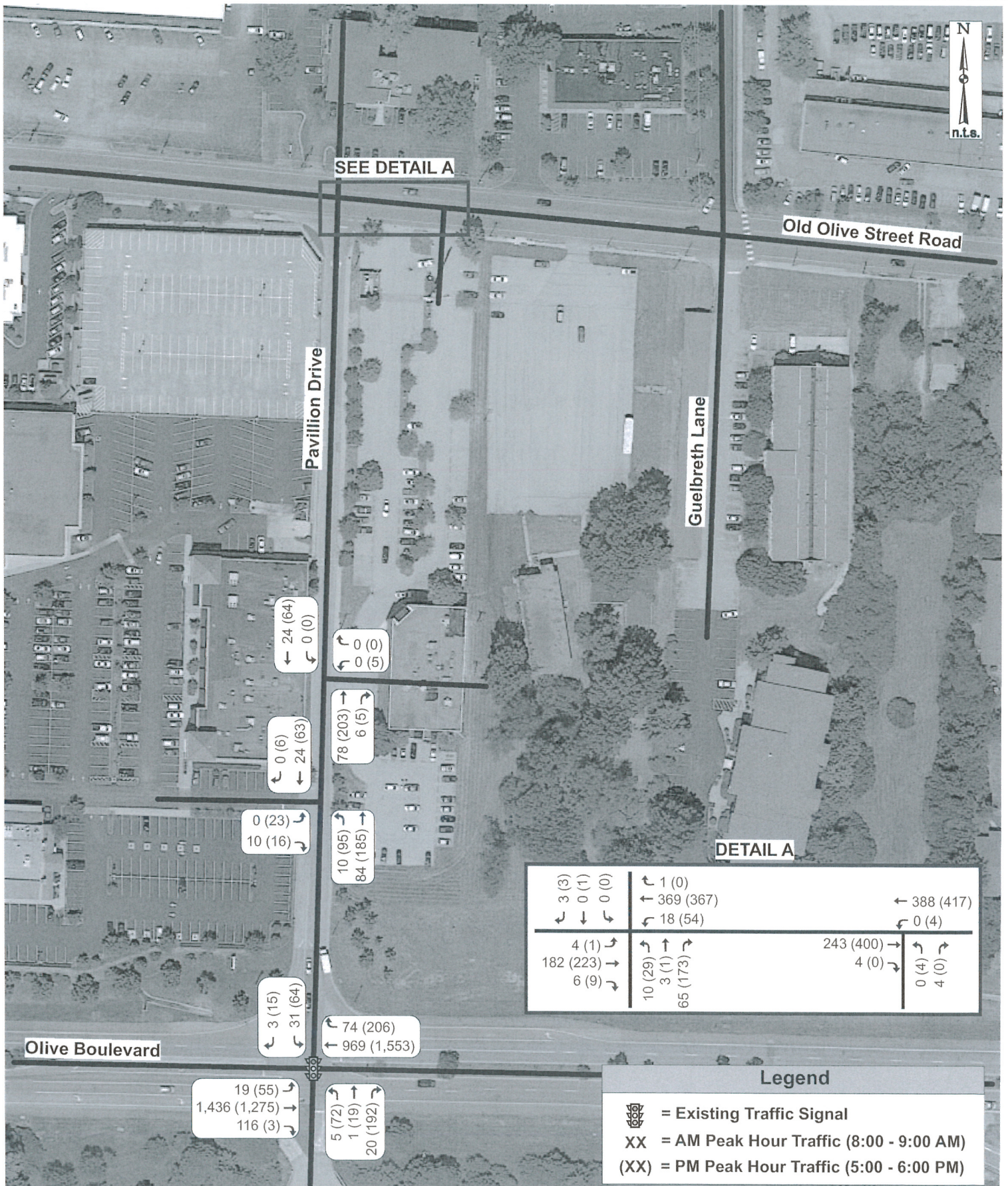


Exhibit 2: Existing Traffic 2013

Job# 010-13
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)	
	<i>Signalized Intersections</i>	<i>Unsignalized Intersections</i>
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		
<i>Intersection/Approach</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>Olive Blvd & Pavillion Drive – Signalized</i>		
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)
<i>Pavillion Drive & Ravenwood Lane – Unsignalized</i>		
Southbound Approach	A(9.1)	B(12.5)
Eastbound Approach	A(8.4)	B(11.0)
<i>Pavillion Drive & Existing Office Building Entrance – Unsignalized</i>		
Westbound Approach	A(8.9)	A(7.9)
<i>Old Olive Street Road & Pavillion Drive – Unsignalized</i>		
Northbound Approach	B(10.3)	B(12.2)
Southbound Approach	B(10.6)	B(13.5)
Westbound Left	A(7.7)	A(7.9)
<i>Old Olive Street Road & Existing Office Building Eastern Entrance – Unsignalized</i>		
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	

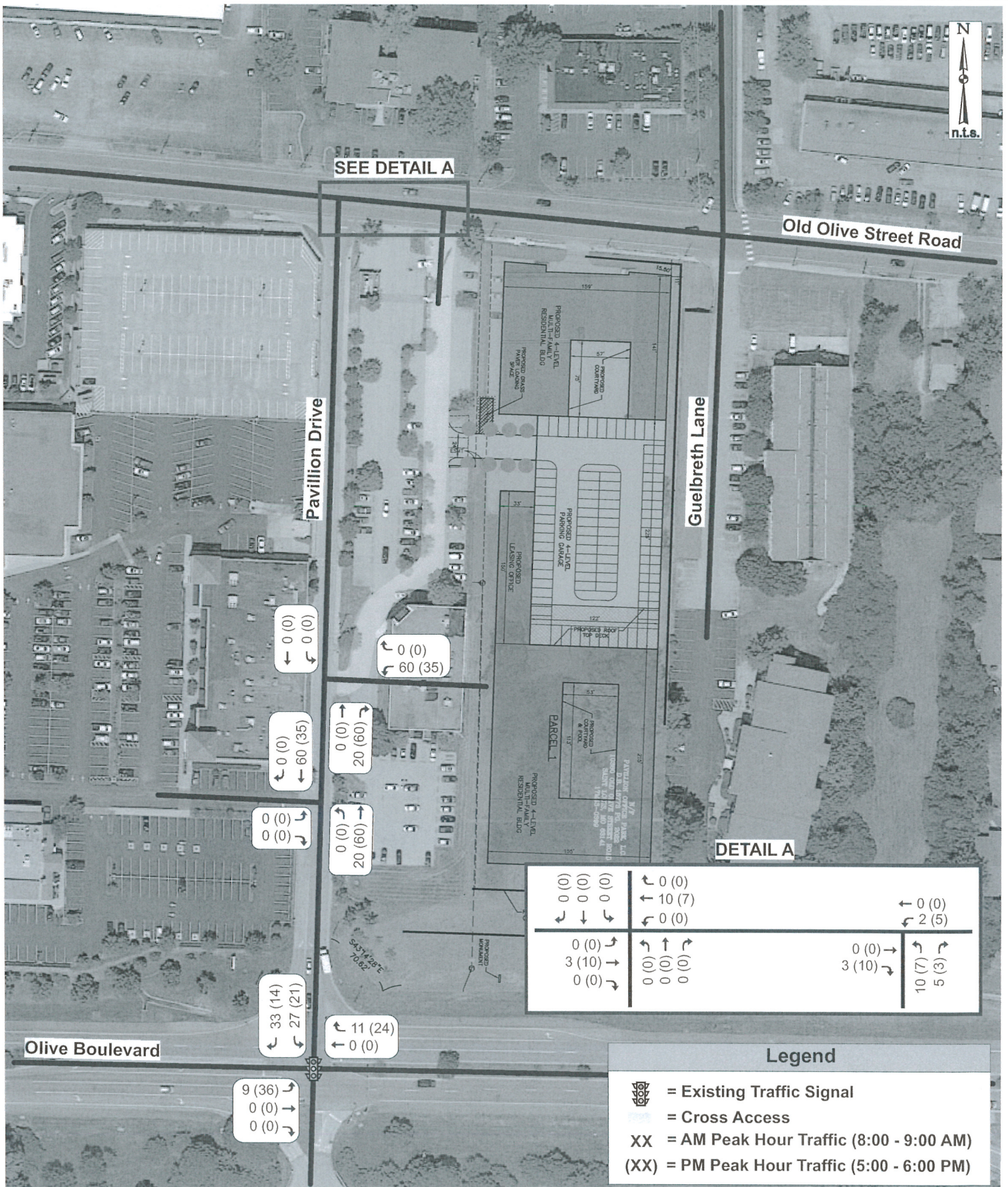


Exhibit 3: Site-Generated Traffic Volumes

Job# 010-13
03/18/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

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.

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.

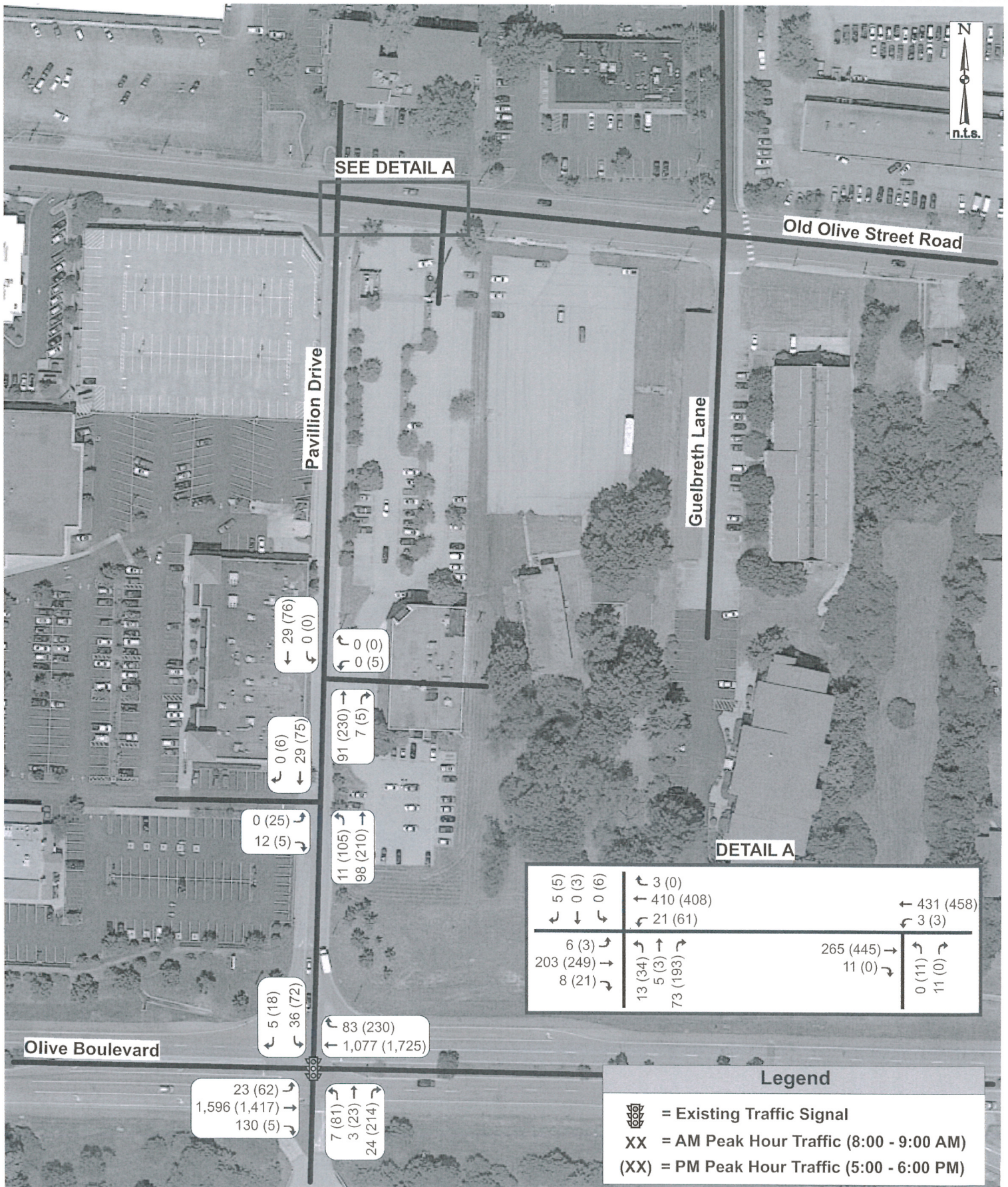


Exhibit 5: 2034 No-Build Traffic

Job# 010-13
03/18/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

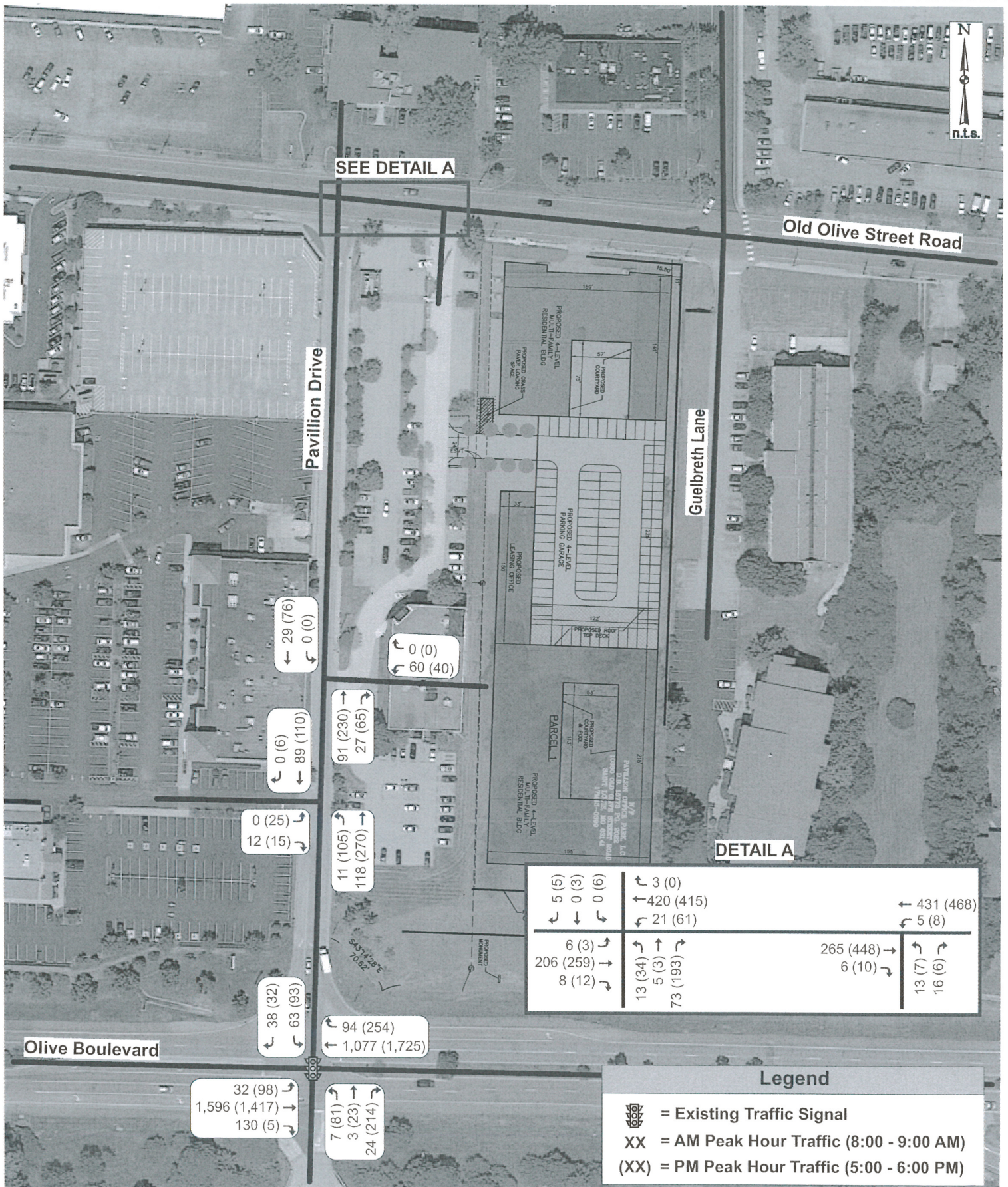


Exhibit 6: 2034 Build Traffic Volumes - Proposed Apartments

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 cursive script that reads "Lee Cannon". The signature is written in dark ink and is positioned below the word "Sincerely,".

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



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 #13-014 FOR A CONDITIONAL USE PERMIT FOR A DYNASTY DAY CARE AT 9974 OLD OLIVE STREET ROAD

FOR THE MEETING OF: Monday, August 5, 2013

LOCATION: 9974 Old Olive Street Road, in the "GC" General Commercial Zoning District.

REQUEST: An application has been submitted for a conditional use permit for a 4,500 square-foot, child day care service and site development plan approval for exterior modifications to the building and an outdoor play ground area along Olive Boulevard. Child Day Care Services (NAICS 624410) are permitted with conditions within the GC District. The applicant will provide a service for up to 20 children, ranging from 18 months to 5 years of age, with up to two employees.

ADDITIONAL INFORMATION: The building was originally built as a two story office building, with basement storage, in 1964 on 0.16 acres at the intersection of Old Olive Street Road and Olive Boulevard. The exterior finish of the building includes lava rock that was popular at the time of the development. The site has largely remained the same since that time, except for a substantial reduction in the front yard for additional right-of-way along Old Olive Street Road.

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?

Comp. Plan References

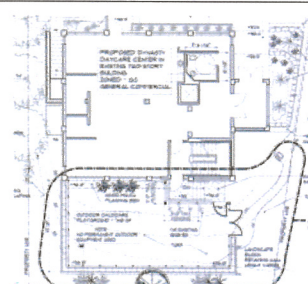
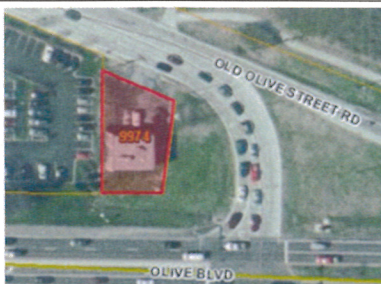
- Commerce Center Action Area
- Design Guidelines

Zoning Code References

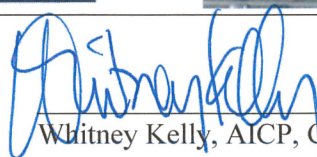
- Section 405.210: Regulation of Uses
- Section 405.470 Conditional Uses
- Section 405.540 Landscaping
- Article VII Off-Street Parking and Loading Regulations

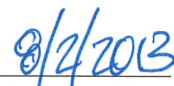
APPLICANT: Jonathan Parker
Dynasty Day Care
PO Box 1934
Maryland Heights, MO 63043

PROPERTY OWNER: Gil Bashani
9974 Old Olive Street Road
Creve Coeur, MO 63141



REPORT PREPARED BY:


Whitney Kelly, AICP, City Planner

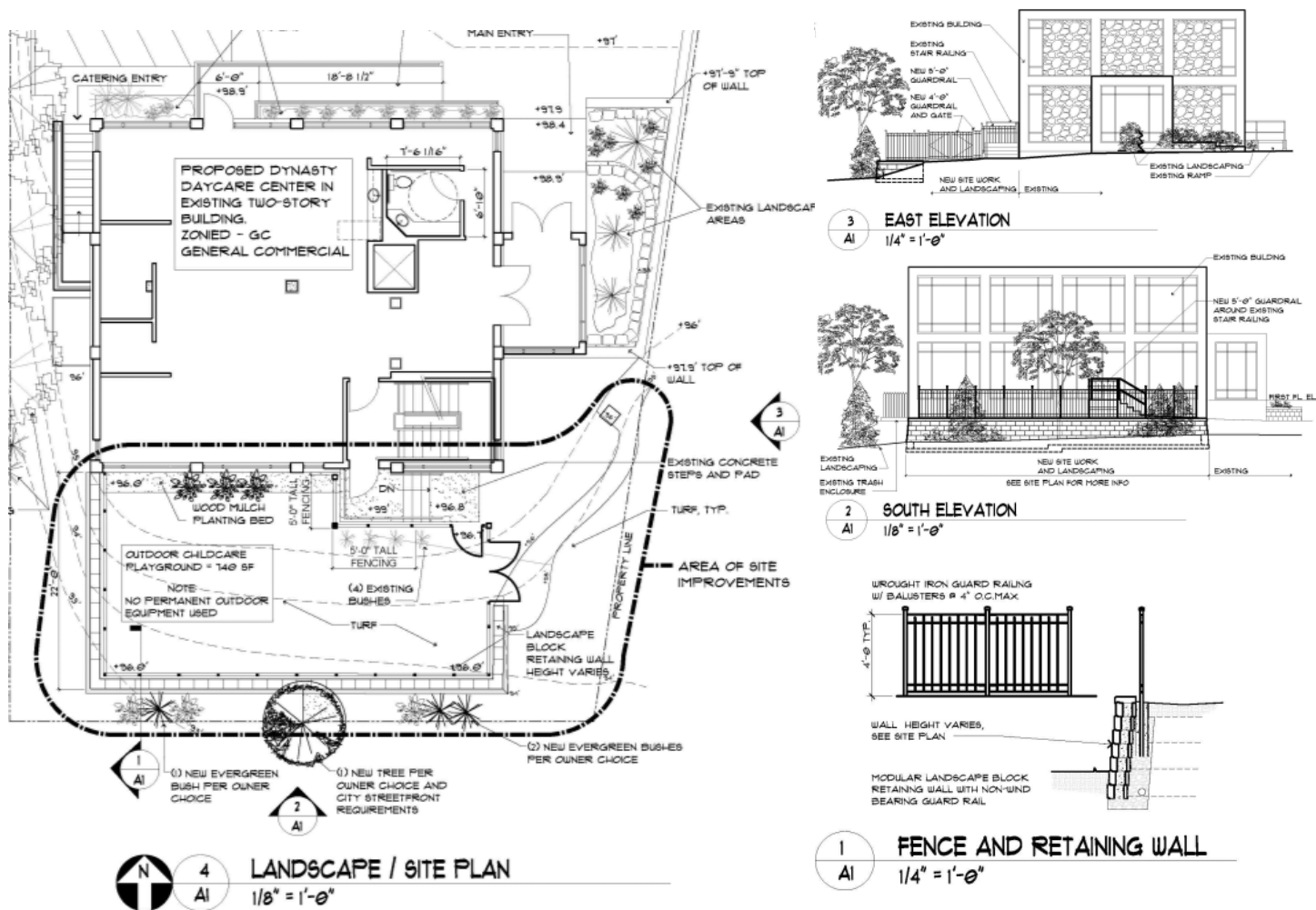

8/2/2013
Date

ATTACHMENTS:

Applicant's Application Materials submitted May 17, 2013
Applicant's Landscape/Site Plan submitted July 22, 2013

PROPOSAL

Child day care services in the residential districts, "HE", "PO" and "RO" districts are required to have a minimum of three acres and passenger loading and unloading facilities are required to preclude any back-up movements to enter or exit the site [per Section 405.470(27)]. Child day care services in the GC District however, do not have such preconditions. The applicant is proposing to utilize the existing structure and site largely as is. Modifications to the exterior include painting the entire building a white color, and leveling and enclosing the south lawn area that fronts Olive Boulevard, for a playground. Below is a close up of the area:



The applicant contends that the parking traffic is closely and effectively managed through the use of appointment-only scheduling for the arrival and pickup of children in the morning and afternoon. Parents will have their pre-arranged window of time to drop-off and pick-up their children daily, with five appointments every 30 minutes. The site plan submitted by the applicant indicated a total of nine parking spaces. It should also be noted that, in the applicants site plan, three of the pre-existing parking spaces encroach into the MoDOT right-of-way.

The playground area on the south side of the building, along Olive Boulevard, will be enclosed with a four-foot high wrought iron fence, atop of a landscape block retaining wall, with minimal landscaping along Olive Boulevard and within the playground area. No permanent outdoor equipment will be used in the playground area.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Missouri American Water/ Danforth Plant Science Center	“GC” General Commercial/ “RO” Research and Office Park District	Old Olive Street Road
South	Monsanto	“RO” Research and Office Park District	Olive Boulevard
East	NA	“RO” Research and Office Park District	Old Olive Street Road
West	Office: CSI Leasing	“GC” General Commercial	NA

COMPREHENSIVE PLAN REVIEW

The subject property is located in the Commerce Center Action Area of the Comprehensive Plan that envisions light industrial, office, scientific research facilities, and supporting retail, restaurant, and lodging uses that calls for improving the quality of development through enforcement of the City’s Design Guidelines, and ensuring that redevelopment plans include the “green line” park, and upgrading the architectural quality of the building stock as businesses expand or redevelop (page 70). The use in itself could be considered providing a service to the employees of the adjacent research facilities. However, Staff has some concerns regarding the appropriateness of this specific building, as discussed further below, and the current landscape plan does not meet with the intent of a green line park.

DESIGN GUIDELINES REVIEW

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

Chapter 2 / Buildings

- D. *Relationship to Neighboring Development*
- 3. *Building color should be compatible with the neighborhood and should reinforce the visual character of the environment for the proposed buildings. The color should not be such at the building is competing for attention. Building colors should be subdued and not garish, and should not, in any way, constitute “signing” of the building or site.*
- E. *Materials/Color*
- 2. *Exterior materials should be selected based on their durability and appropriateness for their intended function. Special attention should be given to the durability of materials used around the ground floor of the building. Preferred building materials include stone, brick, architectural precast concrete, aluminum and glass. The materials selected should require minimal maintenance. Their color should be integral to the material and to be painted on.*

The applicant has indicated painting the building white to update the exterior of the building. While the existing structure consists of “lava” rock that is no longer popular, painting the entire building white could only highlight the boxiness of the building, and would be inconsistent with the surrounding buildings. Further, the porousness of the rock material would not age well, and painting over a natural material would be inconsistent with the Design Guidelines.

Chapter 5 / Miscellaneous

F. Screening (Fences and Walls)

1. *All new sound walls, masonry walls, or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing*
2. *The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.*
5. *In highly visible public areas where fencing is needed, decorative fencing is encouraged.*

H. Screening (Fences and Walls)

1. *All new sound walls, masonry walls, or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing*
2. *The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.*
5. *In highly visible public areas where fencing is needed, decorative fencing is encouraged.*

The overall height of the fence should provide minimal impact; however, a color was not indicated. Staff recommends that approval include a condition that the fence be a black wrought iron fence or similar design. The applicant has proposed minimal landscaping that Staff suggests does not meet with the intent of a “green line” park, nor effectively screens the retaining wall and fence along Olive Boulevard. The plan shows no additional landscaping along the north and east property lines, along Old Olive Street Road. Staff recommends that the Commission members provide direction on the level of landscaping needed that meets with the intent of the Comprehensive Plan and Design Guidelines for a green line park throughout the site.

ZONING REVIEW

As the applicant is utilizing the existing structure, site review is limited to the landscaping and parking provided on site.

Landscaping Review

The Zoning Code regulates landscaping through Section 405.540 *Landscaping*. As discussed earlier, the proposed landscaping falls short of the goals of the Comprehensive Plan and Design Guidelines. (Please see prior discussion.) Further,

SECTION 405.540: LANDSCAPING

F. Design Standards For Landscape Plans.

1. *Street trees shall be clearly delineated on the final landscape plan. The street trees shall be deciduous hardwood trees, not less than three (3) inch caliper size providing clear headroom of at least six (6) feet. The street trees may include existing trees, new trees or a combination thereof, provided that there is one (1) street tree for every thirty (30) lineal feet or part thereof of street frontage and such street trees shall be located on the subject property at least two (2) feet six (6) inches but not more than twelve (12) feet from the back of the curb, unless additional setback is necessary to accommodate planned road widening, overhead utility lines or some other condition identified by the Director of Planning. The Department of Public Works shall maintain a list of recommended street trees as well as undesirable trees. The Public Works Director or his/her designee may approve street trees not included in the list of recommended trees if the proposed tree is a deciduous hardwood, is disease resistant, is salt tolerant and has a clear trunk height of at least seven (7) feet six (6) inches or as directed by the Director of Public Works.*

10. *All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. In order to present a healthy, neat and orderly appearance, all landscaped areas including interior parking lot islands and grass areas shall be provided with adequate irrigation for the maintenance of grass, shrubs, ground covering and other landscaping. An underground irrigation system shall be installed, operated and maintained to meet the intent of this Section. Such systems shall be required for all new developments and redevelopments projects. For sites proposing additions and/or expansions, an underground irrigation system shall be installed, operated and maintained to meet the intent of this Section, where physically practical and reasonable, as determined by the Planning and Zoning Commission.*
11. *All landscaped areas in parking areas or adjacent to parking or loading areas, or that can be encroached upon by a motor vehicle, shall be provided with an adequate, permanent curb as approved by the Director of Public Works to restrict the destruction of the landscaped areas by vehicles. Adequate scuppers, curb breaks and/or weep holes shall be provided through the curbing to permit drainage. Alternative low-impact stormwater techniques such as pervious pavers with the use of wheel stops may be approved by the Director of Public Works.*

Article VII. Off-Street Parking and Loading Regulations

SECTION 405.810: DESIGN AND MAINTENANCE STANDARDS

5. *Screening and landscaping.*
 - a. *All parking and loading areas shall be landscaped and provide screening in accordance with all applicable requirements of Section 405.540, Landscaping.*
 - b. *All parking adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, a solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means. Such fence or berm and associated landscaping shall be a minimum of eighteen (18) inches in height and an average of three (3) feet in height at the time of planting. ...*

The existing trees shown on the site plan are all located off-site. The applicant is showing only the placement of one new tree along the south property line next to the playground enclosure. No additional trees are shown along Old Olive Street Road, nor is additional landscaping provided along the east property line to shield headlights and to screen the playground area. Further, the level of traffic on site will be increasing significantly over the current use, most significantly in the mornings and in the evenings where headlights will be used during the winter months. Therefore Staff recommends that the landscape plan should be revised to include appropriate screening of the parking lot with an evergreen hedge to meet with the requirements of the Zoning Code.

Parking Requirements

Section 405.820 Required Off-Street Parking Spaces provides the calculation for the minimum parking below:

SECTION 405.820: REQUIRED OFF-STREET PARKING SPACES

11. *Social assistance (NAICS 6244).*
 - a. *Child day care services (NAICS 62441). One and one-half (1.5) spaces per staff person required for the licensed capacity of the facility. In addition, day care facilities shall provide safe drop-off areas near the main entrance to the facility.*

The applicant has indicated a total staff of two persons thus requiring three spaces where eight are currently available on site as shown in the aerial photo below on the right. While the site meets with the zoning code requirements for minimum parking, it does not meet with the typical safe practice for day care facilities, where sidewalks are located in front of the parking, so that children are not walking behind a car to get into the building. Further, the turning radius for angled parking spaces on the east portion of the parking lot would create a hazard for cars entering the site. As indicated earlier, three of the spaces are within MoDOT right-of-way. While it is highly unlikely, if MoDOT decides that at some point remove those spaces, this would create a problem for the applicant, as this would decrease the number of spaces to five. As indicated before, the applicant schedules the drop off of children at five appointments every thirty minutes, with two employees during the busiest times, thus creating a potential conflict in traffic entering and exiting the site. Therefore, Staff recommends that the parking lot be restriped to line up along the building, to meet with the intent of the off street parking requirements of providing a safe drop-off area near the main entrance; however the Applicant has indicated that he did not think that do so would provide enough parking necessary for his purposes.



Fences

The approval of the conditional use permit and site development plan will also approve the fence for the playground enclosure along Olive Boulevard, per Section 405.640, Fences, where no fence shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless specifically approved by site development plan approval in accordance with Section 405.1080. Given the highly visible location along Olive Boulevard, Staff believes this necessitates the installation of a significant landscape package to minimize the visual impact of the fence. The members of the Planning and Zoning Commission are asked to provide specific guidance on this issue or continue this application so that additional P&Z reviews can take place.

Property Maintenance

While visiting the site, Staff noticed several broken curbs along the parking lot, storage of building debris, and trash bins not properly enclosed. Therefore, a condition of approval includes adding a permanent curb along all landscaped areas, in conformance with Section 405.540(11), along with addressing any other property maintenance violations prior to issuance of a final Certificate of Occupancy.

SUMMARY AND RECOMMENDED CONDITIONS OF APPROVAL

Due to the significant revisions necessary to the Landscape Plan to meet with the intent of a “green line” park, Staff recommends continuing the application until Tuesday, September 3rd, so that such changes can be made for P&Z review.

If the Commission members feel that all concerns have been adequately addressed and the Applicant and Staff has been given enough direction to review a revised landscape plan without further P&Z review, they should vote on a recommendation to the City Council per the conditions discussed in the staff report listed below:

- The condition use permit shall be for the operation of a 4,500 sq. ft. child day care facility located at 9974 Old Olive Street Road.
- 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 “Landscape Plan” received, July 22, 2013 with the following exceptions below.
- The Landscape Plan shall be revised to meet with the intent of the “green line” park of the City of Creve Coeur Comprehensive Plan and Design Guidelines, and Zonign Code Requirments, including providing an irrigation system throughout the site, for the Director of Community Development and MoDOT approval per the direction of the City Council.
- The applicant shall revise the Landscape Plan and Site Development Plan to include an adequate permanent curb for all areas that can be encroached upon by a motor vehicle in conformance with Section 405.540(11).
- The applicant shall restripe the parking lot to line up against the building to meet with the intent of providing a safe drop-off area near the main entrance.
- The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code.
- The owner of the property shall address all outstanding property maintenance violations to the satisfaction of the Chief Building Official prior to the issuance of any final Certificate of Occupancy.
- All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.

Any conditions added, eliminated, or modified should be discussed and made by separate actions. A draft ordinance will be created for City Council based on the discussion and final action of the Commission members

MOTION

The following is an example motion for advancing this application to City Council:

“I move to recommend approval of the conditional use permit for a child day care center located at 9974 Old Olive Street Road, subject to the conditions contained in the staff report dated August 2, 2013” (conditions may be added, eliminated, or modified by preceding motion).

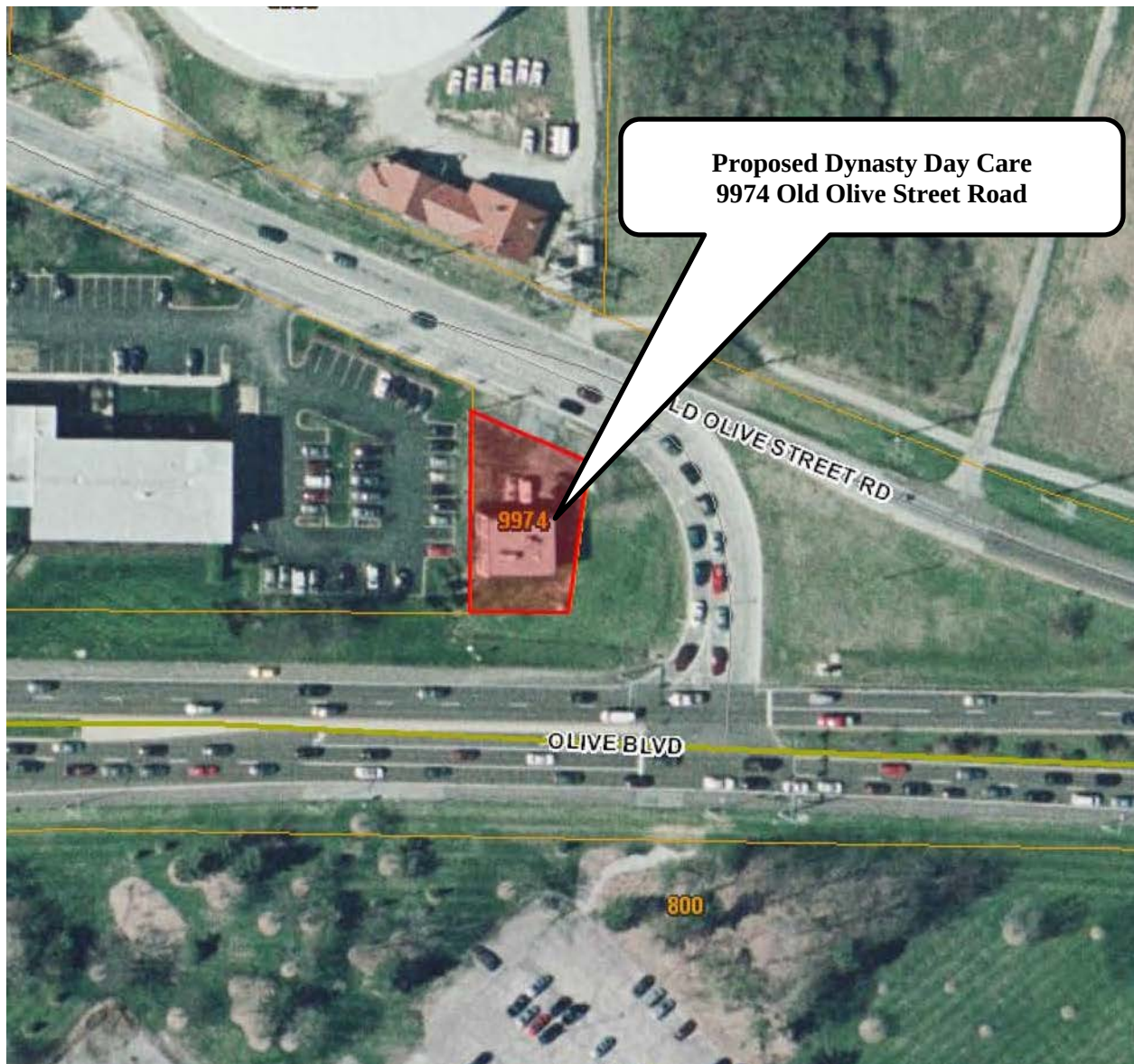
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL MAP



APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 08/01/2013



Description: View of the building looking southwest from Old Olive Street Road.



Description: View looking west from the median at Old Olive Street Road.



Description: View looking northwest from Olive Boulevard.

	Description: View looking south from Olive Boulevard of the surrounding property.
	Description: View looking west from Old Olive Street Road to the surrounding property north of the subject property.
	Description: View looking west from the northwest corner of the subject property to the adjacent property. Note the extensive landscaping provided.



Description: View of a broken curb within the parking lot that will need to be repaired.



Description: View of the building debris stored onsite.



Description: View of additional curbs within the parking lot that will need to be repaired.



city
of

CREVE COEUR

PLANNING DIVISION

300 North New Ballas Road Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION AGENDA APPLICATION CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	Applicant's Representative (if applicable):
<u>JONATHAN PARKER</u> Name	<u>N/A</u> Name
<u>DYNASTY DAY CARE</u> Company (If Applicable)	 Company (If Applicable)
<u>PO Box 1934</u> Address	 Address
<u>MARYLAND HTS, MO 63093</u> Address	 Address
<u>Telephone # 314-299-4260</u>	<u>Telephone #</u>
<u>Fax # 314-292-4799</u>	<u>Fax #</u>
<u>Email: JJPARKER@DYNASTYDAYCARE.COM</u>	<u>Email:</u>
<u>[Signature]</u> Applicant's Signature	 Applicant's Representative's Signature

Property Information:	Owner's Acknowledgement (if different from applicant):
<u>9974 OLD OLIVE STREET ROAD</u> Address	 Name
<u>CREVE COEUR, MO 6341</u> Address	 Company (If Applicable)
 Development Name (if any)	 Address
<u>GENERAL COMM'L DISTRICT</u> Current Zoning	 Address
<u>ADVANCE MORTGAGE</u> Prior CUP Approvals (if known)	<u>Telephone #</u>
<u>CHURCH (NON-PROFIT)</u>	<u>Fax #</u>
<u>DESIGN GALLERY</u>	<u>Email:</u>
	 Owner's Signature

Description of Requested Use (attach additional sheets as needed)

General Description of Business: CHILD CARE CENTER PROVIDING
DAY CARE SERVICES FOR PARENTS OF PRE-SCHOOL CHILDREN.

Gross Floor Area – Existing and Proposed: 4,507 SF
Number of Seats (for restaurant only): N/A
Number of Employees at the busiest shift: 2
Hours of Operation: 6 AM - 6 PM
Current or Most Recent Use of the Property: OFFICE
Will the applicant apply for a liquor license: Yes _____ No X

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

☒ Rationale	☒ Building elevations for new construction
☒ Site plan	☒ Photographs of existing structures
☒ Access and parking plan; (may be shown on site plan)	☒ Materials samples
☒ Landscape plan	☒ Fees: \$250 (non-refundable)
☒ Floor plan	☒ \$2000 (refundable deposit)
☒ Electronic copies of all materials	☐ Other items as requested by staff

Preferred Public Hearing Date: Monday, _____, 2013.

****See attached schedule and confirm available meeting dates with Planning Division staff****

Office Use Only	
☐ All Sections Complete	Received By: _____
☐ All Documents, incl. e-Copies	_____
☐ Fees Paid	Date: _____

Paul Langdon, AICP, Planning Director
Whitney Kelly, AICP, City Planner
Julie Lowery, Administrative Assistant (872-2501)

Revised: 11/11



**Conditional Use Permit
City of Creve Coeur
RATIONALE
May 14, 2013**

**Jonathan Parker
Manager
Dynasty Day Care
9974 Old Olive Street Rd
Creve Coeur, MO 63141
Tel: 314-299-4260
Fax: 314-292-4799
Email: jjparker@dynastydaycare.com**

CONFIDENTIAL

No offering is made or intended by this document. Any offering of interests in Dynasty Day Care will be made only in compliance with Federal and State securities laws.

This document includes confidential and proprietary information of and regarding Dynasty Day Care. This document is provided for informational purposes only. You may not use this document except for informational purposes, and you may not reproduce this document in whole or in part, or divulge any of its contents without the prior written consent of Dynasty Day Care. By accepting this document, you agree to be bound by these restrictions and limitations.

RATIONALE - Executive Summary

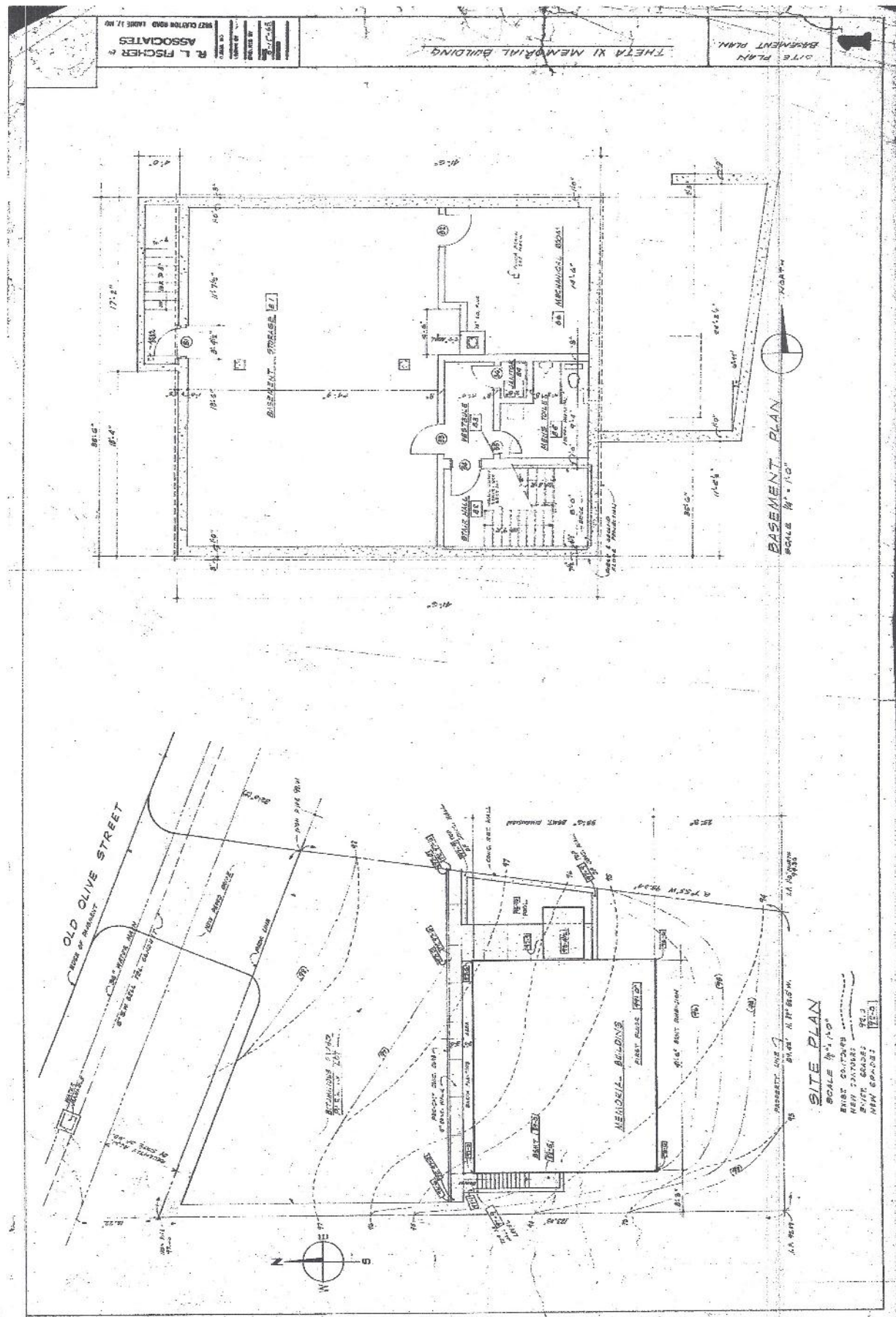
Dynasty Day Care provides child day care services for parents of children (18mo-5yo) at competitive costs and higher quality instruction with expert attention and safer service.

Dynasty Day Care is uniquely qualified to succeed due to the following reasons:

- **Services:** Our services are exemplary because of our expert attention to detail including safer security measures, client rebates, nutritious snacks, low child/staff ratio, convenient location (nr major roads), etc.
- **Human Resources:** Our management team has unique and extensive experience in the industry including our Director with over 16 years of experience in the SLPS system including 7 years as an Administrator.
- **Location:** Our location allows us to better serve customers because of our location near major roads and its easy on/off access (i.e. Olive Blvd off Lindbergh Blvd SR67).
- **Operational Systems:** We have developed systems that enable us to provide high quality services at a lower cost. These systems include electronic keycard access and personal I.D. passes for greater security and accountability of staff and children especially during drop-off and pickup.
- **Staff:** We employ trained full-time child care providers with extensive child care experience assisted by pediatric youth volunteers for additional child care attention.

Rationale (synopsis) -

The presence of our operation will enhance the local business community by fully occupying a familiar building structure that yields minimal impact to the surrounding commercial environment through the use of self-contained and secure play areas for the children under our direct care and supervision. In addition, parking traffic is closely and effectively managed through the use of appointment-only scheduling for the arrival and pickup of children in the morning and afternoon. Parents will have their own pre-arranged window of time to drop-off and pick-up their children daily.

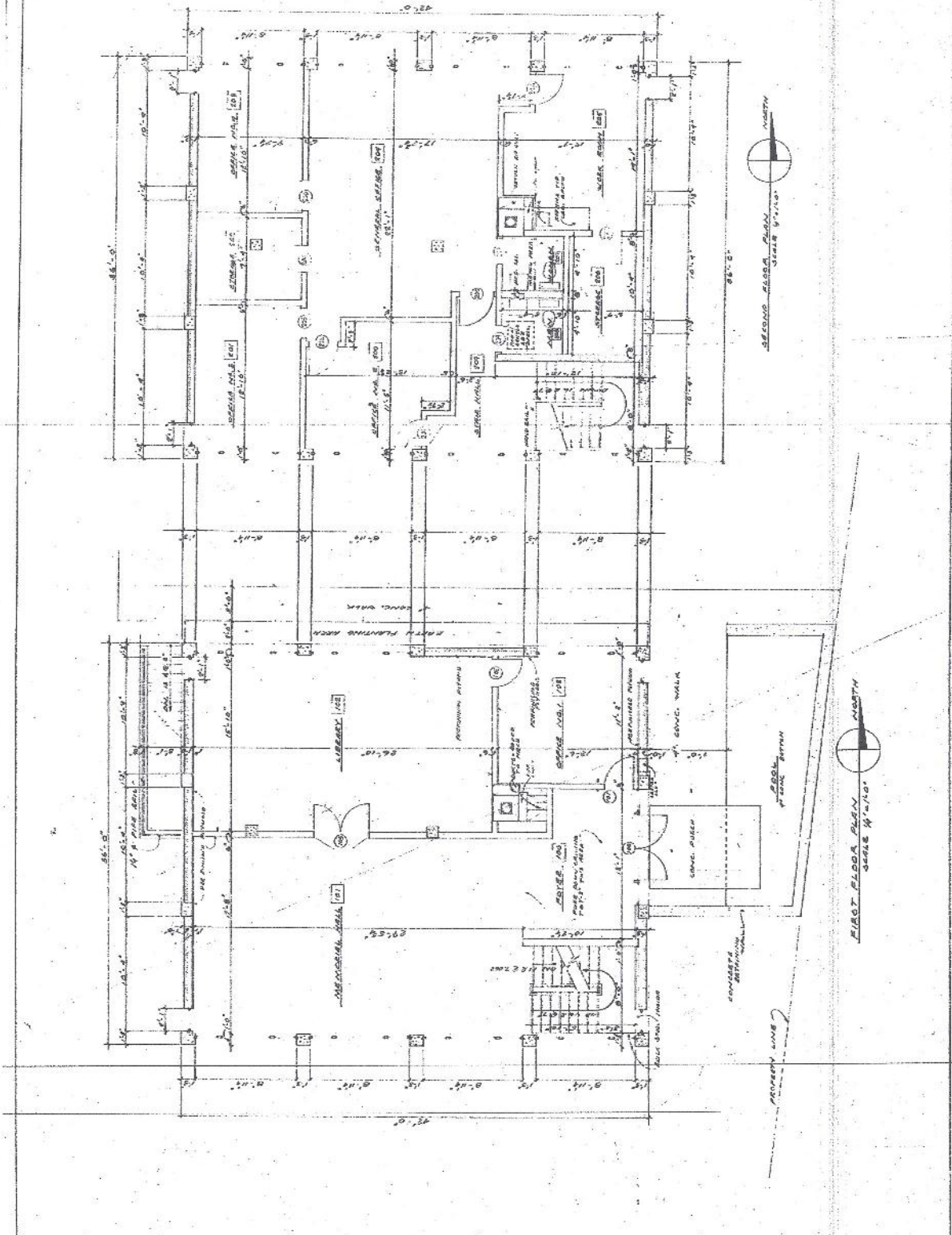


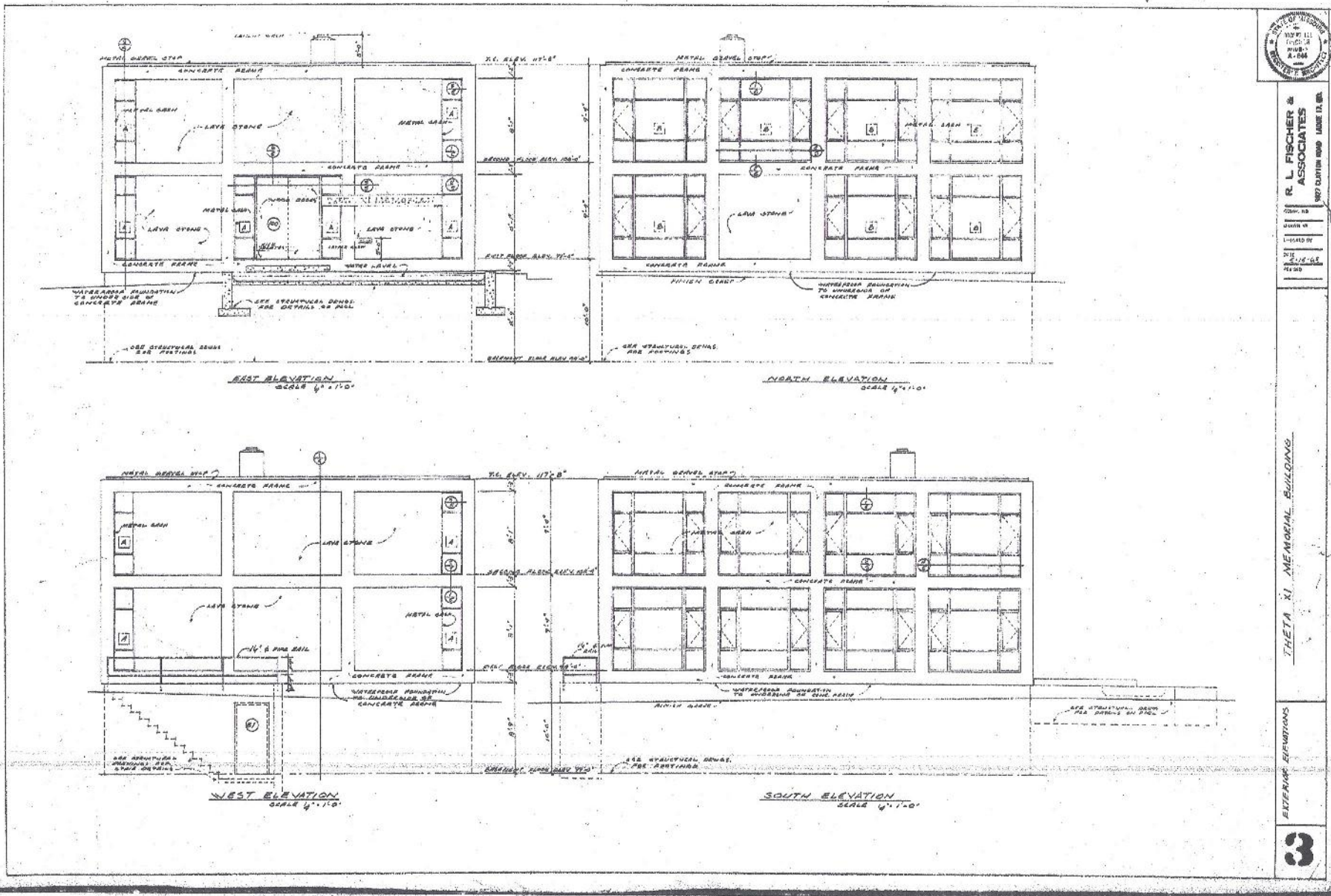


R. L. FISCHER & ASSOCIATES
3027 CLAYTON ROAD, LAUREL 27, N.Y.
ARCHT. 10-10-59
ENGR. 10-10-59
ENGR. 10-10-59
ENGR. 10-10-59

THETA XI MEMORIAL BUILDING

10
FIRST FLOOR PLAN
SCALE 1/4" = 1'-0"







9974

9974

A photograph of a modern, two-story building with a light-colored facade. The building features large, dark-framed windows on both levels. A section of the ground floor wall is decorated with a stone or mosaic pattern. A concrete ramp with white metal railings leads up to the entrance area. A coiled black cable or hose is visible on the ground near the ramp. The number '9974' is mounted on the upper left corner of the building's facade.



9974

9974



3340
314/775-775
DOCTOR



$$1/8'' = 1' - \theta''$$
$$1/8'' = 1' - \theta''$$
$$1/8'' = 1' - \theta'$$
$$1/8'' = 1' - 0''$$
$$1/4'' = 1' - \theta''$$
$$1/8'' = 1' - \theta''$$
$$1/4'' = 1' - \theta''$$

volding **architecture**
325 North Kirkwood Road - Suite 330
St. Louis, Missouri 63122
314.909.7280

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

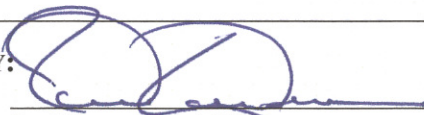
- Section 405.950 Signs in Non-Residential Districts

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.

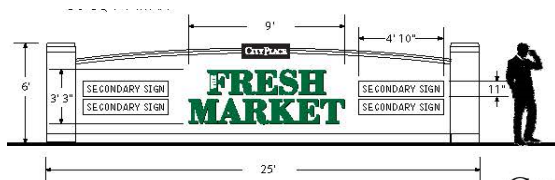


Figure 1. The two dimensional image of the CityPlace VII monument sign, above, appears to show a large and imposing sign until it is viewed in context within the proposed Concept Site Plan, at right, where it is revealed as a minor element relative to the scale of the space. Staff suggest that this is a lot opportunity for various reasons beyond space for sign panels.

CITYPLACE



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."

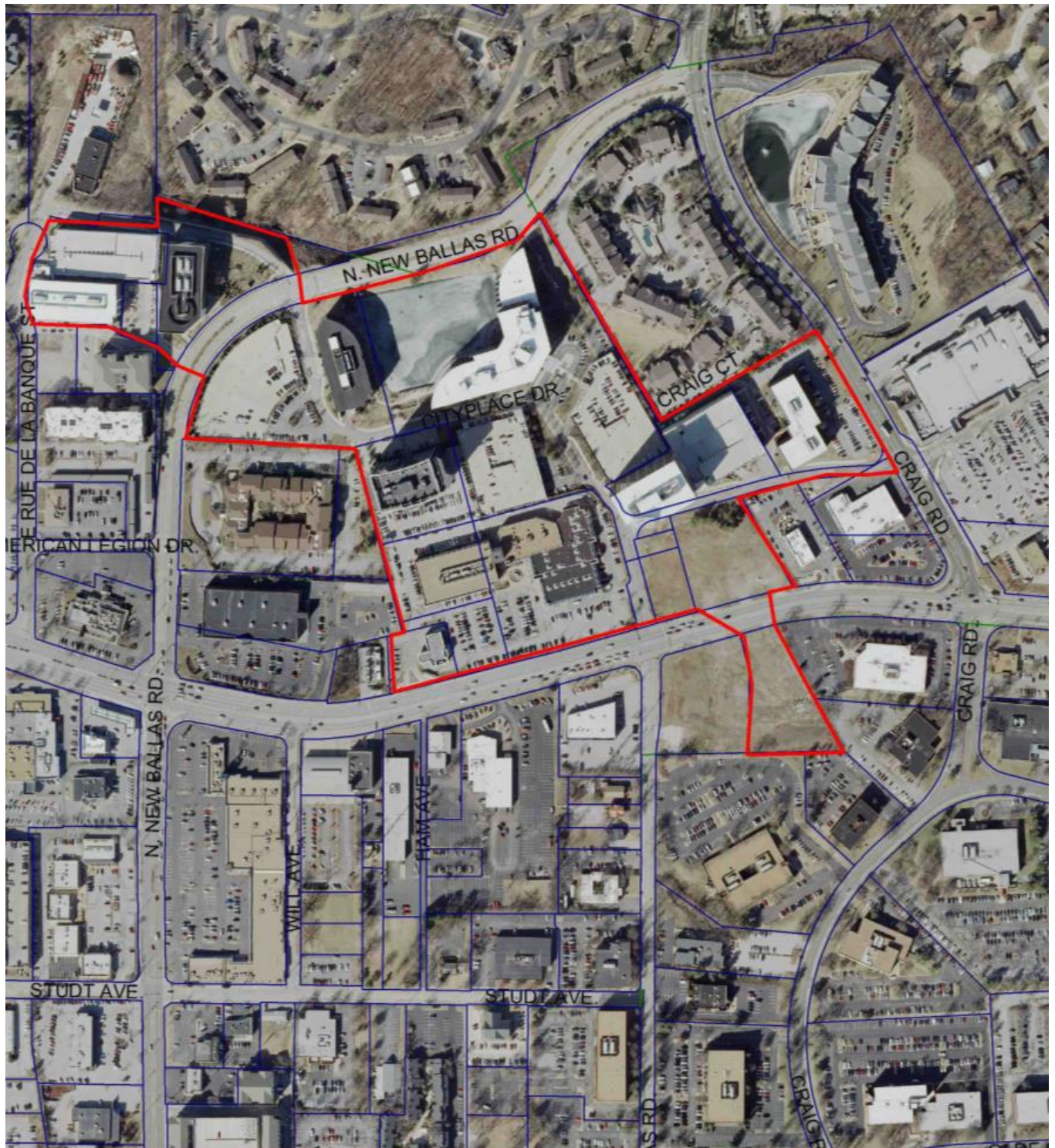
If the Commission members wish to accept the proposed signs, they should vote on a motion to recommend approval of the proposed signs, subject to any modifying conditions supported by a separate motion and vote. In that event, Staff will prepare an ordinance for the City Council reflecting the actions 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





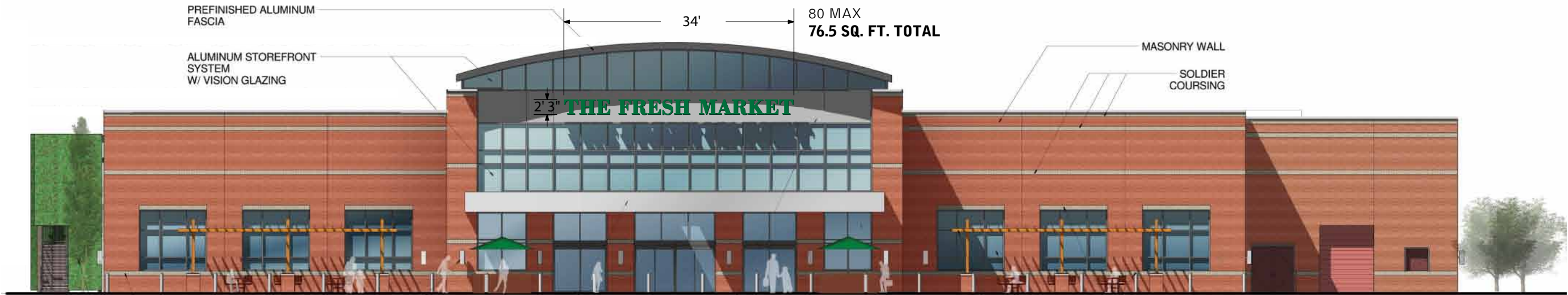
CITY PLACE

Amendment to Signage Master Plan

As approved by the
City of Creve Coeur
Month XX, 2013



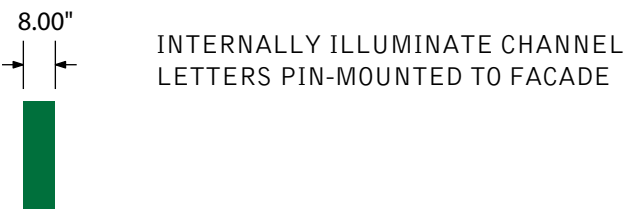
Fresh Market Lot #7 Retail Wall-mounted Fascia Sign



A SOUTH ELEVATION: THE FRESH MARKET
1/16" = 1'-0"

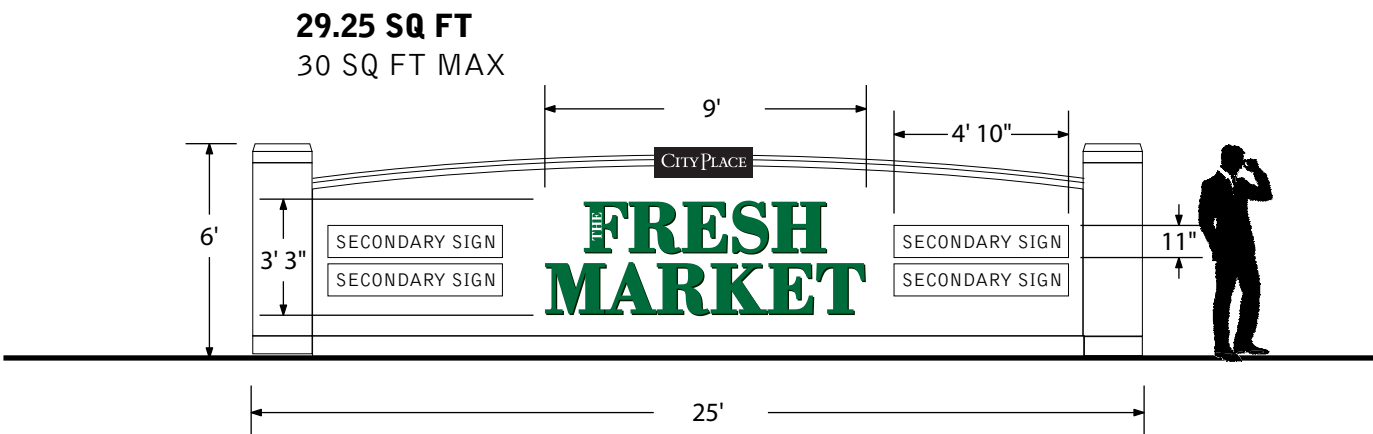


B SOUTH ELEVATION: THE FRESH MARKET
1/4" = 1'-0"



C SIDE VIEW: THE FRESH MARKET
1/4" = 1'-0"

Fresh Market Lot #7 Monument Signage



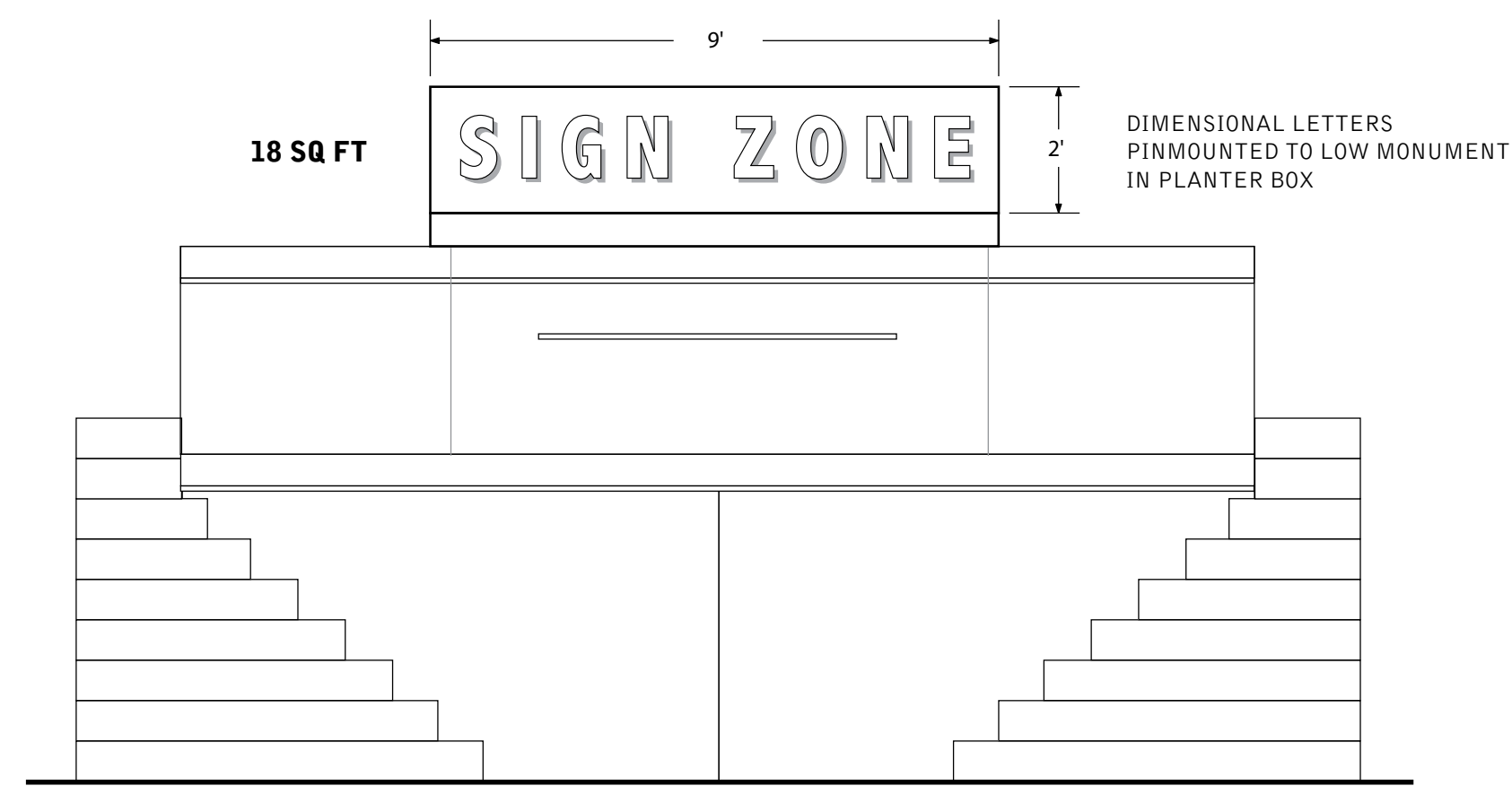
A ELEVATION: MONUMENT SIGN
SCALE: 3/16" = 1'-0"



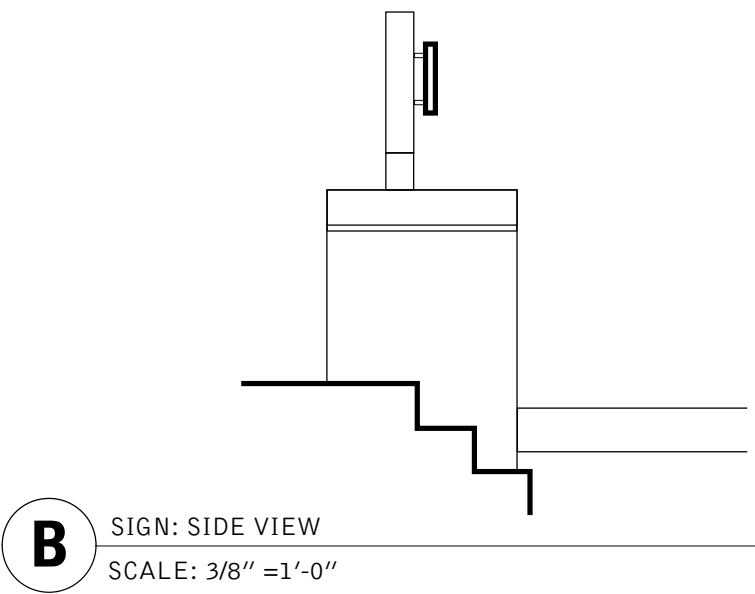
B IMAGE: EXISTING CAMPUS MONUMENT SIGN
SCALE: NOT TO SCALE



City Place 2 Fountain Signage



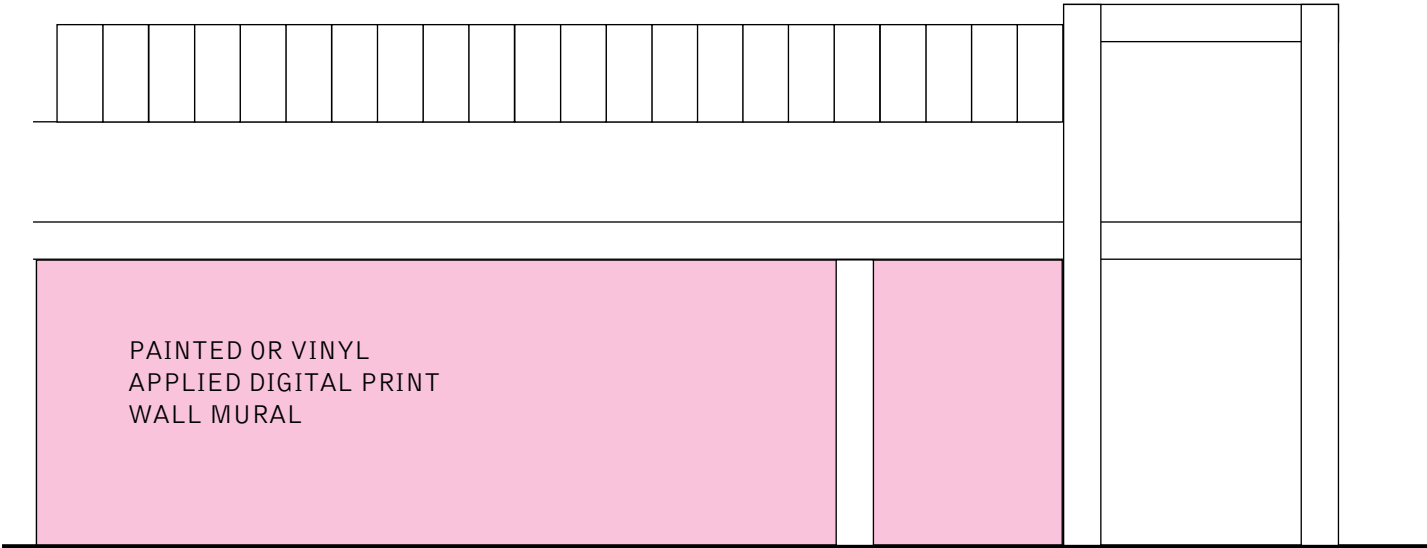
A ELEVATION: FOUNTAIN SIGNAGE
SCALE: 3/8" = 1'-0"



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

WALL MURAL
LOCATION



**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."

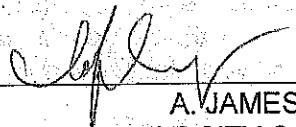
SECTION 3: Such approval of the Master Signage Plan for the CityPlace Development shall be restricted to the following conditions:

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.

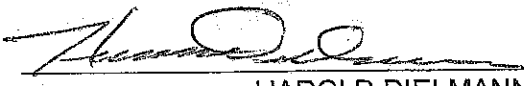
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1

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

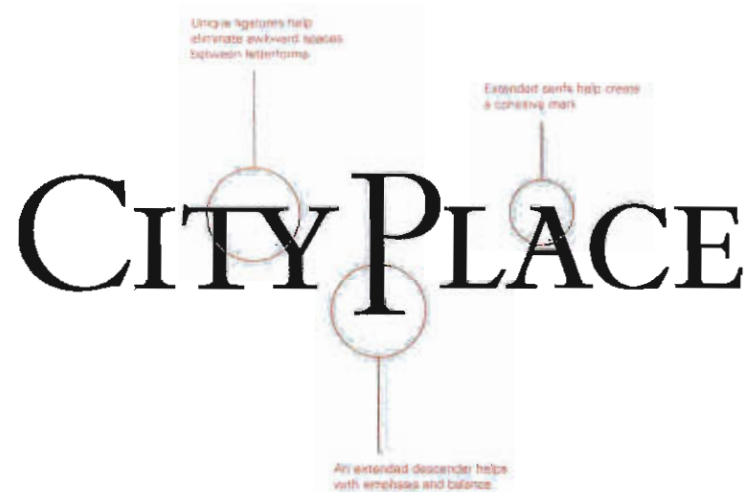
prepared by Kuhlmann Levitt, Inc.
for The Korman Group

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 - 5.28	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

CITY PLACE

Substitute font

CITY PLACE

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.













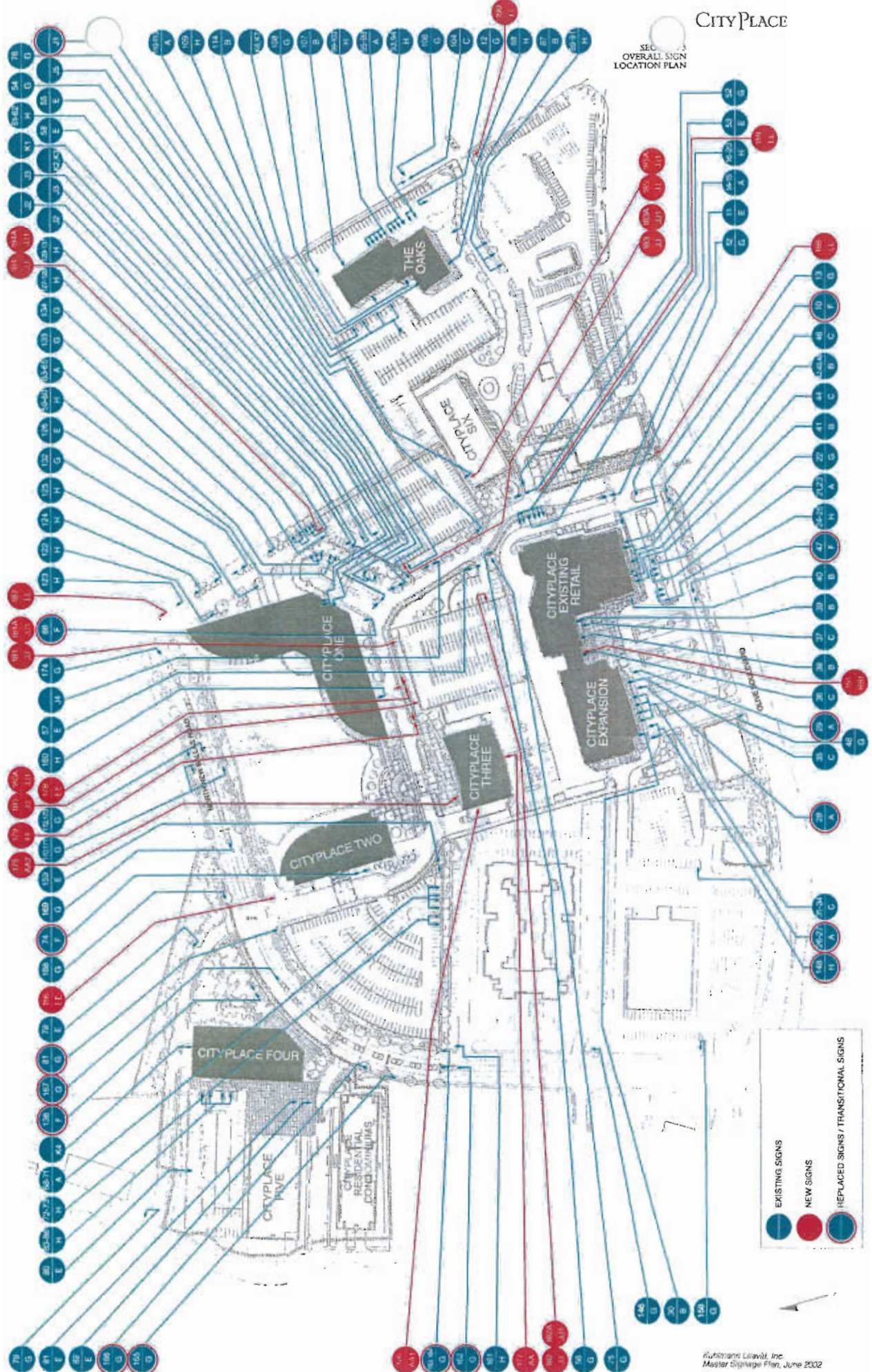




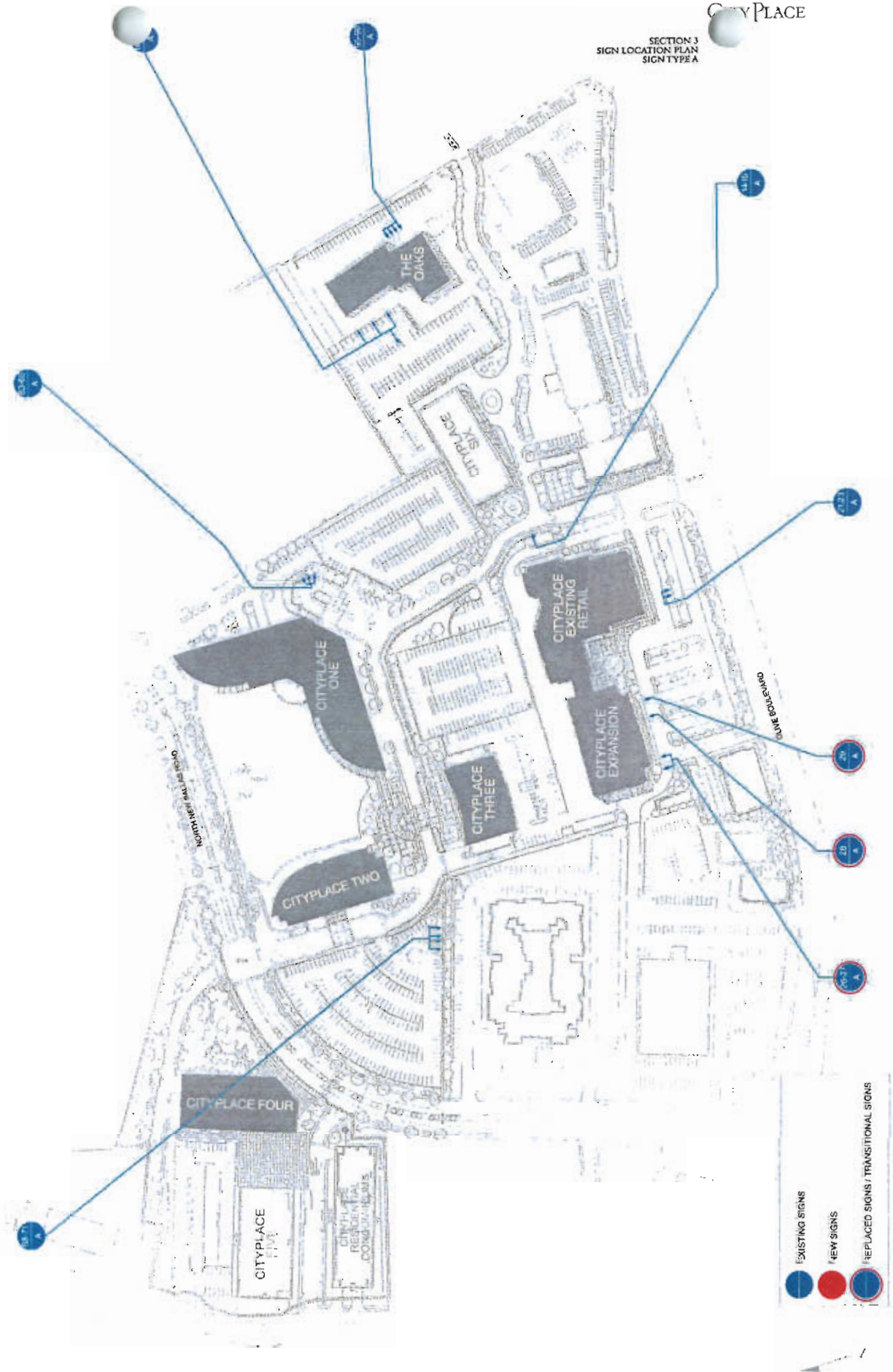


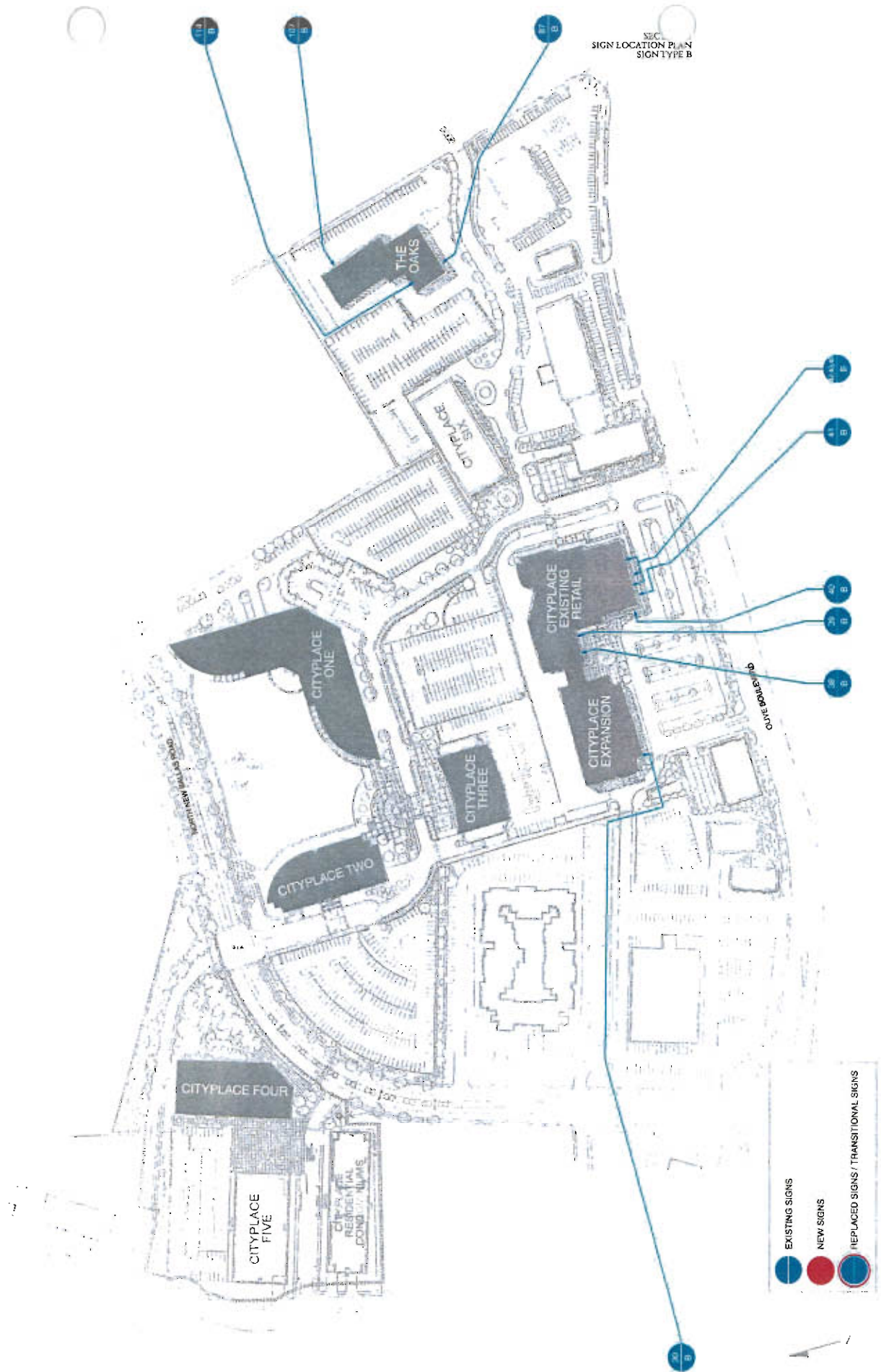


SECTION 3
OVERALL SIGN
LOCATION PLAN

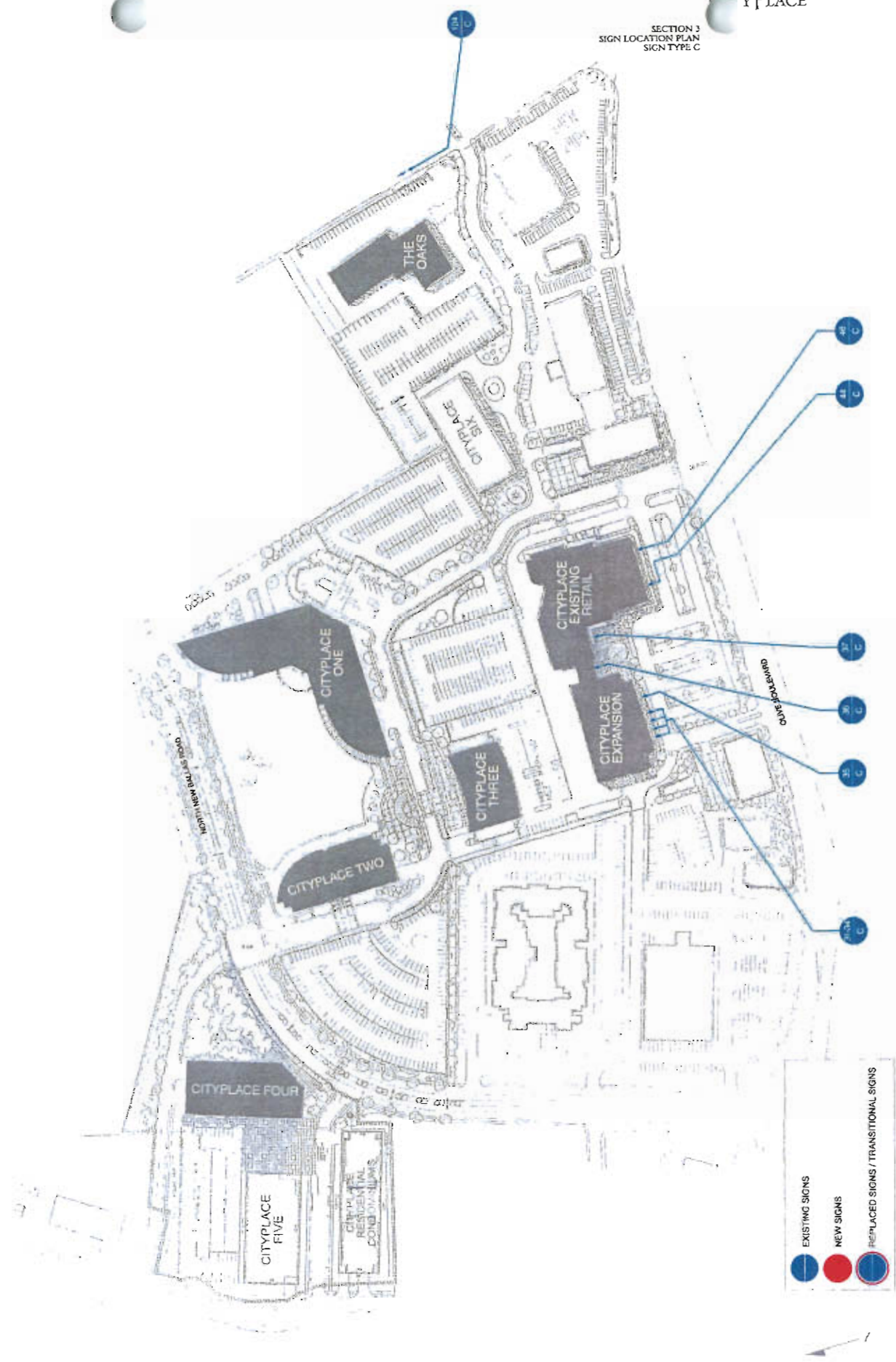


SECTION 3
SIGN LOCATION PLAN
SIGN TYPE A

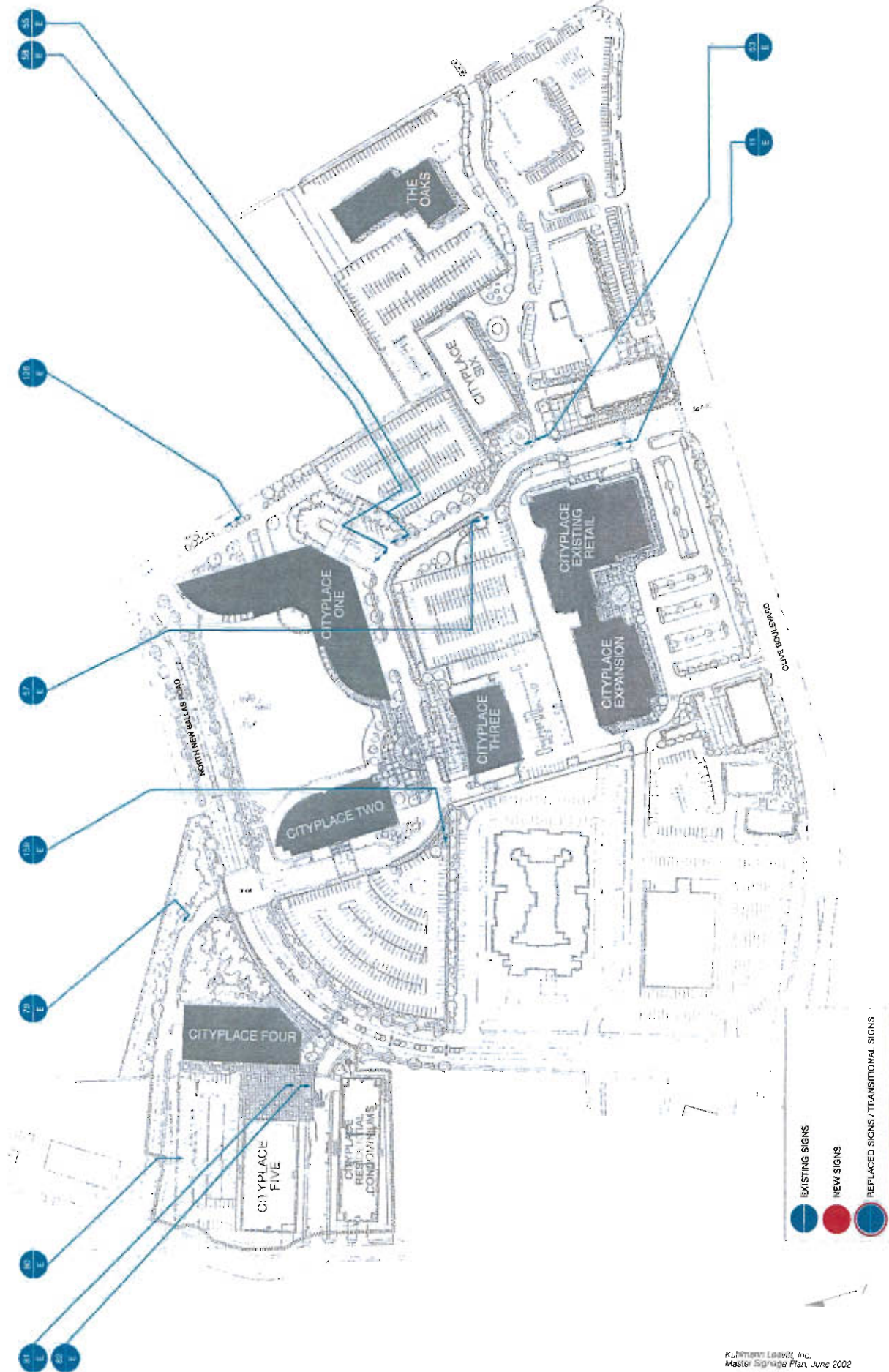


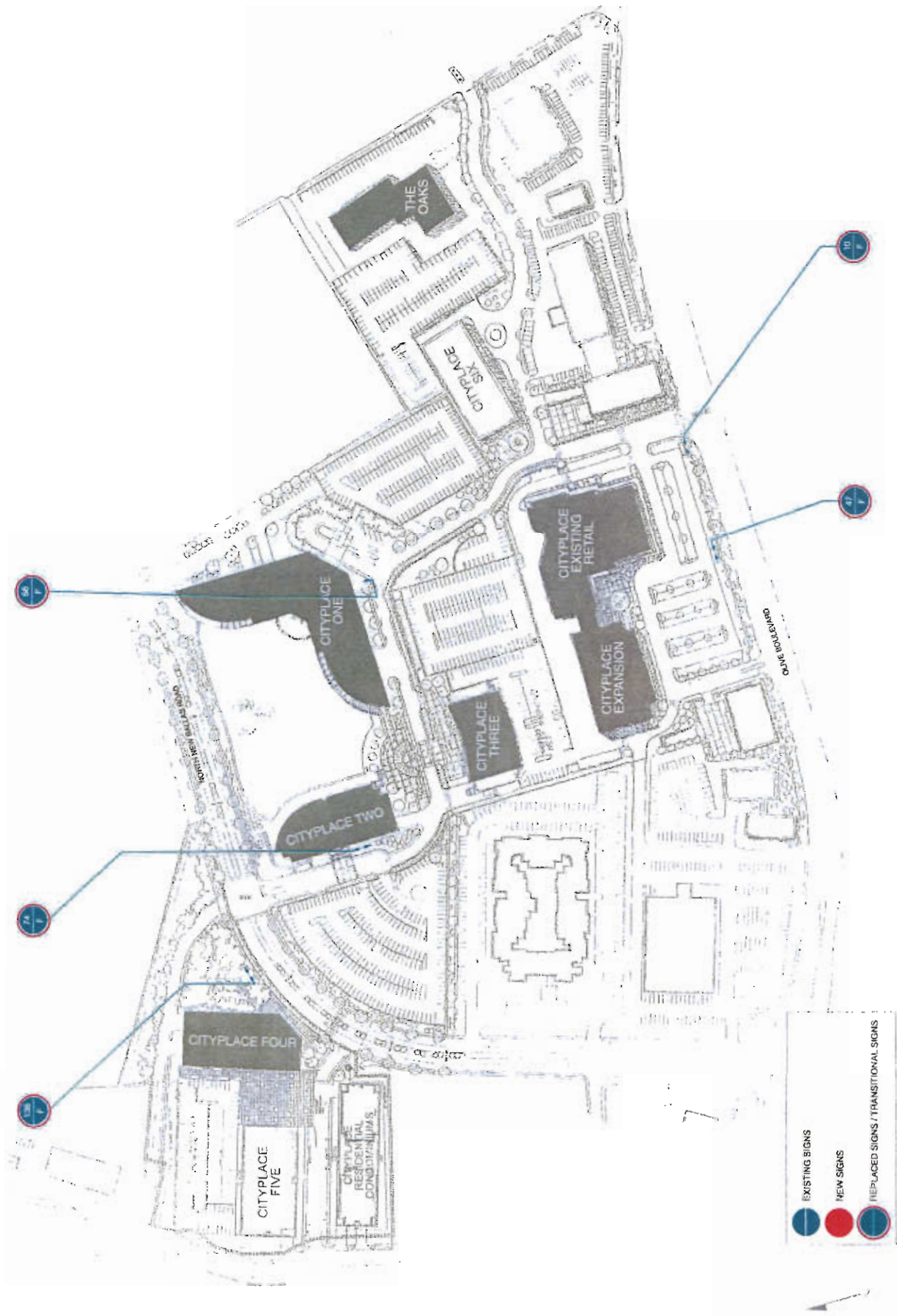


SECTION 3
SIGN LOCATION PLAN
SIGN TYPE C

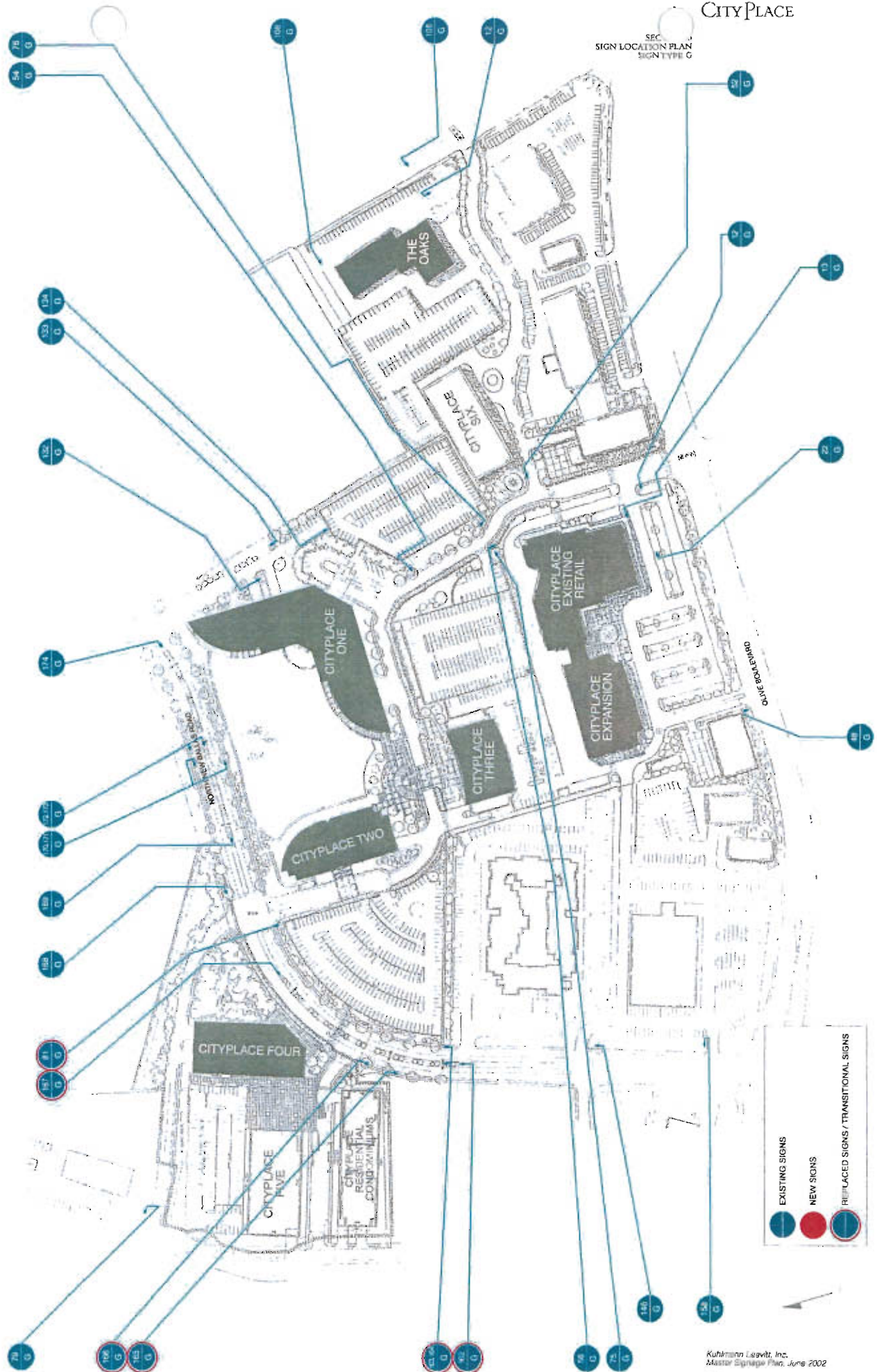


SEC
SIGN LOCATION PLAN
SIGN TYPE E



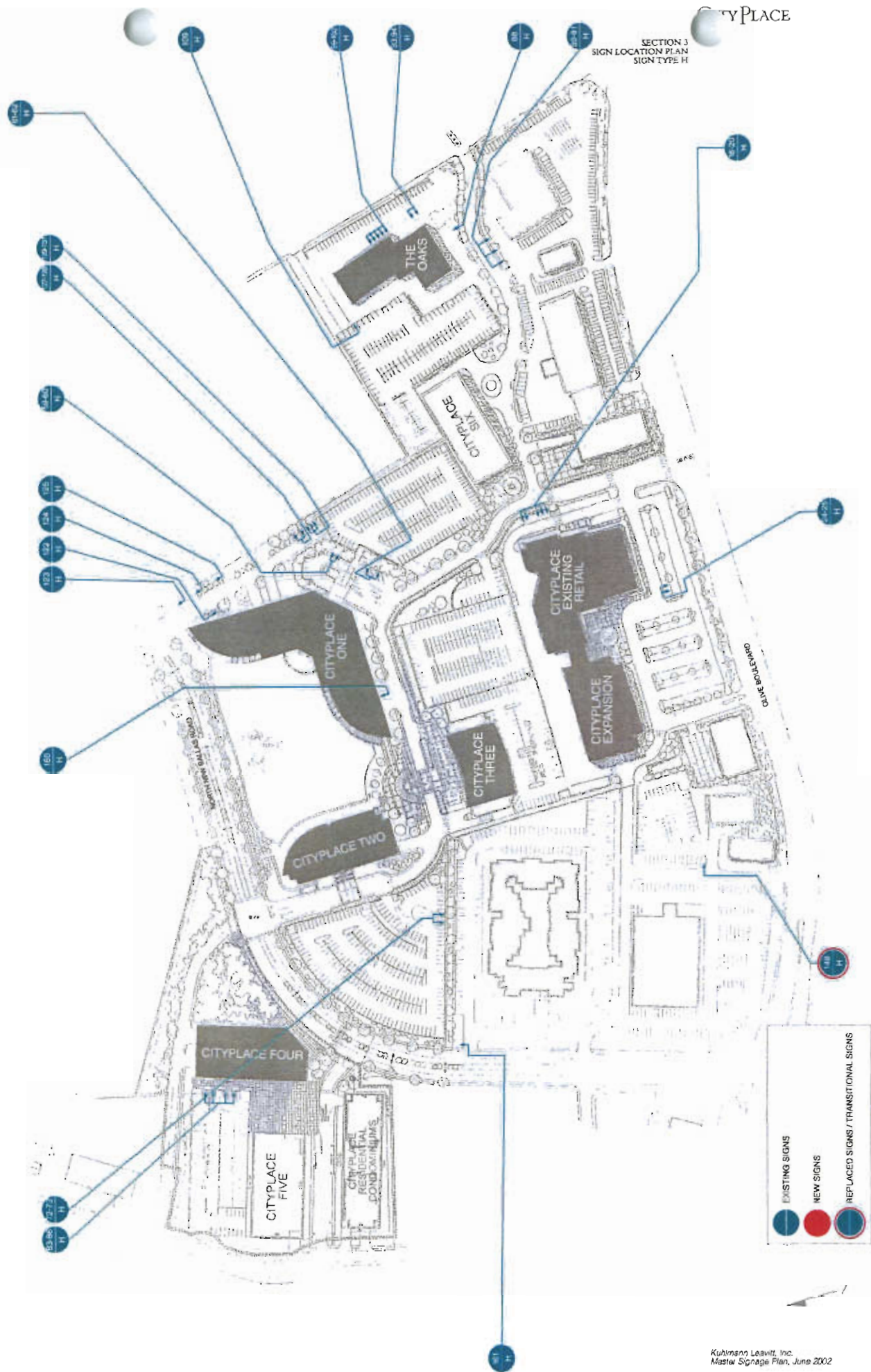


SEC.
SIGN LOCATION PLAN
SIGN TYPE G

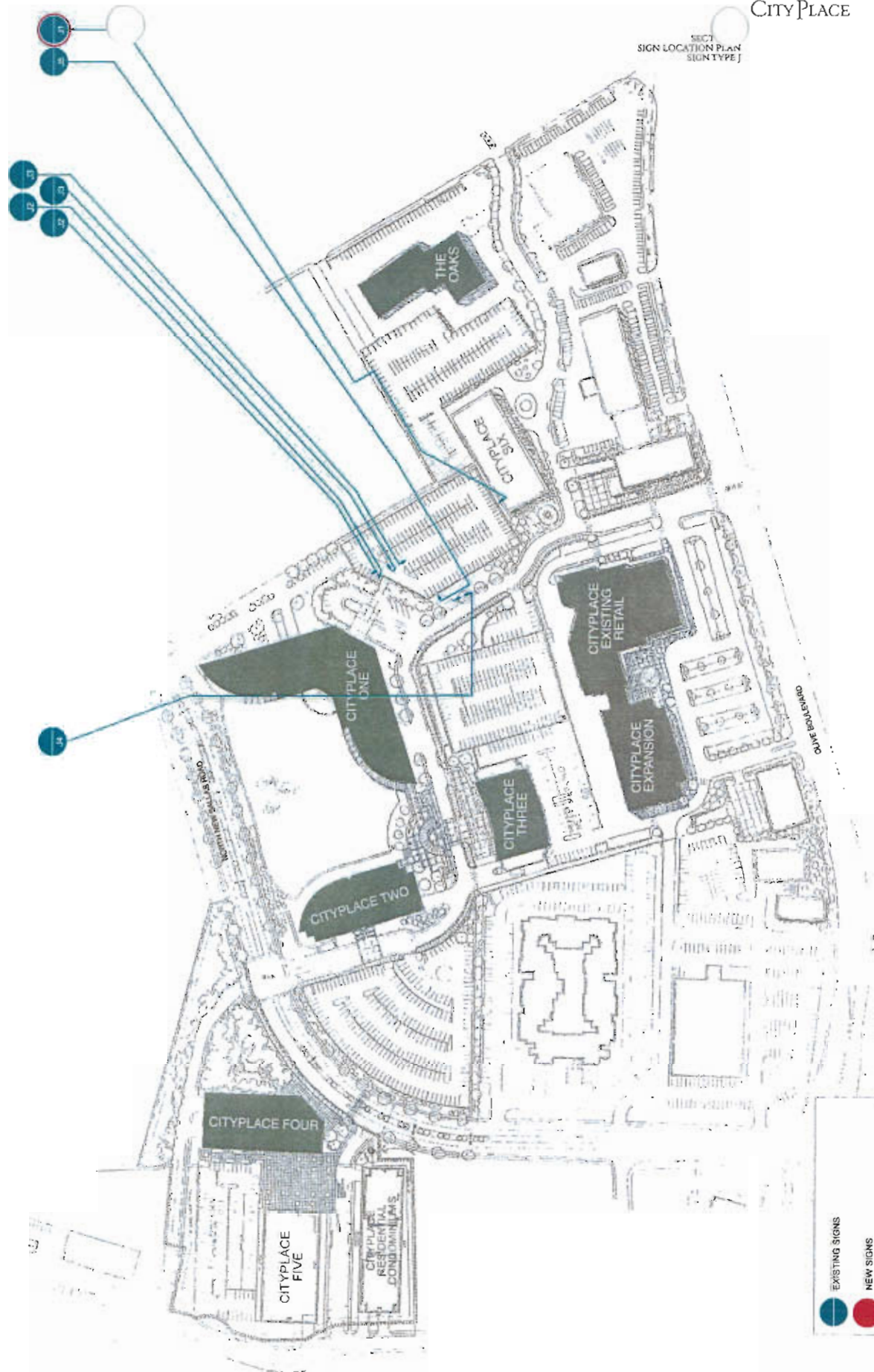


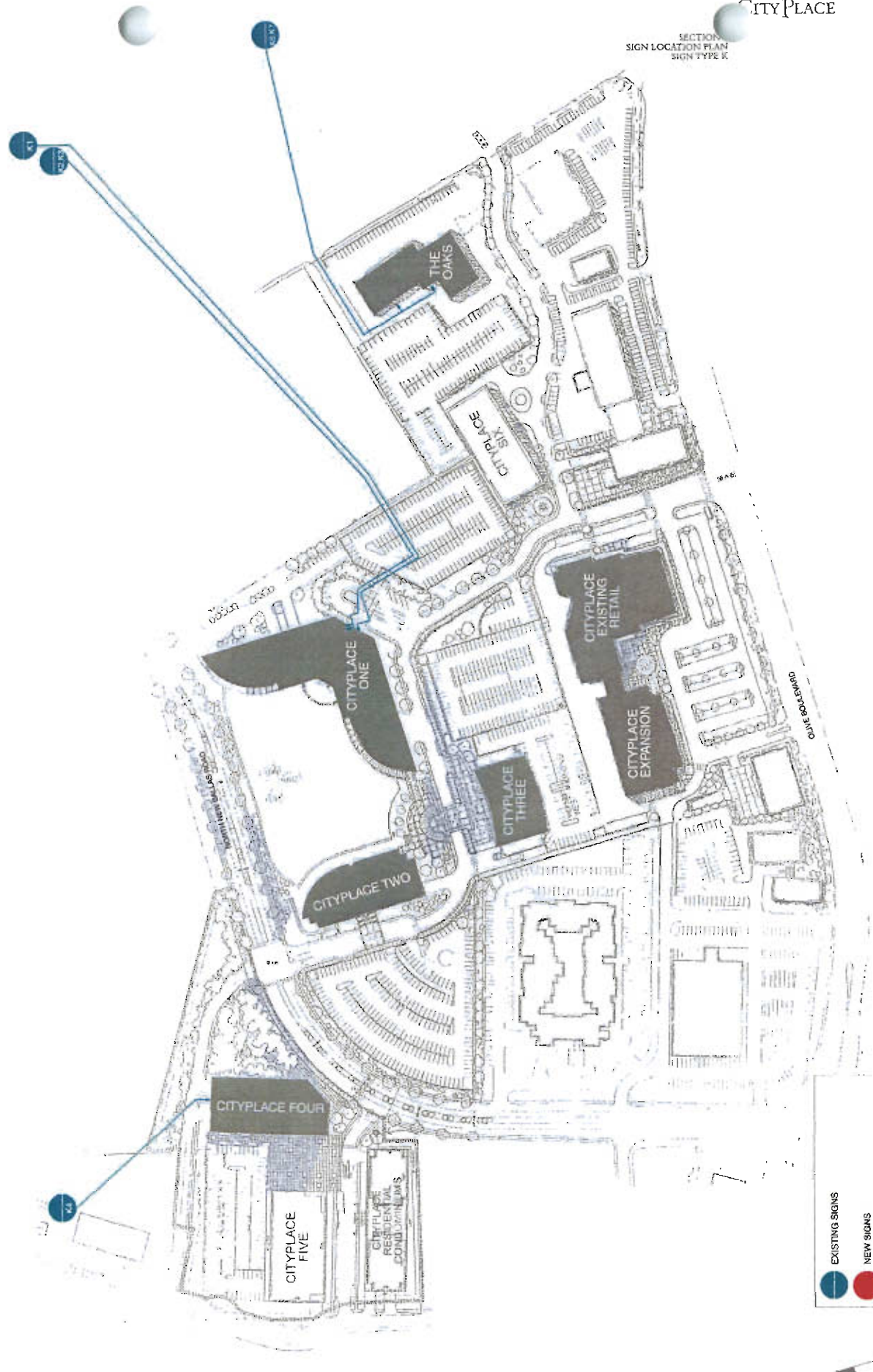
	EXISTING SIGNS
	NEW SIGNS
	REPLACED SIGNS / TRANSITIONAL SIGNS

SECTION 3
SIGN LOCATION PLAN
SIGN TYPE H

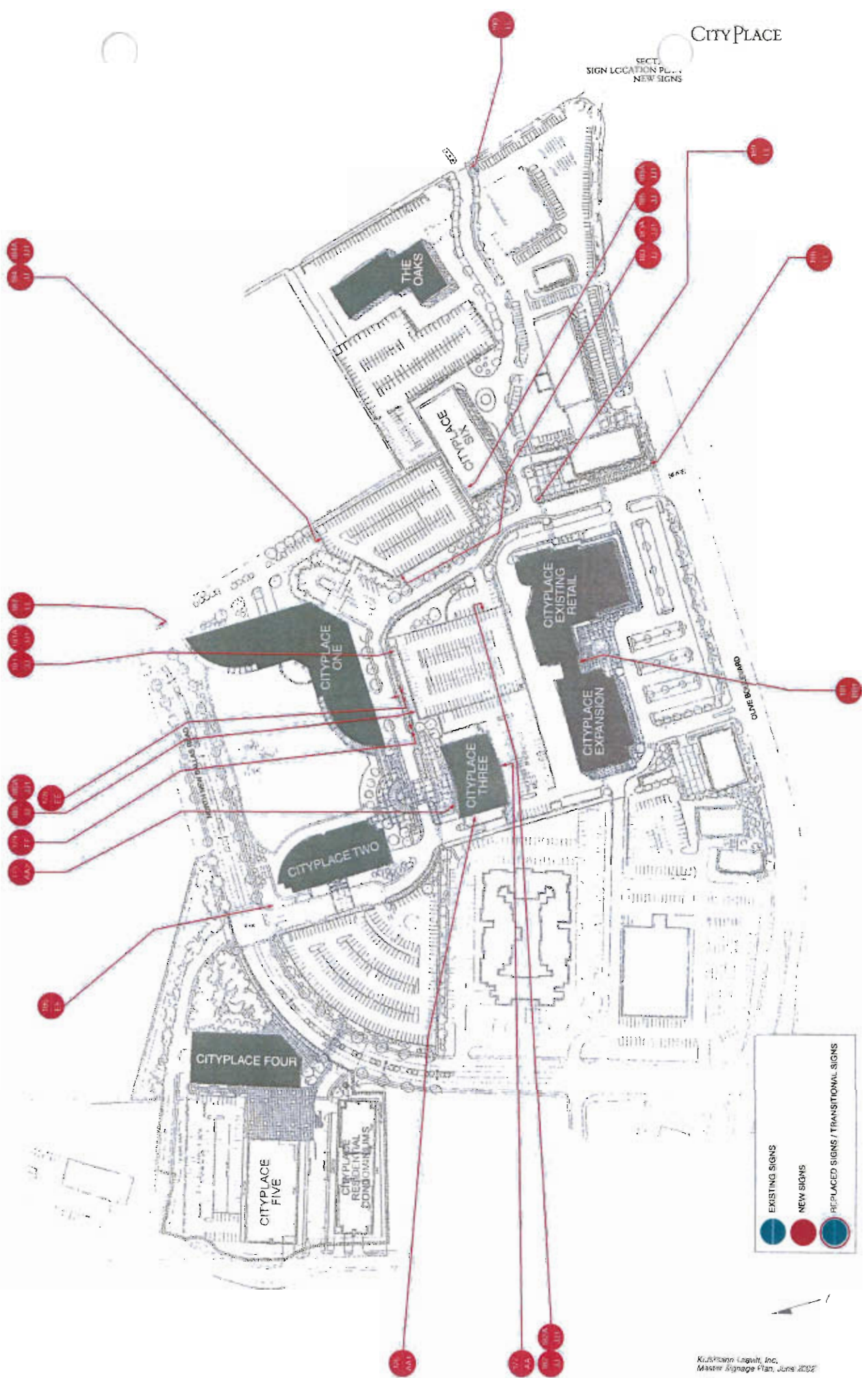


SECT
SIGN LOCATION PLAN
SIGN TYPE J





SECT.
SIGN LOCATION PLAN
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

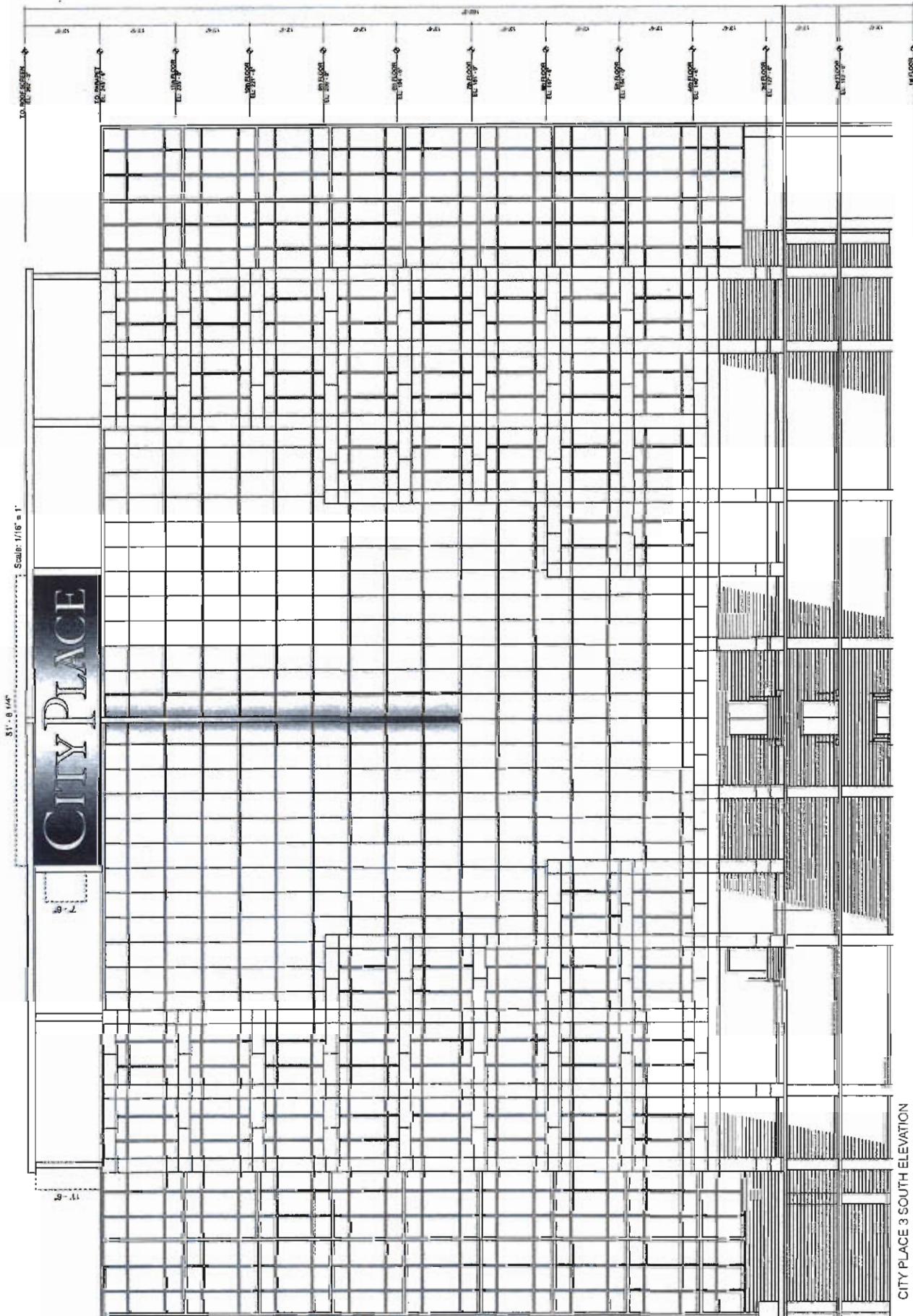
	NUMBER	SIGN TYPE	MESSAGE	DESCRIPTION
EXISTING SIGNS	10	F	CITYPLACE CAMPUS MONUMENT	Black & white granite with silver metal type and logo element, 2 sided
	11	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	12	G	TRAFFIC - "Stop"	Red hexagon sign with white embossed 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 (logos) 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	Naxtel 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 Lesvitt Inc.
Signage Master Plan, June 2002



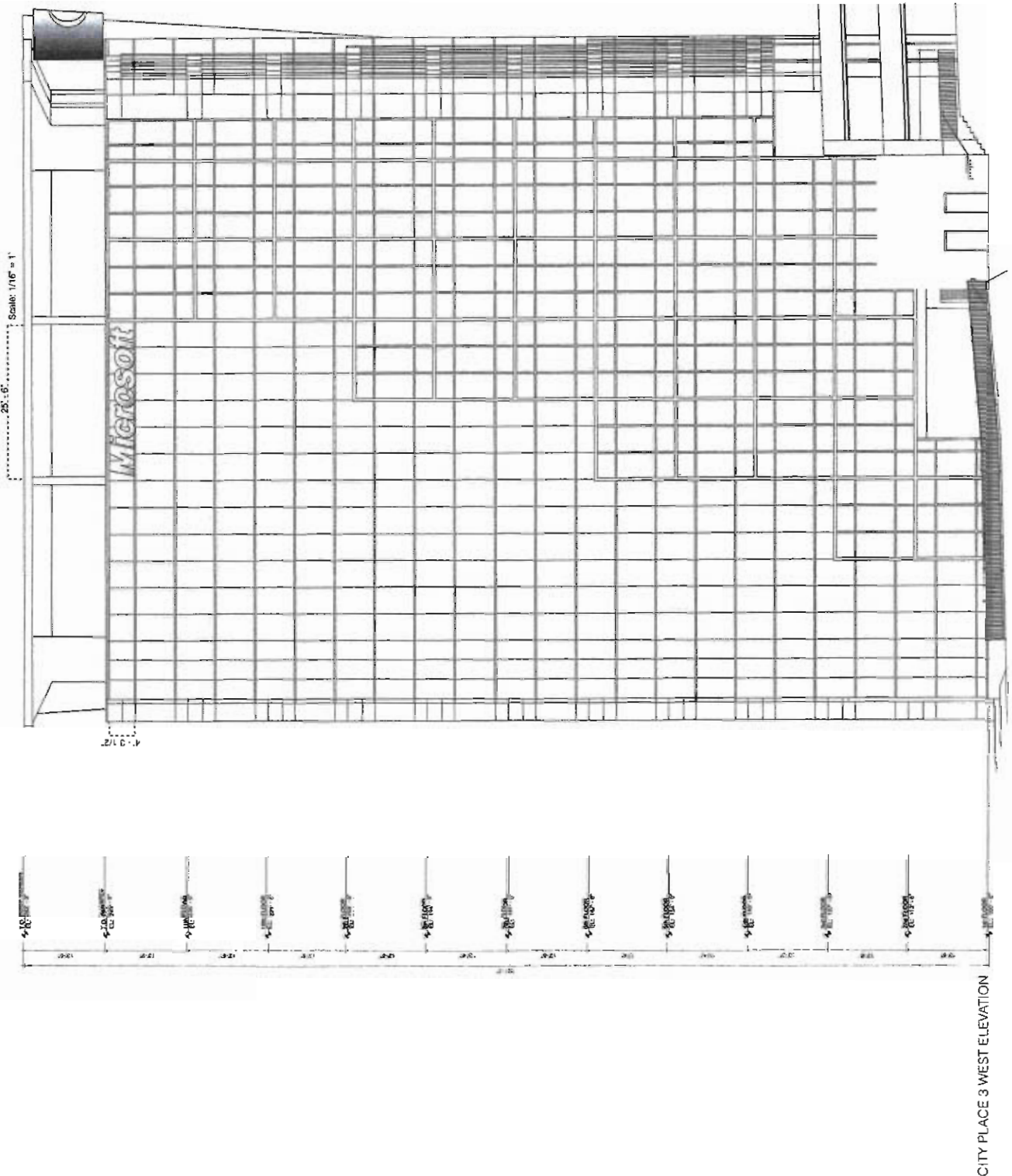
CITY PLACE

CITY PLACE 3 SOUTH ELEVATION

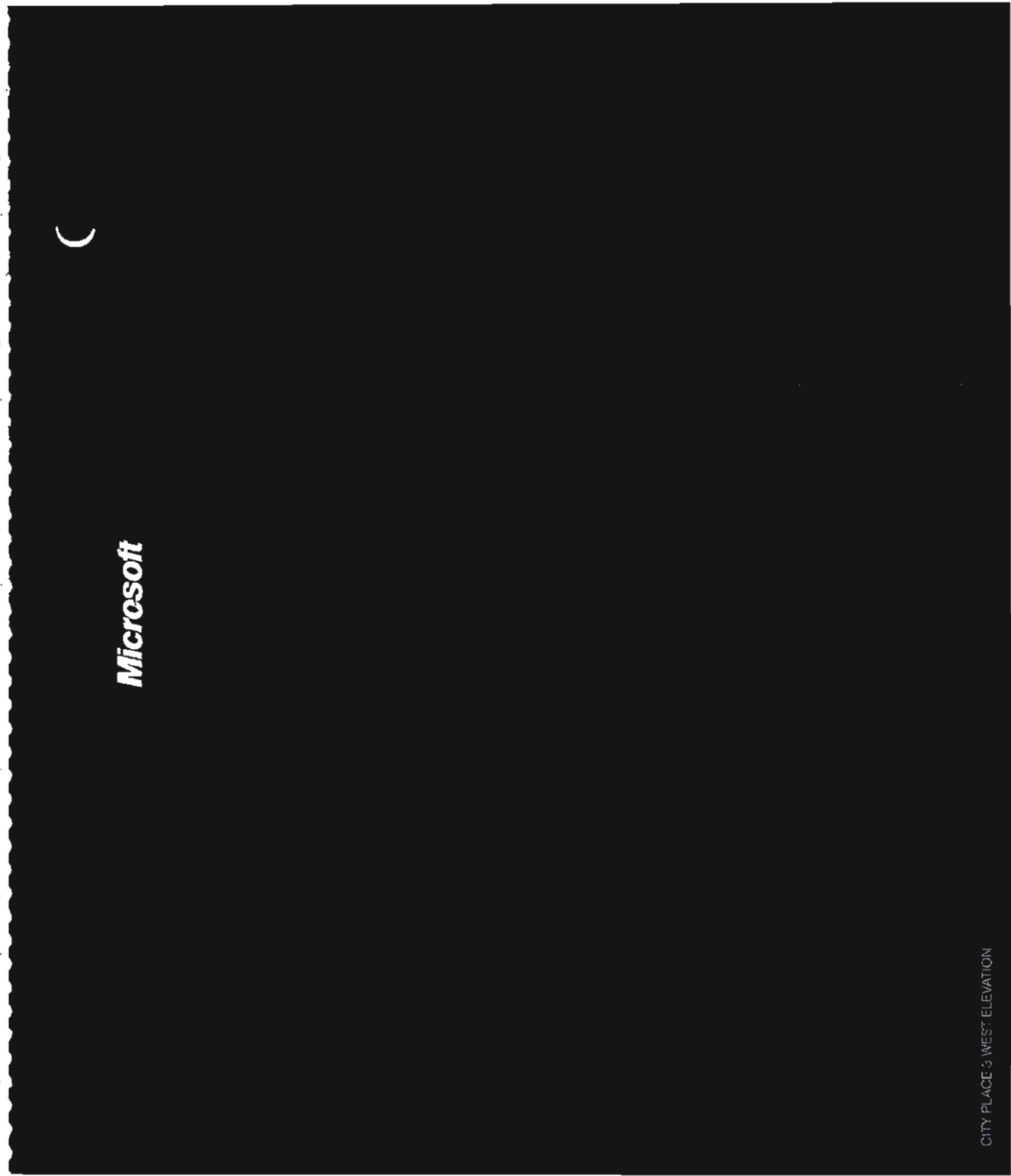


Sign consists of internal illuminated dimensional letters mounted to building face as shown, letters to be 6" thick. Letters to be faced with incandescent at night; exact specifications for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload and weight requirements; all fasteners to be invisible to viewer;

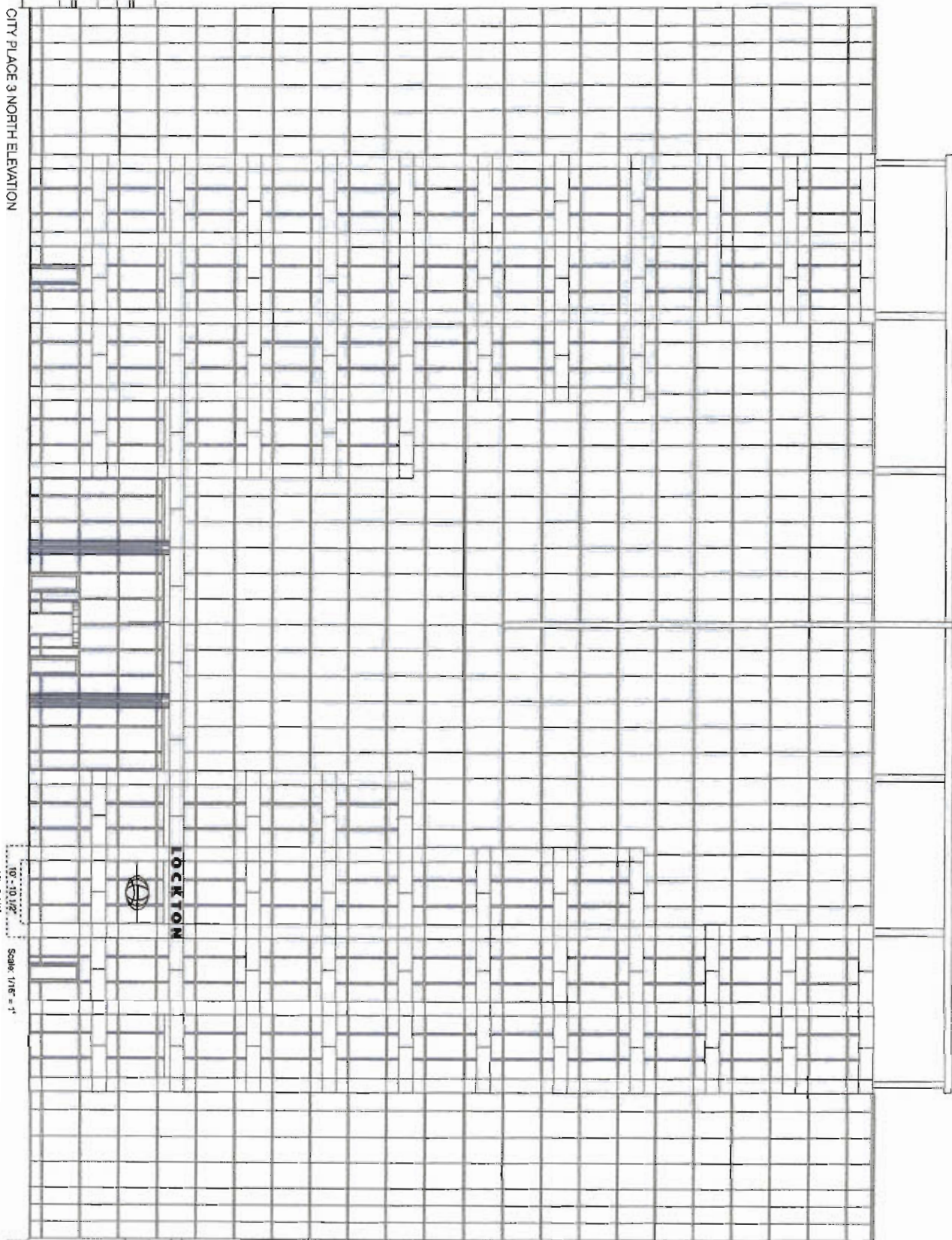
SECTION 3
SIGN TYPE AA2
TENANT IDENTIFICATION
CITY PLACE 3 WEST FACE



SECTION
SIGN TYPE BB
SELECT TENANT IDENTIFICATION
CITY PLACE 3 WEST FACE, NIGHTVIEW



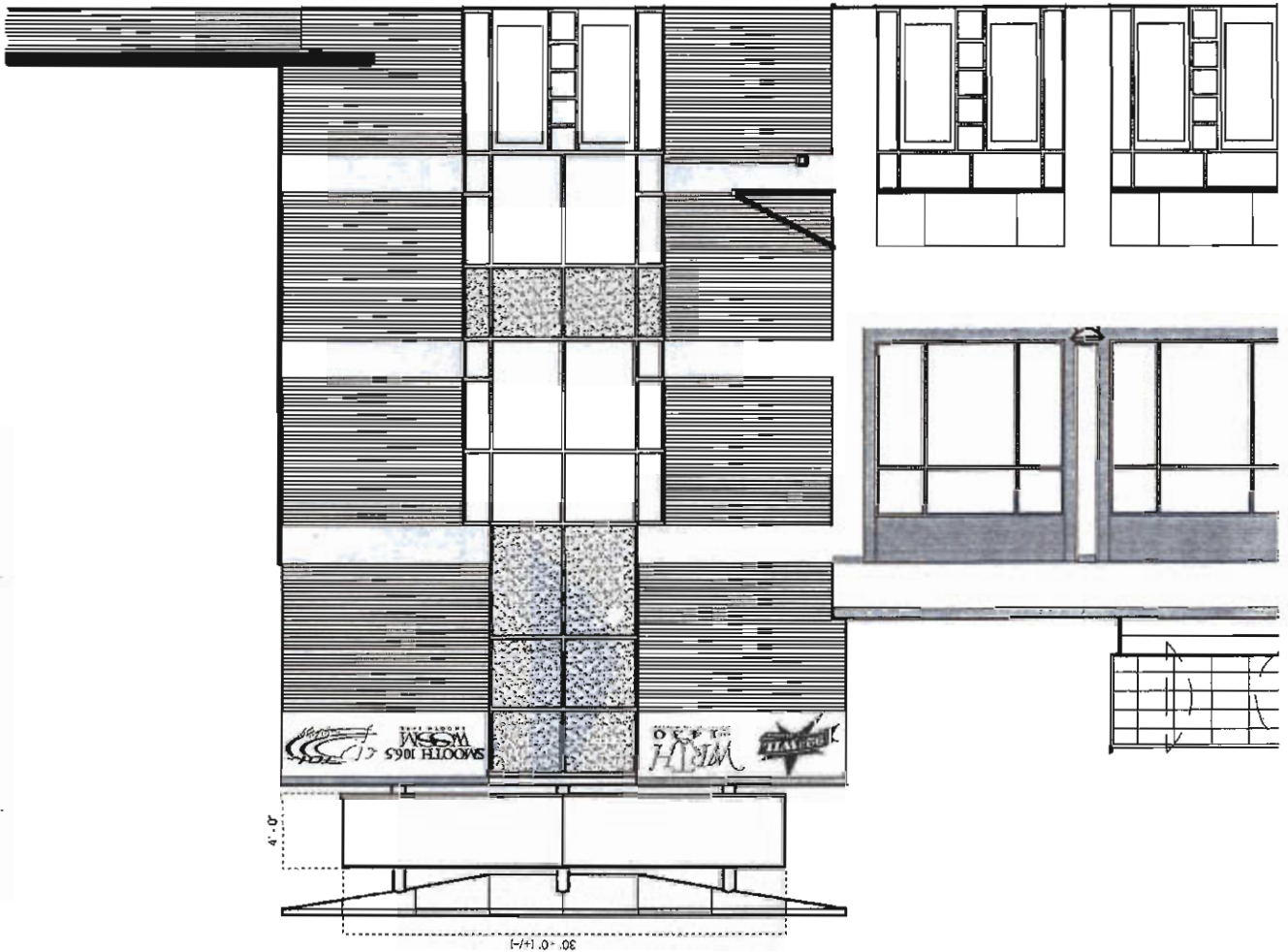
CITY PLACE 3 WEST ELEVATION



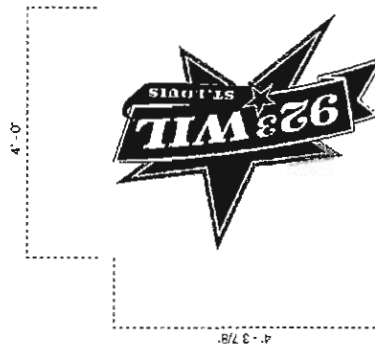
Sign consists of 1'-6-1/2" x 3'-0" depth painted aluminum dimensions, color gloss black; sign also consists of element that suspended between columns at building entry; logo standard element to be clear aluminum (silver or chrome) color; sign fabricated according to its structural support design and attached to steel studs by means of stainless steel bolts and washers; all fasteners as needed; load and weight requirements, all to meet windload.

CITY PLACE

black, layer 1
 silver, layer 2
 white, layer 3 (top layer)
 silver, layer 2



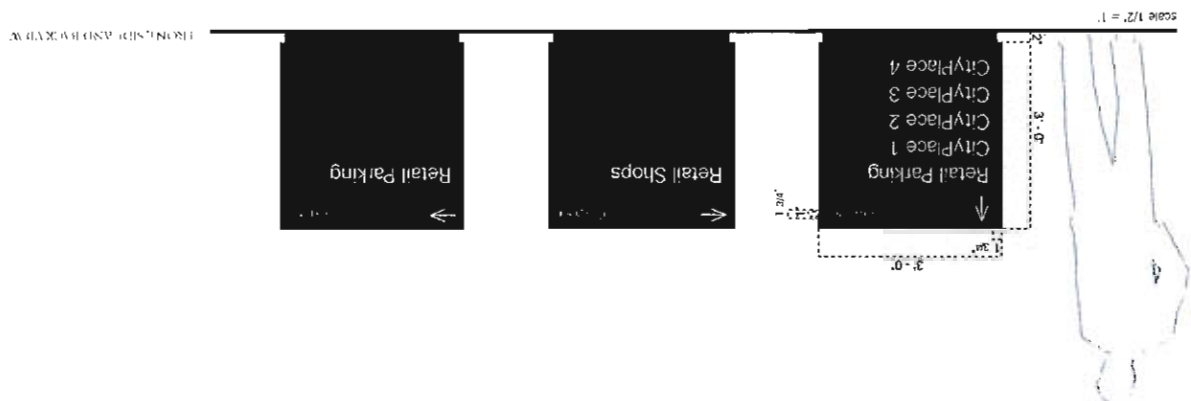
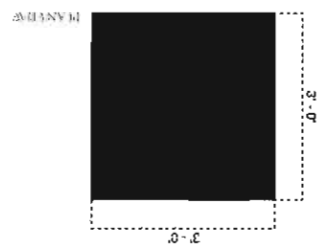
Radio Station signs to be clear enodded
 aluminum layered panels, sign panel height
 vary, sign panels to be metallic silver, black
 and white colors only. Sign panel is to be
 mechanically affixed to a substrate sign and
 that is painted to match architect's sample.
 sign is to be attached to the structure 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 all have
 filter as conditions require to be visible to
 views.



SIGNTYPE IS
NEW SITE DIRECTIONAL
Eventually will replace all Sign Type E directional

Sign consisting of 3'-0" x 3'-0" x 3'-0" aluminum cube fabricated from 1/8" thick aluminum.

1. **Introduction**
 2. **Background**
 3. **Methodology**
 4. **Results**
 5. **Discussion**
 6. **Conclusion**
 7. **References**
 8. **Appendix**
 9. **Index**
 10. **Table of Contents**
 11. **Figure 1**
 12. **Figure 2**
 13. **Figure 3**
 14. **Figure 4**
 15. **Figure 5**
 16. **Figure 6**
 17. **Figure 7**
 18. **Figure 8**
 19. **Figure 9**
 20. **Figure 10**
 21. **Figure 11**
 22. **Figure 12**
 23. **Figure 13**
 24. **Figure 14**
 25. **Figure 15**
 26. **Figure 16**
 27. **Figure 17**
 28. **Figure 18**
 29. **Figure 19**
 30. **Figure 20**
 31. **Figure 21**
 32. **Figure 22**
 33. **Figure 23**
 34. **Figure 24**
 35. **Figure 25**
 36. **Figure 26**
 37. **Figure 27**
 38. **Figure 28**
 39. **Figure 29**
 40. **Figure 30**
 41. **Figure 31**
 42. **Figure 32**
 43. **Figure 33**
 44. **Figure 34**
 45. **Figure 35**
 46. **Figure 36**
 47. **Figure 37**
 48. **Figure 38**
 49. **Figure 39**
 50. **Figure 40**
 51. **Figure 41**
 52. **Figure 42**
 53. **Figure 43**
 54. **Figure 44**
 55. **Figure 45**
 56. **Figure 46**
 57. **Figure 47**
 58. **Figure 48**
 59. **Figure 49**
 60. **Figure 50**
 61. **Figure 51**
 62. **Figure 52**
 63. **Figure 53**
 64. **Figure 54**
 65. **Figure 55**
 66. **Figure 56**
 67. **Figure 57**
 68. **Figure 58**
 69. **Figure 59**
 70. **Figure 60**
 71. **Figure 61**
 72. **Figure 62**
 73. **Figure 63**
 74. **Figure 64**
 75. **Figure 65**
 76. **Figure 66**
 77. **Figure 67**
 78. **Figure 68**
 79. **Figure 69**
 80. **Figure 70**
 81. **Figure 71**
 82. **Figure 72**
 83. **Figure 73**
 84. **Figure 74**
 85. **Figure 75**
 86. **Figure 76**
 87. **Figure 77**
 88. **Figure 78**
 89. **Figure 79**
 90. **Figure 80**
 91. **Figure 81**
 92. **Figure 82**
 93. **Figure 83**
 94. **Figure 84**
 95. **Figure 85**
 96. **Figure 86**
 97. **Figure 87**
 98. **Figure 88**
 99. **Figure 89**
 100. **Figure 90**
 101. **Figure 91**
 102. **Figure 92**
 103. **Figure 93**
 104. **Figure 94**
 105. **Figure 95**
 106. **Figure 96**
 107. **Figure 97**
 108. **Figure 98**
 109. **Figure 99**
 110. **Figure 100**
 111. **Figure 101**
 112. **Figure 102**
 113. **Figure 103**
 114. **Figure 104**
 115. **Figure 105**
 116. **Figure 106**
 117. **Figure 107**
 118. **Figure 108**
 119. **Figure 109**
 120. **Figure 110**
 121. **Figure 111**
 122. **Figure 112**
 123. **Figure 113**
 124. **Figure 114**
 125. **Figure 115**
 126. **Figure 116**
 127. **Figure 117**
 128. **Figure 118**
 129. **Figure 119**
 130. **Figure 120**
 131. **Figure 121**
 132. **Figure 122**
 133. **Figure 123**
 134. **Figure 124**
 135. **Figure 125**
 136. **Figure 126**
 137. **Figure 127**
 138. **Figure 128**
 139. **Figure 129**
 140. **Figure 130**
 141. **Figure 131**
 142. **Figure 132**
 143. **Figure 133**
 144. **Figure 134**
 145. **Figure 135**
 146. **Figure 136**
 147. **Figure 137**
 148. **Figure 138**
 149. **Figure 139**
 150. **Figure 140**
 151. **Figure 141**
 152. **Figure 142**
 153. **Figure 143**
 154. **Figure 144**
 155. **Figure 145**
 156. **Figure 146**
 157. **Figure 147**
 158. **Figure 148**
 159. **Figure 149**
 160. **Figure 150**
 161. **Figure 151**
 162. **Figure 152**
 163. **Figure 153**
 164. **Figure 154**
 165. **Figure 155**
 166. **Figure 156**
 167. **Figure 157**
 168. **Figure 158**
 169. **Figure 159**
 170. **Figure 160**
 171. **Figure 161**
 172. **Figure 162**
 173. **Figure 163**
 174. **Figure 164**
 175. **Figure 165**
 176. **Figure 166**
 177. **Figure 167**
 178. **Figure 168**
 179. **Figure 169**
 180. **Figure 170**
 181. **Figure 171**
 182. **Figure 172**
 183. **Figure 173**
 184. **Figure 174**
 185. **Figure 175**
 186. **Figure 176**
 187. **Figure 177**
 188. **Figure 178**
 189. **Figure 179**
 190. **Figure 180**
 191. **Figure 181**
 192. **Figure 182**
 193. **Figure 183**
 194. **Figure 184**
 195. **Figure 185**
 196. **Figure 186**
 197. **Figure 187**
 198. **Figure 188**
 199. **Figure 189**
 200. **Figure 190**
 201. **Figure 191**
 202. **Figure 192**
 203. **Figure 193**
 204. **Figure 194**
 205. **Figure 195**
 206. **Figure 196**
 207. **Figure 197**
 208. **Figure 198**
 209. **Figure 199**
 210. **Figure 200**
 211. **Figure 201**
 212. **Figure 202**
 213. **Figure 203**
 214. **Figure 204**
 215. **Figure 205**
 216. **Figure 206**
 217. **Figure 207**
 218



14. $\{x \in \mathbb{R}^n : x_1 \geq 0, x_2 \geq 0, \dots, x_n \geq 0\}$



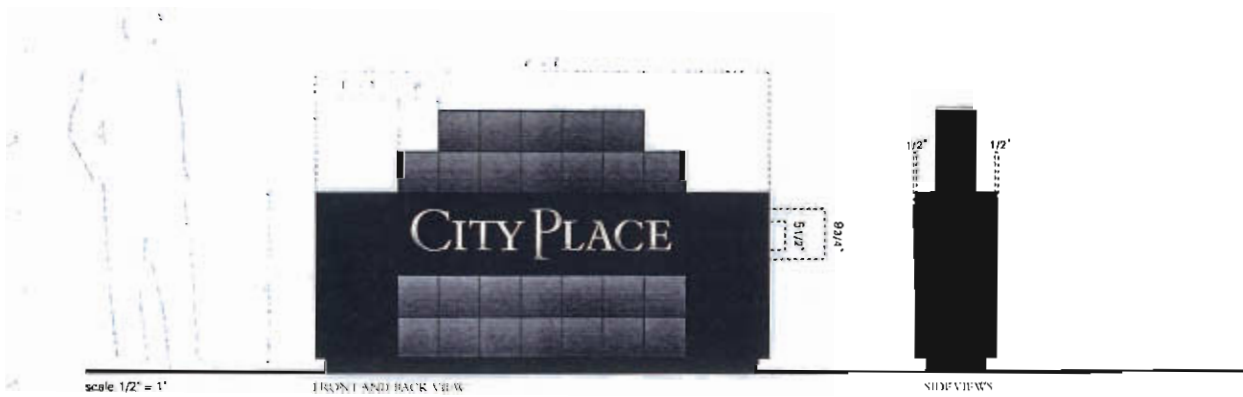
SIGN TYPE T #10
TRANSITIONAL CAMPUS MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)

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

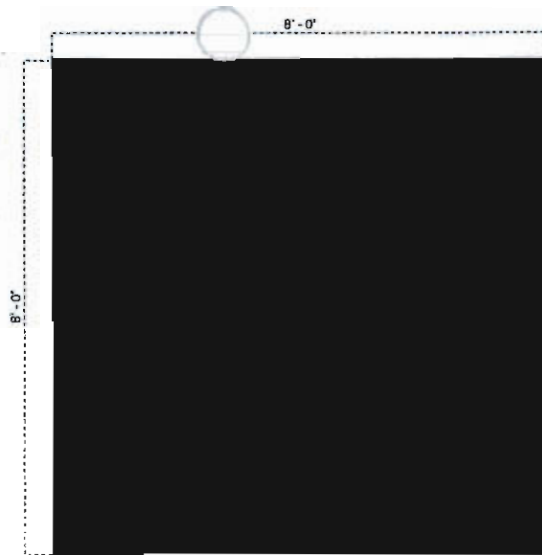


scale 1/2" = 1'

FRONT AND BACK VIEW

SIDE VIEWS



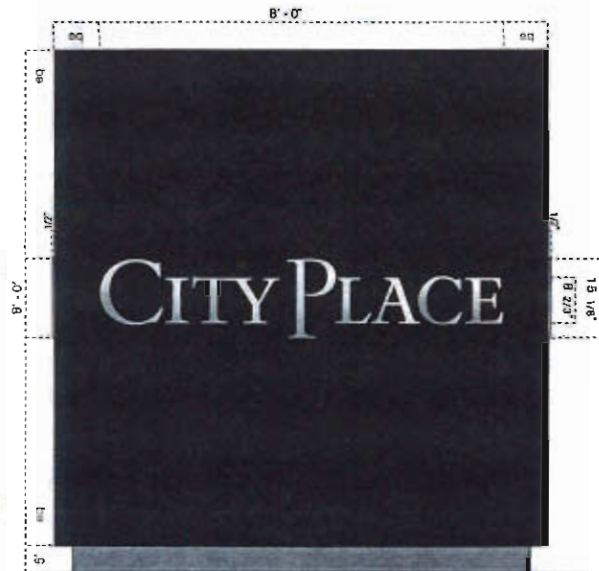


PLAN VIEW

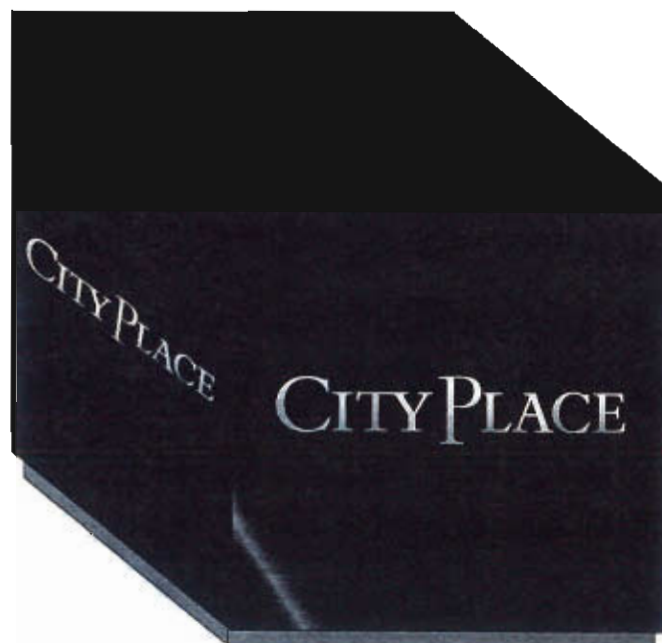
SIGN TYPE F:
NEW CAMPUS MONUMENT
Eventually to replace sign #10 F
(see previous page of this document)

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



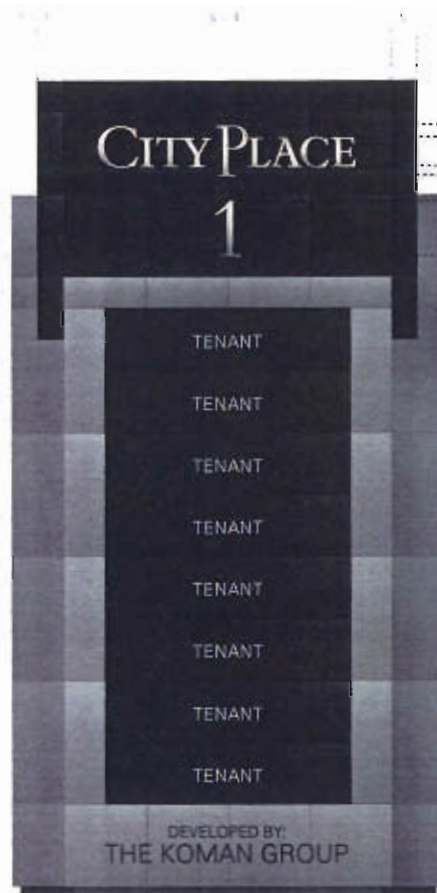
SIGN TYPE F #66 and #74
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type PF2
(see following page of this document)



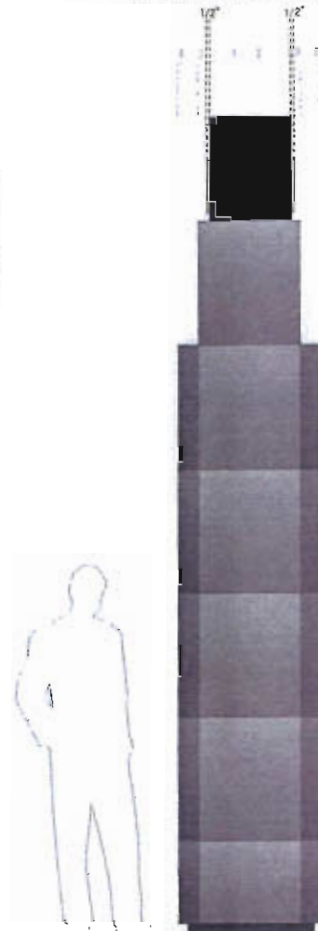
PLAN VIEW

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; use 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;

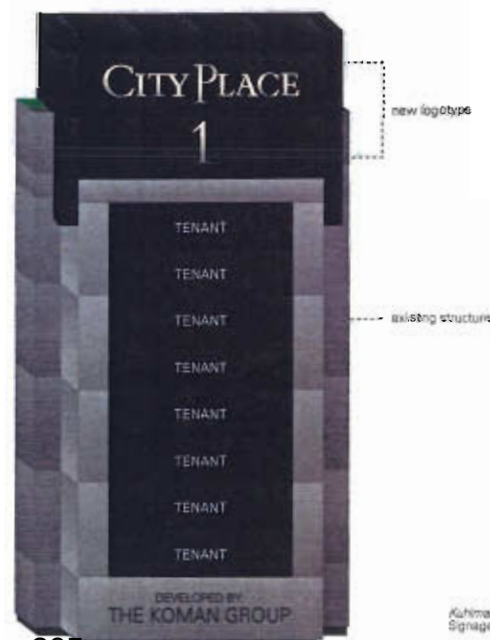
DESCRIPTION



scale 1/2" = 1' FRONT AND SIDE VIEW

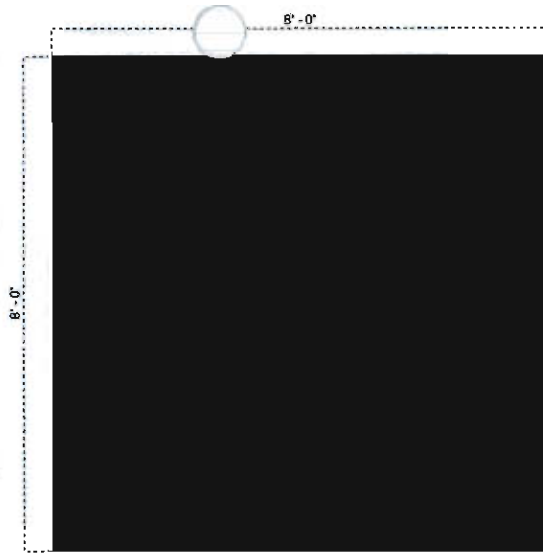


SIDE VIEW DETAIL



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

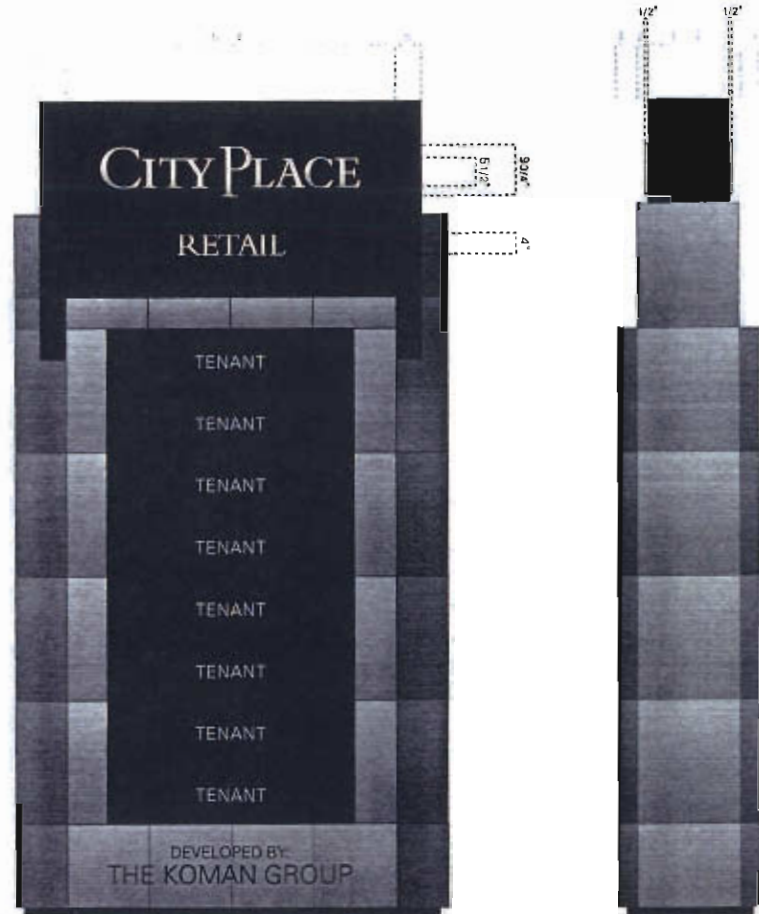
SIGN TYPE P-647
TRANSITIONAL RETAIL MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)



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

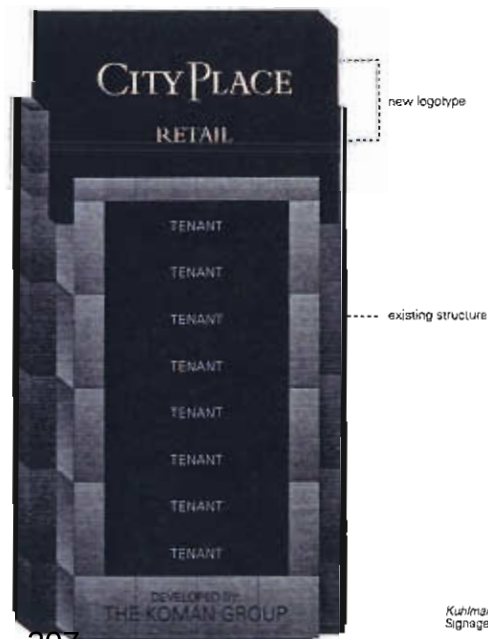
DESCRIPTION



scale 1/2" = 1'

FRONT AND BACK VIEW

SPACING DETAILS



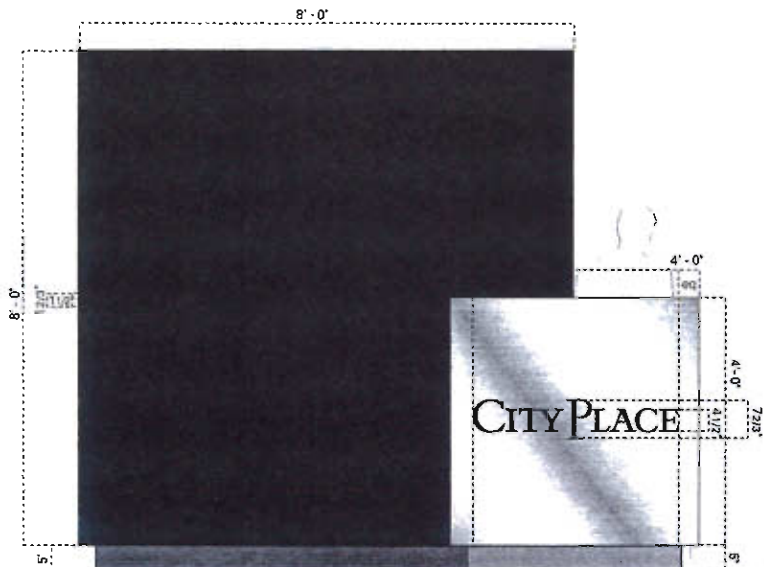
SIGN TYPE F
NEW RETAIL MONUMENT
Eventually will be replaced Sign Type F
(see previous page of this document)

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



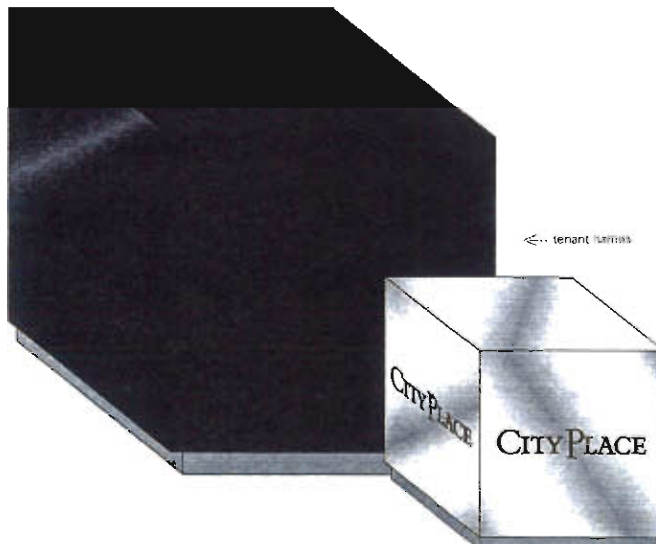
scale 1/2" = 1'

FRONT AND SIDE VIEW

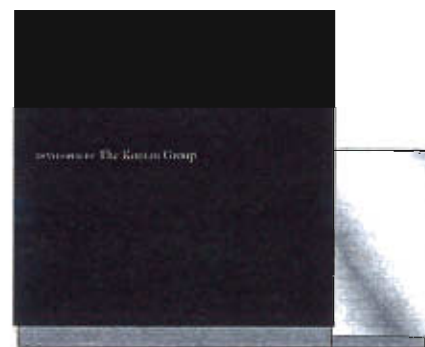


SIDE VIEW (RIGHT)

tenant names →



← tenant names

BACK VIEW
(PARALLEL TO SIDE)

← Logotype on 3 sides

ADJOINING
CUBESIDE VIEW

Kunkrath Leavitt Inc.
Signage Master Plan, June 2002
5.15



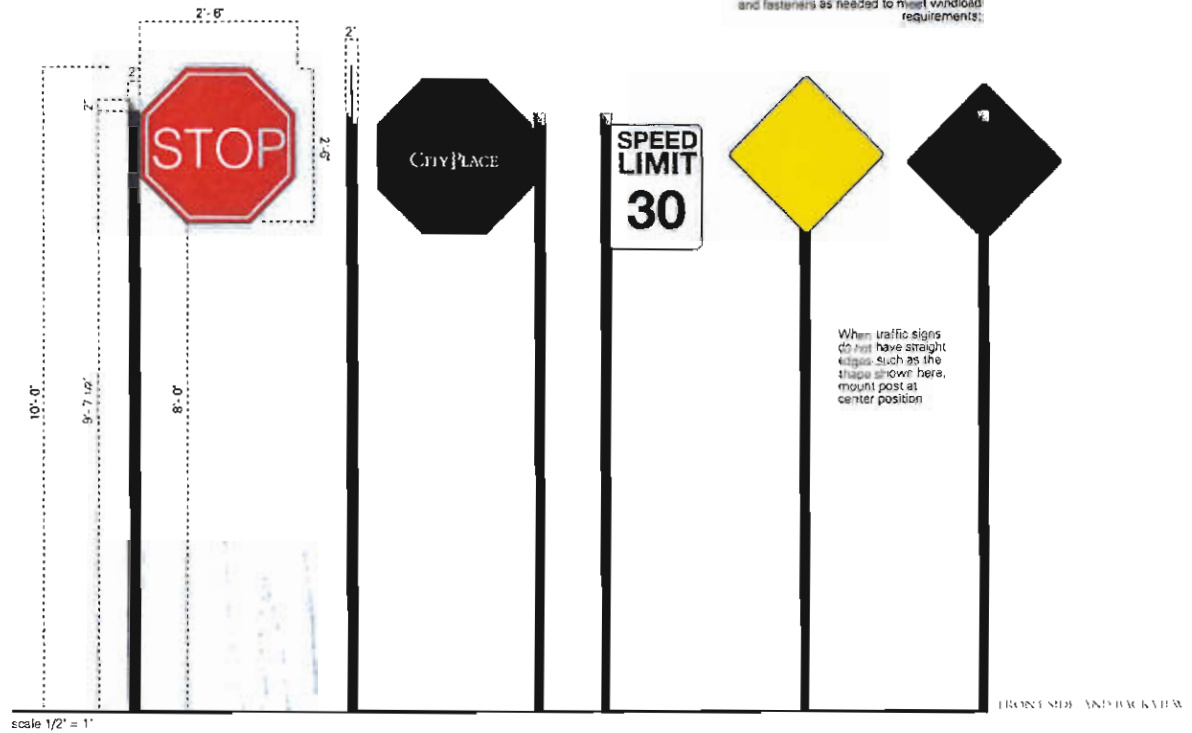
CITYPLACE

SIGNTYPE GG
TRAFFIC REGULATORY
Eventually will replace all existing Traffic Regulatory

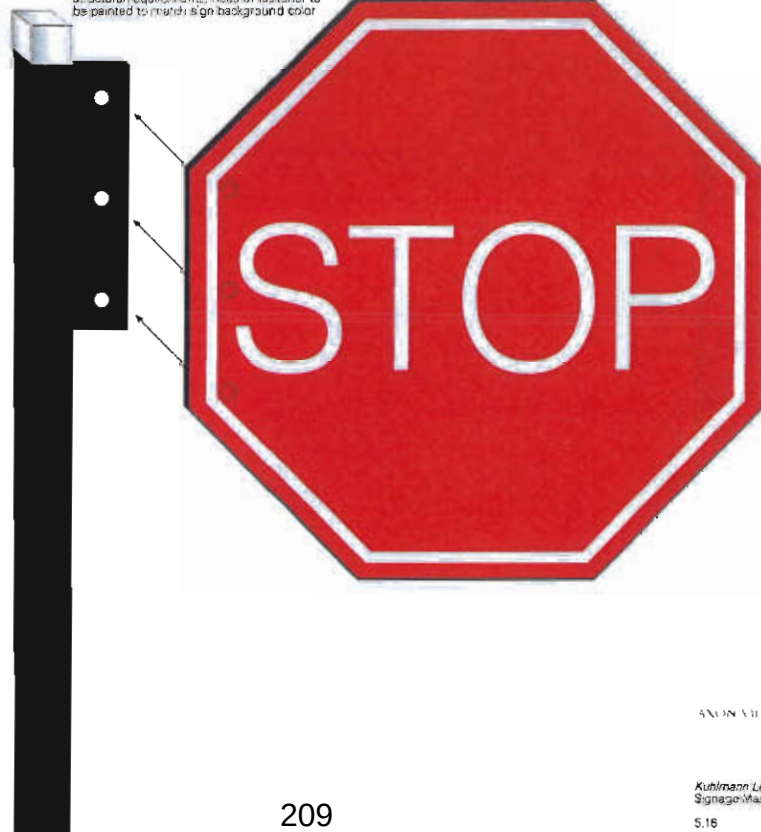
PLAN VIEW

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, loading 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-combustible 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



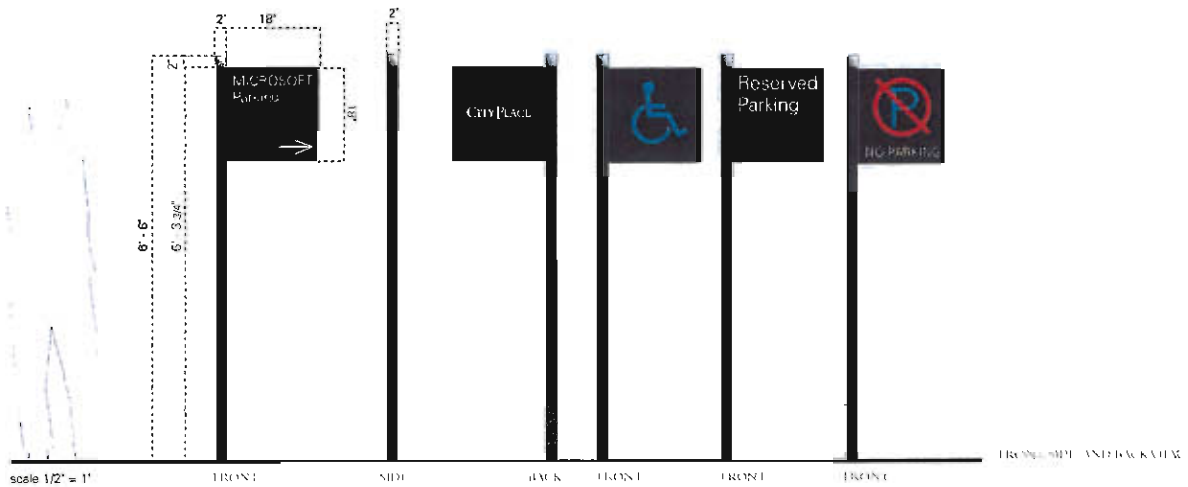
SECTION VIEW

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

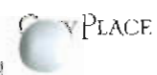
PLAN VIEW



Par

W/ 1/2" SIZE OF 1/2"

ANYONE

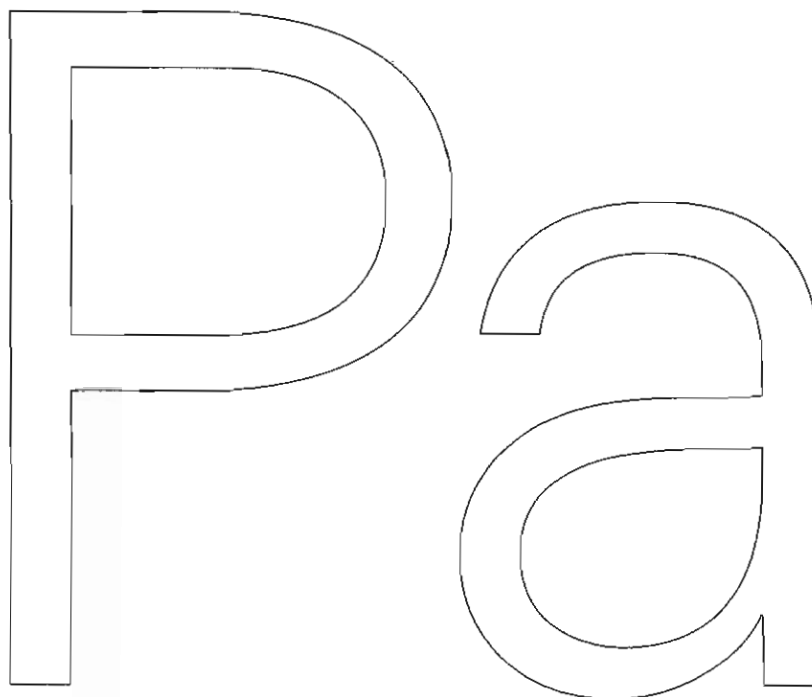


Plaque signs to be 18" x 36" x 36" aluminum panels painted black; lettering/arrows to be computer cut adhesive backed vinyl; colors - white, red, green as shown; plaque signs mount to exterior of parking facility above the ingress/egress on fascia; said mount plaques to garage wall fascia; sign fabricator 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

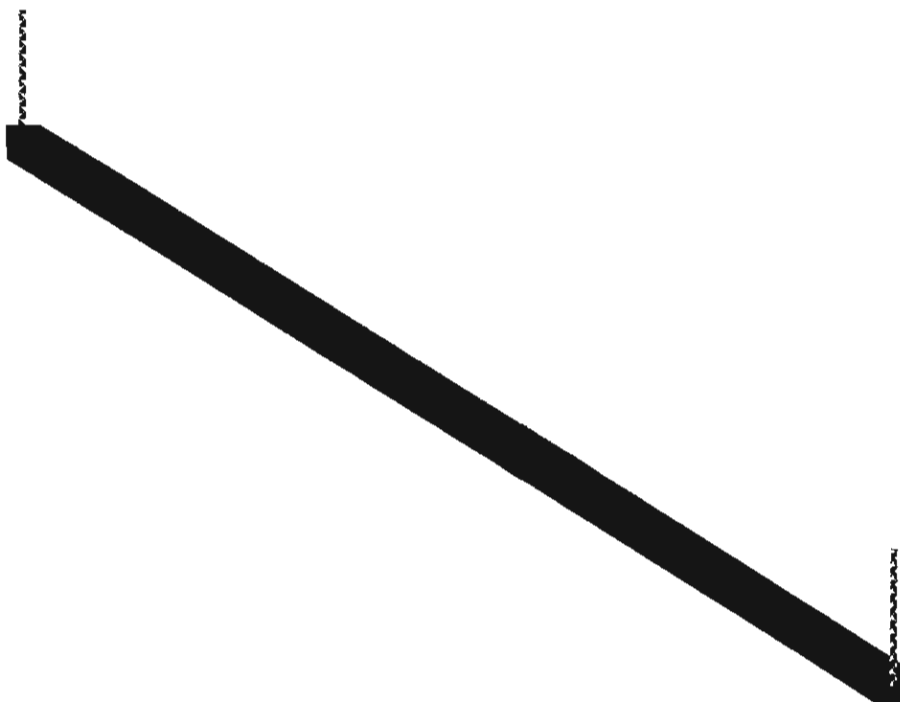
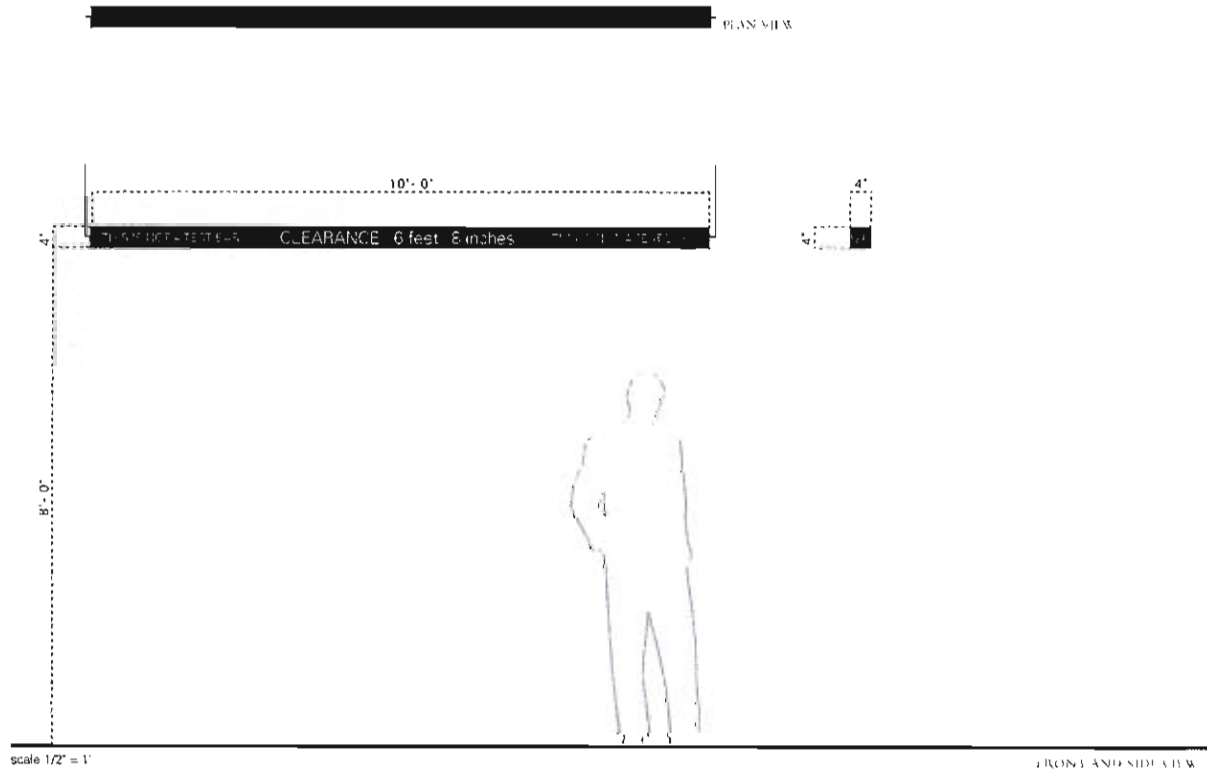


BACK VIEW

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 JEFFREY

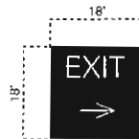


Column sign consists of painted Sintra panels that are positioned to "wrap around" garage columns; sides of columns vary; sign fabricator to field measure all column conditions prior to submitting shop drawings; each panel ht. should equal column width; letters/numbers to be computer cut adhesive backed 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;



PLAQUE SIGN



scale 1/2" = 1'

© 2002 CityPlace, Inc.



ARCHITECT

Rohmann Leavitt Inc.
Signage Master Plan, June 2002
5.20

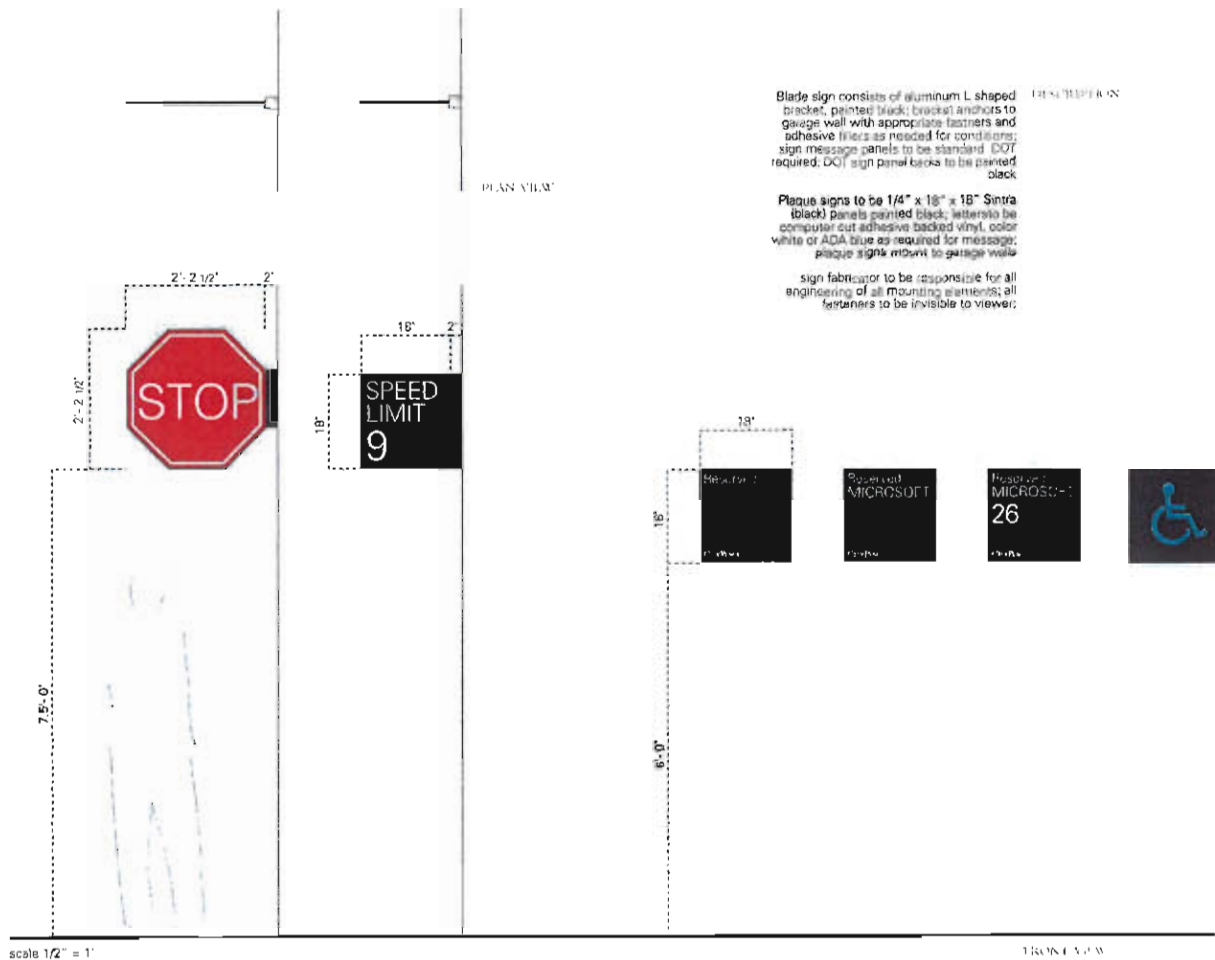
SIGN 111
PARKING FACILITY REGULATORY
Eventually will replace all Parking Facility signs

Blade sign consists of aluminum L shaped bracket, painted black; bracket anchors to gavage wall with appropriate fasteners and adhesive liners as needed for conditions; sign message panels to be standard DOT required; DOT sign panel backs to be painted black

1234567891011121314151617181920212223242526272829303132333435363738394041424344454647484950515253545556575859606162636465666768697071727374757677787980818283848586878889909192939495969798991001011021031041051061071081091101111121131141151161171181191201211221231241251261271281291301311321331341351361371381391401411421431441451461471481491501511521531541551561571581591601611621631641651661671681691701711721731741751761771781791801811821831841851861871881891901911921931941951961971981992002012022032042052062072082092102112122132142152162172182192202212222232242252262272282292302312322332342352362372382392402412422432442452462472482492502512522532542552562572582592602612622632642652662672682692702712722732742752762772782792802812822832842852862872882892902912922932942952962972982993003013023033043053063073083093103113123133143153163173183193203213223233243253263273283293303313323333343353363373383393403413423433443453463473483493503513523533543553563573583593603613623633643653663673683693703713723733743753763773783793803813823833843853863873883893903913923933943953963973983994004014024034044054064074084094104114124134144154164174184194204214224234244254264274284294304314324334344354364374384394404414424434444454464474484494504514524534544554564574584594604614624634644654664674684694704714724734744754764774784794804814824834844854864874884894904914924934944954964974984995005015025035045055065075085095105115125135145155165175185195205215225235245255265275285295305315325335345355365375385395405415425435445455465475485495505515525535545555565575585595605615625635645655665675685695705715725735745755765775785795805815825835845855865875885895905915925935945955965975985996006016026036046056066076086096106116126136146156166176186196206216226236246256266276286296306316326336346356366376386396406416426436446456466476486496506516526536546556566576586596606616626636646656666676686696706716726736746756766776786796806816826836846856866876886896906916926936946956966976986997007017027037047057067077087097107117127137147157167177187197207217227237247257267277287297307317327337347357367377387397407417427437447457467477487497507517527537547557567577587597607617627637647657667677687697707717727737747757767777787797807817827837847857867877887897907917927937947957967977987998008018028038048058068078088098108118128138148158168178188198208218228238248258268278288298308318328338348358368378388398408418428438448458468478488498508518528538548558568578588598608618628638648658668678688698708718728738748758768778788798808818828838848858868878888898908918928938948958968978988999009019029039049059069079089099109119129139149159169179189199209219229239249259269279289299309319329339349359369379389399409419429439449459469479489499509519529539549559569579589599609619629639649659669679689699709719729739749759769779789799809819829839849859869879889899909919929939949959969979989991000100110021003100410051006100710081009101010111012101310141015101610171018101910201021102210231024102510261027102810291030103110321033103410351036103710381039104010411042104310441045104610471048104910501051105210531054105510561057105810591060106110621063106410651066106710681069107010711072107310741075107610771078107910801081108210831084108510861087108810891090109110921093109410951096109710981099110011011102110311041105110611071108110911101111111211131114111511161117111811191120112111221123112411251126112711281129113011311132113311341135113611371138113911401141114211431144114511461147114811491150115111521153115411551156115711581159116011611162116311641165116611671168116911701171117211731174117511761177117811791180118111821183118411851186118711881189119011911192119311941195119611971198119912001201120212031204120512061207120812091210121112121213121412151216121712181219122012211222122312241225122612271228122912301231123212331234123512361237123812391240124112421243124412451246124712481249125012511252125312541255125612571258125912601261126212631264126512661267126812691270127112721273127412751276127712781279128012811282128312841285128612871288128912901291129212931294129512961297129812991300130

Plaque signs to be 1/4" x 18" x 18" Sintra (black) panels painted black; lettering to be computer cut adhesive backed vinyl, color white or ADA blue as required for message; plaque signs mount to garage walls

sign fabricator to be responsible for all engineering of all mounting elements; all fasteners to be invisible to viewer;



scale $1/2'' = 1'$

THEY'RE ALL HERE

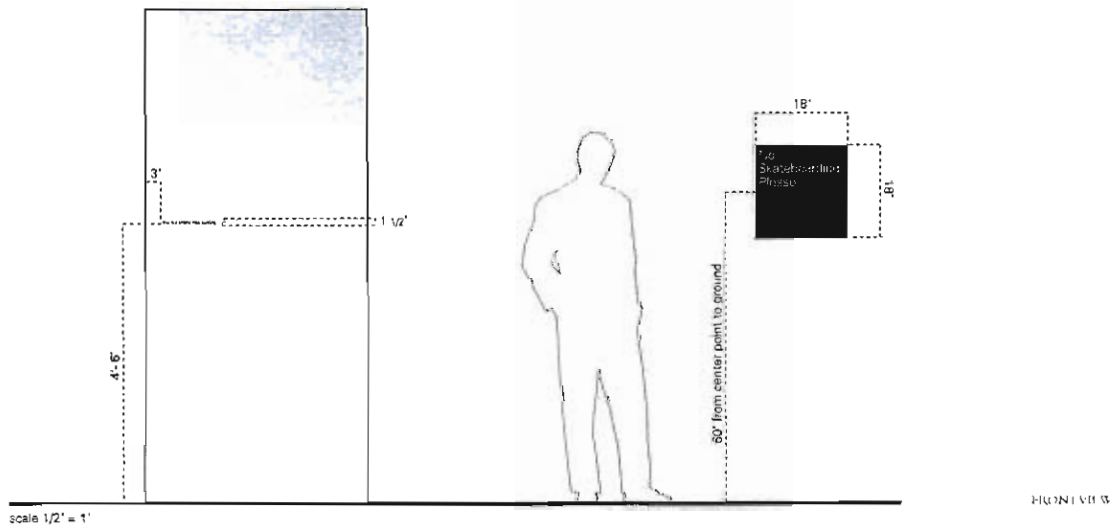
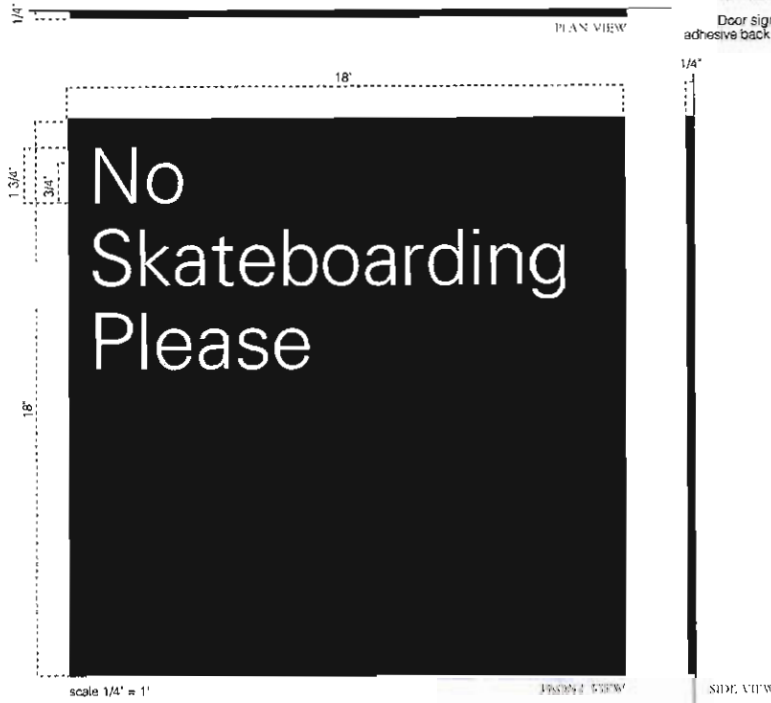


scale 1/4" = 1'

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

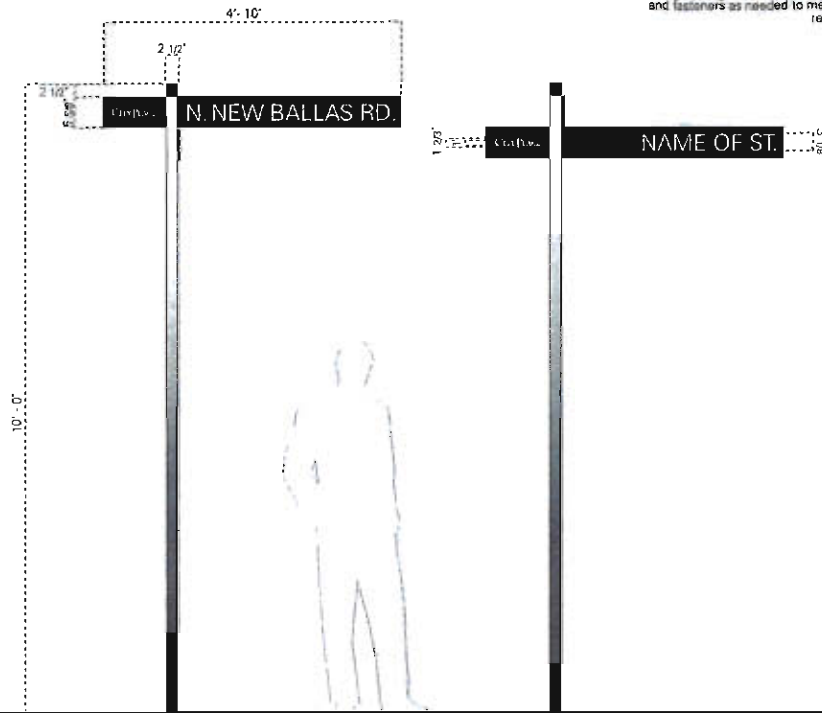
ACTUAL SIZE OF TYPE



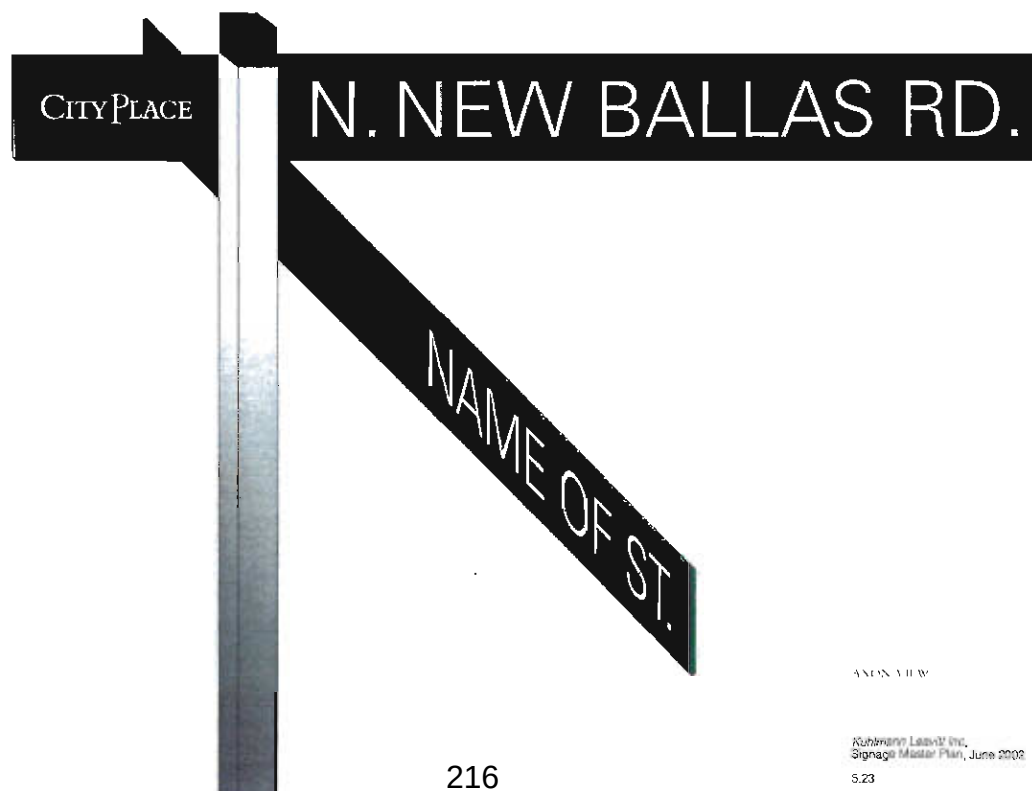
14 JUL 11 15

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



scale 1/2" = 1'

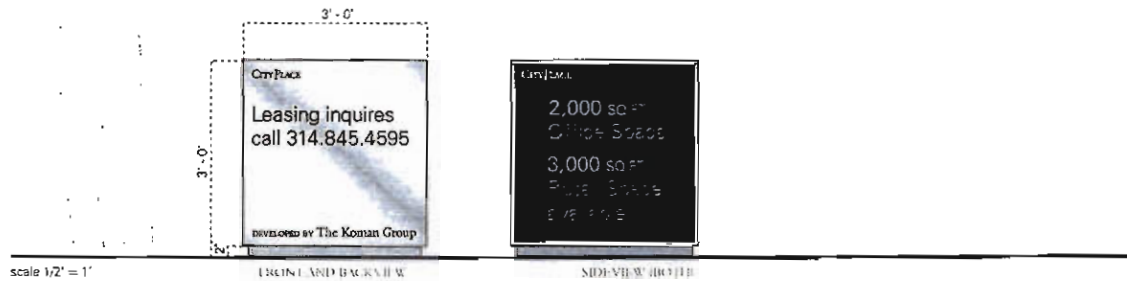
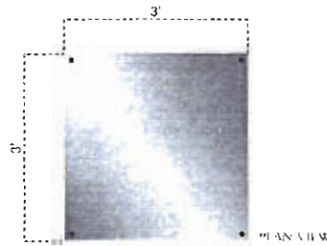
$$: \mathbb{R} \times \mathbb{N}_0 \rightarrow \mathbb{N}_0, (t, j) \mapsto |x(t, j)|$$


ANCON VIEW



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

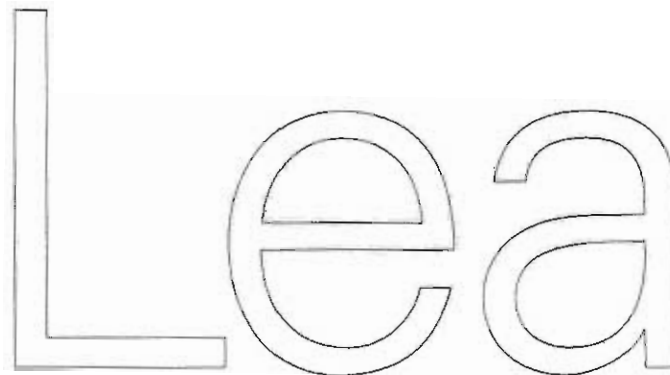
DESCRIPTION



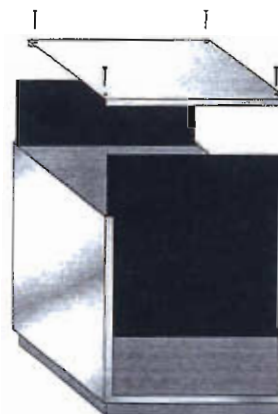
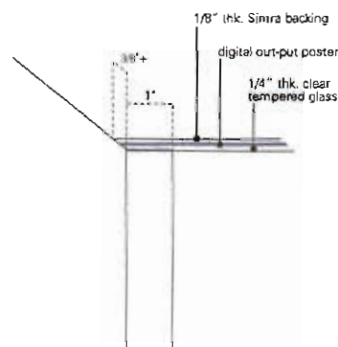
scale 1/2" = 1'

FRONT AND BACK VIEW

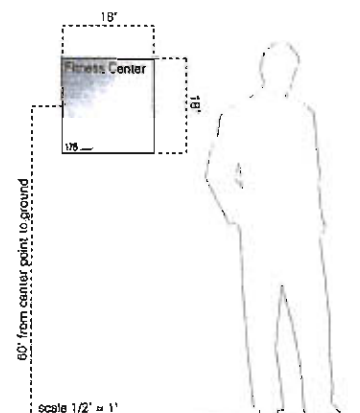
SIDE VIEW (RIGHT)



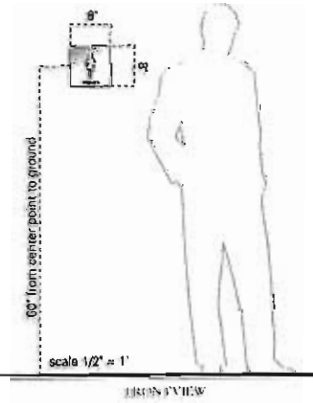
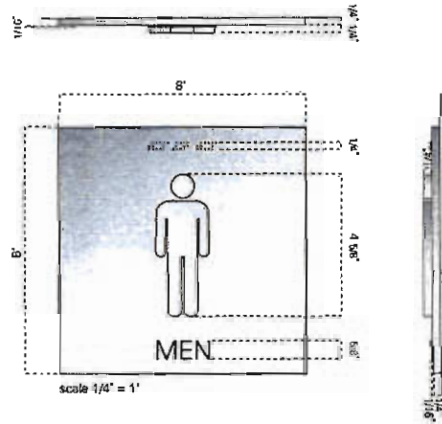
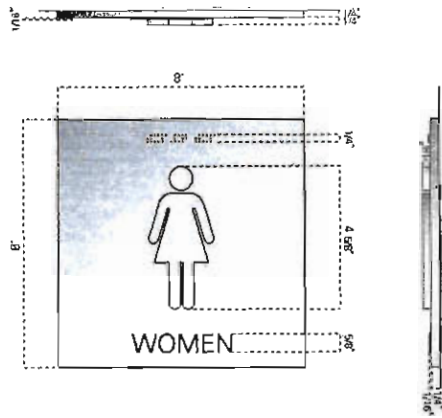
ACTUAL SIZE OF LOGO

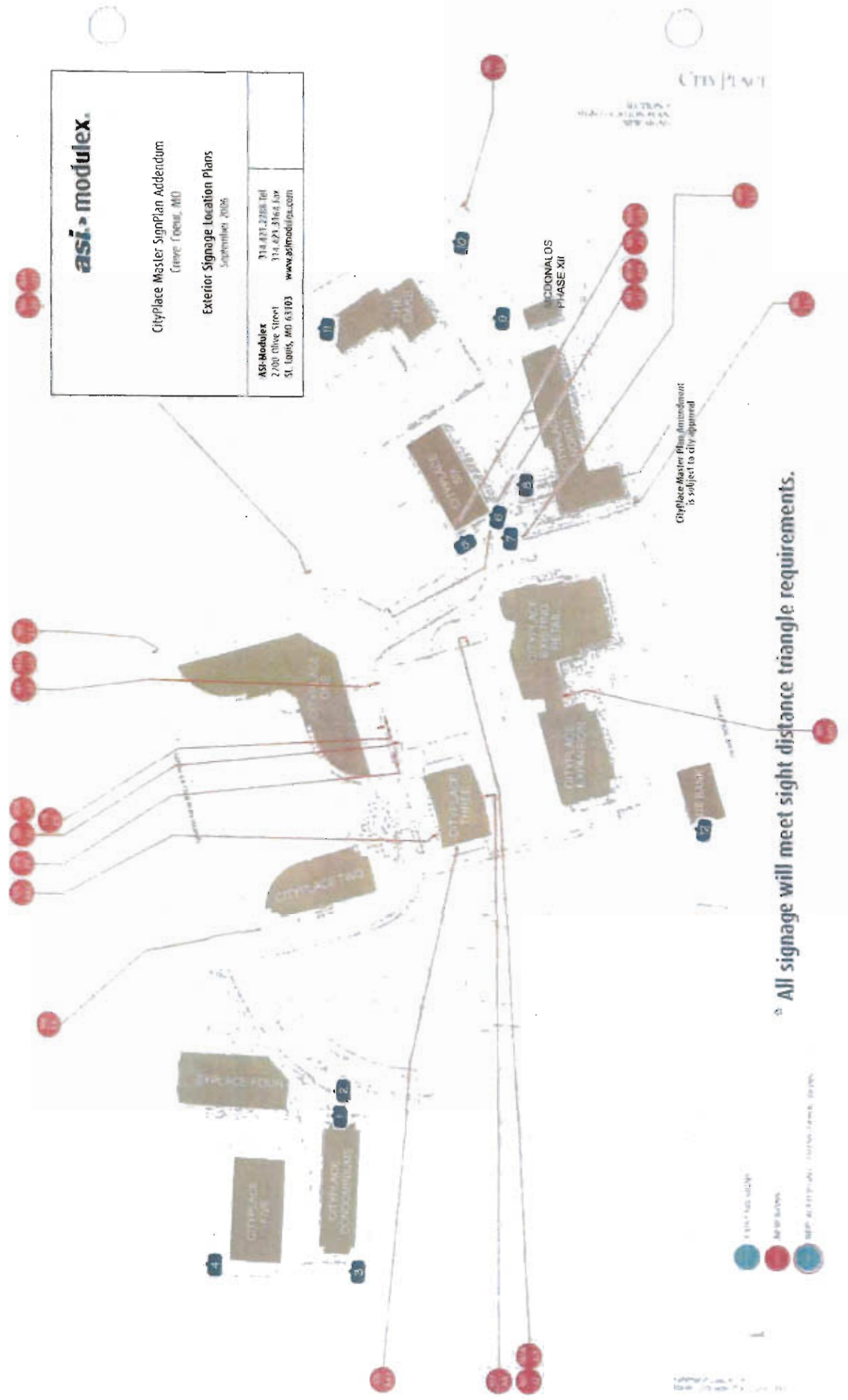


AXON VIEW



FRONT VIEW



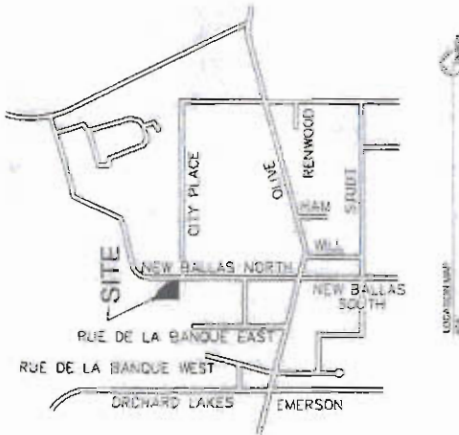


PROJECT TEAM

DEVELOPER:	FOUNTAIN CONSULTANT:	ARCHITECT:	CIVIL ENGINEER:	STRUCTURAL ENGINEER:
THE Koman Group 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 437-1000 Fax: (314) 437-1001	ARCHITECTURAL 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 437-1000 Fax: (314) 437-1001	ARCHITECT 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 437-1000 Fax: (314) 437-1001	CIVIL ENGINEER 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 437-1000 Fax: (314) 437-1001	STRUCTURAL ENGINEER 1000 City Place, Suite 1000 St. Louis, MO 63102 Phone: (314) 437-1000 Fax: (314) 437-1001

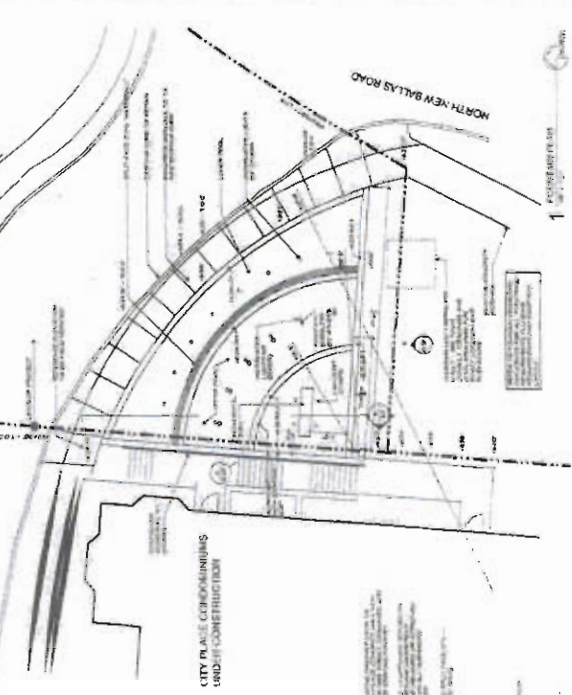


ARCHITECTURAL RENDERING (LOOKING SOUTH) OF CITY PLACE CONDOMINIUMS (UNDER CONSTRUCTION)



LOCATION MAP

1. The City Place Condominiums is a 10-story, 100-unit residential building located at the intersection of Rue de la Banque West and Rue de la Banque East in St. Louis, Missouri. The building is designed in a modern, minimalist style with a flat roof and large windows.
2. The building is situated on a corner lot, providing excellent visibility and access from both directions of travel. The surrounding area is a mix of residential and commercial uses, with a variety of shops and services nearby.
3. The building is designed to provide a high-quality living experience for its residents. It features a variety of unit types, including one, two, and three bedrooms, as well as a mix of floor plans and finishes.
4. The building is designed to be a sustainable and energy-efficient structure. It features a variety of green building features, including energy-efficient lighting, low-flow water fixtures, and a green roof.
5. The building is designed to be a secure and safe environment for its residents. It features a variety of security features, including a secure entry system, in-unit safes, and a 24-hour security patrol.
6. The building is designed to be a convenient and accessible environment for its residents. It features a variety of amenities, including a fitness center, a swimming pool, a lounge area, and a parking garage.
7. The building is designed to be a vibrant and lively community. It features a variety of social spaces, including a rooftop terrace, a community room, and a common area.
8. The building is designed to be a desirable and sought-after location for its residents. It features a variety of location benefits, including a close proximity to public transportation, shopping, and dining.
9. The building is designed to be a long-term investment for its owners. It features a variety of investment benefits, including a strong rental market, a low maintenance cost, and a high resale value.
10. The building is designed to be a premier and exclusive environment for its residents. It features a variety of premium features, including a concierge service, a valet service, and a private storage area.



11

CITY PLACE FOUNTAIN

CREVE COEUR, MISSOURI

A1 OF 1

ACI BOLD ARCHITECTS

The Koman Group

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI

CREVE COEUR, MISSOURI



Complete Sign & Lighting

PIROSSigns
INCORPORATED

1111 NW 10
MIAMI, FL 33133
PH: 305-464-0200
FAX: 305-464-9999
WWW.PIROSSigns.COM
SIGNAGE, LIGHTING & VIDEO

PROJECT CHANNEL LETTER WALL SIGN
CUSTOMER TKS / SMURFIT STONE
JOB LOCATION CITY PLACE 6

CONTACT PH
DESIGNED BY S WYNN
DATE 19 OCT 01

JULIE PANAGIOTIS
PREPARED BY BRAND

SCALE NOTED
PAGES 2 OF 2
REVISION 23 OCT 01

SMURFIT
NOTED
2 OF 2

☐ **APPROVED AS IS**
☐ **APPROVED AS NOTED**
☐ **REVISE & RESUBMIT**

THIS DRAWING IS THE PROPERTY OF PIROSSigns, Inc. AND HAS BEEN PROVIDED FOR YOUR REVIEW ONLY. THIS PROPERTY MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT THE WRITTEN PERMISSION OF PIROSSigns, Inc. OR THROUGH A THIRD PARTY.



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 IN THE USA

PROJECT: CHANNEL LETTER WALL SIGN
CUSTOMER: TKG / SMURFIT-STONE
JOB LOCATION: CITYPLACE 6

CONTACT: JULE PIROSSIGNS
PI: RIMMER / BRAND
DRAWN BY: S WYNN
DATE: 10/01/09

SHEET AS: SMURFIT
SCALE: NOTED
PAGES: 1 OF 2
REVISION: 230CT06

THIS DRAWING IS PROPERTY OF PIROSSIGNS INC. AND
HAS BEEN PREPARED FOR YOUR VIEWING ONLY. THIS
PROPERTY MUST NOT BE REPRODUCED OR REPRODUCED
WITHOUT WRITTEN PERMISSION OF PIROSSIGNS INC.
OR THROUGH PURCHASE.

☐ APPROVED AS IS
☐ 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.

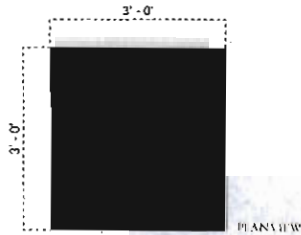
- Sign Type 6**
Building ID Letters
- Fabricated Letters
 - non-illuminated
 - signage area not to exceed 300 sq.ft.

Client	The Koman Group
Project	CityPlace 6
Date	9/25/06
Revised	
Drawn By	mjc

Design drawings, presentations, renderings or attachments of this proposal will remain the property of ASI Modules, whether the project for which they were made is executed or not. They are not to be used by the client or any other company on this or other projects except by agreement with ASI Modules.

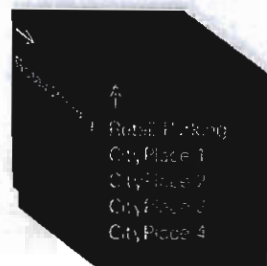
SIGN TYPE EE
NEW SITE DIRECTIONAL
Eventually will replace all Sign Type E directional

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

Kubizawa Leavitt Inc.
Signage Master Plan, June 2002
59

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

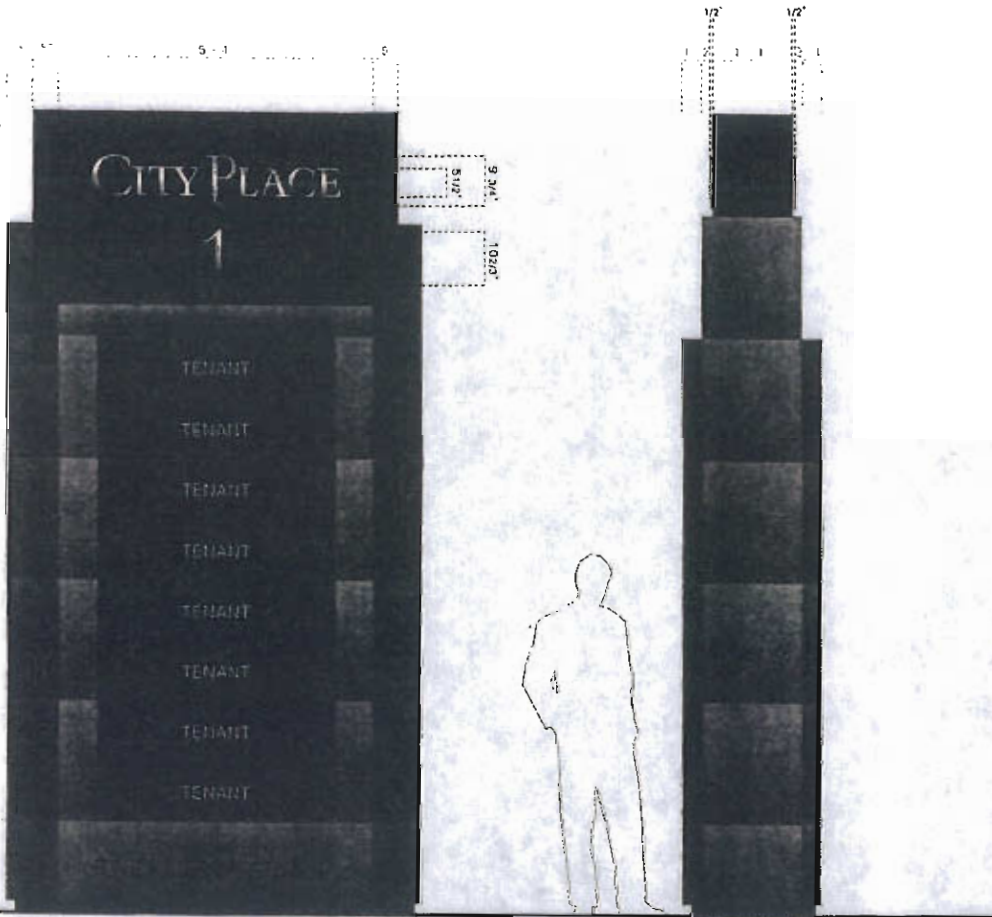
Designs, drawings, presentations, renderings, or instruments of this proposal will remain the property of ASI Modules unless otherwise stated. ASI Modules will not be held responsible for any errors or omissions in this or other papers, except by agreement with the client. ASI Modules is not responsible for any errors or omissions in this or other papers, except by agreement with the client.

SIGN TYPE F #166 and #74
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type FF2
(see following page of this document)



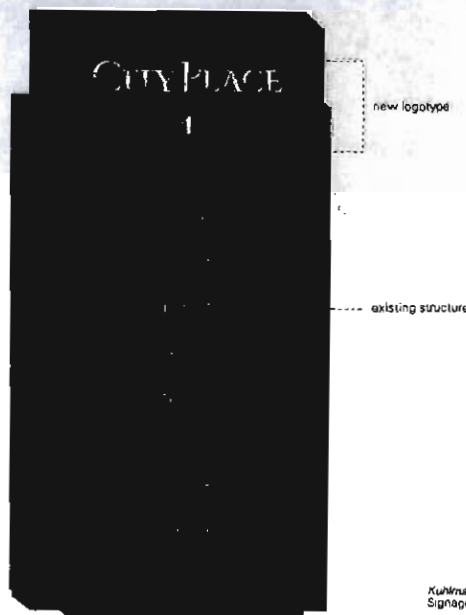
Existing building monument signs, remove CityPlace one, two and four existing lettering; replace with new logotype and numerals 1, 2 and 4; logotype to be 1/2" thick x 9 3/4" ht, numerals to be 1/2" thick x 10 2/3" ht, stainless steel, #4 brushed finish, stud mount logotype and numeral flush to monument 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 314-421-2283 x1
2700 Willow Street 314-421-3164 ext
Sunnyvale, MD 21158 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

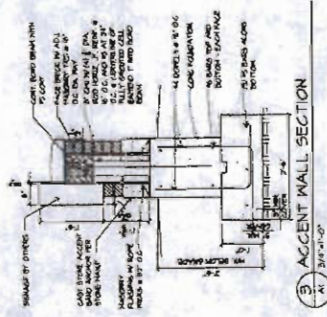
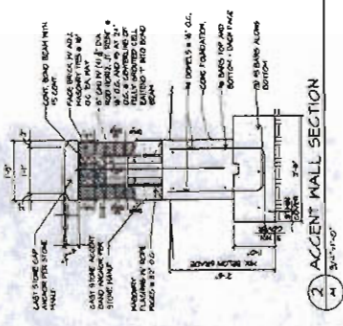
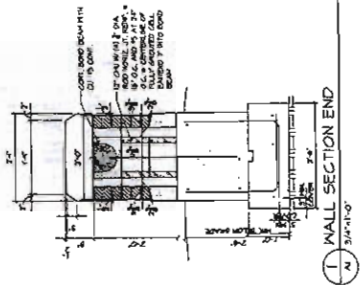
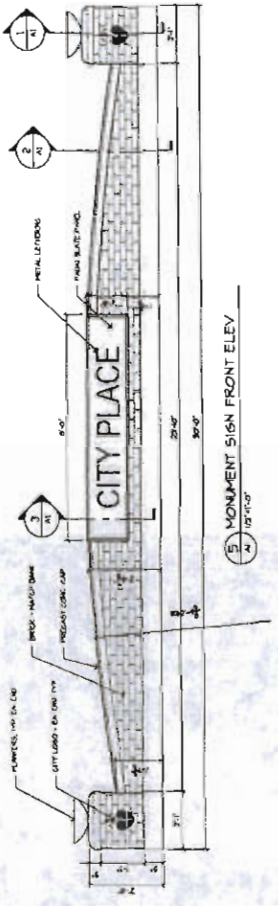
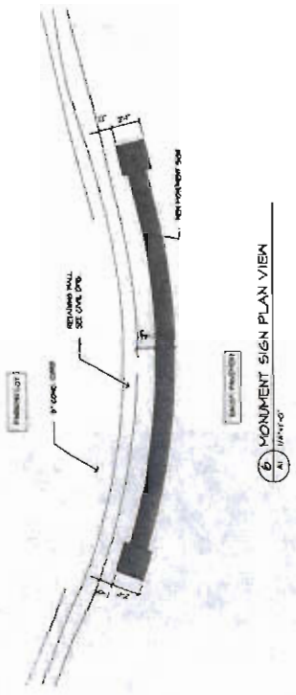
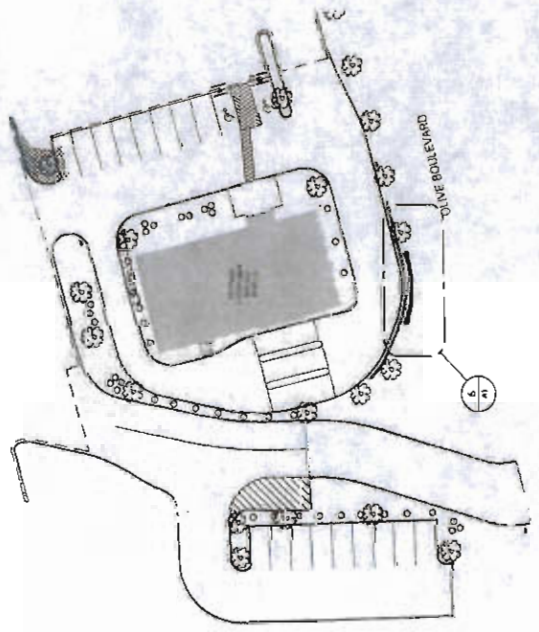
Reviewed:

Tracie

Designed by: mjc

Originals, drawings, photographs & renderings are the property of ASI. ASI will retain the property of ASI Modules whether the project for which they were made is executed or not. They are not to be used by the client or any other company on this or other projects except by agreement with ASI. ASI Modules.







Monument Sign

SCALE 1"=1'

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.

PiROs SIGNS
 SIGNAGE & GRAPHICS
 638-464-0200 FAX 404-9990

PROJECT: MONUMENT SIGN
 CLIENT: MCDONALD'S
 JOB LOCATION: ZUMBEHL

DESIGNER: JOE PHILLIPS
 DATE: 3-04-04

DATE: 3-04-04

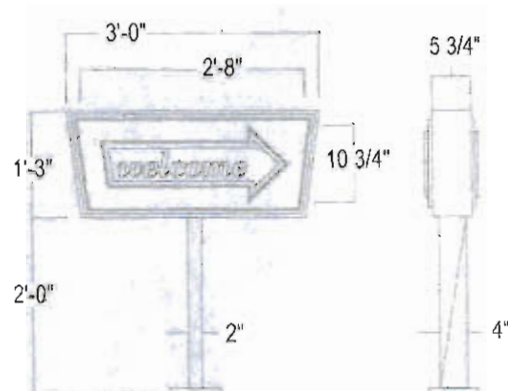
DATE: 3-04-04

DATE: 3-04-04

DATE: 3-04-04

DATE: 3-04-04





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

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
			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

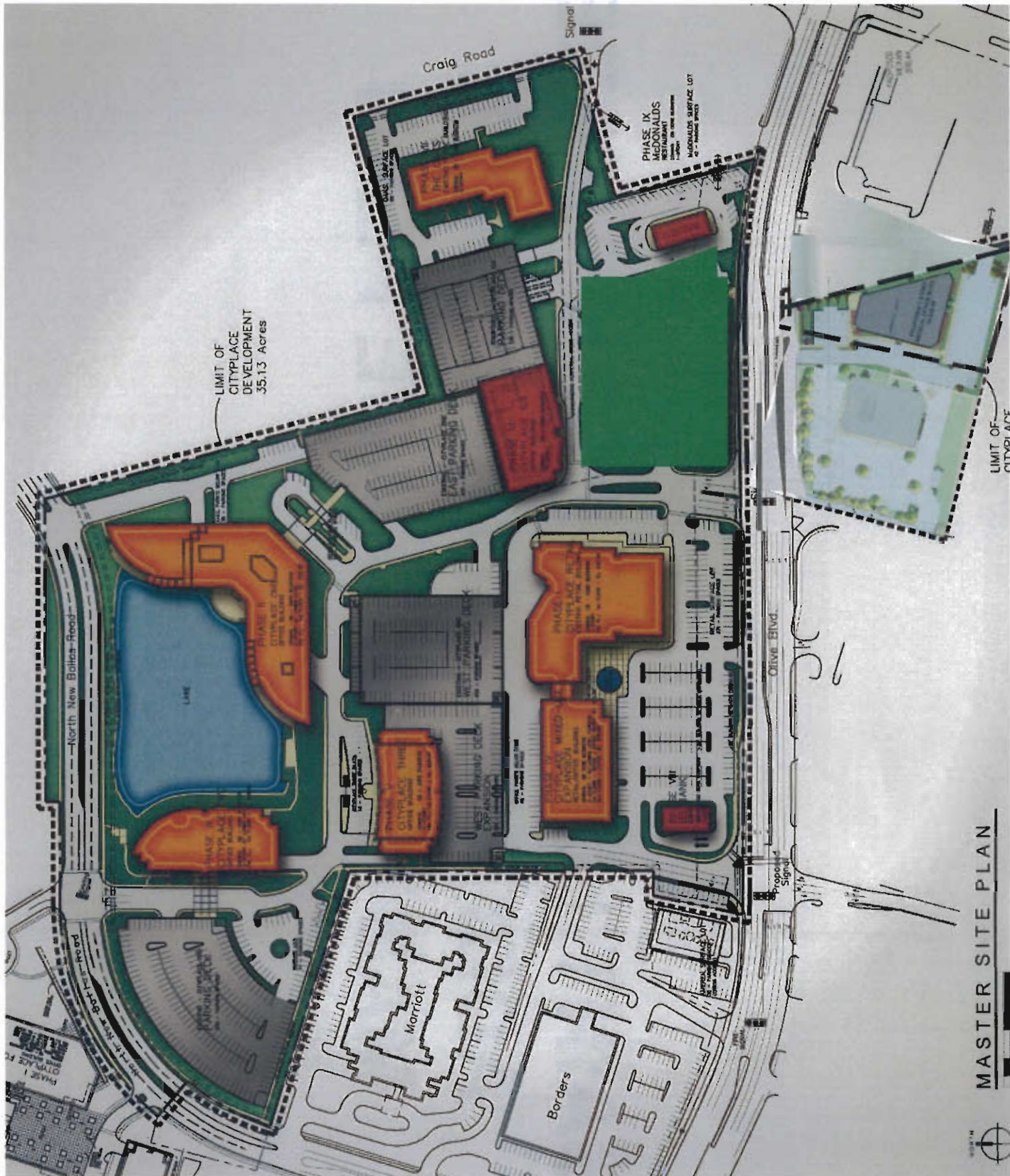
314-421-2288 Tel
314-421-3164 Fax
www.asimodulex.com

PRINTED Nov 2, 2006

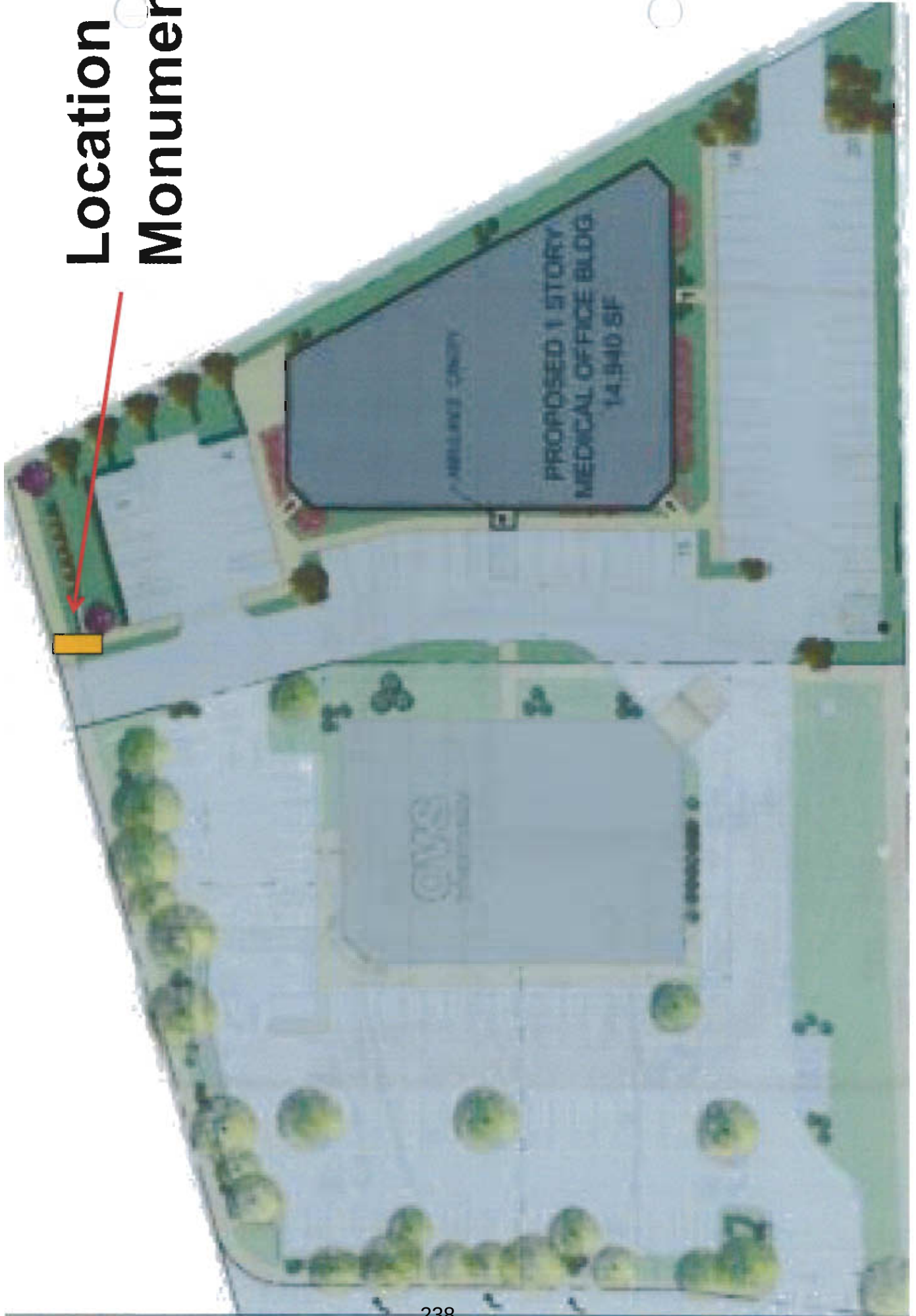
PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			12	2	US Bank		Secondary Site Directional & Campus ID Internally Illuminated Materials to match building's brick exterior(granite wil not be used)
			13		Building signage for US Bank, CityPlace North, and CityPlace 7 will follow Section 26-104.2 of the city's sign regulations. ----- CityPlace North and CityPlace 7 will be provided a Secondary Site ID - Sign Type 2.		

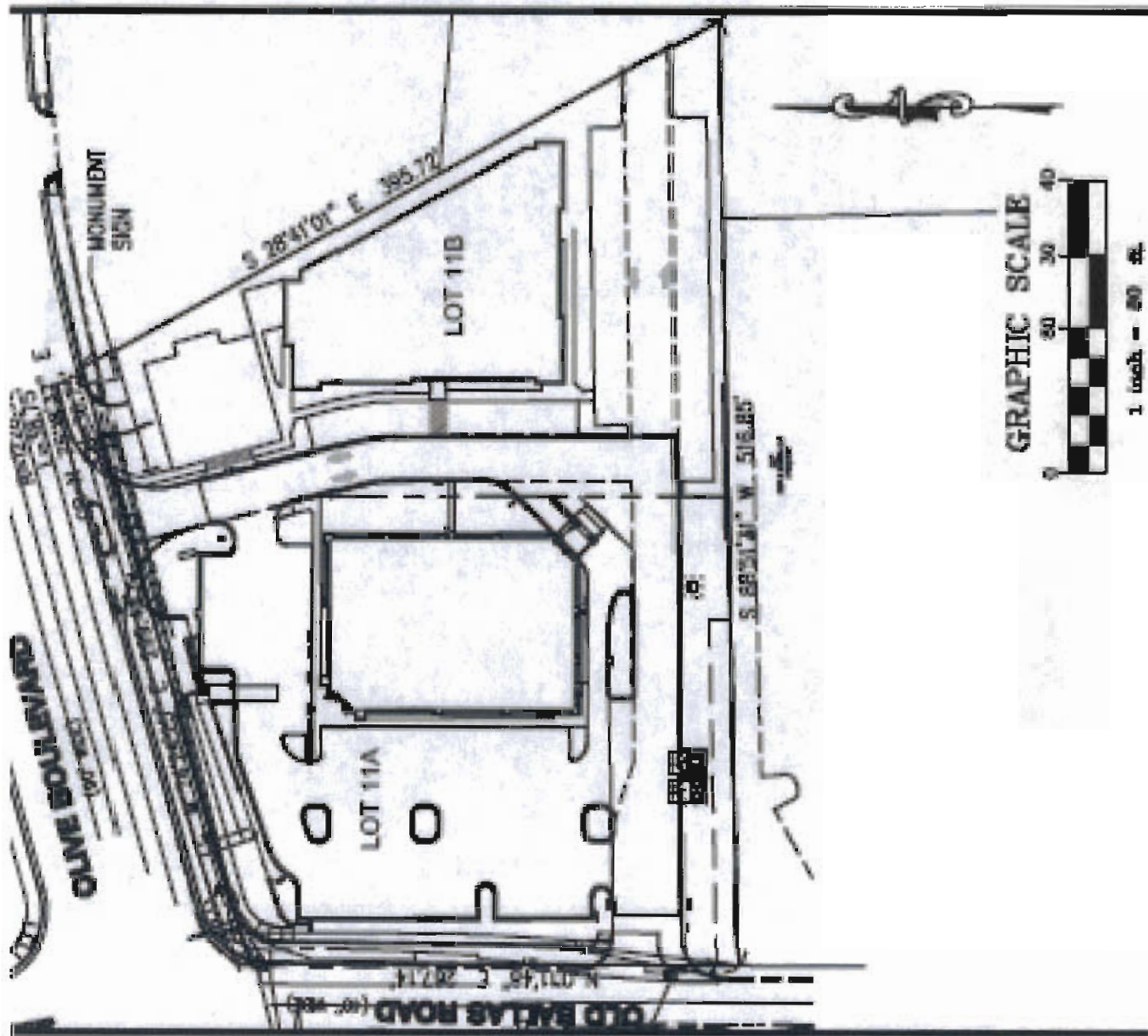
SAINT LUKE'S URGENT CARE ADDITION TO CITYPLACE MASTER SIGNAGE PLAN

CITYPLACE MASTER SITE PLAN



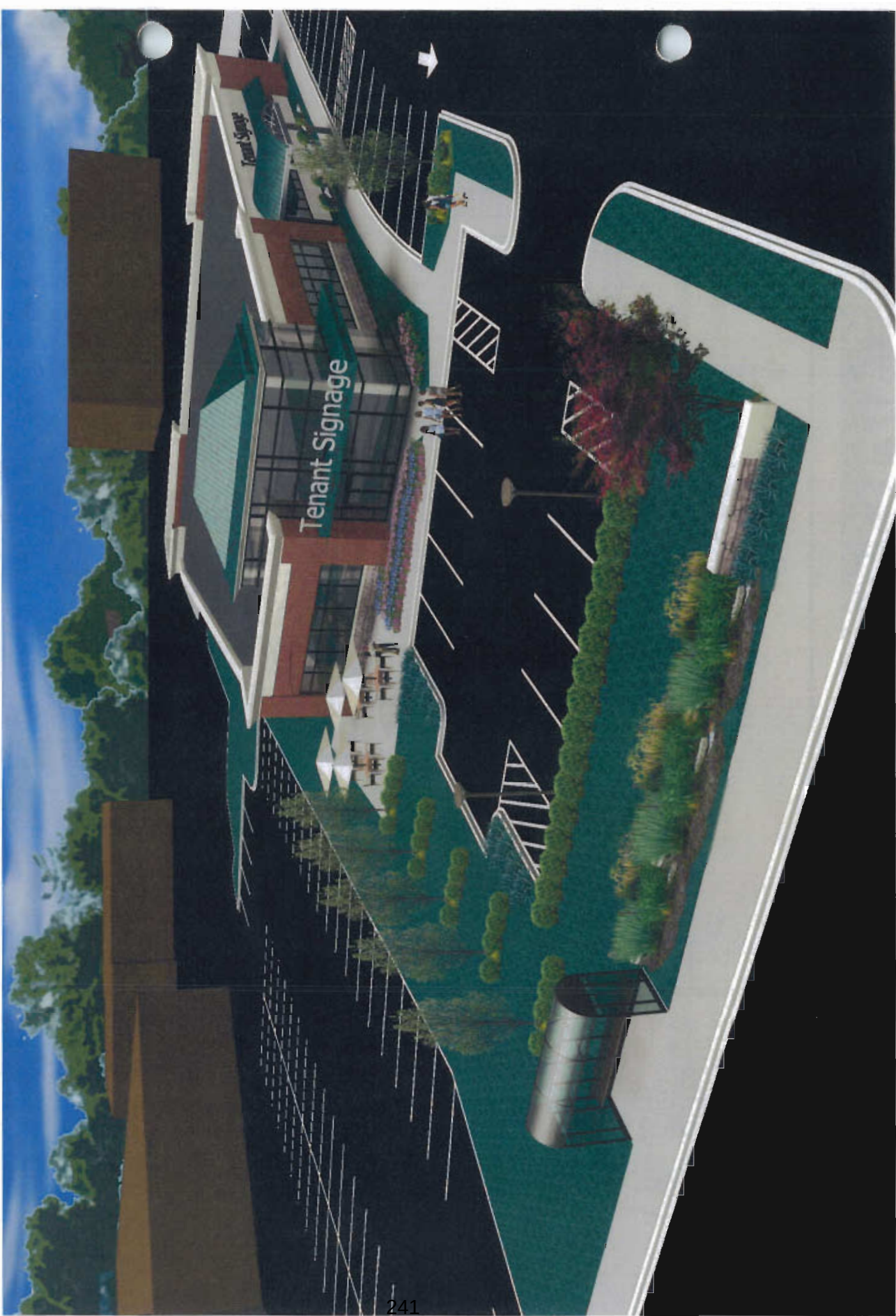
Location of
Monument





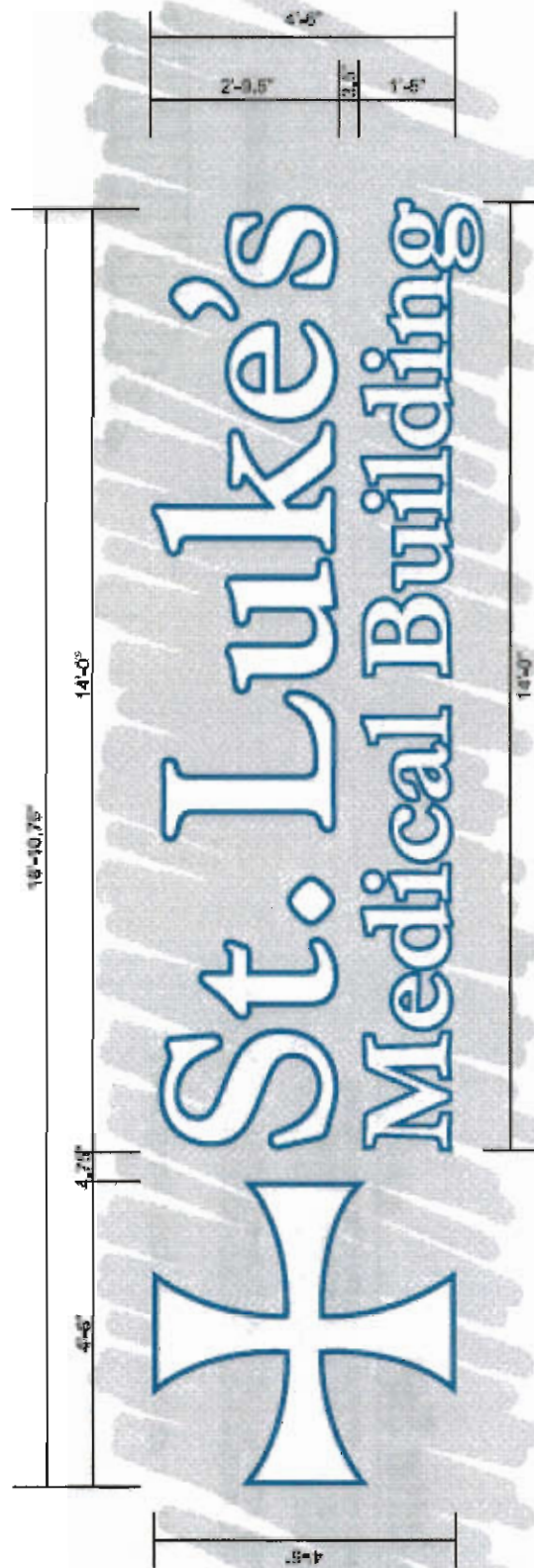
LOT 11A & 11B OF CITYPLACE SUBDIVISION, BEING PART OF
SECTION 3, TOWNSHIP 45 NORTH, RANGE 5 EAST,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI.

P & Z KENDLERING









Channel Letter Sign

SCALE: 1/2"=1'

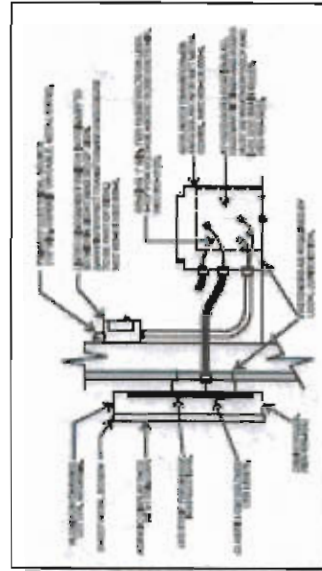
ONE SET STANDARD ALUM. CONSTRUCTION INDIVIDUALLY FORMED LED ILLUMINATED FLUSH MOUNT CHANNEL LETTERS.

ALL FACES ARE .187" WHITE ACRYLIC W/ 288C BLUE TRANSLUCENT VINYL OVERLAY CREATING 1" OUTLINE. ALL FACES HAVE 1" BLUE TRIM CAP.

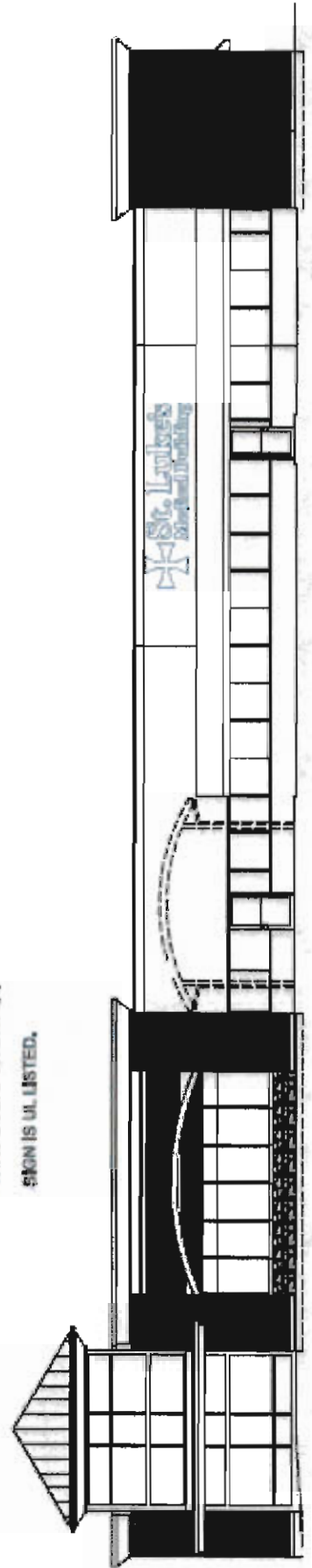
ILLUMINATION BY LOW VOLTAGE WHITE LED'S WITH REMOTE TRANSFORMERS.

ANCHOR TO BUILDING FASCIA BEST WAY PER CODE VIA FIELD SURVEY. EXPANDABLE ANCHORS IN BRICK OR THRU BOLTS ON DRYMT.

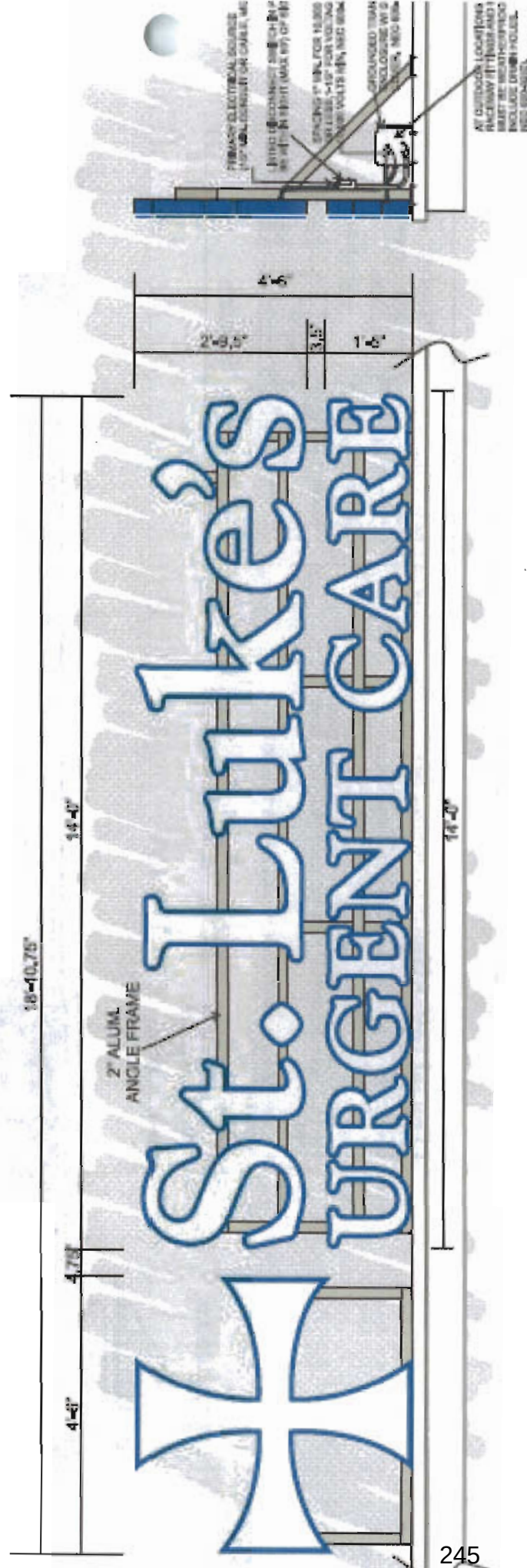
SIGN IS UL LISTED.



WEST ELEVATION



WORK ELEVATION



Channel Letter Sign

SCALE: 1/2"=1'

ONE SET STANDARD ALUMINUM CONSTRUCTION CHANNEL
LETTERS MOUNTED ON TO 2" ALUMINUM ANGLE FRAME.
FRAME PAINTED TO BLEND WITH BACKGROUND (COLOR TBD).

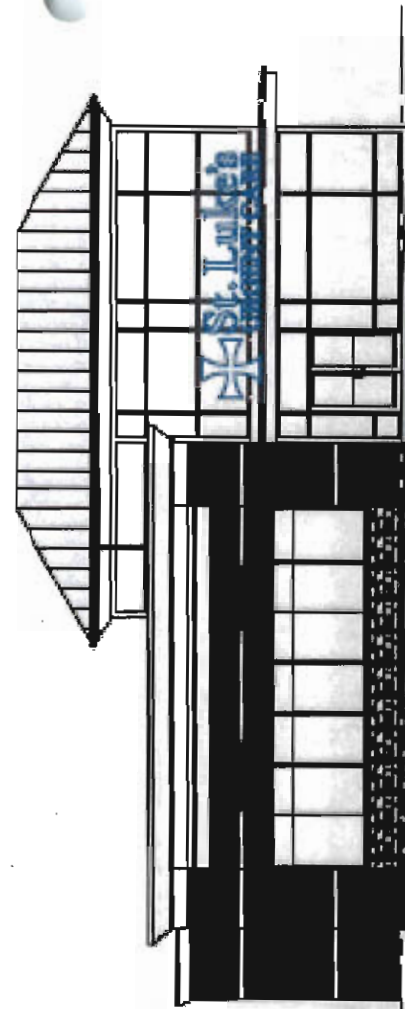
ALL FACES ARE .18" WHITE ACRYLIC. W/ 288C BLUE TRANSLUCENT VINYL OVERLAY CREATING 1" OUTLINE. ALL FACES HAVE 1" BLUE TRIM CAP.

ILLUMINATION BY LOW VOLTAGE WHITE LED'S WITH REMOTE TRANSFORMERS.

INSIDE OF LETTERS PAINTED WHITE.

INSIDE OF LETTERS PAINTED WHITE.
ALL RETURNS OF LETTERS PAINTED TO MATCH PMS 288C.

SEW IS UL LISTED.







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

**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

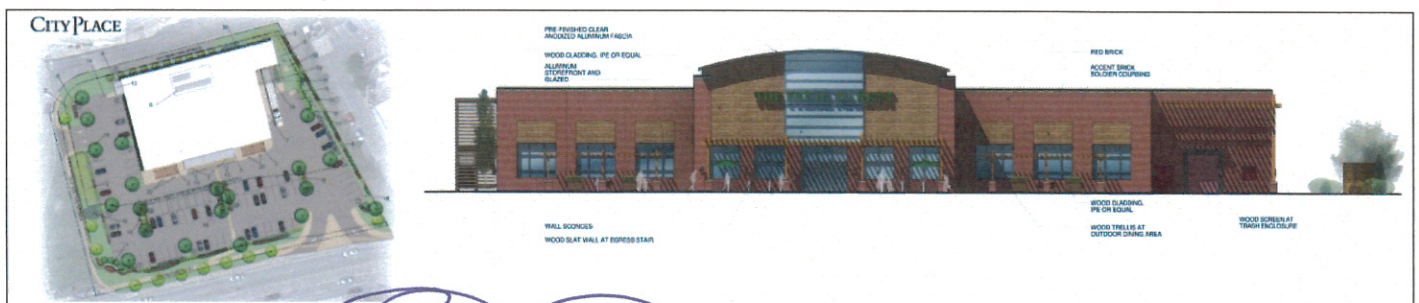
Zoning Code References

- 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

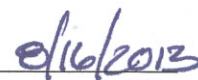
**PROPERTY
OWNER:**

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

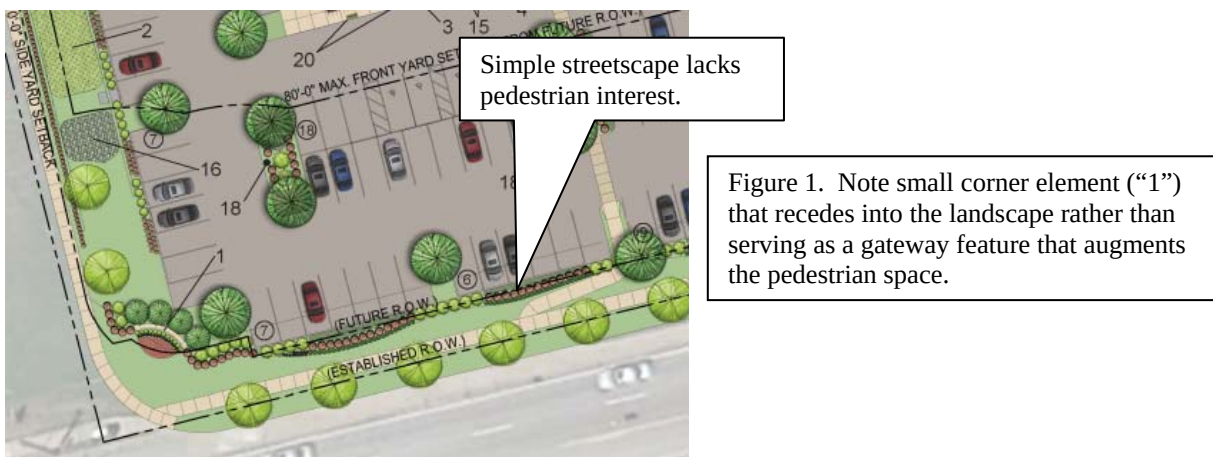
1. Improve the quality of commercial development by strengthening the Design Guidelines to provide more detailed guidance regarding building orientation, connectivity, and compatibility with adjacent residential development, as well as illustrations of desired development patterns. (p.23)
3. Develop 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

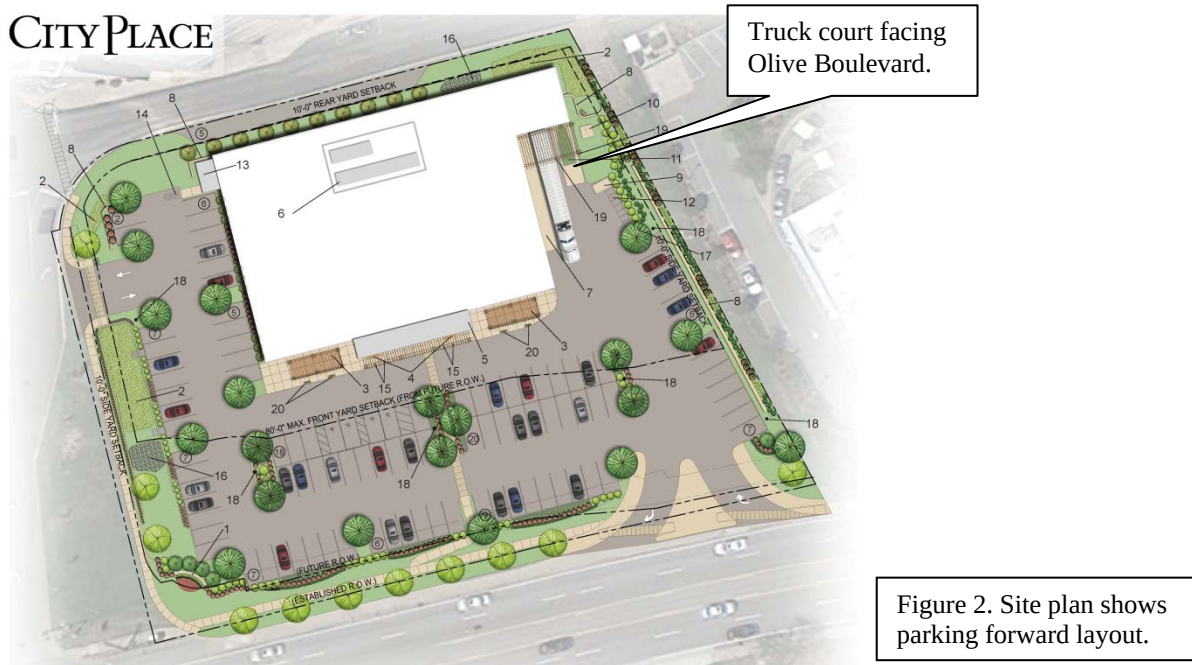
...Redevelopment of the area east of CityPlace Drive and west of Craig Road is likely and should be encouraged. Such redevelopment should require lot consolidations, fewer curbcuts onto Olive, more right in/right out movements, and the construction of an additional vehicular and pedestrian connection 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.

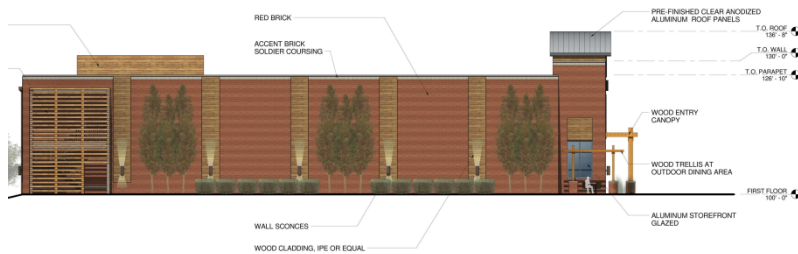


Figure 3. Note how front façade treatment (right side of image) and the roof-top mechanical screen appear as appendages to the main structure rather than integrated into the structure.

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 scone 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 t 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:

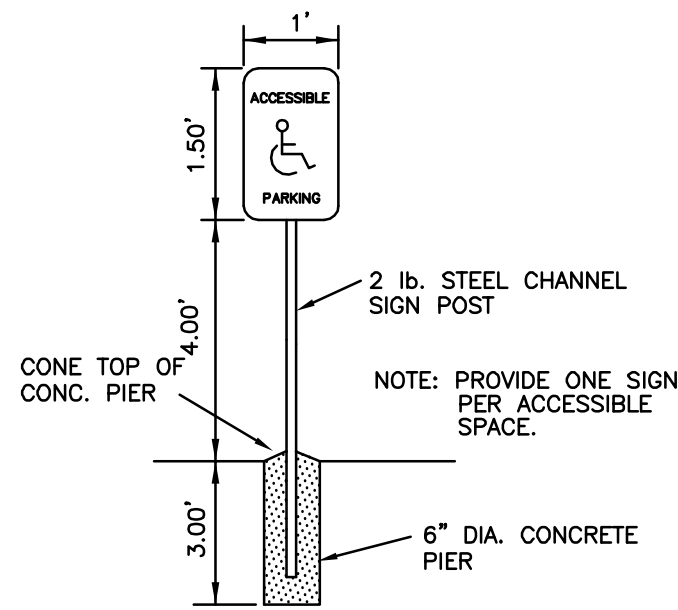
FRONT = 80'-0" MAX.; 104'-0" PROVIDED
SIDES = 10'-0"; 10'-0" PROVIDED
REAR = 10'-0"; 10'-0" PROVIDED

PLAN KEY:

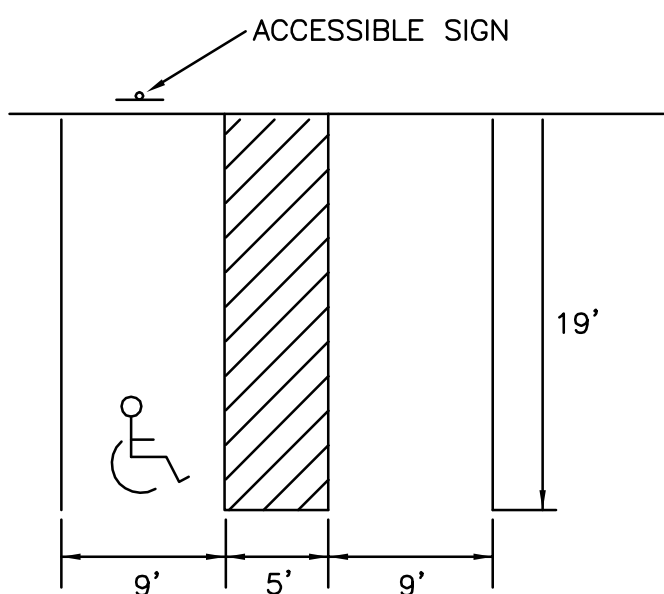
- 1. MONUMENT SIGN
- 2. BIORETENTION AREA
- 3. TRELLIS-COVERED SEATING AREA
- 4. PRODUCE STANDS
- 5. ENTRY VESTIBULE
- 6. SCREENED ROOFTOP EQUIPMENT
- 7. DOCK RAMP
- 8. RETAINING WALL
- 9. GREASE CONTAINER PAD
- 10. TRANSFORMER PAD
- 11. TRASH COMPACTOR
- 12. CARDBOARD STORAGE
- 13. COVERED EGRESS STAIR
- 14. GREASE INTERCEPTOR
- 15. LIGHT BOLLARDS
- 16. FOREBAY
- 17. WOOD SCREEN WALL ASSEMBLY
- 18. LIGHT POLE
- 19. TRELLIS STRUCTURE
- 20. PLANTERS

A SITE DEVELOPMENT PLAN FOR: CITYPLACE VII - THE FRESH MARKET

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



ACCESSIBLE PARKING SIGN DETAIL



PARKING STALL DETAILS

PERTINENT DATA

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) 768-6272
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 # 29189C0162 H, DATE: AUG. 2, 1995

BUILDING AREA

GROCERY STORE 22,100 SF
SITE AREA 96,595 SF
F.A.R. = 22,100 SF/96,595 SF = 0.23

SETBACKS REQUIRED

FRONT 80' (MAXIMUM)
SIDES 10'
REAR 10'

PARKING REQUIRED

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

COVERAGE AREA

CURRENT 26.89 AC.
PROPOSED 38.44 AC.
TOTAL SITE AREA* = 38.44 AC.
COVERAGE AREA* = 66%
70%
* CALCULATIONS INCLUDE ENTIRE CITY PLACE SUBDIVISION

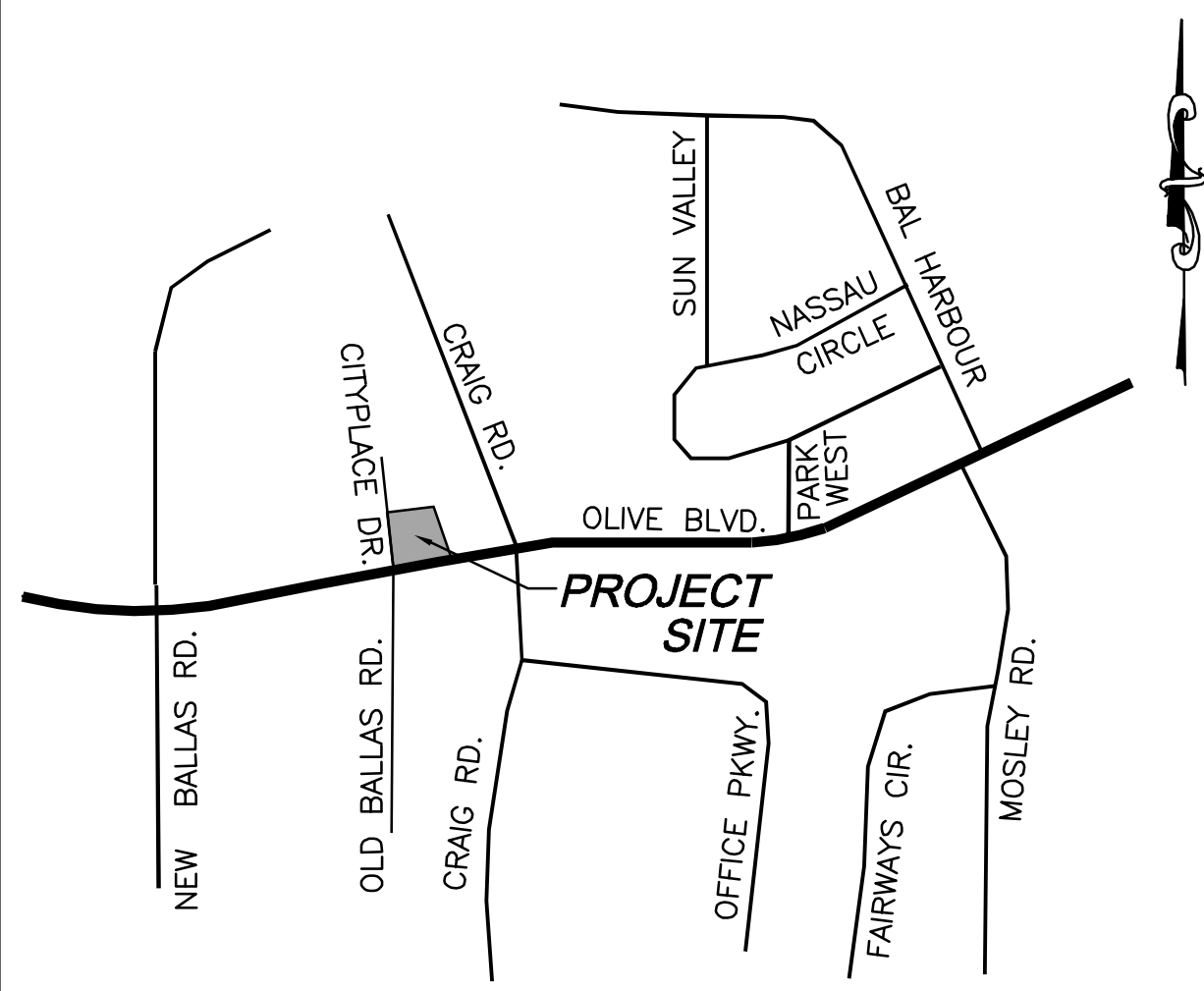
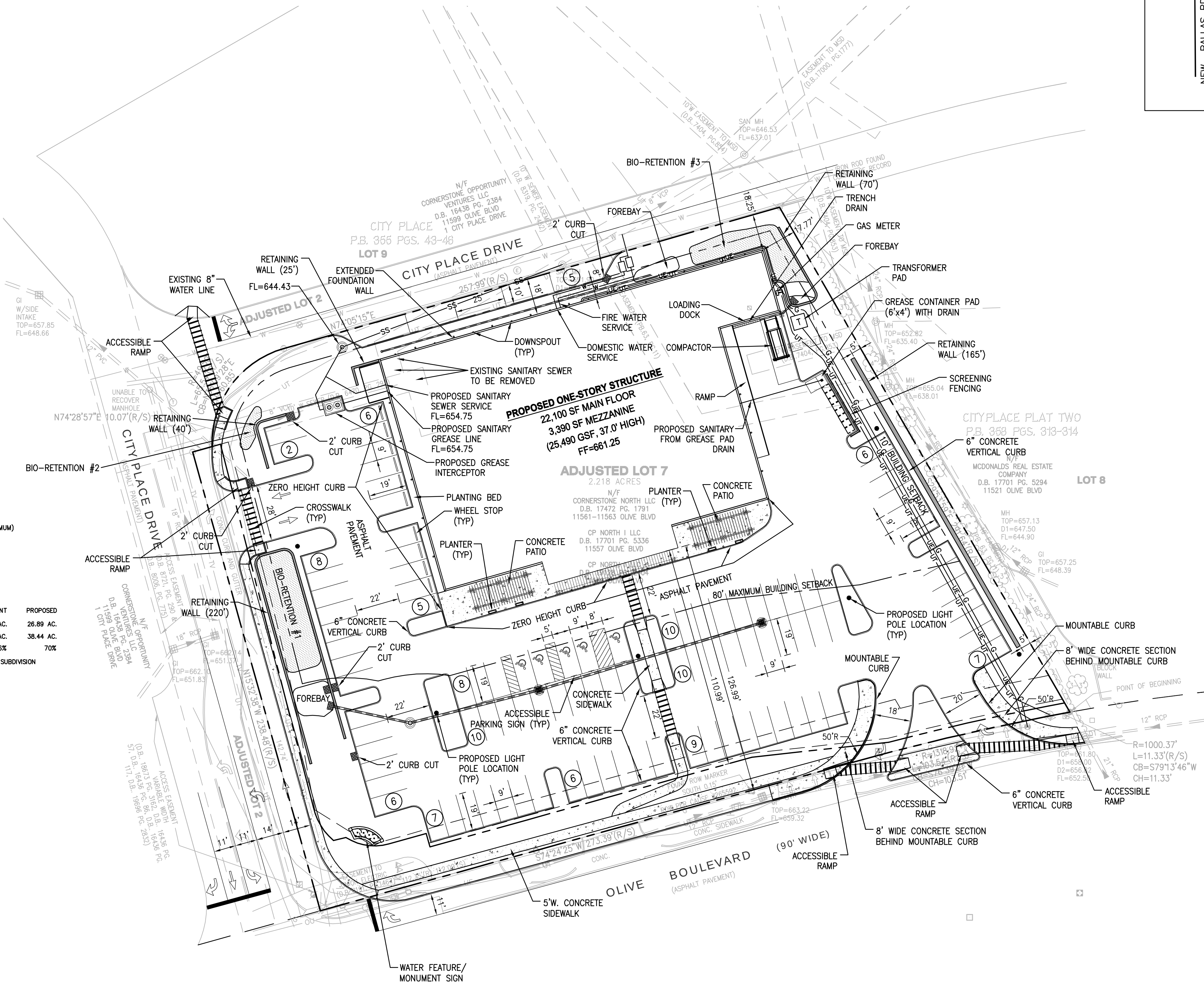
PRELIMINARY STORM CALCULATIONS

PREDEVELOPED SITE:
GRASS AREA = 2.20 AC.
HARD SURFACE/BUILDING AREA = 0.02 AC.
TOTAL = 2.22 AC.
STORM FLOW = $1.70 \times 2.20 \text{ AC.} + 3.54 \times 0.02 \text{ AC.} = 3.81 \text{ CFS}$

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)

GENERAL NOTES

- 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.
- NO GRADE SHALL EXCEED 3:1 SLOPE.
- GRADING AND STORM WATER PER M.S.D. AND THE CITY OF CREVE COEUR, MISSOURI.
- STORMWATER SHALL BE DISCHARGED AT ADEQUATE NATURAL DISCHARGE POINT.
- NO STEP ALLOWED AT ACCESSIBLE ENTRANCE DOORS.
- A.D.A. RAMPS SHALL BE CONSTRUCTED AT ALL ENTRANCES.
- LIGHTING AND SIGNAGE SHALL BE IN COMPLIANCE WITH THE APPROPRIATE CITY ORDINANCES(S) AND GUIDELINES(S).
- BE ADVISED, ALL ENERGY AND TELEPHONE DISTRIBUTION LINES SHALL BE INSTALLED UNDERGROUND.
- 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. 29189C0162 H WITH AN EFFECTIVE DATE OF AUGUST 2, 1995.
- ALL EXISTING SURFACE IMPROVEMENTS ASSOCIATED WITH THE DEVELOPMENT TO BE REMOVED.
- OLIVE BOULEVARD ROAD IMPROVEMENTS SHOWN ON THIS PLAN BY CBB ENGINEERING, DATED 9/27/05, ARE FOR INFORMATION ONLY.



LOCATION MAP

N.T.S.

INDEX

- C0.1 SITE DEVELOPMENT PLAN
C0.2 GRADING AND DRAINAGE PLAN
C0.3 SITE CROSS SECTIONS
C0.4 AUTOTURN EXHIBIT

LEGEND

- 000--- EXIST. CONTOUR
- 000--- PROP. CONTOUR
- 662.70--- ASSUMED SPOT ELEV.
- 664.00--- ASSUMED FUTURE SPOT ELEV.
- ⊙ EXIST. STORM MANHOLE
- EXIST. TELEPHONE BOX
- EXIST. WATER METER
- ⊙ EXIST. TREE
- EXIST. CLEANOUT
- EXIST. POWER POLE
- EXIST. GUY WIRE
- EXIST. WATER VALVE
- ⊙ EXIST. GAS VALVE
- ⊙ EXIST. BOLLARD
- G — EXIST. GAS LINE
- T — EXIST. TELEPHONE
- W — EXIST. WATER LINE
- UE — EXIST. ELECTRIC
- S — EXIST. SAN. SEWER
- X — EXIST. FENCE
- SS — PROP. SANITARY
- S — PROP. STORM
- ⊙ PROP. STORM INLET

UTILITY NOTE

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.



BENCHMARK

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. I-270; 68' SOUTH OF THE CENTERLINE INTERSECTION OF COEUR DE VILLE COURT AND COEUR DE VILLE DRIVE.

CALL 1-800-BIG-RITE (MISSOURI ONE CALL) TO HAVE LOCATIONS MARKED IN THE FIELD (SUBSCRIBING UTILITIES REQUIRE 48 HOURS NOTICE PRIOR TO CONSTRUCTION).

DEVELOPER/OWNER:
THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

CITYPLACE PLAT TWO
ADJUSTED LOT 7
11557, 11561 AND 11563 OLIVE BLVD.
ST. LOUIS, MO 63141

SITE DEVELOPMENT PLAN

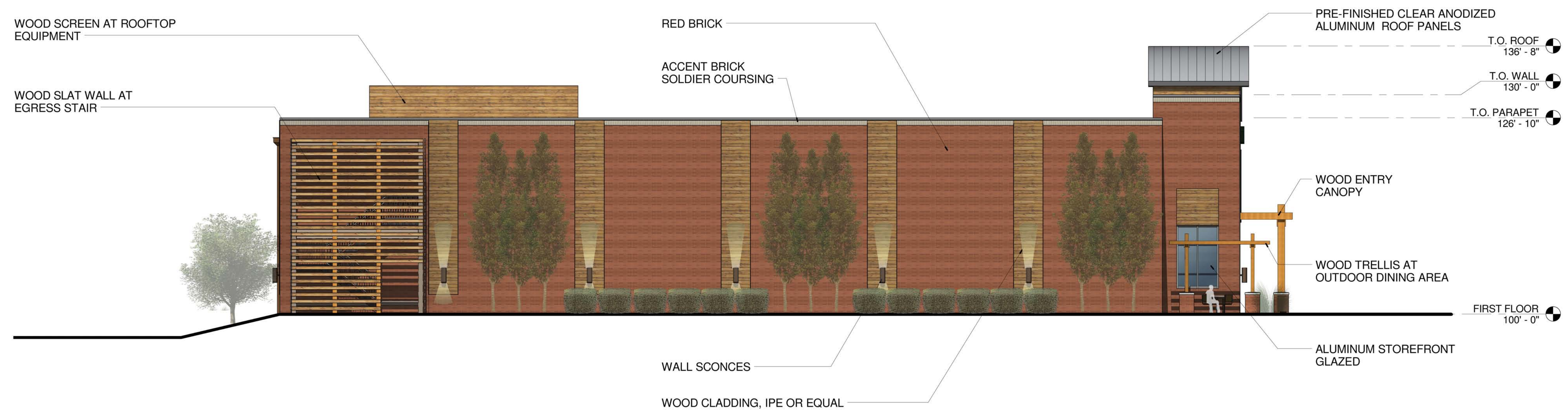
+ ST. LOUIS
10777 Sunset Office Dr.
St. Louis, MO 63127
314.984.9887 fax
314.984.9887 fax

cole
CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE
Cole & Associates, Inc.

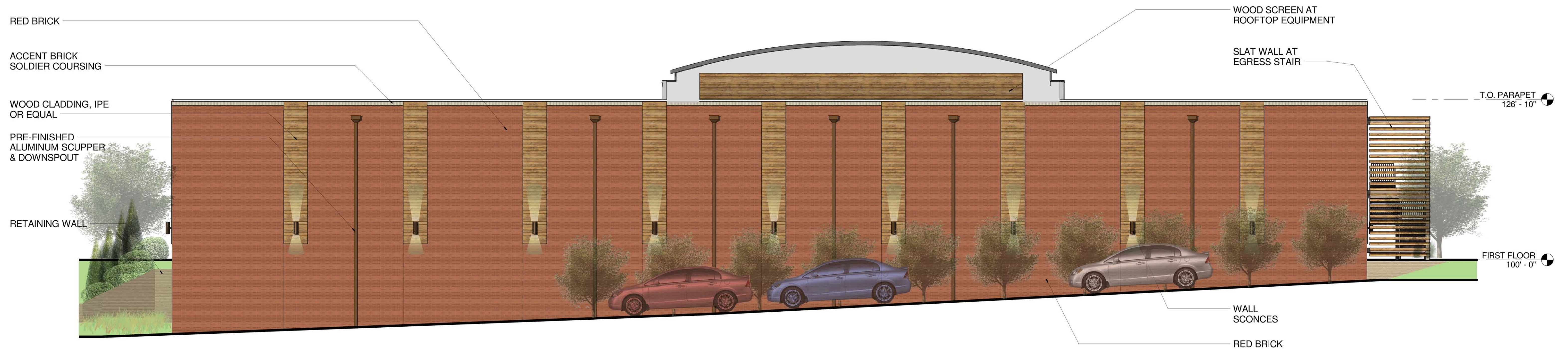
DESIGN/CALC BY: BSJ
DRAWN BY: BSJ
CHECKED BY: JTR
DRAWING SCALE: AS SHOWN
DATE: 08/09/13
Job Number: 13-0033
Sheet Number: C0.1



SOUTH ELEVATION



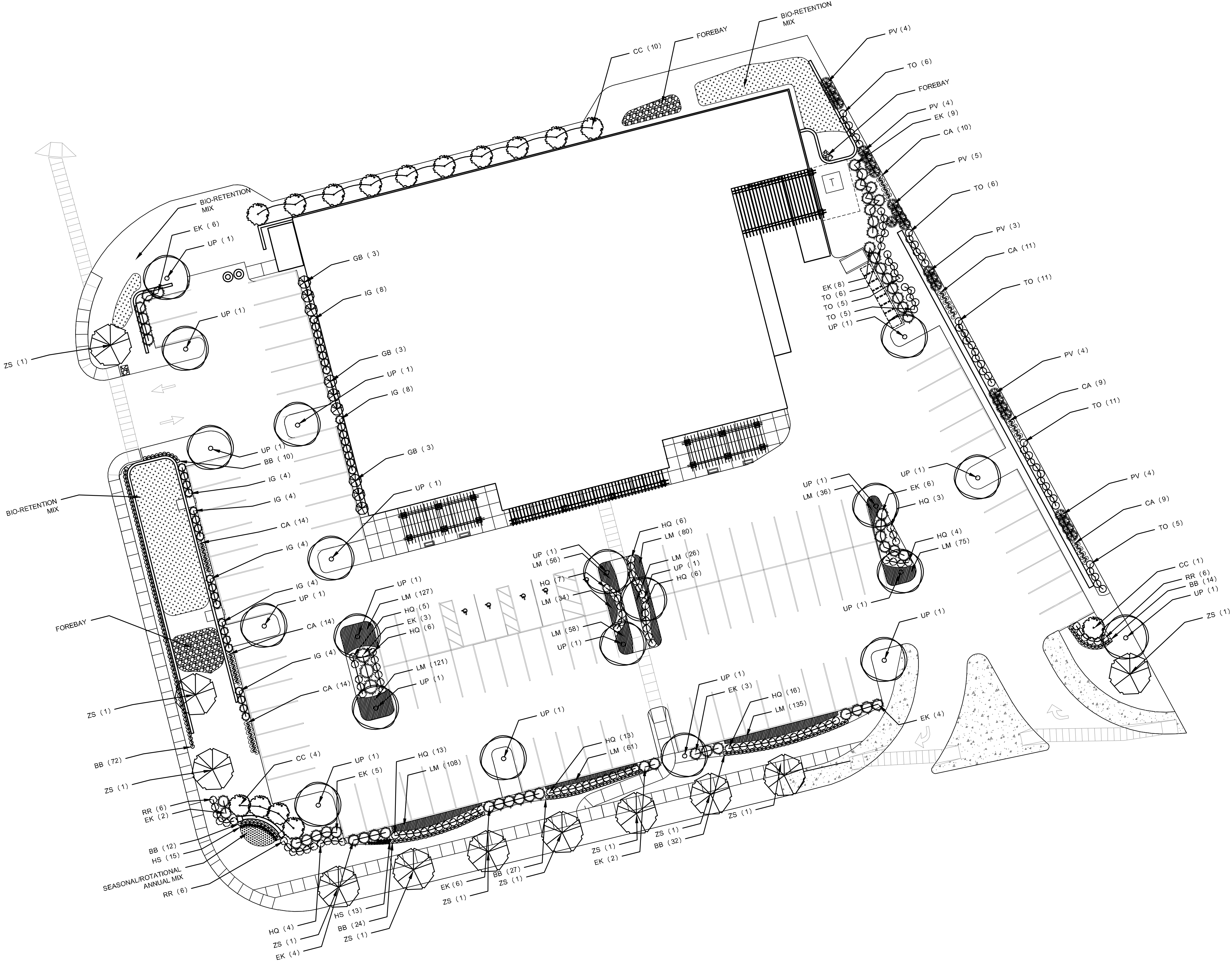
WEST ELEVATION



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

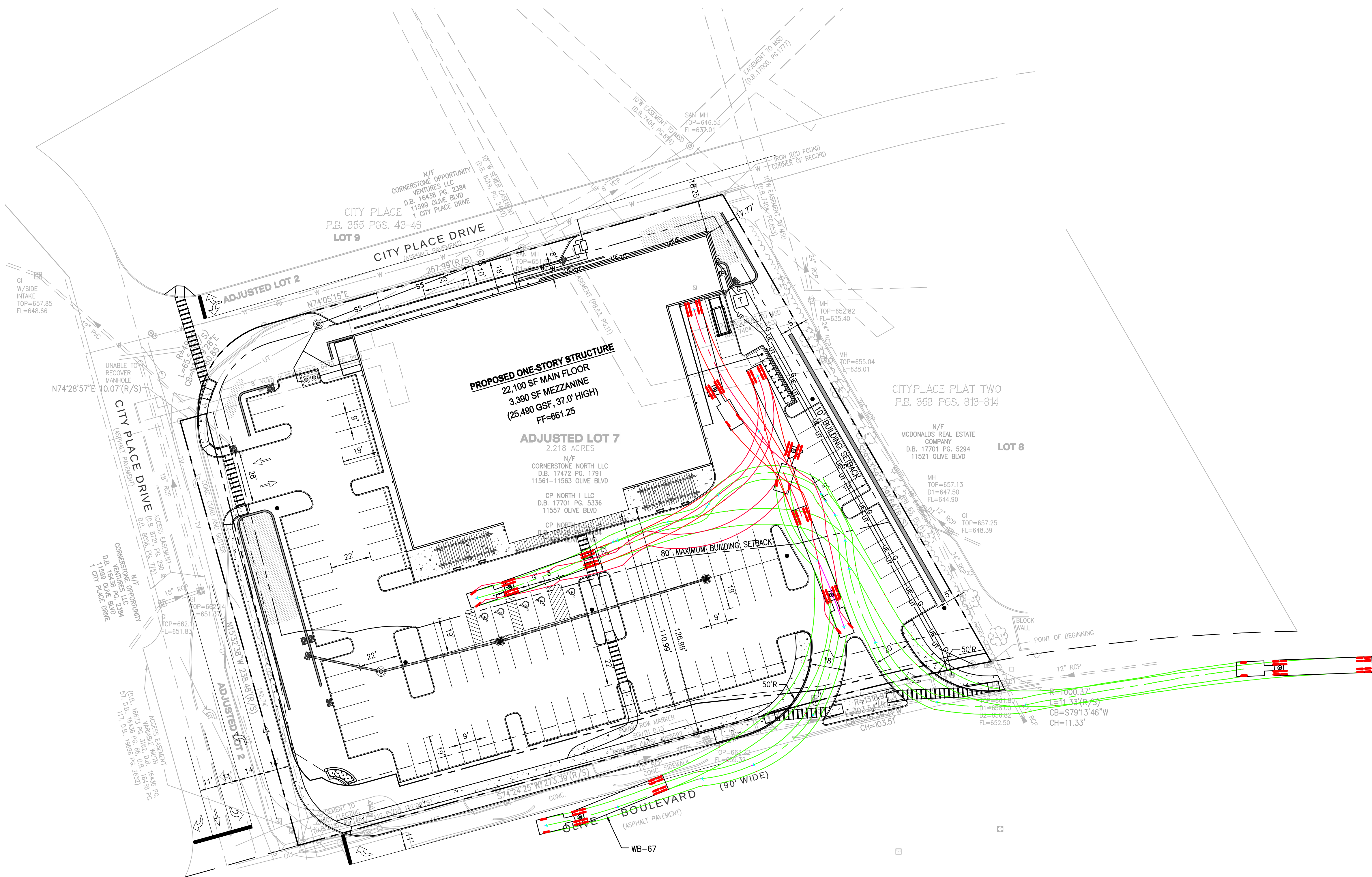
PROJECT NAME: The Koman Group - Fresh Market
PROJECT NUMBER: 12-2137.00
DATE: 8/9/2013

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: 11.0-11.1

DESIGN/CALC BY	BSJ
DRAWN BY	BSJ
CHECKED BY	JTR
DRAWING SCALE	AS SHOWN
DATE	08/09/13
<i>Job Number</i> 13-0033	
<i>Sheet Number</i>	

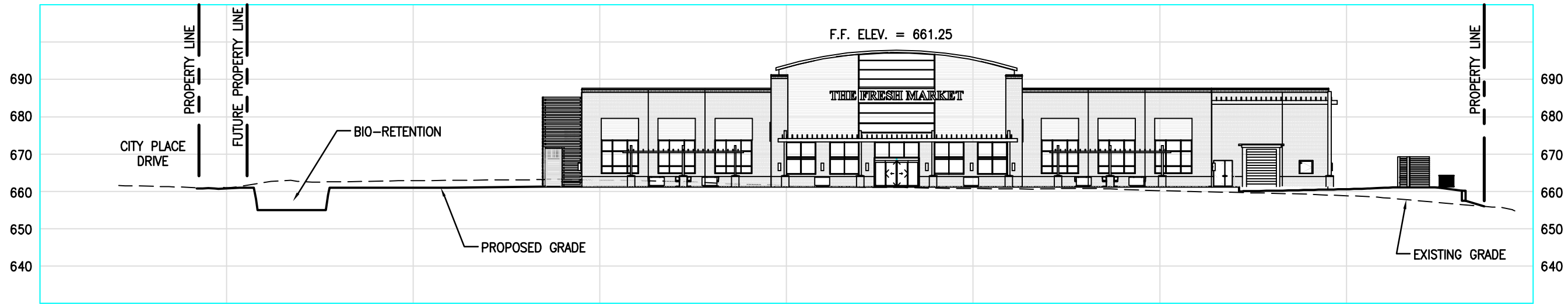
CIVIL ENGINEERING / SURVEYING / PLANNING / LANDSCAPE ARCHITECTURE
Cole & Associates, Inc.

AUTOTURN EXHIBIT

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

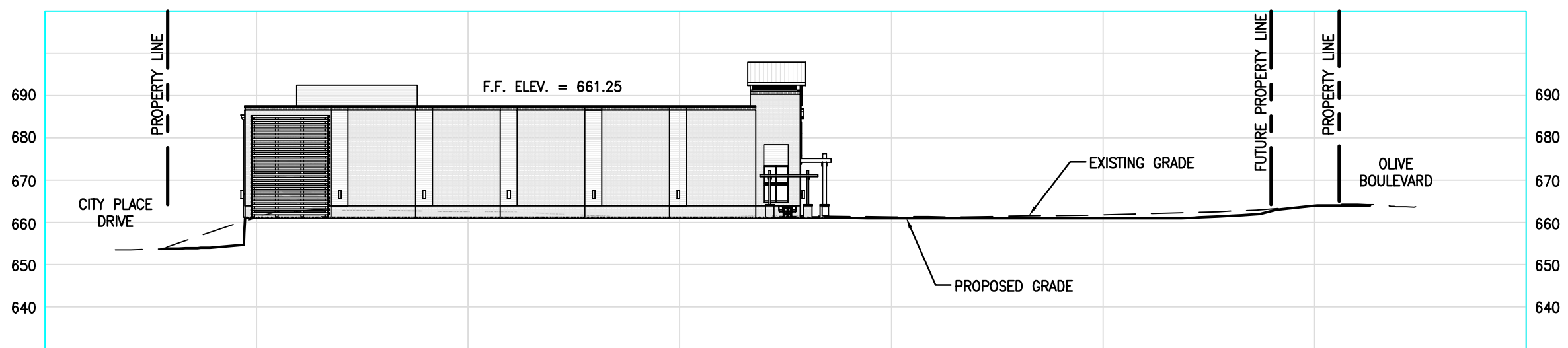
THE PROFESSIONAL, WHOSE SIGNATURE AND PERSONAL SEAL ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327, 411 ESMo) ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO, OR INTENDED TO BE USED FOR, ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

[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: _____

DESIGN/CALC BY	BS
DRAWN BY	BS
CHECKED BY	JTR
DRAWING SCALE	AS SH

Job Number
13-0033

Sheet Number
C0.3

+ ST. LOUIS
10777 Sunset Office Dr.
St. Louis, MO 63127
314.984.9887 tel/
314.984.0587 fax

**CITYPLACE PLAT TWO
ADJUSTED LOT 7**
11557, 11569, 11561 AND 11563 OLIVE BLVD.
ST. LOUIS, MO 63141

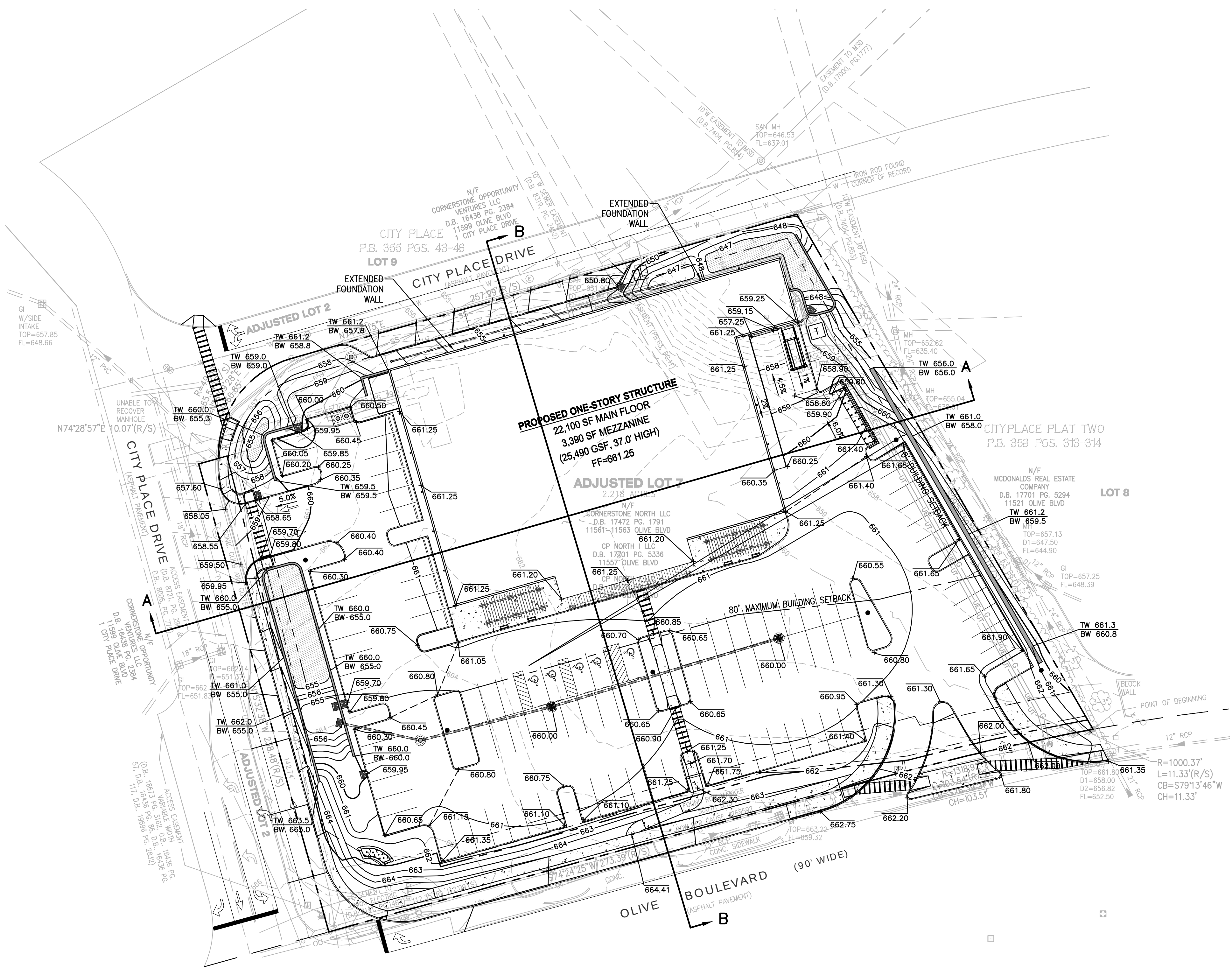
**CITYPLACE PLAT TWO
ADJUSTED LOT 7
57, 11569, 11561 AND 11563 OLIVE
ST. LOUIS, MO 63141**

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

DEVELOPER/OWNER:

THE KOMAN GROUP
#6 CITY PLACE DRIVE, SUITE 430
ST. LOUIS, MO 63141

[illegible]



271

BASE MAP:	DESIGN/CALC BY	BSJ
	DRAWN BY	BSJ
	CHECKED BY	JTR
	DRAWING SCALE	AS SHOWN
	DATE	08/09/13
MSD P.NO.	<i>Job Number</i> 13-0033	
	<i>Sheet Number</i> C0.2	

CITYPLACE PLAT TWO
ADJUSTED LOT 7
11557, 11569, 11581 AND 11583 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

[illegible]



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 #13-032 FOR APPROVAL FOR THE PRELIMINARY PLAT FOR THE MINOR SUBDIVISION OF 815 N. MASON ROAD

FOR THE MEETING OF: Tuesday, September 3, 2013

LOCATION: 815 N. Mason Road

REQUEST: An application has been submitted for the approval of a preliminary plat for the minor subdivision of the 4.87 acres into two lots (1.925 acres and 2.344 acres), with a 0.467 acre common ground for the new private road, "Irene Marie Way". The existing home will be torn down and redeveloped.

ADDITIONAL INFORMATION: The property is zoned "A" Single Family District. Minor subdivisions consist of not more than four (4) lots having primary access to a minor subdivision street with a minimum right of way width of 30 feet, per Section 410.240(D) of the Subdivision Code.

Key Issues:

- Does the lot substantially meet all land development standards of this Chapter and those of any other applicable City regulations?

Subdivision Code References

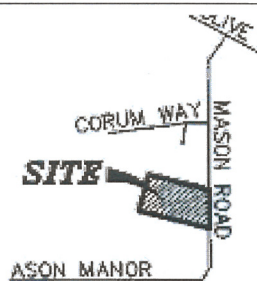
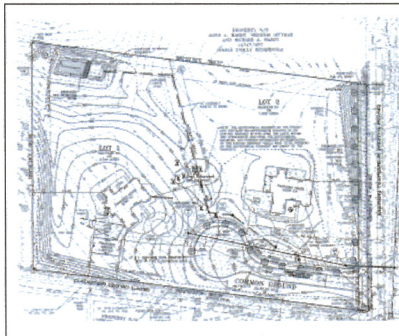
- Chapter 410: Subdivision and Development of Land

Zoning Code References

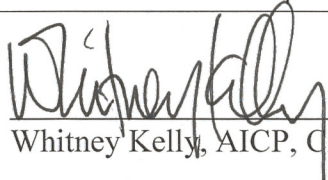
- Section 405.250: "A" Single Family Residential District

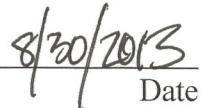
APPLICANT: Dale Bax
Bax Engineering Company
221 Point West Boulevard
St. Charles, MO 63301

PROPERTY OWNER: William A. Aldrich Trust
815 North Mason Road
Creve Coeur, MO 63141



REPORT PREPARED BY:


Whitney Kelly, AICP, City Planner

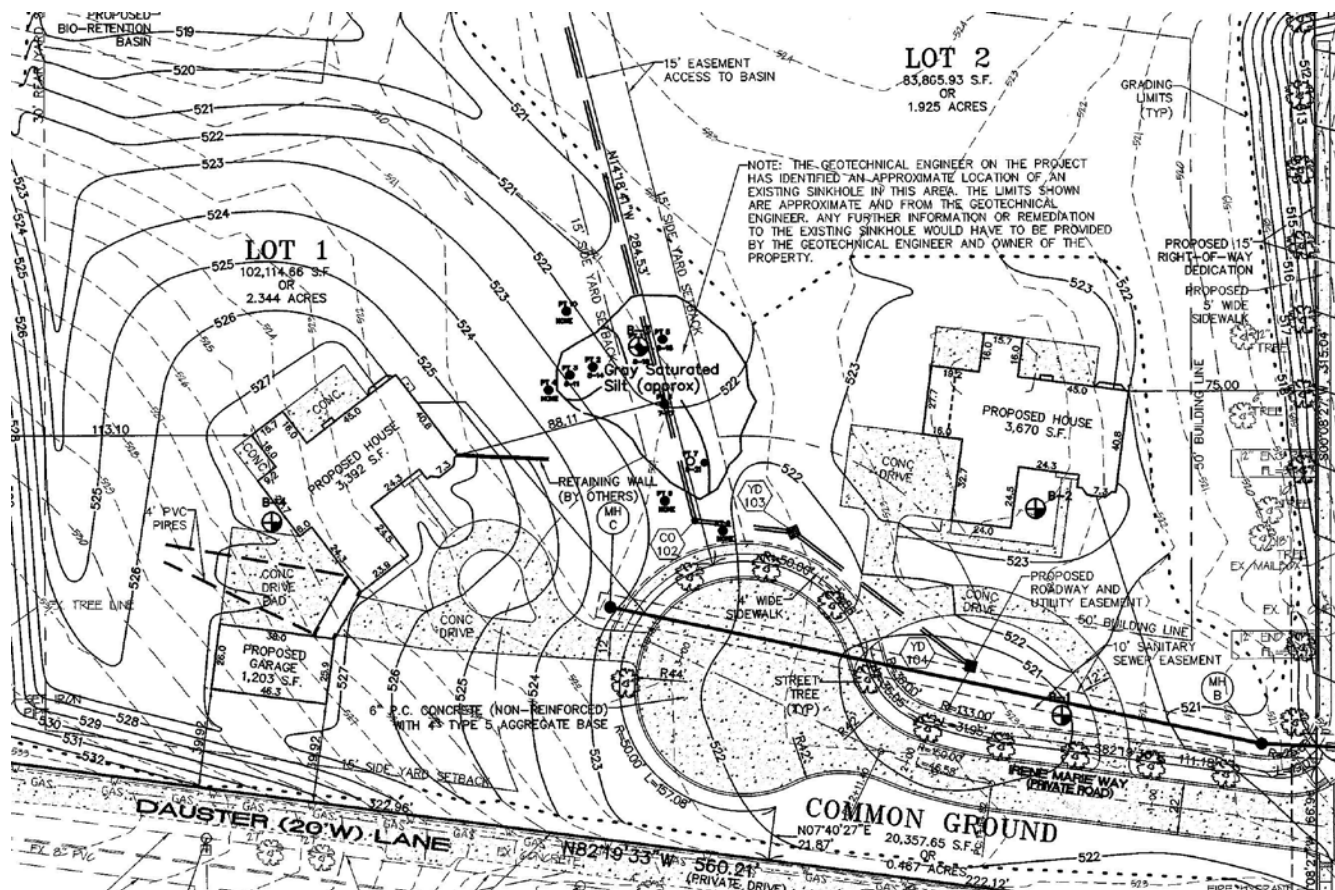

Date

ATTACHMENTS: Applicant's Preliminary Plat submitted on August 15, 2013

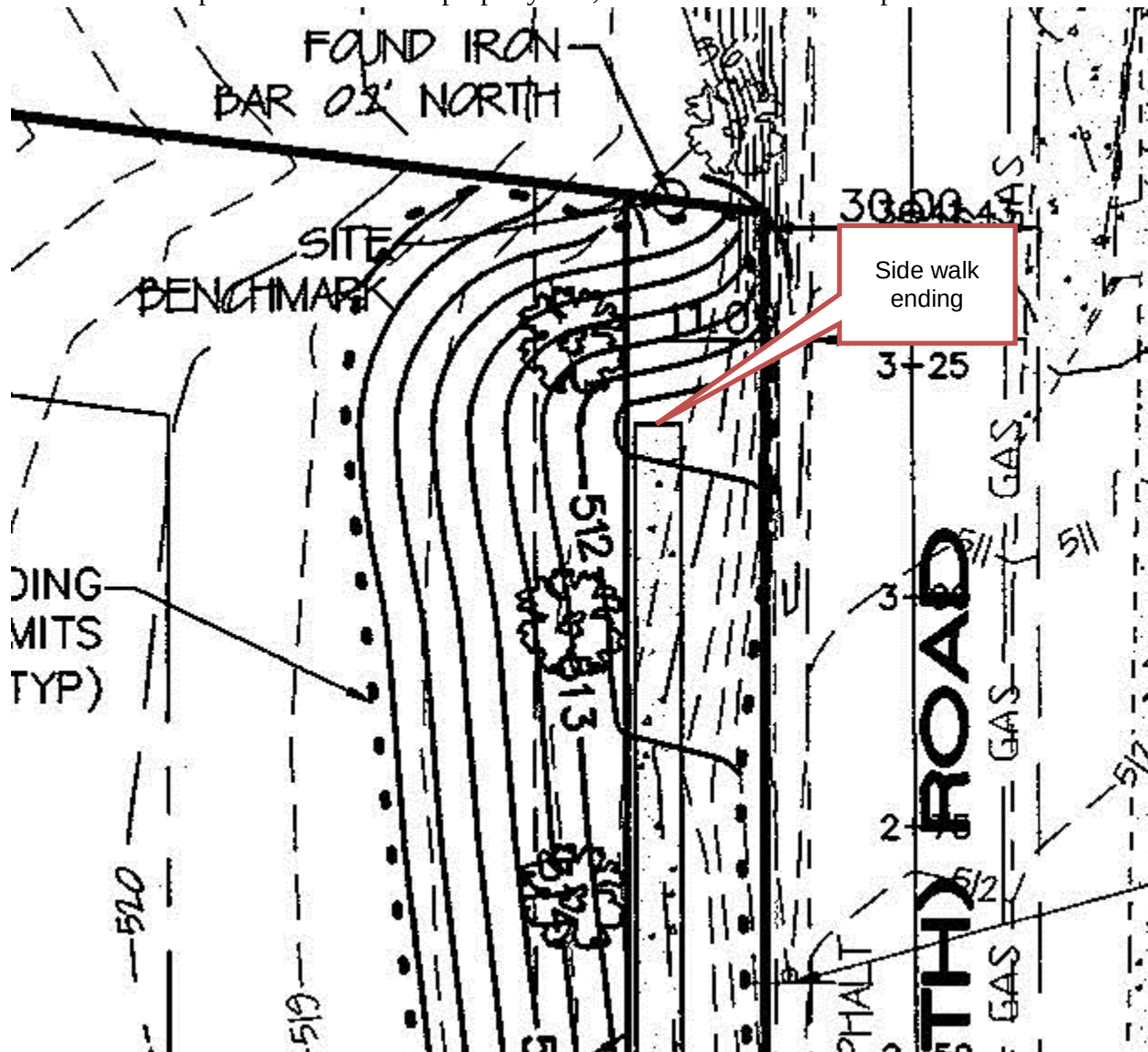
The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residence	“A” Single-family Residential	N/A
South	Single-family residences (some not yet built)	“A” Single-family Residential	Dauster Lane
East	St. Timothy’s Church	“C” Single-family Residential	Mason Road
West	Single-family residence	“A” Single-family Residential	N/A

The property owner is seeking the approval of the preliminary plat for the minor subdivision of the property to allow for a second single-family home. Section 410.220: Lots, provides further direction regarding lot layout where the lots must be in accordance with the provisions of the zoning district in which the property is located, with the individual lots having a width and depth adequate to provide the necessary front, side and rear yard requirements of the Creve Coeur Zoning Ordinance. The proposed lots comply with the minimum district requirements for “A” Single Family Residential that requires a minimum of 150 feet of frontage along the proposed new road, and have a minimum lot area of greater than 1 acre. Lot 1 will be 2.344 acres, with a side yard of 284.53 feet and rear yard of 381.56 feet and 229.24 feet. Lot 2 will be 1.925 acres, with a side yard along Mason Road of 315.04 feet and a rear yard of 315.99 feet. The new private road coming off Mason Road, along the south property line, will consist of 0.5 acre of common ground. Below is a close-up of the proposed subdivision:



The preliminary plan depicts a new separated sidewalk along Mason Road and along the north side of the proposed road, to meet with the requirements of the City's Pedestrian Plan. However, the sidewalk stops short of the north property line, as shown in the close-up below.



A condition of approval includes that in the final plat, the sidewalk shall be extended to the property line.

CONCLUSION AND ACTION

Review of preliminary plats is a ministerial act that should be approved if the proposed plat substantially meets all land development standards of this Chapter and those of any other applicable City regulations. This application does substantially meet all applicable codes for the "A" Single Family Residential District. As discussed, above a condition of approval includes:

- The proposed sidewalk will need to be continued to the north property line.

Action on this item will be in the form of a motion to recommend approval as presented, approval with additional conditions, to meet all technical requirements. City Council action is not required. The following are examples of motions for this application:

“I move to recommend approval for the preliminary plat with the conditions outlined in the staff report for the minor Subdivision of Difani Estates, at 815 N. Mason Road as shown in the Preliminary Plat, received August 15, 2013.” (other conditions may be added, eliminated, altered, and modified by prior motion).

Once the Commission has approved the preliminary plat, the Applicant may proceed with preparing the Site Improvement Plan and Final Plat for Planning and Zoning Commission review and approval of the City Council. If conditions have been placed upon approval of the subdivision improvement plans, such conditions shall be resolved to the satisfaction of the Zoning Administrator prior to submittal of the final subdivision plat.

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

**APPENDIX 3: CREVE COEUR SUBDIVISION AND LAND DEVELOPMENT REGULATIONS
(CHAPTER 410 OF THE CREVE COEUR MUNICIPAL CODE)**

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

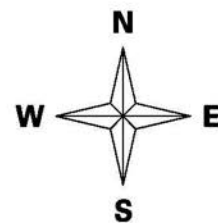
APPENDIX 4: AERIAL MAP



Property lines



815 N. Mason Road



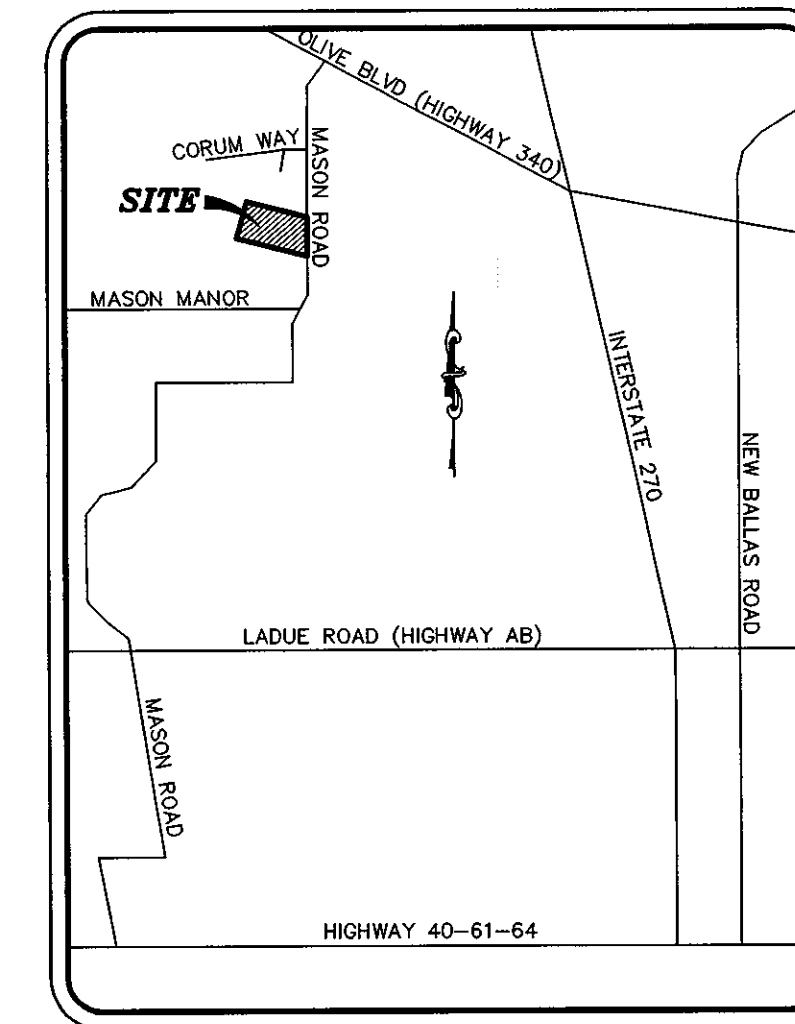
APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 08/29/2013
	Description: View of the subject property looking west from the existing driveway.
	Description: View of the existing home on the property from the existing driveway looking northwest.
	Description: View of the rear of the property looking west from the existing home to the approximate area of the proposed Lot 1 area.

LEGEND:

EX. CURB/AREA INLET	POWER POLE
EX. DOUBLE CURB/AREA INLET	GUY WIRE
EX. STORM SEWER MANHOLE	LIGHT STANDARD
EX. SANITARY SEWER MANHOLE	SEPTIC TANK
EX. PIPELINE MARKER	AC UNIT
EX. FIBER OPTIC MARKER	CABLE TV BOX
EX. GAS VALVE	ELECTRIC BOX
EX. WATER VALVE	ELECTRIC TRANSFORMER
EX. FIRE HYDRANT	TELEPHONE CABLE PEDESTAL
FLARED END SECTION	TELEPHONE BOX
CURB/AREA INLET	TREE
SEWER MANHOLE	CI CURB INLET
SIGN	MH MANHOLE
SWALE ARROW	FE FLARED END SECTION
	EP END PIPE
	TBR TO BE REMOVED
	TBR&R TO BE REMOVED & REPLACED
	UIP USE IN PLACE

A PRELIMINARY SUBDIVISION PLAT FOR DIFANI ESTATES

A TRACT OF LAND BEING PART OF
THE SUBDIVISION OF THE JOHN HEZEL ESTATE
IN U.S. SURVEY 1923
TOWNSHIP 45 NORTH, RANGE 5 EAST
OF THE FIFTH PRINCIPAL MERIDIAN
ST. LOUIS COUNTY, MISSOURI 63141



LOCATION MAP

DEVELOPMENT NOTES

- AREA OF TRACT: 4.868 ACRES
- DISTURBED AREA: 3.50 ACRES
- EXISTING ZONING: "A" SINGLE FAMILY RESIDENTIAL (CITY OF CREVE COEUR)
- PROPERTY OWNER: WILLIAM R. ALDRICH TRUST
815 NORTH MASON ROAD
CREVE COEUR, MISSOURI 63141
24-HOUR CONTACT:
RICK DIFANI (314) 570-1228
- PROPOSED USE: RESIDENTIAL
- THE REQUIRED HEIGHT AND BUILDING SETBACKS ARE AS FOLLOWS:
MINIMUM FRONT YARD: 50 FEET
MINIMUM SIDE YARD: 15 FEET
MINIMUM REAR YARD: 30 FEET
- THIS PROPERTY IS SERVED BY THE FOLLOWING UTILITY COMPANIES:
AMERICAN ELECTRIC COMPANY (314) 641-2406
AT&T DISTRIBUTION (314) 939-1312
LACLEDE GAS COMPANY (314) 342-0709
METROPOLITAN ST. LOUIS SEWER DISTRICT (314) 768-6200
MISSOURI AMERICAN WATER DISTRICT #2 (314) 991-3404
CHARTER COMMUNICATIONS (877) 259-1622
MONARCH FIRE PROTECTION DISTRICT (314) 514-0900
- ACCORDING TO THE FLOOD INSURANCE RATE MAP OF ST. LOUIS, MISSOURI, CITY OF CREVE COEUR (COMMUNITY - PANEL NUMBER 29189C016H, DATED AUGUST 2, 1995), THIS TRACT LIES WITHIN ZONE X - ZONE X IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
- REFERENCE BENCHMARK: BENCHMARK 13-128 OF THE ST. LOUIS COUNTY HIGHWAYS AND TRAFFIC DEPARTMENT (U.S.G.S.) ELEVATION 501.96' - "STANDARD TABLET" STAMPED 32-74 S.L.C. ALONG MASON ROAD AT BRIDGE OVER TRIBUTARY TO SMITH CREEK, 0.5 MILE SOUTH OF OLIVE STREET ROAD IN SOUTHWEST BRIDGE ABUTMENT; 15' WEST AND 2' LOWER THAN CENTERLINE OF BRIDGE.
- SITE BENCHMARK: ELEV = 517.42' - TOP FOUND IRON BAR 10' WEST OF THE NORTHEAST CORNER OF SUBJECT PROPERTY ON WESTERN RIGHT-OF-WAY LINE OF MASON ROAD.
- THIS PLAN IS PRELIMINARY AND SHALL NOT BE USED FOR CONSTRUCTION.

LAND DESCRIPTIONS

A TRACT OF LAND BEING PART OF THE SUBDIVISION OF THE JOHN HEZEL ESTATE, IN U.S. SURVEY 1923, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN, ST. LOUIS COUNTY, MISSOURI AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 4 OF "MINNER NURSERY", A SUBDIVISION ACCORDING TO THE PLAT RECORDED IN PLAT BOOK 353, PAGE 594 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG THE NORTH LINE OF SAID LOT 4, SOUTH 82 DEGREES 19 MINUTES 33 SECONDS EAST 53.32 FEET; THENCE LEAVING THE SAID NORTH LINE OF LOT 4, NORTH 07 DEGREES 40 MINUTES 27 SECONDS EAST 20.00 FEET TO THE NORTH LINE OF PROPERTY CONVEYED TO STEPHEN C. LIEBER BY DEED RECORDED IN BOOK 9605 PAGE 1740 OF THE SAID RECORDS; AND THE ACTUAL POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE LEAVING THE SAID NORTH LINE OF THE LIEBER PROPERTY AND ALONG THE EAST LINE OF THE LIEBER PROPERTY, NORTH 00 DEGREES 06 MINUTES 28 SECONDS EAST 381.56 FEET TO A POINT ON THE SOUTH LINE OF PROPERTY CONVEYED TO ALVIN L. HARDT, VIRGINIA DITTMAR AND RICHARD A. HARDT BY DEED RECORDED IN BOOK 11747 PAGE 977 OF THE SAID RECORDS; THENCE ALONG THE SAID SOUTH LINE OF THE HARDT PROPERTY, SOUTH 82 DEGREES 22 MINUTES 32 SECONDS EAST 560.37 FEET TO A POINT ON THE WEST LINE OF MASON ROAD, VARIABLE WIDTH; THENCE ALONG THE SAID WEST LINE OF MASON ROAD, SOUTH 00 DEGREES 08 MINUTES 27 SECONDS WEST 382.02 FEET TO A POINT ON THE AFOREMENTIONED NORTH LINE OF THE LIEBER PROPERTY; THENCE ALONG THE SAID NORTH LINE OF THE LIEBER PROPERTY, NORTH 82 DEGREES 19 MINUTES 33 SECONDS WEST 560.21 FEET TO THE POINT OF BEGINNING AND CONTAINING 212,068 SQUARE FEET OR 4.868 ACRES.

SURVEYOR'S CERTIFICATION

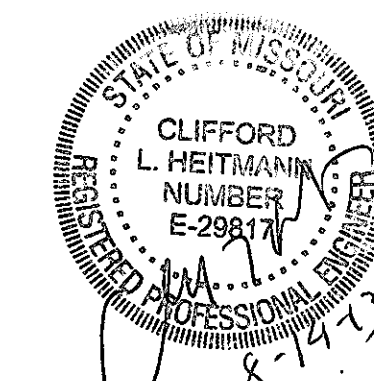
THIS IS CERTIFY THAT WE HAVE, DURING THE MONTH OF JULY, 2013, BY ORDER OF IRENE ALDRICH, EXECUTED A BOUNDARY SURVEY AND PREPARED A PRELIMINARY PLAT ON "A TRACT OF LAND BEING PART OF THE SUBDIVISION OF THE JOHN HEZEL ESTATE IN U.S. SURVEY 1923, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI" AND THE RESULTS ARE SHOWN ON THIS PLAT TO THE BEST OF MY KNOWLEDGE AND BELIEF. THIS SURVEY WAS EXECUTED IN COMPLIANCE WITH THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS (20-CSR-2030-18.0) OF THE MISSOURI DEPARTMENT OF INSURANCE, FINANCIAL INSTITUTIONS AND PROFESSIONAL REGISTRATION.

BAX ENGINEERING COMPANY, INC.
MARK E. COLLINS
MISSOURI PROFESSIONAL LAND SURVEYOR #2006000173

A PRELIMINARY SUBDIVISION PLAT FOR
DIFANI ESTATES

PREPARED FOR:
IRENE M. ALDRICH
815 NORTH MASON ROAD
CREVE COEUR, MISSOURI 63141

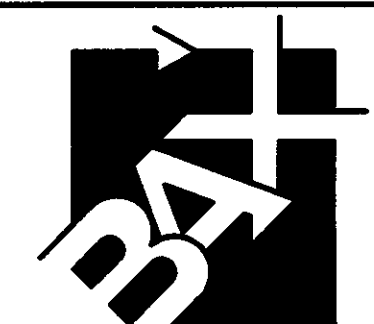
DISCLAIMER OF RESPONSIBILITY
I hereby disclaim any responsibility for all other drawings, specifications, estimates, reports or other documents or instruments relating to or intended to be used for any part or parts of the architectural or engineering project or survey other than those authenticated by my seal.



CLIFFORD L. HEITMANN
CIVIL ENGINEER
029817
Copyright 2013
Bax Engineering Company, Inc.
Authority No. 000655
All Rights Reserved

REVISIONS

08/14/13	CITY COMMENTS



ENGINEERING
PLANNING
SURVEYING

221 Point West Blvd.
St. Charles, MO 63301
636-628-5552
FAX 628-1718

07/22/2013
DATE

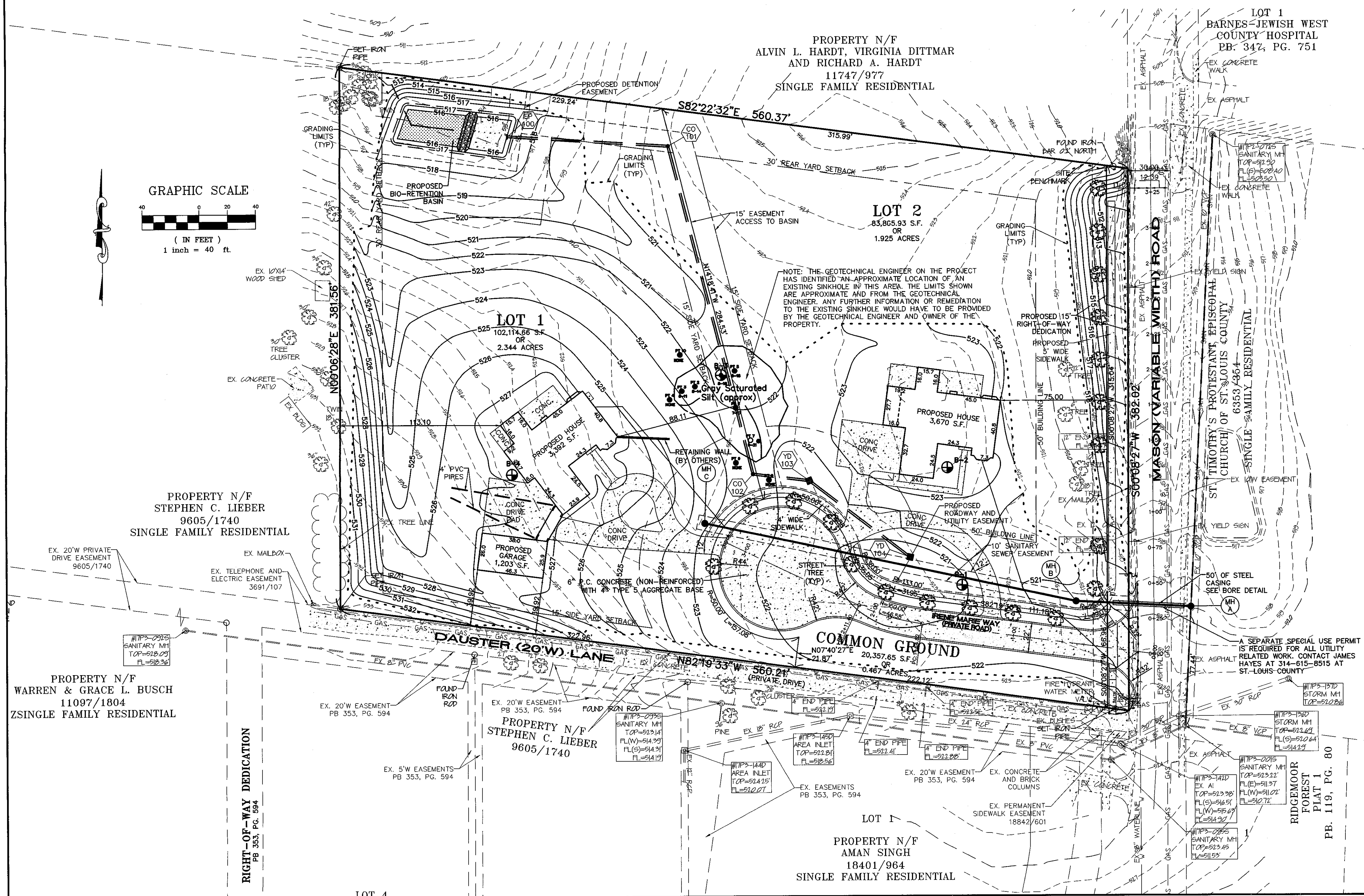
11-15374
PROJECT NUMBER

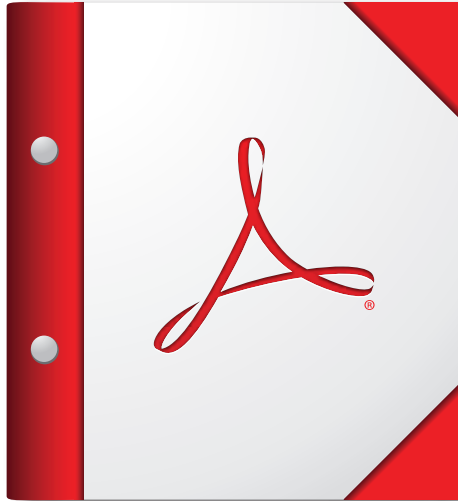
1 OF 1
SHEET OF

15374pre.dwg
FILE NAME

CLM
DRAWN

DRB/MGG CLH
DESIGNED CHECKED





**For the best experience, open this PDF portfolio in
Acrobat X or Adobe Reader X, or later.**

Get Adobe Reader Now!



**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-033 FOR A MINOR SITE DEVELOPMENT PLAN FOR
COMMUNITY CENTER IMPROVEMENTS AT COVENANT
THEOLOGICAL SEMINARY**

FOR THE MEETING OF: Tuesday, September 3, 2013, 7:00 PM

LOCATION: 477 Covenant Lane south of Conway Road, between W. Balcon Estates Road and North Forty Drive, west of I-270

REQUEST: An application has been submitted to amend the site development plan for the Covenant Theological Seminary for renovations to the Community Center that include a new outdoor plaza area, new landscaping and landscape up-lighting.

ADDITIONAL INFORMATION: The subject property is zoned "HE" Higher Education District and Section 405.200(D) states that site concept and site development plan approval by the Planning and Zoning Commission shall be required for all proposed developments within the district. A minor site development plan is required for any proposed alteration that would significantly affect the exterior of a building or redevelopment of a site that is less than 5,000 square feet of new impermeable surface to the site.

Key Issues:

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

Comp. Plan References

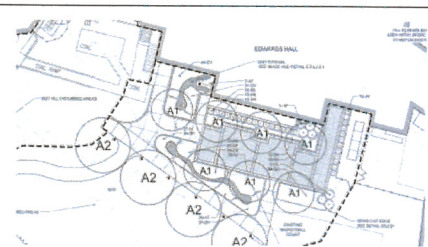
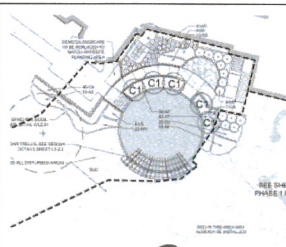
- Residential Neighborhoods

Zoning Code References

- Section 405.300: "HE" Higher Education District
- Section 405.1080: Site Concept, Site Development, and Minor Site Plan Approval

APPLICANT: Wei-Min Hung
Trivers Associates
100 N. Broadway, Suite 1800
St. Louis, MO 63102

PROPERTY OWNER: Covenant Theological Seminary
12330 Conway Road
Creve Coeur, MO 631414



REPORT PREPARED BY:

Whitney Kelly
Whitney Kelly, AICP, City Planner

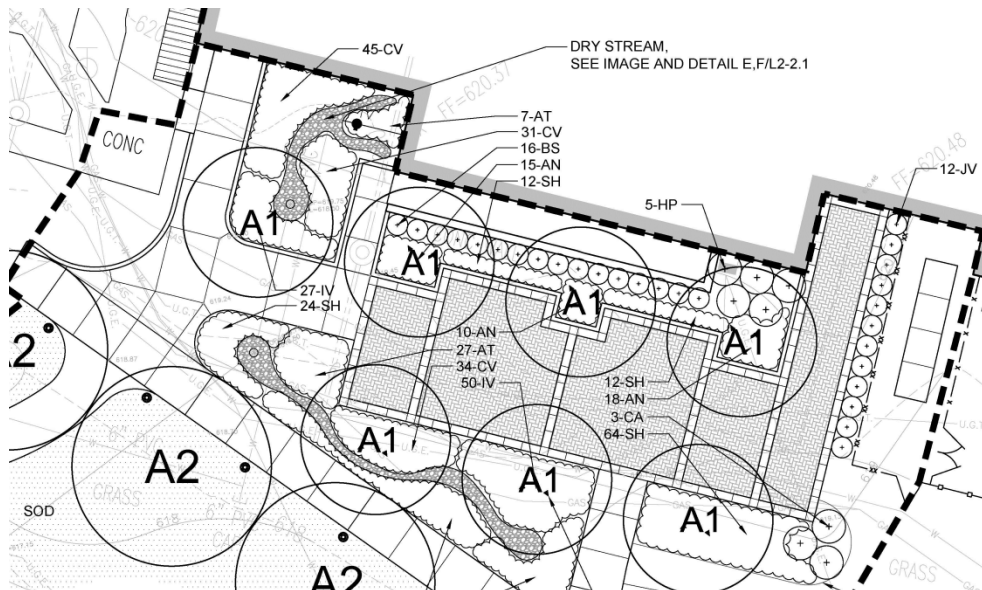
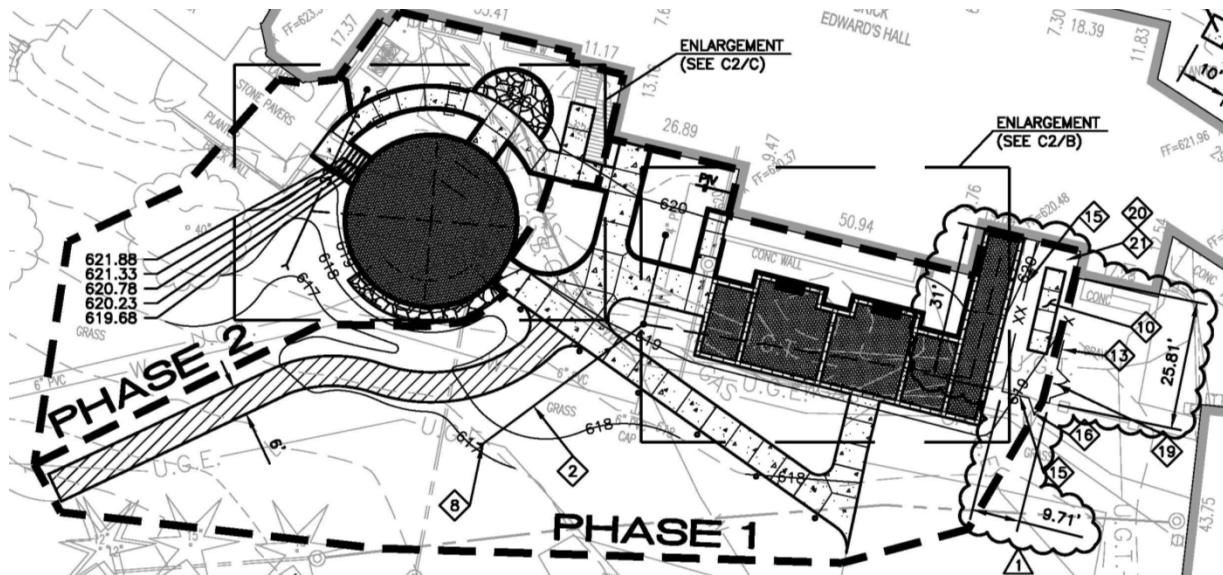
8/30/2013
Date

ATTACHMENTS: Applicant's Material's submitted, July 24, 2013
Lighting Photometric Plan submitted on August 28, 2013

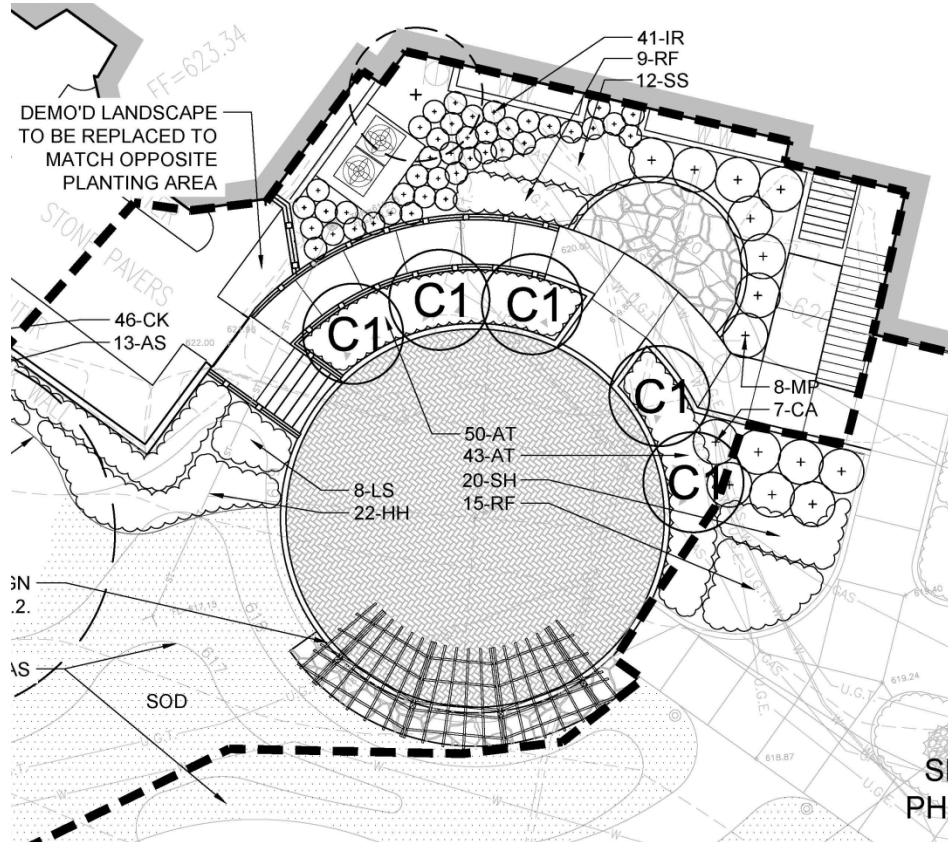
HISTORY AND PROPOSAL

Covenant Theological Seminary consists of 21.5 acres at the northwest corner of I-270 and the I-64 interchange. City Council approved a Site Concept Plan and the rezoning of the property in 1995. In 2006, the Planning and Zoning Commission approved the site development plan for the Administration Building.

The proposal minor site development is for the exterior renovation of the Community Center Building located at 477 Covenant Lane, with a new outdoor patio area, landscaping, and outdoor lighting. The project will include 4,736 square feet of hard surface area for the patio and walking path, with pervious brick pavers for the back patio and circle drive. The round patio area will include an 8.8 foot tall trellis system. The project also includes a 1,122 square-foot rain garden to reduce water runoff. The architect has submitted this project for Silver LEED certification. The proposed exterior lighting is only to provide enough light for the path and plaza area. The Building and work area is located approximately at the center of the Campus surrounded by campus buildings. New lighting will not be cast upon adjacent residential property. Below is a close-up of the proposed exterior improvements:



Left: Close-up of Phase 1



Left: Close-up of Phase 2

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Williamsburg Subdivision	A Single-family Residential	Conway Road
South	Balcon Estates Subdivision	A Single-family Residential	Balcon Estates Road (partially)
East	Mercy Hospital / Temple Emmanuel	PH District / A Single-family Residential	North Forty Drive/I-270
West	Balcon Estates Subdivision	A Single-family Residential	Balcon Estates Road (partially)

ANALYSIS

COMPREHENSIVE PLAN ANALYSIS

The Residential Neighborhoods element of the Comprehensive Plan speaks directly to projects like the one proposed with the following:

4. New construction or development within the boundaries of existing institutional uses will be permitted only upon demonstration that negative impacts on surrounding residential areas related to site planning, building design and material, landscaping, buffering, access, signage, and other land use impacts will be mitigated. (p.44)

The proposed work is well within the boundaries of the existing campus and is, in fact, near the center of the campus. A photometric plan has been submitted and there will not be any light spillage onto any residential properties bordering the campus. Further, the amenities are entirely consistent with the current pedestrian function of the area and will not introduce any new activity that will have impacts off-site. Finally, all of the elements of the plan are residential in scale and quality and do not introduce any undesirable character or development intensity that is inconsistent with the campus or the neighborhood in general.

DESIGN GUIDELINES ANALYSIS

There are a variety of guidelines that encourage pedestrian spaces that are rich in amenities (benches, trellises, night lighting) and quality materials that are appropriate to their location and function. Further, the guidelines encourage consistency of design throughout large areas and vis-à-vis the adjacent buildings. The proposed plan meets all of these guidelines and is consistent with the overall intent of the Design Guidelines.

ZONING ANALYSIS

Since the project is entirely within a conforming use and does not introduce any new uses to the campus, the only zoning consideration is adherence to the correct process. Given that the project is renovating a large area and introducing an element that could be problematic (night lighting), staff felt it appropriate to consider this project as a substantive change from the 1995 site development plan. If approved by the Planning Commission, the site improvement permit can be issued allowing construction to commence.

CONCLUSION

If the members of the Planning Commission believe that the proposed changes to the site development plan for the Seminary are consistent with the goals of the Comprehensive Plan and the Design Guidelines, they should vote on a motion to approve the design. Action by the City Council is not required. Since no changes appear to be necessary no conditions of approval are suggested. If, however, the Planning Commission has specific concerns, they should either allow the applicant time to revise their proposal or vote on a separate motion to require the alterations deemed necessary in the final construction.

ACTION AND MOTION

Action by the Planning Commission should be a vote on a motion for approval, approval with conditions, or deferral. The following is an example motion for this application:

“I move to approve an amendment to the site development plan for the Covenant Theological Seminary that is in substantial conformance with site improvement plans attached to the Staff Report on Application #13-033 for the meeting of September 3, 2013” (conditions may be added and/eliminated by separate motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

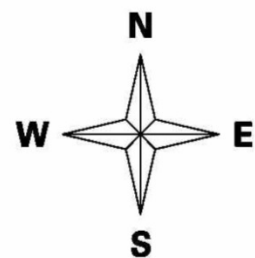
APPENDIX 3: AERIAL PHOTO



Property lines



Covenant Theological Seminary
477 Covenant Lane



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 08/29/2013
	Description: View of the existing Community Center and circle drive from the front of the building.
	Description: View of the existing patio area on the south side of the Community Center building, where the proposed Phase II work will occur.
	Description: View of the Community Center building facing north, of the area for Phase I of the proposed project.



Description: View looking southwest of from the Community Center between the Phase 1 and & Phase 2 project area.



Description: View looking northeast to the Community Center building of the area for the proposed Phase 1 improvement.

COVENANT THEOLOGICAL SEMINARY COMMUNITY CENTER RENOVATION

OWNER:
COVENANT THEOLOGICAL SEMINARY
477 Covenant Lane,
Creve Coeur, Missouri 63141

OWNER REPRESENTATIVE:
DIRECTOR OF FACILITIES DEPARTMENT
David Brown
314.392.4165
david.brown@covenantseminary.edu

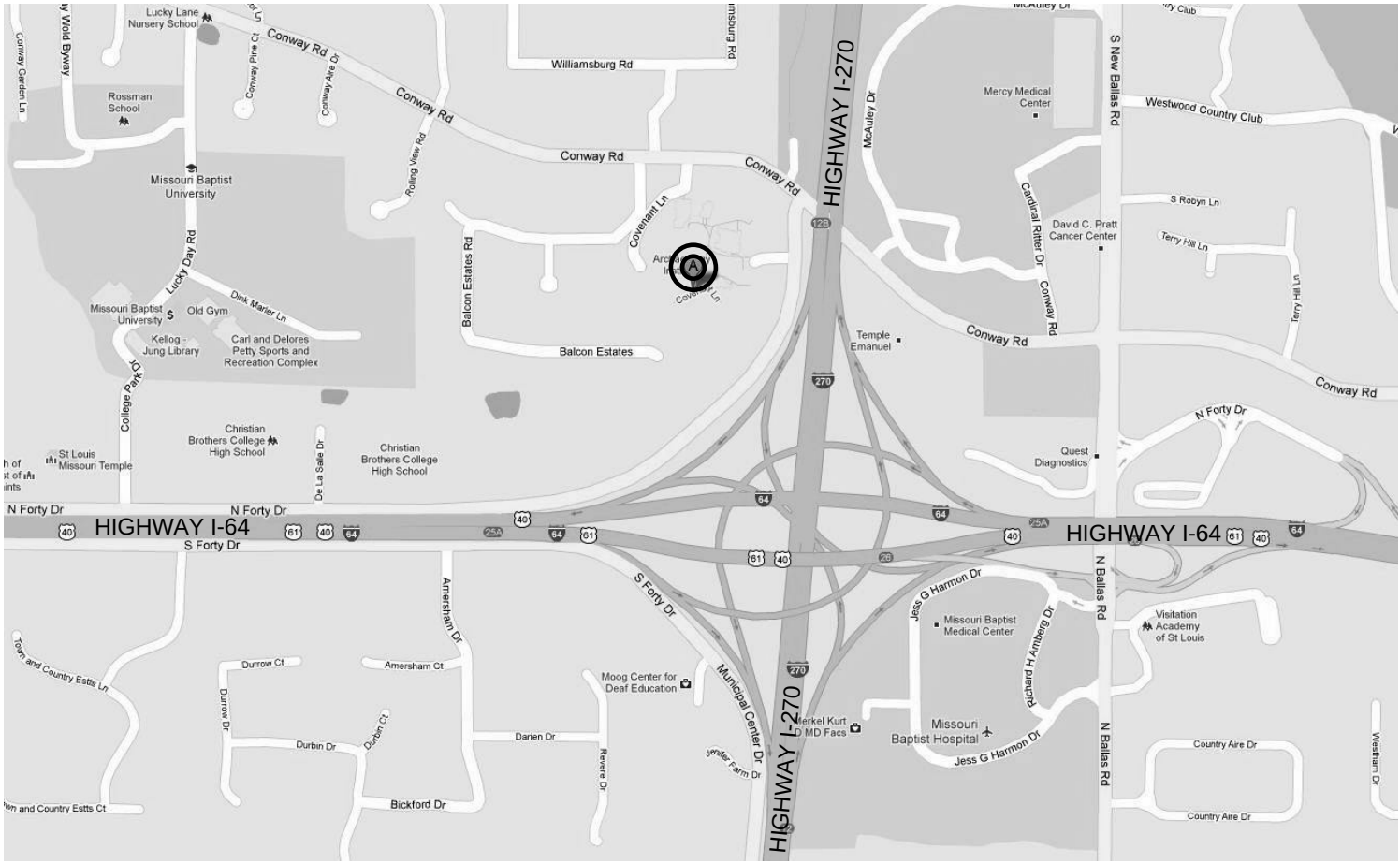
ARCHITECT:
TRIVERS ASSOCIATES, INC.
100 North Broadway, Suite 1800
St. Louis, MO 63102
314.241.2900 314.241.2909 Fax
Project Manager: Amy Tongay, AIA
atongay@trivers.com
Project Architect: Wei-Min Hung, AIA, LEED AP BD+C, CDT
whung@trivers.com

CIVIL ENGINEER
Civil Design, Inc.
1552 South 7th Street
St. Louis, Missouri 63104
314.880.4427

Project Manager: John Falk, PE, LEED AP
jfalk@civildesigninc.com

LANDSCAPE ARCHITECT
SWT Design
7722 Big Bend Boulevard
St. Louis, Missouri 63119
314.644.5700 314.644.6378 Fax
Project Manager: Jay Wohlschlaeger, RLA, ASLA
jayw@swtdesign.com

STRUCTURAL/MEP/FP ENGINEER
KJWW Engineering Consultants
15 Sunnen Dr # 104
St. Louis, Missouri 63143
314.645.1132
Project Manager: Jason Sneed, PE
sneedjr@kjww.com



Location Map



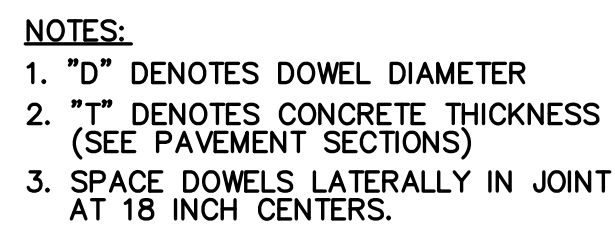
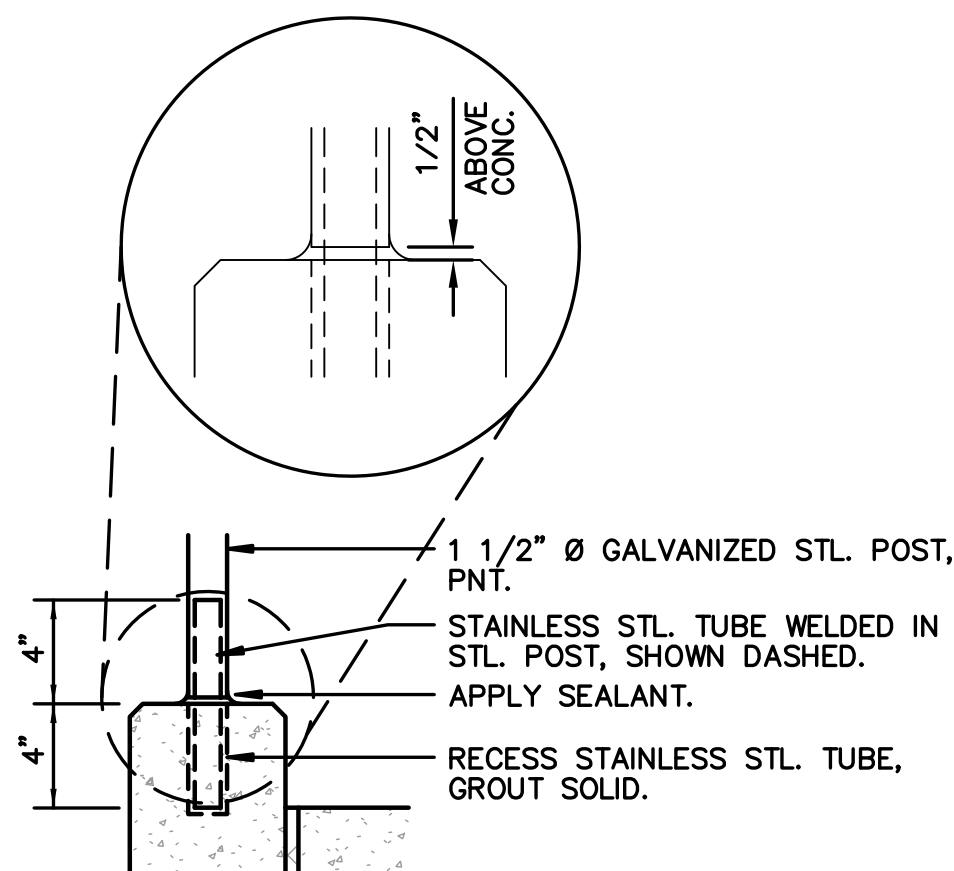
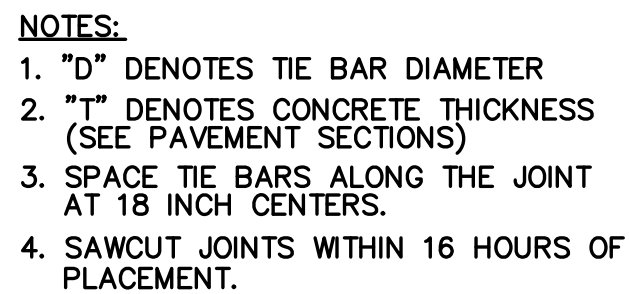
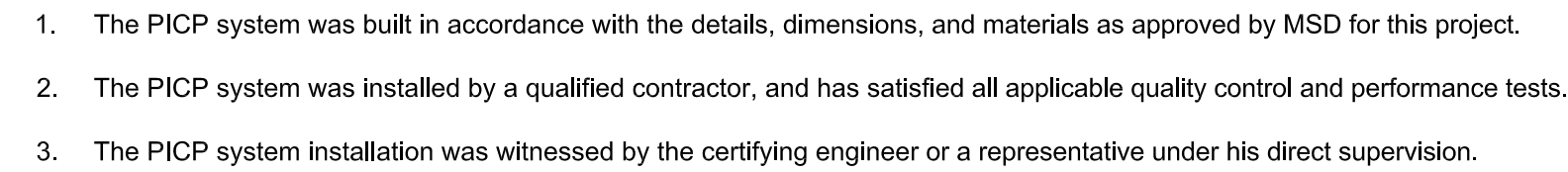
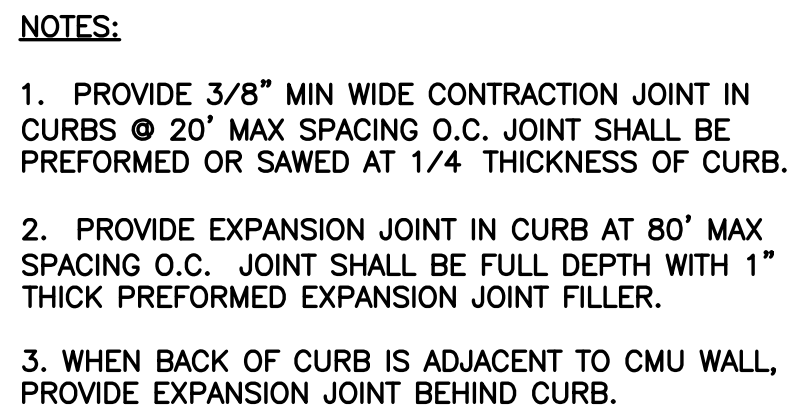
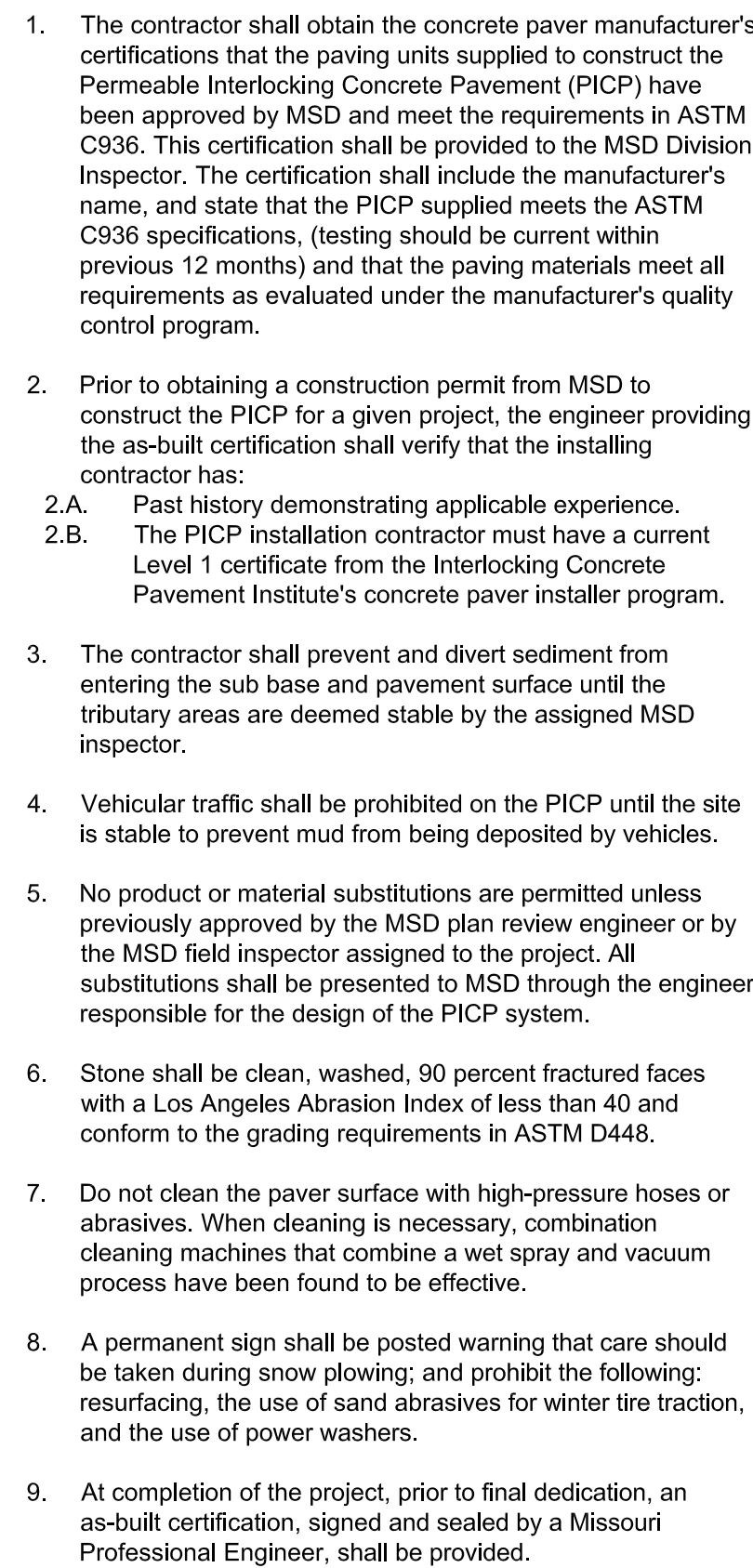
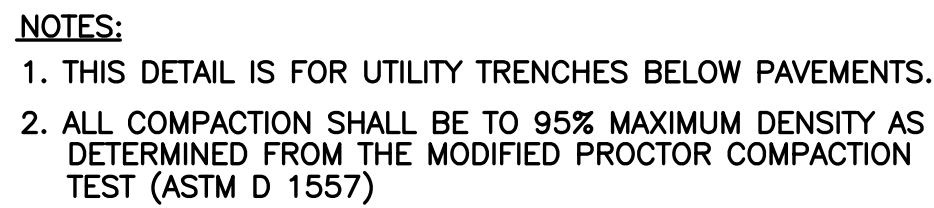
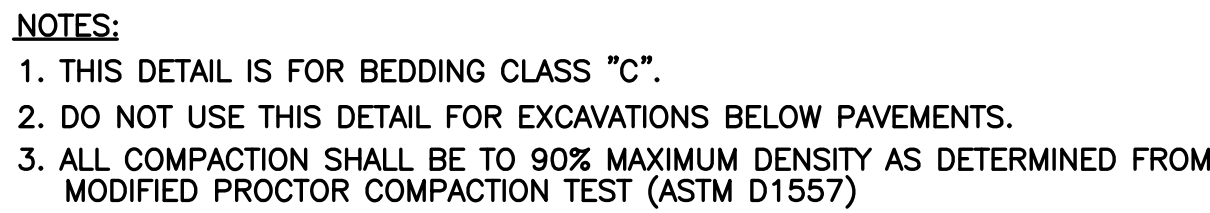
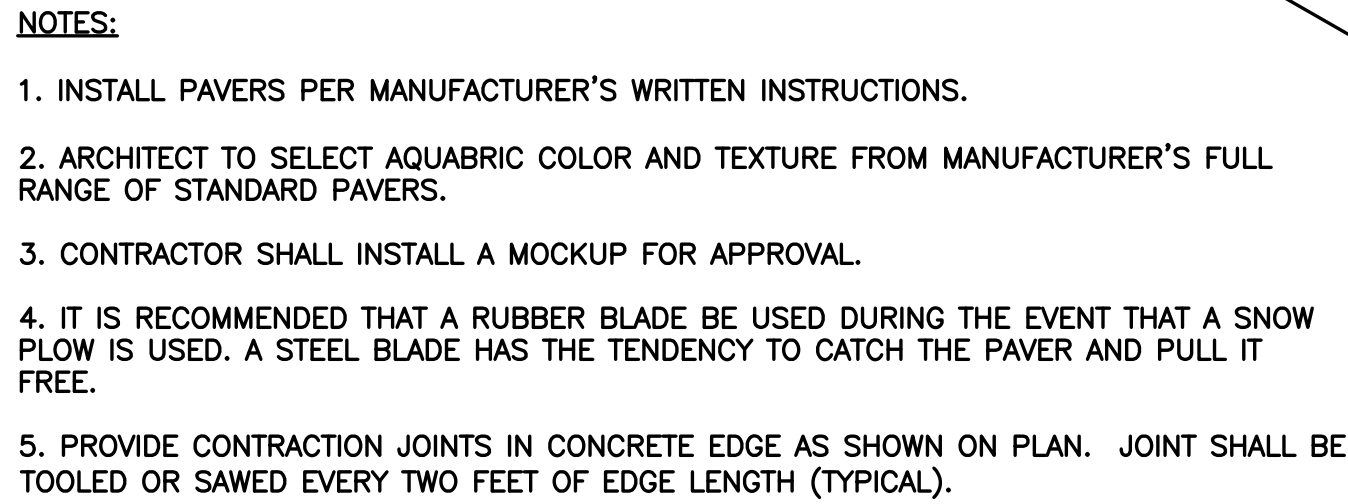
SITE IMPROVEMENT PERMIT SET
07/24/2013

TRIVERS

architecture
planning urban design
interiors

100 North Broadway
Suite 1800
St Louis Missouri 63102

314.241.2900
241.2909
www.trivers.com





- ### MAINTENANCE NOTES

- MANUFACTURER'S PRE-QUALIFICATION:**

MSD BMP Committee
Metropolitan St. Louis Sewer District
2350 Market Street
St. Louis, Missouri 63103-2555

MATERIAL CERTIFICATION AND QUALITY CONTROL:

CONTRACTOR PREQUALIFICATION:

AS-BUILT CERTIFICATION:

1. The Porous Asphalt system was built as designed.
2. The Porous Asphalt system was installed by a qualified contractor.
3. The Porous Asphalt system installation was witnessed by the certifying engineer or a representative under his direct supervision

CIVIL ENGINEER
Civil Design, Inc.
LANDSCAPE ARCHITECT
SWT Design
STRUCTURAL/METAL
KJWW Engineering

TRIVERS

architecture
planning · urban design

00 North Broadway
Suite 1800
St. Louis, Missouri 63102
314.241.2900
241.2909
www.trivers.com

**COVENANT THEOLOGICAL SEMINARY
COMMUNITY CENTER RENOVATION**

477 Covenant Lane,
St. Louis, Missouri 63141

These drawings have been prepared by Trivers Associates and contain proprietary and confidential information that is the intellectual property of Trivers Associates. Reproduction and use of these documents or the underlying design concepts contained therein without the prior and written permission of Trivers Associates is prohibited. These drawings have been prepared for use on a specific project. Each project is different and the use of these drawings on projects, other than the project for which they were created, is inappropriate. Trivers Associates assumes no responsibility or liability for the use of these drawings on projects other than the project for which they were created.

Trivers Associates, Inc. 2012

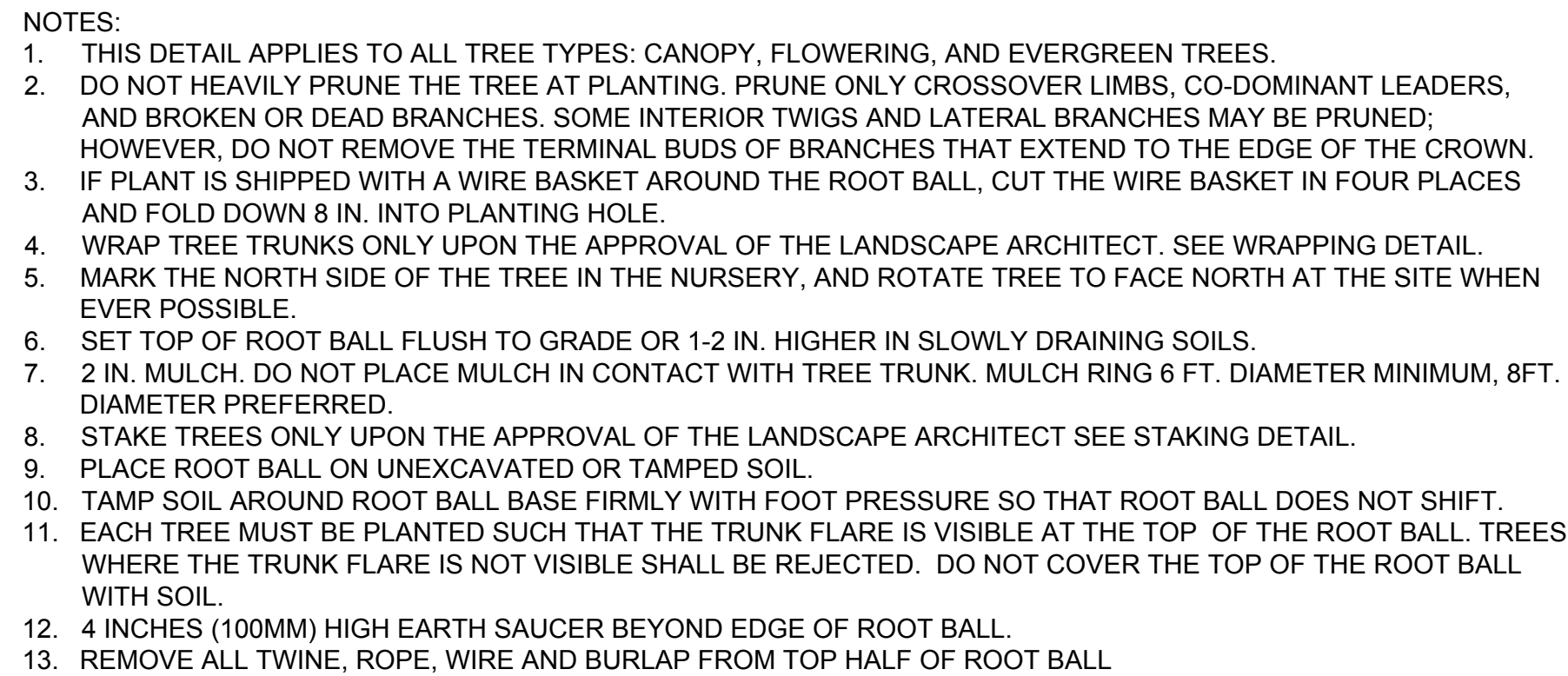
PROJECT #: 1202.00

[illegible]

DETAILS

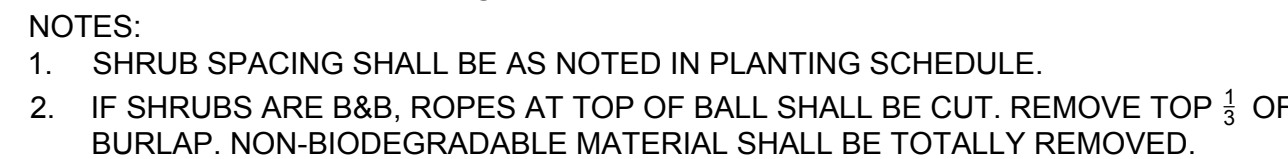
MSD PROJECT P-0019923-06
MSD MAP 190

C5



N.T.S.

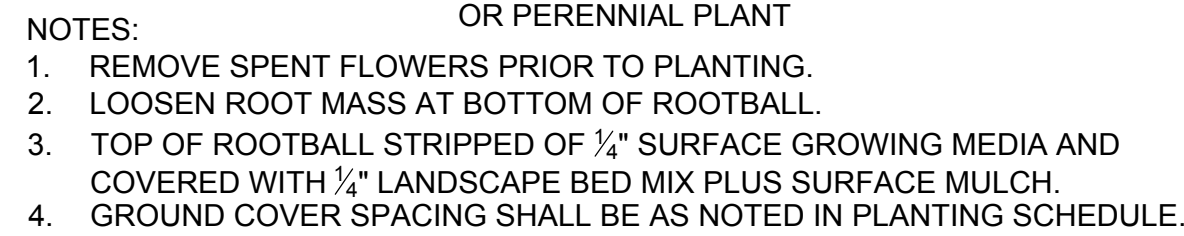
The diagram illustrates a hexagonal planting plan. It shows a grid of plant centers (represented by circles with a cross) arranged in a hexagonal pattern. The distances between plant centers are labeled as 'D'. The distance between plant rows is labeled as 'A'. The distance between shrub spacings is labeled as 'D'. The diagram also indicates that all distances are equal or as shown on the planting plan.



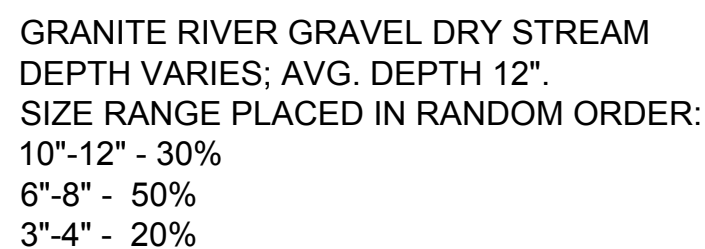
N.T.S.



Diagram illustrating a hexagonal plant spacing layout. The central plant is labeled "PLANT CENTER". The distance between adjacent plants in the same row is labeled "D". The distance between adjacent plants in adjacent rows is labeled "A". The diagram also includes labels for "PLANT ROW" and "PLANT SPACING". A note at the bottom states "SEE PLAN FOR SPACING".



N.T.S.



- NOTES:**
1. CONTRACTOR TO PROVIDE A 10' X 10' MOCK UP OF DRY STREAM FOR OWNERS APPROVAL.
 2. REFER TO CONCEPT IMAGE B THIS SHEET, FOR CHARACTER OF DRY STREAM.
 3. CONTRACTOR TO PROVIDE SAMPLES FOR COLOR AND SIZE TO OWNER FOR APPROVAL.

N.T.S.



1. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS PERTAINING TO THE INSPECTION FOR PLANT DISEASE AND INSECT INFESTATION.
2. LANDSCAPE ARCHITECT SHALL APPROVE ALL PLANT MATERIAL AND PLACEMENT PRIOR TO INSTALLATION. CONTACT LANDSCAPE ARCHITECT AT LEAST TWO (2) WEEKS PRIOR TO REVIEW.
3. ALL TREES AND SHRUBS SHALL EQUAL OR SURPASS AMERICAN STANDARDS FOR NURSERY STOCK ANSI Z60.1, 2004 FOR SIZE AND QUALITY.
4. CONTRACTOR SHALL VERIFY THE PLANT MATERIAL IS PROPERLY LABELED, IS OF PROPER SIZE, HAS A WELL DEVELOPED BRANCH AND ROOT STRUCTURE, AND IS IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF NURSERYMEN. COMPLY WITH THE FOLLOWING:
 - A. DO NOT PRUNE PLANT MATERIAL PRIOR TO DELIVERY WITHOUT SPECIFIC APPROVAL BY LANDSCAPE ARCHITECT.
 - B. PLANTS ARE SUBJECT TO LANDSCAPE ARCHITECT INSPECTION FOR SIZE, VARIETY, CONDITION, LATENT DEFECTS, AND INJURY AT THE PLACE OF GROWTH AND AT THE PROJECT SITE AT ANY TIME BEFORE AND DURING PROGRESS OF WORK.
 - C. WHEN REQUESTED BY LANDSCAPE ARCHITECT, SHOW SAMPLES TO PROVE THAT NO ROOT BOUND CONDITIONS EXIST.
 - D. REMOVE REJECTED PLANTS FROM THE SITE IMMEDIATELY AND REPLACE WITH ACCEPTABLE AND LANDSCAPE ARCHITECT APPROVED MATERIALS.
 - E. REPLACEMENT PLANTS SHALL BE THE SAME TYPE AND SIZE AS ORIGINALLY PLANTED.
5. SUBSTITUTIONS WILL NOT BE PERMITTED WITHOUT THE LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
6. CONTRACTOR SHALL PROVIDE A WRITTEN GUARANTEE TO THE OWNER THAT ALL TREES, SHRUBS, AND PLANT MATERIALS WILL MAINTAIN VIGOROUS AND HEALTHY GROWTH FOR THE SPECIFIED GUARANTEE PERIOD OF ONE YEAR, UNLESS OTHERWISE STATED.
7. GUARANTEE PERIOD SHALL BEGIN ON THE DATE OF FINAL WRITTEN ACCEPTANCE OF WORK BY OWNER, AFTER SUCCESSFUL COMPLETION OF THE SPECIFIED MAINTENANCE PERIOD.
8. CONTRACTOR SHALL REMOVE TAGS, LABELS, NURSERY STAKES, WIRE BASKETS OR CAGES, AND TIES FROM ALL PLANTS.
9. SOIL PREPARATION, FERTILIZATION, PLANTING, AND STAKING AND GUYING SHALL CONFORM TO DETAILS AND SPECIFICATIONS.
10. PLANT MATERIAL QUANTITIES ARE PROVIDED FOR PRELIMINARY COST ESTIMATE PURPOSES ONLY. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES AS SHOWN ON PLANS.
11. CONTRACTOR SHALL COORDINATE LOCATION OF PLANT MATERIAL WITH ALL OTHER CONTRACTORS.
12. ALL PLANT PIT EXCAVATION SHALL BE PER DETAILS AND SPECIFICATIONS.
13. IF PLANTING PITS ARE EXCAVATED USING A POWER AUGER, BREAK VERTICAL SIDES WITH A BALLING BAR OR SPADE TO INTERRUPT CONTINUOUS CURVE INFLUENCE ON ROOT DEVELOPMENT.
14. ALL SOIL FOR LANDSCAPE PLANTING AREAS OR BERMS SHALL BE OBTAINED FROM OFF-SITE EXCAVATIONS AND CONTRACTOR SHALL INDICATE SOURCE LOCATION. SOILS SHALL BE SANDY LOAM CONTAINING NO TOXIC CHEMICALS OR ELEMENTS WHICH MAY INHIBIT OR RETARD NORMAL PLANT GROWTH. CONTRACTOR SHALL PROVIDE A SOIL SUITABILITY TEST TO DETERMINE SOIL FERTILITY. THE RESULTS OF THIS SOIL STUDY WILL SERVE AS THE RECOMMENDATIONS FOR ANY NECESSARY SOIL AMENDMENTS. SOIL SURVEY RESULTS WILL BE PROVIDED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO SOIL PLACEMENT. ALL SOIL AMENDMENTS SHALL CONFORM TO INDUSTRY STANDARDS.
15. CONTRACTOR SHALL KILL AND REMOVE ALL EXISTING WEEDS FROM SITE.
16. SOIL PREPARATION AND BACKFILL RECOMMENDATIONS CONTAINED WITHIN THESE PLANS AND/OR SPECIFICATIONS ARE FOR BID PURPOSES ONLY. FINAL SOIL ANALYSIS RECOMMENDATIONS SHALL SUPERSEDE. SEE SPECIFICATIONS.
17. CONTRACTOR SHALL OBTAIN A MINIMUM OF ONE SOIL SAMPLE FOR TESTING FROM EACH PLANTING AREA AS SHOWN ON PLAN. A COPY OF THE SOILS REPORT WITH RECOMMENDATIONS SHALL BE GIVEN TO THE OWNER AND THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK BEING DONE. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF ANY SOIL PROBLEMS THAT MIGHT AFFECT PLANT GROWTH.
18. CONTRACTOR SHALL INSTALL AMENDED SOIL MIX PER SOIL ANALYSIS RECOMMENDATIONS AND AS APPROVED BY LANDSCAPE ARCHITECT. SCARIFY SUBSOIL, INSTALL AND INCORPORATE AMENDED TOPSOIL AS PER SPECIFICATIONS, IN ALL PLANTING AND LAWN AREAS.
19. AMENDED SOIL MIX TO BE INSTALLED UP TO 2" BELOW FINISH GRADE ADJACENT TO PAVEMENT AND BUILDING STRUCTURES AT PLANTING AREAS TO ALLOW FOR MULCH; AND 3" BELOW FINISH GRADE ADJACENT TO BUILDING STRUCTURES AND PAVEMENT AT TURF AREAS.
20. BERMS AND SLOPES ADJACENT TO PAVEMENT TO BE GRADED PER DETAILS.
21. CONTRACTOR SHALL REMOVE ALL EXCESS SOIL, CONTAMINATED SOILS, ROCKS, CLOUDS, AND DEBRIS AS IT ACCUMULATES ON A DAILY BASIS.
22. CONTRACTOR SHALL GRADE AROUND ALL PLANTS TO FINISH GRADE UNLESS OTHERWISE NOTED.
23. ALL LANDSCAPE AREAS (EXCLUDING TURF) ARE TO BE MULCHED WITH A 2" DEEP LAYER OF BARK MULCH AT THE CONCLUSION OF PLANTING OPERATIONS. MULCH SHALL BE DOUBLE GROUND, WELL COMPACTED BARK MULCH, 1" DIAMETER IN SIZE OR SMALLER.
24. ALL TRANSITIONS BETWEEN PLANTING BEDS AND LAWNS ARE TO BE SPADE CUT EDGE, UNLESS OTHERWISE NOTED.
25. CONTRACTOR SHALL FIELD VERIFY THE EXTENT OF EXISTING IRRIGATION (IF ANY) AND ADJUST PLANT LAYOUT IN COORDINATION WITH NEW PLANTINGS AND IRRIGATION, IF APPLICABLE.
26. ALL PLANTINGS, EXCLUDING SEED AND SOD, SHALL BE HELD 3' CLEAR OF FIRE HYDRANTS.
27. ALL PLANTING AREAS WITHIN CONCRETE PAVING TO BE LAYED OUT IN THE FIELD BY THE CONTRACTOR FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO ANY CONSTRUCTION.
28. THE LANDSCAPE CONTRACTOR TO COORDINATE INSTALLATION OF ALL LIGHTING EQUIPMENT PER THE LIGHTING SHEET AND PER DIRECTIONS AND APPROVAL OF THE LANDSCAPE ARCHITECT IN THE FIELD. SEE ELECTRICAL PLANS FOR INFORMATION ON WIRING, TYPICAL.

NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.



SWT DESIGN, INC.
LANDSCAPE ARCHITECTURE
MISSOURI STATE CERTIFICATE OF AUTHORITY #2006002904

These drawings have been prepared by Trivers Associates and contain proprietary and confidential information that is the intellectual property of Trivers Associates. Reproduction and use of these documents or the underlying design concepts contained therein without the prior and written permission of Trivers Associates is prohibited. These drawings have been prepared for use on a specific project. Each project is different and the use of these drawings on projects, other than the project for which they were created, is inappropriate. Trivers Associates assumes no responsibility or liability for the use of these drawings on projects other than the project for which they were created.

Trivers Associates, Inc. 2012

PROJECT #: 1202.00

--	--	--

--	--	--

	PERMIT SET	06/07/2013
--	------------	------------

No.	Description	Date
-----	-------------	------

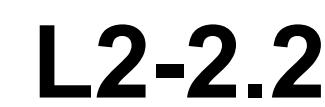
PLANTING

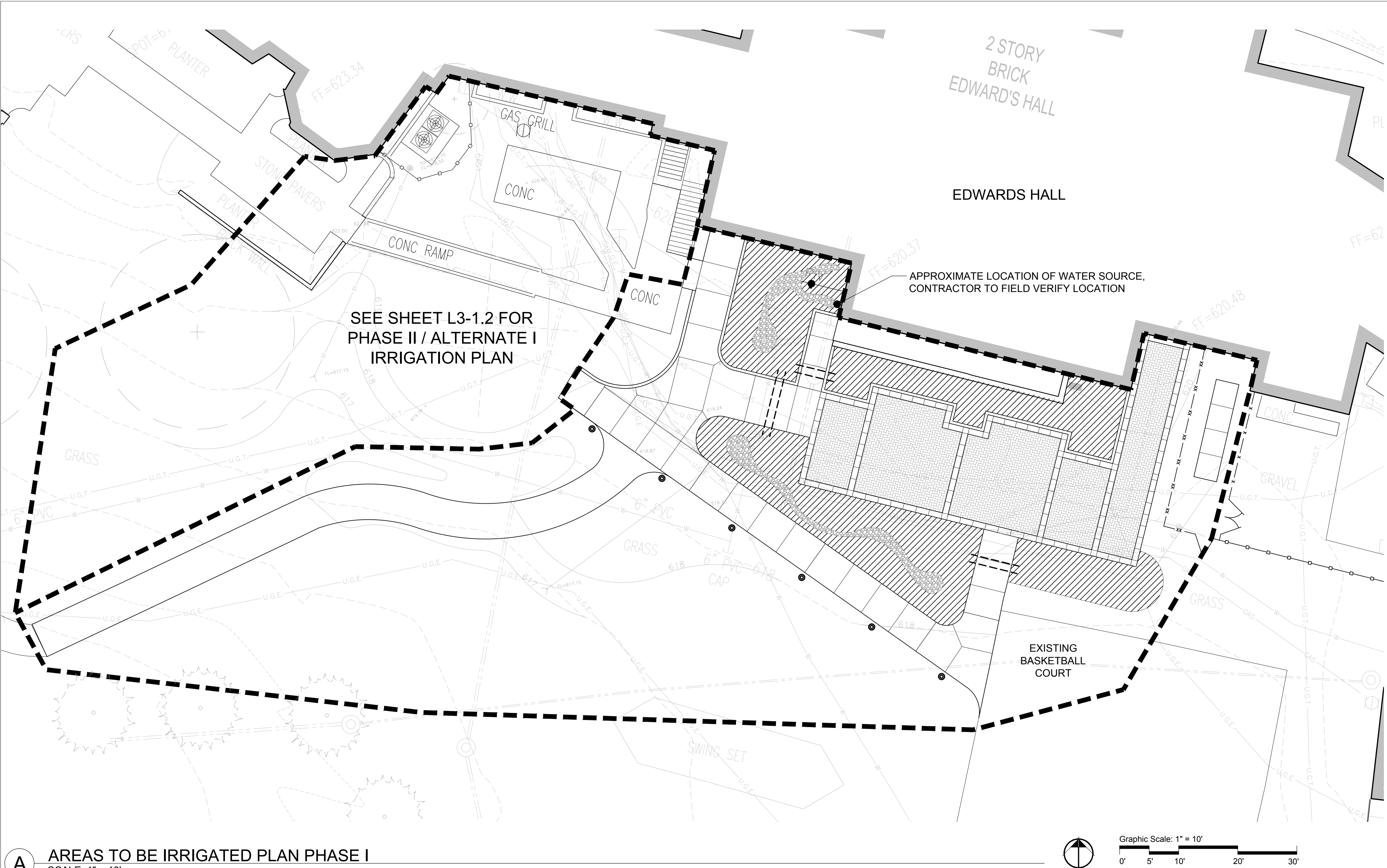
DETAILS

DETAILED

1001

L2-2.1



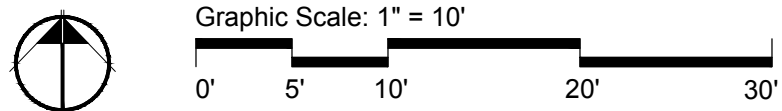


LEGEND

- AREAS TO BE IRRIGATED
- IRRIGATION SLEEVE
- APPROXIMATE MAIN LINE LOCATION

- NOTES:
- IRRIGATION SYSTEMS SHALL BE A HIGHLY EFFICIENT SYSTEM DESIGNED BY AN EPA WATERSENSE PROFESSIONAL AND MEET ALL REQUIREMENTS OF LEED INCLUDING A MINIMUM WATER SAVINGS OF 20% OVER TRADITIONAL TIME-BASED CONTROLLERS.
 - REFER TO MEP DRAWINGS FOR BACKFLOW PREVENTOR AND CONTROLLER LOCATIONS.

A AREAS TO BE IRRIGATED PLAN PHASE I
SCALE: 1" = 10'





Call Before you DIG

TOLL FREE

1-800-344-7483

MISSOURI ONE-CALL SYSTEM INC.

MODOT (314) 340-4100

FOR LANDSCAPE CONSTRUCTION DETAILS AND NOTES, REFER TO SHEET L2-2.1
FOR GRADING, CONTOURS, AND DETAILS, REFER TO CIVIL SHEETS

NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.



7722 BIG BEND BLVD.
SAINT LOUIS, MO 63119
PHONE 314.644.5700
FAX 314.644.5701

AREAS TO BE IRRIGATED PLAN PHASE I

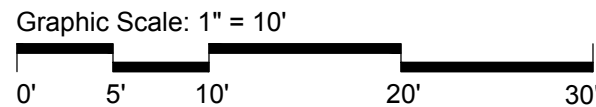
L-3-1.1

COVENANT THEOLOGICAL SEMINARY
COMMUNITY CENTER RENOVATION

477 Covenant Lane,
Creve Coeur, Missouri 63141

TRIVERS

CIVIL ENGINEER
Civil Design, Inc.
LANDSCAPE ARCHITECT
SWT Design
STRUCTURAL/MEP/FP ENGINEER
KJWW Engineering Consultants



 AREAS TO BE IRRIGATED
 IRRIGATION SLEEVE
 APPROXIMATE MAIN LINE LOCATION

1. IRRIGATION SYSTEMS SHALL BE A HIGHLY EFFICIENT SYSTEM DESIGNED BY AN EPA WATERSENSE PROFESSIONAL AND MEET ALL REQUIREMENTS OF LEED INCLUDING A MINIMUM WATER SAVINGS OF 20% OVER TRADITIONAL TIME-BASED CONTROLLERS.
2. REFER TO MEP DRAWINGS FOR BACKFLOW PREVENTOR AND CONTROLLER LOCATIONS.

**architecture
planning
interiors** **urban design**

100 North Broadway
Suite 1800
St Louis Missouri 63102

314.241.2900
241.2909
www.tfrivers.com

**COVENANT THEOLOGICAL SEMINARY
COMMUNITY CENTER RENOVATION**

477 Covenant Lane,
Creve Coeur, Missouri 63141

JOHN WOHLSCHLAEGER, RLA
LANDSCAPE ARCHITECT, LA200901476

SWT DESIGN, INC.
LANDSCAPE ARCHITECTURE
MISSOURI STATE CERTIFICATE OF AUTHORITY #200600290

These drawings have been prepared by Trivers Associates and contain proprietary and confidential information that is the intellectual property of Trivers Associates. Reproduction and use of these documents or the underlying design concepts contained therein without the prior and written permission of Trivers Associates is prohibited. These drawings have been prepared for use on a specific project. Each project is different and the use of these drawings on projects, other than the project for which they were created, is inappropriate. Trivers Associates assumes no responsibility or liability for the use of these drawings on projects other than the project for which they were created.

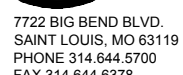
Trivers Associates, Inc. 2012

PROJECT #: 1202.0

[illegible]

	PERMIT SET	06/07/201
No.	Description	Date

AREAS TO BE
IRRIGATED PLAN
PHASE II
ALTERNATE



 Call Before you DIG
TOLL FREE
1-800-344-7483
MISSOURI ONE-CALL SYSTEM INC.

MODOT (314) 340-4100

FOR LANDSCAPE CONSTRUCTION DETAILS AND NOTES, REFER TO SHEET L2-2.1
FOR GRADING, CONTOURS, AND DETAILS, REFER TO CIVIL SHEETS

NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IN EVENTS OF DISCREPANCIES, OMISSIONS, AND/OR CONFLICTS IN THE DRAWINGS OR SPECIFICATIONS. THE CONTRACTOR IS NOT AUTHORIZED TO SCALE THE DRAWINGS. ALL QUESTIONS IN REFERENCE TO CONTRACT DOCUMENTS SHALL BE IMMEDIATELY DIRECTED TO THE LANDSCAPE ARCHITECT.


$$1/16'' = 1'-0''$$

Features

Flicker-Free
Long Life
Instant On
RoHS Compliant
Lead Free
Mercury Free
No UV

ECOSENSE®

EcoSense Lighting Inc.
80 Broad Street
5th Floor
New York, NY 10004

www.ecosenselighting.com

Phone 212-228-8118
Fax 212-228-9113
Toll Free 855.632.6736
855.6.ECOSEN

(V. 5.0-2012)

EcoSpec® Landscape Accent

EcoSense® EcoSpec® Landscape Accent is a versatile fixture ideal for creating a variety of effects indoors and out. Use these line or low voltage, RoHS compliant, lead and mercury free fixtures to add interest or draw attention to any project.

Leveraging years of lighting experience, this robust aluminum frame fixture features powerful, energy efficient LEDs and precision constant current circuits for long-life applications.

With smart power technology, EcoSpec® Landscape Accent connects directly to AC (or DC) power; simplifying installation and minimizing costs. These long-life fixtures quickly pay for themselves in energy savings and maintenance costs, providing substantial savings over the 50,000 hour life of the lamp.

The glare shield / snoot rotates a full 358 degrees - locking into place, and accepts up to three (3) lens or louver accessories (by others).



Specifications

Lumen Output

Warm White	223 lm
Neutral White	243 lm

Color Temperature

Warm White	2700K
Neutral White	3500K

Color Rendering Index

Warm White	80
Neutral White	80

Rated Life

50,000 hours

Beam Angle

22°

Power Consumption (Max)

120VAC - 7.1W
220VAC - 7.7W
12VDC/VAC - 7.1W

Operating Temperature

-4°F to 104°F (-20°C to 40°C)

Operating Voltage

100-120VAC, 220-240VAC, 50-60Hz
12VAC/VDC

Housing

Aluminum; Clear Glass

Rating

CE Certified - IP65
ETL Certified for Wet Location

Warranty

5 Years

Weight

16 oz (453g) - 07AC
12 oz (340g) - 07AC/DC

Certifications



Restriction of Hazardous Substances Directive (RoHS) implements EU Directive 2002/95 which bans placing electrical and hazardous equipment that contains more than agreed levels of hazardous substances on the EU market. For a list of these substances visit www.rohs.gov.uk.

www.ecosenselighting.com

DATE:

PROJECT:

FIRM :

TYPE:

F14

EcoSpec® Landscape Accent

DATE: _____
PROJECT: _____
FIRM : _____

TYPE: **F14**

Ordering Information

Choose the option that best suits your needs and write its corresponding code on the appropriate line to form the product code.

07AC	-	-	-	22	-
MODEL	COLOR	VOLTAGE*	OPTIC	FINISH	
07AC Line Voltage	27 - 2700K 35 - 3500K	120 - 100-120VAC 220 - 220-240VAC	22 - 22° x 22°	WH - White BK - Black	

* **120** - Includes 1/2"NPT Mounting Threads
220 - Includes 20mm Mounting Threads

EXAMPLE: 07AC-35-120-22-WH

07ACDC	-	-	12	-	22	-	-
MODEL	COLOR	VOLTAGE	OPTIC	FINISH	MOUNTING		
07ACDC Low Voltage	27 - 2700K 35 - 3500K	12 - 12VDC	22 - 22° x 22°	WH - White BK - Black	(Blank) - 1/2"NPT CE - 20mm		

EXAMPLE: 07ACDC-27-12-22-BK

EcoSpec® Landscape Accent

Dimension and Mounting

For complete dimensional submittal drawings and full scale CAD drawings, please visit ecosenselighting.com.

DATE:

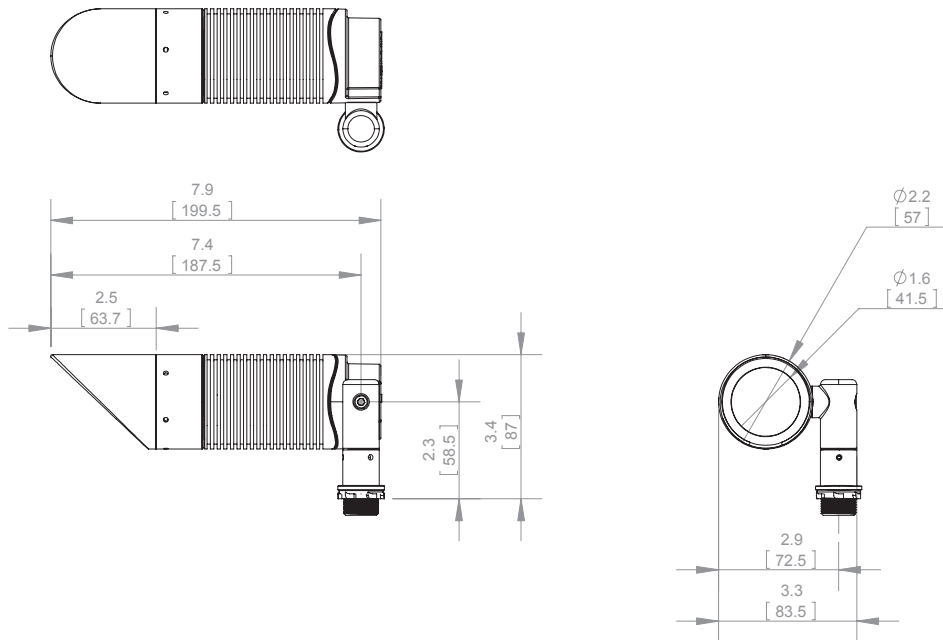
PROJECT:

FIRM :

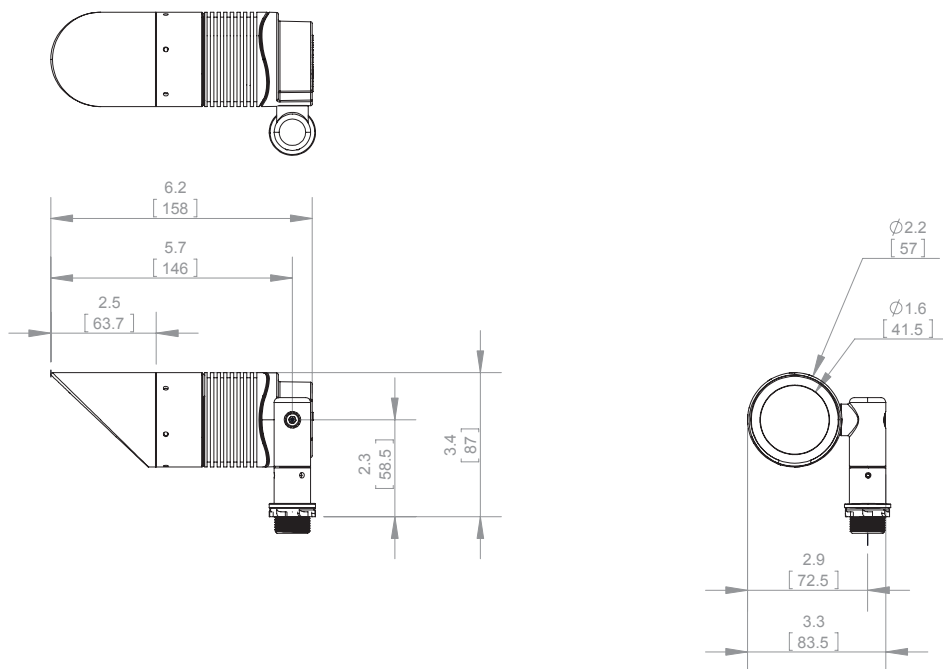
TYPE:

F14

Line Voltage – AC Accent



Low Voltage – DC Accent



DIMENSION IN
INCHES / [MM]

EcoSpec® Landscape Accent

DATE:

PROJECT:

FIRM :

TYPE:

F14

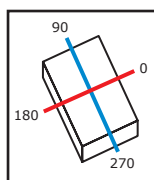
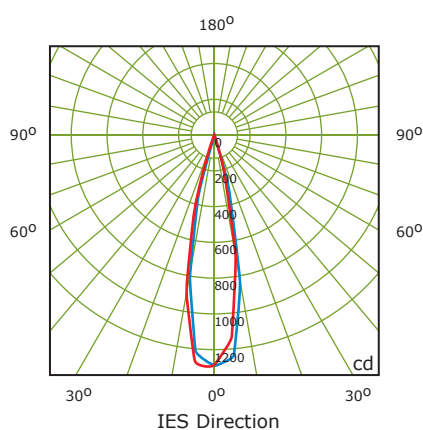
Photometry Characteristics

Characteristics	
Total Rated Fixture Lumens	223
Total Luminaire Efficiency	100%
Total Input Watts	5.25W
Horizontal Beam Angle (50%)	23
Vertical Beam Angle (50%)	22.2
Horizontal Field Angle (10%)	37.4
Vertical Field Angle (10%)	37.4

Luminance Data (cd/sq. m)			
Angle In Degrees	Average 0°	Average 45°	Average 90°
0	164612	164612	164612
45	936	936	0
55	0	0	0
65	0	0	0
75	0	0	0
85	0	0	0

Fixture: 07ACDC-27-12-22-BK

Candela Distribution



Coefficients of Utilization

RC	80			70			50			30			10			0
RW	50	30	10	50	30	10	50	30	10	50	30	10	50	30	10	0.00
0	1.19	1.19	1.19	1.16	1.16	1.16	1.11	1.11	1.11	1.06	1.06	1.06	1.02	1.02	1.02	1.00
1	1.14	1.12	1.10	1.11	1.10	1.08	1.07	1.06	1.05	1.04	1.03	1.02	1.00	1.00	0.99	0.98
2	1.09	1.06	1.04	1.07	1.05	1.03	1.04	1.02	1.01	1.01	1.00	0.99	0.99	0.98	0.97	0.95
3	1.05	1.02	0.99	1.04	1.01	0.98	1.01	0.99	0.97	0.99	0.97	0.96	0.97	0.95	0.94	0.93
4	1.02	0.98	0.95	1.01	0.97	0.95	0.99	0.96	0.94	0.97	0.95	0.93	0.95	0.93	0.92	0.91
5	0.99	0.95	0.92	0.98	0.94	0.92	0.96	0.93	0.91	0.95	0.92	0.90	0.93	0.91	0.90	0.89
6	0.96	0.92	0.90	0.95	0.92	0.89	0.94	0.91	0.89	0.93	0.90	0.88	0.92	0.90	0.88	0.87
7	0.94	0.90	0.87	0.93	0.90	0.87	0.92	0.89	0.87	0.91	0.88	0.86	0.90	0.88	0.86	0.85
8	0.91	0.88	0.85	0.91	0.87	0.85	0.90	0.87	0.85	0.89	0.86	0.84	0.88	0.86	0.84	0.83
9	0.89	0.86	0.83	0.89	0.85	0.83	0.88	0.85	0.83	0.87	0.85	0.83	0.87	0.84	0.82	0.82
10	0.87	0.84	0.82	0.87	0.84	0.81	0.86	0.83	0.81	0.86	0.83	0.81	0.85	0.83	0.81	0.80

Photometrics by an independant lab in accordance with current IES published Procedures.

Lumen measurements comply with IES LM-79-08.

IES data is available at www.ecosenselighting.com

Way Finding Bollard SP-010 / SP-012

REV.I - 20120328



Type :

Project :

Quantity:

Note :

General

Size	SP-010 : Ø 5.9" x 33.5" SP-012 : Ø 5.9" x 13"
Housing	Extruded aluminum
Finish	Black, Dark Bronze, Platinum Silver Fluoropolymer FEVE coating
Lens	One-piece 0.45" Thickness Glass
Optics	Optimized and Internal Fluted Glass
Anchorage	Embedded (AK-E), surface mounted (AK-S)
Protection Class	IP66

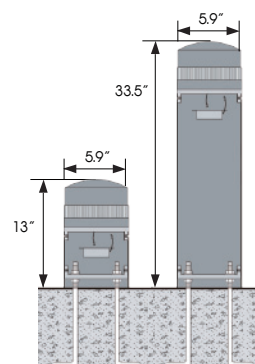
Operational

Average Sunlight Exposure to Maintain Function	* 4 hours (sunny) to 8 hours (overcast or rainy)
Average Operation Time	Minimum 12 hrs
Solar Deprivation Limit	* 5 days
Switch	Light sensitive auto on/off
On / Off Level	30 lux / 60 lux
Storage Temperature	-40°F to 176°F
Operation Temperature	-13°F to 131°F

* To maintain function, unit requires 4 hours (sunny) to 8 hours (overcast/rainy) of UV exposure. Extra charge will be stored for next day use. Fully charged, the unit can last 5 rainy days.

Solar LED Specifications

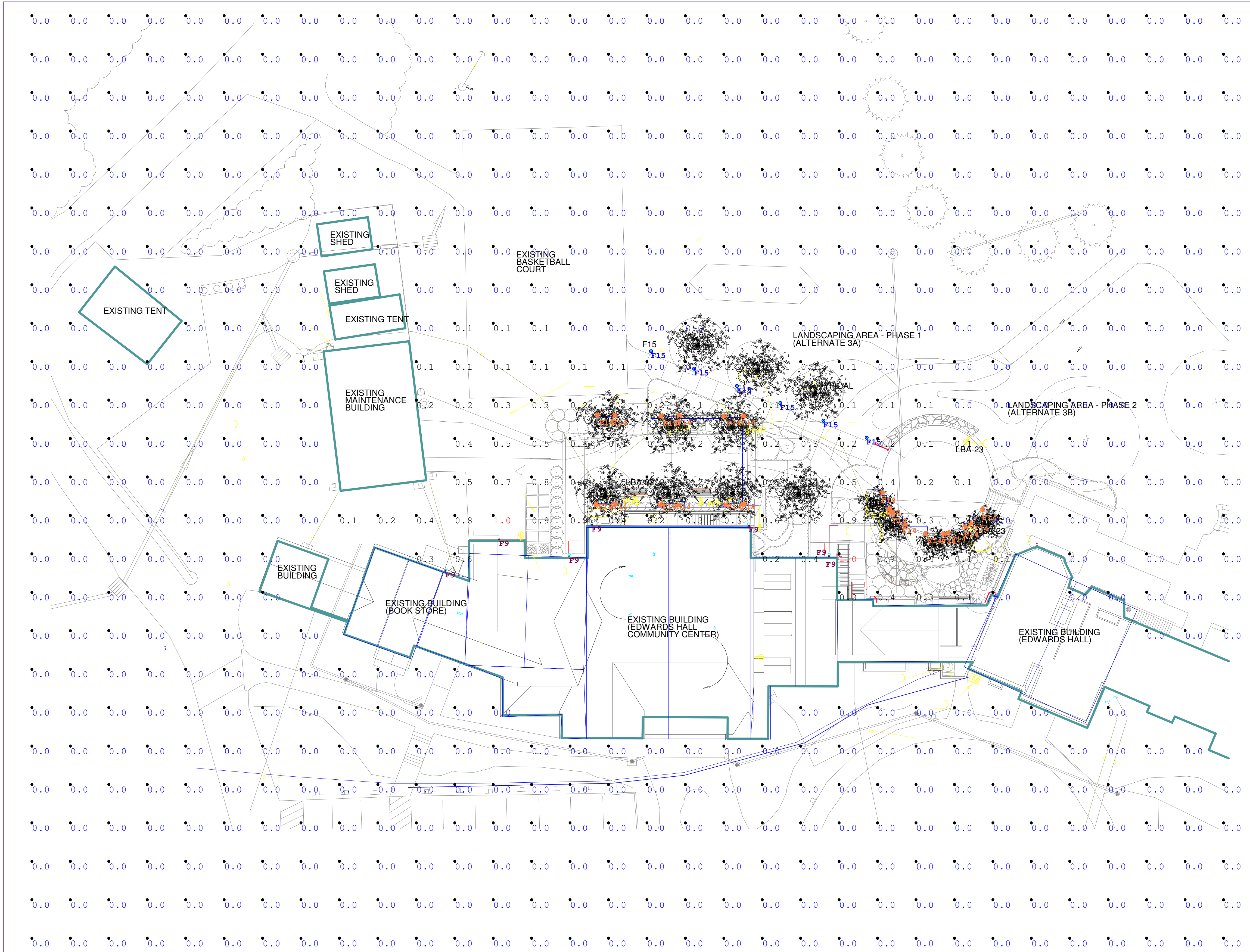
Solar Panel	Mono-crystalline silicon
Lifespan of Solar Panel	20yrs
Illumination Technology	16 pcs CREE LED
Available LED Colors	White (5700K), Natural White (4000K), Blue
Light Visibility Distance	400yd (varies according to weather conditions)
Power Storage	Lithium iron phosphate battery (Li-Fe)



Ordering Information

	—		—		—	
Model#		LED Color		Finish		Anchorage
SP-010 - Ø 5.9" x 33.5"		W - White (5700K)		B - Black		AK-E - Embedded
SP-012 - Ø 5.9" x 13"		NW - Natural White (4000K)		Bz - Bronze		AK-S - Surface Mounted
		B - Blue		P - Platinum Silver		





COVENANT SEMINARY SITE PLAN LIGHTING

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LFP	Description
F9	7	F9	SINGLE	N.A.	0.850	SDXW1 LED 10C Y00 40K TPTM HVOLT ELW
F14	22	F14	SINGLE	N.A.	0.850	DTACDC-27-12-22-BK
F15	6	F15	SINGLE	1.115	0.850	SOLAR LED BOLLARD

Calculation Summary				
Label	CalcType	Units	Avg	Max
Ground_Top	illuminance	Fc	0.04	1.0

AGI32

lighting software

by Lighting Analysts

Excellence in Illumination
Engineering Software
since 1984
www.agi32.com

sample license
copyright 2008
Lighting Analysts, Inc.

Comments				
Date				
#				
Revisions				

Drawn By: CJE

Checked By:

Date: 8/27/2013

Scale:

COVENANT SEMINARY SITE LIGHTING

EL-1



**APPLICATION TO PLANNING AND ZONING COMMISSION
#13-034 FOR APPROVAL OF A FENCE ALONG THE STREET
RIGHT-OF-WAY FOR THE WEST SIDE OF THE CAMPUS OF
MERCY MEDICAL CENTER**

FOR THE MEETING OF: Tuesday, September 3, 2013, 7:00 PM

LOCATION: 615 S. New Ballas Road. The property is zoned "PH" Planned Hospital Zoning District

REQUEST: An application has been submitted for a fence along the street right-of-way of I-270, along the top of the landscaped berm, from the existing fence to the Cancer Center along the west property line. The fence design is a black six foot high metal fence to match the existing fence.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that no fence shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless approved by site development plan approval by the Planning and Zoning Commission.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Maintaining open green spaces
- Visual scenic impact along Phyllis Lane

Comp. Plan References

- Design Guidelines

Zoning Code References

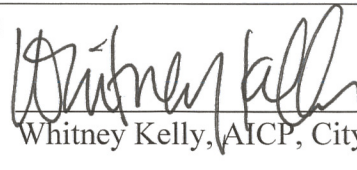
- Section 405.310: "PH" Planned Hospital Zoning District
- 405.640: Fences within the Front Yard Section and along Street Right-of-Way

APPLICANT: Cody Bell
Project Manager, Mercy
615 S. New Ballas Road
Creve Coeur, MO 63141

PROPERTY OWNER: Mercy Hospital
615 S. New Ballas Road
Creve Coeur, MO 63141



REPORT PREPARED BY:


Whitney Kelly, AICP, City Planner

8/29/2013
Date

ATTACHMENTS: Applicant's Material's submitted July 8, 2013

FENCE PLACEMENT AND DESIGN

In February of 2013, a patient walked out of the emergency room of the hospital and on to I-270. Mercy is seeking approval for the location of the fence between the access drive and the right-of-way of I-270 as a safety barrier. The proposed fence is a six-foot, black wrought iron open slatted fence that would run along the western property line from the existing fence to the Cancer Center building at the north west corner of the property for approximately 370 feet. Below is a close up of the site plan with the fence placement indicated in yellow:

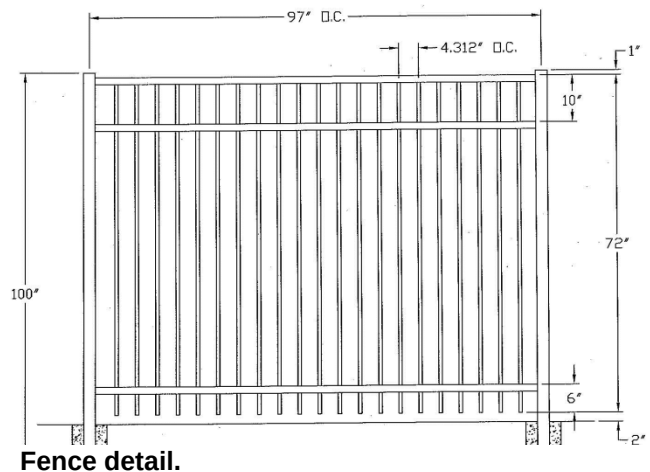


Photo of the existing fence to the south of proposed fence.



Photo of location of proposed fence. Note that the flags and cone mark the fence location at the high point of the landscape berm.

The site plan indicates that the fence would be along the west slope of the landscape berm and will require the removal of three trees. However, while visiting the site, Staff noticed that the flags marking the location of the fence were located at the high point of the berm which does not correspond to the drawings.



LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residences	"A" Single-family Residential	N/A
South	Professional offices	St. Louis County zoning	N/A
East	Single-family residences	Westwood residential	New Ballas Road
West	Single-family residences/ Covenant Theological Seminary	"A" Single-family Residential/ "HE" Higher Education	Interstate 270

ANALYSIS

The Zoning Code does not provide guidance in evaluating requests for fences within the setback, except that no fence shall exceed six feet in height.

The Comprehensive Plan and Design Guidelines provide some direction for review of fences with the following:

Comprehensive Plan: Residential Preservation and Economic Development

2. Encourage the continued preservation of the suburban landscape character of the area, its open green spaces, and stream corridors. New development or redevelopment should protect and enhance stream channels, preserving remaining riparian corridors, preserve trees and encourage re-establishment of natural streams, where feasible. The use of pervious paving materials and vegetated swales to manage storm water in new development and redeveloping areas is encouraged.
6. Require that new development or redevelopment be compatible with the character of the surrounding neighborhood with regard to lot frontage, building setbacks, building lines, building scale, and lot coverage. (p.44-45).

Design Review Guidelines: F. Screening (Fences and Walls)

1. All new sound walls, masonry walls or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing.
2. The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.
3. All fencing should be designed as an integrated part of the site, rather than as a separate fence, such as a planter wall or continuation of an architectural wall feature.
5. In highly visible public areas where fencing is needed, decorative fencing is encouraged. (p.18-19).

The current request is to locate the fence along the west property line at the top of the berm to prevent a safety barrier between I-270 and the Hospital, with a decorative fence that is consistent with the existing fence just to the south of the proposed location at the low point of the grading. Mercy is not requesting extending the fence south along I-270 to Conway Road. However, Staff recommends including approval of a fence to extend the length of the property line along I-270

should the Applicant wish to continue the fence southward at some point in the future. Staff, also recommends that the fence be located as far west of the berm as possible without encroaching on the interstate right-of-way, or creating a hazard to underground utilities or trees. By doing so, the existing landscaping and berm hides the fencing from views which is consistent with the Design Guidelines and Comprehensive Plan.

CONCLUSION

If the members of the Planning Commission find the applicant's fence design and purpose sufficiently compelling, they can approve the location of the six-foot fence within the setback of I-270 and the Mercy Hospital on the west side of the property. Action by the City Council is not required. Recommended conditions discussed in the Staff Report are listed below:

- The approval is for a six-foot, open slatted, black metal fence along the western property line, parallel to Interstate-270.
- The Applicant shall obtain a building permit for the fence, as well as any future expansion of the fence.
- The fence shall be located as far west of the berm as possible without encroaching on the interstate right-of-way, or creating a hazard to underground utilities or trees.

ACTION AND MOTION

Action by the Planning Commission should be a vote on a motion for approval, approval with conditions, or deferral. The following is an example motion for this application:

"I move to approve the site plan for the, six-foot fence within the setback of Interstate 270 along the west property line for Mercy Medical Center Campus, subject to the conditions listed in the Staff Report for the meeting of September 3, 2013" (conditions may be added and/eliminated by separate motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

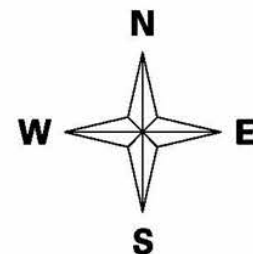
APPENDIX 3: AERIAL PHOTO



Property lines



Mercy Hospital, 615 S. New Ballas



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 08/29/2013
	Description: View of the existing fence from the parking lot of the Emergency Room entrance looking southwest.
	Description: View looking northwest to the proposed fence location and the landscape berm from the Emergency Room parking lot.
	Description: View looking North along the fence location at the top of the berm. Note that staff recommends that the Applicant locate the fence on the west, downslope of the berm to minimize the appearance of the fence with the green landscaping as a backdrop.



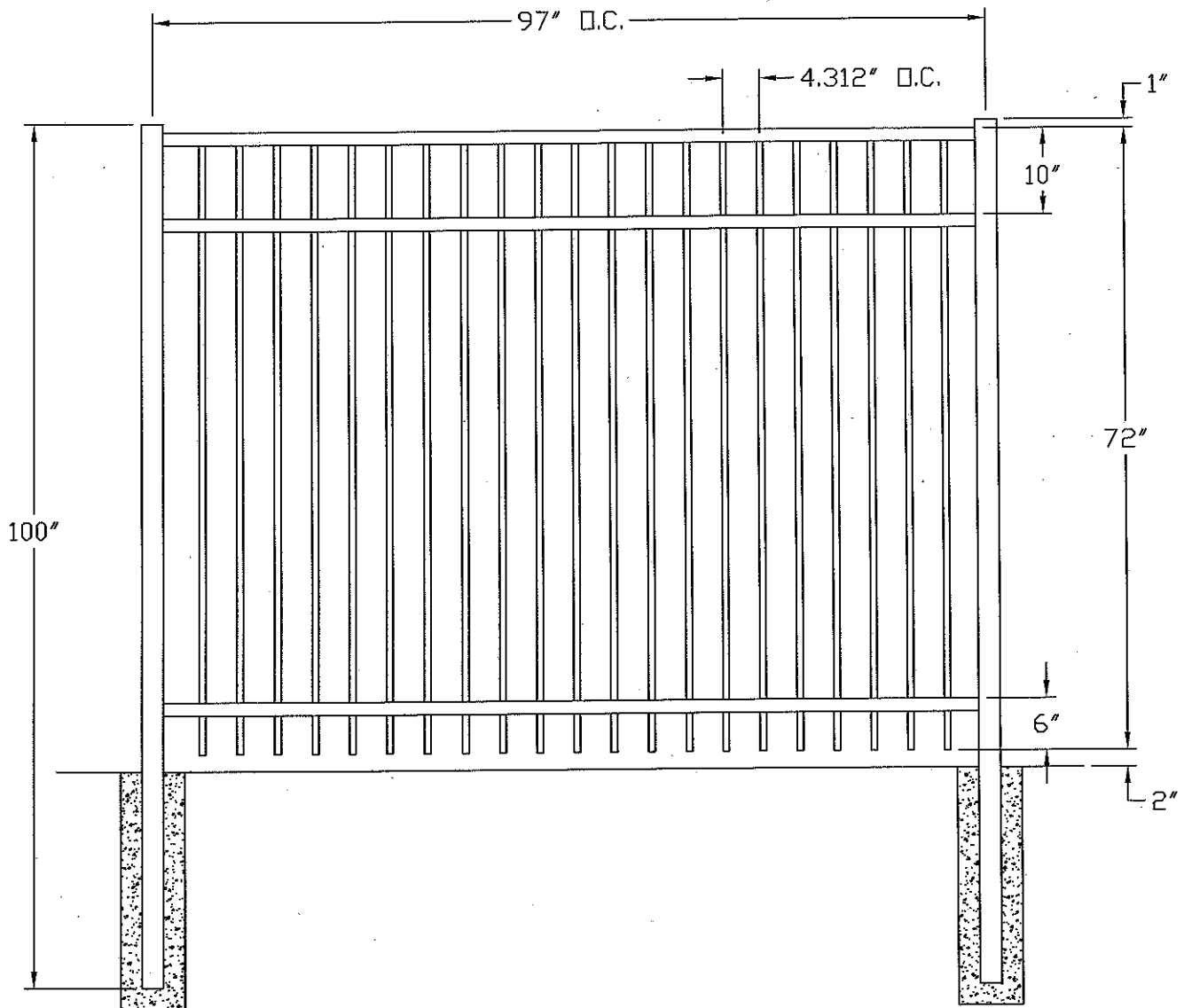
Description: View of the existing fence looking southeast from the I-270 right-of-way.



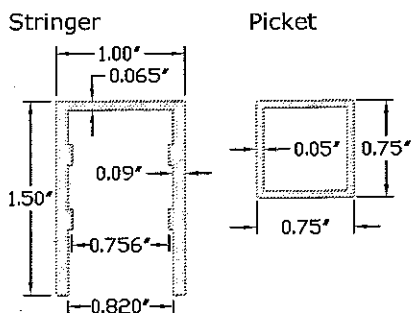
Description: View of the proposed location of the fence looking southeast from the I-270 right-of-way with the Cancer Center in the background.



Description: View of the end of the existing fence at the low point of the berm. Staff recommends that the approval of the fence allow for the future continuation southward along I-270, should Mercy determine that one is necessary.



Commercial Stringer/Picket Dimensions



SPECRAIL, COMMERCIAL GRADE
SD-4, Saybrook

.750" SQUARE PICKETS, 4.312" OC, 2.5" SQUARE POSTS SHOWN
3.562" BETWEEN PICKETS



333 WELTON STREET
HAMDEN, CT 06517
(800) 243-6256

SIZE A	FILE SD-4	PART NAME SAYBROOK	REV A
SCALE NOT TO SCALE	DRAWN BY SHAWN	DATE 06/12/13	SHEET N/A

