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AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, JULY 21, 2014
7:00 PM

1. ROLL CALL

Mr. Tim Carney
Mr. James Faron
Mr. Ken Howard
Ms. Beth Kistner
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

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

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

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

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

3. APPROVAL OF MINUTES

A. Draft minutes for the meeting of June 2, 2014.

B. Draft minutes for the meeting of June 16, 2014.

- **Note that minutes for the meeting of May 5, 2014 will be available at a future date.**

4. PUBLIC COMMENT

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

5. **UNFINISHED BUSINESS**

A. Application #14-008: Text Amendment to allow for Drive-Thru Restaurant Services on Sites of 2 or More Acres Subject to Certain Building and Site Requirements

Applicant/Agent: Paul Langdon
Director of Community Development

6. **NEW BUSINESS**

A. PUBLIC HEARING. Application #14-023: Amendment to the CityPlace Master Sign Plan to include new building sign at Three CityPlace Drive

Applicant/Agent: Chris A. Carlson
Lockton Companies
Three CityPlace Dr., Suite 900
St. Louis, MO 63141

Property Owner's Agent: The Koman Group
Two CityPlace Dr., Suite 460
Creve Coeur, MO 63141

B. PUBLIC HEARING

Application #14-021: Approval of a conditional use permit for a Kimcheese Restaurant at 10441 Olive Boulevard within the Creve Coeur Pavilion Shopping Center.

Applicant/Agent: Tong (Sean) Moon
Kimcheese LLC
337 Wynstay Ave.
Valley Park, MO 63088

Property Owner: Creve Coeur Pavilion Shopping Center
Altus Properties, LLC
1010 Des Peres Road, Suite 320
St. Louis, MO 63131

C. Application #14-024: Approval of an amendment to the Conditional Use Permit for Granite City Food and Brewery Restaurant at 11411 Olive Boulevard. WITHDRAWN

7. **WORK AGENDA**

8. **OTHER BUSINESS**

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

9. **ADJOURNMENT**

Posted: _____
Paul Langdon
Planning Director

June 2, 2014

CITY OF CREVE COEUR - MINUTES
PLANNING AND ZONING COMMISSION MEETING

MONDAY, JUNE 2, 2014
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, June 2, 2014, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair James Faron called the meeting to order at 7:00 p.m.

MEMBERS PRESENT: Mr. James Faron, Chair
Mr. Tim Carney
Mr. Charles Pullium
Mr. Gene Rovak

OTHERS PRESENT: Mr. Carl Lumley, City Attorney
Mr. Paul Langdon, Director of
Community Development
Ms. Whitney Kelly, City Planner

2. ADDITIONS TO-ACCEPTANCE OF THE AGENDA

The agenda was approved and carried unanimously

3. APPROVAL OF MINUTES

Minutes of May 5th and May 19th, 2014, will be available for approval on a future agenda.

4. PUBLIC COMMENT

None

5. UNFINISHED BUSINESS

A. Application #14-008: Text Amendment to allow for Drive-Thru Restaurant Services on Sites of 2 or More Acres

Subject to Certain Building and Site Requirements. Paul Langdon, Director of Community Development indicated the City hoped to have a subcommittee of the Chamber of Commerce present tonight on their perspective of this text amendment, along with some evidence of the kind of changes that they would prefer to see. Unfortunately, they weren't able to get their information put together in time, but do hope to have that ready the next time.

Mr. Faron asked Mr. Langdon to discuss the .3 and the

June 2, 2014

bright line rules.

Discussion was had concerning drive-thru restaurants.

Jack Trout indicated the public wasn't getting a fair shake with notification of the hearing. Discussion was had about the notification process.

David Hutkin, Hutkin Development, spoke about the lot size requirements.

The application will be postponed until the survey is completed. The application will be put on June 16, 2014 agenda.

B. Application #14-018: A minor site development plan for a fence within the front-yard setback along Ladue Road for the property at 105 N. Mosley. Thomas R. Kelly indicated that he and his client have talked about putting a cedar picket fence 130 feet from the rear property line towards Mosley Road and not connecting to the house.

Mr. Kelly said he would take out the honeysuckle and do some plantings in front of the cedar fence.

The homeowner spoke about his concern for the safety of his children.

Discussion was had concerning different types of fencing and landscaping.

Lynn Berry indicated the citizens expect the Commission to follow the Comprehensive Plan. She discussed fencing.

Mr. Pullium moved to approve the site plan for the property addressed as 105 North Mosley Road submitted with Application 14-018, as amended, presented to the Planning Zoning Commission on June 2nd, 2014, with certain conditions.

Mr. Rovak seconded.

There being no further discussion, the vote is as follows:

Mr. Carney - aye Mr. Pullium - aye Mr. Rovak - aye

Chair - aye

NEW BUSINESS

June 2, 2014

12 None

13 WORK AGENDA

14 None

15 OTHER BUSINESS

16 A. Planning Division Report

17 Mr. Langdon indicated that drive-thru restaurants will
18 be back before the Commission.

19 State statutes that were signed by the governor take
20 effect in August. They affect the ability to regulate
21 communication facilities, and the City is amending the
22 ordinance to fall in line with those limitations.
23 Mr. Lumley is the in-house expert on the details of this.

24 Discussion was had concerning a July 7, 2014 meeting.

25 There will be a public hearing on July 21, 2014.

26 An imaging and surgical center would like to occupy
27 the building at 450 North New Ballas Ballas. They would
28 need for the building to be on standby power uninterrupted
29 because they do surgery on site. They would need a fairly

30 substantial generator. Discussion was had concerning
31 placement of the generator.

32

33 B. City Attorney Report

34 Carl Lumley updated the Commission on the 450 North
35 Lindbergh assisted living project lawsuit.

36

37 9. ADJOURNMENT

38 There being no further business to come before the
39 Planning and Zoning Commission, the meeting was adjourned
40 at 8.39 p.m.

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43 _____
44 James Faron, Vice Chair

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46 Produced by: Deborah K. McLaughlin, Court Reporter

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June 2, 2014

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CITY OF CREVE COEUR - MINUTES
PLANNING AND ZONING COMMISSION MEETING

MONDAY, JUNE 16, 2014
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, June 16, 2014, 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. Tim Carney
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, City Planner

2. **ADDITIONS TO-ACCEPTANCE OF THE AGENDA**

The agenda was approved and carried unanimously

3. **APPROVAL OF MINUTES**

Mr. Faron moved approval of the draft minutes for the meeting of May 19, 2014. Mr. Howard seconded the motion, which carried unanimously. Minutes for meeting of May 5 and June 2, 2014 will be available at a future date.

4. PUBLIC COMMENT

Jeanne Rhodes indicated she sent an email. She suggested some other municipalities have architectural review committee. May be another tool that might take pressure off Planning and Zoning Commission. She indicated kind of pressured a lot to rezone properties to, both, gain better control over the level of architecture and the level of design. We all want great design. The Planning Zoning Commission and City Council work hard, but may be another tool. And maybe it would relieve a lot of pressure off the Planning and Zoning Commission in particular not to have to be experts on everything. It seems to serve many other communities well.

Linda Rezny indicated she has a complaint and a resolution. No online minutes since February. She has written comments that have been emailed and they have not appeared in the agendas. The most recent citizen comment on the drive-thru issue is from February. And her solution is to pull some strings and get somebody to work for Paul Langdon. He needs somebody else in his office.

5. UNFINISHED BUSINESS

A. Application #14-004: Rezoning of 853 N. Mason from A Single-Family Residential to B Single-Family Residential District with RDD Designation.

Applicant/Agent: Chris Matteo
Pulte Homes of St. Louis, LLC
17107 Chesterfield Airport Road,
Suite 120
Chesterfield, MO 63005

Applicant's Representative: George M. Stock, P.E.
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005

Mr. George Stock indicated with him tonight is Mr. Matt Siegel, Mr. B.J. King and Ms. Robin Crawford, all with Pulte Homes of St. Louis, LLC. Here for consideration in regards to Creekside at Mason, 853 North Mason Road, with revised preliminary plat and a revised request.

Our request is specific to rezone this property from A 1-acre zoning, to B with an RDD half-acre density. We're asking for two units per acre or 16 homes. We're asking for 12 homes at a density of 1.41 homes per acre. We think we have a beautiful community, a sustainable development, and we'd like to go through that with you tonight.

This subdivision is unique. We're trying to develop a sustainable community. We're trying to be very, very sensitive to the property owners, both to the north, to the west, to the south, and we're trying to be sensitive to them from property values. We're not looking to put in a development that would lower property values. We're looking at a development that would improve property values.

Mr. Stock talked about the trail, storm water and landscaping. They don't believe there's any adverse effect on traffic.

Mr. Faron asked Mr. Stock if he had spoken to the Devers. Mr. Stock hasn't talked to them other than after one of the meetings. Mr. Faron also asked questions about the trail.

Mr. Pullium asked Mr. Stock why the public welfare is not served by the zoning as it is now.

Mr. John Becker indicated he is a trustee of his subdivision, but isn't speaking on their behalf. He is also a member of the Board of Adjustment. Mr. Becker indicated the public welfare is not served

by present zoning, and he still doesn't think they've explained exactly why that isn't happening. Mr. Becker would like to see more due diligence. He also has concerns about the drainage and sewer. Mr. Becker indicated the developer's profitability should not conflict with the zoning established by Creve Coeur and the longterm plan, and we are setting a precedent for a future development. Mr. Becker talked about consistency of the neighborhood. Also spoke about the sidewalk. Requests Commission not to change zoning.

Ms. Laura Bryant said everyone she surveyed, with no exceptions, said they wanted the same thing, which was keep the zoning as is; no special treatment, no special exceptions, but keep it as is. Ms. Bryant submitted documents to be included in the record.

Tony Mates thanked Charles Pullium for voicing many of his concerns. Stated he was curious why it's never been proposed as a legitimate straight A development or as an A RDD development. Indicated that none of us here are against development. We're just against density increasing.

Jeanne Rhodes asked how many residents are here on this issue. People in the audience raised their hands. And how many are in favor of the development as proposed. Ms. Rhodes indicated that the City Planner made it clear to me when I was on City Council that the A zoning would be four to five lots, not eight lots, even though it's just over 8 acres, primarily because of the floodplain, which consumes a significant part of the property. Ms. Rhodes indicated that to suggest there's no precedent here is really naive, so she hopes the Commission takes that into great consideration.

Abby Schaberg, attorney from Jenkins & Kling, is representing Mr. Steven Lieber. Ms. Shawberg indicated that this new plan still does not comply with the Comprehensive Plan. The Comprehensive Plan

expressly specifies half-acre or greater lot sizes. Mr. Lieber's issues remain the same with the revised plan. Like many other residents he has a problem with the density of the plan. He also decided to reside in Creve Coeur for the large lot sizes. Mr. Lieber has concerns about the trail concerning privacy and safety, as that trail gets pretty close to his property line. Indicated there's virtually no public support for this plan, but there's considerable public opposition, and for all these reasons, ask that you give this proposal a negative recommendation.

Cheryl Thomas indicated she is totally against changing the zoning because she bought her property two and a half years ago because of the park-like setting of the neighborhood.

Mr. Paul Langdon, Director of Community Development, indicated that he thinks there have been some changes to the plan, but the skeleton of this project is still what it was, and the residents' concerns are still what they were.

Mr. Pullium asked Mr. Langdon, there's nothing about the new site development plan that would cause you any concern if you were concerned the last time, and Mr. Langdon indicated, no, sir.

Mr. Carney inquired of Mr. Langdon what his thoughts were on the trail as far as would that be something that they discuss with the residents or something that the City would be involved in. Mr. Langdon indicated he didn't think the City should be in the middle of negotiation, per se. He thinks the Comprehensive Plan does specifically recommend that if possible a trail should be provided within this general area that goes from the creek south to Mason Manor. Mr. Langdon doesn't know that the trail has any positive aspect for the residents of that new subdivision should it get built, so he can't imagine that the applicant wants the trail built.

It was discussed to continue the hearing, but Chairman Madden indicated he doesn't think it should be delayed any longer.

Abby Schaberg indicated that Mr. Lieber wanted to make a quick point since there is discussion concerning different options for this site. Mr. Lieber wanted to let the Commission know that he, about a year and a half ago, had offered to buy this site from the current owner for the appraised value. The current owner did not feel that that was a high enough offer, and declined. He's planning on leaving it green space.

Mr. Faron moved to recommend approval of the rezoning preliminary plat for the Creekside at Mason Subdivision from A-single family residential to B-single family resident and authorizing a residential design development already be resubmitted with the Application No. 14-004, subject to the conditions contained in the draft ordinance attached to the staff memo for the meeting of June 16, 2014. Mr. Rovak seconded the motion. There being no further discussion, the resultant vote is as follows:
Mr. Carney-aye Mr. Howard-no Mr. Faron-nay.
Mr. Rovak-nay Mr. Pullium-nay Chair-aye.

Mr. Faron moved to recommend approval of the site development plan for Creekside at Mason Subdivision submitted with Application No. 14-004 subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of June 16, 2014. Mr. Pullium seconded the motion. No further discussion, the resultant vote is as follows:
Mr. Pullium-aye Mr. Rovak-aye Mr. Faron-aye
Mr. Howard-aye Mr. Carney-aye Chair-aye.

Jeanne Rhodes indicated that they would again like to reiterate the desire to meet with the developer, and they would like the opportunity to still continue to do that. She doesn't think they could pull it off as fast as the next Council meeting, but they will try. They hope that City Council will support them in a short deferral to try to work some of these issues out. They think Pulte is a quality developer, and Mr. Stock is an excellent engineer, and no reason not to try to work with him.

B. Application #14-008: Text Amendment to allow for Drive-Thru Restaurant Services on Sites of 2 or More Acres Subject to Certain Building and Site Requirements.

Mr. Langdon, Director of Community Development, indicated that tonight was about the Chamber of Commerce presenting their findings on this issue to the Commission. Mr. Langdon suggested that the Commission give them an opportunity to present that information, and then anybody else in the audience who wishes to speak.

Janet Schopp, member of Board of Directors of Chamber of Commerce, indicated that many things evolve throughout our existence and innovations can make holding on to old trends a stagnant way of life.

Stephen Wolf, Principal of Wolf Properties and member of Chamber of Commerce, indicated the City should address its drive-thru policy. He thinks instead of having a more restrictive ordinance, they should have a less restrictive ordinance. Stated that there's very few cities that are not permitting drive-thru retail.

Mr. Faron asked some questions of Mr. Wolff.

David Hutkin, Hutkin Development Company, showed the Commission some photographs.

Mr. David Caldwell stated there needs to be a limit maybe on the number of one in each two or three acres. He thinks the proposed ordinance is too complicated.

Linda Rezny stated the simple answer is there are drive-thru restaurants they can drive to and drive through elsewhere. The longer answer is there are many current businesses in Creve Coeur that service residents and employees well by other methods.

John Shuff, with NAI DESCO, represents Chick-fil-A, indicated they hope the ordinance will not be harder than it already is.

Mr. Carney asked what the average size of Chick-fil-A are.

Mr. Faron inquired if all Chick-fil-As are all stand-alones. Mr. Shuff indicated they were not.

Chairman Madden inquired about the size of the Chick-fil-A on Manchester.

Paul Langdon, Director of Community Development, stated the City hopes to have the survey results the next time.

Mr. Lumley suggested the proposed motion for continuance be for a specific meeting date for public notice.

Chairman Madden asked if anyone couldn't make the meeting on July 7th.

Charles Pullium moved to continue Application #14-008 until July 21st when the survey results are expected to be ready for review by the Commission. Mr. Faron seconded the motion. No further discussion, the vote is as follows:

Mr. Carney-Aye Mr. Howard-Aye Mr. Faron-aye
Mr. Rovak-aye Mr. Pullium-aye Chair-aye

NEW BUSINESS

A. PUBLIC HEARING. Application #14-020: Text Amendment to Chapters 405 and 515 of the Code of Ordinances of the City of Creve Coeur to address changes in State law regarding wireless communications facilities and support structures.

Applicant/Agent: Paul Langdon
Director of Community Development
City of Creve Coeur

Mr. Langdon, Director of Community Development, stated this is a text change to the ordinance that brings the City's regulations affecting telecommunications in line with state law that will take effect in August. Those state laws are directive in terms of what we can and can't do when it comes to regulating telecommunications and changes that are proposed are only enough to get us to that point of compliance with those state laws.

Chairman Madden asked Mr. Langdon if the one we just passed in the last month or so, would these new laws affect that, to which Mr. Langdon indicated, affect the approval that's already been granted, no, they're not retroactive to old approvals.

Mr. Faron indicated along with that a whole host of other things that seems to limit power in any of those further applications related to communications to be almost nil.

Mr. Langdon responded that primary zoning criteria would still remain; the setback limits would remain; the height limits would remain; the landscaping requirements and access and things like that.

Mr. Lumley, City Attorney, indicated that the primary zoning criteria would still remain; the setback limits would remain; the height limits would remain; the landscaping requirements and access.

Mr. Faron stated it seemed like it was kind of getting us in line with state law and a level playing field for all municipalities in the state.

Mr. Faron made a motion to approve Application #14-020 for various text amendments to Chapter 405 and 515 of the Code of Ordinances of the City of Creve Coeur, Missouri to address recent changes in the state law regarding wireless communication facilities and support structures. Mr. Rovak seconded the motion. There being no further discussion the vote is as follows: Mr. Carney-aye Mr. Howard-aye Mr. Faron-aye Mr. Rovak-aye Mr. Pullium-aye Chair-aye.

B. CHAPTER 89 REVIEW OF POSSIBLE SALE OF FOUNTAIN PARK

Applicant/Agent: Mark Perkins
City Administrator
City of Creve Coeur

Mr. Paul Langdon, Director of Community Development, indicated the City Administrator has been representing the City in negotiation with Drury Hotels, who purchased the property adjacent to the park, which is the inline shopping center. They have come to terms which appear to be in line with reasonable values of the property and future use of the property. The deal is not done. But it is a public property, and in a sale or acquisition of public property that affects capital improvement plan of the City does require review, and so with a sale pending, he's looking for your review.

Chairman Madden inquired if Mr. Langdon knew what was going to be done with the property. Mr. Langdon indicated that it's Drury Hotel, so can probably assume it will be a hotel.

Mr. Rovak made a motion that the Commission recommend approval for the sale of Fountain Park Drury Development Company. Mr. Faron seconded the motion. No further discussion, the vote is as follows:
Mr. Pullium-aye Mr. Rovak-aye Mr. Faron-aye
Mr. Howard-aye Mr. Carney-aye Chair-aye.

WORK AGENDA

None.

OTHER BUSINESS

A. Planning Division

Mr. Langdon indicated that the drive-thru amendment set for the 21st, Kimchi's is one of them. That's a conditional use permit. Also City Place is looking at amendment to their master sign plan with a second sign on City Place Three building. That goes before amendment sign plan. That leaves us with no projects for July 7th. If there are other developments that make that unlikely, then a notice will go out that the 7th is canceled.

B. City Attorney Report

None.

9. **ADJOURNMENT**

There being no further business to come before the Planning and Zoning Commission, the meeting was adjourned at 10:04 p.m.

Timothy Madden, Chair

Produced by: Deborah K. McLaughlin, Court Reporter



city of CREVE COEUR

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MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: July 21, 2014

Subject: Application #14-008: Text Amendment To Allow For Drive-Thru Restaurant Services On Sites Of 2 Or More Acres

Memo Prepared by: Paul Langdon, AICP, Community Development Director

Attachment: 2014 City of Creve Coeur Community Survey (excerpt)

SURVEY RESULTS

This discussion has been continued since June 16th in anticipation of the Community Survey results that contain a group of questions centered on residents' interest in seeing more drive-thru restaurants. Those results are attached to this memorandum.

The first thing to note in the results is that almost half of the total respondents were not in favor of changing the regulations to make more drive-thru restaurants possible. Of those who voted "yes" or "no," the percentage of those voting "no" rises to approximately 57% while those voting "yes" rises to approximately 43%. While this is hardly an overwhelming mandate for either position, it is worth noting that even if all concerns are addressed, the majority (by a similar but smaller margin) still do not want to see more drive-thru restaurants. In other words, the concerns with these facilities, for the majority of respondents, are not things that can be designed out of the project; the project is simply not wanted. None the less, over a third of the respondents do wish to see more locations and there are many who are at least unsure about more locations if their concerns were addressed. Looking through the particular concerns identified in the survey, the character of the restaurants, the type of food they sell and the physical impacts of the stores stand out as most prevalent.

The question before the Commission is whether or not these results suggest any particular action or preferred outcome. It is certainly not a mandate to open up the Creve Coeur market to drive-thru restaurants. That said, under assumed conditions or idealized conditions (the scenario where all concerns are addressed), there remains a little over a third of respondents that are interested in this service. Coupled with the results of the surveys conducted by the Chamber of Commerce members (and assuming that most of those respondents are non-residents), it seems that there is still a very limited basis for some action. Failing to address the lack of specific guidelines under the current regulations leaves the majority concerns to chance but, on the other hand, acting to prohibit drive-thru restaurants ignores a sizeable portion of the marketplace. Of course, as one resident pointed out on June 16th, there are already a handful of conventional drive-thru restaurants on Olive Boulevard, mostly in the adjacent cities and unincorporated St. Louis County, for those seeking that option. Economically, it would be preferable to have those retail dollars spent here, but it is unlikely they can be moved here. What is more likely is that competing locations would result. This flies in the face of the strong majority of opponents that supported the issue of having too many such restaurants in one area.

With these conflicting interests in mind, the application appears to be at a cross-roads. If the results of the survey are taken on face value, almost as referendum, then implementing the majority opinion would suggest that the current direction of the amendment should be stopped and the Commission should move in the direction of ceasing to allow the use. If the survey is taken as guidance only and the Commission still believes that, for reasons of economic development and providing more choice in the marketplace, drive-thru restaurants should still be allowed on a limited basis, then Staff suggest that the original intent is still the one that draws the best

compromise although a few modifications may be in order to increase the practicality of the regulations. That is, regulations can be pursued that allow a small number of additional restaurants with drive-thru facilities, subject to substantial performance regulations, and that encourage creative site design solutions. What is not encouraged, in the staff opinion, is a large number of locations, no matter how well they are designed. The members of the Planning Commission should consider these results carefully and, if there are other conclusions to be drawn, they should be voiced at the July 21st meeting so that staff and public understand the basis for subsequent development (or lack thereof) of the draft ordinance.

FRAMEWORK FOR DRAFT REGULATIONS

As identified on June 2nd, there are some aspects that have been resolved:

- The minimum lot size should not be reduced below two acres.
- A multi-story building will not be required but the building must be multi-tenant in nature.
- The amendment will apply only to restaurants with drive-thru service.
- Design requirements will be focused on drive-thru specific concerns (e.g. noise from speaker box and auto queue, concealment of outdoor facilities, traffic study to minimize conflicts between drive-thru traffic and other motorists and pedestrians).
- The building must be a minimum size to conceal the auto queue and order area. On this point there has been some question of whether a specific width is necessary or if it is self-fulfilling through resolution of the other criteria. The prevailing opinion to date has been that a specific standard precludes unsuccessful compromises and inconsistent estimation of possible impacts. Therefore, the current proposal remains at a minimum width of 200 feet. Staff suggest, however, that a compromise could include allowing a pass-through or “porte cochere” within that minimum width. This allows portions of the building to function on a more independent basis, but still maintain the unified and substantial façade encouraged by the Design Guidelines.



A large-scale example of the design concept where a passageway allows separate identities on either side while still conveying the sense of a single building.

Although the multi-tenant scenario has been reviewed extensively to date, staff propose one other scenario for the Planning Commission to consider which is largely an enhancement of the current regulations:

- There may be certain locations or future market conditions where a large, single-use building/restaurant will want to include drive-thru services, even though the development may appear as a more conventional, full-service restaurant. As presented by the Chamber of Commerce, well-designed, well-landscaped sites can mitigate many of the physical site design issues but, as shown in the Community Survey, many residents do not want to accommodate drive-thru restaurants no matter how well resolved the design might be. As such, if this scenario is enabled, it should be uncommon. Staff recommend a large footprint building on a large site, dedicated only to the restaurant use. This latter requirement would distinguish the new regulation from the current, more widely applicable lot size requirement. Possible wording could be similar to the following:

A free-standing restaurant offering drive-thru services may be approved subject to the following:

1. [Applicable regulations for mitigating impacts from drive-thru restaurants in multi-tenant buildings]
2. The restaurant shall be located on a lot of three acres or more and shall be the only business located on that lot. [As an example, if the existing Houlihan’s restaurant and parking were on a lot with only 50% coverage and the ability to screen a drive-thru lane, it would need a lot of at least three acres; the current lot is 1.91 acres]
3. The gross leasable floor area of the restaurant shall be no less than five thousand (5,000) square feet. [to minimize the extent to which the drive-thru services impact the overall character of the development]

4. The maximum site coverage on the lot shall not exceed 50%. [a modest decrease over the current 63% maximum coverage in recognition of the need to conceal the drive-thru facilities]
5. There shall be no parking between the building and the street(s). [to more consistently satisfy the Design Guidelines]

If the members of the Commission wish to pursue this allowance but find that other criteria should be included, specific direction is requested by the staff.

CONCLUSIONS

There can be no doubt that the members of the Chamber of Commerce are correct when they point out that these regulations open up very few doors for drive-thru restaurants in Creve Coeur and that stronger design controls on more conventional layouts would be much easier to accomplish. Further, such restaurants do generate sizable economic activity. However, that activity will partially occur at the expense of the existing restaurant stock in the city and drive-thru restaurants generate several other issues for the community that are not positive. Indeed, the Community Survey, which is a statistically valid poll, illustrates how a majority of residents are still unimpressed by the use and will not be persuaded by more rigorous design expectations. Having choice in the marketplace is important, however, even if that choice is very limited. Staff suggest, therefore, that the amendment continues to have value and further refinement should be pursued. To that end, with the additional guidance of the Commission and comments from the public, staff will formulate a new draft ordinance for the next meeting of the Commission and assist the Commission in moving towards a recommendation to the City Council.

If, however, the Commission believes that the Community Survey provides an absolute basis for ending all provisions for drive-thru restaurants, then the members should vote against the application and staff will carry that message to the City Council and an alternate amendment can be initiated.

ACTION AND MOTION

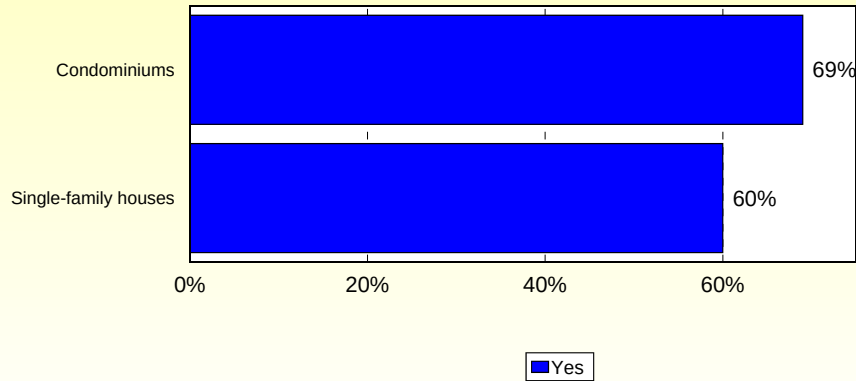
If the Commission wishes to continue with this process, the staff request that the Commission continue the application to the next meeting to allow time to prepare a revised draft ordinance. The following is an example of an appropriate motion:

“I move to continue Application #14-008 to the meeting of August 4th, 2014, to allow staff time to prepare a revised draft ordinance based upon the comments received to date and the results of the Community Survey.”

If the Commission believes the current amendment should not be continued in favor of ultimately eliminating drive-thru restaurants, the members should vote against a simple motion to approve Application #14-008.

Q27. Do you believe the City should require occupancy permits for the following:

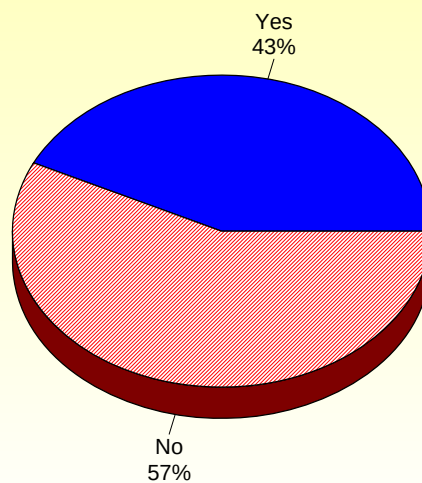
by percentage of respondents who answered "yes" (excluding "not sure")



Source: ETC Institute DirectionFinder (2014 - Creve Coeur, MO)

Q28. Would you be in favor of changing the regulations so that more drive-through restaurants could locate in Creve Coeur?

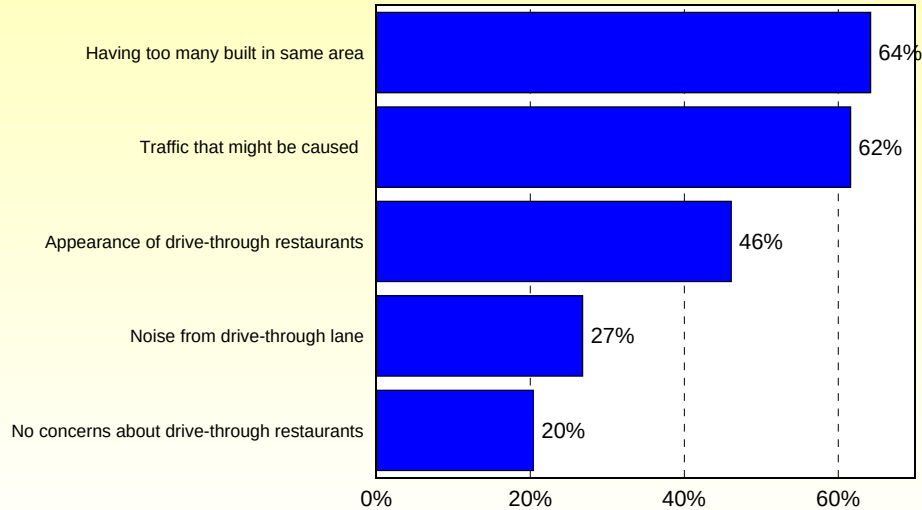
by percentage of respondents (excluding "not sure")



Source: ETC Institute DirectionFinder (2014 - Creve Coeur, MO)

Q29. Do you share any of the following concerns about drive-through restaurants?

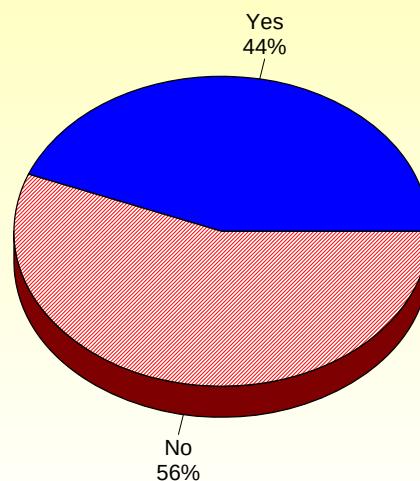
by percentage of respondents (excluding "don't know" - multiple selections could be made)



Source: ETC Institute DirectionFinder (2014 - Creve Coeur, MO)

Q30. If satisfactory solutions could be reached to address your concerns, would you support allowing more drive-through restaurants in Creve Coeur?

by percentage of respondents who shared at least one concern in Question 29 (excluding "not sure")



Source: ETC Institute DirectionFinder (2014 - Creve Coeur, MO)

Q28. Current regulations in the City's zoning code have resulted in very few (one) drive-through restaurants in Creve Coeur. Please answer the following questions regarding this issue. Would you be in favor of changing the regulations so that more drive-through restaurants could locate in Creve Coeur?

Q28. Would you be in favor of changing regulations?	Number	Percent
Yes	229	36.5 %
No	305	48.6 %
Not sure	93	14.8 %
Total	627	100.0 %

WITHOUT NOT SURE

Q28. Current regulations in the City's zoning code have resulted in very few (one) drive-through restaurants in Creve Coeur. Please answer the following questions regarding this issue. Would you be in favor of changing the regulations so that more drive-through restaurants could locate in Creve Coeur? (without "not sure")

Q28. Would you be in favor of changing regulations?	Number	Percent
Yes	229	42.9 %
No	305	57.1 %
Total	534	100.0 %

Q29. Do you share any of the following concerns about drive-through restaurants?

Q29. Your concerns about drive-through restaurants	Number	Percent
Appearance of drive-through restaurants	282	45.0 %
Traffic that might be caused by drive-through lane	377	60.1 %
Noise from drive-through lane	164	26.2 %
Having too many drive-through restaurants built in same area	393	62.7 %
Other concern	90	14.4 %
I have no concerns about drive-through restaurants	125	19.9 %
Don't know	15	2.4 %
Total	1446	

WITHOUT DON'T KNOW

Q29. Do you share any of the following concerns about drive-through restaurants? (without "don't know")

Q29. Your concerns about drive-through restaurants	Number	Percent
Having too many drive-through restaurants built in same area	393	64.2 %
Traffic that might be caused by drive-through lane	377	61.6 %
Appearance of drive-through restaurants	282	46.1 %
Noise from drive-through lane	164	26.8 %
I have no concerns about drive-through restaurants	125	20.4 %
Other concern	90	14.7 %
Total	1431	

Q29. Other

Q29. Other	Number	Percent
CRIME	2	2.3 %
TRASH	2	2.3 %
NOT HEALTHY FOOD	2	2.3 %
PREFER QUALITY RETAIL	1	1.1 %
HEALTHY EATING HABITS	1	1.1 %
TACKY	1	1.1 %
CRIME & LOWERING OF PROP VALUE	1	1.1 %
MUST HAVE ACCESS TO TRF LIGHT	1	1.1 %
TRAFFIC JAMS	1	1.1 %
SAFETY	1	1.1 %
ODOR FROM TRASH DUMPSTERS	1	1.1 %
HAVING OUR AREA LOOK JUNKY	1	1.1 %
OLIVE BECOMING LIKE MANCHESTER	1	1.1 %
TRASH UNCONTROLLED	1	1.1 %
THEIR PRODUCT IS NOT HEALTHY	1	1.1 %
LOWERS PERCEPTION OF THE CITY	1	1.1 %
WE HAVE ENOUGH FAST FOOD!	1	1.1 %
TURN INTO ANOTHER MANCHESTERRD	1	1.1 %
CC ISNT MANCHESTER-KEEP IT THAT WAY	1	1.1 %
POLLUTION CAUSED BY CARS IDLING	1	1.1 %
CARS IDLING WILL CAUSE POLLUTION	1	1.1 %
FAST-FOOD IS SO UNHEALTHY	1	1.1 %
CAREFULLYADDRESS EACH ITEM ABOVE	1	1.1 %
CULTURE	1	1.1 %
BECOMING TO CONGESTED COMMERCIALLY	1	1.1 %
THEY ARE ALSO UNHEALTHY	1	1.1 %
EXTRA TRASH	1	1.1 %
DECREASE PROPERTY VALUES	1	1.1 %
MAKES CITY LOOK LOW-CLASS	1	1.1 %
MAYATTRACT MISCHIEF IF OPEN LATE	1	1.1 %
TYPE OF RESTAURANTS FOR AREA	1	1.1 %
POOR QUAL OF FOOD. NOT HEALTHY	1	1.1 %
LOSS OF BUSINESS IN SIT-DOWN REST	1	1.1 %
NOT TOO CLASSY	1	1.1 %
FAST FOOD MAKES US LIKE BRENTWOOD	1	1.1 %
NOT ENOUGH SPACE TO DO ONE	1	1.1 %
SAFETY AROUND DRIVE-THRU REST	1	1.1 %
NOT HEALTHY	1	1.1 %
GAUDY BUILDINGS	1	1.1 %
LIKELY TO MAKE OLIVE BLVD WORSE	1	1.1 %
LOOKS TRASHY-TOO MUCH TRAFFIC	1	1.1 %
EXTREMELY LOW CLASS-KEEP OUT!	1	1.1 %
AVOID MEETING EACH OTHER INSIDE	1	1.1 %
TRAFFIC CAUSED BY TOO MANY	1	1.1 %
WE DON'T NEED ANYMORE	1	1.1 %
NEED GOOD ITALIAN, MEX REST	1	1.1 %
BRINGS IN WRONG ELEMENT	1	1.1 %
DILUTING NBHD CHARACTER	1	1.1 %
SIGNAGE WOULD BECOME TACKY	1	1.1 %
INCREASE IN "CRUISING" CAUSES CONGESTION	1	1.1 %
QUALITY OF RESTAURANTS	1	1.1 %
CARS NOT MOVING CAUSE OF BAD AIR QUAL	1	1.1 %

Q29. Other

Q29. Other	Number	Percent
CONGREGATING YOUTH	1	1.1 %
TOO MUCH REST & TOO MUCH TRAFFIC	1	1.1 %
WANT BETTER QUALITY	1	1.1 %
NOT HEALTHY CHOICES	1	1.1 %
TRASH & RODENT ATTRACTION	1	1.1 %
ENVIRONMENTAL IMPACT	1	1.1 %
TAKES AWAY FRM RESI ASPECT OF CITY	1	1.1 %
TOO MANY OUTSIDERS COMFORTABLE	1	1.1 %
TRASH THROWN FRM CARS/CLEANLINESS	1	1.1 %
DRIVING & EATING=DISTRACTED DRIVER	1	1.1 %
THE UNIQUENESS OF THE RESTAURANT	1	1.1 %
GHS FRM IDLING IN OUR GREEN CITY	1	1.1 %
CHAIN/FRANCHISE REST ARE AWFUL	1	1.1 %
I HATE THE COOKING SMELLS	1	1.1 %
LOOKS TRASHY	1	1.1 %
OFFER POOR NUTRITIONAL VALUE	1	1.1 %
ATTRACT SOLICITORS	1	1.1 %
TRASH, LITTER	1	1.1 %
QUALITY OF RESTAURANT	1	1.1 %
POLLUTION	1	1.1 %
SAFETY-WOULD PREFER NO DRIVE-THRUS	1	1.1 %
UNSIGHTLY	1	1.1 %
INCREASING CRIME & TRAFFIC JAMS	1	1.1 %
LAND HAS MORE MEANINGFUL USE	1	1.1 %
FOOD IS NOT GOOD	1	1.1 %
LONG-TERM DETERIORATION OF PROP	1	1.1 %
RATHER HAVE BETTER ORGANIC RES	1	1.1 %
EFFECT ON PROPERTY VALUE	1	1.1 %
ATTRACTS OUT OF TOWN VISITORS @ NITE	1	1.1 %
IT WOULD JUNK UP THE AREA	1	1.1 %
CONCERNEDABOUTTOOMANYFASTFOOD	1	1.1 %
EMPTY LOCATIONSWHEN OUT OF BUS	1	1.1 %
FOOD QUALITY OF DRIVETHRU REST	1	1.1 %
Total	88	100.0 %

Q30. If satisfactory solutions could be reached to address the concerns you identified above (in Question 29), would you support allowing more drive-through restaurants in Creve Coeur?

Q30. Would you support allowing more drive-through restaurants?	Number	Percent
Yes	169	34.6 %
No	214	43.9 %
Not sure	105	21.5 %
Total	488	100.0 %

WITHOUT NOT SURE

Q30. If satisfactory solutions could be reached to address the concerns you identified above (in Question 29), would you support allowing more drive-through restaurants in Creve Coeur? (without "not sure")

Q30. Would you support allowing more drive through restaurants?	Number	Percent
Yes	169	44.1 %
No	214	55.9 %
Total	383	100.0 %

From: [Michael Williams](#)
To: [Langdon, Paul](#)
Subject: In favor of more drive through windows
Date: Wednesday, July 16, 2014 4:51:17 PM

Hi

I received mail from Sierra club encouraging me to oppose additional drive through windows in Creve Coeur. I do not agree with the Sierra Club premise that it will create more pollution. It may in fact reduce driving as Creve Coeur residents will not have to drive to neighboring communities for the convenience of drive through. As a 20 year resident of the city, I would like it to offer more shopper friendly outlets. Increasing the number of businesses that can off RR drive through windows is a step in the right direction.

Thanks,
Mike Williams

Langdon. Paul

From: Susannah Fuchs [sfuchs@breathehealthy.org]
Sent: Monday, June 16, 2014 3:04 PM
To: Langdon. Paul; Perkins, Mark C.
Cc: jacampbell314@gmail.com
Subject: why drive through lanes are just not good for air quality

Dear Sirs.

I am respectfully writing to ask that you give careful consideration to the air quality impact which idling vehicles, such as those in a drive through lane, have on air quality and the health of residents. A citizen of your city, Judy Campbell, whom I have cc'd on this email, asked me to write to you to appeal to your good sense about protecting health and reducing air pollution.

I have spent the past 17 years working on air pollution reduction efforts for the American Lung Association, and have read countless studies about air pollution and its grave health impacts. Our area has a childhood asthma prevalence rate three times the national average. The costs each year of health care related to air pollution nationwide is up into the billions of dollars. More drive through lanes will not help this dire situation.

Locally, for St. Louis city, St. Louis County, and even west of us, we are listed in the American Lung Association's annual report as having the 10th worst ozone air pollution (formed when emissions combine with heat and sunlight – like we have five months of the year here) in the whole U.S. If you open the doors to more drive through lanes in your beautiful community, you make it possible for people to idle in their vehicles for long periods of time, spewing tailpipe emissions which quickly make our air worse and make it hard for us all to breathe. If people were to park and walk into these establishments, they would avoid this process and would help us to reduce our air pollution levels and protect people's health. I know that you care about the health of your children and elderly residents, two populations especially negatively impacted by air pollution.

I am happy to provide details and background on air pollution and health and on idling ordinances that work in various communities nationwide and regionally.

Thank you sincerely,
Susannah Fuchs

Susannah Fuchs
Senior Director of Environmental Health
American Lung Association, Plains-Gulf region
serving Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri, Nebraska, Oklahoma & Texas
1118 Hampton Avenue
St. Louis, MO 63139
(P) 314-645-5505, ext. 1007
(F) 314-645-7128
800-LUNG-USA (toll free)
lung.org
Fighting for Air

June 16, 2014

Planning & Zoning Commissioners
City of Creve Coeur
300 N New Ballas Rd
Creve Coeur, MO 63141

Dear Commissioners,

The Climate Action Task Force opposes increasing the quantity of drive-thru windows for restaurant services in the City of Creve Coeur. We have determined that it will benefit a few specific unknown fast or casual food businesses and it will increase their profits. The question to ask is "but at what cost?" Many residents of Creve Coeur are educated and we do not frequent these establishments nor do we wish to turn Olive St. Rd into the new Fast Food Haven. We oppose having additional drive-thru windows for the following reasons:

- It will create more traffic
- It will create more noise and light pollution
- It will create an unattractive look along Olive St. Road
- It will create negative environmental impacts by increasing greenhouse gas emissions (EPA)
- It will increase drive thru waits as The Drive-Thru Performance Study (Oct 2013) reports the speed of service is at the slowest average in the history of Drive-Thru Performance Studies (QRS)
- It will create more respiratory disorders and premature deaths (American Lung Association)
- It will be in conflict with the City of Creve Coeur's two other programs (Green Power Community and Energy Benchmarking) that it is currently promoting reducing greenhouse gas emissions

Quick Service and Fast Restaurants magazine (QRS) which has tracked Burger King, Chick-fil-A, Krystal, McDonalds, Taco Bell, and Wendy's and a different regional chain every year with The Drive-Thru Performance Study, since 1998, reports the average wait time has increased among all participants except Wendy's. McDonald's reports an average wait time of 189 seconds, Chick-fil-A 203 seconds, and Krystal 217 seconds. All report an increase in time due to having a variety of more complex options on their menu. Chick-fil-A reports it has an average of more than six (6) vehicles in its drive-thru lane.
<http://www.qsrmagazine.com/reports/drive-thru-performance-study>

Tim Hortons that is moving into the St. Louis area had a study commissioned in its home base of Canada in 2008 which concluded that no drive-thru lanes actually produce higher emissions per vehicle than one with a drive-thru. Many engineers questioned that study due to its sample size and the fact it has never been replicated with the same results. Since electronic ignition technology it is recommended to turn off one's car after 10 seconds as restarting it will produce much less amounts of CO2 than idling.
<http://iturnitoff.com/>

Panera will soon be offering additional services that allow customers to order online or with their mobile devices to have their food ready for a specific time. The customers will then park their cars (turn off their engine) and pick up their food order using the "rapid pick-up" option by the end of 2014. We applaud Panera (our own St. Louis Bread Co.) for taking this action.



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

MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: June 16, 2014

Subject: Application #14-008: Text Amendment To Allow For Drive-Thru Restaurant Services On Sites Of 2 Or More Acres

Memo Prepared by: Paul Langdon, AICP, Community Development Director

Attachment: **Creve Coeur-Olivette Chamber of Commerce Comments and Information on Drive-Thru Restaurants**

INPUT FROM THE CHAMBER OF COMMERCE

It was reported at the May 5th meeting that a sub-committee of the Creve Coeur-Olivette Chamber of Commerce would be submitting information aimed at informing the actions of the Planning Commission in this matter. Those materials are attached hereto and provide a range of information including their own comments, industry background, example city ordinances and comparisons with local cities, and the results of tenant surveys conducted by Chamber members using questions that are very similar to those asked during the resident survey.

Staff suggest that the Commissioners take the time waiting for the resident survey results (anticipated in July) to review the materials, and make an individual determination of whether or not free-standing drive-thru restaurants, attached drive-thru facilities, or no drive-thru restaurants is the appropriate future for the City of Creve Coeur. If the Commission finds that free-standing drive-thru facilities should be approved, the attached materials provide some guidance for the economic reasons for including the use and some design standards that can be applied to their locations. If the Commission ultimately prefers to pursue attached or inline locations, the Commission should continue refining the draft regulations discussed at the April 21st public hearing and subsequent discussions on May 5th and June 2nd. In either event, the Staff will continue to assist the Commission in evaluating issues and developing regulatory language.

If the Commission wishes to remove the use, an entirely separate application/process will be needed and for which Staff will provide appropriate guidance at the time.

ACTION AND MOTION

Members of the Chamber of Commerce will be present at the meeting and the members of the Commission are encouraged to pursue clarification on any issues that arise. At the conclusion of discussion, and as suggested above, the Commission should continue the motion until the results of the resident survey are available for presentation to the Planning Commission. The following is an example of an appropriate motion:

“I move to continue Application #14-008, until the results of the Citizen’s survey results are available for review by the Planning and Zoning Commission.”



Chamber Of Commerce

COMMENTS TO PROPOSED AMENDMENT TO DRIVE-THRU ORDINANCE

PROPOSITION ONE: (See tab 1)

The qualifying criteria for the proposed ordinance are so difficult to meet that if adopted in its proposed form drive-thru restaurants would essentially be eliminated from retail development in Creve Coeur except for a small number of properties.

ANSWER:

- A. Very few existing shopping centers can meet the criteria set forth in the proposed ordinance (particularly the second story and two hundred lineal foot requirements).
- B. Most drive-thru restaurants will not lease in-line space. While many chains allow some de-branding of their concepts and design modification, most believe locating in-line compromises their identity and branding.
- C. It is financially infeasible to build two story suburban mixed use structures in today's economic environment. Low demand and rent for second floor space together with lender aversion to financing unanchored retail are the principal reasons.

PROPOSITION TWO:

The current drive-thru restaurant ordinance has not resulted in an undue number of drive-thru facilities in the City.

ANSWER:

Presently there is only one drive-thru restaurant in the City and the present ordinance has been in place for over thirty (30) years.

PROPOSITION THREE: (See tab 2)

Adopting the proposed ordinance would be detrimental to City interests.

ANSWER:

- A. Adopting a more restrictive zoning approach to drive-thru(s) sends the wrong message to retail developers and the general business community. The City already suffers a reputation for being difficult to deal with and for having an unusually cumbersome site approval process. Retailers and developers routinely by-pass the City because of its restrictive code, lengthy approval process and conditions mandated in obtaining entitlements. Further restrictions on development both exacerbate the problem of attracting retailers to the City and perversely, results in fewer new developments and less redevelopment inadvertently contributing to maintenance of the status quo (i.e. the numerous functionally obsolescent retail centers located throughout the City).
- B. By eliminating the possibility of new drive-thru restaurants in the City in all but one case, the City is effectively restricting consumer choice and preference and adversely impacting potential sale tax revenues.

- C. Twenty-Seven (27%) percent of the Nation's restaurant sales occur at restaurants featuring drive-thru services. Further, an estimated Ninety-Six (96%) percent of the American population dines annually at a fast food restaurant. Clearly the City, currently with only one drive-thru restaurant, with a population of 17,000 residents and 30,000 day time workers is underserved.
- D. Although the City has not yet received the results of its resident survey on this topic, the Chamber survey indicated a clear preference for more such establishments. In addition, all of the cities in Creve Coeur's competitive peer group (Chesterfield, Maryland Heights, Des Peres and Brentwood) have less restrictive zoning for drive-thru restaurants and more of them. Clearly, Creve Coeur is not only losing retail sales to other communities because residents and employees are most certainly traveling outside the City for fast dining, but it is also losing out to new development.

PROPOSITION FOUR: (See tab 3)

Drive-thru restaurants have many benefits and most of the detriments can be controlled through regulation.

ANSWER:

- A. The primary benefits of drive-thru restaurants are that they provide fast, convenient and generally inexpensive dining. In addition, quality is generally reliable and most if not all chains have healthy menu choices in addition to traditional fare.
- B. The main disadvantages of these restaurants, building design, signage, noise and traffic issues can be controlled through regulation.
- C. Many municipalities have adopted stringent criteria that address these issues by regulating site building and signage design in a way that meets municipal concerns but would allow the restaurant to operate successfully.
- D. We recommend the City Planning Department review regulations and guidelines adopted by other cities.

PROPOSITION FIVE: (See tab 4)

The City should change its zoning ordinance regulating drive-thru restaurants facilities by making it less, not more, restrictive than it is currently.

ANSWER:

- A. There should be more drive-thru restaurants in the City. The City would benefit from offering its residents, its daytime workers, shoppers and other visitors additional dining choices.
- B. It will place the City in step with its neighbors and competitive set.
- C. It will be accretive to City finances.

- D. It will spur redevelopment, retention and revitalization particularly in some of the more depressed shopping areas of the City. It is folly to believe that the many small shop spaces in obsolescent centers will lease with the type of retailers the City wishes to attract. Many of the uses in these centers have gravitated toward service sectors and away from sales tax generating retail uses.
- E. In addition, the second and third generation retail is beginning to attract second hand retail stores which sell goods at lower price points which also negatively affect sales tax revenues and adversely affect the City's image in trying to attract new retail.
- F. Most importantly, it will help begin to change the image of Creve Coeur as an inhospitable climate for development and get the City back on the short list of places to locate.
- G. Specifically, the second story and two hundred foot of contiguous retail space requirements should be eliminated altogether and the three acre minimum reduced to 1 ½ or 2. To avoid the concern that there will be too many such structures in a row, additional criteria should be adopted to limit the number of drive-thru restaurants to one per qualifying parcel.

Results of Creve Coeur-Olivette Chamber of Commerce and CityPlace surveys (See tab 5)

TAB

1

Stephen Wolff

From: GlobeSt.com <promotional@globest.com>
Sent: Tuesday, May 20, 2014 2:07 PM
To: Stephen Wolff
Subject: BH's Jaffe Speaks About Current Retail

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Last Updated: May 6, 2014 01:00am ET

BH's Jaffe Speaks About Current Retail

PHOENIX—**Steve Jaffe**, EVP and general counsel to **BH Properties**, a Los Angeles-based firm that specializes in acquiring and repositioning challenged or distressed real estate properties, speaks with **GlobeSt.com** about the current retail market.

GlobeSt.com: What kinds of successful retail do you see in the current

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BH Expands MF Portfolio

PHOENIX—BH Properties, a Los Angeles-based firm that specializes in acquiring and repositioning challenged or distressed real estate properties, has purchased the Papago Crossing apartments for \$8.1 million. The move further advances the firm's investment strategy in the region.

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Ring up Success in the Retail Market

LAS VEGAS—BH Properties continues to build on its successful value-add retail growth strategy, and in this EXCLUSIVE video interview, EVP Steve Jaffe explains his vision for the future.

marketplace?

Jaffe: It's the high end retail. At the top end of the pole, the experiential retail has been successful. It caters to shoppers with entertainment and common areas, places for children to play. These are places where people may not even shop, but just hang out all day. I would cite as an example the Caruso's Farmer's Market in Los Angeles and The Americana. These are open air spaces that answer to people's needs to just be with other people. They are clean, very well maintained and very well occupied. They speak to the customers' needs. They cost a lot of money to build and not a lot of people can afford to build them.

GlobeSt.com: Where does that leave traditional regional malls?

Jaffe: I do not see a future in regional malls.

GlobeSt.com: What about the other end of the spectrum, the service-based retail center?

Jaffe: At the other end, the service-based retail center's goals have changed a bit as people's habits have evolved—via the internet. There is still a need for services that are more local like groceries and dry cleaning, for example. The challenge is dominated by the mom and pop stores being hit hard during the recession. But those are the types of properties BH is interested in. We find properties that are well located and based on serving the day-to-day or weekly needs of customers and that cannot be replicated by the internet. This is what we found in Gilbert Town Center purchased a few months ago. But it has more of that open air feel similar to a higher end retail center. We plan to upgrade the property and incorporate concepts to make the community feel more invested in the property. It's the perfect time to invigorate it as Gilbert undergoes its resurgence.

GlobeSt.com: Speaking of e-commerce, what is your take on that?

Jaffe: Some retail outlets have embraced it to great effect. Other big box operators have been more challenged. I think some have downsized their stores into fewer grand showrooms. Restoration Hardware is an example that comes to mind. It's a beautiful, three-story showroom and the employees are right there to help you order off an iPad. They are still internet and catalog driven.

GlobeSt.com: And at the other end of the spectrum, here in Phoenix we've seen quite a few strip malls with deferred maintenance issues. Do you see any answers there?

Jaffe: It all comes down to economics, management and vision. At some level there are properties that have suffered as a result of the downturn. At the cost of property owners, it was hard to react. Do they cut rents? How soon do they work with tenants? And at some point they stop putting money into the property and start losing tenants. Then the property goes back to the bank. Hopefully then the property can be purchased at a point where the owner can take care of the capital needs of the property. Some of these properties will not rebound until the market fully recovers. Unfortunately some properties are beyond help at this point and other uses will have to be considered.

BH Properties holds 23 Arizona properties comprised of multifamily and industrial, and three of them retail. The company is looking to expand its Arizona portfolio. View an exclusive video interview with Steve Jaffe [here on GlobeSt.com](#).

[Read More](#)

Gyms and Grocery Thrive In Brick & Mortar Retail

LOS ANGELES—Experts on the retail panel at RealShare Los Angeles talk about the retail types that are finding success in brick-and-mortar shops. The spectrum is larger than you'd think.

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Value-Add in the Industrial Market

LAS VEGAS—There's still opportunity in the value-add sector of the industrial market, and even some interesting changes from a new segment of tenancy, as BH Properties' Steve Jaffe details in this EXCLUSIVE "SIOR Live" video interview.

[Read More](#)

Jobs Drive Retail Activity

LOS ANGELES—In this EXCLUSIVE video, BH Properties' Steve Jaffe offers his forecast of the retail market for the upcoming year and tells us which retail types are thriving.

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About BH Properties

BH Properties acquires and repositions underperforming properties that typically have significant vacancy or negative cash flow. As a respected leader for 20 years in this particular asset class, BH Properties works expertly through a trusted network of broker relationships to identify key properties in targeted markets, closing quickly on an all-cash basis, enabling both BH Properties and each seller to meet their respective goals. In 2014, in addition to the firm's continued focus on growth in the Southwest, BH Properties will continue its distinct investment strategies in their core markets of California, Nevada, Utah, Colorado and Texas.



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Property Type Outlook

"If you are a long-term investor, the industrial sector just keeps doing better, even if it's not glamorous."

Healing Properties

Survey results and interviews with industry participants note growth in demand sufficient to improve fundamentals in 2014, opening up investment and development opportunities even with the prospect of increasing interest rates. The ability of the U.S. commercial real estate market will improve across the full spectrum of property types.

"Overall, we're in the fifth inning," says a commercial banker, "but it feels like this cycle is happening much faster than the last cycle." And millennials are leaving their imprint on almost every sector. In addition to urban rental housing and more collaborative office configurations, "Technology demand for the millennials has been a game-changer, and this has positively impacted the retail and industrial sectors," says a real estate investment adviser.

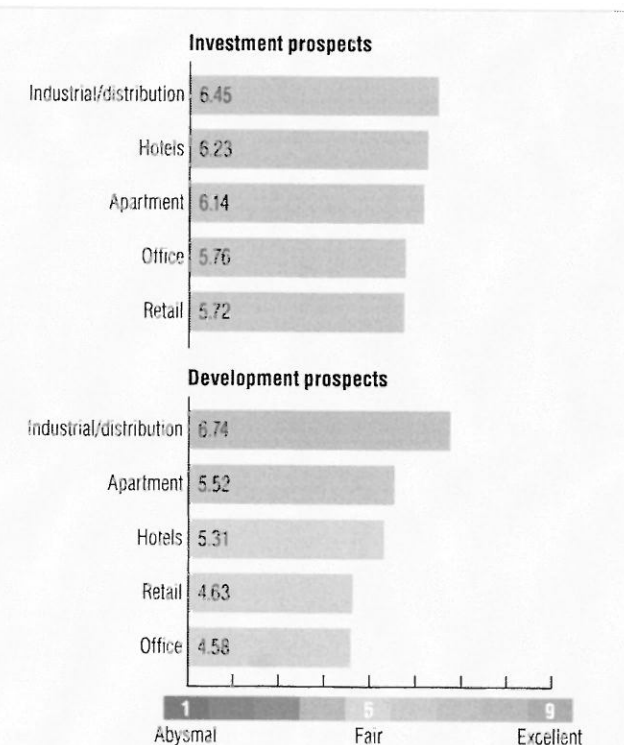
The industrial and distribution sector leads the way for both investment and development prospects in 2014, according to *Emerging Trends* survey respondents, with expected prospects rising to almost the same level as the apartment sector last year. "If you are a long-term investor, the industrial sector just keeps doing well, even if it's not glamorous," says an industrial real estate investor.

Hotels are a strong second to industrial and distribution investment prospects. Development prospects for hotels are expected to strengthen but remain third in the overall rankings. As a real estate adviser notes, "Hotels continue to do well primarily because not many are being built, and demand is coming back from [an increase in] business travel and tourism."

Apartment development prospects are expected to decline significantly in 2014 over 2013, according to the ratings provided

EXHIBIT 4-1

Prospects for Major Commercial Property Types in 2014



Source: *Emerging Trends in Real Estate 2014* survey.
Note: Based on U.S. respondents only.

by survey respondents but remain second to the industrial and distribution sector. "The peak of supply is coming next year," says a mortgage banker. Apartment investment prospects are expected to slip and are ranked third behind the industrial and distribution and hotel sectors.

As job growth continues, activity in the retail and office sectors is expected to step up with development prospects in both sectors strengthening noticeably, although, in relative terms, they remain the lowest-rated sectors. "The retail store is not going away. But its place in the whole mix has changed and will continue to evolve," declares a shopping center developer. Investment prospects are not expected to change much, with the retail sector improving modestly and office investment prospects just inching up.

Housing prospects for almost all residential property types showed at least moderate improvement in this year's survey,

with strong jumps in expected prospects for single-family moderate- and high-income housing. The attraction of urbanization is again reflected in the high rating received by infill and intown housing. This perennial first-place choice for best prospects is followed by seniors' housing and the single-family sector. Even condominiums and second/leisure homes made great strides in improved prospects, although they remain among the lower-rated housing types.

Respondents expect cap rates to move up slightly by the end of 2014. Warehousing and research and development (R&D) industrial are the only property types for which respondents don't expect to see much of an increase in expected cap rates.

EXHIBIT 4-2
Prospects for Commercial/Multifamily Subsectors in 2014

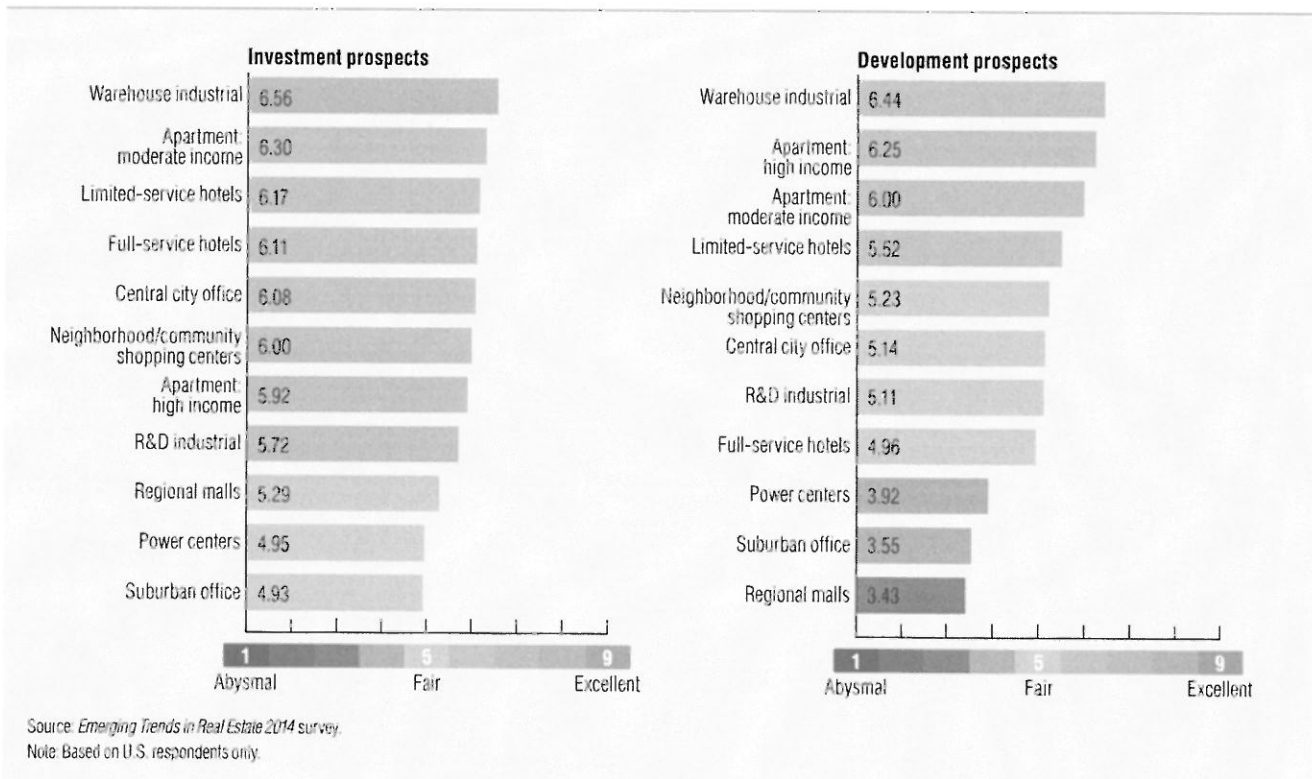
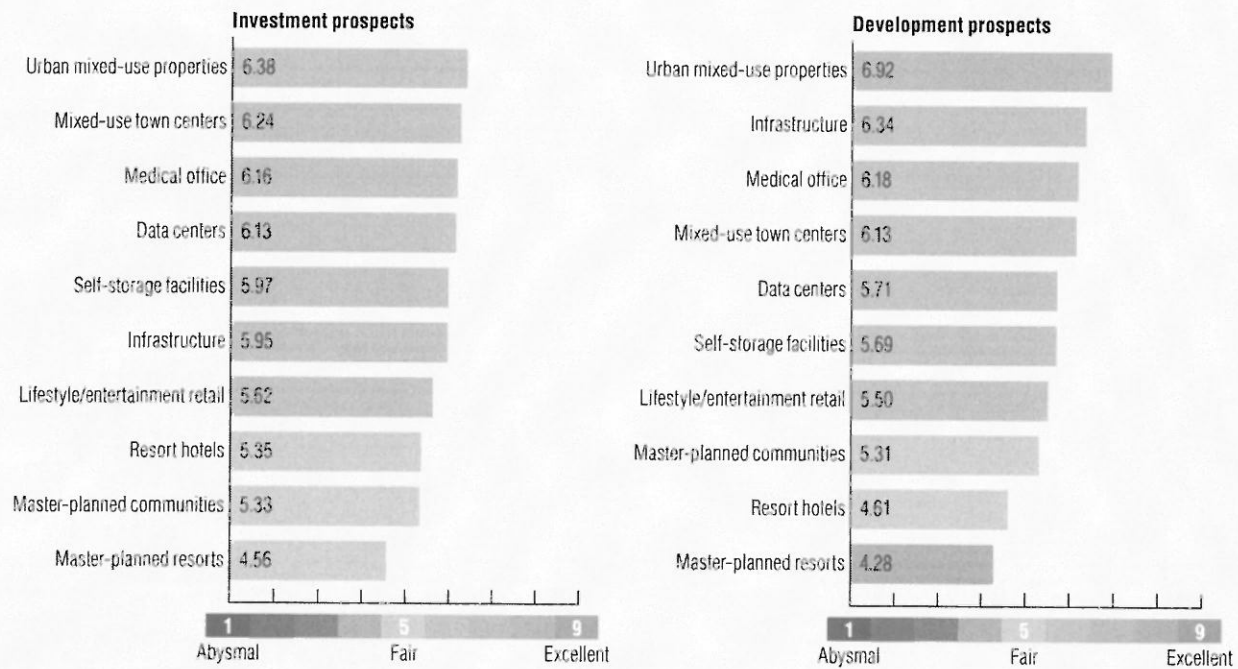


EXHIBIT 4-3

Prospects for Niche and Multiuse Property Types in 2014

Source: *Emerging Trends in Real Estate 2014* survey.

Note: Based on U.S. respondents only.

Industrial

Industrial real estate will get a boost in 2014 as the U.S. economy continues to improve and as retailers and manufacturers have made the shortening of the supply chain their top priority for the foreseeable future.

Warehousing stands out as the strongest prospect in both investment and development in 2014—not only among industrial subsectors and niche markets, but across all types of subsectors and niche markets. (Only development prospects for urban mixed-use properties are rated more highly.) Warehousing is a clear favorite when survey respondents recommended action: this subsector received the most “buy” recommendations of all sectors—almost 64 percent of survey respondents made this recommendation, with 27 percent saying “hold” current assets and less than 10 percent recommending “sell.”

The strength of warehousing reflects the expanding influence of e-commerce distribution networks. For online retailers, this means building vast fulfillment centers near major cities to compete for same-day delivery capacity. “Electronic retailing is impacting the whole distribution program. Facilities are being built to enable same-day delivery—huge buildings, fulfillment centers in areas where we’ve never seen warehouses before,” says a logistics executive.

Investment and development prospects for the R&D industrial subsector, though not among the top rated, nonetheless are expected to improve, likely fueled by growth in the medical and technology fields. Respondents were more cautious about

the prospects for this subsector, with only 36 percent making a “buy” recommendation.

Self-storage and data centers also are expected to improve for both investment and development. Says one investment adviser, “Three years ago, no one would touch a self-storage property. Now, self-storage is one of the darling property types. That is really because investors have chewed down other types of properties.” Another adviser observes, “Self-storage is doing well, partly because of the recession, when people had to move out and put their stuff somewhere.”

In making buy/hold/sell recommendations for the total industrial sector by metropolitan area, respondents put Miami at the top of the list, with over 60 percent of respondents rating the city as a “buy.” The next top four industrial markets—Houston, Seattle, Los Angeles, and Dallas—are all global distribution hubs with healthy local economies.

The Return of Manufacturing

Industrial space in general will also benefit from the shortening of supply networks through the “reshoring” of factories to the United States and the elimination of a long supply chain across the Pacific Ocean, for example, which many companies have concluded is no longer worthwhile as labor costs in China rise. “Manufacturing is coming back to the U.S., and it’s coming back faster than we thought. Back in 2011, no one thought we would see anything until 2015. Now, we are seeing dozens of

EXHIBIT 4-4
U.S. Industrial Completions and Availability Rates

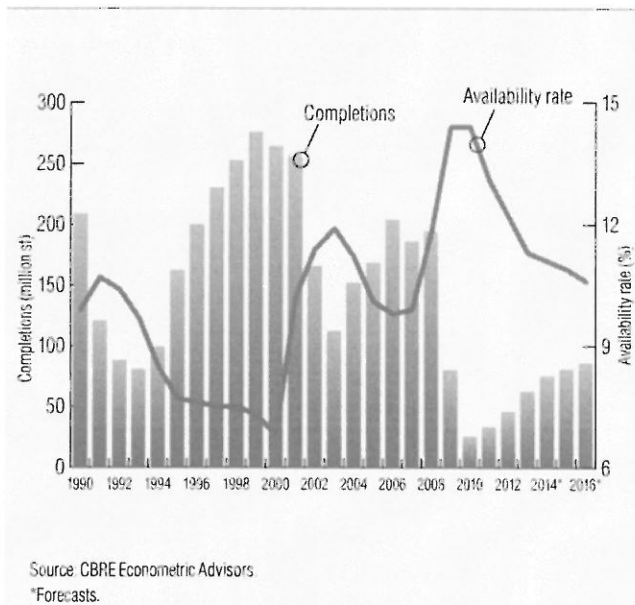
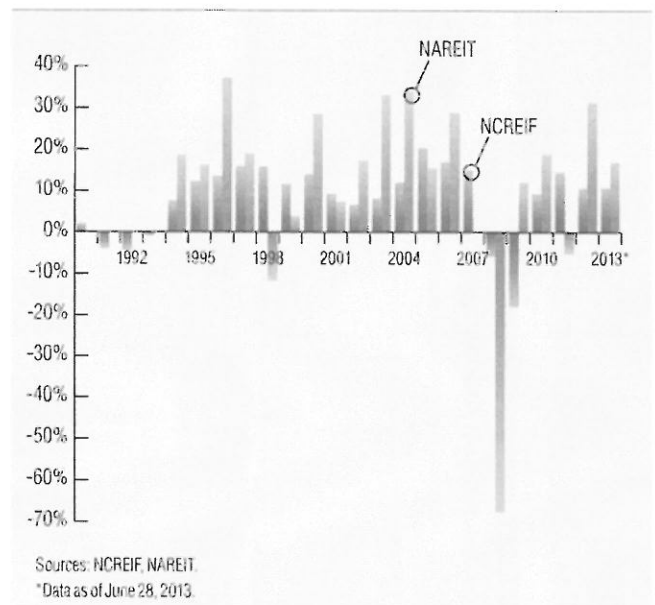


EXHIBIT 4-5
U.S. Industrial Property Total Returns



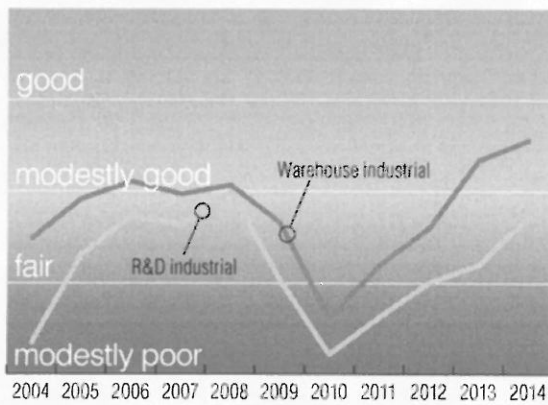
companies moving back to the U.S. because the economics are shifting," says a labor economist. "A key driver of this trend is that labor costs in China are rising, with wages increasing by about 15 to 20 percent a year and the steady appreciation of the Chinese yuan against the dollar. Manufacturers are seeing very long supply chains, and there are increasing concerns about intellectual property. They were willing to accept all that before, but no longer because there's less of an advantage in labor costs."

New factories are also opening up in some surprising locations—and in some unexpected industries. In January 2013, a semiconductor manufacturer announced plans to build a facility in Saratoga County, New York, to support technology development and manufacturing activities. And it's not just American manufacturers that are looking to shorten their supply chain. In June 2013, an Asian computer producer opened a personal-computer assembly plant in Whittett, North Carolina. Low U.S. energy costs are fueling this trend as well.

Upcoming: The Panama Canal

Finally, in anticipation of the opening of the Panama Canal expansion in 2015, "ports along the East and West Gulf coasts are all reacting, trying to make themselves ports of call for the much bigger ships that will be able to get through the canal," says an industry association executive. Intermodal rail and trucking companies that serve those ports are also investing. By 2014, this interviewee expects to see "some impact on warehouse and factory location, and more so once the canal reopens in 2015."

EXHIBIT 4-6
Industrial/Distribution Investment Prospect Trends



Source: *Emerging Trends in Real Estate* surveys.

U.S. warehouse industrial

2014	Prospects	Rating	Ranking
Investment prospects	6.56	Good	1st
Development prospects	6.44	Modestly good	1st
Buy		Hold	Sell
63.5%		26.9%	9.6%
Expected capitalization rate, December 2014		6.7%	

U.S. R&D industrial

2014	Prospects	Rating	Ranking
Investment prospects	5.72	Modestly good	8th
Development prospects	5.11	Fair	7th
Buy		Hold	Sell
36.0%		41.6%	22.4%
Expected capitalization rate, December 2014		7.5%	

Source: *Emerging Trends in Real Estate* 2014 survey.

Note: Based on U.S. respondents only.

Hotels

The trajectory of the hotel sector is favorable, especially for limited-service hotels. Some interviewees even say that hotels are "almost back to peak levels," or are seeing "tremendous activity." In the 2014 *Emerging Trends* survey, both limited-service and full-service hotels moved up in investment ranking among the commercial and multifamily subsectors to third and fourth place, respectively, just behind warehousing and moderate-income apartments. This boost parallels the nation's economic recovery, and as travel increases the hospitality industry will continue to expand and benefit from the increased demand. This sustained recovery is likely to come in part from "corporate travel—the bread and butter of the industry," according to a manager of a portfolio of hotels.

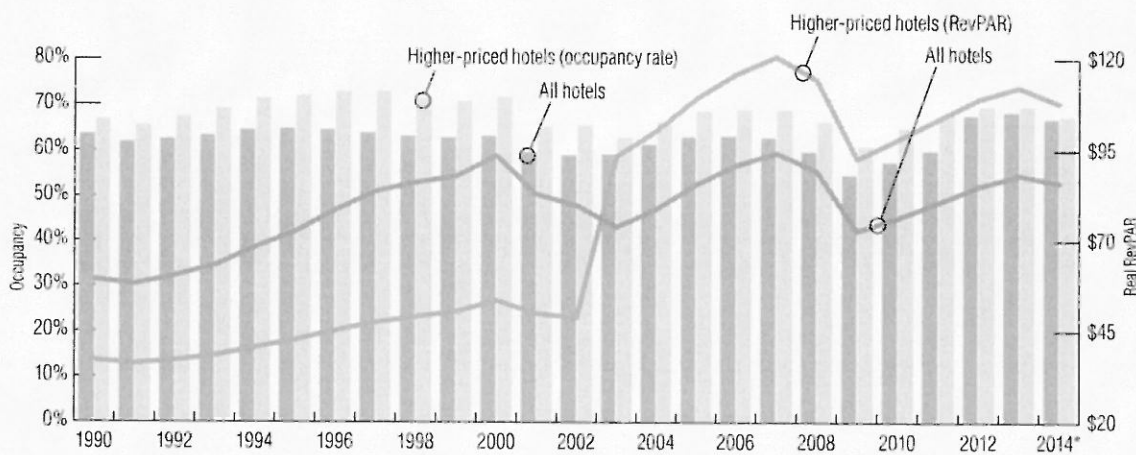
Limited-service hotels are expected to perform better than their full-service counterparts. As one fund manager opines, "High-quality 'select-service' hotel brands where the interior design, look, touch, and feel tend to mimic full-service hotels will continue to proliferate." Conversely, there will be "a continued dramatic decline in development of new classic 'full-service' hotels," asserts a financial adviser specializing in commercial real estate. "Some of the higher-end hotels [and] resorts will suffer due to lower levels of discretionary spending." However, brands will adapt to consumer needs "by providing an 'experience' that customers are willing to pay for," states the president of a luxury hotel firm.

Another concern is that although "the sector is performing well, it is likely that growth is slowing and the upside will be limited in the future," according to an investor. A hospitality company's chief executive officer remarked that supply may come back more quickly than demand, and "new hotels in high-performing markets can really hurt the market." Other worries are a rise in interest costs and regulation. Ultimately, however, in the words of a fund manager, "In an environment of an improving economy, there is more demand for offices, hotels, self-storage, etc., so you get an improvement in both volumes and pricing," offsetting potential issues.

With 48 percent of survey respondents making a "buy" recommendation on limited-service hotels, this subsector ranks second to warehousing, although, unlike in the warehousing sector, the remaining recommendations are almost equally split between "hold" and "sell." Forty-one percent made a "buy" recommendation for full-service hotels.

Recommendations for the total hospitality sector by metro area put Miami at the top of the list, up from fifth place last year, with 57 percent of respondents rating the city as a "buy." San Francisco and New York City follow, with Houston in fourth place for "buy" recommendations. Houston moved up from tenth place last year and the percentage of respondents recommending "buy" increased from 30 percent to 50 percent. Boston is in fifth place.

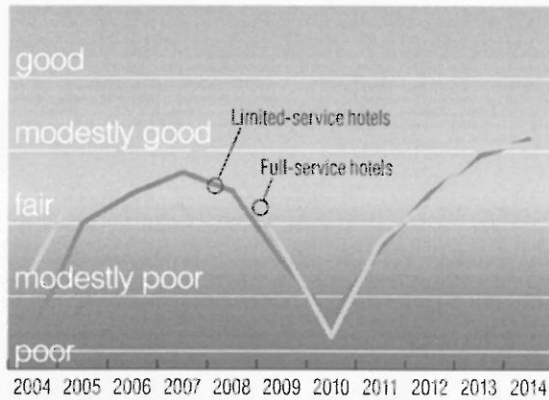
EXHIBIT 4-7
U.S. Hotel Occupancy Rates and RevPAR



Sources: Smith Travel Research, PwC LLP.

*Forecast.

EXHIBIT 4-8
Hotel Investment Prospect Trends



Source: *Emerging Trends in Real Estate* surveys.

U.S. hotels: limited service

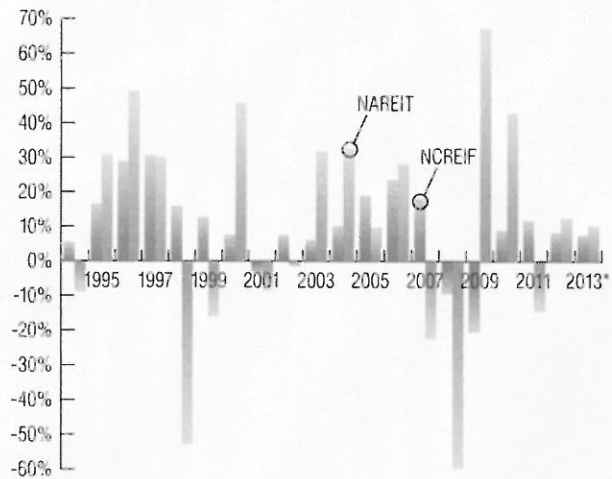
2014	Prospects	Rating	Ranking
Investment prospects	6.17	Modestly good	3rd
Development prospects	5.52	Fair	4th
Buy		Hold	Sell
48.1%		28.6%	23.4%
Expected capitalization rate, December 2014		8.3%	

U.S. hotels: full service

2014	Prospects	Rating	Ranking
Investment prospects	6.11	Modestly good	5th
Development prospects	4.96	Fair	6th
Buy		Hold	Sell
40.8%		36.6%	22.4%
Expected capitalization rate, December 2014		7.5%	

Source: *Emerging Trends in Real Estate 2014* survey.
Note: Based on U.S. respondents only.

EXHIBIT 4-9
U.S. Hotel/Lodging Property Total Returns



Sources: NCREIF, NAREIT.
*Data as of June 28, 2013.

Apartment

Moderate- and high-income apartment development prospects, as well as moderate-income investment prospects, remain among the strongest of all sectors rated for 2014 by the *Emerging Trends* survey respondents. But, unlike last year, when apartment prospects outshone the prospects of all other sectors, these apartment ratings are slightly lower this year, placing them behind warehousing. And investment prospects for high-income apartments are lower than those for a wide range of commercial subsectors.

The declining appetite for investing in high-income apartments is reflected, in part, in the sharp drop in "buy" recommendations from 44 percent in 2013 to 21 percent in 2014. Moderate-income apartments show their strength with an increase in "buy" recommendations for 2014 over 2013—38 percent versus 28 percent, respectively.

Does New Supply Pose a Risk?

Many interviewees expressed a sentiment similar to the one expressed by a real estate analyst who said that apartments will be "fully supplied, not oversupplied" in 2014. The apartment sector may "flirt with overbuilding, but this industry can lay off the gas pedal fairly quickly." Even with a strengthening of the single-family housing market, many interviewees are optimistic that multifamily will adjust appropriately.

That's not to say there won't be isolated pockets of overbuilding, particularly in the luxury market. "The peak of supply is coming this year and next year," says a REIT executive. "Then what happens? If interest rates move up, can we get the rent to justify new supply? At some point, if costs are going up, how much farther can we push the rents?"

Overall, even with a slight uptick in vacancy rates projected as additional units come on the market, rates are projected to remain relatively low in 2014 and for even several years beyond, according to REIS.

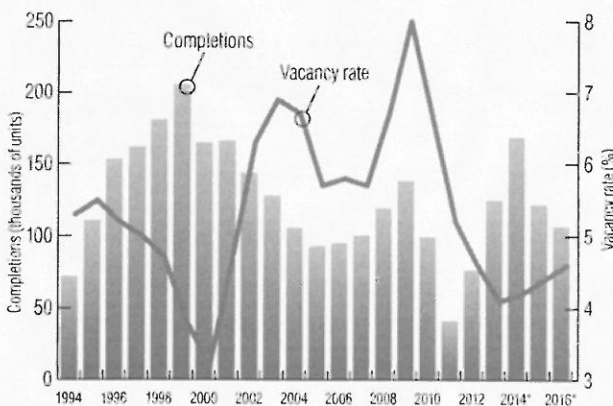
Multiple Sources of Demand

Millennials (or 'gen Yers'), who show a preference for living in a walkable, urban area, regardless of the size of the city where they live, will continue as a strong source of demand. They are less likely to buy their own homes, according to *America in 2013: A ULI Survey of Views on Housing, Transportation, and Community*. Drawing from a statistically representative sample, the study indicates that 54 percent of gen Yers rented their primary residence in 2013, compared with 32 percent of all adults in the United States. Of those gen Yers who are very likely to move within five years, 69 percent expect to rent, compared with 25 percent of all adults.

At the same time, baby boomers are selling their houses to rent apartments within walking distance of downtown areas or moving into centers for active seniors. "There is a growing demand for projects that target residents who are 55 and older. They want high 'walk scores' and access to entertainment, amenities, and quality health care," says the CEO of a commercial real estate firm.

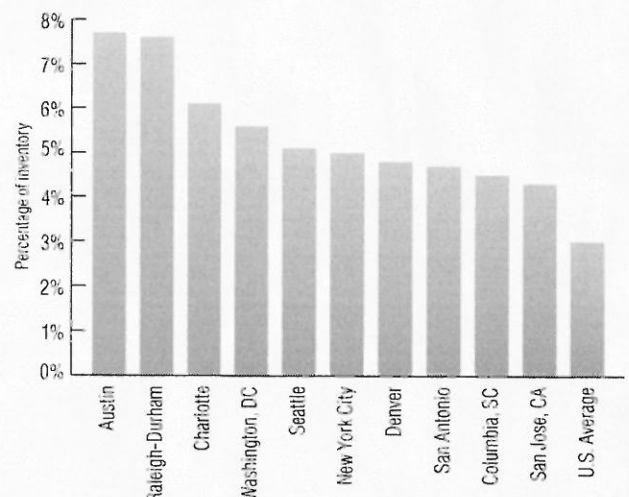
At the lower end of the age spectrum, some investors favor student housing "because it is not cyclical," says an institutional real estate adviser. "Because most colleges no longer build new dorms, the sector will remain strong."

EXHIBIT 4-10
U.S. Multifamily Completions and Vacancy Rates



Source: REIS
*Forecast.

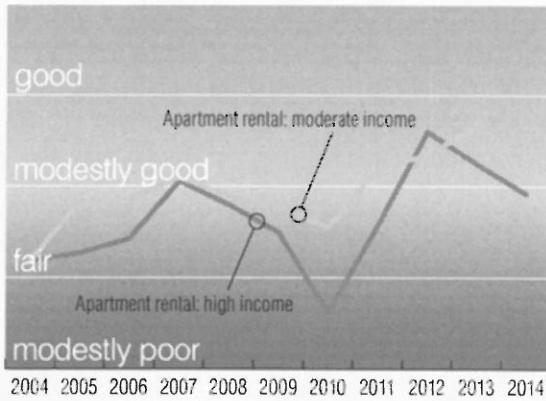
EXHIBIT 4-11
Multifamily Units under Construction



Source: Reis
*Data as of June 30, 2013

EXHIBIT 4-12

Apartment Investment Prospect Trends



Source: *Emerging Trends in Real Estate* surveys.

U.S. high-income apartments

2014	Prospects	Rating	Ranking
Investment prospects	5.92	Modestly good	7th
Development prospects	6.25	Modestly good	2nd
Buy	Hold	Sell	
21.3%	35.2%	43.5%	
Expected capitalization rate, December 2014		5.4%	

U.S. moderate-income apartments

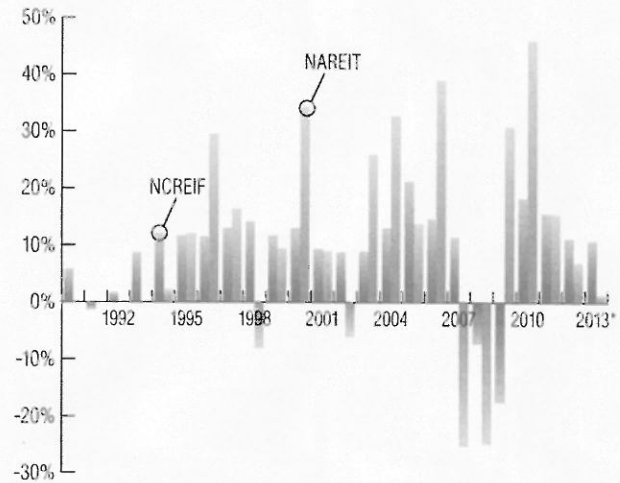
2014	Prospects	Rating	Ranking
Investment prospects	6.30	Modestly good	2nd
Development prospects	6.00	Modestly good	3rd
Buy	Hold	Sell	
37.6%	34.3%	28.1%	
Expected capitalization rate, December 2014		6.2%	

Source: *Emerging Trends in Real Estate 2014* survey.

Note: Based on U.S. respondents only.

EXHIBIT 4-13

U.S. Apartment Property Total Returns



Sources: NCREIF, NAREIT.

*Data as of June 28, 2013.

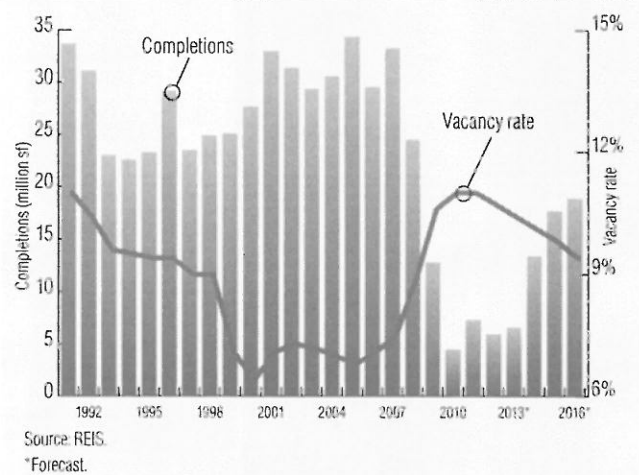
Retail

"Retail has been slower to rebound than other property types," explains a commercial banker, and a real estate adviser adds, "With improved GDP and steady employment growth, 2014 marks the first time that retailers are expanding."

Because of increased levels of e-commerce, retail is expected to become leaner in the future. "Technology is enabling merchants to get by with much less inventory, [which] means they need less space," a real estate service provider points out. "At the other end of the supply chain, the buyer's journey [has] changed a lot." As a result, "Retailers continue to rethink size requirements," says the CEO of an investment firm. Less square footage per site and the gradual decline of big-box stores is where many interviewees predict retail is headed in the near future. One investor believes, "The need for big department stores is declining, and the end of their world may occur in five years."

On the other hand, a shopping center developer notes that while "retailers are running out of opportunities in suburbs, urban environments [retail alone or with residential on top] will continue to be attractive." Multiple firms are "seeing [the] millennial generation focusing on urbanism, plus a combination of private developers and government programs [is] pursuing the redevelopment of infill locations," according to the president of a retail REIT. Prospects for mixed-use urban developments are high, tied as they are to these changing demographics. One shopping center owner further observes, "The path of growth for retail is no longer out toward the suburbs. Everyone is looking to move back into the city and to find an adaptable business model that can tap this underserved segment." In fact, urban mixed-use properties were a clear favorite among survey

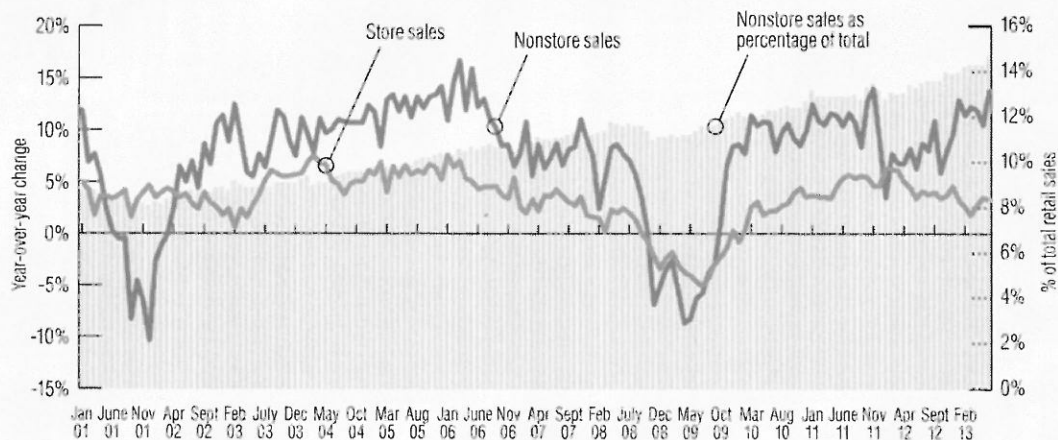
EXHIBIT 4-15
U.S. Retail Completions and Vacancy Rates



respondents, who rated this sector the highest of all sectors for expected development prospects in 2014. Prospects for investment in urban mixed-use properties were expected to be almost as strong.

In addition, "High-end is holding up well," says an investment manager. This submarket is profiting because of its low probability of substitution with other mediums as well as location of this type of retail in entertainment districts. However, the middle range is suffering, as it is "most susceptible to internet competition."

EXHIBIT 4-14
Retail Sales: Year-over-Year Change



"Overall, retail is showing itself to be resourceful and is bouncing back," concludes a shopping center owner, reiterating a sentiment shared by multiple interviewees. "Consumer confidence is increasing," notes a banker, and retail—especially in urban infill areas—is expected to improve along with it.

Neighborhood/community shopping centers were the most highly rated among retail sectors for investment prospects, rising slightly from last year's rating. Close to 50 percent of respondents recommended "buy" for this sector, as compared with only 18 percent who recommended "buy" for power centers. Development prospects for neighborhood/community shopping centers stepped up but remain just fair.

Some interviewees see what they describe as a long-needed renovation of shopping malls that lost tenants during the recession and are now in the process of being spruced up. "Retail needed that in the worst way," says a fund manager.

The Online Challenge

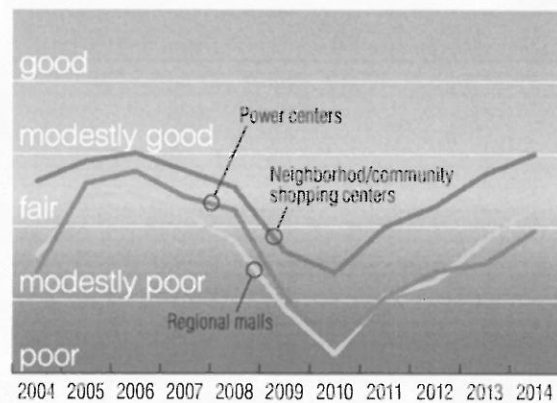
To adjust to the increase in online shoppers, retailers are looking at a variety of approaches ranging from using stores more as showrooms to using them as quasi-distribution centers. "Brick-and-mortar" retail will continue to converge with online shopping as all retailers become progressively drawn into competition with Amazon to deliver goods to customers on the same day they are ordered. Stores will increasingly fill online orders from their own shelves, effectively blurring the line between retail and warehouse space.

"We will see more subtle, if not more dramatic, ways in which retailers use real estate to facilitate a bichannel approach

to retail to adapt to an economy that has a large percentage of its commerce going on over the internet. While one retailer decreases its footprint from 14,000 to 9,000 [square] feet, another opens up more distribution warehouses for same-day delivery. Those lines are converging," says a logistics executive.

EXHIBIT 4-17

Retail Investment Prospect Trends



Source: *Emerging Trends in Real Estate* surveys.

U.S. neighborhood/community centers

2014	Prospects	Rating	Ranking
Investment prospects	6.00	Modestly good	6th
Development prospects	5.23	Fair	5th
Buy 47.1%		Hold 35.8%	Sell 17.1%
Expected capitalization rate, December 2014		6.9%	

U.S. power centers

2014	Prospects	Rating	Ranking
Investment prospects	4.95	Fair	10th
Development prospects	3.92	Modestly poor	9th
Buy 18.0%	Hold 42.7%		Sell 39.3%
Expected capitalization rate, December 2014		7.3%	

U.S. regional malls

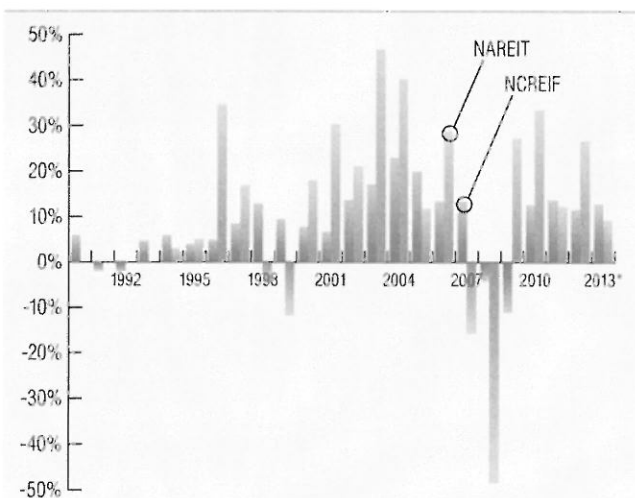
2014	Prospects	Rating	Ranking
Investment prospects	5.29	Fair	9th
Development prospects	3.43	Poor	11th
Buy 20.0%	Hold 52.6%		Sell 27.4%
Expected capitalization rate, December 2014		6.2%	

Source: *Emerging Trends in Real Estate* 2014 survey.

Note: Based on U.S. respondents only.

EXHIBIT 4-16

U.S. Retail Property Total Returns



Sources: NCREIF, NAREIT.

*Data as of June 28, 2013.

Office

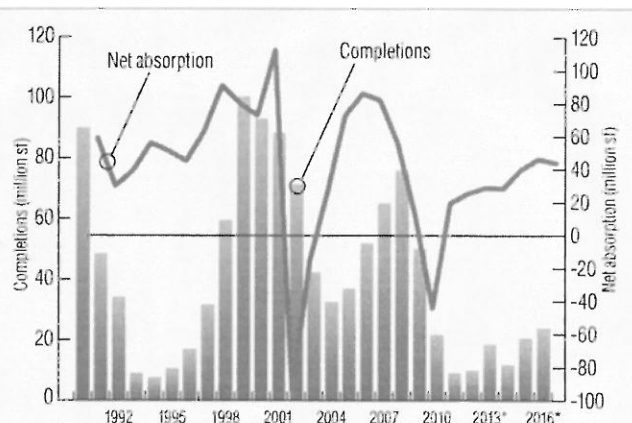
Perhaps more than any other property type, office space will struggle to find pockets of new demand in 2014. In the *Emerging Trends* survey, respondents continue to rate central city offices among the better sectors for investment but only fair for development; suburban office is the lowest rated of all sectors for investment and among the lowest for development.

Still, some *Emerging Trends* survey respondents see potential for office space in general in 2014, with 42 percent of them rating the central city office sector as a "buy" and 30 percent rating suburban office as a "buy." Boston still tops the survey, but none of the five cities immediately following is among the half-dozen cities that have dominated office space in recent years. Four of them—Houston, San Diego, Seattle, and Denver—derive their economic growth from technology or energy. Phoenix, which is also in the top five, may well be considered a recovery play.

Efficiency in Demand

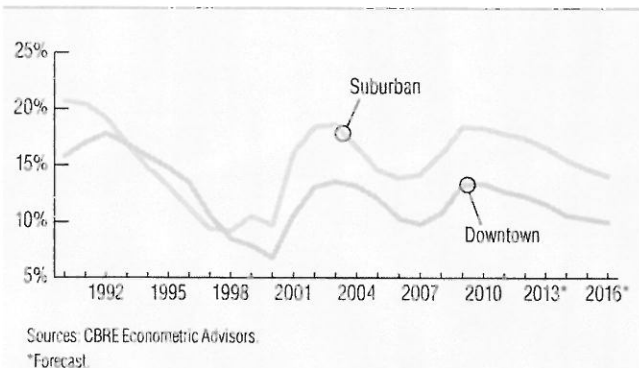
Companies are learning to get by with fewer employees while taking up less space per employee as they allow more employees to work at home and squeeze others into denser office layouts. "There is this constant trend to get more productivity and efficiency out of office space. It will lead to a slower tightening of the office market," says a leasing broker. "We are seeing more people being put in less space than ever." A case in point is a new office building that is under construction in Boston that is designed for nine people per 1,000 square feet. "That is unbelievable density," says an institutional investment adviser who is familiar with the project. "The highest [density] I have ever heard was five people per 1,000 square feet."

EXHIBIT 4-18
U.S. Office New Supply and Net Absorption



Source: CBRE Econometric Advisors.
*Forecast.

EXHIBIT 4-19
U.S. Office Vacancy Rates



Sources: CBRE Econometric Advisors.
*Forecast.

The pressure of densification on the office market will have sobering implications for rents in 2014. "Some of the larger corporate occupiers are rolling over leases, with more employees than when they originally signed the lease. So they are able to keep the same amount of space at less space per employee, increase the number of employees, and therefore become more efficient. So it is not that they are spending less money. They are just increasing density and improving their efficiencies and lowering their cost per employee," says a real estate service provider.

"Companies have some reluctance about making permanent hires. Companies want to remain short so they can adjust and use contractors, temporary employees, and part-time employees. It may stunt growth in jobs overall. The cost of health care is the number-one reason," says a real estate investment adviser. Office workers can work at home "because of what the smartphone has done. It lets you work out of the house," says a developer.

Yet, office space will still fare better in 2014 than its reputation would lead one to believe. One factor working to the advantage of the sector is that it did not build into oversupply. "In office space, bankers and developers have not allocated that money toward speculative office development, which we think is very constructive. We are glad to see that level of discipline. Given that job growth is still suffocated, we would not expect there to be a sea change in the volume of speculative development starting any time in the near term. Maybe in deliberate small doses, but not a sea change," explains a commercial developer and property manager.

In addition to workspace efficiencies, an office developer notes that "there will continue to be a relentless pursuit of more efficiency in utilities, quality of mechanical systems, and LEED certification. It is just a matter of time before the same thing happens with LEED that happened with ADA requirements, which used to be voluntary. But now you can't get a building permit

without meeting those criteria. We will migrate toward 'not a choice anymore,' " says an office developer.

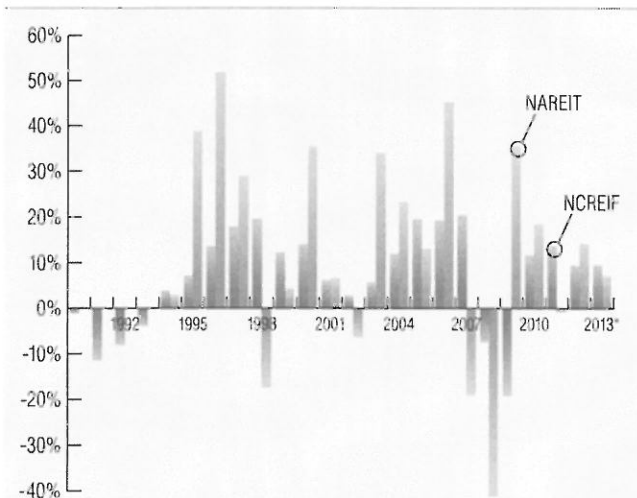
Secondary Market Attractiveness

In secondary and tertiary markets, where many of the new investments will be made in 2014 by investors with an increasing appetite for risk, densification will not be as high on the agenda of developers as in first-tier markets. "In bigger markets where rents, cost of business, and cost of living are higher, there is tremendous pressure for more densification in office space. In a mid-tier market, you don't save much at all if you save 20 percent on \$25 per square foot versus 20 percent of \$85 per square foot in New York." In smaller markets where office workers tend to drive to work, office buildings are required to provide enough parking spaces for them. That poses a limit on the extent to which an office building can densify—leading to a potential lack of parking space—as one developer explains.

As banks ease lending requirements and become more amenable to construction and development loans, office space will expand in some surprising markets. "Some of the strongest markets in the Southeast will be Greenville, Charleston, Charlotte, Raleigh, Birmingham, Nashville, and even Chattanooga. Spec industrial and office development is now feasible in certain markets. Office rents in Greenville are now around \$27 to \$28 per square foot—the first time they have reached these levels. With low vacancies, these rates can now justify new construction in downtown locations," says a commercial real estate developer.

EXHIBIT 4-20

U.S. Office Property Total Returns

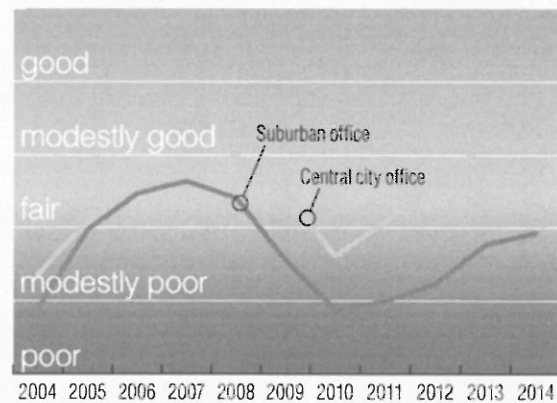


Sources: NCREIF, NAREIT.
*Data as of June 28, 2013.

Raleigh, for example, is seeing the creation of 12,000 jobs a year, which local developers point out is only half the rate they saw before the recession. Yet many of the jobs are high-quality ones at financial services firms and technology companies. "The Class A office market has tightened," says a developer in Raleigh. "There are not many available blocks of space. Everybody who could move up has done so. The B Class space is still available, and we are finally starting to see that market tighten up. Rents are back up. We are starting to see a real rebound of well-located office properties. But the far-range suburbs are still struggling."

EXHIBIT 4-21

Office Investment Prospect Trends



Source: *Emerging Trends in Real Estate* surveys.

U.S. central city office

2014	Prospects	Rating	Ranking
Investment prospects	6.08	Modestly good	5th
Development prospects	5.14	Fair	6th
Buy 41.5%	Hold 19.9%		Sell 38.7%
Expected capitalization rate, December 2014		6.4%	

U.S. suburban office

2014	Prospects	Rating	Ranking
Investment prospects	4.93	Fair	11th
Development prospects	3.55	Modestly poor	10th
Buy 30.0%	Hold 35.5%		Sell 34.5%
Expected capitalization rate, December 2014		7.8%	

Source: *Emerging Trends in Real Estate* 2014 survey.
Note: Based on U.S. respondents only.

TAB

2

August 6, 2013

Fast Food Still Major Part of U.S. Diet

Most Americans believe fast food is not "good for you"

by Andrew Dugan

WASHINGTON, D.C. -- Eight in 10 Americans report eating at fast-food restaurants at least monthly, with almost half saying they eat fast food at least weekly. Only 4% say they never eat at fast-food restaurants. But slightly fewer Americans eat fast food weekly now than did so in 2006, when Gallup last asked about it.

How often, if ever, do you eat at fast food restaurants, including drive-thru, take-out, and sitting down in the restaurant -- every day, several times a week, about once a week, once or twice a month, a few times a year, or never?

	Every day	Several times a week	About once a week	Once or twice a month	A few times a year	Never
	%	%	%	%	%	%
Jul 20-14, 2013	3	16	28	33	15	4
Dec 8-10, 2006	3	20	33	25	15	4
Jul 7-9, 2003	4	17	31	30	13	5

GALLUP

These findings come from Gallup's annual Consumption poll, conducted July 10-14, 2013, and seem to suggest that many Americans are reducing, but not totally eliminating, their fast-food intake.

Fast food has long been a staple of many Americans' diets, but widespread concerns related to the nutritional value of the food linger. On that point, 76% in the U.S. think the food served in fast-food restaurants is "not too good" or "not good at all for you," the same percentage who said so in 2003.

Twenty-eight percent say the food is "not good at all for you." Fewer, 20%, believe food purchased at fast-food restaurants is "fairly good for you," while 2% say it is "very good for you."

Overall, do you think that most of the food served in fast food restaurants is very good for you, fairly good for you, not too good for you, or not good at all for you?

	Very good	Fairly good	Not too good	Not good at all
	%	%	%	%
Jul 10-14, 2013	2	20	48	28
Jul 7-9, 2003	1	22	53	23

GALLUP

Young Eat Fast Food Most Often; Low-Income Individuals, the Least

Young adults -- those aged 18 to 29 -- eat fast food most often, with 57% saying they do so at least weekly. Fast-food consumption declines with age; the percentage who say they eat it at least weekly drops to 47% for those aged 30 to 49, 44% for those aged 50 to 64, and 41% among those aged 65 and older.

Men are more likely than women to eat fast food at least weekly -- 53% vs. 42%. Men aged 18 to 49 in particular eat fast food at least weekly, at 57%.

Across racial and ethnic groups, blacks and Hispanics eat fast food most often, with 52% and 53%, respectively, eating it at least weekly. Less than half of non-Hispanic whites (46%) by comparison dine on fast food at least weekly.

Frequency of Eating Fast Food, Among Select Groups

	At least weekly %	Once or twice a month %	A few times a year or never %
18 to 29 years old	57	33	8
Men	53	31	15
Hispanics	53	27	16
Blacks	52	37	11
Annual income \$75,000 or more	51	28	21
Annual income \$30,000 to \$49,999	51	32	15
Annual income \$50,000 to \$74,999	50	32	18
30 to 49 years old	47	33	21
Non-Hispanic whites	46	33	21
50 to 64 years old	44	33	23
Women	42	34	23
Annual income \$20,000 to \$29,999	42	42	16
65 years and older	41	32	26
Annual income less than \$20,000	39	36	23

July 10-14, 2013

GALLUP

Fast food is typically low in cost, which is part of its appeal to many Americans. But fast food is hardly the province solely of those with lower incomes; in fact, wealthier Americans -- those earning \$75,000 a year or more -- are *more* likely to eat it at least weekly (51%) than are lower-income groups. Those earning the least actually are the least likely to eat fast food weekly -- 39% of Americans earning less than \$20,000 a year do so.

Most Weekly Fast-Food Eaters Believe the Food Is Not Good for You

More than seven in 10 of those who eat fast food weekly or more frequently believe it is not "good for you." The 25% of this group who believe fast food has some degree of health value is about the same as the 22% of the overall population who believe this.

However, those who eat fast food infrequently are much less likely to say it is "good for you." Nineteen percent of those who eat fast food once or twice a month say it is fairly or very good for you, as do 15% of those who eat it a few times a year or never.

Perceptions of Fast Food by Frequency of Fast-Food Consumption

	All Americans	At least weekly	Once or twice a month	A few times a year or never
	%	%	%	%
Very good	2	2	1	1
Fairly good	20	23	18	14
Not too good	48	54	47	38
Not good at all	28	19	33	43

July 10-14, 2013

GALLUP

Implications

Undoubtedly, fast-food restaurants still represent a major part of the American dining experience, with almost all Americans eating fast food at least occasionally -- though the percentage who do so frequently is down slightly from seven years ago.

A large swath of the public believes food served at fast-food restaurants is not good for them, and even about three-quarters of weekly fast-food consumers believe this. Nonetheless, a huge share of Americans continue to visit fast-food drive-throughs or dining rooms, suggesting that the appeal of the product -- be it the relatively low cost, the taste, or the convenience -- outweighs the health concerns.

Survey Methods

Results for this Gallup poll are based on telephone interviews conducted July 10-14, 2013, on the Gallup Daily tracking survey, with a random sample of 2,027 adults, aged 18 and older, living in all 50 U.S. states and the District of Columbia.

For results based on the total sample of national adults, one can say with 95% confidence that the margin of sampling error is ± 3 percentage points.

Interviews are conducted with respondents on landline telephones and cellular phones, with interviews conducted in Spanish for respondents who are primarily Spanish-speaking. Each sample of national adults includes a minimum quota of 50% cellphone respondents and 50% landline respondents, with additional minimum quotas by region. Landline and cell telephone numbers are selected using random-digit-dial methods. Landline respondents are chosen at random within each household on the basis of which member had the most recent birthday.

Samples are weighted to correct for unequal selection probability, nonresponse, and double coverage of landline and cell users in the two sampling frames. They are also weighted to match the national demographics of gender, age, race, Hispanic ethnicity, education, region, population density, and phone status (cellphone only/landline only/both, and cellphone mostly). Demographic weighting targets are based on the March 2012 Current Population Survey figures for the aged 18 and older U.S. population. Phone status targets are based on the July-December 2011 National Health

Interview Survey. Population density targets are based on the 2010 census. All reported margins of sampling error include the computed design effects for weighting.

In addition to sampling error, question wording and practical difficulties in conducting surveys can introduce error or bias into the findings of public opinion polls.

[View methodology, full question results, and trend data.](#)

For more details on Gallup's polling methodology, visit www.gallup.com.

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Restaurant Design Guidelines

Adopted by the City of Scottsdale

Development Review Board – May 18, 2000

Dennis Robbins Councilman

Mark Hammons, Vice Chairman

Andrea Lee Forman

Margaret Dunn

Mark Soden

Fred Davidson

J.T. Elbracht

RESTAURANT DESIGN GUIDELINES

PURPOSE

Scottsdale has many desirable aesthetic qualities and areas with unique character. These attributes have been closely guarded and nurtured by programs and initiatives intended to protect the community's aesthetic qualities and ensure design excellence. Despite this tradition, increasing development pressure for corporate driven design solutions threaten the very essence of what makes Scottsdale a desirable and unique place.

These guidelines are intended to promote good design that is responsive to its contextual setting. The guidelines outline the City's expectations with regard to restaurant design and are intended to assist applicants, decision-makers, and staff in the consistent development, review, and consideration of restaurant proposals. The guidelines are applicable to all restaurant types. The guidelines are to be applied throughout the community and are structured to respond to the varying conditions and constraints inherent to individual site and contextual settings.

KEY OBJECTIVES

- Protect and enhance the character and quality of commercial districts and maintain and strengthen a recognizable identity and character unique to Scottsdale.
- Strengthen the pedestrian environment and provide options for safe pedestrian access.
- Create a high level of expectation in the quality of restaurant architecture.
- Provide needed flexibility to respond to unique conditions and constraints inherent to specific areas within the community.
- Minimize negative impacts resulting from on-site activities on adjacent uses.
- Promote a balance between the community concerns over aesthetics with business requirements of the facility.

CHARACTER/ CONTEXT AND THE GENERAL PLAN

A variety of character /contextual settings exist in Scottsdale ranging from historic and urban settings in the Downtown to suburban and rural neighborhood settings in outlying areas. Scottsdale places a high value on architectural approaches that recognize a project's contextual setting. Each setting warrants a different response in terms of site development and design. Restaurant architecture should contribute to the established or desired character and identity of the community and neighborhood. Site-specific review with the effective implementation of these guidelines are intended to support the following Guiding Principles of the City's General Plan: **Enhance Neighborhoods; Support Economic Vitality; Seek Sustainability; Value Scottsdale's Unique Lifestyle and Character.**

DESIGN GUIDELINES

These guidelines are intended to address exterior elements of restaurant design to help promote cohesive design and enable comprehensive review of such cases. The guidelines are intended for all new buildings and major renovations. All proposals should be in accordance with the zoning ordinance and Downtown standards if applicable. The guidelines are organized into five (5) sections including Site Design, Architecture, Landscape Design, Lighting, and Signage/Corporate Identification.

Site Design

The optimal layout of any individual site requires an in-depth understanding of local context and a thorough site analysis. The components of a restaurant to be considered in site design include, but are not limited to:

- Primary structure
 - Outdoor Dining
 - Entry and associated outdoor waiting area
 - Service , utility infrastructure , refuse and storage area
 - Pedestrian and vehicular circulation systems, parking and valet areas
 - Drive through windows and associated equipment and stacking lanes
1. All development proposals should show evidence of coordination with the site plan elements and other contextual influences of neighboring properties. Proposals should respond to local development patterns and the streetscape through the use of building setbacks, orientation, relationship of structures to the street and to each other. The layout of the site should respect and build upon the arrangement of buildings, open spaces and landscape elements of adjacent sites.
- Where a common setback from the street is evident, new buildings should respect the established setback.

- Variation to an established setback is allowed if the resulting arrangement of buildings defines a useful public space such as a plaza or open space.
 - Building entries should be convenient to parking but should also acknowledge the importance of the public realm.
 - Seek and develop pedestrian linkages between adjacent properties.
 - Seek and develop shared vehicular access points with adjoining sites where feasible.
2. Service areas, storage areas and refuse enclosures should be screened from public view and screened from adjacent sites. In highly developed settings, such as downtown, or in close proximity to residential areas, consider the use of trash compactors with odorizers.
 3. The clustering of service and refuse areas is encouraged where adjacency of similar uses allows.
 4. Drive-through windows or self-service drive-throughs are discouraged in the downtown.
 - In locations where drive-through facilities are permitted, drive-through windows, menu boards and associated stacking lanes should be carefully located to minimize the impacts on adjacent residential areas and should be adequately screened from public view and the view of adjacent sites.
 - Circulation shall allow for adequate length of stacking for drive through facilities that does not interfere with the movement of traffic or pedestrians on or off-site.
 5. Site design shall accommodate a logical and safe vehicular and pedestrian circulation pattern throughout the site that minimizes conflicts. Linkages for pedestrians should be direct avoiding circuitous routes that are not easily understood.
 6. Parking fields and expansive areas of paved surfaces should be broken up with landscape planting.
 7. Outdoor dining areas are encouraged. The flow of indoor to outdoor spaces is desirable and can be facilitated by operable windows and doors. Outdoor dining areas should be located away from adjacent residential areas and other sensitive uses.
 8. Identify the location of above ground utility infrastructure facilities early in the design process. When possible, locate utility cabinets, switching cabinets, transformers, cable boxes, communications infrastructure, backflow preventors, irrigation control boxes and other similar above ground utilities in locations that do not conflict with featured views, outdoor dining areas and circulation patterns. Utility cabinets should not be located within parking lot landscape islands or in

highly visible locations within the right-of-way. Utilities should be screened to the extent allowable by operation requirements.

Architecture

The intent of the following architectural guidelines is to encourage creative architecture that is responsive to local and regional context and contributes to the aesthetic identity of the community. Each building will be evaluated with regard to the guidelines below to achieve a final building of good proportion, massing, and scale within its unique context.

1. Building design should take into consideration the unique qualities and character of the surrounding area.
2. Building elements that speak to the desert environment and climate, such as, architectural shade devices, a strong relationship to the ground plane, sheltered and deeply recessed windows and the use of materials and textures that are associated with the region are encouraged to define the project identity to the Arizona Sonoran Desert.
3. Buildings that derive their image predominantly from applied treatments that express corporate identity are discouraged. A building should respond to its context first.
4. Where awnings are used, they should be functional and provide maximum shade to the window area. Awnings should be of opaque architectural grade material and should not be internally lit. Metal awnings are preferred to fabric awnings for reasons of durability and flexibility.
5. The design of stand-alone restaurants should conform to the dominant existing or planned character of the surrounding neighborhood. This can be accomplished through designs that feature interpretations of nearby building designs. Such features may include but are not limited to color, forms, materials, proportional relationships and fenestration patterns.
6. The design of a restaurant that occupies a pad or portion of a building within a planned shopping center should share similar design characteristics and design vocabulary. Precise replication is not necessary or desirable. Consider utilizing similar color, material and texture found within the architecture of the primary building. The proportion and massing as well as the use of details and special features as found on the primary structure should be appropriate to the smaller scale of the proposal.

7. All sides of a building should express consistent architectural detail and character. All site and screen walls should be architecturally integrated with the building.
8. Building should respond to solar heat gain, reflectivity and glare through building orientation and the use of architectural shading devices such as pronounced eaves, fin walls and covered walkways.
9. Shading for outdoor dining should be architecturally integrated with the main structure or compliment the massing of the building.
10. Buildings should reduce their perceived height by dividing the building mass into several smaller-scaled components to reduce their visual impact and provide a more human scale. Possible treatments to avoid excessive height include:
 - Low-scale planters and site walls
 - Architectural wainscot treatment
 - Clearly pronounced eaves or cornices
 - Subtle changes in material color and texture
 - Breakdown of the building into distinct masses.
 - Covered pedestrian frontages and recessed entries
11. Buildings should reduce their apparent bulk by dividing the building mass into several smaller-scaled components. Possible treatments to avoid excessive bulk include:
 - Low planter walls and site walls
 - Variation in roof forms and heights, including variations in parapet height allowed when mechanical units can be clustered
 - Areas of shadow created by the division of horizontal planes with recesses and projections
 - Covered pedestrian frontages and recessed entries
 - Deeply set windows with mullions
12. The following architectural treatments are generally discouraged:
 - Gradation in paint color applied to one surface or the use of large graphics
 - Extended bands of vibrant and/or highly contrasting corporate.
 - Long uninterrupted expanses of glass
 - Floor to ceiling glass storefront treatments
13. Building colors should emphasize muted earth tones. The use of highly reflective or glossy materials should be limited and are not appropriate in all contexts.
14. Drive through elements should be architecturally integrated into the building, rather than appearing to be applied or “stuck on” to the building.

Landscape Design

Landscaping should be integral to the overall design concept and should be carefully planned to serve more than one purpose. The intent of these guidelines is to ensure that landscape design contributes to the overall appearance and function of the site and streetscape.

1. Landscaping should blend with the dominant existing or planned streetscape and character of the area.
2. Landscaping should be provided at the base of buildings to anchor them to the surrounding environment and soften the structure. In-ground landscaping should comprise the majority of the landscaping requirement. Raised planters are acceptable when designed to accentuate the architecture and or create pedestrian seating areas.
3. Trees should be used throughout paved areas and along pedestrian pathways to provide shade, to reduce heat build-up and glare.
4. A landscape buffer should be provided to screen restaurants uses from adjacent residential uses.
5. Dense landscaping and architectural treatments used in combination should be provided to screen unattractive views and features such as storage areas, trash enclosures, utility cabinets, and other similar elements.
6. The site design for projects located at street corners should provide special landscape treatment at street intersection to anchor the corner where the built form is not in evidence.
7. The use of mature trees is encouraged to provide an immediate impact especially when used in buffering adjacent uses.
8. Proper maintenance and timely replacement of plant material is expected and required by ordinance.

Lighting

Site lighting and architectural lighting of restaurants should provide the user with illumination levels appropriate for the designed activity (i.e. parking, walking, outdoor dining). Illumination levels should also be reasonably uniform throughout the site and absent of glare.

1. A lighting design and plan must accompany all applications for new development or redevelopment. The lighting plan must include, but not limited to: type of

lighting equipment, the lamp source and wattage, fixture locations, mounting height, shielding, mounting details, and photometric data, including point-by-point horizontal illuminance at ground level and uniformity ratio, etc. (per consultant). All illumination of the site, even that from architectural lighting, should be taken into account in the lighting plan.

2. Avoid competing light levels and maintain balanced light levels on-site and between adjacent properties. The exterior lighting design must take into account the background lighting levels, lighting from other sources, and characteristics of the surrounding area.
3. Recommended light level guidelines and uniformity ratios established by the Illumination Engineering Society of North America (IESNA) in the *IESNA Lighting Handbook (current edition)* should be considered and incorporated where appropriate for lighting designs.
4. Light glare or excess brightness should be minimized. Cut-off fixtures, mounting heights, and the elevation of potential viewers must all be considered for effectively controlling glare by directing light below the horizontal.
5. Light trespass beyond property lines by shielding or aiming fixtures away from residential properties should not exceed ambient light levels.

Signage /Corporate Identification

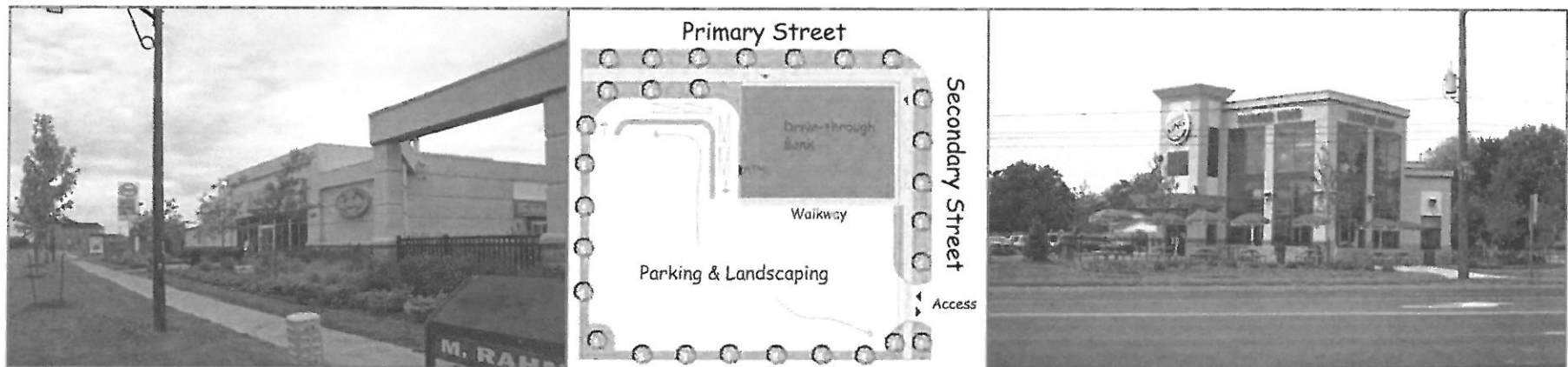
The architecture of the building should be viable and appropriate for its location and use regardless of the business identity. Restaurant signage plans should reflect a balance between allowing adequate signage for business identification while protecting the visual aesthetic of Scottsdale's streetscapes. Other forms of branding or business identity not falling under the sign ordinance will be viewed as architectural elements and features and evaluated as such.

1. Applied treatments used to achieve business identity, either by awnings, accent bands, paint or other applied color schemes, signage, parapet details, decorative roof details or materials should not be the dominant architectural feature. Accent colors should be used judiciously.
2. All signage should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they do not visually compete with architecture of the building and design of the site. Signs should be integrated such that they become a natural part of the building façade.
3. When multiple corporations share one site, signs should be integrated as one unit to create shared identity for the property to the extent permitted by the ordinance or be located and/or designed as a package.

4. Building design should anticipate signage. Designs should provide logical sign areas, allowing flexibility for new users as the building is re-used over time.
5. Repetitious signage information on the same building facade should be avoided.
6. Signs composed of individual letters are encouraged. Back lit or indirectly lit individual letters are generally desirable.
7. Visible raceways and transformers for individual letters are discouraged.

TAB 3

Town of Markham Drive-through Facilities Design Guidelines



Endorsed by Council June 2010



M. Behr Planning & Design Inc.

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Design Guidelines for Drive-through Facilities

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1.0 INTRODUCTION

1.1 OBJECTIVE AND SCOPE OF THE STUDY

Initial direction for the study originated with the Town of Markham Council's concerns relating to the potential proliferation of drive-through facilities in Markham and impacts on air quality, GHG emissions, litter, built form and pedestrian safety. See Appendix 'C' - Council Resolutions.

The purpose of this study is to provide design guidelines applicable to drive-through facilities and their associated vehicle stacking and parking areas throughout the Town of Markham. The guidelines will provide direction during the pre-consultation and planning approval process to promote, properly assess and achieve appropriate forms of drive-through development. Furthermore, the guidelines will assist in regulating the layout, built form and appearance of drive-through facilities as well as assist in mitigating any adverse impacts. The overall intent of the guidelines is to promote:

- Compatible development that fits in well with the surrounding area and minimizes impacts on adjacent uses
- Functional and safe traffic movement
- Safe stacking lane and site access placement
- Safe and accessible pedestrian connections to the building from both the public and private realms
- A high quality and pedestrian supportive urban streetscape

As part of this study, a detailed inventory of existing drive-through facilities in Markham and applicable policies of other GTA municipalities has been completed. See Appendix 'A' - Background Report for details. It should be noted that no queuing and utilization studies of drive-through facilities in Markham were conducted as part of this study. Studies conducted by the Region of Durham and the City of Mississauga were reviewed and incorporated into the guidelines as appropriate.

Building Markham's Future Together - Towards a Sustainable Community places the environment first and sustainability at the core of every aspect of Markham's land use policies, practices and service delivery. The Town's goals to create a healthy environment, a high quality of life for all, economic prosperity and social and cultural vibrancy are being advanced through strategies aimed at delivering a new form of neighbourhood growth that is more dense, transit-supportive and respects the natural and built heritage. The links between the health and longevity of new and existing communities with land use planning and transportation are of key importance as the Town moves towards its goals.

While drive-through facilities comprise a very small proportion of the Town's commercial land uses, they are aimed at automobile users. In an effort to help reduce car dependency, introducing prescriptive design criteria applicable to this type of land use, coupled with emerging Official Plan policies and zoning requirements will ensure that careful attention is given to the function, design, compatibility and potential impacts of these uses.

1.2 POLICY CONTEXT

1.2.1 Provincial Policy Statement

The Provincial Policy Statement provides a set of objectives and policies which provide a high level land use planning framework. Policies within the Building Strong Communities section encourage efficient land use patterns which promote livability, healthy communities and the protection of public health and safety.

1.2.2 Planning By Design: a healthy communities handbook

In Fall 2009, Ontario Professional Planners Institute in partnership with the Ministry of Municipal Affairs and Housing (MMAH) published this handbook which outlines the links between health and the built environment. As the link between health and the built environment is

Design Guidelines for Drive-through Facilities

reconnected, consideration must be provided for the arrangement and design of the built environment and how this affects people's health and the way they physically and psychologically relate to and interact with their community and the wider world around them. Growing research points to a number of land-use components that influence human activity, facilitate health and mental well being and promote social interaction and inclusion, including:

- Layout, design, connectivity and maintenance of sidewalks, roads and non-motorized transportation, paths and trails
- Land uses that might include some combination of homes, stores, businesses, institutions, community and cultural facilities and industries
- Compactness, density and accessibility of built areas
- Connected networks of motorized and non-motorized transport systems
- Safe, comfortable and attractive streets, public spaces, buildings and structures
- Healthy and resilient natural environments and biodiversity

The Drive-through Facilities Design Guidelines should be viewed as part of a much wider set of policy based initiatives that the Town of Markham is pursuing in an effort to attain a higher level of livability, sustainability and community health.

1.2.3 Markham Moving Forward - Recent Initiatives

Building Markham's Future Together include community initiatives which are aimed at:

- Attaining sustainable community growth
- Addressing transportation challenges as they relate to: congestion, environment, noise pollution, quality of life, development, land use, travel, demand management, infrastructure, education, parking, cycling, safe streets and environmentally friendly transportation nodes and corridors
- Improving the environment: Markham's Green Print includes

policies to protect air quality, support sustainability and include a comprehensive Climate Action Plan. It further notes that "sustainability should be considered at the forefront of everything we do." This includes the four pillars of sustainability: maintaining a healthy environment; economic balance; social equity; and a vibrant culture.

1.2.4 Town of Markham Official Plan (Office Consolidation July 2005)

The Town of Markham Official Plan emphasizes the importance of maintaining and improving the physical character and appearance of existing communities. Section 2 of the Official Plan requires efforts be made to address the adverse effects of noise, odour and light and mitigate any compatibility issues between land uses. Furthermore, policies in this section seek to prohibit development which is inappropriate to surrounding land uses.

Section 3 of the Official Plan contains a number of design considerations that must be applied to commercial areas. The Official Plan maintains regard for the effect that these areas have on existing residential neighbourhoods, while promoting a high aesthetic standard. Other applicable Town of Markham standards as they pertain to drive-through facilities include:

- Trees For Tomorrow Streetscape Manual
- Engineering Standards
- Parking Control By-law 28-97
- Idling Control By-law 2005-192
- Sign By-law 2002-94
- Applicable planning application processes and fees

1.2.5 Town of Markham Zoning By-laws

By-law 177-96

The Town of Markham Zoning By-law 177-96 applies to New Urban Areas and permits drive-through facilities as-of-right within the Major Commercial (MJC) Zone and as accessory uses in other zones.

By-law 2004-196

The Town of Markham Zoning By-law 2004-196 promotes the Smart Growth goals of maintaining strong communities, a strong economy and a clean and healthy environment, including reduced automobile dependency. This By-law applies to Markham Centre and prohibits drive-through facilities on any lot as this land use conflicts with the planned function, tight parcel fabric and walkability of this planning district.

The majority of other parent by-laws, which regulate development in the more established / existing areas permit drive-through facilities as an accessory use. As no specific zoning provisions or standards exist for drive-through facilities, current applications are subject to applicable zoning and Site Plan Control.

The Town of Markham will be preparing amendments to its Official Plan and Zoning By-laws to introduce updated provisions to further regulate drive-through facilities.

1.3 CHARACTERISTICS OF DRIVE-THROUGH FACILITIES*

The two most prevalent forms of drive-through facilities in Markham, and the GTA are as follows:

1.3.1 Restaurants

The fast food restaurant style of drive-through facility is the most common in the GTA and in Markham.

- Take out restaurants: the food is carried and consumed outside the building.
- Combination eat-in and take-out restaurant: food is consumed within the building as well as outside the premises.
- Two restaurants combined: separate drive-through windows are allocated to each restaurant. The restaurants share access and parking.
- Drive-through restaurants located on service station sites: the restaurant structure may be combined with the service station kiosk or may be free standing.
- Coffee / donut shop drive-throughs are generally in the 250m² to 300m² building size group.
- Convenience restaurants with drive-throughs are between 300m² to 500m² in floor area.
- Restaurants which offer coffee/breakfast foods are busiest between 7:45am – 8:25am, with a peak between 8:15am – 8:30am.
- Less parking is required for drive-through restaurants compared to eat-in restaurants because the majority of customers stay within their vehicles. If the queue for drive-through restaurants reaches 8-10 vehicles, customers have a tendency to park and walk in.

1.3.2 Financial Institutions

Financial institutions have adopted the drive-through model in a similar manner to restaurants. Drive-through financial institutions have more flexibility over their restaurant counterparts when it comes to building

Design Guidelines for Drive-through Facilities

design due to their internal layout not having to necessarily be oriented towards the drive-through lane, the non-existent requirement of an order/voice box, and generally less traffic.

As a function of their use, drive-through financial institutions often have less impact on their surroundings. Characteristics of drive-through financial institutions include:

- The addition of a drive-through results in a 17-27% reduction in traffic flows because visitors instead visit in non-open hours.
- Average service time is 105 seconds.
- 75% of the time there is no more than 3 vehicles in queue.
- There is no order or voice box, minimizing noise impacts, stacking lengths and eliminates the processing time between order and pickup associated with a restaurant format drive-throughs.
- Financial institutions are not conducive to community gathering as customers have a very specific purpose and do not linger after the fact.
- In some instances, there may be a stand-alone bank machine without an associated building.

**Parts of this study are based on Joint Municipal Study for Fast Food Restaurant Drive-through and Parking" SRM Associates Inc, February 2000.*

1.3.3 Emerging Sectors

As drive-throughs have become more prevalent for retailers, additional sectors have been emerging; including pharmacies, dry cleaners, convenience stores and other retail stores. In this regard, it is noted that Markham currently includes one drive-through pharmacy.

1.3.4 Drive-through Formats in Markham

An analysis of existing drive-through facilities throughout Markham has revealed that this type of facility can be broken down into a function of their use, as well as a function of their format or site configuration. Refer to Figure 1.3.4f on page 6 which illustrates the locations of existing drive-through facilities in Markham. Currently, there are approximately

30 drive-through facilities within the Town of Markham. The majority of drive-through facilities are located in Commercial Amenity / Commercial Corridor Areas. They are usually situated along York Region Arterial and Town of Markham Major Collector roads. These facilities are typically oriented towards intersections for improved visibility and accessibility.

Within Markham, the following drive-through configurations have been identified:

- Stand alone buildings
- Stand alone buildings on pads within a commercial plaza
- Part of an institutional complex
- Part of a gas-bar
- Part of a commercial building
- Attached restaurants with double drive-throughs



Figure 1.3.4a: CIBC at Woodbine Avenue & Sixteenth Avenue - a stand alone bank building with a drive-through facility within a commercial plaza.

Design Guidelines for Drive-through Facilities



Figure 1.3.4b: Tim Hortons at Kennedy Road & Duffield Drive - a drive-through restaurant as part of a commercial building.



Figure 1.3.4d: Wendy's and Tim Hortons double drive-through on Woodbine Avenue & Apple Creek Boulevard - an example of a double drive-through restaurant.



Figure 1.3.4c: McDonald's at Kennedy Road & Lee Avenue - a drive-through restaurant as part of a institutional complex.



Figure 1.3.4e: Gas Bar and Tim Hortons at Bur Oak Avenue & McCowan Road.

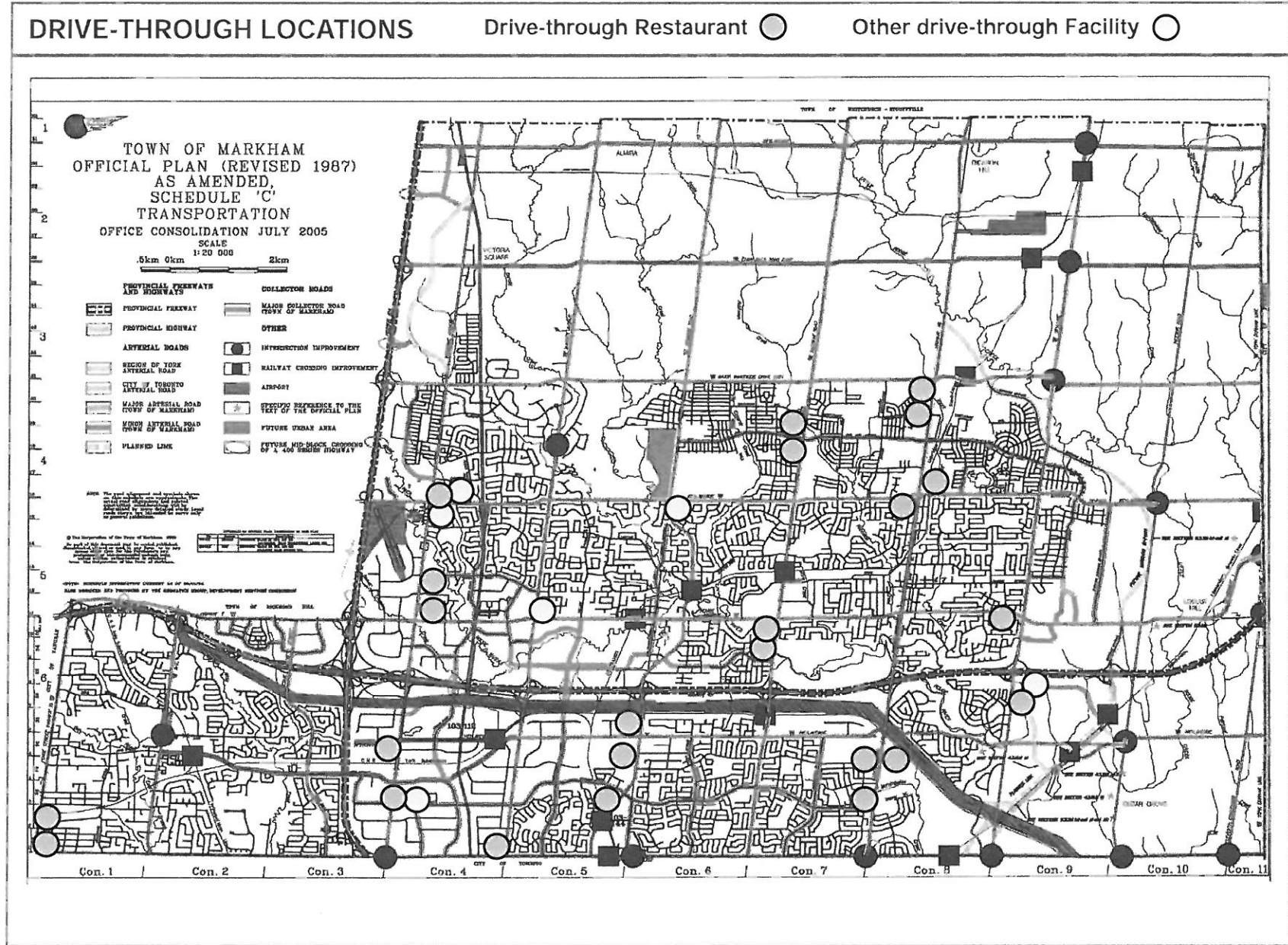


Figure 1.3.4f: Locations of drive-through facilities in Markham

2.0 ISSUES / CHALLENGES

Drive-through facilities are very successful and are well used by the travelling public as evidenced by their popularity. Retailers have responded to this demand by providing the drive-through option for fast food restaurants, and have adopted new types of facilities such as financial institutions, pharmacies and dry cleaners. These facilities provide a convenience to the travelling public and offer benefits including increased safety at night, improved access for persons with disabilities, and convenience for the elderly and persons with young children.

With regard to vehicle trips, drive-through facilities are often not a destination use, but rather a temporary stop on route to their destination. In many instances, drive-through facilities are situated in immediate proximity to other commercial uses such as larger format retail centres, thereby providing this convenience within close proximity to destination uses. Additionally, in some instances it has been argued that drive-through facilities may require less parking spaces, thus contributing to the reduction of asphalted areas on sites.

While successful and popular, drive through facilities present several transportation management, planning and urban design challenges. In pursuing the general intent of its Official Plan, in the context of the policy issues set out in Section 1.2 of this study, the Town of Markham is required to balance several issues when considering all types of land uses. These issues include walkability and reducing car dependency.

As a result of their function, drive-through facilities attract high volumes of automobiles and potentially generate impacts on:

- Surrounding uses, specifically on residential uses, resulting from noise, light, litter and odour concerns
- Streetscapes, such as building separation from adjacent streets, which does not contribute to a pedestrian friendly / transit supportive streetscapes



Figure 2a: Burger King on Hwy. 7 & Lunar Crescent - shows interface with the adjacent residential property.

- Adjacent roads and site access with regard to the location and relationship between the stacking lane and site access points
- Pedestrian safety resulting from potential traffic and circulation conflicts between the stacking lane, building entrance and parking areas
- Sites by potentially increasing non-permeable surfaces due to the larger asphalted areas to accommodate both parking and stacking

Design Guidelines for Drive-through Facilities



Figure 2b: McDonald's at Hwy. 7 & McCowan Road - illustrates the large amount of asphalt often required.



Figure 2d: McDonald's at Markham Road & Sixteenth Avenue - the building is setback and separated from the street.



Figure 2c: Joint Tim Hortons / Wendy's at Woodbine Avenue & Apple Creek Boulevard - potential conflicts between vehicles and pedestrians.

3.0 PUBLIC CONSULTATION

A Workshop was held on October 7, 2009 to identify a community vision and establish guiding principles, industry requirements and acceptable standards relating to drive-through facilities. Stakeholders representing the broader community and the retail and development industry attended the workshop. Staff from M. Behar Planning & Design Inc. (MBPD) and representatives from the Town of Markham facilitated the workshop. Approximately 30 people attended representing various affiliations and professional expertise.

The workshop followed an agenda, which included:

- Introduction and presentation
- General discussion
- Working groups - Guiding principles and any accompanying sketches
- Summary of findings and next steps

The workshop commenced with a presentation by MBPD describing drive-through uses and types, associated impacts, experiences and examples from Markham and other GTA municipalities. The general discussion following the presentation dealt with participants' observations and comments on a variety of issues relating to drive-through facilities.

Following the introductory presentations and general discussion, workshop participants were divided into working groups. A facilitator / urban designer from the Town of Markham led the discussion at each of the five tables. Two Town of Markham sites were made available to each table representing varying site sizes and contexts, and were used as base drawings. Participants provided input in text and graphic format on the following subjects:

- Building placement
- Pedestrian, bicycle and vehicular access to the site
- Stacking lanes – locations, number of cars

- Order box location
- Landscaping widths and locations
- Buffering features, including landscaping and noise attenuation
- Street frontage treatments
- Building attributes, including facades facing public spaces such as streets, and placement of service areas
- Parking lot locations and treatments
- Signage

Each team presented their findings, recommendations and guiding principles to all participants.

Some working groups in the Workshop concluded that there are locations within Markham where drive-through facilities should not be permitted to promote and achieve municipal goals relating to livability, pedestrianism and more sustainable forms of development. The participants generally noted that within the areas that drive-through facilities are permitted, design guidelines should address a range of environmental, traffic, noise, lighting, safety as well as urbanistic factors.

The most common design elements drawn from the workshop relate to orienting the building to the street, containing the stacking lane within the site in a safe manner, and providing for strong pedestrian connections to the buildings from both the street and parking areas. Findings of the workshop have provided context and direction for the design guidelines. See Appendix 'B' - Workshop Summary.

The draft guidelines were presented at the Development Services Committee on December 1, 2009. Several comments were received at that meeting from Committee members and industry representatives. A meeting with industry representatives was held on March 25, 2010 to review draft revisions and illustrate how industry comments were incorporated into the document. Final revisions to the guidelines were prepared based on the discussions with the industry and comments received at Development Services Committee on June 22, 2010.

4.0 URBAN DESIGN GUIDELINES

4.1 HOW TO USE THESE GUIDELINES

It is emphasized that these are urban design guidelines and not zoning by-law provisions. As such, flexibility will be provided in interpretation based on site-specific conditions. The guidelines will be used to assist development proponents and staff on municipal expectations for drive-through facilities and will be applied during various stages of the development review and approval process in the Town of Markham.

These guidelines will form the basis for and feed into the creation of amendments to the Official Plan and the Zoning By-law which will be prepared by the Town of Markham.

The guidelines will be used in conjunction with the Town of Markham Official Plan, Zoning By-law provisions, as well as the applied standards and procedures of the various municipal departments.

Gas stations with drive-through facilities have not been referenced in this study. Town staff will prepare a separate study and a set of guidelines specific to gas stations and their associated services such as car washes, retail kiosks and food services. Nevertheless, these guidelines will provide design principles that the Town could consider applying to gas stations and all other commercial developments.



Figure 4.1: Joint Gas Bar and Tim Hortons at Yonge Street & Steeles Avenue - future gas station guidelines will be based on similar principles used for the drive-through guidelines.

4.2 LOCATIONAL CRITERIA

As a result of their characteristics and associated impacts, drive-through facilities may not be appropriate in all areas of the Town of Markham. Therefore, these facilities should be discouraged from locating in certain areas of Markham, such as neighbourhoods that are characterized in part by commercial/mixed use mainstreets, tighter parcel fabric and pedestrian friendly streetscapes, and that are prime candidates for denser development that can support public transit. Consequently, it is recommended that for areas within Markham which maintain the above characteristics, drive-through uses should be avoided.

The specific locations where drive-through facilities should be avoided include: Intensification Areas, such as the Regional Growth Centres of Yonge and Highway 7 at Langstaff, and Markham Centre; Heritage Conservation Areas; and Hamlet Areas.

Furthermore, drive-through facilities should continue to be avoided within parts of the new communities of Markham where Neighbourhood Commercial and Community Amenity areas are intended to serve adjacent residential or business uses at locations where trips can be made by modes other than the automobile.

The Zoning Bylaw amendment being undertaken by the Town will provide additional detail in the future regarding permitted locations of drive-through facilities.

Guideline 1: Ensure that proposed drive-through facilities are compatible with and sensitive to the prevalent urban form, streetscape features, and future development plans of the area.



Figure 4.2a: Royal Bank at Woodbine Avenue & Sixteenth Avenue - this facility appropriately maintains the community architectural theme.

4.3 SITE SIZE

The size of a given site is a major determinant of whether it can adequately accommodate a drive-through facility. Smaller sites present specific challenges for drive-through restaurants, including available space to buffer adjacent uses and ability to satisfactorily accommodate the stacking lane along with adequate parking on the site. These issues are exacerbated when drive-through facilities are situated adjacent residential uses.

A typical larger drive-through facility measures around 500 square metres. Existing examples in Markham show patterns in lot coverage which range from 9-20 %. (I.e. Tim Hortons at Highway 7 & 9th Line, Burger King at Highway 7 & Woodbine Avenue, Bridal Trail Medical/Pharmacy at Kennedy Road & Sixteenth Avenue). At an average lot coverage of 15%, a 500 square metre building would require a 3,000 square metre site, or 0.3 hectares.

Double drive-throughs (i.e. two restaurants attached and contained within one building requiring separate stacking lanes) pose particular urban design challenges due to larger parking areas and the requirement for two stacking lanes addressing one building. There may also be potential issues relating to site layouts which separate buildings from street frontages.

Furthermore, it is the Town's general aim to prevent larger commercial developments from incorporating many drive-through facilities on one site.

Guideline 2: Avoid drive-through restaurant facilities on sites less than 0.3 hectares in area when located adjacent residential uses.

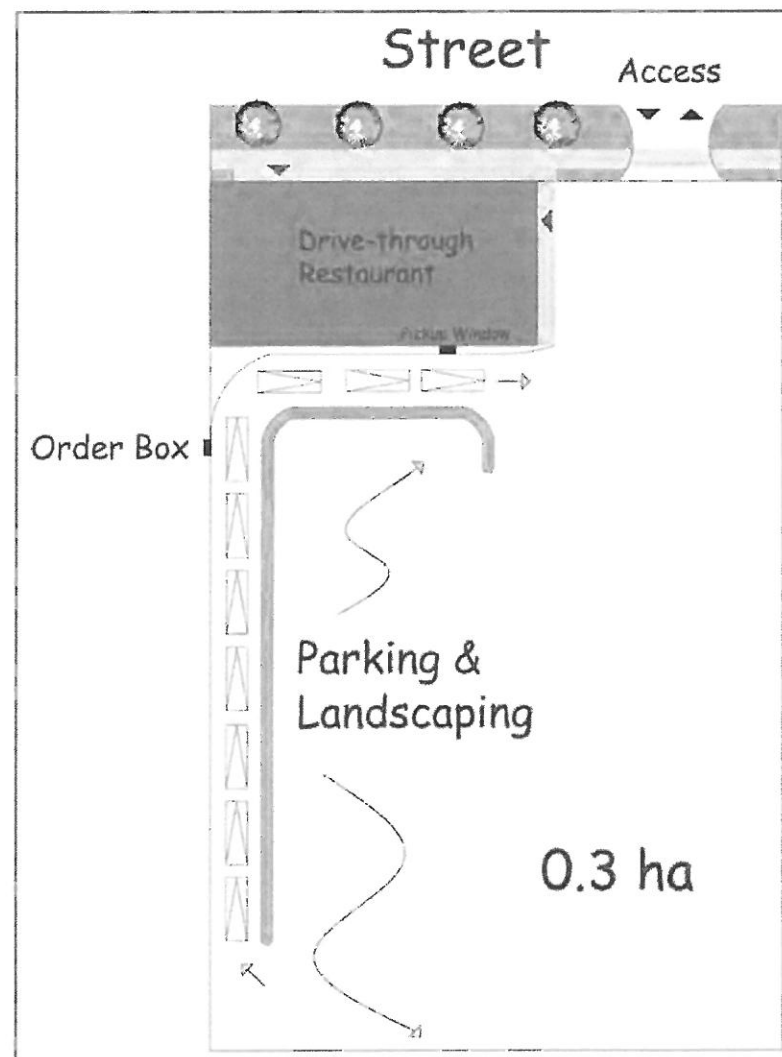


Figure 4.3a: This sketch illustrates a drive-through site which allows for sufficient space for a facility to provide appropriate landscaping, buffering and parking.



Figure 4.3b: This example illustrates the urban design challenges associated with a double drive-through facility resulting from two stacking lanes addressing one building.

Guideline 3: Double drive-through facilities should be avoided. Side-by-side drive-through lanes serving one single brand may be acceptable subject to the evaluation of site-specific conditions.

Guideline 4: Encourage a maximum of one drive-through facility per site. On large sites, in excess of 1 hectare in area, more than one drive-through facility may be considered to a maximum of 3 facilities. Drive-through restaurants should be limited to a maximum of two facilities per site.

4.4 RELATIONSHIP TO ADJACENT USES

The presence of adjacent residential and other sensitive land uses often creates particular concern with regard to traffic, light, litter and noise. The main concern adjacent residential uses are the stacking lane, and in the case of a restaurant, the order box. These two elements of a drive-through facility can result in noise emanating from vehicle stereos and the order box, and light emanating from vehicle headlights.

These issues are of particular concern given that some drive-through facilities operate 24 hours a day, with impacts most noticeable at night. Accordingly, stacking lanes and order boxes should maintain a setback distance from residential lands. Additional mitigative measures should include acoustic barriers, perimeter landscaped buffers and landscaped berms. Particularly for restaurants, the Town should require noise studies to be completed which detail any sound attenuation measures and to ascertain that noise levels which will be acceptable for adjacent residential properties.

A survey of municipal standards related to buffer distances in the GTA indicates a range of 30 to 60 metres from residential zone boundaries. Some municipalities have adopted the 30 metre buffer as per the Ontario Municipal Board decision pertaining to the City of Toronto's drive-through facilities.

Guideline 5: Discourage drive-through facilities from locating adjacent residential properties. Where it is clearly demonstrated that this cannot be achieved, the stacking lane and/or order box associated with a drive-through facility shall be setback a minimum distance of 30 metres from the nearest lot line of any adjacent residential use.

Guideline 6: Discourage drive-through facilities within a mixed use building containing residential permissions.

Guideline 7: Provide a landscaped buffer zone, a minimum 6m wide along each yard adjacent residential uses.

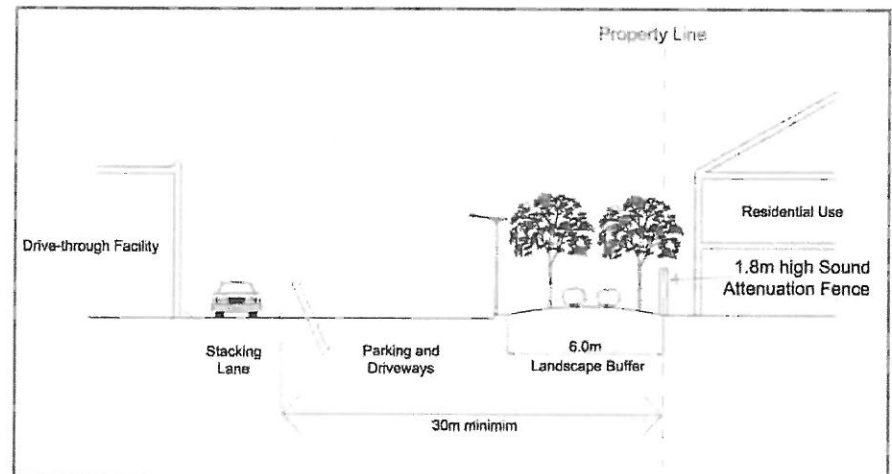


Figure 4.4a: This sketch illustrates a 30 meter setback, including a 6 meter landscape buffer adjacent a residential use, which utilizes trees, shrubs and berming.

Design Guidelines for Drive-through Facilities

Guideline 8: Provide a 1.8m high noise fence along the property line of adjacent properties where appropriate. Where the adjacent uses are residential, provide a sound attenuation study which recommends measures to minimize noise impacts. Ensure that any boundary or noise fence are compatible with overall site design.



Figure 4.4b: Illustrates inadequate buffering / separation from adjacent residential. The red bold hatched line indicates the commercial and residential interface.



Figure 4.4c: Drive-through facility at Sixteenth Avenue & Kennedy Road - adequate buffering area from adjacent residential through noise attenuation and landscaping.

4.5 SITE ACCESS, VEHICULAR AND PEDESTRIAN TRAFFIC

Due to their function, drive-through facilities result in a large amount of vehicles accessing the site and maneuvering within it. This high volume of vehicles actively circulating within the site may lead to vehicular / pedestrian conflicts. To avoid safety concerns and mitigate any potential conflicts drive-through facilities should provide for safe and efficient pedestrian and vehicular access to the site and the building.

Internal circulation patterns should not negatively impact on and potentially impede safe and convenient pedestrian access into the building, from both the private and public realms. Moreover, vehicular circulation patterns should also consider potential impacts on adjacent roads, particularly the access points into the site.



Figure 4.5a: Starbucks on Trafalgar Rd. in Oakville - adequate example that avoids traffic and pedestrian conflicts and allows the building to establish a good street relationship.

Guideline 9: Where feasible, locate access points into the site away from street intersections and minimize the number of potential vehicular movements around the access location.

Guideline 10: Minimize the number and size of vehicular access points to the site from the public street. On corner sites, if feasible provide a vehicle access point from the secondary street.

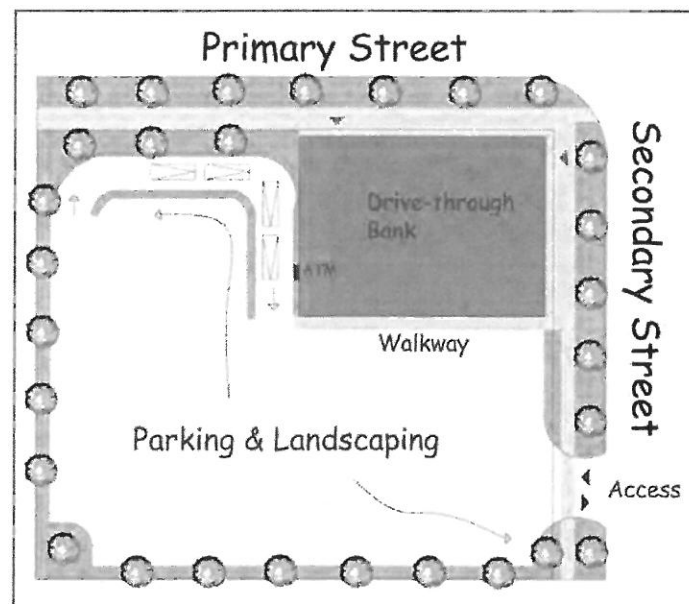


Figure 4.5b: Sketch illustrating appropriate site access - this corner site provides an access point into the site away from the intersection as well as being from a secondary street.

Design Guidelines for Drive-through Facilities

Guideline 11: Wherever feasible, provide raised walkways to curb levels for pedestrians on the sides of buildings. Consider a minimum clear walkway width of 2.0m.

Guideline 12: Provide well articulated pedestrian routes and zones on the site, linking building entrances and parking areas. Connect these routes and zones to the streets where feasible. Use decorative paving, or similar means, complimented by soft landscaping where appropriate to delineate these linkages.

Guideline 13: Provide direct pedestrian access from public streets and sidewalks to the building entrance, and locate building entrances to be directly visible from the public street. In providing such a walkway, where feasible avoid crossing driveways, stacking lanes or parking areas.

Guideline 14: Within larger commercial sites, where feasible, locate drive-through facilities at or near the entrances into the site to provide well delineated pedestrian connections to the building. Ensure that there are no conflicts between the entrance to the stacking lane and entrance into the site.



Figure 4.5c: This TD Bank at Bur Oak Avenue & McCowan Road - addresses the street and provides for pedestrian linkages. Also, the queuing lane has been placed internally, away from the street edge.

Guideline 15: Divide large parking areas into smaller and well-defined sections where possible on the site and use hard and soft landscaping to avoid large monotonous asphalt surfaces.



Figure 4.5d: McDonald's on Kennedy Road & Lee Avenue - provides adequate landscaping and clearly distinguishes stacking from parking areas.

4.6 STACKING & QUEUING

Providing adequate stacking lanes is a critical element of avoiding on-site circulation and safety issues. Stacking lanes should be designed to achieve maximum efficiency of the functioning of the stacking lane as well as the overall site. In this regard, it is desirable to maintain a mainly linear and straight stacking lane to make them easy to use. Stacking lanes which block access to parking stalls or loading facilities lead to circulation conflicts and significantly decrease the efficiency of their use.

Double drive-through facilities present particular challenges as they require two separate stacking lanes which address one building. To mitigate this, an adequate number of vehicle stacking spaces needs to be provided. The queuing areas within stacking lanes are necessary for the functional elements of a stacking lane, which include the order box and the pickup window.

Empirical evidence suggests that stacking space requirements vary upon the type of drive-through facility. Drive-through restaurant facilities require more spaces than others, such as financial institutions. This type of facility does not require an order box and the time spent within the stacking lane is less.

Guideline 16: To the extent feasible, design stacking lanes to be linear and straight, with a minimum amount of curves and turning movements. Where appropriate, provide an escape lane.

Guideline 17: Provide for a minimum distance of 2 - 3 car lengths between the entrance to the stacking lane and the access to the site from a street.

Guideline 18: Avoid stacking lanes within the front or exterior side yards.

Guideline 19: Avoid the stacking lane from wrapping around the building.

Guideline 20: Place the access point to the stacking lane of a drive-through facility as deeply as possible into the site.

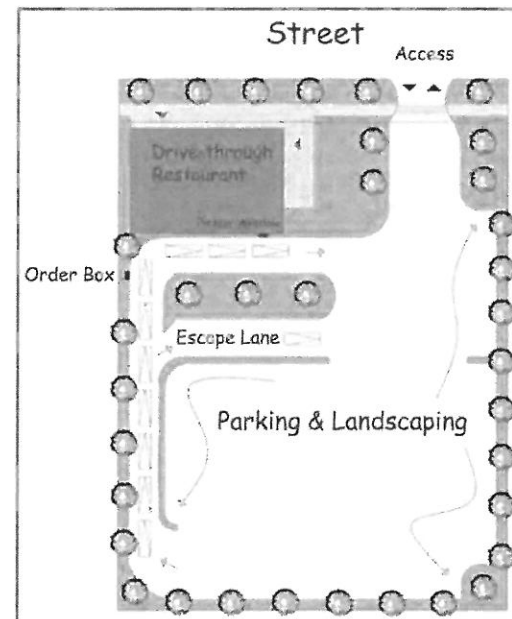


Figure 4.6a: Sketch showing an uninterrupted linear stacking lane and an escape lane that allows vehicles to exit without having to drive by the pickup window.

Guideline 21: For restaurants, provide for a minimum total of 10 vehicle stacking spaces in the drive-through aisle. Unless specific operations mandate otherwise, ensure that a minimum length to accommodate 7 vehicles is available between the entrance to the stacking lane and the order station, and that the aisle is contained within the site and located a good distance from any vehicular entrance. As determined by the Town, where it is deemed to be necessary, provide a queuing study to confirm appropriate length.

Guideline 22: For financial institutions and pharmacies, provide for a minimum total of 4 vehicle stacking spaces in the drive-through aisle. Where required by the Town, provide a queuing study to confirm appropriate length.

Guideline 23: Use raised islands, or other forms of barriers to separate stacking lanes from main parking areas and driveways. Provide decorative paving treatments and soft landscaping for the barriers where possible.

Guideline 24: In locating the stacking lane, avoid blocking access to parking spaces and loading and service areas.

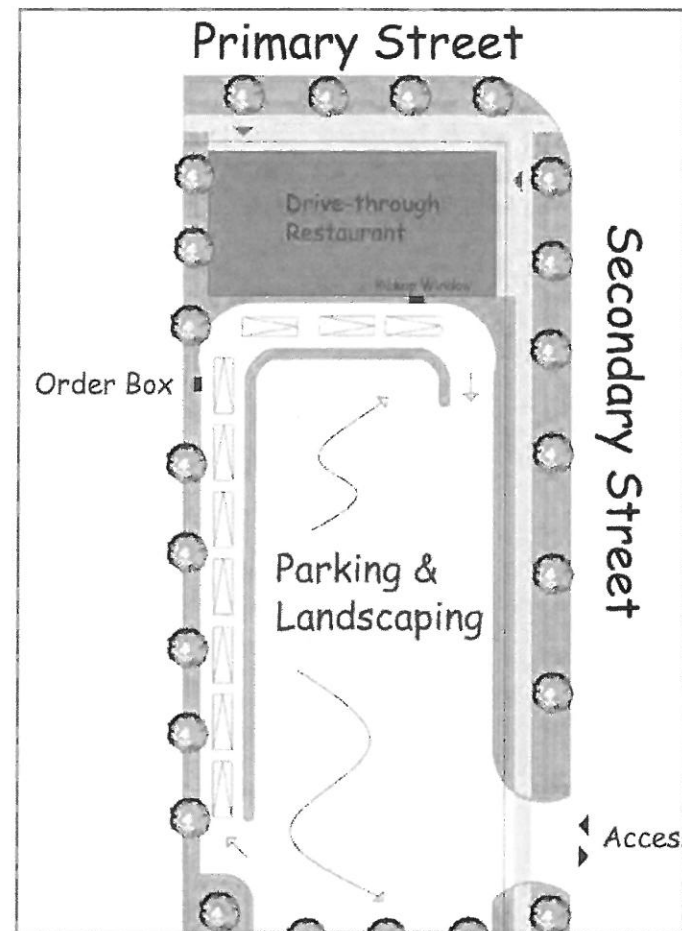


Figure 4.6b: Sketch showing an uninterrupted linear stacking lane which is adequately contained within the site while providing sufficient stacking spaces.

Guideline 25: Provide clearly visible and appropriately placed directional signage at entrance and exit locations to stacking lanes.

Design Guidelines for Drive-through Facilities



Figure 4.6c: Starbucks at Highway 407 & 9th Line - provides for appropriate curbs and landscaping which separates the stacking lane from the parking areas.

4.7 BUILDINGS AND THE STREETScape

When buildings are oriented towards the street, they assist in creating a vibrant, animated streetscape. Buildings located near the street line encourage a pedestrian scale and provide direct pedestrian access into the building from the street. To assist in achieving these urbanistic goals, it is preferable for buildings to be located adjacent the street, without any parking or driveways between the building and the street line.

On corner sites, the building should address both street frontages to emphasize the importance of an urban intersection. Architectural treatment along street facing façades should be provided to ensure appropriate street presence. Stacking lanes should not be situated between the building and the street. When this cannot be avoided due to site specific circumstances, the stacking lane may be allowed between the building and the street as long as appropriate landscaping and architectural elements that maintain a built form presence along the street are provided.

Guideline 26: Place the building at or near the street frontage of the site. Design corner buildings to address both streets directly. Incorporate elements such as increased height at the corner, as well as massing and roof features. Articulate both street facing facades of the building appropriately.

Guideline 27: Locate interiors of buildings such as seating areas, employee rooms, offices, waiting areas and lobbies, which wherever feasible, have potential for clear glass windows along street facing walls.



Figure 4.7a: Royal Bank at Markham Road & 14th Avenue - addresses the street corner appropriately and adequately contains the stacking lane within the site.

Guideline 28: Design the building to reflect the existing community theme in addition to brand specific needs. Compliment existing context through appropriate use of massing and materials.



Figure 4.7b: This Scotia Bank building on the Queensway in Toronto provides a proper street frontage, facade treatment and use of windows along street facing walls.



Figure 4.7c: Sketch of the facade of a drive-through facility which provides appropriate fenestration and entrance features.

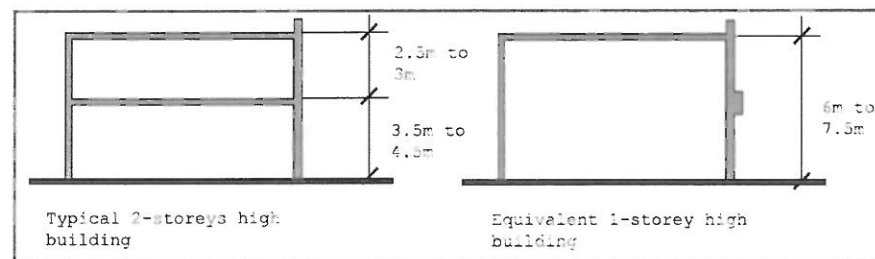


Figure 4.7d: This sketch illustrates the use of increased heights for single storey buildings to match that of two-storey buildings for an appropriate scale along streets.

Guideline 29: Treat the facades of the building, particularly the street elevation, with particular care for an aesthetically pleasing presence in the streetscape. Consider the use of appropriate fenestration, well-articulated entrances, roof elements, and façade features, as well as canopies and awnings.

Guideline 30: Encourage minimum buildings heights of 6m - 7.5m to establish a streetscape in scale with street width.

Guideline 31: Locate main entrance doors to be directly accessible and visible from the sidewalks and public streets. As well, ensure that building entrances are safely and conveniently accessible from the parking lot.

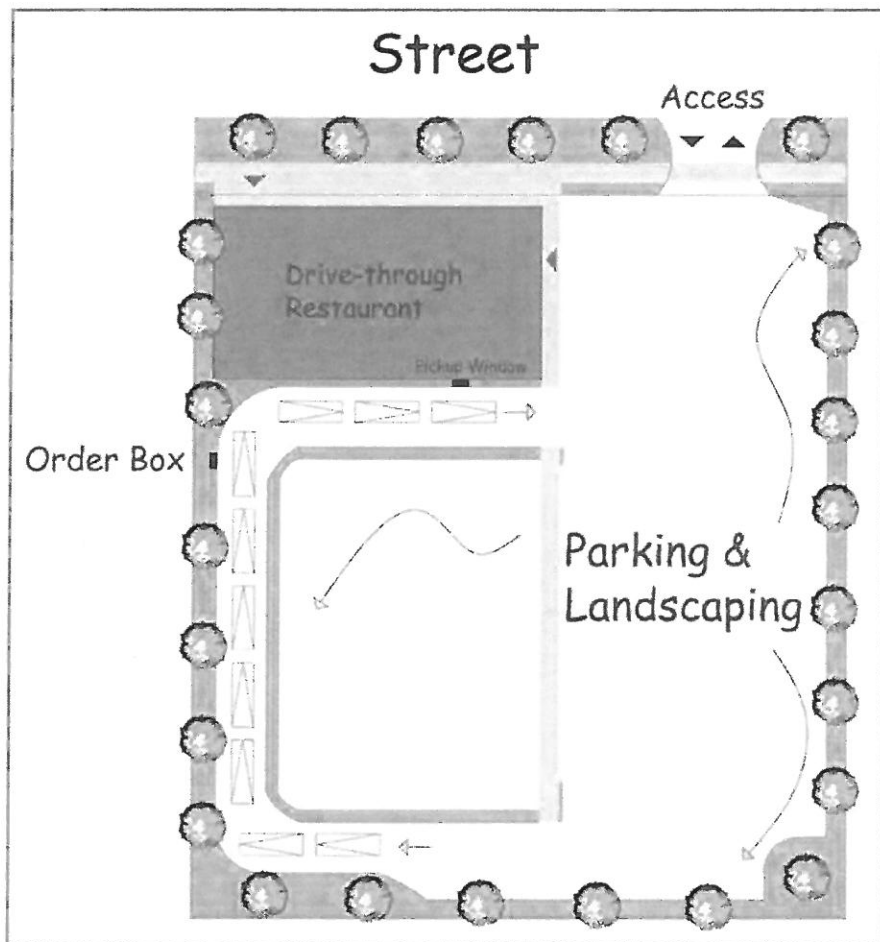


Figure 4.7e: This sketch illustrates the use of pedestrian walkways providing access to the building entrances from within the site and the street.

Guideline 32: At or near entrances, provide canopies, weather protection and bicycle parking areas in a manner that does not impede access.

Guideline 33: Where appropriate, provide amenities, such as outdoor seating spaces and patios adjacent the building and close to the street.



Figure 4.7f: Burger King on Hwy 7 & Lunar Crescent - demonstrates a well massed building which appropriately addresses the street, with the stacking lane located at the side and rear, and an outdoor patio facing the street.

Guideline 34: In multi building developments, encourage the use of complimentary architectural design elements for the buildings and other site features to create a distinctive development.

Guideline 35: Provide consistent projections, recesses, arcades, awnings, colour treatment and texture to eliminate blank or featureless walls along all building facades.

Guideline 36: Notwithstanding Guideline #18, where site conditions demand it, situating the stacking lane in between the building and the street may be considered as long as an appropriate landscaping and an architectural screen that maintains a built form presence along the street is provided.



Figure 4.7g: This gas bar and drive-through facility at Bur Oak Avenue & McCowan Road utilizes an architectural screen to buffer the stacking lane from the street while maintaining a built form edge along the street.

Guideline 37: Discourage the use of back painted or “spandrel glass” along street facing facades.

Guideline 38: Encourage sustainable building and site design practices including the use of certification programs such as LEED.

4.8 LANDSCAPING, SIGNAGE & LIGHTING

To achieve an appropriate balance between asphalt, landscaped areas and buildings it is important to pursue landscape opportunities on the site perimeters and within the site. Opportunities for landscaping include, but are not limited to: separating stacking lanes from parking areas and the street edge; breaking up large surface parking areas; and buffering residential areas.

Landscaping is particularly important at corner sites and should be used to compliment building facades. Environmental advantages of soft landscaping relate to increasing overall site permeability and reducing the urban heat island effect.

All landscaping and plantings should be in accordance with the guidelines and specifications contained in the Town of Markham's Trees for Tomorrow: Streetscape Manual.

Guideline 39: Where a building is setback from the street, provide ample landscaping in the front yard while ensuring good walk-in access. Refer to the recommended species list as per the Town's Trees for Tomorrow: Streetscape Manual. Also, use low decorative fences and masonry walls and other landscape features as required.

Guideline 40: Provide a 3m minimum landscaped area where parking or stacking lanes are adjacent a public street.



Figure 4.8a: This Wendy's restaurant on Bayly Street in Ajax illustrates a well landscaped forecourt for the building with the stacking lane at the rear.



Figure 4.8b: This Scotia Bank on the Queensway & Islington in Toronto illustrates an adequate landscaped screen between the road and the stacking lane.

Design Guidelines for Drive-through Facilities

Guideline 41: Maximize opportunities for on-site landscaping along site perimeters as well as within the site. For perimeter landscaping use the applicable zoning standards or utilize a minimum width of 1.5m.

Guideline 42: Provide landscaping on either side of driveway entrances to a site. Place particular emphasis to landscaping at major access points to the site.



Figure 4.8c: This Royal Bank at Highway 407 & 9th Line provides an example of good landscaping and appropriate pedestrian access into the larger commercial site.

Guideline 43: Provide the minimum allowed number of parking spaces and driveway widths to maximize the amount of landscaping on the site.

Guideline 44: Provide street trees on the public boulevard in keeping with Town of Markham standards.

Guideline 45: Provide a mix of coniferous and deciduous trees and shrubs on the site for year-round vegetation, variety and colour. Use low maintenance and salt tolerant species.

Guideline 46: For landscape buffers adjacent other land uses, and particularly adjacent residential properties, provide ample coniferous and deciduous plant material. Consider berming where additional height for a screen may be warranted for rear or side yards.

Guideline 47: Use sodded areas and shrub beds to collect / store and filter stormwater to improve recharge and increase overall site permeability.

Guideline 48: Incorporate all signage into the design consideration for the buildings and landscaping. Promote the use of fascia signs that are in proportion with the building mass and façade proportions.

Guideline 49: Discourage the use of ground/temporary signs where possible. However, if ground signs are used, incorporate them into the landscape and encourage the maximum height not to exceed the height of the adjacent building.



Figure 4.8d: McDonald's restaurant on Eglinton in Scarborough - this photograph shows the building located to address the street appropriately. Also, the signage has been incorporated into the facades properly in scale with the building.

Guideline 50: Direct lighting sources away from adjacent residential properties and provide screening as necessary. Where required by the Town, supply light distribution information to demonstrate minimal impacts on adjacent properties.

Guideline 51: Provide night sky friendly lighting to minimize light pollution. Pursue various lighting options such as step lights and facade mounted lights. Encourage the use of energy efficient lighting.

Guideline 52: Provide fixtures that distribute an appropriate level of light supply evenly from the main building and the parking area to provide user safety and limit glare.

4.9 SERVICING & UTILITIES

Properly accommodating the necessary operational elements of a drive-through facility, including utility and servicing, will assist in achieving an efficient site design as well as a higher aesthetic quality. In this regard, consideration should be given to enclosing garbage and utility areas within the building as well as allowing the service related areas to function appropriately, including loading/service locations and areas for snow removal.

Guideline 53: Place loading and garbage facilities at the rear of the drive-through building, and provide screening from neighbouring properties and public streets as necessary. Locate such facilities within the main building in accordance with applicable zoning provisions.



Figure 4.9a: Wendy's restaurant on Steeles & Woodbine - photograph demonstrates how to appropriately situate and enclose garbage areas at the rear, and within the building.

Guideline 54: Ensure that all utilities are situated within enclosed areas and limit views from the public street and adequately screen by landscaping. Place utilities underground where feasible.

Guideline 55: Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes.











LION'S CHOICE































They just quit. Now what?



Drive-thru usage up, speed of service down

May 30, 2012 | by [Alicia Kelso \(/editors/alicia-kelso/\)](/editors/alicia-kelso/)

In 2011, 12.4 billion visits were made at quick-service restaurant drive-thrus, representing a 2 percent increase over 2010. This new data is according to the latest report from NPD Group.

In the total QSR segment, carry-out represents the bulk of visits but drive-thru is the order method of choice at hamburger, Mexican and chicken restaurants, according to NPD's CREST service, which continually tracks how consumers use restaurants and other foodservice outlets.

At hamburger restaurants, drive-thru represents 57 percent of visits, compared to 17 percent for carry-out and 27 percent eating on-premise. Drive-thru at quick-service Mexican restaurants represents a 40 percent share of visits compared to 26 percent carry-out and 34 percent on premise. At chicken restaurants, 38 percent of visits are drive-thru compared to 36 percent for carry-out and 25 percent on-premise.

"Drive-thru customers' expectations are straightforward – take down my order accurately and give me my food fast," says Bonnie Riggs, restaurant industry analyst at NPD. "To address consumer needs by having a drive-thru operation requires ample real estate and a complex mix of technology, logistics and time management principles. It is really a very well-orchestrated dance."

Riggs said that when consumers complain about their drive-thru experience it's because they somehow lost time. Getting the wrong order, not understanding the voice coming from the speaker, or having to wait in long lines are among the reasons consumers cite for a less than satisfying drive-thru experience. She added that QSRs are continually addressing these concerns with multiple lanes, state-of-the-art ordering systems, staff training and other advances.

QSRs making drive-thru advances

Popeyes, for example, has honed in on the speed of its drive-thru operations, measuring performances by its GEM (guest experience monitor). In the chain's most recent earnings report, CEO Cheryl Bachelder said approximately three-fourths of the company's units were clocking **below 180 seconds** (<http://www.qsrweb.com/article/194973/Popeyes-lifted-by-national-marketing-promotional-offerings>) at the drive-thru.

Linked in profile (<http://www.linkedin.com/pub/alicia-kelso/15/152/812>)

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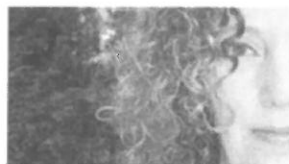


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TAB

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GENERAL

	Creve Coeur	Chesterfield	Maryland Heights	Des Peres	Brentwood
Residents	17,833	47,684	27,472	8,420	8,035
Employees	31,813	64,899	48,500	12,012	14,041
Businesses	3,300	6,800	3,200	1,500	1,400
Retail (2011)	118	351	77	244	92
Food (2011)	70	88	43	56	20
Drive Thrus	1	14	11	5	6
Sales Tax Rate	* 8.863%	7.925%	7.425%	8.425%	8.425%
Size	10.1 sq miles	31.5 sq miles	21.4 sq miles	4.40 sq miles	1.95 sq miles

* Sales tax show at 7.425%, 7.675%, 7.863%, 8.863% for Olive TTD & Graesser TDD businesses

SALES TAX RECEIPTS

	Creve Coeur	Chesterfield	Maryland Heights	Des Peres	Brentwood
2013	\$6,601,450	\$12,961,633	\$7,520,275		
2012	\$6,475,114	\$11,301,000	\$7,229,184	\$10,204,911	\$13,878,437
2011	\$5,665,753	\$10,714,000	\$7,039,955	\$9,655,565	\$12,758,890
2010	\$5,266,229	\$10,544,000	\$6,597,589	\$12,415,908	\$12,431,043
2009	\$5,355,038	\$10,640,000	\$6,705,281	\$13,372,985	\$11,192,330
2008	\$5,714,678	\$11,538,000	\$7,437,185	\$12,808,509	\$11,942,998
2007	\$5,939,204	\$9,588,000	\$7,774,200	\$12,765,520	\$12,698,947
2006	\$5,634,875	\$9,086,000	\$7,616,477	\$12,409,770	\$12,550,558
		\$22,574,494			

TAXABLE SALES

	Creve Coeur	Chesterfield	Maryland Heights	Des Peres	Brentwood
2013	\$465,241,962				
2012	\$471,598,063	\$1,234,141,000	\$702,584,000		\$587,449,142
2011	\$452,599,841	\$1,118,534,000	\$670,430,000		\$556,909,602
2010	\$440,227,975	\$1,011,597,000	\$678,425,000		\$521,480,034
2009	\$465,173,037	\$1,157,788,000	\$682,157,000		\$447,562,678
2008	\$503,575,442	\$1,251,922,000	\$757,062,000		\$473,242,216
2007	\$528,785,245	\$1,311,170,000	\$871,845,000		\$518,306,203
2006	\$505,831,847	\$1,261,810,000	\$901,465,000		\$510,416,243

ZONING FAST FOOD/DRIVE THRU

Creve Coeur – Specifically restricted

3 acre parcel for each 1 (one) drive thru

Chesterfield – No specific restrictions

Developer picks what uses developer wants to put in its development out of 109 different approved uses, including drive through fast food

The City then works with the development plan and bases its recommendations upon criteria that apply to all general developments such as traffic flow, internal circulation, surrounding demographics, buffers, drive turns, stacking, notice
City works with developer to balance potential problems and concerns with allowance of the development plan

Des Peres – No specific restrictions

All restaurants are handled as conditional uses with the same standards applied based upon traffic flow, main street traffic impact, internal circulation, surrounding demographics, buffers, drive turns, stacking, City works with developer to balance potential problems and concerns with allowance of the development plan

Brentwood - No specific restrictions

Fast food drive thrus are a conditional use

Because all retail commercial abuts or is in close proximity to residential property, the development plans are closely reviewed for buffering and noise control for fast food drive thrus

The City applies the same standards to all development reviews based upon traffic flow, main street traffic impact, internal circulation, stacking

Maryland Heights – Progressive program, dedicated ordinance for motor vehicle oriented business with specific design guidelines

Minimum lot size 20,000 sq ft

CITY OF CREVE COEUR, MISSOURI
PROPERTY VALUE AND CONSTRUCTION
LAST TEN FISCAL YEARS

Fiscal Year	Calendar Year	Total Estimated Actual Value (1)	New Construction (2)				Alterations And Additions		Building
			Commercial		Residential		Number Of Permits	Estimated Cost Of Construction	Demolitions Number Of Permits
			Number Of Permits	Estimated Cost Of Construction	Number Of Permits	Estimated Cost Of Construction			
2013	2012	\$ 3,815,929,320	3	\$ 13,277,456	9	\$ 6,925,444	930	\$ 57,907,117	11
2012	2011	3,799,263,960	1	130,000	7	3,758,881	750	45,549,635	13
2011	2010	3,959,734,130	7	38,597,941	10	4,227,269	724	35,604,238	15
2010	2009	3,986,706,707	6	12,107,508	5	2,441,000	566	35,345,655	12
2009	2008	4,258,496,506	7	100,799,623	23	15,416,103	715	67,193,355	31
2008	2007	4,155,643,458	7	6,762,460	26	16,441,477	796	77,541,012	34
2007	2006	3,418,169,349	9	45,521,516	41	24,371,168	821	55,765,281	34
2006	2005	3,362,410,977	13	39,347,832	44	22,774,322	807	76,745,705	35
2005	2004	3,126,053,871	20	95,091,079	29	15,025,718	772	69,950,059	55
2004	2003	3,097,476,768	5	8,492,549	31	13,543,661	597	42,082,404	28

CITY OF CREVE COEUR, MISSOURI
CHANGE IN NET POSITION
LAST TEN FISCAL YEARS

	For The Years Ended June 30									
	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
EXPENSES										
Governmental Activities										
General government	\$ 3,499,759	3,549,249	3,302,799	3,313,133	3,337,554	2,887,126	2,520,437	2,375,859	2,328,328	2,321,011
Public safety	6,301,073	6,508,186	6,480,234	6,330,140	6,158,179	5,941,435	5,620,122	5,092,512	5,104,069	5,107,675
Public works	6,653,270	6,382,087	6,438,609	6,207,448	6,460,883	6,075,740	5,817,302	5,757,621	4,938,608	5,033,367
Community development	1,084,653	1,052,483	971,173	975,709	1,036,649	967,200	843,327	839,019	841,531	770,324
Economic development	-	28,642	1,357	348,754	1,271,263	144,382	411,874	384,264	245,448	263,682
Interest on long-term debt	212,633	249,421	276,444	305,443	337,031	354,706	365,924	377,377	423,346	458,217
Total Governmental Activities Expenses	17,751,388	17,770,068	17,470,616	17,450,627	18,601,559	16,370,589	15,578,986	14,826,652	13,881,330	13,954,276
Business-type Activities										
Recreation center	1,220,074	1,161,492	1,203,726	1,218,633	1,174,500	1,254,772	1,280,035	1,327,714	1,298,269	1,130,871
Total Primary Government Expenses	18,971,462	18,931,560	18,674,342	18,699,260	19,776,059	17,625,361	16,859,021	16,154,366	15,179,539	15,085,147
PROGRAM REVENUES										
Governmental Activities										
Charges for services:										
General government	228,375	242,461	228,749	303,795	222,029	204,754	204,953	213,449	189,041	174,042
Public safety	1,909,495	2,056,877	1,948,490	1,815,272	2,428,807	2,256,103	1,196,801	950,718	1,121,181	1,033,508
Public works	668,547	643,552	411,344	430,567	695,210	823,729	649,860	784,394	956,574	573,810
Community development	4,290	6,468	5,409	3,427	9,647	20,712	15,716	29,832	39,077	31,819
Operating grants and contributions	1,684,292	1,697,710	1,747,480	1,731,486	1,780,974	1,964,875	1,828,585	1,523,534	1,539,251	1,567,406
Capital grants and contributions	555,484	754,762	-	741,426	772,607	125,917	5,892	348,877	1,336,741	156,141
Total Governmental Activities Program Revenues	5,050,483	5,401,830	4,341,472	5,025,973	5,909,274	5,396,090	3,901,807	3,850,804	5,181,865	3,536,726
Business-type Activities										
Charges for services:										
Recreation center	953,409	1,014,246	938,998	988,568	1,017,068	1,079,957	1,036,000	1,059,352	1,059,962	789,991
Capital grants and contributions	-	-	-	-	-	-	-	-	4,028	-
Total Business-type Activities Program Revenues	953,409	1,014,246	938,998	988,568	1,017,068	1,079,957	1,036,000	1,059,352	1,063,990	789,991
Total Primary Government Program										

CITY OF CREVE COEUR, MISSOURI
CHANGE IN NET POSITION (Continued)
LAST TEN FISCAL YEARS

	For The Years Ended June 30									
	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
GENERAL REVENUES AND OTHER										
CHANGES IN NET POSITION										
Governmental activities:										
Property tax	549,157	632,358	681,159	648,502	1,529,001	1,505,450	994,343	876,394	703,189	661,419
Sales tax	6,601,450	6,475,114	5,665,753	5,266,229	5,355,038	5,714,678	5,938,204	5,632,875	5,606,868	5,384,170
Utility tax	5,822,439	5,718,965	5,829,959	6,212,734	5,265,596	6,130,232	4,145,945	4,008,037	2,996,268	2,508,547
Other tax	48,726	47,302	47,375	47,740	52,959	53,743	55,260	60,326	59,650	62,109
Gain on sale of capital assets	17,595	7,284	27,821	90,211	19,380	61,338	-	134,695	-	-
Investment income	189,012	141,139	204,816	295,507	610,169	509,712	559,294	363,646	185,692	108,948
Miscellaneous	664,191	828,170	916,161	748,888	738,327	729,247	864,275	813,731	668,142	482,943
Transfers	(30,000)	(25,000)	(135,000)	(482,941)	(120,000)	(89,000)	(140,000)	(57,966)	(62,558)	(2,636,346)
Total Governmental Activities General Revenues And Other Changes In Net Position	13,882,570	13,825,332	13,138,044	12,826,870	13,450,470	14,615,400	12,417,321	11,801,738	10,157,251	6,571,790
Business-type activities:										
Investment income	434	201	237	469	459	4,056	3,039	3,670	1,350	340
Transfers	30,000	25,000	135,000	482,941	120,000	89,000	140,000	87,966	62,558	2,636,346
Total Business-type Activities General Revenues And Other Changes In Net Position	30,434	25,201	135,237	483,410	120,459	93,056	143,039	91,636	63,908	2,636,686
Total Primary Government General Revenues And Other Changes In Net Position	13,913,004	13,850,533	13,273,281	13,310,280	13,570,929	14,708,456	12,560,360	11,893,374	10,221,159	9,208,476

CITY OF CREVE COEUR, MISSOURI
TAX REVENUE BY SOURCE, GOVERNMENTAL FUNDS
LAST NINE FISCAL YEARS

Fiscal Year	Property	Sales And Use	Franchise And Public Service	Sewer Lateral	Total
2013	\$ 553,208	\$ 6,601,450	\$ 5,871,668	\$ 86,320	13,112,646
2012	624,866	6,475,114	5,829,469	86,176	13,015,625
2011	686,393	5,665,753	5,862,030	136,493	12,350,669
2010	653,966	5,266,229	6,259,404	135,311	12,314,910
2009	1,525,415	5,355,038	5,300,177	160,277	12,340,907
2008	1,508,402	5,714,678	6,132,783	160,721	13,516,584
2007	994,343	5,939,440	4,145,945	161,275	11,241,003
2006	872,172	5,634,733	4,008,037	153,791	10,668,733
2005	681,330	5,609,669	2,996,268	156,369	9,443,636

Source: Governmental revenues and supplemental information

CITY OF CREVE COEUR, MISSOURI
SALES TAX RATES, DIRECT AND OVERLAPPING
LAST TEN FISCAL YEARS

<u>For The Years Ended June 30</u>	<u>City Direct Rate</u>	<u>St. Louis County</u>	<u>State Of Missouri</u>	<u>Direct And Overlapping</u>	<u>Taxable Sales (1)</u>
2013	0.750 %	2.700 %	4.225 %	7.675 %	\$ 465,241,962
2012	0.750	2.950	4.225	7.675	471,598,063
2011	0.750	2.700	4.225	7.675	452,599,841
2010	0.500	2.200	4.225	6.925	440,227,975
2009	0.500	2.100	4.225	6.825	465,173,037
2008	0.500	1.850	4.225	6.575	503,575,442
2007	0.500	1.850	4.225	6.575	528,785,245
2006	0.500	1.850	4.225	6.575	505,831,847
2005	0.500	1.850	4.225	6.575	473,923,788
2004	0.500	1.850	4.225	6.575	447,602,031

(1) Taxable sales reported by the Missouri Department of Revenue. State law prohibits the disclosure of specific taxpayer information.

Note: The City participates in the county-wide sales tax sharing pool, which is generally distributed based on population.

CITY OF CREVE COEUR, MISSOURI
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS

Fiscal Year	Population (1)	Median Age (1)	Median Household Income (1)	Per Capita Income (1)	Unemployment Rate (2)
2013	17,855	42.4	\$ 98,093	\$ 62,056	7.0
2012	17,833	44.3	94,852	59,496	6.9
2011	17,833	44.3	91,642	58,576	8.9
2010	16,500	43.1	75,032	47,905	9.3
2009	16,500	43.1	75,032	47,905	9.7
2008	16,500	43.1	75,032	47,905	5.4
2007	16,500	43.1	75,032	47,905	5.2
2006	16,500	43.1	75,032	47,905	5.1
2005	16,500	43.1	75,032	47,905	5.6
2004	16,500	43.1	75,032	47,905	6.1

(1) Source: 2000 and 2010 U.S. Bureau of Census

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What is the sales tax rate in Creve Coeur?

The current sales tax rate for the majority of businesses in Creve Coeur is 7.863%. For those businesses located within the Olive Boulevard TDD, the sales tax rate is 8.363%. For those businesses within the Graeser TDD, the sales tax rate is 8.863%.

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1. How do I email the Mayor and City Council?
2. What is the sales tax rate in Creve Coeur?
3. What is the phone number for Republic Services (formerly Allied Waste)?
4. Where do I pay tickets?
5. What is the address of the Creve Coeur Government Center?
6. When am I required to upgrade my home's smoke alarm system?

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Sales Tax Rates Compared

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Municipality	Sales Tax Rate
Olivette	8.425%
Des Peres	8.425%
Brentwood	8.425%
Richmond Heights	8.425%
Town & Country	8.175%
Chesterfield	7.925%
Creve Coeur (with Proposition C)	7.675%
Creve Coeur (current)	7.425%
Maryland Heights	7.425%

Note: tax rates do not include special taxing districts, such as Transportation Development Districts.

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- Zoning Districts**
- Single Family Residential
 - Single Family Residential - Attached
 - Residential
 - Single Family Residential - Mixed Use
 - Higher Education District
 - General Commercial
 - Core Business District
 - Light Industrial District
 - Planned Community
 - Planned Office District
 - Planned Hospital District
 - Research and Office
 - Park District
 - Action Areas

14. *Food services and drinking places — (NAICS 722)*. Shall be located on sites of not less than two (2) acres with the following exceptions:
- a. The acreage requirement does not apply to properties within the "GC" District;
 - b. The acreage requirement does not apply to restaurants in the "CB", "PO", "PC" and "LI" Districts that are located within a retail or office building, provided that such restaurants do not collectively occupy more than forty percent (40%) of the building square footage; and
 - c. *Drive-thru or drive-up services*:
 - (1) Shall provide space for at least three (3) cars per drive-up window or station.
 - (2) Shall provide landscaping to screen the view of drive-up waiting spaces from surrounding properties.
 - (3) Drive-up window access, waiting spaces and egress shall not interfere with site circulation or be hazardous to motorists entering, exiting or passing by the site.
 - (4) Drive-thru service for restaurants may be located only on sites of not less than three (3) acres.

Table 9

CITY OF CHESTERFIELD, MISSOURI
Sales Tax Rates and Taxable Sales
Last Ten Fiscal Years
(dollars in thousands)

Fiscal Year	City		St. Louis County	State of Missouri	Direct and Overlapping	Sales Tax Revenues	Taxable Sales (1)
	Direct Rate						
2003	0.50%		1.850%	4.225%	6.575%	\$ 3,762	\$ 1,051,827
2004	0.50%		1.850%	4.225%	6.575%	3,940	1,148,881
2005	1.00%		1.850%	4.225%	7.075%	7,653	1,167,827
2006	1.00%		1.850%	4.225%	7.075%	9,086	1,261,810
2007	1.00%		1.850%	4.225%	7.075%	9,588	1,311,170
2008	1.00%		1.850%	4.225%	7.075%	11,538	1,251,922
2009	1.00%		2.100%	4.225%	7.325%	10,640	1,157,788
2010	1.00%		2.700%	4.225%	7.925%	10,544	1,011,597
2011	1.00%		2.700%	4.225%	7.925%	10,714	1,118,534
2012	1.00%		2.700%	4.225%	7.925%	11,301	1,234,141

(1) Taxable sales reported by the Missouri Department of Revenue. State Law prohibits the disclosure of specific taxpayer information.

Note: The City participates in the county-wide sales tax sharing pool, which is generally distributed based on population.

Table 15

CITY OF CHESTERFIELD, MISSOURI
Demographic and Economic Statistics
Last Ten Calendar Years

Year	Population	Personal Income (thousands of dollars)	Per Capita Personal Income	School Enrollment		Unemployment Rate
				Parkway School District	Rockwood School District	
2002	46,802	\$ 1,951,550	\$ 41,698	19,657	20,511	5.4 %
2003	46,802	2,030,832	43,392	19,304	20,063	5.8
2004	46,802	2,110,817	45,101	18,904	19,725	5.9
2005	46,802	2,165,698	46,274	18,273	19,583	5.5
2006	46,802	2,237,166	47,801	18,787	22,174	4.6
2007	46,802	2,299,807	49,727	17,717	22,185	4.9
2008	46,802	2,321,052	49,593	19,000	22,300	5.2
2009	46,802	2,419,336	51,693	19,000	22,300	5.4
2010	47,484	2,454,590	51,693	17,467	22,480	6.6
2011	47,484	2,430,231	51,180	17,467	22,480	6.2
2012	47,484	2,456,110	51,725	17,456	21,951	3.9

Source: Population and per capita personal income data for the City using the U.S. Census Bureau data for the area and Bureau of Economic Analysis for St. Louis County.

School enrollment information provided by Parkway and Rockwood School Districts.

Unemployment rate using U.S. Department of Labor, Bureau of Labor Statistics.

Note: Per capita personal income for year 2006 using consumer price index for midwest state as a percent change from 2005.

CITY OF CHESTERFIELD, MISSOURI
Changes in Net Position
Last Ten Fiscal Years

	For the years ended December 31									
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
EXPENSES										
Primary Government										
Governmental activities										
General government	\$ 2,596,258	2,732,076	2,820,464	2,828,371	3,012,569	3,104,859	3,239,574	3,219,111	3,073,393	3,323,238
Parks and recreation	1,759,887	1,819,602	1,200,554	3,279,634	3,631,874	4,114,605	4,529,859	4,735,969	5,282,317	6,667,066
Judicial	169,118	177,183	184,064	182,869	189,701	212,013	221,809	260,387	236,646	242,383
Planning	588,615	592,138	578,915	646,653	642,805	618,783	733,341	693,488	504,809	504,809
Developmental services	-	-	-	-	-	785,752	854,705	729,214	490,551	535,897
Public works	14,763,996	12,830,243	14,714,417	14,847,845	10,246,596	14,402,877	14,701,716	11,437,429	9,952,319	11,027,314
Public safety	6,540,437	6,694,462	6,877,264	7,099,546	7,405,868	8,311,227	8,309,249	8,275,428	7,720,308	8,468,966
Community development	179,090	139,090	65,848	153,130	493,543	244,572	209,657	209,657	151,522	181,407
Interest on long-term debt	4,594,305	5,598,446	5,485,774	5,172,635	4,691,663	3,797,796	2,932,036	3,094,375	2,954,766	2,809,885
Total primary government expenses	31,191,706	30,583,240	31,927,300	34,210,683	30,314,619	35,592,484	35,769,081	32,655,058	30,452,444	33,760,965
PROGRAM REVENUES										
Primary Government										
Governmental activities										
Charges for services:										
General government	541,361	621,344	635,359	694,115	667,663	740,083	683,912	696,465	681,851	658,018
Parks and recreation	420,887	459,308	778,892	868,600	1,012,857	977,961	1,027,958	1,136,840	1,210,006	1,394,799
Judicial	809,258	833,990	852,979	942,244	997,433	1,212,561	1,317,384	1,275,826	1,223,280	1,296,878
Planning	20,850	27,332	24,219	34,853	38,137	23,412	25,119	24,455	39,377	33,541
Public works	314,534	391,134	63,105	108,644	106,480	30,634	139,747	62,828	154,180	414,247
Public safety	63,924	49,255	39,342	41,293	47,106	53,391	60,126	61,604	51,152	55,799
Community Development	-	-	-	-	-	-	-	-	9,310	4,623
Operating grants and contributions	4,901,639	4,005,610	3,623,959	4,036,605	4,614,543	4,197,473	5,094,736	5,694,181	4,713,574	4,671,981
Capital grants and contributions	1,396,652	365,850	1,464,064	417,894	2,374,841	1,364,332	2,202,831	7,659,799	2,695,237	8,114,634
Total primary government program revenues	8,469,105	6,753,823	7,481,919	7,144,248	9,859,060	8,599,847	10,551,813	16,611,998	10,777,967	16,644,520
Net Revenues (Expenses)	(22,722,601)	#####	(24,445,381)	(27,066,435)	(20,455,559)	(26,992,637)	(25,217,268)	(16,043,060)	(19,674,477)	(17,116,445)
Total primary government net expense										
General Revenues and Other Changes in Net Position										
Primary Government										
Governmental activities:										
Taxes										
Property taxes	7,184,039	9,074,627	11,210,863	13,665,140	1,102,310	592,791	618,841	481,419	522,890	524,173
Sales taxes	12,961,633	13,764,998	19,524,090	22,574,494	22,281,097	17,635,148	16,212,514	16,104,082	16,537,971	17,427,057
Gross receipts tax (includes franchise tax)	4,985,577	5,013,234	5,473,216	5,617,717	6,267,218	8,766,303	8,512,571	7,975,310	7,970,597	7,930,276
Sewer lateral	549,249	465,261	420,758	600,668	588,441	567,228	555,847	560,418	551,252	559,184
Investment earnings	486,186	524,489	2,020,949	3,211,400	3,098,984	2,039,470	522,906	236,571	188,313	47,236
Miscellaneous	270,006	456,323	485,942	229,843	480,594	1,104,362	86,970	226,765	329,309	182,939
Total primary government	26,436,690	29,298,932	39,135,818	45,899,262	33,818,644	30,705,302	26,509,649	25,584,565	26,100,332	26,670,865
Changes in Net Position										
Total primary government	\$ 3,714,089	5,469,515	14,690,437	18,832,827	13,363,085	3,712,665	1,292,381	9,541,505	6,425,855	9,554,420

CITY OF MARYLAND HEIGHTS, MISSOURI

Tax Revenues By Source, Governmental Funds

Last Ten Fiscal Years
(Modified accrual basis of accounting)

For The Years Ended December 31	Gaming	Utility Gross Receipts	Sales	Other	Total
2003	\$ 13,300,709	\$ 4,082,652	\$ 6,500,676	\$ 2,839,222	\$ 26,723,259
2004	15,457,468	4,076,292	7,155,504	3,310,129	29,999,393
2005	15,607,319	4,254,320	7,742,913	3,670,072	31,274,624
2006	16,070,698	4,299,207	7,568,236	4,186,496	32,124,637
2007	15,569,179	4,657,311	7,662,991	3,937,213	31,826,694
2008	14,002,332	6,924,485	7,520,333	4,759,966	33,207,116
2009	13,941,327	6,139,117	6,734,956	4,368,213	31,183,613
2010	13,192,688	6,117,998	6,416,108	6,146,379	31,873,173
2011	12,449,843	5,992,169	7,079,124	5,521,904	31,043,040
2012	11,986,806	5,981,637	7,282,623	5,631,743	30,882,809

CITY OF MARYLAND HEIGHTS, MISSOURI

Sales Tax Rates, Direct And Overlapping

Last Ten Fiscal Years

<u>For The Years Ended December 31</u>	<u>City Direct Rate</u>	<u>St. Louis County</u>	<u>State Of Missouri</u>	<u>Direct And Overlapping</u>
2012	0.500 %	2.700 %	4.225 %	7.425 %
2011	0.500	2.700	4.225	7.425
2010	0.500	2.700	4.225	7.425
2009	0.500	2.100	4.225	6.825
2008	0.500	1.850	4.225	6.575
2007	0.500	1.850	4.225	6.575
2006	0.500	1.850	4.225	6.575
2005	0.500	1.850	4.225	6.575
2004	0.500	1.850	4.225	6.575
2003	0.500	1.850	4.225	6.575

The City levies a sales tax of one-half percent (0.5%) for the purpose of parks and stormwater.

Additionally, the City receives a portion of a 1% sales tax (included in the rates shown above) levied

CITY OF MARYLAND HEIGHTS, MISSOURI

Taxable Sales Generated By Industry

For The Years Ended December 31 - Last Seven Fiscal Years

Industry	2006			2007			2008			2009			2010			2011			2012		
	Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts		Taxable Sales (Millions Of Dollars)	Percentage Of Total Taxable Gross Receipts	
Wholesale trade - durable goods	\$ 133,230	14.78 %		\$ 134,865	15.46 %		\$ 53,576	7.08 %		\$ 46,477	6.81 %		\$ 42,823	6.28 %		\$ 47,916	7.15 %		\$ 45,019	6.41 %	
Eating and drinking places	56,586	9.61		90,557	11.08		99,141	13.10		91,968	13.48		87,964	12.89		87,024	12.95		99,354	12.72	
Miscellaneous services	80,464	8.93		81,870	9.39		80,739	10.66		75,907	11.13		96,393	14.20		95,900	14.31		115,728	16.47	
Miscellaneous retail	105,405	11.80		95,410	11.06		54,503	7.20		43,879	6.43		42,921	6.29		39,452	5.88		40,626	5.78	
Electric, gas, and sanitary services	53,148	5.90		58,406	6.79		36,210	4.78		38,341	5.60		38,725	5.68		42,496	6.34		42,099	5.99	
Food stores	46,582	5.17		51,265	5.88		45,744	6.04		50,270	7.37		49,323	7.23		48,076	7.17		49,272	7.01	
Amusement/ recreation services, except motel	45,775	5.08		41,227	4.73		40,572	5.36		25,260	3.70		23,656	3.47		19,738	2.94		18,261	2.60	
Hotels, rooming houses, and camps other	52,521	5.82		57,243	5.99		51,921	6.86		41,844	6.13		40,651	5.95		43,309	6.46		47,258	6.73	
Communication	33,751	3.74		33,532	4.43		37,937	5.01		37,631	5.52		33,144	4.86		29,597	4.41		24,546	3.50	
Other	264,003	29.17		220,470	25.28		256,719	33.91		230,080	33.74		222,315	33.14		216,922	32.36		230,391	32.79	
Total Taxable Sales	\$ 901,465	100.00 %		\$ 871,845	100.00 %		\$ 757,062	100.00 %		\$ 682,157	100.00 %		\$ 678,425	100.00 %		\$ 670,430	100.00 %		\$ 702,554	100.00 %	

Source: Taxable sales by Standard Industry Code reported by the State of Missouri Department of Revenue

State law prohibits the disclosure of specific taxpayer information.

No information available prior to 2006.

CITY OF MARYLAND HEIGHTS, MISSOURI

Demographic And Economic Statistics

Last Ten Calendar Years

For The Years Ended December 31	Population	Personal Income (Thousands Of Dollars)	Per Capita Personal Income	School Enrollment		Unemployment Rate
				Pattonville School District	Parkway School District	
2003	25,756	\$ 641,788	\$ 24,918	-	19,668	3.60 %
2004	27,346	681,408	24,919	-	19,323	3.80
2005	27,346	681,408	24,919	-	18,732	3.50
2006	27,346	681,408	24,919	5,782	18,557	3.10
2007	27,346	681,408	24,919	5,544	18,212	3.30
2008	27,346	681,408	24,919	5,430	17,424	4.00
2009	27,346	681,408	24,919	5,372	17,424	7.40
2010	27,472	812,814	29,587	5,518	17,504	7.80
2011	27,472	812,814	29,587	5,457	17,234	6.50
2012	27,472	812,814	29,587	5,509	17,271	5.40

Source: Population and per capita personal income based on U.S. Census Bureau data
 School enrollment information provided by Parkway School District
 Pattonville enrollment information for years prior to 2006 was not available
 Unemployment rate information received from the Missouri Department of Labor

25-23

City of Maryland Heights
ZONING CODE



MOTOR VEHICLE ORIENTED BUSINESSES

The Zoning Code text contained in the Interpretive Version is current as of Ordinance #2013-3830 adopted on December 5, 2013.

The City Planner comments were last updated on December 16, 2013.

SECTION 25-23.1 CONDITIONAL USE

Motor vehicle oriented businesses (MVOB) shall require a Conditional Use Permit in all districts as indicated in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code. When approved as a conditional use, the MVOB must comply with all applicable requirements of this section.

SECTION 25-23.2 NONCONFORMING MOTOR VEHICLE ORIENTED BUSINESSES

Existing MVOBs which do not comply with the regulations and conditions of the Zoning Code shall be considered to be nonconforming and allowed to continue; however, all nonconforming MVOBs shall comply with the following requirements within one (1) year after written notification by the Building Commissioner of items which must be corrected:

1. Whenever an MVOB is located adjacent to a residential district or residential use on the ground floor, appropriate screening, as provided for in Section 25-16.10, Landscaping Requirements for Buffer Areas and Screening.
2. All exterior lighting shall conform to the Section 25-18, Lighting Design Standards.
3. All MVOBs shall provide suitable storage of trash within areas, which are so designed and constructed as to allow no view of the trash storage from a street, to prevent waste from blowing around the site or onto adjacent properties or public rights-of-way, and to permit safe, easy removal of trash by truck or hand.
4. All storage of merchandise for sale, including vending machines, shall conform with the requirements of Section 25-23.6.D.1.

SECTION 25-23.3 LOCATION REQUIREMENTS

All MVOBs must be a minimum of three hundred (300) feet from other motor vehicle oriented businesses, which distances shall be computed as follows:

- A. For such businesses on the same side of the street, a minimum of three hundred (300) feet shall be provided between the two (2) closest property lines, said minimum distance, however, being subject to the effect of the additional requirements set forth in paragraphs B. and C. of this subsection.
- B. For such businesses on opposite sides of the street, no such business shall be allowed on a lot where a line, drawn from either front corner of said proposed lot across the street and perpendicular to the street right-of-way on which the proposed lot fronts, crosses the right-of-way on the opposite side of the street at a point less than three hundred (300') feet from the closest property corner of an already existing or approved MVOB lot on

CITY PLANNER'S COMMENTS

MVOBs are conditional uses in the zoning districts in which they are found.

Pre-existing nonconforming MVOBs are not required to meet the design standards of this section, but are required to meet these requirements.

Generally, a 300 feet separation between MVOBs is required.

One building containing two or more MVOBs is treated as one MVOB provided that the circulation is acceptable based on review of the required traffic study.



MOTOR VEHICLE ORIENTED BUSINESSES

CITY PLANNER'S COMMENTS

This provision gives the Planning Commission the authority to waive or reduce the minimum distance requirements for good cause.

said opposite side of the street.

- C. For four-corner intersections, only two (2) MVOBs may be allowed at such an intersection but only on diagonally opposite corners, regardless of their distance from one another. For "T" intersections, only two (2) MVOBs may be allowed.
- D. The Planning Commission may waive or reduce the minimum distance requirements set forth above when the MVOB is located in the "M-1", "C-2", "RD-C", "RD-M", or "PD" zoning districts. The Planning Commission shall, prior to deciding on the request for said waiver, receive and review a report from the City Engineer or City's traffic consultant. The report shall include the impact on existing traffic of the waiver of said requirement along with the traffic consultant's recommendations for the mitigation of said impact through the installation of traffic control devices such as turning lanes, shared access drives, traffic signals, and signage.
- E. The City Planner may request that an applicant for a waiver provide, at the applicant's expense, a traffic study to ascertain the project's impact and effect of any proposed traffic control devices. Said study shall be prepared by a registered professional engineer pre-qualified by the City to perform such studies and said study shall be in accordance with guidelines established by the City.

SECTION 25-23.4 SITE DESIGN STANDARDS

The following site design standards shall be met for all MVOBs except as otherwise noted:

- A. *Minimum Lot Area.* Twenty thousand (20,000) square feet.
- B. *Minimum Lot Width.* The minimum lot width at the building line shall be one hundred fifty (150) feet.
- C. *Yard Requirements:*
 - 1. *Front Yard.* There shall be a front yard having a depth of not less than thirty (30) feet. No accessory building, service island, or other service or pickup facilities shall project beyond the front building setback line except as noted in Section 25-13.5.D, Structural Projections.
 - 2. *Side Yard.* There shall be a side yard on each side of the building of not less than five (5) feet. Said yard requirements shall be twenty-five (25) feet where abutting any Non-Urban or residential zoning district.
 - 3. *Rear Yard.* MVOBs shall maintain the same rear yard re-

CITY PLANNER'S COMMENTS

quirements as the zoning district in which the business is located.

D. *Ingress and Egress:*

1. The minimum width of driveways at the property line shall be twenty-four (24) feet, and shall not exceed forty (40) feet.
2. The radius used to increase the driveway opening at the curb or pavement edge shall not be less than ten (10) feet nor more than forty (40) feet. The edges of the opening shall not project beyond the side property line extended normal to the pavement.
3. Driveway openings shall be limited to one (1) drive per two hundred (200) feet of lot frontage. On a corner lot, one (1) entrance from each street shall be permitted and located as far as possible from the street intersection corner.
4. The angle of driveway intersection with the street shall be based upon reasonable criteria for safe traffic movements and subject to the review and approval of the City Engineer.
5. Motor vehicle oriented businesses integrated in a shopping center or cluster of commercial facilities shall use the common access with other business establishments in that center.

SECTION 25-23.5 DRIVE-THRU LANES STANDARDS

Except as otherwise noted elsewhere in this section, all drive-thru facilities shall be designed to meet the minimum requirements indicated:

- A. *Storage Length.* If not specifically specified herein, storage length will be determined by the City Planner with the input of the City's traffic consultant and/or City Engineer based upon an evaluation of the company's projected sales for a ten (10) year period and the volume of adjacent street traffic.
- B. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles.
- C. *Lane Width.* The drive-thru lane must be a minimum of twelve (12) feet in width, except that a ten (10) foot wide lane will be permitted within the pick-up/service area to guide motorists adjacent to the drive-up facility.
- D. *Minimum Distance from a Public Roadway.* When the drive-thru lane is oriented parallel to a public roadway, there must be a minimum distance of fifty (50) feet measured between the pub-



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lic road curb or edge of pavement and the nearest curb or edge of the drive-thru lane.

E. Banking facilities shall meet the following standards:

1. *Storage Length.* All drive-thru facilities shall contain stacking capacity for vehicles in accordance with the following criteria:

- a. Drive-up teller windows (see Table 23.1, Stacking for Drive-Up Teller Windows).

TABLE 23.1. Stacking for Drive-Up Teller Windows		
NUMBER OF DRIVE-UP WINDOWS	DESIGN STORAGE (vehicle/window)	TOTAL STORAGE (vehicles)
2	10 (220 ft.)	20 (440 ft.)
3	7 (154 ft.)	21 (462 ft.)
4	5 (110 ft.)	20 (440 ft.)
5–6	4 (88 ft.)	20 (440 ft.)
7–8	3 (66 ft.)	21 (462 ft.)
9 or more	2 (44 ft.)	18 (396 ft.)

- b. *ATM's.* Three (3) stacking spaces (sixty-six [66] feet) shall be provided for each automatic teller machine (ATM).

2. *Exclusive use.* The drive-thru lane serving each drive-up window or ATM shall be used exclusively for drive-thru vehicles commencing at a point not less than sixty-six (66') feet back from the centerline of and leading to the drive-up window or ATM.

F. Automated car washes shall meet the following standards:

1. *Storage Length.* Stacking spaces equivalent to ten (10) times the capacity of the car wash shall be provided. One (1) stacking space is equal to twenty-two (22) feet of pavement length.
2. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles for a distance equivalent to fifty (50%) percent of the required storage length of the car wash.

G. Fast food restaurants shall meet the following standards:

1. *Storage Length.* All drive-thru facilities shall contain stacking capacity for vehicles in accordance with Table 23.2, Stack-

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ing for Drive-Thru Lanes. For one (1) drive-thru lane with two (2) windows divide column two (2) requirements by one point three (1.3).

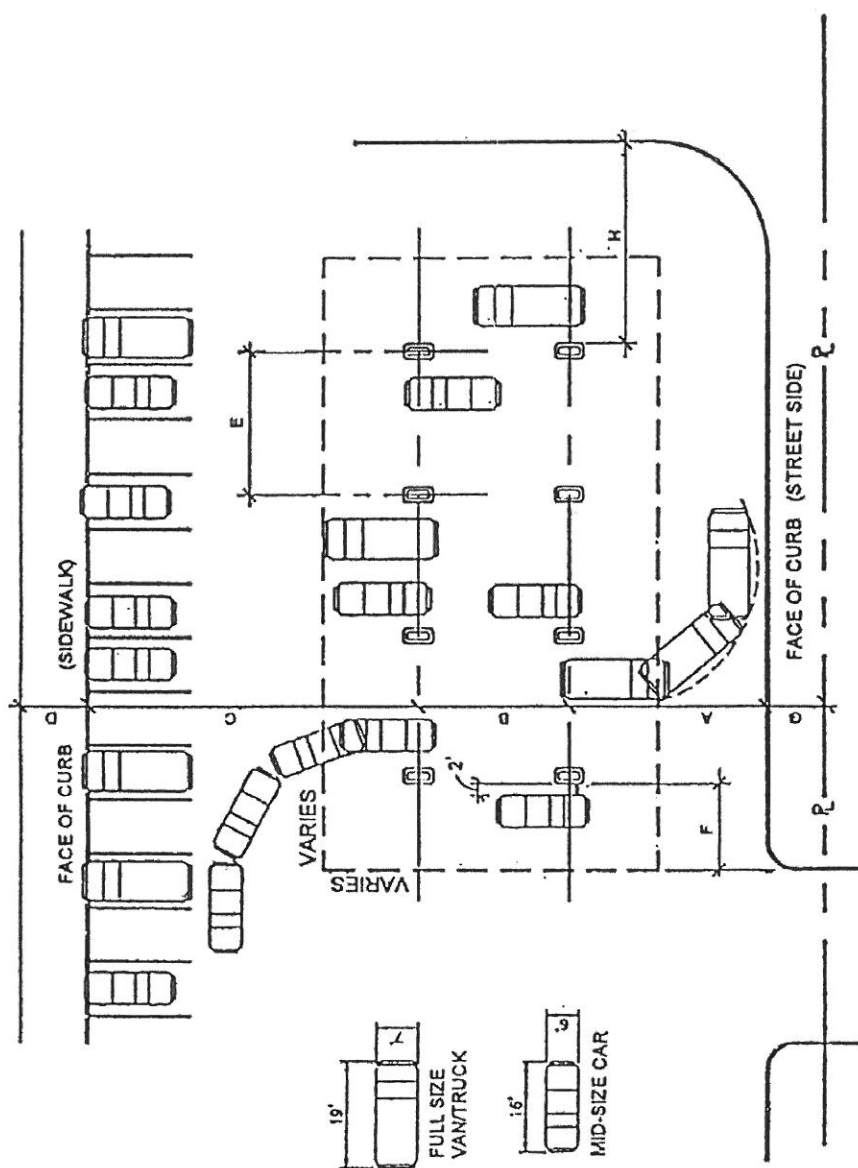
TABLE 23.2. Stacking for Drive-Thru Lanes

TOTAL PEAK HOUR VEHICLES ENTERING DRIVE-THRU ONLY	TOTAL STORAGE FOR 1 DRIVE-THRU LANE AND 1 WINDOW	TOTAL STORAGE FOR 2 DRIVE-THRU LANES AND 2 WINDOWS
100 or less	17 vehicles (374 ft.)	15 vehicles (330 ft.)
100–150	19 vehicles (418 ft.)	19 vehicles (418 ft.)
150–200	22 vehicles (484 ft.)	22 vehicles (484 ft.)

2. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles from the order board, which is mandatory, to the pick-up window. The distance between the order board and the pick-up window should be sufficient to store four (4) cars (not including the vehicles at the pick-up window and order board).
 3. *Delayed Pick-Up Area Provision.* A pick-up area sufficient to store one (1) car shall be provided for each pick-up window.
 4. *Escape Lane Provision.* An escape lane is recommended to permit motorists to exit the site after reviewing the menu board.
- H. Retail fuel dispensing facilities shall meet the following standards:
1. All businesses with retail fuel dispensing facilities shall be limited to two (2) service islands and three (3) gasoline pumps per island for the minimum size lot. One (1) service island and three (3) gasoline pumps may be added for each additional two thousand (2,000) square feet of site area exceeding the minimum; however, in no case shall more than six (6) service islands be allowed at any one (1) site.
 2. *Lane Width.* Except as otherwise noted elsewhere in this section, all fuel dispensing facilities shall be designed to provide the minimum space requirements that are indicated on the following pages in Figures 23.1 and 23.2, Standard Gas Island Dimension.
 3. The City Planner, upon review by the City Engineer, may specify equivalent dimensions to be used when the desired pump arrangement is not specified.



MOTOR VEHICLE ORIENTED BUSINESSES



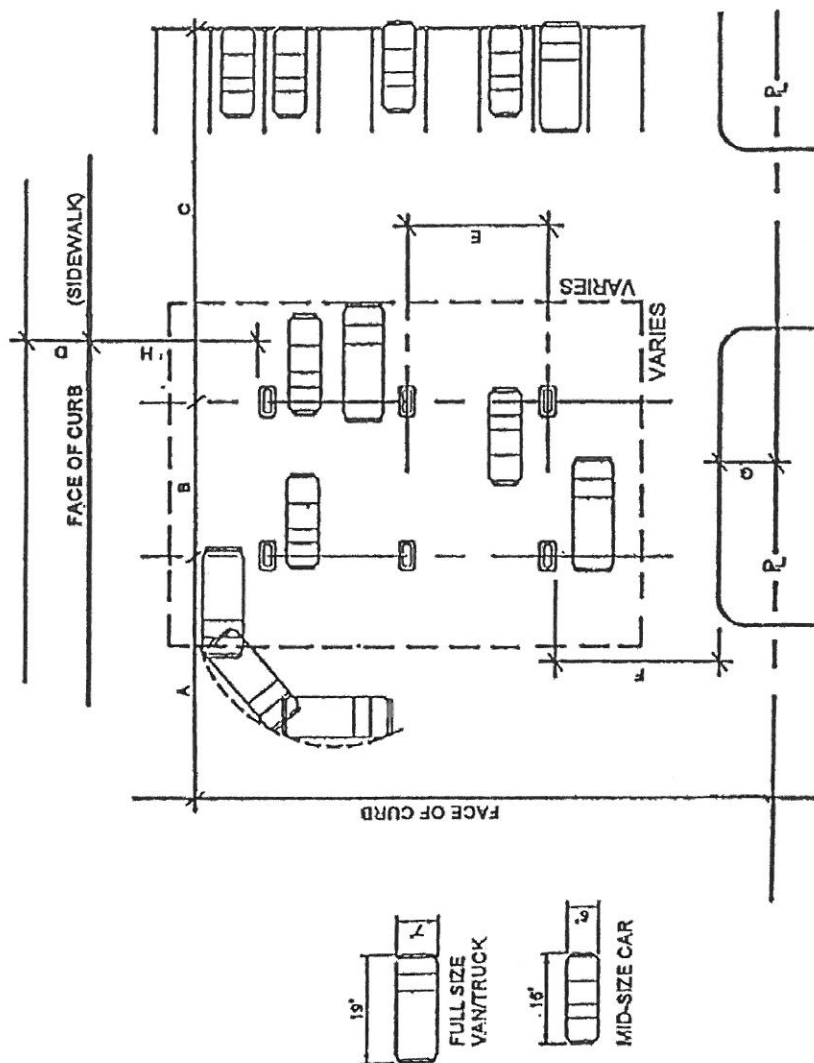
DESIGNATION	MINIMUM
A	44'
B	30'
C	65'
D	8.6'
E	26'22"
F	16'
G	20'
H	35'

*MAY BE REDUCED TO 8'0" WHERE APPROVED WHEEL STOPS ARE PROVIDED IN ADJACENT PARKING ROW

**SINGLE ROW OF PUMPS DOUBLE ROW OF PUMPS

STANDARD GAS ISLAND DIMENSION
(N.T.S.)

FIGURE 23.1



DESIGNATION	MINIMUM
A	44'
B	30'
C	65'
D	6.0'
E	32'
F	28'
G	20'
H	23'

STANDARD GAS ISLAND DIMENSION
(N.T.S.)

FIGURE 23.2

This version of the Zoning Code is provided for reference only and does not represent the official Zoning Code of the City of Maryland Heights. The City Planner comments contained in the sidebar are purely informational and have not been formally adopted as part of the Zoning Code.



MOTOR VEHICLE ORIENTED BUSINESSES

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Note that parking spaces for MVOBs have a minimum width of 10 feet due to the higher turnaround associated with these uses.

I. *Retail Pharmacy.* Except as otherwise noted elsewhere in this section, all retail pharmacy drive-thru facilities shall be designed to meet the minimum requirements indicated:

1. *Storage Length.* Stacking spaces equivalent to four (4) times the capacity of each drive-thru window be provided. One (1) stacking space is equal to twenty-two (22) feet of pavement length.
2. *Exclusive Use.* The drive-thru lane shall be used exclusively for prescription pick-up for a distance equivalent to fifty (50%) percent of the required storage length of the drive-thru window.

SECTION 25-23.6 SITE DESIGN

A. *Off-Street Parking:*

1. All MVOBs shall provide for off-street parking in accordance with the requirements of Section 25-14, Parking and Loading Regulations, except as otherwise noted elsewhere.
2. The minimum width of a parking stall shall be ten (10) feet.
3. No internal parking stall, cross drive aisle, or loading space shall be located closer to the street right-of-way than twenty (20) feet or within any side yard setback.

B. *Vehicular Areas:*

1. The entire area used by vehicles for parking, storage, service, etc., shall be paved with concrete or asphaltic concrete.
2. A raised six-inch concrete curb shall be provided at the edge of all pavement.
3. When the rental of equipment, automobiles, trucks, and trailers is to be conducted on an MVOB site, additional land area and paved area shall be provided in addition to the driveway, parking area, and landscape areas required by this section. An additional one thousand (1,000) square feet of site area shall be provided for each five (5) rental units. No parking of rental units shall be permitted on landscaped areas or within driveways. All rental storage areas shall be paved and landscaped as approved by the City Planner. Such rental equipment shall be stored in rear yard except when being picked up by customers.

CITY PLANNER'S COMMENTS

D. Performance Standards:

1. *Outdoor Sales and Display at Gasoline Station Convenience Stores.*
 - a. Outdoor display and sales of merchandise may be permitted along the storefront. All other outdoor storage of materials and displays is specifically prohibited
 - b. *Area.* Said outdoor display shall be limited to twenty-five (25%) percent of total store frontage with a maximum of one hundred (100) square feet (inclusive of vending machines).
 - c. *Height and other dimensions.* The height of any outdoor display may not exceed five (5) feet with the exception of vending machines (and their surrounds) which shall not exceed 8 feet in height, 3 feet in depth, or 6 feet in width.
 - d. *Location.*
 - i. The placement of said display shall not obstruct public access to the building.
 - ii. Vending machines shall not be located within three (3) feet of a fire department connection
 - ii. Price signs shall be permitted on outdoor displays. Said price signage shall not exceed two (2) square feet and shall be placed upon the merchandise which it advertises.
 - e. *Parking.* One parking space, in addition to the number of spaces required for the convenience store, shall be provided for video rental and similar vending machines subject to the review and approval of the City Planner.
2. Flammable materials used in the conduct of MVOBs shall be stored according to the Building Code.
3. All lubrication, washing, repair, and service of vehicles shall be conducted entirely within a building. The grease or wash racks, hydraulic hoists, pits, and other equipment used to perform these services shall be contained within a building.
4. The Planning Commission may recommend, and the City Council may require, other conditions which will tend to eliminate or reduce public nuisance caused by noise, heat, odors, smoke, dust, vibration, glare, flooding, and traffic congestion and promote the purpose of the Zoning Code.



MOTOR VEHICLE ORIENTED BUSINESSES

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5. No service bay and/or loading zone shall face any street right-of-way.
 6. All paved and landscaped areas shall, at all times, be kept in good repair in accordance with this and other ordinances of the city and the continuous maintenance of said areas shall be the responsibility of the owners and lessees of the property.
- E. *Utilities.* All utility, power and telephone lines, except those located in designated overhead utility corridors, shall be located underground.

APPENDIX B. LAND USE AND REQUIRED PARKING MATRIX.

The terminology used in this appendix is based on the coding and classification of land use contained in North American Industry Classification System, prepared by the Department of Commerce's National Technical Information Service in 2007. The coding and classification system has also been modified in certain instances to clarify terminology.

North American Industry Classification System contains additional descriptive information that could be helpful in the interpretation of a particular use and should be used as a reference document to support these regulations. A copy of this manual is available for review in the Department of Community Development.



Appendix B - Land Use and Required Parking Matrix

City of Maryland Heights Zoning Code

Appendix
B

Category		NU	R-1	R-2	R-3	R-4	R-5	R-6	C-1	C-2	M-1	M-2	RDM	RDC	RD-MXD	Minimum Parking
HOSPITALITY	722516	Fast Food Restaurants							C	C	C		C	C		1 space for every 3 seats to be provided in areas allocated to table seating, plus 2 spaces for every 3 employees on the maximum shift, plus 1 space for every 12 sq. ft. allocated to a queuing or waiting area (including enclosed vestibules, air lock areas between entry doors, areas allocated to food service waiting lines, and areas allocated to order taking and delivery), plus all applicable standards for areas of the establishment which are allocated to bar areas (see parking standards for "Drinking Places and Alcoholic Beverages" herein)
	722517	Fast Food Restaurants with Drive Through Services								C	C		C	C		1 space for every 2 seats to be provided in areas allocated to table seating plus 2 spaces for every three employees on the maximum shift, plus 1 space for every 12 sq. ft. of floor area allocated to order taking, delivery areas and food service waiting lines. Stacking spaces shall be as required in MVOB



Appendix B - Land Use and Required Parking Matrix

City of Maryland Heights Zoning Code

Appendix
B

Category		NU	R-1	R-2	R-3	R-4	R-5	R-6	C-1	C-2	M-1	M-2	RDM	RDC	RD-MXD	Minimum Parking
HOSPITALITY	722518	Entertainment Restaurants							C	C	C		C	C	C	1 space for every 3 seats to be provided in areas allocated to table seating, plus 2 spaces for every 3 employees on the maximum shift, plus 1 space for every 12 sq. ft. allocated to a queuing or waiting area (including enclosed vestibules, air lock areas between entry doors, areas allocated to food service waiting lines, and areas allocated to order taking and delivery), plus all applicable standards for areas of the establishment which are allocated to bar areas (see parking standards for "Drinking Places and Alcoholic Beverages" herein)
	722519	Microbreweries/Wineries							C	C	C		C	C	C	1 space for every 2 seats provided in areas allocated to table seating, plus 2 spaces for every 3 employees on the maximum shift, plus 1 space for every 4 lineal feet of bar frontage, plus 1 space for every 4 lineal feet of bar rail applied along interior walls or columns, plus 1 space for every standing-type cocktail table, plus 1 space for every 12 square feet of open area where patrons may stand, plus 1 space for every 12 square feet allocated to a queuing or waiting area (including enclosed vestibules, air lock areas between entry doors, areas allocated to food service waiting lines, and areas allocated to order taking and delivery)
	722520	Night Clubs									C		C	C		

ARTICLE 23. MOTOR VEHICLE ORIENTED BUSINESSES.

Sec. 25-23.1. Conditional Use.

Motor vehicle oriented businesses (MVOB) shall require a Conditional Use Permit in all districts as indicated in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code. When approved as a conditional use, the MVOB must comply with all applicable requirements of this section.

Sec. 25-23.2. Nonconforming Motor Vehicle Oriented Businesses.

Existing MVOBs which do not comply with the regulations and conditions of the Zoning Code shall be considered to be nonconforming and allowed to continue; however, all nonconforming MVOBs shall comply with the following requirements within one (1) year after written notification by the Building Commissioner of items which must be corrected:

1. Whenever an MVOB is located adjacent to a residential district or residential use on the ground floor, appropriate screening, as provided for in Section 25-16.10, Landscaping Requirements for Buffer Areas and Screening.
2. All exterior lighting shall conform to the Section 25-18, Lighting Design Standards.
3. All MVOBs shall provide suitable storage of trash within areas, which are so designed and constructed as to allow no view of the trash storage from a street, to prevent waste from blowing around the site or onto adjacent properties or public rights-of-way, and to permit safe, easy removal of trash by truck or hand.
4. All storage of merchandise for sale, including vending machines, shall conform with the requirements of Section 25-23.6.D.1.

Sec. 25-23.3. Location Requirements.

All MVOBs must be a minimum of three hundred (300) feet from other motor vehicle oriented businesses, which distances shall be computed as follows:

- A. For such businesses on the same side of the street, a minimum of three hundred (300) feet shall be provided between the two (2) closest property lines, said minimum distance, however, being subject to the effect of the additional requirements set forth in paragraphs B. and C. of this subsection.
- B. For such businesses on opposite sides of the street, no such business shall be allowed on a lot where a line, drawn from either front corner of said proposed lot across the street and perpendicular to the street right-of-way on which the proposed lot fronts, crosses the right-of-way on the opposite side of the street at a point less than three hundred (300') feet from the closest property corner of an already existing or approved MVOB lot on said opposite side of the street.
- C. For four-corner intersections, only two (2) MVOBs may be allowed at such an intersection but only on diagonally opposite corners, regardless of their distance from one another. For "T" intersections, only two (2) MVOBs may be allowed.
- D. The Planning Commission may waive or reduce the minimum distance requirements set forth above when the MVOB is located in the "M-1", "C-2", "RD-C", "RD-M", or "PD" zoning districts. The Planning Commission shall, prior to deciding on the request for said waiver, receive and review a report from the City Engineer or City's traffic consultant. The report shall include the impact on existing traffic of the waiver of said requirement along with the traffic consultant's recommendations for the mitigation of said impact through the installation of traffic control devices such as turning lanes, shared access drives, traffic signals, and signage.
- E. The City Planner may request that an applicant for a waiver provide, at the applicant's expense, a traffic study to ascertain the project's impact and effect of any proposed traffic control devices. Said study shall be prepared by

a registered professional engineer pre-qualified by the City to perform such studies and said study shall be in accordance with guidelines established by the City.

Sec. 25-23.4. Site Design Standards.

The following site design standards shall be met for all MVOBs except as otherwise noted:

- A. *Minimum Lot Area.* Twenty thousand (20,000) square feet.
- B. *Minimum Lot Width.* The minimum lot width at the building line shall be one hundred fifty (150) feet.
- C. *Yard Requirements:*
 - 1. *Front Yard.* There shall be a front yard having a depth of not less than thirty (30) feet. No accessory building, service island, or other service or pickup facilities shall project beyond the front building setback line except as noted in Section 25-13.5.D, Structural Projections.
 - 2. *Side Yard.* There shall be a side yard on each side of the building of not less than five (5) feet. Said yard requirements shall be twenty-five (25) feet where abutting any Non-Urban or residential zoning district.
 - 3. *Rear Yard.* MVOBs shall maintain the same rear yard requirements as the zoning district in which the business is located.
- D. *Ingress and Egress:*
 - 1. The minimum width of driveways at the property line shall be twenty-four (24) feet, and shall not exceed forty (40) feet.
 - 2. The radius used to increase the driveway opening at the curb or pavement edge shall not be less than ten (10) feet nor more than forty (40) feet. The edges of the opening shall not project beyond the side property line extended normal to the pavement.
 - 3. Driveway openings shall be limited to one (1) drive per two hundred (200) feet of lot frontage. On a corner lot, one (1) entrance from each street shall be permitted and located as far as possible from the street intersection corner.
 - 4. The angle of driveway intersection with the street shall be based upon reasonable criteria for safe traffic movements and subject to the review and approval of the City Engineer.
 - 5. Motor vehicle oriented businesses integrated in a shopping center or cluster of commercial facilities shall use the common access with other business establishments in that center.

Sec. 25-23.5. Drive-Thru Lanes Standards.

Except as otherwise noted elsewhere in this section, all drive-thru facilities shall be designed to meet the minimum requirements indicated:

- A. *Storage Length.* If not specifically specified herein, storage length will be determined by the City Planner with the input of the City's traffic consultant and/or City Engineer based upon an evaluation of the company's projected sales for a ten (10) year period and the volume of adjacent street traffic.
- B. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles.
- C. *Lane Width.* The drive-thru lane must be a minimum of twelve (12) feet in width, except that a ten (10) foot wide lane will be permitted within the pick-up/service area to guide motorists adjacent to the drive-up facility.

D. *Minimum Distance from a Public Roadway.* When the drive-thru lane is oriented parallel to a public roadway, there must be a minimum distance of fifty (50) feet measured between the public road curb or edge of pavement and the nearest curb or edge of the drive-thru lane.

E. Banking facilities shall meet the following standards:

1. *Storage Length.* All drive-thru facilities shall contain stacking capacity for vehicles in accordance with the following criteria:

a. *Drive-up teller windows* (see Table 23.1, Stacking for Drive-Up Teller Windows).

TABLE 23.1. Stacking for Drive-Up Teller Windows		
NUMBER OF DRIVE-UP WINDOWS	DESIGN STORAGE (vehicle/window)	TOTAL STORAGE (vehicles)
2	10 (220 ft.)	20 (440 ft.)
3	7 (154 ft.)	21 (462 ft.)
4	5 (110 ft.)	20 (440 ft.)
5—6	4 (88 ft.)	20 (440 ft.)
7—8	3 (66 ft.)	21 (462 ft.)
9 or more	2 (44 ft.)	18 (396 ft.)

b. *ATM's.* Three (3) stacking spaces (sixty-six [66] feet) shall be provided for each automatic teller machine (ATM).

2. *Exclusive use.* The drive-thru lane serving each drive-up window or ATM shall be used exclusively for drive-thru vehicles commencing at a point not less than sixty-six (66') feet back from the centerline of and leading to the drive-up window or ATM.

F. Automated car washes shall meet the following standards:

1. *Storage Length.* Stacking spaces equivalent to ten (10) times the capacity of the car wash shall be provided. One (1) stacking space is equal to twenty-two (22) feet of pavement length.

2. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles for a distance equivalent to fifty (50%) percent of the required storage length of the car wash.

G. Fast food restaurants shall meet the following standards:

1. *Storage Length.* All drive-thru facilities shall contain stacking capacity for vehicles in accordance with Table 23.2, Stacking for Drive-Thru Lanes. For one (1) drive-thru lane with two (2) windows divide column two (2) requirements by one point three (1.3).

TABLE 23.2. Stacking for Drive-Thru Lanes		
TOTAL PEAK HOUR VEHICLES ENTERING DRIVE-THRU ONLY	TOTAL STORAGE FOR 1 DRIVE-THRU LANE AND 1 WINDOW	TOTAL STORAGE FOR 2 DRIVE-THRU LANES AND 2 WINDOWS
100 or less	17 vehicles (374 ft.)	15 vehicles (330 ft.)
100—150	19 vehicles (418 ft.)	19 vehicles (418 ft.)
150—200	22 vehicles (484 ft.)	22 vehicles (484 ft.)

2. *Exclusive Use.* The drive-thru lane shall be used exclusively for drive-thru vehicles from the order board, which is mandatory, to the pick-up window. The distance between the order board and the pick-up window should be sufficient to store four (4) cars (not including the vehicles at the pick-up window and order board).
3. *Delayed Pick-Up Area Provision.* A pick-up area sufficient to store one (1) car shall be provided for each pick-up window.
4. *Escape Lane Provision.* An escape lane is recommended to permit motorists to exit the site after reviewing the menu board.

H. Retail fuel dispensing facilities shall meet the following standards:

1. All businesses with retail fuel dispensing facilities shall be limited to two (2) service islands and three (3) gasoline pumps per island for the minimum size lot. One (1) service island and three (3) gasoline pumps may be added for each additional two thousand (2,000) square feet of site area exceeding the minimum; however, in no case shall more than six (6) service islands be allowed at any one (1) site.
2. *Lane Width.* Except as otherwise noted elsewhere in this section, all fuel dispensing facilities shall be designed to provide the minimum space requirements that are indicated on the following pages in Figures 23.1 and 23.2, Standard Gas Island Dimension.

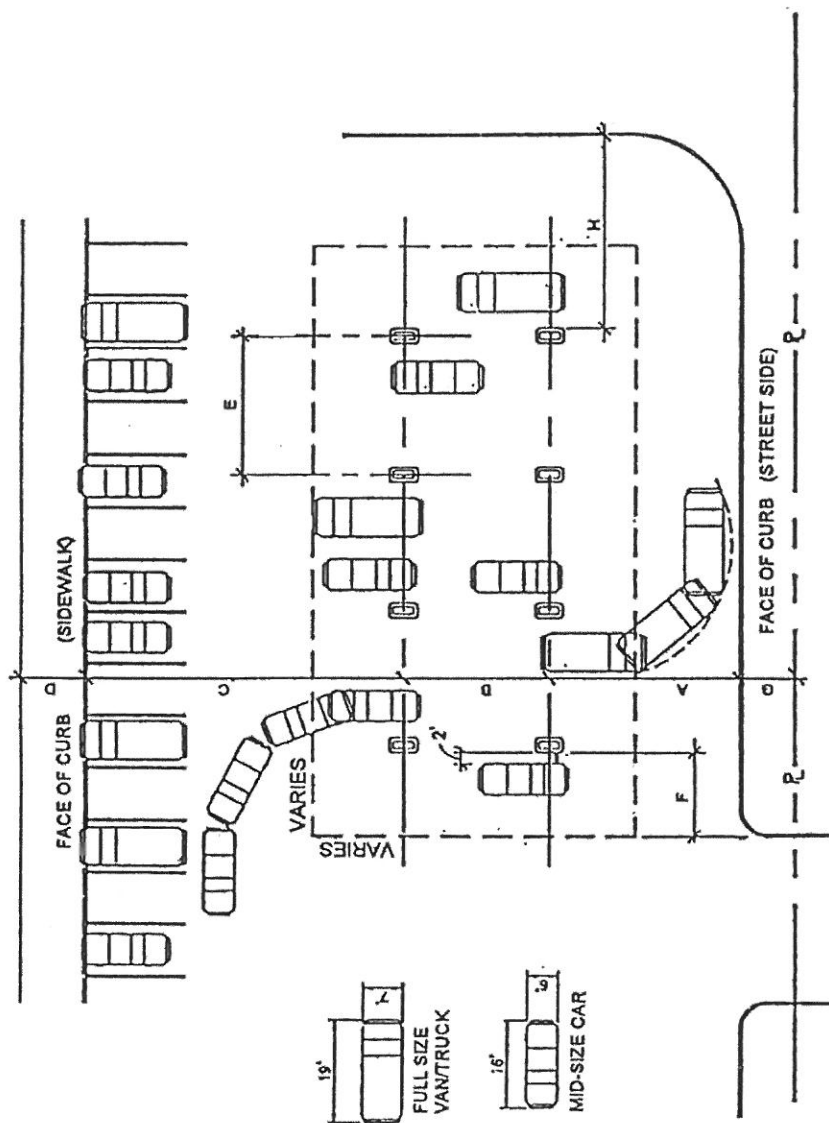


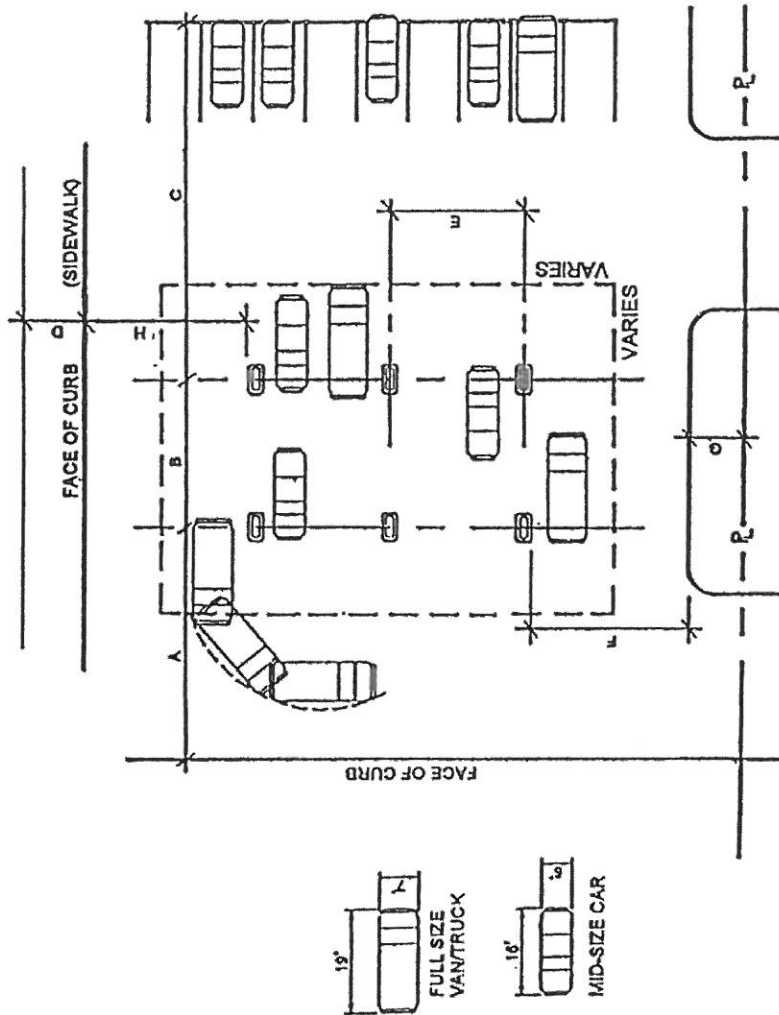
FIGURE 23.1

DESIGNATION	MINIMUM
A	4'
B	3'
C	6'
D	8'
E	25/32'
F	1'
G	20'
H	35'

*MAY BE REDUCED TO 8.0' WHERE APPROVED WHEEL STOPS ARE PROVIDED IN ADJACENT PARKING ROW

**SINGLE ROW OF PUMPS DOUBLE ROW OF PUMPS

STANDARD GAS ISLAND DIMENSION (N.T.S.)



DESIGNATION	MINIMUM
A	44'
B	30'
C	65'
D	6.0'
E	32'
F	28'
G	20'
H	25'

FIGURE 23.2

STANDARD GAS ISLAND DIMENSION
(N.T.S.)

3. The City Planner, upon review by the City Engineer, may specify equivalent dimensions to be used when the desired pump arrangement is not specified.
- I. *Retail Pharmacy.* Except as otherwise noted elsewhere in this section, all retail pharmacy drive-thru facilities shall be designed to meet the minimum requirements indicated:
1. *Storage Length.* Stacking spaces equivalent to four (4) times the capacity of each drive-thru window be provided. One (1) stacking space is equal to twenty-two (22) feet of pavement length.
 2. *Exclusive Use.* The drive-thru lane shall be used exclusively for prescription pick-up for a distance equivalent to fifty (50%) percent of the required storage length of the drive-thru window.

Sec. 25-23.6. Site Design.

A. *Off-Street Parking:*

1. All MVOBs shall provide for off-street parking in accordance with the requirements of Section 25-14, Parking and Loading Regulations, except as otherwise noted elsewhere.
2. The minimum width of a parking stall shall be ten (10) feet.
3. No internal parking stall, cross drive aisle, or loading space shall be located closer to the street right-of-way than twenty (20) feet or within any side yard setback.

B. *Vehicular Areas:*

1. The entire area used by vehicles for parking, storage, service, etc., shall be paved with concrete or asphaltic concrete.
2. A raised six-inch concrete curb shall be provided at the edge of all pavement.
3. When the rental of equipment, automobiles, trucks, and trailers is to be conducted on an MVOB site, additional land area and paved area shall be provided in addition to the driveway, parking area, and landscape areas required by this section. An additional one thousand (1,000) square feet of site area shall be provided for each five (5) rental units. No parking of rental units shall be permitted on landscaped areas or within driveways. All rental storage areas shall be paved and landscaped as approved by the City Planner. Such rental equipment shall be stored in rear yard except when being picked up by customers.

D. *Performance Standards:*

1. *Outdoor Sales and Display at Gasoline Station Convenience Stores.*
 - a. Outdoor display and sales of merchandise may be permitted along the storefront. All other outdoor storage of materials and displays is specifically prohibited
 - b. *Area.* Said outdoor display shall be limited to twenty-five (25%) percent of total store frontage with a maximum of one hundred (100) square feet (inclusive of vending machines).
 - c. *Height and other dimensions.* The height of any outdoor display may not exceed five (5) feet with the exception of vending machines (and their surrounds) which shall not exceed 8 feet in height, 3 feet in depth, or 6 feet in width.
 - d. *Location.*
 - i. The placement of said display shall not obstruct public access to the building.

- ii. Vending machines shall not be located within three (3) feet of a fire department connection
 - ii. Price signs shall be permitted on outdoor displays. Said price signage shall not exceed two (2) square feet and shall be placed upon the merchandise which it advertises.
 - e. *Parking.* One parking space, in addition to the number of spaces required for the convenience store, shall be provided for video rental and similar vending machines subject to the review and approval of the City Planner.
- 2. Flammable materials used in the conduct of MVOBs shall be stored according to the Building Code.
 - 3. All lubrication, washing, repair, and service of vehicles shall be conducted entirely within a building. The grease or wash racks, hydraulic hoists, pits, and other equipment used to perform these services shall be contained within a building.
 - 4. The Planning Commission may recommend, and the City Council may require, other conditions which will tend to eliminate or reduce public nuisance caused by noise, heat, odors, smoke, dust, vibration, glare, flooding, and traffic congestion and promote the purpose of the Zoning Code.
 - 5. No service bay and/or loading zone shall face any street right-of-way.
 - 6. All paved and landscaped areas shall, at all times, be kept in good repair in accordance with this and other ordinances of the city and the continuous maintenance of said areas shall be the responsibility of the owners and lessees of the property.
- E. *Utilities.* All utility, power and telephone lines, except those located in designated overhead utility corridors, shall be located underground.

ARTICLE 13. BUILDING DESIGN STANDARDS.

Sec. 25-13.1. Purpose.

The purpose of this section is to provide minimum standards for sustainable, interesting, and attractive building design.

Sec. 25-13.2. Intent.

It is the intent of the design regulations to:

- A. Create transitions and relationships among the adjacent developments and neighborhoods.
- B. Require a scale and form for the design of buildings consistent with the development patterns envisioned by the Comprehensive Plan and necessary for implementation of either an existing zoning district or proposed Planned District.
- C. Specify the appropriate relationship of buildings, site elements, open spaces, and public rights-of-way.
- D. Create value, identity and character within neighborhoods and districts through diverse architectural styles and a variety of design details.
- E. Integrate diversity of neighborhoods, planning districts, and development sites through the consistent application of scale, form, and function specified in the Comprehensive Plan and Zoning Code.

Sec. 25-13.3. Overall Design Goals.

- A. Connect buildings to the broader built environment through consistent orientation and design elements.
- B. Activate public streetscapes and other public or community spaces with pedestrian scale design elements and “permeable” buildings and facades.
- C. Create consistent well-designed building frontages along streets and other public or community spaces, suitable to the site context and environment.
- D. Include uniform application of basic design qualities and materials on all sides of buildings.
- E. Encourage architectural diversity appropriate to a site’s immediate context.
- F. Create neighborhoods and districts that exhibit both character and value.
- G. Use exterior materials that contribute to the desired character of the planning district, and are compatible with existing materials of surrounding buildings.
- H. Avoid blank walls and long, uninterrupted facades along public streetscapes and other public or community spaces.
- I. Screen or eliminate building elements dedicated to loading, vehicle access, or other intensive service areas from prominent positions on streetscape or from adjacent property.
- J. Minimize the impact of external utilities, such as cabinets, mechanical equipment, conduits and storage areas on the public viewshed.
- K. Protect the character and values of adjacent properties and the public realm by creating criteria relating to building mass and scale that establish the relationship of buildings to the public viewshed.

- L. Create effective transitions from the public rights-of-way to private areas through the design, location, and orientation of buildings.

Sec. 25-13.4. Review Criteria.

Compliance with the standards established in this section is determined as part of the review and approval of the site plan as per Section 25-4, Site Plan Review, the Final Development Plan in the case of a Planned District, or the Final Site Plan in the case of a Conditional Use Permit. No separate design review process is required.

Sec. 25-13.5. General Building Design Standards.

- A. *Scope.* Unless otherwise noted, the standards contained in this subsection shall be met by all buildings.
- B. *Buildings, One Principal or Main Building Per Lot.* Except as otherwise specifically provided for as part of a Planned District, only one principal building shall be permitted on a lot. No portion of an area, frontage, or yard required for any lot, building, or use for the purpose of complying with provisions of this code shall be included as an area, frontage or yard for another lot, building or use.
- C. *Corner Visibility.* On a corner lot nothing shall be constructed, erected, placed, planted or allowed to grow in height in excess of thirty-six (36) inches above the established street grade of intersecting streets within the sight distance triangle. The height that an object is above the established street grade shall be established by measuring from the highest point of the object to a point on the top of curb or pavement edge that lies along the projection of a radial line from the center of the pavement curve through the object being measured.
- D. *Structural Projections.* Every part of a required yard shall be open from its lowest point to the sky, unobstructed, except as follows:
 - 1. Skylights, sills, belt courses, cornices and ornamental features may project into any yard a maximum of twelve (12) inches;
 - 2. Chimneys and flues, not exceeding seventy-two (72) inches in width, may project into side or rear yards a maximum of twenty-four (24) inches;
 - 3. Roof overhangs may project into any yard a maximum of eighteen (18) inches, except that roof overhangs on the south side of a building may project forty-eight (48) inches into a side or rear yard but no closer than forty-eight (48) inches to a property line;
 - 4. Slab type porches or paved terraces having a maximum height of not more than twelve (12) inches above ground elevation at any point may project into any yard except that the projection into the front yard shall not exceed ten (10) feet;
 - 5. In all "R" Residential Districts, air conditioning units may extend into side or rear yards a maximum of thirty (30) inches, with air conditioning units including mounting pedestals not to exceed forty-eight (48) inches in height above ground elevation within said side or rear yards;
 - 6. Canopy overhangs for service stations may project a maximum of eighteen (18) inches into required front yards;
 - 7. Radio or television receiving antenna shall not exceed a height of fifteen (15) feet above the roof line.

Sec. 25-13.6. Design Standards for Commercial, Industrial, Institutional, and Multi-Family Buildings.

- A. *Specific Intent.* The intent of the design standards in this subsection is to:
 - 1. Establish a unique image for the City that sets it apart from other municipalities in the metropolitan area through the discouragement of branded architecture.

2. Create a human-scale element on building facades and provide a visual connection between activities inside and outside the building through the use of windows.
 3. Protect the privacy of residences adjacent to commercial or industrial uses.
 4. Avoid blank walls and long, uninterrupted facades along streets and other public or community spaces.
 5. Strengthen building character through the use of a variety of quality and sustainable building materials.
 6. Protect adjacent residences from glare resulting from reflective materials.
 7. Ensure that the primary building entrance is easily identifiable and clearly visible from streets and sidewalks.
 8. Ensure that roof lines present a distinct profile and appearance for the building.
 9. Ensure that building form is not disrupted by elements dedicated to loading, mechanical equipment, vehicle access, or other intensive services.
- B. *Scope.* Unless otherwise noted, the standards contained in this section shall be met by any new construction of a building or project, not intended for single-family residential use.
- C. *Corporate Architecture.* Buildings or projects shall not utilize corporate architecture, i.e., an architectural treatment utilized in more than three (3) other locations in the St. Louis Metropolitan Statistical Area (MSA).
- D. *Façade Design.*
1. Any part of a rear or side façade that is visible from any street shall provide the same roof lines, building materials, and colors as the front facade.
 2. *Windows.*
 - a. On façades that front a street, windows shall comprise the following percentages of the façade area between two (2) and ten (10) feet above grade:
 - i. Office distribution and light industrial buildings - twenty-five (25%) percent.
 - ii. All other buildings – forty (40%) percent.
 - b. Windows, if not opaque or translucent, shall be oriented in such a manner to preclude a direct line of sight into adjacent dwellings to the greatest extent possible.
 3. *Massing.* Within each one hundred (100) linear feet, including the first one hundred (100) linear feet, street facing façades shall contain at least two (2) differentiated massing elements. Other façades, except those containing service and loading areas, shall contain at least one (1) differentiated massing element within each one hundred (100) linear feet. Differentiated massing elements may include:
 - a. Horizontal offsets such as projections and recesses.
 - b. Vertical offsets such as varied rooflines.
 - c. Varied upper story setbacks.
 - d. Primary entrance features meeting the criteria of Section 25-13.6.F, Primary Entrance Design.
 4. *Design Features.* Within each one hundred (100) linear feet of the building façade, at least three (3) different design features shall be provided. Design features shall include:

- a. Belt courses of a different texture and/or color.
- b. Medallions.
- c. Columns.
- d. Pilasters.
- e. Trellis containing planting.
- f. Projecting cornice.
- g. Projecting metal canopy.
- h. Decorative tilework.
- i. Opaque or translucent glass.
- j. Artwork.
- k. Awnings.
- l. Similar architectural details, approved by the City Planner, that meet the specific intent of this subsection.

E. *Building Materials.*

- 1. Buildings and accessory structures shall not include the following as primary building materials or architectural finish:
 - a. Corrugated steel.
 - b. Smooth finish concrete block (cinder block).
 - c. Smooth finish poured concrete, whether painted or unpainted.
 - d. Vertical rough-sawn wood siding (T-111/T-19).
 - e. Tensile fabrics
 - f. Single layer uninsulated materials.
- 2. The exterior finish must include at least three (3) visible materials, including windows.
- 3. With the exception of windows, no more than forty (40%) percent of any façade shall be comprised of the same material unless varied by color, pattern, or texture.
- 4. Building surfaces shall not reflect light into residential areas or allow light from inside the building to intrude into residential areas.

F. *Primary Entrance Design.*

- 1. The primary entrance to a building shall be oriented to an adjacent street, not including interstate highways or Page Avenue. Said entrance shall be marked by:
 - a. Ornamentation around the door; and
 - b. At least one (1) of the following:
 - i. Recessed entrance (recessed at least three [3] feet)
 - ii. Protruding entrance (protruding at least three [3] feet).
 - iii. Canopy (extending at least five [5] feet).
 - iv. Portico (extending at least five [5] feet).
 - v. Overhang (extending at least five [5] feet).
- 2. Buildings within the same project or development may be clustered so that their primary entrances face internal parks, open spaces, landscape infiltration areas, ponds and bioswales or trails in lieu of an adjacent street.

G. *Roof Design.* Flat roof lines must include parapet walls as a design feature or a distinct eave and cornice line.

H. *Situation and Screening of Functional Elements.*

1. *Gutters and Downspouts.* Gutters and downspouts may be visible from the public view only if incorporated into the façade and/or roofline as a decorative architectural element.
2. *Mechanical Equipment and Service Areas.* External trash receptacles, recycling storage areas, external emergency generators, mechanical equipment, building mounted utilities, utility boxes, pumping stations, utility facilities, loading docks, receivable areas, and outdoor storage areas shall be screened from public view in accordance with Section 25– 25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.

Sec. 25-13.7. Design Standards for Single-Family Dwellings.

- A. *Specific Intent.* The intent of the design standards for single-family dwellings in this subsection is to:
 1. Ensure that housing design is based on consistent, compatible, and aesthetic architecture.
 2. Encourage a strong relationship between dwellings and streets.
 3. Improve streetscapes.
 4. Minimize garage domination.
- B. *Scope.* The design standards contained in this subsection apply to all new single-family homes constructed in Planned or Redevelopment Districts.
- C. *Primary Facades.* The primary façade, and any other facade within thirty (30) feet of a public right-of-way, shall have between ten (10%) percent and forty (40%) percent surface openings consisting of windows or doors.
- D. *Primary Entrance Feature.* All dwellings shall have a primary entrance feature oriented towards the street. The primary entrance feature may include:
 1. An unenclosed porch which shall:
 - a. Cover at least fifty (50%) percent of the width of the primary façade;
 - b. Be at least eight (8) feet deep;
 - c. Have a roof integrated into the front building façade covering at least fifty (50%) percent of the porch; and
 - d. Have a masonry or concrete foundation, or pier foundation with lattice entirely screening areas under the porch.
 2. An enclosed or unenclosed portico which shall:
 - a. Be at least six (6) feet wide and four (4) feet deep, but no more than eighty (80) square feet;
 - b. Be differentiated from the front façade by a projecting wall plane or decorative architectural features such as side light windows, decorative moldings; and
 - c. Have a roof or eave projection integrated into the front building façade.
 3. A stoop which shall:
 - a. Be at least eight (8) feet wide and four (4) feet deep, but no more than eighty (80) square feet.

- b. Be elevated between one (1) foot and (4) feet above grade;
 - c. Have a masonry or concrete foundation; and
 - d. Include decorative wood, iron, or masonry railings.
 - 4. Primary entrance features may encroach up to ten (10) feet into the front setback.
 - 5. No structure associated with the primary entrance feature, such as steps or accessibility ramps, shall encroach beyond the limits of the primary entrance feature. Such associate structures shall be designed within the envelope of the entrance feature.
- E. *Massing.* Wall planes on primary facades shall not exceed six hundred (600) square feet without differentiated massing elements covering at least twenty (20%) percent of the wall. Wall planes on all other facades shall not exceed more than one thousand (1,000) square feet without differentiated massing elements covering at least twenty (20%) percent of the wall plane. Differentiated massing elements may include:
- 1. Offsets in the wall plane of at least three (3) feet;
 - 2. Primary entrance features meeting the preceding criteria;
 - 3. Bays with windows projecting between two (2) and five (5) feet;
- F. *Roofs.*
- 1. Flat roof lines must include parapet walls as a design feature or a distinct eave and cornice line.
 - 2. All pitched roofs shall have a pitch of at least four to twelve (4:12), except that shed or flat roofs may be used to cover up to twenty (20%) percent of the entire building footprint provided they are over building elements such as dormers, porches, or similar minor projections in the building footprint.
 - 3. All structures with primarily pitched roofs shall have a twelve (12) inch minimum eave overhanging all supporting exterior walls.
 - 4. Roofs which are visible from the street shall not exceed more than six hundred (600) square feet without breaks in the roof plane created by one or more of the following, occurring over at least twenty (20%) percent of the entire roof plane:
 - a. Dormers with windows;
 - b. Off-sets of the roof plane of at least eighteen (18) inches; or
 - c. Intersecting roof planes.
- G. *Building Materials.*
- 1. All buildings shall have one primary material covering at least sixty (60%) percent of the building, and no more than three accent or trim materials covering no more than forty (40%) percent of the building.
 - 2. Material changes other than trim shall only occur at inside corners in association with a massing element or at a horizontal architectural detail.
 - 3. All exterior materials shall be consistent with the predominant material in the existing residential neighborhoods.
- H. *Garages.*

1. Front-loaded garages shall be limited as follows:
 - a. Garage door widths exceeding fifty (50%) percent of the front façade width are prohibited.
 - b. Garage door widths within twenty-five (25%) to fifty (50%) percent of the front façade width shall be at least sixteen (16) feet behind the front building line.
 - c. Garage door widths less than twenty-five (25%) percent of the front façade width may be even with or behind the front building line.
 2. Rear loaded, side-loaded, or detached garages located behind the rear building line shall not be limited other than through the lot and dimension standards contained in this section.
 3. All overhead doors on any structure shall be limited to eight (8) feet high.
- I. *Parking Apron Design.* One parking apron may be located in front of the front building line, provided:
1. The apron is necessary to meet the minimum parking requirements for the site;
 2. The apron area shall not exceed more than two hundred (200) square feet;
 3. The apron is setback at least ten (10) feet from the front lot line;
 4. If lots are more than fifty (50) feet wide, the apron shall be setback at least three (3) feet from the side lot line. Lots fifty (50) feet wide or less may build aprons to the property line; and
 5. The apron is located to the side of the driveway opposite the primary facade of the principal building.

Sec. 25-13.8. Alternative Equivalent Compliance.

A. *Specific Intent.* The intent of this subsection is to:

1. Provide a process to evaluate unique building designs that either provide architecture in a manner outside the scope of standards established in this section or that minimally deviate from these standards while providing architectural character.
2. Provide criteria for the City Planner and Planning Commission for the evaluation of deviations from the building design standards.

B. *Planned Districts and Conditional Use Permits.*

1. *Application.* Upon application for a Planned District or Conditional Use Permit, the applicant shall submit a request to consider the alternative design to the City Planner. Said written request shall include, but not be limited to, the following:
 - a. The specific building design standard(s) of which the alternative design is in conflict with.
 - b. The rationale for the alternative design and the magnitude of the variation being requested.
 - c. How the alternative design exceeds the overall design goals and the specific intent of the standard(s) being varied.
2. *Review Criteria.* The City Planner shall make a finding to the Planning Commission as to whether the proposed alternative design:

- a. Exceeds the overall design goals and the intent of the building design standards.
 - b. Meets the purpose and intent of the Zoning Code.
 - c. Meets the applicable goals, objectives, and policies of the Comprehensive Plan.
3. *Approval or Denial.* The Planning Commission shall either approve, approve with modifications, or deny the proposed alternative design in conjunction with the Planned District or Conditional Use Permit application.
- C. *"R-6" Multi-Family, "M" Manufacturing, "C" Commercial, and "RD" Redevelopment Districts.*
1. *Application.* In conjunction with the site plan review procedure under Section 25-4, Site Plan Review, the applicant shall submit a request to consider the alternative design to the City Planner in the manner of Section 25-13.8.B.1, Application.
 2. *Minimal Deviations.* The City Planner shall have the authority to approve minimal deviations to the building design standards. The proposed alternative design may be considered a minimal deviation when it represents a deviation from the standards that is inconsequential to the building's ability to meet the criteria of Section 25-13.8.B.2, Review criteria.
 3. *Significant Deviations.*
 - a. If the City Planner finds that the proposed alternative equivalent design represents a significant deviation from the regulations contained in this section, the final decision on the approval or denial of said design shall rest with the Planning Commission.
 - b. The City Planner shall make a finding, in writing, to the Planning Commission as to whether the requested alternative design meets the criteria of Section 25-13.8.B.2, Review Criteria
 - c. The Planning Commission shall either approve, approve with modifications, or deny the City Planner's finding within thirty (30) days of receipt of the City Planner's report.
- D. The alternative equivalent compliance procedure is not considered a general waiver of the design standards contained herein.

ARTICLE 11. SCHEDULE OF DISTRICT REGULATIONS.

Sec. 25-11.1. "NU" Non-Urban District Regulations.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be agricultural and single-family dwellings on large sized lots. The regulations of this district are designed to ensure harmony with the principal uses of this district.
- B. *Permitted uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply in all "NU" Non-Urban Districts.
 1. *Lot Area.*
 - a. Single-family dwellings shall be located on lots containing an area of not less than three (3) acres.
 - b. Where a use is not connected to a public sewer, an engineer's report, by a registered engineer, for on-site disposal, shall be sufficient to meet current health standards, and shall require the review and approval of the Metropolitan Saint Louis Sewer District (MSD) and the City Engineer upon application for a building permit.
 2. *Lot Width.* The minimum lot width shall be two hundred twenty-five (225) feet at the building line.
 3. *Lot Coverage.* The maximum lot coverage shall not exceed thirty (30%) percent.
 4. *Yard and Setback Requirements.*
 - a. *Front Yard*—Not less than fifty (50) feet from the right-of-way.
 - b. *Side Yard*—Not less than thirty (30) feet except in the case of a corner lot where the side yard on the street side shall not be less than fifty (50) feet.
 - c. *Rear Yard*—Not less than fifty (50) feet.
 - d. Where livestock is raised or kept, no structure or storage of hay, feed, or manure shall be located less than one hundred (100) feet from a property line.
 - e. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
 5. *Height Requirements.* Except as otherwise provided in Section 25-13, Building Design Standards, the following height requirements shall apply in this district:
 - a. No dwelling or non-farm building or structure shall exceed a height of thirty-five (35) feet.
 - b. No general or specialized farm building or structures shall exceed a height of fifty (50) feet.
 6. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
 7. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.

8. *Signs*. As required in Section 25-15, Sign Regulations.
9. *Landscaping*. As required in Section 25-16, Landscaping Design Standards.
10. *Environmental Standards*. As required in Section 25-17, Environmental Standards.
11. *Lighting*. As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.2. "R-1" Single-Family Residential District.

- A. *Purpose*. This zoning district is composed of those areas of the City whose principal use is and ought to be single-family dwellings on large sized lots. The regulations of this district are designed to create and preserve a predominantly suburban character as evidenced by lot sizes, street right-of-way, and drainage requirements. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to ensure harmony with the principal use of this district.
- B. *Permitted Uses*. The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses*. The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards*. The following regulations shall apply:
 1. *Lot Area*.
 - a. The minimum lot area for this district shall be not less than one (1) acre (43,560 square feet).
 - b. Subject to the provisions of (c) below, for uses other than dwellings, the lot area shall be adequate to provide the yard area required by this district and the off-street parking required by Section 25-14, Parking and Loading Regulations, but shall in no case be less than one (1) acre.
 - c. Where a use is not connected to a public sewer, the lot area shall be increased to the area determined as adequate by MSD and the City Engineer.
 2. *Minimum Lot Width and Depth*.
 - a. The minimum lot width at the building line shall be one hundred twenty-five (125) feet.
 - b. Where a lot fronts a cul-de-sac, a thirty-five (35) foot width at the street right-of-way is required.
 - c. The minimum lot depth for this district shall be two hundred (200) feet.
 3. *Lot Coverage*. The maximum lot coverage shall not exceed twenty-five (25%) percent of the lot area.
 4. *Yard Requirements*.
 - a. *Front Yard*—Not less than forty (40) feet.
 - b. *Side Yard*—Not less than fifteen (15) feet on each side of the dwelling.
 - c. *Rear Yard*.
 - i. *Principal Structure*—Not less than forty (40) feet.

- ii. *Unroofed and Unenclosed Deck, Pool, or Accessory Structure*—Not less than twenty-five (25) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
5. *Height Requirements.*
- a. No building or structure shall exceed a height of thirty-five (35) feet.
 - b. No detached accessory building shall be higher than the main building (see Section 12.3, Accessory Buildings and Structures, for additional information).
6. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
7. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
8. *Signs.* As required in Section 25-15, Sign Regulations.
9. *Landscaping.* As required in Section 25-16, Landscaping Design Standards.
10. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
11. *Lighting.* As required in Section 25-18, Lighting Design Standards.
12. *Amenity Incentives.* The purpose of providing amenity incentives is to encourage the provision of specified amenities in connection with developments in exchange for higher permitted densities. The amenities can include provision of recreational facilities or preservation of natural features such as lakes, woods and common open space. An applicant who proposes an amenity shall be entitled to an amenity incentive in accordance with the following:
- a. An application for amenity incentive shall consist of the following information, which shall accompany the preliminary plan for the development:
 - i. A written statement describing the amenity, and location of the development for which the incentive is requested.
 - ii. Information including distances, dimensions, floor area, and any other information deemed appropriate in order to determine whether an amenity qualifies for an amenity incentive and the amount of such amenity incentive.
 - iii. The type and amount of the amenity incentive the applicant is requesting along with the applicant's computation of such amount.
 - iv. A site plan drawn to scale incorporating the amenity incentive requested and illustrating the location and type of amenity to be provided,
 - b. The Planning Commission in connection with its review of the Preliminary Plan shall determine whether an amenity to be provided complies with the provisions of this section, and if so, shall approve the amenity incentive provided for in this section. If the amenity to be provided for which the amenity incentive is requested does not comply with the provisions of this section, the amenity incentive shall be disapproved,
 - c. In determining the eligibility of a proposed amenity the Planning Commission shall consider the following:

- i. The type of amenity to be provided and its relevance to the overall concept and design of the development under consideration.
 - ii. The size and/or extent of the proposed amenity.
 - iii. The design and/or location of the proposed amenity from the standpoint of usability as it relates to the basic purpose of the amenity.
 - iv. The location of the proposed amenity as it relates to the overall development from the standpoint of availability to the future residents of the development.
 - v. The design and/or location of the proposed amenity as it relates to adjoining properties both within and outside of the development from the standpoint of potential adverse impacts, or other interference.
- d. The provision of the amenities shown in Table 11.1, Amenity Incentives, in the proposed development will qualify the development for the following increases in density, provided that the total cumulative density increase does not exceed fifty (50) percent of the maximum density permitted in the district where the property is located.

TABLE 11.1 Amenity Incentives	
AMENITY	DENSITY INCREASE
Additional permanent open space through public dedication of conveyance to a homeowners association. This open space should be of a usable nature	1% per 10,000 sq. ft. of open space provided, up to a maximum of 10%
Swimming pool	1% for each 500 sq. ft. of pool surface area up to a maximum increase of 5%
Tennis, volleyball, handball, basketball courts or similar recreational uses	1% increase for each court provided up to a maximum increase of 5%
Equipped playgrounds	1% for each 1,000 sq. ft. up to a maximum increase of 5%
Clubhouse	1% for each 1,000 sq. ft. of clubhouse up to a maximum increase of 5%
Preservation of the site's natural features such as lakes, woods and provision of permanent access to and use of such natural features and to amenities such as bike and pedestrian paths, jogging trails and nature trails	1% for each 10,000 sq. ft. of amenity preserved or provided, up to a maximum increase of 10%
Enlarging the livable area of a dwelling unit above 2,000 square feet	10% for each 500 sq. ft. increase in liveable floor area above 2,000 sq. ft. up to a maximum increase of 50%

Sec. 25-11.3. "R-2" Single-Family Residential District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be single-family dwellings on large sized lots. The regulations of this district are designed to create and preserve a predominantly suburban character as evidenced by lot sizes, street right-of-way, and drainage requirements. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to ensure harmony with the principal use of this district.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Lot Area.*
 - a. The minimum lot area for this district shall be no less than one-half (1/2) acre (21,780 square feet).
 - b. Subject to the provisions of (c) below, uses other than dwellings, the lot area shall be adequate to provide the yard area required by this district and the off-street parking required by Section 25-14, Parking and Loading Regulations, but shall in no case be less than one-half (1/2) acre.
 - c. Where a use is not connected to a public sewer, the lot area shall be increased to the area determined as adequate by MSD and the City Engineer.
 - 2. *Minimum Lot Width and Depth.*
 - a. The minimum lot width at the building line shall be no less than one hundred (100) feet.
 - b. Where a lot fronts a cul-de-sac, a thirty-five (35) foot width at the street right-of-way line is required.
 - c. The minimum lot depth for this district shall be one hundred seventy (170) feet.
 - 3. *Lot Coverage.* The maximum lot coverage shall not exceed twenty-five (25%) percent of the lot area.
 - 4. *Yard Requirements.*
 - a. *Front Yard*—Not less than forty (40) feet.
 - b. *Side Yards*—Not less than twelve (12) feet on each side of the dwelling.
 - c. *Rear Yard.*
 - i. *Principal Structure*—Not less than forty (40) feet.
 - ii. *Unroofed and Unenclosed Deck, Pool, or Accessory Structure*—Not less than twenty (20) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
 - 5. *Height Requirements.*
 - a. No building or structure shall exceed a height of thirty-five (35) feet.

- b. No detached accessory building shall be higher than the main building (see Section 12.3, Accessory Buildings and Structures, for additional information).
- 6. *Amenity Incentives.* Increases in density due to the provision of amenities within the development shall conform to the requirements of Section 25-11.2.D.12, Amenity Incentives.
- 7. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
- 8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
- 9. *Signs.* As required in Section 25-15, Sign Regulations.
- 10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards.
- 11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
- 12. *Lighting.* As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.4. "R-3" Single-Family Residential District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be single-family dwellings on large sized lots. The regulations of this district are designed to create and preserve a predominantly suburban character as evidenced by the lot sizes, street right-of-way and drainage requirements. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to ensure harmony with the principal use of this district.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Lot Area.*
 - a. The minimum lot area for this district is fourteen thousand five hundred twenty (14,520) square feet.
 - b. Subject to the provisions of (c) below, uses other than dwellings, the lot area shall be adequate to provide the yard area required by this district and the off-street parking required by Section 25-14, Parking and Loading Regulations, but shall in no case be less than fourteen thousand five hundred twenty (14,520) square feet.
 - c. Where a use is not connected to a public sewer, the lot area shall be increased to the area determined as adequate by MSD and the City Engineer.
 - 2. *Minimum Lot Width and Depth.*
 - a. The minimum lot width requirement at the building line is eighty (80) feet.
 - b. Where a lot fronts a cul-de-sac, a thirty-five (35) foot width at the street right-of-way line is required.
 - c. The minimum lot depth for this district shall be one hundred fifty (150) feet.
 - 3. *Lot Coverage.* The maximum lot coverage shall not exceed twenty-five (25%) percent of the lot area.

4. *Yard Requirements.*

- a. *Front Yards*—Not less than forty (40) feet.
- b. *Side Yards*—Not less than ten (10) feet on each side of the dwelling.
- c. *Rear Yard.*
 - i. *Principal Structure*—Not less than thirty (30) feet.
 - ii. *Unroofed and Unenclosed Deck, Pool, or Accessory Structure*—Not less than fifteen (15) feet.
- d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).

5. *Height Requirements.*

- a. No buildings or structures shall exceed a height of thirty-five (35) feet.
 - b. No detached accessory building shall be higher than the main building (see Section 12.3, Accessory Buildings and Structures, for additional information).
6. *Amenity Incentives.* Increases in density due to the provision of amenities within the development shall conform to the requirements of Section 25-11.2.D.12, Amenity Incentives.
7. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
9. *Signs.* As required in Section 25-15, Sign Regulations.
10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards.
11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
12. *Lighting.* As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.5. “R-4” Single-Family Residential District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be single-family dwellings on moderate to large sized lots. The regulations of this district are designed to create and preserve a predominantly urban character as evidenced by lot sizes, street right-of-way and drainage requirements. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to ensure harmony with the principal use of this district.
- B. *Permitted uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Lot Area.*

- a. The minimum lot area for this district is ten thousand (10,000) square feet.
 - b. Subject to provisions of (c) below, for uses other than dwellings, the lot area shall be adequate to provide the yard area required by this district and the off-street parking required by Section 25-14, Parking and Loading Regulations, but shall in no case be less than ten thousand (10,000) square feet.
 - c. Where a use is not connected to a public sewer, the lot area shall be increased to the area determined as adequate by MSD and the City Engineer,
2. *Minimum Lot Width and Depth.*
 - a. The minimum lot width at the building line is seventy (70) feet.
 - b. Where a lot fronts a cul-de-sac, a thirty-five (35) foot width at the street right-of-way line is required.
 - c. The minimum lot depth for this district shall be one hundred twenty five (125) feet.
3. *Lot coverage.* The maximum lot coverage shall not exceed twenty-five (25%) percent of the lot area.
4. *Yard Requirements.*
 - a. *Front Yards*—Not less than twenty-five (25) feet.
 - b. *Side Yards*—Not less than eight (8) feet on each side of the dwelling.
 - c. *Rear Yard.*
 - i. *Principal Structure*—Not less than thirty (30) feet.
 - ii. *Unroofed and Unenclosed Deck, Pool, or Accessory Structure*—Not less than fifteen (15) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
5. *Height Requirements.*
 - a. No buildings or structures shall exceed a height of thirty-five (35) feet.
 - b. No detached accessory building shall be higher than the main building (see Section 12.3, Accessory Buildings and Structures, for additional information).
6. *Amenity Incentives.* Increases in density due to the provision of amenities within the development shall conform to the requirements of Section 25-11.2.D.12, Amenity Incentives.
7. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
9. *Signs.* As required in Section 25-15, Sign Regulations.
10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards.
11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.

12. *Lighting.* As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.6. “R-5” Single-Family Residential District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be single-family dwellings on moderate sized lots. The regulations of this district are designed to create and preserve a predominantly urban character as evidenced by lot sizes, street right-of-way and drainage requirements. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to ensure harmony with the principal use of this district.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Lot Area.*
 - a. The minimum lot area for this district is seven thousand five hundred (7,500) square feet.
 - b. Subject to the provisions of (c) below, for uses other than dwellings, the lot area shall be adequate to provide the yard area required by this district and the off-street parking required by Section 25-14, Parking and Loading Regulations, but shall in no case be less than seven thousand five hundred (7,500) square feet.
 - c. Where a use is not connected to a public sewer, the lot area shall be increased to the area determined as adequate by MSD and the City Engineer.
 - 2. *Minimum Lot Width and Depth.*
 - a. The minimum lot width at the building line is sixty (60) feet.
 - b. Where a lot fronts a cul-de-sac, a thirty-five (35) foot width at the street right-of-way line is required.
 - c. The minimum lot depth for this district shall be one hundred ten (110) feet.
 - 3. *Lot Coverage.* The maximum lot coverage shall not exceed twenty-five (25%) percent of the lot area.
 - 4. *Yard Requirements.*
 - a. *Front Yard*—Not less than twenty (20) feet.
 - b. *Side Yard*—Not less than six (6) feet on each side of the dwelling.
 - c. *Rear Yard.*
 - i. *Principal Structure*—Not less than thirty (30) feet.
 - ii. *Unroofed and Unenclosed Deck, Pool, or Accessory Structure*—Not less than fifteen (15) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
 - 5. *Height Requirements.*

- a. No buildings or structures shall exceed a height of thirty-five (35) feet.
- b. No detached accessory building shall be higher than the main building (see Section 12.3, Accessory Buildings and Structures, for additional information).
- 6. *Amenity Incentives.* Increases in density due to the provision of amenities within the development shall conform to the requirements of Section 25-11.2.D.12, Amenity Incentives.
- 7. *Building Design.* All new non-residential buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
- 8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
- 9. *Signs.* As required in Section 25-15, Sign Regulations.
- 10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards.
- 11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
- 12. *Lighting.* As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.7. "R-6" Multi-Family Residential District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be multi-family dwellings. The regulations of this district are designed to permit a low density of population and a moderate intensity of land use in those areas which are served by a central water supply system and a central sanitary sewerage system, and which abut to such other uses, buildings, structures, or amenities which support, complement, or serve such a density and intensity. In addition to the dwellings permitted in this district, certain compatible recreational and public uses are conditionally allowed and strictly regulated to make them compatible with the principal use of this district to ensure harmony.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Minimum District Area.* Any site zoned "R-6" Multi-Family Residential District shall have a minimum area of not less than one (1) acre unless the site abuts an existing multifamily zone.
 - 2. *Minimum Lot Area.*
 - a. *Single-Family*—7,500 square feet per unit;
 - b. *Two-Family*—5,000 square feet per unit; or
 - c. *Multi-Family*—2,500 square feet per unit.
 - d. However, in no case shall the total number of units per acre exceed fifteen (15).
 - e. For uses other than dwellings, the lot area shall be adequate to provide the yard areas required in this district and off-street parking as required in Section 25-14, Parking and Loading Regulations, but in no case shall be less than seven thousand five hundred (7,500) square feet.

3. *Lot Width* (measured at the building line).
 - a. *Single-Family*—Sixty (60) feet;
 - b. *Two-Family*—Seventy (70) feet; or
 - c. *Multi-Family*—Seventy (70) feet.
 - d. For uses other than dwellings, the lot width shall be adequate to provide the yard areas required in this district and the off-street parking required in Section 25-14, Parking and Loading Regulations.
4. *Lot Coverage*. The maximum lot coverage shall not exceed twenty-five (25%) percent for single and two-family dwelling structures and thirty-five (35%) percent for multi-family structures and non-residential uses.
5. *Yard Requirements*.
 - a. *Front yard*—Not less than thirty-five (35) feet for multi-family and twenty (20) feet for single-family and two-family structures.
 - b. *Side yard*—Not less than ten (10) feet for multi-family and six (6) feet for single-family and two-family structures except in the case of a corner lot or parcel where the side yard on the road or street side shall not be less than thirty (30) feet.
 - c. *Rear yard*—Not less than thirty-five (35) feet for multi-family and thirty (30) feet for single-family and two-family structures.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
 - e. Accessory structures shall meet the same yard requirements.
6. *Height Requirements*.
 - a. No primary building or structure shall exceed forty-five (45) feet above finished grade.
 - b. No accessory structure shall exceed twenty-five (25) feet above finished grade.
7. *Distance Between Grouped Buildings*.
 - a. In addition to the required setback lines provided elsewhere in the Zoning Code, the minimum distances contained in Table 11.2, Distance Between Grouped Buildings, shall be required between each building.

TABLE 11.2 Distance Between Grouped Buildings	
BUILDING ORIENTATIONS	MINIMUM DISTANCE
Front to front	Fifty (50) feet
Back to back	Fifty (50) feet
Side to side	Twenty (20) feet
Front to side	Thirty-five (35) feet
Back to side	Thirty-five (35) feet
Corner to corner	Fifteen (15) feet

- b. In no instance shall a dwelling unit face directly upon the rear of another residential building.
 - c. In applying the above standards, the front of the building shall mean that face of the building having the greatest length with the rear being that face opposite the front. The side is the face having the smallest dimension. If the building has equal dimensions, the City Planner shall determine the faces.
8. *Site Plan Review.* As required by Section 25-4, Site Plan Review.
9. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
10. *Utilities.* Any area zoned "R-6" Multi-Family District shall be served by approved public water and sewer facilities prior to development.
11. *Signs.* As required in Section 25-15, Sign Regulations.
12. *Landscaping.* As required in Section 25-16, Landscaping Design Standards. In addition:
 - a. Where a side or rear lot line coincides with a side or rear lot line of any lot in an adjacent Non-Urban or residential zoning district ("NU" through "R-6"), then a landscaped yard of at least twenty-five (25) feet in width shall be provided along such a lot line in accordance with the requirements of Section 25-16.10, Landscaping Requirements for Buffer Areas and Screening.
13. *Accessory Trash Receptacles.* Any property zoned "R-6" Multi-Family Residential District shall have centralized trash collection areas of sufficient number and size to serve the residents within the development. Said receptacles (dumpsters) shall meet the requirements of Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.
14. *Building Design.* All new multi-family buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
15. *Accessory Buildings – Covered Parking.* Any multi-family development may construct detached carports or private residential garages subject to the following:
 - a. The number of parking spaces within either a carport or private residential garage shall not exceed fifteen (15%) percent of the required parking spaces.
 - b. The number of parking spaces within either a carport or private residential garage may exceed fifteen (15%) percent of the required parking spaces, subject to the following:
 - i. Review and approval of the Planning Commission;
 - ii. Compliance with the design standards for carports or private residential garages; and

- iii. The number of spaces does not exceed one (1) per dwelling unit.
- c. The design of carports or private residential garages shall be subject to the review and approval of the City Planner. The criteria considered shall include the following:
 - i. The carport or private residential garage design shall be consistent with the architectural character of the multi-family units.
 - ii. The architectural finish shall include materials either the same as or visually compatible with the multi-family units.
 - iii. No storage units, closets, cabinets, or bins shall be built into the carport or private residential garage, whether freestanding or attached.
 - iv. All four sides of the carport shall remain open.
 - v. A minimum setback of twenty (20') feet shall be provided between the residential structure and carport or private residential garage.
 - vi. No carport or private residential garage shall be sited in a manner that obstructs the line of sight from the driveway.
 - vii. The area covered by the carport or private residential garage shall be included as part of the lot coverage.
 - viii. A carport or private residential garage shall be setback a minimum of thirty-five (35') feet from the public right-of-way.
- 16. *Accessory Buildings and Structures – Other.* Any property zoned “R-6” Multi-Family Residential may construct accessory buildings and structures subject to the following:
 - a. A minimum of twenty (20') feet shall be provided between the principal residential structure and accessory structure.
 - b. The total lot coverage does not exceed thirty-five (35%) percent.
 - c. The architectural finish shall include materials either the same as or visually compatible with principal residential structures.
 - d. A finding by the City Planner that the accessory structure is consistent with the architectural character of the residential structures.

17. *Lighting.* As required in Section 25-18, Lighting Design Standards.

Sec. 25-11.8. “C-1” Neighborhood Commercial District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be local retail, service and restricted repair business activities which serve surrounding residential neighborhoods.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.

D. *Regulations and Performance Standards.* The following regulations shall apply:

1. *Minimum District Area.* Any site zoned "C-1" Neighborhood Commercial District shall have a minimum area of one (1) acre, unless the parcel abuts an existing commercial or industrial zoning district.
2. *Minimum Lot Width.* Seventy (70) feet.
3. *Lot Coverage.* No limit.
4. *Yard and Setback Requirements.*
 - a. *Front Yard*—Not less than twenty-five (25) feet.
 - b. *Side Yard*—Not required except where a side line of a "C-1" lot abuts the side line of a Non-Urban or residential zoning district; in that instance a side yard shall be provided of the same dimensions required in the zoning district it abuts. A side yard of twenty-five (25) feet shall be provided on the street side of a corner lot.
 - c. *Rear Yard*—Not less than twenty-five (25) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
5. *Height Requirements.* No building or structure shall exceed a height of twenty (20) feet.
6. *Performance Standards.*
 - a. Wholesale sales are prohibited.
 - b. Outdoor storage or display of merchandise, materials, or equipment is prohibited.
 - c. No separate business establishment shall occupy more than five thousand (5,000) square feet of floor space.
7. *Site Plan Review.* As required in Section 25-4, Site Plan Review.
8. *Building Design.*
 - a. *New Construction.* All new buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
 - b. *Renovation or Remodeling Projects.* The standards of Section 25-11.14.E.1, Building Design Standards for Expansion or Remodeling Projects, shall be met by any of the following projects:
 - i. Any expansion of an existing building by more than 1000 square feet.
 - ii. Any remodeling of an existing use that alters at least seventy-five percent (75%) of the floor area or site area.
 - iii. Any remodeling or improvement with a value greater than fifty (50%) of the existing St. Louis County Department of Revenue total appraised valuation. This shall not include approved conditional uses already subject to design or architectural review in their Conditional Use Permit ordinance.
 - iv. Any remodeling or improvement of any commercial or industrial building or site which has been vacant for one (1) year or more and that requires a building permit.

- 9 *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
10. *Signs.* As required in Section 25-15, Sign Regulations.
11. *Landscaping.* As required in Section 25-16, Landscaping Design Standards. In addition:
- a. Where a side or rear lot line coincides with a side or rear lot line of any lot in an adjacent Non-Urban or residential zoning district, a landscaped yard of at least twelve (12) feet in width shall be provided along such property line in accordance with the requirements of Section 25-16-10, Landscaping Requirements for Buffer Areas and Screening.
 - b. Where the rear or side wall of any nonresidential structure is located directly across the street from the front yard of any residential structure located in a residential zoning district, a landscaped yard of at least ten (10) feet in width shall be provided along the entire length of such rear or side wall. Landscaping shall be in accordance with Section 25-17.7.B, Landscaping Along Parking Lot Perimeters. The transitional yard requirement may be modified by Conditional Use Permit to impose more stringent requirements at the discretion of the City Council.
 - c. In no instance shall the landscaped yard requirements be considered to be met by driveways, parking lots, or other forms of impervious surface. At all times, the landscaped yard shall be maintained open to the sky and shall not be used for storage of vehicles or equipment, or for accessory buildings.
12. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
13. *Lighting.* As required in Section 25-18, Lighting Design Standards.
14. *Utilities.* Any area zoned "C-1" shall be served by approved public water and sewer facilities prior to development.
15. *Screening.* As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.

Sec. 25-11.9. "C-2" General Commercial District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is and ought to be general retail, service, and repair business activities which serve the entire city and surrounding area.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Minimum District Area.* Two and one-half (2.5) acres unless the parcel abuts an existing commercial or industrial district.
 - 2. *Minimum Lot Width.* Seventy (70) feet.
 - 3. *Maximum Lot Coverage.* No limit.
 - 4. *Yard and Setback Requirements.*
 - a. *Front Yard*—Not less than twenty-five (25) feet, including all signs, pump islands, and canopies of

gasoline service stations.

- b. *Side Yards*—A minimum side yard of twelve (12) feet shall be provided except in those instances where commercial buildings are constructed simultaneously with party walls or fire walls or if the building side abuts a public alley. Where a side line of a lot abuts the side line of a lot in any residential zoning district, a side yard shall then be provided the same as required in the zoning district it abuts. A side yard of not less than twenty-five (25) feet shall be provided on the street side of a corner lot.
 - c. *Rear yard*—No rear yard is required except that where a rear line of a lot abuts a lot in any Non-Urban or residential zoning district, a rear yard of not less than twenty-five (25) feet shall be provided.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
5. *Height Requirements.* No building or structure shall exceed a height of forty-five (45) feet.
6. *Site Plan Review.* As required in Section 25-4, Site Plan Review.
7. *Building Design.*
- a. *New Construction.* All new buildings and/or projects shall be subject to Section 25-13, Building Design Standards.
 - b. *Renovation or Remodeling Projects.* The standards of Section 25-11.14.E.1, Building Design Standards for Expansion or Remodeling Projects, shall be met by any of the following projects:
 - i. Any expansion of an existing building by more than 1000 square feet.
 - ii. Any remodeling of an existing use that alters at least seventy-five percent (75%) of the floor area or site area.
 - iii. Any remodeling or improvement with a value greater than fifty (50%) of the existing St. Louis County Department of Revenue total appraised valuation. This shall not include approved conditional uses already subject to design or architectural review in their Conditional Use Permit ordinance.
 - iv. Any remodeling or improvement of any commercial or industrial building or site which has been vacant for one (1) year or more and that requires a building permit.
8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations.
9. *Signs.* As required in Section 25-15, Sign Regulations.
10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards. In addition:
- a. Where a side or rear lot line coincides with a side or rear lot line of any lot in an adjacent Non-Urban or residential zoning district, a landscaped yard of at least twelve (12) feet in width shall be provided along such lot lines in accordance with the requirements of Section 25-16-10, Landscaping Requirements for Buffer Areas and Screening.
 - b. Where the rear or side wall of any nonresidential structure is located directly across the street from the front yard of any residential structure located in a Non-Urban or residential zoning district, a landscaped yard of at least ten (10) feet in width shall be provided along the entire length of such rear or side wall. Landscaping shall be installed in accordance with Section 25-17.7.B, Landscaping Along Parking Lot Perimeters. The transitional yard requirement may be modified by Conditional Use Permit

to impose more stringent requirements at the discretion of the City Council.

- c. In no instance shall the landscaped yard requirements be considered to be met by driveways, parking lots, or other forms of impervious surface. At all times, the landscape yard shall be maintained open to the sky and shall not be used for storage of vehicles or equipment, or for accessory buildings.
- 11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
- 12. *Lighting.* As required in Section 25-18, Lighting Design Standards.
- 13. *Utilities.* Any area zoned "C-2" shall be served by approved public water and sewer facilities prior to development.
- 14. *Screening.* As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.

Sec. 25-11.10. "M-1" Office, Service, and Light Manufacturing District.

- A. *Purpose.* This zoning district is composed of those areas of the City whose principal use is or ought to be general office, hotel, entertainment, light manufacturing, warehousing, and other limited industrial uses. These uses generate a minimum of noise, glare, odor, dust, vibration, air and water pollutants, fire, explosive, radioactive and other hazards, and harmful or obnoxious matter.
- B. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards.* The following regulations shall apply:
 - 1. *Minimum District Area.* Five (5) acres minimum unless the site abuts an existing industrial district.
 - 2. *Lot Width.* The minimum lot width shall be one hundred fifty (150) feet.
 - 3. *Lot Coverage.* No limit.
 - 4. *Yard Requirements.*
 - a. *Front Yard*—Not less than thirty (30) feet.
 - b. *Side Yard*—Not less than ten (10) feet except if abutting a Non-Urban or residential zoning district when the side yard shall be a minimum of twenty-five (25) feet.
 - c. *Rear Yard*—Not less than thirty-five (35) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
 - 5. *Height Requirements.* No building or structure shall exceed a height of one hundred twenty (120) feet. If any portion of a structure is over fifty (50) feet in height, that portion may not be located above a residential proximity slope.
 - 6. *Site Plan Review.* As required in Section 25-4, Site Plan Review.
 - 7. *Building Design.*

- a. All uses shall be conducted within a fully enclosed building.
- b. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
- 8. *Off-Street Parking*. As required in Section 25-14, Parking and Loading Regulations.
- 9. *Signs*. As required in Section 25-15, Sign Regulations.
- 10. *Landscaping*. As required in Section 25-16, Landscaping Design Standards. In addition:
 - a. Where a side or rear lot line coincides with a side or rear lot line of any lot in an adjacent Non-Urban or residential zoning district, a landscaped yard of at least twenty-five (25) feet in width shall be provided along such property line in accordance with the requirements of Section 25-16-10, Landscaping Requirements for Buffer Areas and Screening.
 - b. Where the rear or side wall of any nonresidential structure is located directly across the street from the front yard of any residential structure located in a Non-Urban or residential zoning district, a landscaped yard of at least ten (10) feet in width shall be provided along the entire length of such rear or side wall. Landscaping shall be installed in accordance with Section 25-17.7.B, Landscaping Along Parking Lot Perimeters. The transitional yard requirement may be modified by Conditional Use Permit to impose more stringent requirements at the discretion of the City Council.
 - c. In no instance shall the landscaped yard requirements be considered to be met by driveways, parking lots, or other forms of impervious surface. At all times, the landscaped yard shall be maintained open to the sky and shall not be used for storage of vehicles or equipment, or for accessory buildings.
- 11. *Environmental Standards*. As required in Section 25-17, Environmental Standards.
- 12. *Lighting*. As required in Section 25-18, Lighting Design Standards.
- 13. *Utilities*. Any area zoned "M-1" shall be served by approved public water and sewer facilities prior to development.
- 14. *Screening*. As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.

Sec. 25-11.11. "M-2" Office, Service, and Intensive Manufacturing District

- A. *Purpose*. This zoning district is composed of those areas of the City whose principal use is or ought to be intensive industrial uses, wholesale, commercial, and industrial storage facilities.
- B. *Permitted Uses*. The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- C. *Conditional Uses*. The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Regulations and Performance Standards*. The following regulations shall apply:
 - 1. *Minimum District Area*. Five (5) acres unless the parcel abuts an existing industrial district.
 - 2. *Lot Width*. Seventy-five (75) feet minimum.
 - 3. *Lot Coverage*. The maximum lot coverage shall not exceed fifty (50) percent.

4. *Yard Requirements.*
 - a. *Front Yard*—Not less than thirty (30) feet.
 - b. *Side Yard*—Not less than ten (10) feet.
 - c. *Rear Yard*—Not less than fifty (50) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
5. *Height Requirements.* No buildings or structures shall exceed a height of fifty (50) feet.
6. *Site Plan Review.* As required in Section 25-4, Site Plan Review.
7. *Building Design.*
 - a. All industrial uses shall be conducted within a fully enclosed building.
 - b. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
8. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Requirements.
9. *Signs.* As required in Section 25-15, Sign Regulations.
10. *Landscaping.* As required in Section 25-16, Landscaping Design Standards. In addition:
 - a. Where a side or rear lot line coincides with a side or rear lot line of any lot in an adjacent Non-Urban or residential zoning district, a landscaped yard of at least fifty (50) feet in width shall be provided along such a lot in accordance with the requirements of Section 25-16-10, Landscaping Requirements for Buffer Areas and Screening.
11. *Environmental Standards.* As required in Section 25-17, Environmental Standards.
12. *Lighting.* As required in Section 25-18, Lighting Design Standards.
13. *Utilities.* Any area zoned "M-2" shall be served by approved public water and sewer facilities prior to development.
14. *Screening.* As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.

Sec. 25-11.12. "RD-MXD" Redevelopment - Mixed Use District

- A. *Purpose.* This zoning district is composed of those areas of the City identified for redevelopment by the Comprehensive Plan and whose principal uses are and ought to be single-family residential and commercial.
- B. *Intent.* The intent of these regulations is to:
 1. Protect and enhance existing single-family residential development.
 2. Provide minimum standards for design which are essential to establishing and mixing uses within the zoning district.

3. Create both relationship and transition within the zoning district and to adjacent development sites and areas.
 4. Ensure the establishment of appropriate relationships between buildings, site improvements, open spaces, and public rights-of-way.
- C. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- E. *Lot Requirements for Single-Family Dwellings.* Lots for single-family detached dwellings, single-family attached dwellings, and two-family dwellings shall meet the following standards:
1. *Minimum Lot Area.*
 - a. The minimum lot area for single-family detached dwellings is seventy-five hundred (7,500) square feet.
 - b. The minimum lot area for single-family attached dwellings and two-family dwellings is five thousand (5,000) square feet per unit.
 - c. Where there is no public sewer, the required lot area shall be increased to the area determined as adequate by MSD and the City Engineer.
 2. *Minimum Lot Width.*
 - a. The minimum lot width at the building line for a detached structure is sixty (60) feet.
 - b. The minimum lot width at the building line for an attached structure is forty-two (42) feet.
 3. *Minimum Lot Depth.*
 - a. The minimum lot depth for a detached structure is one hundred ten (110) feet.
 - b. The minimum lot depth for an attached structure is one hundred ten (110) feet.
 4. *Lot Coverage.* The maximum lot coverage shall not exceed:
 - a. Twenty-five (25%) percent of the lot area for detached structures.
 - b. Thirty (30%) percent of the lot area for attached structures.
 5. *Yard Requirements.*
 - a. *Front Yards*—Not less than thirty (30) feet.
 - b. *Side Yards.*
 - i. Detached structures—not less than six (6) feet on each side of the dwelling.
 - ii. Attached structures—not less than five (5) feet on one side of the dwelling with zero (0) feet between attached units.
 - c. *Rear Yard.*

- i. Principal Structure—not less than thirty (30) feet.
 - ii. Deck, pool, or accessory structure—fifteen (15) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
- F. *Lot Requirements for Non-Residential Uses.* Lots for buildings and/or projects other than single-family dwellings shall meet the following requirements:
- 1. *Minimum Lot Area.* Two and one-half (2.5) acres unless the parcel abuts or is within an existing commercial or industrial district.
 - 2. *Minimum Lot Width.* One hundred (100) feet.
 - 3. *Maximum Lot Coverage.* Eighty (80%) percent of the lot area.
 - 4. *Yard Requirements.*
 - a. *Front Yard*—Not less than twenty-five (25) feet.
 - b. *Side Yards.* A minimum side yard of twelve (12) feet shall be provided except in those instances where commercial buildings are constructed simultaneously with party walls or fire walls or if the building side abuts a public alley. A side yard of not less than twenty-five (25) feet shall be provided on the street side of a corner lot.
 - c. *Rear Yard*—Not less than twenty-five (25) feet.
 - d. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
- G. *General Development Standards.*
- 1. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Requirements.
 - 2. *Signs.* As required in Section 25-15, Sign Regulations.
 - 3. *Landscaping.* As required in Section 25-16, Landscaping Design Regulations.
 - 4. *Lighting.* As required in Section 25-18, Lighting Design Standards.
 - 5. *Retaining Walls.* All retaining wall material installed on the site shall be constructed of decorative, masonry block such as Versalok, Keystone, Allenblock, or similar material. The maximum height of any retaining wall shall not exceed six (6) feet. Where greater heights are required, multiple retaining walls shall be used and offset a minimum distance of four (4) feet.
 - 6. *Utilities.* All utility, power and telephone lines, except those located in designated overhead utility corridors, shall be located underground.
 - 7. *Screening.* As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.
- H. *Development Standards for New Single-Family Dwellings.* In addition to the general development standards in subsection G., new single-family dwellings constructed in the “RD-MXD” Redevelopment Mixed Use District shall meet the following standards:

1. *Building Height.* No building or structure shall exceed a height of thirty-five (35) feet.
 2. *Building Design.* All new single-family dwellings shall meet the criteria set forth in Section 25-13.7, Design Standards for Single-Family Dwellings.
- I. *Development Standards for Non-Residential Uses.* In addition to the general development standards in subsection G., buildings and/or projects other than single-family dwellings shall meet the following design standards.
1. *Building Height.* No building or structure shall exceed a height of forty-five (45) feet.
 2. New buildings and/or projects shall meet the criteria specified in Section 25-13, Building Design Standards.
- J. *Procedural Requirements for Permitted Uses.*
1. Procedural requirements for those permitted uses shall be as required in Section 25-4, Site Plan Review. However, the following additional items shall be submitted for review and approval by the City Planner in conjunction with the site plan:
 - a. Building elevations, renderings, illustrations, or photographs.
 - b. Materials and colors exhibit.
 - c. Proposed signage package (if applicable).
 2. The City Planner shall review plans and additional items for compliance with the Comprehensive Plan and Zoning Code. Additional requirements may be imposed on development where it is determined, based on a review of the site plan by the City Planner, that the additional requirements are necessary to fulfill the objectives of the Comprehensive Plan and the purpose and intent of the "RD-MXD" Redevelopment District.
- K. *Procedural Requirements for Conditional Uses.*
1. Procedural requirements for conditional uses shall be as required in Section 25-5, Conditional Use Permits. However, the items required in subsection J.1. shall also be submitted for review and approval.
 2. Additional requirements may be imposed on development where it is determined, based on a review of the site plan by the City Planner, that the additional requirements are necessary to fulfill the objectives of the Comprehensive Plan and the purpose and intent of the "RD-MXD" Redevelopment Mixed Use District.
- L. *Rezoning to Planned District.* The design standards and requirements of this section may be modified by the Planning Commission following a finding that the goals and objectives of the Comprehensive Plan, the purpose, intent, and design standards of this section, and the design standards of the Zoning Code are met by the proposed Planned District. Approval shall be granted as defined under Section 25-6, Planned Districts.

Sec. 25-11.13. "RD-M" and "RD-C" Redevelopment Districts.

- A. *Purpose.* These zoning districts are composed of those areas of the City exhibiting blighted conditions as defined in Section 353.020 of the Missouri Revised Statutes, as amended, and whose principal use is and ought to be commercial and light industrial. The regulations of these districts are designed to encourage high quality, aesthetically pleasing development, complimentary to existing nearby commercial and industrial uses.
- B. *Districts:*

1. *"RD-M" Redevelopment-Manufacturing.* This zoning district is composed of those areas whose principal use is or ought to be light industrial including manufacturing, assembly, warehousing, wholesaling, distribution, and offices.
 2. *"RD-C" Redevelopment-Commercial.* This zoning district is composed of those areas whose principal use is or ought to be retail and service commercial, including motor vehicle oriented businesses (MVOB) and service center commercial mixed-use development and office/warehousing. Certain manufacturing or light industrial uses and wholesaling uses which may be associated with office/warehousing type uses and buildings shall require a conditional use permit.
- C. *Permitted Uses.* The listing of permitted uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- D. *Conditional Uses.* The listing of conditional uses is set out in Appendix B, Land Use and Required Parking Matrix, of the Zoning Code.
- E. *Regulations and Performance Standards.* The following regulations shall apply to and govern all uses in the "RD-M" and "RD-C" Districts:
1. *Lot Area, Width and Coverage.* Requirements shall be as per Table 11.3, Lot Area, Width, and Coverage.

TABLE 11.3. Lot Area, Width, and Coverage		
	"RD-M"	"RD-C"
MINIMUM LOT AREA	2.5 acres	1 acre
MINIMUM LOT WIDTH	125 feet	75 feet
MAXIMUM LOT COVERAGE	50%	50%

2. *Height and Yard Requirements.* Requirements shall be as per Table 11.4, Height and Yard Requirements.

TABLE 11.4. Height and Yard Requirements		
	"RD-M"	"RD-C"
Maximum height	50 feet	45 feet
Minimum front yard	30 feet	25 feet
Minimum side yard	20 feet	15 feet
Minimum rear yard	25 feet	20 feet

- a. Corner lots shall be deemed to have front yards along all street frontages.
 - b. Additional setbacks from riparian corridors may be required as per the Stream Buffer Protection requirements of the Municipal Code (Section 6-397, Land Development Requirements).
3. *Site Plan Review.* Procedural requirements for those permitted uses shall be as required in Section 25-4, Site Plan Review. In addition:
- a. The City Planner and City Engineer shall review plans for compliance with the redevelopment plan for

the district. During plan review, the City Planner and City Engineer shall consult with the appropriate redevelopment corporation designated for the area by the City Council. In recognition of the blighted conditions and infrastructural requirements of these districts and the purposes of the "RD-M" and "RD-C" Redevelopment Districts, additional requirements consistent with the redevelopment plan and this section may be imposed on development where it is determined, based on a joint review of the site plan by the City Planner and the City Engineer, that the additional requirements are necessary to fulfill the objectives of the redevelopment plan and the purposes of the "RD-M" and "RD-C" Redevelopment Districts.

- b. *Conditional Uses.* Procedural requirements for conditional uses shall be as required in Section 25-5, Conditional Use Permits. Additional requirements as noted above may be imposed on the development where it is determined that the additional requirements are necessary to fulfill the objective of the redevelopment plan and the purposes of the "RD-M" and "RD-C" Redevelopment Districts.
- 4. *Building Design.* All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
 - 5. *Off-Street Parking.* As required in Section 25-14, Parking and Loading Regulations. In addition:
 - a. No off-street loading space shall be located within a front yard.
 - b. Off-street parking spaces may be located within minimum front, side or rear yards.
 - c. No off-street parking space or off-street loading space shall be located within:
 - i. Five (5) feet of a side lot line in an "RD-M" District;
 - ii. Fifteen (15) feet of a side lot line in an "RD-C" District;
 - iii. Fifteen (15) feet of a rear lot line in an "RD-M" District; and/or
 - iv. Ten (10) feet of a rear lot line in an "RD-C" District.
 - 6. *Driveways:*
 - a. Width of driveways measured at the lot line shall be a minimum of twenty-four (24) feet and a maximum of thirty-six (36) feet.
 - b. No driveway other than points of ingress and egress shall be located within fifteen (15) feet of a lot line.
 - c. Driveway openings providing ingress and egress shall be limited to one (1) per one hundred (100) feet of lot width.
 - d. The minimum distance between a driveway and a street intersection shall be thirty (30) feet measured between any right-of-way line of the intersecting street and the nearest end of the driveway curb radius.
 - e. The angle of intersection of a driveway with a street shall be as approved by a City Engineer and shall provide for visibility and traffic safety in accordance with recognized civil engineering practices.
 - f. Motor vehicle oriented businesses located adjacent to or integrated in a shopping center or cluster of commercial facilities shall use the common ingress and egress of the shopping center or cluster of commercial facilities as approved by the City Engineer to lessen congestion, and provide for visibility and traffic safety in accordance with recognized civil engineering practices.

7. *Signs*. As required in Section 25-15, Sign Regulations.
8. *Landscaping*. As required in Section 25-16, Landscaping Design Standards.
9. *Environmental Standards*. As required in Section 25-17, Environmental Standards.
10. *Lighting*. As required in Section 25-18, Lighting Design Standards.
11. *Utilities*. All utility, power and telephone lines, except those located in designated overhead utility corridors, shall be located underground.
12. *Screening*. As required in Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.
13. *Floodplain Development*. Performance standards provided in this paragraph shall apply in addition to all other applicable standards to lots located within the one hundred (100) year floodplain as designated on the flood elevation study approved by the United States Federal Emergency Management Agency (FEMA) and used as basic data for determining the boundaries of the flood hazard boundary map. A lot located within the one hundred-year floodplain may be developed and used, provided that the lot is placed in a condition which will effectively, and without increasing the flooding problems of other lots, remove the lot to be developed and used from flooding based on the elevations and data provided by the Federal Emergency Management Agency (FEMA) and the flood hazard boundary map. To assure compliance with these standards:
 - a. A plan for flood protection shall be submitted to the Flood Plain Administrator for review and approval as part of the site plan review required by Section 25-4, Site Plan Review.
 - b. The plan for flood protection shall include a report prepared by a registered professional engineer having demonstrated competence in hydrology. The report shall specify the adequacy of the proposed plan for flood protection relative to the elevation of the floodplain and the flood flow as determined by the flood elevation study approved by FEMA; the effect of the proposed development on flood problems of the other properties; and such other hydrological problems as may result from the proposed development.

Sec. 25-11.14. "OD-C" Overlay District – Corridor

- A. *Purpose*. The purpose of the Overlay District is primarily to address the stated goal of the Comprehensive Plan to promote improvements to all aspects of property development and redevelopment within the City's commercial corridors. More particularly, the district establishes additional development regulations that are applied in conjunction with those established by the underlying zoning districts. In so doing, it is intended that future development will advance a retail, office and service commercial use pattern characterized by pedestrian or customer oriented design and the use of more sophisticated architectural finishes than was typified by the warehouses and storage yards of the heavy commercial and light industrial uses built during the 1960s, '70s, and '80s.
- B. *District Definition*. The Overlay District includes all parcels that lie, in whole or in part, within three hundred (300) feet of the centerline of Dorsett Road between the Lindbergh Boulevard right-of-way on the east and the Interstate 270 right-of-way on the west. The requirements of this district shall not be applied to any single family detached houses being utilized as dwelling units.
- C. *Applicability*. The standards and requirements of the Overlay District shall have pre-eminence over all underlying zoning districts, except where explicitly described within a Conditional Use Permit or Planned District ordinance. In the case of legally pre-existing non-conforming uses or structures, the applicability of this section shall be governed by Section 25-7, Nonconforming Lots, Structures, and Uses, of the Zoning Code.

Where the standards of the Overlay District and the underlying zoning district appear to be in conflict, the more restrictive standard shall be applied. Where such determination is not clear, the City Planner shall apply the standard that best meets the goals and strategies of the Comprehensive Plan.

D. *Administration.* The listing of affected projects and the timing of review of the applicable standards is as follows:

1. *Projects Subject to Overlay District Standards.* The standards of the Dorsett Road Overlay District shall be met by any of the following multi-family residential, office, commercial, and industrial projects:

- a. Any new development or construction.
- b. Any expansion of an existing building by more than 1000 square feet.
- c. Any remodeling of an existing use that alters at least seventy-five percent (75%) of the floor area or site area.
- d. Any remodeling or improvement with a value greater than fifty (50%) of the existing St. Louis County Department of Revenue total appraised valuation. This shall not include approved Conditional Use Permits or Planned Districts already subject to design or architectural review in their approval ordinance.
- e. Any remodeling or improvement of any commercial or industrial building or site which has been vacant for one (1) year or more and that requires a building permit.

2. *Application and Approval Process.*

a. *Required Materials.* For any project subject to the requirements of the Overlay District, conformance with the standards and requirements of this section shall be demonstrated by submitting the following information, exhibits and/or materials:

- i. An appropriate site plan review, building permit, or special zoning application form, as described elsewhere in the Zoning Code.
- ii. A site plan.
- iii. Building elevations.
- iv. A landscape plan and grading and drainage plan, in conformance with Section 25-17, Landscape Design Requirements.
- v. Materials and colors exhibit board.
- vi. Proposed signage package.

3. Review of the proposed project shall occur as follows:

a. *Site Plan Review Applications.*

- i. Following a finding by the City Planner that this section is applicable to the proposed development, the applicant shall submit the required materials in addition to any materials or documents already required for a site plan review application, according to Section 25-4, Site Plan Review.

- ii. After finding that the proposed project is in compliance with the standards and requirements of the overlay district and any underlying zoning district, the City Planner shall grant zoning approval to the site plan application and attach evidence of such approval to the application.
 - b. *Building Permit Applications for Uses Permitted by Right.*
 - i. Following a finding City Planner that this section is applicable to the proposed construction, the applicant shall submit the required materials in addition to any construction documents already required for a building permit application, according to the standards and practices of the Department of Community Development.
 - ii. After finding that the proposed construction is in compliance with the standards and requirements of the overlay district and any underlying zoning district, the City Planner shall grant zoning approval to the building permit application and attach evidence of such approval to the application.
 - c. *Conditional Use Permit Applications, New and Existing.* New uses seeking Conditional Use Permit approval, or existing conditional uses that qualify under Section 25-11.14.D.1, Projects Subject to Overlay District Standards, shall submit the materials required under this section, in addition to the application requirements under Section 25-5, Conditional Use Permits. The design standards and requirements of this section may be modified by the Planning Commission following a finding that the purposes of this section are met by the proposed project. Approval shall be granted as defined under Section 25-5, Conditional Use Permits.
 - d. *Planned District Applications.* Applicants seeking rezoning to a new Planned District, or existing Planned Districts that qualify under Section 25-11.14.D.1, Projects Subject to Overlay District Standards, shall submit the materials required under this section, in addition to the application requirements under Section 25-6, Planned Districts. The design standards and requirements of this section may be modified by the Planning Commission following a finding that the purposes of this section are met by the proposed project. Approval shall be granted as defined under Section 25-6, Planned Districts.
- E. *Overlay District Development Standards.* The following regulations shall apply in addition to the standards of the underlying zoning district:
- 1. *Building Design Standards for Expansion or Remodeling Projects.* Projects that qualify under Section 25-11.14.D.1, Projects Subject to Overlay District Standards (paragraphs b-c) shall be subject to the following building design standards:
 - a. External trash receptacles, recycling storage areas, external emergency generators, mechanical equipment, building mounted utilities, utility boxes and facilities, and outdoor storage areas shall be situated and screened as per Section 25-25.4, Screening of Outdoor Storage, Mechanical Equipment, and Utilities.
 - b. Any building with a wall of more than seventy (70) feet facing the lot frontage shall incorporate differing setbacks to “break up” the wall plane facing the street. The difference in said setbacks shall be no less than two (2) feet. If the lot is situated such that it faces two streets, each wall facing a street shall incorporate this technique.
 - c. Buildings or projects shall not utilize corporate architecture (an architectural treatment utilized in more than three other locations in the St. Louis Metropolitan Statistical Area [MSA]).
 - d. Buildings and accessory structures shall not include corrugated steel, smooth finish concrete block (cinder block), smooth finish poured concrete (tilt-up or cast-in-place), whether painted or unpainted, vertical rough-sawn wood siding (T-111/T-19), tensile fabrics or similarly single layer, uninsulated materials. Where the City Planner finds that said materials are an integral and essential element in the

ability of the overall design to meet the purpose of the overlay district, the City Planner shall report the finding, in writing, to the Planning Commission. The Planning Commission shall either accept or reject the City Planner's finding within thirty (30) days of receipt of the finding. If the Planning Commission rejects the City Planner's finding on the proposed materials, they shall direct the City Planner as to the minimum necessary modifications to the proposal.

- e. The exterior finish must include more than two visible materials, including glazing (windows). Where a wall facing a street has a horizontal expanse greater than twenty-five (25) feet without glazing, the City Planner must find that the overall visual character of the wall is an integral and essential element in the ability of the overall design to meet the purpose of the overlay district. The City Planner's review shall include, but not be limited to a consideration of the adjacent landscape design, variations in materials, elevations, and/or changes in setback. The City Planner shall report the finding, in writing, to the Planning Commission. The Planning Commission shall either accept or reject the City Planner's finding within thirty (30) days of receipt of the finding. If the Planning Commission rejects the City Planner's finding on the proposed materials, they shall direct the City Planner as to the minimum necessary modifications to the proposal.
 - f. The visible materials and general composition of the façade shall be repeated around all four (4) sides of the building to the maximum extent practicable.
2. *Building Design Standards for New Buildings.* New buildings shall be subject to the design standards of Section 25-13, Building Design Standards.
3. *Parking and Loading Areas.* Projects that qualify under Section 25-11.14.D.1., Projects Subject to Overlay District standards, shall be subject to the following requirements:
- a. At least sixty percent (60%) of the overall parking requirement shall be located in the side or rear yard, behind the front plane of the forward most building. On corner lots, the front plane shall be the façade facing Dorsett Road.
 - b. Access to all parking and loading areas shall be via shared driveways and/or cross-access easements to the maximum extent practicable. Where shared access is denied by a third party, documentation shall be submitted to the City Planner demonstrating said denial.
4. *Signs.* Projects that qualify under Section 25-11.14.D.1, Projects Subject to Overlay District Standards shall submit a sign package for the review and approval of the City Planner. The package shall demonstrate compliance with the following:
- a. Use of a common color scheme for the proposed buildings or structures and all signs in the package;
 - b. Use of common materials between the proposed buildings and all ground mounted sign bases in the package;
 - c. Use of matching lettering style for all signs in the package;
 - d. All wall mounted signs shall feature individually raised (and internally illuminated if desired) letters rather than an illuminated panel;
 - e. All wall mounted, ground mounted and pole signs in the package shall contain only the logo and trademark name of the business displaying the sign(s). No advertising copy or description of services may appear on the sign, except as may be permitted on a changeable copy sign;
 - f. Permitted ground mounted signs for new and pre-existing development may contain changeable copy, subject to the review and approval of the Planning Commission. No other signs may contain changeable copy. Planning Commission approval shall be upon:

- i. The changeable copy area not exceeding fifty (50%) percent of the allowed maximum sign area;
 - ii. The changeable copy area being located below or to the right of the fixed lettering on the sign; and
 - iii. The changeable copy lettering style being the same or closely similar to the other fixed lettering on the sign.
- 5. *Site Coverage.* The maximum site coverage shall not exceed eighty percent (80%) of the lot area.
- F. *Administrative Relief.* To promote flexibility in the design process, the City Planner may authorize minor modifications to city development standards upon a finding that all of the following are met:
 - 1. The proposed improvement is compatible with the character of the property requesting relief and the adjacent property;
 - 2. The proposed improvement requiring relief will not be detrimental to the property requesting relief, any adjacent property or the city;
 - 3. The relief granted is the minimum required to meet the needs of the proposed improvement, or in the case of a numeric standard, does not exceed five (5%) percent of the required standard; and
 - 4. The relief shall not be contrary to the purpose and intent of this ordinance.
- G. *Waivers of Overlay District Standards.* Some projects such as single residences, may not need a complete review even though one (1) of the five (5) preceding requirements is met. The City Planner may waive full compliance with the requirements of the overlay district if it is determined that such compliance will not further the purposes of this section. If such a waiver is granted, the City Planner shall provide written documentation of that decision, to the Planning Commission. The Planning Commission shall either accept or reject the City Planner's finding within thirty (30) days of receipt of those findings. If the Planning Commission denies the waiver of overlay district standards, they shall direct the City Planner in the application of said standards.
- H. *Denial and Appeal Procedure*
 - 1. *Denial by Staff.* If the City Planner or his designee finds that the proposed project has not properly addressed one of the design criteria of this section, or there are other technical deficiencies identified by other city staff reviewers, and adequate resolution of the issue(s) can not be ensured by the applicant, the City Planner or his designee shall deny the particular application (site plan review, building permit, or special zoning) and state the reasons for the denial in a letter to the applicant.
 - 2. *Appeal to Planning Commission.* The applicant may appeal the City Planner's decision to the Planning Commission if that appeal, including appeal fee, is made in writing to the City Planner within ten (10) days of the decision. The appeal letter shall describe the unresolved issues and describe what design solutions are proposed by the applicant. The applicant shall be notified of the date of the Planning Commission meeting to consider the appeal, a minimum of fifteen (15) days prior to the public meeting.
 - 3. *Second Appeal to City Council.* The decision of the Planning Commission shall be final unless a notice of appeal to the City Council is made by the applicant in writing to the City Planner within ten (10) days of the Planning Commission's decision. The appeal letter shall state the reasons for the appeal and be accompanied by the required fee. The applicant shall have an additional thirty (30) days to submit any additional appeal documents, after which the appeal shall be scheduled before the City Council. The applicant shall be notified of the date of the City Council meeting to consider the appeal a minimum of fifteen (15) days prior to the public meeting.
 - 4. *Board of Adjustment.* The Developer shall have the right to appeal the decision of the City Council pursuant to Section 25-9, Variances, of the City of Maryland Heights Zoning Code and to subsequently pursue any other available legal or equitable remedy.

Sec. 25-11.15. Riverside District.

A. *Purpose.* The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Riverside Planning District by:

1. Encouraging high intensity uses and development patterns that complement the Riverside Planning District's identity as a premier regional entertainment, office campus, and hospitality destination; and
2. Promoting uniform, integrated and complementary development patterns; and
3. Incorporating pedestrian orientation, gateway architecture, functional open spaces and plazas, multi-functional integrated stormwater management systems and buildings featuring unique architectural treatments and design.

B. *Intent.*

1. To provide minimum standards for design which are essential to establishing and integrating uses within a development site and area, and as necessary to create both relationship and transition to adjacent development sites and areas.
2. To provide the scale and form of development areas and buildings consistent with the Howard Bend Future Land Use Plan as necessary for the implementation of those standards.
3. To insure the establishment of appropriate relationships between buildings, site improvements, open spaces, stormwater facilities and public rights-of-ways.
4. To encourage efficient and coordinated development patterns.

C. *Development Design Standards.*

1. The minimum area for a Planned District is fifteen (15) acres.
2. The minimum development site size shall be two (2) acres.
3. *Site Coverage.* The maximum impervious cover within a Planned District shall not exceed seventy (70%) percent.
4. Developments shall be designed to minimize the impact of large or repetitive parking areas visible from the public right-of-way.
5. Maximum building heights shall be one hundred twenty (120) feet.
6. *Building Design.* All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
7. Developments shall be connected to, and be integrated within, the regional stormwater management system once it is established.
8. Developments shall connect to the existing parks and trail systems where available.
9. Developments shall provide vehicular, pedestrian, and bicycle connections between adjacent projects and districts once they are developed.

Sec. 25-11.16. Crystal Springs District.

A. *Purpose.* The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Crystal Springs Planning District by:

1. Encouraging medium intensity uses and development patterns that complement and support the Crystal Springs Planning District's vision of a mixed use, office campus, and retail service center; and
2. Promoting uniform, integrated and complementary development patterns; and
3. Incorporating pedestrian orientation, functional open spaces and plazas, multi-functional integrated stormwater management systems and buildings featuring unique architectural treatments and design.

B. *Intent.*

1. To provide minimum standards for design which are essential to establishing and integrating uses within a development site and area, and as necessary to create both relationship and transition to adjacent development sites and areas.
2. To provide the scale and form of development areas and buildings consistent with the Howard Bend Future Land Use Plan as necessary for the implementation of those standards.
3. To insure the establishment of appropriate relationships between buildings, site improvements, open spaces, stormwater facilities and public rights-of-ways.
4. To encourage efficient and coordinated development patterns.

C. *Development Design Standards.*

1. The minimum area for a Planned District is fifteen (15) acres.
2. The minimum development site size shall be two (2) acres.
3. Site Coverage. The maximum impervious cover within a Planned District shall not exceed seventy (70%) percent.
4. Maximum building heights shall be one hundred twenty (120) feet.
5. Building Design. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
6. Developments fronting a public or private right-of-way shall be oriented to that right-of-way.
7. Developments shall be designed to minimize the impact of large or repetitive parking areas visible from the public right-of-way.
8. Developments shall incorporate provisions for the inclusion of mass transit when it becomes available.
9. Developments shall be connected to, and be integrated within, the regional stormwater management system once it is established.
10. Developments shall connect to the existing parks and trail systems where available.
11. Developments shall be pedestrian oriented to the greatest extent possible.
12. Developments shall provide vehicular, pedestrian, and bicycle connections between adjacent projects and

districts once they are developed.

Sec. 25-11.17. Expressway District

A. *Purpose.* The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Expressway Planning District by:

1. Encouraging high intensity uses and development patterns that complement and support the Expressway Planning District's vision of a regional business service center; and
2. Promoting uniform, integrated and complementary development patterns; and
3. Incorporating pedestrian orientation, gateway architecture, functional open spaces and plazas, multi-functional integrated stormwater management systems and buildings featuring unique architectural treatments and design.

B. *Intent.*

1. To provide minimum standards for design which are essential to establishing and integrating uses within a development site and area, and as necessary to create both relationship and transition to adjacent development sites and areas.
2. To provide the scale and form of development areas and buildings consistent with the Howard Bend Future Land Use Plan as necessary for the implementation of those standards.
3. To insure the establishment of appropriate relationships between buildings, site improvements, open spaces, stormwater facilities and public rights-of-ways.
4. To encourage efficient and coordinated development patterns.

C. *Development Design Standards.*

1. The minimum area for a Planned District is twenty (20) acres.
2. The minimum development site size shall be two (2) acres.
3. Site Coverage. The maximum impervious cover within a Planned District shall not exceed seventy (70%) percent.
4. Maximum building heights shall be one hundred twenty (120) feet.
5. Building Design. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
6. Developments fronting a public or private right-of-way shall be oriented to that right-of-way.
7. Developments shall be designed to minimize the impact of large or repetitive parking areas visible from the public right-of-way.
8. Developments shall incorporate provisions for the inclusion of mass transit when it becomes available.
9. Developments shall be connected to, and be integrated within, the regional stormwater management system once it is established.
10. Developments shall connect to the existing parks and trail systems where available.
11. Developments shall be pedestrian oriented to the greatest extent possible.

12. Developments shall provide vehicular, pedestrian, and bicycle connections between adjacent projects and districts once they are developed.

Sec. 25-11.18. River Valley District.

A. Purpose. The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Expressway Planning District by:

1. Encouraging uses and development patterns that complement and support the River Valley Planning District's vision of a high quality, lower intensity, office distribution and business service center ; and
2. Promoting uniform, integrated and complementary development patterns; and
3. Incorporating pedestrian orientation, functional open spaces and plazas, multi-functional integrated stormwater management systems and buildings featuring unique architectural treatments and design.

B. Intent.

1. To provide minimum standards for design which are essential to establishing and integrating uses within a development site and area, and as necessary to create both relationship and transition to adjacent development sites and areas.
2. To provide the scale and form of development areas and buildings consistent with the Howard Bend Future Land Use Plan as necessary for the implementation of those standards.
3. To insure the establishment of appropriate relationships between buildings, site improvements, open spaces, stormwater facilities and public rights-of-ways.
4. To encourage efficient and coordinated development patterns.

C. Development Design Standards.

1. The minimum area for a Planned District is twenty (20) acres.
2. The minimum development site size shall be two (2) acres.
3. Site Coverage. The maximum impervious cover within a Planned District shall not exceed seventy (70%) percent.
4. Maximum building heights shall be one hundred twenty (120) feet.
5. Building Design. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
6. Developments shall be designed to minimize the impact of large or repetitive parking areas visible from the public right-of-way.
7. Developments shall provide a buffer to the Missouri American Water treatment plant.
8. Developments shall be connected to, and be integrated within, the regional stormwater management system once it is established.
9. Developments shall connect to the existing parks and trail systems where available.
10. Developments shall be pedestrian oriented to the greatest extent possible.

11. Developments shall provide vehicular, pedestrian, and bicycle connections between adjacent projects and districts once they are developed.

Sec. 25-11.19. Creve Coeur Lake District.

- A. *Purpose.* The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Expressway Planning District by:

1. Encouraging recreationally oriented uses that compliment the Creve Coeur Lake District's vision as a major regional destination for a variety of active and passive recreational activities that support the hospitality and entertainment industry ; and
2. Promoting recreational development that is consistent with the Master Plan adopted by St. Louis County.

- B. *Intent.*

1. To provide minimum standards for commercially oriented recreational facilities that allow the integration of both passive and active recreational activities and structures within the district.
2. To provide the scale and form of recreational facilities consistent with the Howard Bend Future Land Use Plan as necessary for the implementation of those standards.

- C. *Development Design Standards.*

1. Building Design. All new buildings and/or projects shall meet the criteria set forth in Section 25-13, Building Design Standards.
2. Developments shall be consistent with the Master Plan adopted by St. Louis County.
3. Developments shall provide physical and signage-based connections to adjacent districts.
4. Developments which require parking facilities shall provide low impact alternatives to traditional paving, such as pervious surfaces.
5. Developments shall be connected to, and be integrated within, the regional stormwater management system once it is established.
6. Developments shall provide vehicular, pedestrian, and bicycle connections between adjacent projects and districts once they are developed.
7. Developments shall connect to the existing trail systems.

Sec. 25-11.20. Missouri River District.

- A. *Purpose.* The purpose of this section is to implement the guidelines established in the Howard Bend Future Land Use Plan for the Expressway Planning District by encouraging the preservation of open space and natural resources along the water's edge of the Missouri River.

- B. *Intent.*

1. To restrict access to and development of the district, except for low impact public access that maintains the environmental quality of the district and respects private property rights.
2. To preserve natural viewsheds.

C. *Development Design Standards.*

1. Development shall consist of passive recreational uses.
2. Developments shall provide access to natural spaces.

CITY OF DES PERES, MISSOURI
SALES TAX COLLECTED ⁽¹⁾
LAST TEN FISCAL YEARS

Fiscal Year	General Fund 1.25% July 1, 1971	Capital Improvement Fund 0.50% April 1, 1995	Park Fund 0.50% January 1, 2001	Sales Tax Fire Fund (2) 0.25% April 1, 2004	Total
2004	3,714,822	1,961,645	2,002,314	704,964	8,383,745
2005	3,950,701	2,067,118	2,029,244	1,019,071	9,066,134
2006	3,783,995	1,979,044	2,049,276	1,033,241	8,845,556
2007	3,941,409	2,071,962	2,160,057	1,079,838	9,253,266
2008	3,797,718	1,939,759	2,038,706	1,019,412	8,795,595
2009	3,828,612	1,943,847	2,023,129	1,011,564	8,807,152
2010	3,939,239	2,066,018	2,093,855	1,046,922	9,146,034
2011	3,847,275	1,978,054	2,163,788	1,081,896	9,071,013
2012	4,041,279	2,155,753	2,361,206	1,180,460	9,738,698
2013	4,805,531	2,535,302	2,982,377	1,491,356	11,814,566

(1) All revenues are reported net of any costs of collection, sharing, or allocation for TIF.

(2) Des Peres voters approved a new .25% sales tax for fire purposes effective April 1, 2004.

(1) All revenues are reported net of any costs of collection, sharing, or allocation for TIF.

(2) Des Peres voters approved a new .25% sales tax for fire purposes effective April 1, 2004.

NOTES:

In 1997, the City created a Tax Increment Finance District which provides for diverting 50% of any incremental sales above the 1996 taxes generated by the shopping center to the Special Allocation Fund until all TIF Notes have been retired. All Notes were retired in January of 2013.

Because of the significance of sales tax as a major part of City revenues and due to its concentration in a small area, the City has chosen to insure its sales tax revenue stream at certain shopping centers against loss due to fire, act of terrorism or natural disaster. The policy insures revenues for a 12-month period with a \$10,000 deductible, for all perils except for floods and earthquakes in which case the deductible is \$100,000.

The City is home to the recently developed West County Mall, a 1.2 million square foot regional shopping center featuring four anchor stores - Macy's, Nordstroms, JC Penney and Dick's Sporting Goods. The redevelopment of the shopping center together with the existing authority to level local option sales taxes at a rate of up to 2.5%, has well-positioned the City financially for years to come. In addition to the regional mall, the City is fortunate to enjoy a concentration of other commercial centers to provide additional local retail and service opportunities within the community, including Colonnade Center, Des Peres Commons, Des Peres Pointe, Des Peres Square, Olympic Oaks Village, Sam's Club and Schnuck's Shopping Center.

As set out in Section 32.057 of the Missouri Revised Statutes, it is a violation to make known in any manner the tax returns or departmental records derived from the Missouri Department of Revenue. Due to the confidentiality of earnings information, the above alternative information is provided to assist the users in understanding this revenue source.

Source: City Finance Department

CITY OF DES PERES, MISSOURI
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS

Year	Population (1)	Personal Income	Per Capita Personal Income (1)	Median Household Income (1)	Parkway School District Enrollment (3)	Kirkwood School District Enrollment (3)	Unemployment Rate (2)
2004	8,592	912,427,440	-	106,195	19,578	5,109	5.50%
2005	8,592	912,427,440	-	106,195	18,994	4,995	5.20%
2006	8,592	912,427,440	53,507	106,195	18,787	4,982	4.60%
2007	8,592	912,427,440	53,507	106,195	18,212	4,975	5.30%
2008	8,592	912,427,440	53,507	106,195	18,787	5,026	7.20%
2009	8,592	912,427,440	53,507	106,195	17,439	5,000	10.00%
2010	8,592	912,427,440	53,507	106,195	17,300	4,931	9.40%
2011	8,373	1,033,747,326	53,507	123,462	17,234	5,035	8.30%
2012	8,373	1,025,533,413	53,771	122,481	17,156	5,132	7.00%
2013	8,420	1,021,505,980	54,757	121,319	17,104	5,606	6.60%

Sources:

CITY OF DES PERES, MISSOURI

CHANGES IN NET POSITION⁽¹⁾⁽²⁾⁽³⁾

LAST TEN FISCAL YEARS

	Year Ended December 31,									
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
EXPENSES										
Primary Government										
Governmental activities:										
General government	\$ 1,106,333	\$ 1,146,285	\$ 1,382,122	\$ 1,697,363	\$ 1,764,014	\$ 1,808,969	\$ 1,713,251	\$ 2,630,621	\$ 2,798,859	\$ 1,713,251
Public safety	4,351,139	4,509,470	4,679,762	4,914,165	5,395,427	5,212,814	5,929,463	5,670,664	5,782,299	5,929,463
Public works	315,508	314,942	323,408	367,052	379,058	395,708	502,917	484,431	510,521	502,917
Streets	922,947	985,048	895,483	1,026,139	1,104,558	1,109,000	1,388,533	1,135,172	1,241,021	1,388,533
Parks and recreation	3,868,855	4,114,178	4,380,856	4,458,609	4,855,252	4,563,981	5,193,756	4,924,610	5,001,826	5,193,756
Health	513,452	516,770	527,638	539,531	607,080	637,706	710,076	693,659	689,580	710,076
Interest on long-term debt	3,102,058	3,397,957	3,400,120	3,499,618	3,308,578	2,708,747	295,370	1,449,725	1,032,522	295,370
Total primary government expenses	14,180,292	14,984,600	15,589,389	16,502,477	17,413,967	16,436,925	15,733,366	16,988,882	17,056,628	15,733,366
PROGRAM REVENUES										
Primary Government										
Governmental activities:										
Charges for services:										
General government	1,009,665	1,068,426	907,564	1,276,262	1,313,209	1,446,759	1,292,514	1,260,220	1,296,357	1,292,514
Public safety	125,928	130,628	412,619	443,325	524,315	475,010	617,157	538,883	534,683	617,157
Public works	106,415	172,170	235,004	209,133	253,387	95,587	394,882	260,284	232,282	394,882
Parks and recreation	2,070,160	2,593,144	2,929,021	3,052,916	3,056,027	2,935,414	3,216,668	3,233,864	3,217,928	3,216,668
Operating grants and contributions	744,037	690,972	771,644	69,574	-	-	765,530	753,591	712,205	765,530
Capital grants and contributions	-	232,515	47,506	13,530	9,696	596,660	123,955	463,468	794,835	123,955
Total primary government program revenues	4,056,205	4,887,855	5,303,358	5,064,740	5,186,614	5,549,430	6,410,706	6,510,310	6,788,290	6,410,706
Net Revenue (Expenses)	(10,124,087)	(10,096,745)	(10,286,031)	(11,437,737)	(12,227,333)	(10,887,495)	(9,322,660)	(10,478,572)	(10,268,338)	(9,322,660)
General Revenues and Other Changes in Net Assets										
Primary Government										
Governmental activities:										
Taxes:										
Sales tax	11,242,447	12,118,497	12,409,770	12,765,520	12,808,569	13,372,985	12,415,908	9,655,565	10,204,911	12,415,908
Tax increment financing	1,141,801	2,341,435	2,387,945	2,654,304	2,185,897	2,513,350	-	7,952,159	4,299,579	-
Utility tax	830,038	846,295	870,934	1,063,243	1,274,473	1,309,723	1,270,881	1,238,183	1,159,484	1,270,881
Investment income	141,064	305,596	435,196	804,368	601,493	346,463	50,054	218,152	100,961	50,054
Miscellaneous	125,185	83,895	203,110	671,942	731,040	589,008	176,002	198,145	172,423	176,002
Total primary government	13,480,535	15,695,718	16,306,955	17,959,377	17,601,472	18,131,529	13,912,845	19,262,204	15,937,358	13,912,845
Change in Net Position	\$ 3,356,448	\$ 5,598,973	\$ 6,020,924	\$ 6,521,640	\$ 5,374,139	\$ 7,244,034	\$ 4,590,185	\$ 8,783,632	\$ 5,669,020	\$ 4,590,185

Notes:

- (1) GASB Statement 34 was implemented in 2004.
- (2) GASB Statement 63 was implemented in 2012.
- (3) GASB Statement 65 was implemented in 2013.

Source: Basic financial statements

Section 405.130: Conditional Use Permits: Commercial Uses

- A. Where not otherwise allowed in that district, the following uses shall be permitted in "C-1" and "C-2" districts, subject to the conditions, restrictions and qualifications in Section[s] 405.090, 405.100, 405.120 and this section.
1. Supermarkets and grocery stores.
 2. Public buildings erected and used by a department of the County, State or Federal governments.
 3. In the C-2 district only: Hospitals, clinics, outpatient facilities for the treatment of alcohol and other drug abuse, and similar institutional buildings, excluding penal institutions.
 4. Community or recreational buildings and fields.
 5. Nurseries and greenhouses.
 6. Private clubs, except those where the chief activity is a service customarily carried on as a business.
 7. Nursery and day schools.
 8. Hospitals and clinics for animals, but not kennels.
 9. Automobile and equipment rental.
 10. Gasoline and oil service stations.
 11. Billiard parlors.
 12. Restaurants, cafeterias and catering establishments, except drive-in type offering goods or food directly to customers waiting in parked vehicles shall not be permitted.
 13. Light repair shops for garden equipment and other small pieces of home equipment.
 14. Establishments selling beer, wine or alcoholic beverages by the drink.
 15. Wholesale distributors of beer, wine or alcoholic beverages.
 16. Theatre and motion picture houses.
 17. Retail stores for major and minor appliances.
 18. Mortuary and funeral homes.
 19. Stores or shops for printing and publications.
 20. Auto accessory stores, but not painting of autos or repair of auto bodies.
 21. Banks and similar institutions.
 22. Accessory uses to those in this subsection.
 23. Reserved.
 24. Welding and blacksmithing shops.
 25. Any business establishment which is open for business for 24 hours per day or is otherwise open for business to the general public between the hours of 12:00 a.m. and 5:30 a.m.
 26. Adult entertainment establishments or businesses.
- B. No use under the provisions [of this] section may be commenced or continued unless there is a valid permit for that use. No construction or other permit applicable to the proposed use or any part of it shall be issued or considered valid unless a conditional use permit has been issued under the provisions of this section.
1. Application for a conditional use permit shall be made to the Planning and Zoning Commission in form and with such information as may be required by the Planning and Zoning Commission. The application shall be accompanied by plans showing the

- elevations and intensity and extent of the proposed use.
2. Each application and accompanying plans shall be filed with the City Clerk with a filing fee submitted as per Section 405.200, B.3 of this Code.
 3. Upon receipt of the completed application and filing fee the City Clerk shall notify in writing by First Class U.S. mail, postage prepaid, the owners of all property located within the area determined by drawing lines parallel to the boundaries of the property to be devoted to the proposed use, and two hundred feet from those boundaries. The notice shall include the statement that the application was filed, the nature of the proposed use, the name of the applicant or applicants and the date the application was filed.
 4. The Planning and Zoning Commission shall investigate the effect of the granting of the permit upon the neighborhood with special emphasis on traffic and fire hazards, and the general welfare and character of the neighborhood and the community and the criteria hereinafter set forth. The Planning and Zoning Commission shall make a report to the Board of Aldermen within one hundred (100) days of the date of the next regular meeting of the Planning and Zoning Commission following the filing of the completed application with the City Clerk. If no such report is made, the Planning and Zoning Commission shall be deemed to have approved the application, upon the expiration of the one hundred-day period; except that the Commission, with the consent of the applicant for approval, may extend the one hundred-day period.
 5. Upon the receipt of the report of the Planning and Zoning Commission or upon the expiration of the one hundred-day period or extensions thereof, the Board of Aldermen shall call a public hearing and give reasonable notice of the time and place of that hearing at least once in a newspaper in general circulation in the city. The first publication shall be at least fifteen (15) days before the date of the hearing.
 6. After the hearing held in accordance with the requirements of subsection (B)(5) of this section, the Board of Aldermen, in acting upon the application, shall state findings and conclusions on the following matters for the public record:
 - a. Whether the proposed use is compatible with surrounding uses and with the surrounding neighborhood;
 - b. Whether the comparative size, floor area and mass of the proposed use and/or proposed structure are appropriate and reasonable in relation to adjacent structures and buildings on surrounding properties and in the surrounding neighborhood;
 - c. Whether the frequency and duration of various indoor and outdoor activities and special events associated with the proposed use will have a deleterious impact on the surrounding area;
 - d. Whether streets adjacent to the proposed use have sufficient capacity to service any increased traffic volume associated with the proposed use while maintaining adequate and reasonable levels of service for the community;
 - e. Whether the number of transit movements on abutting streets and on minor streets in the neighborhood to be generated by or associated with the proposed use will cause significant increases in hourly or daily traffic levels;
 - f. Whether added noise levels generated by activities associated with the proposed use will adversely impact the ambient noise level of the surrounding area and neighborhood;
 - g. Whether the activities associated with the proposed use will generate obnoxious odors to the detriment of the surrounding area;
 - h.

Whether the proposed use will significantly increase demands on fire and police protection services in excess of the individual demands of adjacent land uses and whether the proposed use will present any real or potential fire or public safety hazard;

- i. Whether the proposed use will adversely affect the general appearance of the neighborhood due to the location of the proposed use on the parcel of ground, or due to the materials used in the construction of any proposed buildings being greatly dissimilar to surrounding appearances of buildings, or due to the architecture of any proposed buildings being of such a nature as to create visual disharmony within the neighborhood;
- j. Whether the intensity, duration or frequency of lighting associated with the proposed use will adversely impact adjacent properties or significantly increase the ambient level of night light in the neighborhood;
- k. Whether the landscape plan for premises to be occupied by the proposed use is adequate in regard to the creation and maintenance of landscaped areas as opposed to areas to be left in a natural state and the use of buffers and screens as opposed to open land areas;
- l. Whether the proposed use will adversely affect the neighborhood in terms of water runoff, noise transfer, or heat generation due to a significant amount of hard surfaced areas for buildings, sidewalks, drives, parking and service areas;
- m. Whether the proposed use is likely to remain in existence for a reasonable length of time and not become vacant or unused and whether such use involves the presence of unusual, single-purpose structures or components of a temporary nature.

7. If the Board of Aldermen determines that the public health, welfare and safety are adequately served and protected in view of the foregoing criteria then it shall grant the application and the permit shall be issued forthwith; but if the Board finds in the negative as to any of the stated criteria, the conditional use permit shall be denied. Provided, however, that if at least twenty-five percent (25%) of the persons entitled to notice under the terms of subsection (D)(1)(c) of this section, above, protest the granting of such application in a writing filed with the City Clerk no later than one day before the date of the public hearing thereon, such application shall not be granted unless two-thirds (2/3) of all the members of the Board of Aldermen vote in favor of its issuance.

C. A conditional use permit under the provisions of this section shall expire one (1) year from the date upon which it was issued, unless, before that time: (i) the use so permitted has actually commenced; or (ii) actual construction or reconstruction of the proposed facilities for the use has been commenced; or (iii) an extension of time shall have been granted by the Board of Aldermen. The Board of Aldermen may grant such extensions for a maximum total period of one (1) year. No further extensions will be allowed. If such extensions have been granted, the permit shall expire at the conclusion of the extended period if the use so permitted or actual construction or reconstruction of the proposed facilities for the use have not been commenced.

D. Special rules with regard to gasoline and oil service stations[:]

- 1. No special use permit shall be issued for a gasoline and oil service station unless the applicant conveys or has conveyed an effective easement to the City of Des Peres on the property to be used for the gasoline or oil service station providing that all underground and above ground installations relating to or used for the storage or sale of gasoline or other material shall be removed at the expense of the owner upon the cessation of the gasoline or oil service station use. Before the special use permit is issued at the order of the Board of Aldermen, the easement must be filed in the

appropriate land records and an opinion of the City Attorney must have been given the Mayor to the effect that the easement is fully effective and valid to achieve the purpose for which it was required.

2. No gasoline or oil service station shall continue in operation unless the operator of that station files with the City Clerk the name and address of the actual owner of the land on which the service station is operated and of the actual owner of the service station itself.
3. The owner of the land on which a service station operates or has operated shall be primarily responsible for the removal of all underground and above ground installations relating to or which once related to the storage or sale of gasoline or other material if the service station has ceased to operate, unless a new service station is lawfully commenced on that same property within a reasonable period of time after the cessation of the service station use.
4. Self-service gasoline and oil service stations or self-service gasoline pumps, where the customer pumps the gasoline, may be permitted under the following conditions:
 - a. That the conditional use permit for a gasoline and oil service station desiring to operate any pumps under the self-service concept specifically grants such permission to the owner or operator of said gasoline and oil service station.
 - b. That the self-service gasoline and oil service station have available during all business hours an attendant who can view the dispensing of all gasoline.
 - c. That a separate master shut-off switch be operable which would allow the attendant to shut off all gasoline pumps in an emergency.
 - d. That instructions for operating the self-service gasoline pumps and any other information, such as nonsmoking signs, deemed necessary by the Fire Marshall [Marxhal] be posted in a conspicuous place, easily visible to anyone operating said pumps; said instructions to be approved by the Fire Marshall [Marshal] of the City of Des Peres prior to the commencement of the self-service operation.
 - e. That dispensing controls at each pump operate only by manually-maintained pressure; no automatic dispensing devices shall be allowed.
 - f. That a "B" rated dry powder fire extinguisher be located within 30 feet of each self-service pump. The exact location of each fire extinguisher shall be approved by the Fire Marshall [Marshal] of the City of Des Peres.

(Ord. No. 1128, § 1, 4-22-85; Ord. No. 1290, § 1, 10-12-87; Ord. No. 1358, § 5, 11-14-88; Ord. No. 1455, § 2, 10-22-90; Ord. No. 1533, § 1, 4-13-92; Ord. No. 1575, § 1, 12-14-92; Ord. No. 1691, § 2, 11-23-94; Ord. No. 1926, § 1, 11-9-98; Ord. No. 2289, § 5, 7-26-04)

TABLE 2

CITY OF BRENTWOOD, MISSOURI**CHANGES IN NET POSITION (CONTINUED)
LAST TEN YEARS**

	For The Years Ended December 31,									
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
GENERAL REVENUES AND OTHER CHANGES IN NET POSITION										
Taxes:										
Sales	10,236,603	11,791,840	12,665,792	12,550,558	12,698,947	11,942,998	11,192,330	12,431,043	12,758,890	13,878,437
Property	2,311,686	2,151,231	3,209,684	3,368,671	4,007,401	3,811,368	4,015,531	4,475,610	4,077,026	5,326,556
Utility	924,024	978,530	990,040	1,041,958	1,338,886	1,938,343	1,641,926	1,628,957	1,471,643	1,516,978
Licenses and permits	923,844	973,697	1,368,159	1,176,026	1,210,718	1,238,410	1,274,169	1,281,887	1,404,188	1,574,991
Investment income	139,418	127,764	310,453	464,665	476,697	320,919	119,082	21,795	19,993	14,564
Intergovernmental	-	-	-	-	-	-	401,833	-	-	-
Gain on sale of assets	58,689	2,375	-	-	3,669	460,117	102,244	20,098	150	-
Miscellaneous	226,974	181,805	257,134	104,272	52,163	48,434	51,208	68,248	242,672	121,790
Total General Revenues	14,821,238	16,207,242	18,801,262	18,706,150	19,788,481	19,760,589	18,798,323	19,927,638	19,974,562	22,433,316
And Other Changes In Net Position	\$ (3,597,986)	\$ 1,934,365	\$ 5,907,225	\$ 681,366	\$ (1,566,800)	\$ 3,729,771	\$ 2,866,715	\$ 3,482,382	\$ 2,762,041	\$ 8,442,392
CHANGES IN NET POSITION										

Source: Basic Financial Statements

GASB 34 was implemented in 2003.

(1) Beginning in 2009, sewer lateral expenses were moved from Sanitation to Public Works.

TABLE 10

CITY OF BRENTWOOD, MISSOURISALES TAX RATES AND TAXABLE SALES
LAST TEN YEARS

For The Years Ended December 31	City Direct Rate	St. Louis County	State Of Missouri	Direct And Overlapping	Taxable Sales (1)
2003	1.50%	1.85%	4.225%	7.575%	\$ 438,466,346
2004	1.50%	1.85%	4.225%	7.575%	477,897,526
2005	1.50%	1.85%	4.225%	7.575%	494,114,717
2006	1.50%	1.85%	4.225%	7.575%	510,416,243
2007	1.50%	1.85%	4.225%	7.575%	518,306,203
2008	1.50%	1.85%	4.225%	7.575%	473,242,216
2009	1.50%	2.10%	4.225%	7.825%	447,562,678
2010	1.50%	2.70%	4.225%	8.425%	521,480,034
2011	1.50%	2.70%	4.225%	8.425%	556,909,602
2012	1.50%	2.70%	4.230%	8.430%	587,449,142

(1) Taxable sales reported by the Missouri Department of Revenue. State Law prohibits the disclosure of specific taxpayer information.

Note: The City participates in the county-wide sales tax sharing pool, which is generally distributed based on population.

TABLE 14

CITY OF BRENTWOOD, MISSOURIDEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN YEARS

For The Years Ended December 31	Population (1)	Median Age (1)	Personal Income (1)	Per Capita Income (1)	Unemployment Rate (2)
2003	7519	35.6	\$ 265,676,346	\$ 35,334	3.2
2004	7519	35.6	265,676,346	35,334	3.4
2005	7365	35.6	260,234,910	35,334	3.2
2006	7365	35.6	260,234,910	35,334	2.8
2007	7365	35.6	260,234,910	35,334	2.9
2008	7365	35.6	260,234,910	35,334	3.7
2009	7182	35.6	253,768,788	35,334	5.6
2010	8055	37.5	327,662,412	45,276	5.6
2011	8053	36.7	362,376,947	44,999	5.0
2012	8035	37.9	358,688,673	44,541	4.1

(1) Source: U.S. Bureau of Census and Missouri State Data Center

(2) Source: Missouri Department of Economic Development

TAB

5



Chamber Of Commerce

CREVE COEUR-OLIVETTE CHAMBER OF COMMERCE SURVEY

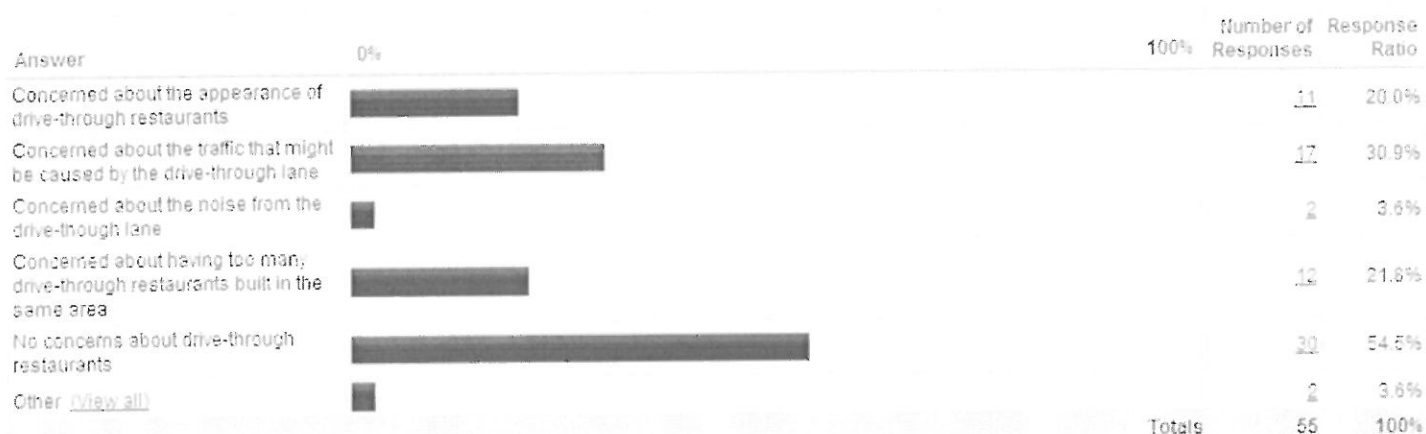
Would you be in favor of changing the regulations so that more drive-through restaurants could locate in Creve Coeur?



11 Responses:

- Totally depends on whether that means many more fast-food restaurants and perhaps interference with current businesses
- Idling in a drive-thru line = air pollution. CC is trying to be a green community
- Although I personally don't eat at fast food restaurants, I don't see any reason not allowing drive thru establishments
- Believe this would be a good thing for Creve Coeur and Olivette ... might create more business for the restaurants
- I believe it will bring more business to Creve Coeur restaurants being beneficial to the city of Creve Coeur
- It is more convenient to pick up food close to home and work. Right now myself and staff have to go to Chesterfield for lunch or even Maryland Heights on occasion. I would rather I could keep monies in Creve Coeur if possible. I can also get back to work quicker if we had more local options
- We would like to see a Wendy's
- It would make our city more progressive
- Definitely in favor!
- In my opinion, this could have a negative effect on traffic flow. There would have to be specific requirements to maintain traffic flow. If there is adequate square footage to accommodate traffic, it could be feasible for example, many of the banks have "sufficient" space to handle the traffic without effecting public flow.
- The city is losing out on A LOT OF REVENUE when it comes to drive thrus. My staff at Olive and 270 will drive down to Dorsett on their lunch break to have a wider selection of drive thrus and eat on the way back versus standing in line at a fast food place on Olive.

Do you share any of the following concerns about drive-through restaurants?



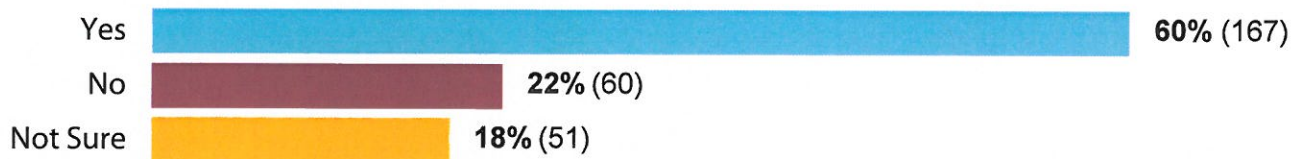
14 Responses

- Drive through restaurants bring lower income clientele and drive away higher income clientele. The full service restaurants are already struggling in Creve Coeur. Fast food chains will drive them away completely and Creve Coeur will be just like Overland and St. Ann. Then eventually other businesses will leave as well. It's a BAD idea.
- Just concerned about the general image of Creve Coeur. Fast-food restaurants do attract a lot more younger people and additional traffic. Olive Blvd is already SO congested most of every day.
- Lets keep CC upscale
- IF DEVELOPED PROPERLY THESE ISSUES CAN BE SATISFACTORILY ADDRESSED.
- Ensuring the right kind of traffic flow for the locations chosen is important but can be handled with planning.
- Should be a limit on the number of drive-through restaurants per street.
- Right now a lot of people that work for companies within the city limits of Creve Coeur leave and go outside of the city for lunch since there are no good options within the city limits. I believe drive-through restaurants would give people more options and would keep people in Creve Coeur instead of always leaving.
- It is a self controlling thing. There is only so much land along Olive to work with.
- The cost of re zoning and demolition of old residential homes would limit over development. Any restriction/requirements would also weed out some over population of drive-throughs. There will always be regulations on businesses that need to be in place, however too tight of restrictions limits the city's growth and revenue potential.
- My residents and staff usually leave the Creve Coeur area to go to other drive through restaurants, but do not want to see a lot.
- I am very much in favor of the change.
- Only mildly concerned – as long as they are set up correctly it shouldn't be an issue
- We are missing out on significant revenue that would be produced, but maybe there should be limited licenses approved and additional taxes paid for those permits
- No concerns ... more restaurants, more choices!
- We need more drive through restaurants!!!

CITY PLACE

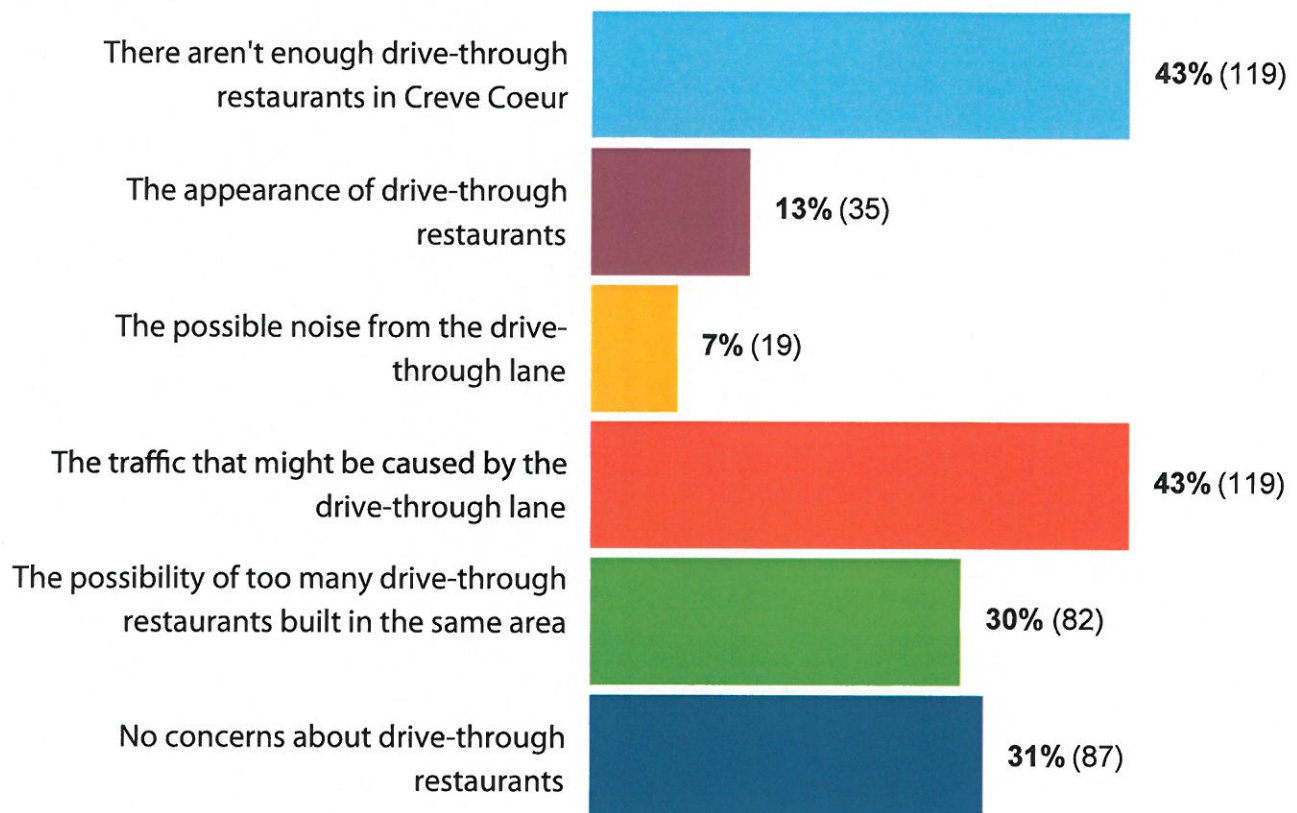
Business Survey - Drive Through Ordinance

Would you be in favor of changing the regulations so that more drive-through restaurants could locate to Creve Coeur?



* 278 total responses, 100% of submissions

Do you share any of the following thoughts about drive-through restaurants? [Check all that apply]



* 277 total responses, 99% of submissions

If satisfactory solutions could be reached to address the questions you identified above, would you consider allowing more drive through restaurants in Creve Coeur?



* 273 total responses, 98% of submissions



city of CREVE COEUR

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MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: June 2, 2014

Subject: Application #14-008: Text Amendment To Allow For Drive-Thru Restaurant Services On Sites Of 2 Or More Acres

Memo Prepared by: Paul Langdon, AICP, Community Development Director

SUMMARY OF CONCERNS AND ISSUES WITH DRIVE-THRU RESTAURANTS

To assist the Commission in maintaining a consistent perspective on this issue, the following are the underlying concerns and motivations that have been previously identified and the guidance provided by the Comprehensive Plan and Design Guidelines:

- Drive-thru restaurants encourage more idling of vehicles which is contrary to the City's environmental policies.
- Drive-thru restaurants add more noise to a site through the outdoor ordering and vehicle idling and increased noise is a potential point of conflict with nearby residences. The Comprehensive Plan strongly advocates minimizing these conflicts.
- Drive-thru restaurants create a unique traffic element on the site that often conflicts with normal parking and customer walk-up. The Design Guidelines discourage conflicts with vehicular circulation.
- Drive-thru restaurants prefer to be in free-standing, single-use, single-story buildings. Such buildings are strongly discouraged by the Design Guidelines.

Despite these concerns, there are also several reasons for the City to contemplate changes to the current regulations:

- Currently, the only specific limitation on drive-thru restaurants is that they must be on a minimum three-acre lot. This leaves all of the other concerns above to be resolved through negotiated solutions in the conditional use permit process which leads to inconsistent results.
- Drive-thru restaurants are one sector of the retail economy that is not seeing a decline due to internet sales. The Comprehensive Plan encourages economic diversity to maintain a vibrant economy in the city.
- Drive-thru restaurants are generally consistent with the Comprehensive Plan objective of encouraging goods and services to the Creve Coeur market rather than a regional market.

SUMMARY OF CHANGES TO DATE

As first discussed in the first staff report on this application and at the public hearing, the initial draft ordinance was assumed to be for discussion only and that amendments were expected. Although subsequent discussions could lead to a reconsideration of any portion of the amendment, Staff believe the specific conclusions or direction from the Commission on the draft to date include:

- Eliminate the requirement for two or more stories in the building.
- Confine the amendment to drive-thru restaurants only.
- Create clear standards or "bright line" rules.
- Keep the standards focused on concerns that are specific to drive-thru restaurants.
- Keep the multi-tenant requirement, including the minimum 200-foot building width.

Aside from complete reconsideration and the specific measures needed to implement the conclusions above (such as the metric for noise mitigation), one other issue that is still open for debate is:

- With all of the other potential criteria being discussed, is a minimum lot size really necessary or do the other requirements create a minimum demand for space that obviates any such requirement?

If the members of the Commission believe any of the preceding is incorrect or requires more refinement, they should bring it to the attention of the Commission and staff so that misconceptions are not perpetuated.

INPUT FROM THE CHAMBER OF COMMERCE

It was reported at the May 5th meeting that a sub-committee of the Creve Coeur-Olivette Chamber of Commerce would be submitting information aimed at informing the actions of the Planning Commission in this matter. Although it was hoped that the information would be ready in time for the June 2nd packet, it was not. Nonetheless, staff are anticipating a presentation by the sub-committee at the June 2nd meeting and the members of the Planning and Zoning Commission are asked to consider the materials and provide initial thoughts to the staff so that they might be incorporated into the subsequent development of the draft ordinance. Staff intend to bring the item back to the Commission on June 17th; a vote on the application will not be required at that time, but the Commission is encouraged to work toward a recommendation as soon as possible. To that end, Commission members should feel free to identify any additional research or input from staff that would assist in the deliberations of the group.



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MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: May 5, 2014

Subject: Application #14-008: Text Amendment To Allow For Drive-Thru Restaurant Services On Sites Of 2 Or More Acres

Memo Prepared by: Paul Langdon, AICP, Community Development Director

Attachments: Map of Two Acre Commercial Lots, Three+ Acre Commercial Lots and Assemblage Areas

LOT STUDY RESULTS

During the public hearing on Application #14-004, the members of the Planning Commission expressed uncertainty regarding the potential consequences of allowing drive-thru restaurants on two acre versus three acre commercial lots. Staff were, consequently, asked to conduct an analysis of available properties in the commercially zoned areas to determine how easily a drive-thru restaurant site could be found at those sizes.

Such analysis requires a great degree of speculation regarding the likely future use of a given parcel as well as the likelihood of certain properties being assembled into one project site. The attached map color highlights three categories of lots:

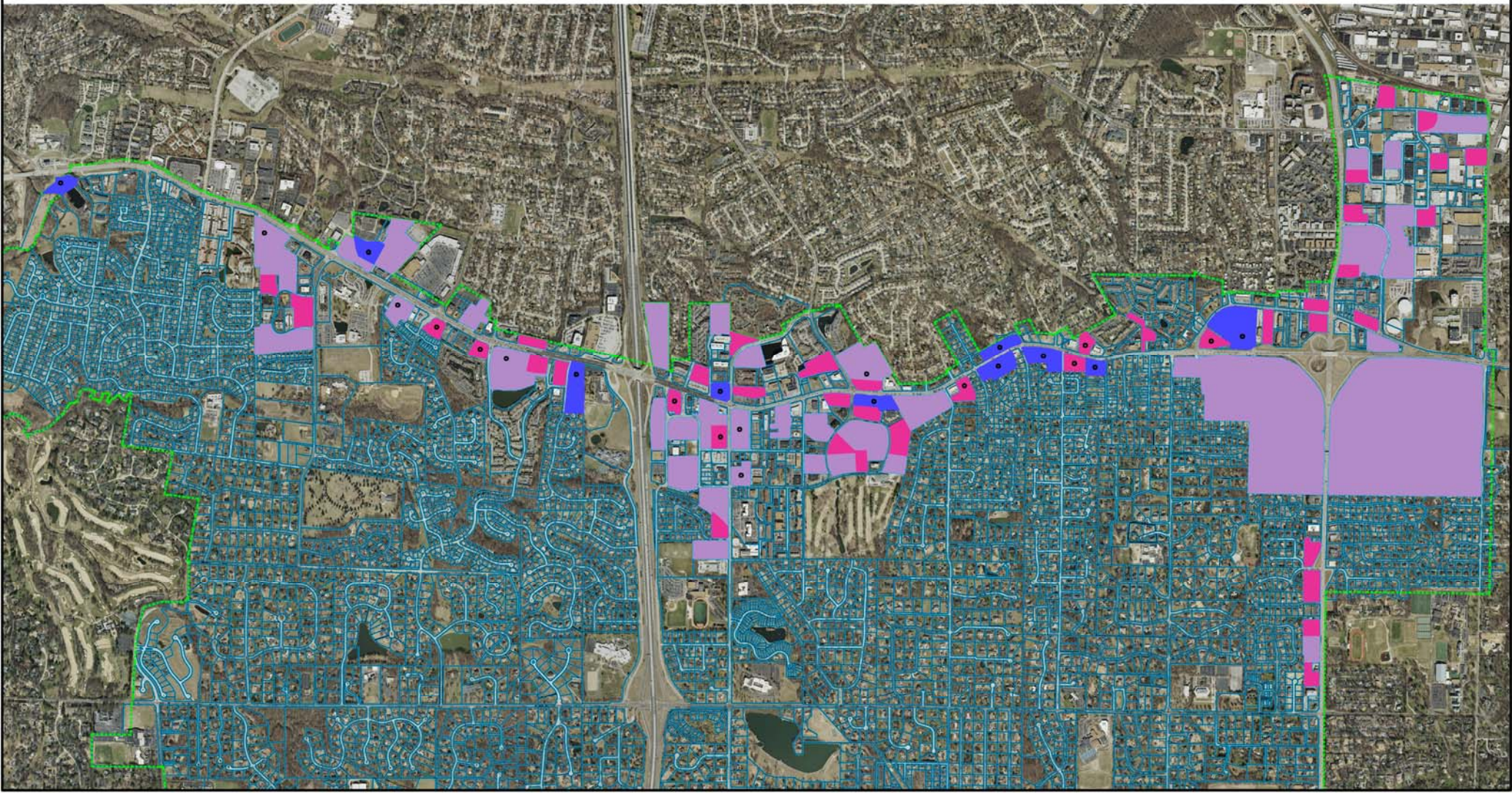
- Existing two to three acre lots with GC (General Commercial) or CB (Core Business) zoning
- Existing three acre and over lots with GC or CB zoning
- Assemblages of lots totaling at least two acres where the lots are or have recently been contemplated for redevelopment.

It is easy to see that *theoretical* restaurant sites exist throughout the commercial areas. However, some sites would be highly unlikely to ever see such development (e.g. Monsanto, Plaza Motors, etc.). The sites marked with black circles are those that staff believe represent at least plausible restaurant sites, even though some would require assembly of lots and/or redevelopment; there are 24 such locations, all which could be available if the minimum lot requirement is two acres. If three acres is the minimum allowable, 14 sites are still possible, given the same set of assumptions.

Based on past experience, staff believe that either lot size limit represents a significant departure from past expectations for this use which also suggests that lot size is not an effective means of regulating such uses. As such, staff further believe that this analysis highlights the importance of having additional criteria governing the specific character of the development, regardless of the lot size. Members of the Planning Commission are asked to provide staff with any guidance or conclusions based on this analysis.

EXTERNAL MEETINGS

The staff have held meetings with a sub-committee of the Creve Coeur-Olivette Chamber of Commerce focused on this issue as well as representatives of the Hutkin Development Company who submitted the related application last year. In both cases, the private interests expressed concern that the standards be reasonably attainable but it is understood that some restrictions will still be in place. All parties also agreed to conduct further research and provide any products of that research that might help inform the actions of the Planning Commission. Finally, all parties, including the staff, request that the Planning Commission continue the discussion of this matter to the June 2nd meeting to allow time for such research and subsequent analysis by staff.



0 500 1000 1500 2000
Feet



Legend
Properties 2 to 3 Acres
Properties Over 3 Acres
Possible Assemblages Over 2 Acres
Parcel Lines
City Limit



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**APPLICATION TO PLANNING AND ZONING COMMISSION
#14-008 FOR A TEXT AMENDMENT TO ALLOW FOR DRIVE-THRU
RESTAURANT SERVICES ON SITES OF 2 OR MORE ACRES SUBJECT TO
CERTAIN BUILDING AND SITE REQUIREMENTS**

FOR THE MEETING OF: Monday, April 21, 2014

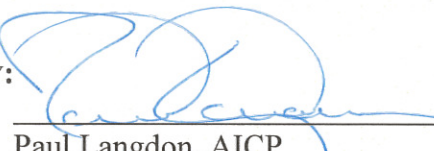
LOCATION: City-wide

REQUEST: The Director of Community Development, on behalf of the City of Creve Coeur, has submitted a request for a text amendment to revise the criteria to allow for drive-thru restaurants on sites of two (2) or more acres, subject to certain building and site criteria.

ADDITIONAL INFORMATION: Section 405.470(14)(c)(4) states that drive-thru service for restaurants may be located only on sites of not less than three (3) acres, but with no specific design requirements.

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

REPORT PREPARED BY:


Paul Langdon, AICP
Planning Director


Date

ATTACHMENTS: Draft Ordinance (preliminary – not for approval)
Comment letter from Thomas A. Stern, Gershman
Commercial Real Estate
Comment letters received by City Council regarding
prior Application #13-045.

Key Issues:

- Does the request adversely impact existing permitted uses?
- Does this request further and/or implement the goals the Comprehensive Plan?
- Is this a reasonable exercise of zoning authority?

Comprehensive Plan References

- Residential Preservation and Economic Development
- Community Health and Connectivity

Zoning Code References

- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendment

BACKGROUND

The City has had a long tradition of limiting drive-thru services for restaurants through the use of the three acre minimum requirement. In 2013, an application was submitted (Application #13-045) that would have left the current regulations in place but also created a zoning provision whereby a restaurant drive-thru could be located on lots sized between two and three acres. The focus of the proposed language was to create a set of performance and design standards that, when satisfied, would hopefully mitigate the concerns that the community has voiced regarding drive-thru lanes. In the course of analysis and discussion, it was also pointed out that while this amendment might make a very few drive-thru restaurants possible and acceptable, it would do nothing to preclude a traditional stand-alone drive-thru location on a site of three or more acres. Further, there were several such three or more acre sites in the city. In other words, the regulation that was supposed to keep Creve Coeur largely free of drive-thru restaurants was probably not going to be effective in the near future and the proposed amendment would miss the opportunity to address that original goal. After reviewing the proposal, the Planning Commission split their vote (3-3, with one absence) and the City Council denied the application. It would be a mistake, however, to assume that the denial was simply because the members of the Commission and Council do not want to see any more drive-thru restaurants. Several commented that they saw some value in the approach, but that confining it to a limited number of locations was actually failing to address the larger interests of the public since it was not considering all commercial property.

With these views in mind, this application proposes to modify the regulations affecting all potential drive-thru restaurant locations, on all sites of two or more acres. Sites below two acres would not be eligible for a drive-thru restaurant. As a starting point in the discussion, the preliminary proposal is somewhat similar to the draft ordinance offered under Application #13-045, but the following discussion identifies areas that members of the Commission might find compelling for further revision.

COMPREHENSIVE PLAN ANALYSIS

Note: The following Comprehensive Plan Analysis was originally prepared for Application #13-045, but is repeated here since the larger planning policy questions are the same.

The Comprehensive Plan outlines several goals and strategies regarding residential preservation and economic development that include guiding regional retail use to the Central Business District area, while other business areas should be limited to local retail designed to serve the Creve Coeur area. Community Health and Connectivity goals include providing pedestrian amenities, creating a “green-line” park along Olive Boulevard. Further, it calls for improving the community image and identity by maintaining the compatibility of existing commercial development areas with the surrounding single-family neighborhood and maintaining the City’s strong low-density residential image and character. This is particularly true for properties zoned GC (such as the property at 443 N. New Ballas Road), because they are often smaller and adjacent to residential developments. As proposed, the amendment would encourage drive-thru development on larger sites which are mostly, but not entirely, removed from residential areas.

In general, drive-thru restaurants are in direct opposition to the promotion of pedestrian activity and are inconsistent with surrounding neighborhoods. The need to include a looping traffic lane for a drive-thru causes auto-oriented developments to functionally divide themselves from neighborhoods and surrounding commercial developments. Further, the high level of moving

vehicles on the site poses more conflicts with any pedestrian activity along the commercial corridors and within the site. The type of use also, typically, relies heavily on corporate architecture and signage to capture the automotive traffic, tends to focus traffic congestion in the area, and offers limited landscaping due to the amount of coverage necessary to accommodate drive-thru features.

The Planning Commission should also be mindful of the Environment and Sustainability chapter proposed for the update to the Comprehensive Plan. Given that drive-thru lanes increase traffic and idling cars on-site, they also increase the tailpipe emissions and noise on the property. To the extent that the amendment might increase the occurrence of such traffic on a limited number of sites, the proposed amendment is in conflict with the environmental goals of the Comprehensive Plan.

Several performance standards are offered to address some of these concerns. By incorporating the facility into a large multi-use/multi-story building, the looping traffic and stacking of the vehicles could be adequately hidden behind the building. In any event, the screening requirements would apply no matter where the facilities are. The conflict with the pedestrian activity is decreased if the project is part of a larger development and, with the incorporation into a larger building, it would eliminate the corporate architecture so common with a stand-alone use. Whether or not the proposed conditions mitigate these factors to a comfortable level, is for the Commission and Council to determine.

DESIGN GUIDELINES ANALYSIS

The relevant Design Guidelines include:

Chapter 1 for Site Layout

B. Streetscape/Pedestrian Orientation

- 1. High quality, pedestrian scale and walkable areas are the objective. Site and building design should address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment.*
- 2. Avoid spatial gaps and interruptions along the “streetscape” caused by parking or other non-pedestrian elements, such as building gaps, driveways and service entries. Continuous pedestrian activity is strongly encouraged.*

C. Pedestrian and Vehicular Circulation

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

Chapter 2 Buildings

A. General Architectural Guidelines

- 4. In commercial retail areas, two (2) to three (3) story, multi-use buildings are encouraged; one (1) story, single use buildings are strongly discouraged.*

As discussed above, the incorporation of the facility within a larger multi-story building would meet with the Design Guidelines; whether or not it is on two-acres, or three or more would be irrelevant. Any stand-alone drive-thru restaurants, even if part of a larger site of three or more acres, would not meet with the intent of the Comprehensive Plan or Design Guidelines. Therefore, the question becomes: does the proposed amendment actually comport with the intent of the Comprehensive Plan and Design Guidelines better than the current three acres minimum? Staff would suggest that it does and, therefore, suggest that the proposed criteria in the amendment should become a standard for all drive-thru restaurants.

ZONING ANALYSIS

The Zoning Code outlines certain requirements that should be considered when considering a text amendment.

Section 405.1060 ZONING CHANGES AND TEXT AMENDMENTS

(E) Standards.

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.

The applicant in Application #13-045 contended that allowing drive-thru services on smaller sites will be an economic benefit to the City and, with the proposed conditions, it would not have any negative impacts on the surrounding neighborhoods. Staff further argued that the same approach could similarly allow drive-thru services on properties over three acres with the same mitigating effect on the anticipated impacts more than the current regulations could and, to the extent that doing so would increase a given project's conformity the Comprehensive Plan, such a change would serve the public welfare to a greater degree.

A common concern, however, was that the proposed conditions on drive-thru restaurants might be overly limiting and result in benefits to so few commercial properties that the amendment would not really be in the "public" interest, but more in the interest of a very limited few. This is still a concern with the preliminary ordinance attached hereto. Staff therefore suggest that the Planning Commission consider the following particular elements and whether or not they should be made less restrictive to broaden the attainability of the drive-thru opportunity that is intended to be offered through this amendment:

Building Size

The attached draft ordinance continues the building size limits proffered by Application #13-045, specifically that the building have two or more floors and that it be at least 200 feet wide. The root question is how much building does it take to establish a unique character that is visually independent of any one tenant (the drive-thru restaurant). The images below show a variety of existing structures in other cities that contain a drive-thru restaurant tenant (the top image is an architectural sketch because the building was only recently completed).



Lincoln, NE



Sugar Land, TX



Des Peres, MO



West Hempstead, NY

Note that none of the buildings has more than three floors but, looking specifically at the three-floor mixed-use building, there is no particular reason why the residential levels could not go higher except for current market/development conditions. Similarly, single-story examples with inconspicuous drive-thru lanes are commonplace (the following website has many examples: <http://www.loopnet.com/Drive-Thru-For-Lease/>). Staff suggest, therefore, that the requirement for two or more floors might not be as important to the overall outcome as integration with multiple tenants and/or a wide façade. The latter is still a consideration since a small, two or three tenant building could become a single tenant building in time but the drive-thru might already exist by that point. Whether or not 200 feet is the minimum acceptable width is fairly debatable. Using the last picture above as a reference, and it is approximately 100 feet wide, staff suggest that

that building could easily take on the appearance of a single-use restaurant. The “Houlihan’s” restaurant in Creve Coeur is approximately 100 feet wide, for example.

Another aspect is the size of building needed to conceal most, if not all of the drive-thru facilities, including the stacking area. If one allows 25 feet for each required stacking space (3), plus the space at the service window, plus maneuvering space, the distance quickly exceeds 100 feet. To also allow for possible two-window system (pay window and serve window) loading, utility and landscape considerations, the distance could easily expand to 150 feet or more. Staff therefore suggest that the 200-foot width should be retained as it is most likely to ensure a multi-tenant building with adequate visual screening but without being so big as to be overly difficult to find a buildable site.

Drive-thru Quantity

Similar to the above-concern with building size is the potential for multiple drive-thru restaurants to locate in the same building since drive-thru lanes and windows can be designed into the ends and middle of multi-tenant buildings. The result, again, is a building that becomes dominated by a use that raises traffic and environmental issues more than most other uses. As was ultimately preferred by the City Council for the failed bill under Application #13-045, staff recommend that only one drive-thru facility be allowed per building. This would also preclude the need for a floor area minimum since the size of the restaurant is not necessarily a good predictor of impacts. Limiting the occurrence of the drive-thru facilities has a more direct connection to the final condition of the site and its effects on adjacent property. Whether or not this limitation should include uses other than restaurants is discussed below.

Inclusion of All Drive-Thru Services, Including Banks, Pharmacies, and Dry-Cleaning

Staff recognize that single-use buildings are found within all of the City’s commercial zoning districts, such as banks and pharmacies, and that they also provide drive-thru services. However, it is the higher amount of circulating traffic common to drive-thru services at restaurants that is not typical to those other uses. Therefore, limiting drive-thru restaurants has the potential to accomplish more toward meeting the goals and objectives of the Comprehensive Plan and Design Guidelines than is accomplished with regulations on the other forms of drive-thru service. However, this distinction is only one of scale; all drive-thru lanes lead to idling cars and trucks and conflicts with pedestrians. Some, such as the dry cleaner example below, include brightly lit canopy areas that might actually be more intrusive than a restaurant drive-thru, in some regards.



This raises the question: if these uses share characteristics with other specially regulated conditional uses, should they be subject to the same special regulations? Doing so would, obviously, create a number of legally pre-existing, non-conforming developments considering how many local banks already have drive-thru lanes, plus the two drive-thru pharmacies. There are a few examples of drive-thru banks in town that are already located in multi-tenant buildings (Enterprise Bank at West Oak Center; Regions Bank at Office Parkway North and Olive Boulevard; American Eagle Credit Union at Tempo Drive and Olive Boulevard), but it is not known if they would meet all of the standards contemplated by this application. In any event, non-conforming facilities would be allowed to continue in their current location and at their current size.

The “No Drive-Thru” Option

As with prior discussions on drive-thru restaurants, it must be pointed out that it was a common opinion that the real motivation behind the current three acre minimum regulation was a desire to block the development of any more drive-thru restaurants without saying it in so many words. However, it is easy to find existing properties in the city that already meet the three acre requirement and it has been the owner’s development decisions that have not resulted in a drive-thru restaurant in those locations. In other words, the regulation that many have assumed to be a *de facto* prohibition, is not that at all. If the members of the Planning Commission and City Council would really prefer to eliminate drive-thru restaurants rather than carefully construct a true opportunity for them to occur, then a *de facto* prohibition through overly-demanding regulation should not be pursued and the Planning Commission and City Council should change this text amendment application to simply exclude drive-thru services from the food services listing in the use table (Table A). Whether or not the current proposal represents a prohibition is also a fair question to ask but staff suggest that, since the standards can be achieved through a development type that has been accomplished in the past, the proposal is not a prohibition.

ORDINANCE CORRECTION

It should also be noted that the draft ordinance includes a provision to clean up the current language, where the drive-thru standard was mistakenly left in under Section 405.470(8)(d) during the NAICS process, when all conditions related to restaurants were moved to Section 405.470(14) Food services and drinking places--(NAICS 722). This same correction was in the prior, defeated bill from Application 13-045.

SECTION 405.470: CONDITIONAL USES

8. All drive-through and drive-in sales of goods or services including freestanding drive-in banking facilities (not including restaurants) (CC-442100) (conditional use in the "PC", "GC" and "CB" districts).
 - a. Shall provide space for at least three (3) cars per drive-up window or station.
 - b. Shall provide landscaping to screen the view of drive-up waiting spaces from surrounding properties.
 - c. Drive-up window access, waiting spaces and egress shall not interfere with site circulation or be hazardous to motorists entering, exiting or passing by the site.
 - d. ~~Drive thru service for restaurants may be located only on sites of not less than three (3) acres.~~

CONCLUSION

The first question before the Planning Commission is whether or not the Commission believes that the most accurate implementation of the Comprehensive Plan and Design Guidelines is, in fact, elimination of restaurant drive-thru services?

If the members of the Commission generally agree that some drive-thru services are appropriate in the community, then the next question before the Commission is: Are the Commission Member's open to changes to the Zoning Code to allow for additional drive-thru restaurants on sites of less than three acres?

If so, Staff request guidance on the scope of the change, that is:

- Is the two acre minimum lot size appropriate?
- Is it necessary to keep the multi-story requirement, or is it reasonable to allow a drive-thru in a one-story building so long as wide façade is also present?
- Is 200 feet an appropriate minimum width for the building?
- Are the proposed conditions enough to mitigate the traffic and noise of such facilities from adjacent residential properties?
- Should all types of drive-thru services be subject to these regulations?

Given the number of unresolved questions, and the likelihood of receiving informative comments at the public hearing, Staff request that the Planning Commission continue the application to the May 5th meeting at the conclusion of discussion on April 21st.

MOTION

The following is an example of an appropriate motion for this application based upon the staff request for continuing the application to the next meeting:

“I move to continue Application #14-008, to the meeting of May 5th Planning and Zoning Commission to allow the staff time to address the concerns and comments of the members of the Planning Commission.”

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.

**AN ORDINANCE AMENDING SECTION 405.470, CONDITIONAL USES, OF THE CREVE
COEUR ZONING ORDINANCE TO ALLOW FOR DRIVE-THRU RESTAURANTS ON SITES
OF TWO OR MORE ACRES WITH CERTAIN REQUIREMENTS,
AND TO CORRECT A CLERICAL ERROR.**

WHEREAS, an application by the City of Creve Coeur was submitted for an amendment to Section 405.470(14) Conditional Uses, of the Creve Coeur Zoning Ordinance to allow for drive-thru restaurant services on sites of two acres or more; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for amendments to such regulations in the City Code of Ordinances as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Zoning Code; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on Monday, _____, 2014, beginning at 7:00 p.m., or immediately following the close of the previous public hearing; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of _____ recommended approval of the subject amendments at its meeting on Monday, _____, 2014; 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 otherwise posted and published in accordance with the Zoning Ordinance; 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 the Bill was 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 amending the City Code of Ordinances 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: Section 405.470(8) shall be amended as follows:

SECTION 405.470: CONDITIONAL USES

8. All drive-through and drive-in sales of goods or services including freestanding drive-in banking facilities (not including restaurants) (CC-442100) (conditional use in the "PC", "GC" and "CB" districts).
 - a. Shall provide space for at least three (3) cars per drive-up window or station.
 - b. Shall provide landscaping to screen the view of drive-up waiting spaces from surrounding properties.

- c. Drive-up window access, waiting spaces and egress shall not interfere with site circulation or be hazardous to motorists entering, exiting or passing by the site.
- d. ~~Drive-thru service for restaurants may be located only on sites of not less than three (3) acres.~~

SECTION 2: Section 405.470(14) shall be amended as follows:

SECTION 405.470: CONDITIONAL USES

- 14. Food services and drinking places--(NAICS 722). Shall be located on sites of not less than two (2) acres with the following exceptions and conditions:
 - a. The acreage requirement does not apply to restaurants without drive-thru or drive-up services within the "GC" District;
 - b. The acreage requirement does not apply to restaurants without drive-thru or drive-up services ~~properties~~ in the "CB", "PO", "PC" and "LI" Districts that are located within a retail or office building, provided that such restaurants do not collectively occupy more than forty percent (40%) of the building square footage; and
 - c. Drive-thru or drive-up services shall only be on sites of two or more acres in all zoning districts:
 - (1) Shall be within a building of at least two (2) stories in height and designed for use by office or residential tenants in addition to the restaurant and other retail uses, with a continuous structure frontage of at least two hundred feet (200').
 - (2) Shall provide space for at least three (3) cars per drive-up window or station.
 - (23) Shall provide landscaping to screen the view of drive-up waiting spaces from surrounding properties. An opaque masonry barrier, earth berm or heavy landscaping, as determined by the Commission taking into consideration topography, site lines and other relevant circumstances, for noise and sight abatement shall be located and maintained between that drive-thru facilities and any adjacent residentially zoned properties
 - (34) Drive-up window access, waiting spaces and egress shall not interfere with site circulation or be hazardous to motorists or pedestrians entering, exiting or passing by the site.
 - (45) Drive-thru service for restaurants may be located only on sites of not less than three (3) acres. No access shall be permitted from the property to any minor residential or minor subdivision streets.
 - d. *In the "MX" District:*
 - (1) Restaurants cannot be located on sites that adjoin or abut property within an "A", "B", "C" or "D" Single-Family Residential District or that adjoin or abut property within an "AR" Attached Single-Family Residential District used for attached single-family dwellings including town homes or duplexes but excluding multi-family dwellings;
 - (2) Shall be located on sites of not less than two (2.0) acres;
 - (3) Shall be located on the ground floor of the structure;

BILL NO. _____

ORDINANCE NO. _____

- (4) Shall not occupy more than forty percent (40%) of the approved building square footage for the building footprint and a single eating and drinking establishment shall not exceed three thousand five hundred (3,500) square feet in size;
- (5) Shall have a minimum of sixteen (16) seats for dining; and
- (6) Shall not provide drive-thru or drive-up services to patrons. *"Drive-thru"* and *"drive-up"* shall mean service to on-premises patrons who do not enter the restaurant/patio area, but rather receive service through a drive-up window and/or receive food service in their automobiles.

SECTION 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2014.

SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2014.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

April 17, 2014

Planning and Zoning Commission
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

Re: Application #14-008

Gentlemen:

I am writing to support, in part, the above application to permit drive-thru restaurant services on sites of two (2) acres or more. As the current code requires at least three (3) acres for a drive-thru restaurant, this proposal opens up additional sites within our City for this type of development. "Quick Service Restaurants" are permissible in many neighboring municipalities on sites of one (1) acre and I believe this revision of the Creve Coeur zoning code is appropriate.

Most new facilities are free-standing units which are designed to accommodate the stacking lanes necessary for the operation of the restaurant drive-thru and not interfere with parking for patrons who choose to eat inside. These restaurants typically generate 50% of their revenues from the drive-thru component and many will not consider a site without a drive-thru.

The requirement that such a restaurant be at least two (2) stories in height is obviously intended to satisfy one particular site in the City and is totally inappropriate. However, we are most supportive of the two (2) acre site minimum. Property owners should have the right to develop sites with single-story buildings if they desire and meet the City's zoning code. This proposal is a very positive step in providing Creve Coeur residents with more dining choices and I encourage the Planning and Zoning Commission to approve it with the modification suggested.

Very truly yours,

GERSHMAN COMMERCIAL REAL ESTATE



Thomas A. Stern
Executive Chairman

From: [Mayor-Council](#) on behalf of [Joyce Heiman](#)
To: [Mayor-Council](#)
Subject: [mayor-council] Drive thru restaurants {01}
Date: Sunday, February 09, 2014 8:51:10 PM

Oppose any drive thru restaurants in Creve Coeur especially in densely populated areas near residences.

Joyce Heiman
2 Winfield Pointe Lane
St. Louis, MO 63141

From: [Mayor-Council](#) on behalf of [Joel Levy](#)
To: [Mayor-Council](#)
Subject: [mayor-council] Drive-through bill {01}
Date: Sunday, February 09, 2014 8:42:29 PM

I would not like to see Olive Boulevard be the Manchester Rd of Creve Coeur. I moved here because of the small businesses in the neighborhoods. Drive through restaurants is not something that I was expecting.

Sent from my iPhone with voice recognition software expect minor Mistakes
Professor Computer teaches computers one on one and transfers video tapes and 35 mm slides to DVD.
(314) 913-9339
One on one help to tame your mouse
Website <http://www.professorcomputer.biz>

"I have to say what a pleasant experience it has been, Joel, to have your help. Your self-assurance with the computer and quiet manner of presentation of the information is very reassuring. I have to thank you for giving me the courage to call you and to persevere in trying to do with the computer what I need to do."
Ruth D.

From: [Mayor-Council](#) on behalf of [freetobe76](#)
To: [Mayor-Council](#)
Subject: [mayor-council] No zoning changes regarding drive-thrus {01}
Date: Sunday, February 09, 2014 8:23:58 PM

NO ZONING CHANGES FOR DRIVE-THRUS especially near Olive and Graeser
Linda Huelsebusch
25 year and counting Creve Coeur resident

Sent from Samsung tablet

From: [Mayor-Council](#) on behalf of [Natalie Chen](#)
To: [Mayor-Council](#)
Subject: [mayor-council] Zoning change {01}
Date: Sunday, February 09, 2014 7:30:51 PM

Dear Sir,

*I don't want any zoning changes that would allow drive-thrus,
especially near Olive and Graeser.*

Than you,

Natalie Chen

Sent from my iPad

From: [Mayor-Council](#) on behalf of [Ann Cook](#)
To: [Mayor-Council](#)
Subject: [mayor-council] Zoning changes {01}
Date: Sunday, February 09, 2014 7:56:32 PM

We want you to know that we do not want any zoning changes that would allow drive-thrus, especially near Olive and Graeser. These zoning changes would be horrible for the people who live in this community.

Respectfully,
Ann and Edward Cook
102 Graeser Acres
Sent from my iPad

From: [Mayor-Council](#) on behalf of [Debbie Cole](#)
To: [Mayor-Council](#)
Subject: [mayor-council] zoning text amendment {01}
Date: Sunday, February 09, 2014 7:37:42 PM

Hello to All,

I do not want any zoning change/text amendment that would allow drive thru's in the vicinity of Dautel/Olive. The traffic along Olive and in particular, at that intersection, is already bad enough. We don't want to look like Manchester or St. Charles Rock Road. We are Creve Coeur.

Debbie Cole



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
#14-023 FOR AN AMENDMENT TO THE CITY PLACE MASTER SIGN PLAN TO
INCLUDE NEW BUILDING SIGN AT THREE CITYPLACE DRIVE

FOR THE MEETING OF: July 21, 2014

LOCATION: CityPlace Campus. The properties are zoned "CB" Core Business District

REQUEST: Chris Carlson, of Lockton Companies, has submitted a request for an amendment to the CityPlace Master Sign Plan to allow for an additional 108.3 square foot wall sign on the west elevation of the building at Three CityPlace Drive. The current master sign plan for the CityPlace Campus only provides for one office building sign on the west elevation of the building.

ADDITIONAL INFORMATION: Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large campus developments of three or more buildings with a minimum of 10 acres, subject to certain conditions, and upon the recommendation of the Planning and Zoning Commission. 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?
- Does the request meet with the intent of the City's Sign Regulations?

Comp. Plan References

- Central Business District

Zoning Code References

- Section 405.950 Signs in Non-Residential Districts

APPLICANT: Chris A. Carlson
Operations Services Director
Lockton Companies
Three CityPlace Dr., Suite 900
St. Louis, MO 63141

PROPERTY OWNER'S AGENT: The Koman Group
Two CityPlace Dr., Suite 460
Creve Coeur, MO 63141



REPORT PREPARED BY:

Whitney Kelly
Whitney Kelly, AICP
City Planner

7/17/2014
Date

ATTACHMENTS: Applicants revised materials received June 11, 2014
Draft Ordinance
Ordinance No. 5346

BACKGROUND AND MASTER SIGN PLAN PROPOSAL

CityPlace campus received an original approval for a Master Sign Plan in 1999 that was later repealed and replaced in 2002 for additional signage. This plan 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 again repealed and replaced by Ordinance #5169 that was approved in January 2011 to include signs for to the St. Luke's Urgent Care facility on the south side of Olive Boulevard where, without such action, a ground sign would not have been allowed. The plan was again repealed and replaced on December 9, 2013 (Ordinance # 5349) for the additional signage including The Fresh Market that provided for larger signs than otherwise would have been allowed. The previous plans only identified one sign for Microsoft on the west elevation of the building of CityPlace 3. The CityPlace logo is located on the south elevation, and two tenant identification signs located above the ground floor entrance on the north elevation, per the image below. While Lockton has indicated that their sign on the right will be taken down, it is an easy assumption that future a tenant would like to utilize the same sign area.

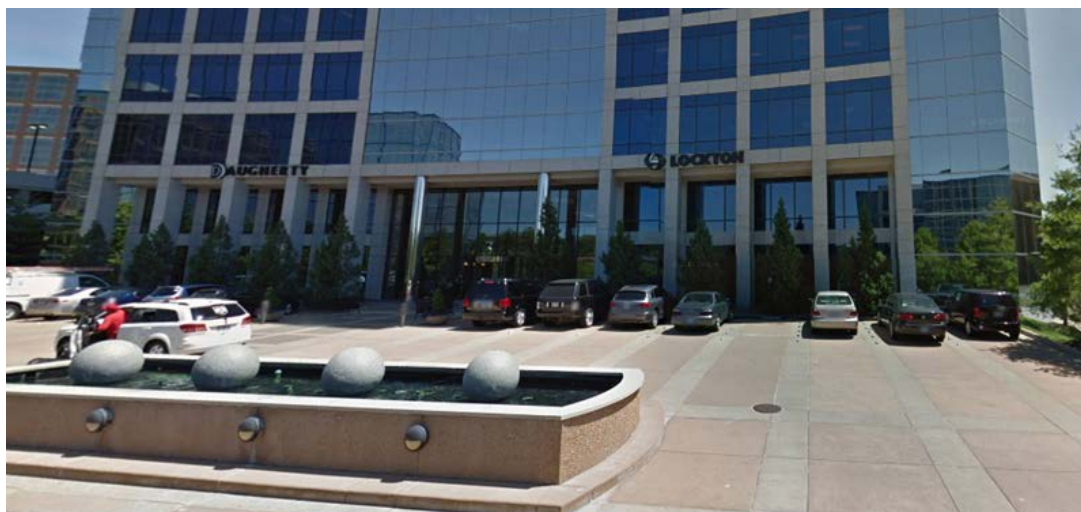
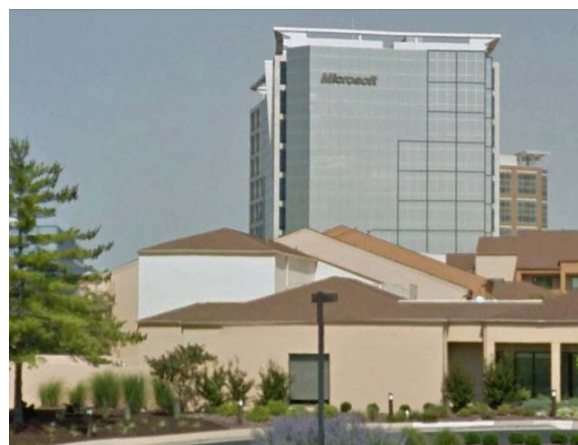
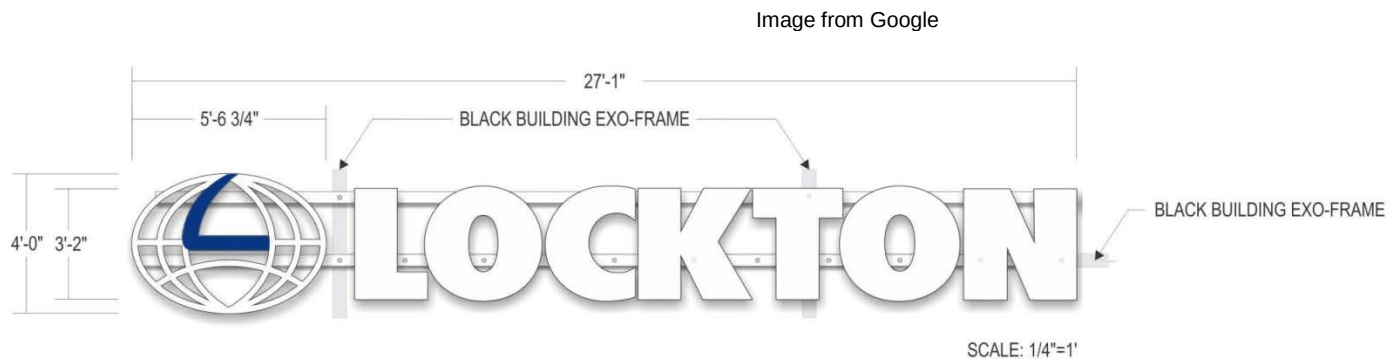


Image from Google

REVISED SIGN FOR MASTER SIGN PLAN PROPOSAL

Lockton is a large company leasing several floors of the CityPlace Three Building, and would like name recognition as well as easy viewing of the company for those travelling on Olive Boulevard from the I-270 exit. They are seeking approval of a 108.32 square foot sign for the west elevation of the building. Currently there is a "Microsoft" sign located on the west side of the CityPlace Three building. The "Lockton" tenant sign on the north side will be removed, but the location remains available under the sign plan. The proposed sign would be the same size and in line with the existing Microsoft sign at approximately the 10th floor level. Below are the close-up views of the proposed sign from the Applicants Materials, along with an image of the existing building from N. New Ballas Road:





108.3sf Internally Illuminated Wall Sign

COMPREHENSIVE PLAN REVIEW

The CityPlace Campus is located within the Central Business District action area of the Comprehensive Plan. The Comprehensive Plan does not provide much direction in sign review, except recommend that the City ensure that non-residential development is compatible with adjacent residential development (page 23). While not addressed in the Central Business District Action Area, the East Olive and West Olive Corridors have specific recommendations regarding signage: "Tighten sign controls to reduce size of allowable signs along Olive Boulevard and limit types of materials and colors to ensure more muted signage that projects a better quality image for the corridor." (P. 53, 62). Staff believes that the lack of specific direction on the issue in the Central Business District is in recognition of the more urban nature of the area and that that lends itself to the need for greater flexibility with signs through the master sign plan provision.

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 addition of a new sign on the west elevation of CityPlace Three would be inconsistent with the Design Guidelines by creating additional clutter on the building, where in every other instance only one sign would be permitted, and that it interferes with the limited architectural detail of the building. Further, with the exception of the size, there is little coordination to create a compatible appearance with the existing Microsoft sign.

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. Generally, multi-floor office building (three or more floors of leasable space) signage is limited to one attached sign with a sign area of 50 sq. ft. with an additional ten square feet of sign area allowed for each additional floor over three, up to a maximum of 150 square feet. One additional sign may be permitted when the building faces two or more public streets and is the closest building. However, the intent of the code is that multi-floor office building signs would be limited to one per façade. Where such campuses have received approval for two signs on one side of the building, there was significant distance

between such signs so that they would not compete with one another, nor clutter the façade of the building. An example is the building signs for the Creve Coeur Corporate Center along I-270 that have almost twice the building frontage than the proposed location of this request.

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, while consistent with the purpose of the Sign Regulations. All signs are to be in scale and harmonious with the development, and provide an overall design theme, visual quality, and overall character of the surrounding area. It is to allow for a comprehensive plan of signage, that predicts existing and future needs, and not to simply be a means to grant more signage in an ad hoc manner, where otherwise a variance would be required. In as much that this is the sixth amendment to the Master Sign Plan for the CityPlace Campus, Staff has a concern that the continual seeking of additional signage is inconsistent with the intent of the provision. Essentially, there is no actual plan for the CityPlace Campus, with no overall coordination of design or visual quality. It has simply become a way to seek approval for larger and more abundant signage than would be allowed, without meeting the requirements for a variance.

CONCLUSION

If the Commission finds compelling reason to amend the CityPlace Master Sign Plan, then they should repeal the prior ordinance and replace with a new ordinance. Staff recommends that a condition of approval include that any subsequent request must be reviewed in the context of a long-term vision for the entire campus so that the next request is understood to be part of a larger program. If the Commission wishes to review the current request, in the context of the larger plan, then Staff recommends that the Commission continue the hearing, in order for the property owner to prepare a new plan that outlines the existing and future needs of the CityPlace Campus. The other conditions listed below are consistent with the prior ordinance for the prior approved signs.

- Prior to the issuance of a sign permit the applicant shall submit a revised Exhibit 1 for all of the CityPlace Signs as approved.
- The amendment allows for an additional 108.3 square foot wall sign on the west elevation of CityPlace Three, as proposed in Applicants Materials submitted on June 11, 2014 and as discussed at the Planning and Zoning Commission meeting on July 21, 2014.
- The applicant shall submit sign permit applications for the proposed signs referred to in the Master Sign Plan Amendment that currently does not possess a sign permit.
- A long-term plan for future signage shall be completed prior to any subsequent application.
- No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
- 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, except as provided herein.
- The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
- The applicant shall submit a revised landscape plan for 11550 Olive Boulevard to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
- Signage shall be limited to name and logo only

- All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
- All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - o One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

ACTION

If the Planning Commission members are compelled to approve the request for an additional sign on CityPlace Three, subject to the recommendations listed above, the following is an example of an appropriate motion for this application (conditions may be added, eliminated, or modified by preceding motion):

“I move to recommend approval of Application #14-023 to amend the City Place Master Sign Plan, subject to the conditions listed in the draft ordinance prepared for the meeting of July 21, 2014.”

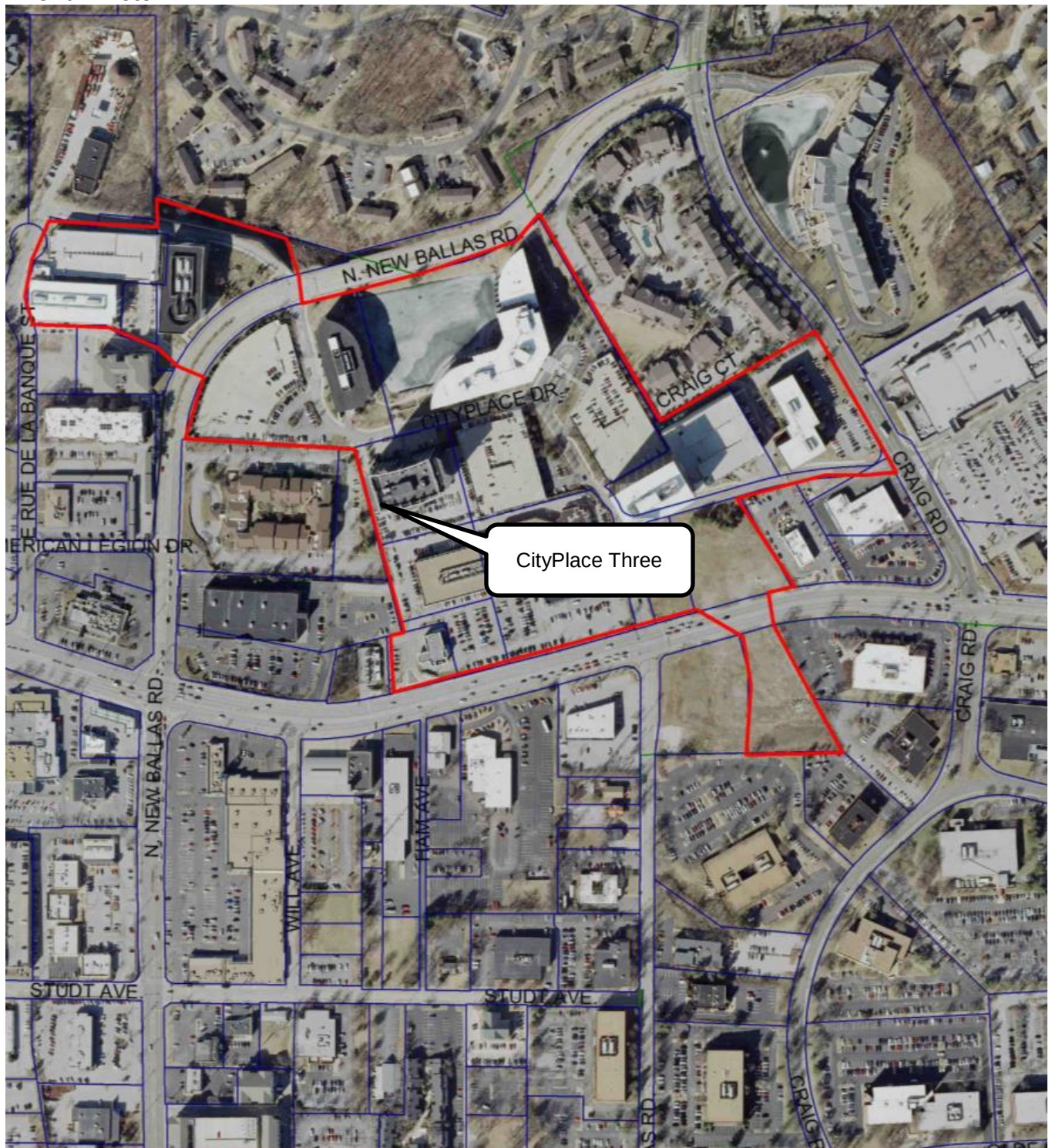
If the Planning Commission members wish to review the proposal in the larger context of the future needs of the entire CityPlace Campus then the following motion for a continuance would be appropriate:

“I move to continue Application #14-023 to amend the City Place Master Sign Plan to allow the applicant and property owner time to prepare a comprehensive sign package that provides for the existing and future needs of the campus and based on the discussion and direction provided during the Planning and Zoning Commission meeting of July 21, 2014.”

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 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):
Chris Carlson	
Name	Name
Lockton Companies	
Company (If Applicable)	Company (If Applicable)
Three CityPlace Dr., Suite 900	
Address	Address
Creve Coeur, MO 63141	
Address	Address
Telephone # (314) 812-3136	Telephone #
Fax # (314) 812-6436	Fax #
Email: ccarlson@lockton.com	Email:
	
Applicant's Signature	Applicant's Representative's Signature

Property Information:	Owner's Acknowledgement (if different from applicant):
Three CityPlace Dr., Suite 900	Julie Panagos
Address	Name
Creve Coeur, MO 63141	The Komani Group
Address	Company (If Applicable)
CityPlace Office Complex	Two City Place Dr., #460
Development Name (if any)	Address
	Creve Coeur, Mo 63141
Current Zoning	Address
Ordinance # 5346	Telephone # 314.993.5800
Prior CUP Approvals (if known)	Fax #
	Email: jpanagos@komangroup.com
	
	Owner's Signature

Description of Requested Use (attach additional sheets as needed)

General Description of Business: See Attached Request for Ammendment letter sent from Lockton Companies to The Koman Group with details regarding new signage on west side of Three CityPlace building.

Gross Floor Area – Existing and Proposed: N/A

Number of Seats (for restaurant only): N/A

Number of Employees at the busiest shift: N/A

Hours of Operation: N/A

Current or Most Recent Use of the Property: Tenant of 9th, 8th, and 7th floors in Three CityPlace

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
N/A	☒ Access and parking plan; (may be shown on site plan)	N/A ☒ Materials samples
N/A	☒ Landscape plan	☐ Fees: \$250 (non-refundable) \$2000 (refundable deposit)
N/A	☒ Floor plan	☐ Other items as requested by staff
	☒ Electronic copies of all materials	

Preferred Public Hearing Date: Monday, July 21, 2014

****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



May 21, 2014

The Koman Group
Julie Panagos, Property Manager
Two CityPlace Drive, Suite 460
Creve Coeur, MO 63141

Miss Panagos,

I am writing to request an amendment be made to the "master sign plan" currently in place for the Three CityPlace Drive building. Currently there is a Microsoft sign located on the west side of the Three CityPlace Drive building. This sign is mounted at approximately the 10th floor level and is left justified on the building. The reason Lockton would like this sign placed in this location is for company name recognition as well as easy viewing of our company for those travelling on Olive St. from the I270 exit.

Lockton is requesting a change to the master sign plan for the Three CityPlace Drive building to accommodate the following:

- Sign to be located on west side of Three CityPlace Drive building
- Sign to be mounted at the same height as the existing Microsoft sign and to be right justified on the west side of the building
- Sign to be same size as existing Microsoft sign

Attached are engineering plans which detail the location, size, and lighting of the sign as well as how the sign would be mounted to the outside of the building.

In addition to this request for a new Lockton sign on the building, if approved, Lockton will remove the existing Lockton sign located on the front, or north facing, side of the building.

Please accept this letter as a formal request to amend the "master sign plan" currently in place for this building.

Feel free to contact me with any questions you may have regarding this request or if you are in need of additional information.

Sincerely,

Chris A. Carlson
Operations Services Director
Lockton Companies
Three CityPlace Dr., Suite 900
St. Louis, MO 63141



LOCKTON COMPANIES

Three CityPlace Dr, Suite 900 / St. Louis, MO 63141-7088

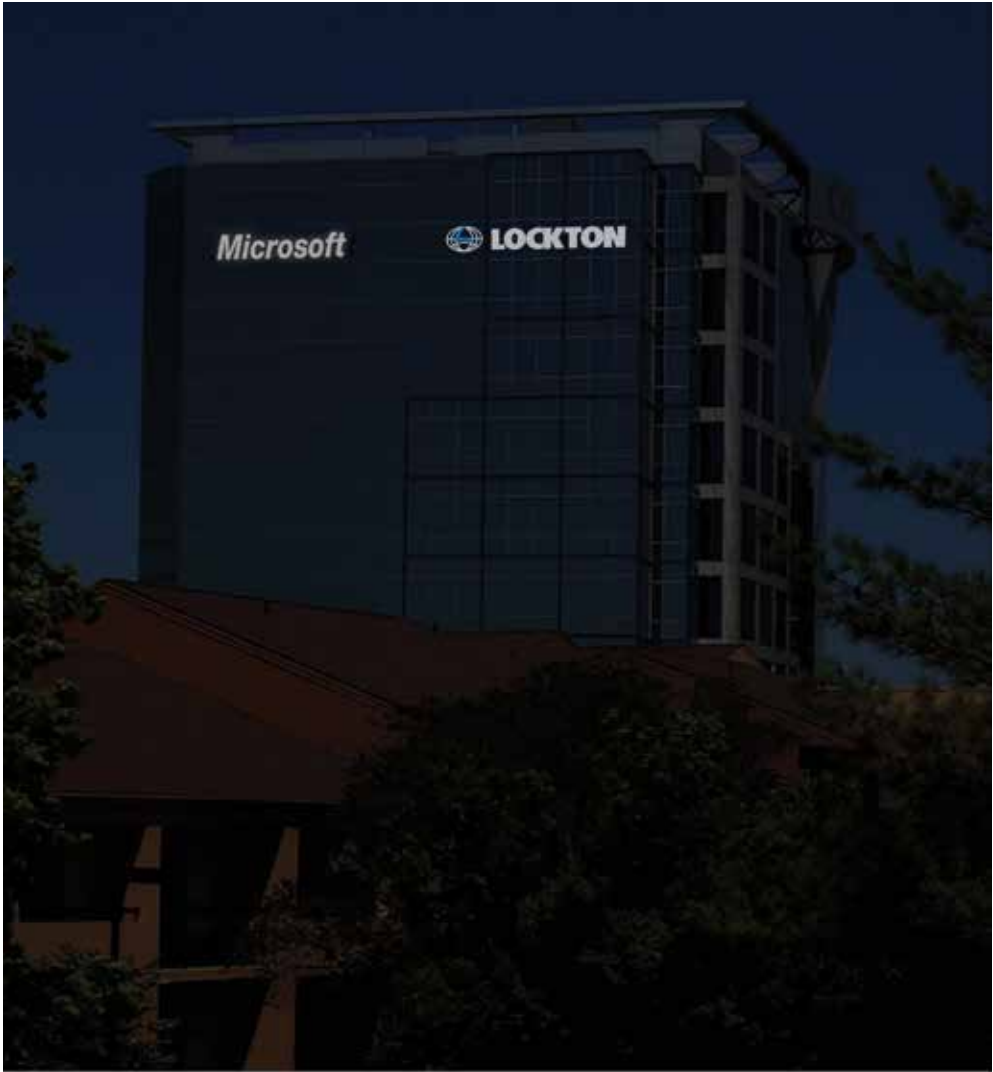
314-432-0500 / FAX: 314-812-3299

www.lockton.com



White logo and trim cap
Brushed aluminum return
Blue "L" in logo mark
Illuminates white and blue at night

Design intent rendering
Size of logo determined by sign fabricator
Detailed shop drawings required



Night View



WARRENSIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT
Lockton

PROJECT
Wall Sign

LOCATION
Three CityPlace Dr., Ste. 900, STL MO

SCALE
As Noted

DATE
11.21.2013

DESIGNED BY
Scott A. Wynn

SAVED AS
Lockton

DRAWING NO.
WB/BB110613.1 ©

REVISIONS
120513 REMOVED REG MARK

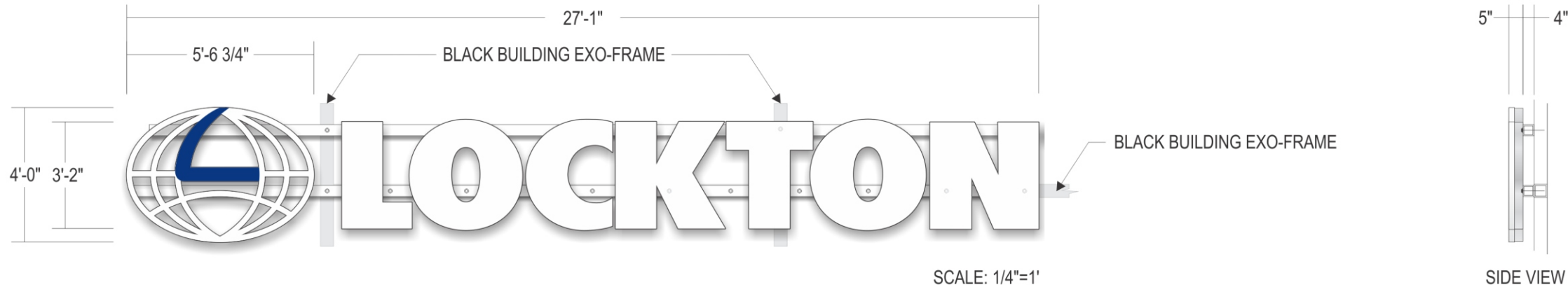


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warrensign.com



108.3sf Internally Illuminated Wall Sign

FABRICATE & INSTALL ONE SET OF INDIVIDUALLY FORMED CHANNEL LETTERS W/ FRAME ON EXTERIOR WALL AS SHOWN.

FACES: 3/16" WHITE ACRYLIC. LOGO DECORATED W/ 3M 230-97 TRANSLUCENT VINYL DIE-CUT FILM. WHITE TRIM CAP.

RETURNS: 5" DEEP ALUMINUM PAINTED MAP BRUSHED ALUMINUM.

ILLUMINATION: WHITE LED MODULES MOUNTED INSIDE EACH LETTER/LOGO AS REQ'D FOR EVEN FACE ILLUMINATION.

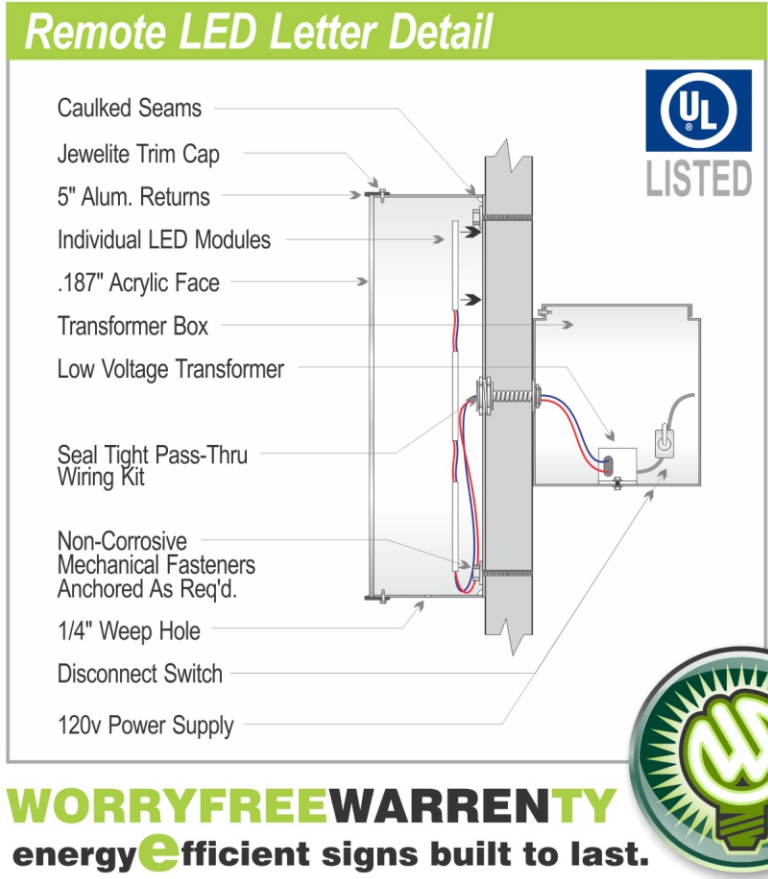
POWER: 120v CIRCUIT(S) TO SIGN BY OTHERS BEFORE INSTALLATION. WARREN SIGN TO MAKE FINAL CONNECTION. SIGN IS UL LISTED.

FRAME: STEEL TUBE AS REQ'D. FIELD SURVEY BUILDING BEFORE PRODUCTION. FRAME PAINTED TWO TONE TO MATCH BACKGROUND. FIELD SURVEY COLORS BEFORE PRODUCTION.

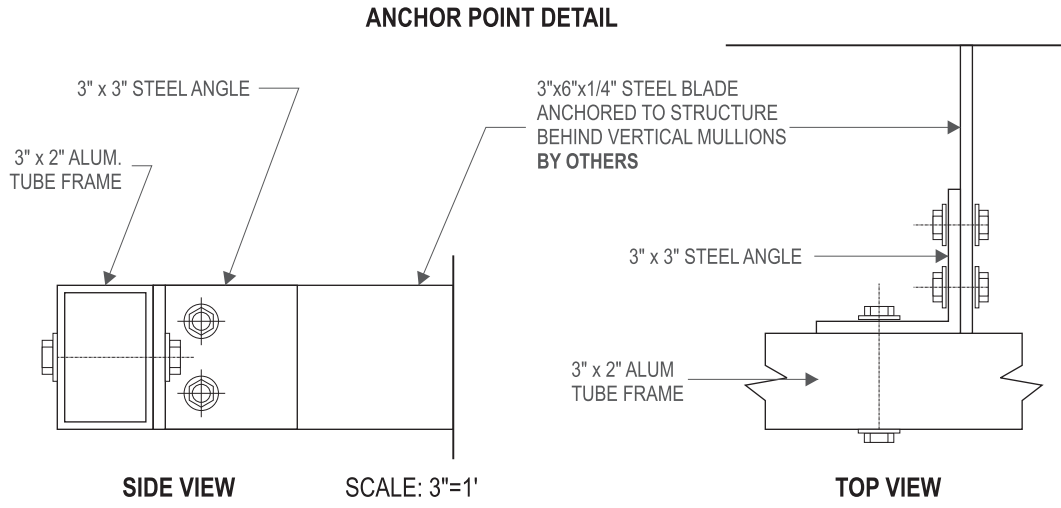
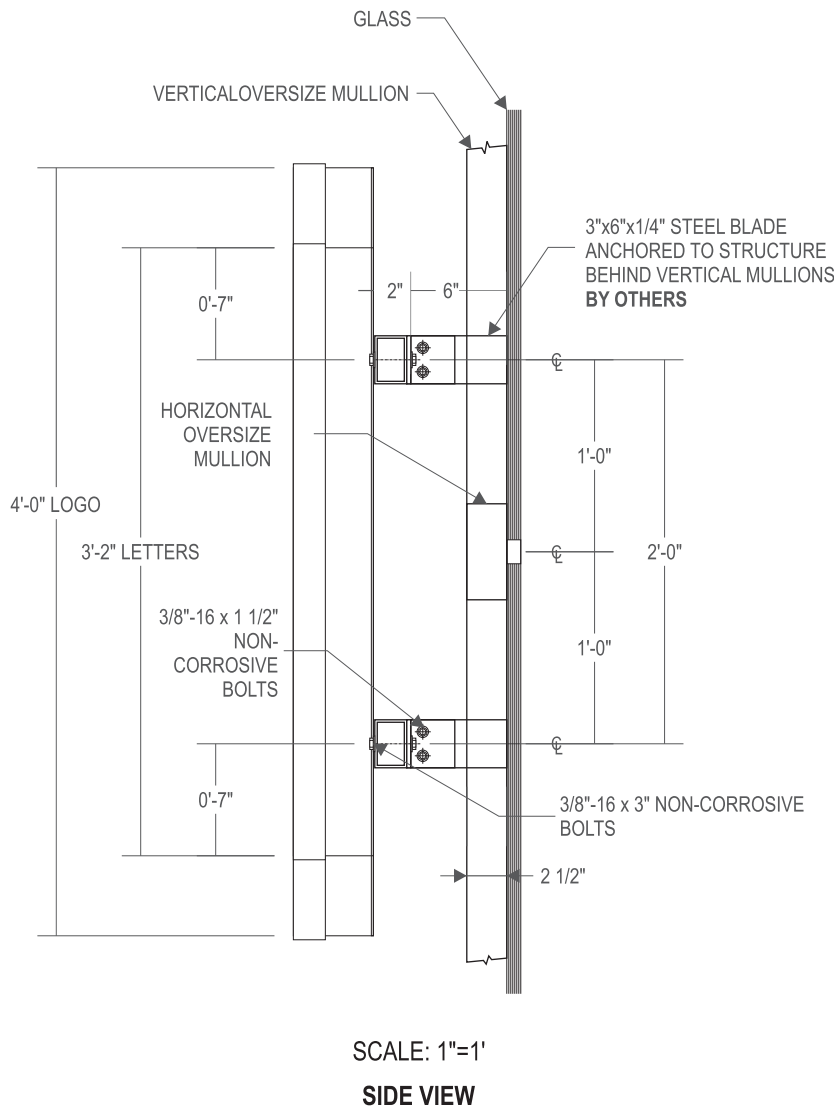
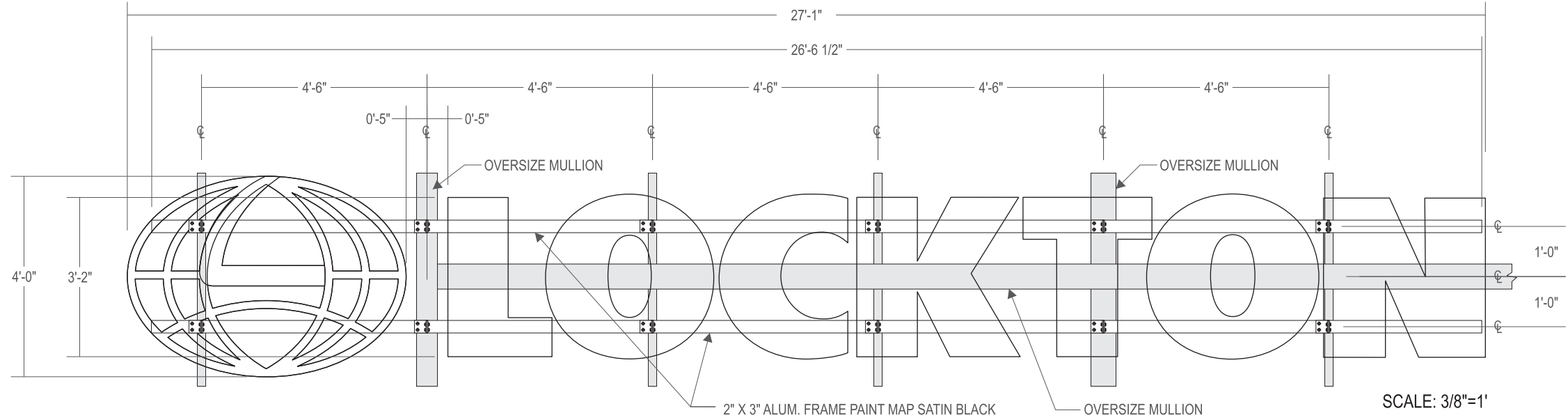
INSTALLATION: FRAME MOUNTS FLUSH TO EXO-FRAME ON BUILDING. FIELD SURVEY REQ'D.



PARTIAL WEST ELEVATION SCALE: NTS SIGN CENTERED W/ MICROSOFT SIGN



THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



108.3sf Internally Illuminated Wall Sign

FABRICATE & INSTALL ONE SET OF INDIVIDUALLY FORMED CHANNEL LETTERS W/ FRAME ON EXTERIOR WALL AS SHOWN.

FACES: 3/16" WHITE ACRYLIC. LOGO DECORATED W/ 3M 230-97 TRANSLUCENT VINYL DIE-CUT FILM. WHITE TRIM CAP.

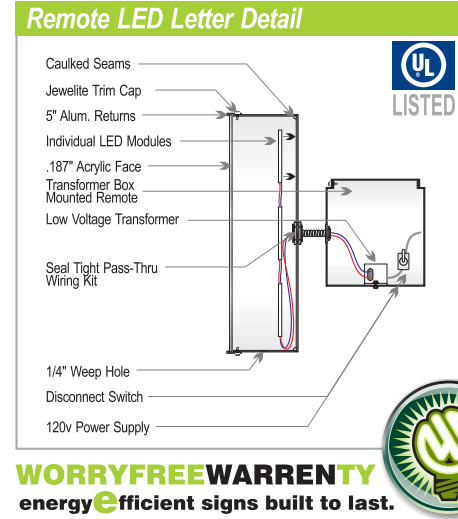
RETURNS: 5" DEEP ALUMINUM PAINTED MAP BRUSHED ALUMINUM.

ILLUMINATION: WHITE LED MODULES MOUNTED INSIDE EACH LETTER/LOGO AS REQ'D FOR EVEN FACE ILLUMINATION.

POWER: 120v CIRCUIT(S) TO SIGN BY OTHERS BEFORE INSTALLATION. WARREN SIGN TO MAKE FINAL CONNECTION. SIGN IS UL LISTED.

FRAME: ALUM. TUBE AS REQ'D. FIELD SURVEY BUILDING BEFORE PRODUCTION. FRAME PAINTED MAP BLACK TO MATCH BACKGROUND.

INSTALLATION: LETTERS MECHANICALLY FASTEN TO ALUM. FRAME MECHANICALLY FASTENED TO STEEL BLADES (ANCHORED TO BUILDING BY OTHERS).





WARRENSIGN

2955 Arnold Tenbrook Rd.
St. Louis, MO 63010
P: 636-282-1300 F: 636-282-3388

CLIENT	Lockton
PROJECT	Wall Sign
LOCATION	Three CityPlace Dr., Ste. 900, STL MO
SCALE	As Noted
DATE	11.21.2013
DESIGNED BY	Scott A. Wynn
SAVED AS	Lockton
DRAWING NO.	WB/BB110613.2 ©
REVISIONS	041714 BRACKETS

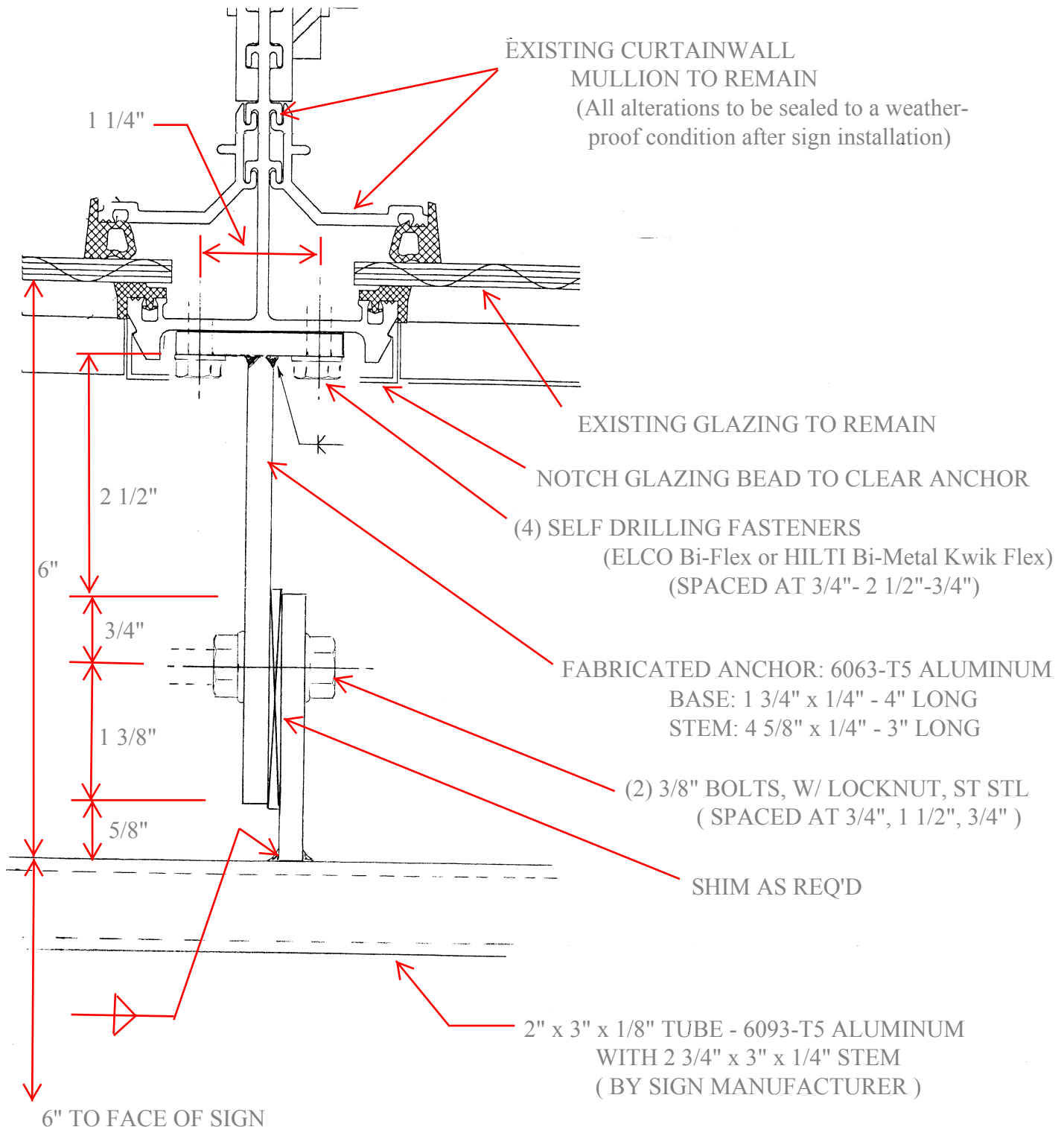


This drawing has been prepared for your exclusive viewing and is the intellectual property of Warren Sign®. It may not be reproduced in whole or part without written permission.



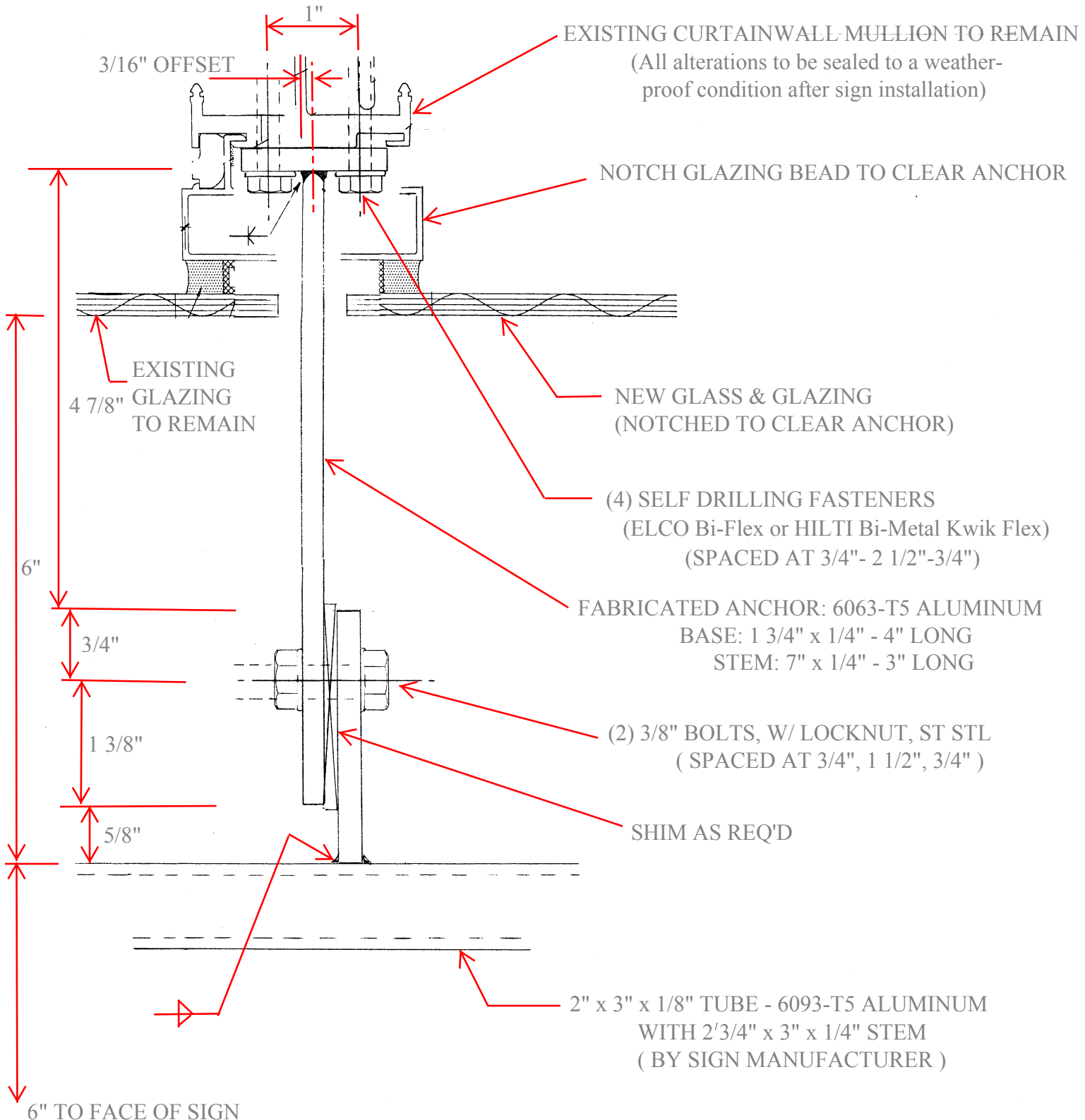
SIGN ANCHOR -

(Excerpt from VISTA WALL Shop Drawing Sheet 38, Detail 60)



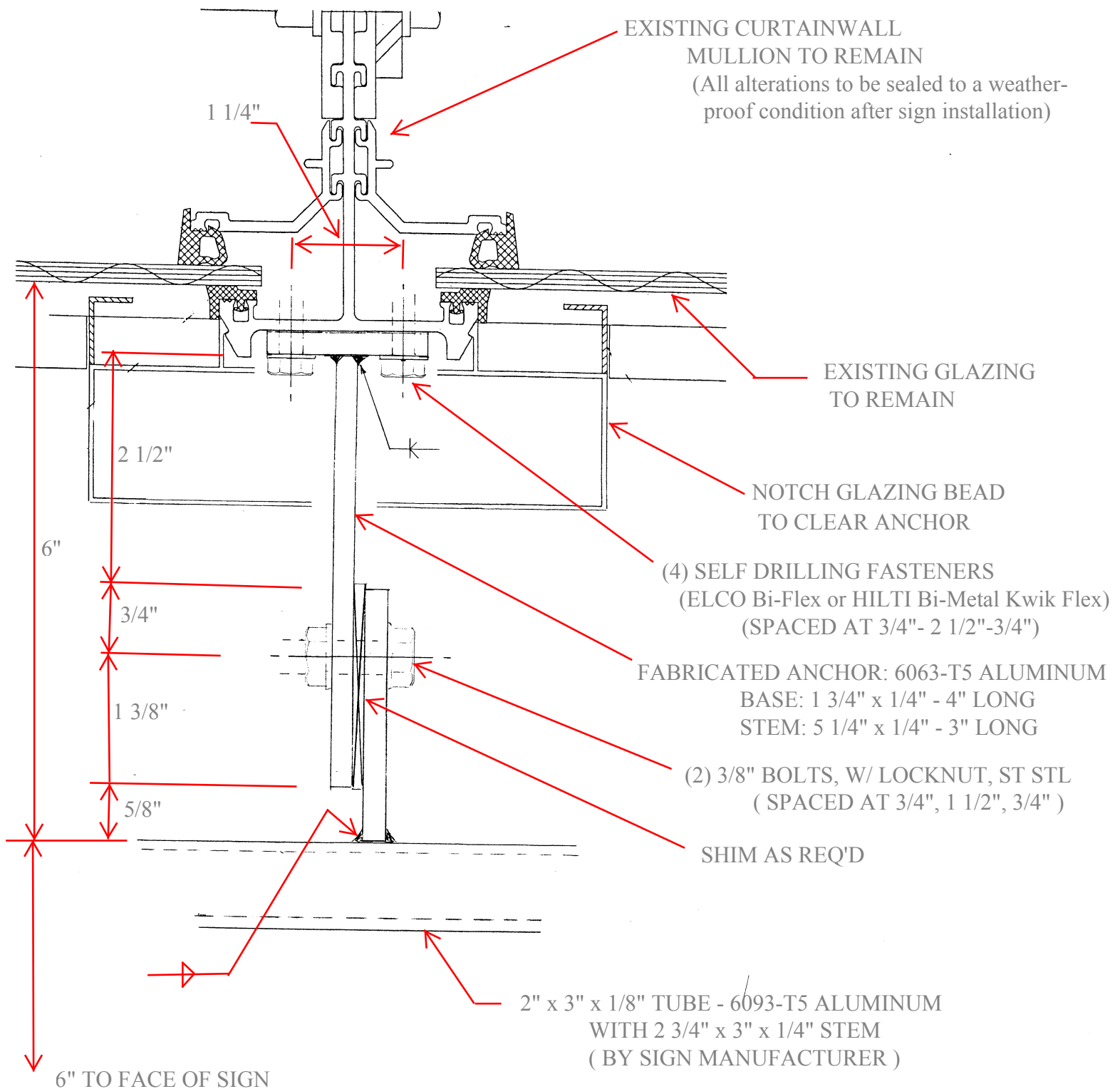
SIGN ANCHOR -

(Excerpt from VISTA WALL Shop Drawing Sheet 38, Detail 61)



SIGN ANCHOR -

(Excerpt from VISTA WALL Shop Drawing Sheet 39, Detail 63)



**AN ORDINANCE REPEALING ORDINANCE NUMBER 5349 AND APPROVING A NEW
MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J 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 Chris Carlson, of Lockton Companies, on behalf of the property owners, for an amendment to the previously approved Master Signage Plan for the CityPlace Development to allow for an additional 108.3 square foot wall sign on the west elevation of the building at Three CityPlace Drive, pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, to include new building signage; 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 _____ vote recommended approval of the subject amendments at its meeting on Monday, July 21, 2014; and

WHEREAS, the City Council of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on July 21, 2014, 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 Numbers 5349 authorizing a Master Sign Plan for City Place Campus located is hereby repealed.

Section 2: A Master Sign Plan attached hereto as Exhibit 1 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

BILL NO. _____

ORDINANCE NO. _____

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. Prior to the issuance of a sign permit the applicant shall submit a revised Exhibit 1 for all of the CityPlace Signs as approved.
2. The amendment allows for an additional 108.3 square foot wall sign on the west elevation of CityPlace Three, as proposed in Applicants Materials submitted on June 11, 2014 and as discussed at the Planning and Zoning Commission meeting on July 21, 2014.
3. The applicant shall submit sign permit applications for the proposed signs referred to in the Master Sign Plan Amendment that currently does not possess a sign permit.
4. A long-term plan for future signage shall be completed prior to any subsequent application.
5. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
6. 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, except as provided herein.
7. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
8. The applicant shall submit a revised landscape plan for 11550 Olive Boulevard to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
9. Signage shall be limited to name and logo only
10. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary or Incidental Signs, except for the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
11. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of CityPlace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

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 ____ DAY OF _____, 2013.

BILL NO. _____

ORDINANCE NO. _____

CHARLOTTE D'ALFONSO
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2013.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

AN ORDINANCE REPEALING ORDINANCE NUMBER 5169 AND APPROVING A NEW MASTER SIGN PLAN PURSUANT TO SECTION 405.950.J 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.J of the City of Creve Coeur's Code of Ordinances, to include new building signage; 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, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on August 19, 2013 and continued on November 4, 2013, 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, Planning and Zoning Commission reviewed and by a 5-0 vote recommended approval of the subject amendments at its meeting on Monday, November 18, 2013; 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 Numbers 2193, 4059, and 5169 authorizing a Master Sign Plan for City Place Campus located north of Olive Boulevard are hereby repealed.

Section 2: A Master Sign Plan attached hereto as Exhibit 1 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 Lots 2 and 7 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 applications for the proposed signs referred to in the Master Sign Plan that currently does not possess a sign permit
2. No ground monument sign shall be approved for the lot at the corner northeast corner of Olive Boulevard and City Place Drive, in consideration of the larger wall signs for the proposed building.
3. 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, except as provided herein.
4. The ground monument sign at 11550 Olive Boulevard shall be no larger than 24 square feet per sign face
5. The applicant shall submit a revised landscape plan for 11550 Olive Boulevard to integrate the sign with the low landscape wall consistent with the Off-Street Parking and Loading Regulations
6. Signage shall be limited to name and logo only
7. All temporary banners and window signs shall be in compliance with Section 405.950.G Temporary Or Incidental Signs, except for the lot in the northeast quadrant of Cityplace Drive and Olive Boulevard, where the window signage is limited to the two pairs of windows to the right and left of the main entrance along the west elevations. No window signage is allowed on the tower element.
8. All leasing information signage for the City Place Campus shall be placed on the building. No additional leasing signs shall be permitted, except as follows:
 - a. One sign, in conformance with Section 450.950.F, Multi-Tenant Real Estate Information Signs, shall be permitted on the lot in the northeast quadrant of Cityplace Drive and Olive Boulevard, provided that no administrative variance to the minimum 150-foot separation from any other monument sign may be granted.

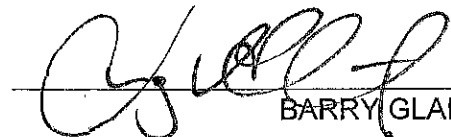
SECTION 3: The Master Signage Plan, and all components thereof, shall be demonstrated as the attached Exhibit 1.

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

ADOPTED THIS 9th DAY OF December, 2013.


SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS 9th DAY OF December, 2013.


BARRY GLANTZ, MAYOR

ATTEST:


DEBORAH RYAN, CITY CLERK

CITY PLACE

June 2002

Signage Master Plan

Submitted to the
City of Creve Coeur

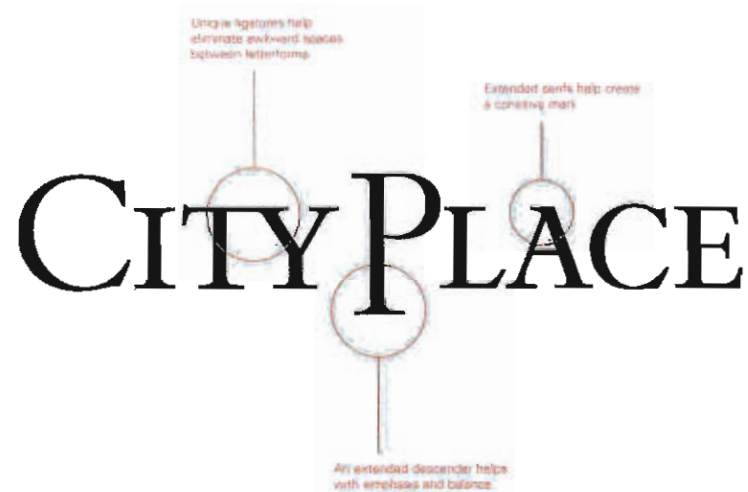
prepared by Kuhlmann Levitt, Inc.
for The Korman Group

Exhibit
1
4/10/11

	Page	
Section 1: Logo Description	1.1	A LOGO IS THE DEFINING VISUAL
	1.2	REFINING THE MARK
	1.3	A NOTE ON THE TYPE
	1.4	INCORRECT USAGE
Section 2: Existing Signs	2.1	EXISTING DISABLED PARKING SIGNS, SIGN TYPE A
	2.2	EXISTING RETAIL, SIGN TYPE B
	2.3	EXISTING STOREFRONT AND BUILDING ADDRESS SIGNS, SIGN TYPE C
	2.4	EXISTING DIRECTIONAL SIGNS, SIGN TYPE E
	2.5	EXISTING BUILDING, RETAIL AND CAMPUS MONUMENT SIGNS, SIGN TYPE F
	2.6	EXISTING TRAFFIC REGULATORY SIGNS, SIGN TYPE G
	2.7 - 2.8	EXISTING PARKING REGULATORY SIGNS, SIGN TYPE H
	2.9	EXISTING PARKING GARAGE REGULATORY, SIGN TYPE J1, J2, J3
	2.10	EXISTING BUILDING REGULATORY SIGNS, SIGN TYPE K
Section 3: Sign Location Plans	3.1	OVERALL SIGN LOCATION PLAN
	3.2 - 3.11	SIGN LOCATION BREAKOUTS
Section 4: Message Schedule	4.1	SIGN TYPE LIST- EXISTING AND NEW SIGNS
	4.2 - 4.4	SIGN MESSAGES OF EXISTING SIGNS
	4.5	SIGN MESSAGES FOR NEW SIGNS
Section 5: Sign Descriptions	5.1 - 5.26	SIGN TYPE DESCRIPTIONS/DRAWINGS FOR ALL NEW AND TRANSITIONAL SIGNS

CITY PLACE

A LOGO IS THE DEFINING VISUAL THAT CREATES AN IDENTIFIER BETWEEN YOU AND YOUR AUDIENCE. Your unique brand separates your company from the others around you. By setting graphic standards and holding to them, you are successfully building a more easily recognizable brand; forming a familiarity of your mark through visual repetition. The following guidelines help secure that your specific logo and branding identity will be used correctly and, therefore, effectively in all applications.



REFINING THE MARK

This updated CityPlace logo refines the existing mark with several small, yet significant changes. Within the mark, letterforms and serifs have been subtly skewed and pulled in order to create a cohesive, purely typographic identifier. For example, the formation of a unique ligature between the "T" and "Y" in *City* minimizes the awkward space normally made by the letterforms and allows the word spacing of both *City* and *Place* to visually work together. Also, the extended descender on the "P" in *Place* gives balance to the mark and reflects the architectural embellishment found on Building 3.



Bembo Expert (Primary Typeface)

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
A B C D E F G H I J K L M N O P Q R
S T U V W X Y Z 1 2 3 4 5 6 7 8 9 0

Univers 45 Light (Secondary Typeface)

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z 1 2 3 4 5 6 7 8 9 0

A NOTE ON THE TYPE

CityPlace has both a primary and secondary typeface. The primary typeface, Bembo Expert, is a titling face (only upper case), and is used in main headings. The secondary typeface, Univers 45 Light, creates a non-competing companion to the main type and can be used for setting body copy. Both faces were picked for their square proportions: the clean lines and sharp corners mimicking the building architecture and supporting the theme of the repeating forms throughout the complex.

CITYPLACE

Manipulate or distort

CITY
PLACE

Reposition type

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.













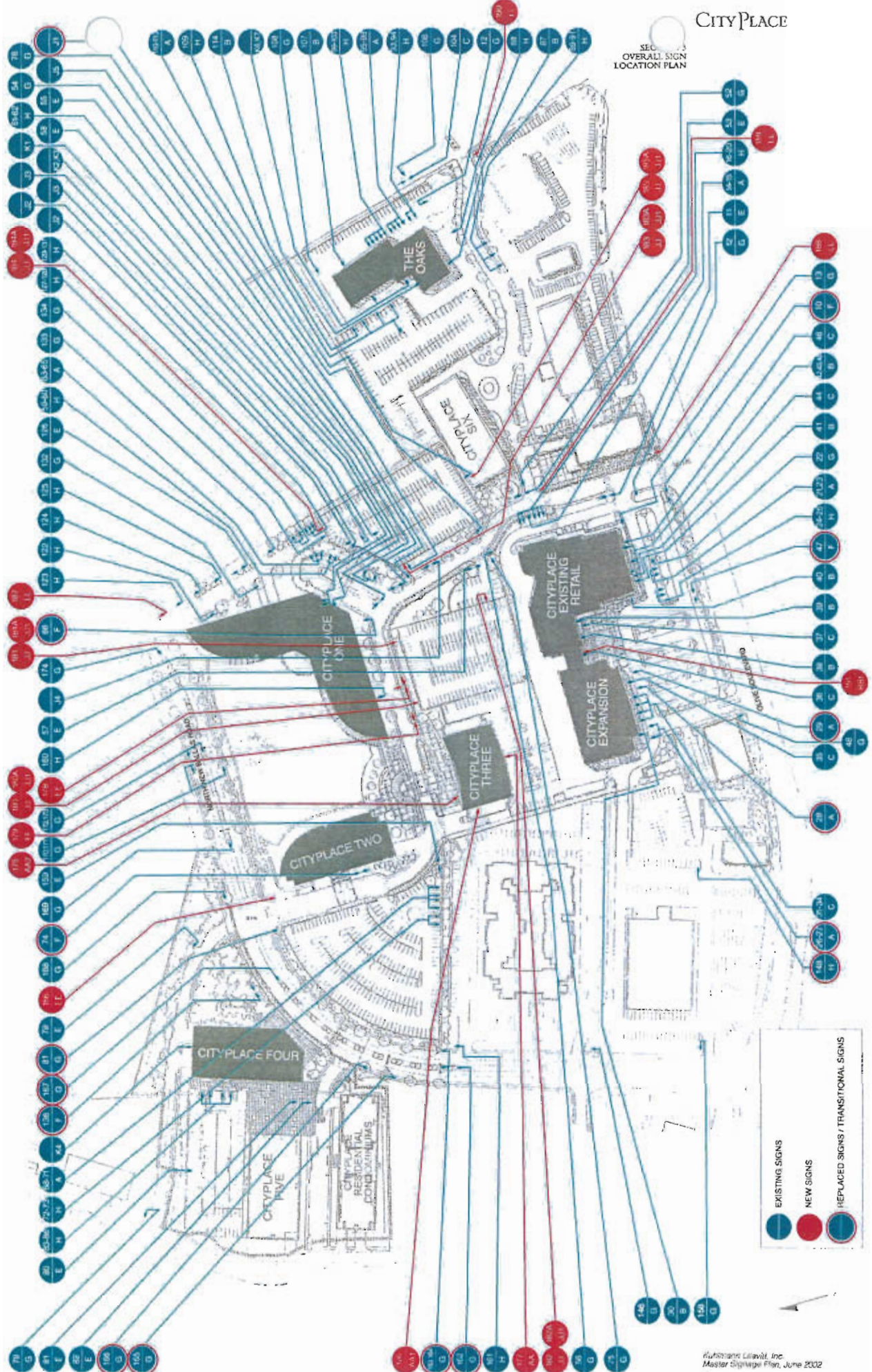




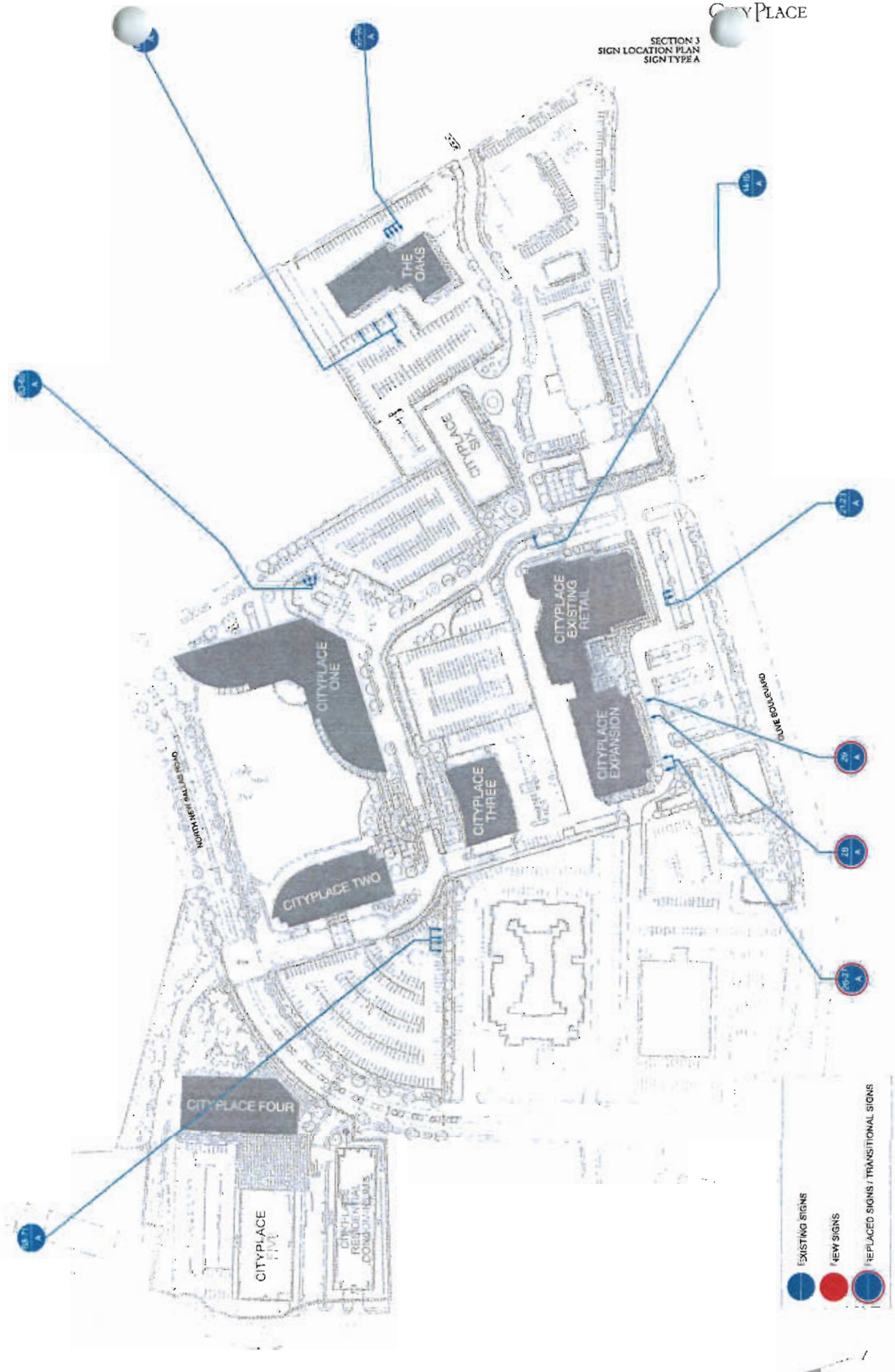


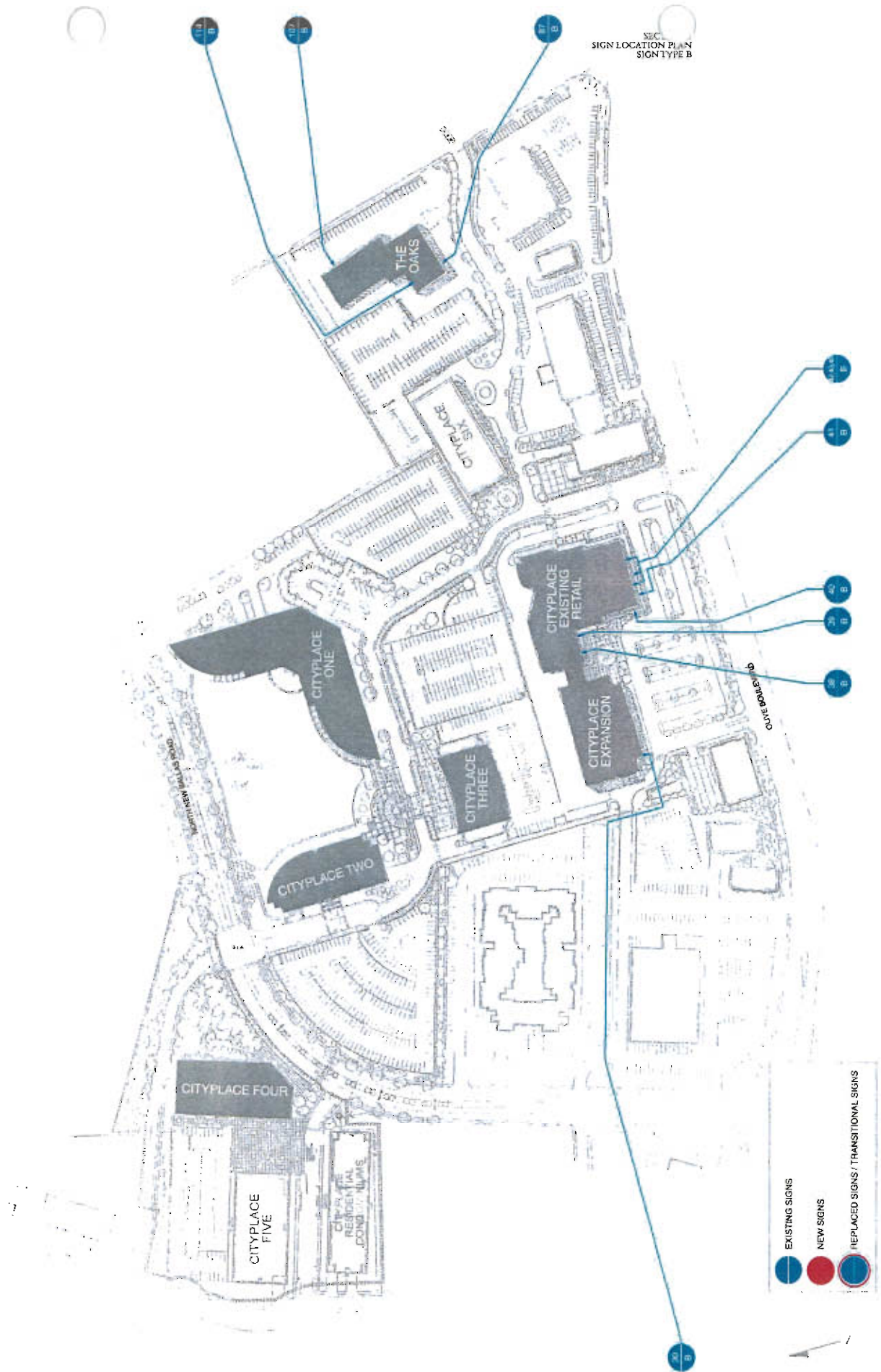


SECTION 3
OVERALL SIGN
LOCATION PLAN

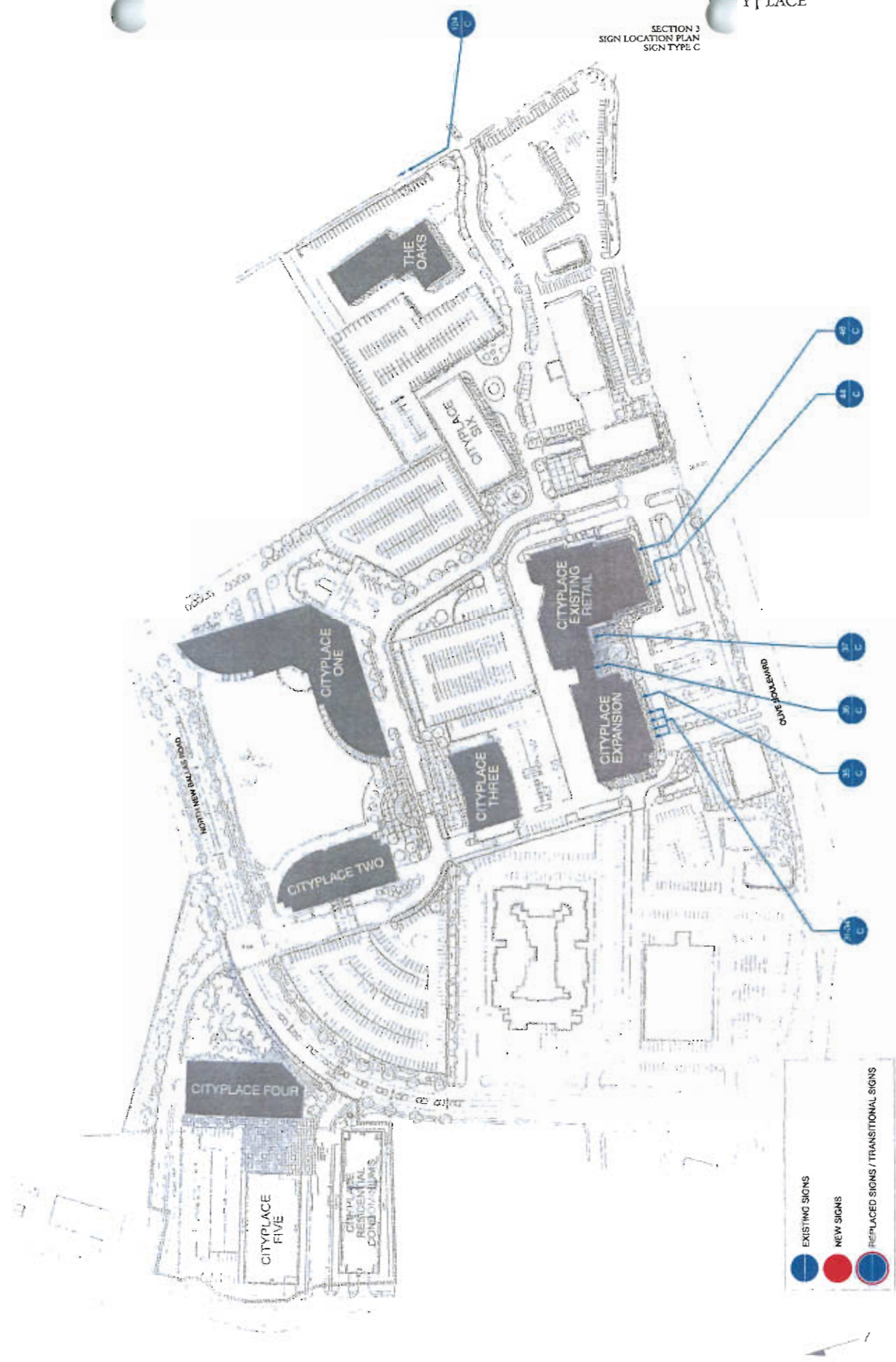


SECTION 3
SIGN LOCATION PLAN
SIGN TYPE A

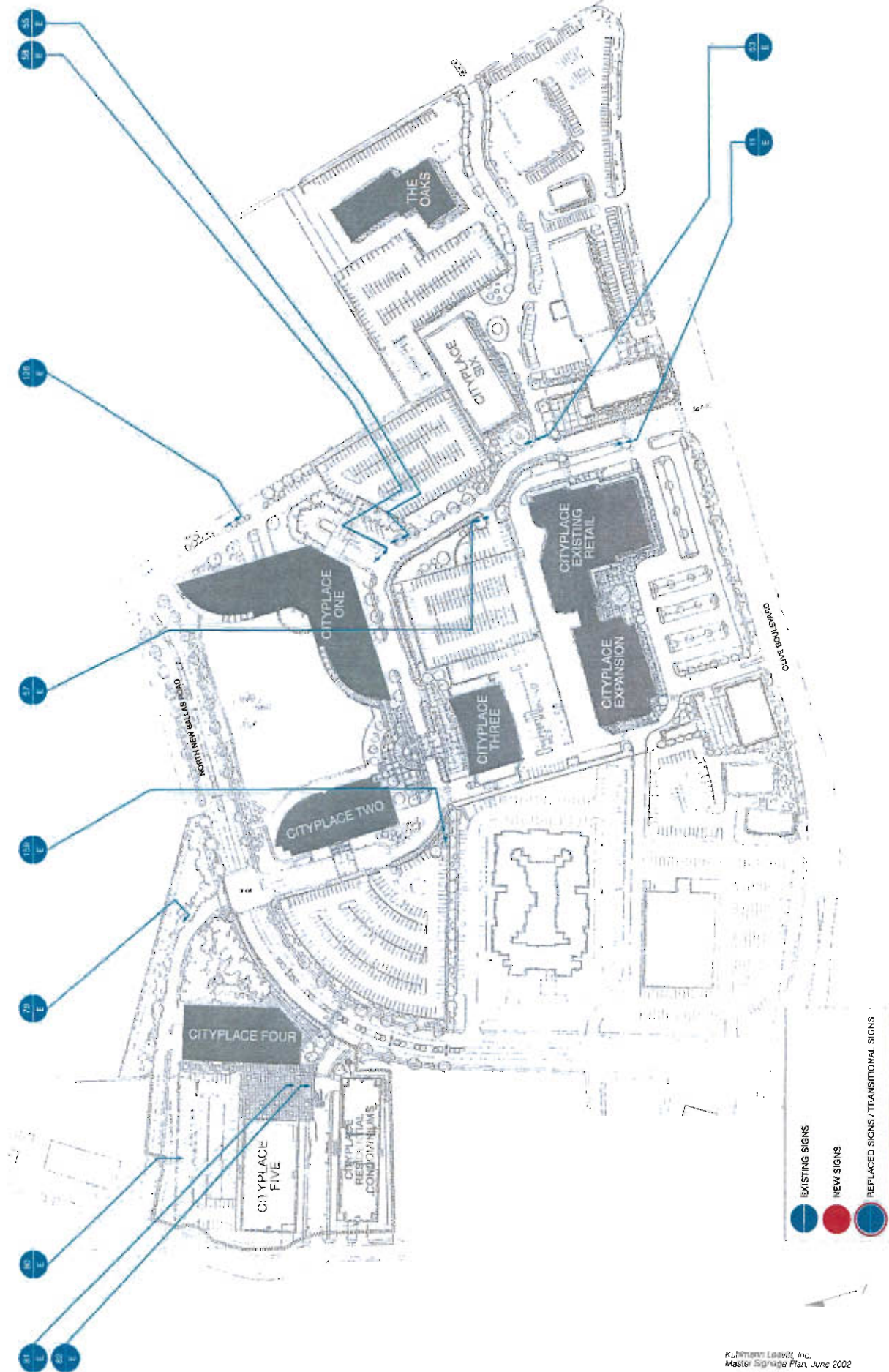


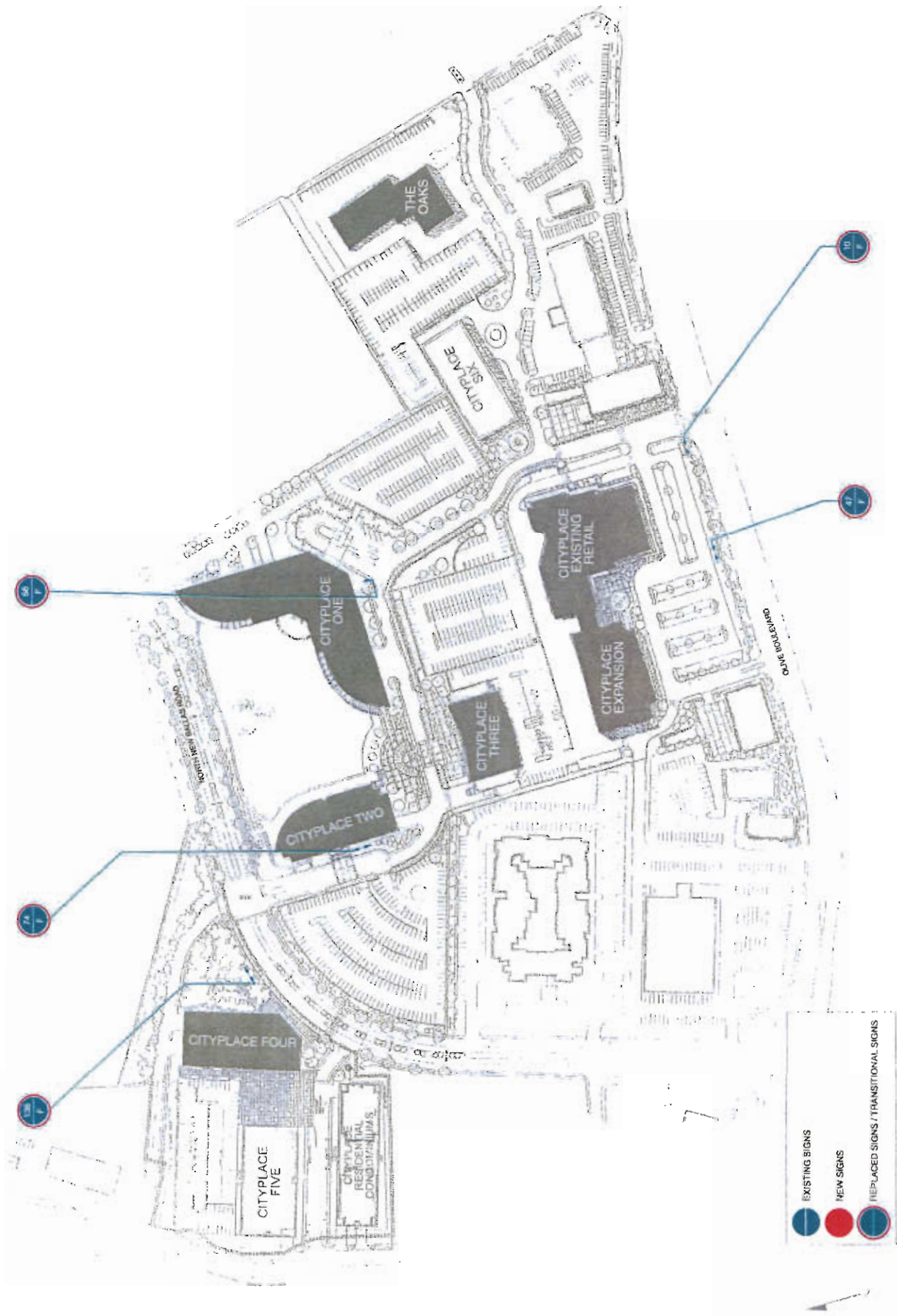


SECTION 3
SIGN LOCATION PLAN
SIGN TYPE C

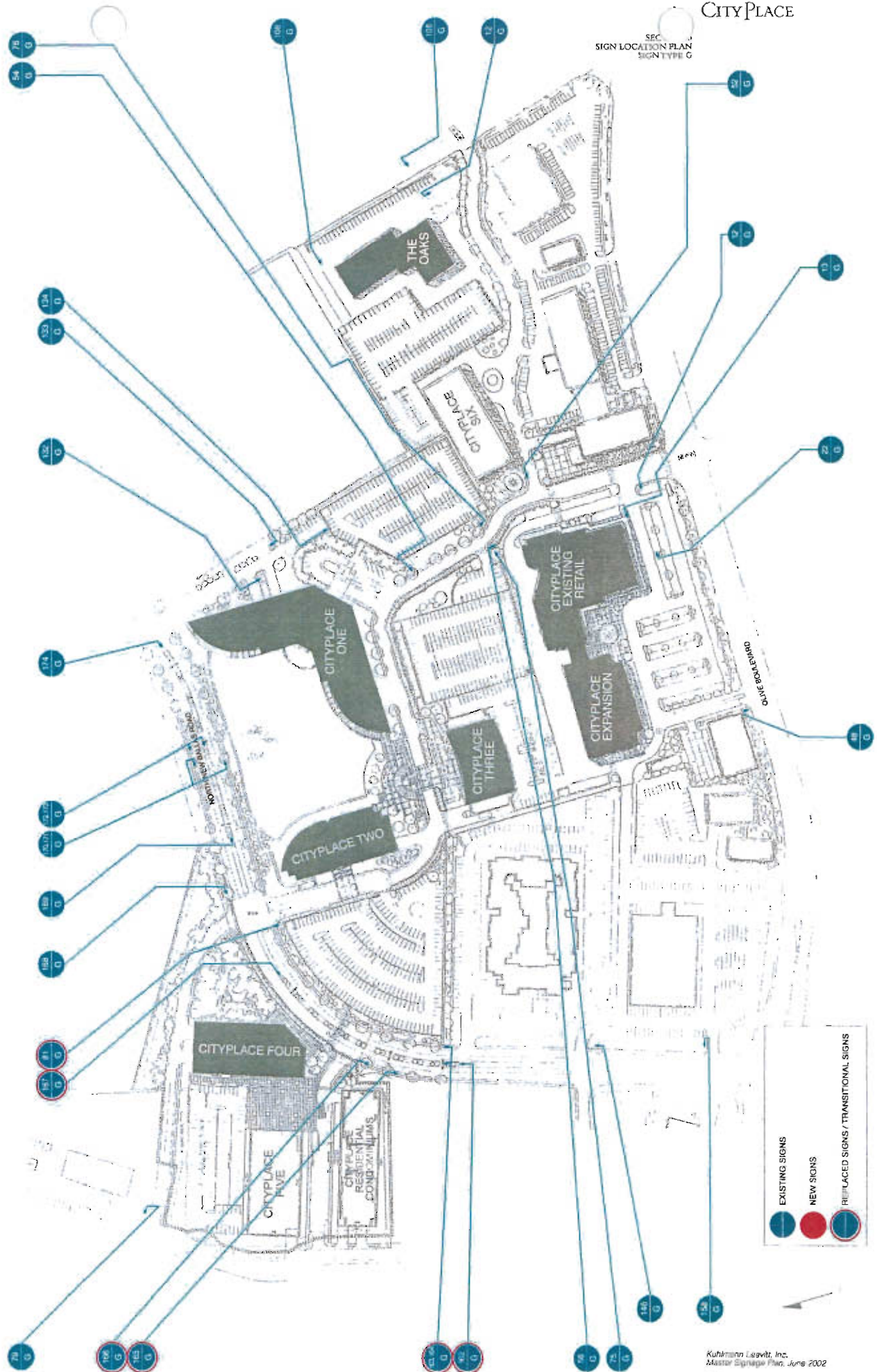


SEC
SIGN LOCATION PLAN
SIGN TYPE E



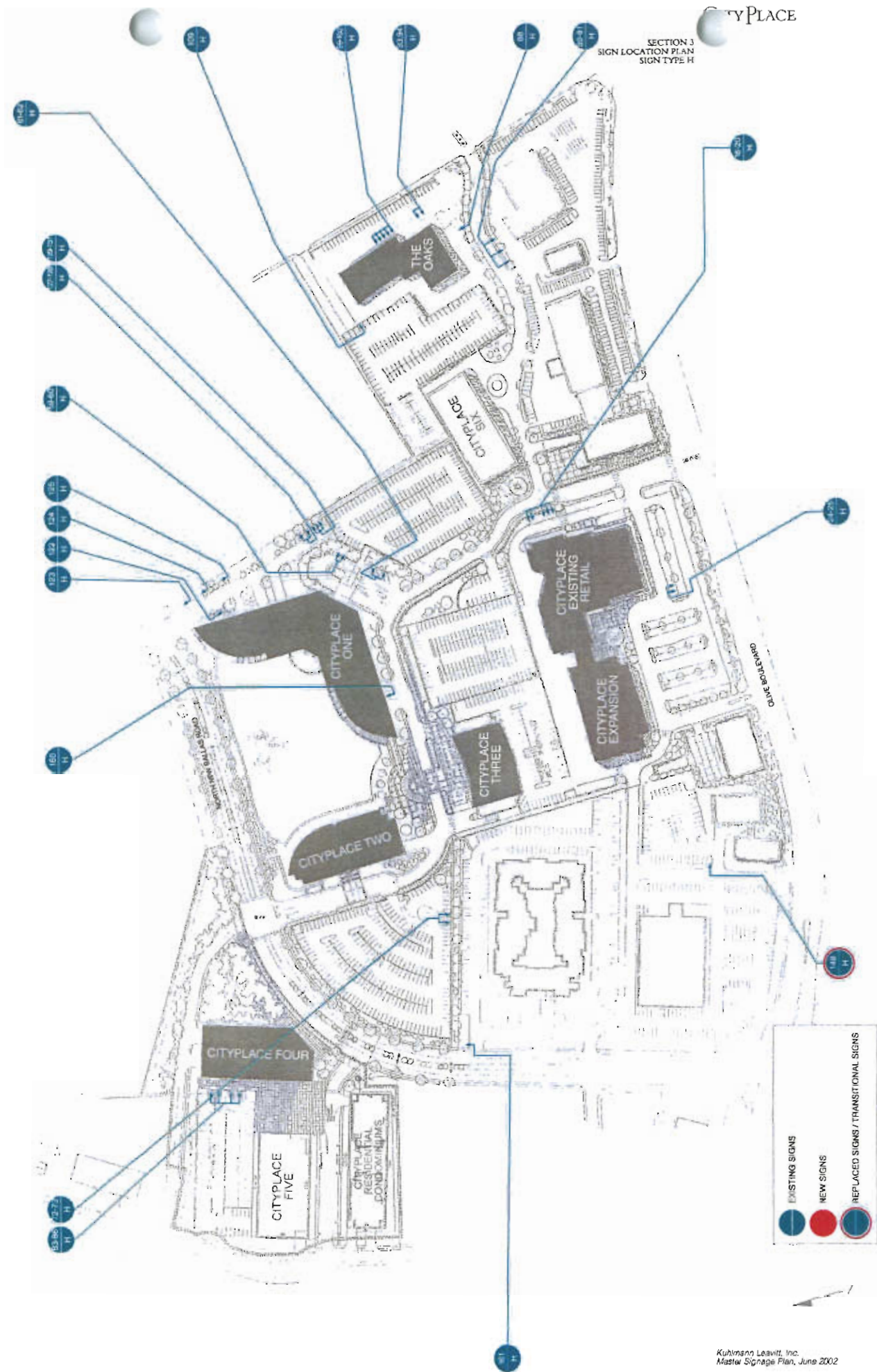


SEC. 4
SIGN LOCATION PLAN
SIGN TYPE G

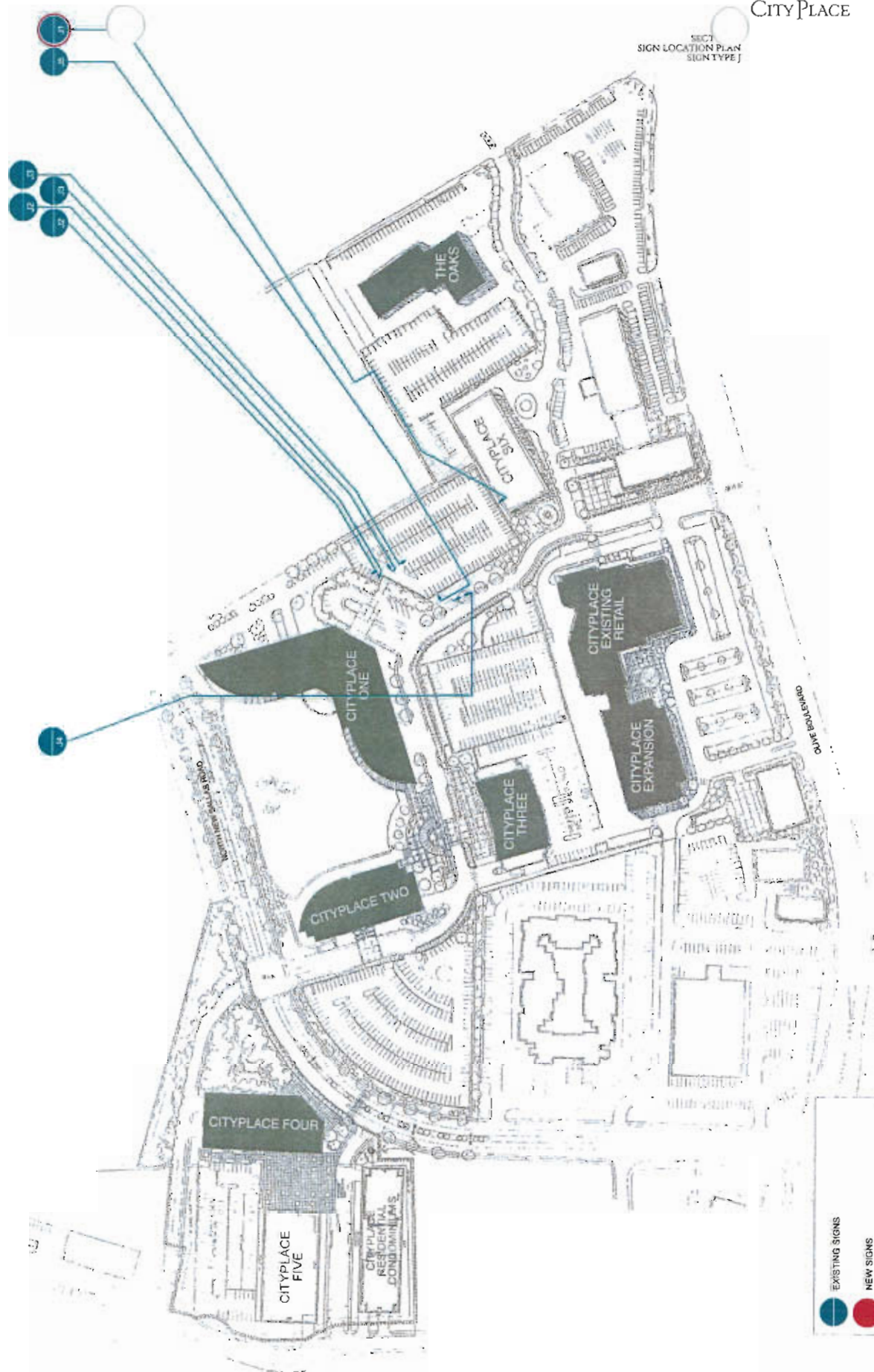


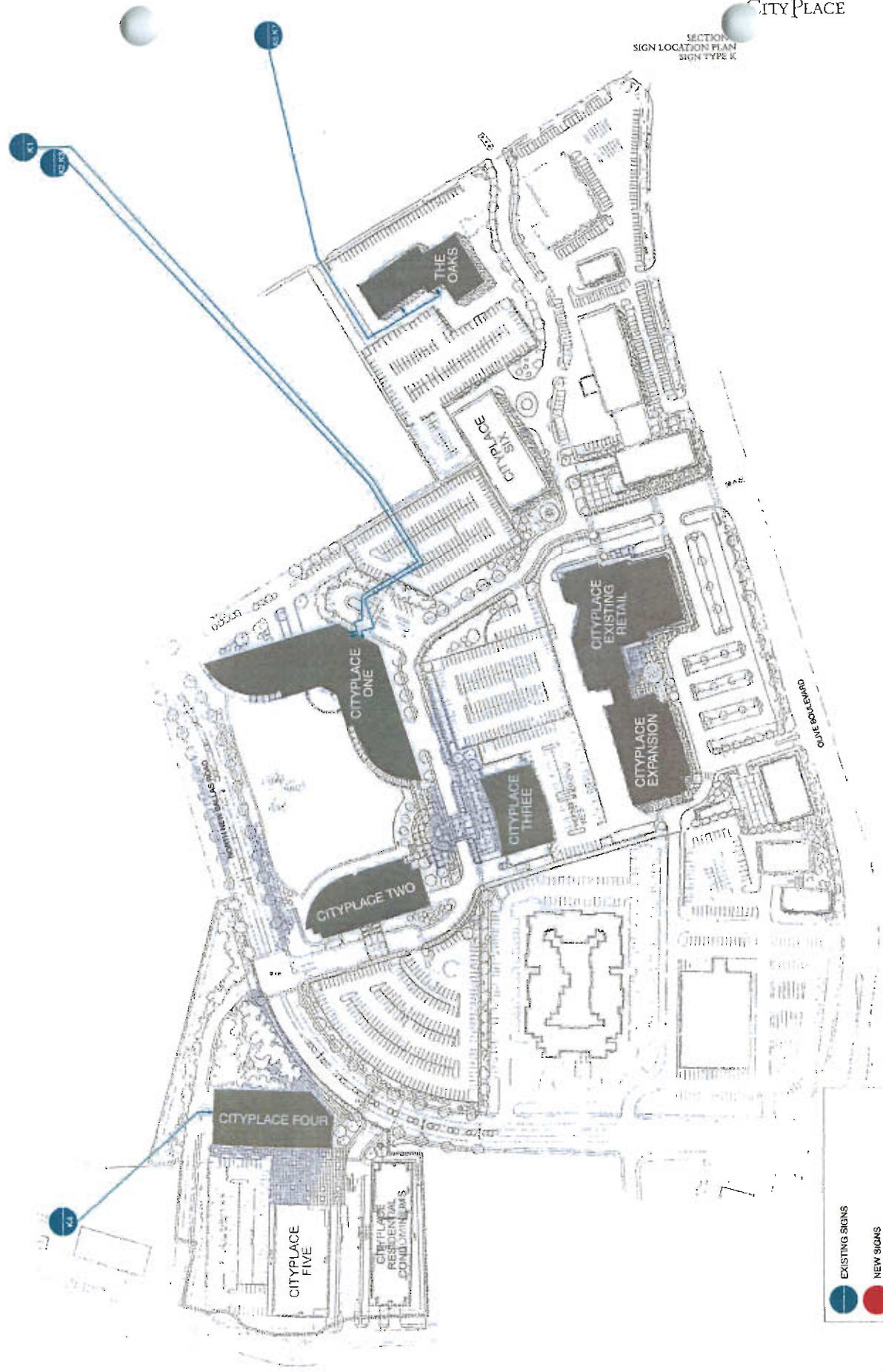
EXISTING SIGNS
NEW SIGNS
REPLACED SIGNS / TRANSITIONAL SIGNS

SECTION 3
SIGN LOCATION PLAN
SIGN TYPE H



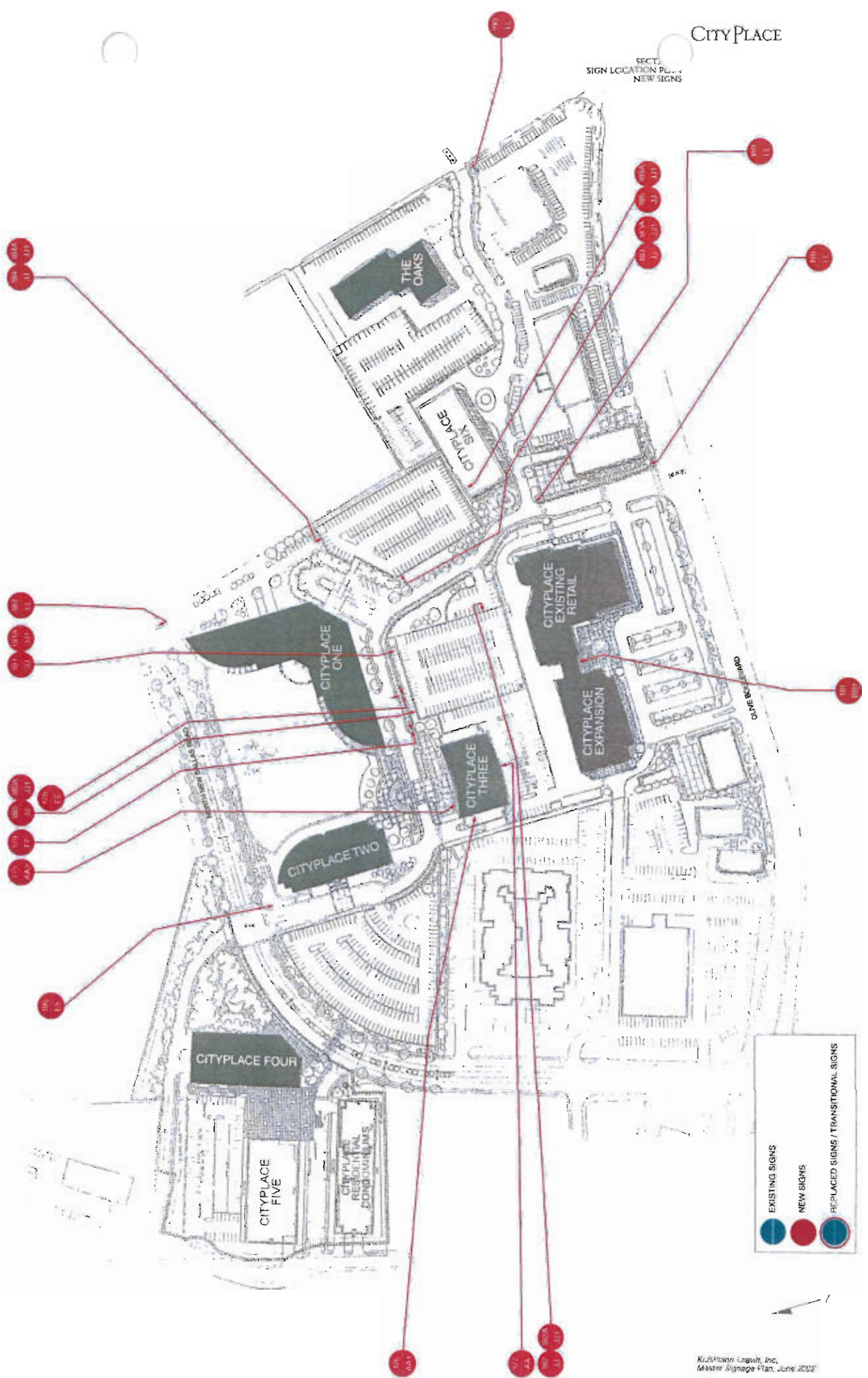
SECT
SIGN LOCATION PLAN
SIGN TYPE J





EXISTING SIGNS
NEW SIGNS
REPLACED SIGNS / TRANSITIONAL SIGNS

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

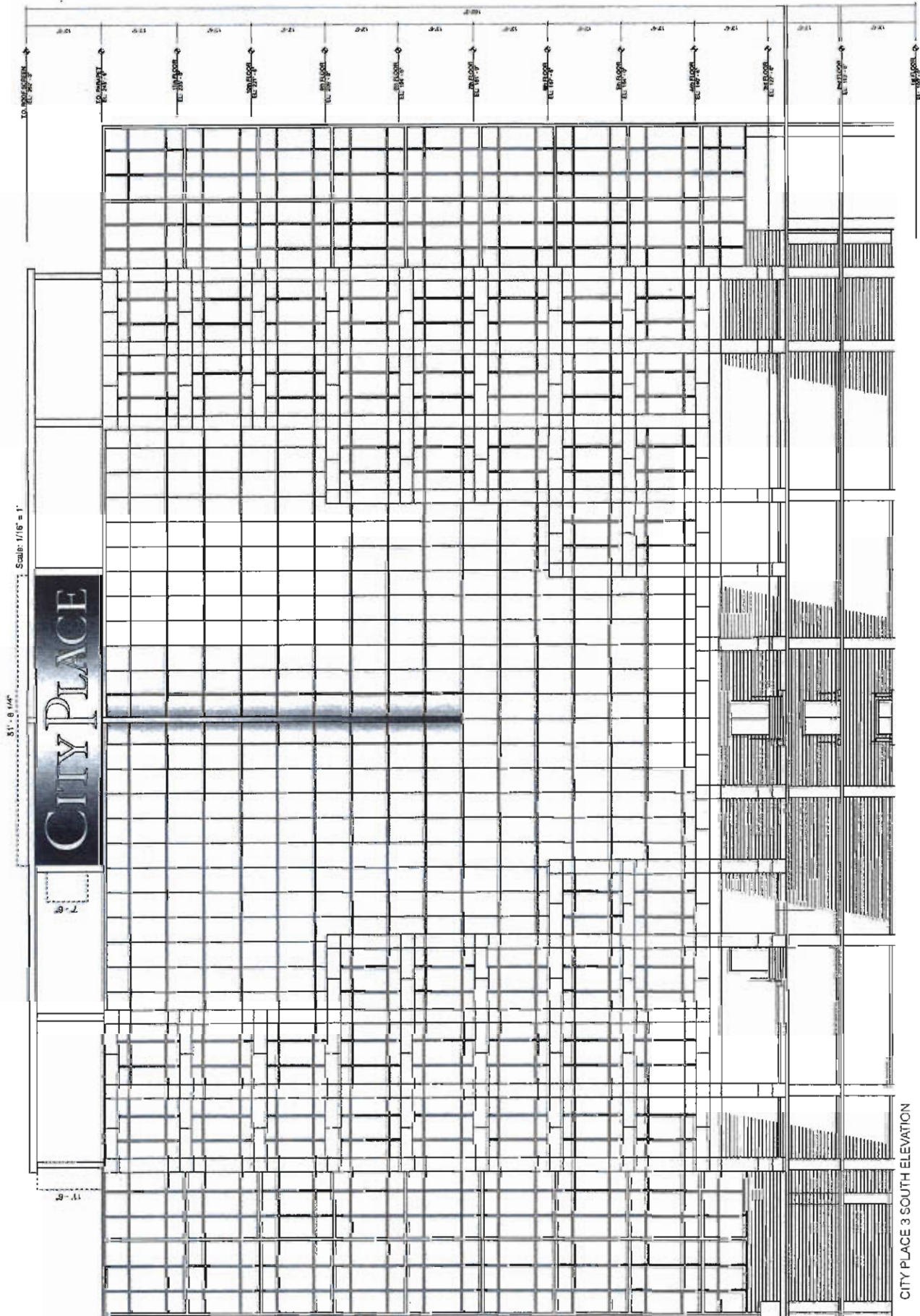
	NUMBER	SIGN TYPE	MESSAGE	DESCRIPTION
EXISTING SIGNS	10	F	CITYPLACE CAMPUS MONUMENT	Black & white granite with silver metal type and logo element, 2 sided
	11	E	DIRECTIONAL	Black box with white letters and arrows, 2-sided, internally illuminated
	12	G	TRAFFIC - "Stop"	Red hexagon sign with white embossed 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 (logotype) 3 (list of tenants)	Large Cube with logo, large numeral and building tenant list
	180	JJ	City Place 3 Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	180a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	181	JJ	City Place 1 West Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	181a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	182	JJ	Nextel Visitor Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	182a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	183	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	183a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	184	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	184a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	185	JJ	City Place 1 East Parking Exit (symbol) Enter (symbol)	Plaque signs mounted to fascia above garage entry
	185a	JJ1	CLEARANCE (dimensions) this is not a test bar	Headache bar at garage entry
	186	EE	(south face all arrow up): City Place 1 City Place 2 City Place 3 (west face): City Place 1 (arrow right) City Place 2 (arrow right) City Place 3 (arrow right) City Place 4 (arrow left) (east face): City Place 1 (arrow left) City Place 2 (arrow left) City Place 3 (arrow left) City Place 4 (arrow right) (north face): City Place 4 (arrow up)	Cube sign, 4 sided messages
	187	GG	STD/P Replaces sign 135	square tube post, standard DOT sign face
	188	LL	City Place Dr. Olive Blvd.	square tube post, blade with street names
	189	LL	City Place Dr. (name of street)	square tube post, blade with street names
	190	LL	(name of street) (name of street)	square tube post, blade with street names
	191	BB1	(Radio Station logos)	aluminum layered radio station logos mounted to substrate

• aluminum sign panel with backlit letters; sign fabricator to be responsible for engineering of all structural
 • adhesive of all elements as needed to meet windload and weight requirements; all fasteners, electrical
 • transformers to be concealed from view; radius of sign panel to be sufficient to wrap around existing
 • and to make sufficient contact with roof/support structure elements and contain all lamps required for even
 • white illumination; illumination to be "soft" and warm, specific lighting specifications to be determined.

CITY PLACE

SEC 1
SIGN TYPE: AA
CAMPUS MAIN IDENTIFICATION
CITY PLACE 3 SOUTH FACE

Kutlmann Leavitt Inc.
Signage Master Plan, June 2002

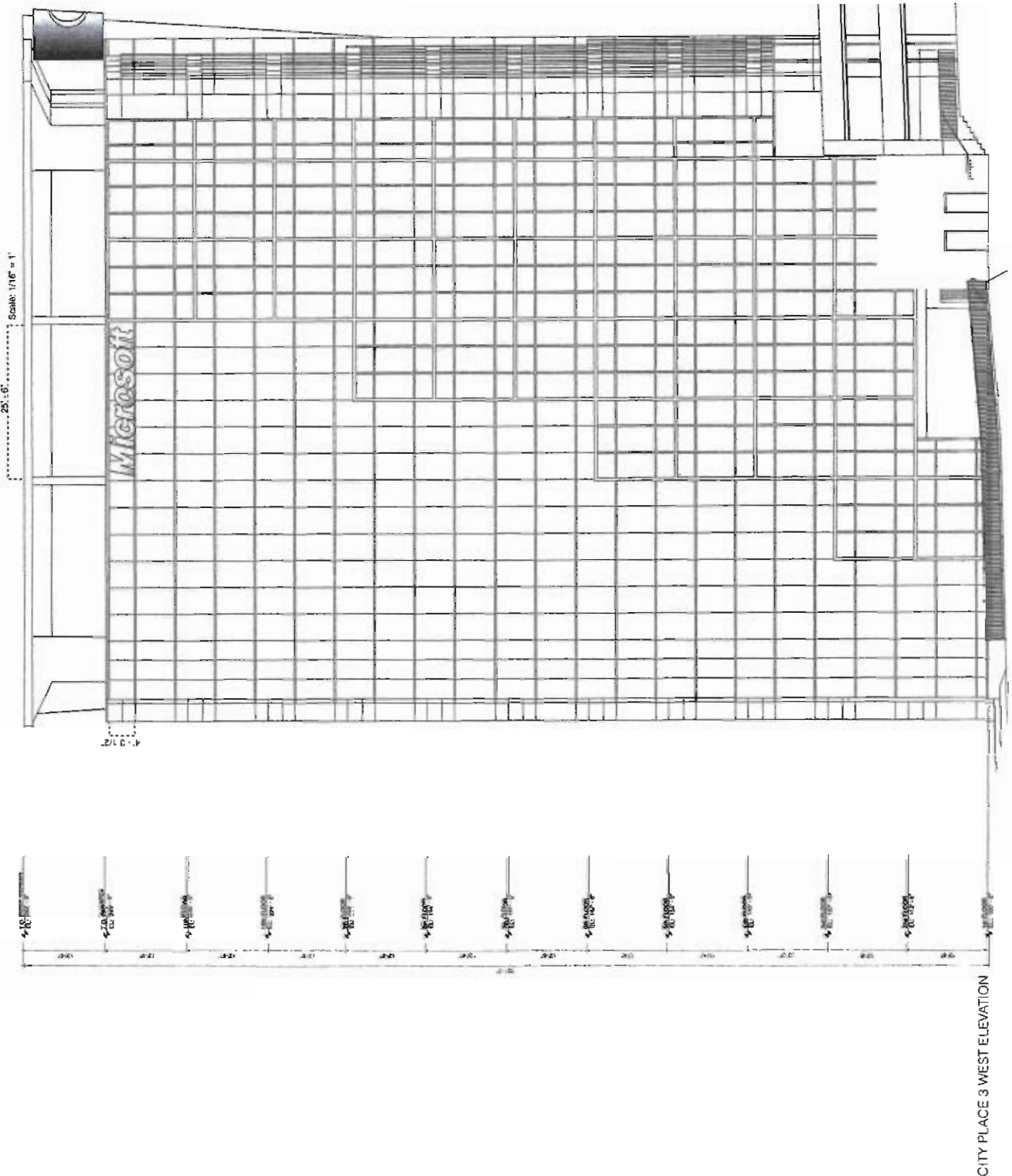


CITY PLACE

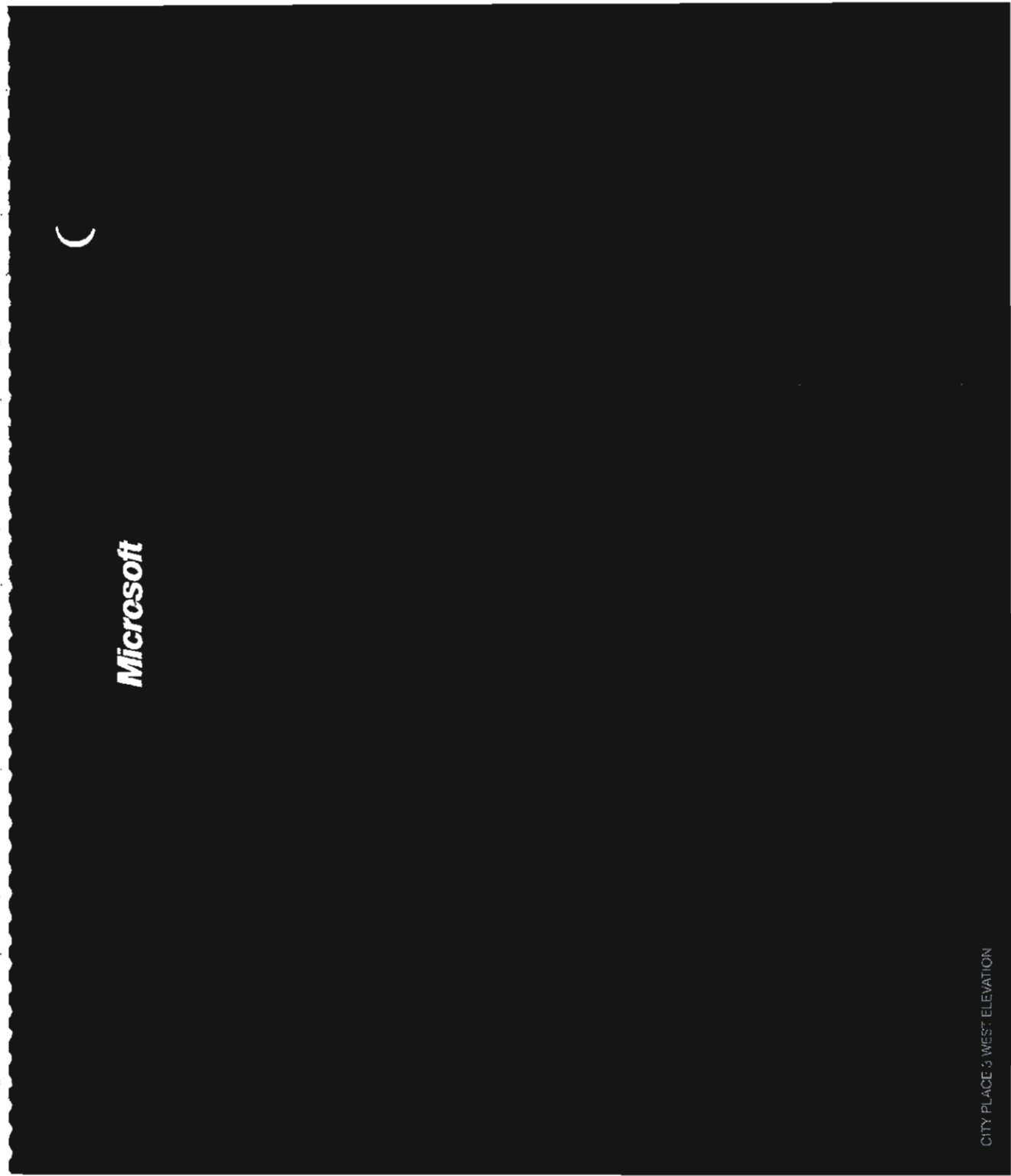
CITY PLACE 3 SOUTH ELEVATION

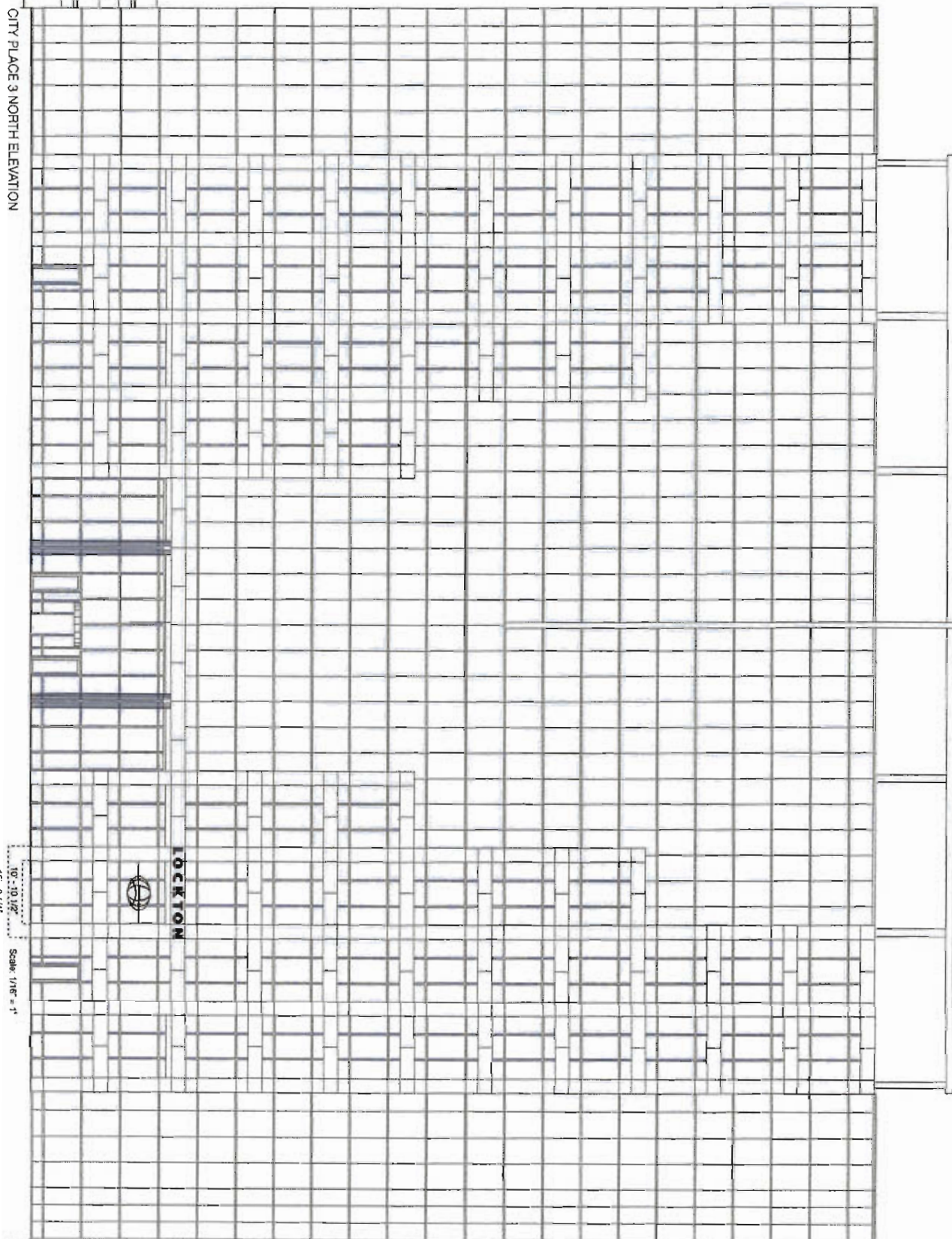


Sign consists of internal illuminated dimensional letters mounted to building face as shown, letters to be 6" thick. Letters to be faced with incandescent at night; exact specifications for engineering of all structural support and anchoring/filler/adhesive of mounted elements as needed to meet windload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



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



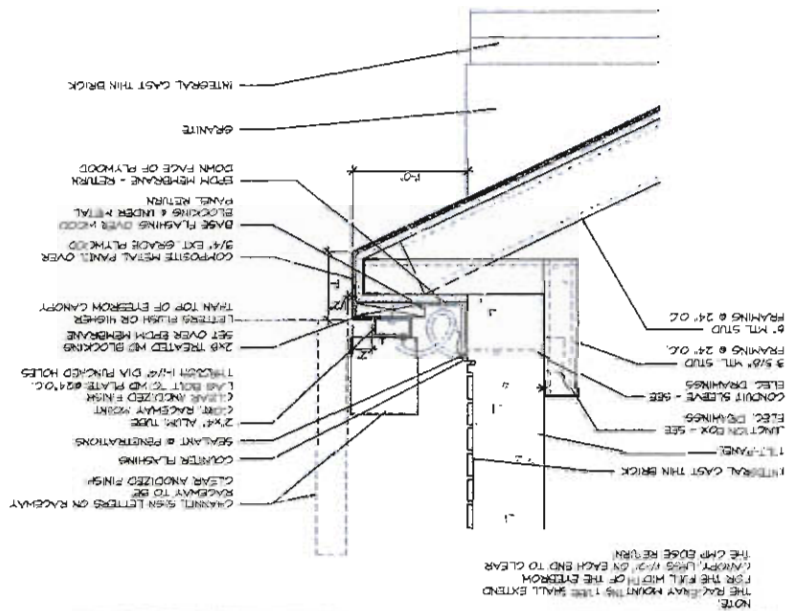
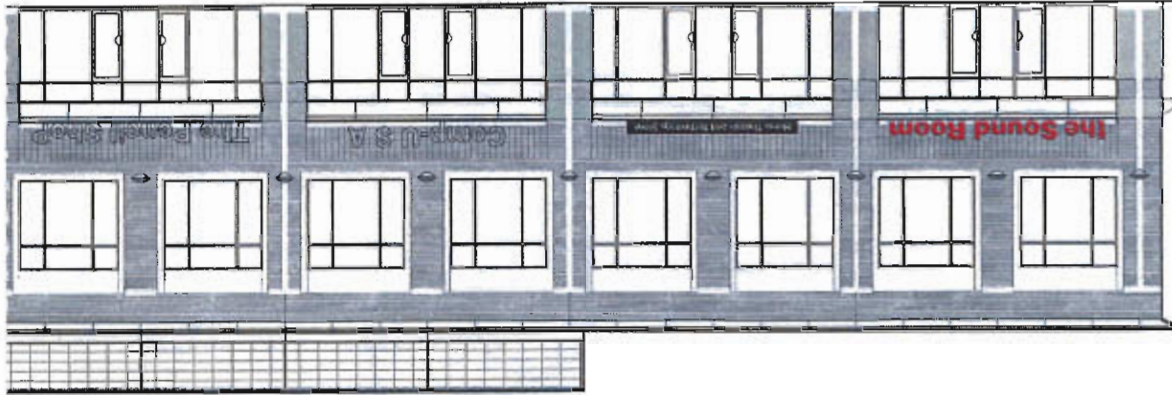


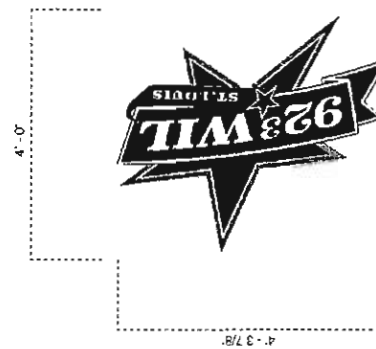
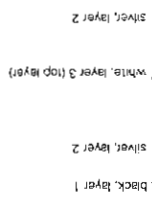
Scale: 1/16" = 1'

CITY PLACE

Significance of the difference between the two groups was determined by the Wilcoxon signed-rank test. The level of significance was set at $p < 0.05$. All statistical analyses were performed using the SPSS 11.5 for Windows (Chicago, IL) software package.

SECTION 5
SIGN TYPE AAZ
TENANT IDENTIFICATION
CITY PLACE 3 NORTH FACE
1'-9 1/2" 4'-2 1/4"



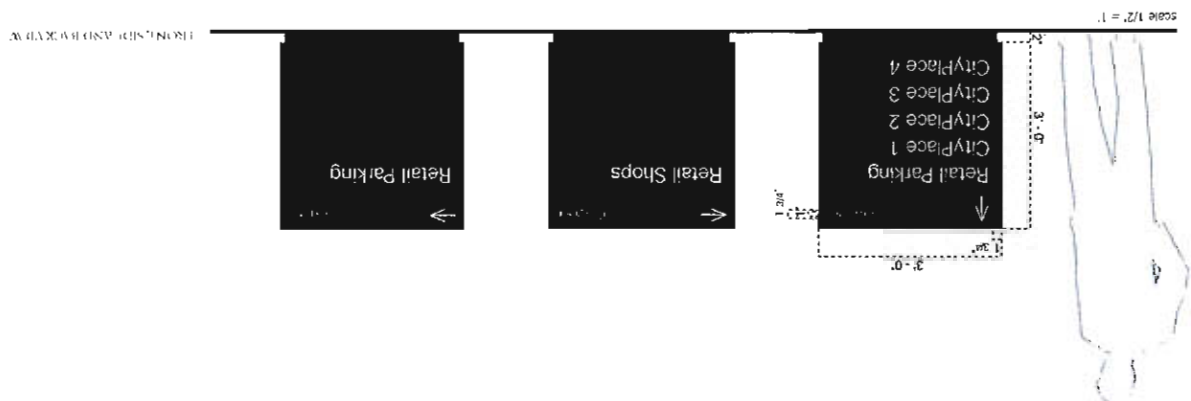
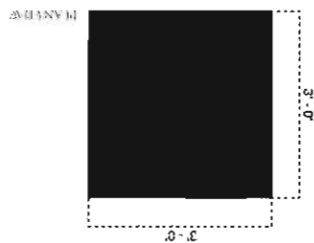


1. **Introduction**
 2. **Background**
 3. **Methodology**
 4. **Results**
 5. **Discussion**
 6. **Conclusion**
 7. **References**
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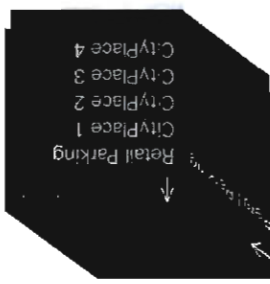
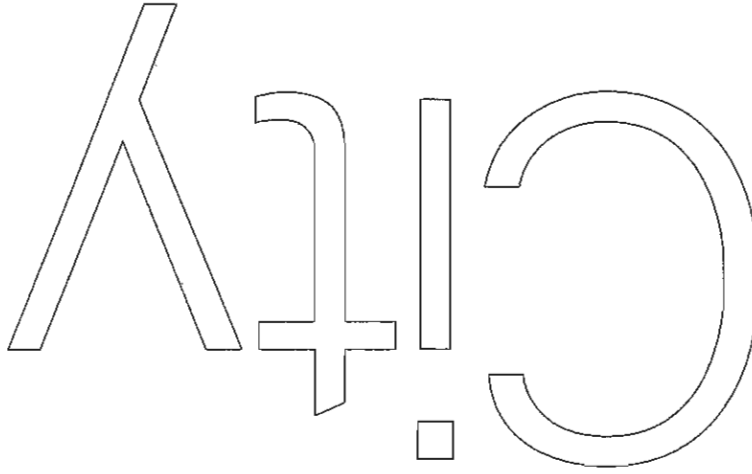
SIGN TYPE BB1
RADIO STATION TENANT RETAIL IDENTIFICATION

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

NOT IN L.B.N. 18-101

[illegible]

1451 RD 17th NW, AL



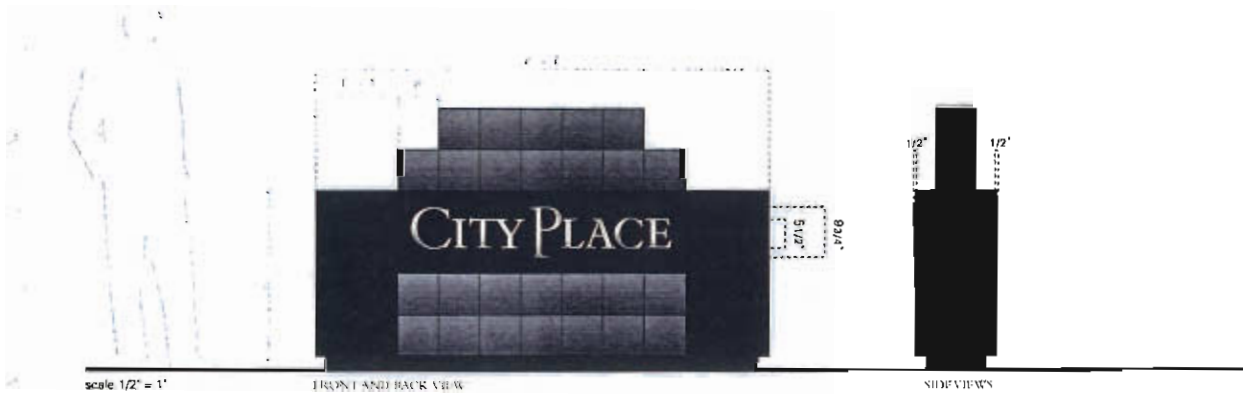
SIGN TYPE F #10
TRANSITIONAL CAMPUS MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)

Existing Campus Monument sign with removed old logo, both sides; replace logo with 9 3/4" ht. x 1/2" thick stainless steel new logotype, both sides; stud mount new logotype flush to monument face; filler/adhesive as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible

DESCRIPTION



PLAN VIEW

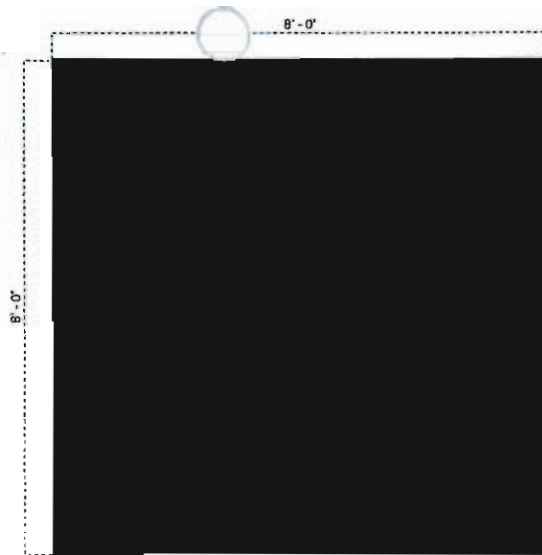


scale 1/2" = 1'

FRONT AND BACK VIEW

SIDE VIEWS



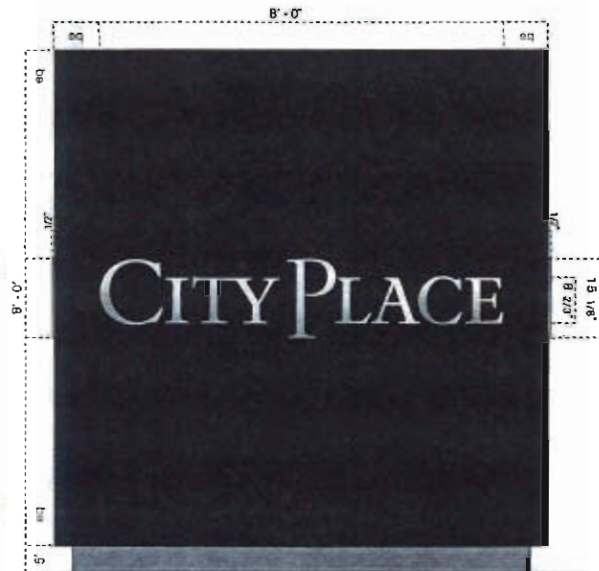


PLAN VIEW

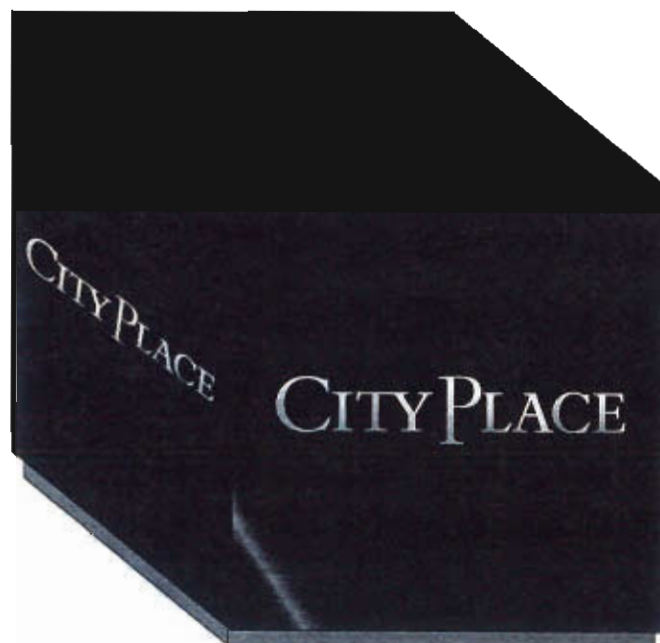
SIGN TYPE F:
NEW CAMPUS MONUMENT
Eventually to replace sign #10 F
(see previous page of this document)

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



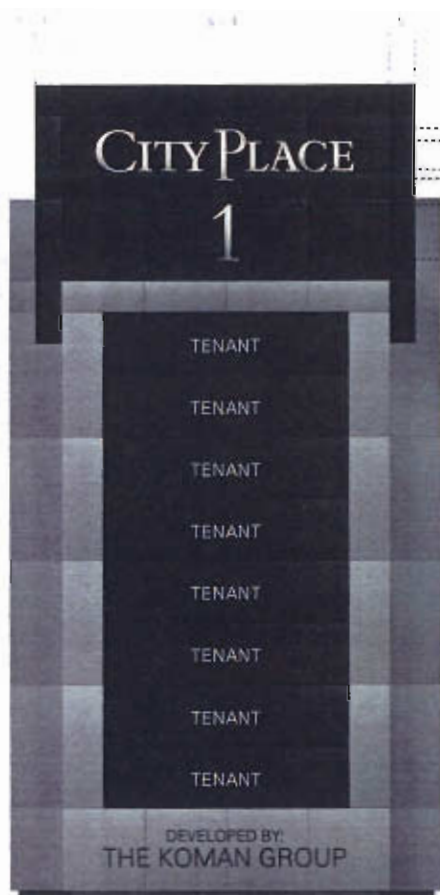
SIGN TYPE F #66 and #74
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type PF2
(see following page of this document)



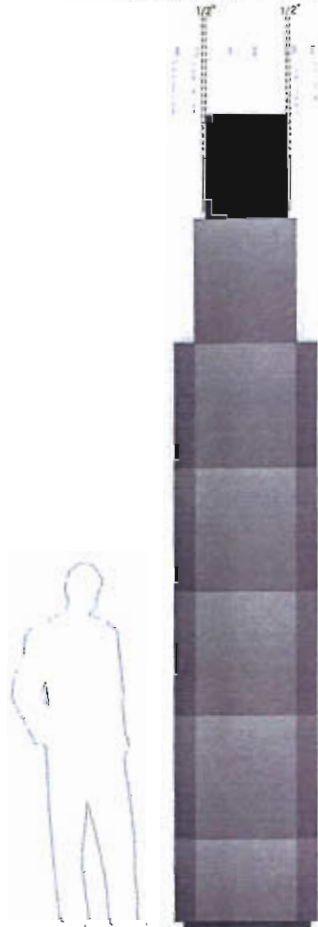
PLAN VIEW

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 10'0" ht. stainless steel, #4 brushed finish; stud mount logotype and numeral flush to monument face as shown below; fasteners as required by conditions; no fasteners visible on face of letters; sign fabricator responsible for engineering of all elements including stud diameter, length and quantity to sufficiently attach letters to monument surface and to be as vandal proof as possible;

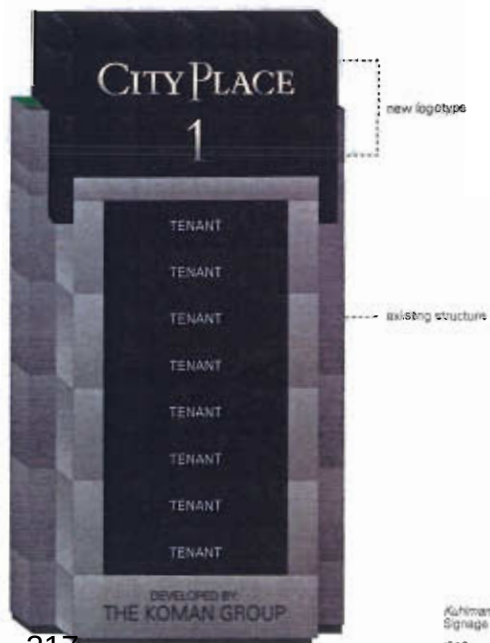
TRANSITION



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

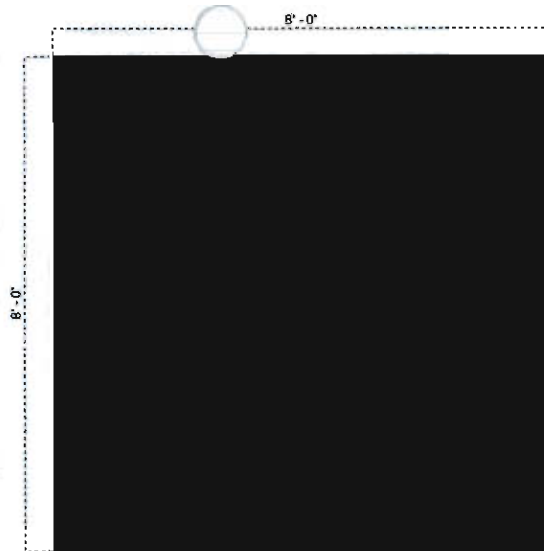


SIDE VIEW DETAIL



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

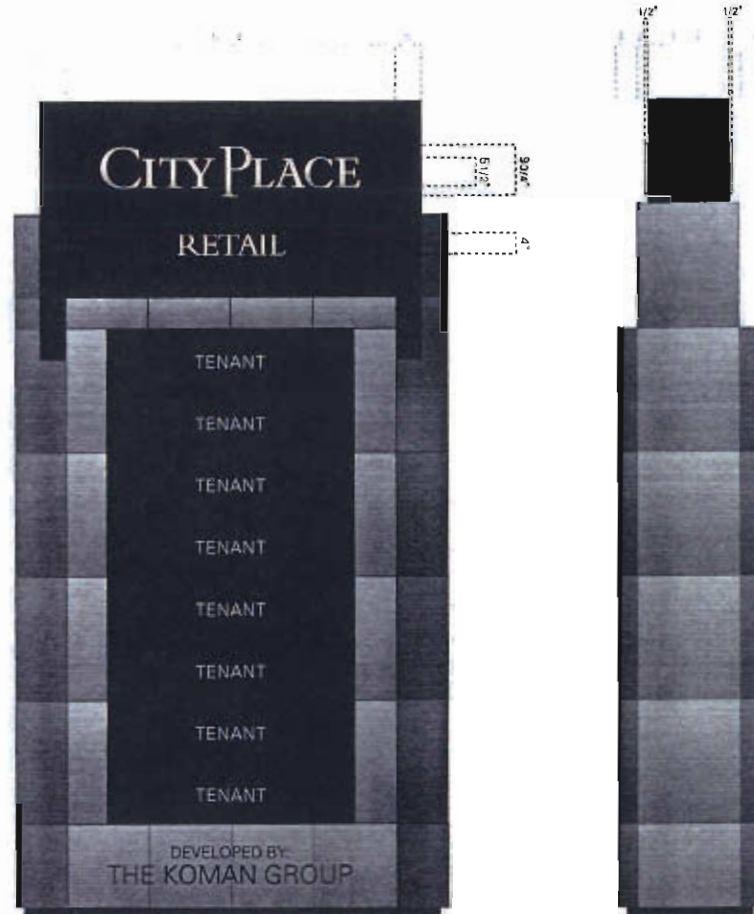
SIGN TYPE P-647
TRANSITIONAL RETAIL MONUMENT
Eventually will be replaced by Sign Type FF
(see following page of this document)



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

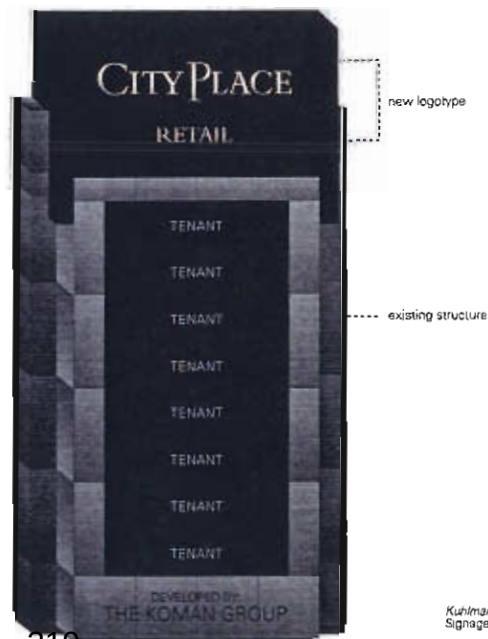
DESCRIPTION



scale 1/2" = 1'

FRONT AND BACK VIEW

SPRUE VIEW (REAR)



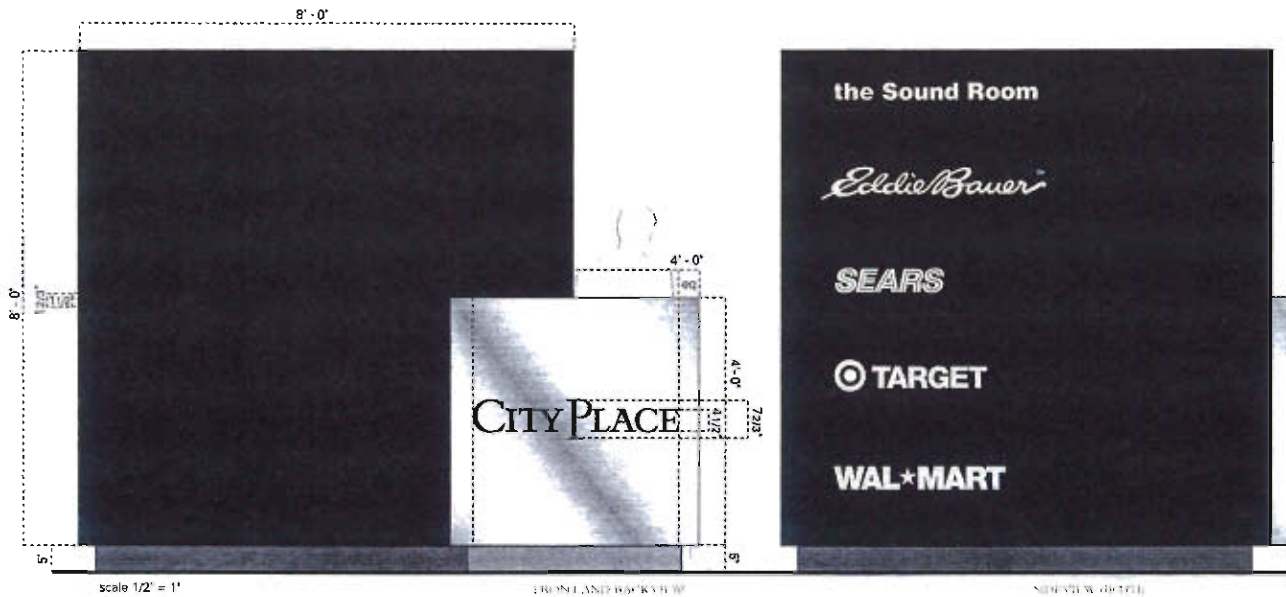
SIGN TYPE F
NEW RETAIL MONUMENT
Eventually will be replaced Sign Type F
(see previous page of this document)

Sign consists of 8'-0" x 8'-0" x 8'-0" backpainted tempered glass cube; paint color black; top of cube to be other material to be determined; cube mounts onto a 5" ht visible concrete base/footing. Sign back graphics silkscreened on back of glass before backpainting; Tenant graphics to be computer cut adhesive backed vinyl occur on outside of glass, 2 sides; minimal corner and edge treatment to be designed to address vulnerability of those conditions; sign fabricator to be responsible for all engineering of all elements including internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer;

DESCRIPTION

Sign also consists of an adjoining 4' x 4' x 4' cube fabricated out of 1/4" thick aluco-bond type material; mounted to a 5" ht. concrete base; letters to be 1/2" thick aluminum painted black; letters mechanically mounted to cube face with concealed fasteners; sign fabricator to be responsible for all engineering of all elements including internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer;

PLAN VIEW



tenant names →

← tenant names

← tenant names

BACK VIEW
PARALLEL TO SIDE

← Logotype on 3 sides

ADJACENT
CUBESKunkinm Lohr Inc.
Signage Master Plan, June 2002
5.15



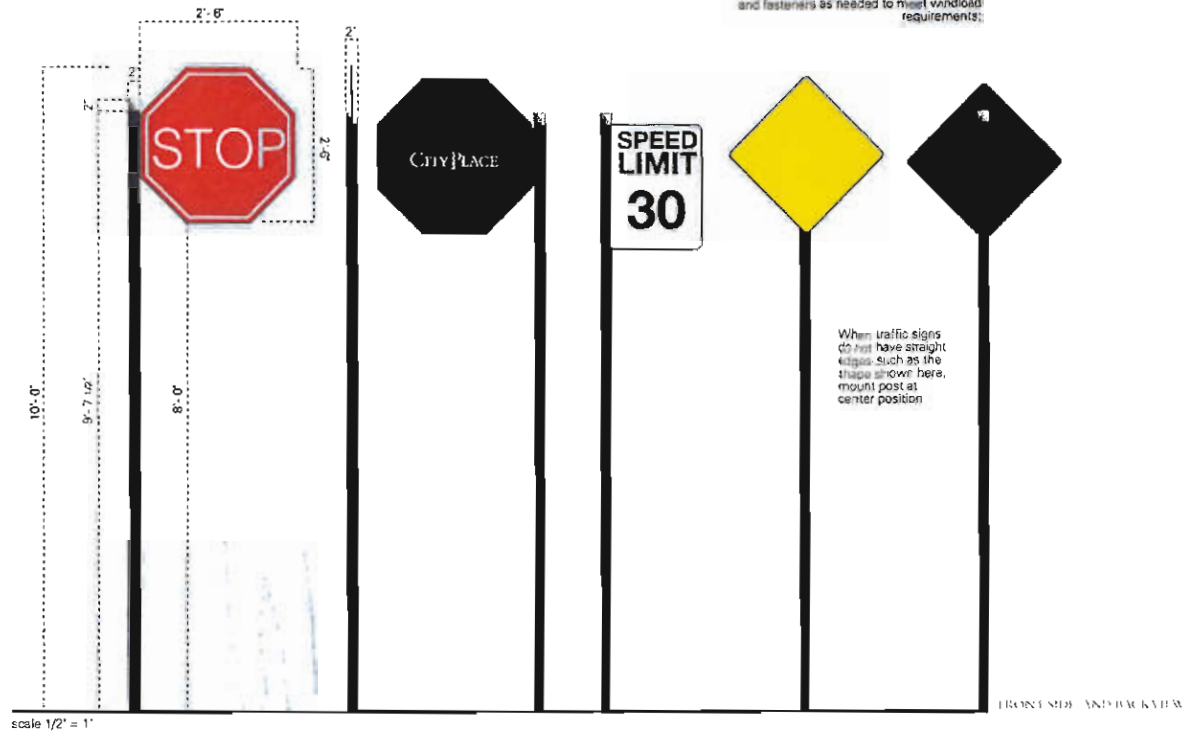
CITYPLACE

SIGNTYPE GG
TRAFFIC REGULATORY
Eventually will replace all existing Traffic Regulatory

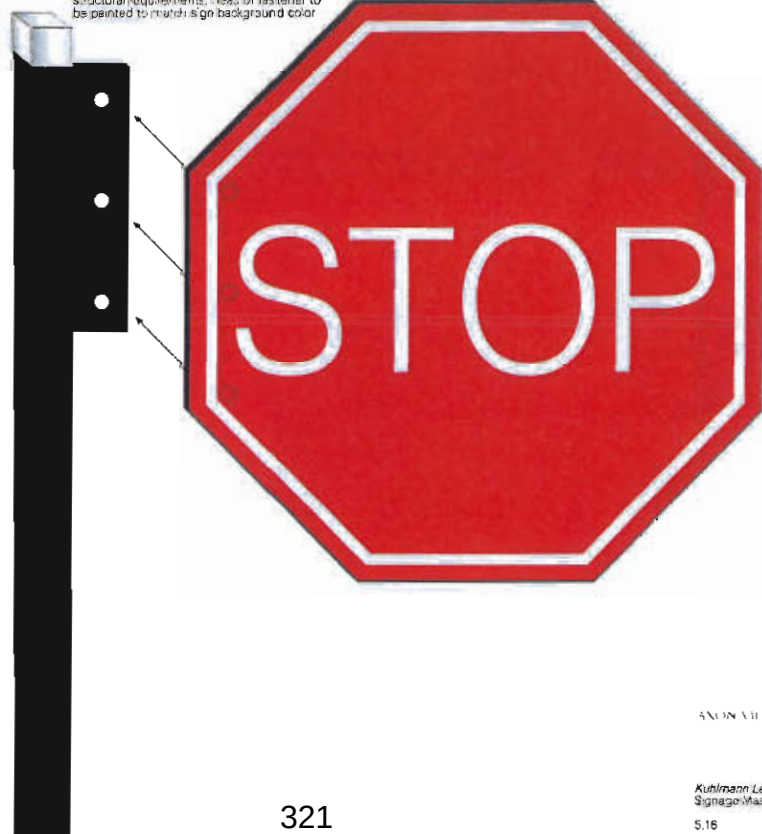
PLAN VIEW

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-combustive fasteners, as minimal as possible, yet still meeting windload stress requirements; sign fabricator is responsible for engineering of all elements to meet structural requirements; heads of fastener to be painted to match sign background color



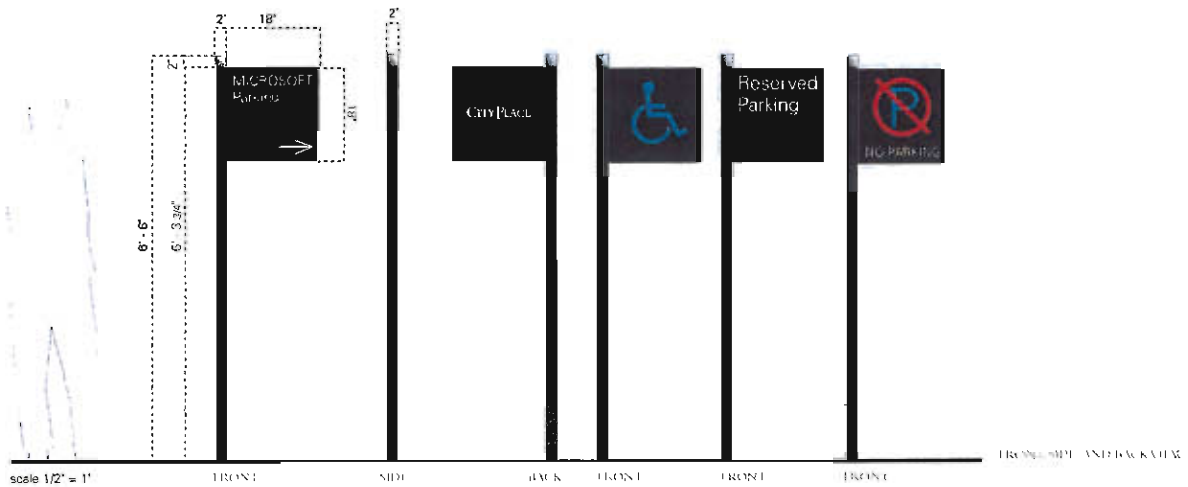
SECTION VIEW

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



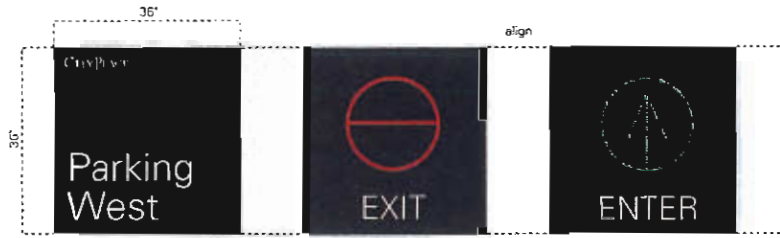
Par

W. 1/2" = 1'

ANYONAL W

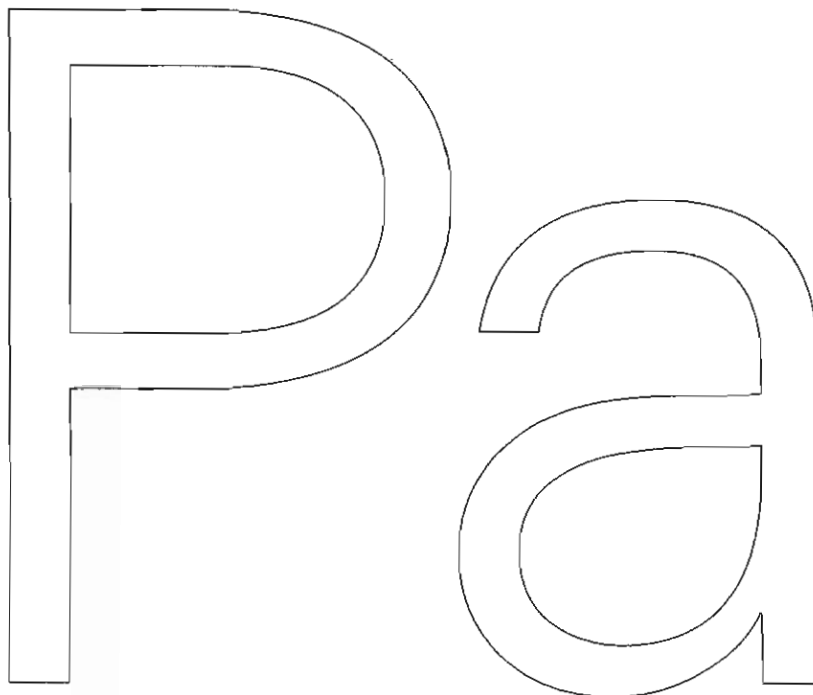


Plaque signs to be 18" x 36" x 36" aluminum panels painted black; lettering/arrows to be computer cut adhesive backed vinyl; colors - white, red, green as shown; plaque signs mount to exterior of parking facility above the ingress/egress on fascia; said mount plaques to garage wall fascia; sign fabricator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



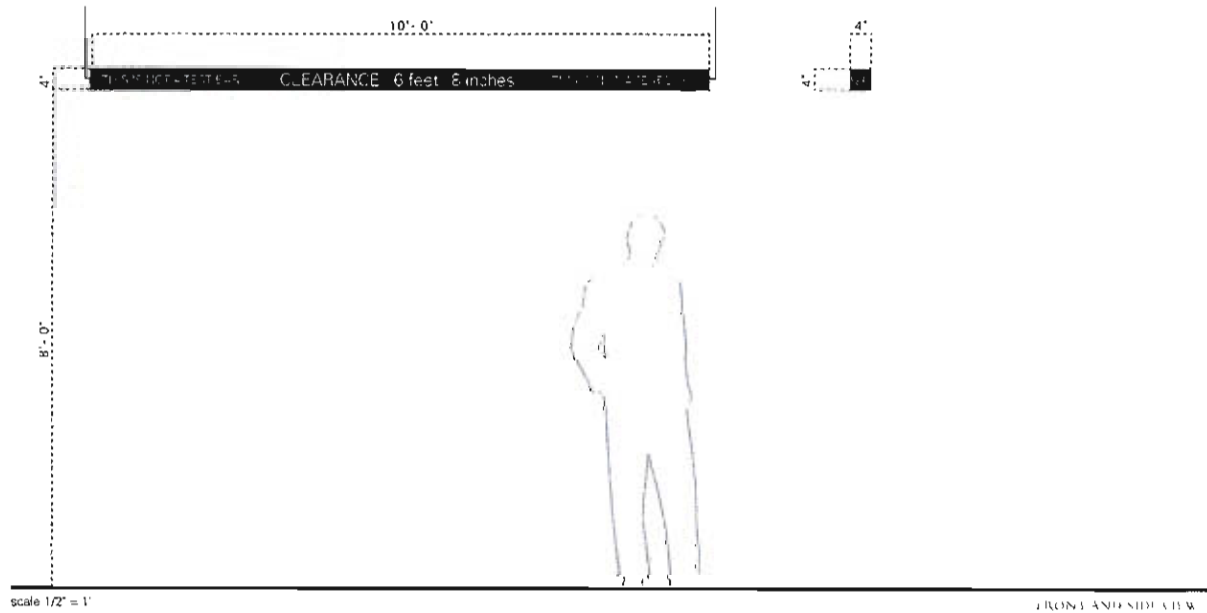
WALL MOUNT SIGN

SIGN TYPE
PARKING FACILITY HEIGHT CLEARANCE

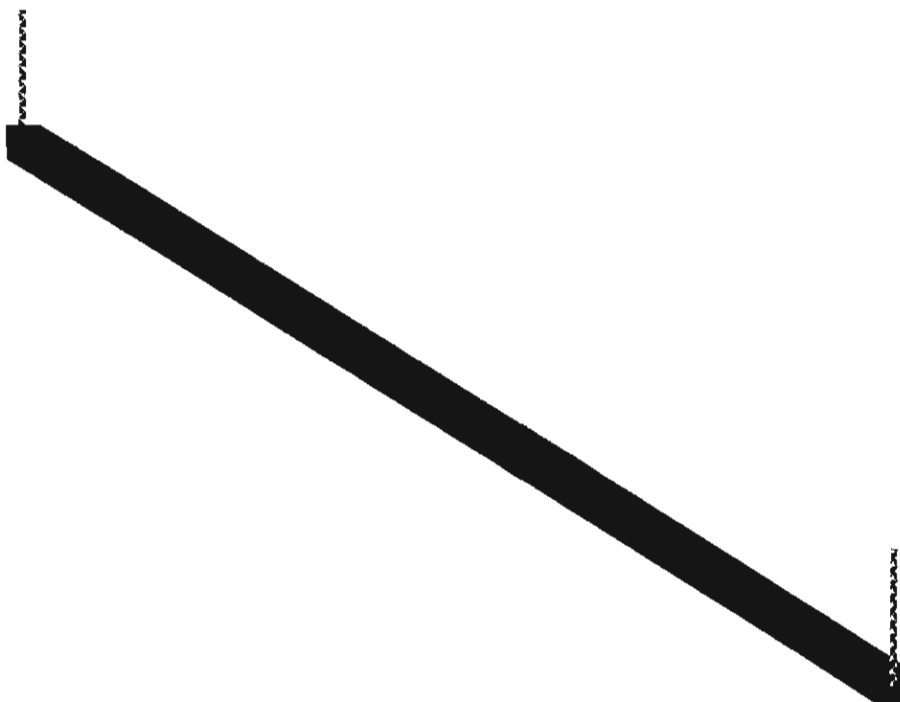
Sign consists of 4" square PVC tube 10' in length; tube to have endcaps; tube to be painted black; tube mounts horizontally to garage entry soffit with black PVC coated chain and appropriate mounting/hanging hardware for weight and length of tube and soffit conditions; letters to be computer cut adhesive 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 P. 10.156

PLAN VIEW

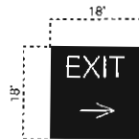


ANCON VIEW



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

Plaque signs to be 1/4" x 18" x 18" Sintra (black) panels painted black; letters to be computer cut adhesive backed vinyl; plaque signs mount to garage walls or columns; sign fabricator to be responsible for engineering of all fastening elements; fasteners to be invisible to viewer;



scale 1/2" = 1'

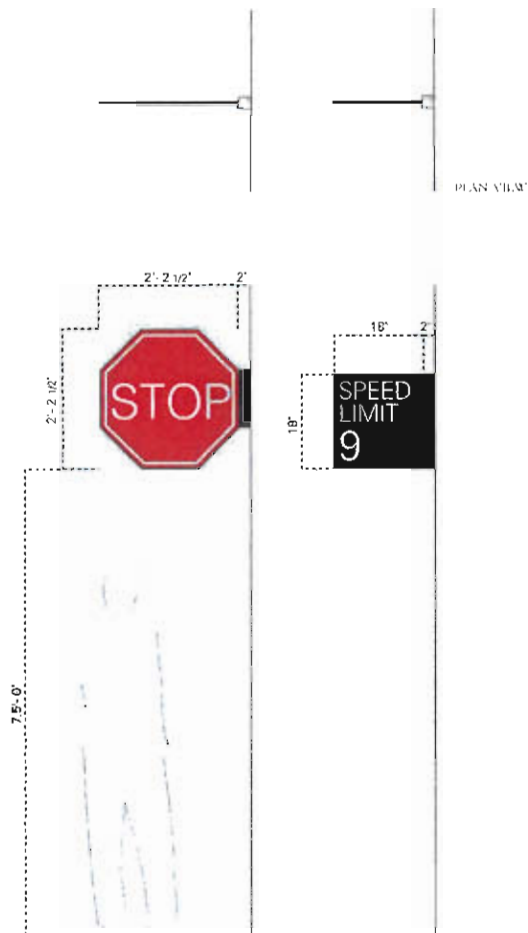
© 2002 CityPlace, Inc.



ARCHITECT

Rohmann Leavitt Inc.
Signage Master Plan, June 2002
5.20

SIGN F.V.1
PARKING FACILITY REGULATORY
Eventually will replace all Parking Facility signs

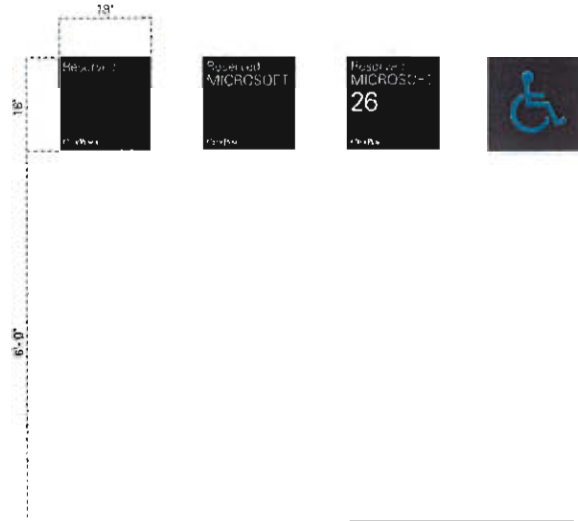


Blade sign consists of aluminum L shaped bracket, painted black; bracket anchors to garage wall with appropriate fasteners and adhesive fillers as needed for conditions; sign message panels to be standard DOT required; DOT sign panel backs to be painted black.

RESERVED SIGN

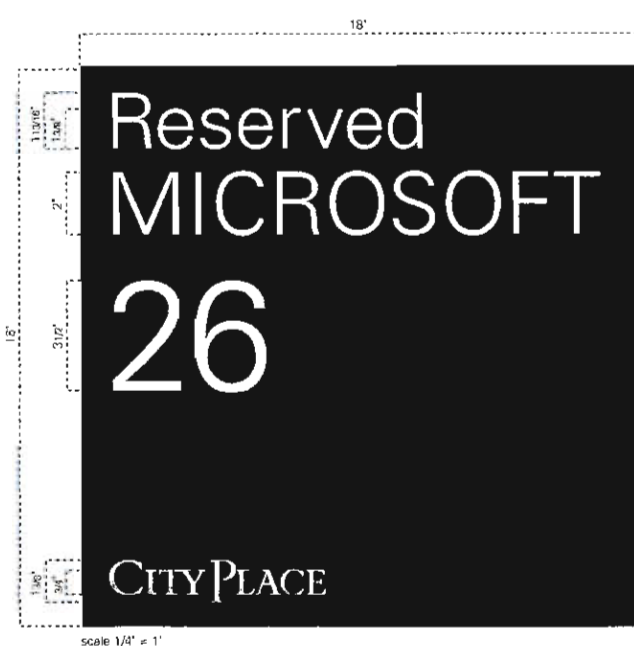
Plaque signs to be 1/4" x 18" x 18" Sintra (black) panels painted black; lettering to be computer cut adhesive backed vinyl, color white or ADA blue as required for message; plaque signs mount to garage walls.

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



scale 1/2" = 1'

TRUCK VIEW

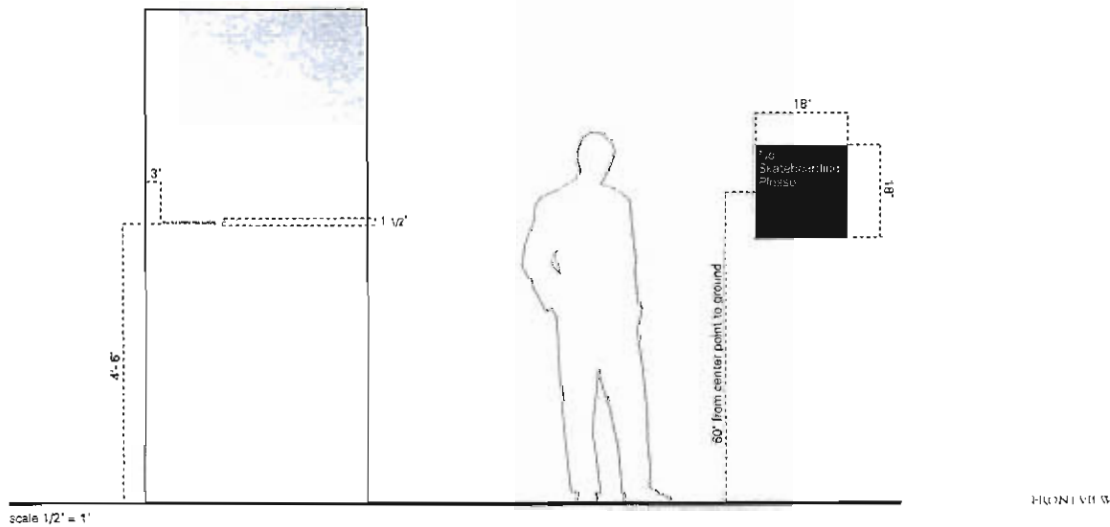


scale 1/4" = 1'

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



Sign consisting of 4'-2 1/4" length x 5 5/8" ht. message panels, 2 sided; messages to be computer cut adhesive backed reflective vinyl (except for logo, logo to be nonreflective vinyl); post consists of 2 1/2" x 2 1/2" square aluminum tube to be painted 2 colors, black and metallic silver; sign to be direct buried in concrete footing as required by conditions; sign fabricator to be responsible for engineering all structural support, footing and fasteners as needed to meet windload requirements.

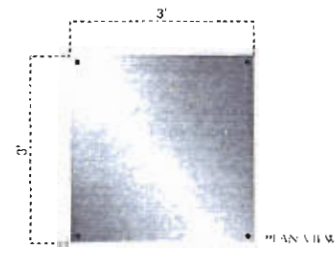
DESCRIPTION





Sign consists of 3'-0" x 3'-0" x 3'-0" cube, fabricated with 1/8" thk. aluminum; cube mounts onto a 2" visible int. concrete base/footing; sign fabricator to be responsible for all internal structural support; substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view; all fasteners to be invisible to viewer; Sign front and back graphics to be silkscreened, color black; cube insert graphics to be large format digitally out-put posters that slide between a Sintra backing substrate material and 1/4" thick tempered clear glass front

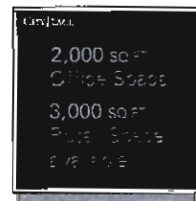
DESCRIPTION



PLAN VIEW

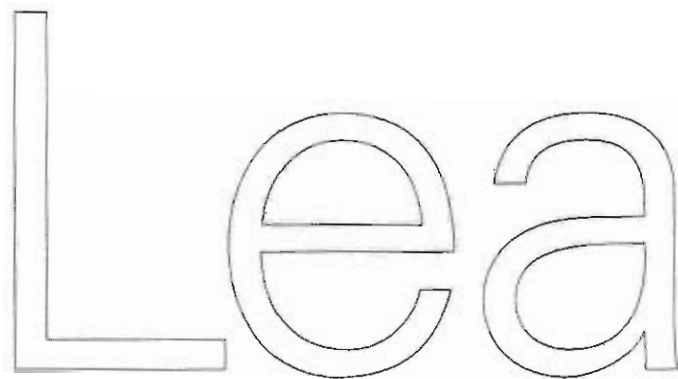


FRONT AND BACK VIEW

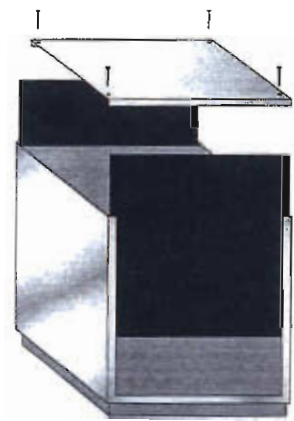
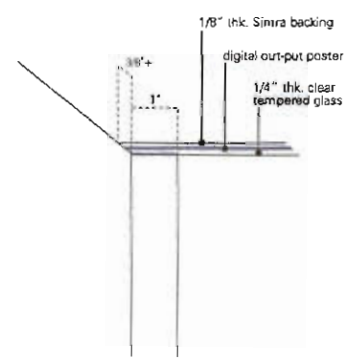


SIDE VIEW (RIGHT)

scale 1/2" = 1'

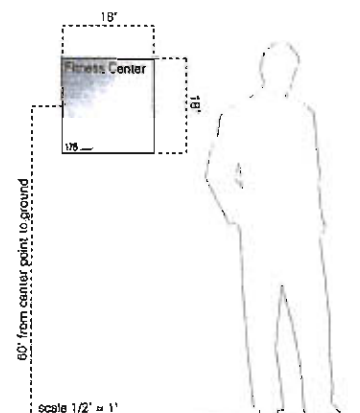
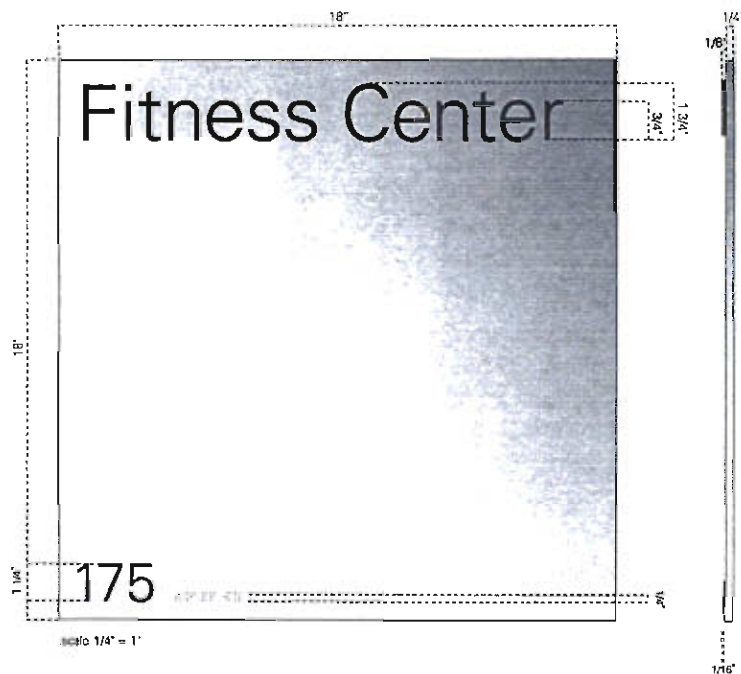


ACTUAL SIZE OF LOGO

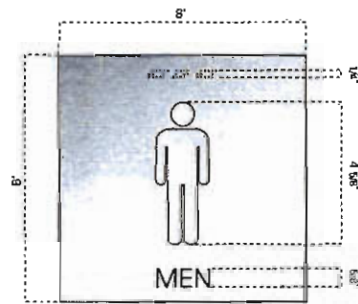
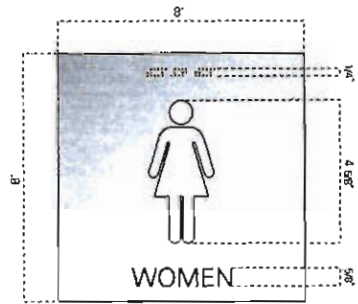


AXON VIEW

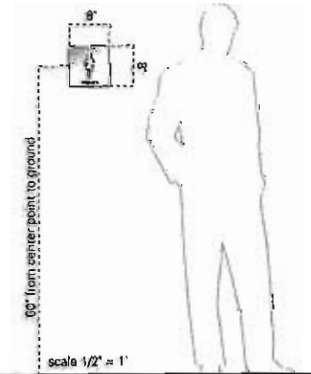
DESCRIPTION



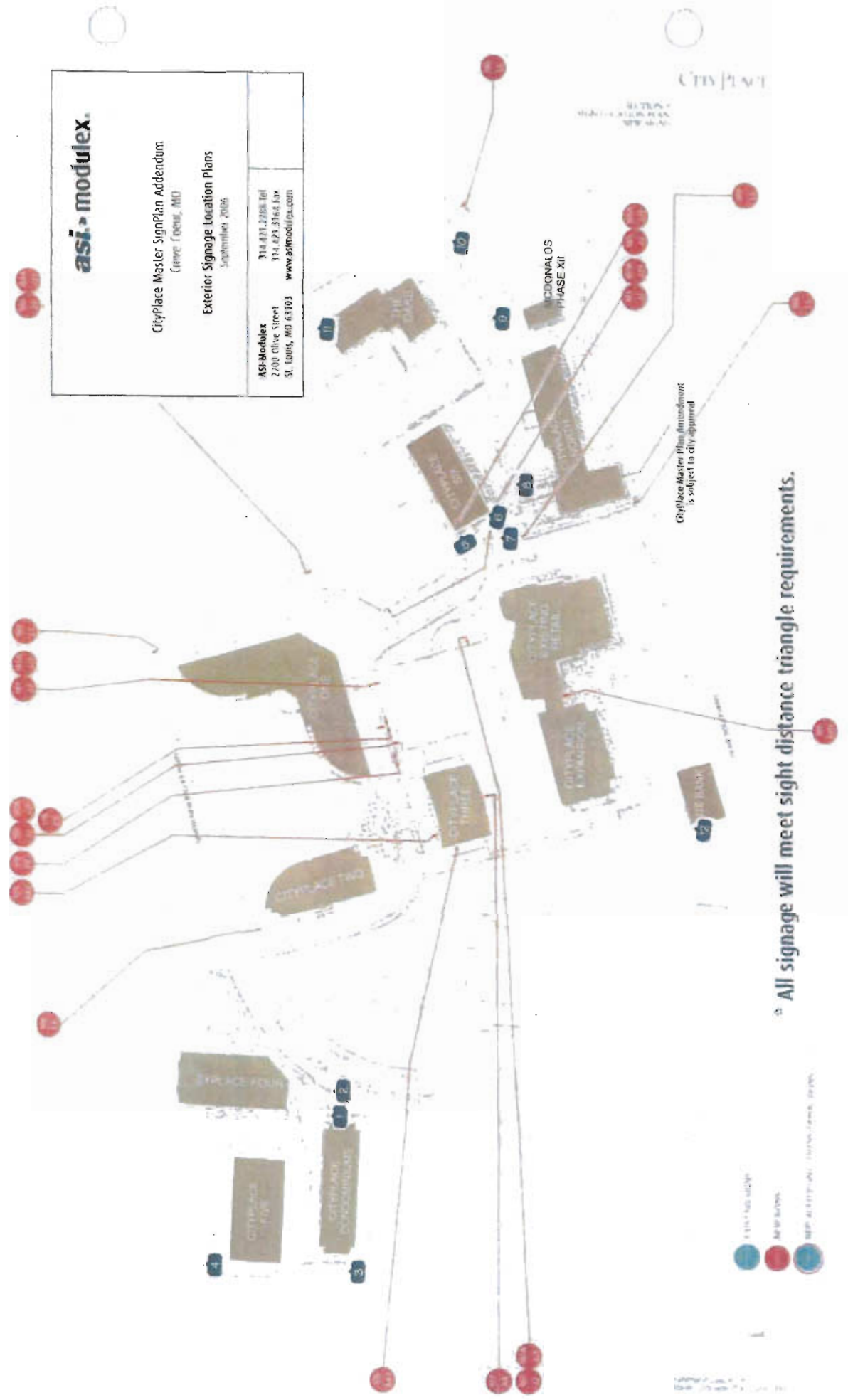
FRONT VIEW



scale 1/4" = 1'



CROSS SECTION



asi module

CityPlace Master SignPlan Addendum
Creeve Corridor, MO
September 2005

ASI-Module
2700 Olive Street
St. Louis, MO 63103

314.471.2268 Tel
314.471.3164 Fax
www.asimodules.com



Complete Sign & Lighting

PIROSSIGNS
INCORPORATED

1001 NW 10
SUITE 100, APT. 100
PH: 535-454-0200
FAX: 535-454-9999
WWW.PIROSSIGNS.COM
SIGNAGE, LIGHTING & VIDEO

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

CONTACT
PI
DRAWN BY S WYNN
DATE 19 OCT 01

JULIE PANAGIOTIS
PREPARED BY / BRAND

SAVED AS SMURFIT
SCALE NOTED
PAGES 2 OF 2
REVISION 23 OCT 01

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



42'-5.5"

SMURFIT-STONE

Channel Letter Wall Sign

SCALE: 1/4"=1'

ONE SET STANDARD CONSTRUCTION SELF CONTAINED NEON ILLUMINATED INDIVIDUAL CHANNEL LETTER SIGN FLUSH MOUNTED TO BRICK FASCIA.

OPTION 1:
FACES ARE .187" WHITE ACRYLIC.
COPY COVERED W/ PERFORATED BLACK VINYL TO ILLUMINATE WHITE AT NIGHT.

OPTION 2:
WHITE FACES / NO VINYL DECORATION.

TRIM CAP IS METALLIC SILVER.
RETURNS ARE METALLIC SILVER.

TRANSFORMERS WILL BE MOUNTED INSIDE LETTERS.

SIGN WILL BE UL LISTED.

Complete Sign & Lighting

PIROSSIGNS
INCORPORATED

1000 W. 10th St.
Bismarck, ND 58101
PH: 701-784-4200
FAX: 701-784-4200
WWW.PIROSSIGNS.COM
CRAFTED IN THE USA

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

CONTACT: JILL PANGLOS
PM: RIMMER / BRAND
DRAWN BY: S WYNN
DATE: 10/01/09

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

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☐ REVISE & RESUBMIT

Proposed Smurfit Stone Signage - Sign Type 5



Proposed CityPlace 6 Signage - Sign Type 6

- Sign Type 5**
Building ID Letters
- Fabricated face-lit Letters
 - internally illuminated
 - signage area not to exceed 600 sq.ft.

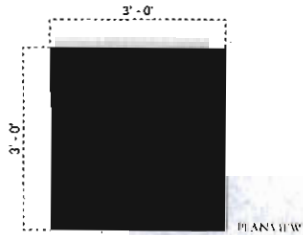
- Sign Type 6**
Building ID Letters
- Fabricated Letters
 - non-illuminated
 - signage area not to exceed 300 sq.ft.

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

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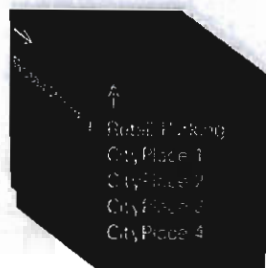
SIGN TYPE EE
NEW SITE DIRECTIONAL
Eventually will replace all Sign Type E directional

DESCRIPTION
Sign consisting of 3' - 0" x 3' - 0" x 3' - 0" cube fabricated from 1/8" thk. aluminum; cube to be painted, color black; messages (arrows and letters) to be computer cut adhesive backed reflective vinyl, color white; logo to be non-reflective vinyl; cube to be mounted to concrete base; sign fabricator to be responsible for engineering of all internal structural support, substrate and footing as needed to meet windload and weight requirements; internal support must be concealed from view, all fasteners to be invisible to viewer



City

ACTUAL SIZE OF TYPE



AXON VIEW

Sign Type 3 Primary Site Directional

- no illumination
- match existing signage materials & Construction
- signage not to exceed 10 sq.ft. per side
- monolithic



Client: The Koman Group
 Project: CityPlace 6
 Date: 9/25/06
 Revised:
 Scale:
 Drawn by: mjc

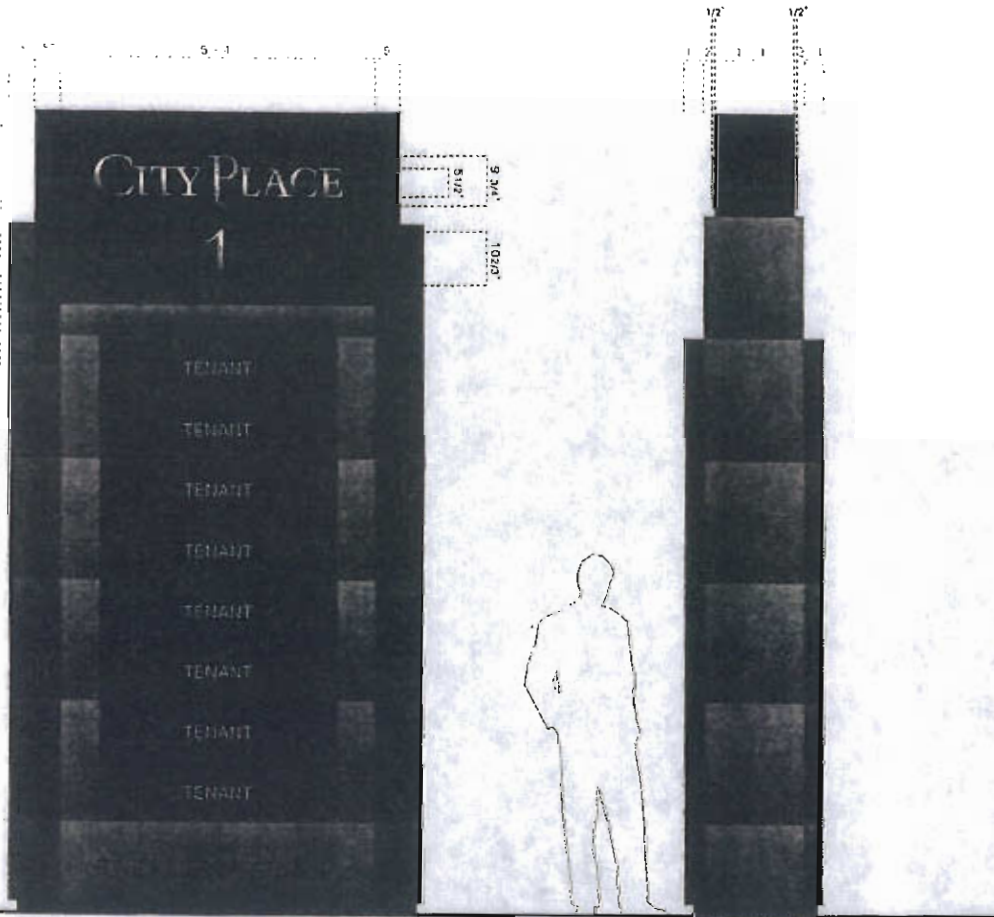
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SIGN TYPE F #166 and #74
TRANSITIONAL BUILDING MONUMENT
Eventually to be replaced by Sign Type FF2
(see following page of this document)



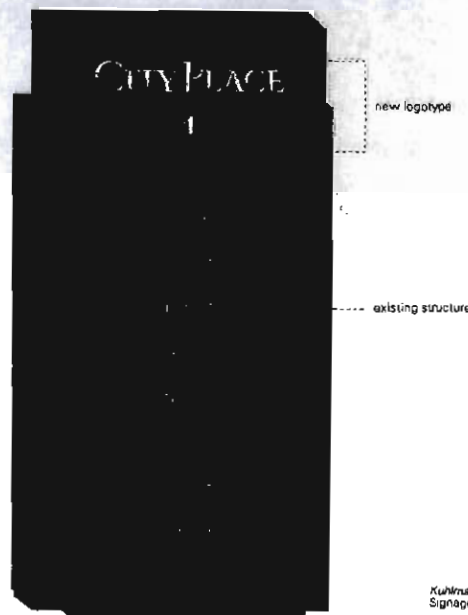
Existing building monument signs, remove CityPlace one, two and four existing lettering; replace with new logotype and numerals 1, 2 and 4; logotype to be 1/2" thick x 9 3/4" ht, numerals to be 1/2" thick x 10 2/3" ht, stainless steel, #4 brushed finish, stud mount logotype and numeral flush to monument 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 314-472-2333 x1
2700 Willow Street 314-472-3364 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

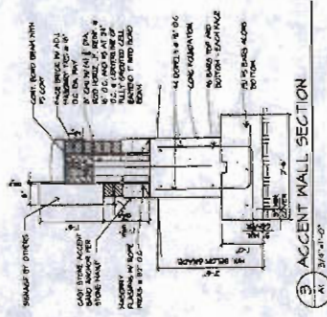
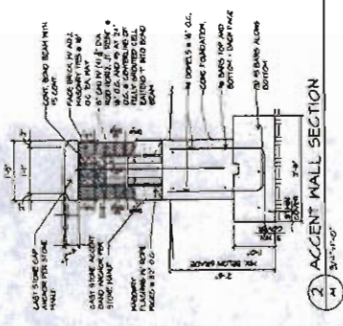
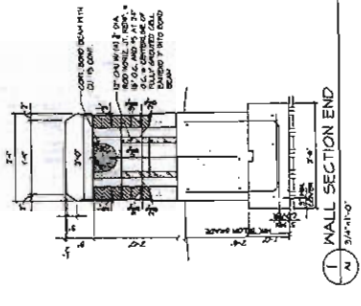
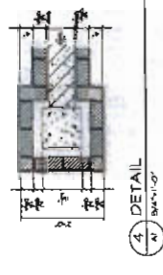
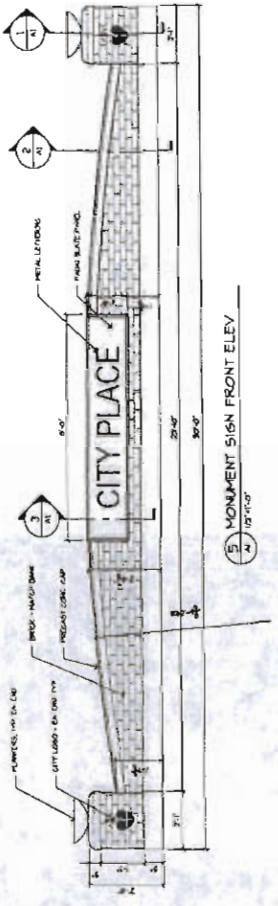
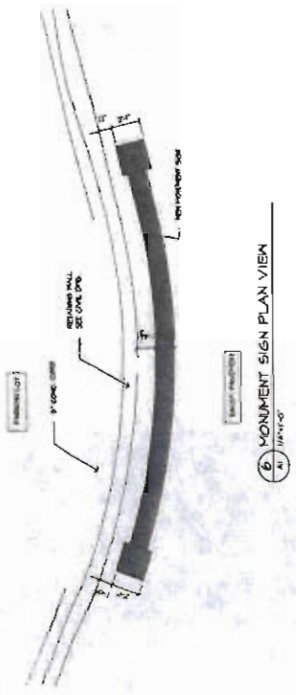
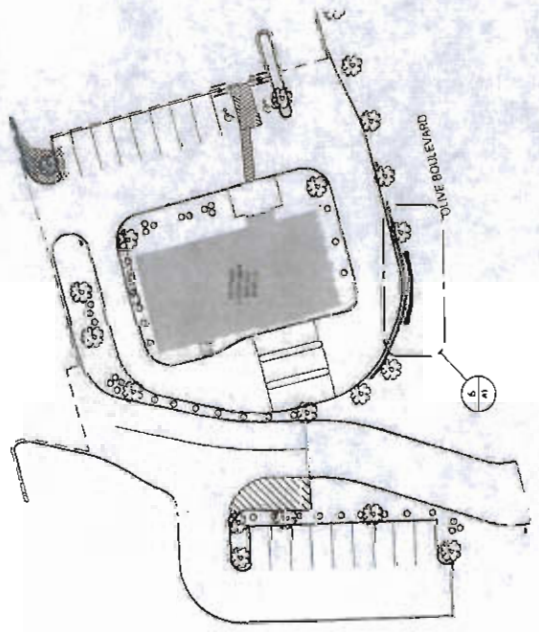
Reviewed:

Tracie

Designed by: mjc

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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 SPECIALISTS
 638-464-0200 FAX 404-9990

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

FORM: 10/01/04
 DATE: 10/01/04

JOE PHILLIPS
 S. WYNN

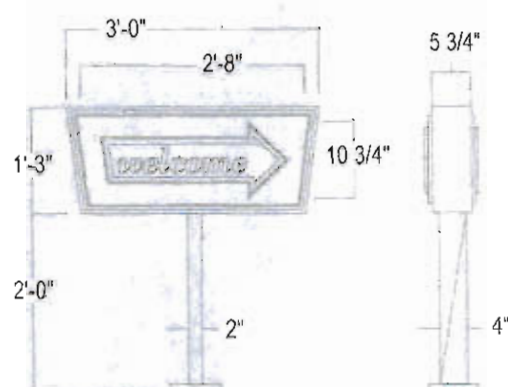
DATE: 11-01-04
 DATE: 11-01-04

MCDONALD'S
 11-01-04

THIS DOCUMENT IS UNAPPROVED
 FOR ANY OTHER PROJECTS WITHOUT WRITTEN
 PERMISSION OR PURCHASING

CUSTOMER APPROVAL:
 LANDLORD APPROVAL:
 DATE:





SPECIFICATIONS:

LAMPING: (2) F30T12/CW/HO
 BALLAST: (1) Magnetek 256-243-600
 LOAD: .83 Amps
 CIRCUIT: (1) 20 Amp
 SQ. FT.: ACTUAL (3.52)
 BOXED (3.75)

• Custom copy also available



90-5 DIRECTIONAL SIGN

ImagePoint

CityPlace Master Plan Addendum

Exterior Signage Message Schedule

asi - modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

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

PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			1	1	CityPlace Condominiums		Primary Site ID Monument integrated into Fountain Materials to match building's brick exterior(granite will not be used)
			2	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			3	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			4	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

asi > modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

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

PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			5	5	SMURFIT STONE		Primary Building ID Illuminated Manufactured Channel Letters 4' 3 1/2" Letters mounted to west side of building between 9th & 10th floor
			6	6	CityPlace 6		Secondary Building ID Cut metal Letters, non-illuminated
			7	2	CityPlace 6		Secondary Site ID Internally Illuminated Materials to match building's brick exterior(granite will not be used)
			8	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

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Saint Louis, MO 63103

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PRINTED Nov 2, 2006

PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			9	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			10	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel
			11	3	Messages to be determined and will match existing standards		Primary Site Directionals Double-Faced Double Post & Panel

CityPlace 6 Addendum

Exterior Signage Message Schedule

asi > modulex

ASI-Modulex
2200 Olive Street
Saint Louis, MO 63103

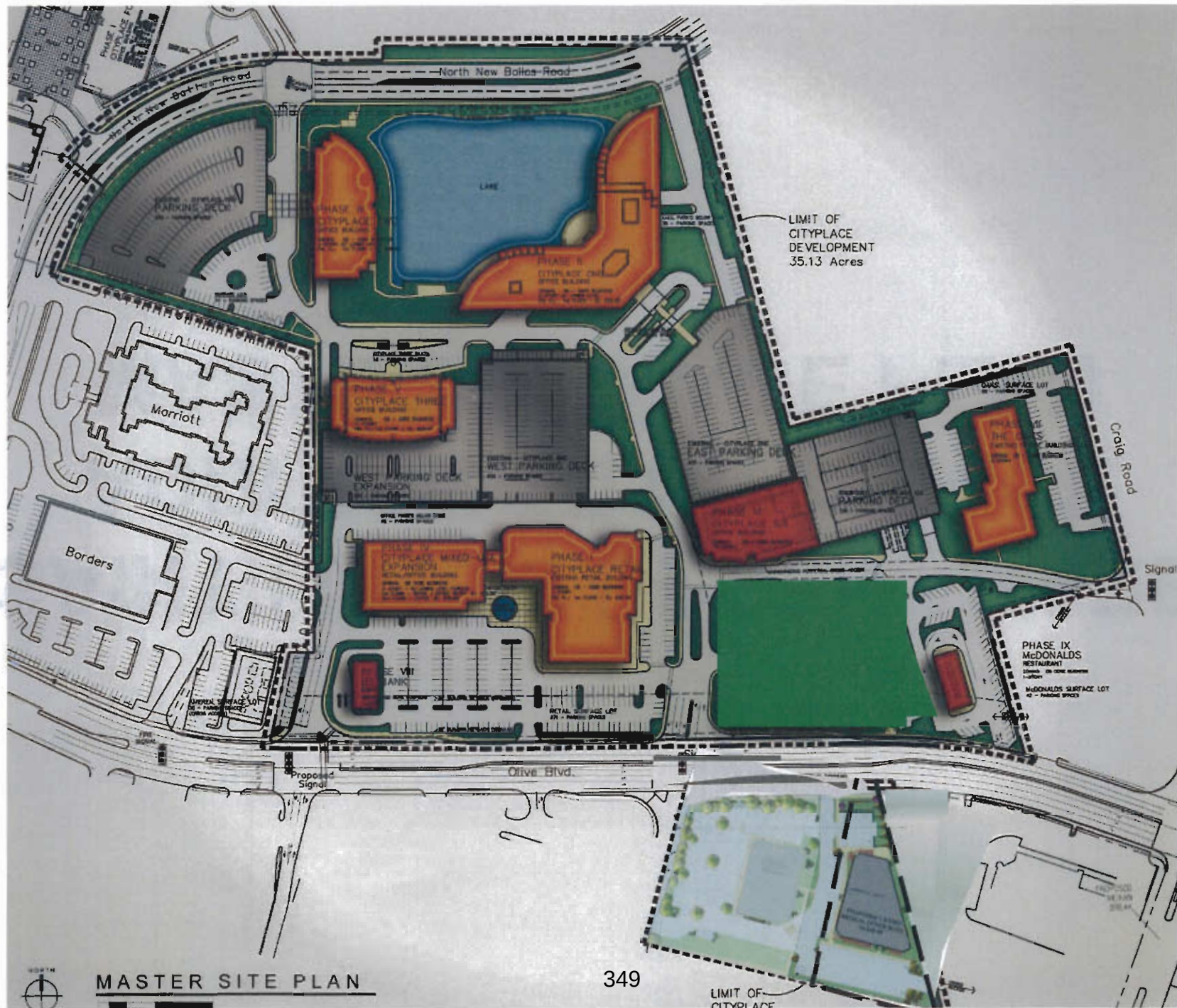
314-421-2288 Tel
314-421-3164 Fax
www.asimodulex.com

PRINTED Nov 2, 2006

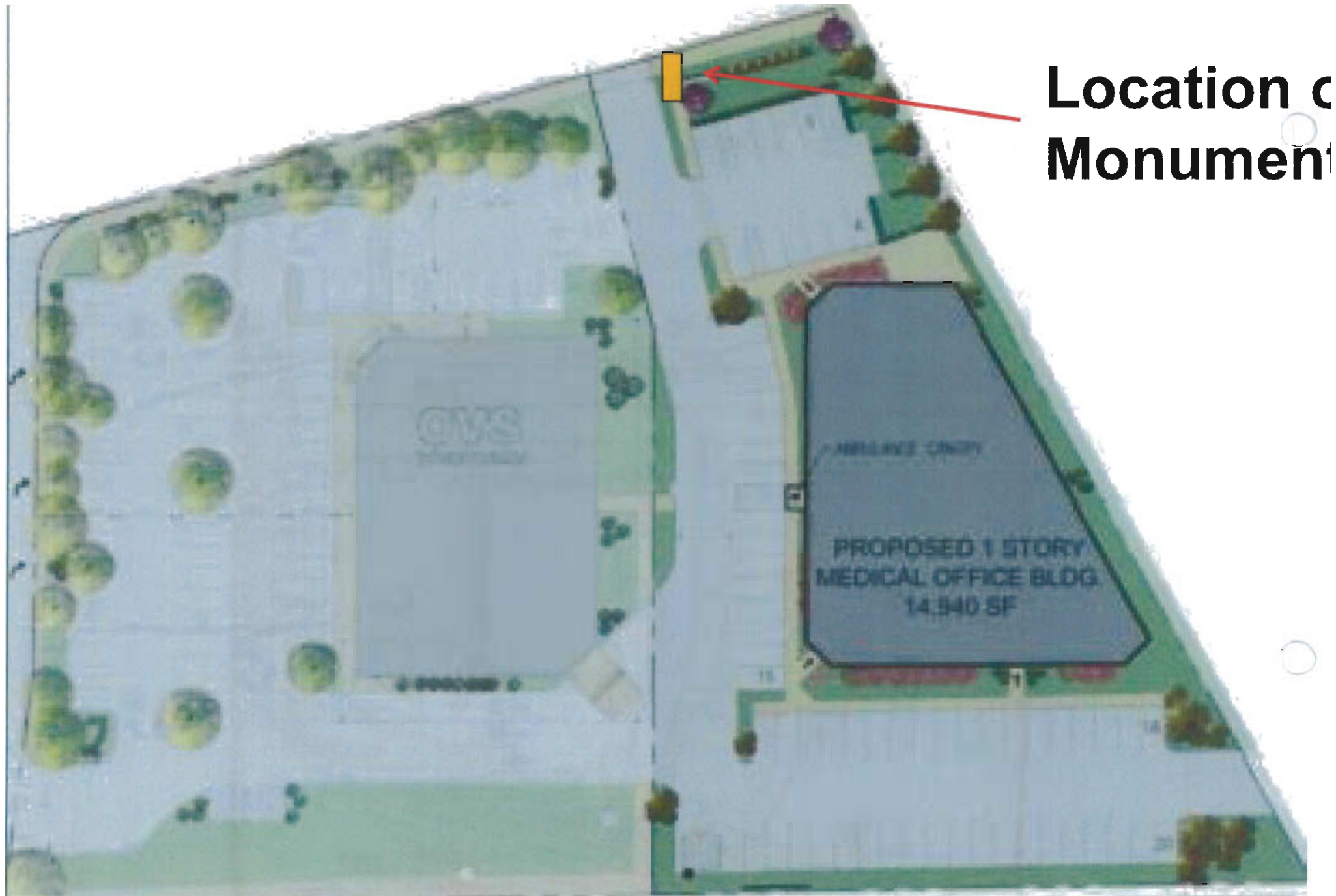
PHASE	FLOOR	ARCH ROOM#	SIGN#	SIGN TYPE	TEXT MESSAGE	G.B.	NOTES
			12	2	US Bank		Secondary Site Directional & Campus ID Internally Illuminated Materials to match building's brick exterior(granite wil not be used)
			13		Building signage for US Bank, CityPlace North, and CityPlace 7 will follow Section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

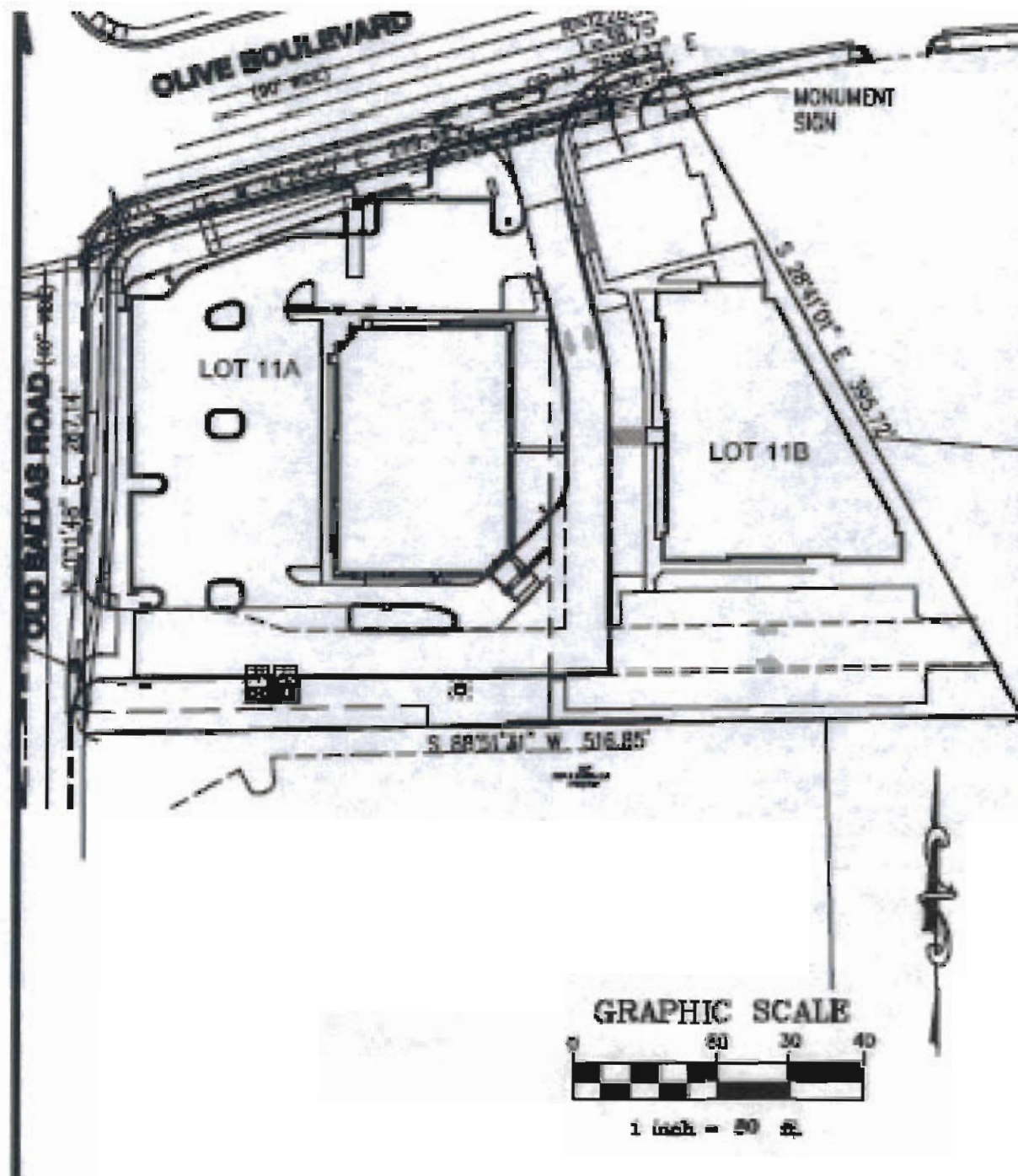
SAINT LUKE'S URGENT CARE ADDITION TO CITYPLACE MASTER SIGNAGE PLAN

CITYPLACE MASTER SITE PLAN



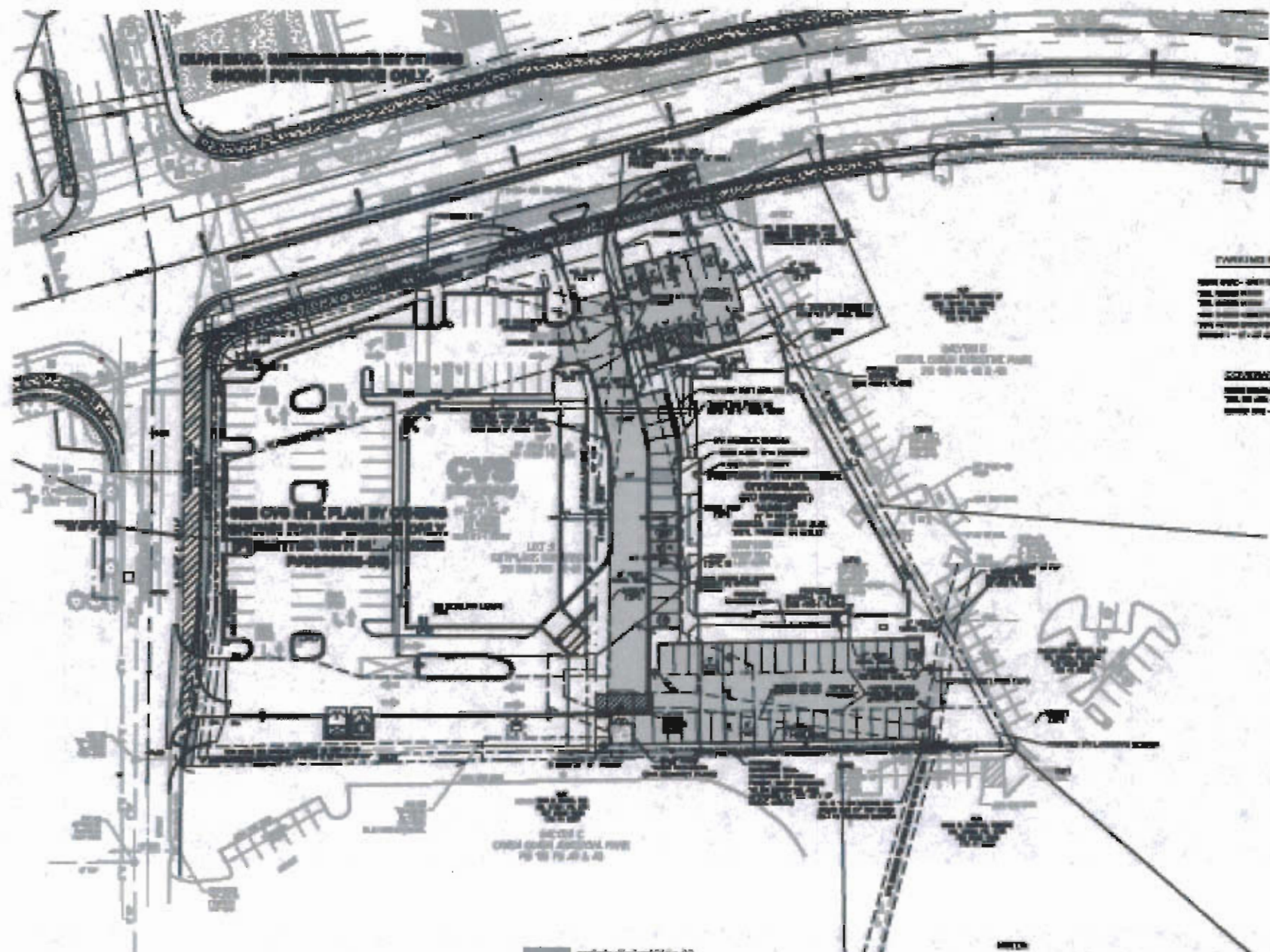
CITYPLACE MASTER SITE PLAN





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

SIGN LOCATION



PARKING REQUIRED

TYPE 1 - 10' x 20' SPACES	10 FT
TYPE 2 - 10' x 20' SPACES	10 FT
TYPE 3 - 10' x 20' SPACES	10 FT
TYPE 4 - 10' x 20' SPACES	10 FT
TYPE 5 - 10' x 20' SPACES	10 FT

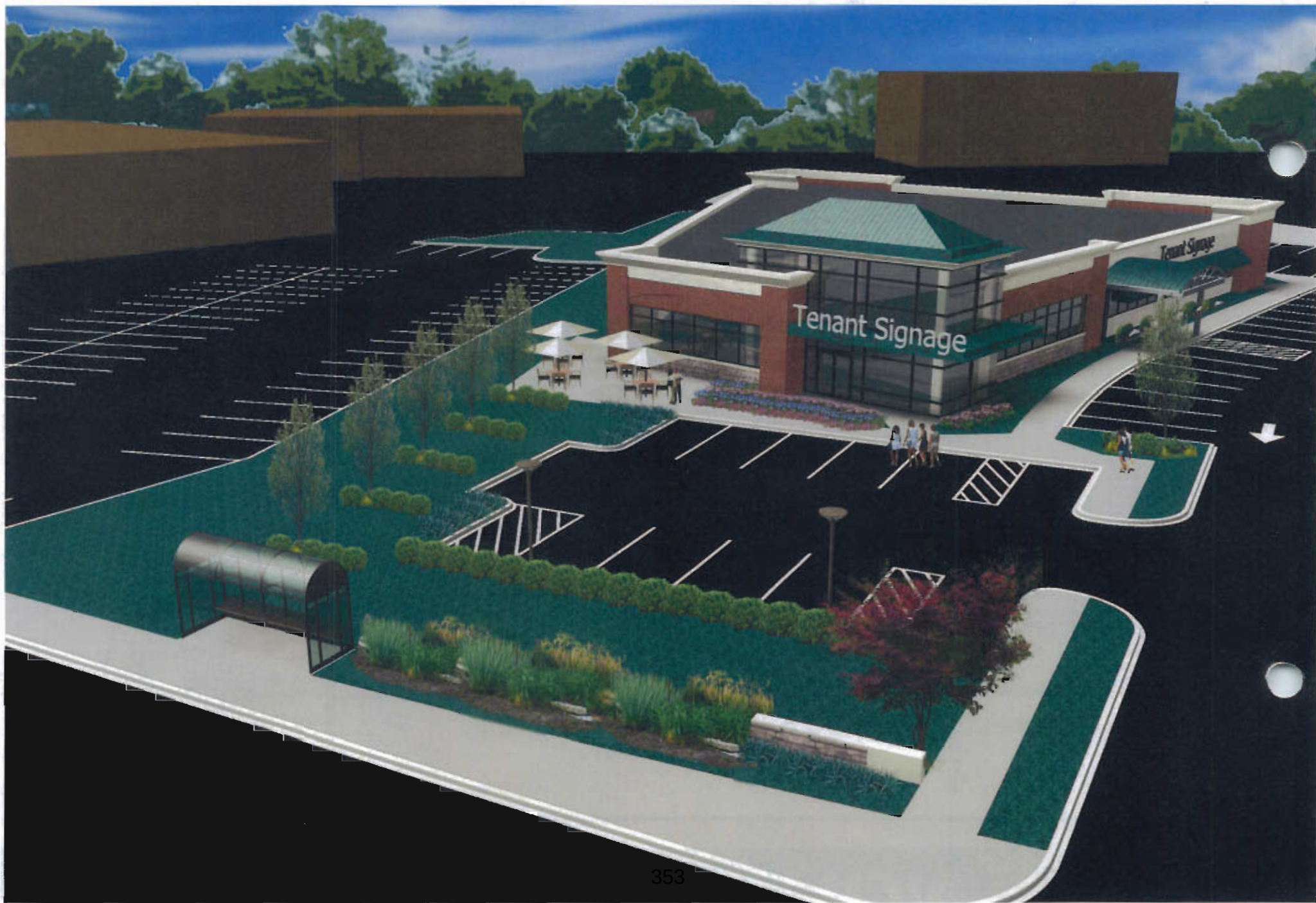
COVERAGE AREA

TYPE 1 - 10' x 20' SPACES	10 FT
TYPE 2 - 10' x 20' SPACES	10 FT
TYPE 3 - 10' x 20' SPACES	10 FT

TOD SIDEWALK
 PROPOSED ASPHALT PAVEMENT

NOTES
 1. ALL SIGN PROPOSALS TO BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW.
 2. A 48" SIGN POST SHALL BE REQUIRED AROUND ANY SIGNPOST AREA OR ANY SIGNPOST AREA CANNOT BE THE CITY ENGINEER.

P & Z RENDERING

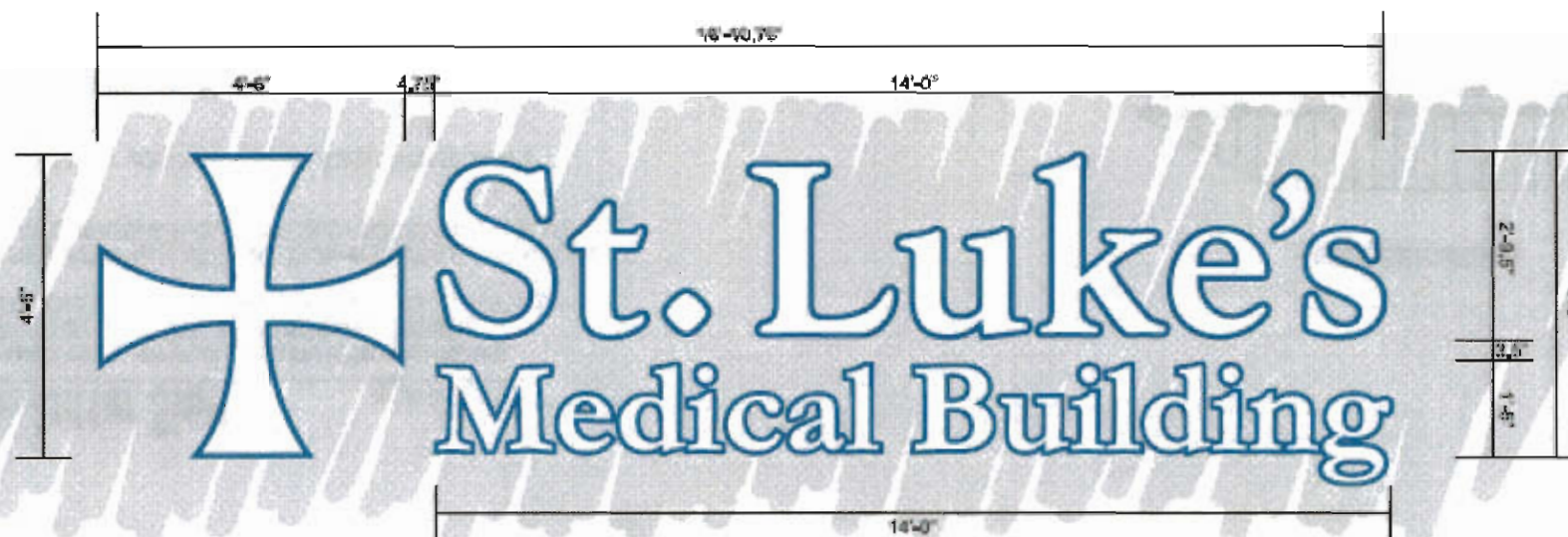


P & Z RENDERING





WEST ELEVATION



Channel Letter Sign

SCALE: 1/2"=1'

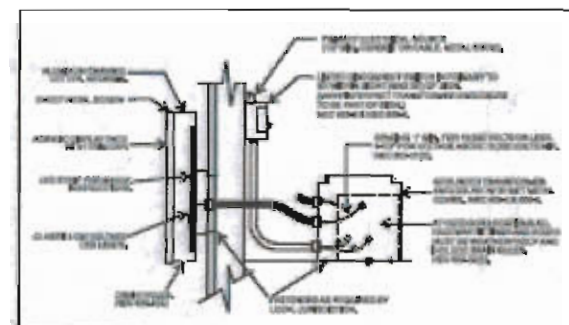
ONE SET STANDARD ALUM. CONSTRUCTION INDIVIDUALLY FORMED LED ILLUMINATED FLUSH MOUNT CHANNEL LETTERS.

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

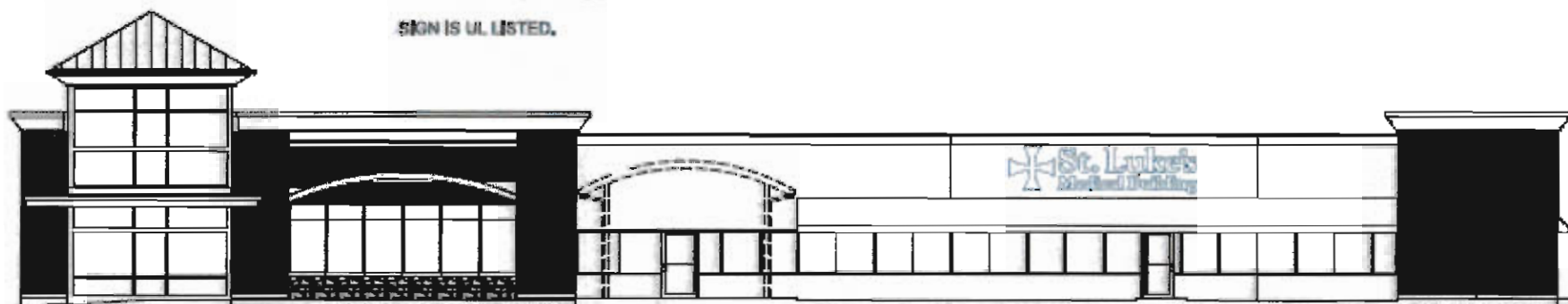
ILLUMINATION BY LOW VOLTAGE WHITE LED'S WITH REMOTE TRANSFORMERS.

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

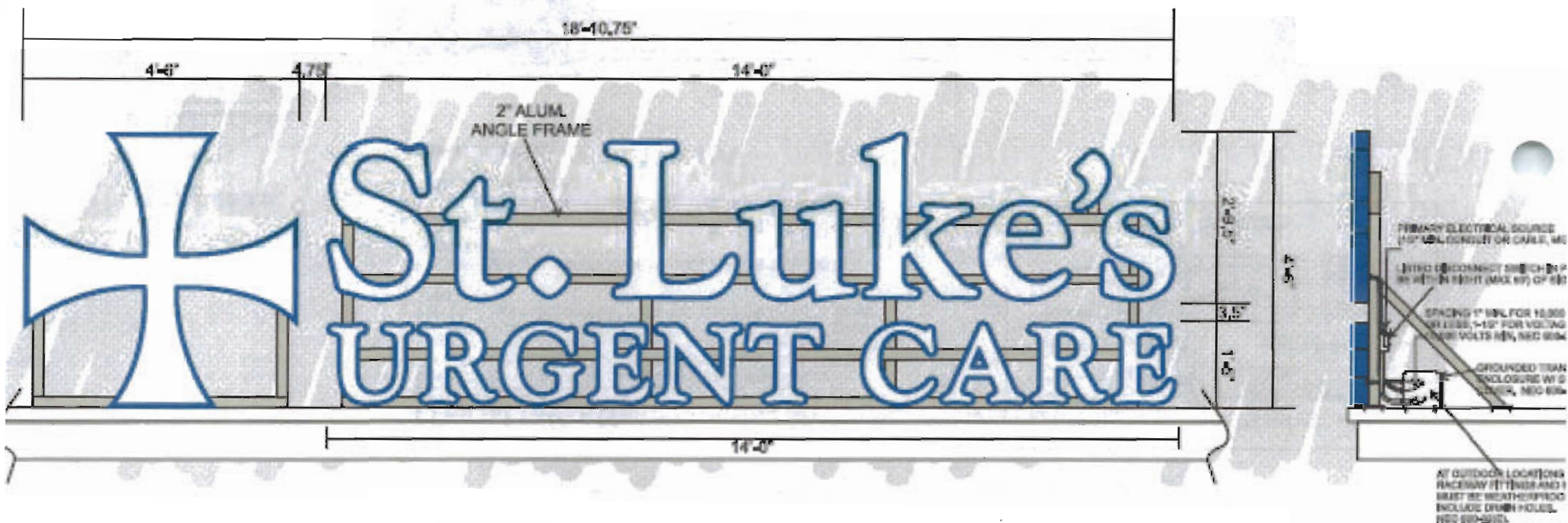
SIGN IS UL LISTED.



WEST ELEVATION



NORTH ELEVATION



Channel Letter Sign

SCALE: 1/2"=1'

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

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

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

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

SIGN IS UL LISTED.

NORTH ELEVATION









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



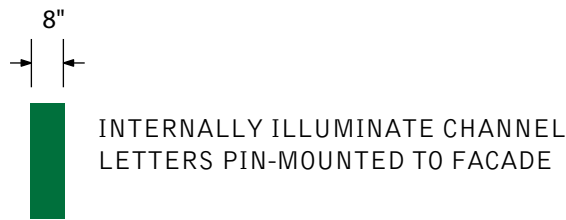
A WEST & SOUTH ELEVATIONS
NOT TO SCALE



B WEST & SOUTH ELEVATION DETAIL: THE FRESH MARKET SIGNS @ 80 SQUARE FEET
1/4" = 1'-0"



D WEST & SOUTH ELEVATION DETAIL: CITY PLACE CAMPUS IDENTIFICATION
1/4" = 1'-0"

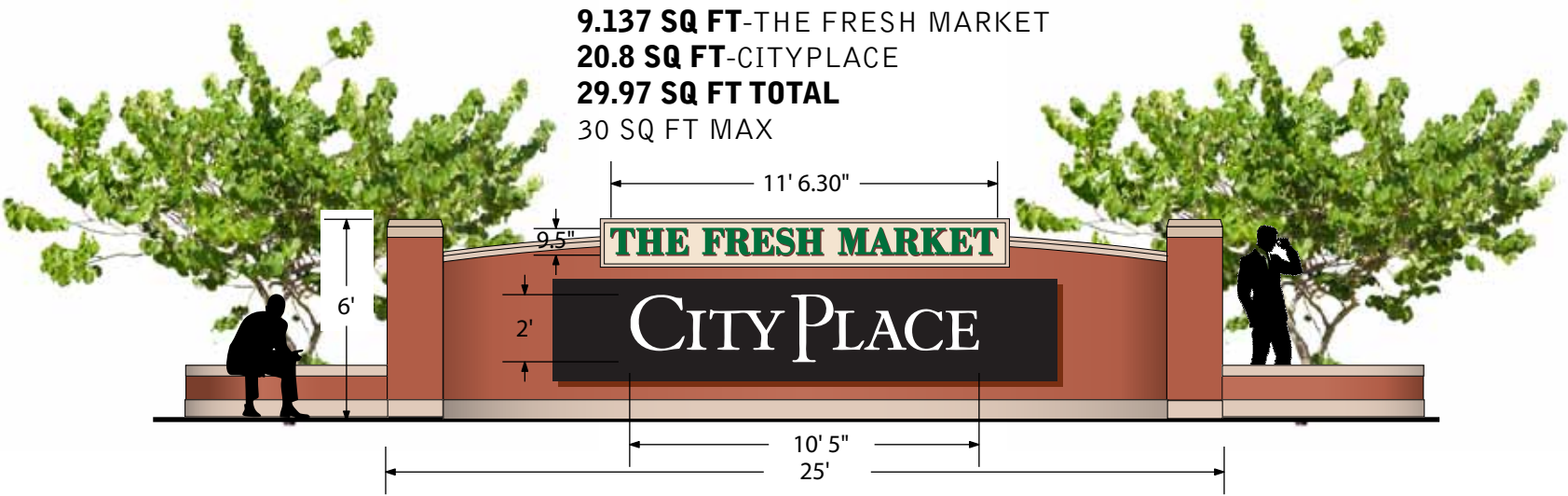


C SIDE VIEW: THE FRESH MARKET
1/4" = 1'-0"



E SIDE VIEW: THE FRESH MARKET: CITY PLACE
1/4" = 1'-0"

Fresh Market Lot #7 Monument Signage



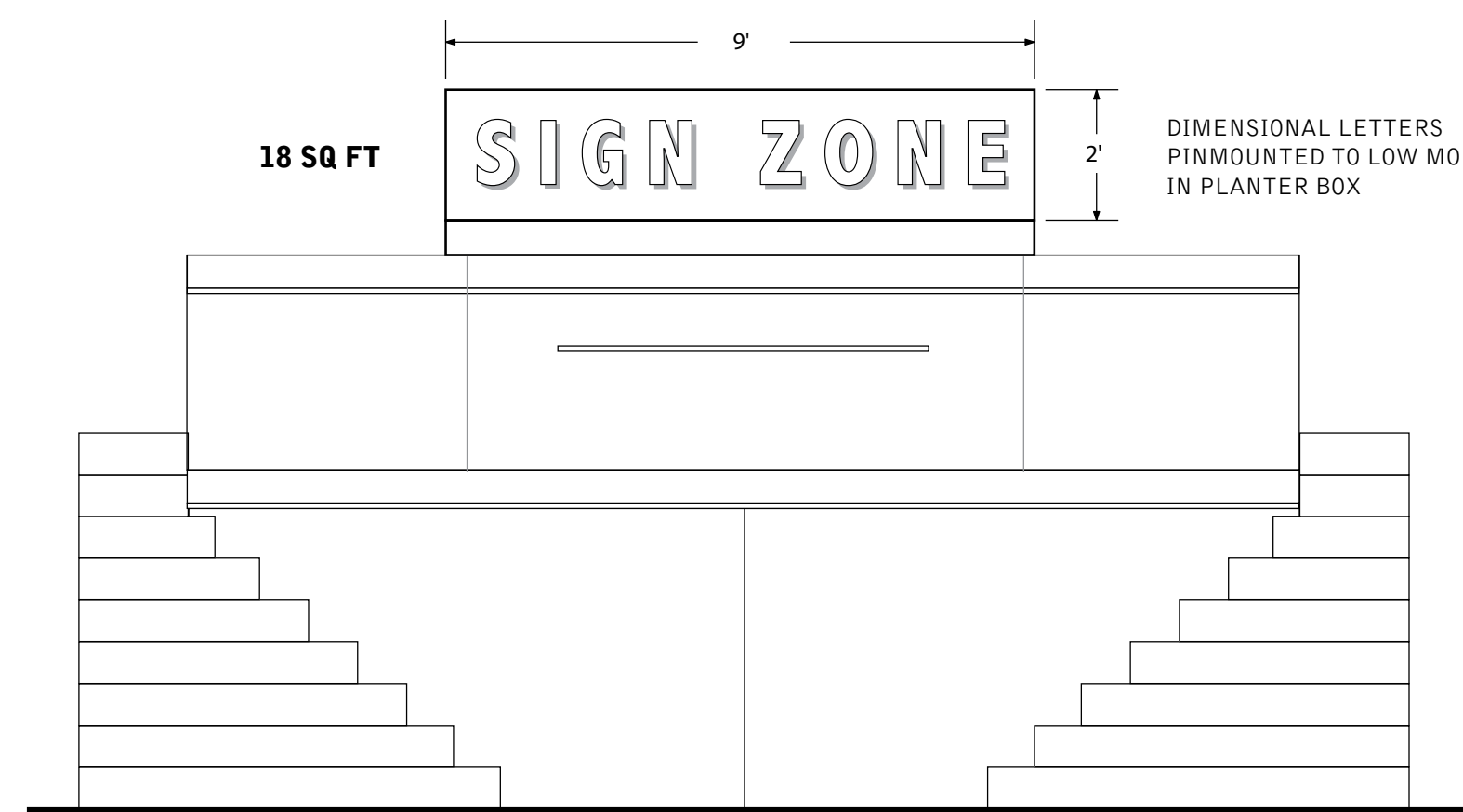
A ELEVATION: MONUMENT SIGN
SCALE: 3/16=1'-0"



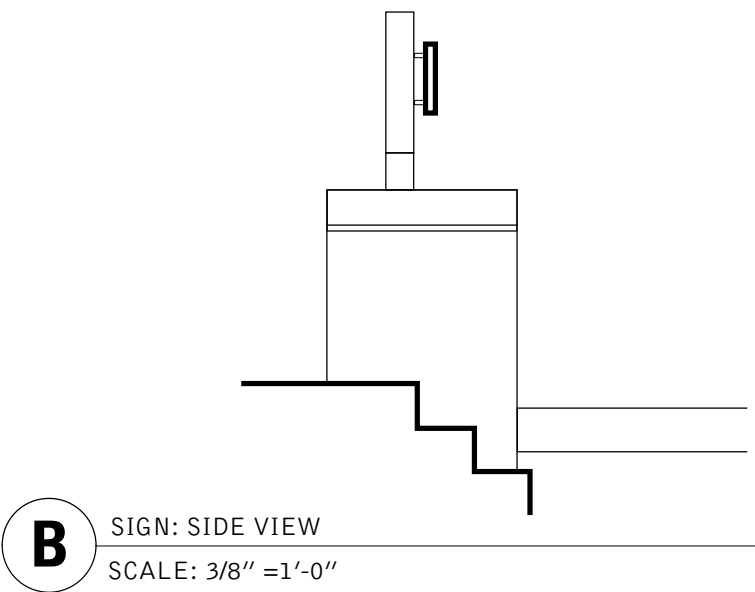
B IMAGE: EXISTING CAMPUS MONUMENT SIGN
SCALE: NOT TO SCALE



City Place 2 Fountain Signage



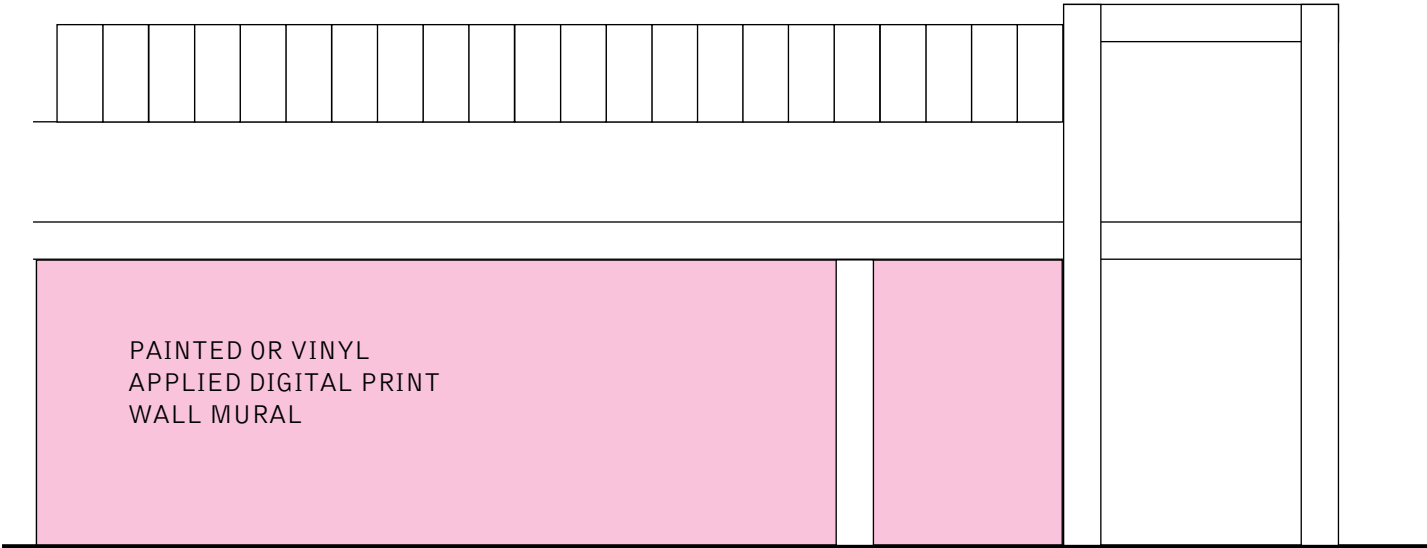
A ELEVATION: FOUNTAIN SIGNAGE
SCALE: 3/8" = 1'-0"



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





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 #14-021 FOR A CONDITIONAL USE PERMIT FOR A KIMCHEESE RESTAURANT AT 10441 OLIVE BOULEVARD

FOR THE MEETING OF: July 21, 2014

LOCATION: 10441 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center. The subject property is zoned CB, Core Business District.

REQUEST: Tong (Sean) Moon, of Kimcheese, LLC, has submitted a request for a conditional use permit for a 65-seat, 2,925 square foot restaurant to be located 10441 Olive Boulevard, in the former Oberweis space. All Limited-Service Restaurants (NAICS 722513) are permitted as a conditional use with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

ADDITIONAL INFORMATION: Creve Coeur Pavilion was originally developed in 2000, and consists of a mix of retail/office and restaurants uses and an AMC Theater. The Applicant is not pursuing any changes to the exterior of the building or site, except to add a door on the south elevation within the existing window space to meet with Building Code requirements. The Oberweis conditional use permit issued in 2003 (Ordinance No. 2232) limited seating to a maximum of 36 seats. Because the Applicant is increasing the seating to 65 seats, Staff recommends a repeal and replacement of the prior ordinance with a new ordinance. Staff is also seeking repeal an abandoned CUP (Ordinance NO. 2158) for an ice cream parlor within the Pavilion Shopping Center, issued in 1999.

Key Issues:

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

Comprehensive Plan References

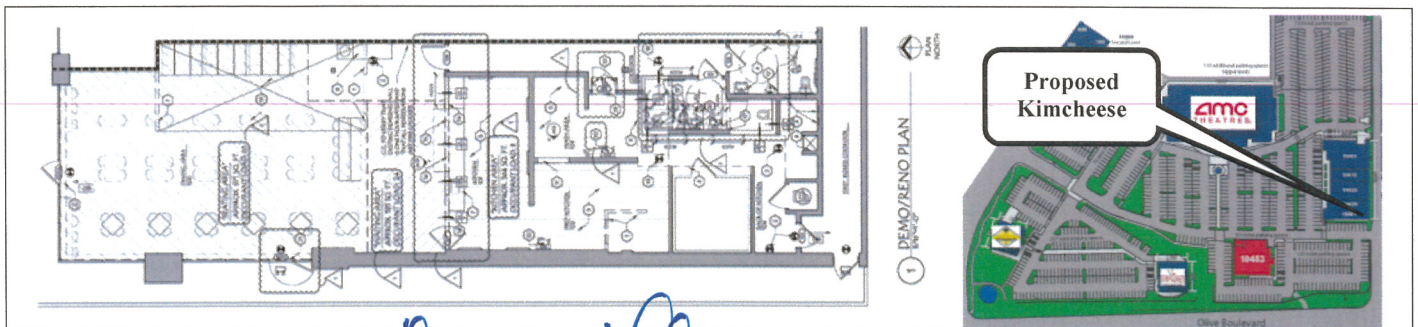
- Commerce Center Action Area

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.370: "CB" Core Business District
- Section 405.470 Conditional Uses
- Section 405.820 Required Off-Street Parking Spaces Section 405.820 Required Off-Street Parking Spaces

APPLICANT: Tong (Sean) Moon
Kimcheese LLC
337 Wynstay Ave.
Valley Park, MO 63088

PROPERTY OWNER: Creve Coeur Pavilion Shopping Center
Altus Properties, LLC
1010 Des Peres Road, Suite 320
St. Louis, MO 63131



REPORT PREPARED BY:

Whitney Kelly
Whitney Kelly, AICP

7/17/2014
Date

ATTACHMENTS: Applicant's Materials submitted on May 28, 2014
Draft Ordinance
Public Comments
Ordinance No. 2232
Ordinance No. 2158

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Retail/Office:	GC-General Commercial	Old Olive Street Road
South	Monsanto	RO-Research and Office Park District	Olive Boulevard
East	Office	CB-Core Business District	Pavilion Drive
West	Retail	GC-General Commercial	Old Olive Street Road

COMPREHENSIVE PLAN REVIEW

The subject property is located within the Commerce Center Action Area that calls for retail shops, restaurants, and personal service businesses, particularly those providing services to the business and workers in the area, especially in a small scale, pedestrian friendly environment that is intended to serve the growing life science and biotechnology industry in the area. The Applicant is a small-scale restaurant, filling a vacant space within a retail center that was designed for a mix of uses including retail, offices, restaurant, and movie theater. Thus, the intended use would appear to meet with the goals and objectives of the Comprehensive Plan, to the extent that they apply to the existing development.

ZONING REVIEW

All Limited-Service Restaurants (NAICS 722513) are permitted with conditions in all commercial zoning districts within the city, and the applicant is leasing a pre-existing tenant space.

Use Intensity:

Section 405.470.14.b. limits food services and drinking places to no more than 40% of the building square footage collectively in the "CB", "PO", "PC" and "LI" Districts for properties that are less than two acres. The entire Pavilion site is 13.02 acres, thus the limit on restaurant square footage within the building does not apply.

Parking

Parking regulations for restaurants are discussed under Section 405.820(F)(5) Required Off-Street Parking Spaces. Below is the table of uses and the required number of parking spaces:

Tenant	Use	Size (sq. ft.)	Parking Regulations	# of spaces
St. Louis Bread Co.*	Restaurant	4,563 (+ 156 maximum occupancy)	1/3 seats in C.U.P., + 1/250 sq. ft.	64
Big Frog T-shirts	Retail	1,059	4/1000 sq. ft.	5
Great Clips	Hair Salon	968	4/1000 sq. ft.	4
Sensory Solutions	Office	4,554	4/1000 sq. ft.	19
IFG Advisors	Office	2,375	4/1000 sq. ft.	10
Vacant	Office	2,018	4/1000 sq. ft.	8
AMC Theater	Theater	39,799 (2,130 seats)	1 space per 6 seats	355
Sweet Tomatoes*	Restaurant	7,433	1/3 seats in C.U.P., + 1/250 sq. ft.	143
Ideal Image	Office	2,543	4/1000 sq. ft.	11
Victor Ho Nails & Spa	Nail Salon	1,900	4/1000 sq. ft.	8

Moe's Southwest Grill	Restaurant	4,133 (+90 indoor seats)	1/3 seats in C.U.P., + 1/250 sq. ft.	47
Kim Cheese**	Restaurant	2,925 (+65 indoor seats)	1/3 seats in C.U.P. + 1/250 sq. ft.	34
Stir Crazy Cafe	Restaurant	5,930 (+235 for the restaurant, +32 outdoor seats)	1/3 seats in C.U.P., 1/8 outdoor seats, + 1/250 sq. ft.	108
California Pizza Kitchen*	Restaurant	5,169	1/3 seats in C.U.P., + 1/250 sq. ft.	80
Vacant* (Former Macaroni Grill)	Restaurant	8,000	1/3 seats in C.U.P., + 1/250 sq. ft.	120
Sub-total:				1016
Minus 15% Reduction				152.4
Total # of Parking Spaces Required:				864
Total Available On-site:				1093

Note: * Original CUP issued prior to 2000 did not include seating count. The number provided here is based upon a prior analysis.

** Pending Application

Prior to mid-2000, restaurant parking was based square on footage of the space at 1 per 50 square feet, plus 1 space per 8 outdoor seats. For those restaurants indicated by an * above, seating information is based on the maximum occupancy load of the original CUP when provided. For example, St. Louis Bread Company, Ordinance # 2106 indicated a maximum occupancy of 156, where seating could be indoor or out, provided that the total number of seats did not exceed the maximum occupancy. For those where the City does not have a record of the existing number of seating, a prior analysis from a request in 2005 included a total number of parking spaces for each use. However, Staff cannot verify how this number was created but, based upon observation of the site, it has plenty of parking available and it is reasonable to assume that the numbers represents more than enough parking for each use. Therefore, as indicated in the above table, a total of 864 parking spaces are required, with 1093 spaces available on-site. Thus, a surplus of 229 spaces is available on site.

RECOMMENDATION AND DRAFT ORDINANCE

Based on the above analysis, the requested conditional use permit meets all of the applicable requirements of the Comprehensive Plan and the Zoning Ordinance. Conditions listed below are the usual and customary conditions for restaurants which are included in the draft ordinance and are generally consistent with the prior approved Ordinance:

- The conditional use permit shall be for the operation of 2,925 square-foot restaurant, at 10441 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, zoned "CB" Core Business District.
- Seating is limited to a maximum of 65 indoor seats.
- Hours of operation shall not exceed 10:00 am to 11:00 pm daily. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
- The owner of the property shall address all outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of any final Certificate of Occupancy for the restaurant permitted by this ordinance.
- There shall be no outdoor storage or placement of any materials or equipment.
- Employee parking, delivery and company vehicles shall be parked in the rear parking area behind the building line or as far from the public right-of-way as possible.
- All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.

- The restaurant shall use a tempered makeup air system. Such system shall be regularly cleaned and maintained in order to reduce cooking smells.

ACTION

If the Planning and Zoning Commission finds the attached draft conditional use permit ordinance to be in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it should vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION

The following is an example of an appropriate motion for this application:

“I move to recommend approval of Application #14-021 for a conditional use permit for the Kimcheese restaurant located at 10441 Olive Boulevard, subject to the conditions contained in the draft ordinance attached to the staff report prepared for the meeting of July 21, 2014” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

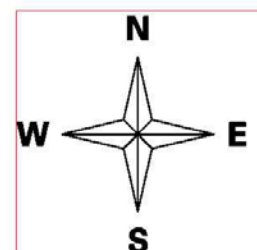
APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO



-  Property Lines
-  Creve Coeur Pavilion Shopping Center



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 07 /17/2014
	Description: View of the tenant space looking east.
	Description: View of the Creve Coeur Pavilion Shopping Center looking west from in front of tenant space.
	Description: View of the building looking east from in front of the AMC Theater.

To City of Creve Coeur.

Kimcheese is family owned and operated next generation fusion restaurant. We infuse healthy and delicious Korean style meat with awesome American favorites. We believe fast casual dining can be done right! Unlike traditional fast food restaurants, our food is not processed nor prepped in any factories. All of our ingredients are prepared and cooked daily within the four walls of our restaurant, our bread is made fresh by local bread company (Fazio's) and never frozen, each meal is cooked to order, and NO GROUND MEAT!! We enhance the experience by emphasizing friendly culture. Within two year of opening, we have gained 3500 likes on Facebook, 4 1/2 star rating on Yelp, won RFT's "Best Fast Food 2013," featured on Fox News twice, and much more. We are deliciously different!

We are planning for second Kimcheese location in 10441 Olive Blvd, Creve Coeur MO 63141. The previous tenant (Oberweise) had third of dining room area filled with refrigeration for dairy products and was able to provide only 35 seats. We will be remodeling the entire space. We will remodel and add more seats to dining room area, remodel kitchen area and add additional bathroom space.

We are requesting the city to increase the current occupant load allowed by current Conditional Use Permit from 35 to 65. Since the previous use of the site was also for food establishment (Oberweise), we believe that the proposed changes to current conditional use will not negatively affect the character of the neighborhood or overall welfare of the community. As requested by the city, we are planning to add additional exit door, additional washroom in woman's bathroom and divider in men's bathroom for the occupant load of 65.

Thank you.



Creve Coeur Pavilion



10560 Old Olive St. Rd.

UNIT	TENANT	SF
10550	St. Louis Bread Company	4,563
10552	Big Frog T-Shirts of St. Louis	1,059
10554	Great Clips	968
600 & 100	Sensory Solutions, LLC	4,554
300	IFG Advisors	2,375
200	AVAILABLE	2,018

10401-10441 Olive Blvd.

UNIT	TENANT	SF
10401	Sweet Tomatoes	7,433
10413	Ideal Image	2,543
10425	Victor Ho Nails & Spa	1,900
10429	Moe's Southwest Grill	4,133
10441	Kim Cheese	2,925

10457 Olive Blvd.

UNIT	TENANT	SF
10457	Stir Crazy Cafe	5,930

10465 Olive Blvd.

UNIT	TENANT	SF
10465	AMC Theatre	39,799

10590 Olive Blvd.

UNIT	TENANT	SF
10590	California Pizza Kitchen	5,169

10453 Olive Blvd.

UNIT	TENANT	SF
10453	Macaroni Grill	8,000



Available Space



CODE DATA

THESE DRAWINGS ARE FOR A TENANT FINISH DESCRIBED AS FOLLOWS:
PROPOSED SCOPE OF WORK TO BE IN COMPLIANCE WITH:

BUILDING:
2009 INTERNATIONAL BUILDING CODE
2009 UNIFORM BUILDING CODE

AND CLASSIFIED AS FOLLOWS:

TOTAL BUILDING SQUARE FOOTAGE = 2,557 NET SQUARE FEET.

BUILDING IS SPRINKLERED.

OCCUPANCY CLASSIFICATIONS

USE GROUP: "A2" ASSEMBLY-2
CONSTRUCTION TYPE: "2B"

REQUIRED FIRE RESISTANCE RATINGS: (TABLE 601 AND 602):

STRUCTURAL FRAME	0 HOURS
BEARING WALLS	0 HOURS
EXTERIOR (90'-0")	0 HOURS
INTERIOR	0 HOURS
NONBEARING WALLS AND PARTITIONS	0 HOURS
EXTERIOR	0 HOURS
INTERIOR	0 HOURS
FLOOR CONSTRUCTION	0 HOURS
ROOF CONSTRUCTION	0 HOURS
DEAD END - 20" MAX. PER SECTION 1018.4	

OCCUPANT LOAD

PER TABLE 1004.1.1	
SEATING AREAS	15 SF PER OCCUPANT
WAITING AREAS	7 SF PER OCCUPANT
KITCHEN AREAS	100 SF PER OCCUPANT

SEE CODE PLAN ON THIS SHEET FOR OCCUPANT LOADS

PLUMBING CODE
PER SECTION 810, APPENDIX A TABLE 8 - MINIMUM NUMBER OF PLUMBING FIXTURES:

TOTAL OCCUPANTS	100 TOTAL
MALE OCCUPANTS	50 MEN
FEMALE OCCUPANTS	50 WOMEN
FIXTURE	
WATER CLOSETS	MALE (1-1/2) 1 REQ'D / 1 PROVIDED FEMALE (2-3/4) 2 REQ'D / 1 PROVIDED
LAVATORIES	(1-1/4) 1 REQ'D / 1 PROVIDED (1-1/4) 1 REQ'D / 1 PROVIDED
URINALS	(1-3/4) 1 REQ'D / 1 PROVIDED N/A
OTHER FIXTURES	0 SERVICE SINK REQ'D 0 DRINKING FOUNTAIN REQ'D
	1 SERVICE SINK PROVIDED 2 DRINKING FOUNTAIN PROVIDED

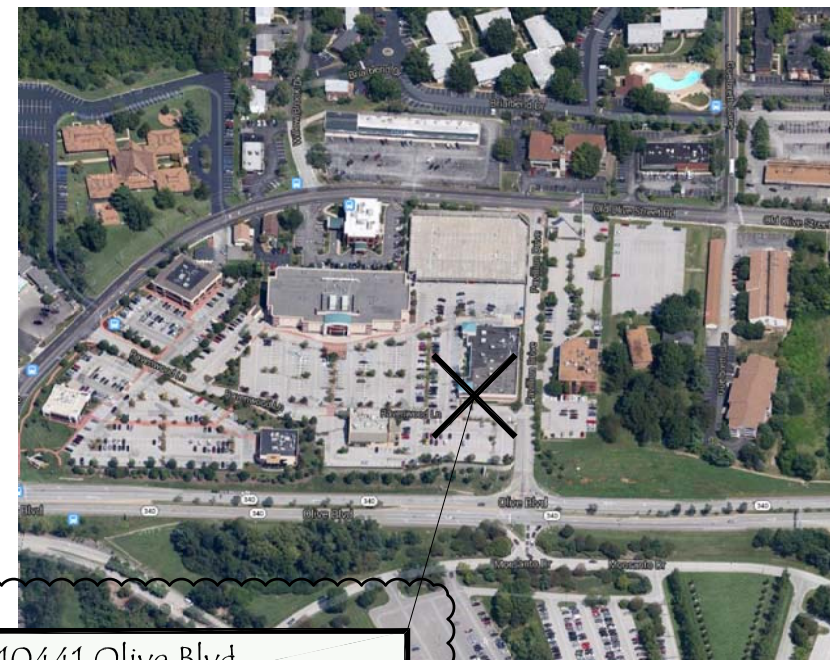
LOCKS AND LATCHES PER SECTION 1008.1.8.5

EXIT SIGNS TO COMPLY WITH SECTION 1011

MEANS OF EGRESS ILLUMINATION TO COMPLY WITH SECTION 1006

ALL DOOR HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING, OR TWISTING OF THE WRIST PER SECTION 1008.1.9.1

LOCATION MAP



DRAWING LEGEND

	NEW PARTITION
	EXISTING PARTITION TO REMAIN
	EXISTING PARTITION TO BE REMOVED
	NEW DOOR
	EXISTING DOOR TO REMAIN
	EXISTING DOOR TO BE REMOVED
	POWER OUTLET- MATCH EXIST. HEIGHT U.N.O.
	TV OUTLET
	SMOKE DETECTOR
	SWITCH
	EMERGENCY PULL-WIRE
	HORN/STROBE ALARM
	STROBE ALARM
	PHONE OUTLET
	HEAT DETECTOR

'E' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS EXISTING TO REMAIN
'N' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS NEW.
'R' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS RELOCATED.

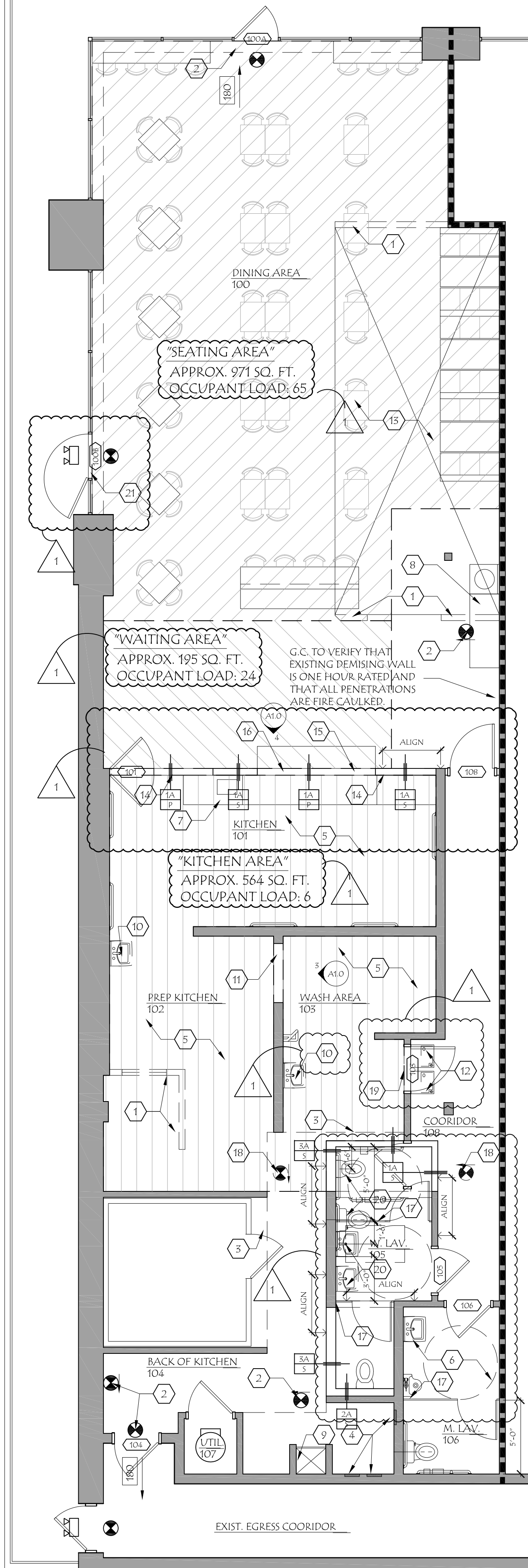
GENERAL INFORMATION:

- ALL ROOF WORK TO BE PERFORMED BY LANDLORDS APPROVED ROOFING CONTRACTOR AT TENANTS GC EXPENSE.
- TENANTS LEASED PREMISES MUST COMPLY WITH TITLE III OF THE AMERICANS WITH DISABILITIES ACT (ADA). COMPLIANCE WILL INCLUDE, BUT NOT LIMITED TO, THE DESIGN, CONSTRUCTION AND/OR ALTERATIONS OF THE LEASE PREMISES.
- TENANTS GENERAL CONTRACTOR MUST CHECK IN WITH MANAGEMENT PRIOR TO WORK START.
- IT IS RESPONSIBILITY OF TENANT AND THE TENANTS CONTRACTOR, WHEN PREPARING FOR AND PROCEEDING WITH CONSTRUCTION IN THE PREMISES TO COMPLY WITH ALL REQUIREMENTS OF ALL APPLICABLE LAWS CONCERNING HAZARDOUS SUBSTANCES. THE TENANT SHALL NOT PERMIT THE INSTALLATION OR USE OF ANY HAZARDOUS SUBSTANCES IN ANY COMPONENT OF PREMISES DURING ITS TENANCY

LEGEND

	DOOR EXIT CAPACITY
	ONE HOUR RATED PARTITION

ALL OTHER SPACES ARE NOT PART OF THE SCOPE OF SERVICES OF THIS PROJECT. ZWICK + GANDT ARCHITECTURE INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR LIFE SAFETY CODE COMPLIANCE, ACCESS, ETC, FOR ANY OF THESE SPACES



1 DEMO/RENO PLAN
3/16"=1'-0"



GENERAL FLOOR PLAN NOTES:

- INTERIOR FINISHES WORK, THE GENERAL CONTRACTOR IS TO PROVIDE PROTECTION TO ANY COMPLETED WORK, (I.E. CEILING GRID, ETC.) DURING CONSTRUCTION BY WHATEVER MEANS NECESSARY TO MAINTAIN ANY COMPLETED FINISHES IN NEW CONDITION. ANY DAMAGED WORK, SCRATCHED, MARKED OR IN ANY WAY IMPAIRED MATERIAL FOUND BY THE OWNER'S REPRESENTATIVE WILL BE REPLACED AT NO EXTRA COST TO THE OWNER.
- PROVIDE BITUMINOUS COATING BETWEEN ALL DISSIMILAR METALS.
- THE WORD "ALIGN" AS USED IN THESE DOCUMENTS SHALL SUPERCEDE ANY DIMENSIONAL INFORMATION INDICATED. IF DISCREPANCIES OCCUR, NOTIFY THE ARCHITECT IMMEDIATELY.
- TYPICAL DIMENSIONS ARE TO FACE OF NEW CONSTRUCTION, OR TO COLUMN CENTER LINE. REFER TO PLAN DETAILS FOR ADDITIONAL DIMENSIONS.
- WORKING FROM ESTABLISHED LINES AND POINTS, ESTABLISH AND MAINTAIN DEPENDABLE MARKERS FOR LINES AND LEVELS OF WORK. CALCULATE DIMENSIONS AND MEASURE FOR LAYOUT OF WORK. DO NOT SCALE THE DRAWINGS. RECORD DEVIATIONS (IF ANY) FROM DRAWING INFORMATION ON EXISTING CONDITIONS AND REVIEW WITH ARCHITECT / ENGINEER AT TIME OF DISCOVERY.
- FOLLOW WRITTEN DIMENSIONS AND LAYOUT POINTS ONLY. CONTRACTOR SHALL EXERCISE SPECIAL CARE IN THE VERIFICATION OF ALL CONDITIONS AND DIMENSIONS IN THE LAYOUT OF HIS WORK. THE ALIGNMENT IN COORDINATION OF HIS WORK ITSELF AND OTHER ADJACENT WORK IS OF PRIMARY IMPORTANCE AND SHALL TAKE PRECEDENCE OVER DIMENSIONS. ESPECIALLY THOSE INDICATED AS APPROXIMATE. CONTRACTOR SHALL LAY OUT AND VERIFY HIS WORK TO ENSURE ALIGNMENT AND FIT AND REPORT ANY DISCREPANCIES IMMEDIATELY TO HIS SUPERINTENDENT AND THE ARCHITECT BEFORE PROCEEDING OR PROCEED AT CONTRACTOR'S OWN RISK.
- ALL ANGLES SHOWN ARE 45°, 90°, OR 135° UNLESS NOTED OTHERWISE.
- ALL PENETRATIONS THROUGH RATED PARTITIONS (MECH., ELEC., AND PLUMB.) TO BE FILLED WITH FIRE SAFING INSULATION AND FIRE STOPPING SEALANT.
- ALL CONTROL JOINTS IN GYPSUM BOARD AND PLASTER CEILINGS TO BE LOCATED AS REQUIRED BY U.S. GYPSUM UNLESS SHOWN OTHERWISE FOR INTERIOR AND EXTERIOR LOCATIONS.
- THE GENERAL CONTRACOTR IS RESPONSIBLE FOR PROTECTING ALL CONSTRUCTION AND FOR REPAIR OF ANY DAMAGES INCURRED DURING CONSTRUCTION.
- GENERAL CONTRACTOR AND / OR SUBCONTRACTORS ARE RESPONSIBLE FOR EXAMINING AND CONFIRMING ALL SUBSTRATE CONDITIONS WHERE NEW MATERIALS ARE APPLIED. SUBSTRATE SHALL BE SMOOTH, FREE OF DEFECTS AND SHALL CONFORM TO THE REQUIREMENTS OF THE FINISHED MATERIAL MANUFACTURERS' RECOMMENDATION.
- AT LOCATIONS WHERE A ROOM WITH A CEILING IS NEXT TO A ROOM WITH AN EXPOSED STRUCTURE, THE PARTITIONS ARE TO BE EXTENDED TO STRUCTURE ABOVE.
- ALL EGRESS DOORS TO RECEIVE A COMBINATION BATTERY POWERED EXIT LIGHT AND EMERGENCY LIGHT SYSTEM.
- IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO HAVE ALL ELECTRICAL REQUIREMENTS FOR FIRE PROTECTION, PLUMBING AND MECHANICAL WORK COORDINATED WITH THE ELECTRICAL CONTRACTOR FOR ALL AREAS OF THE WORK WHETHER SHOWN ON THE DRAWINGS OR NOT - AT NO EXTRA COST TO THE OWNER.
- ELECTRICAL OUTLETS TO BE INSTALLED BY DEIGN BUILD ENGINEER. COORDINATE W/ OWNER'S REQUIREMENTS.
- ALL INTERIOR FINISHES AND INSULATION SYSTEMS TO HAVE A FLAME SPREAD INDEX OF NOT MORE THAN 25 AND A SMOKE DEVELOPED INDEX OF NOT MORE THAN 450.
- ALL ROOFING PENETRATIONS TO BE COMPLETED BY LANDLORDS ROOFER.
- G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-1/10BC WITHIN 75' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE SPACE DURING CONSTRUCTION. PROVIDE FIRE EXTINGUISHER DURING ALL PHASES OF CONSTRUCTION AS REQUIRED BY FIRE MARSHALL
- ALL FINISHES, FIXTURES, & EQUIPMENT TO BE SELECTED BY OWNER/OTHERS.

GENERAL ACCESSIBILITY NOTES:

- THIS PROJECT WILL COMPLY WITH ANSI A117.1 AND ALL LOCAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- THRESHOLD SHALL NOT BE NO HIGHER THAN 1/2" ABOVE THE TOP OF FINISHED FLOOR. EDGE TO BE REVELED WITH A SLOPE NO GREATER THAN 1 IN 2.
- ALONG ACCESSIBLE PATH OF TRAVEL, AND AT EMERGENCY EGRESS CONDITIONS, DOOR HARDWARE SHALL BE OF THE LEVER OR A PUSH TYPE, MOUNTED 30" TO 44" ABOVE FINISH FLOOR, AND OPERABLE WITH MAXIMUM EFFORT OF 5 LBS FOR INTERIOR DOORS AND 8.5 LBS FOR EXTERIOR DOORS.
- ALL INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGNAGE TO BE INSTALLED AT 60" ABOVE FINISH FLOOR ON STRIKE SIDE WALL WHERE APPLICABLE.
- ACCESSIBLE DOOR MUST BE MINIMUM 3'-0" WIDE x 6'-8" HIGH.
- HOT WATER PIPES AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED AND HAVE CLEARANCES TO CONFORM WITH ALL LOCAL, STATE AND FEDERAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- CASH WRAP SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- EVERY EXIT DOOR SHALL BE OPERABLE FOR THE INSIDE WITHOUT THE USE OF KEY, TOOL OR SPECIAL KNOWLEDGE OR EFFORT.

KEYED RENOVATION NOTES:

- EXISTING INTERIOR NONBEARING PARTITIONS SHOWN DASHED TO BE REMOVED.
- EXISTING EGRESS SIGNAGE TO REMAIN
- SECONDARY EGRESS PATH MARKED ON FLOOR TO REMAIN WITH CLEAR PATH TO EXIT MAINTAINED AT ALL TIMES.
- EXISTING ELECTRICAL PANELS TO REMAIN.
- COORDINATE ALL KITCHEN EQUIPMENT WITH SUPPLIER.
- EXISTING TOILET ROOM TO REMAIN.
- NEW SERVICE COUNTER COORDINATED WITH OWNER AND CONTRACTOR.
- NEW CONDIMENTS STATION TO BE INSTALLED. FINAL LOCATION BY OTHERS.
- EXISTING SLOP SINK TO REMAIN.
- EXISTING HANDWASH SINK SHOWN DASHED TO BE REMOVED.
- NEW PASS THROUGH WINDOW. COORDINATE SIZE AND LOCATION WITH EXISTING PLUMBING LINES AND CLIENT.
- EXISTING DRINKING FOUNTAINS TO BE REMOVED.
- NEW CEILING TO COMPLY WITH LOCAL SEISMIC ZONING TO BE INSTALLED IN AREA OF EXPOSED STRUCTURE.
- EXISTING INTERIOR PARTION TO HAVE FINISH REMOVED DOWN TO DRYWALL. COORDINATE NEW PARTITIONS AND EXISTING WITH HEIGHT AND LOCATION OF PASS THROUGH WINDOW W/ KITCHEN SUPPLIER.
- NEW PARTITION TO ALIGN WITH EXISTING AND MATCH ADJACENT CONSTRUCTION AND FINISH.
- NEW PASS THROUGH WINDOW AND SERVICE COUNTER. COORDINATE SIZE AND LOCATION WITH KITCHEN EQUIPMENT SUPPLIER, OWNER, & CONTRACTOR.
- NEW BATHROOM PARTITION TO BEINSTALLED PER MANU/F. RECOMMENDATION
- EXISTING EXIT SIGNAGE TO BE REMOVED
- PORTION OF EXISTING WALL TO BE REMOVED FOR NEW DOORWAY.
- EXISTING PLUMBING FIXTURES TO BE REMOVED, AND RELOCATED AS INDICATED.
- EXISTING GLAZING TO BE REMOVED AND OPENING TO BE PREPARED FOR NEW DOORWAY. EXIT TO BE EQUIPPED WITH APPROVED EXIT SIGNAGE AND EXTERIOR LIGHT PER SECTION 1011 EXIT SIGNS OF THE 2009 IBC.

The Professional Architects seal affixed to this sheet indicates that the named Architect has prepared or directed the preparation of the material shown only on this sheet. Other drawings and documents not including this seal shall not be considered prepared by or the responsibility of the undersigned.

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ZWICK + GANDT
ARCHITECTURE, INC.
9109 WATSON ROAD, SUITE 110
ST. LOUIS, MISSOURI 63126
ph: 314-962-9292

KIM CHEESE RESTAURANT
10441 OLIVE BLVD.
CREVE COUER, MO 63141

05-02-14

05-22-14

BID, PERMIT, & CONST. SET
REVISED FOR PERMIT

PROJECT NUMBER:
14045.00

CODE INFORMATION
AND GENERAL NOTES

A0.0

HARDWARE SCHEDULE

GROUP 1	GROUP 3
1 EA. 1 1/2 PR. B.B. HINGES	1 EA. CONTINUOUS HINGE BY DOOR MANUF.
1 EA. PASSAGE LOCKSET	1 EA. PUSH PLATE BY DOOR MANUF.
1 EA. WALL STOP	1 EA. PULL PLATE BY DOOR MANUF.
1 EA. 3 SILENCERS	1 EA. CYLINDER LOCK
1 EA. CLOSER ON PULL SIDE	1 EA. CLOSER ON PUSH SIDE BY DOOR MANUF.
	1 EA. SET WEATHERSTRIP
	1 EA. DOOR BOTTOM SEAL
	1 EA. H/C THRESHOLD, THERMAL BARRIER
GROUP 2	GROUP 4
1 EA. 1 1/2 PR. B.B. HINGES	ALL DOOR HARDWARE PROVIDE BY MANUF.
1 EA. PUSH PLATE	
1 EA. PULL PLATE	
1 EA. 3 SILENCERS	
1 EA. CLOSER ON PULL SIDE	
1 EA. KICKPLATE 12x 2" LDW	

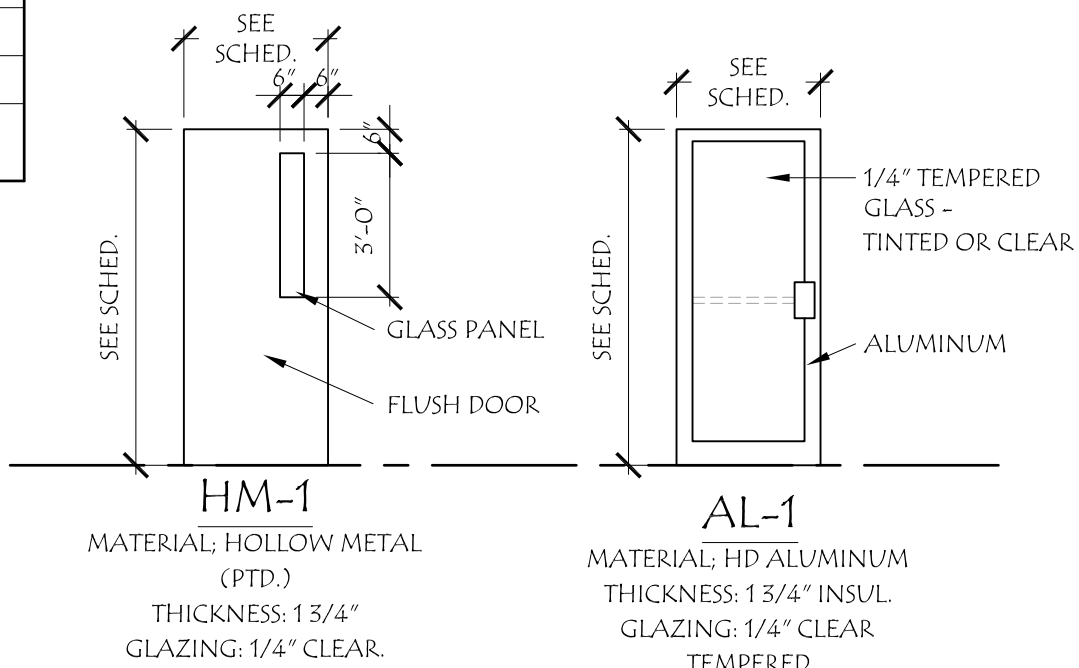
DOOR SCHEDULE REMARKS

1	VERIFY EXISTING HARDWARE TO COMPLY W/ EGRESS REQUIREMENTS
2	DUTCH DOOR TO BE INSTALLED PER MANUF. REQUIREMENTS
3	EXISTING DOOR SWING TO BE REVERSED
4	SIGN TO BE ADDED ON THE PUSH SIDE OF DOOR STATING, "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED".

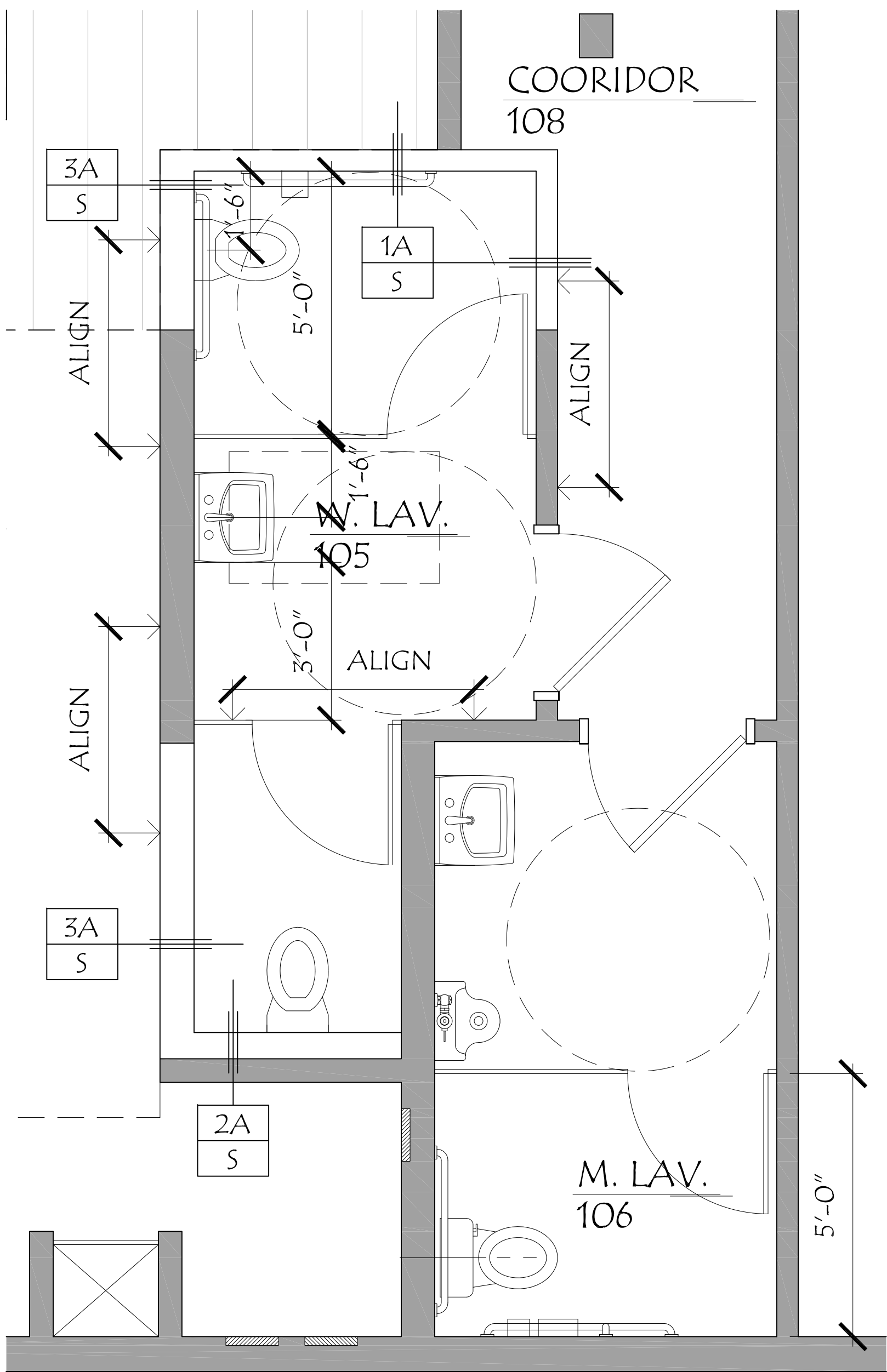
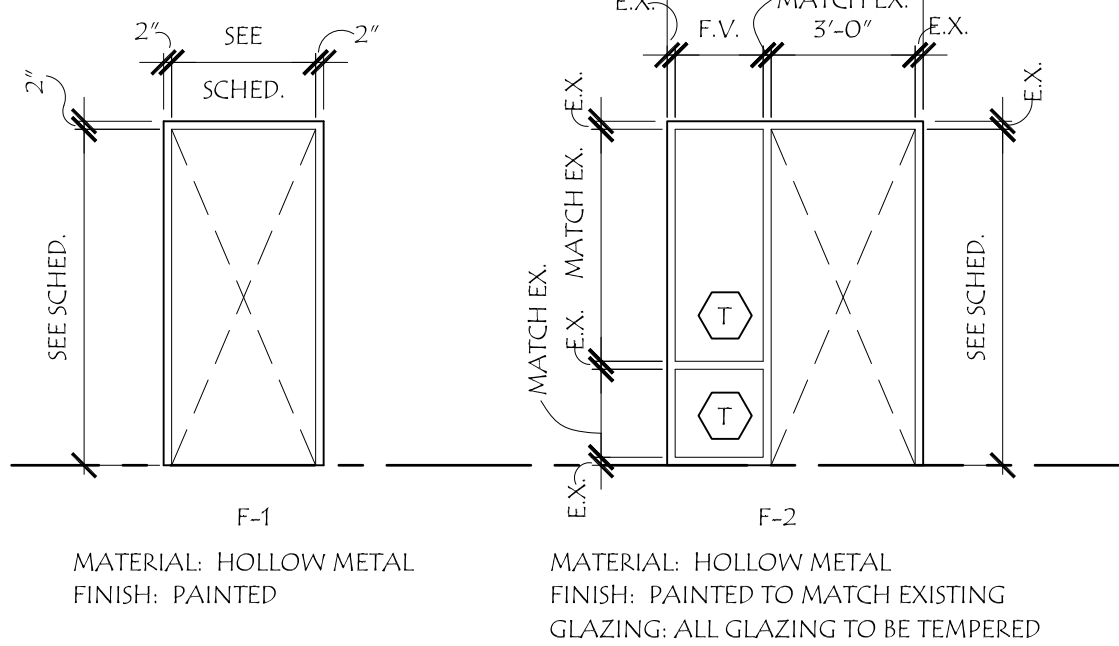
DOOR SCHEDULE

NO.	TYPE	SIZE	FRAME	HDW.	DETAILS			LABEL	REMARKS
					HEAD	JAMB	SILL		
100A	EX.	EXISTING	EX.	-	EXISTING	EXISTING	-	-	1,4
100B	AL-1	3'-0" x 7'-0"	F-2	2	EXISTING	EXISTING	-	-	4
101	WD-1	3'-0" x 2'-10"	-	4	-	-	-	-	2
103	HM-1	3'-0" x 7'-0"	F-1	1	2/A1.0	2/A1.0	-	-	-
104	EX.	EXISTING	EX.	-	EXISTING	EXISTING	-	-	1
105	EX.	EXISTING	EX.	2	EXISTING	EXISTING	-	-	3
106	EX.	EXISTING	EX.	2	EXISTING	EXISTING	-	-	-
108	HM-1	3'-0" x 7'-0"	F-1	1	2/A1.0	2/A1.0	-	-	-

DOOR TYPES



FRAME TYPES



1 ENLARGED PARTIAL PLAN

1/2"=1'-0"



3 PASS THRU ELE

1/4"=1'-0"

4 SERVICE COUNTER ELE.

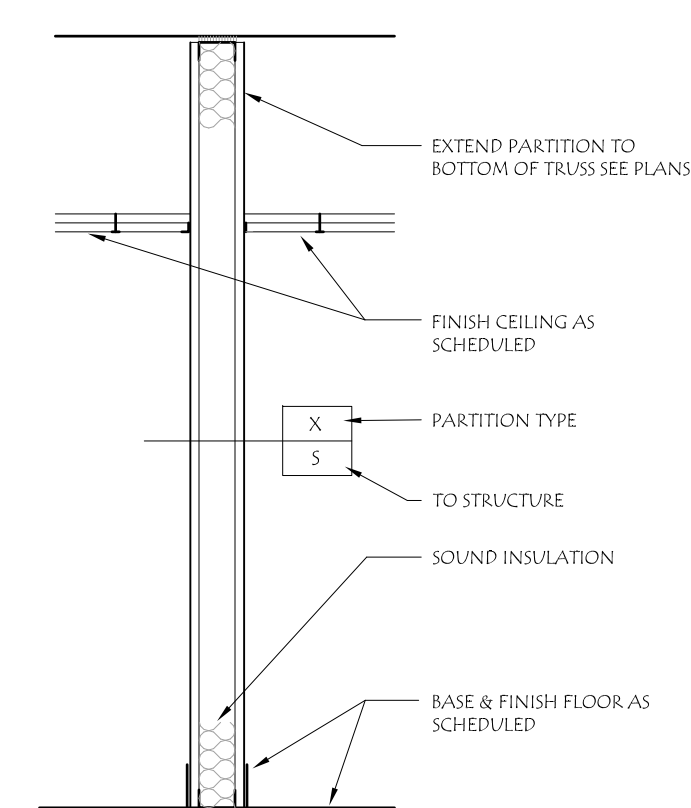
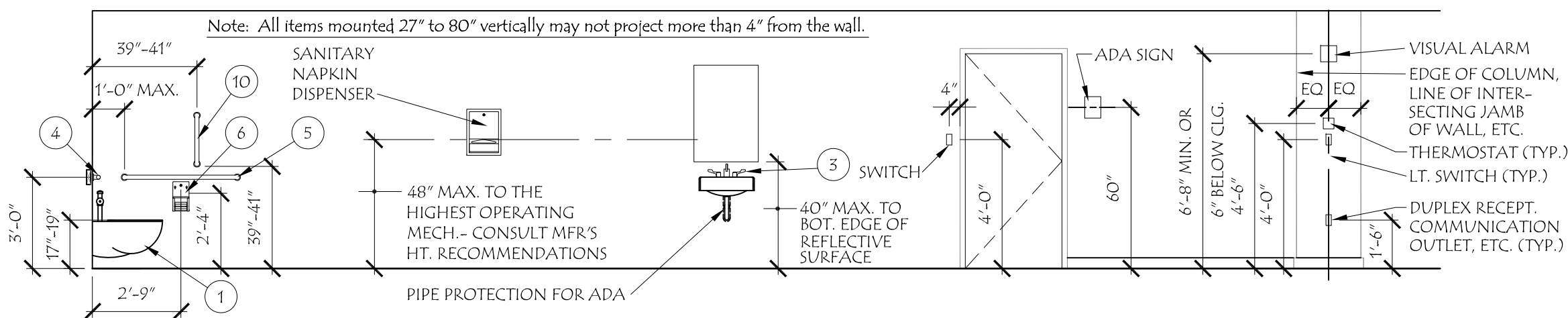
1/4"=1'-0"

LOCATION OF DEVICES

1) DEVICES INSTALLED BY SEPARATE TRADES (SUCH AS LIGHT SWITCHES, THERMOSTATS, ETC.) INSTALLED IN THE SAME LOCATION, SHALL BE MOUNTED IN A CONFIGURATION ACCEPTABLE TO THE ARCHITECT. LAYOUT:

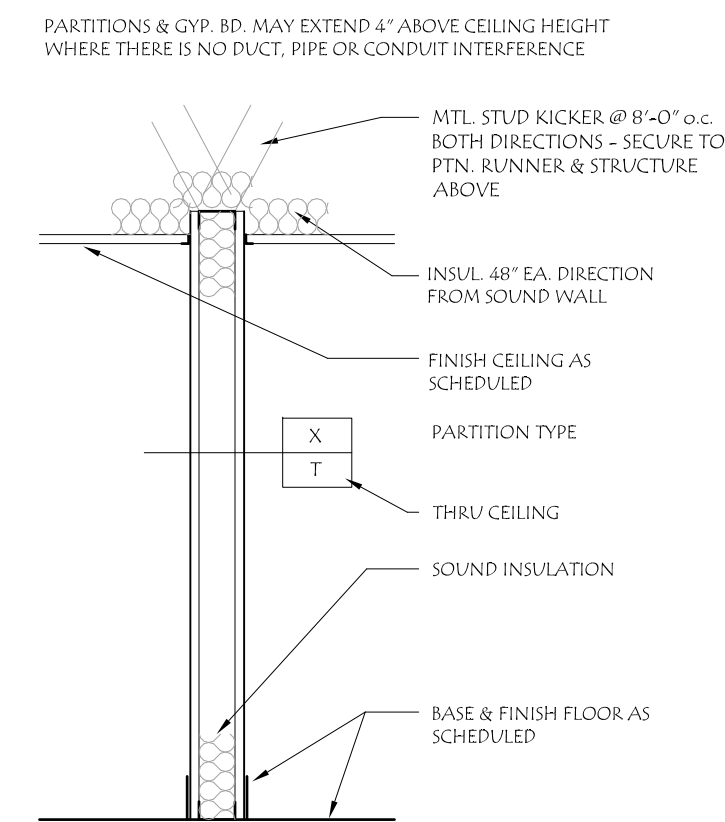
- CONTRACTOR SHALL TAKE SPECIAL CARE IN THE LAYOUT OF HIS WORK & IN VERIFICATION OF ANY EXISTING CONDITIONS & DIMENSIONS.
- THE COORDINATION & ALIGNMENT OF THIS WORK WITH ITSELF & ADJACENT WORK IS OF PRIMARY IMPORTANCE & SHOULD TAKE PRECEDENCE OVER WRITTEN DIMENSIONS, ESPECIALLY APPROXIMATE DIMENSIONS.
- THE INSTALLING CONTRACTOR SHALL LAYOUT HIS WORK & VERIFY TO INSURE PROPER ALIGNMENT & FIT. HE WILL REPORT ANY DISCREPANCIES TO THE PROJECT SUPERINTENDENT AND ARCHITECT.
- DEVICES SHALL BE UNIFORMLY MOUNTED SO THEY WILL BE SYMMETRICAL, WHEN SHOWN ON THE MECHANICAL & ELECTRICAL DRAWINGS & NOT ON THE ARCHITECTURAL DRAWINGS. VERTICALLY ALIGN DEVICES MOUNTED AT DIFFERENT HEIGHTS UNLESS SEPARATED HORIZONTALLY BY 24".
- DEVICES INSTALLED IN MASONRY OR INSTALLED IN / MOUNTED TO SURFACES TO RECEIVE WOOD PANELS, WALL COVERING, OR SIMILAR MATERIALS SHALL BE INSPECTED BY THE ARCHITECT / ENGINEER PRIOR TO ROUGHING-IN.

2) WHEN IN DOUBT, CHECK WITH THE ARCHITECT / ENGINEER PRIOR TO ROUGH-IN. ALL COSTS TO CORRECT DEVIATIONS FROM THESE PRINCIPLES WILL BE THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR.



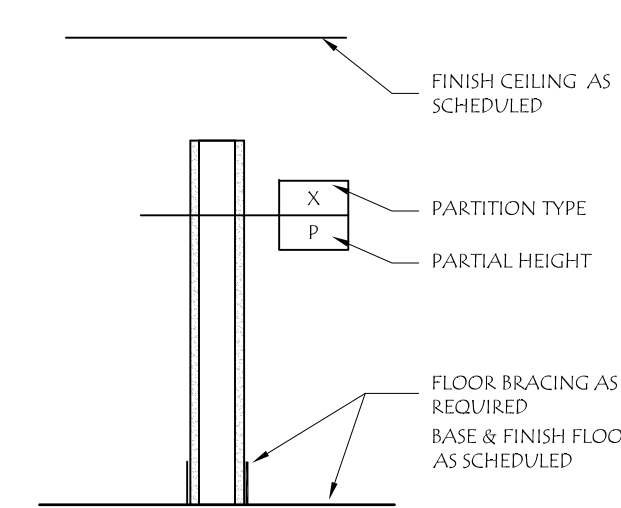
PARTITION TO STRUCTURE (S)

NO SCALE



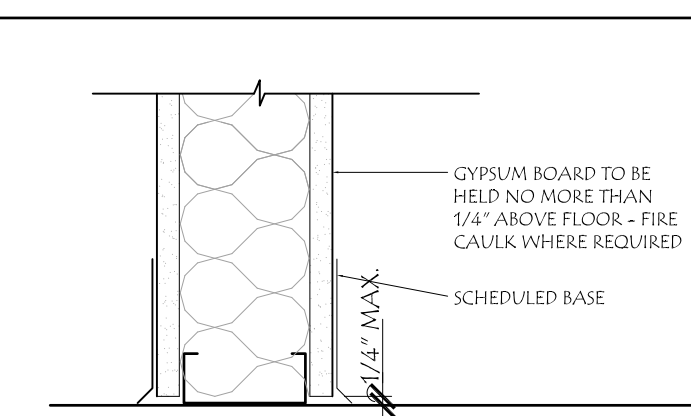
PARTITION THRU (T) CEILING

NO SCALE



PARTIAL HEIGHT PARTITION

NO SCALE



PARTITION TYPE GENERAL NOTES:

- 3" SAFR. 25" WIDE, CREASED TO FIT CAVITY. ALL JOINTS FINISHED.
- DRYWALL SEAMS SHOULD BE STAGGERED. ALL METAL STUDS SHOULD BE STAGGERED FROM PARALLEL WALL TO PARALLEL WALL.
- TOP AND BOTTOM OF EVERY VERTICAL WALL SHOULD BE PROPERLY SEALE WITH ACOUSTICAL CAULK.
- USE GREEN BOARD IN BATHROOMS AND KITCHENS IN LIEU OF REGULAR GYP. BOARD.

The Professional Architects seal affixed to this sheet indicates that the named Architect has prepared or directed the preparation of the material shown only on this sheet. Other drawings and documents not enclosing this seal shall not be considered prepared by or the responsibility of the undersigned.

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CREVE COEUR, MO 63141

05-22-14

BID. PERMIT. & CONST. SET
REVISED FOR PERMIT

PROJECT NUMBER:
14045.00

SCHEDULES & ENLARGED
BATHROOM PLAN

A1.0

CODE DATA

THESE DRAWINGS ARE FOR A TENANT FINISH DESCRIBED AS FOLLOWS:
PROPOSED SCOPE OF WORK TO BE IN COMPLIANCE WITH:

BUILDING:
2009 INTERNATIONAL BUILDING CODE
2009 UNIFORM BUILDING CODE

AND CLASSIFIED AS FOLLOWS:

TOTAL BUILDING SQUARE FOOTAGE = 2,557 NET SQUARE FEET.

BUILDING IS SPRINKLERED.

OCCUPANCY CLASSIFICATIONS

USE GROUP: "A2" ASSEMBLY-2
CONSTRUCTION TYPE: "2B"

REQUIRED FIRE RESISTANCE RATINGS: (TABLE 601 AND 602).

STRUCTURAL FRAME	0 HOURS
BEARING WALLS	0 HOURS
EXTERIOR (90'-0")	0 HOURS
INTERIOR	0 HOURS
NONBEARING WALLS AND PARTITIONS	0 HOURS
EXTERIOR	0 HOURS
INTERIOR	0 HOURS
FLOOR CONSTRUCTION	0 HOURS
ROOF CONSTRUCTION	0 HOURS
DEAD END - 20' MAX. PER SECTION 1018.4	

OCCUPANT LOAD

PER TABLE 5004.5.1	
SEATING AREAS	15 SF PER OCCUPANT
WAITING AREAS	7 SF PER OCCUPANT
KITCHEN AREAS	100 SF PER OCCUPANT

SEE CODE PLAN ON THIS SHEET FOR OCCUPANT LOADS

PLUMBING CODE

PER SECTION 890, APPENDIX A TABLE 8 - MINIMUM NUMBER OF PLUMBING FIXTURES.

TOTAL OCCUPANTS:	100 TOTAL
MALE OCCUPANTS:	50 MEN
FEMALE OCCUPANTS:	50 WOMEN
FIXTURE	
WATER CLOSETS	MALE (1:1-50) 1 REQ'D / 1 PROVIDED FEMALE (2:25-50) 2 REQ'D / 1 PROVIDED
LAVATORIES	(1:1-10) 1 REQ'D / 1 PROVIDED (1:1-10) 1 REQ'D / 1 PROVIDED
URINALS	(1:25-100) 1 REQ'D / 1 PROVIDED N/A
OTHER FIXTURES	0 SERVICE SINK REQ'D 0 DRINKING FOUNTAIN REQ'D
	1 SERVICE SINK PROVIDED 2 DRINKING FOUNTAIN PROVIDED

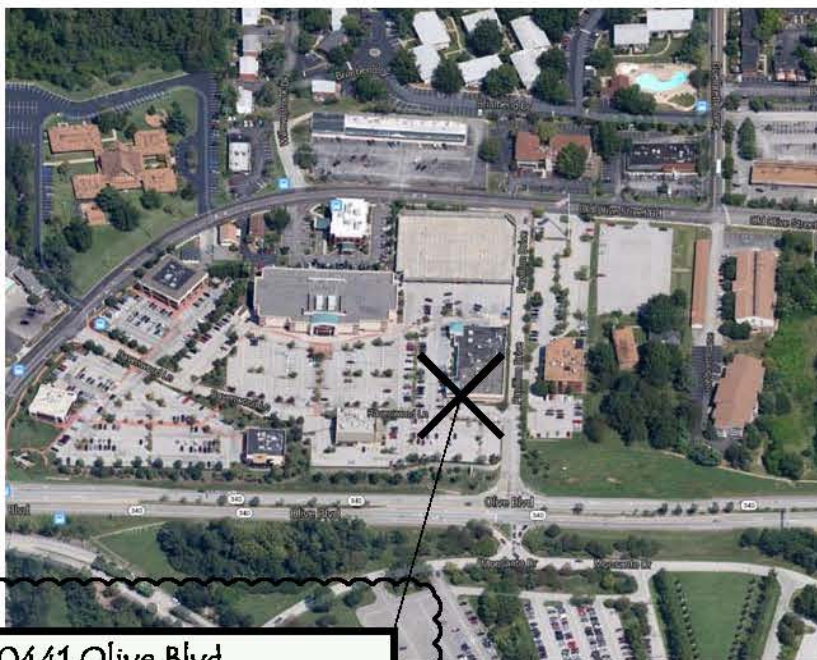
LOCKS AND LATCHES PER SECTION 1008.1.8.5

EXIT SIGNS TO COMPLY WITH SECTION 1011.

MEANS OF EGRESS ILLUMINATION TO COMPLY WITH SECTION 1006.

ALL DOOR HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING, OR TWISTING OF THE WRIST PER SECTION 1008.1.9.1

LOCATION MAP



DRAWING LEGEND

NEW PARTITION	EMERGENCY PULL-WIRE
EXISTING PARTITION TO REMAIN	HORN/STROBE ALARM
EXISTING PARTITION TO BE REMOVED	STROBE ALARM
NEW DOOR	PHONE OUTLET
EXISTING DOOR TO REMAIN	HEAT DETECTOR
EXISTING DOOR TO BE REMOVED	
POWER OUTLET- MATCH EXIST. HEIGHT U.N.O.	
TV OUTLET	
SMOKE DETECTOR	
SWITCH	

'E' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS EXISTING TO REMAIN
'N' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS NEW.
'R' SHOWN NEXT TO A SYMBOL INDICATES THAT THE FIXTURE IS RELOCATED.

LEGEND

180	DOOR EXIT CAPACITY
---	ONE HOUR RATED PARTITION

ALL OTHER SPACES ARE NOT PART OF THE SCOPE OF SERVICES OF THIS PROJECT. ZWICK+ GANDT ARCHITECTURE INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR LIFE SAFETY CODE COMPLIANCE, ACCESS, ETC. FOR ANY OF THESE SPACES

GENERAL FLOOR PLAN NOTES:

- INTERIOR FINISHES WORK, THE GENERAL CONTRACTOR IS TO PROVIDE PROTECTION TO ANY COMPLETED WORK, (I.E. CEILING GRID, ETC.) DURING CONSTRUCTION BY MEANS NECESSARY TO MAINTAIN ANY COMPLETED FINISHES IN NEW CONDITION. ANY DAMAGED WORK, SCRATCHED, MARKED OR IN ANY WAY IMPAIRED MATERIAL FOUND BY THE OWNER'S REPRESENTATIVE WILL BE REPLACED AT NO EXTRA COST TO THE OWNER.
- PROVIDE BITUMINOUS COATING BETWEEN ALL DISSIMILAR METALS.
- THE WORD "ALIGN" AS USED IN THESE DOCUMENTS SHALL SUPERCEDE ANY DIMENSIONAL INFORMATION INDICATED. IF DISCREPANCIES OCCUR, NOTIFY THE ARCHITECT IMMEDIATELY.
- TYPICAL DIMENSIONS ARE TO FACE OF NEW CONSTRUCTION, OR TO COLUMN CENTER LINE. REFER TO PLAN DETAILS FOR ADDITIONAL DIMENSIONS.
- WORKING FROM ESTABLISHED LINES AND POINTS, ESTABLISH AND MAINTAIN DEPENDABLE MARKERS FOR LINES AND LEVELS OF WORK. CALCULATE DIMENSIONS AND MEASURE FOR LAYOUT OF WORK; DO NOT SCALE THE DRAWINGS. RECORD DEVIATIONS (IF ANY) FROM DRAWING INFORMATION ON EXISTING CONDITIONS AND REVIEW WITH ARCHITECT / ENGINEER AT TIME OF DISCOVERY.
- FOLLOW WRITTEN DIMENSIONS AND LAYOUT POINTS ONLY. CONTRACTOR SHALL EXERCISE SPECIAL CARE IN THE VERIFICATION OF ALL CONDITIONS AND DIMENSIONS IN THE LAYOUT OF HIS WORK. THE ALIGNMENT IN COORDINATION OF HIS WORK ITSELF AND OTHER ADJACENT WORK IS OF PRIMARY IMPORTANCE AND SHALL TAKE PRECEDENCE OVER DIMENSIONS, ESPECIALLY THOSE INDICATED AS APPROXIMATE. CONTRACTOR SHALL LAY OUT AND VERIFY HIS WORK TO ENSURE ALIGNMENT AND FIT AND REPORT ANY DISCREPANCIES IMMEDIATELY TO HIS SUPERINTENDENT AND THE ARCHITECT BEFORE PROCEEDING OR PROCEED AT CONTRACTOR'S OWN RISK.
- ALL ANGLES SHOWN ARE 45°, 90°, OR 135° UNLESS NOTED OTHERWISE.
- ALL PENETRATIONS THROUGH RATED PARTITIONS (MECH., ELEC., AND PLUMB.) TO BE FILLED WITH FIRE SAFING INSULATION AND FIRE STOPPING SEALANT.
- ALL CONTROL JOINTS IN GYPSUM BOARD AND PLASTER CEILINGS TO BE LOCATED AS REQUIRED BY U.S. GYPSUM UNLESS SHOWN OTHERWISE FOR INTERIOR AND EXTERIOR LOCATIONS.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL CONSTRUCTION AND FOR REPAIR OF ANY DAMAGES INCURRED DURING CONSTRUCTION.
- GENERAL CONTRACTOR AND / OR SUBCONTRACTORS ARE RESPONSIBLE FOR EXAMINING AND CONFIRMING ALL SUBSTRATE CONDITIONS WHERE NEW MATERIALS ARE APPLIED. SUBSTRATE SHALL BE SMOOTH, FREE OF DEFECTS AND SHALL CONFORM TO THE REQUIREMENTS OF THE FINISHED MATERIAL MANUFACTURERS' RECOMMENDATION.
- AT LOCATIONS WHERE A ROOM WITH A CEILING IS NEXT TO A ROOM WITH AN EXPOSED STRUCTURE, THE PARTITIONS ARE TO BE EXTENDED TO STRUCTURE ABOVE.
- ALL EGRESS DOORS TO RECEIVE A COMBINATION BATTERY POWERED EXIT LIGHT AND EMERGENCY LIGHT SYSTEM.
- IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO HAVE ALL ELECTRICAL REQUIREMENTS FOR FIRE PROTECTION, PLUMBING AND MECHANICAL WORK COORDINATED WITH THE ELECTRICAL CONTRACTOR FOR ALL AREAS OF THE WORK WHETHER SHOWN ON THE DRAWINGS OR NOT - AT NO EXTRA COST TO THE OWNER.
- ELECTRICAL OUTLETS TO BE INSTALLED BY DEIGN BUILD ENGINEER. COORDINATE W/ OWNER'S REQUIREMENTS.
- ALL INTERIOR FINISHES AND INSULATION SYSTEMS TO HAVE A FLAME SPREAD INDEX OF NOT MORE THAN 25 AND A SMOKE DEVELOPED INDEX OF NOT MORE THAN 450.
- ALL ROOFING PENETRATIONS TO BE COMPLETED BY LANDLORDS ROOFER.
- G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-1/10BC WITHIN 75' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE SPACE DURING CONSTRUCTION. PROVIDE FIRE EXTINGUISHER DURING ALL PHASES OF CONSTRUCTION AS REQUIRED BY FIRE MARSHALL.
- ALL FINISHES, FIXTURES, & EQUIPMENT TO BE SELECTED BY OWNER/OTHERS.

GENERAL ACCESSIBILITY NOTES:

- THIS PROJECT WILL COMPLY WITH ANSI A117.1 AND ALL LOCAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- THRESHOLD SHALL NOT BE NO HIGHER THAN 1/2" ABOVE THE TOP OF FINISHED FLOOR, EDGE TO BE BEVELED WITH A SLOPE NO GREATER THAN 1 IN 2.
- ALONG ACCESSIBLE PATH OF TRAVEL, AND AT EMERGENCY EGRESS CONDITIONS, DOOR HARDWARE SHALL BE OF THE LEVER OR A PUSH TYPE, MOUNTED 30" TO 44" ABOVE FINISHED FLOOR, AND OPERABLE WITH MAXIMUM EFFORT OF 5 LBS FOR INTERIOR DOORS AND 8.5 LBS FOR EXTERIOR DOORS.
- ALL INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGNAGE TO BE INSTALLED AT 60" ABOVE FINISH FLOOR ON STRIKE SIDE WALL WHERE APPLICABLE.
- ACCESSIBLE DOOR MUST BE MINIMUM 3'-0" WIDE x 6'-8" HIGH.
- HOT WATER PIPES AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED AND HAVE CLEARANCES TO CONFORM WITH ALL LOCAL, STATE AND FEDERAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- CASH WRAP SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL ACCESSIBILITY AND ENERGY CODE REQUIREMENTS.
- EVERY EXIT DOOR SHALL BE OPERABLE FOR THE INSIDE WITHOUT THE USE OF KEY, TOOL OR SPECIAL KNOWLEDGE OR EFFORT.

KEYED RENOVATION NOTES:

- EXISTING INTERIOR NONBEARING PARTITIONS SHOWN DASHED TO BE REMOVED.
- EXISTING EGRESS SIGNAGE TO REMAIN
- SECONDARY EGRESS PATH MARKED ON FLOOR TO REMAIN WITH CLEAR PATH TO EXIT MAINTAINED AT ALL TIMES.
- EXISTING ELECTRICAL PANELS TO REMAIN.
- COORDINATE ALL KITCHEN EQUIPMENT WITH SUPPLIER.
- EXISTING TOILET ROOM TO REMAIN.
- NEW SERVICE COUNTER COORDINATED WITH OWNER AND CONTRACTOR.
- NEW CONDIMENTS STATION TO BE INSTALLED. FINAL LOCATION BY OTHERS.
- EXISTING SLOP SINK TO REMAIN.
- EXISTING HANDWASH SINK SHOWN DASHED TO BE REMOVED.
- NEW PASS THROUGH WINDOW. COORDINATE SIZE AND LOCATION WITH EXISTING PLUMBING LINES AND CLIENT.
- EXISTING DRINKING FOUNTAINS TO BE REMOVED.
- NEW CEILING TO COMPLY WITH LOCAL SEISMIC ZONING TO BE INSTALLED IN AREA OF EXPOSED STRUCTURE.
- EXISTING INTERIOR PARTITION TO HAVE FINISH REMOVED DOWN TO DRYWALL. COORDINATE NEW PARTITIONS AND EXISTING WITH HEIGHT AND LOCATION OF PASS THROUGH WINDOW W/ KITCHEN SUPPLIER.
- NEW PARTITION TO ALIGN WITH EXISTING AND MATCH ADJACENT CONSTRUCTION AND FINISH.
- NEW PASS THROUGH WINDOW AND SERVICE COUNTER. COORDINATE SIZE AND LOCATION WITH KITCHEN EQUIPMENT SUPPLIER, OWNER, & CONTRACTOR.
- NEW BATHROOM PARTITION TO BE INSTALLED PER MANUF. RECOMMENDATION
- EXISTING EXIT SIGNAGE TO BE REMOVED
- PORTION OF EXISTING WALL TO BE REMOVED FOR NEW DOORWAY.
- EXISTING PLUMBING FIXTURES TO BE REMOVED, AND RELOCATED AS INDICATED.
- EXISTING GLAZING TO BE REMOVED AND OPENING TO BE PREPARED FOR NEW DOORWAY. EXIT TO BE EQUIPPED WITH APPROVED EXIT SIGNAGE AND EXTERIOR LIGHT PER SECTION 1011 EXIT SIGNS OF THE 2009 IBC.

GENERAL DEMOLITION NOTES:

- ALL DEMOLITION DRAWINGS, NOTES, DETAILS ARE COMPREHENSIVE TO NEW WORK. "NO SHEET STANDS ALONE". EACH CONTRACTOR IS TO FAMILIARIZE THEMSELVES WITH DEMOLITION AND NEW WORK SO AS TO REMOVE AND/ OR SAW-CUT EXISTING MATERIALS AT LOCATIONS THAT COORDINATE WITH NEW WORK.
- DO NOT SCALE DRAWINGS.
- FIELD VERIFY EXISTING CONDITIONS, MECHANICAL, ELECTRICAL, PLUMBING AND THE INTENT OF NEW WORK TO FULLY UNDERSTAND SCOPE OF DEMOLITION. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- ALL EXISTING AREAS, ITEMS OR FINISHES TO REMAIN, ARE TO BE PROTECTED FROM DAMAGE AS REQUIRED. ANY DAMAGED ITEMS ARE TO BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- COMPLY WITH ALL ENVIRONMENTAL REGULATIONS IN THE REMOVAL, HANDLING AND DISPOSAL OF DEMOLISHED MATERIALS.
- CUT REMOVED WALLS FLUSH WITH ADJACENT WALL SURFACES
- COORDINATE TIMING OF OTHER DEMOLITION WORK BY MECHANICAL, ELECTRICAL AND PLUMBING TRADES.
- VERIFY ALL ITEMS TO BE RETAINED AND DELIVERED TO THE OWNER IN GOOD WORKING CONDITION.
- AREAS SHOWN TO "REMAIN" OR "LIMITED WORK" ARE TO BE SEALED WITH "DUST-TIGHT" ENCLOSURES FROM THE REMAINDER OF THIS BUILDING. THESE AREAS ARE TO REMAIN FREE FROM DUST, DIRT, AND DEBRIS THROUGH-OUT THE CONSTRUCTION. FINAL CLEAN UP TO INCLUDE THE AREAS SHOWN TO "REMAIN" OR ALL "LIMITED WORK" AREAS.
- PATCH AND REPAIR ANY DAMAGED SURFACES TO REMAIN CAUSED BY DEMOLITION WORK. MATCH MATERIAL, FINISH AND LOOK OF DAMAGED SURFACE PRIOR TO ANY WORK.
- ANY WORK SUSPECTED TO DAMAGE OR INCREASE THE INSTABILITY OF THE EXISTING STRUCTURE ARE TO VERIFY ITS REMOVAL BY THE STRUCTURAL ENGINEER PRIOR TO PERFORMING WORK.
- PROVIDE TEMPORARY SHORING OR BRACING AS NECESSARY TO PROTECT EXISTING WALLS, FLOOR, ROOF CONSTRUCTION, ETC. AS MAY BE REQUIRED. TO KEEP THE EXISTING CONSTRUCTION IN SOUND, STABLE, WATER-TIGHT WORKING CONDITION FOR NEW WORK.
- ANY ASBESTOS OR OTHER HAZARDOUS MATERIALS ARE TO BE IDENTIFIED PRIOR TO DEMOLITION WORK AND REMOVED UNDER A SEPARATE CONTRACT.
- REMOVAL OF FLOORING MATERIALS TO INCLUDE THE REMOVAL OF THE FLOORING PRODUCT AND THE ADHESIVE DOWN TO THE EXISTING CONCRETE SURFACE, U.N.O. EXISTING FLOOR TO BE SANDED DOWN OF ANY DEBRIS AND PREPARED TO RECEIVE NEW FLOORING.
- REMOVE ALL CEILINGS INDICATED INCLUDING: PADS, GRID, LIGHTS, LOUVERS, HANGERS, MISC. FRAMING, WALL ANGLES, CLIPS, FASTENERS, ETC. DOWN TO EXPOSED STRUCTURE.
- CONTRACTOR TO CAREFULLY REMOVE ALL EXISTING DOORS SHOWN TO BE REMOVED ON THE DEMO PLAN AND STORE PER OWNER'S DIRECTION. ENTRY DOOR TO BE REMOVED AND STORED FOR RELOCATION. CONTRACTOR TO VERIFY THAT EXISTING UNIT ENTRY DOOR TO BE RELOCATED IS 20 MIN. DOOR. IN CASE THAT THE EXISTING DOOR DOES NOT MEET THAT REQUIREMENT, CONTRACTOR NEEDS TO PROVIDE AN ALTERNATE PRICE FOR ADDING A NEW 20 MIN. DOOR TO MATCH EXISTING.
- CONTRACTOR TO CAREFULLY REMOVE ALL KITCHEN CABINETS, FAUCETS, APPLIANCES WATER CLOSETS, SINKS, AND STORE PER OWNER'S DIRECTION.
- EXISTING ELECTRIC AND CONDUIT EXISTS BELOW SLAB-ON-GRADE AND CONTRACTOR TO CARE WHEN CUTTING ANY SLAB.
- FLOORS MUST BE FLOATED WHERE WALLS HAVE BEEN REMOVED. NEW AND EXISTING FLOOR HEIGHTS MUST ALIGN.

The Professional Architects and Engineer to this sheet indicate that the named Architect has prepared or directed the preparation of the material shown only on this sheet. Other drawings and documents not including this seal shall not be considered prepared by or the responsibility of the undersigned.

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PROJECT NUMBER:
14045.00

CODE INFORMATION
AND GENERAL NOTES

A0.0

GROUP 1		GROUP 3	
1EA.	1 1/2 PR. B.B. HINGES	1EA.	CONTINUOUS HINGE BY DOOR MANUF.
1EA.	PASSAGE LOCKSET	1EA.	PUSH PLATE BY DOOR MANUF.
1EA.	WALL STOP	1EA.	PULL PLATE BY DOOR MANUF.
1EA.	3 SILENCERS	1EA.	CYLINDER LOCK
1EA.	CLOSER ON PULL SIDE	1EA.	CLOSER ON PUSH SIDE BY DOOR MANUF.
		1EA.	SEAT WEATHERSTRIP
		1EA.	DOOR BOTTOM SEAL
		1EA.	H/C THRESHOLD, THERMAL BARRIER
GROUP 2		GROUP 4	
1EA.	1 1/2 PR. B.B. HINGES	ALL DOOR HARDWARE PROVIDE BY MANUF.	
1EA.	PUSH PLATE		
1EA.	PULL PLATE		
1EA.	3 SILENCERS		
1EA.	CLOSER ON PULL SIDE		
1EA.	KICKPLATE 12x2" LDW		

NO.	TYPE	SIZE	FRAME	HDW.	DETAILS			LABEL	REMARKS
					HEAD	JAMB	SILL		
100A	EX.	EXISTING	EX.	-	EXISTING	EXISTING	-	-	1,4
100B	AL-1	3'-0" x 7'-0"	F-2	2	EXISTING	EXISTING	-	-	4
101	WD-1	3'-0" X 2'-10"	-	4	-	-	-	-	2
103	HM-1	3'-0" x 7'-0"	F-1	1	2/A1.0	2/A1.0	-	-	-
104	EX.	EXISTING	EX.	-	EXISTING	EXISTING	-	-	1
105	EX.	EXISTING	EX.	2	EXISTING	EXISTING	-	-	3
106	EX.	EXISTING	EX.	2	EXISTING	EXISTING	-	-	-
108	HM-1	3'-0" x 7'-0"	F-1	1	2/A1.0	2/A1.0	-	-	-

1	VERIFY EXISTING HARDWARE TO COMPLY W/ EGRESS REQUIREMENTS
2	DUTCH DOOR TO BE INSTALLED PER MANUF. REQUIREMENTS
3	EXISTING DOOR SWING TO BE REVERSED
4	SIGN TO BE ADDED ON THE PUSH SIDE OF DOOR STATING, "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED".

The image contains two technical drawings of door models, HM-1 and AL-1, with their respective dimensions and components.

HM-1 Model:

- Dimensions:**
 - Overall height: SEE SCHED.
 - Overall width: SEE SCHED.
 - Top panel height: 6"
 - Top panel width: 6"
 - Top panel angle: 45°
 - Top panel thickness: 3/4"
 - Top panel depth: 3'-0"
 - Top panel material: GLASS PANEL
 - Top panel finish: FLUSH DOOR
- Material:** HOLLOW METAL (PTD.)
- Thickness:** 1 3/4"
- Glazing:** 1/4" CLEAR.

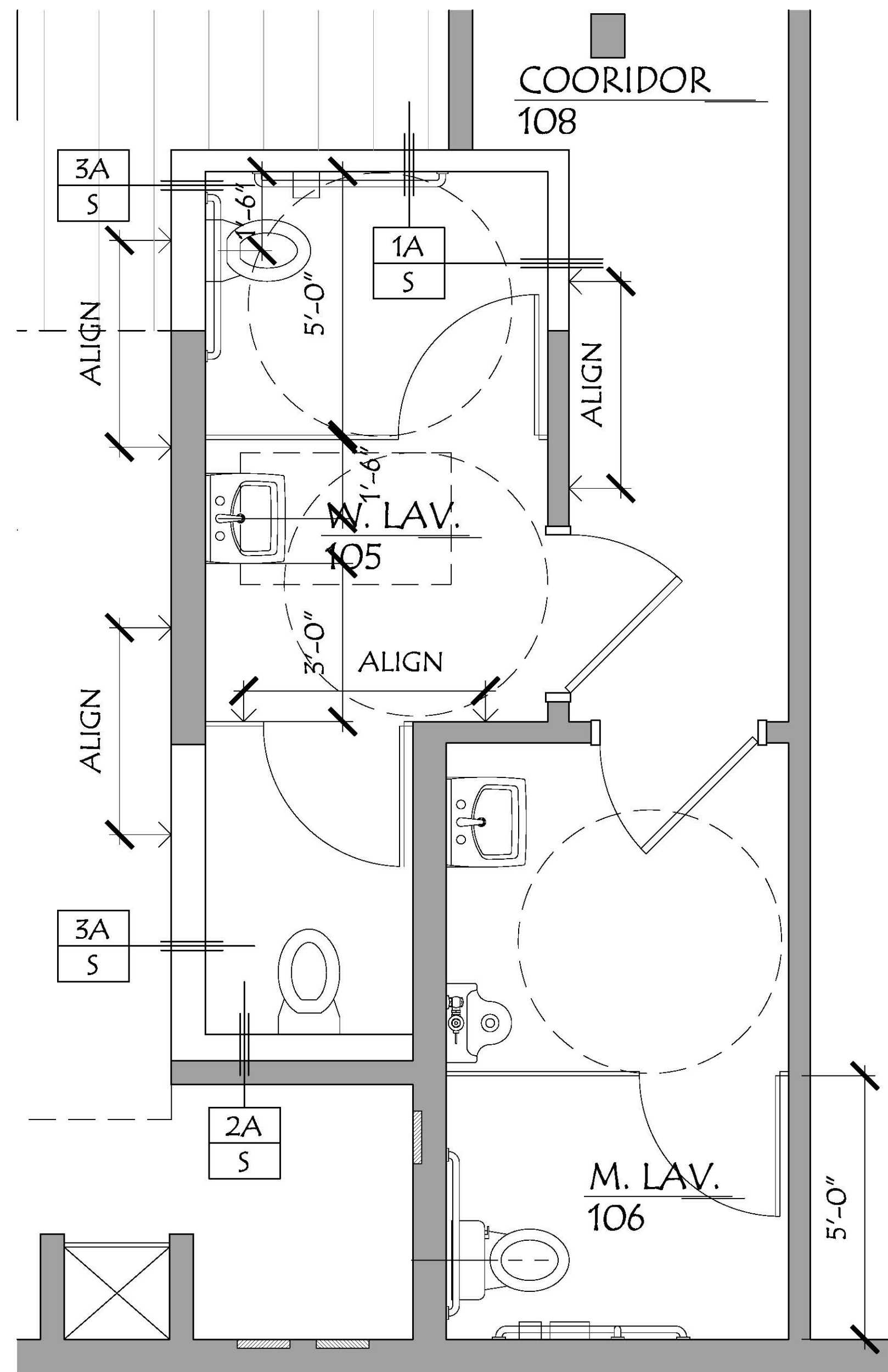
AL-1 Model:

- Dimensions:**
 - Overall height: SEE SCHED.
 - Overall width: SEE SCHED.
 - Top panel height: 1/4" TEMPERED GLASS - TINTED OR CLEAR
 - Top panel material: ALUMINUM
- Material:** HD ALUMINUM
- Thickness:** 1/4" INSUL.
- Glazing:** 1/4" CLEAR TEMPERED.

The image contains two technical drawings of window units, labeled F-1 and F-2.

Unit F-1: A single rectangular window unit. The top edge has a width of 2" and is labeled "SEE SCHED.". The left edge has a height of 2" and is labeled "SEE SCHED.". The unit is labeled "F-1" at the bottom. Below the drawing, the text reads: "MATERIAL: HOLLOW METAL" and "FINISH: PAINTED".

Unit F-2: A larger rectangular window unit, divided into two vertical sections. The top edge has a width of 2" and is labeled "MATCH EX. 3/4\" 0\"". The left edge has a height of 2" and is labeled "MATCH EX.". The right edge has a height of 2" and is labeled "SEE SCHED.". The unit is labeled "F-2" at the bottom. Below the drawing, the text reads: "MATERIAL: HOLLOW METAL", "FINISH: PAINTED TO MATCH EXISTING GLAZING", and "ALL GLAZING TO BE TEMPERED".



7'-0"

2'-10"

FOOD PICK-UP WINDOW PER KITCHEN EQUIP. SUPPLIER

SERVICE COUNTER

DUTCH DOOR PER SCHEDULE

BASE PER SCHEDULE

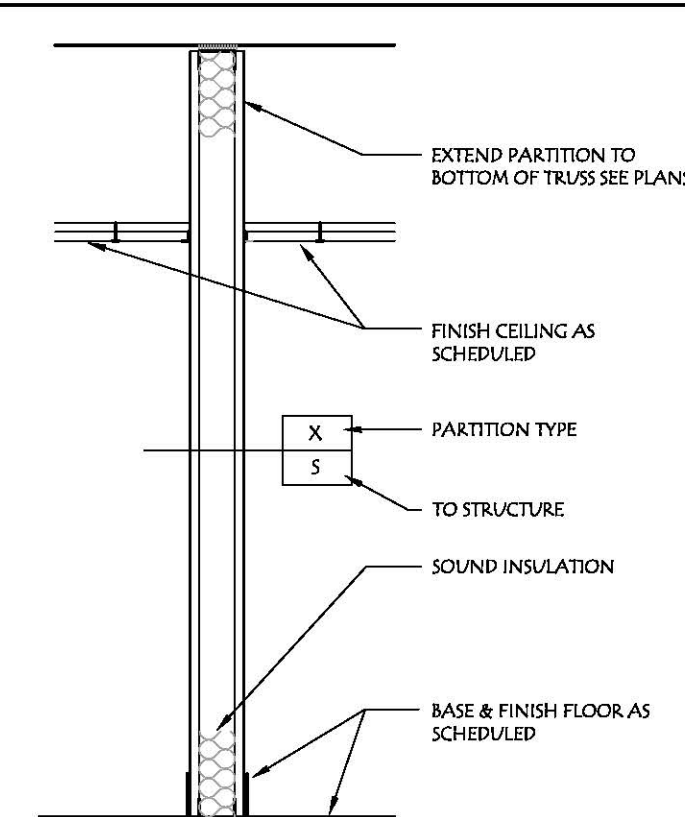
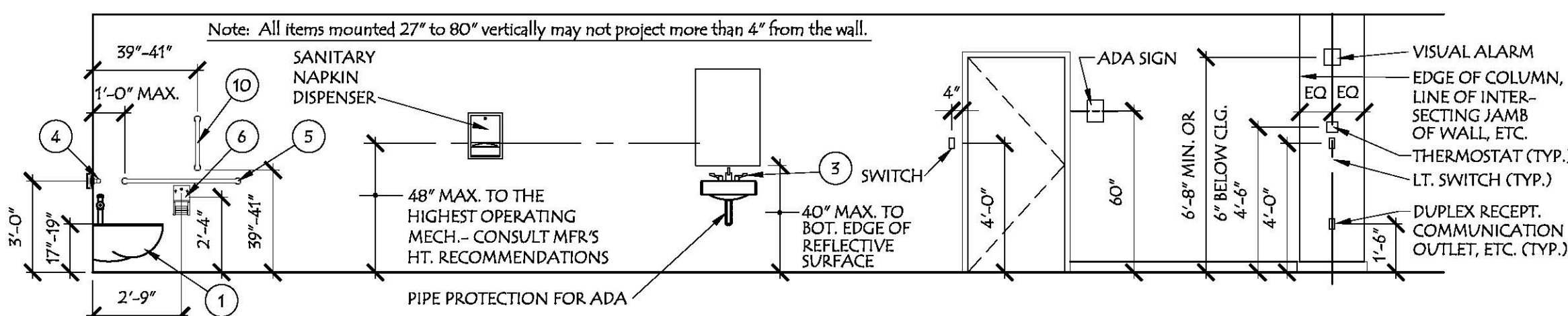
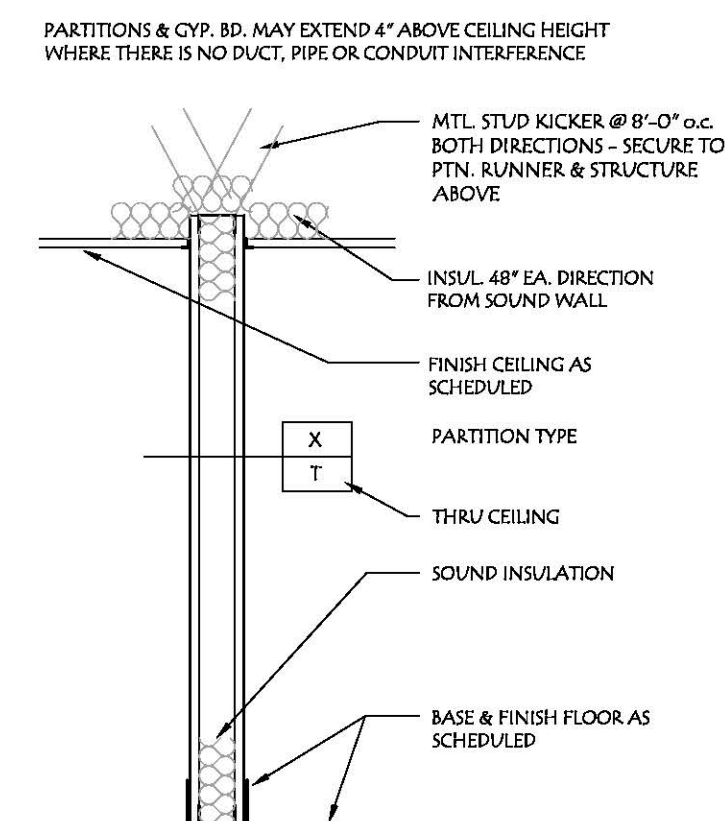
LOCATION OF DEVICES

1) DEVICES INSTALLED BY SEPARATE TRADES (SUCH AS LIGHT SWITCHES, THERMOSTATS, ETC.) INSTALLED IN THE SAME LOCATION, SHALL BE MOUNTED IN A CONFIGURATION ACCEPTABLE TO THE ARCHITECT.

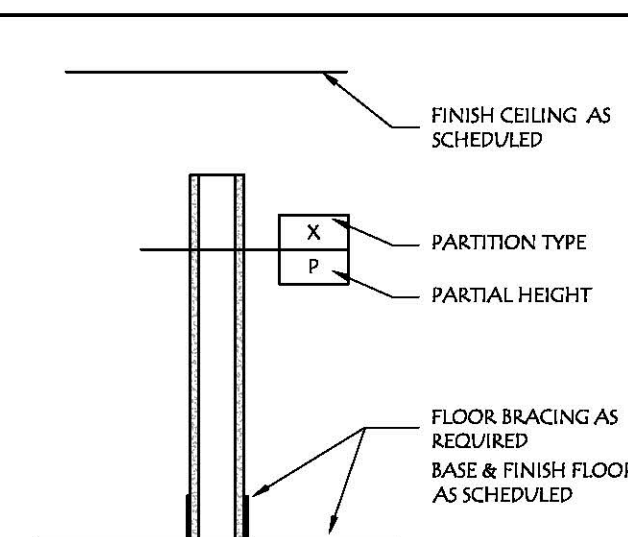
LAYOUT:

- A. CONTRACTOR SHALL TAKE SPECIAL CARE IN THE LAYOUT OF HIS WORK & IN VERIFICATION OF ANY EXISTING CONDITIONS & DIMENSIONS.
- B. THE COORDINATION & ALIGNMENT OF THIS WORK WITH ITSELF & ADJACENT WORK IS OF PRIMARY IMPORTANCE & SHOULD TAKE PRECEDENCE OVER WRITTEN DIMENSIONS, ESPECIALLY APPROXIMATE DIMENSIONS.
- C. THE INSTALLING CONTRACTOR SHALL LAYOUT HIS WORK & VERIFY TO INSURE PROPER ALIGNMENT & FIT. HE WILL REPORT ANY DISCREPANCIES TO THE PROJECT SUPERINTENDENT AND ARCHITECT.
- D. DEVICES SHALL BE UNIFORMLY MOUNTED SO THEY WILL BE SYMMETRICAL, WHEN SHOWN ON THE MECHANICAL & ELECTRICAL DRAWINGS & NOT ON THE ARCHITECTURAL DRAWINGS. VERTICALLY ALIGN DEVICES MOUNTED AT DIFFERENT HEIGHTS UNLESS SEPARATED HORIZONTALLY BY 24".
- E. DEVICES INSTALLED IN MASONRY OR INSTALLED IN / MOUNTED TO SURFACES TO RECEIVE WOOD PANELS, WALL COVERING, OR SIMILAR MATERIALS SHALL BE INSPECTED BY THE ARCHITECT / ENGINEER PRIOR TO ROUGHING-IN

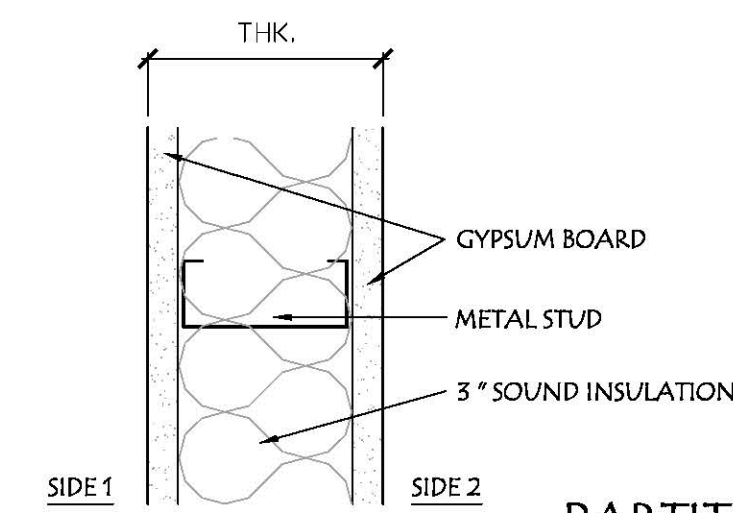
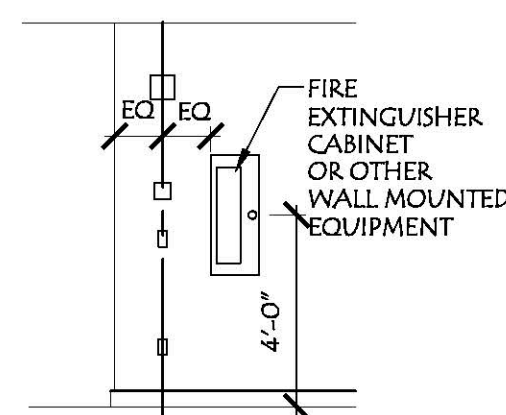
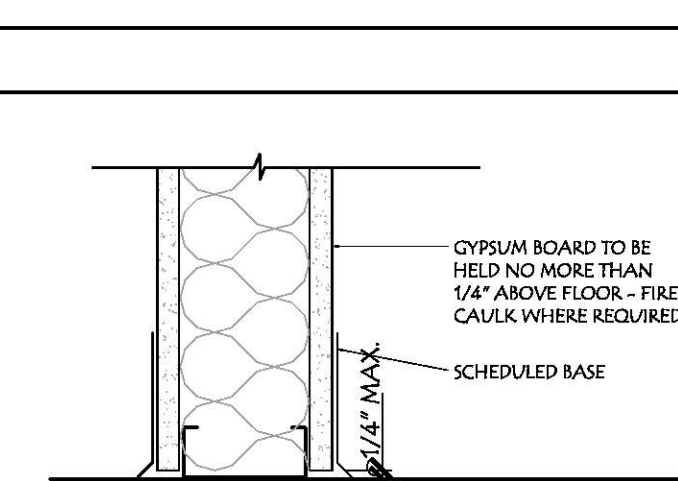
2) WHEN IN DOUBT, CHECK WITH THE ARCHITECT / ENGINEER PRIOR TO ROUGH-IN. ALL COSTS TO CORRECT DEVIATIONS FROM THESE PRINCIPLES WILL BE THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR.

PARTITION TO STRUCTURE (S)
NO SCALE

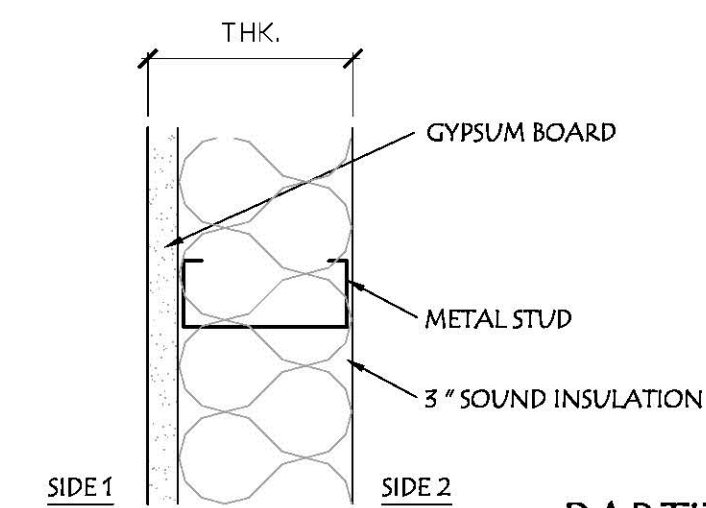
PARTITION THRU (T) CEILING



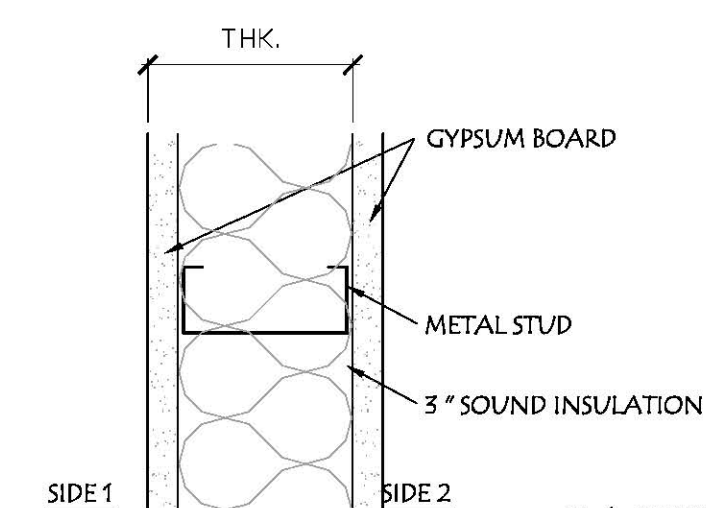
PARTIAL HEIGHT PARTITION



Partition				Gypsum Board				Framing	
Type	Thk	Fire Rating	Test Num.	Side 1		Side 2		Size	Spacing
				Type	Thk	Type	Thk		
1A	4 5/8"	-	-	REG.	1/2"	REG.	1/2"	3 5/8"	24" o.c.



Partition				Gypsum Board				Framing	
Type	Thk	Fire Rating	STC Rat g	Side 1		Side 2		Size	Spacing
				Type	Thk	Type	Thk		
2A	6 5/8"	-	-	REG.	5/8"	-	-	6"	24" o.c.



Partition				Gypsum Board				Framing	
Type	Thk	Fire Rating	STC Rat ^g	Side 1		Side 2		Size	Spacing
				Type	Thk	Type	Thk		
3A	7 1/4"	-	-	REG.	5/8"	REG.	5/8"	6"	24" o.c.

1. 3" SAFB 25" WIDE, CREASED TO FIT CAVITY. ALL JOINTS FINISHED.
2. DRYWALL SEAMS SHOULD BE STAGGERED. ALL METAL STUDS SHOULD BE STAGGERED FROM PARALLEL WALL TO PARALLEL WALL.
3. TOP AND BOTTOM OF EVERY VERTICAL WALL SHOULD BE PROPERLY SEALE WITH ACOUSTICAL CAULK.
4. USE GREEN BOARD IN BATHROOMS AND KITCHENS IN LIEU OF REGULAR GYP. BOARD.

The Professional Architects seal affixed to this sheet indicates that the named Architect has prepared or directed the preparation of the material shown only on this sheet. Other drawings and documents not exhibiting this seal shall not be considered prepared by the responsibility of the undersigned.

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ZWICK + GANDT
ARCHITECTURE, INC.
9109 WATSON ROAD, SUITE 110
ST. LOUIS, MISSOURI 63126
ph: 314-962-9292

KIM CHEESE RESTAURANT
10441 OLIVE BLVD.
CREVE COEUR, MO 63141

BID, PERMIT, & CONST. SET	05.02.14
REVISED FOR PERMIT	05.22-14

PROJECT NUMBER:
14045.00

SCHEDULES & ENLARGED BATHROOM PLAN

A1.0

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE REPEALING CONDITIONAL USE PERMIT ORDINANCES
NUMBER 2158 AND 2232 AND AUTHORIZING THE ISSUANCE OF A NEW
CONDITIONAL USE PERMIT FOR A 2,925 SQUARE-FOOT EATING AND
DRINKING ESTABLISHMENT LOCATED AT 10441 OLIVE BOULEVARD WITHIN
THE CREVE COEUR PAVILION SHOPPING CENTER**

WHEREAS, under Section 405.370(C), all eating and drinking places in the “CB”, Core Business zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, an application was submitted by Tong (Sean) Moon, of Kimcheese, LLC, for a conditional use permit for a 2,925 square-foot, 65-seat eating and drinking establishment at the tenant address of 10441 Olive Boulevard within the Creve Coeur Pavilion Shopping Center; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, July 21, 2014, beginning at 7:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

WHEREAS, notice of publication for 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

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on July 21, 2014; 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 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.
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: Ordinances Number 2158 and 2232 are hereby repealed.

BILL NO. _____

ORDINANCE NO. _____

Section 2: A Conditional Use Permit is authorized to be issued pursuant to Section 4 hereof for the operation of a restaurant located at 10441 Olive Boulevard, in the "CB" Core Business zoning district, within the Creve Coeur Pavilion Shopping Center, whose legal description is as follows:

The Land referred to in this commitment is situated in the County of St. Louis, State of Missouri, and described as follows:

Parcel 1: Lots 1, 2 and 3 of Pavilion Subdivision No. 1, according to the plat thereof recorded in Plat Book 350, Page(s) 195 through 197 of the St. Louis County Records.

Parcel 2: A tract of land located in part of the Northwest quarter of Section 1, Township 45 North, Range 5 East and in the Ravenwood Subdivision Plat 1, according to the plat thereof recorded in Plat book 69 page 12 in St. Louis County, Missouri, as acquired by the Missouri Highway and Transportation Commission by deed recorded in Book 3927 page 132; described as beginning at point 80 feet perpendicular distance North of Station 221+35 on the hereinafter described centerline of route 340; thence Northeasterly point 140 feet perpendicular distance North of the centerline Station 224+00; thence easterly and parallel with said centerline for a distance of 79.23 feet; thence South 01 degrees 06 minutes 00 seconds east to a point 80 feet North of said centerline of Route 340; thence Westerly a distance of 344.23 feet to point of beginning.

The centerline of Route 340 is described as beginning at the Southeast corner of Ravenwood Subdivision Plat No. 1, according to the plat thereof recorded in Plat Book 69 page 12 of the St. Louis County Records, Said corner being Station 226+28.75 on the centerline of Route

340 and being distant North 88 degrees 22 minutes West 194.67 feet from the Northeast corner of the Southwest quarter of the Northwest quarter of Section 1; thence North 88 degrees 22 minutes West along said centerline of distance of 628.75 feet to station 220+00, being the point of ending.

Parcel 3: A tract of land in the Northwest $\frac{1}{4}$ of Section 1, Township 45 North, Range 5 East in St. Louis County, Missouri and being part of a tract shown as Share "B" on Plat accompanying Commissioner's Report in Partition Suit of Matthew Legg, et al, against Gustave Guelberth in St. Louis Land Court October Term 1865, and described as follows:

Beginning at the point of intersections of Northwest line Ravenwood Plat Number 1, a Subdivision recorded in Plat Book 69 page 12, with the Northeast line of Ravenwood Lane, 50.00 feet wide, thence along the Northeast Line of Ravenwood Lane, North 56 degrees 42 minutes 00 seconds West 180.00 feet to a point of curve, thence Northwest along a curve to the right having a radius of 20.00 feet an arc distance of 31.42 feet to a point in the Southeast line of Old Olive Street Road, thence along said Southeast line, North 33 degrees 18 minutes 00 seconds east 134.60 feet and North 41 degrees 56 minutes 00 seconds East 94.22 feet to Northwest corner of a tract of land described to Nezam E. and Marcia J. Sadeghi by deed recorded in book 10462, page 784, thence along the Western line of said Sadeghi tract South 60 degrees 49 minutes 00 seconds East 76.31 feet to a point on the South line of that part of Share "B" described to Mathilda Lowe by deed recorded in book 666 page 153, thence along said South line, North 90 degrees 00 minutes 00 seconds East, 131.30 feet to the Northwest line of Ravenwood Plat Number 1; aforesaid, thence along said

Northwest line South 33 degrees 18 minutes 00 seconds West 325.32 feet to the point of beginning.

Parcel 4: A tract of land in the Northwest $\frac{1}{4}$ of section 1, Township 45 North, Range 5 East, City of Creve Coeur, St. Louis County, Missouri and all of Lots 3 and 4 and part of Lots 1, 2, 17, 19, and 20 of Ravenwood Plat Number 1, a subdivision recorded in Plat Book 69 page 12 of the St. Louis County Records and that part of Coventry Court, 50.00 feet wide, vacated by Ordinance Number 479 of the City of Creve Coeur a certified copy of which is recorded in Book 6291 page 2049 and part of Ravenwood Lane, 50.00 feet wide, vacated by Ordinance Number 1893, a certified copy of which is recorded in Book 11316 page 540, together described as follows:

Beginning at point on the South line of Ravenwood Lane, 50.00 feet wide, as shown on the plat of Ravenwood Plat Number 1 a subdivision recorded in Plat Book 69 page 12 said point being the Northeast corner of tract of land described the State Highway Commission of Missouri by deed recorded in Book 3927 page 132, said point also being distant North 56 degrees 42 minutes 00 seconds West 180.00 feet from the Northwest corner of Lot 4 of Ravenwood Plat Number 1, thence along the South line of Ravenwood Lane, South 56 degrees 42 minutes 00 seconds East 25.00 feet to a point in the centerline of Ravenwood Lane, thence along said centerline, South 56 degrees 42 minutes 00 seconds East 25.00 feet to a point in the centerline of Coventry Courts, thence along said

Centerline North 33 degrees 18 minutes 00 seconds East 10.00 feet to appoint in the centerline of Ravenwood Lane, thence along said centerline, South 56 degrees 42 minutes 00 seconds East 165.00 feet to a point; said point being the center of a cul-de-sac, thence South 16 degrees 30 minutes 51 seconds East 50.00 feet to the Northeast corner of Lot 17 of Ravenwood Plat Number 1, thence along the East line of said Lot 17, South 11 degrees 01 minutes 57 seconds east 2.64 feet to a point on the North line of Olive Street Road (State Highway 340) as established by deed recorded in Book 3927 page 132, thence along the North line of Olive Street Road the following: South 88 degrees 54 minutes 00 seconds West 79.23 feet to a point, South 76 degrees 08 minutes 33 seconds West 271.71 feet to a point, South 88 degrees 54 minutes 00 seconds West 88.15 feet to appoint of curve, Westwardly along a curve to the left having a radius of 11,539.20 feet and an arc distance of 150.89 feet to a point in the East line of Old Olive Road, thence along said East line the following: North 02 degrees 08 minutes 27 seconds West 59.67 feet to a point of curve, Northeast along a curve to the right whose radius point bears North 88 degrees 02 minutes 17 seconds East 360.28 feet and an arc distance of 221.73 feet to the point of tangent and North 33 degrees 18 minutes 00 seconds East 120.69 feet to the point of beginning.

Section 3: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The conditional use permit shall be for the operation of 2,925 square-foot, restaurant, at 10441 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center, zoned "CB" Core Business District.
2. Seating is limited to a maximum of 65 indoor seats.
3. Hours of operation shall not exceed 10:00 am to 11:00 pm daily. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.

BILL NO. _____

ORDINANCE NO. _____

4. The owner of the property shall address all outstanding property maintenance violations on the property to the satisfaction of the Chief Building Official prior to the issuance of any final Certificate of Occupancy for the restaurant permitted by this ordinance.
5. There shall be no outdoor storage or placement of any materials or equipment.
6. Employee parking, delivery and company vehicles shall be parked in the rear parking area behind the building line or as far from the public right-of-way as possible.
7. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
8. The restaurant shall use a tempered makeup air system. Such system shall be regularly cleaned and maintained in order to reduce cooking smells.
9. Any mechanical equipment installed for the site shall be properly screened with approved materials.
10. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
11. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
12. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
13. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

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

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

ADOPTED THIS ____ DAY OF _____, 2014.

CHARLOTTE D'ALFONSO
PRESIDENT OF CITY COUNCIL

BILL NO. _____

ORDINANCE NO. _____

APPROVED THIS ____ DAY OF _____, 2014.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

From: [Leonard Veden](#)
To: [Kelly Whitney](#)
Subject: Application #14-021
Date: Tuesday, July 08, 2014 3:35:52 PM

I believe that a better use for the former Oberweis location would be a year round H&R Block store or a Dairy Queen store if either one of those businesses wanted to move there rather than have another Chinese restaurant so close to the Stir Crazy restaurant.

Thank you,

Leonard S. Veden

BILL NUMBER ~~3213~~

ORDINANCE NUMBER ~~2232~~

**AN ORDINANCE AUTHORIZING THE ISSUANCE OF A
CONDITIONAL USE PERMIT FOR AN EATING ESTABLISHMENT TO
BE KNOWN AS OBERWEIS DAIRY TO BE LOCATED AT THE CREVE
COEUR PAVILION, LOCATED AT 10401 OLIVE BOULEVARD, IN
THE 'CB' CORE BUSINESS DISTRICT**

WHEREAS, application was made by Mr. Dave Cocagne for a Conditional Use Permit to operate an eating establishment at the Creve Coeur Pavilion, located at tenant space addressed as 10401 Olive Boulevard, zoned CB, Core Business District, and

WHEREAS, under Section 26-41-3(e), all eating and drinking establishments require the issuance of a Conditional Use Permit as defined under Section 26-114, and

WHEREAS, on July 21, 2003, the Planning and Zoning Commission of the City of Creve Coeur, by unanimous vote recommended approval of said application as per Section 26-114.4(b), and

WHEREAS, a Public Hearing was held by the Creve Coeur City Council on August 11, 2003 beginning at 7:00 p.m. or immediately following the close of the previous Public Hearing, on said application for the Conditional Use Permit as provided by Article 9, Section 26-114 of Ordinance Number 1903 of the City of Creve Coeur, and

WHEREAS, notice of publication for said Public Hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian on July 25, 2003 and in the West County Journal on July 27, 2003 newspapers of general circulation in the City of Creve Coeur, 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 three times before final passage by the City Council, and

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

Now, therefore, be it Ordained by the City Council of the City of Creve Coeur as follows:

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the construction and operation of a 2,800 sq. ft. eating establishment to be known as Oberweis Dairy at the Creve Coeur Pavilion, in the tenant space addressed as 10401 Olive Boulevard, zoned CB, Core Business District, subject to the hereinafter stated conditions, on the following described property:

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. This Conditional Use Permit shall be for the operation of a 2,800 sq. ft. eating and drinking establishment as defined under Section 26-52.13 of the City of Creve Coeur Zoning Code.
2. Said use shall be located in Creve Coeur Pavilion, in the tenant space addressed as 10401 Olive Boulevard.
3. The maximum seating permitted is limited to 36 seats, as defined by the City's Zoning Ordinance.
4. The hours of operation shall be from 9:00 a.m. to 11:00 p.m., seven days a week.
5. The floor plan for the proposed restaurant shall be filed with the City's Zoning Administrator showing the type and location of all equipment, furniture, seating capacity, and other information which may be requested by the building official.
6. All signs for the restaurant must be in conformance with the City's sign regulations, and permits must be obtained for the erection or modification of any sign on the premises. Banners, pennants, fringe, light pinwheels or other similar devices for attracting attention may be displayed only in conformance with the City's current sign regulations. Exposed neon signs shall only be used in conformance with the current sign regulations of the City of Creve Coeur.
7. There shall be no outdoor storage or placement of any materials or equipment used in conjunction with the restaurant, including but not limited to storage of outdoor tables, chairs, umbrellas, gas tanks, and milk crates.
8. Any mechanical equipment installed for the restaurant shall be properly screened with approved materials.
9. Additional business hours are permitted with the Department of Community Development's approval. Business hours can be approved for the catering of special events.
10. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
11. All new, modified or altered overhead utilities servicing the subject tenant space shall be placed underground.
12. The seating area must have sufficient proper signs to comply with the "No Smoking" Ordinance Number 1392 and amending Ordinance Number 1548.
13. A copy of all herein attached conditions shall be furnished by the owner or petitioner to the operator(s) or manager(s) including successive operator(s), owner(s) or manager(s) who shall forward to the Zoning Enforcement Officer an acknowledgement that he or she has read and understood each of these conditions and agrees to comply therewith.
14. All conditions contained within this permit shall be posted upon the properties in such a manner that it is visible to the public and the operator of said facilities.
15. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
16. No Conditional Use Permit granted by the City Council shall be valid for a period longer than one year from the date it grants the Conditional Use Permit, unless within such period: (1) a Building Permit is obtained and construction is begun; or (2) if a Building Permit is not required, an Occupancy Permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
17. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease.

18. The use of outdoor speakers for the amplification of music and spoken word is prohibited.
19. All proposed dumpsters shall be screened from view from adjoining properties and rights-of-way with a trash enclosure that is architecturally compatible with the primary structure. A hose bibb connection shall be provided for clean-up purposes.

Section 3: 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 2 of this ordinance.

Section 4: This ordinance shall become effective 15 days after adoption by the City Council and the signing thereof by the Mayor.

Adopted by City Council this 25 day of August, 2003.


BETH KISTNER
PRESIDENT OF CITY COUNCIL

Approved this 25 day of August, 2003.


HAROLD DIELMANN
MAYOR

ATTEST:


LAVERNE COLLINS, CMC
CITY CLERK

BILL NUMBER 3132

ORDINANCE NUMBER 2158

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR A RESTAURANT TO BE KNOWN AS OLD GRANVILLE HOUSE, AN ICE CREAM PARLOR, LOCATED AT THE CREVE COEUR PAVILION, ON THE SOUTH SIDE OF OLD OLIVE STREET ROAD, NORTH OF OLIVE BOULEVARD, IN THE 'CB' CORE BUSINESS DISTRICT, SUBJECT TO THE FOLLOWING CONDITIONS HEREIN SET FORTH.

WHEREAS, application was made by Mr. Rich Obertino, of TR,i Architekts, representative for Centrum Properties of Chicago, Illinois, for a Conditional Use Permit to operate an eating establishment in the retail building of the Creve Coeur Pavilion, located on the south side of Old Olive Street Road, north of Olive Boulevard, in the 'CB' Core Business District of the City of Creve Coeur, and

WHEREAS, on September 20, 2001, the Planning and Zoning Commission of the City of Creve Coeur, by unanimous vote recommended approval of said application as per Section 26-114.4(b), and

WHEREAS, a Public Hearing was held by the Creve Coeur City Council on Monday, October 22, 2001, beginning at 7:30 p.m. or immediately following the close of the previous Public Hearing, on said application for the Conditional Use Permit as provided by Article 9, Section 26-114 of Ordinance Number 1903 of the City of Creve Coeur, and

WHEREAS, notice of publication for said Public Hearing had been previously published on October 3, 2001 in the St. Louis Countian and on October 8, 2001 in the West County Journal, newspapers of general circulation in the City of Creve Coeur, 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 three times before final passage by the City Council, and

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

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

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the construction and operation of a restaurant to be located in the retail building of the Creve Coeur Pavilion, located on the south side of Old Olive Street Road, north of Olive Boulevard, in the 'CB' Core Business District, subject to the hereinafter stated conditions, on the following described property:

Commencing at a point for the intersection of the east line of Old Olive Street road, 60 feet wide and the north line of Ravenwood Lane, 50.00 feet wide, thence easterly with the north line of said Ravenwood Lane, 50.00 feet wide, north 56 degrees 42 minutes 00 seconds west, a distance of 200.00 feet to the point of beginning, said point also being the southwest corner of Lot 5 of Ravenwood Plat One as described in a deed to Gene and Betty Elbrecht recorded in Book 6913, page 1049 of the St. Louis County, Missouri records, thence north 33 degrees 18 minutes 00 seconds east, a distance of 300.31 feet to a point, thence north 89 degrees 59 minutes 50 seconds east, a distance of 251.70 feet to a point, thence north 01 degrees 45 minutes 00 seconds east, a distance of 193.57 feet to a point, thence south 86 degrees 06 minutes 27 seconds east, a distance of 108.00 feet to a point, thence south 89 degrees 20 minutes 27 seconds east, a distance of 167.40 feet to a point, thence south 00 degrees 39 minutes 33 seconds west, a distance of 692.00 feet to a point, thence south 00 degrees 04 minutes 51 seconds west, a distance of 104.94 feet to a point, thence south 88 degrees 49 minutes 12 seconds west, a distance of 464.39 feet to a point, thence north 06 degrees 11 minutes 34 seconds east, a distance of 112.06 feet to a point, thence northwesterly with the arc of a curve to the right having the following elements: a radius of 50 feet, a central angle of 79 degrees 02 minutes 16 seconds, an arc distance of 68.97 feet and a chord that bears north 36 degrees 13 minutes 08 seconds west, a distance of 63.63 feet to a point, thence north 56 degrees 42 minutes 00 seconds west, a distance of 121.70 feet to a point, thence south 33 degrees 18 minutes 00 seconds west, a distance of 10.00 feet to a point, thence north 56 degrees 42 minutes 00 seconds west, a distance of 160.00 feet, thence north 33 degrees 18 minutes 00 seconds east, a distance of 50.00 feet to the point of beginning containing in all 372,322 square feet or 8.55 acres.

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. This Conditional Use Permit shall be for the operation of a 1,932 sq. ft. restaurant located on the same lot with common access and parking, as shown in the Site Development Plan dated (Received) September 18, 2001, by the Department of Community Development and approved by the Creve Coeur City Council.
2. The hours of operation shall be from 10:00 AM to 11:00 PM Monday through Sunday.
3. The maximum seating permitted is limited to 62 seats (total for both inside and outside) as defined by the City's Zoning Ordinance.
4. The floor plan for the proposed restaurant shall be filed with the City's Zoning Administrator showing the type and location of all equipment, furniture, seating capacity, and other information which may be requested by the building official.
5. All signs for the restaurant must be in conformance with the City's sign regulations, and permits must be obtained for the erection or modification of any sign on the premises. Banners, pennants, fringe, light pinwheels or other similar devices for attracting attention may be displayed only in conformance with the City's current sign regulations. Exposed neon signs shall only be used in conformance with the current sign regulations of the City of Creve Coeur.
6. The restaurant shall use the center's trash facility until such time it is deemed necessary for the restaurant to provide its own refuse containers.
7. There shall be no outdoor storage or placement of any materials or equipment used in conjunction with the restaurant, including storage of outdoor table, chairs and umbrellas.
8. Any mechanical equipment installed for the restaurant shall be properly screened with approved materials.
9. Delivery and company vehicles shall be parked in the rear parking area of the restaurants.
10. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement or alteration may be issued.
11. The seating area must have sufficient proper signs to comply with the "No Smoking" Ordinance Number 1392 and amending Ordinance Number 1548.
12. A copy of all herein attached conditions shall be furnished by the owner or petitioner to the operator(s) or manager(s) including successive operator(s), owner(s) or manager(s) who shall forward to the Zoning enforcement Officer an acknowledgement that he or she has read and understood each of these conditions and agrees to comply therewith.
13. All conditions contained within this permit shall be posted upon the properties in such a manner that it is visible to the public and the operator of said facilities.
14. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.

15. No Conditional Use Permit granted by the City Council shall be valid for a period longer than one year from the date it grants the Conditional Use Permit, unless within such period: (1) a Building Permit is obtained and construction is begun; or (2) if a Building Permit is not required, an Occupancy Permit is obtained and the use of the building commenced. The City Council may grant extensions not exceeding one hundred and eighty (180) days each, upon written application filed and granted prior to the expiration of the Conditional Use Permit period.
16. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth.
17. The use of outdoor speakers for the amplification of music shall be permitted and shall not exceed 50 decibels at the property line.
18. The site coverage for the entire 8.69 acre parcel shall not exceed 302,587 square feet in conformity with the Site Development Plan, dated (Received) August 19, 1997 by the Department of Community Development, and approved by the Creve Coeur City Council on August 25, 1997.
19. Before Building Permit is issued, the Property Manager will install a sign directing people to the shared parking located at the office building to the east and directional signage for the garage will be in place.

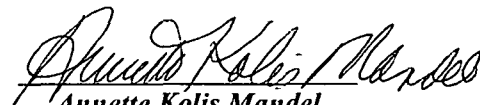
Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance.

Section 4: This ordinance shall become effective at the expiration of fifteen (15) days after adoption by the City Council and the signing thereof by the Mayor.

Adopted by City Council this 12 day of November, 2001.


Sue Kroeger
City Council President

Approved this 12 day of November, 2001.


Annette Kolis Mandel
Mayor

Attest:


LaVerne Collins, CMC
City Clerk