



AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
DECEMBER 2, 2024
6:00 PM

CALL TO ORDER

ROLL CALL

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

Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, AICP, Director of Community Development
Ms. Bethany L. Moore, AICP, City Planner
Ms. Claralyn Bollinger, Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. November 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

- 1. Public Hearing. #24-032: Text Amendment to the Zoning Code to Establish Electric Vehicle Charging Station Definitions and Regulations**

Jason Jaggi, Director of Community Development, of the City of Creve Coeur has submitted a text amendment application to establish electric vehicle (EV) charging station zoning regulations and provide associated terminology. The proposed amendments would allow Level 1 and Level 2 charging stations as permitted



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accessory uses subject to certain criteria within Section 405.460 of the zoning code. Direct Current Fast Charging (DCFC) stations, as accessory uses, would require a site plan with Planning and Zoning Commission approval subject to specific standards being met. Stand-alone Direct Current Fast Charging (DCFC) stations would be added as a new conditional use with regulations established within Section 405.470 for Planning and Zoning Commission and City Council approval. A new Section 405.860 would be created to require EV charging stations or EV-ready infrastructure for newly constructed and major modifications to commercial and multi-family uses with associated parking facilities. Text Amendments to the Zoning Ordinance require a public hearing and review by the Planning and Zoning Commission with final approval by the City Council. This item was continued from the November 18, 2024 meeting.

NEW BUSINESS

1. #24-033: Minor Site Development Plan For A Fence and Four Driveway Entry Columns within the Front-Yard Setback for the Property Addressed as 668 N. Mosley Road

George Mathai, homeowner, has submitted an application for approval of a 4-foot tall, metal fence and 4 brick columns installed on the property located at 668 N. Mosley Road. The front yard fence was issued a permit in error without receiving Planning and Zoning Commission approval. The front yard columns were also installed prior to receiving Planning and Zoning Commission approval.

WORK AGENDA

PENDING APPLICATIONS

1.
 - New Car Dealership Signage Text Amendment for Spirit Lexus

DEPARTMENT REPORTS

ADJOURNMENT



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

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.



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CALL TO ORDER

Ms. LaBonte called the meeting to order at 6:03pm

ROLL CALL

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

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

ACCEPTANCE OF THE AGENDA

Ms. LaBonte stated there is a request to move item #1 to follow #3. Ms. LaBonte requested a motion.

Ms. O'Brien made a motion to move item #24-032 to follow item #24-029 and approve agenda as amended. All in favor.

APPROVAL OF MINUTES

Ms. LaBonte requested a motion for the acceptance of October 21, 2024 Planning and Zoning Commission meeting minutes.

Ms. O'Brien made a motion for the acceptance of the minutes. Mr. Buelter seconded. All in favor.

1. October 21, 2024 Planning and Zoning Commission Draft Meeting Minutes

PUBLIC COMMENT



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No public comment

UNFINISHED BUSINESS

NEW BUSINESS

1. #24-030: An Application for a Minor Site Development Plan for Alterations to the Site Coverage Bonus For the Plaza Shops Development Addressed as 701 North New Ballas Road

Ms. Lindsey Straatmann, associate principal at Vessel Architecture and Design, 600 Emerson Rd. appeared and represented the Plaza Shops.

Ms. Straatman presented an overview of the current condition of the property. Ms. Straatman stated the fountains are in a state of disrepair and are crumbling. They are not holding water anymore, and are causing trip hazards because of the unevenness of the concrete and the surrounding area around it. Pictures were provided to show the condition and why the fountains needed to be replaced.

Ms. Straatman stated the owner contacted them to see if these could be repaired and possibility removed because of plumbing issues they were also having. The proposed solution is to provide new planters with enlarged planting areas and new seating that will be decorative benches in line with railings in the shopping center that currently exist. Ms. Straatman provided images of before and after the proposal and described the two proposed corner spots and what that would look like. Same planter in all three locations except for the center location planter would be enlarged around the benches. Ms. Straatman provided specification for the planter bowls they are proposing.

Ms. O'Brien asked if the planters would drain in the concrete or would the planters drain in the soil.

Ms. Straatman stated she was unsure about drainage but didn't think they drain. She would need to ask the landscape architect. There is an irrigation system to water the planters and keep them maintained.

Ms. Bethany Moore, City Planner. Ms. Moore gave a presentation regarding the minor site plan for the Plaza Shops at 701 North New Ballas Rd.



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Ms. Moore gave an overview and history of the property. The fountains that will be replaced were included in a site coverage bonus because the property was over the 63% allowed site coverage. The site coverage bonus allows the property to exceed the 63% and go up to 70% in consideration of public art, plazas, sitting areas and exceptional land areas.

Ms. Moore stated the subject site was previously developed together with 11850 Studt Avenue which is across the street. That property has been sold off and is no longer considered as part of the development. That does change the existing site coverage and the existing site coverage for this specific lot is at 77% currently. Ms. Moore stated the proposed project is not increasing the site coverage.

Ms. Moore gave an overview of the specific plans for the project. Ms. Moore stated the design guidelines do recommend outdoor areas for public use, so this proposal does fit in with those design guidelines. The use of plaza courtyards and landscaping for public art and similar amenities that are accessible and visible from the street are encouraged. These would be accessible and visible from the street, so the proposed new seating areas do seem to appear consistent with the design guidelines recommendations.

Ms. Moore presented the conditions of approval which included all landscaping be maintained and the applicant is required to submit a site improvement application that matches what was submitted.

Mr. Buelter asked about the color of the benches.

Ms. Moore confirmed the benches will be black

Ms. LaBonte asked regarding the maintenance of the property and if it is just a challenge with the site.

Ms. Moore stated that another condition can be added if the commission feels there should be.

Ms. Moore stated there is already a landscaping condition as proposed.

Ms. LaBonte suggested an addition to the conditions of approval and added irrigation to the landscaping condition.



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No public comments

Mr. Buelter made a motion to recommend approval of the minor site development plan for removal of three fountains to be replaced with new concrete areas with benches and landscaping planters located within in the Plaza Shops public plaza areas located at 701 North New Ballas subject to the conditions stated in the staff report for the meeting of November 18, 2024 with the added condition of irrigation.

RESULT: passed

MOVER: Thomas Buelter

SECONDER: Stephan Tomlinson

AYES: Julie LaBonte, Thomas Buelter, Rhonda O'Brien, Larry Potashnick, Marjorie Richter, Stephan Tomlinson

NAYS: None

**2. #24-029: An Application for a Site Development Plan for Site
Improvements to the Property Addressed as 11301 Olive Boulevard**

Mr. Raymond Saleeby, Jr. was listening on the speaker phone during the presentation instead of being on zoom due to technical difficulties.

Ms. Debbie Graven, who works for Mr. Saleeby, gave an overview of the site plan which includes three different components. The first component is replacement of the lights on the building with LED lighting and adding some new lights. The other items they would like to add are the sculpture and another shed to their property.

Ms. Graven showed the location of the lights on the building and the size of the poles for the lighting in the back of the property. Ms. Graven showed an ariel photo of the different locations of existing and new lights.

Ms. Graven presented the sculpture that is being proposed and gave an overview of the artist. Ms. Graven showed multiple photos from different angles of where the sculpture will be installed. She stated the arts committee approved the sculpture last month. The sculpture will be 10-foot by 7-foot chrome-plated bronze entitled "Cruciform, 1971."

Ms. Graven discussed the landscaping plan to deter climbing on the sculpture. The plan included 11 mini boxwoods around the sculpture and 22-25 Liriope, variegated in front of the boxwood. The sculpture will be on a concrete pad.

Ms. Graven stated the applicant is working with Tuff Shed to install the shed on the property. The shed is a Premier Pro Ranch 12X16 shed.



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Ms. Graven stated that the main reason they need the additional shed is that the business has a lot of supplies that don't belong in the office building. The owners do maintain their outside property except for lawn care. The supplies that will be kept in the shed include ADA access equipment, landscaping, lift tables, ladders, outdoor furniture, snow removal supplies, and parking lot supplies.

Ms. Graven gave the size of the shed and what the shed will look like, and materials being used.

Ms. O'Brien asked if there would be any electricity in the shed.

Ms. Graven stated that might be something they will add later but no plans for electricity.

Ms. Graven showed the privacy fence and some landscaping to reduce visibility of the shed from Olive.

Mr. Kevin Hampton, employee at Saleeby and Associates, discussed the traffic issues on the property and parking lot.

Ms. Graven discussed the traffic issues and safety issues. The concept of the bollards came up because of the safety issues they are having at the building. They have always had issues with traffic coming through the parking lot but has escalated because of the tenants in the building next to them. There is a lot more traffic daily and speeding has been an issue. The businesses next to the applicant are a dentist office, TSA precheck, and laboratory. The traffic issues are not only how many cars come through but also, how fast the cars are going. This is a really small building, but a lot of tenants have high frequency of visitors to their building. She asserted the City of Creve Coeur doesn't look at the volume of customers visiting the site before giving a permit.

Ms. Graven stated their concerns about the traffic and safety issues. They see a lot of cars come through the parking lot as if it were an alley way and these cars don't stop at either building. Some of the employees struggle with backing out of spaces because of all the traffic coming through the parking lot.

Ms. Graven stated that they get a lot of complaints from employees, vendors, and clients. They have had multiple accidents and sometimes residents are walking in the parking lot, and they aren't always seen in the dark. This is one of the reasons for the extra lighting in the parking lot.



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Mr. Hampton gave a presentation regarding the traffic issues in the parking lot. He handles the security of the front door and can see the parking lot from his desk. He stated 30-35 cars cut through daily and some are speeding. They do have a lot of confusion on addresses for their buildings and people coming to the wrong building. Mr. Hampton checks all apple and google maps, and they are misleading.

Mr. Hampton stated 2 months ago a car was pulled over in the parking lot and there was an encounter with a police officer. This person was coming to the building next door and wasn't for their business.

Mr. Hampton discussed the issue about the doorbell because the front door is locked. Mr. Hampton stated he goes up and down the stairs to answer the door 30-35 times a day because of people going to the wrong business.

Ms. Graven gave the commission materials on the traffic problems and the issues with finding the building.

Ms. Graven discussed the location of the building, and the location was wrong on Google Maps, and they have contacted St. Louis County to have that corrected.

Ms. Graven pointed out the address on the public notice was wrong and their building is further east on the map than it should be. Ms. Graven stated they have contacted St. Louis County to have the location corrected. They feel that is part of the problem of the traffic and getting more cars coming through their parking lot.

Ms. Graven discussed the installation of the bollards and what was needed for a permit in Creve Coeur. The plan was to dress up the area with landscaping. Ms. Graven contacted the city and Mr. Jaggi stated as long as we are not blocking public access to a sidewalk or a required parking space their office doesn't regulate bollards in parking lots. Ms. Graven stated they signed a contract on July 29th and paid \$18,000 to have them installed. They also installed "dead end, no outlet & private property" signs which seemed to help somewhat. The final solution to the traffic issue was the bollards and then install a gate to the entrance of the property.

Mr. Jaggi asked at the time of the installation regarding the bollards did they talk to fire and police. Ms. Graven stated they haven't done that and were told the city doesn't regulate this and moved on to the contract and to have them installed. According to the city they weren't allowed to have a gate on the property. Ms. Graven that really the only way to keep their employees and visitors safe is to gate the entrance.

Ms. Graven discussed solutions with Mr. Jaggi on still having the gate and still no



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approval of a gate. On August 17th bollards and signs went up in the parking lot and flowerpots were added. The parking lot was also resurfaced and restriped. Ms. Graven showed pictures of what the parking lot looks like today.

Ms. Graven discussed the condo rules and why things needed to be changed. The rules for the condo are to keep people safe, and they can't do that without these requests including the bollards and gate.

Mr. Buelter asked where the gate would be installed on their property.

Ms. Graven stated the gate wasn't in the proposal since it wasn't allowed. But they wanted to mention it because that would really control their traffic issue.

Ms. Graven stated they got a quote and wanted to proceed but were told couldn't install the gate.

Ms. Graven stated their frustration regarding the bollards and why this needed to come to commission. Since it was stated, Creve Coeur doesn't have any rules and regulations regarding bollards in the parking lot. Ms. Graven mentioned the orthodontist, their neighbor put 5 reserved spots for just their business in the common parking area.

Ms. Bethany Moore, City Planner, gave a presentation on the minor site plan for site improvements to the property addressed as 11301 Olive Blvd. Ms. Moore presented the parcel and where the building is located on the parcel. There are 2 separate buildings on the lot, and it is considered an office condo lot. This is not very common to see a commercial use as a shared condominium lot. This just means there are some shared elements on the plat. Ms. Moore stated today we are only discussing improvements on the one building.

Ms. Moore discussed why the address of the building is an issue. Ms. Moore stated each building has a different address, but the address points are showing up for only one building, which is 11301 Olive Blvd. That is an issue which needs to be addressed with St. Louis County.

Ms. LaBonte asked what needs to happen to get that fixed.

Ms. Moore stated it will need to be addressed with St. Louis County.

Ms. Moore discussed the proposed project and what is exactly being requested. The application includes site and building lighting, new shed along Olive Blvd. and sculpture installation.



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Ms. Moore stated the applicant has installed bollards across the shared parking lot. As this is a minor site development plan and looking at the entire site, the bollards are being discussed today because they are blocking cross access and shared common elements. No city council approval is required so the decision will be made by the Planning and Zoning Commission.

Ms. Moore gave an overview of the property. Ms. Moore showed the plat and exactly where the common elements are and who maintains those elements.

Ms. Moore showed where the bollards were installed and blocking the shared common parking and access.

Mr. Tomlinson asked when there is a common plat is there a certain ordinance where the city is looking to preserve common area uses or is it being reviewed because its part of the minor site plan?

Ms. Moore stated it is being reviewed because for a minor site plan the Commission reviews the entire site. No city ordinance to enforces the common areas other than the plat approval.

Mr. Lumley stated there is a general policy in favor of shared access.

Ms. Moore stated cross access is one of the city's goals throughout the planning projects.

Ms. O'Brien asked whether it is a goal of the planning for the city is to make sure there is shared access.

Ms. Moore stated the city makes sure there is cross access between developments when possible.

Mr. Jaggi stated there are concerns with this project because of shared elements and parking. That was the intent for this property and was never the intent to separate the properties. If there was a desire to separate the units there is a process to separate those and amend the plat. A code review would occur. Mr. Jaggi stated there are some issues going on with this property and concerns between the building owners.

Ms. O'Brien asked regarding the parking spaces and whether there might not have enough parking if split the property.

Mr. Jaggi stated that was a possibility since currently parking is shared. But this is not something that has been looked into. It is a separate process to review all of the



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aspects. Mr. Jaggi stated his feeling is there was an advantage for the property owners and perhaps a code compliance matter as to why it was set up as an office condominium. Mr. Jaggi stated the bollards don't follow the plat that the city approved. The plat was supposed to have shared access and parking and that has been disrupted.

Ms. Moore discussed the shed details and where the existing shed was. The proposal is for an additional shed which would be behind the building line but visible from Olive Blvd. The shed is 13 1/2 feet tall at the peak and Olive sits about 6 1/2 feet above the building which means about 7 feet would still be seen from Olive. The owners presented the landscaping to help limit visibility from Olive. Ms. Moore stated it is unusual to have an accessory structure for commercial property and staff has concerns about the visibility from Olive. Staff would like a condition to have the landscaping installed to help with the visibility from Olive.

Ms. LaBonte asked if this landscaping is already installed.

Ms. Moore confirmed that the landscaping is already installed. Staff would like a condition requiring landscaping.

Ms. Moore discussed the existing site coverage of this portion of the property will still be under 63% coverage. Ms. Moore stated there is condition of approval that would require a final site development plan be submitted with the calculation.

Ms. Moore shared the sculpture details and where the sculpture will be installed. This sculpture has been submitted for review and was approved by the arts committee at their October 2024 meeting. Landscaping will be planted around the sculpture to help deter people from climbing the sculpture. There is an existing grill, and staff is requesting a condition of approval to have that removed.

Ms. Moore discussed the lighting plan, and staff didn't have any concerns since they meet the requirements.

Ms. Moore discussed the bollards. The bollards weren't part of the request but they were placed on the property recently. The bollards do block cross access and create a barrier that violates the objectives of the office condo plat. Staff believes there are other methods to help with traffic that could be installed that don't block any access or parking.

Ms. O'Brien asked what are the other options other than bollards.

Ms. Moore stated some signage and speed bumps would be the best way and



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wouldn't block off any access and parking.

Staff has concerns with the need for the second shed since it is visible from Olive. Staff recommends landscaping to reduce the visibility from Olive. Staff has no concerns on lighting and sculpture. Staff recommends bollards be removed as a condition of approval with the minor site plan and use of other traffic calming alternatives.

Ms. Richter asked if the second shed was already installed.

Ms. Moore stated the first shed was installed but not the second shed.

Mr. Potashnick asked whether the public art would qualify them for a site coverage bonus. Ms. Moore stated that was correct because of the public art.

Ms. O'Brien asked if that would need to be an amendment.

Mr. Lumley stated the commission would have to declare bonus site coverage based on public art.

Mr. Potashnick asked if there was a condo association and if the other owner had agreed to these changes.

Ms. Moore said she believes they haven't agreed to these changes.

Dr. Ashok Rohra, orthodontist and managing member of the building at 11255 Olive Blvd. gave an overview of his business and addressed the concerns raised. Some of the issues of the traffic are out of his control but he doesn't see cars passing through and patients are very respectful.

Dr. Rohra talked to the fire and police departments, and they aren't in favor of the bollards since it's shared parking and access. He addressed the issues with the parking lot and the safety issues they are having. They have a high volume of traffic and also serve an important need. Dr. Rohra suggested speed bumps or something more appealing.

Dr. Rohra would like this to be peaceful and work together as neighbors. Dr. Rohra asked if anyone has questions regarding his presentation.

Mr. Raymond Saleeby, on the phone, responded. He stated the owner only told part of the story. Mr. Saleeby discussed the problems with the parking lot and safety



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issues. Mr. Saleeby stated the fire station has the same problem and talked to the chief and didn't like people coming to the door with covid and exposing them.

Mr. Saleeby stated the speeding issue is a problem and claimed that Dr. Rohra was wrong about the speeding. Mr. Saleeby discussed why speed bumps weren't a good solution. Mr. Saleeby stated the traffic issue is affecting his business and costing money for his clients. The parking lot is not meant for this kind of traffic.

Mr. Saleeby stated the speed bumps won't stop the people who are mistakenly coming to his office.

Mr. Saleeby stated there was an issue with parking on each side of the property and said Dr. Rohra called the police regarding items on shared common area.

Ms. O'Brien asked Mr. Jaggi a couple of questions regarding this proposal. Ms. O'Brien asked if all the businesses at the condo are allowed uses.

Mr. Jaggi stated the businesses are approved and allowed.

Ms. O'Brien asked if the business condo was approved a while ago and when it was approved did the property have shared parking. The property has access on both of the side streets.

Mr. Jaggi stated that was correct.

Mr. Potashnick stated he would like this to be tabled for tonight. He asked if the property needed to be made into 2 plats.

Mr. Jaggi stated the owners need to come to the city to separate the plats. Mr. Jaggi stated there are a lot of issues between in the neighbors which are not our concern tonight.

Mr. Jaggi stated there were some communication issues and some miscommunication about the bollards. Mr. Jaggi thought the bollards would be placed around the building which is where they are usually installed. Once Mr. Jaggi realized the bollards were going to seal off the parking, he talked to Debbie about the concerns with the bollards before they were installed but the bollards were installed any way.

Mr. Buelter asked if some of the requests could be approved and not other requests. Ms. LaBonte stated she wasn't comfortable with tabling some of the requests.



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Ms. O'Brien asked if the bollards were impacting our purposes for planning

Mr. Jaggi agreed with that, as the bollards are blocking access. This property is unique in that the cross access isn't connected with a traffic signal.

Ms. Richter asked whether the bollards would be removed as a condition of approval.

Mr. Jaggi agreed with this, and staff recommends the bollards be removed. Mr. Jaggi stated other traffic solutions might need to be explored if there is truly a speeding issue.

Mr. Potashnick stated he would like to continue the discussion.

Ms. LaBonte stated she was comfortable with voting. Ms. Labonte asked what information is lacking.

Mr. Potashnick stated he will vote no on principal and can't even repeat the issue.

Ms. O'Brien stated this is a shared parking lot and the bollards create the parking lot to be no longer a shared space.

Ms. Richter stated we could approval the lighting, sculpture and shed and have the bollards to be removed.

Mr. Buelter made a motion to recommend approval of the minor site development plan for 11301 Olive Blvd. application #24-029 as presented at the Planning and Zoning Commission meeting subject to the conditions contained in the staff report for the meeting of November 18, 2024 to include the 2 additional requirements as proposed by staff. In addition to that add 5% bonus site coverage for the artwork.

Mr. Lumley stated staff proposed additional conditions of approval in regard to removal of the bollards and grill and addition of the landscaping around the shed.

RESULT: passed

MOVER: Thomas Buelter

SECONDER: Rhonda O'Brien

AYES: Julie LaBonte, Rhonda O'Brien, Marjorie Richter, Stephan Tomlinson

NAYS: Thomas Buelter, Larry Potashnick



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3. Public Hearing. #24-032: Text Amendment to the Zoning Code to Establish Electric Vehicle Charging Station Definitions and Regulations

All were sworn in that intended to speak.

Ms. Bethany Moore, City Planner, gave a presentation on a text amendment to the zoning code to establish EV charging stations definitions and regulations. She gave an introduction and background of the tax amendment. There are 3 main components of the draft ordinance which includes EV charging definitions, standards and review process for EV charges and when EV ready infrastructure is required. That would be for new development and redevelopments.

Ms. Moore presented the timeline for review. In 2022 we had a site development plan presented for EV and currently there are no standards in the zoning code. That minor site plan was denied, and staff decided EV has become an important issue and needs to be addressed. Staff discussed EV regulations with Planning and Zoning, City Council and Energy and Environment committee. This has been discussed for a while and now is being presented for formal review, public comment and adoption.

Ms. Moore stated the 3 different categories of EV stations. The three stations are level 1, level 2, and level 3.

Ms. Moore summarized the proposed regulations. This would regulate chargers as accessory uses in non-residential districts. Level 1 & level 2 can be approved at the staff level unless an application doesn't meet requirements that staff have listed out, in which case the application would be presented to the commission. Level 3 would be granted by the planning and zoning commission through minor site plan review. Larger Stand-alone stations would be conditional use permit which always requires Planning and Zoning approval.

Ms. Moore discussed level 1 and level 2. These will be allowed accessory uses for nonresidential zoning districts and planned zoning districts and allowed in institutional and civic uses in residential districts. For example, Elks Lodge or a church or school.

Ms. Moore stated standards of approval at staff level. Must be located in a parking lot or structure which serves the principal use. EV spaces and equipment can't interfere with vehicle, bike, pedestrian circulation or block any fire lane. EV stations must be located in the parking structure first if available in multi-family developments. EV spaces won't count against the required parking if the site meets or exceeds current city parking requirements.

Ms. LaBonte asked if there are any rules regarding parking non-EV vehicles at the EV



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station.

Mr. Jaggi stated that anyone could park in that space, but most people won't park in those spaces if they don't have an EV vehicle.

Ms. Moore stated EV equipment can't be placed within 10 feet in the front yard setback from the street. Must provide EV signage and no canopies are permitted.

Ms. Moore stated planning and zoning review required if the above are not met.

Ms. Moore discussed level 3 approval. EV stations are allowed as an accessory use in nonresidential zoning and planned zoning districts. Subject to planning and zoning commission review as a minor site plan. Similar standards, the station needs to meet. The station must be placed on the site to limit visual impact of the equipment, can't be located in a buffer yard, can't be located within 10 feet along the street or any required interior parking lot landscape area. Ground equipment must provide landscape screening in order to soften the view and ground equipment is included in the site coverage calculations. Any new lighting for these new spaces must meet codes for lighting.

Ms. O'Brien asked regarding the property line for the location of the EV station. Is that a standard requirement or something the city wanted to require?

Ms. Moore stated this is just to preserve those 10 feet from the street to reduce visual clutter.

Ms. Moore discussed the conditional use permit for stand alone stations. This follows where gas stations are currently allowed, and they based this section off the current gas station standards.

Ms. LaBonte asked what the gas station requirements are.

Ms. Moore stated nothing was excluded from what is required in a gas station.

Mr. Jaggi stated nothing was excluded but also subject to general conditional use standards which require compatibility, not increasing traffic unreasonably, and no substantial damage to value of adjacent properties.

Mr. Jaggi stated this is just a discussion and not requesting a vote tonight.



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Mr. Buelter asked if the city is regulating chargers in homes.

Ms. Moore stated this is not regarding residential homes. Currently the city doesn't have any requirements for or against.

Mr. Jason Jaggi, Director of Community Development discussed requirements for charging stations for new development.

Mr. Jaggi stated the city would add a new section for EV charging stations. This doesn't involve patching parking lots and restriping parking lots.
Mr. Jaggi stated this is for new development coming to the city.

Mr. Jaggi stated any new parking facility would require electric vehicle charging stations or EV ready. This would be an option for the builder on which station to be installed.

These would be level 2 charging stations.

Mr. Jaggi stated 3% of required parking space or minimum of one parking space, whichever is greater, for any non-residential use which includes office, commercial or light industrial, they would need to provide EV ready, or EV installed stations. Multi-family development requires 5% or minimum of one parking space, whichever is greater.

Mr. Jaggi stated this requirement is a little higher because of higher demand for charging stations overnight. In case of mixed use of residential or commercial building, would compute them separately.

Mr. Jaggi stated this doesn't apply to churches or non-profits or single-family residential uses.

Mr. Jaggi presented the development and redevelopment examples. Some of the recent examples Mr. Jaggi discussed were M1 Bank and Mexican Barrel House. These examples of redevelopment that would have met the requirements for the EV stations.

Mr. Jaggi discussed when this was presented to the city council, and it was suggested that a tiered system be used at that meeting. Mr. Jaggi stated staff looked at the suggestion but decided to keep the scheme they proposed originally.

Ms. Richter asked if considered the multi-family parking spaces that are owned by



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the tenants.

Mr. Jaggi stated staff hasn't considered that and will look into that issue with multi-family development.

Mr. Jaggi stated staff only looked for rental apartments.

Mr. Jaggi discussed parking configuration and whether if it's a surface lot or structured or both. There is a difference between what the city code requires as a minimum and what is actually provided. These regulations will just be what the city requires.

Ms. LaBonte asked regarding what parking spaces were installed versus what was required. Mr. Jaggi stated installed 8-10 spaces and looked at bank project and that project installed EV stations on their own and shown on the site plan.

Mr. Buelter asked regarding Olia Village and if EV stations were included in that project.

Mr. Jaggi stated that was requirement in the development standards for Olia. The information is to be presented in each individual site plan and for each phase.

Mr. Potashnick asked if structured parking for EV stations should be installed first.

Mr. Jaggi stated that is what they want for multi-family development. Usually, surface parking is for guests and residents are parking in a structured parking lot.

Mr. Jaggi stated biggest parking generators are BJC West County which has 450 spaces and 12 required EV stations. Mercy Performance Medical building which has 1000 parking spaces which required 31 EV stations.

Mr. Potashnick asked if electric cars become more of a demand for stations would this ordinance be insufficient.

Mr. Jaggi stated the city would revisit this if the demand increases but are being cautious because demand for EV vehicles is slowing down a bit.

Ms. LaBonte stated she was concerned about multi-family vs. single family attached. Making sure the wording is correct.

Mr. Buelter stated the need for the definition of major renovation.



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Mr. Jaggi stated defining what major renovation would be helpful.

Mr. Lumley stated conversion of a gas station to an EV station, would the commission require a minor site plan or new conditional use permit.

Mr. Potashnick agreed with the idea of having a conditional use permit when gas stations are changing to EV stations.

Ms. LaBonte opened the public hearing comment period.

Ms. Jill Goldwasser was sworn in.

Ms. Jill Goldwasser, 14 Tealwood, stated she is a recent graduate of University of Wisconsin where she studied political science and sociology and a minor in public policy. She is working as an intern for an EV advocacy organization and is a lifelong a resident of Creve Coeur. She generally supported the proposal.

Ms. Goldwasser stated the easiest way to transition to EV stations is to require EV stations. This ordinance will save costs in the future.

Ms. Goldwasser discussed the importance of EV charging stations in multifamily units. 90% of EV users say they charge at home which is very limited when living in a multi-family development. Having the availability at your home offers a lot more choices. Safety is also an issue when charging your vehicle at a different location versus charging at home.

Ms. Goldwasser discussed commercial locations and how the proposal would benefit businesses. Ms. Goldwasser stated this change is coming and will be a matter of time and best to increase our readiness.

Ms. LaBonte stated will continue the public hearing in 2 weeks for the December 2nd meeting.

WORK AGENDA

1. Potential Amendments to Section 405.460, Accessory Uses and Structures

Mr. Jaggi discussed the accessory uses and structures proposal. He presented a draft ordinance.

Since this issue has been discussed before and was a work item that has set the stage to have a discussion and share this with the city council to see how they feel about the



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ordinance. If that goes well then, the text amendment would be presented to the commission for approval.

Mr. Jaggi proposed for discussion that any individual accessory building should not accede 60% of the ground floor area of the principal building including the attached garage.

Mr. Jaggi stated they are trying to look at the footprint of the structure. The garage looks like is part of the house.

Mr. Jaggi stated added a design standard for accessory structures which will be new territory for the city.

Mr. Jaggi said in single family residential zoning districts accessory buildings 400 square feet or larger in size shall be constructed using similar exterior wall materials that complement the design of the primary building.

Mr. Jaggi stated that if staff isn't sure about approval, then it comes to the commission.

No questions were asked by the commission.

Ms. O'Brien stated that the house is already designed, so the accessory use needs to just match and be compatible with the primary house.

No other comments from the commission. Mr. Jaggi will present this to the city council.

2. East Olive Corridor Discussion

Mr. Potashnick discussed the East Olive corridor and wanted to have a discussion after driving through the area.

Ms. LaBonte asked if this would be a good discussion during the comprehensive plan review.

Mr. Jaggi discussed the comprehensive plan and how it could be discussed during that time. Mr. Jaggi suggested having a discussion on the East Olive corridor at a later time. It's a big subject and needs to be discussed and address a lot of vacancies where the zoning is residential.

Mr. Potashnick stated this is a big subject and needs some special attention.



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Mr. Jaggi stated during the comprehensive plan review we can have a work session on the East Olive corridor.

Ms. Julie asked when do we see those discussions happening.

Mr. Jaggi stated this is a process but isn't starting immediately and will start looking at this discussion in 2025.

Public comment was opened.

Ms. Michelle Ridgley, 10 Sona Lane spoke regarding the East Olive corridor. Ms. Ridgley stated she has lived in Creve Coeur for 5 years. Ms. Ridgley would like to keep the communications open.

Ms. Linda Rezny, 104 Graeser Acres, spoke regarding the corridor. She stated she didn't feel the property values would improve if they had apartments and retail spaces on their block. Given all the construction going on in the general area it wouldn't be a good idea to start building on Olive also. The neighbors would like to keep a nice quiet neighborhood.

Ms. Patti Trout, 309 South Mosley, spoke regarding the East Olive Corridor. She gave an overview of all the changes since she has been living in Creve Coeur for a long time.

Ms. Trout stated the deed restrictions follow the property. Ms. Trout suggested plan around single family from Graeser to Spoede.

PENDING APPLICATIONS

1.

- **668 N. Mosley Road Fence and Columns Site Development Plan**
- **New Car Dealer Signage Text Amendment**

Mr. Jaggi stated the 2 pending applications and discussion on EV stations will be on next agenda.

DEPARTMENT REPORTS

Mr. Jaggi stated reminder that our City Clerk, Kellie Henke sent an invitation to the annual appreciation event on December 3rd from 6-8pm. Mr. Jaggi stated it



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is a very nice event.

ADJOURNMENT

The meeting was adjourned at 8:44pm.

Submitted by:

Recording Secretary

Chair



**APPLICATION TO PLANNING AND ZONING COMMISSION
#24-032: TEXT AMENDMENT TO THE ZONING CODE TO ESTABLISH
ELECTRIC VEHICLE CHARGING STATION DEFINITIONS AND
REGULATIONS**

FOR THE MEETING OF: Monday, December 2, 2024, 6:00 P.M.

LOCATION: All Zoning Districts

REQUEST: Jason Jaggi, Director of Community Development, of the City of Creve Coeur has submitted a text amendment application to establish electric vehicle (EV) charging station zoning regulations and provide associated terminology. The proposed amendments would allow Level 1 and Level 2 charging stations as permitted accessory uses subject to certain criteria within Section 405.460 of the zoning code. Direct Current Fast Charging (DCFC) stations, as accessory uses, would require a site plan with Planning and Zoning Commission approval subject to specific standards being met. Stand-alone Direct Current Fast Charging (DCFC) stations would be added as a new conditional use with regulations established within Section 405.470 for Planning and Zoning Commission and City Council approval. A new Section 405.860 would be created to require EV charging stations or EV-ready infrastructure for newly constructed and major modifications to commercial and multi-family uses with associated parking facilities.

ADDITIONAL INFORMATION: Text Amendments to the Zoning Ordinance require a public hearing and review by the Planning and Zoning Commission with final approval by the City Council. This item was continued from the November 18, 2024 meeting.

APPLICANT: Jason Jaggi
Director of Community Development
300 N. New Ballas Road
St. Louis, MO, 63141

REPORT PREPARED BY: Bethany L. Moore, AICP, City Planner
DATE: November 27, 2024
ATTACHMENTS: Draft Ordinance

Key Issues:

- Are the changes consistent with the purposes of the Zoning Code?
- Are the changes consistent with the objectives and strategies of the Comprehensive Plan?

Zoning Code References

- Section 405.460: Accessory Uses and Structures
- Section 405.470: Conditional Uses
- Section 405.860: Reserved

SUMMARY OF CHANGES TO DRAFT ORDINANCE

After the draft ordinance was discussed at the November 18, 2024 Planning and Zoning Commission meeting, Staff incorporated some of the feedback provided into the draft ordinance including providing parameters for when redevelopments will be required to install EV spaces, i.e. when a site development plan is required according to the criteria outlined in Section 405.1080. B.2.

A site development plan shall be required for:

- a.** Any conditional use.
- b.** Any project which includes the development of a parcel of land that contains no buildings or for which the existing buildings are to be removed and a new building or buildings constructed.
- c.** Any development that is adding more than five thousand (5,000) square feet of new impermeable surface to a site, and
- d.** Any development which will add less than five thousand (5,000) square feet of new impermeable surface to a site where such site has previously received one (1) or more minor site plan approvals and the sum total of the impermeable surface added and proposed to be added to the site exceeds five thousand (5,000) square feet.

Additional feedback which was not directly incorporated into the draft ordinance includes condo renovation projects not being required to install EV charging spaces and clarifying that a new CUP would be required if an existing gas station use were to switch to an EV charging station use. Staff did not feel that these concerns needed to be directly incorporated into the draft ordinance. Due to the ownership structure of condominium developments requiring a percentage of the provided parking spaces, which are owned by individual condo owners, to contain EV charging equipment is not feasible. Any existing use which requires a CUP is required to receive a new CUP if the use/NAICS code changes and these changes are currently handled that way already so Staff did not feel it was necessary to codify this.

Staff created the following table in order to provide examples of what these requirements would look like when applied to recent developments and redevelopments throughout the city, all of which would be captured as part of a project that requires a site development plan per the revisions made to the draft ordinance.

REQUIRED EV SPACES DEVELOPMENT AND REDEVELOPMENT EXAMPLES

Use	Address	Parking Configuration	Required/Provided Total Parking	Formula	Required/Provided EV Parking
Little Sunshine Daycare	515 N Lindbergh	Surface	21/24	3% of Parking Spaces/1 space min.	1/1
M1 Bank	11557 Olive	Surface	25/50	3% of Parking Spaces/1 space min.	1/2
BJC West County Hospital Building	12634 Olive	Surface	410	3% of Parking Spaces/1 space min.	12
First Bank HQ	11901 Olive	Surface/Structured	281/286	3% of Parking Spaces/1 space min.	8/9
Edge@BRDG	1001 N Warson	Surface	330	3% of Parking	10

				Spaces/1 space min.	
Edge@WES T	12645 Olive Blvd.	Surface/Structure d	256	3% of Parking Spaces/1 space min.	8
Vanguard Heights Creve Coeur	10362 Old Olive	Structured/Limite d Surface	299	5% of Parking Spaces/1 space min.	15
The VUE	1001 Old Olive Way	Surface/Individu al Residential Garages and Carports	Residential: 311 Retail: 19 Total: 330	5% of Residential Parking Spaces/1 space min. Commercia l: 3% of Parking Spaces	1 Commercial 16 Residential
Mercy Performance Medicine Building	701 South New Ballas Road	Surface/Structure d	1028	3% of Parking Spaces/1 space min	31

CONCLUSION AND ACTION

The proposed amendments have been submitted to address the demand for EV charging spaces throughout the city. As these proposed regulations would apply to all zoning districts except single-family residential uses in single-family residential zoning districts and condos, the regulations would provide requirements that must be met in order to install any EV charging equipment within a site. Depending on the type of EV charging installed, Level 1, Level 2, DCFC fast charging, or a larger scale charging station similar to a gas station, standards must be met in order for the use to be approved either at staff level or through Planning and Zoning Commission and City Council approval. For new developments or redevelopments which require a site development plan, EV charging spaces will be required on a 3% or 5% basis depending on time of use.

Staff requests that the Commission consider the revisions that have been made to address when these requirements apply to existing properties that apply for substantial alterations and provide any additional direction.

MOTION

If the Planning and Zoning Commission believes these amendments are appropriate, the following would be a suitable motion for this application:

“I move to recommend approval to the City Council of the draft text amendment ordinance to amend the Zoning Code to regulate Electric Vehicle Charging Stations as described in the attached draft ordinance as part of Application 24-032 as prepared for the December 2, 2024 meeting” (conditions may be added, eliminated, or modified by proceeding 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.

AN ORDINANCE REGULATING ELECTRIC VEHICLE CHARGING AND AMENDING SECTION 405.120 DEFINITIONS, SECTION 405.210 TABLE A, SECTION 405.460 ACCESSORY USES AND STRUCTURES, SECTION 405.470 CONDITIONAL USES, AND REPLACING SECTION 405.860 RESERVED OF THE ZONING ORDINANCE

WHEREAS, an application was made by the Director of Community Development for the City of Creve Coeur to amend various sections of the zoning code including Section 405.120 Definitions, Section 405.210 Table A, Section 405.460 Accessory Uses and Structures, Section 405.470 Conditional Uses and Replacing Section 405.860 Reserved with a new section titled Electric Vehicle Charging Requirements in order to regulate Electric Vehicle Charging; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri has recognized the need for such regulations in the City Code of Ordinances as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Zoning Code; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on Monday, November 18, 2024 and beginning at 6:00 p.m., or immediately following the close of the previous public hearing; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of ___ recommended approval of the subject amendments as set forth herein at its meeting on Monday, November 18, 2024; and

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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the City Council; and the Bill was read by title in open meeting two times before final passage by the City Council; and

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

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

SECTION 1: Section 405.120 of the Zoning Ordinance, of the City of Creve Coeur's Code of Ordinances shall be amended as follows:

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 Equipment (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.

SECTION 2: Section 405.210 Table A of the Zoning Ordinance, of the City of Creve Coeur's Code of Ordinances shall be amended as follows:

Use Code	2012 NAICS Title	ZONING DISTRICTS													
		A	B	C	D	AR	HE	PH	PO	RO	MX	PC	GC	CB	LI
CC447190	Direct Current Fast Charging (DCFC) Electric Vehicle Charging Stations, as defined under Section 405.120 and when not accessory to a primary use.										C	C	C	C	C

SECTION 3: Section 405.460.B.of the Zoning Ordinance, of the City of Creve Coeur's Code of Ordinances shall be amended as follows:

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”, “LI” Zoning Districts, Planned Zoning Districts, and when an allowed institutional use within 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 within the first ten (10) feet of the front yard setback from the right-of-way.
 - 6) EV spaces shall include signage designating the spaces 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.

If the above standards cannot be met, the applicant may seek Planning and Zoning Commission approval as a site development plan per Section 405.1080.

- 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 and Planned 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 be located in an area within the site that limits the visual impact of the equipment.
 - 2) EVSE shall not be located in any required buffer yard.
 - 3) EVSE shall not be located within the first ten (10) feet of the front yard setback from the right-of-way or within any required interior landscaped area within the parking lot.
 - 4) All DCFC ground mounted equipment locations shall include a landscaping plan and shall be landscaped and screened as deemed appropriate by the Planning and Zoning Commission.
 - 5) All DCFC ground mounted equipment shall be included in the site coverage calculation.
 - 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) EV spaces shall include signage designating the spaces for EV charging use.

SECTION 4: Section 405.470.A. of the Zoning Ordinance, of the City of Creve Coeur’s Code of Ordinances shall be amended as follows:

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 reduce the visual impact.

SECTION 5: Section 405.860 of the Zoning Ordinance, of the City of Creve Coeur's Code of Ordinances shall be added as follows:

Section 405.860 Electric Vehicle Charging Requirements

A. Any new parking facility or substantial ~~redevelopment~~alteration to an existing parking facility or building containing the primary use (except religious institutions and non-profit organizations) shall provide electric vehicle charging stations (EVSE Installed) or provide electric vehicle ready (EV Ready) charging stations. For the purposes of this Section, substantial alteration shall include renovation of the building or site that requires Site Development Plan approval per Section 405.1080.B.1.-as follows:The following requirements apply:

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. The number of required EV charging spaces shall be based on the minimum number of parking spaces required by this Chapter, however, if additional parking spaces are provided in excess of the minimum requirement, EV charging spaces shall be required based on the actual spaces provided on site.
6. Required electric vehicle charging parking spaces are inclusive of the total required number of parking spaces.

SECTION 6: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2024.

TIM CARNEY
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2024.

DR. ROBERT HOFFMAN
MAYOR

ATTEST:

KELLIE HENKE
CITY CLERK



MEMO TO THE PLANNING AND ZONING COMMISSION

Date: September 29, 2022

Subject: Electric Vehicle Charging Stations Work Session

Prepared by: Bethany L. Moore, City Planner

Meeting Date: October 3, 2022

Attachments: Fairfax, Virginia EV Charging Memo, Ameren Missouri EV Charging Guide for Business, Electrek-Charging Standard and How They Differ, Summary of Best Practices in Electric Vehicle Ordinances pg. 9-12 and 19-21 and Planning for Electric Vehicle Charging Facilities

Electric vehicle charging stations are becoming more common and all over the country municipalities are determining how to regulate this new use. The number of publicly available fast electric vehicle chargers worldwide jumped from 1,740 in 2012 to 563,910 in 2021. Creve Coeur has several single stall charging stations throughout the city and recently had the first application for a larger, multi-stall installation of chargers via EV Go at the Plaza Shops. The application included installation of Level 2 and Level 3 chargers and came before the Commission as a minor site plan in order to review the use's impacts on the site and surrounding area. The application was ultimately denied after lengthy discussion with the applicant. This application was undoubtedly the first of many that Creve Coeur will see as the popularity of electric vehicles grow and the charging infrastructure across the country expands. With these considerations in mind, it is imperative that the City establish the appropriate regulations to prepare for future requests.

St. Louis County and St. Louis City both have fairly new regulations for electric vehicle charging. The goal of those ordinances is focused on providing the infrastructure necessary to support the installation of electric vehicle charging stations. Very little information is available from surrounding municipalities as to the regulation of the use. Staff's goal for the discussion of EV charging regulations is to create requirements for this use that allow the public to take advantage of these technologies that are quickly becoming necessary while also protecting the aesthetic qualities of existing sites and mitigating the potential impacts on surrounding uses.

Background on EV Charging

According to Global EV Outlook 2022's Data Explorer, "Sales of electric vehicles (EVs) doubled in 2021 from the previous year to a new record of 6.6 million. In 2012, just 120 000 electric cars were sold worldwide. In 2021, more than that many are sold each week. Nearly 10% of global car sales were electric in 2021, four times the market share in 2019. This brought the total number of electric cars on the world's roads to about 16.5 million, triple the amount in 2018. Global sales of electric cars have kept rising strongly in 2022, with 2 million sold in the first quarter, up 75% from the same period in 2021." The rising demand for electric vehicles also leads to a rising demand for publicly available charging stations. Charging stations are popping up on commercial sites for public use either free to patrons of the primary use where the chargers are located or more commonly, at a cost via companies such as EV Go.

Many businesses and offices see the chargers as an incentive; either for employees or business patrons. EV charging stations can be free standing pedestals or wall mounted. Both require additional equipment and power connections with the size of such utilities dependent on the type of charging station.

There are currently 3 common types of charges 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 does allow 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.

Framework for New Regulations

Staff seeks to regulate EV charging stations as an Accessory Use. 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 is subject to the established Use Limitation and Location requirements for all accessory uses and structures. As a permitted accessory use, 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. This would also avoid having lots used only for EV Charging without a principal building and give the Commission the ability to regulate which zoning districts allow EV charging stations. Any EV charging station project that does not meet the requirements would come before the Commission as a Minor Site Plan.

The following are areas for discussion that staff is seeking the Commission's feedback on in order to create a set of draft regulations for further discussion at a later work session:

- **Zoning districts in which the use is allowed.** Staff suggests allowing charging stations in all commercial and light industrial districts. Single chargers for personal, residential use would be allowed.
- **Site location.** Staff suggests creating placement requirements for the chargers and their equipment to mitigate any site traffic issues and negative impacts on the streetscape or surrounding uses. Example: No charging stations shall be placed in the first row of parking stalls adjacent to a street.
- **Screening.** Screening should be a requirement for all EV charging stations and is a key component in the integration of the chargers into the site. The charging stations themselves should include landscaping elements around and between them in some way in order to help them to blend in to the site. The equipment associated with charging stations, especially Level 3 charging stations, is of the utmost concern as they tend to be large and bulky. Screening these elements in some way, either with fencing or landscaping or some combination of both is ideal.
- **Quantity and Parking.** Each EV charging station requires a parking space in order to be used. Each parking space could be occupied for several hours as the vehicle charges. This takes available parking spaces away from the principal use. Limiting the number of charging stations allowed per site or tying the number of charging stations to the size of the lot, number of available parking spaces or some other factor can help to regulate the amount of available parking spaces used for this use on any given site. Since EV charging is something that staff and the country as a whole is trying to encourage, counting the required parking spaces as a fraction instead of a 1:1 basis is also suggested as an incentive.

- **Signage.** EV Charging stations can include a large amount of signage on the charging stations, on the parking spaces and with free standing signage. This is an area worth considering in order to prevent visual clutter.
- **Site Coverage.** EV charging stations would count towards site coverage if they are placed within existing non-paved areas. To encourage their use, EV charging stations and related equipment could either be eliminated completely from the site overage requirement or be counted as a fraction of the total area.

In addition to these zoning considerations, staff would also like the Commission to provide input on the desirability to require electric car charging facilities as part of new commercial and/or residential construction. After P&Z review at this work session, staff will incorporate any comments or suggestions into draft guidelines for discussion at a subsequent work session. After discussion on the draft guidelines with P&Z, staff will take the guidelines to a discussion with City Council before scheduling a public hearing for formal review by the public and the Commission.



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.



MEMO TO THE MAYOR AND CITY COUNCIL

Date: September 5, 2024

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

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

Meeting Date: September 9, 2024

Attachments: Electric Vehicle 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.

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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 Council on 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 with City Council, Staff will re-evaluate the draft outline, taking into consideration all comments received, and produce a text amendment application for the draft ordinance for Planning and Zoning Commission review and City Council approval.

Development Examples

Use	Address	Parking Configuration	Required/Provided Total Parking	Formula	Required/Provided EV Parking
Little Sunshine Daycare	515 N Lindbergh	Surface	21/24	3% of Parking Spaces/1 space min.	1/1
M1 Bank	11557 Olive	Surface	25/50	3% of Parking Spaces/1 space min.	1/2
BJC West County Hospital Building	12634 Olive	Surface	410	3% of Parking Spaces/1 space min.	12
First Bank HQ	11901 Olive	Surface/Structured	281/286	3% of Parking Spaces/1 space min.	8/9
Edge@BRDG	1001 N Warson	Surface	330	3% of Parking Spaces/1 space min.	10
Edge@WEST	12645 Olive Blvd.	Surface/Structured	256	3% of Parking Spaces/1 space min.	8
Vanguard Heights Creve Coeur	10362 Old Olive	Structured/Limited Surface	299	5% of Parking Spaces/1 space min.	15
The VUE	1001 Old Olive Way	Surface/Individual Residential Garages and Carports	Residential: 311 Retail: 19 Total: 330	5% of Residential Parking Spaces/1 space min. Commercial: 3% of Parking Spaces	1 Commercial 16 Residential
Mercy Performance Medicine Building	701 South New Ballas Road	Surface/Structured	1028	3% of Parking Spaces/1 space min	31



**APPLICATION TO PLANNING AND ZONING COMMISSION
#24-033: MINOR SITE DEVELOPMENT PLAN FOR A FENCE AND FOUR
DRIVEWAY ENTRY COLUMNS WITHIN THE FRONT-YARD SETBACK
FOR THE PROPERTY ADDRESSED AS 668 N. MOSLEY ROAD**

FOR THE MEETING OF: Monday, December 2, 2024

SUBJECT PROPERTY LOCATION: 668 N. Mosley Road, zoned C-Single Family Residential

REQUEST: George Mathai, homeowner, has submitted an application for approval of a 4-foot tall, metal fence and 4 brick columns installed on the property located at 668 N. Mosley Road. The front yard fence was issued a permit in error without receiving Planning and Zoning Commission approval. The front yard columns were also installed prior to receiving Planning and Zoning Commission approval.

ADDITIONAL INFORMATION: The City of Creve Coeur's Zoning Ordinance Section 405.640 (C) *Fences Within The Front Yard Section And Along Street Right-Of-Way* states that no fence, walls, entry columns, or gates shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless approved by site development plan by the Planning and Zoning Commission. Staff may approve a fence within this area if the fence to the side and rear of the home is set back 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. City Council action is not required.

APPLICANT/ George Mathai
OWNER: 668 N. Mosley Road
Creve Coeur, Mo 63141

Key Issues:

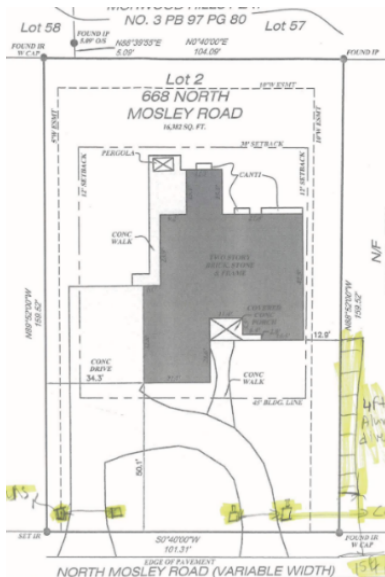
- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?

Creve Coeur 2030 References

- Estate Neighborhood 1 (ER1)
- Design Guidelines

Zoning Code References

- Section 405.270: C-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: 11/25/2024
ATTACHMENTS: Applicant's Materials

PROJECT BACKGROUND AND SUMMARY

The Applicant is seeking Planning and Zoning Commission approval for a 4-foot tall, open slatted decorative metal fence 15 feet from the property line within the front yard setback and four brick entry columns on either side of the circle driveway. The fence and the columns are already installed. The fence was installed with a permit that was approved by Staff in error. Staff received a complaint about the fence and upon investigating the site determined that the fence and columns did not receive the required Planning and Zoning Commission approval. The applicant was not aware that the columns required Planning and Zoning Commission approval, and they do not require a building permit. The columns are 4 feet from the property line, 4 feet tall and made of brick to match the house. Two of the columns include lighting which brings them to a total height of 5 feet, 4 inches. The applicant is seeking approval for the fence and columns to remain as installed.



Figure 1: Applicant's Front Yard fence.

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	C Single Family Residential	N/A
South	Single Family Residence	C Single Family Residential	N/A
East	Single Family Residence	C Single Family Residential	N/A
West	Single Family Residence	B Single Family Residential	N. Mosley Road

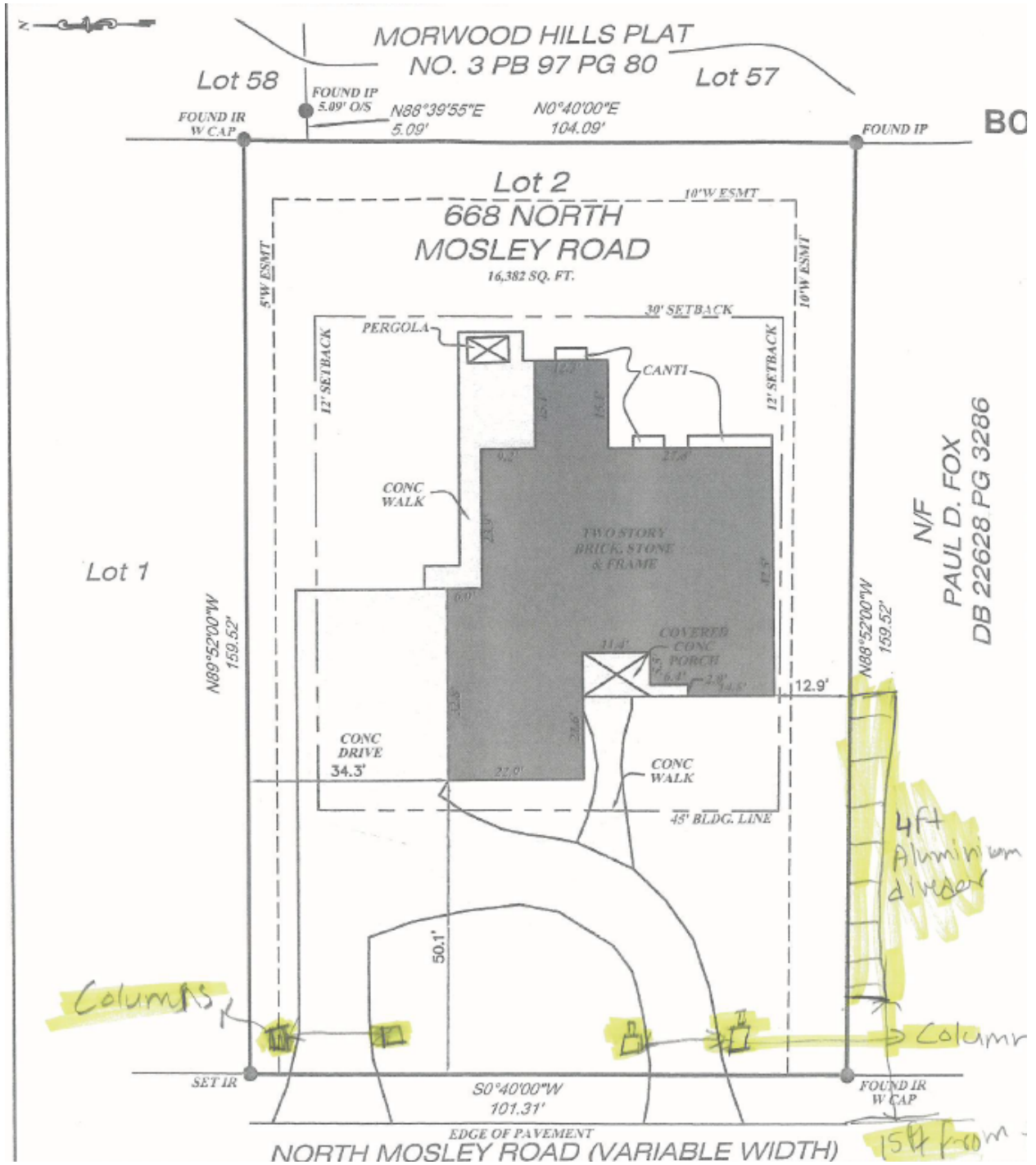


Figure 2: Applicant's Site Plan with existing fence and column locations in yellow.

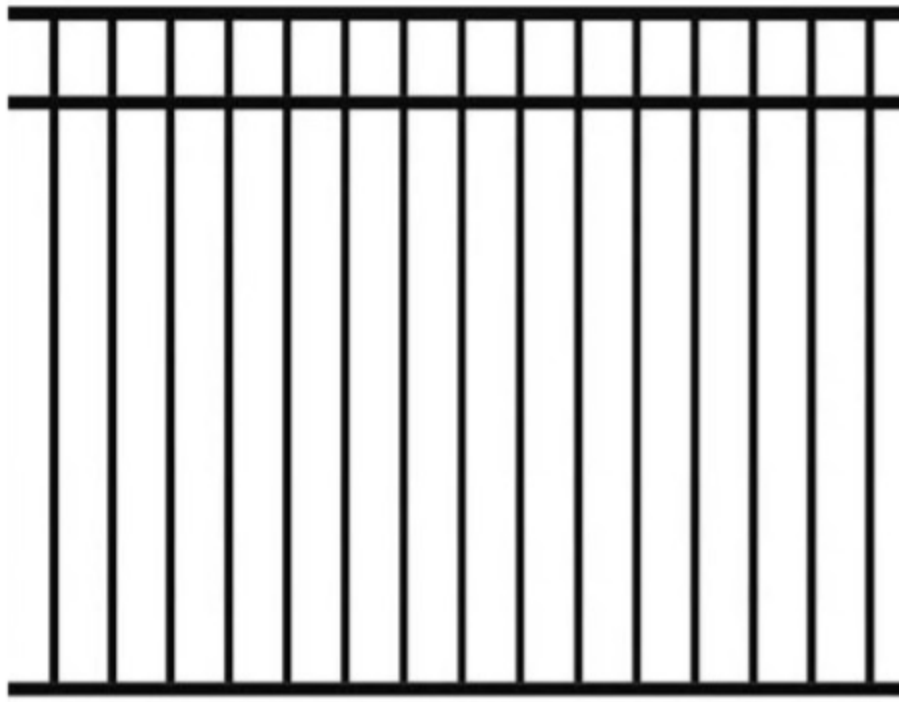


Figure 3: Fence detail.



Figure 4: Brick column with light.

ANALYSIS

The Zoning Code provides standards for evaluating requests for fences within the front setback and entry columns 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 has 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)

The applicant's fence meets the material and height requirements for fences in the front yard to receive staff approval. The fence was approved at a staff level because it is 15 feet from the property line and to the side of the house, but this interpretation is in error because the fence still extends in front of house and should have received Planning and Zoning Commission review. The fence is not enclosing any area but was installed as a barrier to keep large dogs in the area away from the owner's property. The context of the surrounding area does not include fences in a similar configuration. The applicant has stated that they would be open to providing landscaping along the fence line to help screen the fence and soften its appearance. Staff has listed the requirement for upright landscaping as a condition of approval.

The brick columns are installed 4 feet from the property line along North Mosley Road and do not have any gates that restrict entry. The material of the columns matches the house. Entry columns are not uncommon in the surrounding area or throughout the city. Columns do not require a building permit to install but they do require Planning and Zoning Commission approval.

CONCLUSION AND ACTION

If the members of the Planning Commission find the applicant's reasons for the fence location and columns sufficient, they can approve it as proposed and installed. Staff have included a condition to require landscaping along the fence line for staff approval. If the Commission wishes to revise the location of the fence, require removal of the fence and/or columns or require any other modification, discussion with the Applicant and a revised motion would be necessary.

MOTION

The motion for the fence and columns within the front yard setback at 668 N. Mosley 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 plan for four entry columns and a 4 foot tall, aluminum, fence located within the front yard setback, for the property addressed as 668 North Mosley Road as discussed within the Staff Report for Application #24-033 for the December 2, 2024, Planning and Zoning Commission meeting with the condition that upright landscaping be provided along the portion of the fence that extends into the front yard setback for staff approval.” (Modification or revisions may be included by preceding motion).

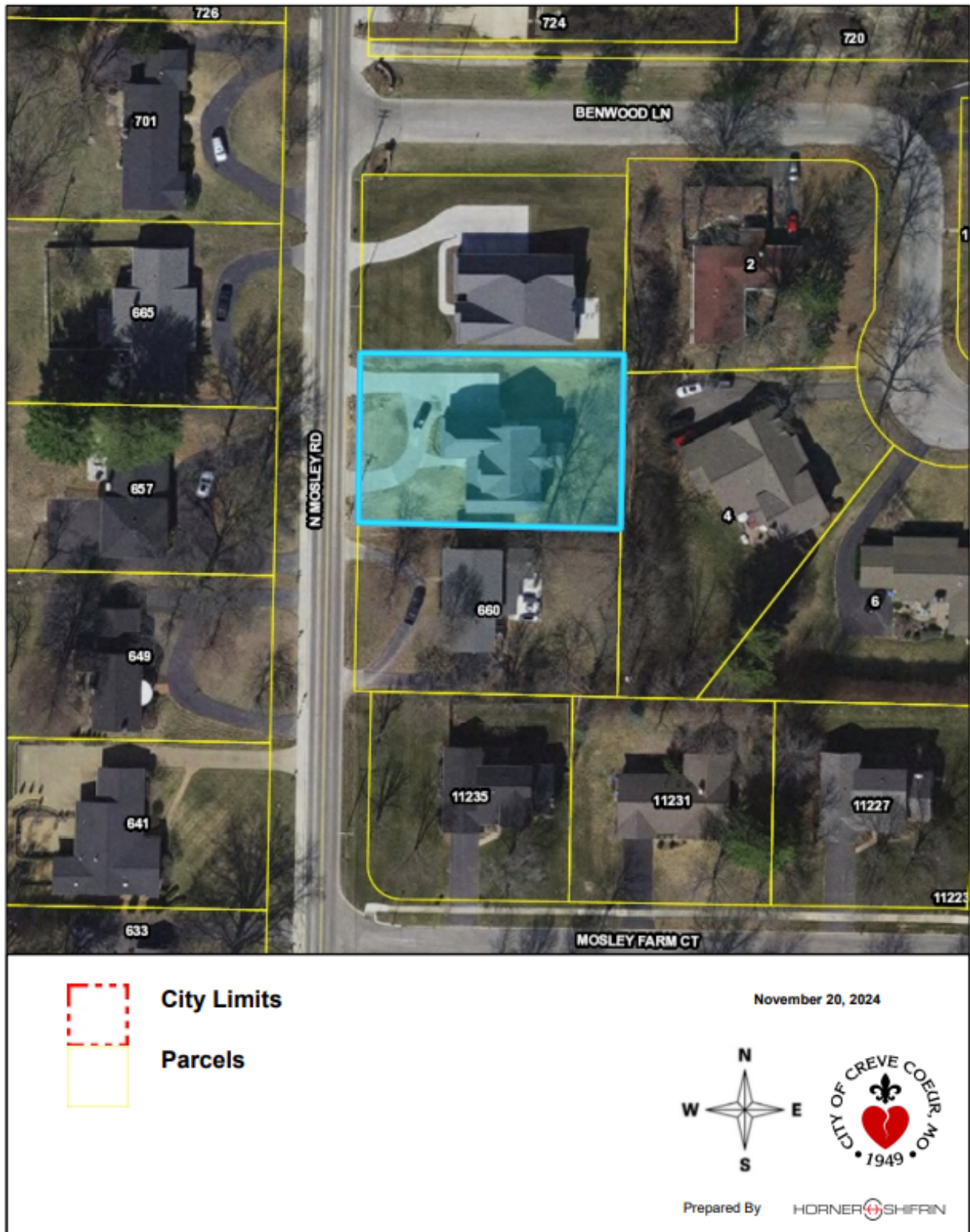
APPENDIX 1: COMPREHENSIVE PLAN

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: 11/22/2024
		Description:
		Description:



Description:



Description:



city

of

CREVE COEUR

PLANNING DIVISION

300 North New Ballas Road, Creve Coeur, Missouri 63141

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

24-1970-Fence

PLANNING AND ZONING COMMISSION AGENDA APPLICATION

SITE DEVELOPMENT PLAN

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

Title of Project: _____

Location of Project: _____ Locator # _____

Subject for Agenda: _____

Applicant:

Architect ☐ Engineer ☐ Contractor ☐ Agent ☐ Owner ☒

Applicant:	Applicant's Representative (if applicable):
Name <u>George Mathai</u>	Name _____
Company (If Applicable) _____	Company (If Applicable) _____
Address <u>668 N Mosley Rd</u>	Address _____
Address <u>Creve Coeur MO 63141</u>	Address _____
Telephone # <u>636-236-3263</u>	Telephone # _____
Fax # _____	Fax # _____
Email: <u>sinigera@hotmail.com</u>	Email: _____
<u></u> Applicant's Signature	_____ Applicant's Representative's Signature

Owner's Acknowledgement (if different from applicant):

Name _____ Company (If Applicable) _____

Address _____

Phone _____ Fax _____ Email _____

Applicant's Signature

Description of Request (attach additional sheets as needed)

General Description: Front divider Fence and columns

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.

See the attached Letter format and 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, 12/2, 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: _____

Revised: 7/22

Fence Permit Application rejected for No Address Listed



Clifford Cooke <cliffkwfence@gmail.com>
to tpelkey@crevecoeurmo.gov ▾

Hello TaMara,

I was trying to apply for a New Fence Permit on Wednesday and it was rejected for an address not found.

It is New Construction and a Single Family Dwelling

The address is for George Mathai is:

668 North Mosley Road
Creve Coeur, MO 63141

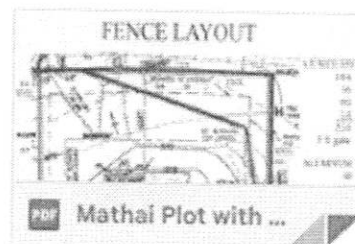
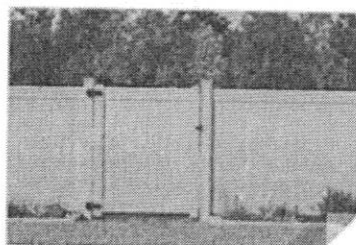
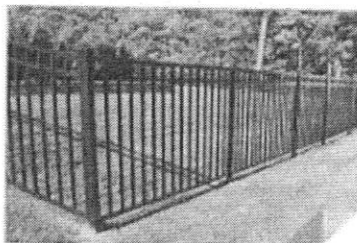
Enclosed is the Plot with the fence location:
Fence Types:

Thanks Again,

Cliff Cooke, Sales Manager, KW Fence Company
St. Louis Area - 314.319.9556 cell and text
Kansas City Area - 816.914.0538 cell and text
Indianapolis Area - 317.551.2450 cell and text

Please visit our Website at <https://www.kwfencecompany.com>

3 Attachments • Scanned by Gmail ⓘ



↩ Reply

➡ Forward



Dear George and Kyle,

It was approved and I have just adjusted the extra gate to Invoice per Kyle's OK. We just added the Additional Gate and Hardware. ~~There is NO SALES TAX CHARGED per Kyle's OK.~~

We thank you again for your business and your patience! It was quite an ordeal getting special orders, I think the Grey looks fantastic and well worth the wait. We are going to put your pictures on our website.

You have a beautiful home and we are glad to be a part of your new home project! Enjoy!

Thanks Again,

Cliff Cooke, Sales Manager, KW Fence Company

St. Louis Area - 314.319.9556 cell and text

Kansas City Area - 816.914.0538 cell and text

Indianapolis Area - 317.551.2450 cell and text

Please visit our Website at <https://www.kwfencecompany.com>

RE: Permit 24-0267-FENCE Fence at 668 N Mosley

PERMIT INSPECTION REPORT

A Fence Final inspection for a Fence Permit **24-0267-FENCE** at **668 N Mosley** has been completed on **7/30/2024**.

Here are your inspection results:

Inspection Type - Fence Final

Inspector - Scott Bolls

Inspection Status - Approved

Inspection Date - 7/30/2024

November 9, 2024

Bethany Moore
City Planner
City of Creve Coeur
300 N New Ballas Rd
Creve Coeur, MO 63141

Dear Ms. Moore,

I hope this message finds you well. I am writing in response to your recent communication regarding the fence and columns at my property located at 668 N Mosley Rd. I would like to provide some context and clarify the circumstances surrounding these issues.

Fence Installation

When I was building my house in Creve Coeur, I frequently visited the property to monitor the construction progress. During these visits, I noticed a large dog roaming on the neighboring property, which was a safety concern, particularly as my wife has a fear of dogs due to prior experiences. To address this, we decided to install a barrier around the front of the property to prevent dogs from coming toward our yard.

Additionally, the privacy fence was extended to the front due to overgrown bushes and tree branches from the neighboring property that were leaning onto my land and damaging the newly installed grass.

Before proceeding with the installation, I made sure to check with the City of Creve Coeur. I specifically requested that K. W. Fence, the company I contracted for the job, inquire with the City regarding any restrictions or requirements for a fence toward the front of the house. The fence company confirmed with the City that a 4-foot aluminum fence was permitted, as long as it was set back 15 feet from the street. With this approval, the company submitted the necessary permit application (Fence Permit #24-0267-FENCE) and installed the fence, which was later passed by the City during the final inspection on July 30, 2024.

The fence has been in place for more than six months without any objections until recently, when I received a call from you indicating that someone had filed a complaint. You mentioned that the fence should have been approved by the Planning and Zoning Commission rather than the permit section. I understand that I now need to submit a Site Development Plan application to rectify this matter, and I am prepared to do so.

Columns Installation

In addition, I was informed that the columns at the front of my property were built without the necessary permit. I would like to express my confusion regarding this issue and ask for clarification: why was my property being specifically inspected? I was unaware that a permit was required for the columns, as they are separate from the house and do not impact the structural integrity of the building. Additionally, I have noticed many homes in the city with similar columns and brick or stone mailboxes, which led me to believe that no permit was needed for such structures.

However, now that I understand a permit is required, I am happy to follow the proper process. I would like to assure you that when constructing the columns, I adhered to all construction standards and used the highest quality materials to ensure they are durable and built to last.

Here are the details of the columns:

- **Quantity:** 4 columns in total
 - 2 columns with lights on top
 - 2 columns without lights
- **Dimensions:**
 - Each column is approximately 9 feet, 2 inches from the street to the face of the column.
 - Each column is 21 inches in length, 21 inches in width, and 48 inches in height.
 - Concrete base dimensions: 30x30 inches (footing), 36 inches deep, with #4 rebar reinforcement.
- **Materials:**
 - Concrete base (36 inches deep)
 - Brick (matching the house) and decorative stones (also matching the house design) for the middle and top of the columns.

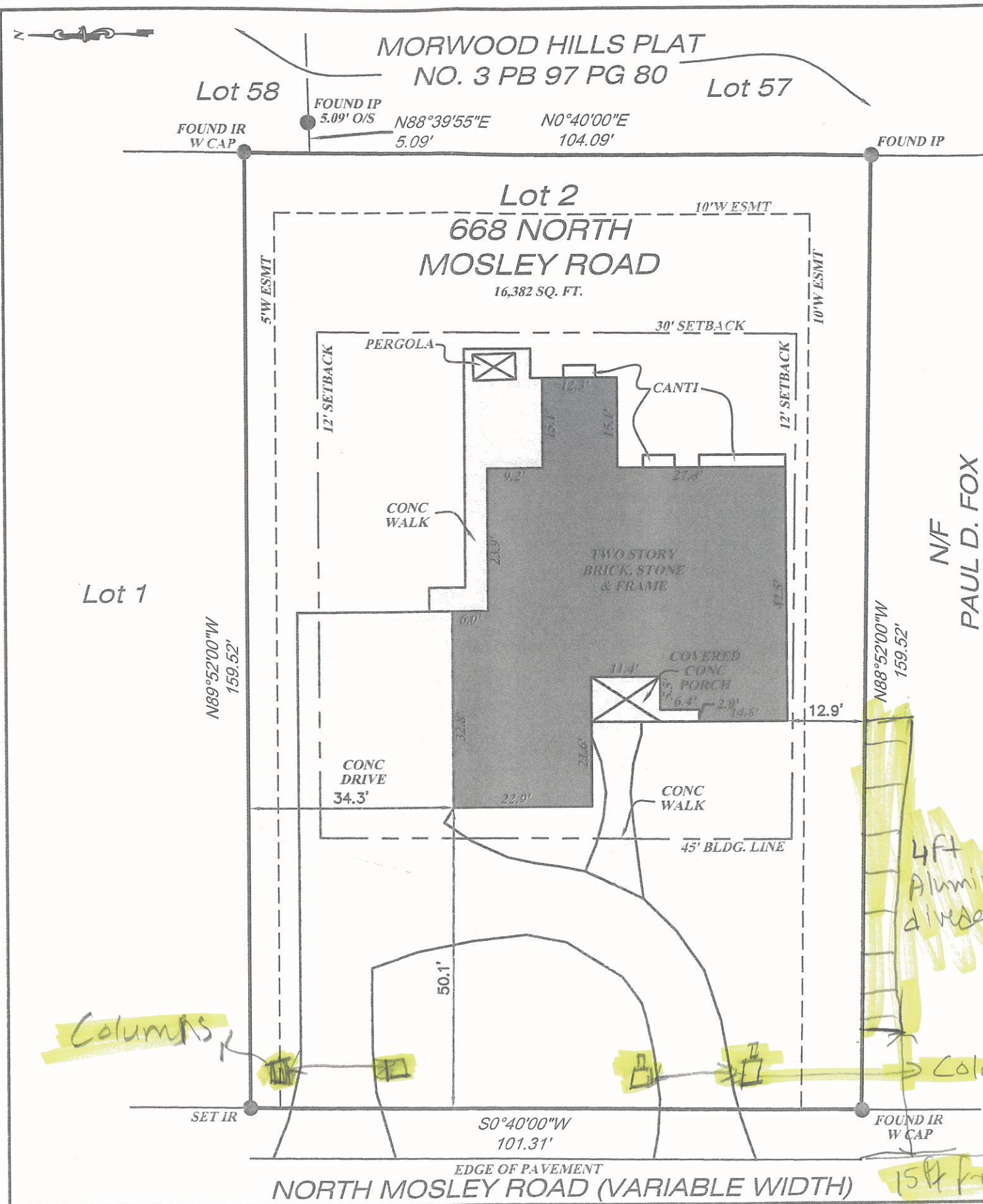
I have attached a picture for your reference. I am committed to submitting the required permit application and will follow all necessary procedures.

Thank you for your attention to these matters. Please let me know if there is anything further I need to do or if you require additional information.

Sincerely,
George Mathai

668 N Mosley Rd
Creve Coeur, MO 63141





BASIS OF BEARINGS:
P.B. 370, PGS. 421

LEGEND
ESMT LINE
SETBACK LINE

BOUNDARY AND IMPROVEMENT SURVEY LOT 2 OF LEEDS MEADOW SUBDIVISION, A SUBDIVISION RECORDED IN PLAT BOOK 370 PAGE 421 ST. LOUIS COUNTY, MISSOURI

SCHEDULE B SECTION II:
NO EASEMENTS LISTED

THIS IS TO CERTIFY THAT AT THE REQUEST OF GEORGE K. MATHAI AND SINIMOLE MATHAI / OLD REPUBLIC TITLE COMPANY OF ST. LOUIS, INC. AND PER TITLE COMMITMENT NUMBER 2304399, WE HAVE DURING THE MONTH OF March, 2024 EXECUTED A BOUNDARY AND IMPROVEMENT SURVEY ON LOT 2 OF LEEDS MEADOW SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MO. THE RESULTS REFLECT THE CONDITIONS FOUND AT THE TIME OF THE SURVEY, ARE CORRECTLY SHOWN ABOVE AND CONFORM TO THE CURRENT STANDARDS FOR URBAN CLASS PROPERTY BOUNDARY SURVEYS AS ISSUED BY THE MISSOURI DEPARTMENT OF AGRICULTURE AND THE MISSOURI BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, PROFESSIONAL LAND SURVEYORS AND PROFESSIONAL LANDSCAPE ARCHITECTS. THIS SURVEY WAS CONDUCTED UNDER THE IMMEDIATE PERSONAL SUPERVISION OF THE UNDERSIGNED REGISTERED LAND SURVEYOR. THE EASEMENTS, RESTRICTIONS, AND BUILDING LINES SHOWN ARE BASED ON RECORD PLAT INFORMATION OR ON INFORMATION SUPPLIED BY THE CLIENT. NO INVESTIGATION HAS BEEN MADE BY THD DESIGN GROUP AS TO THE PRESENT STATUS OF ANY EASEMENTS, RESTRICTIONS, OR BUILDING LINES, SHOWN OR NOT SHOWN, AFFECTING THE TRACT SURVEYED.

I, BRIAN J. FISCHER, A DULY REGISTERED LAND SURVEYOR, LICENSED IN THE STATE OF MISSOURI HEREBY STATE FOR AND ON BEHALF OF THD DESIGN GROUP TO GEORGE K. MATHAI AND SINIMOLE MATHAI / OLD REPUBLIC TITLE COMPANY OF ST. LOUIS, INC., THAT A SURVEY OF THE ABOVE DESCRIBED PREMISES WAS CONDUCTED BY ME OR UNDER MY RESPONSIBLE CHARGE ON March 5, 2024; THAT SAID SURVEY AND THE ATTACHED PRINT HEREON WERE EXECUTED IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR BOUNDARY SURVEYS AND THAT THE SURVEY ACCURATELY REFLECTS ALL IMPROVEMENTS, INCLUDING FENCES, RECORDED EASEMENTS AND UNRECORDED VISIBLE EASEMENTS.

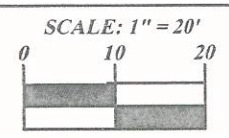
- NOTES:
1. THERE ARE NO ENCROACHMENTS ON THIS PROPERTY.
 2. FENCE OWNERSHIP (IF SHOWN) IS BASED UPON FIELD OBSERVATION, FINAL DETERMINATION SHOULD BE MADE BY PROPERTY OWNERS.
 3. BUILDING LINES AND EASEMENTS SHOWN PER ABOVE MENTIONED RECORD PLAT.

NO. 24-0240
DATE: 3/5/2024
DRAWN BY: JDR
CREW: JGD/S

THD DESIGN GROUP, INC.
"your solution for engineering and surveying"
148 CHESTERFIELD INDUSTRIAL BLVD, STE E, CHESTERFIELD, MO 63005
TEL: 636-294-2972
FAX: 636-294-3027
WEB: THDDESIGNGROUP.COM
CORPORATE CERTIFICATE OF AUTHORITY # 2011004412



BRIAN J FISCHER
MISSOURI P.L.S. #2584
THD DESIGN GROUP, INC.



Columns

4ft Aluminum divider

Columns with light - 9' ft from street

15 ft from the street















Bethany Moore <bmoore@crevecoeurmo.gov>

Comment regarding #24-033 Minor Site Development Plan @ 668 N. Mosley Road....

2 messages

Amison, Mary-Dale (STL) <MaryDale.Amison@va.gov>

Mon, Nov 25, 2024 at 4:36 PM

To: "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

To the members of the Zoning and Planning Commission,

I am writing to support Mr. George Mathai in asking you to approve the 4-foot-tall fence and 4 brick entry columns installed on the property at 668 N. Mosley Road.

My husband, James DeWoskin, and I reside at 665 N. Mosley, almost directly across the street from Mr. Mathai.

As one of basically 4 houses that are impacted by the curb appeal of 668 N. Mosley, I have no issue with the

fence of the columns. They were professionally installed and contributed to the beautiful aesthetic of the property,

not detracting from it.

If the permit was issued in error, as stated in the mailing we received, this should not be a mark against the homeowner.

My husband and I fully support Mr. Mathai's improvements to his property and ask that Application #24-033 be approved.

Thank you.

Mary-Dale Amison

James DeWoskin

665 N. Mosley Road

Creve Coeur, MO 63141

Bethany Moore <bmoore@crevecoeurmo.gov>

Mon, Nov 25, 2024 at 4:37 PM

To: "Amison, Mary-Dale (STL)" <MaryDale.Amison@va.gov>