



AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
APRIL 1, 2024
6:00 PM

CALL TO ORDER

ROLL CALL

Ms. Julie LaBonte (Chair)
Ms. Muriel Hall
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. AJ Wang
Ms. Rhonda O'Brien
Mr. Thomas Buelter

Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Bethany L. Moore, City Planner
Ms. Christine Schuermann, Administrative Services Associate/Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. March 18, 2024 Planning and Zoning Commission Draft Meeting Minutes**

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.

UNFINISHED BUSINESS

NEW BUSINESS

- 1. PUBLIC HEARING. Application #24-009: A Conditional Use Permit for a General Rental Center Use for EquipmentShare Located at 1121 North Warson Road**

Jeffrey Williams, of EquipmentShare, has submitted an application for a Conditional Use Permit for a tool rental center at 1121 North Warson Road in the "LI" Light Industrial Zoning District. The 17,835 square foot space within the existing building will be used to store EquipmentShare's Tool Division inventory of tools and light



**AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
APRIL 1, 2024
6:00 PM**

equipment for rent. The hours will be from 7:00 AM to 5:00 PM Monday through Friday with 10 employees at the busiest shift. No exterior changes are proposed. Under Section 405.380, Table A of the Zoning Code, NAICS 532310 General Rental Centers, requires the issuance of a conditional use permit in the "LI" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

2. #24-010: Site Development Plan For Gates and a Fence Within The Front-Yard Setback Along South New Ballas Road for the Property Addressed as 303 South New Ballas Road

Jeffrey Bernstein, of Jeffrey Homes, LLC, has submitted an application for a 6-foot-tall, black aluminum perimeter fence with two 8-foot-tall gates with stone columns in the same material as the house within the area equivalent to the front-yard setback along South New Ballas Road. The subject property is zoned A Single Family Residential which has a front yard setback of 50 feet. The City of Creve Coeur's Zoning Ordinance Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that walls, entry columns, and gates in front of the home within the front yard or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080. City Council approval is not required.

WORK AGENDA

- 1. Site Coverage for Non-Residential Uses in Residential Districts**
- 2. EV Charging Zoning Regulations**

PENDING APPLICATIONS

DEPARTMENT REPORTS

ADJOURNMENT

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



**AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
APRIL 1, 2024
6:00 PM**

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.

Posted by: _____

Date/Time posted: _____

If you need special accommodations to attend a meeting, services may be arranged by contacting the Office of the City Administrator in advance.



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

CALL TO ORDER

ROLL CALL

Ms. Hall was present at 6:05pm.

**Ms. Julie LaBonte (Chair)
Ms. Muriel Hall
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. AJ Wang
Ms. Rhonda O'Brien
Mr. Thomas Buelter**

**Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Bethany L. Moore, City Planner
Ms. Christine Schuermann, Administrative Services Associate/Recording Secretary**

ACCEPTANCE OF THE AGENDA

Ms. LaBonte asked for a motion to move new business for the Capital Improvement program to be the last item of new business on the agenda.

Mr. Wang asked if Item #1 would move to item #3.

Ms. LaBonte agreed with Mr. Wang statement.

Mr. Wang made a motion to approve the agenda with that the change. Mr. Potashnick seconded. All in favor.

APPROVAL OF MINUTES

1. March 4, 2024 Planning and Zoning Commission Draft Meeting Minutes

Mr. Wang made a motion to accept the March 4, 2024 meeting minutes. Ms. Richter seconded. All in favor



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

PUBLIC COMMENT

UNFINISHED BUSINESS

NEW BUSINESS

1. Application #24-007: Minor Site Plan for a Fence Within the Front-Yard along Beacon Hill Lane for the Corner Property Addressed as 31 Beacon Hill Lane

Caroline Miller, 31 Beacon Hill Lane. She stated she built the house in 2022.

Ms. Miller requests a 55-aluminum inch fence installed on her property. Both neighbors have a 55-inch fence and those are much closer to the street than what Ms. Miller is proposing. Both neighbors have no issue with the proposed fence and gave their approval.

Ms. Miller stated her proposed fence will begin at 75 feet from the road.

Ms. Miller concluded her presentation by stating her rationale for the fence.

Mr. Greg Boader with Deck and Fence stated what exactly the resident wanted and why it was necessary for the height of the fence.

Ms. Moore, City Planner discussed the minor site plan for a front yard fence at 31 Beacon Hill Lane. The fence is taller than 48 inches so requires PZ approval.

Ms. Moore reviewed the location and appearance of the fence. Also, she gave the overview of the ordinance that states when a fence needs to be approved by the PZ commission.

Ms. Moore gave an overview on the existing conditions of the property. She gave an



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

example of a neighbor's fence which was very similar to the proposed fence.

Mr. Potashnick asked how tall the neighbor's fence is to compare to the proposed fence.

Ms. Moore did not know the height but same type proposed fence. Applicant stated the fence is 54 inches.

Mr. Potashnick made a motion to recommend approval of the minor site plan for a fence within the front yard along Beacon Hill Lane.

RESULT: approved

MOVER: Potashnick

SECONDER: Wang

AYES: Julie LaBonte, AJ Wang, Thomas Buelter, Muriel Hall, Rhonda O'Brien, Larry Potashnick, Marjorie Richter

NAYS: None

**2. Application #24-008: Minor Site Plan for a Temporary Use Permit for
Congregation Shaare Emeth at the Property Addressed as 11645 Ladue
Road**

Robert Colton, of congregation Shaare Emeth at property addressed 11645 Ladue Rd.

gave an overview of the request for temporary use permit.

The synagogue is running out of space during summer camps and would like to have the children outside as much as possible. They have two pavilions used for different activities, but they do not give enough shade during the day. The camp operates Monday- Friday 9:00-6:00pm with 200 children attending. The synagogue would like to add some shade to the grounds. They would like some commercial tents that are 20 X 20 feet located on the campgrounds where the children play. The tents are very basic but would provide some shade during the day. The proposed tents will be located off of the parking lot and at the fields where the kids play.



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

Ms. Richter asked if the tents were used in the past.

Mr. Colton stated the tents were not used in the past. The synagogue has not purchased any tents yet because they wanted to be sure this will be allowed by the city.

Purchasing tents will cost around \$7000 with shipping charge and the expense of installing the tents. The applicant didn't want to purchase anything until this permit is approved.

Ms. Moore, City Planner discussed the CUP request and why it needs PZ Commission approval.

Ms. Moore stated the synagogue would like to have the tents for 60 days instead of 45 days which is the typical CUP temporary use timeframe. 60 days is the timeframe they need because of the length of the summer camps.

Ms. Moore presented picture of the tents and where the tents would be located on the property. The tents will be at the rear of the property and will not be that visible.

Ms. O'Brien asked if there are some other city requirements.

Ms. Moore stated the tents will be inspected for set up and for fire safety.

Mr. Potashnick made a motion to recommend approval of the temporary use permit for use of two temporary tents located at 11645 Ladue Rd for 60 days. Ms. Marjorie seconded.

RESULT: approved

MOVER: Potashnick

SECONDER: Wang

AYES: Julie LaBonte, AJ Wang, Thomas Buelter, Muriel Hall, Rhonda O'Brien, Larry Potashnick, Marjorie Richter

NAYS: None

- 3. Presentation of the FY2025-FY2029 Capital Improvement Program:**
City Staff is currently developing the annual update to the City's five-year Capital Improvement Program (CIP). Staff will present the draft CIP to the



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

Planning and Zoning Commission and plan to seek the Commission's recommendation on this plan. Adoption of the plan by the City Council is currently scheduled for consideration on April 8th.

The current draft CIP is included as an attachment to this agenda item. The draft CIP can also be found on the City's website at:

<https://www.crevecoeurmo.gov/95/Capital-Improvement-Program>

Mr. Jaggi gave an overview of what Steve Berecz will be presenting. This is the Annual review of the capital Improvement program. Steve Berecz is our new city engineer & assistant director of public works. He is taking over the process this year and will present the draft CIP and from here this is being presented to the finance committee as well as city council in work session format.

Steve Berecz, City Engineer presented the Capital Improvement Program for the next 5 years. Capital improvement projects are all projects that are over \$20,000 in value and assigned to staff review. This presentation was already made to the city council at a work session.

Mr. Berecz discussed the CIP schedule. Last year the schedule was listed on the city's website for resident questions or comments. The city received some comments from residents. Staff prepared a draft CIP and went to city council in March. After that it is presented tonight to Planning and zoning commission, stormwater, parks and financial committee. Possibly going to city council for adoption on April 8th.

Mr. Berecz discussed funding sources and gave an overview of what the city receives. Some of the sources mentioned were sales taxes, grants, & funds. Revenue from sales tax goes to the capital fund around \$2.5 million a year. The capital Expenditure fund summary is \$21.5 million, which is mostly streets and sidewalks at 77% of that fund.

Ms. LaBonte asked about construction of the streets with Missouri American Water damage. Is that having to be redone?

Mr. Berecz stated this would be Missouri American responsibility and their cost.

Mr. Lumley stated Missouri American Water sometimes give the money to the city because the city was already going to do the other work on the street.

Mr. Berecz stated Missouri American Water has done more replacements recently than



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

what they have done in the past.

Mr. Buelter asked regarding streets and sidewalks and if it is mostly repairs and upgrades or new.

Mr. Berecz stated it is mostly repairs and upgrades

Mr. Berecz discussed new taxes that started in 2021. Parks and stormwater fund is around 2.5-3 million dollars.

Mr. Buelter asked if 2024 and on was the estimated income and 2023 is the actual income?

Mr. Berecz stated that was correct. They worked with finance to estimate the numbers Mr. Buelter asked why the jump from 2023 to 2024?

Mr. Berecz was not sure but felt tax was performing better than expected.

Mr. Berecz presented a funds summary which included:
Parks and Rec-\$8.5
million Stormwater-\$5.7
million
and a few other projects including the police station

Mr. Berecz presented more details on current projects and different accounts. On the government facilities there is a new transfer proposed and this is still in a draft plan from the general fund to the capital fund to fund 2 facilities.

Government Center Renovations and roofing for the public works garage. The city is suing for insurance payments and is being proactive since the city is not aware when those refund will be received.

Mr. Berecz discussed EV charging stations projected in FY 2025 in the city government center.



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

He discussed small public works repairs in FY 2025

Mr. O'Brien asked whether the EV station would be for employees or also public use

Mr. Berecz stated it is initially planned for city and possible public facing, but it depends on Ameren grants that are available.

Mr. Berecz discussed other future projects including police station, ice rink arena, golf course irrigation system.

A current project that is under design is for Venable Park improvements and this is second major park project after Millenium Park which should be ready by Memorial Day.

Mr. Berecz gave an overview of future Lake School Park improvements. City is at concept design currently and work is planned for FY 2026, 2027, 2028.

Mr. Berecz stated some highlights of other park projects that are on the plans.

He discussed other needed projects for lake dredging at Conway Park & Golf Course. These are costly projects but necessary.

Ms. Richter asked what is done with the sludge?

Mr. Berecz stated that will be determined. Conway was left on site but it might be more challenging this time. It can be dried on site in bags and taken away. There are many options and needs to be evaluated because of the expense.

Mr. Berecz discussed stormwater management plan which will hopefully be adopted on April 8th city council meeting.

Ms. Richter asked whether reimbursements depend on MSD?

Mr. Berecz stated it could have effect in the future but currently it does not.

Mr. Berecz discussed an overview of sidewalks and road improvements in the city.



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

Ms. LaBonte asked what would be happening at corner of New Ballas and Olive?

Mr. Jaggi updated regarding the New Ballas improvement. They are working on north bound right turn lane take east bound onto Olive.

Mr. Berecz discussed some administrative changes needed to help manage these funds.

Ms. O'Brien asked if these employees will be temporary or permanent?

Mr. Berecz stated he believes that some will be full time employees.

Ms. Patti Trout, 309 South Mosley. Ms. Trout asked regarding EV stations and who would be able to access the stations?

Mr. Berecz said he believes there would be city and public access.

Mr. Jaggi stated they would be on city property but believes the public would have access to the stations.

Mr. Wang asked if the charging station will be level 3 or level 2. Mr. Jaggi said level 2.

MS. Richter stated the public will not want to leave their cars for six hours while charging.

Ms. Trout asked if any projects were under budget.

Mr. Berecz stated some are above budget, under budget and at budget.

Mr. Wang made a motion to recommend approval of the CIP presented by Mr. Steve Berecz and Ms. O'Brien seconded.

RESULT: approval

MOVER: Wang

SECONDER: O'Brien

AYES: Julie LaBonte, AJ Wang, Thomas Buelter, Muriel Hall, Rhonda O'Brien, Larry Potashnick, Marjorie Richter

NAYS: None



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

WORK AGENDA

PENDING APPLICATIONS

1.
 - **Conditional Use Permit for (NAICS 532310) General Rental Centers for EquipmentShare located at 1121 North Warson Road.**
 - **Minor Site Plan for a Fence with Gates within the Front Yard Setback located at 303 South New Ballas Road.**
 - **EV Charging Work Session.**

Ms. Moore, city planner, discussed pending applications for the next meeting. The CUP permit for General Rental Centers and fence and gates for a new house on South New Ballas Rd. Ms. Moore is getting more final details application so it might not be until May 1st meeting.

Ms. Moore stated EV charging work session will be at the next meeting.

DEPARTMENT REPORTS

1. Olia Village Economic Incentives Update

Mr. Jaggi discussed updates regarding Olia Village. Public hearings will be held on March 25th at city council to consider several economic incentives for Olia Village.

The council would be asked for a second reading of ordinances and a vote on April

8th. The first item the council will be considering a master redevelopment plan

The council will also consider Chapter 353 which is a property tax abatement for up to 25 years. The first ten years are 75% abatement and then the 15 years will have a 50% abatement. It does exclude lot 16 which is the lot for the townhomes. Those properties would not have a tax abatement. The city council have had several executive sessions on these items, and they are well versed on what is being presented.



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

Ms. LaBonte asked if the school district is involved in this?

Mr. Jaggi stated they are the largest tax entity that will be impacted the most by this request.

Ms. LaBonte asked if we had a discussion that property taxes do not cover today what it costs for a student. Why would we even consider that?

Mr. Jaggi stated the school district will receive money to cover such expenses.

Ms. Richter asked if tax abatement is all for the commercial development.

Ms. Jaggi agreed regarding the tax abatement. There will be a special sales tax which would fund all of these improvements on the site. There will be a special assessment on each on the lots. This is pay for all site development. There is also 1/2% TDD tax and that would help with improvement in transportation facilities. The last request they have is chapter 100 which provides a sales and use tax exemption on construction materials.

Mr. Jaggi stated the city has hired an Independent Landscaper to review the site plan work and tree removal process.

Ms. LaBonte asked if California Pizza Kitchen has closed, and Mr. Jaggi stated have and are relocating.

Mr. Jaggi discussed the status of CSi Leasing leaving its building and there is an opportunity for the city.

Mr. Jaggi stated the proposal will be a mixed-use building with apartments and commercial space.

Ms. LaBonte stated how so many apartments are going in at Creve Coeur. How to handle that and not have empty spaces.

Mr. Jaggi indicated the city has access to recent market studies indicating demand remains

ADJOURNMENT



**DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
MARCH 18, 2024
6:00 PM**

Meeting adjourned at 7:10pm

Submitted by:

Recording Secretary

Chair



APPLICATION TO PLANNING AND ZONING COMMISSION
#24-009: A CONDITIONAL USE PERMIT FOR A GENERAL RENTAL
CENTER USE FOR EQUIPMENTSHARE LOCATED AT 1121 NORTH
WARSON ROAD

FOR THE MEETING OF: Monday, April 1, 2024

LOCATION: 1121 North Warson Road, in the LI (Light Industrial) District

REQUEST: Jeffrey Williams, of EquipmentShare, has submitted an application for a Conditional Use Permit for a tool rental center at 1121 North Warson Road in the "LI" Light Industrial Zoning District. NAICS 532310 General Rental Centers is a Conditional Use in the "LI" Light Industrial District. The 17,835 square foot space within the existing building will be used to store EquipmentShare's Tool Division inventory of tools and light equipment for rent. The hours will be from 7:00 AM to 5:00 PM Monday through Friday with 10 employees at the busiest shift. No exterior changes are proposed.

ADDITIONAL INFORMATION: Under Section 405.380, Table A of the Zoning Code, NAICS 532310 General Rental Centers, requires the issuance of a conditional use permit in the "LI" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the requirements for a conditional use permit?
- Does the request follow the design guidelines?

Creve Coeur 2030 Comprehensive Plan References

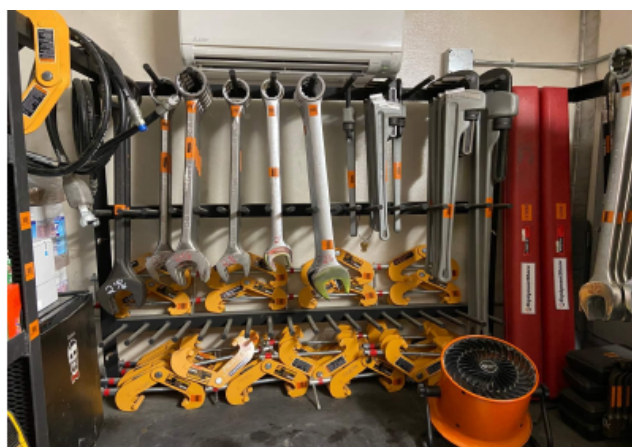
- Mixed-Use Innovation Campus District
- Design Guidelines

Zoning Code References

- Section 405.380: LI-Light Industrial District
- Section 405.470: Conditional Uses

APPLICANT: Jeffrey Williams
EquipmentShare.com, LLC
1428 Chestnut Street, Ste 110
Chattanooga, TN 37402

OWNER: Richard Henry
NWarson, LLC
3972 Ivy Road
Charlottesville, VA 22903



REPORT PREPARED BY: Bethany L. Moore, AICP, City Planner
DATE: 3/25/2024
ATTACHMENTS: Applicant's Materials
Draft Ordinance

PROJECT REQUEST

The applicant, EquipmentShare, has applied for a Conditional Use Permit for 17,835 square feet of space to house their Tool Division's inventory of tools and light equipment for rent. NAICS 532310 General Rental Centers, is a conditional use in the LI-Light Industrial zoning district. The Tool Division specializes in tool and light equipment rental with no heavy equipment located on site. Rentals include light-duty and industrial equipment used to carry out specific tasks in construction or manufacturing processes. The applicant will have 10 employees at busiest shift and will be open between the hours of 7:00 AM and 5:00 PM Monday through Friday. The subject property is part of a four-building complex known as the North Warson Business Center which was developed in the 1970s in St. Louis County before becoming incorporated into Creve Coeur in the 1990s. This Conditional Use Permit requires approval from the City Council after recommendation from the Planning and Zoning Commission.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Industrial	"LI" Light Industrial	N/A
South	Residential	"AR" Attached Single-Family Residential	N/A
East	City of Olivette	Mixed Use	N. Warson Road
West	Industrial	"LI" Light Industrial	N/A

COMPREHENSIVE PLAN REVIEW

The subject property is located within the Mixed-Use Innovation Campus District (MUIC) located on the east end of Olive Boulevard. The Comprehensive Plan recommends that a variety of active office and residential uses be allowed and encouraged with side and rear lot parking. The MUIC is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development, multi-family housing, and other community amenities. The focus of the MUIC is to develop the SLEDP 39 North plant science and agricultural technology district. The property was developed in St. Louis Country prior to incorporation into the City of Creve Coeur and has remained largely unchanged since. Since the proposed use will only be taking up a portion of the existing building and making no exterior or interior changes, this use is compatible in terms of the Comprehensive Plan guidelines. Therefore, the proposed use would satisfy the goals and objectives of the Comprehensive Plan as much as such a use could.



Figure 1: Site Plan.

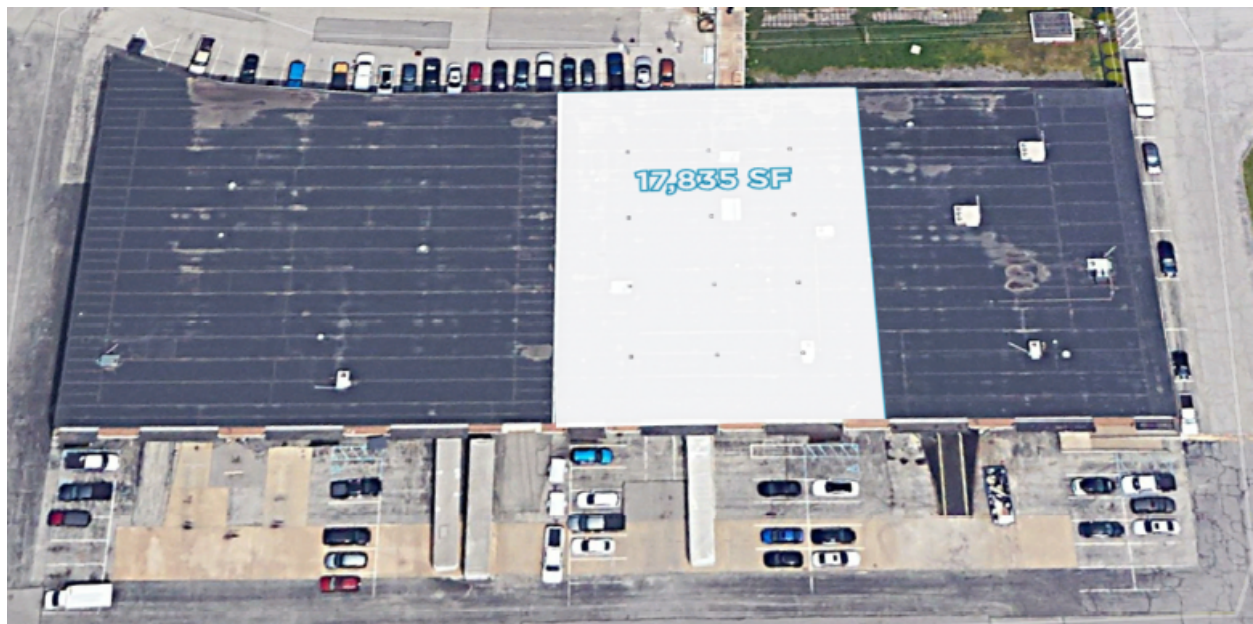


Figure 2: Proposed Floor Plan.

ZONING REVIEW

As the proposed use is utilizing an existing space within a multi-tenant building and will not be making any changes to the exterior of the building or site, and the use is compatible with other surrounding uses, staff does not have any concerns with this use or the condition of the property.

Parking:

There are 205 total parking spaces on site that are shared between the four industrial buildings on the lot. NAICS 532310 General Rental Centers requires parking to be determined based on the square footage of the space. The total square footage of the space that the applicant is proposed to lease is 17,835 square feet. Section 405.820, Required Off-Street Parking Spaces, requires that 4 parking spaces be provided per 1,000 square feet of space for the use meaning that this use would need 72 spaces. Given that there are 205 parking spaces on site, staff is not concerned with the amount of parking provided on site and is satisfied that the parking requirements of Section 405.820 have been met.

RECOMMENDATION

Based on the above analysis, the request for a conditional use permit meets the requirements of the Zoning Ordinances and goals of the Comprehensive Plan. Staff recommends the following conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 17,835 square foot general rental center space located at 1121 North Warson Road.
2. The hours of operation shall be: 7:00 A.M. to 5:00 P.M. Monday through Friday.
3. Additional business hours may be permitted with the Zoning Administrator's approval.
4. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
5. Any future enlargement, extension, expansion or exterior 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 exterior alteration may be issued.
6. 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.
7. 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.

MOTION

If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

"I move to recommend approval of the conditional use permit for EquipmentShare with conditions according to the draft ordinance attached to the staff report for Application #24-009, for the meeting of April 1, 2024." (Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

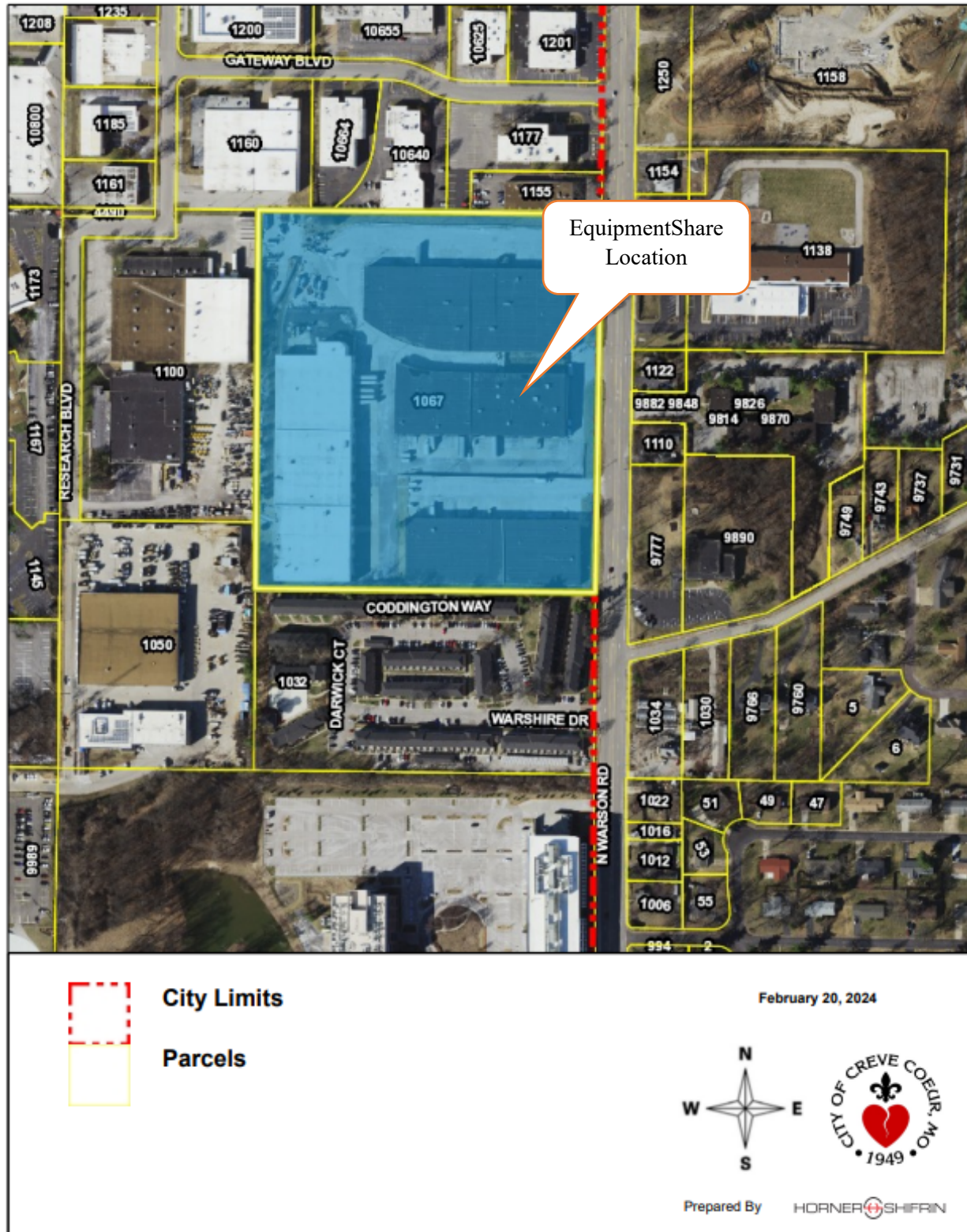
APPENDIX 1: COMPREHENSIVE PLAN

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



BILL NO. 6085

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A NEW CONDITIONAL USE PERMIT FOR
EQUIPMENTSHARE AT 1121 N. WARSON ROAD WITHIN THE NORTH WARSON
BUSINESS CENTER, ZONED LI-LIGHT INDUSTRIAL DISTRICT**

WHEREAS, Jeffrey Williams, of EquipmentShare.com, LLC, has submitted an application for a general rental center use at 1121 N. Warson Road, Creve Coeur, MO, 63141, within the North Warson Business Center, zoned LI-Light Industrial District; and

WHEREAS, Section 405.380(C), NAICS 532310 General Rental Centers, requires the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, April 1, 2024, beginning at 6:00 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 request, subject to the conditions contained herein, at its meeting on April 1, 2024; 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. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this Chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. Is consistent with the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.

6. Will be compatible with the character of the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

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

SECTION 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of EquipmentShare for a general rental center at 1121 N. Warson Road, Creve Coeur, MO, 63141, within the North Warson Business Center, zoned LI-Light Industrial District, whose legal description is as follows:

A tract of land being part of Section 36, Township 46 North - Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as follows: Beginning at the Northwest corner of property conveyed to Warson Village Apartments Associates, L.L.C. as described in the deed recorded in Book 10552, Page 1310 of the St. Louis County records; thence North 00 degrees 44 minutes 25 seconds East 904.30 feet to a point on the South line of the "Resubdivision of Sections 2, 3, and 4 of Lindbergh Warson Industrial Center Addition 1", a subdivision according to the plat thereof recorded in Plat Book 100, Page 52 of the St. Louis County records; thence Eastwardly along said South line South 89 degrees 16 minutes 51 seconds East 830.00 feet to a point on the West line of Warson Road, 80 foot wide; thence Southwardly along said West line South 00 degrees 47 minutes 00 seconds West 905.03 feet to a point on the North line of aforesaid Warson Village Apartments Associates, L.L.C. property; thence Westwardly along said North line North 89 degrees 13 minutes 50 seconds West 829.32 feet to the point of beginning.

SECTION 2: 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 a 17,835 square foot general rental center space located at 1121 North Warson Road.
2. The hours of operation shall be: 7:00 A.M. to 5:00 P.M. Monday through Friday.
3. Additional business hours may be permitted with the Zoning Administrator's approval.
4. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
5. Any future enlargement, extension, expansion or exterior 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 exterior alteration may be issued.
6. 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.

BILL NO. 6085

ORDINANCE NO. _____

7. 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.

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. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

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

ADOPTED THIS ____ DAY OF _____, 2024.

NICOLE GREER
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2024.

DR. ROBERT HOFFMAN
MAYOR

ATTEST:

KELLIE HENKE
CITY CLERK



city
of

CREVE COEUR

PLANNING DIVISION

File # _____

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):
Name _____	Jeffrey Williams
Company (If Applicable) _____	EquipmentShare.Com LLC
Address _____	Company (If Applicable) _____
Address _____	1428 Chestnut St., Ste 110
Telephone # _____	Address _____
Fax # _____	Chattanooga, TN 37402
Email: _____	Address _____
_____	Telephone # (423) 713-3526
_____	Fax # _____
_____	Email: jeffrey.williams@equipmentshare.com
_____	_____
_____	<i>Jeffrey Williams</i>
_____	_____
<i>Applicant's Signature</i>	<i>Applicant's Representative's Signature</i>

Property Information:	Owner's Acknowledgement (if different from applicant):
1121 N Warson Rd	Richard Henry
Address _____	Name _____
Saint, Louis, MO 63132	NWarson LLC
Address _____	Company (If Applicable) _____
N Warson Business Center	3972 Ivy Rd
Development Name (if any) _____	Address _____
LI	Charlottesville, VA
Current Zoning _____	Address _____
Prior CUP Approvals (if known) _____	Telephone # 310-779-3062
_____	Fax # _____
_____	Email: richard@clovellyfund.com
_____	_____
_____	Richard Henry
_____	Digitally signed by Richard Henry Date: 2024.02.28 11:07:03 -08'00'
_____	_____
_____	<i>Owner's Signature</i>

Description of Requested Use (attach additional sheets as needed)

General Description of Business: See additional sheet.

Gross Floor Area – Existing and Proposed: 17,835 SF Existing

Number of Seats (for restaurant only): N/A

Number of Employees at the busiest shift: 10

Hours of Operation: Monday through Friday 7:00 AM to 5:00 PM.

Current or Most Recent Use of the Property: Vacant

Will the applicant apply for a liquor license: Yes ☐ No ☒

Rationale

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

Submittal Checklist

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

Preferred Public Hearing Date: Monday, April 1, 2024.

****See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff****

Office Use Only

☐ All Sections Complete

Received By: _____

☐ All Documents, incl. e-Copies

Date: _____

☐ Fees Paid

Revised: 7/22

1121 N Warson Road, St Louis, MO 63132

Legal Description and Locator Number

- Unit 1121, Building C, North Warson Business Center. Note that this parcel has four buildings and EquipmentShare is occupying a portion of one of these buildings.
- Legal Description (Entire Parcel): A tract of land being part of Section 36, Township 46 North - Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as follows: Beginning at the Northwest corner of property conveyed to Warson Village Apartments Associates, L.L.C. as described in the deed recorded in Book 10552, Page 1310 of the St. Louis County records; thence North 00 degrees 44 minutes 25 seconds East 904.30 feet to a point on the South line of the "Resubdivision of Sections 2, 3, and 4 of Lindbergh Warson Industrial Center Addition 1", a subdivision according to the plat thereof recorded in Plat Book 100, Page 52 of the St. Louis County records; thence Eastwardly along said South line South 89 degrees 16 minutes 51 seconds East 830.00 feet to a point on the West line of Warson Road, 80 foot wide; thence Southwardly along said West line South 00 degrees 47 minutes 00 seconds West 905.03 feet to a point on the North line of aforesaid Warson Village Apartments Associates, L.L.C. property; thence Westwardly along said North line North 89 degrees 13 minutes 50 seconds West 829.32 feet to the point of beginning.
- Parcel APN/Locator Number 16M220089

1121 N Warson Road, St Louis, MO 63132 Rationale and EquipmentShare Company Information

EquipmentShare's Need and Rationale for a Conditional Use Permit

EquipmentShare is requesting a Conditional Use Permit to open one of its tooling divisions at 1121 N Warson Rd, St Louis, MO 63132. After discussions with a Creve Coeur City Planner, it was determined that our intended use is classified as NAICS 532310 (General Rental Centers). Per Table A (Permitted and Conditional Uses) of the Creve Coeur Zoning Ordinance, this NAICS classification requires a Conditional Use Permit for property zoned LI.

1121 N Warson Rd is located within the North Warson Business Center. This center is comprised of four large warehouses that are divided into suites. 1121 N Warson is located in the center of the middle building (see site plan) and only adjoins other warehouses in this center. This location does not adjoin any residential property and is well-buffered. EquipmentShare's intended use is comparable to other businesses' current and historical uses located within this Business Center. Given these factors, EquipmentShare believes that its intended use will have little or no impact on the surrounding residences and businesses.

About EquipmentShare and its Tooling Division

EquipmentShare is a nationwide construction technology company dedicated to increasing industry productivity through smart jobsite technology and equipment rental, retail, and service centers. EquipmentShare integrates its cloud-connected platform, T3, into its rental experience which gives customers unparalleled visibility and control over their machines and job site operations. We operate 4 Divisions including Core Solutions, Advanced Solutions, Tooling Solutions, and a Dealership Division. The demand for the company's innovation continues to drive EquipmentShare's growth with over 200 locations across the United States employing over 4,500 team members.

The Tooling Division's typical site will specialize in tooling and light equipment rental. No heavy equipment will be located at this location. The typical site is one to two acres with 10,000 to 30,000 square feet of warehouse space and 800 to 2500 square feet of office space. These warehouses will typically have 2-4 dock doors with levelers. The hours of operation are Monday through Friday 7:00 AM to 5:00 PM and are typically closed on weekends and most major holidays. This division specializes in the rental of light-duty and industrial equipment used to carry out specific tasks in the construction or manufacturing process. These tools include welders, various handheld tools, saws, cutters, and pipe fabricators. More specific examples of these systems include:

- Welding, Cutting, and Pipe Fabrication
- Hazardous Location Lighting Equipment
- Electric Contractor Tools
- Industrial Supplies
- Material Handling
- Torquing, Hydraulic, and Electrical Power Tools
- Compressed Air Tools
- Tool Testing, Certification, and Repair
- Safety and Communication Equipment

Example of Tooling Solutions Handheld Tooling Equipment

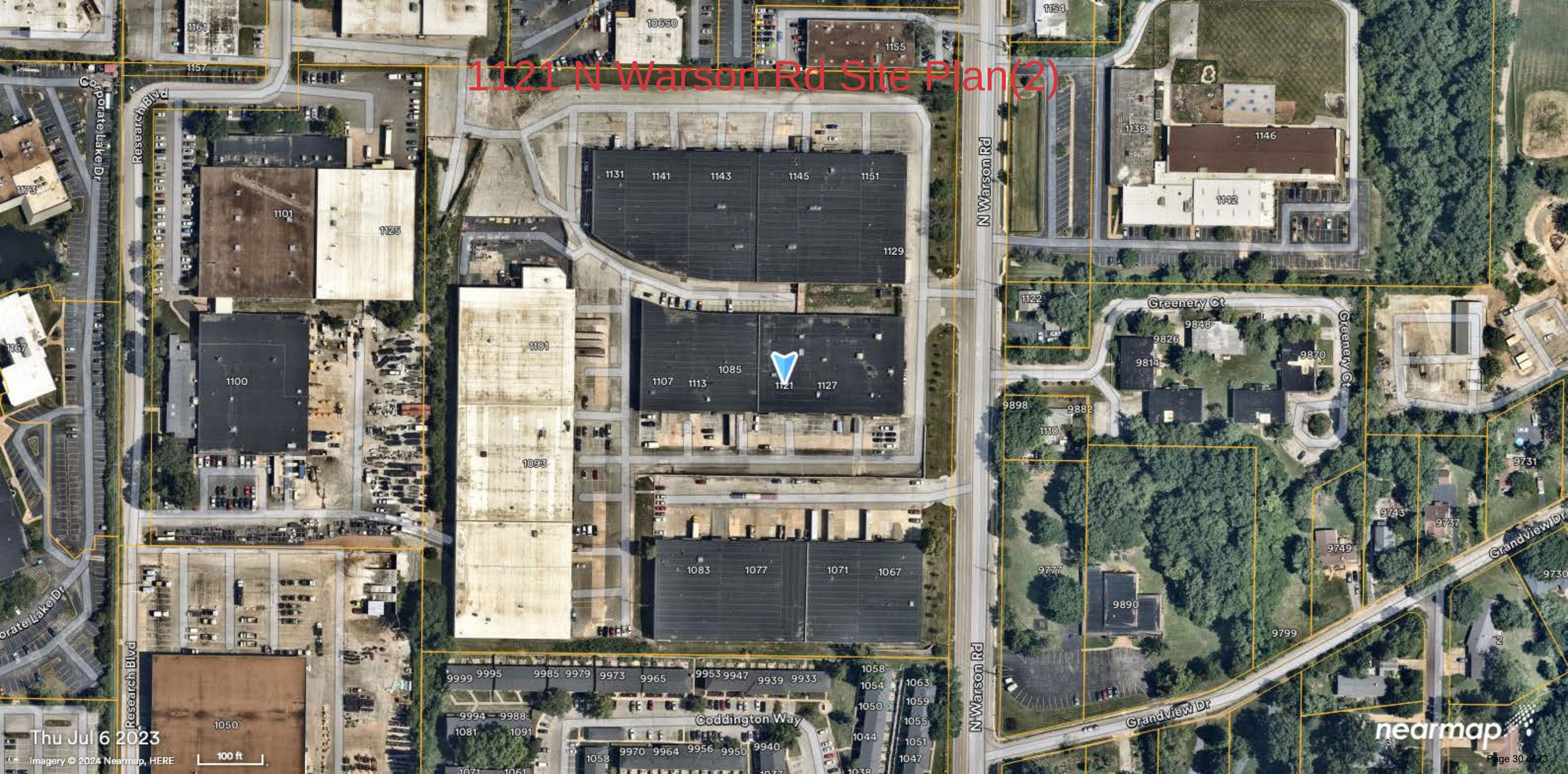


Sales and Uses of Location

EquipmentShare primarily engages in business-to-business transactions with limited retail customer interaction. The company uses technology to allow for mobile ordering and site delivery for tool and equipment rental. Additionally, light-duty service and repair and maintenance of equipment will be done on-site (inside). Typical repairs would include small engine repair, hose and valve replacement on various equipment, and gasket repair for various pumps, etc.

For more information please visit our website at www.equipmentshare.com.

1121 N Warson Rd Site Plan(2)



Thu Jul 6 2023

Imagery © 2024 Nearmap, HERE

100 ft

nearmap

1121 N Warson Rd Site Plan

EquipmentShare is leasing white shaded space

Legend

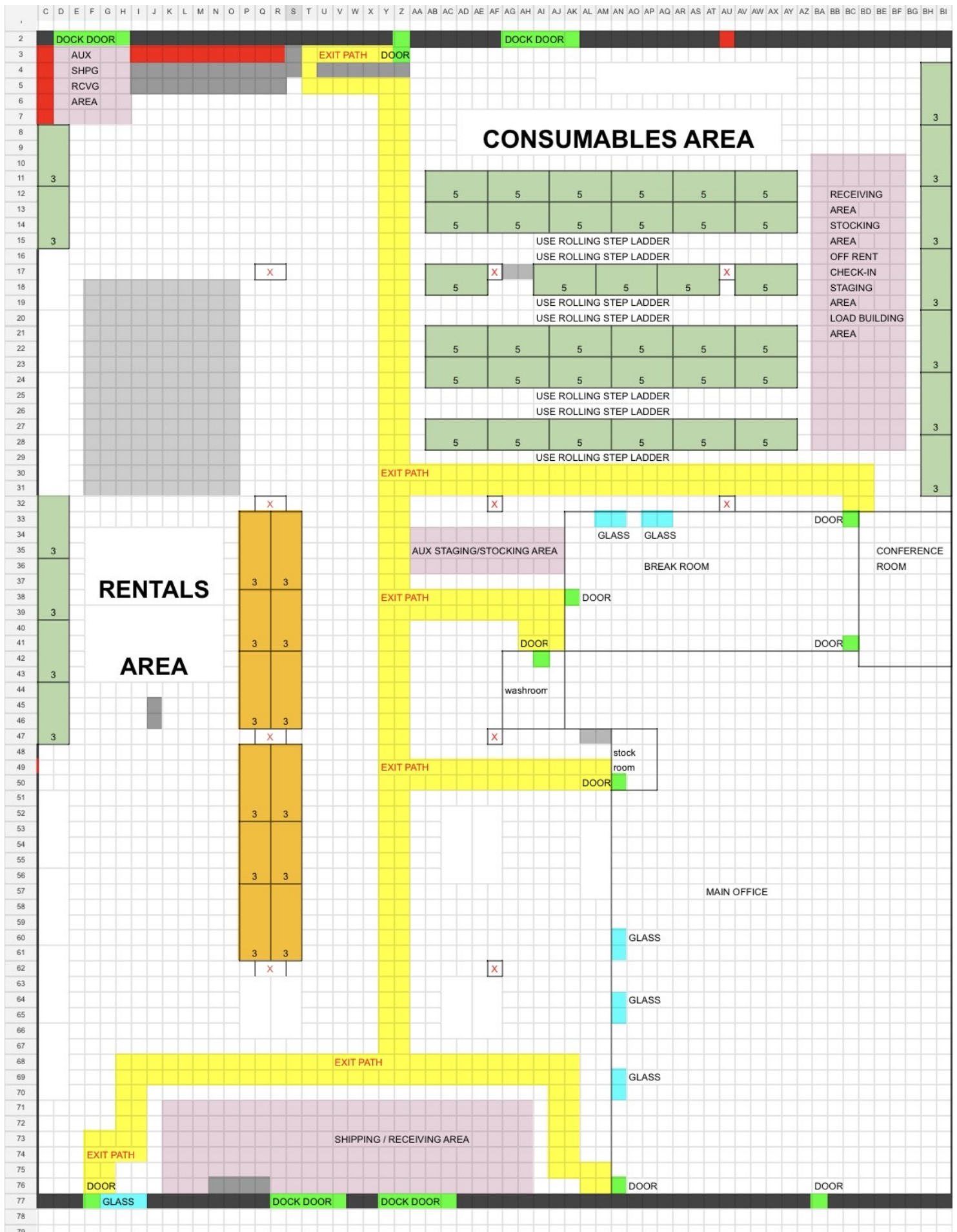
 1121 N Warson Rd

17,835 SF

Google Earth



100 ft





APPLICATION TO PLANNING AND ZONING COMMISSION
#24-010: SITE DEVELOPMENT PLAN FOR GATES AND A FENCE
WITHIN THE FRONT-YARD SETBACK ALONG SOUTH NEW BALLAS
ROAD FOR THE PROPERTY ADDRESSED AS 303 SOUTH NEW BALLAS
ROAD

FOR THE MEETING OF: Monday, April 1, 2024

SUBJECT PROPERTY LOCATION: 303 S. New Ballas Road, zoned A-Single Family Residential

REQUEST: Jeffrey Bernstein, of Jeffrey Homes, LLC, has submitted an application for a 6-foot-tall, black aluminum perimeter fence with two 8-foot-tall gates with stone columns in the same material as the house within the area equivalent to the front-yard setback along South New Ballas Road. The subject property is zoned A Single Family Residential which has a front yard setback of 50 feet.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that walls, entry columns, and gates in front of the home within the front yard or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080. City Council approval is not required.

APPLICANT: Jeffrey Bernstein
Jeffrey Homes, LLC
PO Box 410056
St. Louis, MO 63141

OWNER:

Sam Burkham
303 S. New Ballas Road
Creve Coeur, MO 63141

Key Issues:

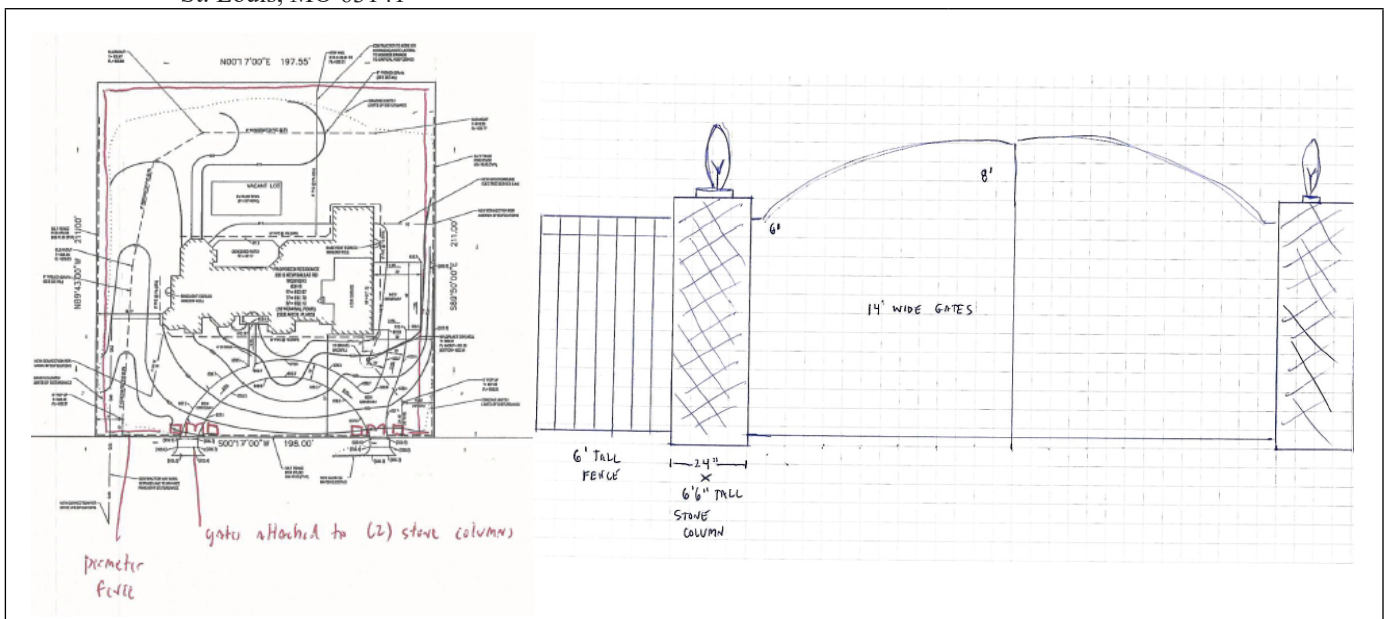
- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?

Creve Coeur 2030 References

- Countryside Estate (CR)
- Design Guidelines

Zoning Code References

- Section 405.250: A-Single Family Residential
- Section 405.640: Fences and Walls
- Section 405.1080: Site Concept, Site Development, and Minor Site Plan Approval



REPORT PREPARED BY: Bethany L. Moore, AICP, City Planner

DATE: 3/26/2024

ATTACHMENTS: Applicant's Materials

April 1, 2024

Page 2

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single family residence	A Single Family Residential	N/A
South	Single family residence	A Single Family Residential	N/A
East	Single family residence	A Single Family Residential	South New Ballas Road
West	Single family residence	A Single Family Residential	N/A

FENCE PLACEMENT AND DESIGN

The Applicant is seeking to install a 6-foot tall black, aluminum, perimeter fence on all property lines with two sets of 8-foot-tall gates with stone columns within the area equivalent to the front-yard setback for the property addressed as 303 South New Ballas Road. The stone columns would be made of the same stone as the house and would each include a light on top. The location of the fence, entry gates and columns will be prominently visible along South New Ballas Road since they will be on the property line. Fences, entry columns and gates in front of the house in the front yard section and along street right of way must receive approval from the Planning and Zoning Commission.

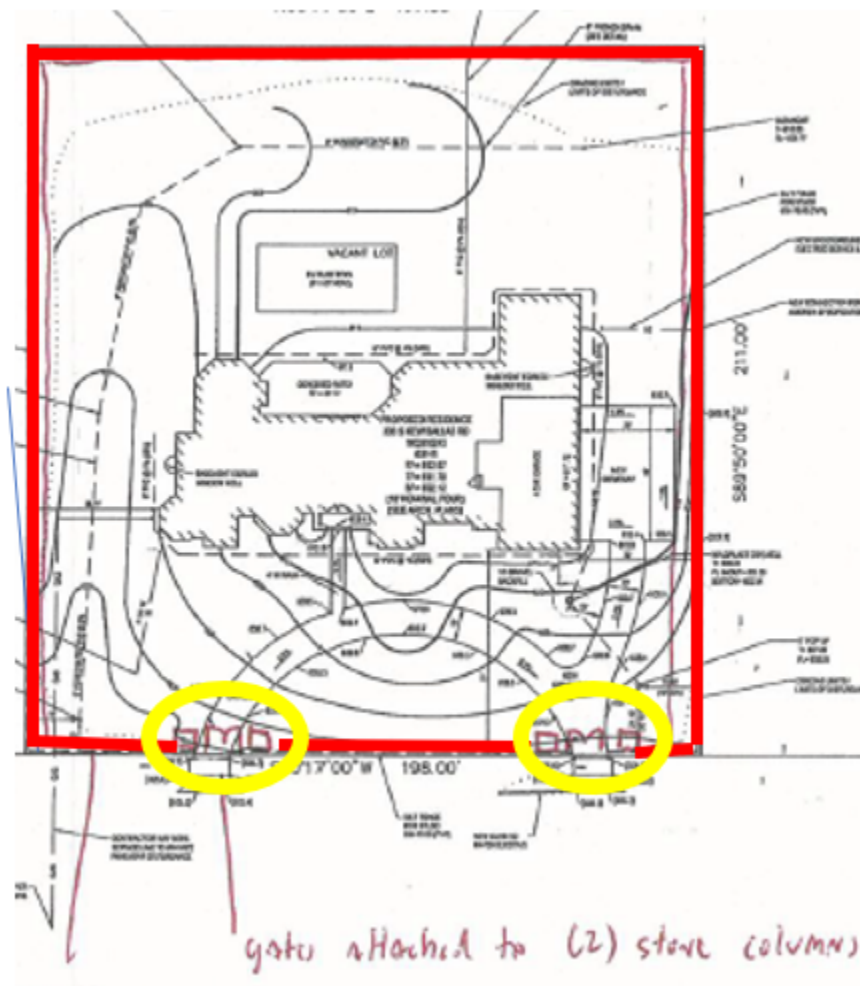


Figure 1: Applicant's Site Plan with fence location in red and gate location in yellow.

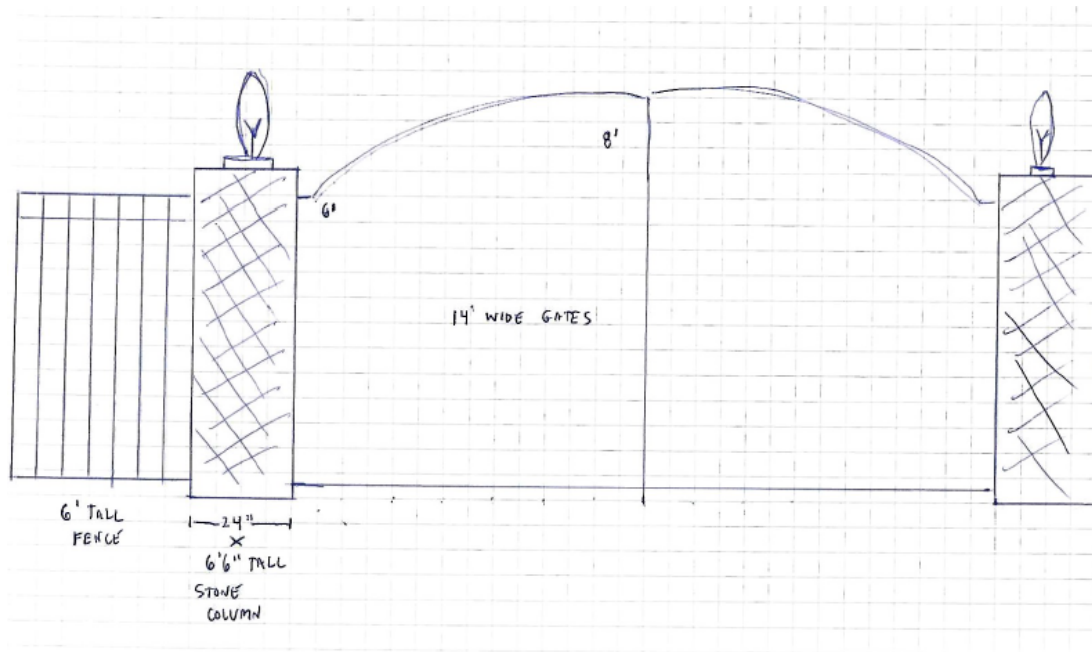


Figure 2: Fence and gate detail.

ANALYSIS

The Zoning Code provides standards for evaluating requests for fences, entry columns and gates within the front setback under Section 405.640 Fences and Walls:

C. Fences Or Walls Within The Front Yard Section And Along Street Right-Of-Way.

A fence may project within the area equivalent to the front yard of the applicable zoning district, when clearly to the side or rear of the home, provided that such fence is setback at least fifteen (15) feet from the property line, no more than four (4) feet in height, and is an open slatted decorative metal fencing, similar in style for swimming pool enclosures as provided in Subsection (D). Any other fence design or location, outside of the preceding criteria, in the area equivalent to the front yard along any street right-of-way shall be subject to site development plan approval by the Planning and Zoning Commission in accordance with Section 405.1080.

Walls, entry columns, and gates, in front of the home within the front yard or the area equivalent to the front yard shall be subject to site development plan approval in accordance with Section 405.1080.

The Design Guidelines provide general direction for review of fences with the following, although the application of these guidelines have limited use for decorative fences within single family neighborhoods.

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

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

Further, the Design Guidelines recommend the use of natural “green” materials, and discourage the use of synthetic, and highly reflective materials.

The applicant’s fence meets the material requirements for fences in the front yard to receive staff approval but the location, height at 6 feet instead of 4 feet, and the entry gates and columns are what requires site plan approval for the application from the Planning and Zoning Commission. The fence, gates and columns are in front of the house and within the front yard setback. The context of the surrounding area does include a few locations with black aluminum front yard fences and a few entry columns along South New Ballas and Ladue Roads, although directly adjacent to the subject property there are none. Residential front yard fences and entry gates with columns do exist in various locations throughout the City of Creve Coeur but are not abundant. The columns will be the same stone as the house and the black fence and gates will fit in well with the existing structure and not be visibly distracting. Staff suggests that landscaping should be added around the base of each column in order to help soften the effects of the columns and gates so close to the roadway. Staff would like to add the condition that a final landscaping plan be submitted before approval of the fence permit.

CONCLUSION AND ACTION

If the members of the Planning Commission find the applicant’s request for the fence, columns, and entry gates sufficient, they can approve it as proposed. If the Commission wishes to revise any elements of the proposal, or include any conditions, discussion with the Applicant and a revised motion would be necessary.

MOTION

The motion for the fence with entry gates and columns within the front yard setback at 303 South New Ballas Road as shown in the enclosed site plan will be in the form of approval, approval with conditions, or deferral. City Council action is not required. The following is an example motion for this application:

“I move to approve the site development plan for a 6-foot-tall perimeter fence with stone columns and 8-foot-tall entry gates to be located within the front yard setback along South New Ballas Road, for the property addressed as 303 South New Ballas Road as discussed within the Staff Report for Application #24-010 for the April 1, 2024, Planning and Zoning Commission meeting with the condition that a final landscaping plan be submitted for staff review before a fence permit application can be approved.” (Modification or revisions may be included by preceding motion).

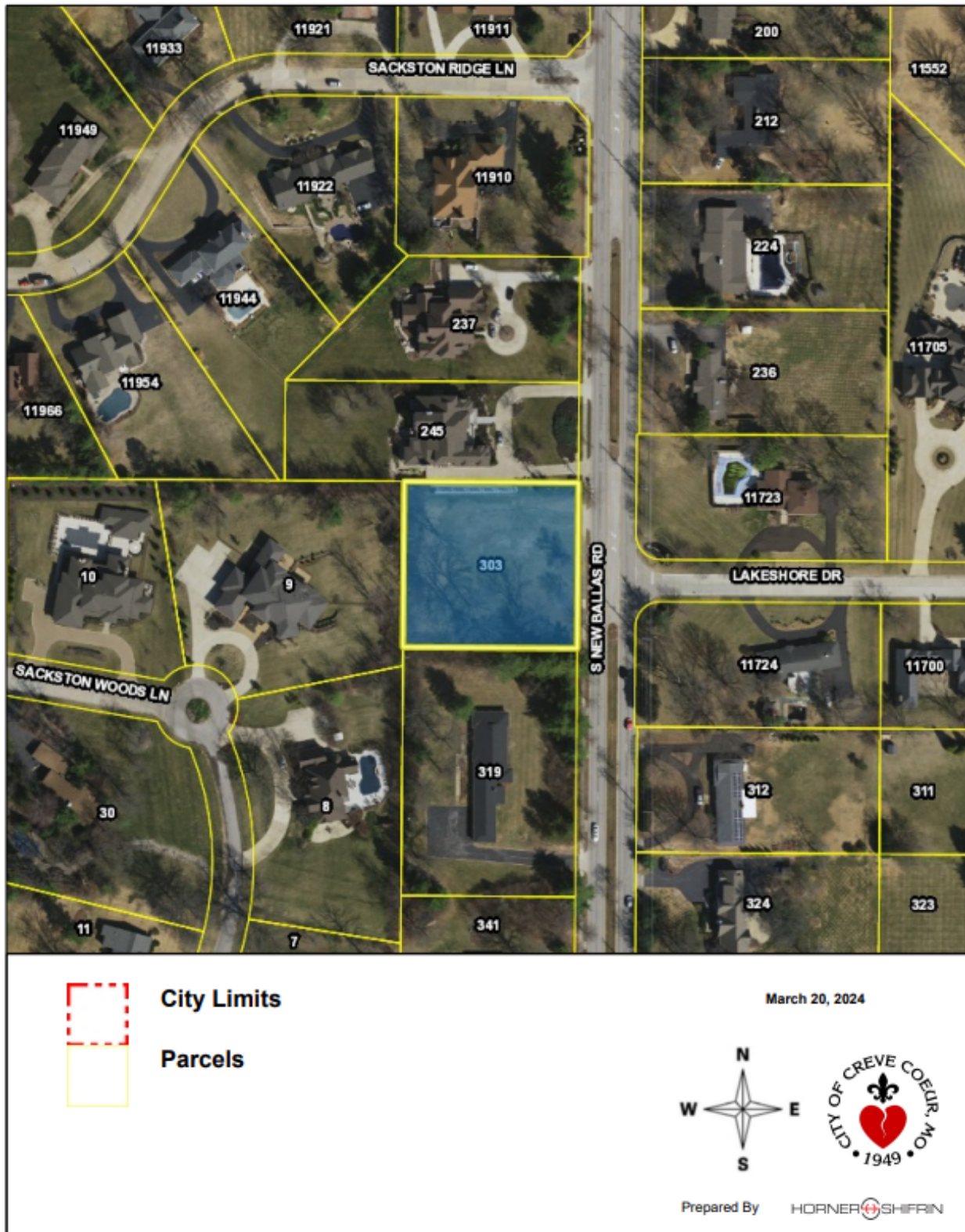
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL MAP



APPENDIX 4: SITE PHOTOGRAPHS	Photo Dates: 03/26/2024
	Description: New residence at 303 South New Ballas Road
	Description: Entry columns with lights along South New Ballas Road
	Description: Entry columns with gates and a front yard fence at South New Ballas and Ladue Roads



city
of

CREVE COEUR

PLANNING DIVISION

300 North New Ballas Road, Creve Coeur, Missouri 63141

Tel. (314) 872-2501 • Fax (314) 872-2505

24-010

RECEIVED

MAR 14 2024

BUILDING DEPT.

PLANNING AND ZONING COMMISSION AGENDA APPLICATION

SITE DEVELOPMENT PLAN

Select Project Type: Site Development Plan ☐ Site Concept Plan ☒ Minor Site Plan ☐

Title of Project: Burkhan Residence

Location of Project: 303 S. New Ballas Locator # 180310245

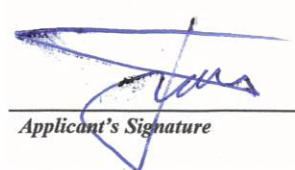
Subject for Agenda: Gate at driveway and perimeter fence

Applicant:

Architect ☐ Engineer ☐ Contractor ☒ Agent ☐ Owner ☐

Applicant:	Applicant's Representative (if applicable):
Name <u>Jeffrey Bernstein</u>	Name _____
Company (If Applicable) <u>Jeffrey Homes LLC</u>	Company (If Applicable) _____
Address <u>PO BOX 410056</u>	Address _____
Address <u>STL 63141</u>	Address _____
Telephone # <u>314. 574. 5703</u>	Telephone # _____
Fax # _____	Fax # _____
Email: <u>jeff@jeffreymhomesllc.com</u>	Email: _____
 Applicant's Signature	 Applicant's Representative's Signature

Owner's Acknowledgement (if different from applicant):

Name <u>Sam Burkhan</u>	Company (If Applicable) _____
Address <u>303 S. New Ballas, 63141</u>	
Phone <u>334. 492.2327</u>	Fax _____
	Email <u>sife08@gmail.com</u>
 Applicant's Signature	

Description of Request (attach additional sheets as needed)

General Description: Install (2) sets of Arch top double leaf wrought
iron entry gates approx. 14' wide at each entrance of
the circle driveway. Both gates will have automatic
gate controllers, safety and fire exits and Knox Keyswitch
for the Fire Department. The gates will be attached to (2)
stone columns flanking each side of the entrance. Install 7'89"
of 6' tall, 3-rail iron Fence around the perimeter of the
property. See attached pictures.

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request 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.

This gate and fence will add security to the owner for his
property on Ballas Road. This request is consistent with
other home sites in Cave Cove, most similar to the home
at the S/E corner of Ballas and Ladue. See attached
pictures

Submittal Checklist

- | | |
|---|---|
| ☐ Rationale | ☐ Building elevations for new construction |
| ☐ Site plan 4 hard copies | ☐ Photographs of existing structures |
| ☐ Access and parking plan-4 hard copies; (may be shown on site plan) | ☐ Materials samples for Commission review |
| ☐ Landscape plan 4 hard copies | ☐ Legal Description in Word format |
| ☐ Floor plan 4 hard copies | ☐ Fees: \$250 (non-refundable) |
| ☐ Electronic copies of all materials | ☐ \$2000 (refundable deposit) |
| | ☐ Other items as requested by staff |

Preferred Public Hearing Date: Monday, April 15th, 2024.

****Confirm schedule and available meeting dates with Planning Division staff****

Office Use Only

☐ All Sections Complete
☐ All Documents, incl. e-Copies
☐ Fees Paid

Received By: _____

Date: _____

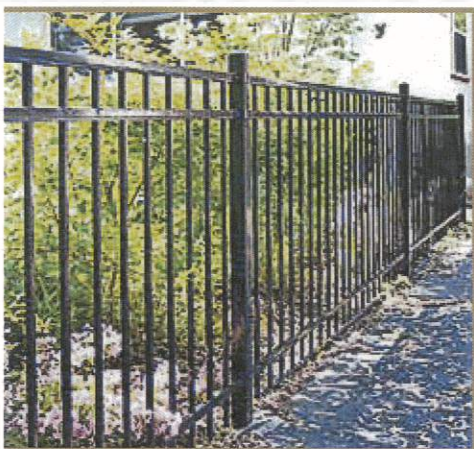


CLASSIC™

Timeless Elegance

Classic style features extended pickets that culminate to an arrow-pointed spear capture the beautiful look of old style wrought iron fencing. Single, double and arched walk gates that perfectly match this fence style are also available.

- ❖ *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- ❖ *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail*



MAJESTIC™

Modern Beauty

Majestic's flush top rail projects a clean, streamlined look that make it one of the most popular styles in the Montage family. Single, double and arched walk gates that perfectly match this fence style are available as well.

- ❖ *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- ❖ *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail (4½' panels available with flush bottom rail only)*



GENESIS™

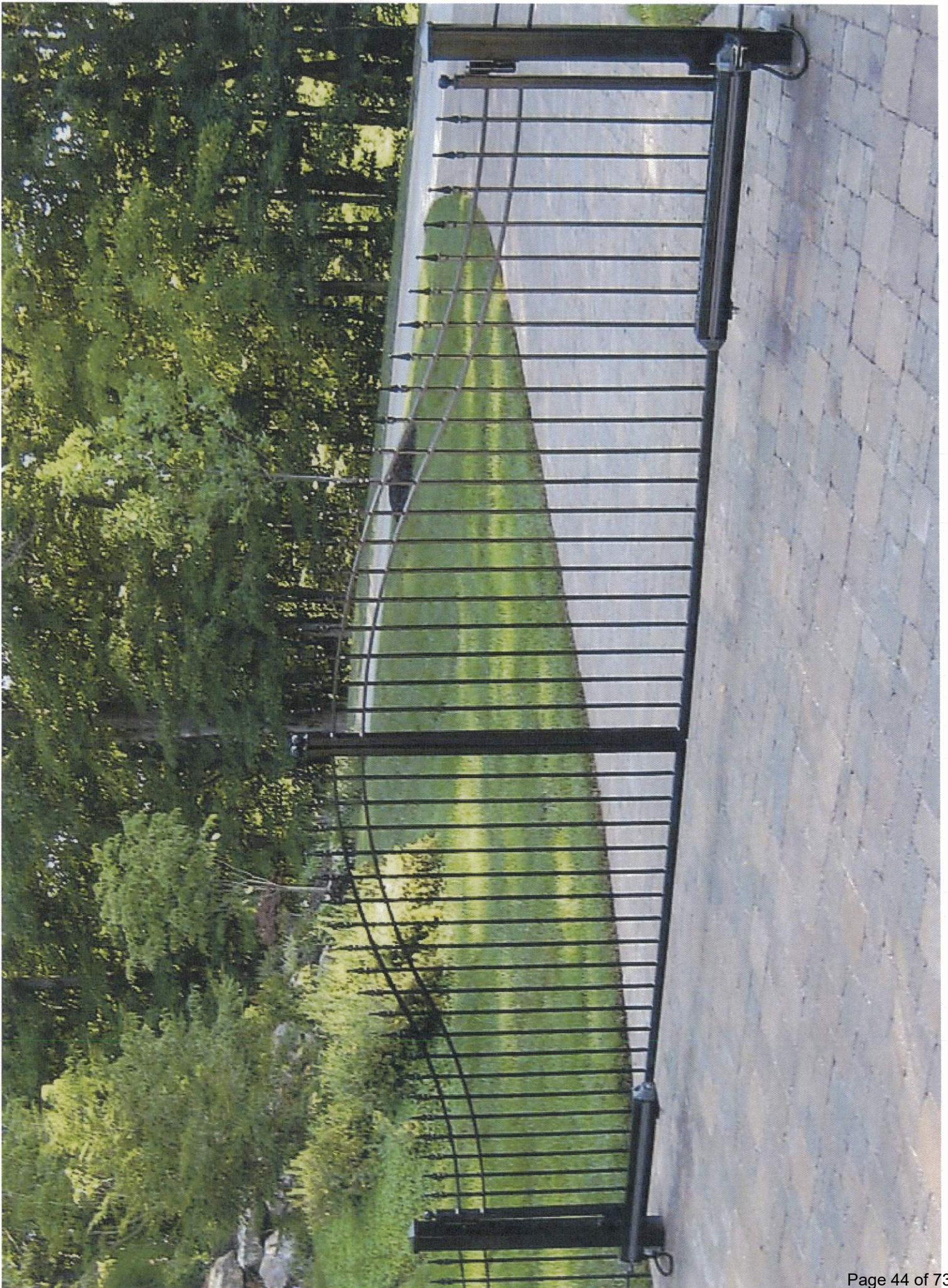
** K*

Creatively Distinct

Genesis style's extended flat-topped pickets serve as a foundation for your choice of accent finials providing a customized design. Single, double and arched walk gates that perfectly match this fence style are available as well.

- ❖ *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- ❖ *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail*

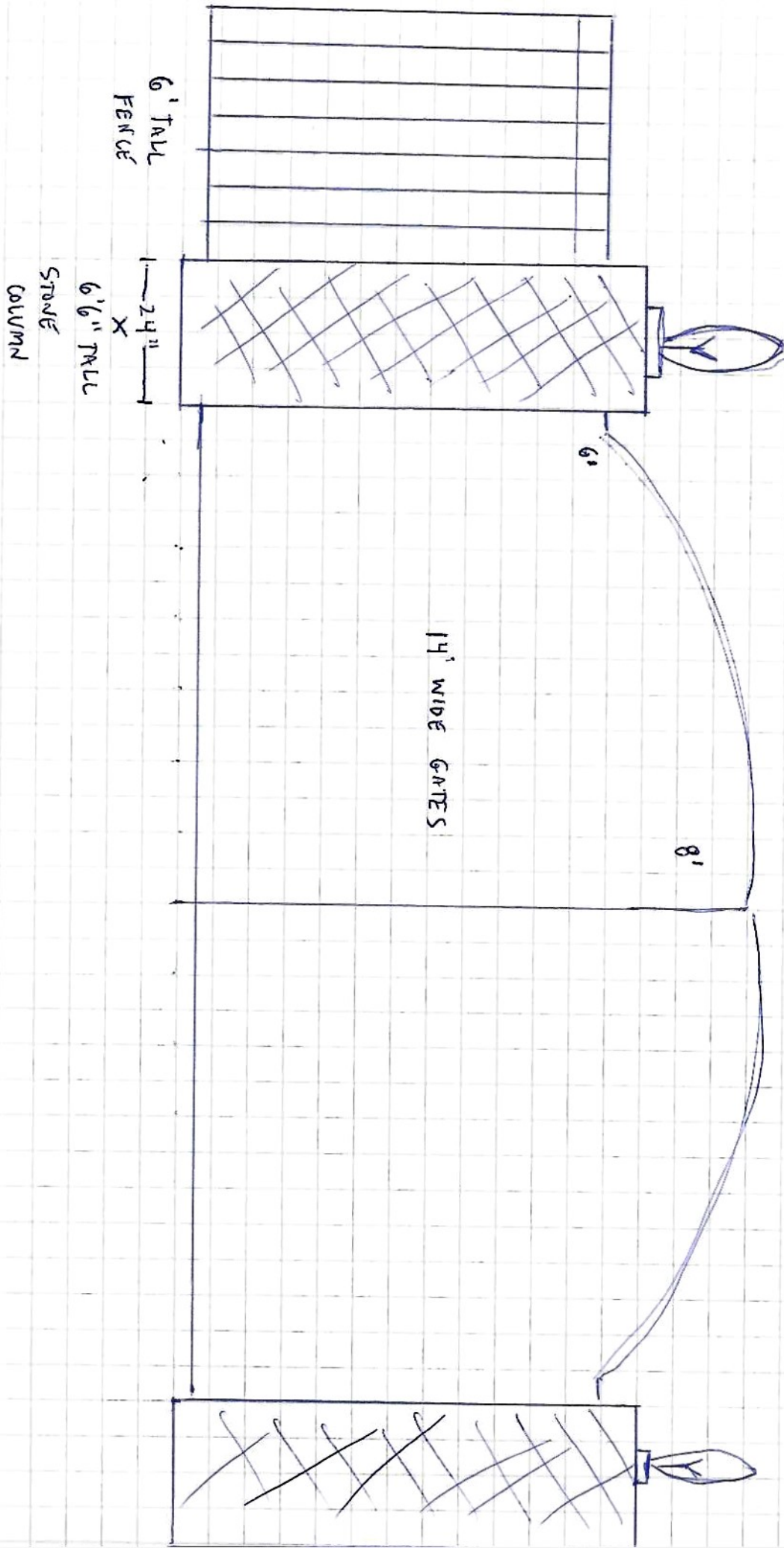


















MEMO TO THE PLANNING AND ZONING COMMISSION

Date: March 27, 2024

Subject: **Site Coverage for Non-Residential Uses in Residential Zoning Districts
Work Session Discussion**

Prepared by: Jason. W. Jaggi, AICP, Director of Community Development

Meeting Date: April 1, 2024

Attachments: None

Site coverage limitations are established for each residential district. For example, in the “A” zoning district, site coverage is limited to 25 percent of the lot. In the “D” zoning district, site coverage is limited to 45 percent of the lot. Site coverage for residential uses is expressed as a percentage of the lot area, as follows:

SITE COVERAGE, SINGLE-FAMILY RESIDENTIAL

The area of a single-family zoned, residential lot covered by impermeable surfaces, including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers, or an engineered gravel system with decorative surface gravel shall be counted at fifty percent (50%) of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements. An open-slatted elevated deck of at least six (6) feet above grade shall be counted at fifty percent (50%) of its area in calculating site coverage provided that the area below provides for sufficient drainage through permeable surfaces such as grass, rock, or landscaping.

For non-residential uses, the following definition is used:

SITE COVERAGE

The area of a non-residential site which is covered by buildings, driveways, parking lots, loading areas, but excluding landscaped and green spaces, plaza, pedestrian circulation and unpaved buffer areas.

In residential zoning districts, there are limited non-residential uses that are allowed with approval of a conditional use permit. These uses include religious institutions, elementary and secondary schools, daycares, civic and social organizations, and fitness and recreation centers. In 2016, the Planning and Zoning Commission and the City Council increased the maximum site coverage to 50 percent for religious institutions located in residential districts and in 2021 applied the same standard to elementary and secondary schools. These uses require sites of at least 3 acres and given the larger size of buildings

as well as the need to provide sufficient parking, it was recognized that restricting these uses to the same site coverage limitations as a single-family residential use was not practical.

The City has been approached by the Elks Club and Creve Coeur Racquet Club regarding potential site improvements at these locations that would involve the expansion of buildings and surface parking. Both locations are located in the “A” and are near or over the site coverage limitation, which is 25 percent. In addition, because they are not schools or religious uses, they do not qualify for the increased site coverage of 50 percent, even though their needs for additional site coverage is the same.

Staff would like initial feedback from the Commission regarding a possible text amendment that would increase the site coverage maximum to 50 percent for these other types of conditional uses located within residential zoning districts.



MEMO TO THE PLANNING AND ZONING COMMISSION

Date: April 28, 2024

Subject: **Electric Vehicle Charging Stations Work Session**

Prepared by: Bethany L. Moore, AICP, City Planner

Meeting Date: April 1, 2024

Attachments: Fairfax, Virginia EV Charging Memo, Preparing for the Electric Vehicle Surge in *Zoning Practice* October 2022, Vol 39, No. 10, EV Zoning Regulations Draft Outline

Background on EV Charging

There are currently 3 common types of chargers on the market today: Level 1, Level 2, and DC Fast chargers, sometimes called Level 3. Level 1 produces the lowest amount of charging power and is equivalent to a standard 120-V AC wall outlet. The range per hour provided by Level 1 chargers amounts to roughly 5 miles of range per 1 hour of charging. Although not the most desirable chargers for distance drivers, this type of charging allows most EVs to be charged almost anywhere. Level 2 is equivalent to 240-V electric connection and offers a larger range per hour than Level 1 at roughly 30 miles of range per 1 hour of charge. Level 2 chargers can charge most EVs fully in 8 hours. Level 2 is the most common level of charger typically provided by individual businesses or offices due to cost of installation and range per hour output. DC Fast chargers, as the name suggests, are the fastest of the three levels and provide a full charge in less than an hour. Due to the higher power capabilities of DC Fast chargers, they require a higher power supply and typically the largest utility equipment. DC Fast chargers are ideal for long distance travel and are the most ideal charging type needed to build a national framework of chargers to enable long-distance EV trips. The state of Missouri has been given \$98.9 million from the National Electric Vehicle Infrastructure (NEVI) Formula Program which will cover 80% of eligible project costs for the state to deploy electric vehicle charging infrastructure along public roads to establish an interconnected network across the state to join a nationwide effort to increase electric vehicle infrastructure.

EV Charging Ordinance Background

In October of 2022 Staff held a work session with the Planning and Zoning Commission to discuss regulations for Electric Vehicle (EV) charging infrastructure. At that time, Staff discussed examples of the types of regulations that Creve Coeur could put in place and what issues the Commission would like to see the Ordinance focus on. The takeaways from that work session were that the biggest concerns were the large equipment that came with Direct Current Fast Charging (DCFC) or Level 3 charging stations, the locations of EV charging stations, and that the Planning and Zoning Commission were generally in favor of EV charging stations as an allowed use in Creve Coeur. Staff has since done more research into EV charging ordinances in other states and municipalities in order to produce draft regulations for Creve Coeur that will be discussed at the work session on April 1st. The draft that will be discussed includes definitions of terms associated with EV charging, requirements for EV charging as an accessory use,

requirements for EV charging as a conditional use, and when EV chargers are required as part of new projects in the City.

Framework for New Regulations

Staff has developed draft regulations for review. Staff seeks to regulate EV chargers as an Accessory Use and larger Standalone use DCFC stations would require a Conditional Use Permit similar to gas stations.

Per Section 405.460, an Accessory Use is only permitted in connection with a principal use, both uses must be permitted in the district and would be subject to the established standards for the accessory use as established in the ordinance. As a permitted accessory use, Level 1 and 2 EV charging stations would be able to be approved at a staff level without the need for Planning and Zoning Commission approval of each project if the requirements for such a use were met. DCFC stations (Level 3) would require approval by the Planning and Zoning Commission as a minor site plan. Standalone DCFC stations, as a Conditional Use, would still come before the Planning and Zoning Commission for recommendation to the City Council as all other CUPs must.

A few areas that Staff is looking for feedback from the Commission include:

- Standards for Level 1 and Level 2 EV charging spaces including allowed locations on site, quantity of spaces allowed/parking count totals and associated site coverage.
- Standards for DCFC/Level 3 including all of the above and screening equipment.
- Conditional Use requirements for standalone DCFC charging stations.
- Provide input on the desirability to require electric car charging facilities as part of new commercial and/or residential construction.

After discussion at the work session, Staff will also hold a work session with the Energy and Environment Committee on April 17th and City Council at a date to be determined after the meeting with E&E. Staff will then bring a Text Amendment before the Planning and Zoning Commission for a vote.

EV Zoning Regulations Draft Outline April 1st Planning and Zoning Commission Meeting

Amendment to Section 405.120 Definitions

Electric Vehicle (EV): a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source. An EV includes both a vehicle that can only be powered by an electric motor that draws electricity from a battery (all-electric vehicle) and a vehicle that can be powered by an electric motor that draws electricity from a battery and by an internal combustion engine (plug-in hybrid electric vehicle).

Electric Vehicle Chargers: Level 1 equipment provides charging through a common residential 120-volt AC (alternating current) outlet. Level 2 equipment provides charging at a higher AC charging rate through 240-volt or 208-volt electrical service, and is common for home, workplace, and public charging. Direct current fast charging (DCFC), also referred to as Level 3, equipment offers rapid charging and includes larger equipment.

Direct Current Fast Charging (DCFC) Station: Large scale standalone use for fast charging similar to a gas station.

Electric Vehicle Supply Equivalent (EVSE): The conductors, including the ungrounded, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

EV Ready: All required infrastructure is installed, including wiring and circuit breakers. Everything needed to power an EV charger without the charger itself installed.

EVSE Installed: All required infrastructure required to charge an electric vehicle is installed, including the charger.

Amendment to Section 405.460 Accessory Uses and Structures

22. Electric Vehicle Chargers

- a. Level 1 and 2 Electric Vehicle Charging Spaces—administrative approval may be granted when located in the “CB”, “GC”, “PO”, “RO”, “MX”, “AR”, “PC”, “HE”, “PH” and “LI” Zoning Districts, and allowed institutional uses in residential zoning districts, subject to the following standards:
 - 1) Any EV charging space must be located in a parking structure or in a parking lot that serves a principal use.
 - 2) All EV spaces and equipment shall be located so as not to interfere or impede any vehicle, bike, or pedestrian circulation and shall not block any fire lanes or access into the site.
 - 3) In multi-family residential developments, EV charging spaces shall be located in parking structures when available. When no parking garage is available on site, EV charging spaces may be located in the parking lot.

- 4) In developments that meet or exceed current off street parking requirements and that provide on-site or shared parking spaces for the existing uses, parking spaces used for electric vehicle charging will not be deducted from the overall available parking spaces.
 - 5) EVSE shall not be located in the first ten (10) feet of the front yard setback from the right-of-way.
 - 6) Each EV space shall include 1 sign marking that space for EV charging use.
 - 7) Canopies are not allowed in association with EV charging spaces when permitted as an accessory use.
 - 8) All EV charging spaces shall include vehicle impact protections in order to protect the equipment and vehicles using the equipment.
- b. Direct Current Fast Charging (DCFC) Electric Vehicle Charging Spaces—Planning and Zoning Commission approval may be granted when located in the “CB”, “GC”, “MX”, “PC” “PH” “HE” “PO” “RO” and “LI” Zoning Districts, following the Site Development Plan procedures in Section 405.1080. The Planning and Zoning Commission shall review the application taking into consideration the following standards:
- 1) EVSE shall not be located in any required buffer yard.
 - 2) EVSE shall not be located in the first ten (10) feet of the front yard setback from the right-of-way or within any required landscaped parking lot island.
 - 3) All DCFC ground mounted equipment locations shall include a landscaping plan.
 - 4) All DCFC ground mounted equipment shall be included in the site coverage calculation.
 - 5) All DCFC ground mounted equipment shall be landscaped and screened as deemed appropriate by the Planning and Zoning Commission.
 - 6) All lighting shall meet existing lighting standards outlined in Section 405.680.
 - 7) All EV charging spaces shall include vehicle impact protections in order to protect the equipment and vehicles using the equipment.
 - 8) Each EV space shall include 1 sign marking that space for EV charging use.

Amendment to Section 405.470 Conditional Uses

38. Direct Current Fast Charging (DCFC) Electric Vehicle Charging Stations (CC447190) (conditional use in the “CB”, “GC”, “MX”, “PC” and “LI” Districts)

- a. *Setbacks.* All EVSE shall be set back twenty (20) feet from any property line. Canopies may be erected to within ten (10) feet of a property line or street right-of-way to protect charging vehicles.
- b. *Buffer.* A landscaped buffer at least ten (10) feet in width should be provided along the length of all property lines including along all frontage on street rights-of-way except where broken for entranceways. Landscaping shall be provided in accordance with a landscape plan approved by the Planning and Zoning Commission.
- c. *Fences.* The site shall be fenced with a six (6) foot solid fence or wall of wood or other material deemed appropriate by the Planning and Zoning Commission along each

property line which abuts property zoned to any residential classification ("A", "B", "C", "D", "AR" or "MR").

- d. *Equipment.* All large DCFC ground mounted equipment associated with the charging station shall be screened with landscaping per the associated landscaping plan in order to soften the visual impact.

Amendment to Section 405.210 Regulation of Uses, Table A

Add: CC447190 Direct Current Fast Charging (DCFC) Electric Vehicle Charging Stations, as defined under Section 405.120 and when not accessory to a primary use.

New Section 405.680 Electric Vehicle Charging Requirements (Off-Street Parking and Loading Regulations)

- A. Any new parking facility shall provide electric vehicle charging stations (EVSE Installed) or provide electric vehicle ready (EV Ready) charging stations as follows:
 1. A parking facility for any non-residential use, including commercial, office, or light industrial uses must have three (3) percent or a minimum of one (1) of the required parking spaces, whichever is greater, installed with charging stations or ready to be converted to a station for charging of elected vehicles.
 2. A parking facility provided for any multi-family use must have a minimum of five (5) percent or a minimum of one (1) of the required parking spaces, whichever is greater, installed with charging stations or ready to be converted to a station for charging of elected vehicles.
 3. In the case of a mixed-use residential and commercial building, the required number of electric vehicle charging parking spaces shall be computed separately for each use.
 4. For the purposes of this section, the required number of electric vehicle charging parking spaces shall be determined by rounding to the nearest whole number.
 5. Required electric vehicle charging parking spaces are inclusive of the total required number of parking spaces.

ZONING PRACTICE

Unique Insights | Innovative Approaches | Practical Solutions

Preparing for the Electric Vehicle Surge

In this Issue: [Why Are EVs Coming?](#) | [Charging Stations as Land Uses](#) | [Zoning Trends](#) | [Zoning Standards for Different Land Uses](#) | [Equity Considerations](#) | [Non-Zoning Tools and State Preemption](#) | [Conclusion](#) | [References](#)

Preparing for the Electric Vehicle Surge

By Brian Ross, AICP, Jessica Hyink, and Rebecca Heisel

Electric vehicles (EVs) are a rapidly growing sector of our nation's (and the world's) light-duty vehicle market. In the second quarter of 2022, EV sales accelerated, reaching 442,740 and marking a 12.9 percent increase from the same time last year. During the same period, traditional gasoline-powered vehicle sales were down more than 20 percent compared to the second quarter in 2021 (Cox 2022).

The transforming market has implications for communities and for local governments, including land-use and development changes that need to be addressed in policy, programs, and regulation. In particular, planners and local government decision makers need to consider the land-use implications of the extensive build-out of EV charging infrastructure that is a necessary part of this new technology.

This issue of *Zoning Practice* identifies the land-use implications of the ongoing EV market transformation, particularly the considerations that communities need to address in regard to public EV charging infrastructure. It describes the significant differences between gas and electric vehicles in fueling practices, the unique land-use nature of EV charging equipment, and the evolving zoning practices that communities across the country are using for public (i.e., non-home) charging equipment and land use. Finally, this issue recommends some tools for assessing zoning considerations of EV charging infrastructure and shares examples of best practices that enable transparent and predictable zoning practices across jurisdictions.

Why Are EVs Coming?

The EV market transformation is driven by climate action and air quality goals, but also by economic factors, such as lower fuel and maintenance costs for vehicle owners. Just as planners and local decision makers must address infrastructure and land uses associated with gasoline-powered vehicles, they will need to address the new infrastructure and the local land-use decisions associated with EVs.



A plug-in electric vehicle at a public charging station in Goodyear, Arizona
(Credit: [Arizona Department of Transportation / Flickr](#))

What are Electric Vehicles?

Electric vehicle is a designation that includes several different technologies and transportation modes. Most commonly, EVs refer to light-duty (passenger car and light truck) vehicles that are hybrid-, plug-in-hybrid-, or battery-electric technologies. The EV designation also includes medium- and heavy-duty vehicles, such as delivery vans and buses, and electrified bicycles and scooters, which are a growing new mode of transport. This article uses the term “EV” to refer to vehicles that can be plugged into the electric grid to provide some or all of the vehicle fuel (excluding non-plug-in hybrid technologies) and is primarily focused on the light-duty fleet.

Climate and Environmental Policies

The transportation sector is the largest emitter of carbon (carbon dioxide equivalent, or CO₂e) in our nation and most of our states, more than industry, the power sector, or land-use-related emissions (U.S. BTS 2021). Similarly, health-related air quality problems from internal combustion engines, primarily from the use of light-duty vehicles, continues to plague our urban areas. Many of our nation’s urban centers are “nonattainment” areas under the federal Clean Air Act’s National Ambient Quality Standards that must enact policies to improve environmental and health outcomes associated with various air pollutants (EPA 2022). Electrification of transportation is a primary tool to reduce both transportation carbon emissions and regulated pollutants, particularly in urban areas.

Consequently, many cities have included EV adoption goals in both comprehensive plans and local climate action and energy plans (Samphea and Ross 2020). At least 13 states have adopted a low-carbon fuel standard for vehicles, and most states have adopted market transformation plans, incentives, or tax policies (Hartman and Shields 2022).

Emerging Competitiveness of EVs

While policy drivers often get the headlines as the reason for growing EV market share, the more universal reason that planners need to address emerging EV land-use issues is simply because EVs will be the least expensive form of personal vehicle transportation in the very near future (Lutsey and Nicholas 2019). Every major car manufacturer in the world has announced transition plans for moving to predominantly or exclusively EV production (Motavalli 2021).

The net effect is that even for those local governments who are not setting climate goals, planning for an EV future is highly warranted. And the single biggest local planning consideration for an EV future is planning for the charging infrastructure to support a high-penetration future of EVs.

Market Transformation: Chicken or Egg?

Accelerating the electrification of transportation requires that consumers choose EVs over internal combustion engine vehicles. One of the acknowledged barriers to consumer adoption of EVs is the lack of charging infrastructure in both private residences and public charging opportunities for longer trips and to relieve “range anxiety.” But non-home charging opportunities are unlikely to be installed until market demand is clearly in place to justify installing new infrastructure. The market will not respond to anticipated demand, creating a classic chicken-or-egg dilemma: We need charging infrastructure to enable vehicle purchase, but we need vehicle ownership and use to justify investment in charging infrastructure.

Two recent federal legislative changes are accelerating the pace of EV market transformation. The Bipartisan Infrastructure Law (BIL) passed in 2021 is funding a substantial buildout of EV charging infrastructure, with \$5 billion in formula funding for states over the next four years and an additional \$2.5 billion in competitive grants for communities and corridors (White House 2021). These public charging facilities in communities

and along transportation corridors will be only part of the charging infrastructure buildout; additional charging infrastructure will need to be installed in homes and apartment buildings, in workplace employee parking lots, and in private commercial parking lots to serve clients, shoppers, and other patrons of those businesses. As the infrastructure buildout is funded, these projects will require cities and other jurisdictions to make land-use decisions about where and how to permit installation.

Similarly, the Inflation Reduction Act (IRA) of 2022 will significantly incentivize purchase of EVs. The IRA makes \$7.5 billion in tax credits for new EVs, and \$1.3 billion for purchase of used vehicles available, as well as substantial funding for EV infrastructure in disadvantaged (as defined by Justice 40) or underserved communities, and tens of billions to incentivize expanded domestic manufacture of batteries (White House 2022). These policies will certainly increase the urgency for all communities to consider the land use implications of EV charging needs ([H.R.5376 §1.D.13401-4](#)).

Charging Stations as Land Uses

The U.S. Energy Information Administration reports that the U.S. has more than 100,000 retail gas stations (2022). These stations are the exclusive place for consumers to purchase gasoline, diesel, and ethanol as fuel for the light-duty fleet. But EVs present a dramatic departure from the historic driving culture, where gas stations are the only place for consumers to refuel their vehicles and where fueling infrastructure is highly regulated and associated with a variety of health, safety, and environmental risks. Most EV charging occurs at home, so public chargers are (for most households) supplemental rather than primary, except when traveling outside one's home community or region. Similarly, EV chargers do not have nearly the same public health or environmental risk of gas refueling infrastructure.

So, what kind of land use is an EV charger? Are they simply an accessory device in a parking lot, like a parking

What Is Electric Vehicle Charging Infrastructure?

Different EV technologies use different forms of charging that fall in different classes of land use. EV charging infrastructure (a.k.a. electric vehicle supply equipment or EVSE) for light-duty vehicles is distinctly different in both design and use than charging equipment for trucks, buses, bikes, or scooters. Here we are focusing on three charging technologies designed primarily for light-duty vehicles: Level 1 charging (using a household plug-in at 15–20 amps and 120 volts); Level 2 charging (using a circuit similar to an electric dryer or oven at 40–60 amps and 240 volts); and Direct Current Fast Charging (DCFC) that utilizes a separate utility transformer and much higher power capacity (25–300 kW).

payment kiosk? Or does the presence of an EV charger change the nature and function of a parking lot into a separate business for which a separate zoning application and permit is needed? What about electric infrastructure, such as transformers, that must be installed in some cases?

Vehicle Fueling as a Land Use

Traditional gas stations are typically principal uses but can be an accessory use. As a principal use, associated secondary uses often include a convenience store, fast food service, car wash, or service station. As an accessory use, gas stations are most frequently sited with grocery or large wholesale stores, although the designation even in those instances may be as a principal use.

The business model of a traditional gas station necessitates coupled land uses. Convenience stores are the dominant coupled land use with traditional gas stations, with approximately 80 percent of fuel purchased at a convenience store (NACS 2022). While an estimated 30 percent of a traditional gas station's revenue is attributable to sales of goods from inside convenience stores, these sales account for approximately 70 percent of the profit (Crockett 2022).

Traditional gas stations are often regulated through zoning, with prohibitions on locating traditional gas stations in residential zones. Zoning regulation of traditional gas stations developed in consideration of heavy vehicular traffic use and associated nuisance but also of the environmental and health impacts imposed by traditional gas stations.

According to the U.S. EPA, traditional gas stations emit air pollution, contaminate soil and ground water, and cause vapor intrusion into structures, resulting in the potential contamination of sites within 1,000 feet of the traditional gas station (2011). Additionally, the U.S. EPA estimates that half of the existing 450,000 brown-field sites were caused by petroleum, most often due to leaking storage fuel tanks (2022).

Conversely, EV charging stations are most frequently accessory uses, with an array of principal uses in residential, commercial, industrial, institutional, and recreational zones. Because EV charging stations do not contaminate the air, soil, or ground water, zoning of EV fueling stations should differ from traditional gas stations.

While some traditional gas stations may offer electric vehicle charging to draw these customers to their coupled land uses, most public charging takes place at destinations with longer parked times (e.g., parking lots at grocery stores, restaurants, shopping centers, places of work, and transportation hubs, such as airports or transit facilities) (Ricardo 2021). This behavior indicates EV drivers seldom seek out fueling for the sake of fueling but instead fuel as a convenience when an electric vehicle charger is present. Fast chargers are the exception to this and account for approximately five percent of all charging (Wood, 2017). This makes many EV charging land uses more comparable to that of charging a cell phone when a cell phone charger is available for use rather than fueling a combustion vehicle.

The business model established by traditional gas stations and the behavior of EV drivers makes a case for a local government to encourage electric vehicle charging infrastructure coupled with commercial and recreational zones. According

to the U.S. Department of Transportation, public electric vehicle charging can draw EV drivers, and thereby increase economic development benefits, with the coupled use of electric vehicle charging and local attractions (2022). Allowing public EV charging as a principal or accessory use is critical for promoting this potential economic development driver.

EV chargers are not a single land use but take different forms that need to be considered in developing land-use regulations, particularly when communities are looking to enable and accelerate the electrification of transportation.

Different Charging Use Cases, Different Land Uses

EV chargers are not a single land use but take different forms that need to be considered in developing land-use regulations, particularly when communities are looking to enable and accelerate the electrification of transportation. Moreover, an equitable market transformation to an EV future requires that different forms of public EV charging infrastructure be enabled in local regulation to ensure fueling opportunities for all residents, regardless of access to home charging. The following are four considerations that should be assessed in land-use and zoning decision-making.

Type of Use. Different levels of charger create different charging use cases and affect the resulting treatment in the zoning code. Level 1 and 2 chargers are used where the vehicle will be parked for hours, or when the user is just “topping off” a charge while in an associated business or institution. DCFCs are more akin to a traditional fueling station, where the primary purpose is likely to be getting fuel while enroute to another destination.



A single charging station (left) versus a bank of chargers (right) (Credit: Brian Ross)

Intensity or Density of Use. The number of chargers in a single installation or parking area is a critical factor in assessing impacts to surrounding land uses and the transportation system. A bank of 10 or 15 chargers has different visual impact, different electrical infrastructure, and different trip generation than one or two chargers provided as an amenity at a business, workplace, or institution.

Public Access of the Use. Different levels of public access create different zoning considerations. Chargers that are broadly accessible to the public create different zoning considerations than chargers restricted to customers or employees of an adjacent business or institution, or home charging, which is completely private. The degree to which the chargers are a destination, or just an accessory use associated with parking, affects how the use is permitted or regulated in zoning.

Business Case of the Use. How, or whether, the chargers are paid for (requiring payment by the user or payment by the site owner to a vendor) can affect zoning considerations. Zoning frequently distinguishes between virtually identical land uses or activities based on whether the activity is a business. Defining what qualifies as a business is a judgment faced by many planning commissions and local officials. Zoning standards will vary if a third party is providing EV charging as a service to an existing business and its customers or is offering fueling services independently as a separate business.

Zoning Trends

In 2019, our organization, the Great Plains Institute (GPI), released the *Summary of Best Practices in Electric Vehicle Ordinances* (Cooke and Ross 2019). We created the summary to provide local governments looking to develop EV zoning standards or development regulations with real-life references. However, the regulatory landscape has changed significantly since 2019. To address this, GPI is working to create an updated version of the guide. The updated scan of best practices in EV zoning standards and development regulations is expected to be publicly available by the end of the year.

As EVs become more common, and as more cities adopt policies encouraging EV market transformation, zoning practices for EV charging infrastructure reflect this evolving EV landscape. Trends include evolving terminology reflecting different development use cases and increasing percentage requirements for both installed chargers and “make-ready” parking requirements.

Developing Terminology

Defining terms within your ordinance is key to ensure that there is no confusion for ordinance users and staff. In the 2019 summary, terms related to EVSE that were defined in ordinances include *battery charging station*, *electric vehicle charging station*, *electric vehicle supply equipment*, and *electric vehicle infrastructure*. While all slightly different terms, each term

essentially refers to the infrastructure from the building electric supply to the installation location for the EV charging station.

Our new ordinance scan reflects a growing granularity for the required completeness of charging infrastructure in new construction or renovation. The best practice definitions distinguish between *EV-capable*, *EV-ready*, and *EV-installed*. An ordinance from Avon, Colorado, demonstrates how some cities are defining these terms ([§15.28.020](#)):

- *EV Capable* means the installation of electrical panel capacity with a dedicated branch circuit and a continuous raceway from the panel to the future EV parking spot(s).
- *EV Ready* means the installation of electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet.
- *Electric Vehicle Supply Equipment (EVSE) Installed* means the installation of a Level 2 EV charging station.

Some cities choose to use all three of these definitions in their ordinances, while others elect to only differentiate between EV-installed and EV-ready, leaving out EV-capable. The evolution and separation of these terms impact the required percentages we see in EV parking standards.

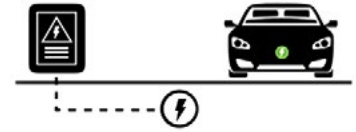
Requiring Increased Percentages

In the 2019 document, “Required EV parking capacity & minimum parking requirements,” the best practice category discusses minimum EV-ready or EV-installed parking space requirements. Recent trends are toward requiring much higher percentages of the total parking spaces to meet an EV charger standard.

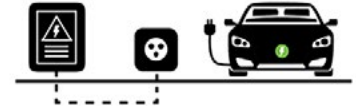
Montgomery County, Maryland, was highlighted as an example in the 2019 guide. The county required one percent of parking stalls to have an installed EV charging station.

“Any parking facility constructed... containing 100 parking stations or more, must have a minimum of one parking space ready to be converted to a station

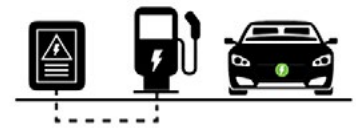
EV Capable



EV Ready



EVSE Installed



A visualization of EV-capable, EV-ready, and EV-installed
(Credit: Southeast Michigan Council of Governments)

for charging electric vehicles for every 100 parking spaces, or fraction thereof” (Cooke 2019).

Another example comes from Indianapolis, Indiana, requiring 0.4 percent of parking stalls to have charging stations in developments with off-street parking lots with over 500 parking stalls (§744-402.D).

Comparatively, in the updated scan we see much higher percentages required, especially for cities that differentiate between EV-ready and EV-capable. In the previous example of Avon, Colorado, above, for multifamily dwellings with over seven spaces, the town requires five percent EV-installed, 10 percent EV-ready, and 15 percent EV-capable. For commercial development parking lots with over 10 stalls, the same percentages hold true ([§15.28.040](#)).

Richfield, Minnesota, provides another example of the increased percentages required. Its requirements for multifamily dwellings with 15 or more units are 10 percent Level 2 EV-installed and 10

Jurisdiction	Multifamily Parking	Commercial Parking	Code Citation
Atlanta, GA	NA	20% of spaces must be EV-ready	Appendix B §101.8
Chicago, IL	20% of spaces must be EV-ready or EV-installed	20% of spaces must be EV-ready or EV-installed	§17-10-1011
Honolulu, HI	Buildings with 8+ spaces: 25% must be EV-ready	Buildings with 12+ spaces: 25% must be EV-ready	§32-1.1(20)
Issaquah, WA	10% of spaces must be EV-installed; 30% must be EV-ready	5% of spaces must be EV-installed; 10% must be EV-ready	§18.09.140
Madison, WI	2% of spaces must be EV-installed; 10% must be EV-ready (increases by 10% every 5 years)	1% of spaces must be EV-installed (increases by 1% every 5 years); 10% must be EV-ready (increases by 10% every 5 years)	§28.141(8)(e)
San Jose, CA	10% of spaces must be EV-installed; 20% must be EV-ready; 70% must be EV-capable	10% of spaces must be EV-installed; 40% must be EV-ready	§24.10.200
St. Louis, MO	2% of spaces must be EV-installed; 5% must be EV-ready (increases to 10% in 2025)	2% must be EV-installed; 5% must be EV-ready	§25.01.020-406.2.7
Washington, DC	Buildings with 3+ spaces: 20% must be EV-ready	Buildings with 3+ spaces: 20% must be EV-ready	§6-1451.03a

Select Findings from the 2022 Scan of EV Ordinances

percent EV-ready stalls capable of Level 2 charging, with at least one space capable of fast charging ([Appendix B §544.13.7](#)).

Seattle goes one step further. It requires 100 percent EV-ready for multifamily residences with up to six spaces but backs down to 20 percent EV-ready for parking lots with over seven spaces. In commercial developments, 10 percent are required to be EV-ready ([§23.54.030.L](#)).

Zoning Standards for Different Land Uses

Based on our review of existing local and state land-use standards, technical assistance on EV-readiness, and stakeholder discussions at the state and national level, we recommend the following general best practices.

Define Distinct EV Charger Uses

Provide definitions for different EV charger use cases as distinct land uses. Consider defining accessory-use and principal-use installations and consider a separate definition for DCFC installations.

Explicitly Permit Accessory Uses

Most installations of EV charging equipment are accessory uses; the primary use is either a building or parking (in those instances where the parking is on a separate parcel). For clarity, zoning ordinances should explicitly permit EV charging equipment for all home chargers (subject to accessory use dimensional and performance standards). Level 1 and 2 charger installations associated with commercial or institutional land uses should similarly be listed as permitted accessory uses up to at least the

minimum installation requirements in the city's parking standards. All EV charging equipment installed and maintained in a surface parking area by the property owner or lessee should be considered a permitted accessory use in all districts where vehicle parking is required or allowed as an accessory use.

Set Parking Design or Performance Standards

Many communities will have parking or zoning standards that include a design or performance element (e.g., size or configuration of space, Americans with Disabilities Act requirements, landscaping, stormwater management, lighting, etc.). In most states, EV charging capability can

Allowing EV charging stations in the public ROW along curbs can benefit underserved communities and people with disabilities

be included as a minimum standard. As noted above, many cities are requiring minimum levels of EV charging capability for specific land-use types (single-family homes, multifamily buildings) or as part of commercial parking standards.

Some states, such as Minnesota and New Jersey, have a “max/min” state building code, where the state code is both a floor and a ceiling for local regulation. These states may limit local zoning requirements to those that clearly do not overlap with building code standards.

Communities will have a judgment call on whether installations that are installed or maintained by third party providers, such as a bank of chargers installed and maintained by a charging infrastructure

company in a retail store parking lot, are accessory uses or principal uses, and whether design standards apply. Evaluating the installation under the four considerations noted above will help parse the question.

EV chargers should only be subject to aesthetic or landscaping standards where cities have established standards for surface parking lots. Applying design or aesthetic standards uniquely to EV charging infrastructure could be deemed arbitrary. Signage is another judgment call, where signage may be appropriate when charging infrastructure is either a principal use or accessory to a mix of commercial uses that also have signage. Accessory uses in other land-use cases should not have signs or advertising, except to distinguish the availability of, type of, or vendor for charging.

Develop a Mixed-Use Standard

Commercial operation of a vehicle charging station by a third party (particularly for fast charging) where there is a synergistic mix of uses will be a growing instance of mixed-use development that incorporates EV charging with other compatible businesses. The business case for EV charging is similar to existing business models for gasoline refueling, where fuel is part of a convenience store, fast food, auto repair, and car wash. Gasoline refueling is a destination but makes for a poor business case without other revenue streams. This is also true for DCFC charging; the business case typically requires revenue beyond what the customer pays for fuel. But like gasoline stations, DCFC charging is a critical element to enable widespread EV use.

Communities should enable DCFC charging land uses along transportation corridors and create standards for DCFC charging stations as a mixed-use component that complements synergistic transportation corridor uses. DCFC charging installations along transportation corridors are similar in use to gas fueling in that the charging is the reason that people stop. Consideration should be given to site

circulation patterns to accommodate a flow of traffic in and out. While EV market penetration is still low, circulation is unlikely to be an issue, but after EV market share reaches a higher level, peak use could result in vehicles waiting in line to charge.

Equity Considerations

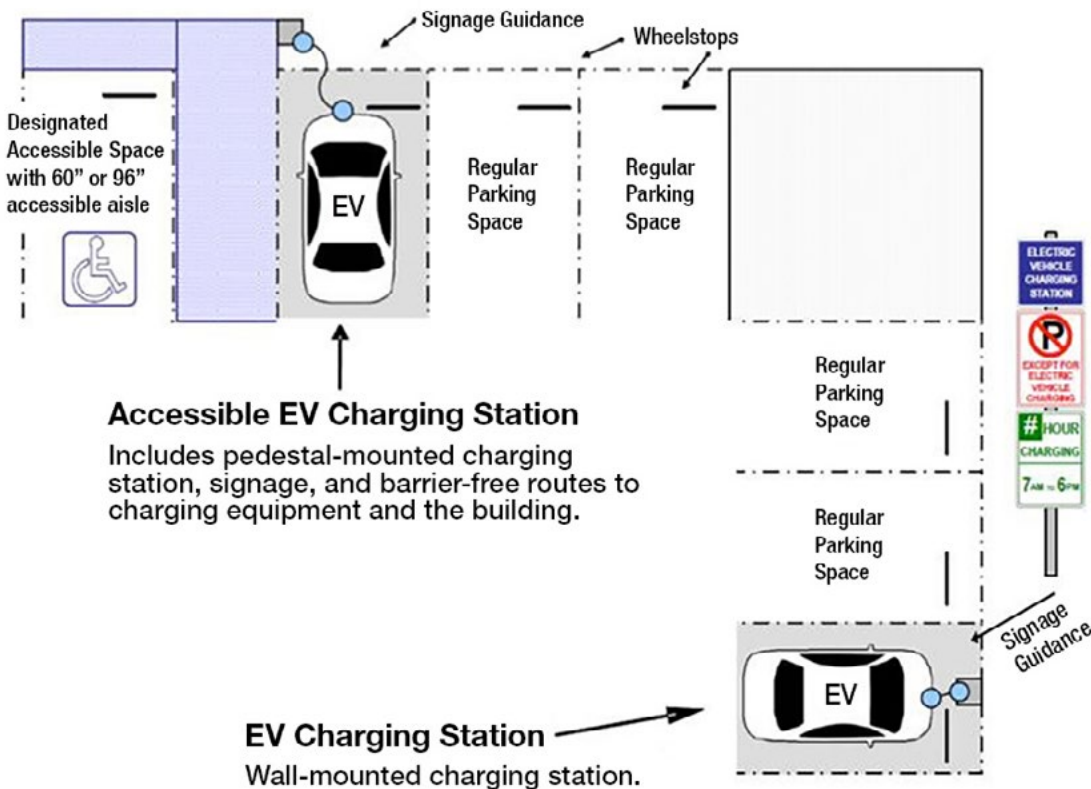
Transportation and land use are intrinsically impacted by each other, and this relationship will continue to exist with EVSE. When EV charging access is not equitably distributed throughout a community and region, equity impacts will occur due to a lack of access. A study of EVSE throughout the Chicago region found EVSE clustering in isolated commercial developments and affluent communities, with only 26 percent of EVSE clusters in mixed land uses (Carlton and Sultana 2022). If communities leave siting of EVSE to private developers and charging operators rather than a

considered planning approach, then access to underserved communities will likely continue to be limited.

Approaches to advancing equity in EVSE land-use planning may include accessibility of equipment, multifamily supportive policies, right-of-way (ROW) supportive policies, and equitable geographic coverage.

Accessibility

The U.S. Access Board released the “Design Recommendations for Accessible Electric Vehicle Charging Stations” technical assistance document, on July 21, 2022. This is the first guidance on Americans with Disabilities Act (ADA) guidance on what state and local governments and commercial facilities are required to do versus what they should do related to ADA EVSE (U.S. AB 2022). To date, the U.S. Access Board has not provided guidance on the number of ADA EVSE stalls but will be issuing a Notice of Proposed



Example of an ADA-accessible parking stall layout (Credit: South Windsor, Connecticut, §11.8.3)

*An example of
ROW charging
infrastructure
(Credit: HourCar)*



Rule Making to solicit comments from the public. Some municipalities have already adopted codes to address the accessibility of EVSE, including number of accessible stations, cord management, and site planning considerations. Best practices consider ADA regulations for parking and sidewalk management and apply these practices to EV charging stations.

Multifamily

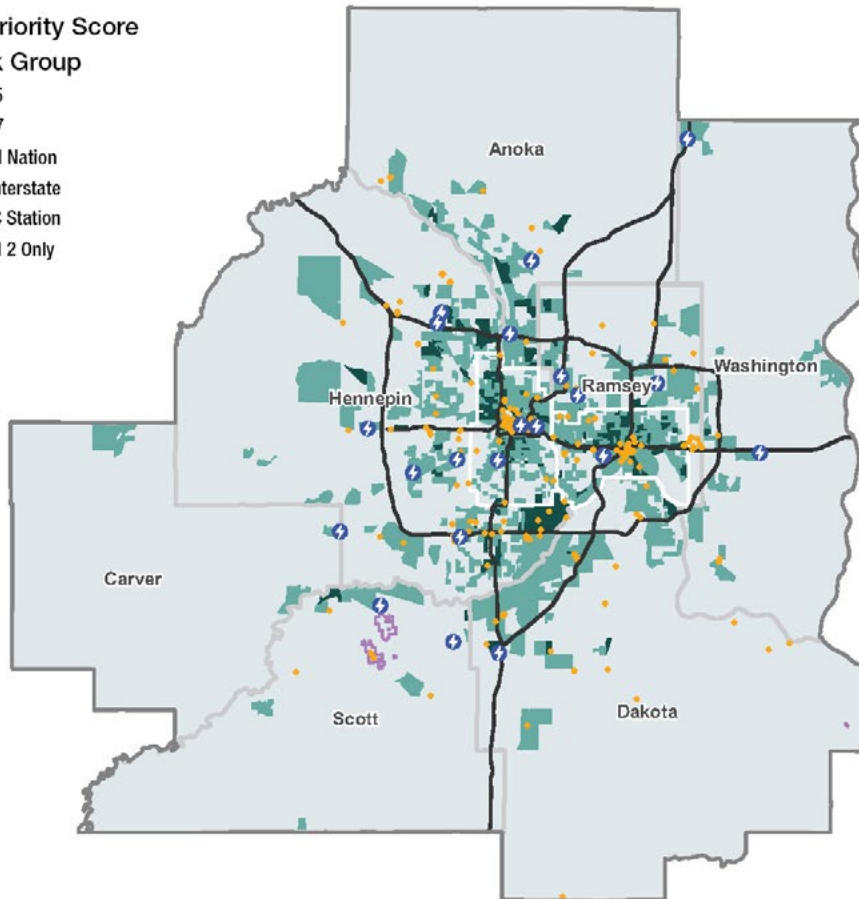
While there are policies for including charging infrastructure in new multifamily developments, there are fewer policies and programs to address a lack of EVSE in existing multifamily buildings. In some cases, existing electricity service may be inadequate for EV charging stations. Ensuring an equitable distribution of public EV in proximity to multifamily buildings and underserved communities can alleviate limitations with existing buildings.

Right-of-way

Allowing EV charging stations in the public ROW along curbs can benefit underserved communities and people with disabilities. By developing an application process for placement of EV charging stations in the ROW, greater equitable distribution of EV charging stations can be achieved, particularly in locations lacking access to private, off-street parking. Where private off-street parking is not available, EV owners may choose to park along the curb and lay a charging cable across the right-of-way, including the sidewalk, to charge from home. This scenario can limit a person using an assistive device from navigating the sidewalk. Allowing the placement of EV charging infrastructure in the right-of-way between the curb and sidewalk, can allow the placement of EVSE in underserved communities while allowing sidewalks to remain free of charging cables.

Equity Priority Score by Block Group

- 4 to 5
- 6 to 7
- Tribal Nation
- US Interstate
- DCFC Station
- Level 2 Only



An analysis of areas of high priority or greatest opportunity for equitable EV charging deployment (i.e., block groups with equity priority scores of six or seven) in the Twin Cities, Minnesota, metropolitan area (Credit: Minnesota Department of Transportation)

Coverage

To ensure equitable access to EV charging stations, communities can evaluate existing locations to determine coverage and then evaluate data on underserved communities to develop a plan for addressing inequities in EVSE access. The U.S. Department of Transportation has a toolkit on “Equity Considerations in EV Infrastructure Planning,” including engagement and outreach, using equity data, and EV infrastructure funding (2022).

Non-Zoning Tools and State Preemption

In states where cities can adopt their own building code, many cities are choosing to use the building code instead of parking standards or zoning standards to implement EV-readiness in new construction (Salcido et al. 2021). Where cities do not have independent jurisdiction over the building code, zoning or parking standards are the primary new construction EV-readiness tools.

A growing number of states are also addressing the land-use and development standards associated with EV charging infrastructure. In 2010 the State of Washington passed legislation requiring cities along its major transportation corridors to meet minimum zoning requirements for EV charging equipment in new development ([HB 1481](#)). California similarly passed minimum requirements in 2015 (updated in 2021)(GOV [§65850.7](#) & [§65850.71](#)), New Jersey in 2021 ([§40:55D-28](#), [§40:55D-89](#) & [§40A:12A-7](#)), Hawaii in 2012 ([§291-71](#) & [§291-72](#)), and Oregon in 2021 ([HB 2180](#)). State laws generally set a floor that cities must meet, although the New Jersey law sets a uniform standard that municipalities cannot depart from, and other states have limited local jurisdictional control to health and safety issues (excluding aesthetics or character considerations).

Conclusion

The automotive industry is in an accelerating state of transition, moving from internal combustion vehicles to electric powered vehicles. This market change is accompanied by the need for new refueling infrastructure and a change in refueling “culture” that affects how communities consider the deployment of vehicle charging infrastructure. Infrastructure is likely to be part of all new development, and the new business model of public vehicle fueling significantly changes existing zoning considerations and practices. Charging infrastructure will generally be sited and used very differently than traditional gas stations.

To accommodate EV market transformation, communities need to consider clear and transparent zoning standards for enabling accessory use deployment of Level 1 and Level 2 charging infrastructure and, in some cases, for DCFC (fast charging) land uses. Using parking and development standards to ensure home-charging capacity in all forms of housing enables the EV market to accelerate. Equity concerns regarding access to charging infrastructure similarly need to be deliberately addressed in local codes and programs by making sure that charging infrastructure is accessible to people who might not have home-charging ability, including various forms of public charging, right-of-way charging, destination charging, and workplace charging. Finally, the small but critical market services of fast charging infrastructure needs to be thoughtfully incorporated into appropriate travel corridors.

About the Authors



Brian Ross, AICP, LEED GA, is a Vice President at the Great Plains Institute, leading GPI’s renewable energy market transformation efforts in the Midwest and nationally. He joined the institute after 20 years as a consultant working with local, regional, and state governments on climate and energy planning, policy, and regulation.



Jessica Hyink serves as a Senior Program Manager and transportation planner for the Communities Program at the Great Plains Institute. She has more than 10 years of experience in transportation planning and program implementation, including research, analysis, data visualization, public outreach, and facilitation.



Rebecca Heisel is a Program Coordinator at the Great Plains Institute. Her focus is on electric vehicle initiatives and programs that help cities understand what it means to be electric vehicle ready and to take action to accelerate EV adoption. Prior to joining GPI as a staff member, Rebecca served as a GreenCorps member with GPI supporting cities’ vehicle electrification efforts.

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ZONING PRACTICE OCTOBER 2022 | VOL. 39, NO. 10. Zoning Practice (ISSN 1548-0135) is a monthly publication of the American Planning Association. Joel Albizo, FASAE, CAE, Chief Executive Officer; Petra Hurtado, PHD, Research Director; David Morley, AICP, Editor. Subscriptions are available for \$95. © 2022 by the American Planning Association, 205 N. Michigan Ave., Suite 1200, Chicago, IL 60601-5927; planning.org. All rights reserved. No part of this publication may be reproduced or utilized in any form or by any means without permission in writing from APA.



County of Fairfax, Virginia

MEMORANDUM

APPLICABLE ZONING PROVISIONS FOR ELECTRIC VEHICLE CHARGING SPACES

January 2021

This memorandum supersedes the July 12, 2013, [memorandum](#) issued by the Zoning Administration Division related to electric vehicle charging (EVC) spaces. EVC spaces may be deemed a permitted accessory use serving another principal use, such as an office park, industrial park, institutional use, shopping center, retail sales establishment, or multiple family development, when the following conditions are met:

1. EVC spaces will be included in determining the required parking for the development. However, any reduction of parking spaces due to the installation of EVC spaces or associated equipment may require review and approval of a Parking Tabulation to ensure that there is enough parking to serve the development. If the tabulation determines there is not enough parking with the EVC installation, staff will evaluate the feasibility of potential options to meet a parking requirement for the site with the EVC installation. This evaluation does not ensure approval.
2. When located in any residential development, the type of EVC installed is limited to Level 1 or Level 2 facilities (as defined by the U.S. Department of Energy) unless it is located in a parking structure. The EVC is available only for use by the residents and their guests.
3. When located in any non-residential or mixed use development, any EVC space must be located in a parking structure or on a parking lot that serves a principal use.
4. The EVC space and equipment must be located so as not to interfere with any vehicular, bicycle, or pedestrian circulation or block any fire lanes or access into the site.
5. The maximum height of the EVC dispenser and any associated transformer, switchgear, or other similar items is nine feet. This standard applies only when the EVC dispenser is located in a surface parking lot and not mounted on the exterior of the principal structure, and when located on the top level of a parking structure and open to the sky. Furthermore, any EVC dispenser and associated equipment located on the top level of a parking structure may not exceed the maximum allowable height limit for the parking structure.
6. EVC spaces and related equipment cabinets or structures must not be located in any required transitional screening yard or impact any required internal parking lot landscaping.



PLANNING & DEVELOPMENT

Department of Planning & Development

Zoning Administration Division

Ordinance Administration Branch

12055 Government Center Parkway, Suite 807

Fairfax, Virginia 22035-5505

Phone 703-324-1314 FAX 703-803-6372

www.fairfaxcounty.gov/planning-development/

7. Related equipment, including transformers, switchgear, and other similar items must be screened with a fence, wall, berm, evergreen landscaping, or any combination. Any landscaping used for screening purposes must be maintained.
8. Each EVC dispenser is permitted to have a digital display area up to one square foot in size. A digital display area greater than one square foot is regulated as a sign and is subject to Article 12.
9. Any outdoor lighting associated with an EVC space must comply with the outdoor lighting requirements in Article 14.
10. A canopy is not permitted in association with an EVC space located in a surface parking lot unless it supports a solar collection system. Any canopy supporting a solar collection system must comply with height and setback requirements for a freestanding accessory structure in Article 10 and cannot include signage or illumination on the sides of the canopy. On the top level of a parking structure, a canopy may be allowed if it does not include signage or illumination on the sides of the canopy.
11. EVC spaces, including an associated equipment, must be in conformance with any zoning approvals.

EVC spaces that do not comply with the criteria above are considered a principal use and are deemed a service station use under the Zoning Ordinance.

Any proposal to establish EVC spaces that serve a principal use must submit the attached checklist to the Ordinance Administration Branch of the Zoning Administration Division at the address or facsimile number on this letterhead or by email at ordadmin@fairfaxcounty.gov. Proposals must include a letter of consent from the property owner or authorized agent, architectural/building plans for the EVC space, a site layout showing the proposed location of the EVC space and the number of parking spaces, if any, the EVC space will use.

All EVC spaces, whether permitted as an accessory or a principal use, may be subject to electrical and/or building permit approval and may require site plan approval if there is land disturbance of more than 2,500 square feet. Information pertaining to electrical and building permits is available from the Customer and Technical Support Center (CTSC) of the Land Development Services (LDS) at 703-222-0801 (option 2). Site plan information is available from LDS at 703-324-1720. Additionally, any reduction of parking spaces to less than what is required for the development due to the installation of EVC spaces or associated equipment will require a parking tabulation. For information on parking tabulations, please contact the Site Development and Inspections Division at 703-324-1720.