



**REGULAR MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
APRIL 9, 2018
7:00 PM**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL

COMMENTS FROM THE GENERAL PUBLIC

(Citizens are asked to limit comments to three minutes and to complete a speaker card)

ACCEPTANCE OF THE AGENDA

ANNOUNCEMENTS

The City Council meets the 2nd and 4th Monday of each month

6:00 p.m. - 7:00 p.m. - Work Session

7:00 p.m. - Regular Meeting of the City Council

**PUBLIC HEARING - Capital Improvement Plan for Fiscal Years 2019
through 2023**

1. CONSENT AGENDA

a. Council Minutes Dated March 26, 2018

BILLS PAYABLE REPORT

For Information Only

Summary: For your information attached is a listing of invoices paid from March 2, 2018 to April 4, 2018 in the amount of \$473,520.99. No vote is required.

UNFINISHED BUSINESS

2. Substitute Bill No. 5698 - an Ordinance Amending Section 405.390 (D)(2)(B)(1) of the Planned Commercial Development Requirements of the Code of Ordinances of the City of Creve Coeur to Allow for Secondary Access to a Side Road. Final Reading and Passage

Summary: Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, has submitted an application to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to a side road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard),



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the former HBE Office Building, to the Planned Commercial Development District, and proposed conversion of the existing building into a hotel, with a commercial/retail building and a free standing restaurant. The Planning and Zoning Commission recommended approval on Feb 5, 2018.

3. Bill No. 5699 - an Ordinance Authorizing a Change of Zoning from “CB” Core Business District to “PCD” Planned Commercial Development and Approving a Site Development Plan for 9.92 Acres Located at 11318 Olive Boulevard. Final Reading and Passage

Summary: Fred Kummer, of Kummer Hotel Development, LLC submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District and for approval of a site development plan for a new 260 room hotel, with a 20,000 square foot multi-tenant retail/commercial building and a 7,000 square foot freestanding restaurant planned in a second phase. There is a related application to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard. The Planning and Zoning Commission recommended approval at the February 5, 2018 meeting.

4. Bill No. 5700 - an Ordinance Authorizing a Master Sign Plan for Chaminade College Preparatory School Located at 425 S Lindbergh Boulevard, Zoned "A" Single Family Residential. Final Reading and Passage

Summary: Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for a 216 square foot LED Scoreboard with signage for the new baseball field, as well as memorialize all existing signage on the Campus. The Planning and Zoning Commission recommends approval.

5. Bill No. 5703 - an Ordinance Vacating a Former 25 Foot Wide Right-Of-Way as Recorded in Plat Book 353 Page 594, in the St. Louis County Recorder's Office in the City of Creve Coeur. Final Reading and Passage

Summary: David Welton, of Frontenac Engineering, on behalf of the property owner of 12767 Mason Manor Road, Steve Lieber, has submitted an application to incorporate the 25 foot strip of to-be vacated right-of-way that runs the length of the west property line to create one 1.57 acre parcel. The subject property is zoned A Single Family Residential. The vacation of this former right-of-way and the boundary adjustment to include with Lot 4 of Minner Nursery P.B. 353 Pg. 594 was approved by the Planning & Zoning Commission at their meeting held on March 19, 2018 subject to the condition that Council approves the vacation of the right-of-way.



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NEW BUSINESS

- 6. Bill No. 5704 - an Ordinance Authorizing a Master Sign Plan for Lou Fusz Automotive Network to Allow for Additional Signage Specific to Automotive Dealerships Located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road, Zoned GC- General Commercial. First Reading**

Summary: Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a master sign plan for the properties located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road to allow for additional signage specific to automotive dealership brand identity. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The Lou Fusz Campus, east of Lindbergh Blvd. is approximately 11.3 acres. The Planning and Zoning Commission recommended approval with certain conditions at its meeting on April 2, 2018.

- 7. Bill No. 5705 - an Ordinance Amending the Adopted 2018 Capital Fund Budget of the City of Creve Coeur by Authorizing Additional Appropriations and Unappropriations from Operating Departments. First Reading**

Summary: Additional funding for Dielmann HVAC and design for the New Ballas Road sidewalk projects.

- 8. Resolution No. 1344 - a Resolution to Adopt the Capital Improvement Plan for the City of Creve Coeur for Fiscal Years 2019 through 2023**

Summary: City staff will review the proposed Capital Improvement Program for Fiscal Years 2019 through 2023, www.creve-coeur.org/cip

- 9. Resolution No. 1345 - a Resolution Authorizing the City of Creve Coeur to Enter into a Contract with Bradford Systems in the Amount of \$136,157.00 for the Purchase and Installation of Storage Units, Lockers and Shelving Systems**

Summary: In the planning and design stage of the new Police facility, the Chief has identified an opportunity for improved products, more efficient use of spacing and some design improvements for making the most of the new space. This purchase is part of our project budget for the new Police Station.

- 10. Resolution No. 1346 - a Resolution of the City Council of the City of Creve Coeur, Missouri, Authorizing the Execution of a Contract Increase with Horner & Shifrin, Inc., for Design Services Related to a New Sidewalk Along North New Ballas Road for the Not-To-Exceed Amount of \$18,058.00.**



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Summary: Public Works staff recommends the execution of a second supplemental agreement with Horner & Shifrin for the design of the North New Ballas Sidewalk project. The Santino Court development and easement negotiations will allow the removal of certain retaining walls from the project, thereby reducing the cost of the project. This supplemental agreement will provide for the necessary design changes.

BUSINESS FROM MAYOR AND CITY COUNCIL

11. Council Liaison Reports

BUSINESS FROM CITY ADMINISTRATOR

Pursuant to Section 610.022 RSMo., the City Council 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: _____ posted 04/5/2018
Deborah Ryan, MPCC
City Clerk



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Legislative /City Clerk
Category: Public Hearing
Prepared By: Debbie Ryan
Initiator: Debbie Ryan
Sponsors:
DOC ID: 2954

SCHEDULED

PUBLIC HEARING (ID # 2954)

PUBLIC HEARING - Capital Improvement Plan for Fiscal Years 2019 through 2023



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Debbie Ryan
City Clerk
(314) 872-2517
www.creve-coeur.org/

Meeting: 04/09/18 07:00 PM

DOC ID: 2966

COUNCIL MINUTES (ID # 2966)

Council Minutes Dated March 26, 2018



**MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
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CALL TO ORDER

A regular meeting of the City Council of the City of Creve Coeur was called to order by Mayor Glantz at the Creve Coeur Government Center, 300 N. New Ballas Road on Monday, March 26, 2018 at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor Glantz led the Pledge of Allegiance.

INVOCATION

Mayor Glantz gave the invocation.

ROLL CALL

Mr. Glantz	Mayor
Mr. Faron	Council Member Ward 1
Mr. Ruzicka	Council Member Ward 2
Mrs. D'Alfonso	Council Member Ward 3
Dr. Hoffmann	Council Member Ward 3
Dr. Saunders	Council Member Ward 4
Mrs. Baseley	Council Member Ward 4

COMMENTS FROM THE GENERAL PUBLIC

(Citizens are asked to limit comments to three minutes and to complete a speaker card)

Mayor Glantz congratulated Chief Eidman and the Creve Coeur Police Department for receiving their third CALEA accreditation.

ACCEPTANCE OF THE AGENDA

Council Member Hoffman moved, seconded by Council Member Baseley to accept the agenda as presented, with the vote upon such motion as follows, to-wit:

Council Member Baseley – Aye
Council Member Hoffman – Aye
Council Member Saunders – Aye
Council Member D'Alfonso – Aye
Council Member Ruzicka - Aye
Council Member Faron – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried.

ANNOUNCEMENTS



**MINUTES
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***The City Council meets the 2nd and 4th Monday of each month
6:00 p.m. - 7:00 p.m. - Work Session
7:00 p.m. - Regular Meeting of the City Council***

FUTURE PUBLIC HEARING - April 9, 2018 - 7:00 p.m. - Capital Improvement Plan for Fiscal Years 2019 through 2023

1. CONSENT AGENDA

Council Member Faron moved, seconded by Council Member D'Alfonso to approve the consent agenda as presented.

a. Council Minutes Dated March 12, 2018

Mayor Glantz called the question to approve the consent agenda as presented, with the vote upon such motion being as follows, to-wit:

Council Member Faron – Aye
Council Member D'Alfonso – Aye
Council Member Ruzicka - Aye
Council Member Saunders – Aye
Council Member Hoffman – Aye
Council Member Baseley – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried.

BILLS PAYABLE REPORT

For Information Only

Summary: For your information attached is a listing of invoices paid from March 6, 2018 to March 21, 2018 in the amount of \$541,802.97. No vote is required.

UNFINISHED BUSINESS

2. Bill No. 5700 - an Ordinance Authorizing a Master Sign Plan for Chaminade College Preparatory School Located at 425 S Lindbergh Boulevard, Zoned "A" Single Family Residential. First Reading

City Clerk read Bill No. 5700 for the first time.

Jason Jaggi made a presentation regarding this application.

Ed Greisideck, legal counsel for the applicant, made a presentation regarding this application and confirmed the proposed conditions are acceptable.

Council Member D'Alfonso asked if the banners are part of the plan and will the applicant need Council/city approval to switch them.



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Jason Jaggi stated the banners are part of the plan and will not need approval to change text on them.

3. Bill No. 5701 - an Ordinance Amending Section 140.030.C of the City Code of Ordinances Regarding Change Orders. Final Reading and Passage

City Clerk read Bill No. 5701 for the final time.

Council Member Faron moved, seconded by Council Member Baseley to approve Bill No. 5701, with the vote upon such motion being as follows, to-wit:

Council Member Saunders – Aye
Council Member D’Alfonso – Aye
Council Member Ruzicka - Aye
Council Member Faron – Aye
Council Member Hoffman – Aye
Council Member Baseley – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried. Bill No. 5701 becomes Ordinance No. 5576.

4. Bill No. 5702 - an Ordinance Amending Sections 240.020 and 240.030 of the Creve Coeur Code of Ordinances Pertaining to Recreation Fees. Final Reading and Passage

City Clerk read Bill No. 5702 for the final time.

Council Member Hoffman moved, seconded by Council Member Saunders to approve Bill No. 5702, with the vote upon such motion being as follows, to-wit:

Council Member Hoffman – Aye
Council Member Baseley – Aye
Council Member Faron – Aye
Council Member Ruzicka – Aye
Council Member D’Alfonso – Aye
Council Member Saunders – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried. Bill No. 5702 becomes Ordinance No. 5577.

NEW BUSINESS

5. Bill No. 5703 - an Ordinance Vacating a Former 25-Foot-Wide Right-Of-Way as Recorded in Plat Book 353 Page 594, in the St. Louis County Recorder’s Office in the City of Creve Coeur. First Reading

City Clerk read Bill No. 5703 for the first time.

Jason Jaggi made a presentation regarding this application.



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6. Resolution No. 1343 - a Resolution of the City Council of the City of Creve Coeur, Missouri, Authorizing the Execution of a Contract with Intuition & Logic, Inc., for the Design of Stormwater Improvements to Sherwyn Lane for the Not-To-Exceed Amount of \$ 28,470.00.

City Clerk read Resolution No. 1343 by title only.

Matt Wohlberg stated staff is recommending that the City hire Intuition & Logic to review the cul de sac of Sherwyn Lane and to develop design alternatives for stormwater improvements. The goal would be to limit the amount of stormwater runoff that leaves Sherwyn Lane and impacts the property at #18 Sherwyn Lane.

Council Member D'Alfonso stated this would approve up to \$30,000 just to find a solution to the water problem.

Council Member Hoffman stated this issue has been on the Storm Water Committee agenda for years.

Discussion for staff to review other options and contact MSD to review the issue and resolve.

Council Member D'Alfonso moved, seconded by Council Member Baseley to defer Resolution No. 1343 until April 23, 2017, with the vote upon such motion being as follows, to-wit:

Council Member Faron – Aye
Council Member Ruzicka – Aye
Council Member D'Alfonso – Aye
Council Member Saunders – Aye
Council Member Hoffman – Aye
Council Member Baseley – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried.

BUSINESS FROM MAYOR AND CITY COUNCIL

7. Council Liaison Reports

Council Member Faron stated the Finance Committee has met three separate times in the last five weeks. The Committee continues to cover topics of the city's short term and long term financial forecast related to projected revenues and expenditures with possible spending reduction options and reduction of city services. Committee members feel some sort of immediate planning and preparation action needs to be brought to Council. The Committee began brief discussions of an initial draft with Mr. Kutta addressing revenue and cost realignment through immediate and phased actions. Committee concluded meeting by reviewing the Capital Improvement Plan with closer look at the city's historical property and parks grounds and further clarification of certain street improvement projects as we covered tonight in the work session.



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BUSINESS FROM CITY ADMINISTRATOR

8. 2018 Creve Coeur Business Awards

Mark Perkins stated The Economic Development Committee (EDC) met for its regularly scheduled meeting on March 15, 2018. A quorum was not present; however, committee members in attendance discussed the Business Award 2018 nominees. EDC members not in attendance at the meeting forwarded their recommendations prior to the meeting directly to Sharon Stott, Assistant City Administrator and staff liaison to the EDC.

The Heart of the Community Award honors a Creve Coeur business or organization that has demonstrated a commitment to the community by making a positive impact in Creve Coeur or the St. Louis region. Nominees included: Jon Tomas Salon, Westgate Centre, LLC (Gershman Commercial Real Estate), and CycleBar Creve Coeur.

The Most Innovative Business Award honors a Creve Coeur business or organization that has demonstrated innovation, unique achievements or significant advancements in their field. Nominees included: Computer Problems Busters, Heritage Veterinary Hospital, Arvegenix and NewLeaf Symbiotics.

The Green Business Award honors a Creve Coeur business or organization that has made sustainability (e.g., energy efficiency, recycling, composting, use of native landscapes, etc.) an integral part of its business practices. Nominees included: Cantor Injury Law and Vanchi Properties, LLC.

The Favorite Restaurant Award honors a Creve Coeur restaurant nominated by its customers for its outstanding service and food quality. Nominees included: Nudo House, Oishi Suishi, and Thai Nivas.

The EDC members are recommending City Council award the 2018 Business Awards to the following:

- Heart of the Community: Jon Tomas Salon, 12320 Olive Blvd.
- Most Innovative: Arvegenix, 1100 Corporate Square Dr., Suite 135
- Green Business: Vanchi Properties, LLC, 844 N. New Ballas Ct.
 - a. The Energy and Environment Committee also reviewed the nominees for the Green Business Award at its March 19 meeting and unanimously voted to recommend Vanchi Properties, LLC for the award.
- Favorite Restaurant: Determined by popular vote.
 - a. Voting is underway at www.creve-coeur.org/businessawards. The deadline for voting is April 6.

City Council members are encouraged to attend the Creve Coeur Business Awards presentation on Tuesday, April 17 from 4:00 to 5:00 p.m., at Venture Cafe 39N at the Danforth



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Plant Science Center in the Mary and Oliver Langenberg Theater. Immediately following the awards presentation an overview of development activity in Creve Coeur will be presented.

9. Change Order Authorization

Mark Perkins stated this is a follow up with the discussion that Council had for the ordinance that was just approved. Last meeting Council approved five change orders in the total of \$87,600 and as discussed, the purpose of the ordinance would allow the City Administrator to approve minor change orders that might occur now that the city is above the \$50,000 threshold. Mark Perkins requested the Council authorize the City Administrator to make additional future change orders up to \$20,000. As those occur, staff will notify the Council and will keep a running tab of the change orders. There are more change orders coming that would need to keep the project moving forward and now wouldn't have to wait until a Council meeting.

Council Member Hoffman moved, seconded by Council Member Faron to authorize the City Administrator to approve up to \$20,000 of additional change orders for the Police Station Project, with the vote upon such motion being as follows, to-wit:

Council Member Faron – Aye
Council Member Ruzicka – Aye
Council Member D'Alfonso – Aye
Council Member Saunders – Aye
Council Member Hoffman – Aye
Council Member Baseley – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried.

10. 2018 Citizen Survey

Mark Perkins stated as follow up to the discussion at the last Council meeting staff included in the agenda packet the draft 2018 Citizen Survey. Included in the questions are many of the issues that have been discussed.

Council Member D'Alfonso stated on questions about the trash and recycling she feels that this could be one question, instead of two.

Council Member Saunders suggested allowing residents to comment on both parts of question #34 and would like to see that question reworded giving the option.

Council Member Ruzicka asked if question #15 could be reworded.

Council Member Saunders stated regarding the newsletter question he feels that electronic versus paper is a moving target and would be worth watching the responses every three years.

Council Member Saunders stated he feels that # 26 the City Center question is irrelevant as the city doesn't have the ability to make that project happen any time soon and may give a false idea to residents.



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Council Member Ruzicka asked if the results will be posted where everyone can review them.

Mark Perkins stated the informational report will be posted on line, summary will be printed in the city's newsletter and a presentation will be made at a Council meeting.

Council Member Faron stated he agrees with Council Member Saunders regarding #26 and the suggested changes.

Council Member D'Alfonso stated on #28 and prior discussion this year regarding how much time our building inspectors were having to spend on the apartment complexes and if we were to do the condominiums and single-family homes that would indicate we would have to hire additional personnel. Would the permit costs for those additions cover the cost of the additional person?

Mark Perkins stated the survey is helpful in long and short-term goal planning and if there is enough interest it is something that the city could pursue in the future.

Mark Perkins stated staff will make the changes as discussed and proceed with the survey.

Council Member Hoffman moved, seconded by Council Member Baseley to adjourn at 7:52 p.m., with the vote upon such motion being as follows, to-wit:

Council Member Faron – Aye
Council Member D'Alfonso – Aye
Council Member Saunders – Aye
Council Member Hoffman – Aye
Council Member Lawrence – Aye
Council Member Baseley – Aye

The vote on the motion being 6 ayes and 0 nays, motion carried.

Submitted by:

Deborah Ryan
City Clerk

Barry Glantz
Mayor



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Finance Department
Category: Report
Prepared By: Tracy Brothers
Department Head: Lori Obermoeller

SCHEDULED

STAFF REPORT

Invoices Paid Listing

For your information attached is a listing of invoices paid from March 2, 2018 to April 4, 2018 in the amount of \$473,520.99. No vote is required.



City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, Missouri 63141
(314) 432-6000
www.creve-coeur.org

DATE: April 4, 2018

TO: Mark Perkins, City Administrator

FROM: Lori Obermoeller, Director of Finance

SUBJECT: Invoices Paid

For your information and transmittal to the City Council, is a list of invoices paid March 23 through April 4, 2018 in the amount of \$473,520.99

Vendor	PurchaseOrder	APInvoice	InvoiceDate	NameSort	DescriptionFld	Account	InvoiceAmount
No Department - No Division							
00105	P002787	0346-019732928	15-Mar-18	REPUBLIC SERVICES	YARD WASTE TAGS	01-00-00-1655	4,560.00
00182		W-10-QTR-1/18	30-Mar-18	GREGORY F.X. DALY, COLLECTOR OF REVENUE	1ST QTR EARNING TAX	01-00-00-2101	460.70
02829		033018 PAYROLL	30-Mar-18	DIANA S DAUGHERTY	PAYROLL FOR - 033018	01-00-00-2111	137.50
02406		0418	20-Mar-18	ST LOUIS AREA INSURANCE TRUST	GROUP HLTH INS - APR 18	01-00-00-2211	99,108.97
00062		5166-3075 4/18	01-Apr-18	DELTA DENTAL OF MISSOURI	GROUP DENTAL APR 18	01-00-00-2213	7,312.85
00710		1555332 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	VOL AD&D	01-00-00-2216	128.50
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	VOL LIFE APR 18	01-00-00-2216	688.15
02611		163445418	01-Apr-18	FIDELITY SECURITY LIFE INSURANCE COMPANY	VISION INS APR 18	01-00-00-2218	858.84
01222		0093442-001 4/18	19-Mar-18	UNUM LIFE INSURANCE	LONG TERM CARE APR 18	01-00-00-2219	131.90
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	VOL SHORT TERM APR 18	01-00-00-2222	155.80
02820		9103 3/18	30-Mar-18	LAGERS	REF EMPR W SCHULTZ MIL LEAVE	01-00-00-2317	365.10
02820		9103 3/18	30-Mar-18	LAGERS	LAGERS PAYMENT-JANUARY	01-00-00-2317	34,927.63
02820		9103 3/18	30-Mar-18	LAGERS	CORR ROUND ADJ	01-00-00-2317	(0.03)
00116		1046570814	05-Mar-18	SAM'S CLUB	KLEENEX/COUNTERFEIT PENS	01-00-00-2410	24.36
00364	P002979	1292118-IN	22-Mar-18	GULF STATES DISTRIBUTORS	11 CASES 9MM 147 GR TMJ	01-00-00-2411	2,057.00
00174		POST-JAN-18	21-Mar-18	STATE OF MISSOURI	POST JANUARY 2018	01-00-00-2412	306.00
00174		POST-FEB-18	21-Mar-18	STATE OF MISSOURI	POST FEBRUARY 2018	01-00-00-2412	308.00
00140		CVC-JAN-18	21-Mar-18	MISSOURI DEPARTMENT OF REVENUE	CVC JANUARY 2018 FEES	01-00-00-2413	2,292.50
00140		CVC-FEB-18	21-Mar-18	MISSOURI DEPARTMENT OF REVENUE	CVC FEBRUARY 18 FEES	01-00-00-2413	2,310.00
00291		BL1153 REF	23-Mar-18	REGIONAL ACCEPTANCE CORP	REFUND OVERPAYMENT	01-00-00-4402	0.21
00291		BL2221 REF	23-Mar-18	NANO GUARD TECHNOLOGIES	REFUND OVERPAYMENT	01-00-00-4402	17.00



City of Creve Coeur
Invoices Paid 8/11/17 to 8/24/17

Vendor	PurchaseOrder	APInvoice	InvoiceDate	NameSort	DescriptionFld	Account	InvoiceAmount
00291		BL262 REF	23-Mar-18	THE FITNESS EDGE INC	REFUND OVERPAYMENT	01-00-00-4402	47.00
00291		032718-SOL-REF	27-Mar-18	CLEMSON, TIM	2 SOLICITOR PERMITS REFUND	01-00-00-4402	100.00
00140		CVC-JAN-18	21-Mar-18	MISSOURI DEPARTMENT OF REVENUE	CVC JANUARY 2018 FEES	01-00-00-4604	(114.63)
00140		CVC-FEB-18	21-Mar-18	MISSOURI DEPARTMENT OF REVENUE	CVC FEBRUARY 18 FEES	01-00-00-4604	(115.50)
Legislative							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-12-5234	50.79
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-12-5235	2.06
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-12-5236	8.62
02689		030118	01-Mar-18	RICHARD C. BRESNAHAN, ATTY	PROS ATTY SVS FEES MARCH	01-11-12-6201	3,409.00
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-13-5234	23.40
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-13-5235	4.68
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-11-13-5236	19.68
02790		17823	29-Dec-17	AMERICAN DOCUMENT DESTRUCTION	DOCUMENT SHREDDING-DEC 17	01-11-13-6202	165.00
01720		PH012317	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 1/23/17	01-11-13-6202	94.00
01720		PH041317	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 04/13/2017	01-11-13-6202	142.00
01720		PH061217	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 06/12/2017	01-11-13-6202	118.00
01720		PH081417	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 8/14/17	01-11-13-6202	70.00
01720		PH091117	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 9/11/2017	01-11-13-6202	90.00
01720		PH012218	26-Mar-18	MARSHALL, SHERRY CCR	PUB HEARING 01/22/18	01-11-13-6202	106.00
02113	P003008	PG000014253	05-Feb-18	GENERAL CODE	CODIFICATION OF ORDINANCES	01-11-13-6203	1,601.10
00303		743688858	15-Mar-18	MISSOURI LAWYERS MEDIA	PUB HEARING 5 YR CIP PLAN	01-11-13-6260	80.04
00549		040218	02-Apr-18	MISSOURI CCFO ASSOCIATION-EASTERN DIVISION	LUNCH MTG-APR-RYAN	01-11-13-6264	16.00
01048		9802940152	04-Mar-18	VERIZON WIRELESS	LEGISLATIVE AIR CARD	01-11-13-9504	40.01
Administration							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-11-5234	95.40
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-11-5235	19.08
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-11-5236	60.93
02520	P002885	79355	26-Mar-18	SWIFT PRINT COMMUNICATIONS	10 STANDARD 8 PAGE NEWSLETTERS	01-12-11-6203	1,959.00
02518	P002839	5647	01-Apr-18	PREFERRED RESOURCE NETWORK, INC.	EMPLOYEE ASSISTANCE PROGRAM AN	01-12-11-6203	817.50
02008		IPMA032718	27-Mar-18	IPMA-HR GREATER ST. LOUIS CHAPTER	IPMA SEM STOTT/KHAWAJA	01-12-11-6264	50.00
MIS							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-51-5234	19.80
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-51-5235	3.96
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-12-51-5236	16.63
00073		MDN5517	23-Mar-18	CDW-G	ERGOTRON MONITOR ARM	01-12-51-6213	249.94
02416	P002998	BC01-171-1	27-Mar-18	THE NEWBERRY GROUP, INC.	1 YEAR IR FOR BACKUP SERVER 49	01-12-51-6213	1,038.60
02416	P002998	BC01-171-1	27-Mar-18	THE NEWBERRY GROUP, INC.	1 YEAR EU FOR BACKUP SERVER 49	01-12-51-6213	849.60
02654	P002898	0119453	01-Apr-18	UMZUZU LLC	GOOGLE APPS FOR GOVERNMENT MON	01-12-51-6213	1,280.00
00073		MBL2202	14-Mar-18	CDW-G	HP LASERJET 4525 FUSER	01-12-51-6213	252.50
02554		48215	15-Mar-18	COMMUNICATIONS TECHNOLOGIES, INC.	FIX COURT PHONE CALL 3 BUTTON	01-12-51-6213	125.00
00073		MCM4528	19-Mar-18	CDW-G	VIEWSONIC 43" LED DISPLAY	01-12-51-7331	463.43
02848	P002913	025-216544	07-Mar-18	TYLER TECHNOLOGIES	SOFTWARE- INCODE	01-12-51-7332	5,000.00
02848	P002913	025-217949	14-Mar-18	TYLER TECHNOLOGIES	SOFTWARE- INCODE	01-12-51-7332	18,741.00



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Finance							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-13-11-5234	70.20
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-13-11-5235	14.04
Municipal Court							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-13-14-5234	38.70
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-13-14-5235	7.74
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-13-14-5236	32.49
00050		INV0059471	15-Mar-18	REJIS	COURT SUBSCRIPT 3/1-3/31/18	01-13-14-6202	1,167.70
Interdepartmental							
02406		0418	20-Mar-18	ST LOUIS AREA INSURANCE TRUST	COBRA/RETIREEES - APR 18	01-13-15-5230	12,086.25
00154		9004416018	18-Mar-18	KONICA MINOLTA BUSINESS SOLUTIONS	COPIER 12/19-3/18/18	01-13-15-6213	696.69
00116		999999CR	05-Nov-17	SAM'S CLUB	MEMBERSHIP FEE PAID TWICE	01-13-15-6262	(120.00)
00116		346100182009	14-Dec-17	SAM'S CLUB	INVOICE PAID TWICE	01-13-15-6272	(3.68)
00116		346008182009	14-Dec-17	SAM'S CLUB	INVOICE PAID TWICE	01-13-15-6272	(152.70)
00075		4576	30-Mar-18	WUSSLER BUSINESS FORMS	BUSINESS CARDS-MULLIGAN	01-13-15-7312	115.00
00045		117302531001	21-Mar-18	OFFICE DEPOT	HOLE PUNCH SET	01-13-15-7312	28.30
00045		117302532001	20-Mar-18	OFFICE DEPOT	CARBON FILTER FOR COURT	01-13-15-7312	7.99
00045		118831464001	24-Mar-18	OFFICE DEPOT	RECEIPTS BOOKS COURT	01-13-15-7312	9.98
00045		119685534001	27-Mar-18	OFFICE DEPOT	TONERS	01-13-15-7312	221.77
00045		118831297001	26-Mar-18	OFFICE DEPOT	TONERS	01-13-15-7312	841.63
00045		114843099001	12-Mar-18	OFFICE DEPOT	CHAIR MAT	01-13-15-7312	74.98
00045		114843098001	12-Mar-18	OFFICE DEPOT	TONER, FILE BOXES	01-13-15-7312	970.08
00045		115400873001	13-Mar-18	OFFICE DEPOT	TONER PENS	01-13-15-7312	105.05
00045		114839547001	13-Mar-18	OFFICE DEPOT	MONITOR STAND	01-13-15-7312	14.61
00045		115689699001	14-Mar-18	OFFICE DEPOT	TONER CHAIR MAT	01-13-15-7312	238.02
00045		115690009001	14-Mar-18	OFFICE DEPOT	1/3 TAB FOLDERS	01-13-15-7312	106.52
00045		117302534001	20-Mar-18	OFFICE DEPOT	1/3 TAB FOLDERS	01-13-15-7312	53.26
00045		117302533001	19-Mar-18	OFFICE DEPOT	AIR FILTER	01-13-15-7312	34.99
00045		117302530001	20-Mar-18	OFFICE DEPOT	PEN	01-13-15-7312	7.99
00045		117301366001	20-Mar-18	OFFICE DEPOT	TONER SORTER PORTFOLIOS	01-13-15-7312	308.55
Community Services							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-14-11-5234	10.71
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-14-11-5235	2.14
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-14-11-5236	8.96
01693		100298494	17-Mar-18	RICOH USA, INC	METER READS 3/12-4/11/18	01-14-11-6213	43.68
Building Maintenance							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-16-11-5234	25.35
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-16-11-5235	5.07
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-16-11-5236	21.27
02768		3824	17-Mar-18	ELITE ELEVATOR INSPECTIONS	ANNUAL ELEVATOR INSPECTION	01-16-11-6211	140.00
00520		5003001000 3/18	14-Mar-18	SPIRE	SPIRE ACH 2/13-3/13/18	01-16-11-6252	1,152.56
00116		1135715337	12-Mar-18	SAM'S CLUB	KITCHEN SUPPLIES	01-16-11-7304	696.63
01550		313541291	03-Apr-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL 4/2/18	01-16-11-7308	4.07



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01550		313516387	27-Mar-18	ARAMARK UNIFORM SERVICES	UNIFORMS (3/27/18)	01-16-11-7308	4.07
01550		313492184	20-Mar-18	ARAMARK UNIFORM SERVICES	UNIFORMS (3/20/18)	01-16-11-7308	4.07
Police - Admin							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-11-5234	150.51
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-11-5235	30.10
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-11-5236	118.92
01764		RENEWAL-0418	01-Apr-18	MISSOURI DEPARTMENT OF REVENUE	2YR LICENSE PLATE CAR 2415	01-21-11-6202	73.50
02119		394930	21-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	CAR 2415 SAFETY/EMISS INSPECT	01-21-11-6202	36.00
00148		C41933A	20-Mar-18	I/O SOLUTIONS	NATL BASIC ABILITY TEST	01-21-11-6203	30.00
00148		C41986A	27-Mar-18	I/O SOLUTIONS	NATIONAL BASIC TEST	01-21-11-6203	45.00
02870		18-10030	23-Mar-18	CUSTOM VEHICLLE UPFITTERS	DECOMMISSION CAR 2418	01-21-11-6210	120.00
00234	P002976	477410	22-Mar-18	ED. ROEHR SAFETY PRODUCTS	2 HEADLIGHT FLASHER	01-21-11-6210	70.94
00234	P002976	477410	22-Mar-18	ED. ROEHR SAFETY PRODUCTS	2 CODE 3 FRONT WINDSHIELD MOUN	01-21-11-6210	364.32
00234	P002976	477410	22-Mar-18	ED. ROEHR SAFETY PRODUCTS	4 CODE 3 REAR WINDOW MOUNTED L	01-21-11-6210	467.92
00234	P002976	477410	22-Mar-18	ED. ROEHR SAFETY PRODUCTS	2 TAILLIGHT FLASHER	01-21-11-6210	78.36
02119		394930	21-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	CAR 2415 REPL LF WHEEL BEARING	01-21-11-6210	379.36
01048		9802940152	04-Mar-18	VERIZON WIRELESS	PD CHARGES AIRCARD IPAD	01-21-11-6253	200.05
00116		1046570814	05-Mar-18	SAM'S CLUB	4 PK DISINFECTANT WIPES	01-21-11-6271	12.02
00116		380408182038	14-Mar-18	SAM'S CLUB	PRISONER MEALS	01-21-11-7309	46.40
Police - Investigations							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-21-5234	133.65
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-21-5235	26.73
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-21-5236	112.10
Police - Patrol							
00125		437830	22-Mar-18	LEON UNIFORM	FLEX TAC STRYKE PANT	01-21-22-5107	67.50
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-22-5234	815.25
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-22-5235	163.05
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-21-22-5236	589.61
02820		9103 3/18	30-Mar-18	LAGERS	REF EMPR W SCHULTZ MIL LEAVE	01-21-22-5241	(365.10)
02820		9103 3/18	30-Mar-18	LAGERS	CORR ROUND ADJ	01-21-22-5241	0.03
01764		TITLE-18-EXPLOR	22-Mar-18	MISSOURI DEPARTMENT OF REVENUE	TITLE FEE 2018 FORD EXPLORER	01-21-22-6202	11.00
00095		12-312850	20-Mar-18	DOBBS TIRE & AUTO	CHARGER TIRE	01-21-22-6210	121.76
02119		395156	30-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	CAR 2406 REP LFT HEADLIGHT	01-21-22-6210	27.33
01821		6114343/2	27-Mar-18	ALL STAR DODGE CHRYSLER JEEP	CAR 2405 REPL ENGINE MOTOR MNT	01-21-22-6210	557.56
02119		394911	21-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	CAR 2407 REPLACE HEADLIGHT	01-21-22-6210	27.96
00081		9726662704	14-Mar-18	GRAINGER	JUMP STARTER FOR PATROL CARS	01-21-22-6210	382.63
02836		25639	20-Mar-18	AUTO BEAUTY SPECIALISTS	CAR 6 REPLACE SIDE VIEW MIRROR	01-21-22-6210	232.00
02119		394861	20-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	MOUNT/BALANCE 2 TIRES	01-21-22-6210	30.00
02119		394895	20-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	MOUNT/BALANCE TIRE	01-21-22-6210	15.00
00234		477441	22-Mar-18	ED. ROEHR SAFETY PRODUCTS	2 LED LIGHTS 2018 EXPLORER	01-21-22-6210	130.00
01931	P002986	WARINV002377	20-Mar-18	WATCHGUARD VIDEO	SOFTWARE PROTECTION, EVIDENCY	01-21-22-6211	2,550.00
01931	P002986	WARINV002377	20-Mar-18	WATCHGUARD VIDEO	EXTENDED WARRANTY TO 7-1-20 ON	01-21-22-6211	585.00
01931	P002986	WARINV002377	20-Mar-18	WATCHGUARD VIDEO	EXTENDED WARRANTY TO 7-1-20 ON	01-21-22-6211	8,050.00



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00525		32818-MANN	28-Mar-18	MISSOURI CRIME PREVENTION ASSOCIATION	MO CRIME PREVENTION-MANNINGER	01-21-22-6265	250.00
02878		20180312-02	12-Mar-18	ACE CASH EXPRESS INC	RESEARCH DOCUMENT PRODUCTION	01-21-22-7304	7.40
00125		435689	24-Mar-18	LEON UNIFORM	APPAREL FOR CHAPLINS	01-21-22-7308	143.88
02843	P002905	294644	22-Mar-18	MCLARTY CMFO, LLC	2018 FORD POLICE INTERCEPTOR	01-21-22-9502	30,115.00
00125		434590	09-Mar-18	LEON UNIFORM	6 FLASHLIGHTS	01-21-22-9503	743.94
00234	P002974	477345	20-Mar-18	ED. ROEHR SAFETY PRODUCTS	S&H	01-21-22-9503	25.00
00234	P002974	477345	20-Mar-18	ED. ROEHR SAFETY PRODUCTS	CODE 3 PURSUIT LIGHTBAR- CONFI	01-21-22-9503	1,950.00
Public Works							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-11-5234	106.70
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-11-5235	21.34
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-11-5236	73.53
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-11-5236	31.17
02169		485284	28-Mar-18	DREXEL TECHNOLOGIES, INC.	MTHLY METER READING MAR 18	01-31-11-6213	54.51
01425	P002776	353917768	26-Mar-18	US BANK	07/1/17-06/30/18 COPIER LEASE	01-31-11-6213	330.58
Streets							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-41-5234	161.25
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-41-5235	32.25
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-41-5236	135.28
02676	P002789	1261-2500003567	26-Mar-18	EXCEL TEMPORARY SERVICES	TEMP SERVICES 7/1/17-6/30/18	01-31-41-6207	1,682.70
02676	P002789	1261-2500003552	19-Mar-18	EXCEL TEMPORARY SERVICES	TEMP SERVICES 7/1/17-6/30/18	01-31-41-6207	1,672.05
02402		6219-369623	27-Mar-18	HANDY AUTOMOTIVE	RUNNING BOARDS TRUCK 215	01-31-41-6210	318.75
00970		1388-265363	22-Mar-18	O'REILLY AUTO PARTS	ALTERNATOR TRUCK 105	01-31-41-6210	84.76
00970		1388-266292	30-Mar-18	O'REILLY AUTO PARTS	OIL PAN GASKET TRUCK 204	01-31-41-6210	34.54
00970		1388-265877	27-Mar-18	O'REILLY AUTO PARTS	OIL FILTER TRUCK 109	01-31-41-6210	2.82
00270		12523-00	28-Mar-18	TERMINAL SUPPLY CO.	TRUCK/EQUIPMENT ITEMS	01-31-41-6210	42.55
01512		273931	20-Mar-18	TIRE SHREDDERS UNLIMITED	CHARGE FOR SHREDDING TIRES	01-31-41-6210	15.75
00270		12523-00	28-Mar-18	TERMINAL SUPPLY CO.	TRUCK/EQUIPMENT ITEMS	01-31-41-6211	42.54
01512		273931	20-Mar-18	TIRE SHREDDERS UNLIMITED	CHARGE FOR SHREDDING TIRES	01-31-41-6211	15.75
00040		917835	19-Mar-18	MILBRADT	OIL FOR EQUIPMENT	01-31-41-6211	123.55
02879		3070023	23-Mar-18	CERTIFIED LABORATORIES DIVISION	GREASE TUBES FOR EQUIPMENT	01-31-41-6211	483.53
00731	P002994	375153-001	22-Mar-18	GOLDSTEIN-SCHWARTZ INC	NEW EXTREME VAC HOSES	01-31-41-6211	3,456.22
00010		1014935	30-Mar-18	BRANNEKY HARDWARE	RAMP FOR SEALANT CONTAINERS	01-31-41-6212	38.49
00010		1014736	28-Mar-18	BRANNEKY HARDWARE	SHOP SUPPLIES	01-31-41-6212	74.71
00010		1014766	28-Mar-18	BRANNEKY HARDWARE	SHOP SUPPLIES	01-31-41-6212	40.68
01550	P002777	313541290	03-Apr-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-41-6212	4.39
01550	P002777	313516386	27-Mar-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-41-6212	4.39
00520		9717450000 3/18	14-Mar-18	SPIRE	SPIRE ACH 2/13-3/13/18	01-31-41-6252	191.21
00520		7725111000 3/18	20-Mar-18	SPIRE	SPIRE ACH 2/19-3/19/18	01-31-41-6252	513.92
01739		3149891849 3/18	19-Mar-18	AT&T	SERVICE @ OLIVE/270	01-31-41-6253	141.50
00160		0549319-2 3/18	22-Mar-18	MSD	1030 N LINDBERGH 1/31-2/28/18	01-31-41-6254	24.47
00160		0473730-0 3/18	20-Mar-18	MSD	996 E RUE DELA BANQU 1/31-2/28	01-31-41-6254	28.11
01980		9296502	13-Mar-18	BLUE CHIP EXTERMINATING	PEST CONTROL	01-31-41-7301	26.00
00010		1014707	26-Mar-18	BRANNEKY HARDWARE	SMALL TOOLS	01-31-41-7302	23.98



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00411		2453	20-Mar-18	N.B. WEST CONTRACTING CO.	STREET/SIDEWALK MATERIAL	01-31-41-7305	166.10
00411		2425	20-Mar-18	N.B. WEST CONTRACTING CO.	HAULING STREET MATERIAL	01-31-41-7305	127.60
01550	P002777	313541290	03-Apr-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-41-7308	63.82
00692		571124	23-Mar-18	ST LOUIS SAFETY, INC.	SAFETY ITEMS	01-31-41-7308	192.19
01550	P002777	313516386	27-Mar-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-41-7308	63.82
00235	P002788	SALT-2017-18	16-Mar-18	CITY OF CHESTERFIELD	SALT PURCHASE FY 2017/2018 CO-	01-31-41-7310	7,691.20
01793	P002778	597003	29-Mar-18	BEELMAN LOGISTICS, LLC	HAULING & DELIVERY OF SALT	01-31-41-7310	1,582.77
01793	P002778	597003	29-Mar-18	BEELMAN LOGISTICS, LLC	HAULING & DELIVERY OF SALT	01-31-41-7310	64.49
00235	P002788	64	02-Apr-18	CITY OF CHESTERFIELD	SALT PURCHASE FY 2017/2018 CO-	01-31-41-7310	399.75
00235	P002788	64	02-Apr-18	CITY OF CHESTERFIELD	SALT PURCHASE FY 2017/2018 CO-	01-31-41-7310	9,813.51
00235	P002788	57	22-Mar-18	CITY OF CHESTERFIELD	SALT PURCHASE FY 2017/2018 CO-	01-31-41-7310	14,314.61
00235	P002788	51	22-Mar-18	CITY OF CHESTERFIELD	SALT PURCHASE FY 2017/2018 CO-	01-31-41-7310	2,641.68
02869	P002981	0028126-00	27-Feb-18	RIVERR-ROADS SALES & LEASING	2 DELIVERY FOR EACH CONTAINER	01-31-41-9503	300.00
02869	P002981	0028126-00	27-Feb-18	RIVERR-ROADS SALES & LEASING	PAINT BOTH CONTAINERS TO MATCH	01-31-41-9503	1,050.00
02869	P002981	0028126-00	27-Feb-18	RIVERR-ROADS SALES & LEASING	2 USED HAND PICKED CONTAINERS	01-31-41-9503	4,900.00
Health & Environment							
00105	P002787	0346-019732928	15-Mar-18	REPUBLIC SERVICES	TRASH & RECYC SCV FOR RESIDENT	01-31-42-6214	60,277.43
00105	P002787	346019754842	20-Mar-18	REPUBLIC SERVICES	TRASH & RECYC SCV FOR RESIDENT	01-31-42-6214	1,868.33
Parks							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-43-5234	32.70
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-43-5235	6.54
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-31-43-5236	27.35
01089	P003001	912261181	23-Mar-18	DAVEY RESOURCE GROUP	TREEKEEPER SUBSCRIPTION- 1 YR	01-31-43-6202	2,500.00
02676	P002789	1261-2500003567	26-Mar-18	EXCEL TEMPORARY SERVICES	TEMP SERVICES 7/1/17-6/30/18	01-31-43-6207	560.90
02676	P002789	1261-2500003552	19-Mar-18	EXCEL TEMPORARY SERVICES	TEMP SERVICES 7/1/17-6/30/18	01-31-43-6207	557.35
02402		6219-369623	27-Mar-18	HANDY AUTOMOTIVE	RUNNING BOARDS TRUCK 215	01-31-43-6210	106.25
00970		1388-265363	22-Mar-18	O'REILLY AUTO PARTS	ALTERNATOR TRUCK 105	01-31-43-6210	28.25
00970		1388-266292	30-Mar-18	O'REILLY AUTO PARTS	OIL PAN GASKET TRUCK 204	01-31-43-6210	11.51
00970		1388-265877	27-Mar-18	O'REILLY AUTO PARTS	OIL FILTER TRUCK 109	01-31-43-6210	0.94
00040		917835	19-Mar-18	MILBRADT	OIL FOR EQUIPMENT	01-31-43-6211	41.19
00731	P002994	375153-001	22-Mar-18	GOLDSTEIN-SCHWARTZ INC	NEW EXTREME LEAF VAC HOSES	01-31-43-6211	1,152.08
02874	P002999	183084B	26-Mar-18	HORSTMANN BROTHERS LLC	RETAINING WALL & CONCRETE PAD	01-31-43-6212	2,800.00
00627		E18-90068	20-Mar-18	MISSOURI DIVISION OF FIRE SAFETY	ANNUAL ELEVATOR TAPPMAYER	01-31-43-6224	25.00
00520		7725111000 3/18	20-Mar-18	SPIRE	SPIRE ACH 2/19-3/19/18	01-31-43-6252	513.93
00160		0473730-0 3/18	20-Mar-18	MSD	996 E RUE DELA BANQU 1/31-2/28	01-31-43-6254	28.12
00160		0472261-7 3/18	20-Mar-18	MSD	12100 CONWAY RD 1/31-2/28	01-31-43-6254	24.47
01980		9296502	13-Mar-18	BLUE CHIP EXTERMINATING	PEST CONTROL	01-31-43-7301	26.00
00173		IN147643	19-Mar-18	SUPREME TURF PRODUCTS	FERTILIZER FIELDS CHEM FOR LAK	01-31-43-7301	210.00
00209		291636/1	28-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH MILLENNIUM	01-31-43-7303	107.00
00209		291616/1	28-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH MULIN PRK	01-31-43-7303	107.00
00209		291589/1	28-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH MIL PARK	01-31-43-7303	107.00
00209		291770/1	30-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH MIL PRK	01-31-43-7303	107.00
00209		291765/1	30-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MUCL MIL PARK	01-31-43-7303	107.00



City of Creve Coeur
Invoices Paid 8/11/17 to 8/24/17

Vendor	PurchaseOrder	APIInvoice	InvoiceDate	NameSort	DescriptionFld	Account	InvoiceAmount
01271		1340728	30-Mar-18	MISSOURI WILDFLOWERS NURSERY	MIL PARK PLANTINGS	01-31-43-7303	484.50
01352	P003009	55695	28-Mar-18	ST LOUIS COMPOSTING, INC.	DYED MULCH	01-31-43-7303	414.00
01352	P003009	55695	28-Mar-18	ST LOUIS COMPOSTING, INC.	DELIVERY	01-31-43-7303	75.00
01352	P003009	55694	28-Mar-18	ST LOUIS COMPOSTING, INC.	DYED MULCH	01-31-43-7303	414.00
01352	P003009	55694	28-Mar-18	ST LOUIS COMPOSTING, INC.	DELIVERY	01-31-43-7303	75.00
00209		291546/1	26-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00209		291439/1	23-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00209		291480/1	23-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00173		IN147643	19-Mar-18	SUPREME TURF PRODUCTS	FERTILIZER FIELDS CHEM FOR LAK	01-31-43-7303	240.00
00209		291220/1	21-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00209		291401/1	22-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00209		291303/1	21-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
00209		291264/1	21-Mar-18	KIRKWOOD MATERIAL SUPPLY	CHOCOLATE MULCH	01-31-43-7303	107.00
01550	P002777	313541290	03-Apr-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-43-7308	21.27
00692		571124	23-Mar-18	ST LOUIS SAFETY, INC.	SAFETY ITEMS	01-31-43-7308	64.07
01550	P002777	313516386	27-Mar-18	ARAMARK UNIFORM SERVICES	UNIFORM RENTAL & CLEANING, PAR	01-31-43-7308	21.27
00559	P002935	BP00068563	29-Mar-18	BARCO PRODUCTS CO.	3 8' PICNIC TABLES	01-31-43-9503	2,618.43
00559	P002935	BP00068563	29-Mar-18	BARCO PRODUCTS CO.	2 32 GALLON WASTE RECEPTACLES	01-31-43-9503	1,027.70
00559	P002935	BP00068563	29-Mar-18	BARCO PRODUCTS CO.	46" CITY ROUND PICNIC TABLE	01-31-43-9503	898.85
00559	P002935	BP00068563	29-Mar-18	BARCO PRODUCTS CO.	2 6' SURFACE MOUNT BENCH	01-31-43-9503	1,197.70
00559	P002935	BP00068563	29-Mar-18	BARCO PRODUCTS CO.	SHIPPING	01-31-43-9503	363.77
Planning							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-11-5234	84.30
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-11-5235	16.86
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-11-5236	70.71
00303		743690444	19-Mar-18	MISSOURI LAWYERS MEDIA	LOU FUSZ 18-012 3/17/18 MTG	01-32-11-6260	48.72
Building Inspections							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-61-5234	162.34
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-61-5235	32.47
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	01-32-61-5236	148.61
01048		9802940152	04-Mar-18	VERIZON WIRELESS	INSPECTORS PHONE/TABLET	01-32-61-7308	320.08
Capital Fund							
02119	P002902	35095	26-Mar-18	DAVE SINCLAIR LINCOLN-MERCURY, INC.	2018 FORD F-250 EXTENDED CAB T	02-61-71-9516	34,640.50
Ice Arena							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-31-5234	38.79
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-31-5235	7.76
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-31-5236	23.35
02159	P002997	4038	20-Mar-18	CTM SOLUTIONS	TIRE WASH PUMP IMPELLER & O RI	06-14-31-6211	72.33
02159	P002997	4038	20-Mar-18	CTM SOLUTIONS	BOARD BRUSH SWIM ARM	06-14-31-6211	710.29
02159	P002997	4038	20-Mar-18	CTM SOLUTIONS	TILE BAR & CLOTH	06-14-31-6211	114.13
02159	P002997	4038	20-Mar-18	CTM SOLUTIONS	BOARD BRUSH	06-14-31-6211	78.10
00070		1180322256	22-Mar-18	TECH ELECTRONICS	REPAIR PROGRAM FIRE PANEL	06-14-31-6212	490.00
00195		14519	29-Mar-18	ALARM 24, INC.	WORK ON PANEL	06-14-31-6212	250.00



City of Creve Coeur
Invoices Paid 8/11/17 to 8/24/17

Vendor	PurchaseOrder	APInvoice	InvoiceDate	NameSort	DescriptionFld	Account	InvoiceAmount
01777		360931-1	22-Mar-18	STARBEAM SUPPLY CO.	FLORESCENT LIGHTS	06-14-31-6212	47.50
01693		100298494	17-Mar-18	RICOH USA, INC	METER READS 3/12-4/11/18	06-14-31-6213	43.66
00520		4981701000 3/18	19-Mar-18	SPIRE	SPIRE ACH 2/16-3/18/18	06-14-31-6252	2,236.80
00160		104962-9 3/18	21-Mar-18	MSD	11400 OLDE CABIN RD 1/31-2/28	06-14-31-6254	232.73
00162		13831700 3/18	20-Mar-18	MISSOURI AMERICAN WATER CO.	11400 OLDE CABIN RD 12/09-3/19	06-14-31-6254	2,617.80
00014		0136635032318	23-Mar-18	CHARTER COMMUNICATIONS	CABLE, PHONE, WIFI	06-14-31-6255	207.64
01550		313516388	27-Mar-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-31-7301	7.91
01550		313541292	03-Apr-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-31-7301	7.91
02795		3076628280	24-Mar-18	AMERIGAS PROPANE	OLY PROPANE	06-14-31-7307	352.72
01550		313516388	27-Mar-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-31-7308	5.89
01550		313541292	03-Apr-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-31-7308	5.89
02876		032618-1	26-Mar-18	CHAMPION SKATING HARNESS LLC	ADULT BODY HARNESS	06-14-31-9503	250.00
02876		032618-2	26-Mar-18	CHAMPION SKATING HARNESS LLC	TRANSPORT HARNESS TO ICE ARENA	06-14-31-9503	24.00
02876	P003000	SEMINAR-MAR-18	01-Mar-18	CHAMPION SKATING HARNESS LLC	TRAINING	06-14-31-9503	600.00
02876	P003000	SEMINAR-MAR-18	01-Mar-18	CHAMPION SKATING HARNESS LLC	ROUND TRIP AIRFARE	06-14-31-9503	312.00
Golf Maintenance							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-32-5234	37.05
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-32-5235	7.41
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-32-5236	30.86
00047		P38878	02-Apr-18	PAT KELLY EQUIPMENT	HYDRO PLUG 2120	06-14-32-6211	8.30
00010		1015014	02-Apr-18	BRANNEKY HARDWARE	KEYS	06-14-32-6212	1.49
00209		291837/1	02-Apr-18	KIRKWOOD MATERIAL SUPPLY	MULCH FOR FLOWER BEDS	06-14-32-6212	592.00
00162		13831700 3/18	20-Mar-18	MISSOURI AMERICAN WATER CO.	11400 OLDE CABIN RD 12/09-3/19	06-14-32-6254	461.96
02595		84779289	21-Mar-18	SITEONE LANDSCAPE SUPPLY	BIOPRO 20-2-3	06-14-32-7303	125.42
00173		IN147782	22-Mar-18	SUPREME TURF PRODUCTS	FOLIAR IRON FOR GREENS	06-14-32-7303	250.00
00173		IN147621	15-Mar-18	SUPREME TURF PRODUCTS	RYE GRASS SEED	06-14-32-7303	75.00
Pro Shop							
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-33-5234	18.45
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-33-5235	3.69
00710		1554999 4/18	01-Apr-18	LINCOLN NATIONAL LIFE INSURANCE CO.	LIFE, AD&D, LTD APR 18	06-14-33-5236	15.44
01693		100298494	17-Mar-18	RICOH USA, INC	METER READS 3/12-4/11/18	06-14-33-6213	43.66
00520		4981701000 3/18	19-Mar-18	SPIRE	SPIRE ACH 2/16-3/18/18	06-14-33-6252	958.63
00160		104962-9 3/18	21-Mar-18	MSD	11400 OLDE CABIN RD 1/31-2/28	06-14-33-6254	77.58
00014		0136635032318	23-Mar-18	CHARTER COMMUNICATIONS	CABLE, PHONE, WIFI	06-14-33-6255	69.23
02417		MARCH2018	01-Mar-18	HUBBARD BROADCASTING, INC	ADVERTISING GOLF COURSE	06-14-33-6260	749.00
02417		APRIL2018	01-Apr-18	HUBBARD BROADCASTING, INC	ADVERTISING 4/9-4/13/18	06-14-33-6260	749.00
02417		APRIL2018-1	01-Apr-18	HUBBARD BROADCASTING, INC	ADVERTISING 4/14-4/15/18	06-14-33-6260	253.00
02417		APRIL2018-2	01-Apr-18	HUBBARD BROADCASTING, INC	ADVERTISING 4/2-4/6/18	06-14-33-6260	749.00
Snack Bar							
01783		032318 LIQ LIC	23-Mar-18	ST LOUIS COUNTY DEPT OF REVNUe	LIQUOR LICENSE RENEWAL	06-14-34-6202	250.00
01550		313516388	27-Mar-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-34-7301	1.87
01550		313541292	03-Apr-18	ARAMARK UNIFORM SERVICES	TOWELS, MOPS, UNIFORMS	06-14-34-7301	1.87
01471		102994	20-Mar-18	RL MUELLER NATIONAL DIST., INC.	FOOD RESALE/SNACKS	06-14-34-8315	289.15



City of Creve Coeur
Invoices Paid 8/11/17 to 8/24/17

Vendor	PurchaseOrder	APInvoice	InvoiceDate	NameSort	DescriptionFld	Account	InvoiceAmount
02776	P002881	6005203563	22-Mar-18	HEARTLAND COCA-COLA BOTTLING COMPANY LLC	COKE BEVERAGES FOR RESALE	06-14-34-8316	542.24
01471		102994	20-Mar-18	RL MUELLER NATIONAL DIST., INC.	FOOD RESALE/SNACKS	06-14-34-8319	59.55
02776	P002881	6005203563	22-Mar-18	HEARTLAND COCA-COLA BOTTLING COMPANY LLC	MISC CUPS	06-14-34-8321	160.33
Sewer Lateral Fund							
00188		022618 298	26-Feb-18	COHEN, KATHRYN	SEWER LATERAL REIMBURSEMENT	11-61-93-9315	2,350.00
00188		030218 299	02-Mar-18	FRECHMANN, MICHELLE	FRECHMANN SEW/LAT REMIBURSE	11-61-93-9315	1,300.00
00188		032818 300	28-Mar-18	STUESSE, MARJORIE	STUESSE SEW/LAT REIMBURSE	11-61-93-9315	1,475.00
Police Building Fund							
01417	P002933	117783	09-Mar-18	GEOTECHNOLOGY, INC.	MATERIALS TESTING & QUALITY	15-61-71-6203-17107	4,845.55
02765	P002964	34321	16-Mar-18	ARCHIMAGES, INC.	POLICE BUILDING DESIGN &	15-61-71-6203-17107	17,337.05
							473,520.99



City Council
 300 North New Ballas Rd
 Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
 Department: Planning Division
 Category: Text Amendment
 Prepared By: Whitney Kelly
 Department Head: Jason Jaggi

TABLED

ORDINANCE

Substitute Bill No. 5698 - an Ordinance Amending Section 405.390 (D)(2)(B)(1) of the Planned Commercial Development Requirements of the Code of Ordinances of the City of Creve Coeur to Allow for Secondary Access to a Side Road. Final Reading and Passage

Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, has submitted an application to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building, to the Planned Commercial Development District, and proposed conversion of the existing building into a hotel, with a commercial/retail building and a free standing restaurant. The Planning and Zoning Commission recommended approval on Feb 5, 2018.

Ordinance

Meeting of April 9, 2018

SUBSTITUTE BILL NO. 5698**ORDINANCE NO.**

**AN ORDINANCE AMENDING SECTION 405.390 (D)(2)(b)(1) OF THE PLANNED
COMMERCIAL DEVELOPMENT REQUIREMENTS OF THE CODE OF ORDINANCES OF
THE CITY OF CREVE COEUR TO ALLOW FOR SECONDARY ACCESS TO ~~A~~ **AN**
~~ARTERIAL-SIDE~~ ROAD**

WHEREAS, Section 405.390 establishes minimum requirements for the Planned Commercial Development District within the Zoning Code, Chapter 405 of the City Code of Ordinances; and

WHEREAS, an application was submitted by Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to a ~~side~~ **arterial** road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building to the Planned Commercial Development District; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; 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 October 23, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing, and continued on February 5, 2018; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of 6-0 recommended approval of the subject amendments at its meeting on February 5, 2018; 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 405.390(D)(2)(b)(1) of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

SUBSTITUTE BILL NO. 5698**ORDINANCE NO.**

Section 405.390 Planned Zoning District

D. Relationship Of Planned Districts To Zoning Map.

2. Types of planned zoning districts.

b. Planned commercial development (PCD).

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all primary access, not including emergency use only driveways,~~ from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project, and~~ may also have ~~(a) cross access with an adjacent commercial property whose access is limited to only secondary access to a side~~ a major or minor ~~arterial road according to the City's published street classification map~~ or from any street within the "LI" Light Industrial zoning district. ~~, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

Section 2. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2018.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK



city of **CREVE COEUR**

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966

www.creve-coeur.org

MEMO TO CITY ADMINISTRATOR AND CITY COUNCIL

Meeting Date: April 9, 2018

Subject: **Substitute Bill for a Text Amendment to the Planned Commercial District Zoning Regulations Concerning Secondary Means of Access**

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

Attachments: Substitute Bill 5698

A substitute bill has been prepared for the City Council's consideration that would clarify the desire to allow secondary means of access onto side streets for Planned Commercial Developments. The revised bill eliminates the erroneous identification of Mosley Road as an arterial road. Mosley Road is classified as a minor collector road. Instead, the revised bill would allow secondary means of access from any side street adjacent to the development in a Planned Commercial District. Secondary means of access is an important consideration for traffic flow associated with commercial development along major roads such as Olive Boulevard.

Staff will be available to respond to any questions at the meeting.

BILL NO. 5698

ORDINANCE NO. _____

**AN ORDINANCE AMENDING SECTION 405.390 (D)(2)(b)(1) OF THE PLANNED
COMMERCIAL DEVELOPMENT REQUIREMENTS OF THE CODE OF ORDINANCES OF
THE CITY OF CREVE COEUR TO ALLOW FOR SECONDARY ACCESS TO AN ARTERIAL
ROAD**

WHEREAS, Section 405.390 establishes minimum requirements for the Planned Commercial Development District within the Zoning Code, Chapter 405 of the City Code of Ordinances; and

WHEREAS, an application was submitted by Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building to the Planned Commercial Development District; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, has recognized the need for such changes as set forth herein, to more effectively implement the goals of the Comprehensive Plan and the purposes of the Planning Ordinance and the Zoning Ordinance; 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 October 23, 2017, beginning at 6:30 p.m., or immediately following the close of the previous public hearing, and continued on February 5, 2018; and,

WHEREAS, the Planning and Zoning Commission reviewed and, by a vote of 6-0 recommended approval of the subject amendments at its meeting on February 5, 2018; 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 405.390(D)(2)(b)(1) of the Creve Coeur Code of Ordinances is hereby amended to read as follows:

BILL NO. 5698

ORDINANCE NO. _____

Section 405.390 Planned Zoning District

D. Relationship Of Planned Districts To Zoning Map.

2. Types of planned zoning districts.

b. Planned commercial development (PCD).

(1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all primary~~ access, ~~not including emergency use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project, and may also have (a) cross access with an adjacent commercial property whose access is limited to only secondary access to a side a major or minor arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

Section 2. This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2018.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK



city of

CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

**APPLICATION TO PLANNING AND ZONING COMMISSION
#17-029 TO AMEND SECTION 405.390(D)(2)(B)(1) OF THE PLANNED
COMMERCIAL DEVELOPMENT REQUIREMENTS TO ALLOW FOR
SECONDARY ACCESS TO AN ARTERIAL ROAD WITH PRIMARY ACCESS
FROM OLIVE BOULEVARD.**

FOR THE MEETING OF: October 23, 2017 and February 5, 2018

SUBJECT PROPERTY LOCATION: Planned Commercial Developments

REQUEST: Timothy Tryniecki, of Armstrong Teasdale, on behalf of Kummer Hotel Development, LLC, has submitted an application to amend Section 405.390(D)(2)(b)(1) of the Planned Commercial Development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard, in conjunction with the rezoning of 11318 Olive Boulevard (also addressed as 11330 Olive Boulevard), the former HBE Office Building, to the Planned Commercial Development District, and proposed conversion of the existing building into a hotel, with a commercial/retail building and a free standing restaurant.

ADDITIONAL INFORMATION: Currently, Section 405.390(D)(2)(b)(1) states: Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the LI-Light Industrial zoning district.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Are the changes consistent with the purposes of the Zoning Code?

**Creve Coeur 2030
Comprehensive Plan References**

- Mixed-Use (MU) District
- Transportation, Connectivity & Mobility Objective
- 39 N. Master Plan

Zoning Code References

- Section 405.390: Planned Zoning Districts

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

**APPLICANT'S
REPRESENTATIVE:**

Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847

REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

ATTACHMENTS: Applicant's Materials received August 4, 2017
Draft Ordinance

THE PROPOSAL

In conjunction with Application #17-028 for the rezoning of 11318 Olive Boulevard to the Planned Commercial District, the Applicant is seeking to revise the language to allow for secondary access onto Mosley Road.

The proposed language would revise the text to read as follows:

Section 405.390 Planned Zoning District

D. Relationship Of Planned Districts To Zoning Map.

2. Types of planned zoning districts.

b. Planned commercial development (PCD).

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all primary access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have (a) cross access with an adjacent commercial property whose access is limited to only a major or minor arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.

STAFF ANALYSIS AND RECOMMENDATION

As discussed in the Staff Report for application #17-028, The City's *Creve Coeur 2030 Plan*, includes the subject property in the Mixed-Use District Community Place Type that would support the development of medium-density commercial, retail, office, institutional, dining, community services and multi-family residential within a suburban context, that are supported through vehicular access, improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages. The District supports large development sites with centralized, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment. (p. 82)

The *Creve Coeur 2030 Plan* also discusses under the Transportation, Connectivity & Mobility Objective, promotion of vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow and provide access to Secondary Streets (p. 50).

Additionally, Section 405-390(D)(2)(b)(12) under Design Criteria also requires that any proposed project provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility. And under the subsection F, Review Criteria, includes that internal circulation system of the proposed development should encourage safe movement for vehicles and pedestrians. As the City's Traffic Engineering Consultant has indicated, it would be reasonable that people wishing to exit a development would seek to move to a signalized intersection to make a left turn onto Olive Boulevard providing a safer traffic flow.

Staff finds that the intent of the text did not mean to include that the only access should be allowed along Olive Boulevard, but it was not clearly written that way. Further, with the development of the 39 N. Master Plan and the completion of the *Creve Coeur 2030 Plan* and the recommendations for the Mixed-Use District, Staff will seek to revised the Zoning Ordinance to allow for the option of the Planned Commercial District in these areas at a later time when we have a more holistic review of the Zoning Ordinances.

Therefore, whether or not the Planning and Zoning Commission make a positive recommendation on Application #17-028, Staff finds that the language of Section 405.390(D)(2)(b)(1) should be revised to

simplify and provide greater clarity with primary access from the major commercial roads identified, with secondary access to the side street, to read as follows:

b. Planned commercial development (PCD).

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all primary access, not including emergency use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project, and may also have (a) cross access with an adjacent commercial property whose access is limited to only secondary access to a side a major or minor arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

ACTION AND EXAMPLE MOTION

If the Commission is supportive of the proposed changes regarding the revised language to Section 405.390(D)(2)(b)(1) of the Planned Commercial District as proposed by Staff and within the Draft Ordinance, they should recommend approval to the City Council. Such a motion would be similar to the following:

“I move to approve Application #17-029 for text amendments to the regulations in Section 405.390(D)(2)(b)Planned Commercial Development district regulations to allow for secondary access to a side arterial road as provided in the draft ordinance proposed by staff at the meeting on February 5, 2018.” (Modification or revisions may be included by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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.



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Planning Division
Category: Ordinance
Prepared By: Whitney Kelly
Department Head: Jason Jaggi

SCHEDULED

ORDINANCE

**Bill No. 5699 - an Ordinance Authorizing a Change of Zoning
from "CB" Core Business District to "PCD" Planned
Commercial Development and Approving a Site Development
Plan for 9.92 Acres Located at 11318 Olive Boulevard. Final
Reading and Passage**

Fred Kummer, of Kummer Hotel Development, LLC submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District and for approval of a site development plan for a new 260 room hotel, with a 20,000 square foot multi-tenant retail/commercial building and a 7,000 square foot freestanding restaurant planned in a second phase. There is a related application to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard. The Planning and Zoning Commission recommended approval at the February 5, 2018 meeting.

Ordinance

Meeting of April 9, 2018

SUBSTITUTE BILL NO. 5699

ORDINANCE NO. _____

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**AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM
 “CB” CORE BUSINESS DISTRICT TO “PCD” PLANNED COMMERCIAL DEVELOPMENT
 AND APPROVING A SITE DEVELOPMENT PLAN FOR 9.92 ACRES LOCATED AT 11318
 OLIVE BOULEVARD.**

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WHEREAS, Mr. Fred Kummer, of Kummer Hotel Development, L.L.C., has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the 9.92 acres located at 11318 Olive Boulevard, zoned “CB” Core Business District to “PCD” Planned Commercial Development; and

WHEREAS, in accordance with Sections 405.390 and 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject property to the Department of Community Development; and

WHEREAS, the “PCD” Planned Commercial Development district is a Planned Zoning District that will allow an unique commercial development with a mixture of amenities and uses subject to certain criteria in Section 405.390, Planned Zoning Districts, of the Zoning Code; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, October 23, 2017 and continued to November 6, 2017, and February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application; and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a 6-0 vote, recommended approval of the rezoning and site development plan at its meeting on February 5, 2018; and

WHEREAS, the applicant has submitted made certain revisions to its Site Development Plan and Landscape Site Development Plan, each dated as of March 12, 2018 and attached hereto as Exhibit 1; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that rezoning the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration under the planned zoning district process, because it could not be approved under any other Zoning District and the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of Section 405.390; and the eligibility requirements thereunder, including the substantial incorporation of the design criteria provided in Section 405.390(C), the criteria for the applicable

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~~district type~~planned commercial development (PCD) identified in Section 405.390(D)(2)(b) and the provision of substantial tangible public benefits to the City; and

WHEREAS, the City Council further finds that the proposed development meets the applicable design criteria, in that:

- (1) Adjoining areas are predominantly non-residential as defined for this district and the project has all access, not including emergency-use only driveways, from Olive Boulevard, except that existing access onto Mosley Road may be retained subject to Ordinance which has been enacted contemporaneously with this application.
- (2) The development is adjacent to a single-family residential development and meets sky exposure plane requirement as measured from a line located thirty-five (35) feet above the property line and with a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) does not exceed six-tenths (0.6).
- (4) It provides a buffer yard of at least thirty-five (35) feet on all sides that abut the single-family development, that does not contain any impervious surface and will be landscaped and provided with other screening devices as ~~deemed appropriate by the Planning and Zoning Commission~~shown on the Landscape and Site Development Plans dated March 12, 2018.
- (5) No new commercial building will be located closer than forty (40) feet to any required buffer yard.
- (6) It makes efficient use of parking and storage areas including ~~cooperative~~ parking facilities shared within the PCD.
- (7) It provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (8) It incorporates pocket parks, small plazas and places for public art where appropriate.
- (9) It locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (10) It provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (11) It utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (12) It places all utilities located on the property serving new projects underground, except as otherwise allowed.
- (13) It provides effective landscaping or screening in or around the separate developments within the PCD.

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(14) It functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

and

WHEREAS, the City Council further finds that:

1. The proposed development is in harmony with the general purpose and intent of the Zoning Code and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
4. Existing or proposed utility services are adequate for the proposed development.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
8. Operating and delivery hours are compatible with adjacent land uses.
9. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
10. The proposed development complies with all other applicable codes and ordinances.
11. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.
12. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(B);

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

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property located at 11318 Olive Boulevard, zoned "CB" Core Business District to "PCD"

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Planned Commercial Development, subject to the conditions stated herein, which property is more specifically described as follows:

A tract of land being Part of Lot 3 of the William Lasley Estate Partition, in U.S. Survey 1962, township 45 North, Range 5 East, St. Louis County, Missouri, and described as follows:

Beginning at a point on the southeastern line of said U.S. Survey 1962 said point being the most southern corner of said Lot 3 of the William Lasley Estate Partition; thence along the southwestern line of said Lot 3 north 28 degrees 10 minutes 56 seconds west, 718.61 feet to its intersection with the southern line of Olive Street (Missouri State Highway K-340), as widened; thence along said road line south 88 degrees 47 minutes 26 seconds east, 517.65 feet to a point of curve; thence continuing along said road line on a curve to the left having a radius of 1000.505 feet an arc distance of 104.72 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 761.19 feet an arc distance of 238.69 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 1000.05 feet an arc distance of 97.40 to a point; thence continuing along said road line south 73 degrees 16 minutes 49 seconds east, 14.06 feet to a point on the southwestern line of Mosley Road as widened by the County Court of St. Louis County during the February Term, 1919; thence along said line of Mosley Road south 27 degrees 57 minutes 26 seconds east, 333.198 feet to an angle point therein; thence continuing along said road line south 12 degrees 01 minute 49 seconds west, 9.81 feet to its intersection with the southeastern line of U.S. Survey 1962, as aforementioned; thence along said survey line south 61 degrees 34 minutes 00 seconds west, 874.62 feet to the point of beginning.

SECTION 2: Purpose and General Description

The Planned Commercial Development (PCD) district enacted through this ordinance (hereafter referred to as the Creve Coeur Grand Hotel PCD) is intended to provide for the orderly reutilization of the former HBE Office Building on Olive Boulevard ~~as to~~ an upscale hotel with other buildings to be constructed on the property consisting of restaurants and other complimentary commercial uses all within a mixed-use commercial setting that is commercial on two sides, part commercial and residential on one side, and residential on the other side. As such, the development seeks to provide buffer-yards ~~exceeding in excess of~~ the planned zoning district requirements and to direct the placement of new buildings along the Olive Boulevard frontage most distant from surrounding residences. Further, the development will utilize the most effective best practices for underground stormwater management available to ensure that any water leaving the site meets or exceeds the applicable water quality standards of the Metropolitan St. Louis Sewer District. Finally, the development will utilize materials and a level of landscape design befitting of a quality hotel and incorporates a plaza with art sculpture and a water feature, new buildings to be constructed and finished with predominately masonry materials, parking areas and street frontages that are well landscaped, and circulation that is safe and effective.

SECTION 3: Development Regulations

A. APPLICABILITY

Development within the Creve Coeur Grand Hotel PCD is subject to all applicable City ordinances, and the conditions that are contained in this ordinance. Where the standards

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and regulations of this ordinance and other City ordinances appear to be in conflict, the standards in this ordinance shall prevail.

B. PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing three meals a day to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.
2. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the "CB" Core Business District, ~~including, without limitation, Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)~~
3. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the "CB" Core Business District ~~including, without limitation, Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)~~ shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

C. FINAL PLAN REQUIREMENTS

1. *Generally* - The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
 - "Site Development Plan" dated ~~January 29~~ March 12, 2018, drawn by Hospital Designers, Inc.;
 - All exterior elevations of the hotel building, dated January 29, 2018, drawn by Hospital Designers, Inc.;

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- ~~“Conceptual”~~ Landscape ~~Site Development~~ Plan” dated ~~January 29~~ March 12, 2018 drawn by Landscape Technologies;
2. *Plan Submittal Requirements* - Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, in addition to the plans referenced above and attached hereto as Exhibit 1, the developer shall submit the following any additional plans specifically cited below for review and approval by City planning staff as follows:
- a. The applicant is required to submit a Site Improvement Permit application, showing all exterior site and landscaping improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - c. The Applicant is required to provide cross-access to the west, if such access is provided to Applicant's property on a reciprocal basis to the east by the adjoining property owner.
 - ~~d. Landscape Plans shall be revised to meet The above-cited Landscape Site Development Plan complies with Section 405.540 Landscaping, and Section 405.810 of the City's Off Street Parking and Loading Regulations, as well as the goals and objectives of the City's Comprehensive Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.~~
 - g-e. Final Lighting Plans, ~~showing have been revised to show showing~~ locations of all exterior light fixtures, including wallmounted decorative and security lighting, and ~~photometrics~~ photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.

D. SPECIFIC DEVELOPMENT REQUIREMENTS

- 1. Sidewalk Easements -Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.
- 2. Fences - All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:

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- a. ~~An~~ ~~An eight~~ ~~A six~~-foot in height solid fence shall be installed landscaped buffer area on the south side of the property, ~~from a located to the south of all adjacent parking and building areas of the site while~~ taking into account vehicle sight distance requirements, ~~otherwise as shown in the Site Development Plan~~ solid vinyl simulated stone fence, tan or brown in color.
3. Signs - Prior to installation of any permanent signage, the Applicant shall be required to submit a comprehensive sign plan depicting the design, location, size and materials of all signage on the property to be approved by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.
4. Lighting Requirements - All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
 - a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
 - b. In no case shall on-site lighting standards or fixtures exceed twenty-four feet (204') in height, as measured from the adjacent grade.
 - c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.
5. Architectural Design Standards - The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning Commission and City Council however, ~~the~~ each building shall meet with the following architectural design standards:
 - a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
 - b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings.
 - c. The proposed retail/commercial building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.
6. Sculptures and Fountain - The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.

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7. Miscellaneous

- a. All trash enclosures located outside of the ~~principal~~ buildings ~~and parking garage~~ shall be constructed of materials that are consistent with the building and composed in a similar fashion.
- b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
- c. ~~The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless~~Unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission, the owner shall use commercially reasonable efforts to commence construction of at least one of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD within three (3) years of completion of construction upon after issuance of the final certificate of occupancy of the hotel building; provided, however, that such term shall be extended to the extent such delay is caused by general economic conditions, acts of God, fire, earthquake, floods, explosion, weather, labor shortages, strikes, lockouts, actions of labor unions, condemnation, court orders, laws or orders of governmental or military authorities or any other cause not within the control of the owner. Such an extension shall be requested by the Applicant and approved by the City Council upon recommendation by the Planning and Zoning Commission prior to the expiration date.
- d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
- e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
- f. Proof of compliance with all MoDNR requirements regarding underground storage tanks shall be provided prior to any grading or construction.
- g. Hours of operation of the outdoor pool at the hotel shall be limited to the period from 8 AM to 9 PM, seven days a week.
- h. Deliveries to the site shall be limited to the period from 7:00 AM to 4:00 PM, seven days a week. Delivery drivers shall be instructed to not exit the site onto southbound Mosley Road and a sign prohibiting delivery trucks from turning right onto southbound

ORDINANCE NO. _____

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g.i. The guest room windows on the south elevation of the hotel building shall be tinted to minimize glare. The method of tinting shall be approved by the Zoning Administrator.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the ordinance and the approved development plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued. If said ordinance and development plan are not recorded within one (1) year of the date of approval, it shall be void. The development plan shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.

~~Section 4:~~

ADOPTED THIS _____ DAY OF _____, 2018.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS _____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

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city of CREVE COEUR

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MEMO TO CITY ADMINISTRATOR AND CITY COUNCIL

Meeting Date: April 9, 2018

Subject: **Substitute Bill to Approve a Rezoning to the Planned Commercial Development District and a Site Development Plan for the HBE property, 11318 Olive Boulevard**

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

Attachments: Substitute Bill 5699
Traffic Impact Memorandum by GBA dated April 5, 2018

Based upon the issues raised by the City Council at the March 12, 2018 meeting, staff has prepared a substitute bill that includes additional requirements for the development. The revisions are based upon Bill 5699 that included recommendations from the Planning and Zoning Commission. Please note that the revised site and landscape plans that were submitted for the March 12th meeting have not been changed and are referenced in this substitute bill; however, all changes since this application was reviewed by the Planning and Zoning Commission are summarized in this memorandum and correspond with the substitute bill.

Also included for the City Council's review is a memorandum from the City's traffic engineering consultant, GBA. Further discussion on the consultant's analysis as outlined in this memo are provided later in this report.

Summary and Analysis of Revisions Reflected in Substitute Bill 5699

Section 3. Development Regulations

B. Permitted and Accessory Uses

The ordinance has been revised to state that food service establishments (but not drive throughs) are allowed subject to the approval of a conditional use permit for each individual use by the Planning and Zoning Commission and City Council.

C. Final Plan Requirements

This section includes several revisions. Most notable is the elimination of landscape plan revisions which have now been addressed based on the revised landscape plan dated 3-12-18; and the elimination of the requirement to remove all parking on the east side of the entrance to the hotel in favor of a larger park space. Other minor changes have been provided to clarify additional requirements. Additional information regarding these changes are provided below:

Cross-access

The requirement to provide cross-access through the CityPlace East property (11440 Olive Boulevard) remains. Please refer to further discussion on this aspect of the development in later sections of this report.

Size of Park Amenity Space—Increase in Accessible Parking Spaces

The applicant is requesting that the parking spaces provided on the east side of the hotel entrance be expanded to allow for additional accessible parking spaces. The hotel will provide 16 accessible rooms for guests. The plan submitted for Planning and Zoning Commission review provided 8 accessible parking spaces for the hotel. The applicant is concerned that there are not enough accessible spaces for the hotel given the number of accessible units provided. The revised plan provides for 10 accessible spaces equally distributed on each side of the hotel entrance. These additional spaces require the park amenity to be reduced in size. The Planning and Zoning Commission, upon recommendation by staff, has conditioned the approval that all spaces on the east side of the building be removed so that the park area can be expanded. The revised plan reduces the park area but, in turn provides more accessible parking to serve the users of the hotel in the appropriate locations. While reduced in size, the park amenity continues to provide a water feature, art sculpture, extensive landscaping and seating areas in a similar configuration. Based on the desire to provide additional accessible spaces, the location of these spaces is appropriate as they are located as close to the building entrance as possible.

Parking Lot and Roadway Frontage Landscaping

A condition was placed on the project by P&Z requiring the applicant to provide additional landscaping along the Olive frontage and within the parking lot to meet with the Design Guidelines and Comprehensive Plan recommendations for well-landscaped frontages and the Zoning Ordinance requirements for landscaping within parking lots. The 3-12-18 revised site and landscape plan have addressed this condition; therefore, it has been removed from the ordinance.

D. Specific Development Requirements

Fences

The Planning and Zoning Commission recommended that the fence separating the development from the residential areas to the south be raised from 6-feet to 8-feet in height and be extended to the west property line. The applicant has agreed to provide an 8-foot in height solid fence extending to all areas of parking and building along the south property line. The substitute bill requires the 8-foot high fence and states that the length be carried to the west so that it is located behind all directly adjacent parking and building areas of the site.

Lighting Requirements

The draft ordinance approved by the Planning and Zoning Commission contained an error that limited the height for parking lot lighting standards to 20-feet. The Zoning Ordinance allows parking lot lights to be placed on poles no greater than 24-feet in height. Since this is the standard height for commercial lighting within parking lots, the substitute bill has been amended to allow for the same.

Miscellaneous

Staff and the Planning and Zoning Commission recommend that any approval of this development should provide a time limitation. The timeframe recommended by P&Z is two years

after approval of the PCD ordinance. The applicant may request an extension based on just cause to the City Council upon recommendation by the P&Z. The applicant has agreed to some degree of limitation should this development be approved but is requesting that the timeframe to construct at least one of the other buildings on the site take place from 3 years after completion of the hotel. The proposed language also does not speak to any approval process to extend this timeframe. Staff recommends that the 3-year period be based upon the issuance of a final certificate of occupancy and that P&Z review and City Council approval is required to extend the period of validity of the ordinance. Outside of these stated timeframes, should any significant aspect of the project change, the applicant also has the ability to request an amendment to this ordinance based upon the review by P&Z and approval by the City Council.

Deliveries

At the last City Council meeting, concerns about deliveries to service the buildings were discussed. The applicant has agreed to restrict deliveries to site where deliveries will only be permitted from 7:00 AM to 4:00 PM, seven days a week. In addition, a sign near the Mosley Road access is required to prohibit delivery trucks to turn southbound onto Mosley Road. The substitute bill incorporates the above restrictions for deliveries.

Guest Room Tinting

The Council inquired about the possibility of tinting the guest room windows on the south side of the building. The applicant has agreed to this requirement and staff is working with them on the method of tinting. It should also be noted that the window areas of the building will be significantly reduced from the current configuration and that overhead, office style lighting will be removed. The guest rooms will use black out curtains, sheer curtains and pole lamps which are expected to create less glare than the existing office building lighting. Additional tinting on the windows should further reduce this condition. The substitute bill requires tinting on the south side guest rooms with the method of tinting to be approved by the Zoning Administrator.

Traffic Impact Analysis

The City's traffic engineer, GBA, had previously completed a review of the traffic impact study prepared by the applicant's traffic engineer, Lochmueller. Following the March 12th City Council meeting, staff reached out to GBA and requested that a follow up evaluation on specific areas associated with this development be performed. Specifically, the City's traffic consultant has performed additional analysis on safety and access aspects, the capacity of the Olive and Mosley Road intersection, and the cross-access considerations between the subject site and 11440 Olive Boulevard to the west.

The memorandum from Kelly Schaefer, P.E., PTOE is attached for the Council's review. Of note are the following points as provided in the memo:

- The amount of trips generated by the proposed development would *decrease* for the AM and PM peak periods, but would *increase* during the midday peak compared to the existing office building if it were fully occupied (Page 2).
- The northbound Mosley at Olive approach is expected to operate at a Level of Service D for all three peak periods (weekday AM, Midday and PM) which is considered acceptable given the traffic signal cycle lengths based on the traffic volumes on Olive Boulevard. The maximum amount of vehicles that would be waiting at the northbound Mosley/Olive intersection would be 5-6 vehicles resulting in no driveways being blocked during maximum queuing (Pages 2-3).

- An analysis was performed utilizing a “worse-case” scenario that assigned all site traffic to the Olive and Mosley signal. Under this scenario, the conclusion reached that the impacts would be relatively minor with average delays of less than 10 seconds per vehicle and blocking the two driveways on the east side of Mosley Road but only during maximum times of queuing. Under this scenario, this signal would still operate at 81 percent of its total capacity (Pages 4-5).
- Cross-access to the west utilizing the property at 11440 Olive Boulevard provides benefits but there are also reservations for such access. The primary beneficiary of the cross-access would be for the proposed freestanding restaurant on the northwest corner of the site as the users of the hotel and commercial building further east on the site would likely use the Olive driveways or the signalized intersection at Mosley Road and Olive Boulevard. It is noted that traffic slowing mitigation measures could be provided to reduce the impacts of this access being located in front of the restaurant. Nonetheless, GBA’s analysis concludes that there is a strong association of the cross-access servicing primarily the restaurant, more so than the site as a whole.

Protest Petition

Staff would like to make the City Council aware that protest petitions have been filed against this proposal.

Section 405.1060(D)(4) of the Zoning Ordinance pertaining to rezoning applications states that after receipt of a recommendation from the Commission, the City Council shall consider the application. In case of a protest against a text amendment or rezoning duly signed and acknowledged by the owners of thirty percent (30%) or more, either of the areas of the land (exclusive of streets and alleys) included in such proposed change or within an area determined by lines drawn parallel to and one hundred eighty-five (185) feet distant from the boundaries of the district proposed to be changed, such amendment shall not become effective except by the favorable vote of two-thirds (2/3) of all of the members of the City Council.

In review of the petitions, staff’s preliminary assessment indicates signatures representing 36.94% of the properties within 185 feet (exclusive of streets) have been submitted.

Summary and Conclusion

The applicant has addressed several of the concerns that were expressed by the Council at the March 12th meeting involving additional protections for the residents near the development. These include the raising of the height and extending the length of the fence and providing window tinting for south facing guest rooms. In addition, restrictions have been placed to limit the deliveries to the site and to prohibit southbound travel for the deliveries. In addition, further analysis of the traffic impacts concludes that there will be no significant traffic impacts to the Olive/Mosley signal.

With respect to the cross-access matter, staff has conferred with the applicant who remains strongly opposed to cross-access to the west. Given the traffic engineer’s assessment that the primary beneficiary of the cross-access will be the patrons of the proposed freestanding restaurant, the City Council may wish to consider removing *both* the restaurant as well as the requirement for cross access.

Further consideration of the restaurant could occur through an amendment to the ordinance in the future, which would also provide a new baseline of existing traffic after the hotel has been in operation. Cross access could be revisited at that time.

Staff will be available to answer any questions and the City’s traffic consultant will be in attendance at the meeting as well.



16305 Swingley Ridge Road
Suite 300
Chesterfield, MO 63017

MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Mark Perkins (City of Creve Coeur)
From: Kelly Schaefer, P.E., PTOE
Mandy Anderson, P.E., PTOE
Date: April 5, 2018
Subject: Proposed 11330 Olive Boulevard Redevelopment

As requested, GBA has completed a comprehensive review of the traffic impact study and subsequent memorandums. The primary focus of this review was the safety and operations of the site's access points, including a capacity analysis of the signalized intersection of Olive Boulevard and Mosley Road, and cross-access between the 11330 Olive (subject site) and the 11440 Olive property. This memo is a summary of this review and other pertinent information; it is not a summary of the entire study and all memorandums published to date.

Site Trip Generation

Lochmueller's traffic impact study (TIS) dated July 7, 2017 forecasted the total trip generation for the proposed development with the 255-room hotel; 20,000 square foot (s.f.) and 7,000 s.f. quality restaurant. As shown in Table 9 on page 21, the total site is expected to generate 145, 235 and 245 total trips (in and out) during the weekday morning, evening and midday peak hours, respectively.

The study also calculated the estimated trip generation of the existing 182,522 s.f. office building at full occupancy. The building is currently only 10% occupied. At its full potential, the existing office building would generate 285, 275 and 85 total trips (in and out) during the morning, evening and midday peak hours, respectively.

The study distributed the new trips on the roadway network based on existing traffic volumes and the market area of the commercial building. Based on Table 10 of the TIS, 65% of trips were distributed

to/from the west on Olive Boulevard, 30% to/from the east on Olive Boulevard and 5% to/from the south on Mosley Road.

Trip generation forecasts and distribution:

- The proposed redevelopment of the site with a hotel and outlots would generate 140 and 30 less trips during the morning and evening peak hours than if the existing office building remained and was fully occupied. The midday peak hour would generate 150 more total trips with this redevelopment scenario.
- The amount of traffic projected to utilize Mosley Road to travel to and from the redeveloped site is approximately 7, 12 and 12 vehicles during the morning, evening and midday peak hours. Once constructed, if the actual distribution is more than forecasted, even if by 300%, the amount of new traffic on Mosley Road would still be 36 or less vehicles in any one peak hour.

Safety and Operations of Site Access Points

The site has three access points onto Olive Boulevard: one via the signal at Mosley Road and two unsignalized driveways. The study's analysis assumed that all outbound traffic uses the unsignalized driveways to provide a conservative analysis of operations at these access points. A summary of forecasted operations, per the study, as well as any additional remarks are given below:

Operation of the Olive Boulevard and Mosley Road signal:

- Per the 2019 Forecasted conditions (Table 11 of the TIS, page 26), the signal is expected to operate at Level of Service A, or LOS A, during the 3 studied traffic peak hours: weekday morning, evening and midday.
 - o Note that LOS are assigned to an intersection, approach or movement based on the average delay per vehicle. Each level represents a range of average delays. The LOS and ranges are shown in Table 1 on page 10 of the TIS.
- The northbound Mosley Road approach is expected to operate at LOS D during all peaks. Per Table 11, the average delay per vehicle during the studied peak hour is forecasted to be between 40 and 49 seconds per vehicle.
- LOS D for this approach at the Olive/Mosley signal is considered acceptable because the coordinated cycle length along Olive Boulevard is 140 seconds in both the morning and evening peak periods and 120 seconds in the midday peak period.

- o Longer cycle lengths, typically those over 120 seconds for the St. Louis metropolitan area, can cause longer delays on side streets like Mosley Road since the approach must wait until its place in the cycle to get green again, however longer cycle lengths are not uncommon when needed to accommodate heavy traffic volumes such as those on Olive Boulevard.
- The maximum queues on northbound Mosley Road are forecasted between 107 and 114 feet, or approximately 5 to 6 vehicles. No driveways are expected to be blocked during even maximum queuing.

Operation of the unsignalized driveways:

- Per the 2019 Forecasted conditions, the northbound approach of the Northwest Driveway unsignalized intersection is expected to operate at LOS D and E with average delays between 29 and 50 seconds per vehicle.
- Per the 2019 Forecasted conditions, the northbound approach of the Park West Driveway unsignalized intersection is expected to operate at LOS E and F with average delays between 36 and 65 seconds per vehicle.
- While this level of service may not represent favorable conditions, it is not uncommon for unsignalized driveways located on busy urban arterials to have poor levels of service. Motorists traveling Olive Boulevard have a different expectation for how much delay they will encounter and have a higher threshold for what is considered excessive.
- On the same note, the occurrence of higher levels of delay does raise concern for safety at these intersections. Longer delays can cause motorists to get impatient and enter the intersection/arterial during smaller gaps in traffic which can result in more crashes at these locations. Left-turning traffic have a higher potential for right-angle crashes, which are more dangerous than rear-end crashes (more likely with right turns).

Overall, the intersections operate well or as would be expected on Olive Boulevard. There are, however, safety concerns at the unsignalized driveways due to their higher delays. While there is access to the signal at Mosley Road, patrons visiting the more western land uses within the development (i.e. the restaurant) are unlikely to drive across the entire site to utilize it, restricting their options to the unsignalized driveways.

Increased Traffic at Olive Blvd and Mosley Rd Signal

As stated previously, the study assumed that all traffic leaving the site would utilize the unsignalized driveways, however it is reasonable to assume that some motorists will leave the site via the access onto Mosley Road. The patrons most likely to do so would be those of the commercial land use, located in the southeastern corner of the site, as well as some of the hotel, due to their proximity to this point on the site and the ability to use the signal to access Olive Boulevard. Olive Boulevard is a busy arterial and some may prefer the signalized access for protected and guaranteed entry onto the arterial.

GBA completed a capacity analysis of the Olive Boulevard and Mosley Road signalized intersection to understand how the signal would operate if site traffic shifted to this access point. To consider the worse-case scenario, all site traffic was applied to the signal to and from their respective directions for the 2019 Forecasted scenario. The results of this analysis are shown in Table 1. The TIS's forecasted conditions are also shown in Table 2 for quick comparison of traffic conditions. A summary of the analysis is also below. Note that average delays (seconds per vehicle) are provided in the parentheses.

Table 1: Olive Blvd/Mosley Rd Intersection Operations with All Site Traffic

	Morning Peak Hour		Evening Peak Hour		Midday Peak Hour	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Eastbound Approach	A (9.7)	360'	B (15.6)	662'	B (13.2)	469'
Westbound Approach	A (4.7)	224'	A (7.4)	315'	A (6.1)	235'
Northbound Approach	D (48.4)	165'	E (61.2)	223'	E (56.7)	235'
Overall Intersection	B (10.1)		B (14.7)		B (13.3)	

Table 2: Olive Blvd/Mosley Rd Intersection Operations from Lochmueller TIS

	Morning Peak Hour		Evening Peak Hour		Midday Peak Hour	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Eastbound Approach	A (8.3)	329'	B (10.9)	538'	B (10.7)	400'
Westbound Approach	A (3.9)	214'	A (4.9)	308'	A (4.8)	243'
Northbound Approach	D (41.6)	114'	D (48.4)	107'	D (40.7)	113'
Overall Intersection	A (8.0)		A (9.4)		A (9.3)	

Operation of the Olive Boulevard and Mosley Road signal with all site traffic:

- The impact to the signal assuming all site traffic, ingress and egress, uses the signal at Mosley Road is relatively minor. Delays on each approach generally increase less than 10 seconds per vehicle. Increases of more than 10 sec/veh are on the northbound approach during the evening and midday peaks. If this worst-case scenario does realize, 2 to 3 seconds of green time could be added to the approach to decrease delays, however the approach does still operate at 81% or less of its total capacity.
- Queuing on northbound Mosley Road from the signal would block the two driveways on the east side of the road but only during times of maximum, or 95th percentile, queuing.

The signal has excess capacity to service more or even all of the site traffic without excessively increasing delays for the northbound Mosley Road approach.

It is also worth mentioning again in this section that the proposed development would generate 140 and 35 less trips to and from the site during the morning and evening peak hours when compared to the existing land use of this site fully occupied. Therefore, the proposed development would also have less of an impact on the Olive Boulevard and Mosley Road signal, assuming in both scenarios that some or all site trips use the signal for ingress and egress.

Cross-Access via 11440 Olive Property

The City of Creve Coeur promotes cross-access between neighboring sites where it can be reasonably provided. Cross-access has been discussed as a possibility via the 11440 Olive property. This property currently hosts PNC Bank, Pei Wei Asian Diner and an unoccupied space. The future allowance of cross-access between the two properties was included in 11330 Olive's planning and zoning approval.

The following sections summarize site conditions of 11330 Olive and how cross-access would be accommodated, as well as remarks on its implementation:

Site Conditions of the 11440 Olive Property:

- This site borders and has two access points on Office Parkway North; these driveways are approximately 15 feet and 180 feet south of the Olive Boulevard intersection. These driveways are approximately 24- and 22-feet wide, respectively.

- The drive aisle around the building supports two-way traffic flow immediately north and south of the building and parking is provided on both sides of the drive aisle in these areas. The eastern end of the site by the drive-up bank tellers is one-way only in the northbound direction with parking on the eastern side of the aisle. The drive aisle is approximately 22-feet wide.

Benefits to providing cross-access:

- Cross-access would allow patrons on the western side of the site (primarily the restaurant) to access Olive Boulevard via a signal. The signal would provide safer access, especially for those turning left to return west on Olive Boulevard.
- It is not anticipated that many of the site's trips would use the cross-access to reach a signal, thus minimal impact to the 11330 and 11440 Olive properties is expected.
 - o Patrons from the restaurant would be the most likely users of this access, which is not a substantial percentage of the site's total forecasted trips.
 - o There is potential for hotel patrons to use the cross-access to reach the Office Parkway North traffic signal, however it is more likely they would use the signal at Mosley given it is a more visible and direct option.

Reservations to providing cross-access:

- Cross-access would be provided immediately south of the restaurant between the building and the nearest parking lot. This traffic would be added to the aisle that pedestrians will be crossing to patronize the restaurant.
- The aisle on the 11440 Olive property that would provide access between 11330 Olive and Office Parkway North is approximately 22 feet wide. The width of the driveway onto Office Parkway North is also approximately 22 feet wide. These widths are standard for a parking lot however slightly narrow for a drive aisle where additional traffic would be allowed.
- Similarly, cross-access may result in more shared parking between the two properties. Specifically, patrons of 11440 Olive may utilize parking on the 11330 Olive property due to typically high parking occupancy in their respective parking lot during peak periods. The closest parking area to 11440 Olive on the development site would be in front of the proposed restaurant, which would be the premier parking for this establishment. One of the concerns would be if overflow parking from the 11440 Olive property would utilize parking in this area.

Concerns have been raised that providing cross-access would increase cut-through traffic on the site. It has been made known to the City that some cut-through traffic currently occurs. Motorists traveling

eastbound on Olive Boulevard are exiting the mainline via the site's Northwest Driveway and driving across the site to access Mosley Road.

Cut-through traffic

- Currently, the existing office building is only 10% occupied. It is reasonable to assume that cut-through traffic, if happening presently, would decline with the greater presence of commercial activity and increased occupancy of the parking lots.
- In addition, cross-access is not expected to promote cut-through traffic from the office park to Mosley Road. This route is not particularly convenient given the circuitous nature of the proposed cross-access through the 11440 Olive property and having to traverse across the entire parking lot to reach Mosley Road. It is also anticipated that the existing widths of the driveway and drive aisle would not make for a particularly attractive detour to the office park motorists either.

Further Comments on Cross-Access:

- Naturally, cross-access would provide the opportunity for patrons from 11440 Olive to access the 11330 Olive site as well. These patrons may consider this option if destined for east on Olive Boulevard, whom will be making a right turn onto Olive Boulevard, and the signal at Olive Boulevard and Office Parkway has a queue.
- If cross-access is provided, traffic calming features could be installed on either side of the restaurant to slow traffic where pedestrians will be crossing in front of the restaurant. Examples of such features to reduce speeds and improve pedestrian safety include speed tables, speed humps and high-visibility crosswalks with longitudinal pavement markings and/or pedestrian-activated illuminated signs. These features may also deter any cut-through traffic as it would make the route a less attractive alternative.
- If cross-access is not provided, it is recommended that wayfinding signs be provided on the site to make patrons thoroughly aware of and direct them to the signal if they prefer or are more comfortable accessing Olive Boulevard via this signal-controlled intersection.
- In either scenario, it is not recommended that the Mosley Road access be closed. It is important for this site to provide access to this arterial and a nearby traffic signal.

To summarize the main findings of this memorandum:

- The proposed redevelopment of the site with a hotel and outlots would generate 140 and 30 less trips during the morning and evening peak hours than if the existing office building remained and was fully occupied. The midday peak hour would generate 150 more total trips with this redevelopment scenario.
- Currently the office building is only 10% occupied. The proposed development would have less of an impact on the Olive Boulevard and Mosley Road signal compared to the existing office building land use at full occupancy, assuming in both scenarios that some or all site trips used the signal for ingress and egress.
- The forecasted amount of traffic projected to utilize Mosley Road to travel to and from the redeveloped site is 5%, equal to approximately 7, 12 and 12 vehicles during the morning, evening and midday peak hours, respectively.
- The Olive Boulevard/Mosley Road signal has excess capacity to service more or even all of the site traffic without excessively increasing delays for the northbound Mosley Road approach.
- The impact to the signal assuming all site traffic, ingress and egress, uses the signal at Mosley Road is relatively minor. Delays on each approach generally increase less than 10 seconds per vehicle. Increases of more than 10 sec/veh are on the northbound approach during the evening and midday peaks.
- Overall, the Northwest Driveway and Park West Driveway unsignalized intersections operate as well as would be expected on Olive Boulevard. There are, however, safety concerns at the unsignalized driveways due to their higher delays.
- Cross-access would provide access to the Office Parkway North signal and protected entry onto Olive Boulevard, which would potentially be safer and have less delay compared to the unsignalized driveways on Olive Boulevard. Cross-access would primary benefit patrons of the proposed restaurant due to proximity.
- There are pros and cons to consider for providing cross-access on the site. It is recommended that the City carefully weigh the listed benefits and reservations when making their decision on requiring the cross-access or not, and consider the provided recommendations for whichever decision is made.

Finance Committee

March 7, 2018

RE: Proposed HBE Rezoning and Fiscal Note

Dear Honorable Mayor and City Council Members:

The Finance Committee has discussed and believes that it is in the City's best interest to prepare an assessment of the financial impacts of larger development projects. While fiscal impact is properly beyond the purview of the Planning and Zoning Commission, we will be proposing a fiscal impact analysis policy ("Fiscal Note") that would estimate the financial impacts of large projects to the City of Creve Coeur.

In the meantime, since Kummer Hotel Development LLC has proposed converting the HBE office building to a Creve Coeur Grand Hotel (Hilton Tapestry) is under immediate consideration, we have received and reviewed some data from the developer. Based on estimates provided by city staff and data received from Mr. Fritz Kummer, the economic impact of repurposing the present building from office to hotel follows:

- Revenues
 - Real Estate Tax Increase for all taxing entities combined for just the hotel - \$985,820. City of Creve Coeur's portion will increase nominally \$17,548/yr.
 - Sales Tax Increase for all entities combined for just the hotel - \$949,575. City of Creve Coeur's portion will increase approx. \$165,000 just for the hotel. Up to \$75,000/yr. more to the City to reflect the outparcel restaurant and retail development.
 - Electric Gross Receipt Tax Increase for the City of Creve Coeur - \$40,000. This doesn't include telephone, natural gas, or cable TV franchises, and we don't currently have data to prepare an estimate, but a best-guess estimate would be an additional \$35,000.
 - Business License \$1,000/yr. for just the hotel. \$300/yr. for freestanding sit-down restaurant and at least \$700/yr. for commercial/retail/restaurant building.
- Expenditures:
 - The Police Department anticipates modest additional effort from the increased vehicle traffic and traveler volume but does not expect the effort required to police the hotel will differ significantly from renovating and re-occupying the presently vacant office building. No additional officers will be required by a hotel occupancy, based on their experience with the Drury Inn & Suites.
 - New on-site detention will reduce storm water flows into the Creve Coeur Executive Office Park watershed, which is an unquantified benefit to the city.
 - No other City support service costs were identified.

Note the preceding does not consider secondary (multiplier) effects from "new" economic activity from hotel guests that will benefit local business. The Finance Committee finds the hotel development will have a net positive fiscal impact to the city of Creve Coeur of approximately \$334,548 per year by rezoning the HBE building to a hotel and adding 2 outbuildings.

Thank you,

J. Phillip Hellwege
Finance Committee Chair

BILL NO. 5699

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM
“CB” CORE BUSINESS DISTRICT TO “PCD” PLANNED COMMERCIAL DEVELOPMENT
AND APPROVING A SITE DEVELOPMENT PLAN FOR 9.92 ACRES LOCATED AT 11318
OLIVE BOULEVARD.**

WHEREAS, Mr. Fred Kummer, of Kummer Hotel Development, L.L.C., has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the 9.92 acres located at 11318 Olive Boulevard, zoned “CB” Core Business District to “PCD” Planned Commercial Development; and,

WHEREAS, in accordance with Sections 405.390 and 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject property to the Department of Community Development; and,

WHEREAS, the “PCD” Planned Commercial Development district is a Planned Zoning District that will allow an unique commercial development with a mixture of amenities and uses subject to certain criteria in Section 405.390, Planned Zoning Districts, of the Zoning Code; and,

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, October 23, 2017 and continued to November 6, 2017, and February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application; and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a 6-0 vote, recommended approval of the rezoning and site development plan at its meeting on February 5, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that rezoning the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration under the planned zoning district process, because it could not be approved under any other Zoning District and the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of Section 405.390, the substantial incorporation of the design criteria for the applicable district type identified in Section 405.390 and the provision of substantial tangible public benefits to the City; and

WHEREAS, the City Council further finds that the proposed development meets the applicable design criteria, in that:

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(1) Adjoining areas are predominantly non-residential as defined for this district and the project has all access, not including emergency-use only driveways, from Olive Boulevard, except that existing access onto Mosley Road may be retained subject to Ordinance _____ which has been enacted contemporaneously with this application.

(2) The development is adjacent to a single-family residential development and meets sky exposure plane requirement as measured from a line located thirty-five (35) feet above the property line and with a slope of thirty degrees (30°) rising towards the center of the site.

(3) The floor area ratio (FAR) does not exceed six-tenths (0.6).

(4) It provides a buffer yard of at least thirty-five (35) feet on all sides that abut the single-family development, that does not contain any impervious surface and will be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

(5) No new commercial building will be located closer than forty (40) feet to any required buffer yard.

(6) It makes efficient use of parking and storage areas including cooperative parking facilities.

(7) It provides for the more efficient provision of public and private utilities and facilities throughout the development area.

(8) It incorporates pocket parks, small plazas and places for public art where appropriate.

(9) It locates buildings in appropriate relation to sidewalks or public parks and plazas.

(10) It provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

(11) It utilizes high-quality architectural design, placement, relationship and orientation of structures.

(12) It places all utilities located on the property serving new projects underground, except as otherwise allowed.

(13) It provides effective landscaping or screening in or around the separate developments within the PCD.

(14) It functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

and

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WHEREAS, the City Council further finds that:

1. The proposed development is in harmony with the general purpose and intent of the Zoning Code and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
4. Existing or proposed utility services are adequate for the proposed development.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
8. Operating and delivery hours are compatible with adjacent land uses.
9. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
10. The proposed development complies with all other applicable codes and ordinances.
11. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.
12. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(B);

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

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property located at 11318 Olive Boulevard, zoned "CB" Core Business District to "PCD" Planned Commercial Development, subject to the conditions stated herein, which property is more specifically described as follows:

A tract of land being Part of Lot 3 of the William Lasley Estate Partition, in U.S. Survey 1962, township 45 North, Range 5 East, St. Louis County, Missouri, and described as follows:

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Beginning at a point on the southeastern line of said U.S. Survey 1962 said point being the most southern corner of said Lot 3 of the William Lasley Estate Partition; thence along the southwestern line of said Lot 3 north 28 degrees 10 minutes 56 seconds west, 718.61 feet to its intersection with the southern line of Olive Street (Missouri State Highway K-340), as widened; thence along said road line south 88 degrees 47 minutes 26 seconds east, 517.65 feet to a point of curve; thence continuing along said roadline on a curve to the left having a radius of 1000.5 feet an arc distance of 104.72 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 761.19 feet an arc distance of 238.69 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 1000.05 feet an arc distance of 97.40 to a point; thence continuing along said road line south 73 degrees 16 minutes 49 seconds east, 14.06 feet to a point on the southwestern line of Mosley Road as widened by the County Court of St. Louis County during the February Term, 1919; thence along said line of Mosley Road south 27 degrees 57 minutes 26 seconds east, 333.198 feet to an angle point therein; thence continuing along said road line south 12 degrees 01 minute 49 seconds west, 9.81 feet to its intersection with the southeastern line of U.S. Survey 1962, as aforementioned; thence along said survey line south 61 degrees 34 minutes 00 seconds west, 874.62 feet to the point of beginning.

SECTION 2: Purpose and General Description

The Planned Commercial Development (PCD) district enacted through this ordinance (hereafter referred to as the Creve Coeur Grand Hotel PCD) is intended to provide for the orderly re-utilization of the former HBE Office Building on Olive Boulevard to an upscale hotel with other buildings to be constructed on the property consisting of restaurants and other complimentary commercial uses all within a mixed-use commercial setting that is commercial on two sides, part commercial and residential on one side, and residential on the other side. As such, the development seeks to provide buffer-yards in excess of the planned zoning district requirements and to direct the placement of new buildings along the Olive Boulevard frontage most distant from surrounding residences. Further, the development will utilize the most effective best practices for underground stormwater management available to ensure that any water leaving the site meets or exceeds the applicable water quality standards of the Metropolitan St. Louis Sewer District. Finally, the development will utilize materials and a level of landscape design befitting of a quality hotel and incorporates a plaza with art sculpture and a water feature, new buildings to be constructed and finished with predominately masonry materials, parking areas and street frontages that are well landscaped, and circulation that is safe and effective.

SECTION 3: Development Regulations

A. APPLICABILITY

Development within the Creve Coeur Grand Hotel PCD is subject to all applicable City ordinances, and the conditions that are contained in this ordinance. Where the standards and regulations of this ordinance and other City ordinances appear to be in conflict, the standards in this ordinance shall prevail.

B. PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing

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three meals a day to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.

2. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the "CB" Core Business District.
3. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the "CB" Core Business District shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

C. FINAL PLAN REQUIREMENTS

1. *Generally* – The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
 - "Site Development Plan" dated January 29, 2018, drawn by Hospital Designers, Inc.;
 - All exterior elevations of the hotel building, dated January 29, 2018, drawn by Hospital Designers, Inc.;
 - "Conceptual Landscape Plan" dated January 29, 2018 drawn by Landscape Technologies;
2. *Plan Submittal Requirements* – Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, the developer shall submit the following plans for review and approval as follows:
 - a. The applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - c. The Applicant is required to provide cross-access to the west, if such access is provided to Applicant's property on a reciprocal basis to the east by the adjoining property owner.
 - d. Landscape Plans shall be revised to meet with Section 405.540 Landscaping, and Section 405.810 of the City's Off-Street Parking and Loading Regulations, as well as the goals and objectives of the City's Comprehensive Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.

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- e. The parking spaces adjacent to the fountain park area and the two parking spaces near the entrance along Mosley Road shall be removed and provided with landscaping that is consistent with the rest of the site as discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission.
- f. All sidewalks shall comply with Section 405.730 Sidewalk Regulations. The parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficient trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between with sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.
- g. Lighting Plans, showing locations of all exterior light fixtures, including wall-mounted decorative and security lighting, and photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.

D. SPECIFIC DEVELOPMENT REQUIREMENTS

1. Sidewalk Easements – Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.
2. Fences – All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:
 - a. An eight-foot in height solid fence shall be installed within the landscaped buffer area on the south side of the property, from the west property line all the way to the closest point to the east property line taking into account vehicle sight distance requirements, otherwise as shown in the Site Development Plan dated January 29, 2018. The fence material shall be a SimTek (or equivalent) solid vinyl simulated stone fence, tan or brown in color.
3. Signs – Prior to installation of any permanent signage, the Applicant shall be required to submit a comprehensive sign plan depicting the design, location, size and materials of all signage on the property to be approved by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.
4. Lighting Requirements – All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
 - a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
 - b. In no case shall on-site lighting standards or fixtures exceed twenty feet (20') in height, as measured from the adjacent grade.
 - c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.
5. Architectural Design Standards – The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning

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Commission and City Council however, the each building shall meet with the following architectural design standards:

- a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
 - b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings
 - c. The proposed retail/commerical building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts
6. Sculptures and Fountain – The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.
7. Miscellaneous
- a. All trash enclosures located outside of the principal buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.
 - b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
 - c. The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission.
 - d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
 - e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
 - f. Proof of compliance with all MoDNR requirements regarding underground storage tanks shall be provided prior to any grading or construction.
 - g. Hours of operation of the outdoor pool at the hotel shall be limited to the period from 8 AM to 9 PM.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the ordinance and the approved development plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued. If said ordinance and development plan are not recorded within one (1) year of the date of approval, it shall be void. The development plan shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.

ADOPTED THIS _____ DAY OF _____, 2018.

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DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS _____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
 (314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO CITY ADMINISTRATOR AND CITY COUNCIL

Meeting Date: March 12, 2018

Subject: **Substitute Bill to Approve a Rezoning to the Planned Commercial Development District and a Site Development Plan for the HBE property, 11318 Olive Boulevard**

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

Attachments: Substitute Bill
 Revised Site Development Plan and Landscape Plan, Dated 3-12-18

On February 5, 2018, the Planning and Zoning Commission recommended approval of the rezoning of the HBE site to the Planned Commercial District (PCD) and the accompanying site development plan. The rezoning and development plan would allow the conversion of the existing HBE office building to a Tapestry by Hilton flag hotel with 260 rooms and additional development on the site consisting of a 20,100 square foot commercial retail and restaurant building and a 7,000 square foot freestanding restaurant.

Associated with their approval, the Planning and Zoning Commission attached several conditions which have been incorporated into the attached bill. After the Commission's approval, staff met with the applicant to discuss some of the conditions which are of concern to them. To assist the City Council's review of this application, a redlined Substitute Bill has been provided which reflects the changes desired by the applicant. Revised site development plan and landscape plans have also been submitted and are attached which are consistent with the revised ordinance, except where noted below. This memo will summarize the requested changes and provide analysis for the Council's consideration.

Summary and Analysis of Revisions Reflected in the Substitute Bill

Section 3. Development Regulations

B. Permitted and Accessory Uses

The ordinance has been revised to state that food service establishments (but not drive throughs) are allowed subject to the approval of a conditional use permit for each individual use by the Planning and Zoning Commission and City Council.

C. Final Plan Requirements

This section includes several revisions. Most notable is the request to remove the requirement that cross access be provided through the adjacent property to the west (City Place East); the elimination of landscape plan revisions which have now been addressed based on the revised landscape plan dated 3-12-18; and the elimination of the requirement to remove all parking on

the east side of the entrance to the hotel in favor of a larger park space. Other minor changes have been provided to clarify additional requirements. Additional information regarding these changes are provided below:

Cross Access

A significant point of discussion with the Planning and Zoning Commission, staff, and area residents is the desire to require HBE to provide cross access to the west through the City Place East parking lot. In fact, at the time this development to the west was approved in 2005, the City imposed a requirement that cross access be provided through the drive aisles which would allow additional access from the HBE site to the signals at North Office Parkway and Craig Road. Cross access has been an effective transportation management tool for the City for many years. As properties develop, cross access in order to reach a signal has been required with generally positive results.

With this application, a traffic impact study has been submitted along with reviews from MoDOT and the City's traffic consultant. These studies and reviews have not reached a conclusion that cross access to the west is required to ameliorate an undesirable traffic condition generated by this development proposal. Rather, this is a large, 10-acre site with 3 full access points that are requested to remain in their present configuration. Further, the text amendment (Bill 5698) request clarifies the need to allow secondary access to other roadways. Two full access entrances are provided along Olive at the western and eastern ends of the property and a secondary full access point is provided from Mosley Road. With the redevelopment of this site, the traffic study concludes that the traffic volumes generated on this property based on the proposed uses at full build out can be handled sufficiently utilizing the existing access points.

There are two examples of similar conditions on large commercial properties where access to a signal is provided, but cross access to more than one signalized intersection was not required or provided.

Below is an aerial image of Balmoral Plaza where secondary cross access is provided to the signal on North New Ballas Road in addition to the full access point.



The Shoppes at Questover has its primary access off Olive Boulevard with secondary cross access to the signal at Barnes Drive. Cross access is not provided to the east to allow access to another signal at Questover Lane.



These examples illustrate the need to provide access to at least one signal along major arterials. Staff continues to believe that additional cross access through City Place East would be desirable, primarily to those users on the HBE site wanting to exit the property to travel westbound on Olive during times of high traffic volume; however, the traffic studies and reviews have not concluded that such cross access

is a necessity and there are examples of other large commercial properties with similar configurations where access to only one signalized intersection is provided. The applicant has expressed concerns about this requirement for cross access numerous times to staff and at the public hearing before the Planning and Zoning Commission.

Size of Park Amenity Space—Increase in Accessible Parking Spaces

The applicant is requesting that the parking spaces provided on the east side of the hotel entrance be expanded to allow for additional accessible parking spaces. The hotel will provide 16 accessible rooms for guests. The plan submitted for Planning and Zoning Commission review provided 8 accessible parking spaces for the hotel. The applicant is concerned that there are not enough accessible spaces for the hotel given the number of accessible units provided. The revised plan provides for 10 accessible spaces equally distributed on each side of the hotel entrance. These additional spaces require the park amenity to be reduced in size. The Planning and Zoning Commission, upon recommendation by staff, has conditioned the approval that all spaces on the east side of the building be removed so that the park area can be expanded. The revised plan reduces the park area but, in turn provides more accessible parking to serve the users of the hotel in the appropriate locations. While reduced in size, the park amenity continues to provide a water feature, art sculpture, extensive landscaping and seating areas in a similar configuration. Based on the desire to provide additional accessible spaces, the location of these spaces is appropriate as they are located as close to the building entrance as possible.

Parking Lot and Roadway Frontage Landscaping

A condition was placed on the project requiring the applicant to provide additional landscaping along the Olive frontage and within the parking lot to meet with the Design Guidelines and Comprehensive Plan recommendations for well-landscaped frontages and the Zoning Ordinance requirements for landscaping within parking lots. The revised site and landscape plan have addressed this condition; therefore, it has been removed from the ordinance.

D. Specific Development Requirements

Fences

The Planning and Zoning Commission recommends that the fence separating the development from the residential areas to the south be raised from 6-feet to 8-feet in height and be extended to the west property line. The buffer behind the development is 50-feet in depth with existing berming, mature trees and additional plantings to be provided to fill in areas that are less dense with foliage. This particular area on the west end is not directly behind any buildings and has considerable grade difference dropping sharply toward the residential area to the south. A fence in this area will provide minimal visual buffering; however, the additional length is 100 feet and will contribute to providing an additional sense of security to the residential areas to the south. The substitute ordinance lowers the height to 6-feet but includes the length to be carried to the west so that it is located behind all directly adjacent parking and building areas of the site.

Lighting Requirements

The draft ordinance approved by the Planning and Zoning Commission contained an error that limited the height for parking lot lighting standards to 20-feet. The Zoning Ordinance allows parking lot lights to be placed on poles no greater than 24-feet in height. Since this is the standard height for commercial lighting within parking lots, the ordinance has been amended to allow for the same.

Miscellaneous

Staff and the Planning and Zoning Commission recommend that any approval of this development should provide a time limitation. The timeframe recommended by P&Z is two years after approval of the PCD ordinance. The applicant may request an extension based on just cause to the City Council upon recommendation by the P&Z. The applicant has agreed to some degree of limitations should this development be approved but is requesting that the timeframe to construct the other buildings on the site take place from 3 years after completion of the hotel. The proposed language also does not speak to any approval process to extend this timeframe. Staff recommends that the 3-year period be based upon the issuance of a final certificate of occupancy and that P&Z review and City Council approval is required to extend the period of validity of the ordinance. Outside of these stated timeframes, should any significant aspect of the project change, the applicant also has the ability to request an amendment to this ordinance based upon the review by P&Z and approval by the City Council.

Protest Petition

Staff would like to make the City Council aware that protest petitions have been filed against this proposal.

Section 405.1060(D)(4) of the Zoning Ordinance pertaining to rezoning applications states that after receipt of a recommendation from the Commission, the City Council shall consider the application. In case of a protest against a text amendment or rezoning duly signed and acknowledged by the owners of thirty percent (30%) or more, either of the areas of the land (exclusive of streets and alleys) included in such proposed change or within an area determined by lines drawn parallel to and one hundred eighty-five (185) feet distant from the boundaries of the district proposed to be changed, such amendment shall not become effective except by the favorable vote of two-thirds (2/3) of all of the members of the City Council.

In review of the petitions, staff's preliminary assessment indicates signatures representing 36.94% of the properties within 185 feet (exclusive of streets) have been submitted.

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**AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM
“CB” CORE BUSINESS DISTRICT TO “PCD” PLANNED COMMERCIAL
DEVELOPMENT AND APPROVING A SITE DEVELOPMENT PLAN FOR 9.92
ACRES LOCATED AT 11318 OLIVE BOULEVARD.**

WHEREAS, Mr. Fred Kummer, of Kummer Hotel Development, L.L.C., has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the 9.92 acres located at 11318 Olive Boulevard, zoned “CB” Core Business District to “PCD” Planned Commercial Development; and;

WHEREAS, in accordance with Sections 405.390 and 405.1080 of the Zoning Ordinance, the applicant has submitted a site development plan for the subject property to the Department of Community Development; and;

WHEREAS, the “PCD” Planned Commercial Development district is a Planned Zoning District that will allow ~~and~~ unique commercial development with a mixture of amenities and uses subject to certain criteria in Section 405.390, Planned Zoning Districts, of the Zoning Code; and;

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, October 23, 2017 and continued to November 6, 2017, and February 5, 2018, beginning at 6:30 p.m. or immediately following the close of the previous public hearing, on said application; and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a 6-0 vote, recommended approval of the rezoning and site development plan at its meeting on February 5, 2018; and

WHEREAS, the applicant has ~~submitted~~~~made~~ certain revisions to its Site Development Plan and Landscape Site Development Plan, each dated as of March 12, 2018 ~~and attached hereto as Exhibit 1~~; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that rezoning the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration under the planned zoning district process, because it could not be approved under any other Zoning District and the applicant has provided credible evidence that the proposal is an

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appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of Section 405.390; and the eligibility requirements thereunder, including the substantial incorporation of the design criteria provided in Section 405.390(C), the criteria for ~~the applicable district type~~ planned commercial development (PCD) identified in Section 405.390(D)(2)(b) and the provision of substantial tangible public benefits to the City; and

WHEREAS, the City Council further finds that the proposed development meets the applicable design criteria, in that:

- (1) Adjoining areas are predominantly non-residential as defined for this district and the project has all access, not including emergency-use only driveways, from Olive Boulevard, except that existing access onto Mosley Road may be retained subject to Ordinance which has been enacted contemporaneously with this application.
- (2) The development is adjacent to a single-family residential development and meets sky exposure plane requirement as measured from a line located thirty-five (35) feet above the property line and with a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) does not exceed six-tenths (0.6).
- (4) It provides a buffer yard of at least thirty-five (35) feet on all sides that abut the single-family development, that does not contain any impervious surface and will be landscaped and provided with other screening devices as ~~deemed appropriate by the Planning and Zoning Commissions~~ shown on the Landscape and Site Development Plans dated March 12, 2018.
- (5) No new commercial building will be located closer than forty (40) feet to any required buffer yard.
- (6) It makes efficient use of parking and storage areas including ~~cooperative~~ parking facilities shared within the PCD.
- (7) It provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (8) It incorporates pocket parks, small plazas and places for public art where appropriate.
- (9) It locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (10) It provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (11) It utilizes high-quality architectural design, placement, relationship and orientation of structures.

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(12) It places all utilities located on the property serving new projects underground, except as otherwise allowed.

(13) It provides effective landscaping or screening in or around the separate developments within the PCD.

(14) It functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

and

WHEREAS, the City Council further finds that:

1. The proposed development is in harmony with the general purpose and intent of the Zoning Code and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
4. Existing or proposed utility services are adequate for the proposed development.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
8. Operating and delivery hours are compatible with adjacent land uses.
9. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
10. The proposed development complies with all other applicable codes and ordinances.
11. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

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12. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(B);

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

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property located at 11318 Olive Boulevard, zoned “CB” Core Business District to “PCD” Planned Commercial Development, subject to the conditions stated herein, which property is more specifically described as follows:

A tract of land being Part of Lot 3 of the William Lasley Estate Partition, in U.S. Survey 1962, township 45 North, Range 5 East, St. Louis County, Missouri, and described as follows:

Beginning at a point on the southeastern line of said U.S. Survey 1962 said point being the most southern corner of said Lot 3 of the William Lasley Estate Partition; thence along the southwestern line of said Lot 3 north 28 degrees 10 minutes 56 seconds west, 718.61 feet to its intersection with the southern line of Olive Street (Missouri State Highway K-340), as widened; thence along said road line south 88 degrees 47 minutes 26 seconds east, 517.65 feet to a point of curve; thence continuing along said road line on a curve to the left having a radius of 1000.505 feet an arc distance of 104.72 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 761.19 feet an arc distance of 238.69 feet to a point of compound curve; thence continuing along said road line on a curve to the left having a radius of 1000.05 feet an arc distance of 97.40 feet to a point; thence continuing along said road line south 73 degrees 16 minutes 49 seconds east, 14.06 feet to a point on the southwestern line of Mosley Road as widened by the County Court of St. Louis County during the February Term, 1919; thence along said line of Mosley Road south 27 degrees 57 minutes 26 seconds east, 333.198 feet to an angle point therein; thence continuing along said road line south 12 degrees 01 minute 49 seconds west, 9.81 feet to its intersection with the southeastern line of U.S. Survey 1962, as aforementioned; thence along said survey line south 61 degrees 34 minutes 00 seconds west, 874.62 feet to the point of beginning.

SECTION 2: Purpose and General Description

The Planned Commercial Development (PCD) district enacted through this ordinance (hereafter referred to as the Creve Coeur Grand Hotel PCD) is intended to provide for the orderly reutilization of the former HBE Office Building on Olive Boulevard ~~as to~~ an upscale hotel with other buildings to be constructed on the property consisting of restaurants and other complimentary commercial uses all within a mixed-use commercial setting that is commercial on two sides, part commercial and residential on one side, and residential on the other side. As such, the development seeks to provide buffer-yards ~~exceeding in excess of~~ the planned zoning district requirements and to direct the placement of new buildings along the Olive Boulevard frontage most distant from surrounding residences. Further, the development will utilize the most effective best practices for underground stormwater management available to ensure that any water leaving the site meets or exceeds the applicable water quality standards of the Metropolitan St. Louis Sewer District. Finally, the

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development will utilize materials and a level of landscape design befitting of a quality hotel and incorporates a plaza with art sculpture and a water feature, new buildings to be constructed and finished with predominately masonry materials, parking areas and street frontages that are well landscaped, and circulation that is safe and effective.

SECTION 3: Development Regulations

A. APPLICABILITY

Development within the Creve Coeur Grand Hotel PCD is subject to all applicable City ordinances, and the conditions that are contained in this ordinance. Where the standards and regulations of this ordinance and other City ordinances appear to be in conflict, the standards in this ordinance shall prevail.

B. PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing three meals a day to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.
2. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the “CB” Core Business District, including, without limitation, Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)
3. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the “CB” Core Business District including, without limitation, Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515) shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

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C. FINAL PLAN REQUIREMENTS

1. *Generally* - The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
 - “Site Development Plan” dated ~~January 29~~March 12, 2018, drawn by Hospital Designers, Inc.;
 - All exterior elevations of the hotel building, dated January-~~29~~, 2018, drawn by Hospital Designers, Inc.;
 - “~~Conceptual~~—Landscape Site—Development—Plan” dated ~~January 29~~March 12, 2018 drawn by Landscape Technologies;
2. *Plan Submittal Requirements* - Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, in addition to the plans referenced above and attached hereto as Exhibit 1, the developer shall submit ~~the following any additional~~ plans specifically cited below for review and approval by City planning staff as follows:
 - a. The applicant is required to submit a Site Improvement Permit application, showing all exterior site and landscaping improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - ~~c. The Applicant is required to provide cross-access to the west, if such access is provided to Applicant’s property on a reciprocal basis to the east by the adjoining property owner.~~
 - ~~d. Landscape Plans shall be revised to meet The above-cited Landscape Site—Development—Plan complies with Section 405.540 Landscaping, and Section 405.810 of the City’s Off-Street Parking and Loading Regulations, as well as the goals and objectives of the City’s Comprehensive Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.~~

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~~_____ The above cited Site Development Plan provides 2 additional accessible parking spaces adjacent to the fountain park area and four accessible spaces to be retained on the two east side of the main entry to the proposed hotel, resulting in a total of ten accessible parking spaces in the front of the hotel, and has been revised to remove one parking space near the entrance along Mosley to Mosely Road shall be removed and provided with landscaping.~~

e. ~~_____ The above cited Site Development Plan has been revised so that is consistent with the rest of the site as discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission.~~

f.c. ~~_____ All sidewalks shall comply with Section 405.730- "Sidewalk Regulations. The" and parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficient trees within the parking lot islands and to sufficiently break up the parking lot. The walkway along the west access drive should provide Site Development Plan provides a minimum 3 foot green space between with sidewalk and the parking spaces, to comply in compliance with Section 405.730(A)(1)(a) Sidewalks shall be and shows that sidewalks are buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.~~

g.d. ~~_____ Final Lighting Plans, showing have been revised to show showing locations of all exterior light fixtures, including wall mounted decorative and security lighting, and photometries photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.~~

D. SPECIFIC DEVELOPMENT REQUIREMENTS

1. Sidewalk Easements - Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.
2. Fences - All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:
 - a. ~~An eight~~ A six-foot in height solid fence shall be installed within the landscaped buffer area on the south side of the property, ~~from a point 135 feet east of the west property line all the way to the closest point to the east property line to be located to the south of all adjacent parking and building areas of the site while taking into account vehicle sight distance requirements, otherwise as shown in the Site~~

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~~Development Plan dated January 29 March 12, 2018.~~
~~The~~ requirements. The fence material shall be a SimTek (or equivalent) solid vinyl simulated stone fence, tan or brown in color.

3. Signs - Prior to installation of any permanent signage, the Applicant shall be required to submit a comprehensive sign plan depicting the design, location, size and materials of all signage on the property to be approved by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.
4. Lighting Requirements - All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
 - a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
 - b. In no case shall on-site lighting standards or fixtures exceed twenty-~~four~~ four feet (~~204~~ 20)' in height, as measured from the adjacent grade.
 - c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.
5. Architectural Design Standards - The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning Commission and City Council however, ~~the~~ each building shall meet with the following architectural design standards:
 - a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
 - b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings.
 - c. The proposed retail/commercial building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.
6. Sculptures and Fountain - The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.

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7. Miscellaneous

- a. All trash enclosures located outside of the principal buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.
- b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
- c. ~~The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless~~ Unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission, the owner shall use commercially reasonable efforts to commence construction of at least one of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD within three (3) years of completion of construction upon after issuance of the final certificate of occupancy of the hotel building; provided, however, that such term shall be extended to the extent such delay is caused by general economic conditions, acts of God, fire, earthquake, floods, explosion, weather, labor shortages, strikes, lockouts, actions of labor unions, condemnation, court orders, laws or orders of governmental or military authorities or any other cause not within the control of the owner. Such an extension shall be requested by the Applicant and approved by the City Council upon recommendation by the Planning and Zoning Commission prior to the expiration date.
- d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
- e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
- f. Proof of compliance with all MoDNR requirements regarding underground storage tanks shall be provided prior to any grading or construction.
- g. Hours of operation of the outdoor pool at the hotel shall be limited to the period from 8 AM to 9 PM.

SECTION 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the ordinance and the approved development plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the

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City of such recording before any permits may be issued. If said ordinance and development plan are not recorded within one (1) year of the date of approval, it shall be void. The development plan shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.

ADOPTED THIS _____ DAY OF _____, 2018.

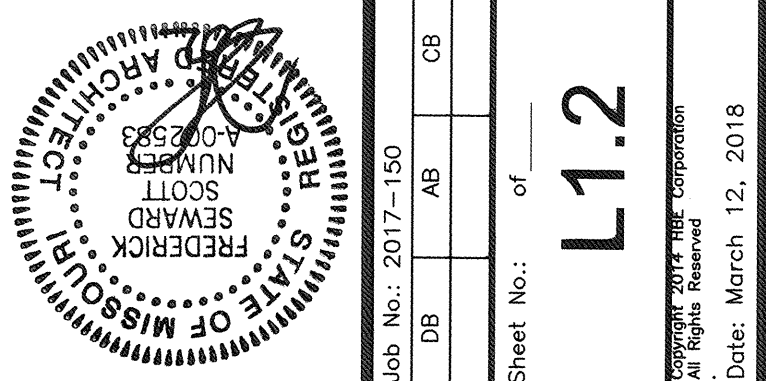
DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS _____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



**LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction**

landscape
TECHNOLOGIES

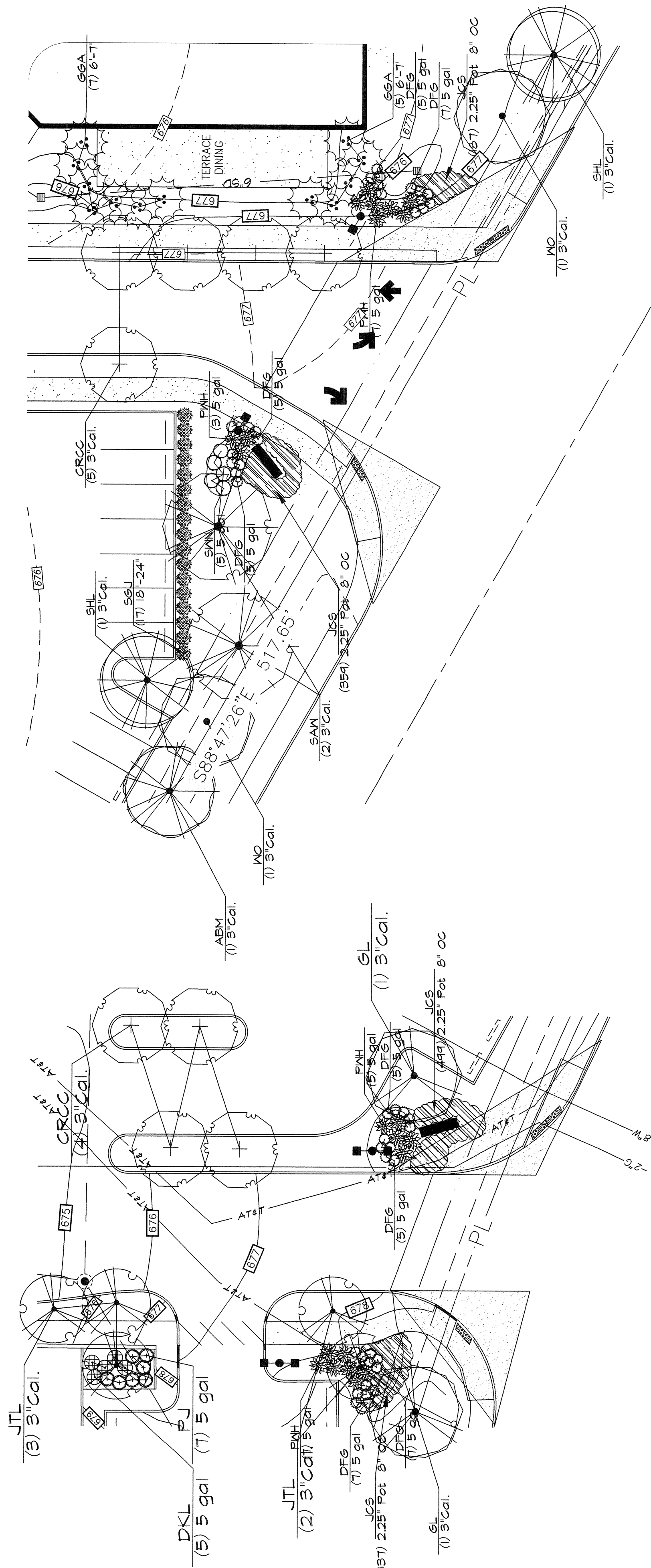
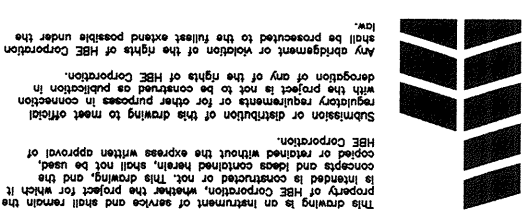
67 Jacobs Creek Drive
St. Charles, Missouri 63041
(636) 426-1250
Fax: (636) 426-1563

RANDALL W. MARDIS
 MISSOURI LANDSCAPE ARCHITECT #000019

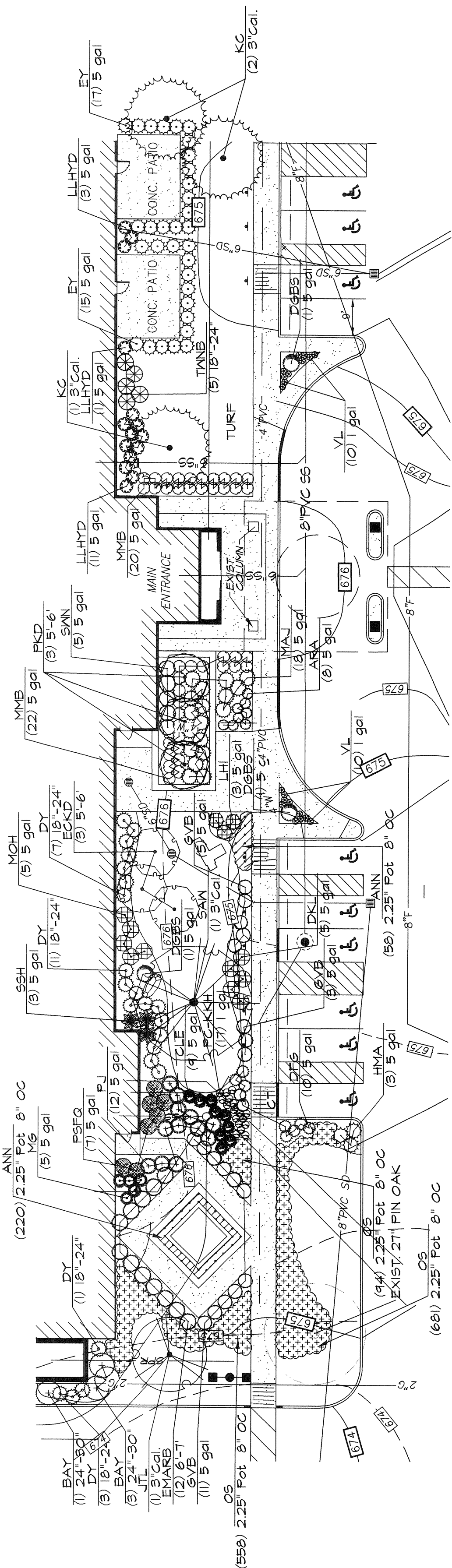
Hospital Designers, Inc.
Frederick S. Scott, Architect

Kummer Hotel Development, LLC

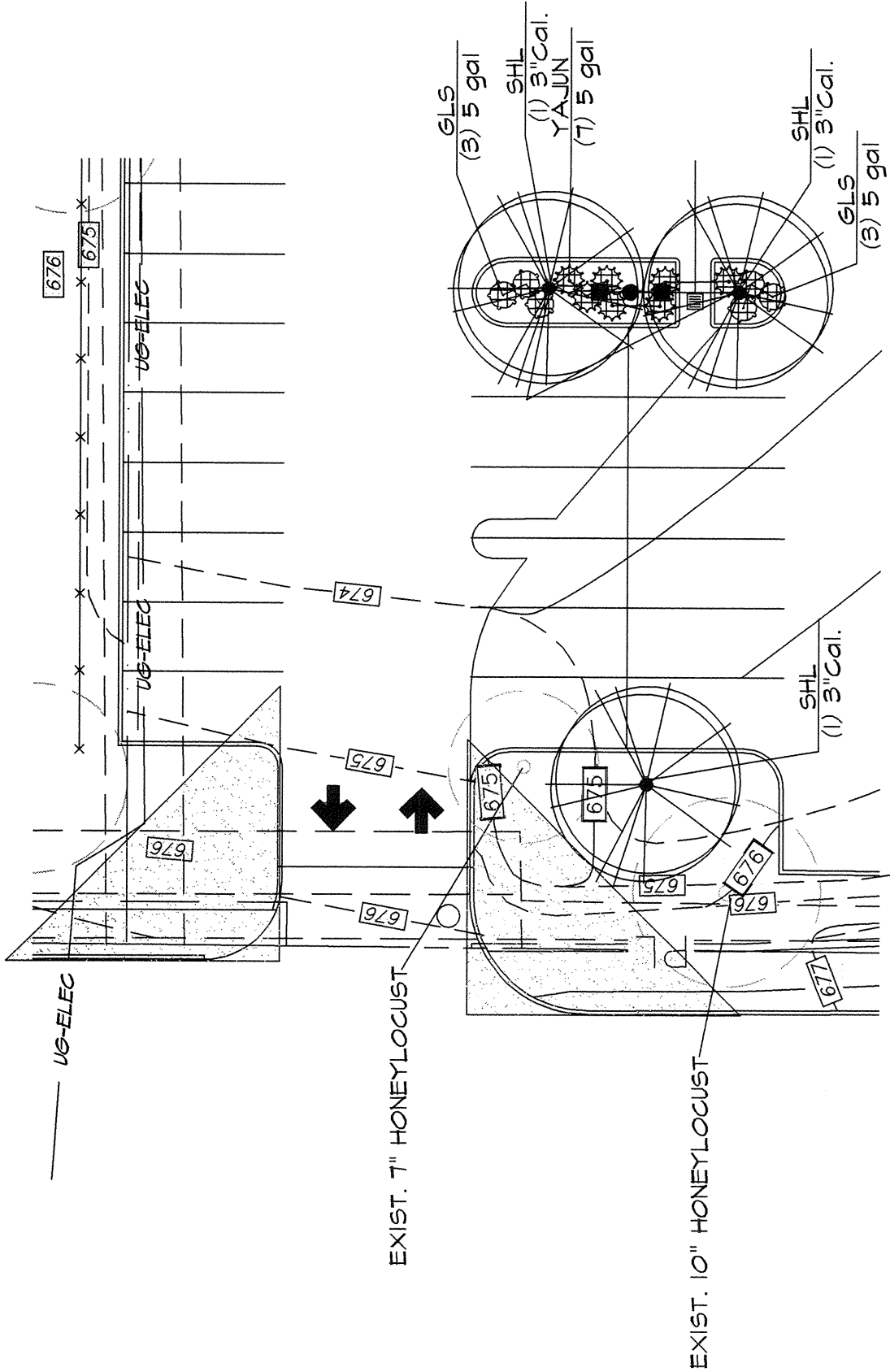
Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri!



3 WEST ENTRANCE OFF OLIVE BLVD.
LI.2 SCALE: 1"=20'-0"



4 MAIN ENTRANCE & PATIO
L1.2 SCALE: 1"=20'-0"



ENTRANCE OFF MOSLEY RD.

SCALE: 1"=20'-0"

PLANT SCHEDULE		
TREES	QTY	COMMON NAME / BOTANICAL NAME
ARM	10	Arctostaphylos Uva-ursi / Arctostaphylos Uva-ursi
ABM	5	Alnus incana / Alnus incana
GL	5	Greenleaf Liriodendron / Liriodendron tulipifera
HM	5	Hedge Maple / Acer glabrum
SAH	5	Santol Oak / Quercus agrifolia
MO	5	Millon Oak / Quercus agrifolia
SHL	5	Shiny Locust / Gloriosa palustris
EVERGREEN TREES		
CBS	5	Colorado Blue Spruce / Picea pungens
ENAB	24	Emerald Arborvitae / Thuja occidentalis
GGA	25	Green Giant Arborvitae / Thuja plicata
NS	2	Normal Spruce / Picea abies
REDP	2	Red Pine / Pinus resinosa
FLOWERING TREES		
CRCC	25	Canada Red Chokeberry / Prunus virginiana
EKCD	5	Empress of China Kousa Dogwood / Cornus kousa
JTL	16	Japanese Tree Lilac / Syringa reticulata
KC	5	Kentucky Cherry / Prunus serrulata
MBS	1	Manitoba Red / Cercis x Menziesii
RKD	6	Pink Kousa Dogwood / Cornus kousa
PFID	1	Pink Flowering Dogwood / Cornus florida
SPFC	5	Professor Sprenger Flowering Crabapple / Malus 'Professor Sprenger'
SPBC	6	Spring Snow Flowering Crabapple / Malus 'Spring Snow'
JSM	4	Japanese Magnolia / Magnolia virginiana
SHRUBS		
ACF	1	Amelanchier canadensis / Amelanchier canadensis
ARA	5	Arctostaphylos Uva-ursi / Arctostaphylos Uva-ursi
GH	54	Greenleaf Liriodendron / Liriodendron tulipifera
YALN	64	Yellow Alder / Alnus incana
DAJ	22	Doyle's Japanese Dogwood / Cornus doylei
DBBS	5	Doyle's Blue Spruce / Picea abies
DKL	50	Doyle's Korean Lilac / Syringa koreana
EYF	44	Evergreen Yew / Taxus x media
GFY	1	Gold Flame Yew / Taxus x media
GFJ	5	Golden Chain Yew / Taxus x media
GFCC	50	Golden Chain Yew / Taxus x media
GBV	41	Green Velvet Boxwood / Buxus sempervirens
GLS	70	Green Leafy Spruce / Picea canadensis
HVA	71	Hickory / Carya alba
HY	24	Hickory / Carya alba
LHYD	50	Little Leaf Yew / Taxus x media
LHI	5	Little Leaf Yew / Taxus x media
DVB	16	Doyle's Blue Spruce / Picea abies
MAJ	5	Manitoba Red / Cercis x Menziesii
MOB	42	Munich Oak / Quercus agrifolia
NMB	15	Normal Maple / Acer glabrum
BAY	51	Bay / Liriodendron tulipifera
PSFC	7	Professor Sprenger Flowering Crabapple / Malus 'Professor Sprenger'
PFH	22	Pink Flowering Dogwood / Cornus florida
FJ	71	Fern / Adiantum species
SOJ	101	Shiny Locust / Gloriosa palustris
SSH	5	Shiny Locust / Gloriosa palustris
SKN	15	Summer Kousa Dogwood / Cornus kousa
TNB	2	Tiny Kousa Dogwood / Cornus kousa
CLE	14	Hummingbird Summerweet / Clethra alnifolia
ANNUALS/PERENNIALS		
HRD	18	Happy Returns Daylily / Hemerocallis hybrid
MIN-SAL	14	May Night Salvia / Salvia nemorosa
PC-KRH	17	Purple Coneflower / Echinacea purpurea
RSD	7	Red Stella Daylily / Hemerocallis 'Red Stella'
VL	20	Variiegated Liriope / Liriope muscari
GRASSES		
DFG	62	Dwarf Fountain Grass / Pennisetum alopecuroides
HG	5	Hardy Grass / Miscanthus sinensis
GROUND COVERS		
2x46	2x46	Big Blue Liriope / Liriope muscari
1562	1562	John Creech Sedum / Sedum spurium
275	275	Mixed Annuals / Mix of Five Varieties
1595	1595	Orange Stonecrop / Sedum kamtschaticum



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: February 5, 2018

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard, also addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business District. The building was originally developed in 1979 and contains pre-existing non-conformities on the site, including and not limited to, site coverage and setbacks for buildings over 45 feet when adjacent to residential districts. Hotels and Restaurants are permitted with conditions in the CB District. The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References

- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

**APPLICANT'S
REPRESENTATIVE:**

Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847



REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development;
Whitney Kelly, AICP, City Planner

DATE: 2/1/2018

ATTACHMENTS: Applicant's Materials received January 12, 2018, and Landscape Rendering submitted on January 22, 2018
Draft Ordinance

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan would replace all prior zoning regulations on the property and the zoning map would be changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions would be included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan would govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, would be permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing. The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but would be reviewed as part of a second phase.

REVISIONS SINCE THE PREVIOUS REVIEW

As discussed in the prior Staff Report, the Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a 7,000 square foot freestanding restaurant, and a 20,103 square foot commercial/retail building. The Applicants have increased the EIFS "New Brick" product for a portion of the front elevation, the proposed remaining EIFS will have a TerraNeo texture to resemble granite (identified as a simulated granite finish), instead of the prior smooth finish, traditional stucco EIFS, and added a new fountain and seating within a park-like area with the relocated artwork adjacent to the hotel building. The overall site coverage has increased from 66.77% to 67.1%, with parking increased from 529 to 534 spaces.

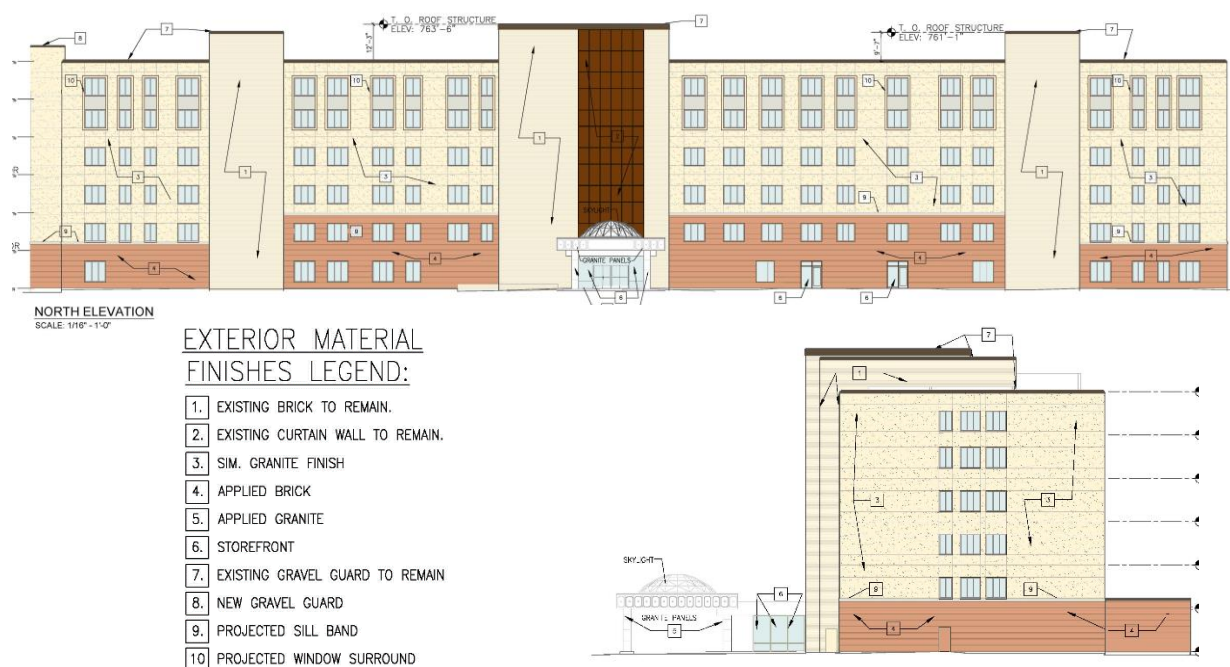


Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials Indicated.

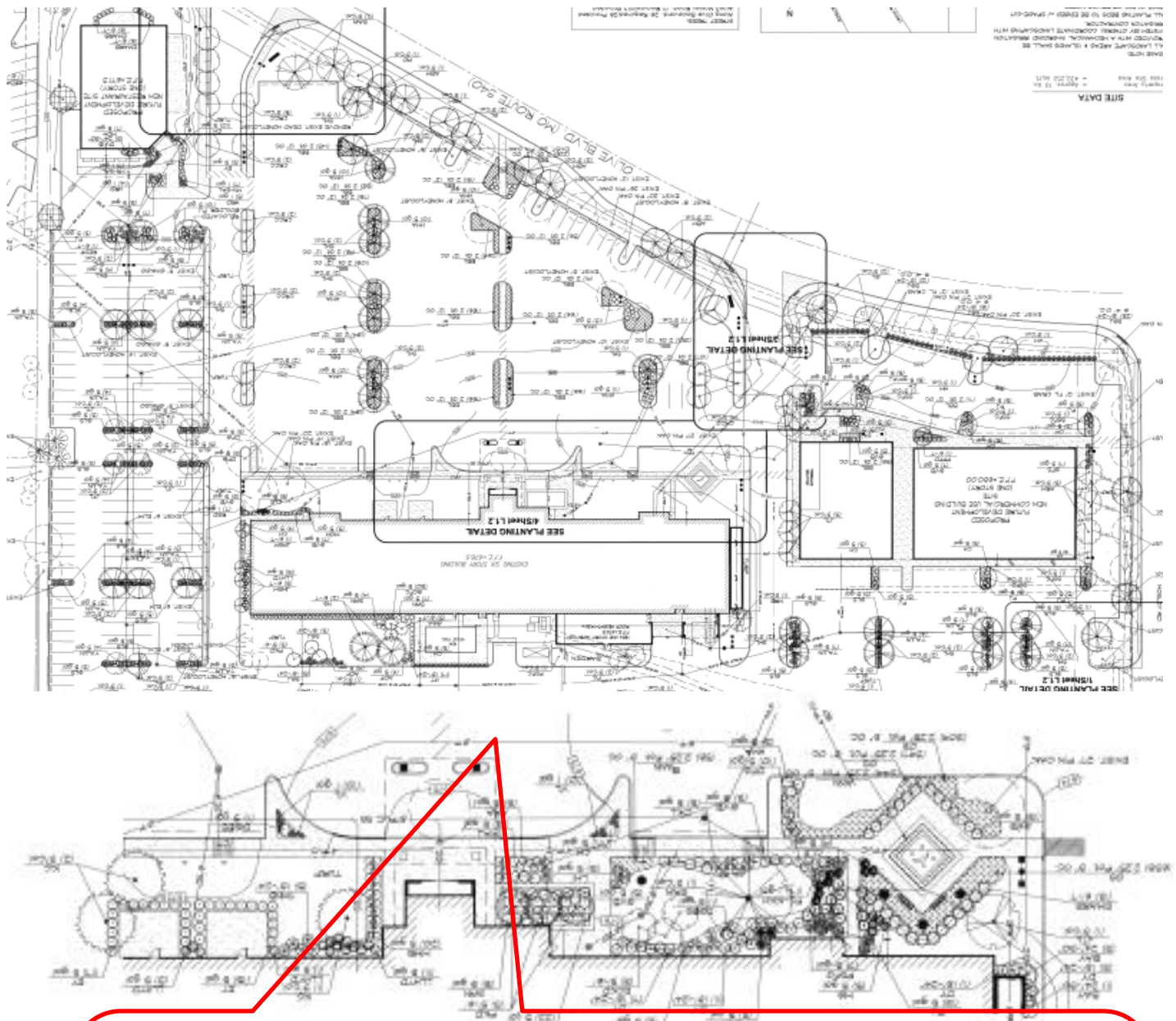


Figure 2: Applicant's revised overall Landscape Plan, showing layout of future Buildings on the site, and park area adjacent to the building detailed landscaping



Figure 3: Close-up of the Applicant's Rendering of the fountain area and multi-tenant retail building.

The site plan is also showing a 6-foot high fence along the rear of the property. The proposed fence is a Simtek EcoStone solid vinyl simulated stone product. As shown, the fence does not extend across the full length of the property. The Applicant has indicated that the ground elevation of the parking is at least 12 feet above the adjacent properties at the west property line with steep terrain and dense existing landscaping which provides sufficient privacy to those neighbors. If the Commission wishes to have the fence extend to the west property line, they will need to discuss this item with the Applicant. Staff has included a condition of approval that the fence material shall be a SimTek (or equivalent) simulated stone fence, tan or brown in color.

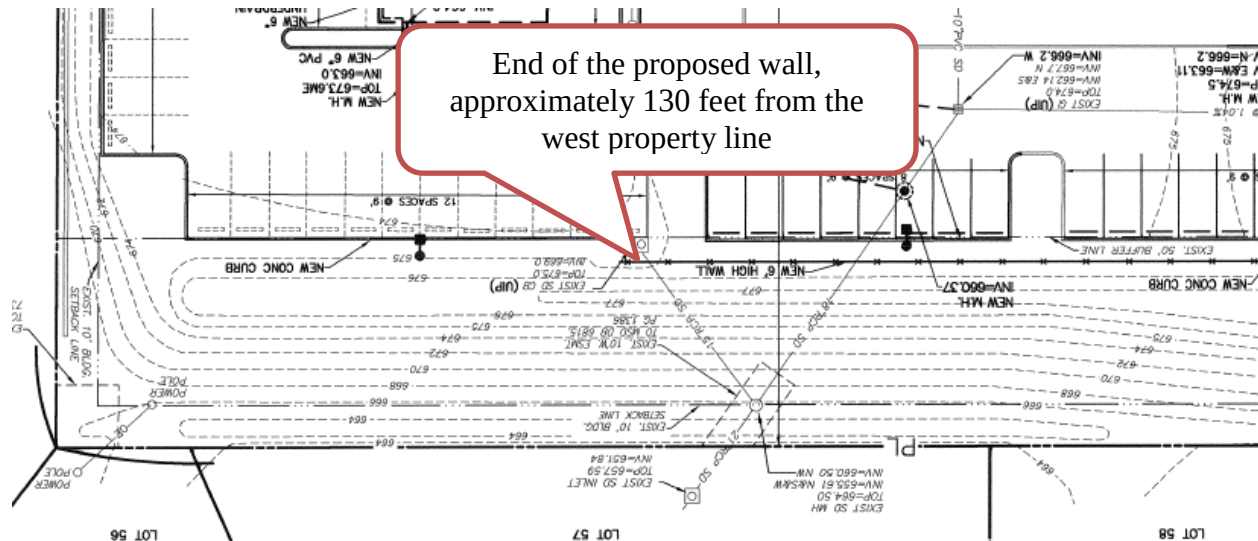


Figure 4: Close-up of the Applicant's Site Plan, showing the proposed fence location.

SUMMARY FROM PREVIOUS REVIEW

As discussed in the prior staff report, the proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a whole new zoning district is created that would be unique to this project. The most significant of which is whether or not the proposal fully warrants such a unique zoning district and that it is so beneficial to the community that the City should consider allowing for a waiver from the traditional standards under the existing Core Business District designation. There were several key issues related to the development that were discussed at the prior meeting. Changes that have been made to address these issues are summarized below:

- **The proposed mixture of uses, particularly, the hotel and the measures required to buffer this use from adjacent residential properties.**

As discussed in the prior staff report, the proposed hotel use, retail and restaurant uses, depending on the chosen tenants, have the potential to complement each other. The revised drawings include relocating the public art within a park-like area with a water feature and seating to the north east corner of the building. A new pedestrian plaza connection within the future shopping center, to connect the north and south parking areas is also proposed which provides greater pedestrian access. More specific detail regarding the fountain area designs have also been included. The Applicant has provided revised renderings of the shopping center and the restaurant to address the concern of compatibility and will commit to the use of stone and masonry as the predominant material for the future development, but no further specific details have been included. Therefore, Staff has included a condition of approval that the design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning and City Council and that the each building shall meet with the following architectural design standards:

- a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
- b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings.
- c. The proposed retail/commercial building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.

The Applicant has indicated that he anticipates that the construction would occur concurrently with the development of the hotel. To provide additional assurances, staff has included a condition of approval that the Applicant shall proceed with the future phases no later than two years after final occupancy of the hotel.

- **The overall design quality of the site, the use of building materials covering the existing brick structure.**

As discussed in the prior staff report, the EIFS proposed for the exterior of the hotel would cover up the existing masonry façade in all areas except for the three tower elements. The lower cladding is an EIFS product called “New Brick” which is meant to simulate masonry brick units and is applied on-site with exposed mortared joints. In the prior review, discussion included increasing the “new brick” EIFS, instead of the traditional EIFS. The current proposal includes bringing the ‘new brick’ up to the second level for a portion of the front elevations. The remaining EIFS will consist of a TerraNeo in the Everest color that is meant to provide the appearance of a natural granite.

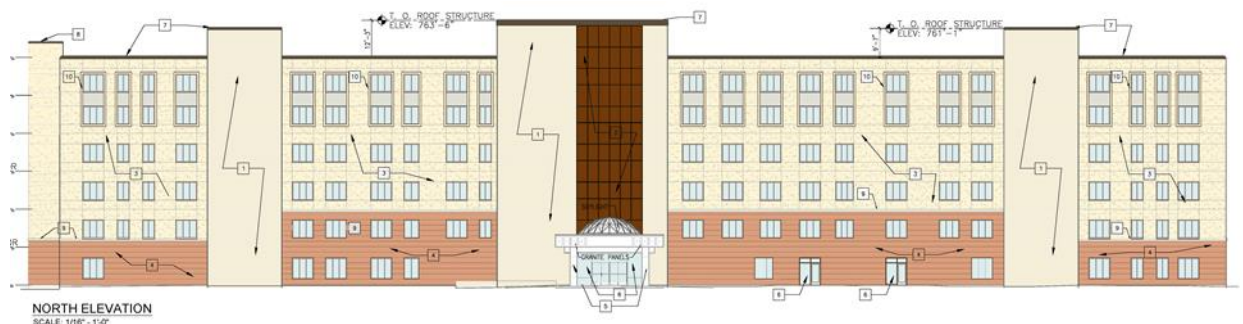


Figure 5: Proposed North Elevation, showing the "new Brick" EIFS carried up for a portion of the front elevation.



Figure 6: Close-up of the color TerraNeo Everest color

The City’s Design Guidelines discusses that all elevations should receive equal design consideration as the primary elevation. The rear and side facades should be designed with similar architectural detailing and materials to be compatible with the principal facades of the building. The drawings show the New Brick is carried around to all elevations and the TerraNeo product is used on all elevations.

- **The scale of the park and greenspace provided, and the landscaping, and placement of artwork and fountains that meet with the intent of the District.**

The Applicants have relocated the fountain with the existing artwork to be placed in front of the building at the northeast corner, to allow for visibility with the proposed future patio dining area on the adjacent building. The new location for this park-like space is now adjacent to the building to create a usable pedestrian amenity for visitors and employees to this site. However, this area is broken up by parking spaces which protrude into the greenspace. In exchange for this additional greenspace, the landscaped islands within the parking lot along the walkway from the street to the building have decreased.

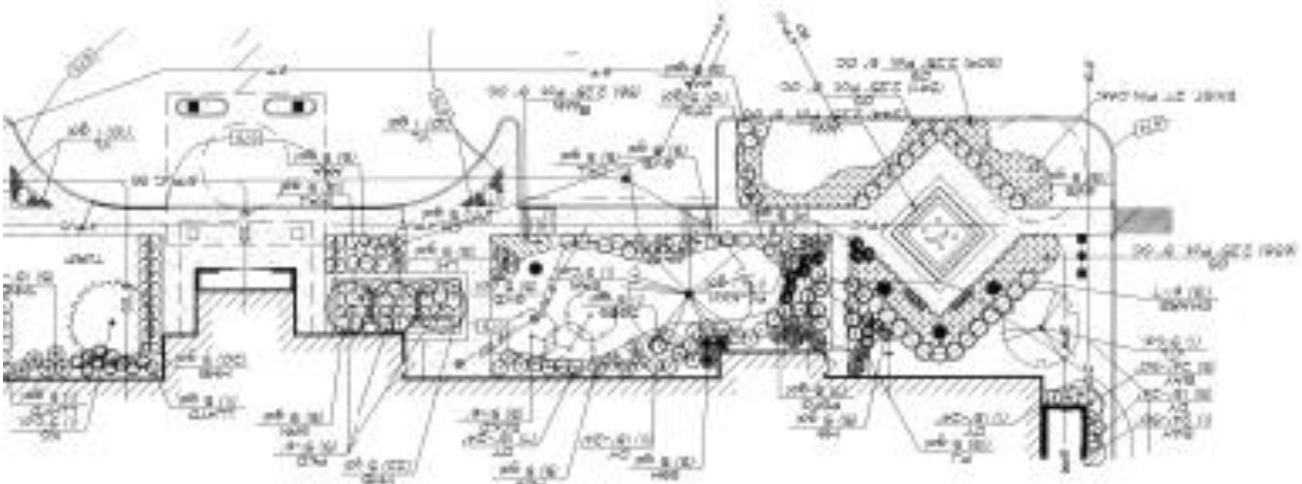


Figure 7: Landscape detail of the fountain and park area.

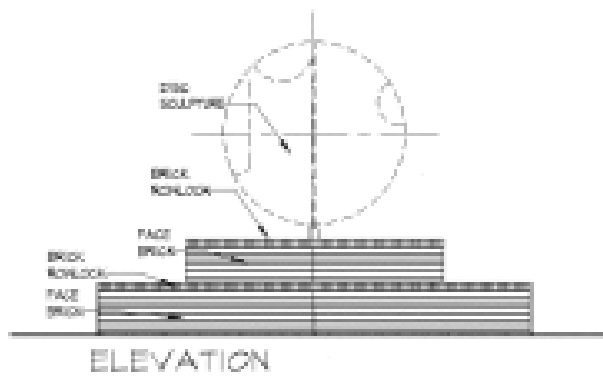


Figure 8: Elevation of the proposed water feature with disc sculpture on top.

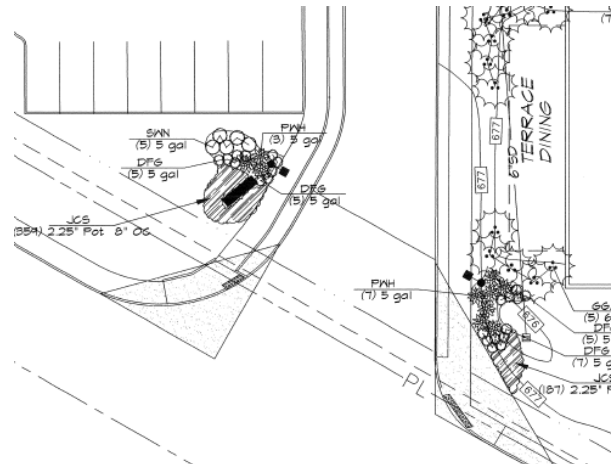


Figure 9: Close-up of the Landscaping and new parking at the west entrance along Olive Boulevard

Staff still has concerns with some elements of the landscaping and site layout, particularly with the decrease in the green space, and increased site coverage to 67.1% since the prior review, that are discussed further below.

Landscaping

The prior Staff Report discussed Comprehensive Plan and Design Guidelines recommendations of well landscaped frontages along Olive Boulevard and Mosley Road that includes a mixture of plant material that provides for year round interest, as well as to provide for sufficient headlight screening. The Applicants have not provided additional landscaping in front of the stalls for the

Staff further recommends that the parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficient trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between with sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.



Additionally, Subsection (1)(c) requires that textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route as determined by the Planning and Zoning Commission. Therefore, a condition of approval includes that the Site Development Plan shall be revised to provide for contrasting sidewalks across all drive aisles.

- **The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.**

The revised drawings show that parking has increased from 529 spaces to 534 spaces. The City's Parking Regulations and through the Planned Commercial District review, allow for up to 50% of shared parking for those uses that have different parking demand hours. Therefore with the increase in greenspace associated with the parking lot islands, the site provides well over the amount of parking spaces than would be required.

Additionally, staff would recommend that two parking spaces at the southeast corner of the site at the Mosley Road entrance should be removed for vehicular safety, of those entering and exiting the site.

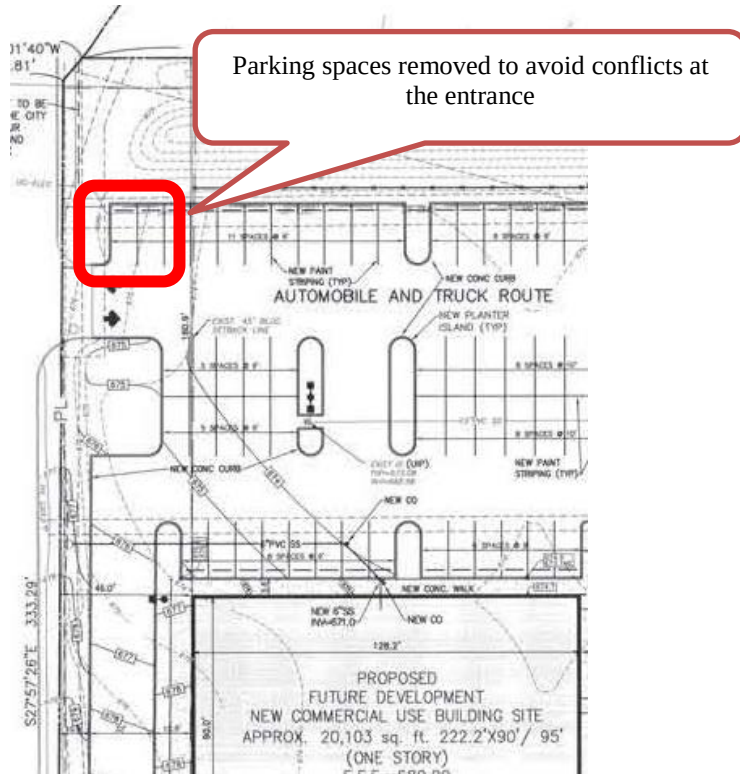


Figure 8: close-up of the site plan at the Mosley Road entrance.

- **Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date.**

The Applicant has provided additional renderings to convey the intended design quality with the additional buildings that are proposed for the site. The applicant does not have specific users in mind at this time and; therefore, has not fully designed these buildings. As discussed above, Staff proposed conditions as well as each building being subject to Planning and Zoning Commission and City Council review prior to construction.

- **Cross access connections with the businesses to the west.**

The Applicant has not included a cross access to the west due to concerns of the cut-through traffic through the site. Staff continues to believe that cross-access to the west is desirable in that would provide additional options for motorists to reach a signalized intersection at Craig Road or Office Parkway, and therefore has included a condition of approval that the cross-access be provided.

• **Demonstrated level of the public benefit to the City derived from the proposed development**

As discussed in the previous Staff Report, regarding the eligibility of a Planned Development under Section 405.390 of the Zoning Ordinance, a proposal should include tangible public benefit(s) including, but not limited to, the following:

1. Provision of public or quasi-public parking facilities;
2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
3. Consolidation and/or elimination of overhead utility wires;
4. Inclusion of landscaped gardens, plazas or parks available for public use;
5. Provision of alternative street connections or the dedication of land for additional street right-of-way;
6. Fountains, statuary, public art;
7. Architectural distinction and significance that would make the building(s) noteworthy;
8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.

These benefits are to be more than those that would be accomplished under the minimum code requirements. As stated within this criteria, Staff recognizes that there remains questions of weighing these benefits as a “tangible public benefit” and that fulfillment of the public benefit element of this development is at the discretion of the Planning and Zoning Commission and City Council. However, based on the provisions listed in the code, the following elements are proposed with this application:

- A park-like greenspace with a fountain, seating area, and public art area adjacent to the building.
- An alternative street connection to Mosley Road is maintained. High quality building materials for the new buildings to be constructed on site that would be predominately masonry with site features such as outdoor dining and enhances landscaping.

Areas that continue to be areas that could create further public benefit:

- The increase in the green space and additional landscaping as recommended by staff
- Cross access to the west leading to the Craig Road or Executive Parkway signal.

CALCULATION FOR PREDOMINANTLY NON-RESIDENTIAL

In the prior Staff Report, under the Design Criteria Table for the Planned Commercial (PCD) District, item 1 states: Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification

map or from any street within the "LI" Light Industrial zoning district. Where Section 405.390 defines Predominantly Non-Residential: A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Staff's prior assessment stated that the surrounding area was 51.52% Commercial, and 48.48% Residential, therefore this criterion was met. At the time, a property addressed as 780 Office Parkway was a separate parcel zoned Planned Office and therefore was included within the commercial calculation. In checking with our Public Works Department, this property was purchased by the City and became a public right-of-way in March 28, 2016. The GIS maps were recently updated to remove this parcel.



Figure 9: Close-up of the aerial Map of the area indicating lot 780 Office Parkway, from July 24, 2017



Figure 10: Close-up from the City's current GIS showing that this area is public right-of-way

Based upon this additional information, the revised calculations for the area surrounding the HBE Site is **48.63% Residential, and 51.37% Commercial.**



Figure 11: Close-up of the aerial GIS Map of 11210 with the driveway extending to Mosley Road.

A resident also raised the question of 11210 Still Lane where the portion that extends to Mosley Road of 2552.74 sq. ft. was included as part of the residential area, as this area is a private driveway that only serves that single residence and is not a public right-of-way. If this area is excluded, **the residential area decreases to 48.56% and commercial area increases to 51.44%.** In all scenarios, the project remains in compliance with the "predominately Non-Residential" criterion of the Planned Commercial District.

PROTEST PETITION

Staff would like to make the Commission aware that protest petitions have been filed against this proposal.

Section 405.1060(D)(4) of the Zoning Ordinance pertaining to rezoning applications states that after receipt of a recommendation from the Commission, the City Council shall consider the application. In case of a protest against a text amendment or rezoning duly signed and acknowledged by the owners of thirty percent (30%) or more, either of the areas of the land (exclusive of streets and alleys) included in such proposed change or within an area determined by lines drawn parallel to and one hundred eighty-five

(185) feet distant from the boundaries of the district proposed to be changed, such amendment shall not become effective except by the favorable vote of two-thirds (2/3) of all of the members of the City Council.

Prior to Council consideration and after a recommendation has been provided by the Commission, staff will calculate the petitions against the requirements of the ordinance.

CORRESPONDING TEXT AMENDMENT, APPLICATION #17-029

In conjunction with Application #17-028 for the rezoning of 11318 Olive Boulevard to the Planned Commercial District, the Applicant is seeking to revise the language to allow for secondary access onto Mosley Road. Section 405.390(D)(2)(b)(1) states:

Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

The Text Amendment was tabled for further revisions and discussions with the Site Development Plan. The proposed Text Amendment would provide greater clarity with primary access from the major commercial roads identified, with secondary access to the side street, to read as follows:

b. Planned commercial development (PCD).

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have ~~all primary access, not including emergency-use only driveways~~, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within "LI" Light Industrial zoning district ~~except that the project, and may also have (a) cross access with an adjacent commercial property whose access is limited to only secondary access to the side a major or minor arterial road according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district, and (b) continued access to an arterial road as existing on the date of approval of any PCD hereunder.~~

The Commission will need to consider the proposed text amendment and provide a separate vote for this request.

SUMMARY AND RECOMMENDATION

The Applicant has submitted revisions to the original proposal to address many of the issues that were raised by the Commission at the last meeting. Staff has provided additional recommendations for consideration to address the remaining deficiencies.

Based on the analysis outlined in this report, Staff's recommended conditions of approval are below, which have been included in the draft ordinance:

PERMITTED AND ACCESSORY USES

Only the following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted in the Creve Coeur Grand Hotel PCD:

1. Hotel (Use Code 721110) that provides the following services which represent the offerings of a full-scale hotel establishment: food and beverage service providing three meals a day

- to serve the hotel guests; room service; on-site laundry service; fitness center; outdoor pool; business services; and, sundries shop.
2. Full-Service Restaurants (Use Code 722511); Limited-Service Restaurants (Use Code 722513); Cafeterias, Grill Buffets, and Buffets (Use Code 722514); Snack and, Non-Alcoholic Beverage Bars (Use Code 722515)
 3. Commercial uses listed as Permitted Uses in Section 405.210 Table A: for the “CB” Core Business District.
 4. Commercial uses listed as Conditional Uses in Section 405.210 Table A: for the “CB” Core Business District shall require approval of a conditional use permit, except for those uses specifically prohibited within this Section.

The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are specifically prohibited in the Creve Coeur Grand Hotel PCD:

1. All Drive-in and Drive-through Services (Use Code CC442100), including those associated with Food Services (Use Code 772513);
2. Gasoline Stations (Use Code 447190) and Gasoline Stations with Convenience Stores (Use Code 447110),

FINAL PLAN REQUIREMENTS

1. *Generally* – The Creve Coeur Grand Hotel PCD shall be developed in substantial conformance with the following submitted documents which are attached hereto, collectively as Exhibit 1, except as modified by this ordinance:
 - “Site Development Plan” dated January 29, 2018, drawn by Hospital Designers, Inc.;
 - All exterior elevations of the hotel building, dated January 29, 2018, drawn by Hospital Designers, Inc.;
 - “Conceptual Landscape Plan” dated January 29, 2018 drawn by Landscape Technologies;
2. *Plan Submittal Requirements* – Prior to the issuance of any permits for construction within the Creve Coeur Grand PCD, the developer shall submit the following plans for review and approval as follows:
 - a. The applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - b. The applicant or assigned builder(s) are required to submit Building Permit applications for all structures, as required by Article II of the Building Code. Exterior elevations of all buildings and structures shall be in substantial conformance with all drawings attached hereto as Exhibit 1.
 - c. The Applicant is required to provide cross-access to the west, if such access is provided to Applicant's property on a reciprocal basis to the east by the adjoining property owner.
 - d. Landscape Plans shall be revised to meet with Section 405.540 Landscaping, and Section 405.810 of the City’s Off-Street Parking and Loading Regulations, as well as the goals and objectives of the City’s Comprehensive Plan and Design Guidelines for lush, well landscaped frontages along Olive Boulevard and Mosley Road, and at the entrances into the site, as discussed in the Staff Reports for the October 23, 2017 and February 5, 2018 Planning and Zoning Commission meetings.
 - e. The parking spaces adjacent to the fountain park area and the two parking spaces near the entrance along Mosley Road shall be removed and replaced with landscaping that is consistent with the rest of the site as discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission.

- f. All sidewalks shall comply with Section 405.730 Sidewalk Regulations. The parking lot islands should be increased adjacent to the walkway from the street to the building entrance to provide for sufficient trees within the parking lot islands and to break up the parking lot. The walkway along the west access drive should provide a minimum 3 foot green space between sidewalk and the parking spaces, to comply with Section 405.730(A)(1)(a) Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.
- g. Lighting Plans, showing locations of all exterior light fixtures, including wall-mounted decorative and security lighting, and photometrics shall be submitted to the Planning Division for review and approval in conformance with Section 405.680, Lighting, of the Zoning Code and as otherwise required herein.

SPECIFIC DEVELOPMENT REQUIREMENTS

1. Sidewalk Easements – Public sidewalk easements shall be dedicated to MoDOT for all applicable areas along Olive Boulevard and to the City of Creve Coeur along Mosley Road to extend one-foot behind the existing sidewalks.
2. Fences – All fences shall comply with Chapter 405, The Zoning Ordinance, except as follows:
 - a. A six-foot in height solid fence shall be installed within the landscaped buffer area on the south side of the property as shown in the Site Development Plan dated January 29, 2018. The fence material shall be a SimTek (or equivalent) solid vinyl simulated stone fence, tan or brown in color.
3. Signs – Prior to installation of any permanent signage, the Applicant shall be required to submit and receive approval by the Planning and Zoning Commission and City Council as an amendment to the Planned Commercial Development.
4. Lighting Requirements – All existing parking lot lighting shall be replaced and shall be in conformance with Section 405.680, Lighting, of the Zoning Code, except as follows:
 - a. The height and design of all lighting fixtures shall be consistent with the quality and image of the buildings and the high visibility of the site to the general public.
 - b. In no case shall on-site lighting standards or fixtures exceed twenty feet (20') in height, as measured from the adjacent grade.
 - c. All on-site lighting shall be designed to provide the minimum lighting necessary to ensure adequate vision and comfort in parking areas according to the Illuminating Engineers Society of North America Recommended Practices for Parking Facilities (IESNA RP-20-98) and shielded to not cause glare or direct illumination onto surrounding properties or public/private rights-of-way.
5. Architectural Design Standards – The design of the freestanding retail/commercial and restaurant buildings shall require approval by the Planning and Zoning and City Council and each building shall meet with the following architectural design standards:
 - a. Each new building constructed on the site shall have masonry (brick or stone) as the primary building material in a color that compliments the hotel building and each other building.
 - b. Site amenities such as outdoor dining and seating areas and landscaping shall be provided adjacent to the buildings
 - c. The proposed retail/commercial building located to the east of the hotel shall provide a pedestrian walkway to connect the southern parking area to the storefronts.
6. Sculptures and Fountain – The proposed artwork and fountain shall be maintained in good condition, and in the case of the fountain/water feature, in good working order.
7. Miscellaneous
 - a. All trash enclosures located outside of the principal buildings and parking garage shall be constructed of materials that are consistent with the building and composed in a similar fashion.

- b. A bike rack shall be installed in front of each building on the site for the Zoning Administrator's approval as to design and location.
- c. The construction of the additional buildings which serve as an integral part of the Creve Coeur Grand Hotel PCD shall commence within two years of the approval for rezoning, unless an extension is granted for just cause by the City Council upon recommendation by the Planning and Zoning Commission.
- d. An underground irrigation system shall be installed and maintained to serve all new landscaped areas.
- e. Except as expressly provided in Exhibit 1, trees shall not be removed without approval by the Zoning Administrator. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.

SUGGESTED ACTION

If the Commission members believe that the proposal meets with the purpose of the Planned Commercial District, and the goals and objectives of the Comprehensive Plan and Design Guidelines, they should make a motion to approve the rezoning and site development plan.

"I move to approve application #17-028, the rezoning of 11318 Olive Boulevard and site development plan for the hotel subject to the conditions discussed in the Staff Report for the February 5, 2018 Planning and Zoning Commission Meeting and in the Draft Ordinance (Conditions may be added, eliminated, or modified by preceding motion)."

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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.

HBE Corporation

11330 Olive Boulevard, St. Louis, MO 63141
(314) 567-9000 Fax: (314) 567-0602 www.hbecorp.com

January 12, 2018

Mr. Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Road
Creve Coeur, MO 63141

Re: Resubmittal for Planning & Zoning Meeting January 29, 2018
Application 17-028; Creve Coeur Grand Hotel
Creve Coeur, MO

Dear Mr. Jaggi:

Pursuant to your request, please be in receipt of the following resubmittal items for your use for the Planning & Zoning Meeting scheduled for January 29, 2018 at 6:30 p.m.

- 1) Four sets of drawings, dated January 29, 2018, one of which is wet sealed and signed by the Architect. These documents include architectural and landscaping drawings.
- 2) Four sets of three color CONCEPTUAL renderings illustrating the design and materials for the two Outparcel buildings, and a colored Landscaping plan.
- 3) Four copies of the Creve Coeur Grand Hotel, Responses to Key Issues, January 29, 2018, with an attached Outline Specification of Outparcel Buildings.

These documents indicate and identify the modifications that have been incorporated as a result of our meetings with staff after the Planning & Zoning meeting on November 6, 2017, which was our last presentation to Planning & Zoning.

All required DESIGN CRITERIA, including calculations of coverage, F.A.R., parking count and interior landscaped area in parking lot, is indicated on the drawings, specifically Sheet A-1.0, Site Development Plan. Exterior Elevations, Sheet A.3.0, indicate the percentage of materials for each elevation. Modifications to the proposed Project, as now submitted, are identified and described in the Responses to Key Issues, specifically effecting descriptions of the Project regarding the exterior design, the location of the water feature, sculptures, and promenade.

Mr. Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
January 12, 2018
Page Two

Please advise me if you find this resubmittal satisfactory and if any other information may be warranted.

Very truly yours,

HBE CORPORATION



Fredrick S. Scott
Architect

FSS:jat

enclosures

cc: Whitney Kelly, City Planner - City of Creve Coeur
Timothy Tryniecki - Armstrong Teasdale
Fred S. Kummer - HBE Corporation
Fred S. Kummer, III - Kummer Hotel Development, LLC
Joseph Lehrer - HBE Corporation

Creve Coeur Grand Hotel

Responses to Key Issues

January 29, 2018

- 1. The proposed mixture of uses, particularly, the Hotel and the measures required to buffer this use from adjacent residential properties.**

Response: We have acquiesced to the City Staff's recommendations regarding a solid wall adjacent to the south boundary of the Property. An attractive new wall, 6 feet high, shall be provided within the existing landscaped 50' buffer on the south side of the property, adjacent to the adjoining residential properties. This new privacy wall shall be located approximately five feet south of the existing paved parking surface. This wall shall be of solid material panels and posts in a pattern that simulates granite-stone appearance, providing both privacy and security, and is extremely durable with superior strength. This wall shall be similar to the product manufactured by SimTek, called "EcoStone," a sample of which has been presented to Staff and will be available for inspection by the Planning Commission.

This privacy wall will extend from approximately 45' from the East property line to approximately 135' from the West property line, terminating near the top of the berm at the extremely steep slope within the buffer zone. The existing dense landscaping, high berm and the steep terrain within the existing buffer zone will remain the "robust barrier" sought by City officials and will not be disturbed or affected by this new wall.

Additional evergreen landscaping shall also be provided in selected areas within the existing buffer yard.

As to permitted uses, the Applicant is awaiting suggestions from Staff and a proposed form of ordinance, and will comment upon receipt, but will expect that the itemized permitted uses will include hotel, all retail, restaurant, and most of the other uses now permitted as of right in the Core Business District. Conditional Uses will include most of the other conditional uses now provided in the Core Business District.

Permitted collective square footage of each of the proposed Restaurant on the west and the proposed Commercial/Retail building on the east (collectively, the "Outparcel Buildings") will be as shown on the Site Plan.

2. The overall design quality of the site, the use of building materials covering the existing brick structure.

Response: The Applicant, pursuant to numerous meetings with Staff, has revised the design as shown on plans, dated 1-29-2018, submitted herewith on January 12, 2018. The revisions are discussed below.

The revised plans retain the exterior insulation finish system required to be applied to the existing face brick in order that the repurposed building be in compliance with the City's current Energy Code and meet the Code requirement of "continuous insulation," pursuant to its Building Code criteria for load requirements to an existing structure.

The existing building is a poured-in-place concrete structure with concrete columns and spandrel beams, and a concrete rib floor system. The existing face brick is supported by and attached to the exterior concrete spandrel beam above the windows. There is no insulating material in the shallow cavity between the face brick and the concrete spandrel beam or concrete walls.

The use of an exterior insulation system, which is applied to the surface of the existing brick, provides the required thermal resistance to the walls of the building envelope. Please note that the currently manufactured exterior insulation finish systems and the systems selected for this repurposed building are a very much improved, superior and state of the art system, as manufactured by Dryvit. These very superior and durable insulating surface systems are the most appropriate method to meet all the demands of the design and provide the required thermal resistance, as well as being a very hard and attractive material, satisfying the requirements of the City's Codes, and staff's stated aesthetic considerations for the hotel structure.

We have responded to the City Staff's recommendations by expanding the brick area of the exterior of the Building. The North elevation of the Hotel will have the proposed NewBrick product extended from grade level higher and up to the of the third floor line, a height of approximately 25 feet above grade, on each side of the main entry extending to the projected stair towers to the east and west. The New Brick will be applied at the exterior walls of the first floor from grade up to the sill line of the windows serving the second floor at all of the other elevations.

As a further concession to the Staff's recommendations, the finished material above the NewBrick will be upgraded from stucco to an applied durable, simulated granite surface Dryvit product, Terraneo, on all exterior elevations. Please reference the Exterior Elevations Drawings, which also indicate the percentages of all the materials to be used. A sample of the Terraneo product has been provided to staff.

Please also refer to the renderings included in this resubmittal.

3. The Scale of the park and greenspace provided, and the landscaping, and placement of artwork and fountains that meet with the intent of the District.

Responses: In response to the City Staff's suggestions about the intent of the District, we have provided for a park- like greenspace on the eastern front lawn of the Hotel in lieu of that shown on previous proposals. This special amenity area shall contain pedestrian paths, perennial and seasonal planting, a sculpture garden displaying the unique and impressive Brother Mel pieces, bench seating and an attractive water feature with a distinctive sculpture. This special site feature will provide an extremely pleasant setting and relaxing exterior space, containing public art and a seating area and for hotel guests, which is easily viewed from the proposed Retail/Commercial building to the east, as suggested by the City Staff. Pedestrian access from the hotel to the retail/commercial building will be through this attractive greenspace amenity.

The Applicant has retained its allowance of \$250,000.00 towards the creation of this amenity. Details of this space are indicated in the Landscaping Drawings.

Please refer to the renderings with this resubmittal.

4. The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.

Responses: The applicant has completed extensive analysis of the parking available in appropriate proximities to the proposed entry locations for the proposed Restaurant, Hotel and Retail/Commercial facilities on the project site. There are an adequate number of parking spaces provided with the design, which allows for shared or joint use of parking spaces among the buildings. There is no surplus of parking on the site which would permit a reduction in the number of parking spaces. Nearly one-third of the site contains landscaping and pedestrian walks. All required parking is provided on the site to meet the demands that are expected at different times of the day for each facility.

Following a suggestion made by the City's Staff, we have provided for an additional pedestrian walkway, approximately 16-feet wide near the center of the Retail/Commercial building, providing easy and direct access to the building from the south parking lot to any entrance on the Building's North side, facing Olive Boulevard, where two rows of parking are provided.

5. Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date.

Responses: The Applicant has previously committed to the use of masonry, brick or stone as the primary materials for the proposed Outparcel Buildings, as shown

on the revised site plan. These two buildings will be designed and constructed in compliance with the applicable Codes, rules and ordinances in effect, including any then-necessary review and approval by the Planning Commission.

Please also refer to the attached Outline Specifications for the Outparcel Buildings and to the renderings, which indicate the proposed materials and design character that is anticipated. Again, as suggested by the City Staff, we are providing for a pedestrian walkway near the center of the Commercial/Retail Building.

Please be advised that the sites for the two out buildings shall be prepared as "building ready pads," and are intended to be under construction concurrently with the hotel construction.

6. Cross access connections with the businesses to the west.

Responses: The Applicant has carefully considered the Staff's suggestion for a "cross access connection" and is unable to agree to such suggestion because of safety and traffic concerns.

Any "cross access connection" through the property by anxious drivers seeking to avoid the stop lights on Olive Boulevard would create an unnecessarily hazardous condition, endangerment and liability to the patrons and employees of the proposed Hotel and of the proposed Outparcel Buildings. Cross access would subject the hotel and outparcel guests, employees and pedestrians, walking to and from their parked vehicles and the facilities on the site, to an unsafe and precarious situation

including both drivers who are customers and employees, and the proposed cut-through drivers.

In addition, the cut-through is not required for the proper functioning of the project itself, nor does it enhance the project.

Further, any such cross access that allowed traffic from the Creve Coeur Office Park to avoid Olive Street Road would adversely increase the traffic on Mosely Road. The use of drive aisles in the parking areas and the main drives adjacent to the Hotel, as public thoroughways in order to avoid traffic on Olive Boulevard, is also incompatible with the City's stated goal of creating an attractive, walkable environment.

The Traffic Engineer, Lochmueller Group, supports the foregoing and has concluded that that cross-access "cut-through" traffic should not be viewed as an alternative to the existing driveway on Mosley Road.

7. Demonstrated level of the public benefit to the City derived from the proposed development.

Responses: Public benefit derived by the city from this proposed development include:

- a) The City of Creve Coeur will now have a Four-Star, Full Service hotel facility that to promote and serve the Creve Coeur Central Business District and the 39 North Global Center of AgTech at the east end of Creve Coeur.

- b) Economic development, including employment, sales tax revenue and property tax revenue.
- c) Repurposing of one of the most significant available sites in the City.

OUTLINE SPECIFICATIONS OF OUTPARCEL BUILDINGS

The Applicant's subject Property contains approximately 10 acres, and includes an approximate 180,000 square feet building that Applicant proposes to be repurposed as a hotel. In addition, the Applicant is proposing the development of two buildings, one at the Northwest portion of the Property and the other at the Northeast portion of the Property. The location of these two buildings is depicted on drawings submitted by the Applicant.

The final design and specifications of the two buildings will be subject to Creve Coeur Planning and Zoning and City Council approval. Such exact and final design and specifications will be based on tenant requirements, but in all respects such design and specifications will be subject to review and approval by the Planning and Zoning Commission and City Council of Creve Coeur. As part of such approval process, Applicant shall submit detailed drawings and specifications, which will include a detailed description of all materials to be used for the Buildings. It is anticipated that such detailed drawings will be consistent with the following outline specifications.

Outline Specifications for Building at Northwest Portion of Property:

Proposed Use: As a quality table service restaurant

General Design: Compatible with and complementary to the planned hotel and surrounding environment, similar to Brio's in Frontenac.

Dimensions: Approximate 8,000 sq. ft. single story building plus outside service.

Foundation: Shallow spread footings

Exterior Building Materials: Faced with masonry (brick and/or stone) and glass windows, with other high quality material used for accent and trim, depending on tenant.

Outline Specifications for Building at Northeast Portion of Property:

Proposed Use: Commercial retail, containing no less than two businesses, possible restaurant.

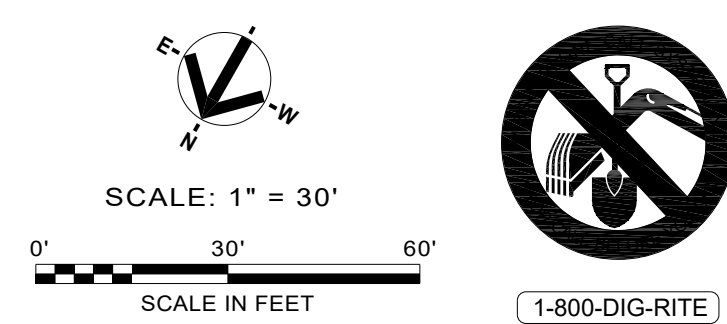
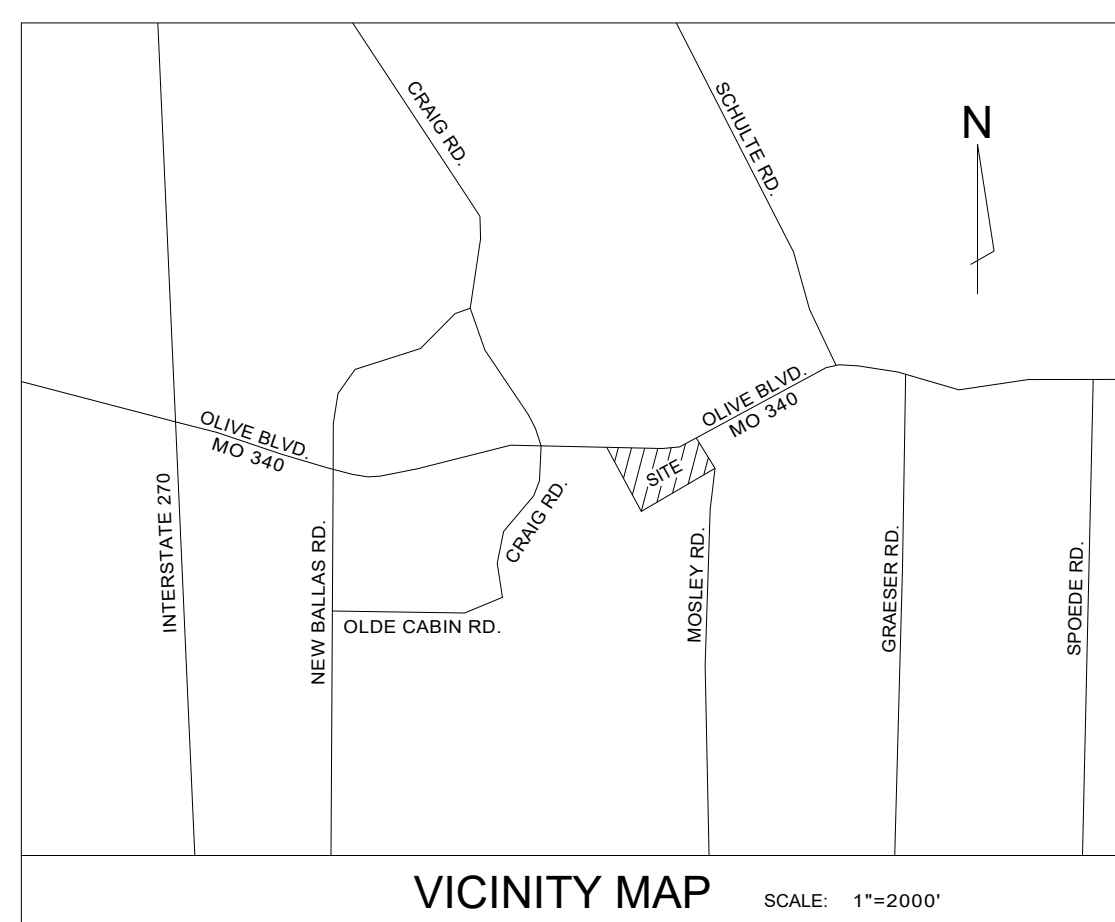
General Design: Compatible with and complementary to the planned hotel and surrounding environment.

Dimensions: Approximately 20,000 square feet single story building.

Breezeway: As suggested by the City Development Staff, the Building will be separated at an appropriate position by a walkway or breezeway, which will allow pedestrian access between the rear and front of the Building, thereby creating better access to parking at the rear of the Building. All subject to working with the tenant and the City.

Fountain and Sitting Area: As suggested by the City Development Staff, the area between the new Building and the Hotel will have a fountain and sitting area, as depicted on the drawings being submitted by the Applicant.

Exterior Building Materials: Predominantly faced with masonry and glass windows, with other high quality material used for accent and trim, and with glass windows for storefront.



PROPOSED NEW:
Creve Coeur Grand Hotel
 Creve Coeur, Missouri

Kummer Hotel Development, LLC
 11330 Olive Boulevard Saint Louis, MO 63141
 (314) 567-9000

Hospital Designers, Inc.
 Frederick S. Scott, Architect
 11330 Olive Boulevard Saint Louis, MO 63141
 (314) 567-9000

landscape
 TECHNOLOGIES

67 Jacobs Creek Drive (636) 928-1250
 St. Charles, Missouri 63305 Fax: (636) 928-4563
 MO Landscape Architectural Corporation #2008008782



David Ruiz Art





T E R R A N E O[®]

LIGHTWEIGHT | DURABLE | AFFORDABLE | ENERGY EFFICIENT



A PREMIUM EXTERIOR WALL FINISH FROM

dryvit[®] 

TERRA NEO

A premium, high-performance finish that's often taken for granite.

Utilizing raw materials and design input from literally all corners of the globe, Dryvit TerraNeo embodies its Latin root - and is truly "new ground" in exterior wall finish technology.

What is TerraNeo?

TerraNeo contains natural quartz, minerals and mica, blended together in an acrylic polymer matrix. Applied to the wall by hand with a trowel, TerraNeo can be used inside and out and provides a durable, beautiful and affordably refreshing option for finishing Dryvit systems, tilt-up concrete, unit masonry, stucco or interior drywall.

Put simply, TerraNeo looks a lot like granite. Unlike granite, however, TerraNeo comes without the weight, cost and extensive lead time. When used as a finish for a Dryvit exterior insulation and finish system, it's part of a cladding that can be up to 84% more energy efficient than 6 other commonly used wall systems*.



PALAZZO DIBOCCE
Orion, Michigan



CHURCH HALL
Davidsonville, Maryland

* As tested by the Oak Ridge National Laboratory. You can find information on this report on our website: www.dryvit.com



Why should you specify TerraNeo?



COUNTRY CLUB VILLAS
Provo, Utah

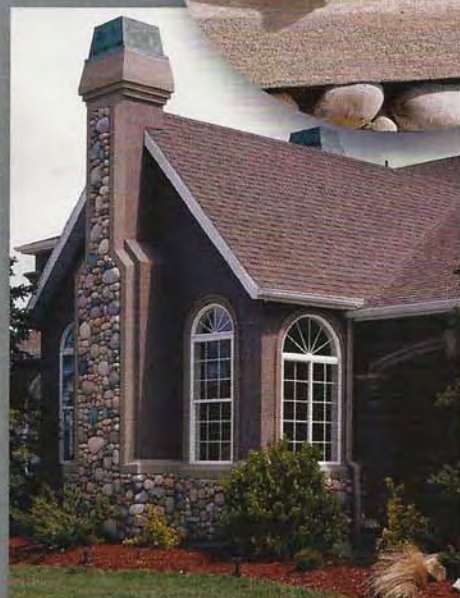


Create Dazzling Curb Appeal!

Dryvit is renowned for helping create 'curb appeal'. The use of special shapes and decorative reveals that create dramatic architectural details is one of the hallmarks of a Dryvit system. Today, a wide variety of Dryvit finishes such as TerraNeo, Custom Brick™, and Limestone™ allow the architect to create spectacular designs and details never before possible or affordable with more conventional materials.



SHOPPES AT BELLEMEADE
Shreveport, Louisiana



PRIVATE RESIDENCE
South Jordan, Utah



Visual Appeal. It creates an attractive, unique and expensive appearance for building exteriors.

Variety. It can be custom blended to match your specific design criteria.

Availability. With suppliers in 120 locations in North America, TerraNeo can be on your job site in days.

Energy Efficiency. Dryvit EIFS can significantly reduce heating and cooling costs for the life of a building.

Value. TerraNeo reduces the total construction cost because it is 1/35th the weight of granite. Shipping costs can be much lower as well.



OFFICE BUILDING
Stevensville, Maryland

"We wanted to build something that wasn't typical ... and were looking for a richer appearance and a higher level of aesthetics. We hadn't seen TerraNeo before. It added a whole new dimension to the project."

Fred E. White, Owner, CC&D, Shoppes at Bellemeade



Let your imagination dictate design.
Dream it ... then Dryvit.

T E R R A N E O

Taken for Granite.

TerraNeo contains no pigment. Its coloration is derived entirely from Dryvit's artistic mixture of natural aggregates and mica. The ten standard colors shown here are the most popular combinations used by architects and designers today.

TerraNeo has the appearance of natural granite and as with all Dryvit finishes, TerraNeo can be custom blended to suit your taste or meet your design specifications. Dryvit is able to replicate virtually any stone sample you send us for reference.

Information contained in this brochure conforms to the standard detail recommendations and specifications for the installation of Dryvit Systems, Inc. products as of the date of publication of this document and is presented in good faith. Dryvit Systems, Inc. assumes no liability, expressed or implied, as to the architecture, engineering or workmanship of any project. To ensure that you are using the latest, most complete information, contact Dryvit Systems, Inc.



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800-556-7752
401-822-4100
www.dryvit.com

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Standard Colors



EVEREST



SERENGETI



GLACIER



AMAZON



ANDES



VESUVIUS



SONORA



TETON

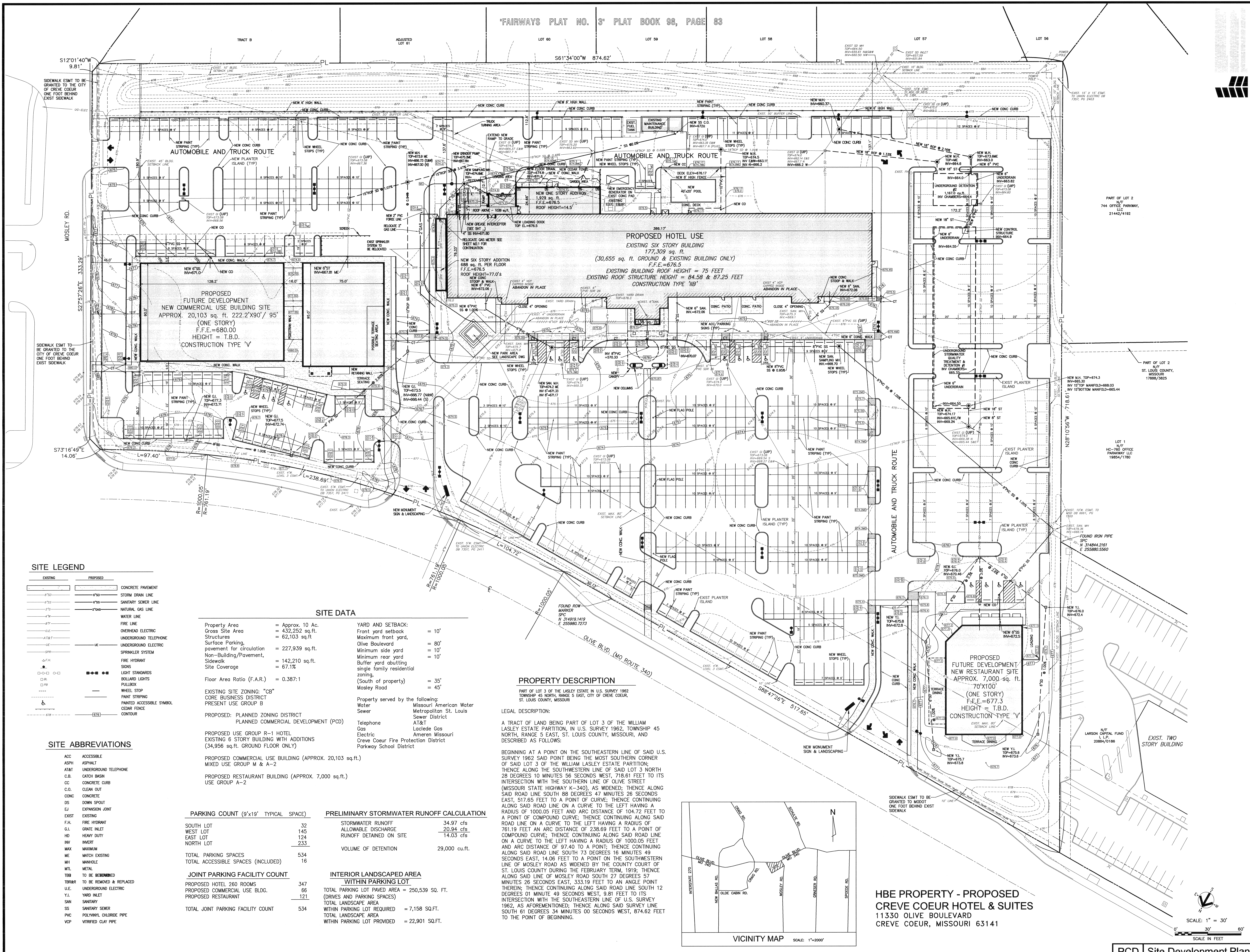


ZANZIBAR



GIBRALTAR

Mica Colors:
Available in silver/white,
gold and black.



SITE LEGEND

EXISTING	PROPOSED	
CONCRETE PAVEMENT	CONCRETE PAVEMENT	
STORM DRAIN LINE	STORM DRAIN LINE	
SANITARY SEWER LINE	SANITARY SEWER LINE	
NATURAL GAS LINE	NATURAL GAS LINE	
WATER LINE	WATER LINE	
FIRE LINE	FIRE LINE	
OVERHEAD ELECTRIC	OVERHEAD ELECTRIC	
UNDERGROUND TELEPHONE	UNDERGROUND TELEPHONE	
UNDERGROUND ELECTRIC	UNDERGROUND ELECTRIC	
SPRINKLER SYSTEM	SPRINKLER SYSTEM	
FIRE HYDRANT	FIRE HYDRANT	
SIGNS	SIGNS	
LIGHT STANDARDS	LIGHT STANDARDS	
BOLLARD LIGHTS	BOLLARD LIGHTS	
PULLBOX	PULLBOX	
WHEEL STOP	WHEEL STOP	
PAINT STRIPING	PAINT STRIPING	
PAINTED ACCESSIBLE SYMBOL	PAINTED ACCESSIBLE SYMBOL	
CEM. FENCE	CEM. FENCE	
CONTOUR	CONTOUR	

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
C.O.	CLEAN OUT
CONC	CONCRETE
DS	DOWN SPOUT
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INV	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE REMOVED
UE	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SAN	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE

SITE DATA

Property Area	= Approx. 10 Ac.	YARD AND SETBACK:	
Gross Site Area	= 432,252 sq.ft.	Front yard setback	= 10'
Structures	= 62,103 sq.ft.	Maximum front yard	= 80'
Surface Parking	= 227,939 sq.ft.	Minimum side yard	= 10'
Non-Building/Pavement	= 142,210 sq.ft.	Minimum rear yard	= 10'
Site Coverage	= 67.1%	Buffer yard abutting	
		single family residential	
		zoning,	
		(South of property)	= 35'
		Mosley Road	= 45'
Floor Area Ratio (F.A.R.)	= 0.387:1		
EXISTING SITE ZONING: "CB"		Property served by the following:	
CORE BUSINESS DISTRICT		Water	Missouri American Water
PRESENT USE GROUP B		Sewer	Metropolitan St. Louis Sewer District
PROPOSED: PLANNED DISTRICT		Telephone	AT&T
PLANNED COMMERCIAL DEVELOPMENT (PCD)		Gas	Amgen Missouri
PROPOSED USE GROUP R-1 HOTEL		Electric	Creve Coeur Fire Protection District
EXISTING 6 STORY BUILDING WITH ADDITIONS		Fire Protection	Creve Coeur Fire Protection District
(34,956 sq.ft. GROUND FLOOR ONLY)		Pathway School District	
PROPOSED RESTAURANT BUILDING (APPROX. 7,000 sq.ft.)			
USE GROUP A-2			

PARKING COUNT (9'x19' TYPICAL SPACE)

SOUTH LOT	32
WEST LOT	145
EAST LOT	124
NORTH LOT	233
TOTAL PARKING SPACES	534
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	347
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	534

PRELIMINARY STORMWATER RUNOFF CALCULATION

STORMWATER RUNOFF	34.97 cfs
ALLOWABLE DISCHARGE	20.94 cfs
RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

INTERIOR LANDSCAPED AREA WITHIN PARKING LOT

TOTAL PARKING LOT PAVED AREA = 250,539 SQ. FT.	
(DRIVES AND PARKING SPACES)	
TOTAL LANDSCAPED AREA	= 7,158 SQ.FT.
WITHIN PARKING LOT REQUIRED	
TOTAL LANDSCAPED AREA	= 22,901 SQ.FT.
WITHIN PARKING LOT PROVIDED	

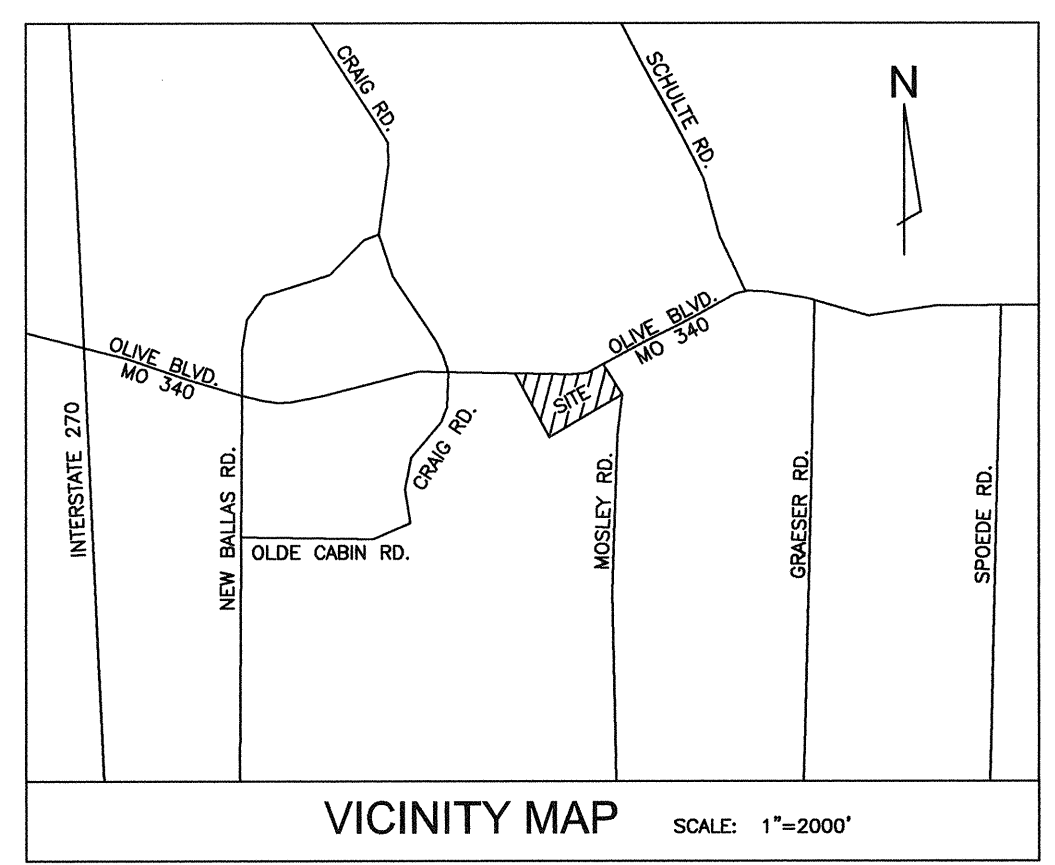
PROPERTY DESCRIPTION

PART OF LOT 3 OF THE LASLEY ESTATE IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI.

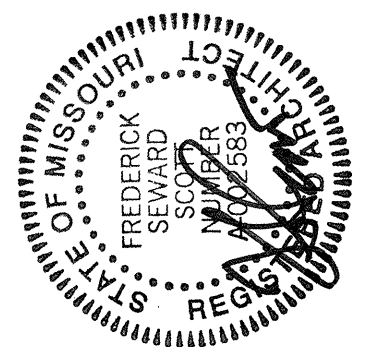
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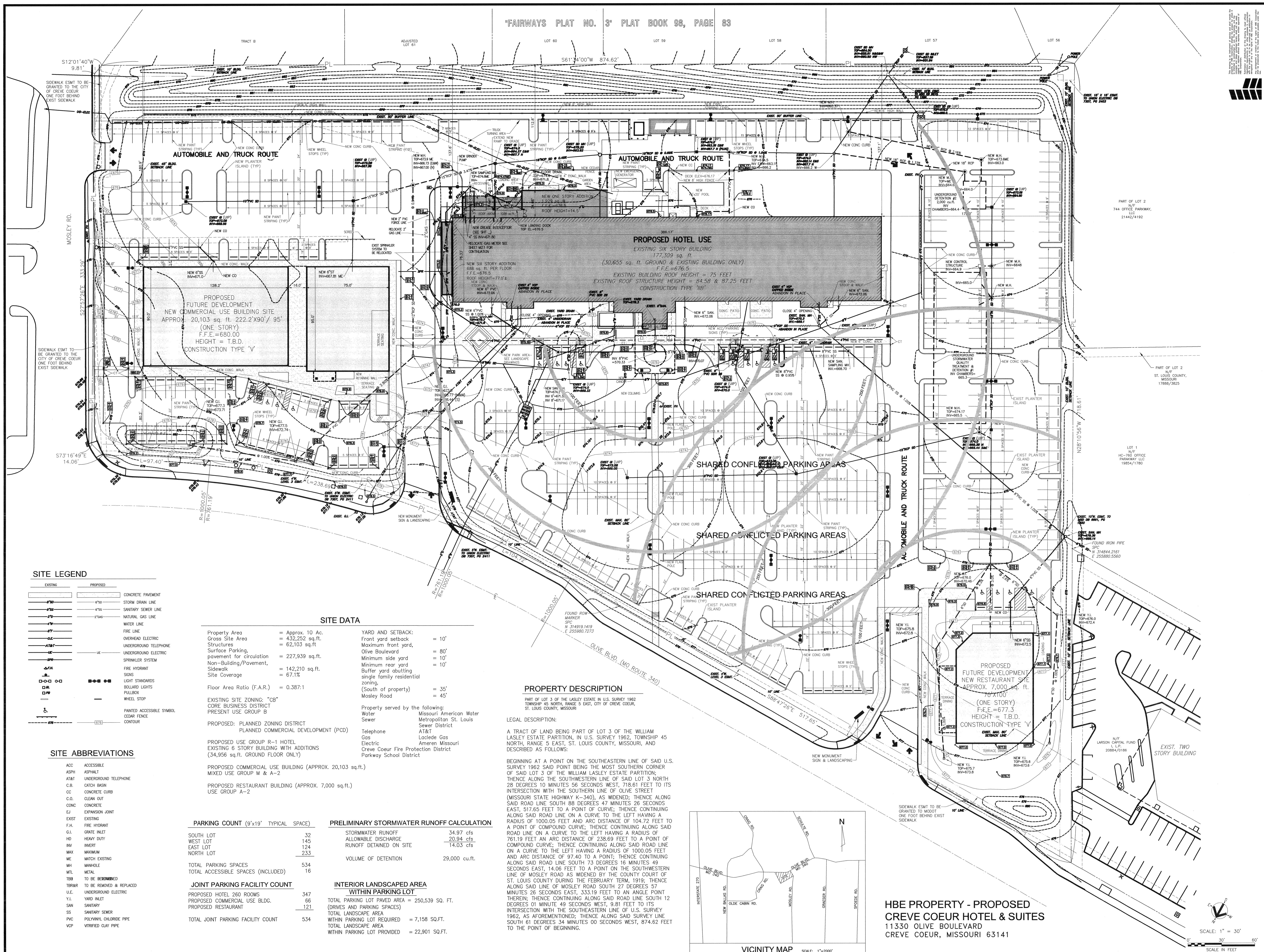
A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 781.19 FEET AND ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.



HBE PROPERTY - PROPOSED CREVE COEUR HOTEL & SUITES
11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141





SITE LEGEND

EXISTING	PROPOSED
CONCRETE PAVEMENT	CONCRETE PAVEMENT
STORM DRAIN LINE	STORM DRAIN LINE
SANITARY SEWER LINE	SANITARY SEWER LINE
NATURAL GAS LINE	NATURAL GAS LINE
WATER LINE	WATER LINE
FIRE LINE	FIRE LINE
OVERHEAD ELECTRIC	OVERHEAD ELECTRIC
UNDERGROUND TELEPHONE	UNDERGROUND TELEPHONE
UNDERGROUND ELECTRIC	UNDERGROUND ELECTRIC
SPRINKLER SYSTEM	SPRINKLER SYSTEM
FIRE HYDRANT	FIRE HYDRANT
SIGN	SIGN
LIGHT STANDARDS	LIGHT STANDARDS
BOLLARD LIGHTS	BOLLARD LIGHTS
PULLBOX	PULLBOX
WHEEL STOP	WHEEL STOP
PAINTED ACCESSIBLE SYMBOL	PAINTED ACCESSIBLE SYMBOL
CEAD FENCE	CEAD FENCE
CONTOUR	CONTOUR

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
C.O.	CLEAN OUT
CONC	CONCRETE
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INV	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE DEMOLISHED
TBR&R	TO BE REMOVED & REPLACED
U.E.	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SAN	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
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Surface Parking, pavement for circulation	= 227,939 sq.ft.	Olive Boulevard	= 10'
Non-Building/Pavement	= 142,210 sq.ft.	Minimum rear yard	= 10'
SideWalk	= 67.12	Buffer yard abutting single family residential zoning.	= 35'
Site Coverage	= 45'	Mosley Road	= 45'
Floor Area Ratio (F.A.R.)	= 0.387:1		

EXISTING SITE ZONING "CB" CORE BUSINESS DISTRICT PRESENT USE GROUP B

PROPOSED: PLANNED ZONING DISTRICT PLANNED COMMERCIAL DEVELOPMENT (PCD)

PROPOSED USE GROUP R-1 HOTEL EXISTING 6 STORY BUILDING WITH ADDITIONS (34,956 sq.ft. GROUND FLOOR ONLY)

PROPOSED RESTAURANT BUILDING (APPROX. 7,000 sq.ft.) USE GROUP A-2

PARKING COUNT (9'x19' TYPICAL SPACE)

SOUTH LOT	32
WEST LOT	145
EAST LOT	124
NORTH LOT	233
TOTAL PARKING SPACES	534
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

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PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
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RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

INTERIOR LANDSCAPED AREA WITHIN PARKING LOT

TOTAL PARKING LOT PAVED AREA = 250,539 SQ. FT. (DRIVES AND PARKING SPACES)	
TOTAL LANDSCAPE AREA WITHIN PARKING LOT REQUIRED	= 7,158 SQ.FT.
TOTAL LANDSCAPE AREA WITHIN PARKING LOT PROVIDED	= 22,901 SQ.FT.

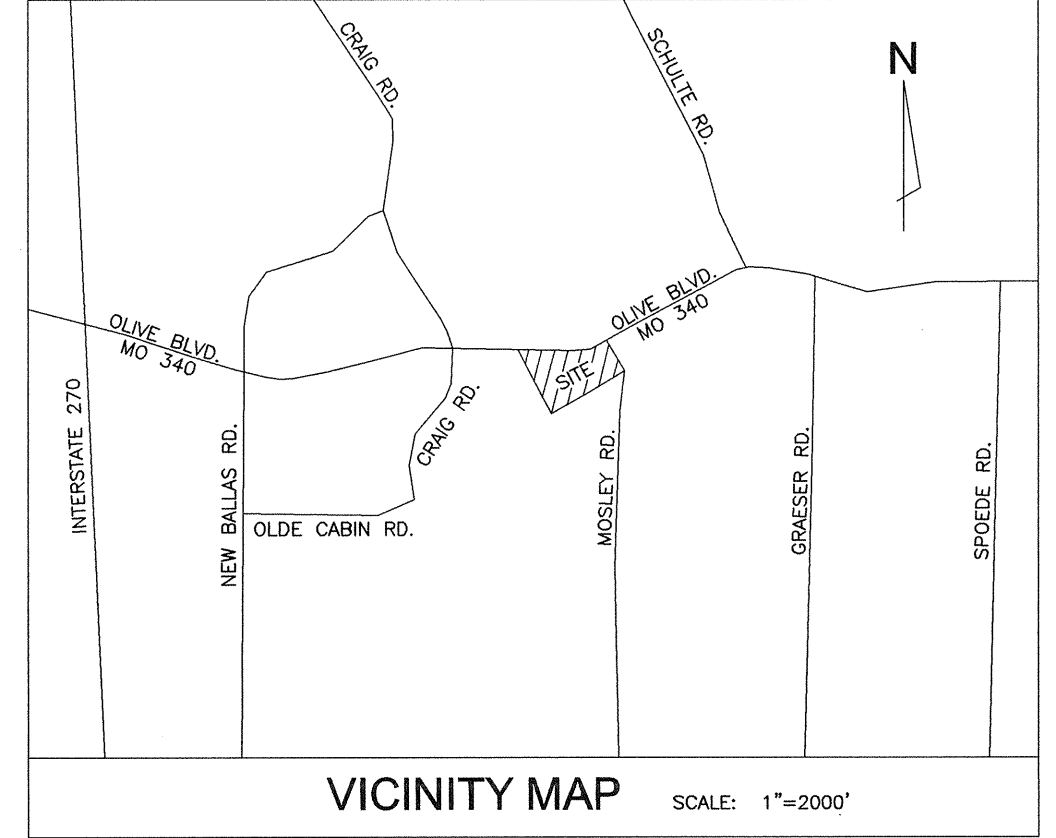
PROPERTY DESCRIPTION

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1982, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

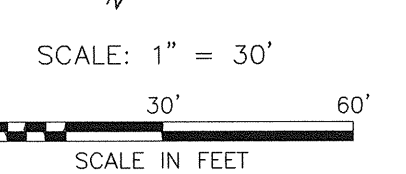
LEGAL DESCRIPTION:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1982, TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1982 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AND ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.



HBE PROPERTY - PROPOSED
CREVE COEUR HOTEL & SUITES
11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141



Proposed New

Creve Coeur Grand Hotel

Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.

Frederick S. Scott, Architect

Job No.: 84340

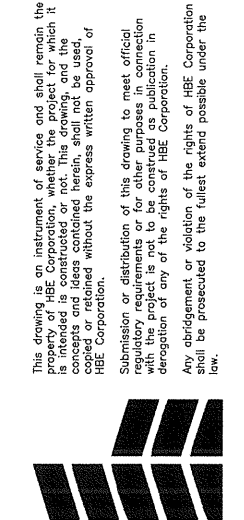
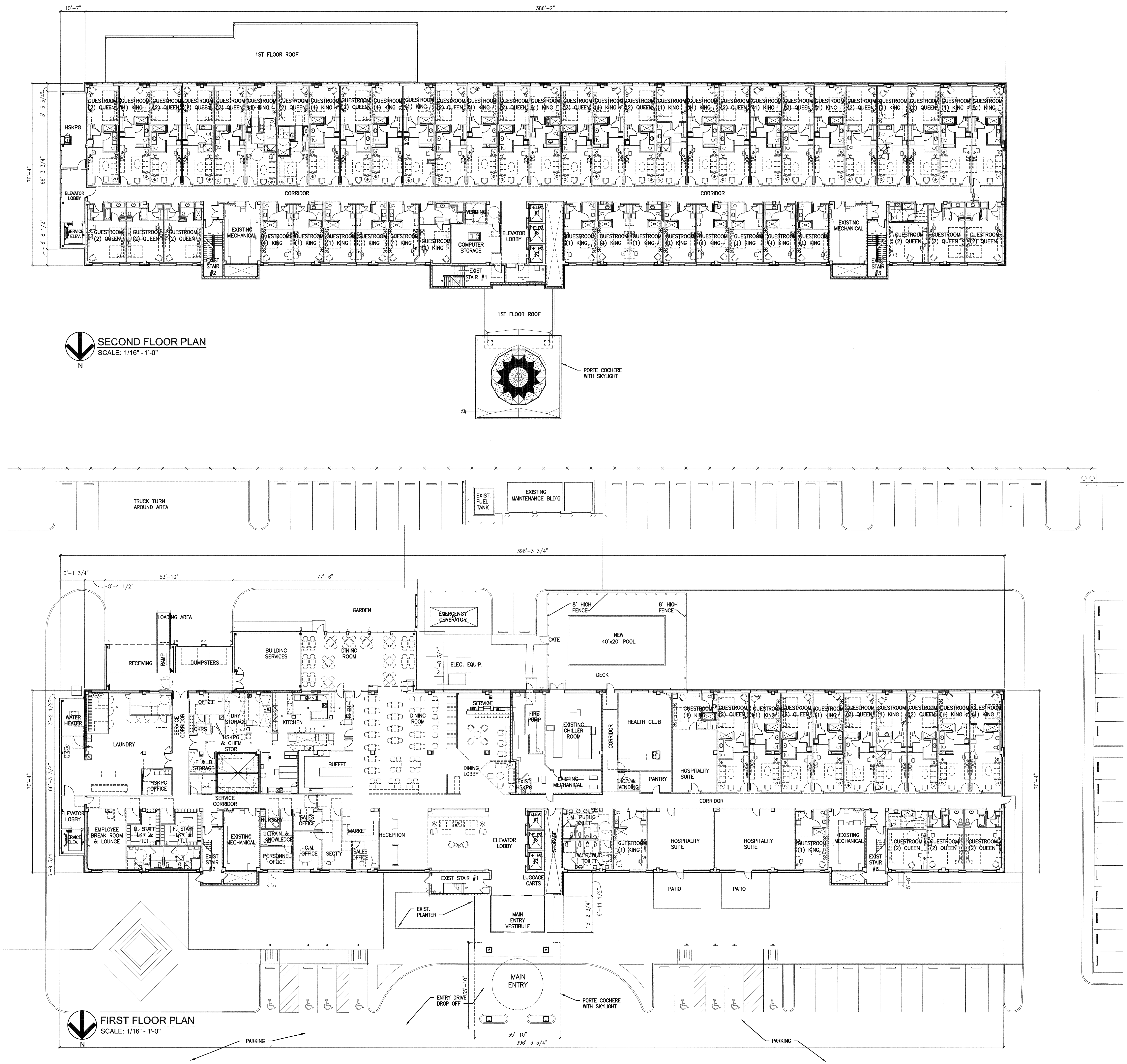
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Date: 1/29/2018

PCD Travel Distance to Entry



Proposed New

Kummer Hotel Development, LLC

Hospital Designers, Inc.

Frederick S. Scott, Architect

Creve Coeur Grand Hotel

Creve Coeur, Missouri

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

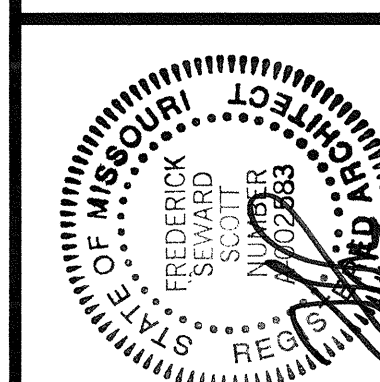
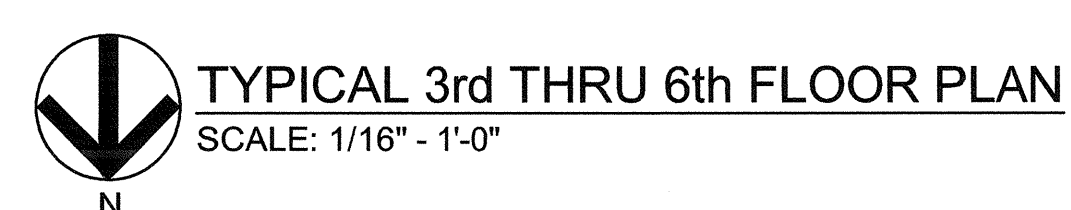
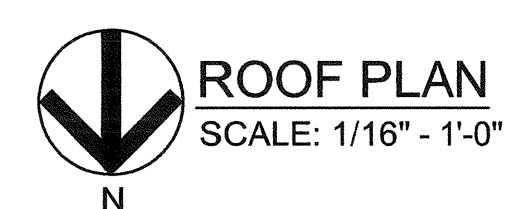
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DB AB CB

Sheet No.: X of X

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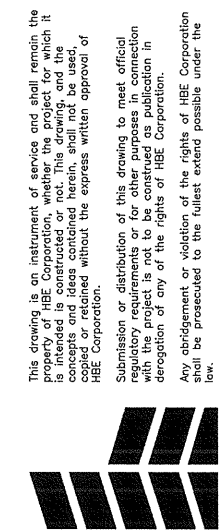
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Proposed New

Creve Coeur Grand Hotel

Creve Coeur, Missouri

Kummer Hotel Development, LLC

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.

Frederick S. Scott, Architect

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000



Job No.: 84340

DB AB CB

Sheet No.: X of X

A-3.0

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Date: 1/29/2018



NORTH ELEVATION

SCALE: 1/16" = 1'-0"

PERCENTAGE NEW BRICK: 16%
PERCENTAGE SIM. GRANITE FINISH: 40%
PERCENTAGE EXIST. BRICK: 23%
PERCENTAGE OPENINGS: 21%
TOTAL: 100%



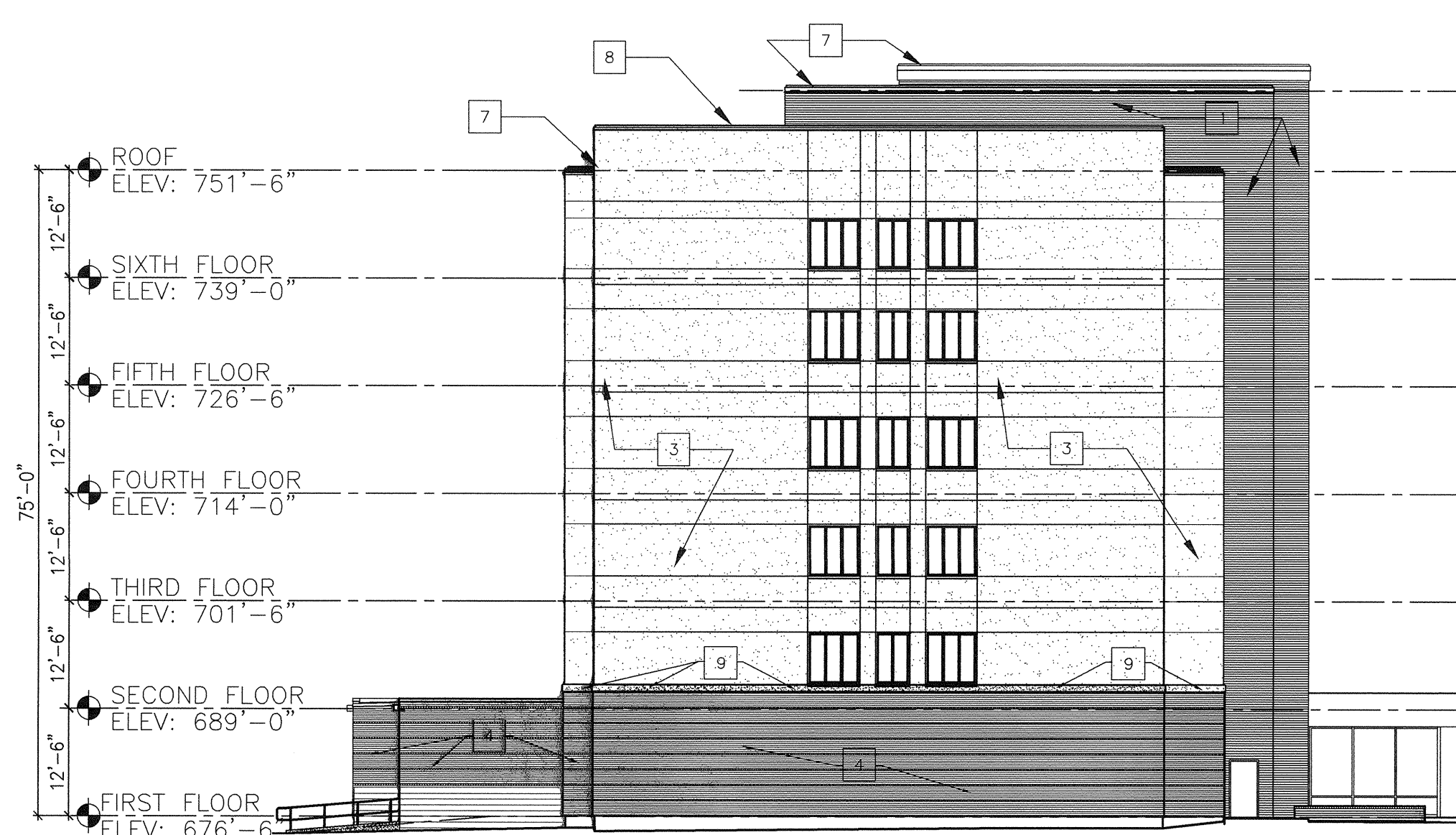
SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

PERCENTAGE NEW BRICK: 14%
PERCENTAGE SIM. GRANITE FINISH: 62%
PERCENTAGE EXIST. BRICK: 0%
PERCENTAGE OPENINGS: 24%
TOTAL: 100%

EXTERIOR MATERIAL FINISHES LEGEND:

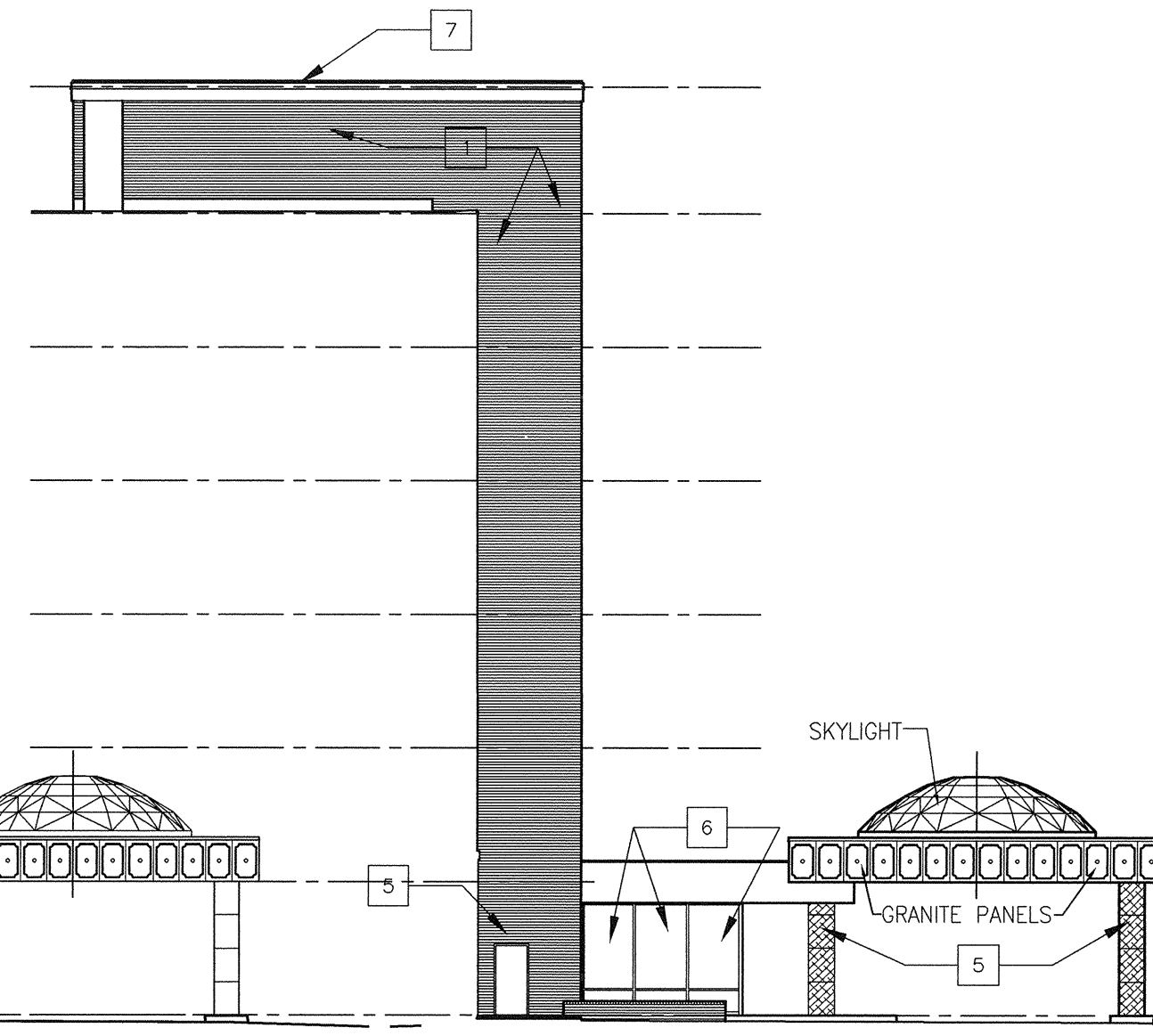
1. EXISTING BRICK TO REMAIN
2. EXISTING CURTAIN WALL TO REMAIN
3. SIM. GRANITE FINISH
4. APPLIED BRICK
5. APPLIED GRANITE
6. STOREFRONT
7. EXISTING GRAVEL GUARD TO REMAIN
8. NEW GRAVEL GUARD
9. PROJECTED SILL BAND
10. PROJECTED WINDOW SURROUND



EAST ELEVATION

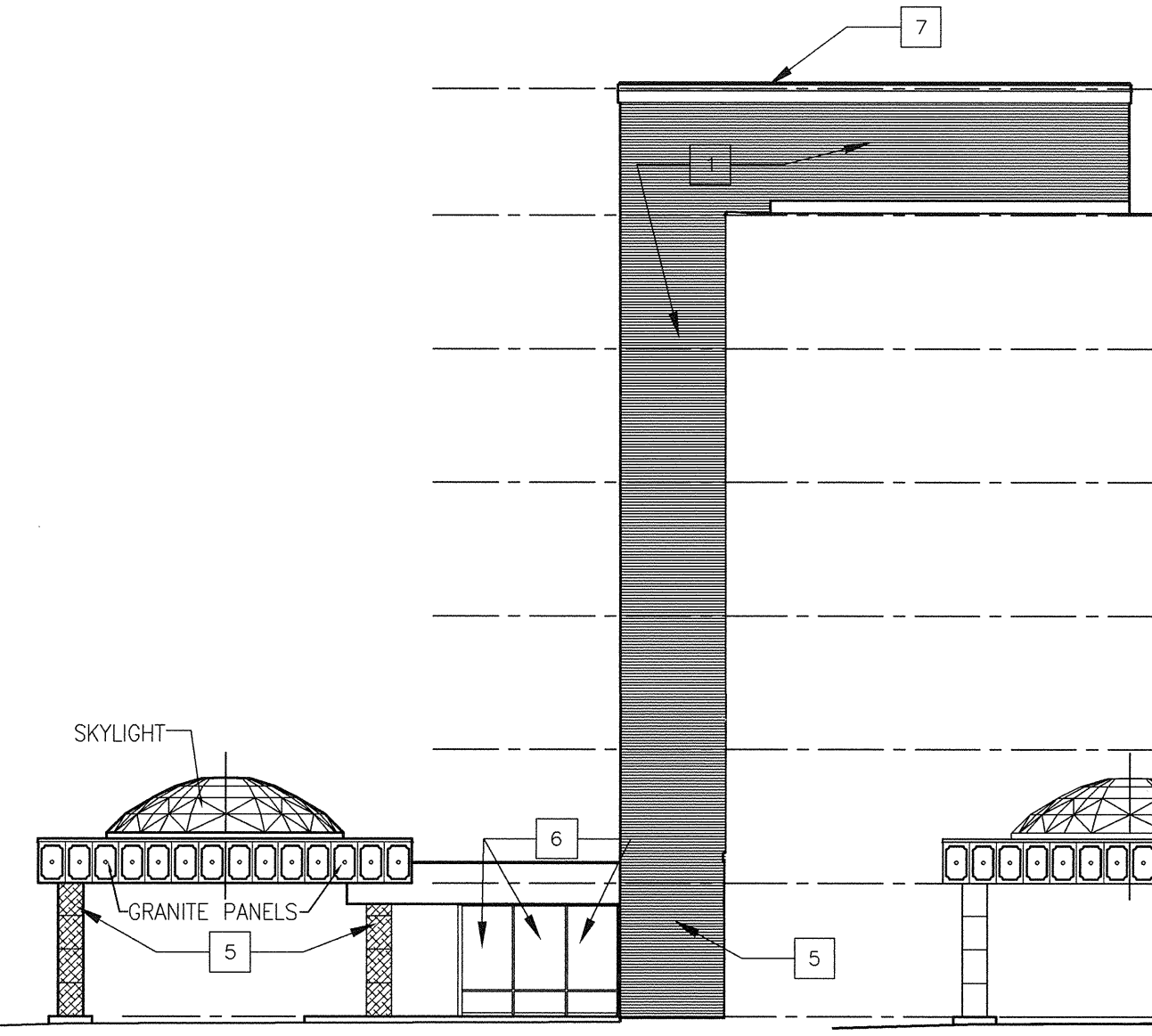
SCALE: 1/16" = 1'-0"

PERCENTAGE NEW BRICK: 19%
PERCENTAGE SIM. GRANITE FINISH: 60%
PERCENTAGE EXIST. BRICK: 14%
PERCENTAGE OPENINGS: 7%
TOTAL: 100%



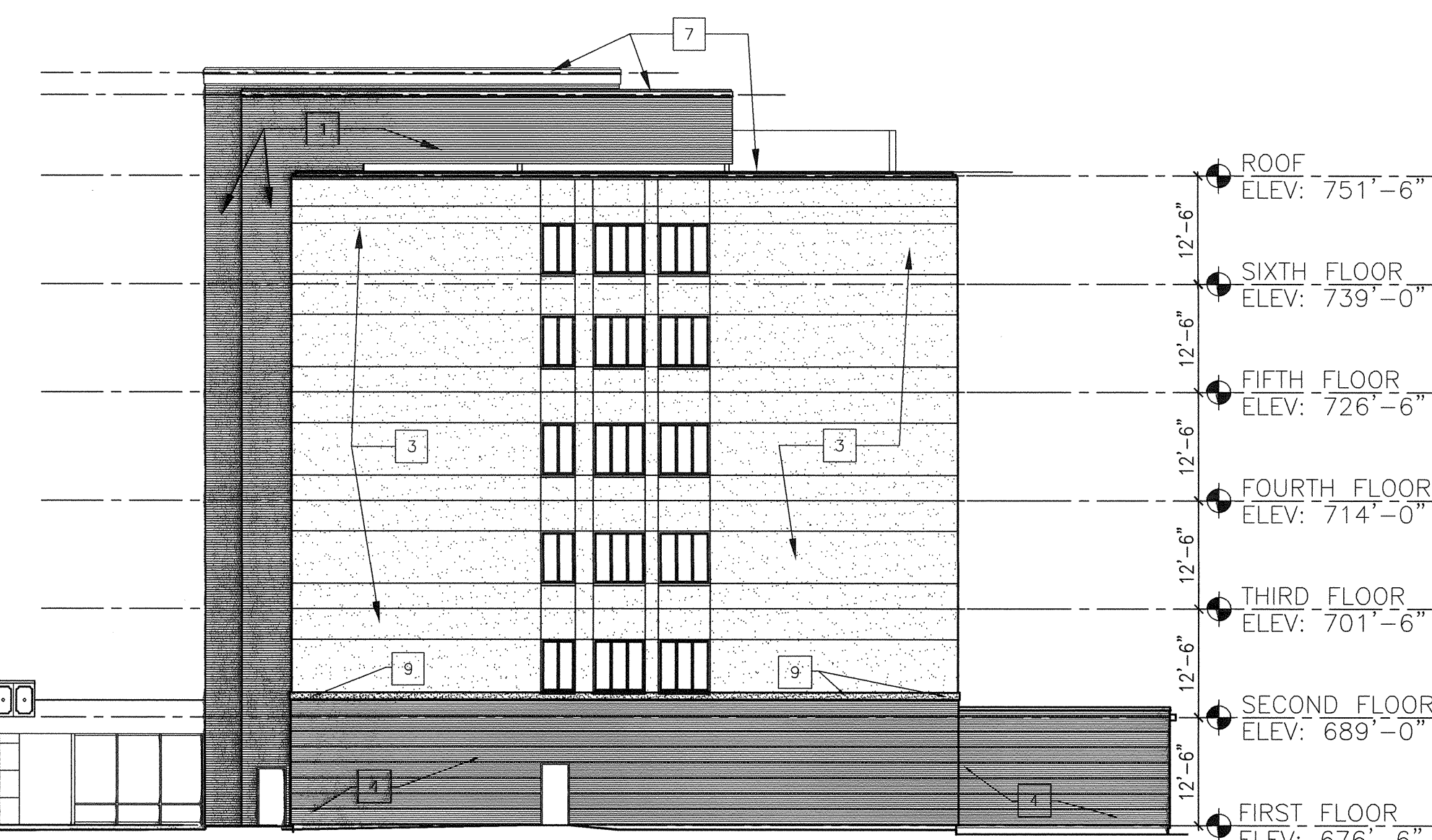
EAST ELEVATION @ MAIN LOBBY

SCALE: 1/16" = 1'-0"



WEST ELEVATION @ MAIN LOBBY

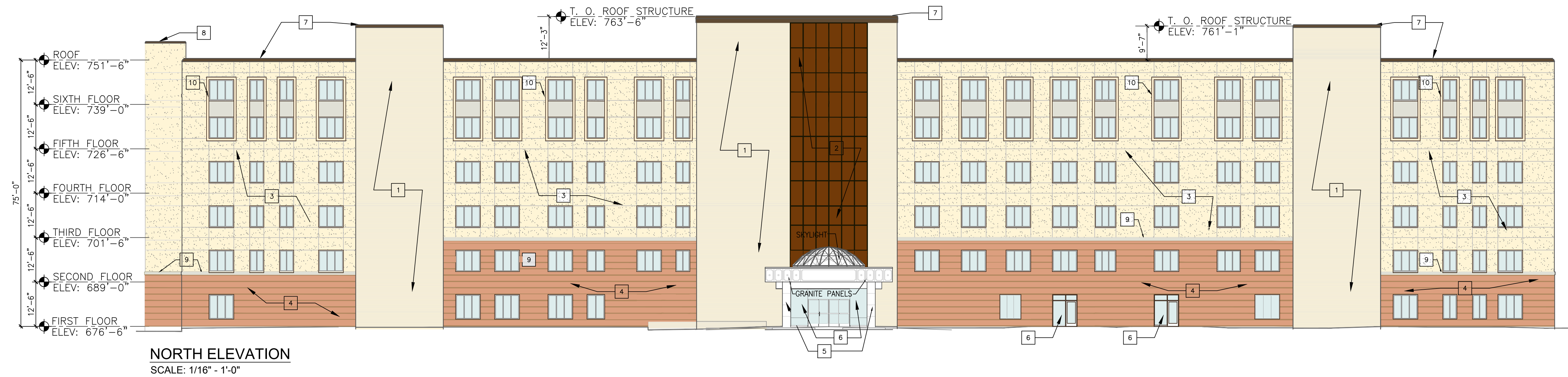
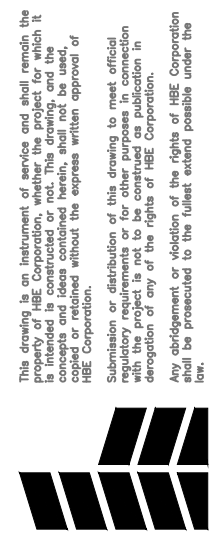
SCALE: 1/16" = 1'-0"



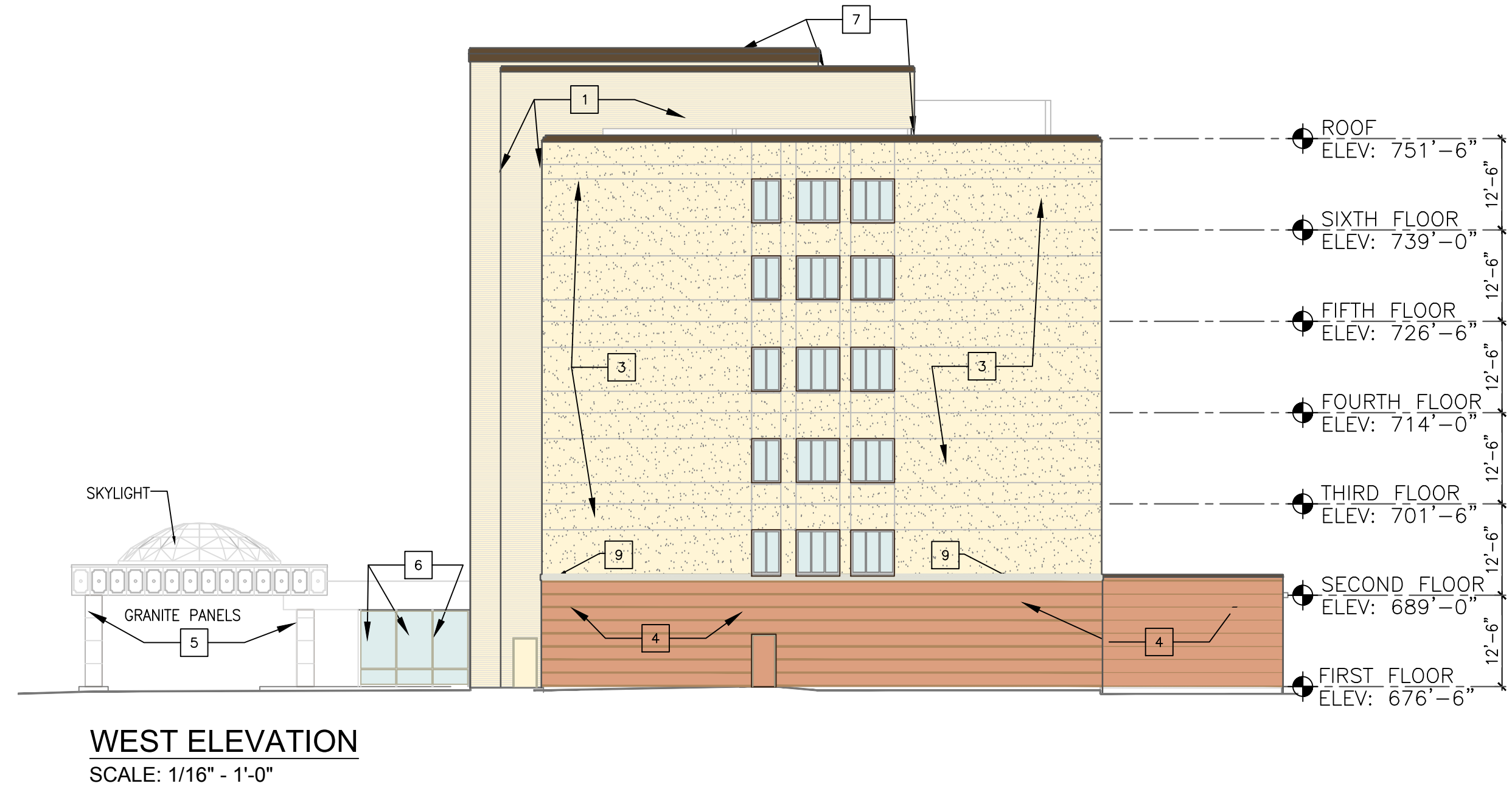
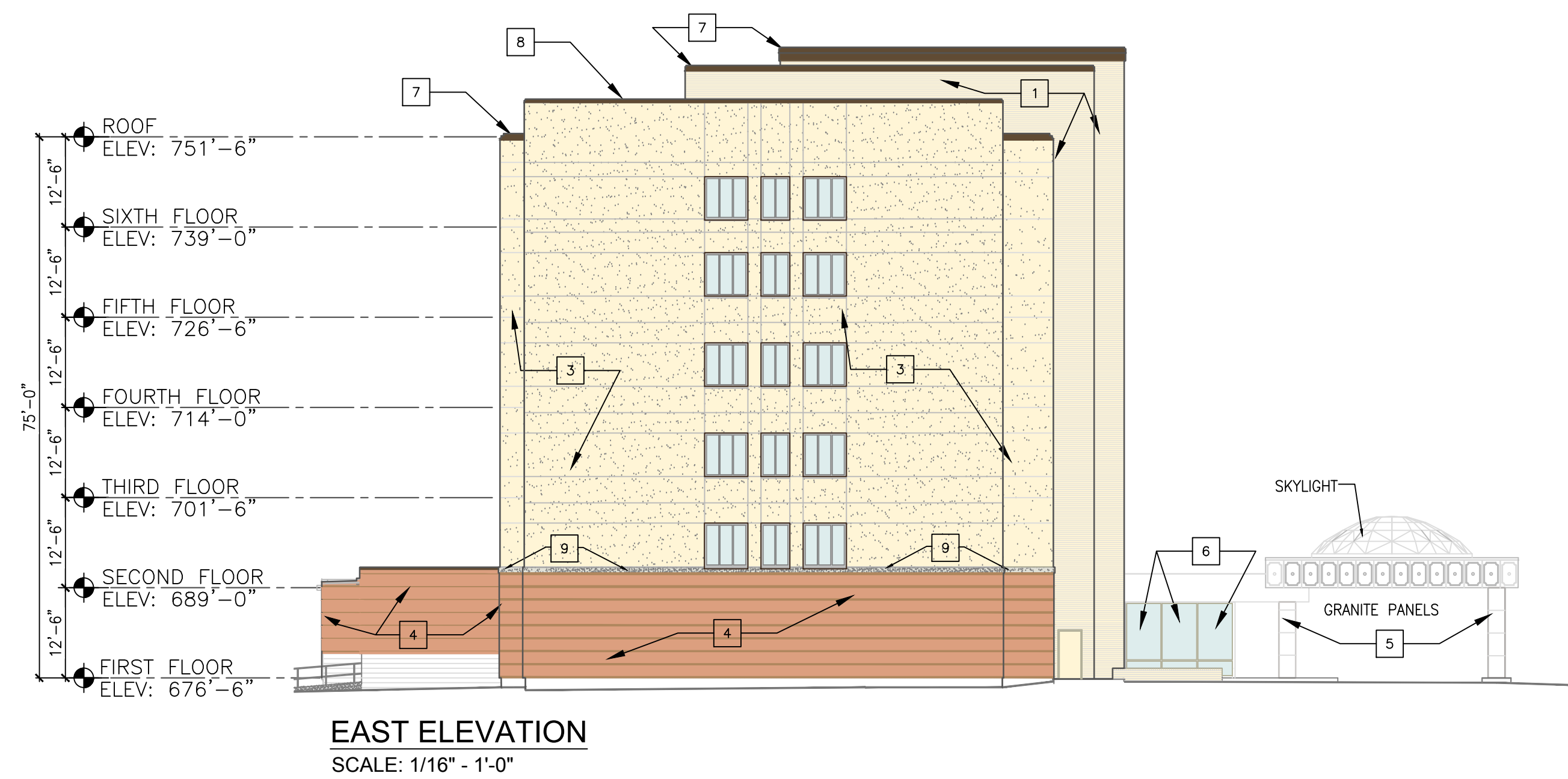
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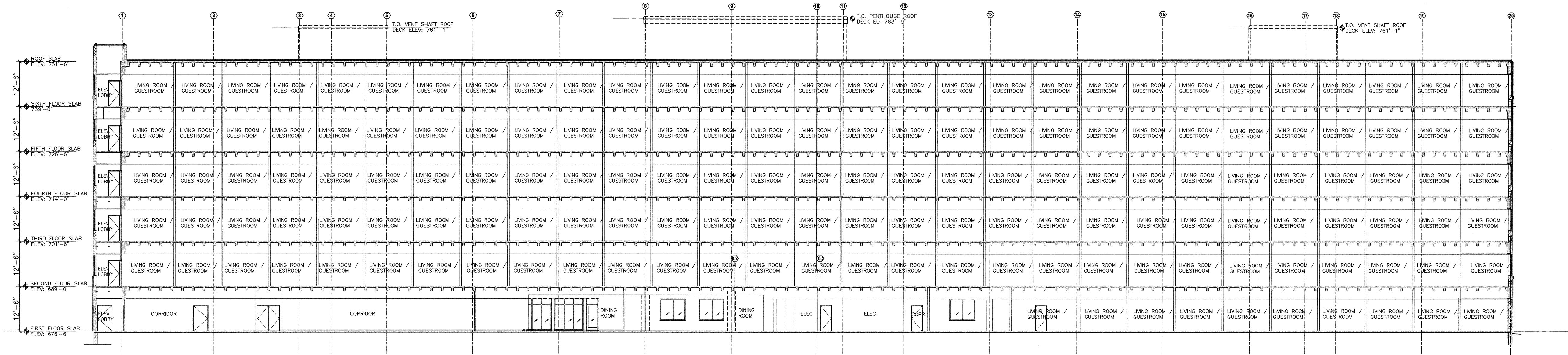
SCALE: 1/16" = 1'-0"

PERCENTAGE NEW BRICK: 20%
PERCENTAGE SIM. GRANITE FINISH: 56%
PERCENTAGE EXIST. BRICK: 17%
PERCENTAGE OPENINGS: 7%
TOTAL: 100%

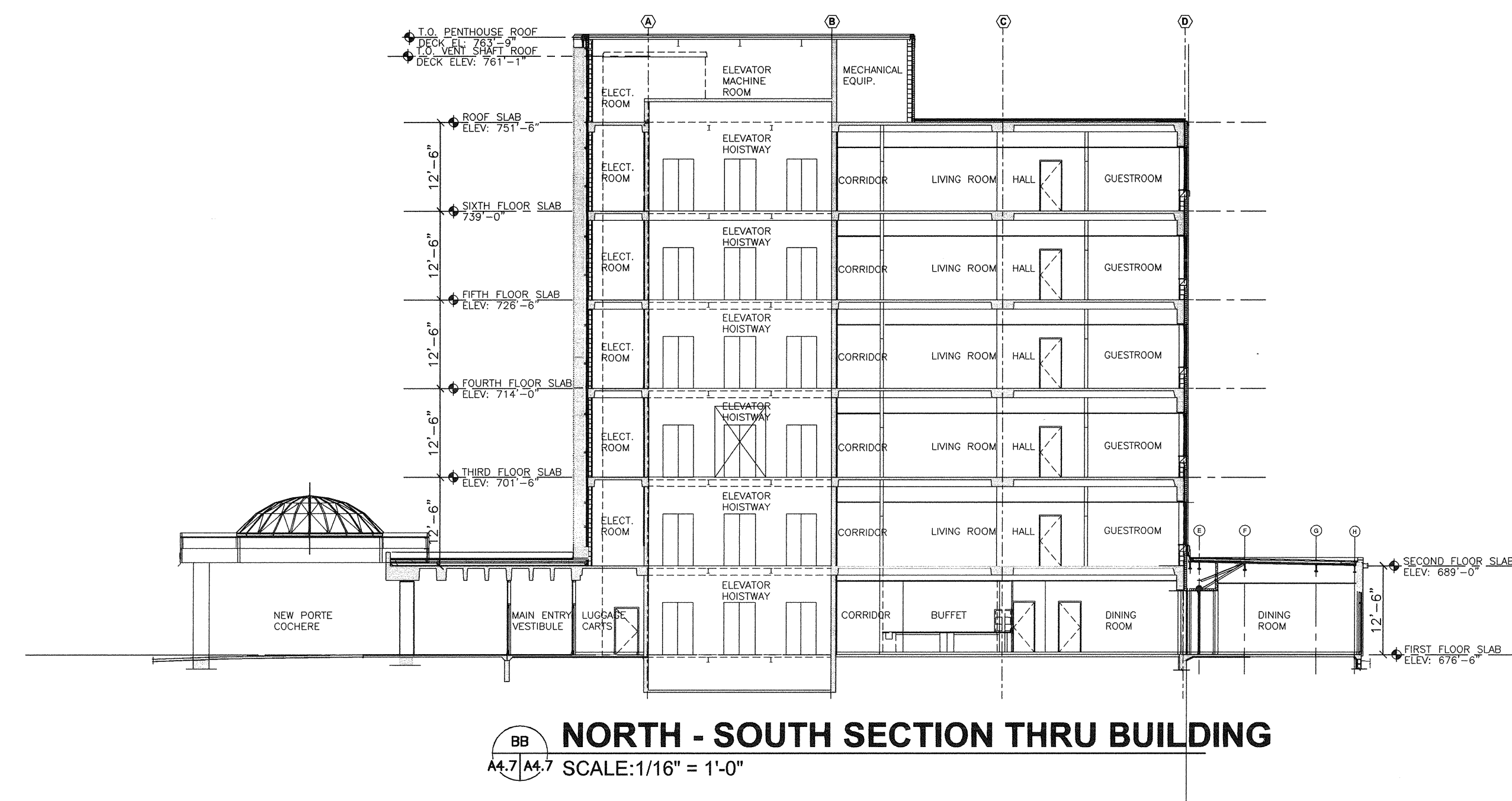


- EXTERIOR MATERIAL FINISHES LEGEND:
- 1. EXISTING BRICK TO REMAIN.
 - 2. EXISTING CURTAIN WALL TO REMAIN.
 - 3. SIM. GRANITE FINISH
 - 4. APPLIED BRICK
 - 5. APPLIED GRANITE
 - 6. STOREFRONT
 - 7. EXISTING GRAVEL GUARD TO REMAIN
 - 8. NEW GRAVEL GUARD
 - 9. PROJECTED SILL BAND
 - 10. PROJECTED WINDOW SURROUND

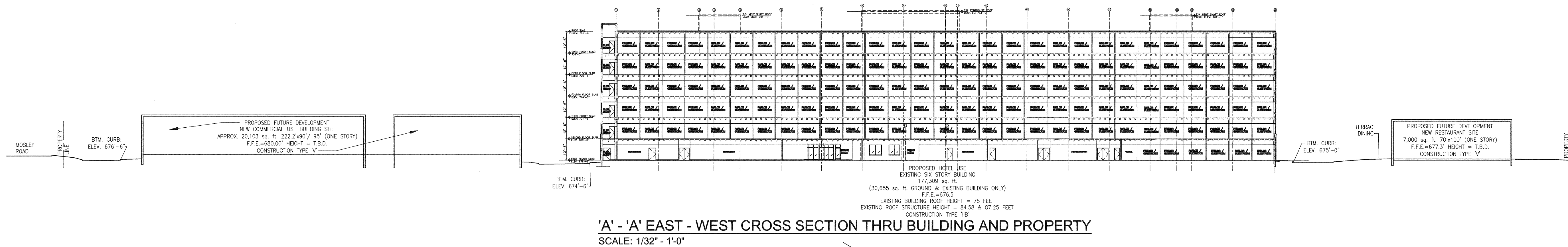




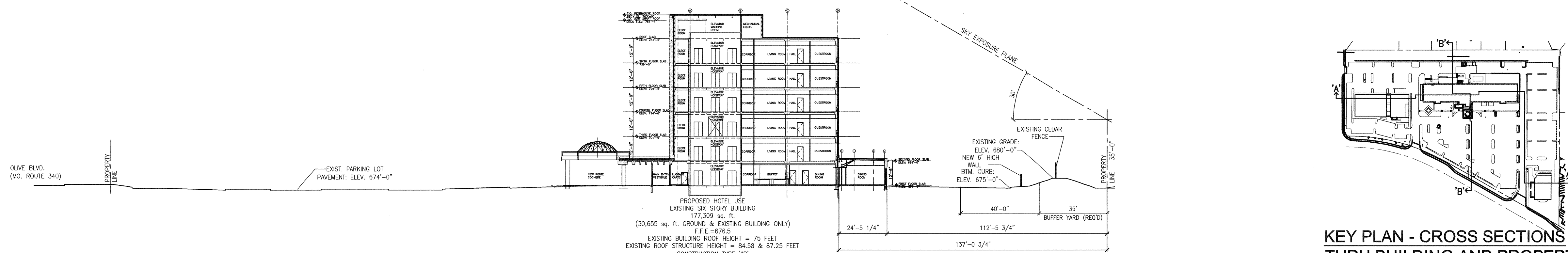
EAST-WEST SECTION THRU BUILDING
SCALE: 1/16" = 1'-0"



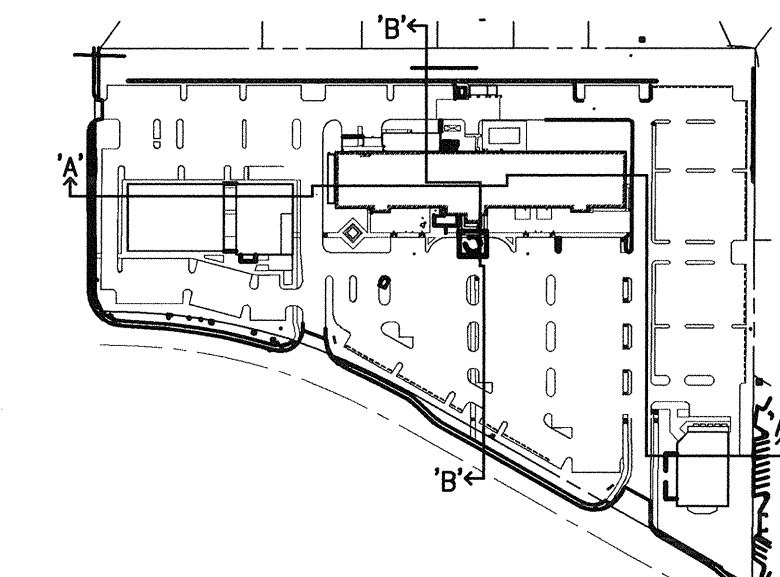
NORTH - SOUTH SECTION THRU BUILDING
SCALE: 1/16" = 1'-0"



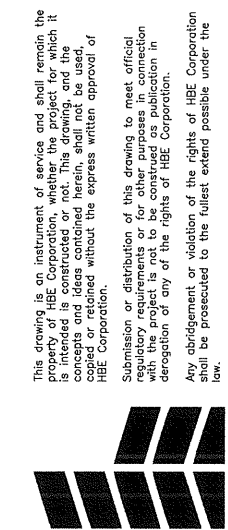
'A' - 'A' EAST - WEST CROSS SECTION THRU BUILDING AND PROPERTY
SCALE: 1/32" = 1'-0"



'B' - 'B' NORTH - SOUTH CROSS SECTION THRU BUILDING AND PROPERTY
SCALE: 1/32" = 1'-0"



KEY PLAN - CROSS SECTIONS THRU BUILDING AND PROPERTY
SCALE: N.T.S.

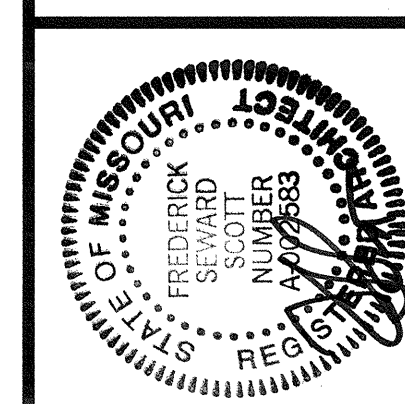


Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.
Frederick S. Scott, Architect

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 587-9000



Job No.: 84340
DB AB CB
Sheet No.: X of X
A-4.0
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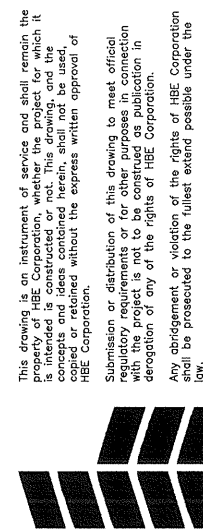
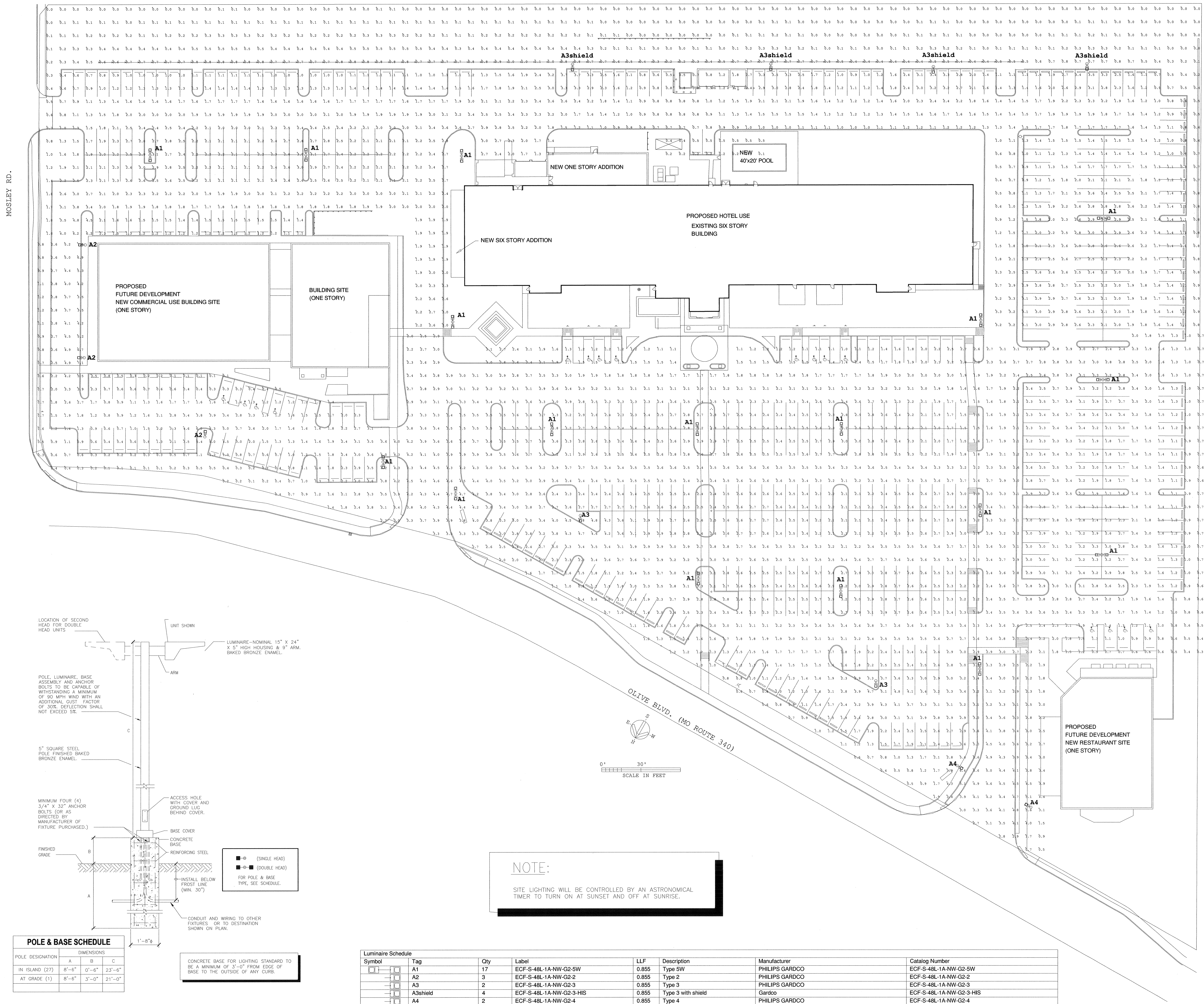


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11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

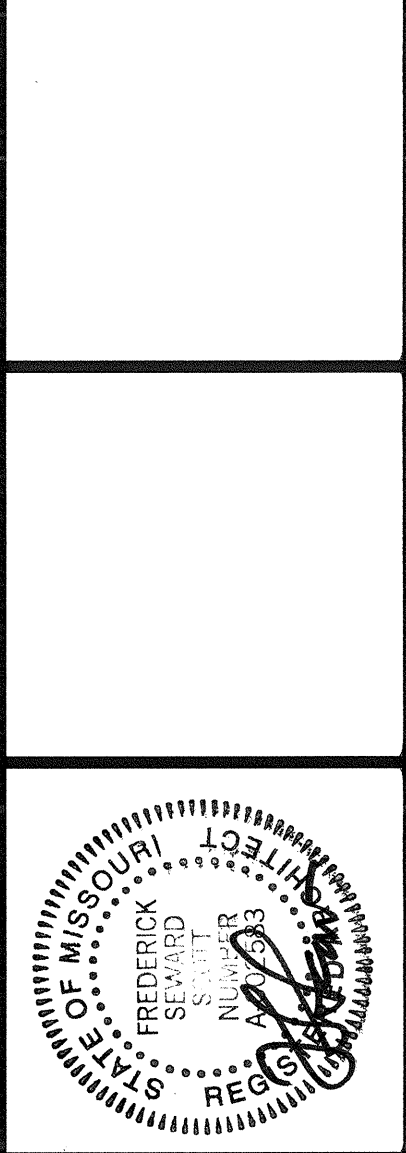
Creve Coeur Grand Hotel
Creve Coeur, Missouri



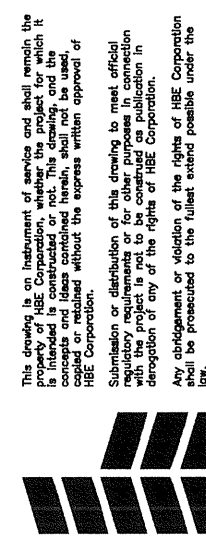
Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
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Job No.: 84340
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Sheet No.: X of X
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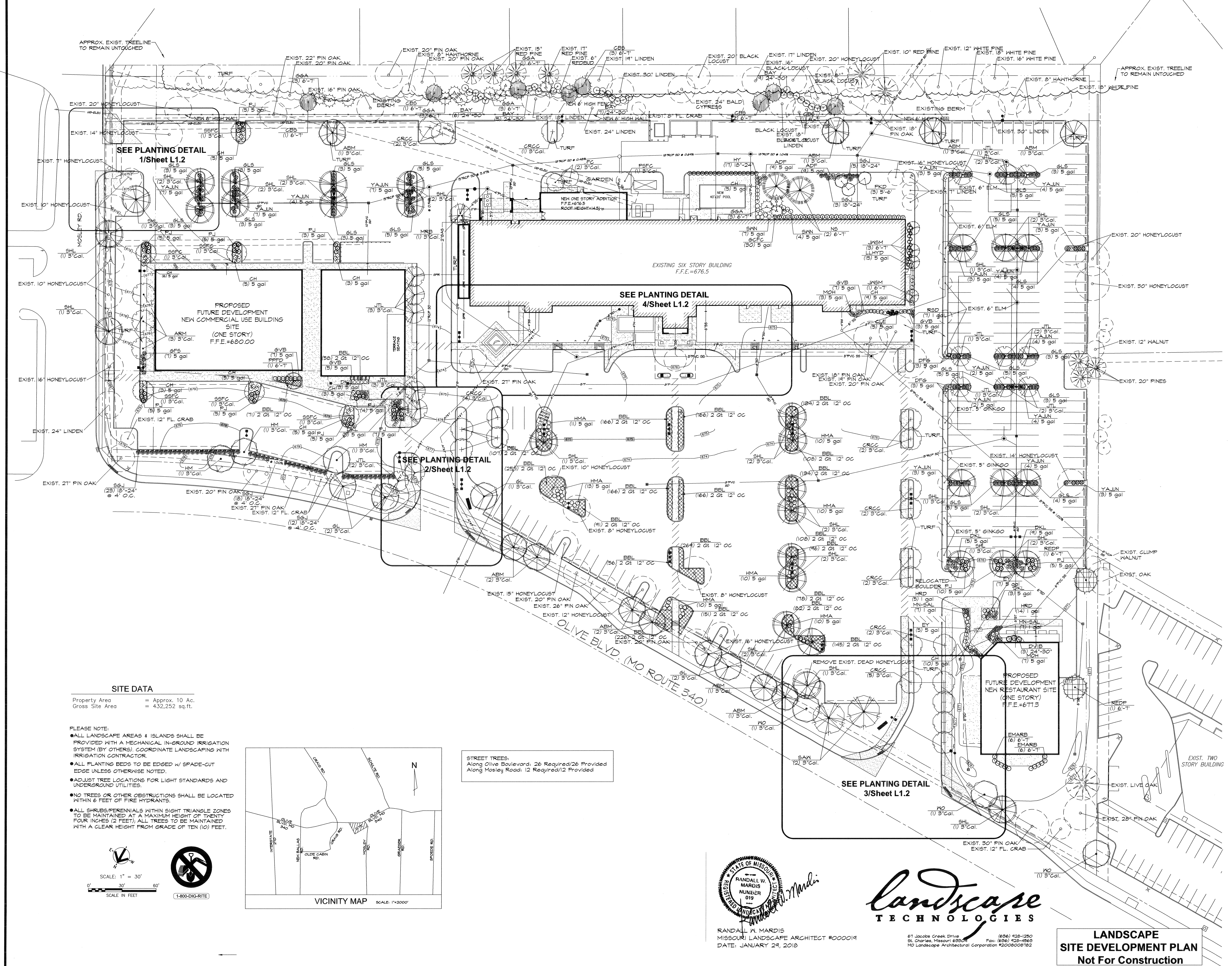


Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC
11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect
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Job No: 2017-150
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Sheet No: of
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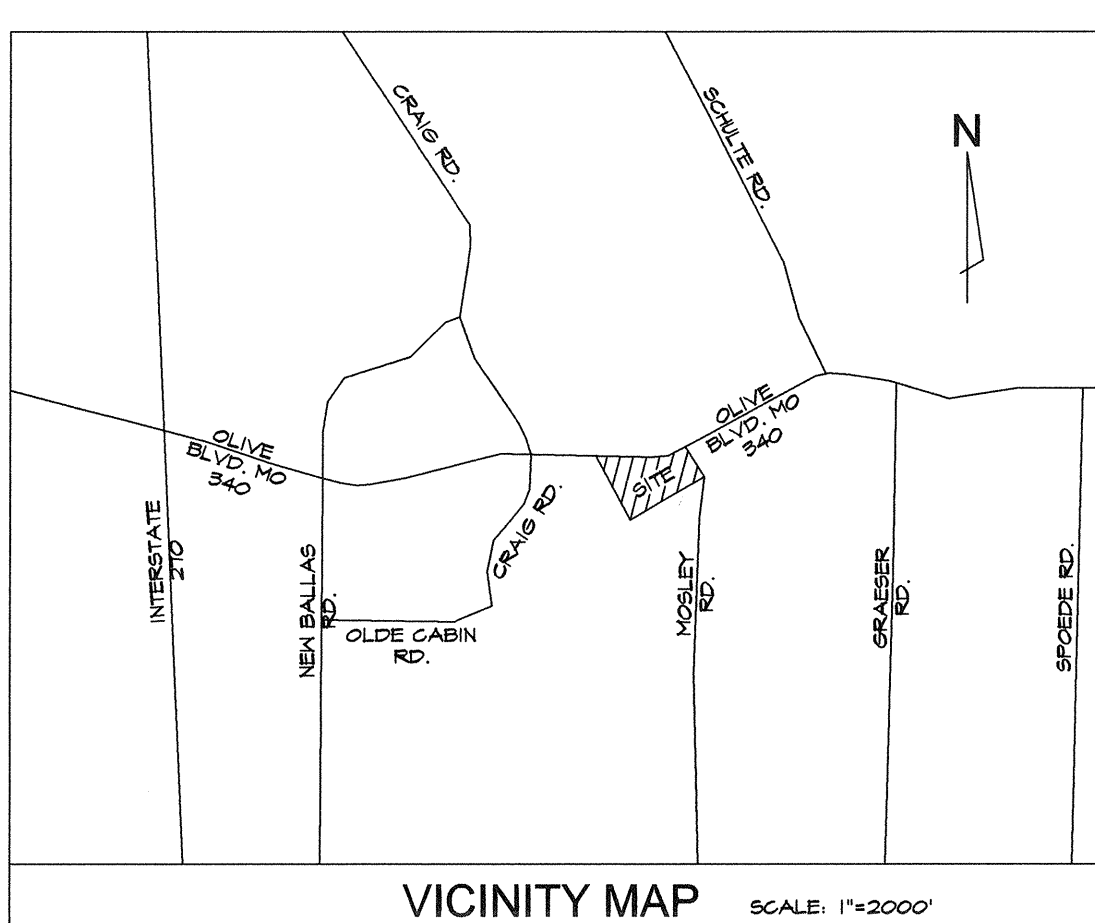
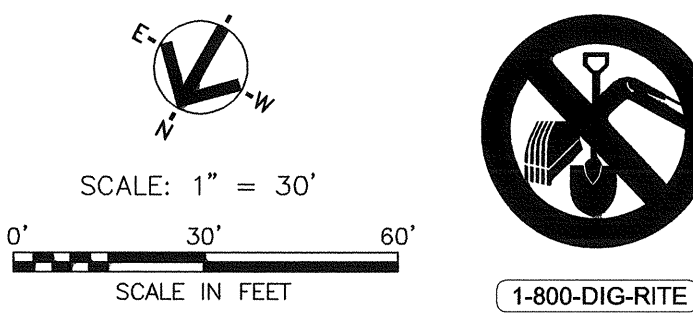


SITE DATA

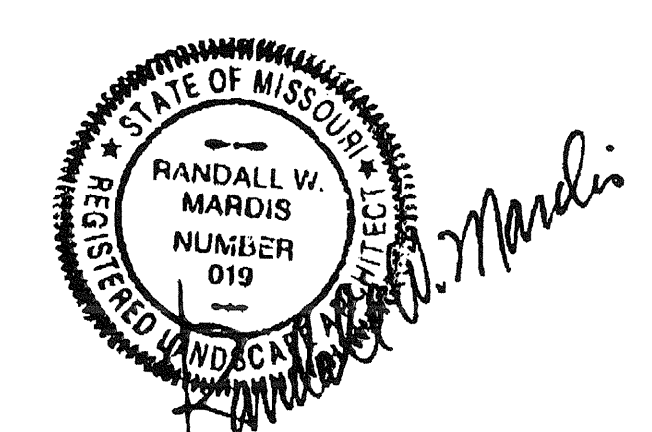
Property Area = Approx. 10 Ac.
Gross Site Area = 432,252 sq.ft.

PLEASE NOTE:

- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
- ALL PLANTING BEDS TO BE EDGED w/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
- ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
- NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
- ALL SHRUBS/PERENNIALS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR INCHES (2 FEET); ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF TEN (10) FEET.



STREET TREES:
Along Olive Boulevard: 26 Required/26 Provided
Along Mosley Road: 12 Required/12 Provided

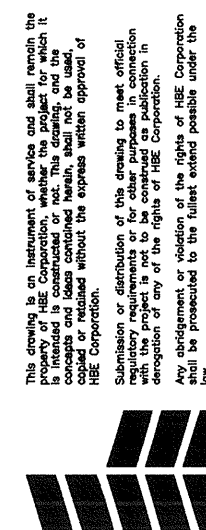


RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: JANUARY 29, 2018



61 Jacobs Creek Drive
St. Charles, Missouri 63301
MO Landscape Architectural Corporation #2008008182
(636) 426-1250
Fax: (636) 426-4563

**LANDSCAPE
SITE DEVELOPMENT PLAN**
Not For Construction



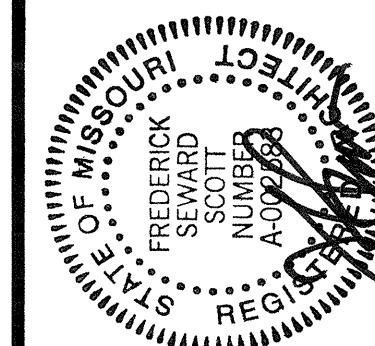
Proposed New
Creve Coeur Grand Hotel
 Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.
 Frederick S. Scott, Architect

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

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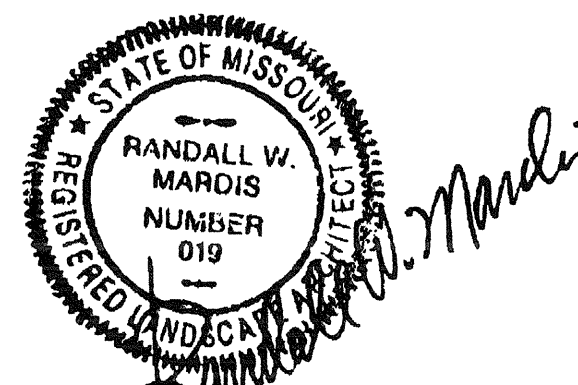
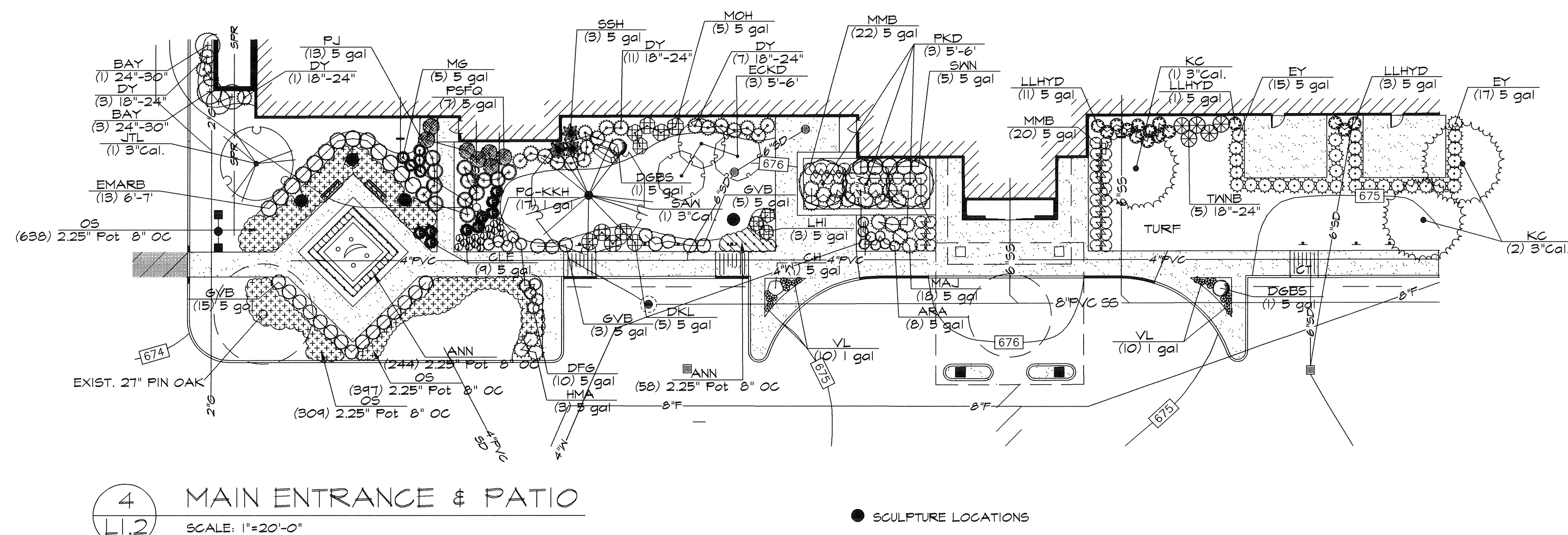
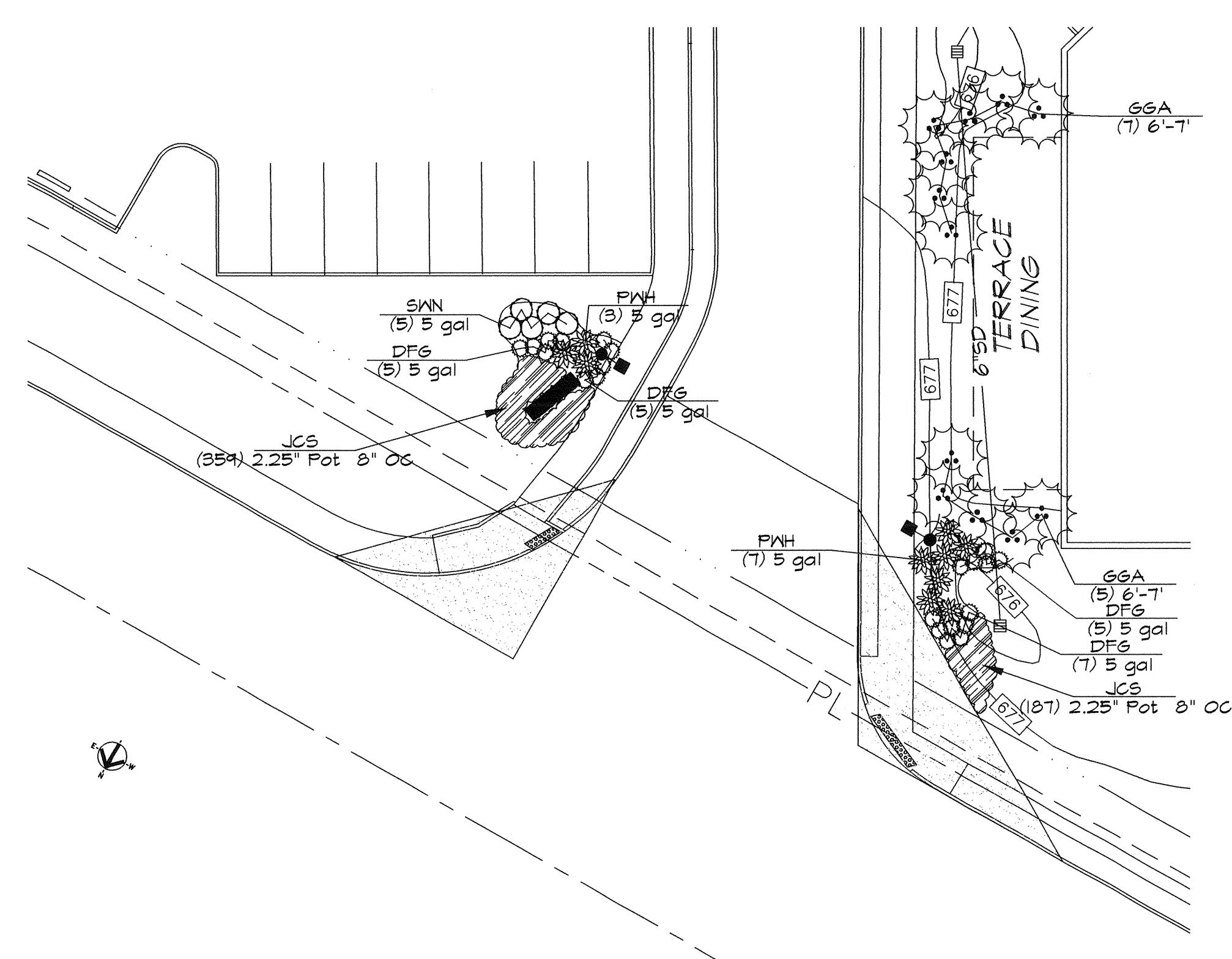
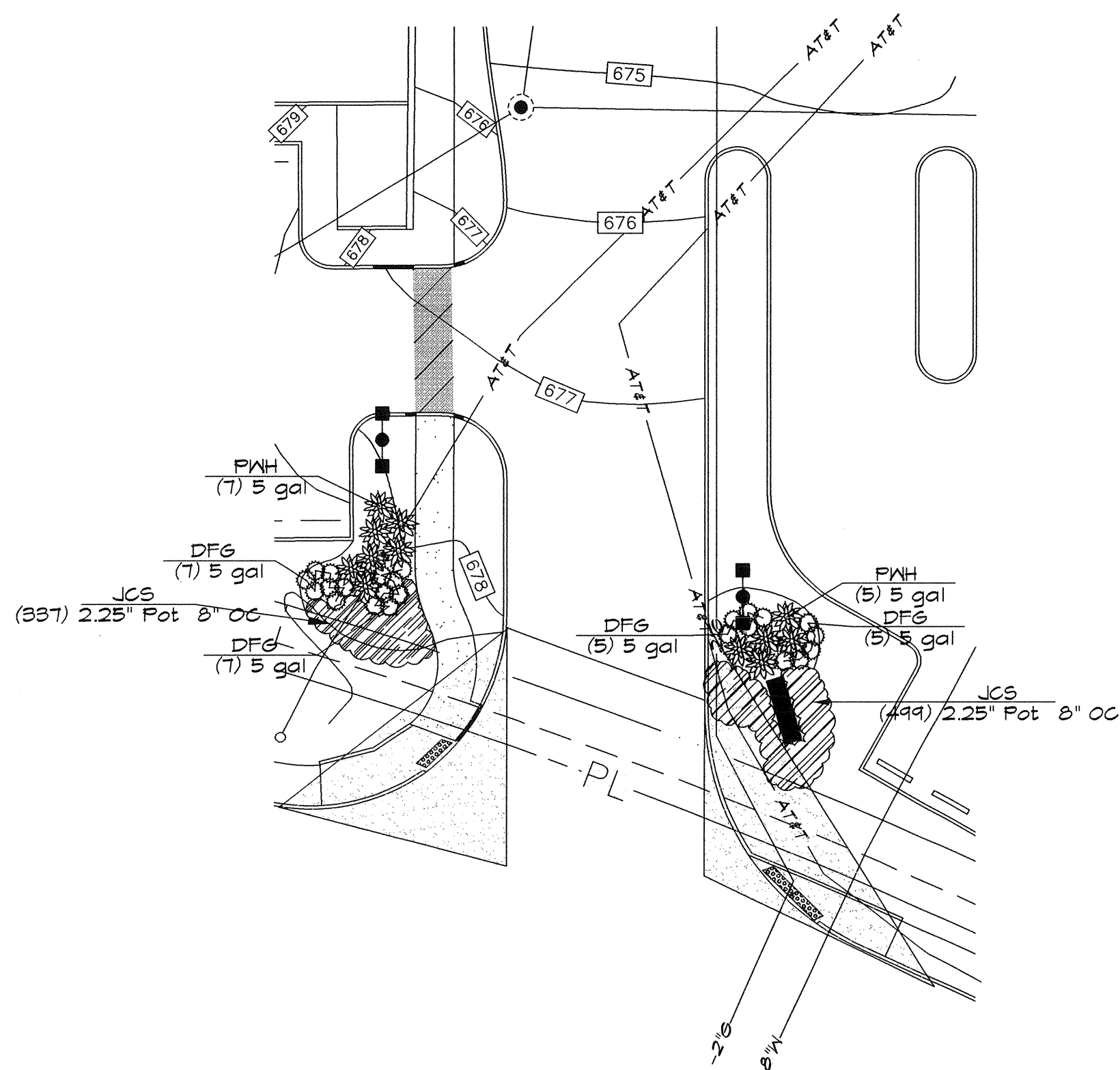
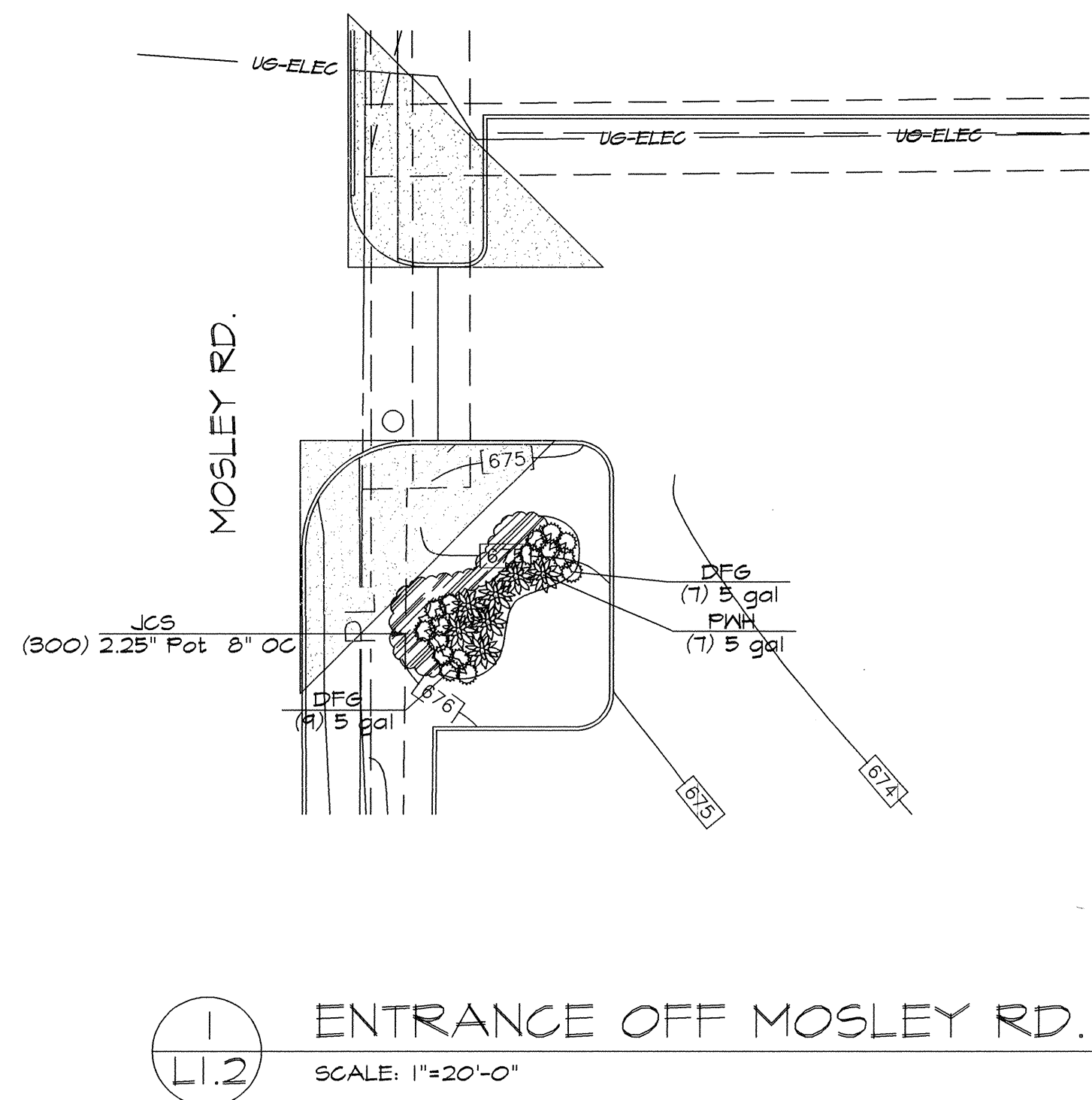
Job No.: 2017-150
 DB AB CB

Sheet No.: of

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 Date: January 29, 2018

PLANT SCHEDULE			
TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ARM	3	Armstrong Red Maple / <i>Acer rubrum</i> 'Armstrong'	3" Cal.
ABM	10	Autumn Blaze Maple / <i>Acer x freemanii</i> 'Jeffersred'	3" Cal.
GL	5	Greenspire Littleleaf Linden / <i>Tilia cordata</i> 'Greenspire'	3" Cal.
HM	3	Hedge Maple / <i>Acer campestre</i>	3" Cal.
SAW	3	Sawtooth Oak / <i>Quercus acutissima</i>	3" Cal.
WO	3	Willow Oak / <i>Quercus phellos</i>	3" Cal.
SHL	31	'Skyline' Locust / <i>Gladiata triacanthos</i> 'Skyline'	3" Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CBS	8	Colorado Blue Spruce / <i>Picea pungens</i> 'Glauc'	6"-7"
EMARB	25	Emerald Arborvitae / <i>Thuja occidentalis</i> 'Emerald'	6"-7"
GSA	25	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6"-7"
NS	2	Norway Spruce / <i>Picea abies</i>	6"-7"
REDP	2	Red Pine / <i>Pinus resinosa</i>	6"-7"
FLOWERING TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CRCC	20	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	3" Cal.
ECKD	3	Empress of China Kousa Dogwood / <i>Cornus kousa</i> 'Empress of China'	5'-6'
JTL	18	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	3" Cal.
KC	3	Kwanzan Cherry / <i>Prunus serrulata</i> 'Kwanzan'	3" Cal.
MRL	1	Merlot Redbud / <i>Cercis x Merlot</i>	3" Cal.
PKD	6	Pink Kousa Dogwood / <i>Cornus kousa</i> 'Satomi'	5'-6'
PFPP	1	Prairie Pink Flowering Dogwood / <i>Cornus florida</i> 'Prairie Pink'	6"-7"
PSFC	3	Professor Sprenger Flowering Crabapple / <i>Malus</i> 'Professor Sprenger'	3" Cal.
SSFC	6	Spring Snow Flowering Crabapple / <i>Malus</i> 'Spring Snow'	3" Cal.
JWSM	4	Sweetbay Magnolia / <i>Magnolia virginiana</i> 'Jim Wilson'	6"-7"
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ADF	18	Arnold's Dwarf Forsythia / <i>Forsythia x intermedia</i> 'Arnold's Dwarf'	5 gal
ARA	8	Autumn Royalty Azalea / <i>Azalea x 'Conica'</i>	5 gal
CH	60	China Boy/Girl Holly / <i>Ilex meserveae</i> 'China Boy/Girl' TM	5 gal
YAJUN	64	Compact Youngstown Andorra Juniper / <i>Juniperus horizontalis</i> 'Youngstown'	5 gal
DY	22	Dense Yew / <i>Taxus media</i> 'Densiformis'	18"-24"
DBBS	2	Dwarf Globe Blue Spruce / <i>Picea pungens</i> 'Globosa'	5 gal
DKL	30	Dwarf Korean Lilac / <i>Syringa meyeri</i> 'Falloli'	5 gal
EY	44	Everlow Yew / <i>Taxus x media</i> 'Everlow'	5 gal
GFS	7	Gold Flame Spirea / <i>Spiraea bumalda</i> 'Gold Flame'	5 gal
GGFC	30	Golden Charm False Cypress / <i>Chamaecyparis pisifera</i> filifera 'Golden Charm'	5 gal
GVB	45	Green Velvet Boxwood / <i>Buxus</i> 'Green Velvet'	5 gal
GLS	70	Gro-Low Fragrant Sumac / <i>Rhus aromatica</i> 'Gro-Low'	5 gal
HMA	77	Hetz Midget Arborvitae / <i>Thuja occidentalis</i> 'Hetz Midget'	5 gal
HY	17	Hicks Yew / <i>Taxus media</i> 'Hicksii'	18"-24"
LLHYD	30	Little Lime Hydrangea / <i>Hydrangea paniculata</i> 'Little Lime'	5 gal
LHI	3	Little Henry Sweetspire / <i>Itea virginica</i> 'Little Henry' TM	5 gal
DVIB	3	Mariesii Double File Viburnum / <i>Viburnum plicatum</i> tomentosum 'Mariesii'	24"-30"
MAJ	18	Mini Arcadia Juniper / <i>Juniperus sabin</i> 'Mini-Arcadia'	5 gal
NMB	42	Morris Midget Boxwood / <i>Buxus microphylla japonica</i> 'Morris Midget'	5 gal
MOH	15	Munchkin Oakleaf Hydrangea / <i>Hydrangea quercifolia</i> 'Munchkin'	5 gal
BAY	31	Northern Bayberry / <i>Myrica pensylvanica</i>	24"-30"
PSFQ	7	Pink Storm Flowering Quince / <i>Chaenomeles speciosa</i> 'Pink Storm'	5 gal
PNH	24	Pinky Ninky Hydrangea / <i>Hydrangea paniculata</i> 'Pinky Ninky'	5 gal
FJ	72	Procumbens Juniper / <i>Juniperus procumbens</i> 'Nana'	5 gal
SGJ	61	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"
SSH	5	Strawberry Sundae Hydrangea / <i>Hydrangea paniculata</i> 'Strawberry Sundae'	5 gal
SVN	21	Summer Wine Ninebark / <i>Physocarpus opulifolius</i> 'Summer Wine'	5 gal
TNNE	5	Tiny Nine Ninebark / <i>Physocarpus opulifolius</i> 'Tiny Nine'	18"-24"
CLE	14	'Hummingbird' Summersweet / <i>Clethra alnifolia</i> 'Hummingbird'	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	19	Happy Returns Daylily / <i>Hemerocallis</i> hybrid 'Happy Returns'	1 gal
YN-SAL	14	May Night Salvia / <i>Salvia nemorosa</i> 'May Night'	1 gal
PC-KKH	17	Purple Coneflower / <i>Echinacea purpurea</i> 'Kim's Knee High' TM	1 gal
RSD	7	Red Stella Daylily / <i>Hemerocallis</i> hybrid 'Red Stella'	1 gal
VL	20	Variegated Liriope / <i>Liriope muscari</i> 'Variegata'	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
DFS	78	Dwarf Fountain Grass / <i>Pennisetum alopecuroides</i> 'Hameln'	5 gal
MS	5	Maiden Grass / <i>Miscanthus sinensis</i> 'Gracillimus'	5 gal
GROUND COVERS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
	2,831	Big Blue Liriope / <i>Liriope muscari</i> 'Big Blue'	2 Qt @ 12" OC
	1,882	John Creech Sedum / <i>Sedum spuriolum</i> 'John Creech'	2.25" Pot @ 8" OC
	302	Mixed Annuals / Min. of Five Varieties	2.25" Pot @ 8" OC
	1,344	Orange Stoncrop / <i>Sedum kamtschaticum</i>	2.25" Pot @ 8" OC



RANDALL W. MARDIS
 MISSOURI LANDSCAPE ARCHITECT #000019
 DATE: JANUARY 29, 2018

landscape
 TECHNOLOGIES

67 Jacobs Creek Drive
 St. Charles, Missouri 63304
 MO Landscape Architectural Corporation #2008002182

(636) 428-1250
 Fax: (636) 428-4563

LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction

LANDSCAPE GUIDELINE SPECS:

GENERAL:

- 1) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
- 2) The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
- 3) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (call utility location services in municipality).
- 4) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
- 5) It shall be the landscape contractor's responsibility to:
A) Verify all existing and proposed features shown on the drawings prior to commencement of work.
B) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
C) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
- 6) Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
- 7) Provide single-stem trees unless otherwise noted in plant schedule.
- 8) All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
- 9) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
- 10) All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
- 11) Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of 'polished side walls' prior to plant material installation.
- 12) All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
- 13) Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
- 14) Landscape contractor shall kill & remove all existing weeds within the project site.
- 15) All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
- 16) Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.
- 17) All substitutions of plant material shall be submitted to landscape architect for approval.

PRUNING:

- 1) Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
- 2) All pruning shall comply with ANSI A300 standards.

INSURANCE:

- 1) The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

- 1) All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
- 2) No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Filter fabric shall be used beneath all gravel mulch beds. Lap fabric 6" over adjacent coverages.
- 3) Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

- 1) Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
- 2) Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.
- 3) Watering of seeded or sodded lawns shall begin immediately and shall continue to be provided continuously for the following 12 hours. Regardless, the landscape contractor shall be responsible for all landscape maintenance until project turnover.

SIGHT TRIANGLES:

- 1) No landscape material or other obstructions shall be placed or be maintained within the sight distance area so as not to impede the vision between a height of thirty inches (30") and ten feet (10') above the adjacent street or paving surfaces.
- 2) Sight triangles at the intersection of a public street and a private access way (except for single family residences) shall also be formed by measuring from the point of intersection of the street frontage curbs and the entrance curb lines a distance of 35' and connecting the points so established to form the sight triangle area.

TOPSOIL:

- 1) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
- 2) Provide a soil analysis, as requested made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
- 3) Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1") litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
- 4) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
- 5) Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

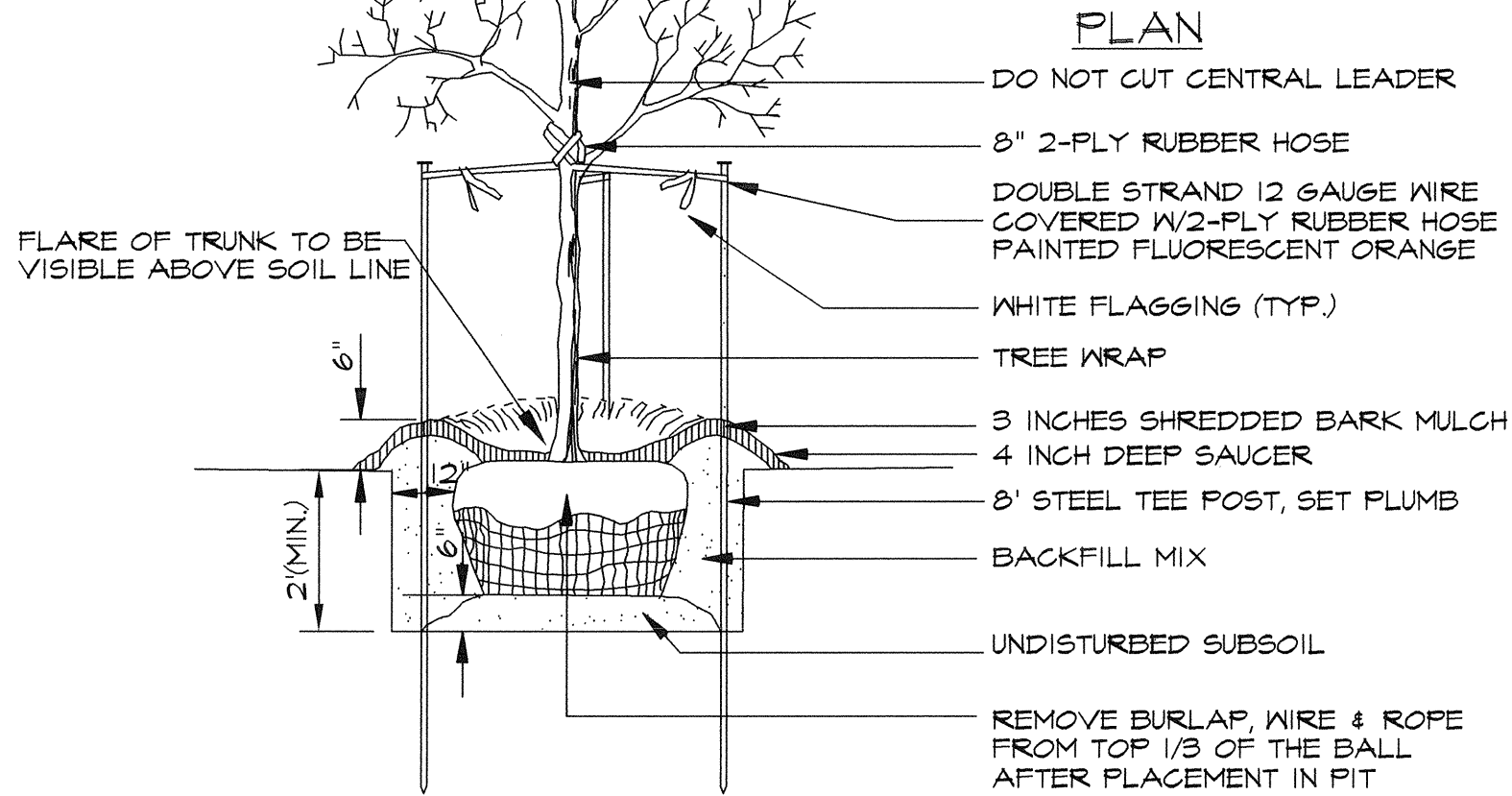
TURF:

- 1) All disturbed lawn areas to be seeded with a mixture of Turf-Type Fescue (300# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 40 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
- 2) The turf contractor shall be responsible for protection of finished grade, restore and repair any erosion or water damage and obtain owners approval prior to seeding or sod installation.
- 3) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted. Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
- 4) All sod shall be placed a maximum of 24 hours after harvesting.
- 5) Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
- 6) Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

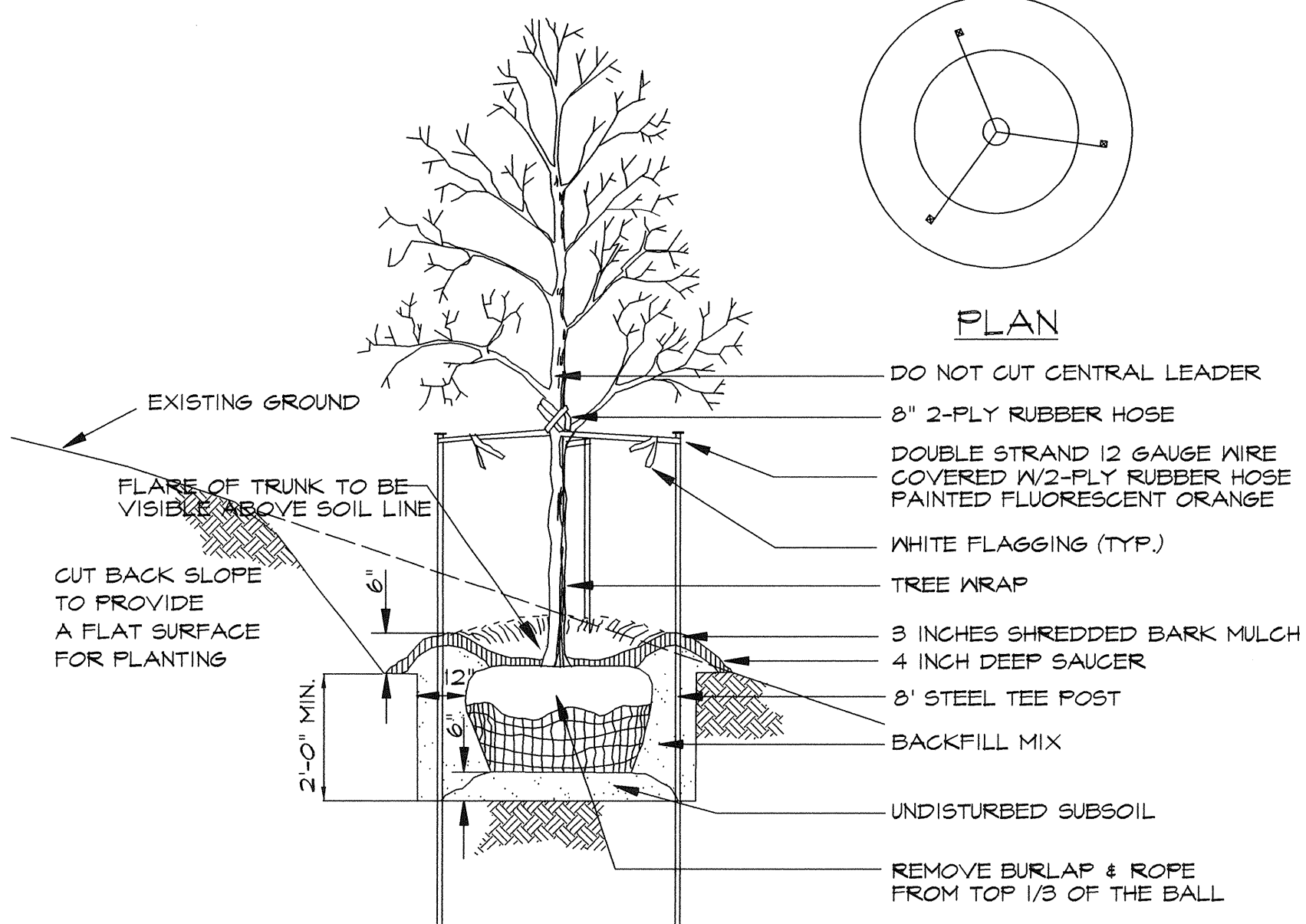
WARRANTY:

- 1) All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
- 2) Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
- 3) Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with the warranty.
- 4) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
- 5) A written guarantee shall be provided to the owner per conditions outlined in #1 above.

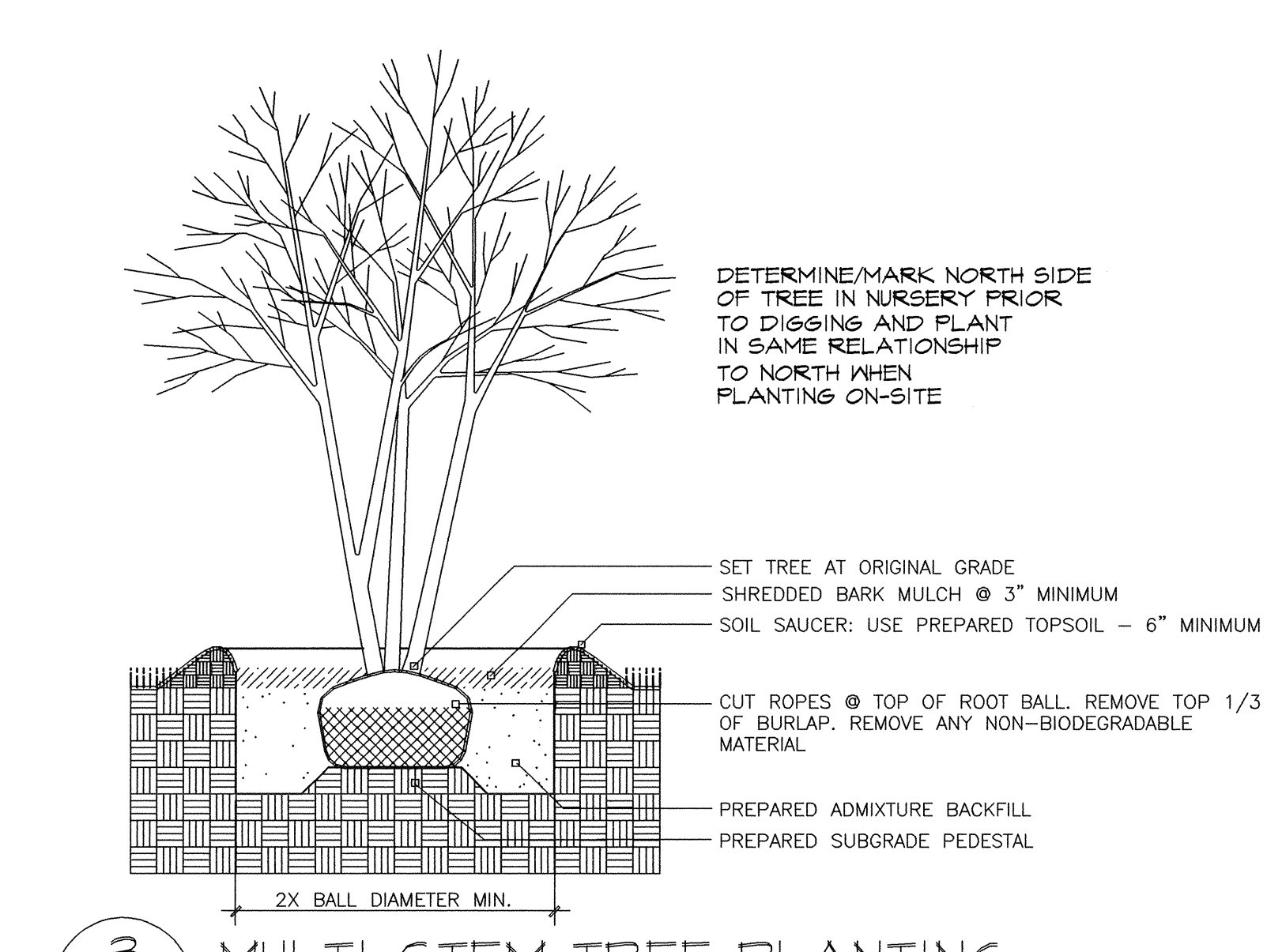
DETERMINE/MARK NORTH SIDE OF TREE IN NURSERY PRIOR TO DIGGING AND PLANT IN SAME RELATIONSHIP TO NORTH WHEN PLANTING ON-SITE



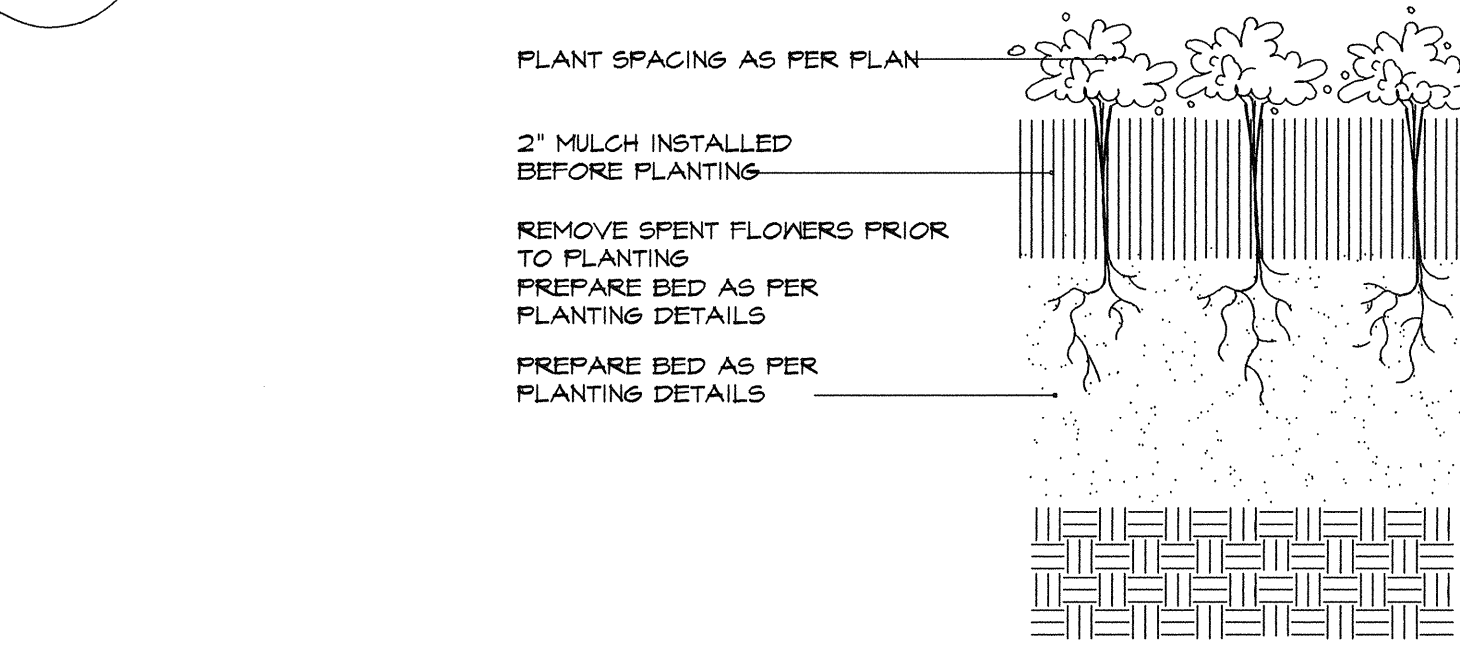
1 DECIDUOUS TREE PLANTING
L1.3 N.T.S.



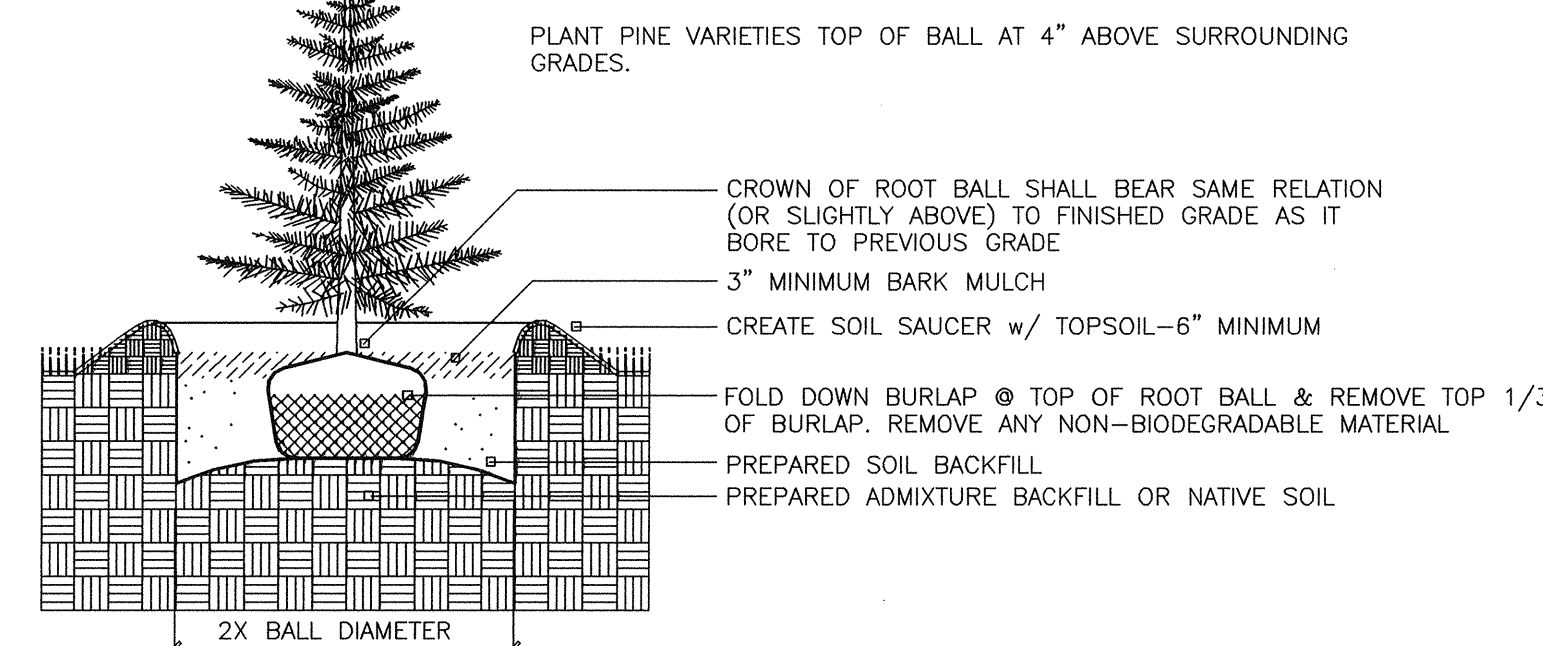
2 TREE PLANTING ON SLOPE
L1.3 N.T.S.



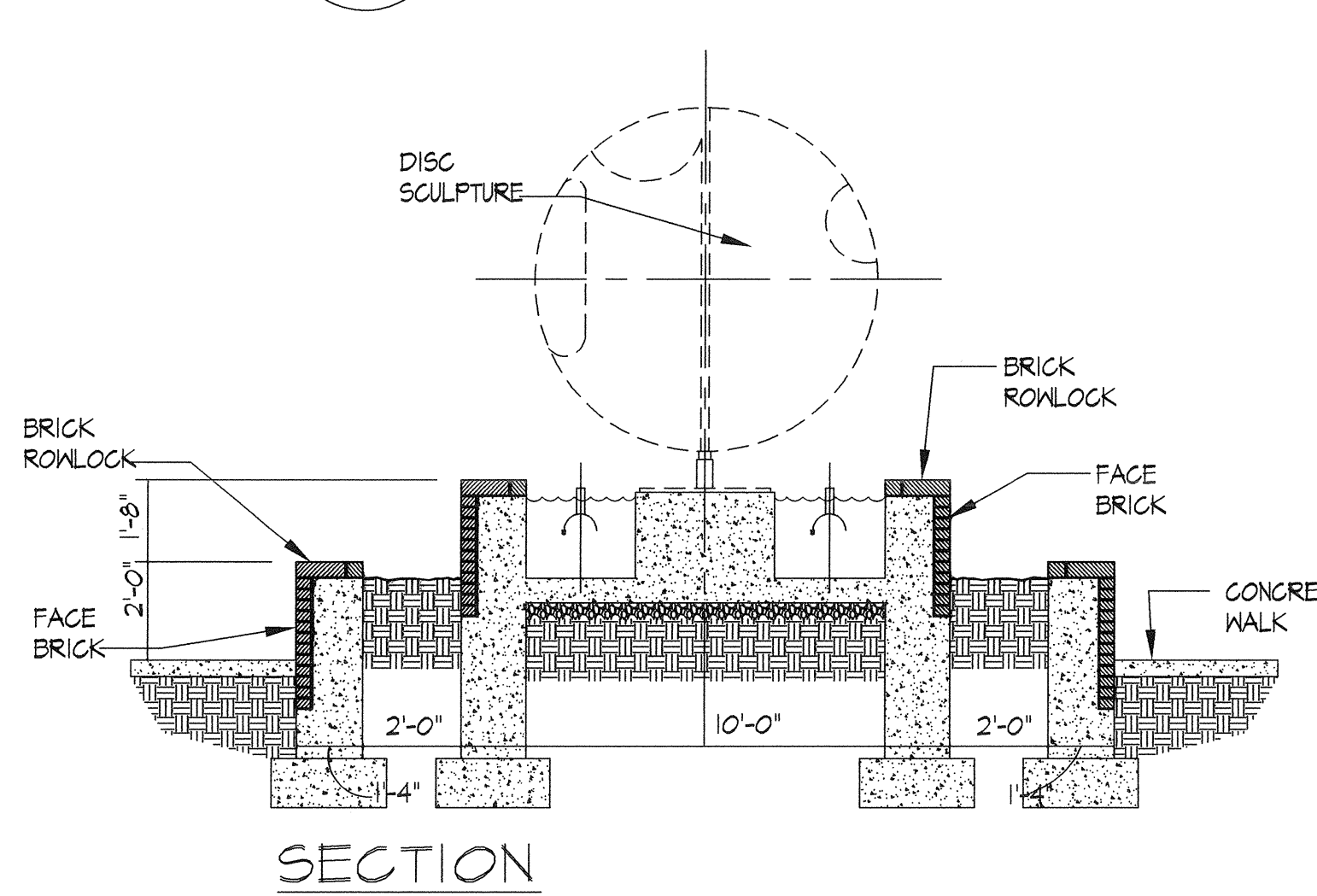
3 MULTI-STEM TREE PLANTING
L1.3 N.T.S.



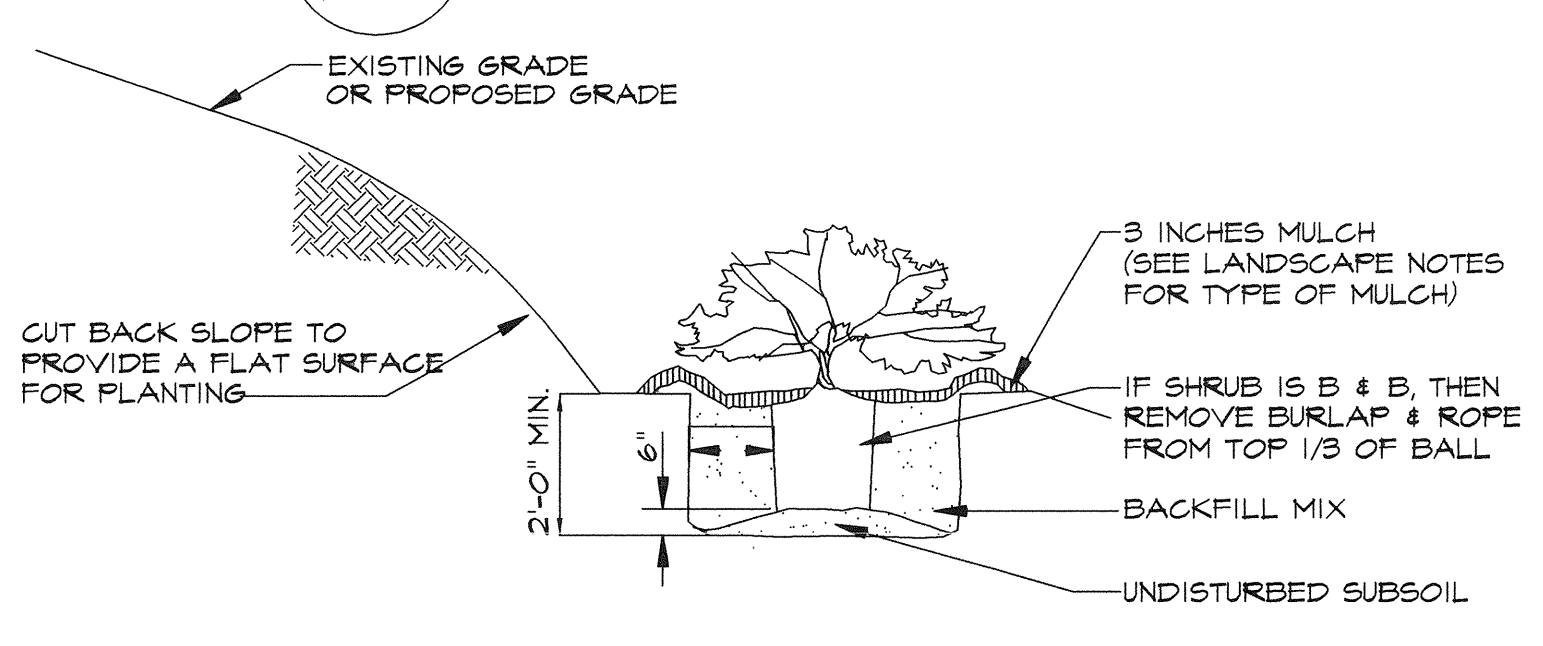
4 PERENNIAL/ANNUAL PLANTING
L1.3 N.T.S.



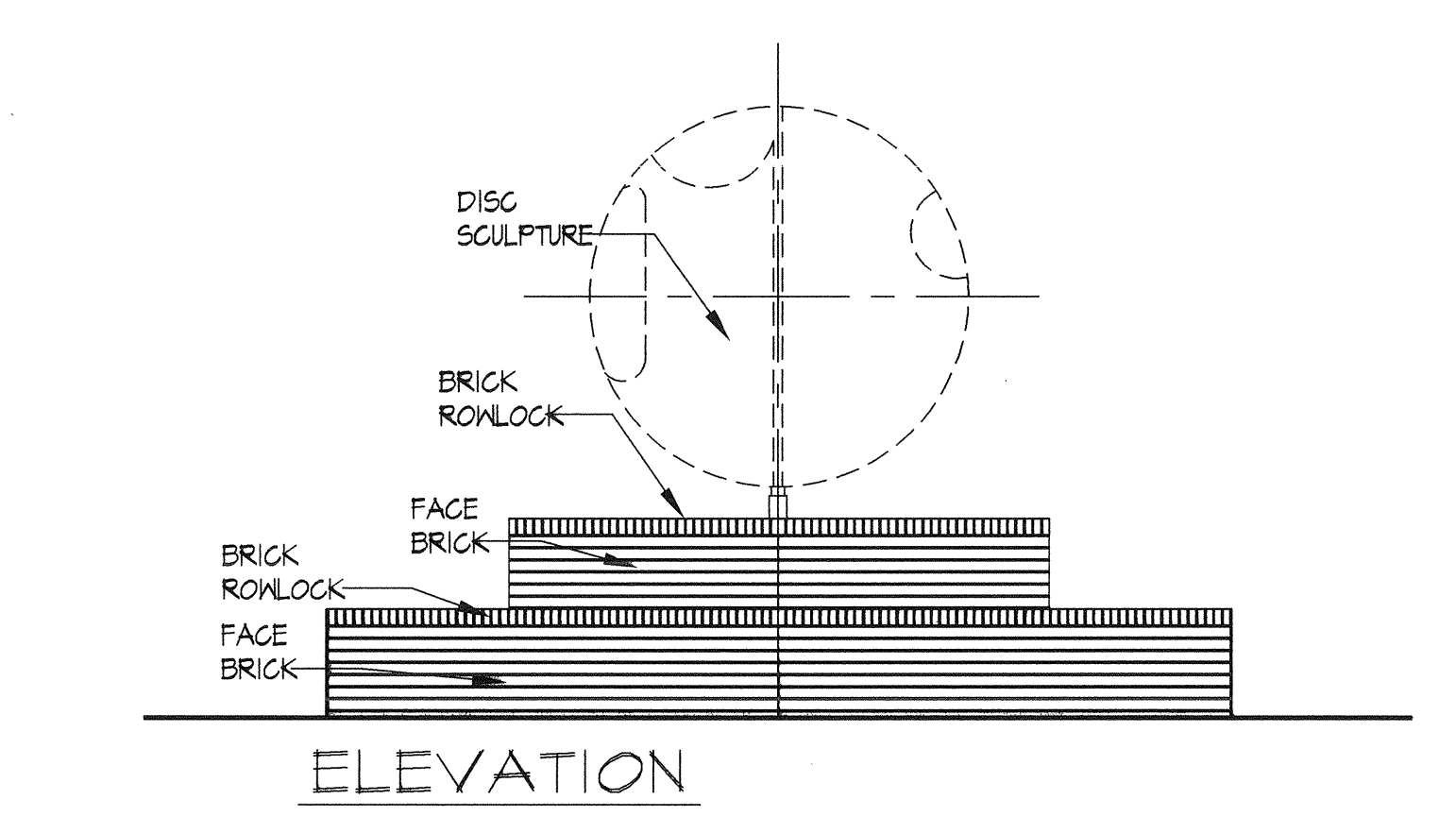
5 EVERGREEN TREE PLANTING
L1.3 N.T.S.



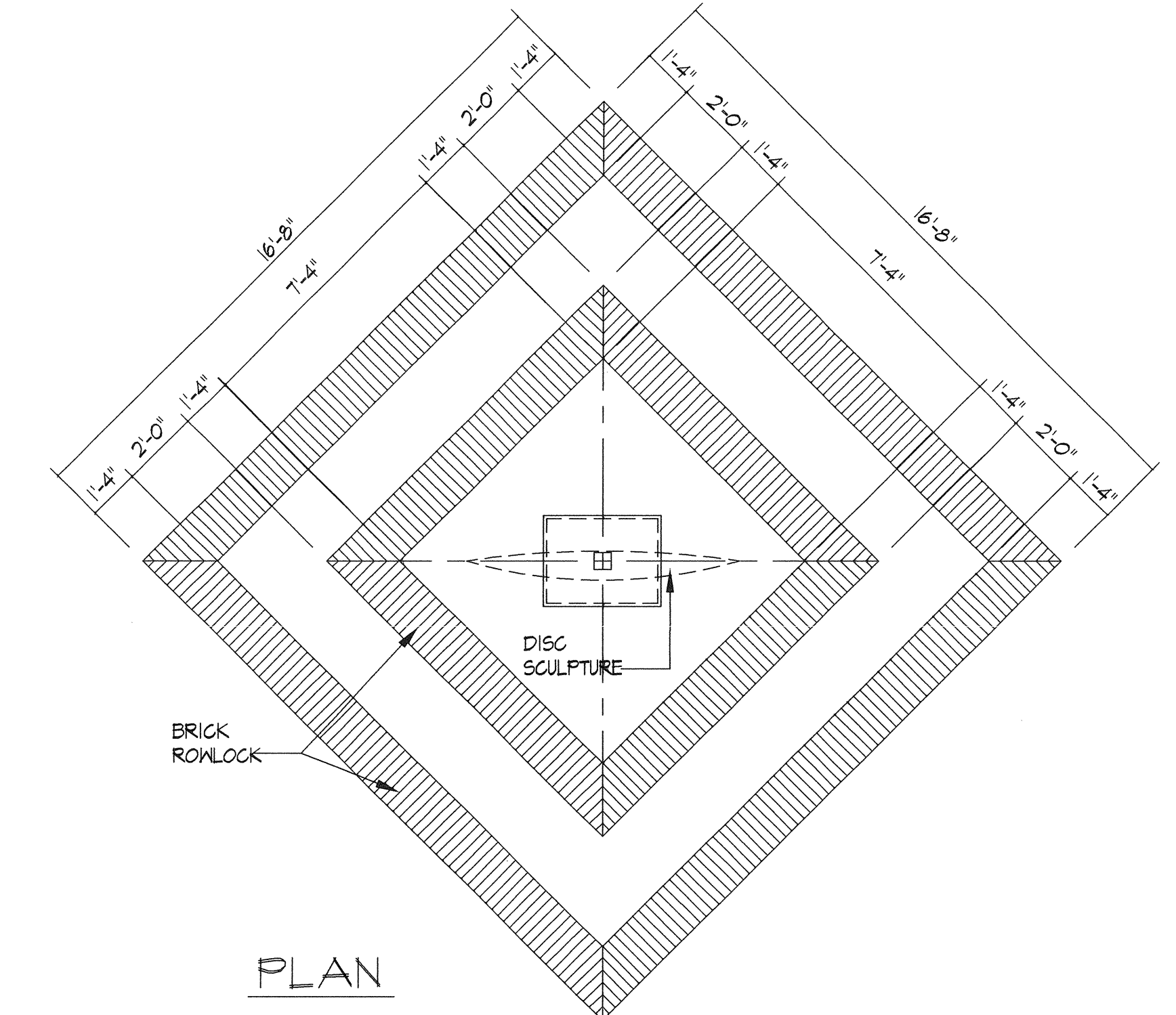
6 SHRUB PLANTING
L1.3 N.T.S.



7 SHRUB PLANTING ON SLOPE
L1.3 N.T.S.



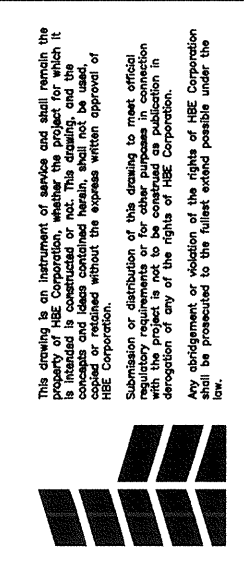
8 SPADE-CUT EDGE DETAIL
L1.3 N.T.S.



9 FOUNTAIN DETAIL
L1.3 N.T.S.



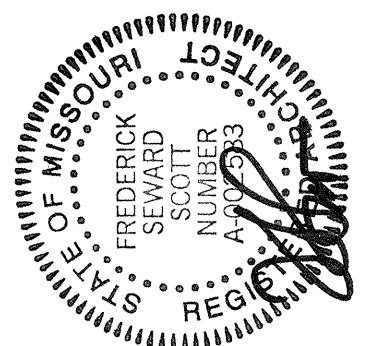
LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction



Proposed New
Creve Coeur Grand Hotel
Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.
Frederick S. Scott, Architect



Job No.: 2017-150
DB AB CB
Sheet No.: of
L1.3
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Date: January 29, 2018



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Creve Coeur Grand Hotel, Creve Coeur, MO

1 message

FScott@hbecorp.com <FScott@hbecorp.com>

Thu, Feb 1, 2018 at 1:56 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Cc: fritz@fritzkummer.com, ttryniecki@armstrongteasdale.com

Mr, Jaggi,

Pursuant to your request and our conversation today, please be advised that the Applicant, Kummer Hotel Development, LLC, received on November 27, 2017, approval of the franchise application and issuance of the current standard franchise agreement for the development of the proposed hotel from Hilton.

Frederick S. Scott | Architect

Hospital Designers, Inc. | 11330 Olive Blvd. | St. Louis, MO 63141

fscott@hbecorp.com | p: 314.567.9000 ext. 608 | f: 314.567.0602



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 6, 2017

Subject: Case No. 17-028 Planned Commercial Development Rezoning—HBE Property

Memo Prepared by: Jason Jaggi, AICP, Director of Community Development

Attachment: Memorandum and Calls for Service Data from Chief of Police

At the October 23rd Planning and Zoning Commission meeting, staff was asked to provide information on calls for service for the two existing hotel properties in the City of Creve Coeur, Drury Hotel and Courtyard by Marriott.

Attached, please find a memorandum from Chief Eidman and data for calls for service at each of the two properties from January 2014 through July 2017.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: November 3, 2017

TO: Jason Jaggi

FROM: Glenn Eidman, Chief of Police

SUBJECT: Calls for Service Request

Mr. Jaggi,

The calls for service at the Drury Hotel and Courtyard Marriott are listed below. The categories are outlined by our CAD System (Computer Aid-Dispatching). The demographics of the two hotels are also different in that the Drury has frontage on Olive and can be seen from I-270. The Marriott sits down well below Olive in a less traveled area.

The two hotels are somewhat different in policies, rules, regulations and expectations from their guests. Both hotels work hard to create a safe environment for their guests, and have little tolerance for any issues.

The Drury, locks the exterior doors in the early evening hours. Guests staying at the hotel can access the doors by the use of their room keys, which identify the guest by room, as well as being captured on video. If someone would appear at the lobby of the Drury and want to contact a guest, the hotel contacts the guest and requires them to come to the lobby and accept the guest. The Marriott has a similar policy about locking the doors at a certain time, but still receives guests in the lobby.

The police department has not had any particular issues with either business, and are call responsive as well as being proactive to ensure the guests, visitors, and citizens feel safe. The CAD entries also reflect proactive patrols by the police officers as well as getting out of their patrol cars and walking through the lobbies, around the perimeter, and through the parking areas and garages. Should a further explanation of the data be needed, please feel free to contact me.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

Drury Hotel 11980 Olive		Courtyard Marriott 828 N New Ballas
Type of Call for Service 1/2014-7/31/2017	Number of Calls	Number of Calls
911 Hang-up	4	0
Abandoned Vehicle	7	2
Accidental Injury	1	1
Alarms, Fire & Misc.	18	2
Animal Call/Complaint	1	3
Area Check by Officer	608	366
Arrest-Fugitive	2	2
Assist Other Dept.	11	2
Assault	1	1
Business Check	101	7
CIT Incident	1	0
Check the Welfare	1	4
Disturbance	8	12
Drug Violation	3	2
DWI (Stops on Lot)	3	2
Escort	2	0
Foot Patrol by Officer	341	28
Found Property	3	2
General PF Services	7	2
Keep the Peace	0	1
Lockout	2	0
Lost Property	3	1
Missing Person	4	0
Parking Violation	2	0
Property Damage	1	1
Sex Offense	2	0
Sick Case	26	8
Stealing from Vehicle	3	0
Stealing Vehicle	2	0
Stealing	6	3
Suspicious Person	14	2



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

Suspicious Vehicle	18	8
Tampering	1	0
Traffic Stop by Officer	40	40
Trespassing	4	1
Vehicle Crash, Private Prop	2	0
TOTAL	1253	503



city of CREVE COEUR

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www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION

#17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: October 23, 2017

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard (see map), also addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an application to rezone the property at 11318 Olive Boulevard to the PCD-Planned Commercial Development District for a new 260 room hotel, a 20,000 square foot multi-tenant retail/commercial building, and a 7,000 square foot freestanding restaurant. The proposal also includes application #17-029 to amend Section 405.390(D)(2)(b)(1) of the planned commercial development requirements to allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business District. The building was originally developed in 1979 and contains pre-existing non-conformities on the site, including and not limited to, site coverage and setbacks for buildings over 45 feet when adjacent to residential districts. Hotels and Restaurants are permitted with conditions in the CB District. The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References

- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE:

Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847



REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development;
Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

ATTACHMENTS: Applicant's Materials received October 11, 2017
Traffic Impact Study
City's Traffic Engineer Consultant Comments
Public Comments received by October 17, 2017

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan replaces all prior zoning regulations on the property and the zoning map is changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations, and are included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, will govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, are permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing.

PROPOSED PROJECT

The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but will be reviewed as part of a second phase. The submitted plan provides a total site coverage at complete build out of 66.77%. The hotel includes a new six story addition to the east elevation for new service elevators, and an approximately 1,929 square foot addition to the rear of the property for dining area seating, with a 1,038 square foot covering for the trash enclosure and delivery area. The proposal includes covering the existing brick with an EIFS material that simulates brick on the lower floors and has a stucco finish on the upper floors. A new entry canopy and applied granite panels are provided at the main entrance. Existing brick will remain on the elevator towers.

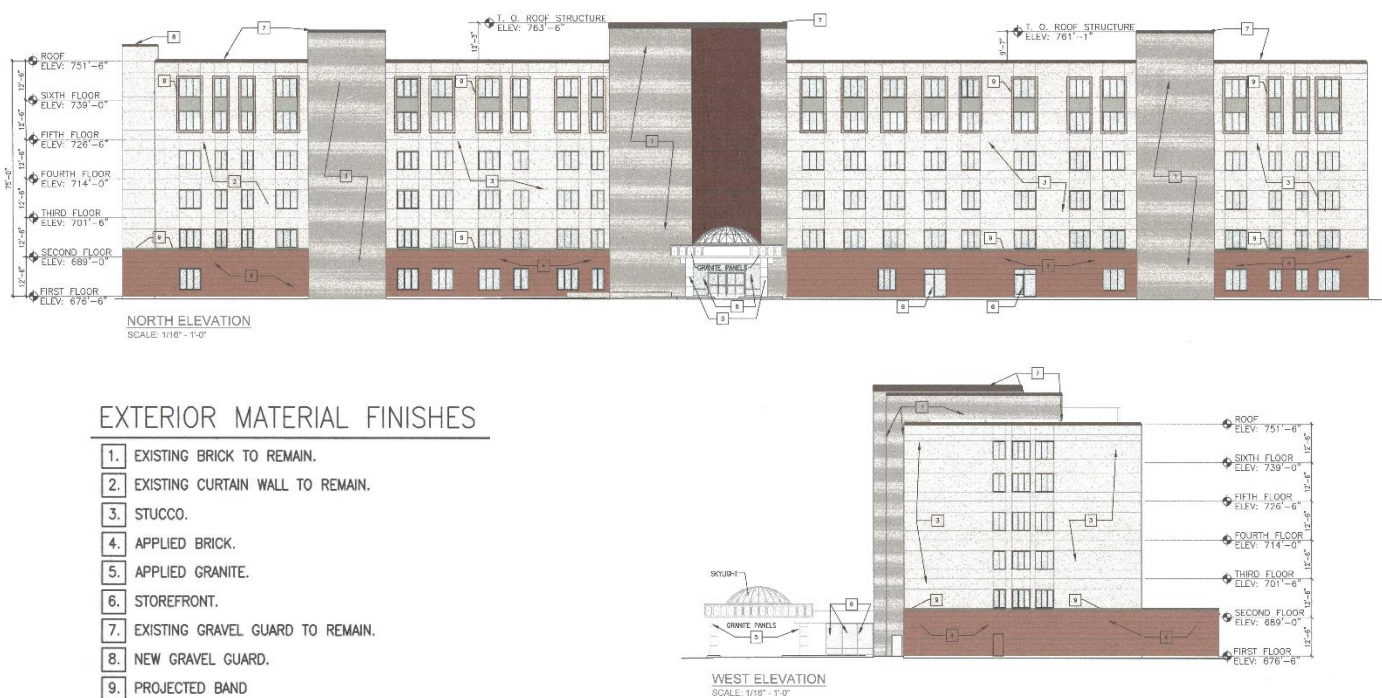


Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials Indicated.

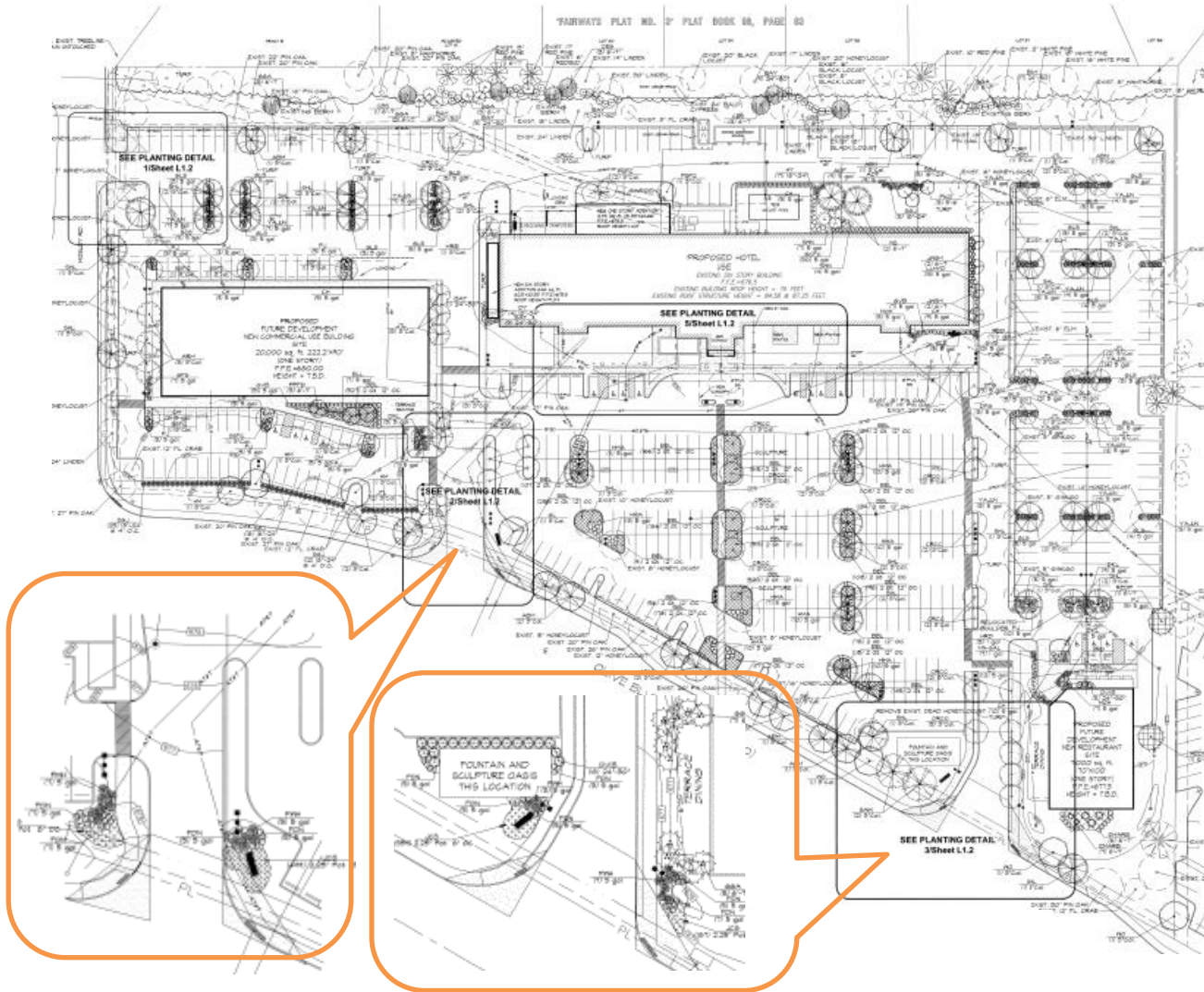


Figure 2: Applicant's overall Landscape Plan, showing layout of future Buildings on the site, and the east and west entrance detailed landscaping

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Retail/Commercial	CB Core Business District	Olive Boulevard
South	Residential-Fairways Subdivision	B Single Family Residential	NA
East	Retail; Residential	GC- General Commercial; C-RDD, C- Single Family Residential with Residential Designed Development	Mosley Road
West	Office/Commercial	PO-Planned Office District.	NA

FINDING OF ELIGIBILITY

An application for "PCD" Planned Commercial Development requires a finding of eligibility by the Zoning Administrator prior to review by the Planning Commission. The following table summarizes that finding and is provided for reference only.

The purpose of this finding is primarily to serve as a quick review to determine if the proposal meets minimal standards; enough that it warrants further review. Greater scrutiny is applied in the subsequent discussion and is the purview of the Planning Commission and City Council.

Criteria	Finding
Cannot be approved under other zoning	The mix of uses can be accomplished in the CB District, and the planned zoning districts: Planned Commercial Development [Section 405.390(D)(2)(b)] However, as proposed, cannot be approved by any other District: • The HBE office building is non-conforming in the CB District with respect to building setback and buffer yards. Section 405.370.E.4.d states that the setback for any non-residential building exceeding 3 stories or 45 feet in height shall be increased to 200 feet. The existing building setback is 137.1 feet. Further, an additional 2 feet of buffer yard shall be provided for every foot of building height exceeding 45 feet. The existing buffer yard is approximately 50-feet. The height of the existing building is approximately 87 feet which would require a buffer yard of 134-feet which would be approximately 3-feet from the rear of the existing building. • Section 405.610.D states that no building shall be altered to project into the required setbacks. The proposal includes additions at the rear and east side of the building which project into the required setback of 200-feet. • Section 405.610.E.4 states that any non-residential lot with site-related non-conformities which is proposed for a change of use shall fully comply with all requirements of the zoning ordinance. The proposed change in use from office to hotel requires full conformance for site-related non-conformities. Specifically, due to the change in use, the required buffer yard of 134 feet must be met. • The Applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore, the only zoning district option that would allow relief for these requirements is the PCD Planned Commercial District
Fulfills purpose of Section 405.390, Planned Zoning Districts: “The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area.”	Without delving into the question of appropriateness, the following appear to be facts supporting the stated purpose: • It fulfills the goal of the Mixed Use District as stated in the comprehensive plan by incorporating a variety of uses in a coordinated fashion on a large development site with improved walkability. The proposal includes a hotel use, retail and restaurant uses which, depending on the chosen tenants, have the potential to complement each other. • The proposal includes various site amenities such as public art, a water feature, and enhanced landscaping as recommended in the comprehensive plan and design guidelines. However, the layout and placement of these features does not promote an innovative design as discussed further below. • It will infill a property that is currently underdeveloped with economically viable uses by repurposing an aging office building. • The architectural design and materials of the proposed hotel is an area that could be improved to better meet with the objectives of the Design Guidelines. Although the request does not include specific review of the two frontage buildings, the applicant states that these buildings will be of predominately masonry construction and will coordinate with the each other and the hotel to meet with the goals of the Design Guidelines.

Substantial incorporation of PCD design criteria	Overall, the design criteria appears to be met, but a fuller discussion of the areas in which there are opportunities to improve the proposal can be found in later sections of this report. Ultimately, it is up to the Planning and Zoning Commission and City Council to determine if those criteria have been met to the satisfaction of purpose of the PCD district.
Provision of tangible public benefit(s) including, but not limited to, the following: 1. Provision of public or quasi-public parking facilities; 2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses; 3. Consolidation and/or elimination of overhead utility wires; 4. Inclusion of landscaped gardens, plazas or parks available for public use; 5. Provision of alternative street connections or the dedication of land for additional street right-of-way; 6. Fountains, statuary, public art; 7. Architectural distinction and significance that would make the building(s) noteworthy; 8. Extensive use of high quality building materials that would add to the assessed valuation of the structures. <i>It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.</i>	The applicant has listed the following public benefits to support the proposal: • The need for additional hotel space in support of the 39 North District Master Plan to serve the eastern section of the Creve Coeur Business District. • Enhancement of tax revenue to the City of Creve Coeur and St. Louis County as a result of the development. • No governmental financial assistance is requested • Redevelopment of a highly visible property site. Staff recognizes that there remains questions of weighing these benefits as a “tangible public benefit” and that fulfillment of the public benefit element of this development is at the discretion of the Planning and Zoning Commission and City Council. However, based on the provisions listed in the code, the following elements are proposed with this application: • Pedestrian facilities to link the buildings within the development and to the surrounding businesses via public sidewalk connections to Olive Boulevard and Mosley Road. Additional public easements are proposed to align with the current sidewalks along Olive and Mosley. • A landscaped plaza area with seating and public art are incorporated within the parking lot with outdoor seating adjacent to the retail building and restaurant buildings. • A fountain and public art area is proposed at the west entrance off Olive Boulevard. • An alternative street connection to Mosley Road is maintained although it should be noted that cross access to the west leading to the Craig Road or Executive Parkway signal is not being provided. Areas that could create further public benefit are noted as follows: • The lack of detail in the overall components, such as the sculpture oasis and fountain. • The location and scale of the landscaped gardens and open spaces for public use. • The exterior design and extensive use of EIFS material for the hotel and how the site meets the distinctive style and high quality of the proposed use of the building. • Parking structures, or greater shared parking ratio to minimize the surface parking on site that would allow other site features. Staff believes there are enough factors present, with further opportunities and direction, to warrant further review by the Planning Commission and City Council.

COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Plan* includes the subject property in the Mixed-Use District Community Place Type that would support the development of medium-density commercial, retail, office, institutional, dining, community services and multi-family residential within a suburban context, that are supported through vehicular access, improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages. The District supports large development sites with centralized, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment. (p. 82)

The proposed development incorporates many of the basic elements of the Mixed-Use District Community Place Type such as pedestrian connections, shared parking between the mix of uses, and outdoor public spaces. With that being said, Staff believes there are opportunities to enhance the proposal, as a Planned Commercial Development to more fully meet with the intent of the Mixed-Use District and in keeping with other goals and strategies of the Comprehensive Plan as discussed below.

The Comprehensive Plan included a Retail Supply and Demand Study that outlined that the public is moving away from automobile oriented strip centers, and focusing on walkable aggregations of retail that include entertainment; restaurants, pubs, and coffee shops; outdoor plaza with fountains, and art in order to have people out and about at all hours and feel more vibrant and attractive than the predominate offerings in the region (p. 21). Further, on Page 27, vibrant suburban sub-centers are shown to outperform standard development, where the urban design, open spaces available for special venues, people-watching, rest and relaxation, with unique public venues are provided. With the overall goals of Placemaking & Community Identity that includes the following:

- Improves streetscapes and public realm enhancements (Strategy 1.3),
- Celebrates the community with identifiable gateways and public art (Strategy 1.4),
- Ensures that adjacent non-residential and residential developments are compatible with each other (Strategy 1.8); and,
- Improves the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of designed development patterns (Strategy 1.9).

While the proposal includes a new fountain at the west entrance along Olive Boulevard, no details have been provided. The proposal does include a \$250,000 commitment to provide landscaping and a new sculpture/fountain at the west entrance from Olive Boulevard. Without additional details to support these features, Staff finds that the location of such would not create the "Oasis" that the Applicant has described as it is located in an area that is not near where most users of the site would be.

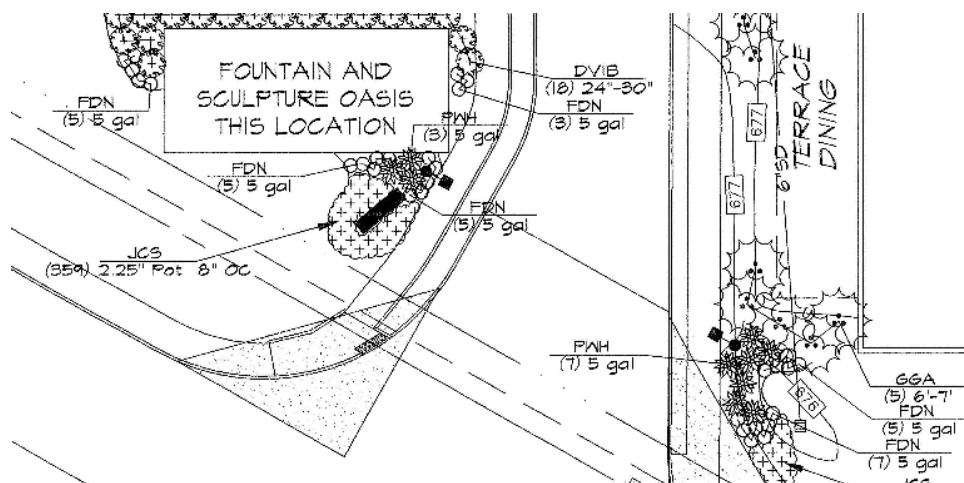


Figure 3: close up of the west Olive Boulevard entrance landscaping and the proposed location of the "Fountain and Sculpture Oasis"

Staff believes greater detail of the proposed “Oasis”, relocating it further in the site into a more park-like setting away from traffic, and incorporating a more welcoming design that promotes activity would further the proposal toward the purpose of an oasis, an appropriate public park space per the requirements of the Planned Zoning District, and the Applicant’s purpose of attracting the contemporary, discriminating, international, traveler that fits in with the 39 N. industry.

Additionally, the existing artwork would be located within a series of enlarged parking lot islands that lack overall context which do not create a park-like setting. The large sculptures are of people enjoying a park like setting. Providing a larger, more centrally located park that opens the views from the front of the building, that incorporates the design of the fountain, with the artwork, and increases usable greenspace on site to allow visitors of the hotel, adjacent commercial buildings, and surrounding community to utilize the space, would further the project toward the goals and objectives of the Comprehensive Plan and that of the Planned Zoning District. Fulfillment of this concept could reduce parking however, structured public parking or a greater degree of shared parking would also meet with one of the requirements for a tangible public benefit as required for the Planned Zoning District.



Figure 4: From the Creve Coeur Public Art Master Plan: Top left, Man with Dog; Top right, Lady and Man; Bottom Left, Lovers On a Bench; Bottom Right, Boy with A Bicycle. Artist: Brother Mel Meyer, S.M. (1928-). The Site includes an additional Brother Mel sculpture not pictured in the plan, as well as a sculpture of an unnamed artist.

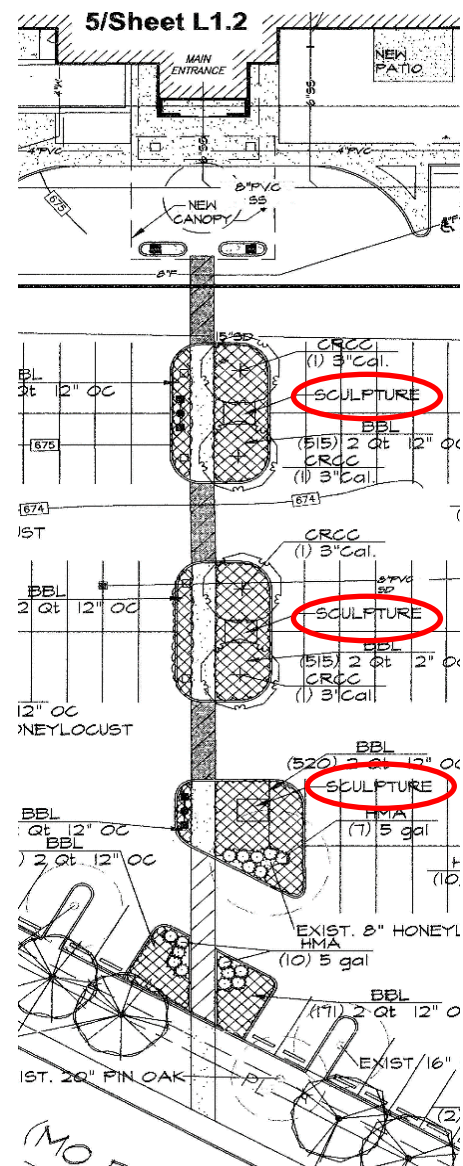


Figure 5: Close-up of Landscape Plan with the location of the Sculptures indicated within the parking lot.

The *Creve Coeur 2030* Plan also discusses under the Transportation, Connectivity & Mobility objective, promoting vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow and provide access to Secondary Streets (p. 50). Eliminating one access entrance from Olive Boulevard and providing a cross-access with the properties to the west and continuing the access to Mosley Road would further the proposal toward these objectives. Allowing additional access to the west would also allow users to this site to reach two additional signals to Olive Boulevard at Executive Parkway and Craig Road.

Further, the Community Sustainability & Resiliency Goal includes recommendations that Creve Coeur will lead the region in integrating community sustainability with on-going revitalization. Strategies include the use of stormwater green infrastructure best management practices (BMPs) including bioswales, rain gardens, and native landscape restoration (Strategy 7.7, p. 51). The use of underground storage for such would not meet with the intent of these recommendations, and if incorporated into the design of a park would further the proposal toward the Objectives and Strategies of the *Creve Coeur 2030* Plan and the purpose of the Planned Zoning District. While the comprehensive plan recommends the use of above ground stormwater management practices, it should be noted that the criteria for the planned commercial development recognizes underground detention as an acceptable method for controlling stormwater discharge. Nonetheless, opportunities to incorporate the two objectives appear to be possible.

DESIGN GUIDELINES REVIEW

Structures:

The City's Design Guidelines encourage interesting, articulated and high quality structures, that are designed with an architectural and urban scale compatible with the neighboring developments, primary building entrances should be clearly defined and provide a sense of entry, oriented to the street and provide protection from the elements, such as recesses, roof overhangs, projecting canopies and other similar features. Further, materials are to be of good architectural character, where natural, traditional building materials are encouraged, and architectural consistency of colors, materials and detailing are to be provided between all building elevations. False or decorative façade treatment, where one or more unrelated materials are placed upon the building should be avoided, and where there is more than one building on the site, coordination in the design of the structures should be provided. Material or color changes should occur at a change of plane and changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

Further, the Design Guidelines state that Exterior Insulating Finishing Systems (EIFS) and concrete masonry should not be the predominant building material. EIFS should be used as a way to accentuate an architectural element and should be limited to areas not subject to damage or abuse. Concrete masonry should be limited to split face or burnished units (p. 9).

The proposed hotel provides for a sense of entry primarily through the placement of the entrance canopy which is centered on the hotel structure. The existing building is oriented to the street and provides cover from the elements at the entry. The existing building provides for an appropriate amount of transitions of material at changes of plane and retains the existing changes in plane with the two elevator towers, and central entry tower. Additional articulation is found with windows surrounds on the upper two floors.

The EIFS proposed for the exterior of the hotel would cover up the existing masonry façade in all areas except for the three tower elements. The lower cladding is an EIFS product called "New Brick" which is meant to simulate masonry brick units. According to the material provided by the applicant, this Dryvit product is applied to the exterior wall in individual units and mortared on site. The remainder of the building will be EIFS with a rough stucco finish.

The Applicant states that the City's adopted building and energy codes mandate that the building thermal envelope comply with the prescriptive insulation requirements for a new structure and that compliance with that energy conservation requirement, using glass, terra cotta, brick or porcelain, would then force the building to be structurally altered to meet the seismic design requirements for a new building, thus the

use of the EIFS material is needed to comply with these requirements. The Building Division Staff has reviewed this information, and at this stage of the design, Staff would note that it may be possible to meet the energy code without requiring continuous insulation on the exterior walls therefore allowing the existing brick veneer to remain exposed and uncovered. With respect to the seismic compliance, the Building Division would need to review an independent engineering analysis of the existing building as well as an analysis of how the new six story addition is supported before any seismic upgrade requirement decision could be applied to this project. Given the fact that this building is comprised of reinforced, poured in place concrete with concrete shear walls it is very possible that seismic upgrades would not be required because the building is already built to adequately resist earthquake / lateral loads

The use of the EIFS/simulated brick on the building is being driven by the need to gain compliance with the City's building and energy codes in association with the change in use from an office use to a hotel use. There would also appear to be operational benefits to the owner of the building associated with reduced energy costs. While the Building Division Staff has not fully evaluated the application at this stage of the design, there appears to be more than one path toward compliance with the City's adopted building and energy codes. The applicant has stated in conversations with staff that these other options have been explored but are not practical to implement.

The "New Brick" material, while clearly an EIFS product, is not the traditional form of EIFS, which is commonly used as a stucco finish. Instead, this product simulates brick in appearance by offering different textures, color patterns, and through installation of individual units which are then mortared in like traditional masonry. The Building Division Staff has reviewed this material and finds that it is code compliant and should perform well as an exterior material while insulating the building and conserving energy. Since the product is not familiar to Staff, and should the Planning and Zoning Commission find the need for the use of such material necessary based upon further analysis, the City may wish to require certified installers and special inspections during the construction process, if approved as an acceptable exterior material.

While this information is provided for reference purposes, the purview of the Planning and Zoning Commission is not to administer the Building Code but to review the project based on the objectives of the Design Guidelines, Comprehensive Plan and the Planned Commercial Development criteria. The Design Guidelines suggest that EIFS should not be the predominate material and should be used as an accent material. The proposal does not meet with this guideline because most of the building would contain traditional EIFS, with smaller portions of existing brick, "New Brick" and granite at the entry. While Staff has concerns with the extensive use of traditional EIFS, the "New Brick" product appears to be an alternative material that is effective in simulating a traditional brick appearance through conventional application. Staff would recommend that the Commission explore this option further with the applicant and also discuss the possibility of utilizing this material in greater quantity in place of traditional EIFS, should it be concluded that this is the best material to be used on this building.

Staff would also note that the use of granite and the expanded entry with the porte-cochere are steps in the right direction, however, they are not designed with a more modern aesthetic that the Applicant is seeking to attract for the contemporary, discriminating and upscale individual and business traveler and those associated with the 39 North Innovation District. Adding additional architectural features to the façade such as a more pronounced central entry design, greater articulation around the windows, color accents and possibility the expansion of the "New Brick" material as a substitute for traditional brick that would be lost would all contribute to a more notable design.

Landscape:

The Design Guidelines also provide recommendations on the landscape design:

Chapter 4 / Landscape Design

1. *The City of Creve Coeur strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking area and enhances the quality of life of the City. All landscape plans should exhibit a clear design concept.*

2. *There should be a consistency of landscape design throughout a development. Different landscape themes may be used to heighten the distinction between spaces, and to strengthen a sense of movement and space, but such themes should be internally consistent*
3. *The design of a landscape plan should aid and direct vehicular and pedestrian circulation and encourage pedestrian interaction.*
6. *Parking areas, traffic-ways and parking structures are to be enhanced with landscaped spaces containing trees, tree groupings, and shrubbery or other landscape enhancements, including berms.*
8. *Landscaped areas are to be maximized and balanced throughout the site. Tree and shrub plantings should be grouped together to create strong accent points with the site plan.*
9. *Landscape plans should incorporate all site elements, such as outdoor lighting, signage, trash receptacles and fencing.*
10. *The scale and nature of landscape materials are to be appropriate to the site and/or the structure. Large-scale landscaping generally should complement large-scale buildings. Landscaping of sites on major streets should include large-scale trees.*

The submitted landscape plan shows the landscaping that meets with the requirements of the Zoning Ordinance and the recommendations of the Design Guidelines with the exception of that along Olive Boulevard and Mosley Road, where additional year round material should be provided along with the headlight screening for the parking spaces at the front of the hotel along Olive Boulevard. Enhanced landscaped areas are featured at each of the entries along Olive Boulevard and Mosley Road.

ZONING REVIEW

Section 405.390 describes, in considerable detail, the characteristics that a proposed planned development should have, as well as certain standards of review that must be performed by the Planning Commission. The following table presents the Design Criteria established by Section 405.390(D)(2)(b) Planned Commercial Development (PCD), and assesses the extent to which those items are present in the project:

A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.

Design Criteria	Assessment
1. Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.	Predominately Non-Residential is defined Under Section 405.390 as that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less). Staff has confirmed that the surrounding area is 51.52% Commercial, and 48.48% Residential, therefore this criterion is met. The existing access onto Mosley is proposed to remain. To address this matter, a Text Amendment (Application #17-029) has been submitted in conjunction with the rezoning that would allow for secondary access to an arterial road (Mosley Road), with primary access from Olive Boulevard.

2. Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.	Criterion is met. The Applicant's Information Sheet A4 Building Section provides the sky exposure plane. 
3. The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.	Criterion is met. The Site Plan shows the proposed FAR of 0.387.
4. Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.	The existing 50 foot buffer is being maintained with additional plantings to provide screening from adjacent residential uses. The minor exception is a new generator pad that will encroach into the area by 8 feet. The Planning and Zoning Commission should determine if any additional screening, such as a fence or wall, should be required given the nature of the proposed use.
5. No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.	The proposal does not include new residential uses.
6. No new commercial building may be located closer than forty (40) feet to any required buffer yard.	The new commercial/retail and restaurant uses are oriented toward Olive Boulevard, with the Retail/commercial building at the corner of Mosley and Olive Boulevard 180.9 feet from the south property line. Criterion is met.
7. Makes efficient use of parking and storage areas including cooperative parking facilities.	The proposal provides parking that meets with the minimum of the Article VII Off-Street Parking and Loading Regulations on an individual use basis. The surface lot located on site would be shared among all of the buildings. Staff believes there are further opportunities to reduce the amount of surface parking in consideration of the shared uses.
8. Provides for the more efficient provision of public and private utilities and facilities throughout the development area.	The Applicant has provided for an underground stormwater detention system at the southwest portion of the property. In additional, all utilities serving the development will be placed underground. Comments have not been received from outside utility agencies at this stage of review.
9. Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.	The proposal includes sufficient pedestrian access between buildings and to the existing public sidewalks along Olive Boulevard and Mosley Road. The applicant is proposing to install bicycle racks, however the location is not specified. As discussed previously, Staff finds that this criteria needs further refinements, as the scale and location of the open space facilities, cross-access with the adjacent properties to the west, and pedestrian facilities could be enhanced. Criterion partially met.
10. Incorporates pocket parks, small plazas and places for public art where appropriate.	The application includes "park" areas for seating and provisions for public art, and a water feature. As discussed previously, the location of the fountain/sculpture oasis and the existing artwork needs further design consideration. Criterion partially met.

11. Locates buildings in appropriate relation to sidewalks or public parks and plazas.	The new buildings are generally located in an appropriate relation to the existing building, however, the relationship to a public park or plaza area has not been sufficiently considered. Criterion partially met.
12. Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.	The proposal provides for a standard layout utilizing existing vehicular access points and new sidewalks between the buildings and to Olive Boulevard. Criterion met.
13. Allows for on-street parking and locates surface parking to the side and rear of buildings.	The hotel building is pre-existing with a majority of the parking located in the front. Upon completion of the project, there remains a large amount of surface parking in front of the hotel; however, a small amount of parking is placed in front of the commercial building and no parking is located in front of the freestanding restaurant. Structured parking is not proposed. Criterion is partially met.
14. Utilizes high-quality architectural design, placement, relationship and orientation of structures.	As discussed above, the Applicant is proposing to cover the existing office building with a simulated brick, EIFS material on the lower portion and a traditional EIFS surface with a stucco finish for the remaining areas of the building. Only the existing stair and elevator towers will remain brick. As discussed earlier, the Commission should review the proposed materials and design with the applicant and provide further direction. The two new buildings are not presented for design review at this time; however, if the Commission chooses to do so, specific design direction including material requirements can be specified as part of an ordinance.
15. Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.	All utility services will be placed underground. Criterion is met.
16. Provides effective landscape or screening in or around the separate developments within the PCD.	The landscape plan generally provides for sufficient screening around the buildings and at entry points. The landscaping should be enhanced with additional plantings along the street frontages. Criterion is partially met.
17. Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.	All stormwater is provided for in underground storage facilities, beneath the surface parking. Criterion is met. As discussed above, Staff has suggested that incorporating some stormwater facilities that functionally and aesthetically integrates in more park-like setting would further the proposal toward the Goals and Objectives of the Creve Coeur 2030 Plan, and the purpose of the Planned Zoning Districts. The Planning and Zoning Commission should provide further direction to the Applicant on this criteria.

Having evaluated the specific elements of the project through the preceding table of design criteria, the Planning Commission is required, by Section 405.390.F, Review Criteria, to review the project as a whole against the following:

Review Criteria	Analysis
1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.	As discussed previously, Staff finds that the proposal meets with the recommendations of the Mixed Use District Place Type. While the mix of uses are adequate, there are opportunities to enhance the public spaces and design of the proposed hotel along with the additional buildings to create a more attractive location for retail and restaurant uses which would complement the hotel use.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.	The Traffic Impact Study submitted indicated that the proposed development would not substantially impact the surrounding roadway network, with a negligible impact on the signal at Olive and Mosley. The City's Traffic Engineer Consultant indicated that the study did not address the midday peak period for a typical weekday. MoDOT has not provided comments on the Study. Some delays would be expected at the Olive and Mosley Road Intersection. Additional cross-access to the west would provide another option to access a signal at Olive Boulevard.

3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.	The proposed development utilizes the existing layout of the site, including access to Olive Boulevard and Mosley Road. Pedestrian connections are provided throughout the site.
4. Existing or proposed utility services are adequate for the proposed development.	All existing utilities are believed to be adequate.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.	The Applicant is maintaining the existing 50 foot landscaped buffer, however if the Planning and Zoning Commission finds that additional screening is necessary, such as a solid masonry wall, direction to the Applicant should be provided. Residents have raised such request for a masonry sound wall along the rear property line with Staff to block sound, particularly with the new pool at the rear of the building. The Applicant's Site Lighting Photometric (E1P) indicates that all parking lot lighting will be downcast and shielded and that no light is cast upon adjacent property, with 0.0 at the south property line adjacent to residents. The Applicant has also indicated that a unique package of signage will be proposed where the site plan is showing two ground signs, but no additional information has been provided.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.	As the Applicant's materials indicate, the existing building is an outdated, aging office building that has reached market obsolescence. However the proposed design and use of materials does not elevate the existing design that is in keeping with the City's Design Guidelines and the surrounding development.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.	The Landscape Plan meets with the minimum code standards, with the exception of along Olive Boulevard and Mosley Road.
8. The proposed development preserves any significant architectural and environmental features of the property.	The existing site offers little significant or environmental features on property. The existing buffer to the south with large trees will remain and will be enhanced with new plantings.
9. Operating and delivery hours are compatible with adjacent land uses.	Delivery of food and supplies will only take place during normal daytime business hours, 7:00am to 6:00pm.
10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.	Compared to the existing office use, a hotel use would mean that the building is operational year-round, 24 hours a day. This change in use along with the additional development of commercial buildings along Olive would result in increased activity compared to what exists today. On the other hand, this property is located on a large tract of land in a prime location along the Olive Corridor with various commercial uses nearby. It could be anticipated that any proposal for this site other than reutilization of the existing office building would increase the intensity. Further, the property benefits from a 50-foot deep buffer from adjacent residential properties with a berm and mature trees. To provide further protection from adjacent residences and to mitigate any potential impacts with respect to noise and safety, the Commission should discuss the option of requiring a solid barrier in the form of a wall on the south side of the property between the adjacent residences.
11. The proposed development complies with all other applicable codes and ordinances.	To the extent known at this level of design development, Staff believes all other codes and ordinances have been addressed, outside of that already discussed above. However, the Landscape Plan should be revised to meet with Section 405.540, as well as address the comments under the Design Guidelines.
12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.	The proposed layout limits the potential for future subdivision, and the Applicant has indicated that the entire site will remain under single ownership. The future development of the restaurant and commercial/retail space will, or any other modification will require repeating the approval procedure, including the public hearing and passage of an ordinance.
13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405-390.B.	As discussed earlier, it is the Applicant's contention that public benefits are derived from the adaptive use of this property, infill development of a future Phase II that includes a commercial/retail development and freestanding restaurant. And that the hotel is

	intended to attract high quality, sophisticated design that is consistent with the <i>Creve Coeur 2030</i> plan and the 39 N. Plan. While the proposed uses are all categories allowed within the existing CB District, Staff finds that additional refinement is necessary and direction should be provided to the Applicant on those items that need to be addressed to have the project fully meet with the intent of the District. It should be noted that the Applicant's list of allowed uses includes all of the uses permitted in the CB District, and the Conditional Uses are the conditional uses in the CB District. Therefore, the question before the Commission is whether or not this particular project with the stated benefits is so beneficial to the community that special zoning approval is warranted. The Planned Zoning Districts were created truly difficult zoning scenarios, allow for a more unique development environment than would normally provide through traditional zoning, and to give the City a means to allow projects not previously anticipated but with clear advantages if it is allowed.
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SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a whole new zoning district is created that would be unique to this project. The most significant of which is whether or not the proposal fully warrants such a unique zoning district and that it is so beneficial to the community that the City should consider allowing for a waiver from the traditional standards under the existing Core Business District designation. The Key issues related to the development includes:

- The proposed mixture of uses, particularly, the hotel and the measures required to buffer this use from adjacent residential properties.
- The overall design quality of the site, the use of building materials covering the existing brick structure,
- The scale of the park and greenspace provided, and the landscaping, and placement of artwork and fountains that meet with the intent of the District.
- The amount of surface parking in consideration of the shared parking among the various uses where greater parking demand occurs at different times of the day.
- Lack of detail on the development of the restaurant and retail commercial building as a future phase that would be provided at a later date.
- Cross access connections with the businesses to the west.
- Demonstrated level of the public benefit to the City derived from the proposed development

Staff recommends that the Commission hear from residents at the public hearing, provide direction on the appropriateness of the development for the zoning, overall compatibility of the project with the surrounding land uses, and identify areas for further Staff analysis or for Applicant adjustments to the proposal. Further, no decision should be made, but discussion and direction with the Applicant is needed to move the project forward. Therefore, Staff request that following presentations and discussion, the Planning and Zoning Commission vote to continue the matter to a subsequent date of the Commission's choosing. The November 6th meeting is already full, and the Applicant will need time to address the Commission's comments. Therefore, Staff recommends either the November 20th meeting, or the first meeting in December to allow for such changes.

SUGGESTED ACTION

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

“I move to continue application #17-028, the rezoning and site development plan for to November 20, 2017, to allow for resolution of issues, review of the traffic study, and preparation of a draft PRD ordinance.”

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

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

11318 Olive Boulevard (addressed as 11330 Olive Boulevard, Former HBE Office)



Parcels



HORNER SHIFRIN

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date:10/17/2017



Description: View looking south east from Olive Boulevard at the existing building.



Description: View looking west from the corner of the subject property at the adjacent commercial building.



Description: View looking east along Olive Boulevard from the west entrance at the existing landscaping



Description: View looking south from Olive Boulevard at the existing building entrance.



Description: View looking southwest from Olive Boulevard at the existing building from the east entrance.



Description: View looking south along Mosley Road at the existing landscaping.



Description: View
looking west from
Mosley Road.



Description: View
looking south along the
rear parking area at the
existing landscaping to
the homes on the south.



Description: View of the rear of the existing building.



Description: View looking north along from the drive aisle next to the building at the toward the commercial building across Olive Boulevard.

**SUBMITTAL AND NARRATIVE
IN SUPPORT OF
APPLICATION FOR PLANNED COMMERCIAL ZONING DISTRICT**

HBE Corporation ("HBE") and Kummer Hotel Development, LLC ("Applicant") hereby make this Submittal and Narrative in Support of the attached Application for Planned Commercial Zoning District (collectively herewith, the "Application"), in accordance with Sections 405.390 and 405.1060 of the Land Use and Development Code of the City of Creve Coeur. The applicable property is described below and graphically depicted on the excerpt of the City's Zoning Map attached hereto.

BACKGROUND

HBE developed the subject property site located at Olive Boulevard and Mosely Road as an office building in the early 1980's, and it is currently zoned "CB" Core Business District. The subject property site ("Property Site") contains approximately ten (10) acres, more or less. The building on the site ("Existing Building") is a six story concrete structure and masonry building with approximately 177,000 gross square feet. HBE occupied most of the Existing Building for its own use in connection with its Adams Mark hotel operations and its design-build business, with a minority of the Existing Building space occupied by smaller tenants. Until recent years, HBE fully utilized the Existing Building and the Property Site's parking facilities.

HBE sold its hotel operations in the second half of the last decade, and is presently winding down its design-build business operations. Because of the age of the Existing Building and its design for HBE's specific use, it has been difficult to attract high quality tenants, and the building is currently predominantly vacant. HBE has determined that it is not feasible to convert the Existing Building into a "Class A" office building that could suitably compete with the new construction at sites on Olive Boulevard in the same market.

The planned Creve Coeur Hotel and Suites, a Tapestry* by Hilton hotel, will have 260 hotel rooms; consisting of three large, business oriented, Hospitality suites on the first floor, 80 King Suites, 74 Double Queen Suites, 74 King Rooms, and 29 Double Queen Rooms, together with a significant lobby area, casual dining and bar/lounge facilities, in-house office facilities and an in-house laundry. The rooms are configured based on the current design of Hilton's New York City Conrad Hotel – one of the very best hotels and brands in the entire Hilton organization. Such room design is ideal for the individual business traveler, who is looking for more useful space to work and relax in rooms that are significantly larger than available at other hotels in St. Louis. These rooms will also offer a good solution for couples travelling with young children because the rooms will accommodate additional sleeping space, thereby avoiding the financial burden of paying full rate for an additional room and/or having to book two un-connected remote rooms.

The Hotel's food and beverage offerings will include a three-meal restaurant, with an extensive breakfast buffet program, including made-to-order omelets and other breakfast offerings. The food and beverage areas are being designed primarily to service and meet the needs of hotel's guests, family and friends of hotel guests. The hotel food service will be, like the rest of the hotel -- a high-quality operation, which will be a compliment to the Property Site, the hotel operations and the surrounding community.

HBE plans to transfer the entire Property Site and Existing Building to Kummer Hotel Development LLC, the Applicant. The Applicant proposes to redevelop and repurpose the Existing Building into a hotel, and construct two additional buildings on the Northeast and Northwest portions of the Property Site. For such purpose, the Applicant is seeking that the Property Site be rezoned to Planned Commercial Development (PCD), consistent with the Plans being submitted with this Application pursuant to Sections 405.390, 405.1060 and 405.1080 of the Land Use and Development Code.

* The Tapestry Collection is one of Hilton Hotel's newest high quality, full-service lifestyle brands, focused on meeting the lodging needs of the contemporary, discriminating and upscale individual and business traveler. Each property in the Collection Design is distinctive in itself and is integrally connected to its surrounding community.

RATIONALE FOR THE ESTABLISHMENT OF THE PLANNED COMMERCIAL DISTRICT

The approval of the Property Site as a Planned Commercial District (PCD) recognizes the integrated plan for the ten acre site and the unique benefits that will inure to the benefit of the City of Creve Coeur. As described in more detail in the Narrative in accordance with Section 405.390, the City's benefit from the PCD includes:

- The development of a high quality hotel which will complement 39 North, the Global Agtech development district. The planned Creve Coeur Hotel and Suites will be the closest hotel to that significant innovation district, which will attract visitors and businesses from throughout the World.
- The PCD as planned will generate significant sales tax, hotel tax and property tax revenue, without the expenditure of tax money and without any tax or other governmental incentives.
- The approximate ten acre site will be attractively landscaped, with increased green space, trees, outdoor seating and a fountain.
- HBE will utilize its existing Brother Mel statuary (already depicted in the Creve Coeur Art Commission's Master Plan) to be placed along the center pedestrian walk between Olive Boulevard and the Hotel.

- HBE will purchase, in conjunction and consultation with the Creve Coeur Art Commission, special landscaping design and a piece of art which is consistent with Art Commission's Master Plan, and which will be placed in a landscaped area on the North-west portion of the property near the West entrance.
- Pursuant to a traffic study commissioned by HBE, the traffic associated with the Creve Coeur Hotel and Suites and the planned new buildings, a restaurant and retail space, will be less than the traffic generated by a fully occupied existing office building.
- The redeveloped Hotel facility will meet the exacting energy standards of current codes, thereby greatly reducing the energy consumption of a 35 year old office building.
- The alternative to not repurposing the Existing Building into a Hotel would be to fill the building with high use tenants utilizing the building as a telephone center and/or for clerical functions, which would fully utilized the existing parking, cause additional traffic and not promote the City's Comprehensive Plan.

NARRATIVE IN ACCORDANCE WITH SECTION 405.390

Section 405.390 E. (Submittal Requirements) provides (in subparagraph 20) that the Applicant include with its Application a Narrative addressing each of the standards contained in the Review Criteria listed in Section 405.390 (F). Accordingly, the following are the Applicant's narrative and response to each respective Review Criteria:

1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.

The proposed development is consistent with the general purpose and intent of the Comprehensive Plan. The 2002 Comprehensive Plan specifically promoted the redevelopment of older underutilized properties, and Creve Coeur 2030 states that it continues that theme. Specifically, the Comprehensive Plan states that one of its purposes is the promotion of redevelopment of "aging" office buildings that have "reached market obsolescence" (Page 41). The Comprehensive Plan continues to state that "there is a great opportunity to improve the appearance and functionality of existing commercial areas, especially along Olive Boulevard east of I-270." (Page 28) Consequently, the repurposing of a tired old office building at the intersection of Olive Boulevard and Mosely Roads into a quality hotel and the development of new commercial/retail building and a first class restaurant at that important intersection, is in furtherance of the intent that legacy buildings and sites along Olive Boulevard contain vibrant updated commercial activities that are additive to the City community.

The Property Site is at the Eastern edge of the West Olive corridor referenced in the Comprehensive Plan. While not part of the Central Business District (CBD), the Property Site is immediately adjacent to the CBD. The CBD is envisioned to be a mixed-use

commercial center for the community surrounding a high-intensity Downtown core (page 72); the Property Site as developed in accordance with this Application is completely consistent with such mixed use commercial center.

The West Olive Corridor is envisioned by the Comprehensive Plan to support the development of "a variety of medium-density commercial, retail, office, institutional, dining, commercial services... within a suburban context." Again, the development of the Property Site, including the Existing Building, is consistent with developing such a mixed use commercial area. Specifically, the Site Development Plan accompanying the Application provides for the public seating area, a fountain and art work that is encouraged by the Comprehensive Plan within the West Olive Corridor. In fact, none of the more recent new projects, including West Oak Square and the PNC Bank Building (immediately to the West of the Property Site) include any such amenities, and the Property Site as developed will be a significant enhancement to the character and appearance of this portion of the Olive Boulevard Corridor.

2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic, and will not overload the adjacent streets.

Submitted with this Application is a Traffic Impact Study for Proposed 11330 Olive Boulevard Development (Traffic Study) authored by Lochmueller Group. That Traffic Study generally concluded that the proposed development of the Property Site in accordance with the Development Plans would improve traffic flow over the impact of a fully occupied office building. Specifically, the Traffic Study found:

- a. Overall, the proposed uses for the Property Site will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the Existing Building was fully occupied (Pages 2 and 31).
- b. With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. (Page 2). It should be noted in that regard, that the present Property Site has two access entrances on Olive Boulevard and one access entrance on Mosely Road.
- c. The results of the Traffic Study showed that the proposed uses on the site will have a negligible impact on the signal at Olive and Mosely.

3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.

The Development Plan documents depict that attention has been given to internal circulation within the Property Site. With respect to pedestrian movement:

- There are two proposed pedestrian sidewalks from Olive Boulevard to the Hotel, one at the East entrance access and the other at the West entrance access.
- There is an additional pedestrian sidewalk from the sidewalk along Mosely Road passing in front of the proposed new commercial use building and connecting directly to the Hotel.
- There is pedestrian sidewalk access to the proposed new building at the Northwest section of the Property Site from Olive Boulevard.
- There are multiple means of gaining access to the Hotel from the various parking lots, including a pedestrian sidewalk approximately midway between the Eastern and Western boundaries of the Property Site from Olive Boulevard to the main entrance of the Hotel, with bench seating and relocated sculptures in landscaped areas adjacent to the walkway, as further described in Item 7 below.

The vehicular traffic flow is accommodated by wide and ample traffic lanes to, from and within the parking lots. There are no "blind spots" or obstructions that would limit visibility of drivers to oncoming traffic or pedestrians leaving or approaching their automobiles.

4. Existing and proposed utility services are adequate for the proposed development.

HBE and the Applicant have been working closely with the Metropolitan Sewer District in establishing a plan for storm water and sanitary system that meets MSD's criteria. At an early stage in the planning process, HBE identified sanitary and storm water disposal as crucial in the redevelopment of the Property Site.

- MSD and HBE have agreed to the amount of underground storm water detention to be incorporated within the Property Site and are working in concert with respect to storm water quality discharge issues.
- MSD and HBE have agreed upon the criteria for sanitary sewer lines and discharge with respect to the conversion of the Existing Building into a Hotel and the development of the new buildings on the Northwest and Northeast portions of the Property Site.

All utility lines within the Property Site will be buried. The present electrical and water service to the Existing Building will be adequate, and the electrical and water service to the new buildings on the Northwest and Northeast portions of the Property Site will be adequate for the uses of those buildings and in accordance with the policies of the utility companies.

5. Appropriate buffering is provided to protect adjacent land use from light, noise and visual impacts.

The commercial properties to the West are at a lower elevation and are currently adequately buffered, and shall remain essentially as is. The North and East sides of the Property Site border Olive Boulevard and Mosely Road. There are existing trees along those boundaries that shall remain in place or be replaced as necessary.

The existing buffer area on the south side of the property is 50 feet wide and contains a steep sloping berm for a majority of the slope on its south face from the near center of the Property to the west end of the Property. The top of berm to toe of berm, which is adjacent to the south property line and completely within the 50 buffer strip, varies from a few feet at the East end near Mosley to approximately 14 feet at the West end adjacent to the existing commercial property; the southern side of this berm area is very thick and dense with trees and vegetation. This existing buffer strip was landscaped with a variety of evergreen trees, deciduous trees and shrubbery with the construction of the building in 1982 and 1983. The trees have matured with many of them to be nearly 60 feet tall, providing a dense visual barrier to and from the adjacent residential property to the South.

The existing fence, approximately 8 feet high towards the middle of the property and on the top of the berm, shall remain in place.

There are certain areas along the south buffer where the low planting shrubbery and bushes lose their leaves in the winter months, allowing some of the residential property owners a view of the existing building. In response to comments made at the neighborhood meeting with residential neighbors, HBE will provide additional and substantial evergreen trees and shrubbery along the crest of the berm in several locations in order to reduce the visibility of the existing building from the south through the buffered area during the entire year.

6. Architecture and building materials are consistent with the character of the proposed development and compatible with the areas of the City proximate thereto.

The architecture and building materials of the Existing Building are consistent with the codes and prevalent designs of the early 1980s. However, the Existing Building does not meet the City's current energy requirements.

The City has adopted the ICC 2009 Model Codes. Specifically, those Codes include the 2009 International Energy Conservation Code, which requires continuous insulation for the energy efficiency of commercial buildings. Consequently, the Applicant has sought a method for insulating the Existing Building that meets the 2009 International Energy Conservation Code and the other requirements of the ICC 2009 Codes.

The ICC 2009 Model Codes includes the 2009 International Building Code (IBC) for lateral load (wind and seismic) resistance. The Existing Building as currently constructed does not meet the IBC structural requirements for new construction, but falls within the exemption contained in 2009 IBC Chapter 34 Existing Structures. That exemption is applicable so long as the alteration to the Existing Building does not increase the mass or exterior load of the Existing Building by more than 10%. Accordingly, if the Applicant renovates the Existing Building, including the insulation of the Existing Building to meet the energy requirements of the ICC 2009 Codes, in a manner that would add more than a 10% load to the Existing Building, the Existing Building will not comply with the IBC structural requirements.

In developing the plans for the Existing Building, it was determined that the application of insulation with a glass, terra cotta, brick, porcelain or similar material would cause the load to the Existing Building to increase more than 10%, thereby causing the Existing Building to lose its "Grandfather" exemption under the IBC and would then be required to comply with the structural seismic requirements applicable to new structures. Reinforcing the existing structure's seismic force resisting system to conform to the structural requirements of a new structure is not feasible for the Existing Building due to the extensive amount of work required for this type of structure (cast-in-place concrete shear walls supported by drilled piers). To reinforce the Existing Building to meet the new structural requirements of the IBC would entail a complete reinforcement of the structure supporting the exterior skin, reinforcement of the concrete shear walls and foundation reinforcement, likely making it more economical to demolish the Existing Building and build a new structure rather than renovating the Existing Building.

As a consequence, the Applicant has designed an attractive exterior to the Existing Building that will limit the increase in load to less than 10% (thereby falling within the exemption for Existing Structures under the IBC) and also meet the 2009 International Energy Conservation Code. As indicated in the plans submitted with the Application, the Existing Building will be insulated with an insulating system, applied over the existing masonry surface, which results in the most energy efficient application to satisfy the stringent requirements of the continuous insulation of the Energy Code.

- The exterior facades shall be provided with a NewBrick, which is an innovative light weight insulated flat brick product with mortared joints applied to an insulation wrap at the first floor, extending up to the window sill of the second floor, a height of 16 feet above grade.
- The existing stair towers will remain with the present existing brick exposed.
- The exterior walls at the second floor up to the roof will be clad with an exposed plaster stucco surface applied to insulation which will be adhered to the face of the existing brick, providing the thermal system required to meet the 2009 IECC Energy

Code requirement of "continuous insulation" applicable for the St. Louis climate zone.

- All exterior surfaces will be in coordinating colors, presenting a very attractive exterior façade on all sides.

In addition, in order to meet the energy requirements of the ICC 2009 Codes, all motors, equipment, and lighting shall be replaced and provided in conformity with the Energy Code.

The Northwest and Northeast new buildings shall be constructed with predominately masonry materials, natural brick or stone products, and appropriate fenestration for their intended use, providing durable building materials and compatible design appearance. These two new buildings will be designed in compliance with design criteria contained in the Creve Coeur Design Guidelines and as specified by the tenants of those buildings.

7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards

The landscaping plan includes enhanced special pedestrian and artistic features. On the north side of the property, there will be a six foot wide promenade walk from the main entrance of the Hotel at the new Porte Cochere, connecting to the public sidewalks on Olive Boulevard. This promenade walkway will have bench seating and sculptures in well landscape islands located at the ends of the parking aisles, will feature Brother Mel's (the artist) statuary, and contain flowering shade trees and planting within each of these pleasant and distinct islands. It should be noted that the Brother Mel statuary is currently featured in the Art Commission's Master Plan. Each of these three landscaped areas will also contain a flag pole: one for our American flag, one for our Missouri State flag and one for the flag of the City of Creve Coeur.

The Porte Cochere, connected to the promenade walkway, will have granite stone fascia panels and a decorative skylight, enhancing the impressive entrance to the Building.

In addition, HBE has agreed to a \$250,000 commitment to provide landscaping and a new sculpture at the West entrance from Olive Boulevard, towards the Northwest portion of the property. There will be a landscaped area, referred to as an "OASIS" in the drawings. This large "green space" will contain a water feature, consisting of a pool with a fountain, and a notable sculpture, all within an area planted well landscaped and with low shrubs and flowers. The selection of the sculpture will be in collaboration with Creve Coeur Art Commission.

Landscaping is being designed to include the retention of the existing mature trees and substantial shrubbery. New trees, planting and landscaping will be provided in the parking lot islands, along the periphery of the Property, where required to meet regulations, and adjacent to the Hotel building, commercial and restaurant facilities.

The Applicant has included a detailed landscaping plan with this Application.

8. The proposed development preserves any significant architectural and environmental features of the property.

The Existing Building will undergo substantial architectural improvements, which will enhance the features of the Existing Building, improve its energy efficiency in accordance with current energy requirements and code and convert it into a modern and attractive hotel facility. The basic footprint of the Existing Building will remain unchanged.

9. Operating and delivery hours are compatible with adjacent land uses.

The hotel operations will be unobtrusive to the adjacent land uses. The hotel will not provide for banquets or public restaurant facilities (the dining facilities are primarily for guests of the hotel).

Delivery of food and supplies should be minimal, and will only take place during normal daytime business hours.

Trash pickup should occur at normal times similar to what is currently servicing the Existing Building.

10. The proposed development uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.

The proposed development uses are compatible with the area surrounding the proposed development and will be a substantial improvement in the use of the Property Site. There is no net cumulative negative impact with respect to the conversion of the Existing Building into a Hotel and the development of the new buildings into commercial buildings.

11. The proposed development complies with all other applicable codes and ordinances.

Upon approval of the Application for designation of the Property Site as a Planned Commercial District, the proposed development of the Property Site will comply with all applicable codes and ordinances. The new buildings to be constructed at the Northwest and

Northeast portions of the Property Site will comply with all current applicable codes and ordinances.

It is the Applicant's intention to develop and design the two new buildings in concert with the construction work for the redevelopment of the Existing Building into a Hotel. It is acknowledged that it may be appropriate to obtain additional approvals from the City once final plans are developed based on the needs and specifications of the tenants of those buildings.

12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

The Applicant has no plans to subdivide the Property Site and plans on retaining ownership of all buildings and improvements depicted within the Plans. Upon completion of the renovation of the Existing Building and construction of the two new buildings on the Northeast and Northwest section of the Property Site, the Property Site will have been fully developed.

13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per section 405.390.

There is a substantial public benefit to the City which will be derived to the City as a result of the renovation and conversion of the Existing Building into a hotel and the further development of the Property Site in accordance with the Plans submitted with this Application.

- A. Additional Hotel Space is Needed and Promotes Local Initiatives, Including 39 North.** One of the attributes of the Comprehensive Plan is the goal of enhancing and further developing the ag-tech and plant science industries led by Monsanto and the Danforth Plant Center. Each of these facilities needs additional hotel space within relatively close proximity to their buildings, and the hotel will be the closest hotel facility to those two important Creve Coeur institutions. It is anticipated that the proposed hotel facility will also help alleviate a need and demand for additional hotel rooms serving the Eastern section of the Creve Coeur Business District.

Exciting plans for the development of 39 North as a Global Center for Agtech accentuates the need for high quality hotel space in the Eastern section of Creve Coeur along the Olive Boulevard corridor. The Applicant plans on specifically marketing to the visitors to Creve Coeur's global hub of plant science research.

- B. Enhancement of Tax Revenue.** The proposed hotel will likely generate additional tax revenue in the form of sales tax and likely property taxes as the result of the hotel operations. St. Louis County will experience an increase in hotel tax revenues from

a source within Creve Coeur. Additional property taxes will likely be generated by the two new proposed buildings at the Northwest and Northeast section of the Property Site.

- C. **No Governmental Financial Incentives.** HBE and the Applicant are not requesting any financial assistance from the City of Creve Coeur or St. Louis County in the form of property tax abatement, tax increment financing (TIF) or any other form of governmental financial assistance.
- D. **Development of a Highly Visible Property Site.** The Hotel will be an attractive and useful addition to the City of Creve Coeur and will develop an underutilized and highly visible track of land within the most traveled street in Creve Coeur and is consistent with and furthers the goals of the City's new Master Plan for the development of Olive Street Road properties.

NEIGHBORHOOD MEETING

On the evening of August 17, 2017, HBE representatives met with residential neighbors in proximity to the planned hotel site. At the meeting, HBE received a number of comments and suggestions. Based upon some of the comments made at the meeting, HBE has made modifications to its plan:

- HBE has determined to enhance the buffer to the South of the Property in order to enhance the privacy of the neighbors to the South as described above in Paragraph 5 of the Narrative.
- Adjacent to the south side of the building, there will be a small 20' by 40' shallow, in ground, "no-diving" swimming pool. The pool will be for the exclusive use of hotel guests during the summer months from 8:00AM to 10:00PM from Memorial Day to mid-September. In response to comments by residential neighbors to the South, there will be an approximate 8 foot solid privacy fence at the swimming pool, constructed of wood with some decorative lattice work at the top. The design of the surrounding fence will provide complete visual privacy on the East, South and West sides of the pool. In addition, there will also be landscaping and planting areas adjacent to the exterior side of the pool fence to further enhance privacy.
- In further response to comments from neighbors, food and other deliveries will only take place during normal business hours (no earlier than 7 AM and no later than 6 PM), and all trash pickup will also occur with those same business time frames.
- Trash containers will be kept concealed within garages with overhead doors on the south side of the small addition to the existing building.
- There were questions raised by the residential neighbors regarding parking. Hotel employee parking will be on the South side of the Hotel building and portions of the Southeast lot. In response to neighbors' concerns, Hotel guests will not be parking in the area adjacent to the residential neighbors to the South. Parking for the tenants and patrons of the commercial buildings at the Northeast and Northwest portions of the Property will be adjacent to those buildings.
- All parking lot lighting shall be facing downward and within the limits of the Property as required by the Code.
- Some neighbors questioned light coming from hotel rooms at night. In fact, the HBE Building currently has its florescent lights on all night, and it is likely that the hotel will emanate less night time light than what is currently being generated by the HBE office building. The windows of the Hotel will be energy efficient "low e" non-reflective glass. Guest room windows will have multiple draperies, including light weight sheer fabric and "black out" drapes in the perimeter sleeping rooms. The illumination within the guest room suites will be by lamps within the sleeping rooms, providing a low level of lighting visible from the exterior and only when the drapes are not drawn closed.

DESIGN CRITERIA:

- (1) **Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.**
 - (1) The adjoining areas are "predominately non-residential" as indicated by information provided by the City of Creve Coeur, and provides access from Olive Boulevard, a major arterial road, on the North side of the Property and from Mosley Road, a minor arterial road, on the East side.
- (2) **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.**
 - (2) The proposed development is adjacent to single family residences on the South side of the Property and meets the sky exposure plane requirements as described herein.
- (3) **The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.**
 - (3) The floor area ratio (FAR) for the proposed development is 0.386 to 1.0, including the existing six-story building, which is being repurposed from an office use to a hotel use, and the building coverage is 14.3 percent (14.3%) of the site area, and the sky exposure plane requirement is met.
- (4) **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.**
 - (4) The Property Site adjoins existing single-family residences on the South side of the property and presently provides an existing fifty (50) feet buffer yard, which exceeds this requirement of thirty-five (35) feet. There is no impervious surface in this densely landscaped existing buffer yard, which has many very mature trees and planting, providing very dense screening to the neighbors. It is the intent of this Application to retain this existing buffer yard, trees and planting, and to enhance certain portions of the buffer area with additional evergreen shrubs and trees to assist in reducing visibility and to improve the density of the landscaping

- (5) **No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.**

(5) This item is not applicable to this PCD Application.

- (6) **No new commercial building may be located closer than forty (40) feet to any required buffer yard.**

(6) As indicated on the proposed development plan, the new buildings and additions to the existing building are not closer than forty (40) feet to the required thirty-five (35) feet buffer yard.

- (7) **Makes efficient use of parking and storage areas including cooperative parking facilities.**

(7) The proposed development provides very efficient and convenient parking for the buildings, as indicated on the submitted site development plan.

- (8) **Provides for the more efficient provision of public and private utilities and facilities throughout the development area.**

(8) Public and private utilities are efficiently designed and provide for an underground storm water detention system on the Southwest portion of the property. All utility services are presently underground; any new or expansion of the existing utility systems will be underground. The Applicant is working with St. Louis Metropolitan Sewer District (MSD) with respect to storm water quality and discharge concerns.

- (9) **Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.**

(9) The proposed development provides convenient and adequate access to the site for vehicular and pedestrian traffic from the public streets. Internal sidewalks provide safe and convenient access to all buildings. Internal drives are convenient and adequate for automobile and truck traffic routes, as indicated on the submittal plans. Bicycle parking will occur at alcove spaces adjacent to the entries at the buildings with exact locations to be determined.

All buildings will be designed and constructed in compliance with current applicable codes and ordinances.

- (10) **Incorporates pocket parks, small plazas and places for public art where appropriate.**

(10) Special pedestrian features are included in the Development Plan. A water fountain and sculpture will be provided at the West entrance to the property from Olive Boulevard. The Applicant plans on providing sculptures and special landscaping features internal to the site along the promenade walk from Olive Boulevard to the main entrance of the Hotel and with landscaping and patios adjacent to the buildings.

- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.**
 - (11) Buildings are located appropriate to sidewalks, as indicated on the Development Plans.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.**
 - (12) Vehicular mobility is provided in a manner that does not compromise pedestrian safety and mobility, as indicated on the Development Plans. All sidewalks shall be in compliance with the applicable accessibility requirements. Accessible parking facilities shall be provided adjacent to building entries as indicated on the Development Plans.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.**
 - (13) As indicated on the Development Plans, surface parking is provided adjacent to and convenient to the buildings. There is no "on-street parking" within the Property or allowed on the public streets adjacent to the Property.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.**
 - (14) The architectural design, placement, relationship and orientation of the structures are in accordance with good design practices. Please note that the Commercial Use and Restaurant buildings will be addressed at a later date and shall be designed using predominately masonry materials to comply with current guidelines, applicable codes and ordinances.
- (15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section. [Ord. No. 5381 §1, 7-14-2014]**
 - (15) All utility services for the new and existing structures will be placed underground.
- (16) Provides effective landscape or screening in or around the separate developments within the PCD.**
 - (16) Effective landscaping is designed, as indicated in the submitted Development Plans, for the facilities within the Property and provides screening from the adjacent residential property to the South.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.**
 - (17) The proposed storm water system shall be underground, including retention and water quality, which shall be approved by MSD.

STATEMENT: PLANNED COMMERCIAL DEVELOPMENT (PCD)

The Property Site in this Application is proposed for the development of commercial retail, hotel and restaurant use to provide attractive and compatible facilities with the surrounding neighborhoods. The proposed development provides an efficient use of land and resources, offers a mix of amenities for the area, promoting a greater efficiency in public and utility services.

This PCD would permit, as permitted uses: (1) the hotel, commercial retail and restaurant uses described in the Narrative accompanying the Application and as shown on the Site Development and other plans submitted therewith, including full-service and limited service restaurants (NAICS 722511-13); and (2) all permitted uses in the Core Business District (present zoning classification). The PCD would allow, as conditional uses, any other uses currently shown as conditional uses in the CB District.

The PCD for this project includes a six story, 260 room hotel, a one-story commercial use facility, and a one-story restaurant, as indicated on the accompanying Plans, on the Property Site, which is approximately 10 acres, more or less, as a single property. The Applicant has no plans to subdivide the Property Site.

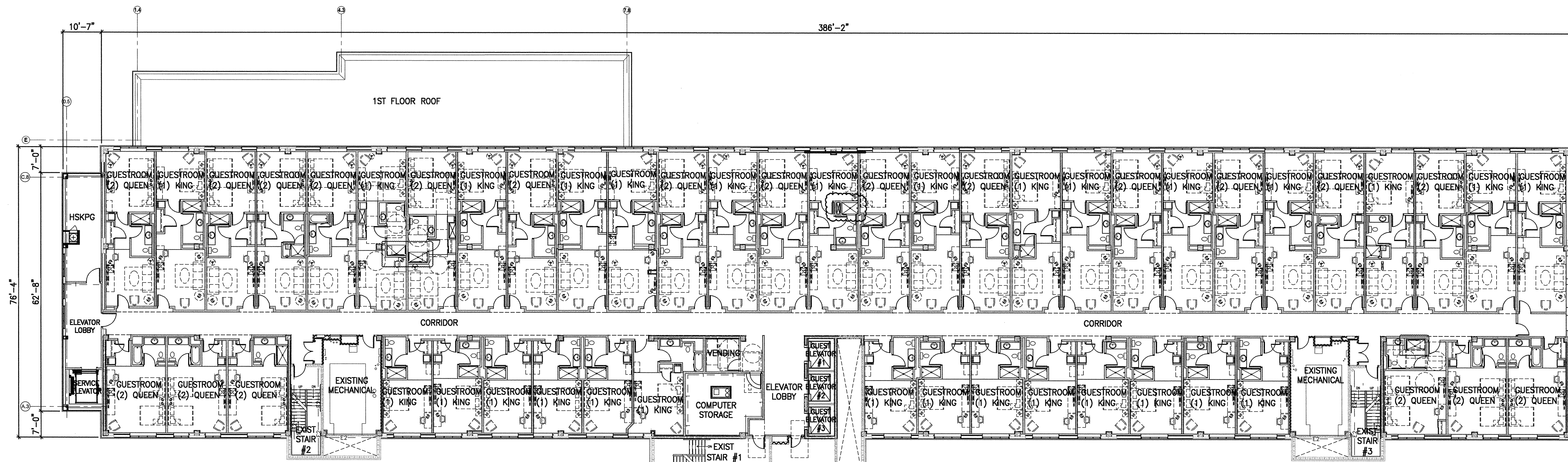
SECTION 405.390 PLANNED ZONING DISTRICTS*E. SUBMITTAL REQUIREMENTS:*

In reference to E. Submittal Requirements, Item No. 18, please be advised that it is the Applicant's intention to start construction on the hotel facility before the end of this year and open in mid-2019. It is anticipated that the two "out buildings," the Commercial Use and Restaurant facility, will be constructed concurrently with the hotel.

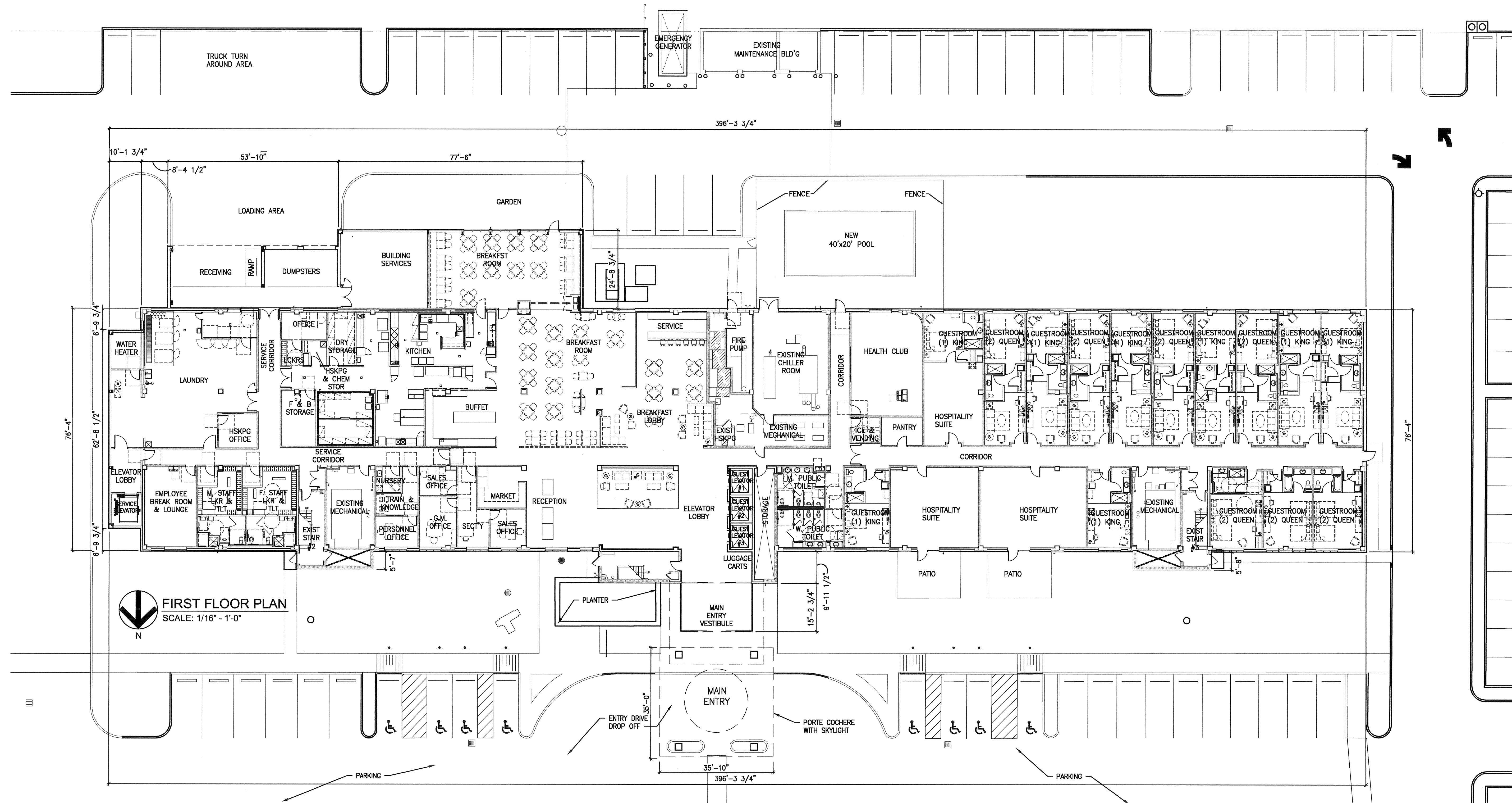
Also, in reference to Item No. E.19, please be advised that there are no restrictive covenants at this time. There will be no subdivision. The entire Property shall be under one Ownership.



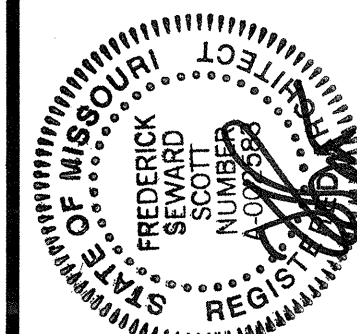
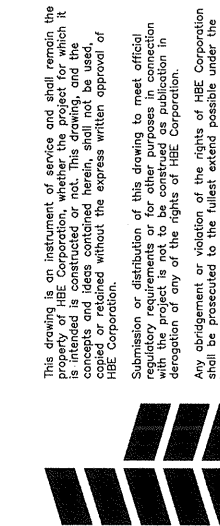
David R. Smith

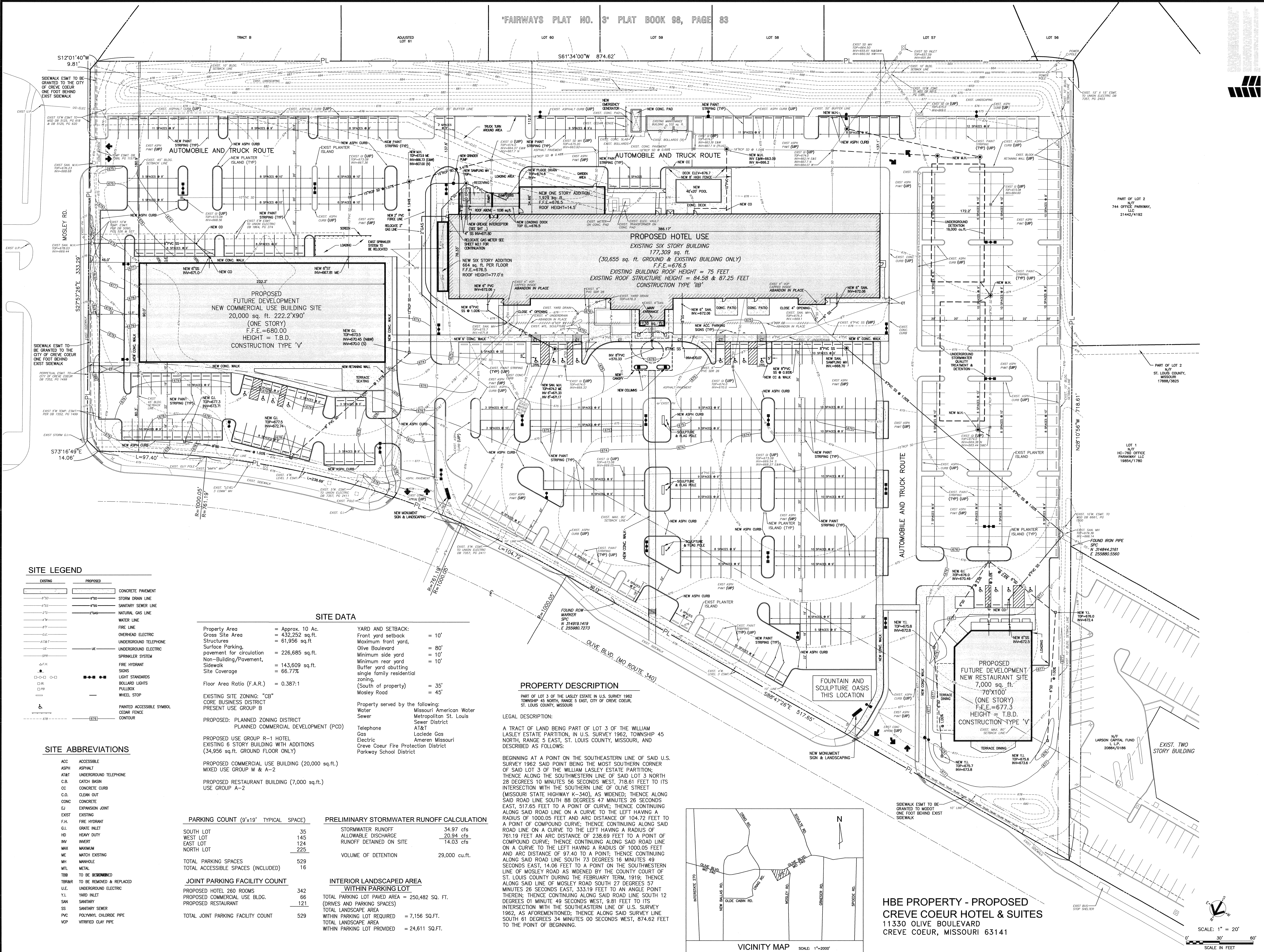


SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"



FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"





SITE LEGEND

EXISTING	PROPOSED	
CONCRETE PAVEMENT		
STORM DRAIN LINE		
SANITARY SEWER LINE		
NATURAL GAS LINE		
WATER LINE		
FIRE LINE		
OVERHEAD ELECTRIC		
UNDERGROUND TELEPHONE		
UNDERGROUND ELECTRIC		
SPRINKLER SYSTEM		
FIRE HYDRANT		
SIGNS		
LIGHT STANDARDS		
BOLLARD LIGHTS		
PULLBOX		
WHEEL STOP		
PAINTED ACCESSIBLE SYMBOL		
CEDAR FENCE		
CONTOUR		

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
C.O.	CLEAN OUT
CONC	CONCRETE
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INV	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE REMOVED
TBR&R	TO BE REMOVED & REPLACED
U.E.	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SAN	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE

SITE DATA

Property Area	=	Approx. 10 Ac.	YARD AND SETBACK:		
Gross Site Area	=	432,252 sq.ft.	Front yard setback	=	10'
Structures	=	61,956 sq.ft.	Maximum front yard	=	80'
Surface Parking, pavement for circulation	=	226,685 sq.ft.	Olive Boulevard	=	10'
Non-Building/Pavement, Sidewalk	=	143,609 sq.ft.	Minimum rear yard	=	10'
Site Coverage	=	66.77%	Buffer yard abutting single family residential zoning, (South of property)	=	35'
Floor Area Ratio (F.A.R.)	=	0.387:1	Mosley Road	=	45'
EXISTING SITE ZONING: "CB" CORE BUSINESS DISTRICT PRESENT USE GROUP B			Property served by the following:		
PROPOSED: PLANNED ZONING DISTRICT PLANNED COMMERCIAL DEVELOPMENT (PCD)			Water	Missouri American Water	
PROPOSED USE GROUP R-1 HOTEL EXISTING 6 STORY BUILDING WITH ADDITIONS (34,956 sq.ft. GROUND FLOOR ONLY)			Sewer	Metropolitan St. Louis Sewer District	
PROPOSED COMMERCIAL USE BUILDING (20,000 sq.ft.) MIXED USE GROUP M & A-2			Telephone	AT&T	
PROPOSED RESTAURANT BUILDING (7,000 sq.ft.) USE GROUP A-2			Gas	Laclede Gas	
			Electric	Ameren Missouri	
			Creve Coeur Fire Protection		
			Parkway School District		

PARKING COUNT (9'x19' TYPICAL SPACE)	
SOUTH LOT	35
WEST LOT	145
EAST LOT	124
NORTH LOT	225
TOTAL PARKING SPACES	529
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	342
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	529

PRELIMINARY STORMWATER RUNOFF CALCULATION	
STORMWATER RUNOFF	34.97 cfs
ALLOWABLE DISCHARGE	20.94 cfs
RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

INTERIOR LANDSCAPED AREA WITHIN PARKING LOT

TOTAL PARKING LOT PAVED AREA = 250,482 SQ. FT. (DRIVES AND PARKING SPACES)	
TOTAL LANDSCAPED AREA WITHIN PARKING LOT REQUIRED = 7,156 SQ.FT.	
TOTAL LANDSCAPED AREA WITHIN PARKING LOT PROVIDED = 24,611 SQ.FT.	

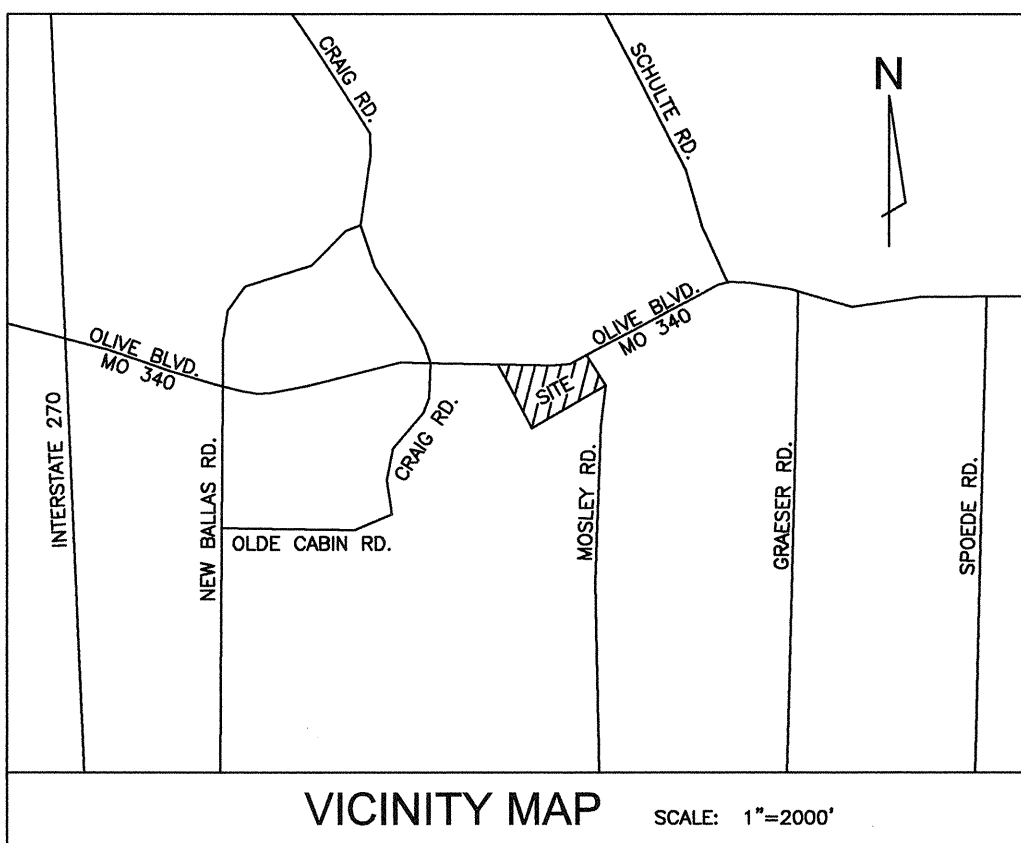
PROPERTY DESCRIPTION

PART OF LOT 3 OF THE LASLEY ESTATE IN U.S. SURVEY 1962 TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

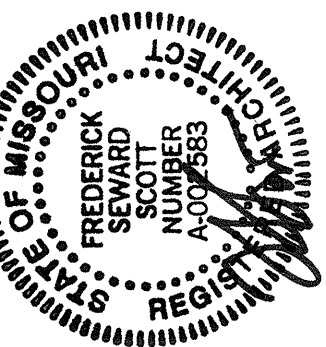
LEGAL DESCRIPTION:

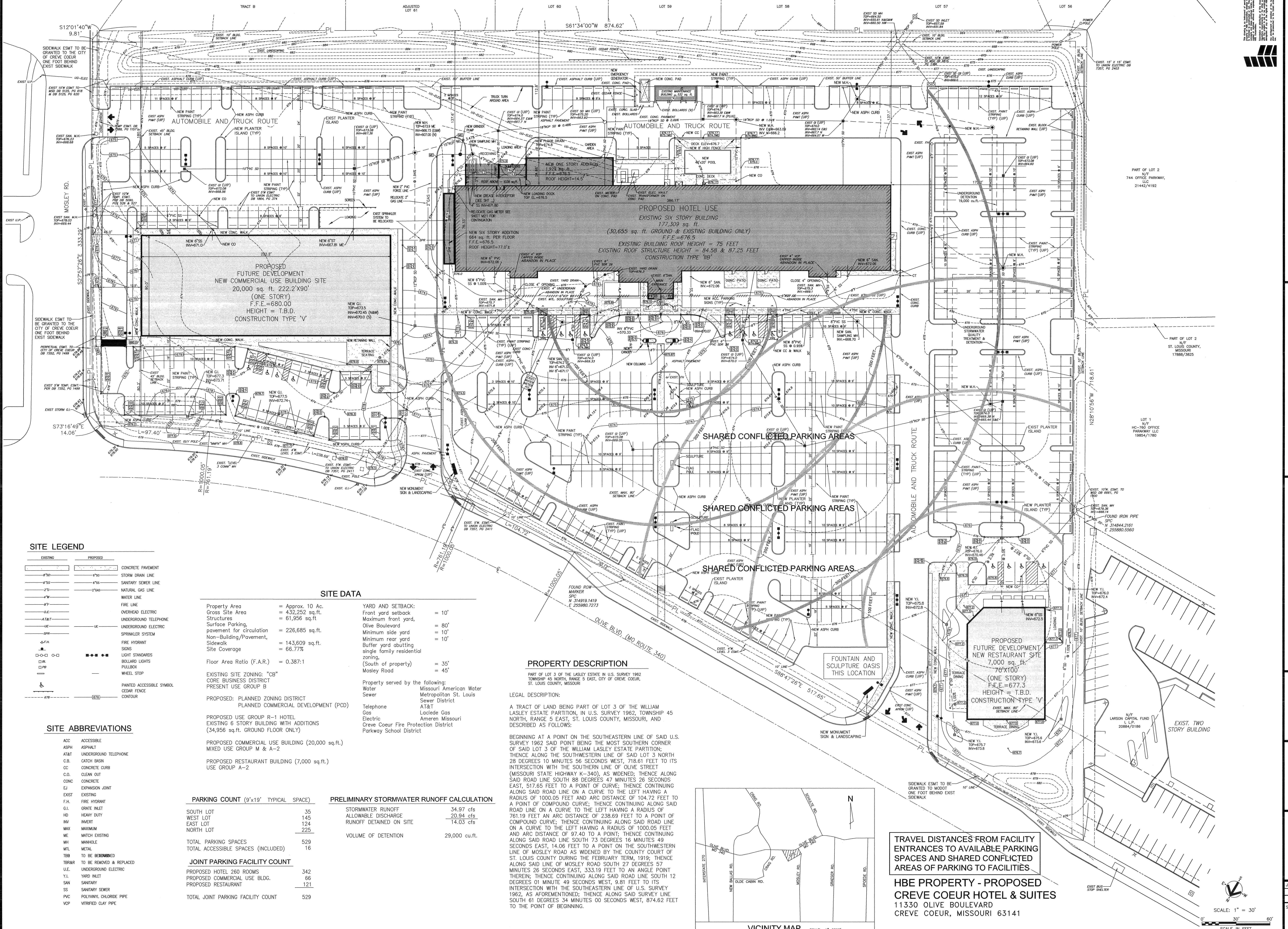
A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSELEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSELEY ROAD SOUTH 27 DEGREES 57 MINUTES 28 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.



HBE PROPERTY - PROPOSED
CREVE COEUR HOTEL & SUITES
11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141





SITE LEGEND

EXISTING	PROPOSED	
6" SD	6" SD	CONCRETE PAVEMENT
6" SD	6" SD	STORM DRAIN LINE
6" SD	6" SD	SANITARY SEWER LINE
6" SD	6" SD	NATURAL GAS LINE
6" SD	6" SD	WATER LINE
6" SD	6" SD	FIRE LINE
6" SD	6" SD	OVERHEAD ELECTRIC
6" SD	6" SD	UNDERGROUND TELEPHONE
6" SD	6" SD	UNDERGROUND TELEPHONE
6" SD	6" SD	SPRINKLER SYSTEM
6" SD	6" SD	FIRE HYDRANT
6" SD	6" SD	SIGNS
6" SD	6" SD	LIGHT STANDARDS
6" SD	6" SD	BOLLARD LIGHTS
6" SD	6" SD	PULLBOX
6" SD	6" SD	WHEEL STOP
6" SD	6" SD	PAINTED ACCESSIBLE SYMBOL
6" SD	6" SD	CEGAR FENCE
6" SD	6" SD	CONTOUR

SITE ABBREVIATIONS

ACC	ACCESSIBLE
ASPH	ASPHALT
AT&T	UNDERGROUND TELEPHONE
C.B.	CATCH BASIN
CC	CONCRETE CURB
CO	CLEAN OUT
CONC	CONCRETE
EJ	EXPANSION JOINT
EXIST	EXISTING
F.H.	FIRE HYDRANT
G.I.	GRATE INLET
HD	HEAVY DUTY
INW	INVERT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MTL	METAL
TBR	TO BE REMOVED
TBRAR	TO BE REMOVED & REPLACED
UE	UNDERGROUND ELECTRIC
Y.I.	YARD INLET
SS	SANITARY
SS	SANITARY SEWER
PVC	POLYVINYL CHLORIDE PIPE
VOP	VITRIFIED CLAY PIPE

SITE DATA

Property Area	= Approx. 10 Ac.	YARD AND SETBACK:	= 10'
Gross Site Area	= 432,252 sq.ft.	Front yard setback	= 80'
Structures	= 61,956 sq.ft.	Olive Boulevard	= 10'
Surface Parking, pavement for circulation	= 226,685 sq.ft.	Minimum side yard	= 10'
Non-Building/Pavement, Sidewalk	= 143,609 sq.ft.	Minimum rear yard	= 10'
Site Coverage	= 66.77%	Buffer yard abutting single family residential zoning, (South of property)	= 35'
Floor Area Ratio (F.A.R.)	= 0.387:1	Mosley Road	= 45'
EXISTING SITE ZONING: "CB" CORE BUSINESS DISTRICT PRESENT USE GROUP B		Property served by the following:	
PROPOSED: PLANNED ZONING DISTRICT PLANNED COMMERCIAL DEVELOPMENT (PCD)		Water	Missouri American Water
PROPOSED USE GROUP R-1 HOTEL EXISTING 6 STORY BUILDING WITH ADDITIONS (34,956 sq.ft. GROUND FLOOR ONLY)		Sewer	Metropolitan St. Louis Sewer District
PROPOSED COMMERCIAL USE BUILDING (20,000 sq.ft.) MIXED USE GROUP M & A-2		Telephone	AT&T
PROPOSED RESTAURANT BUILDING (7,000 sq.ft.) USE GROUP A-2		Gas	Laclede Gas
		Electric	Ameren Missouri
		Creve Coeur Fire Protection District	
		Parkway School District	

PRELIMINARY STORMWATER RUNOFF CALCULATION

STORMWATER RUNOFF	34.97 cfs
ALLOWABLE DISCHARGE	20.94 cfs
RUNOFF DETAINED ON SITE	14.03 cfs
VOLUME OF DETENTION	29,000 cu.ft.

PARKING COUNT (9'x19' TYPICAL SPACE)

SOUTH LOT	35
WEST LOT	145
EAST LOT	124
NORTH LOT	225
TOTAL PARKING SPACES	529
TOTAL ACCESSIBLE SPACES (INCLUDED)	16

JOINT PARKING FACILITY COUNT

PROPOSED HOTEL 260 ROOMS	342
PROPOSED COMMERCIAL USE BLDG.	66
PROPOSED RESTAURANT	121
TOTAL JOINT PARKING FACILITY COUNT	529

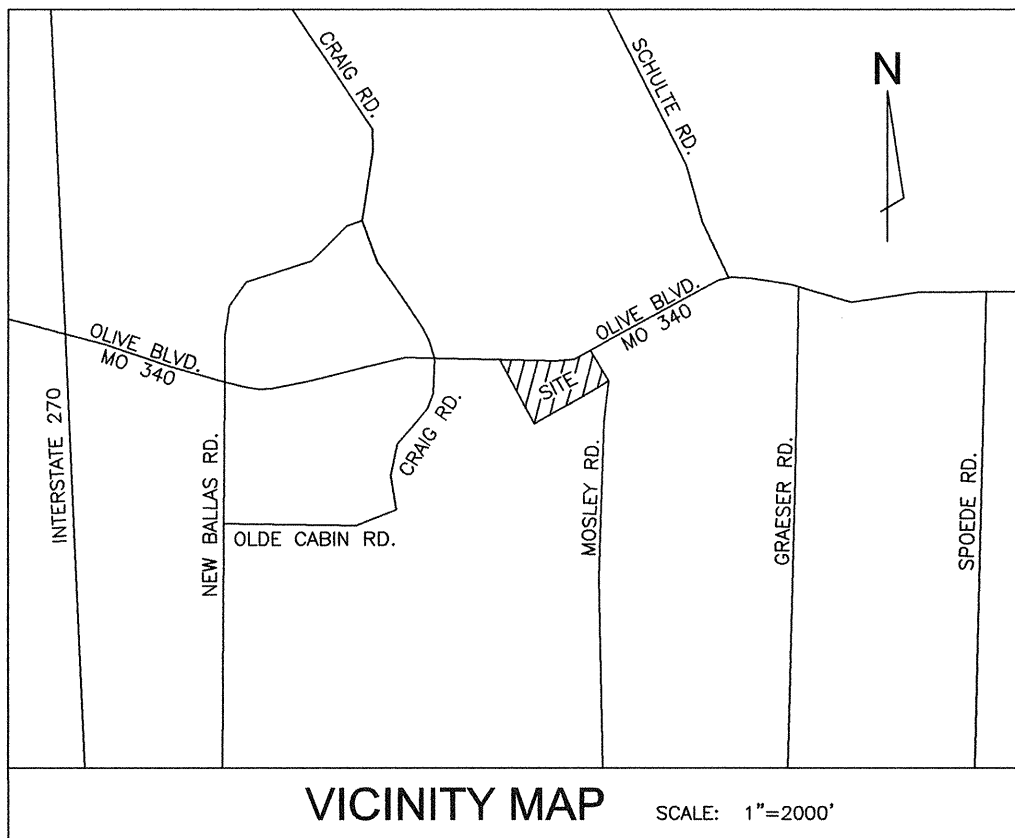
PROPERTY DESCRIPTION

PART OF LOT 3 OF THE LASLEY ESTATE IN U.S. SURVEY 1962 TOWNSHIP 45 NORTH, RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

LEGAL DESCRIPTION:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61 FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS EAST, 517.85 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 104.72 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AND ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES 16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSELEY ROAD AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE ALONG SAID LINE OF MOSELEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01 MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S. SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES 00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.



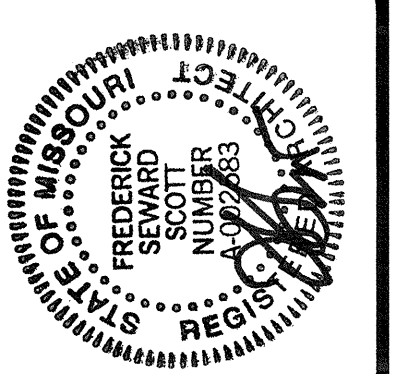
TRAVEL DISTANCES FROM FACILITY ENTRANCES TO AVAILABLE PARKING SPACES AND SHARED CONFLICTED AREAS OF PARKING TO FACILITIES

HBE PROPERTY - PROPOSED CREVE COEUR HOTEL & SUITES
11330 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.
Frederick S. Scott, Architect



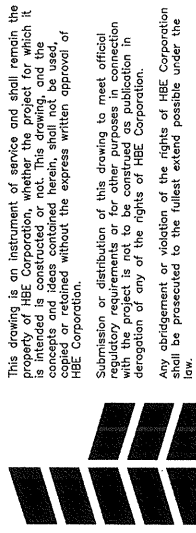
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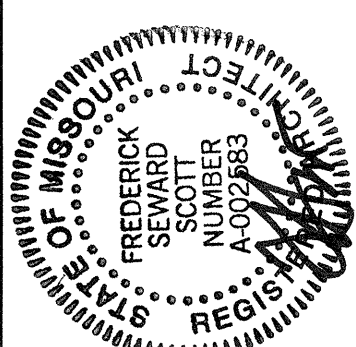
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Creve Coeur, Missouri

Kummer Hotel Development, LLC

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Frederick S. Scott, Architect

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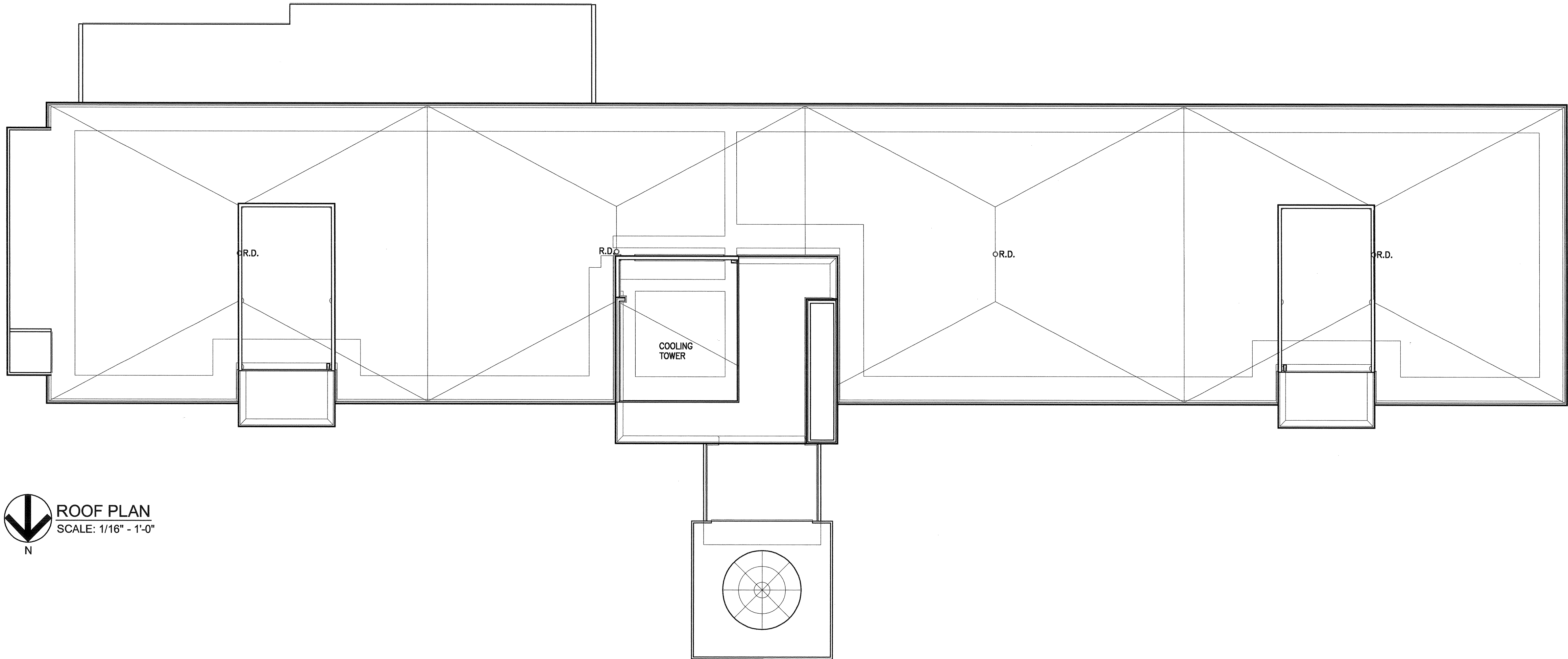


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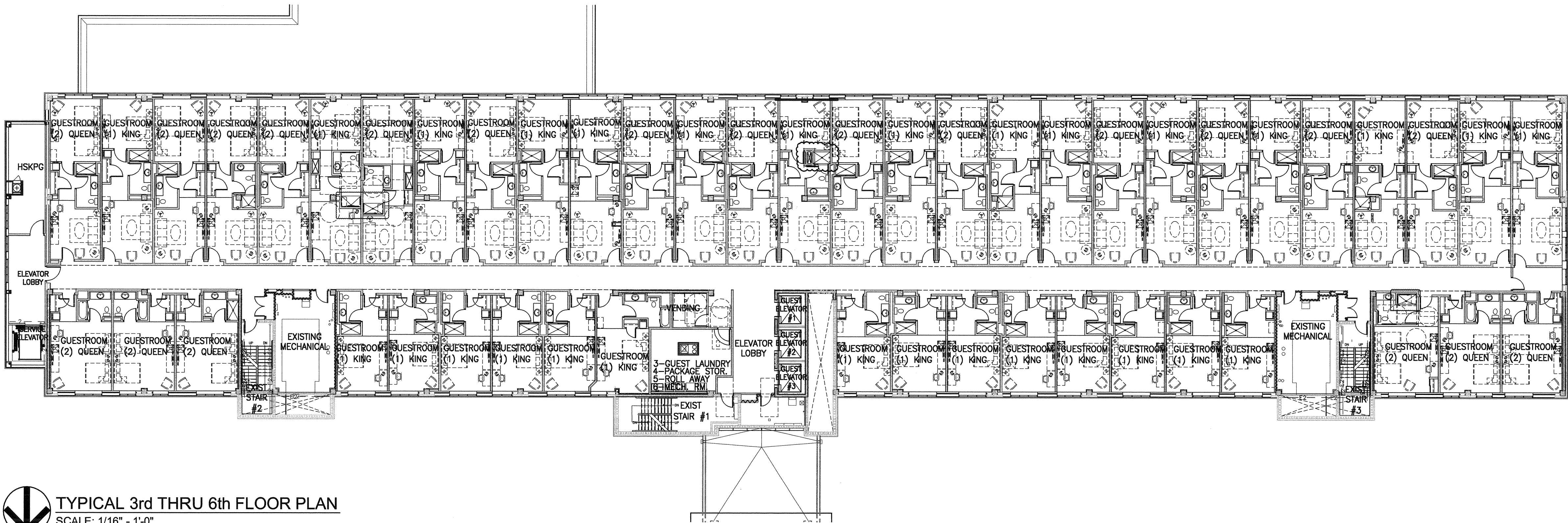
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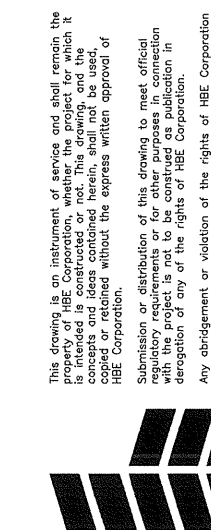
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ROOF PLAN
SCALE: 1/16" = 1'-0"



TYPICAL 3rd THRU 6th FLOOR PLAN
SCALE: 1/16" = 1'-0"



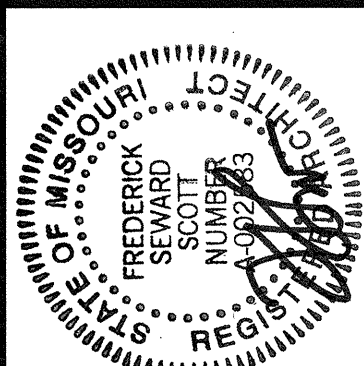
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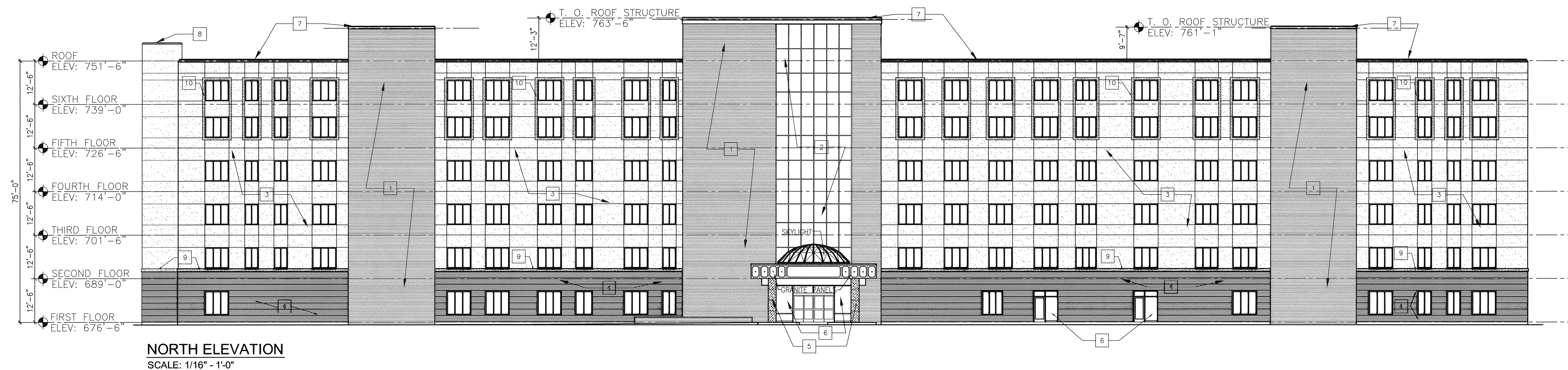
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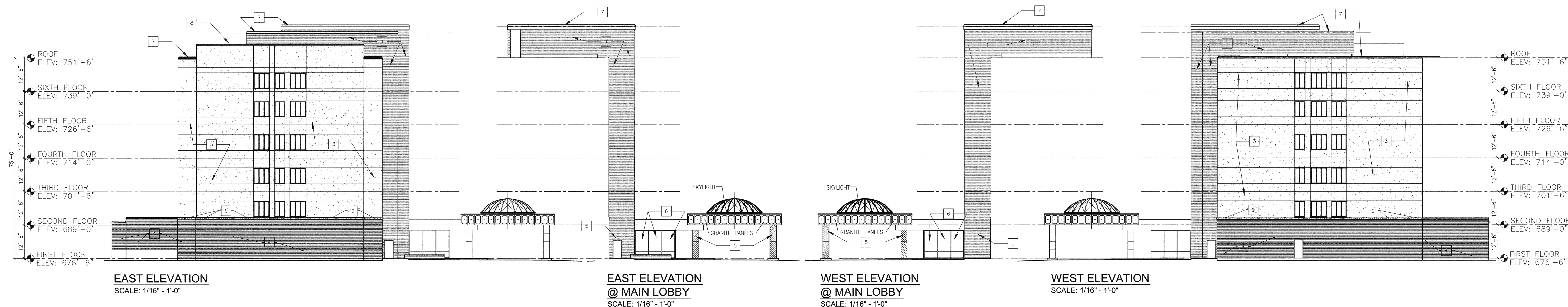
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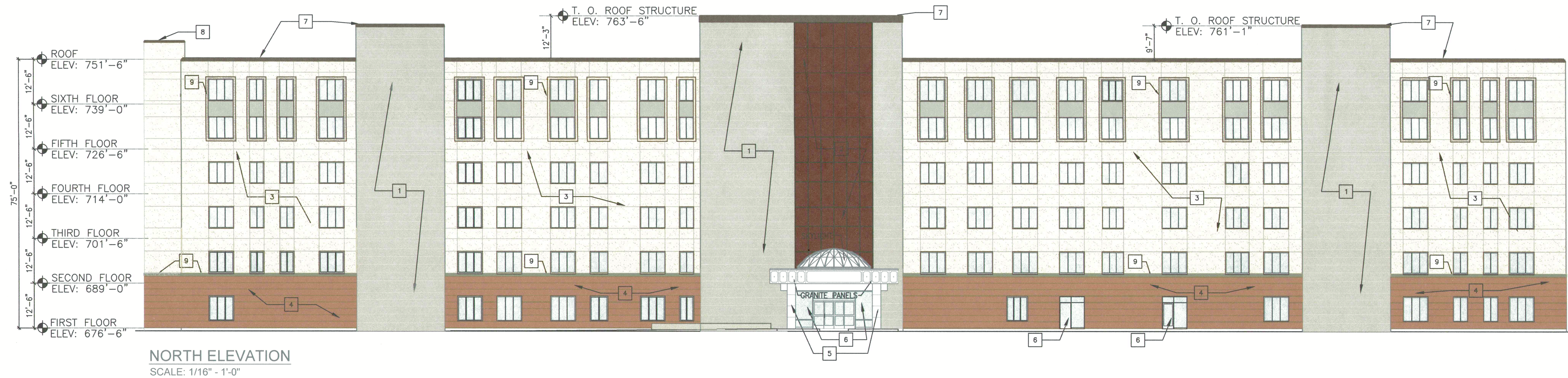
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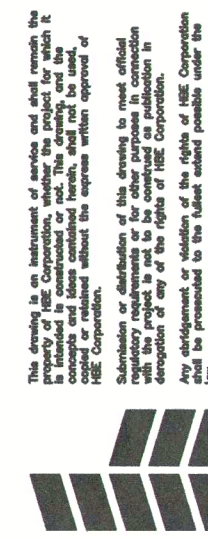
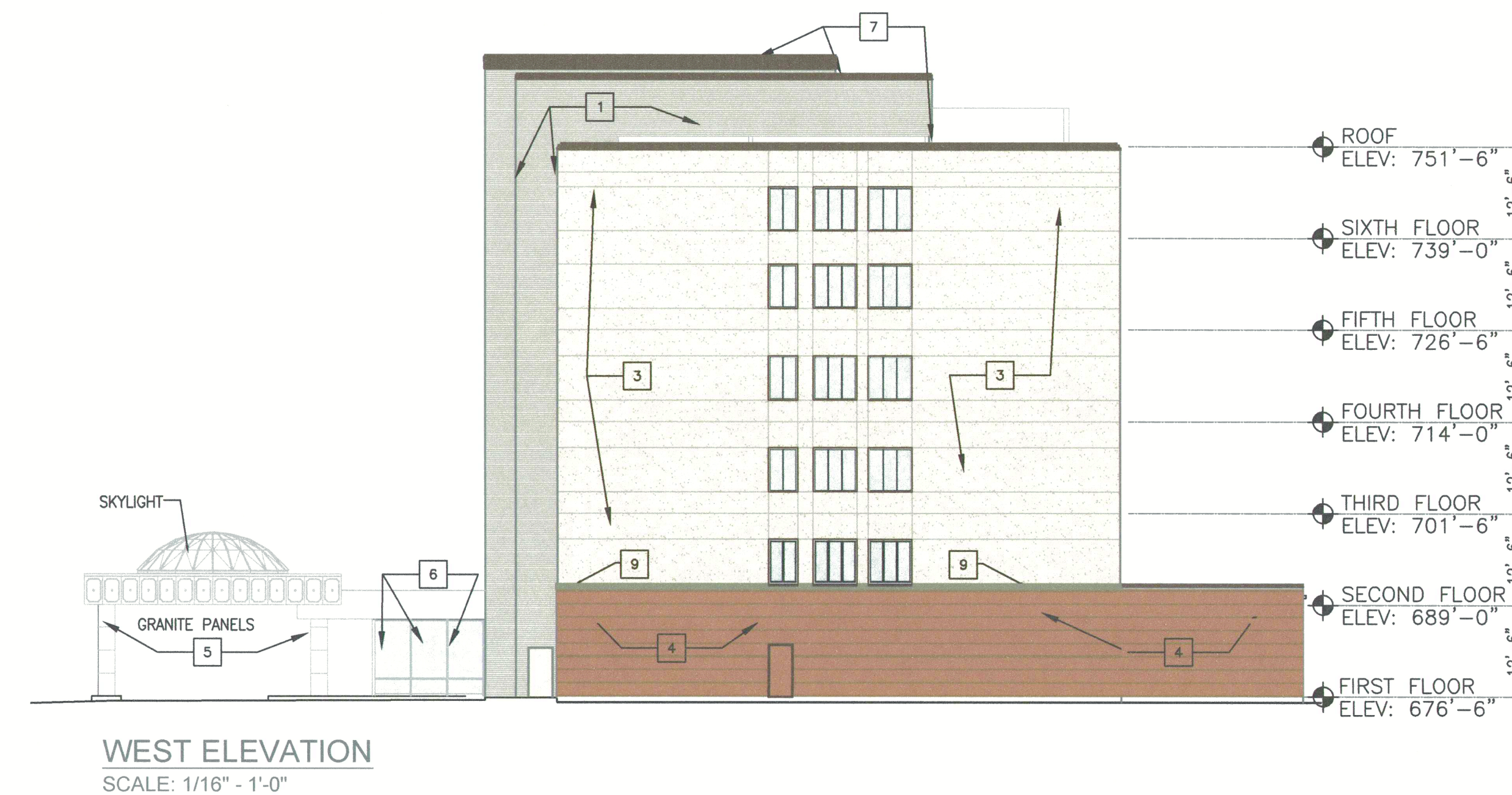
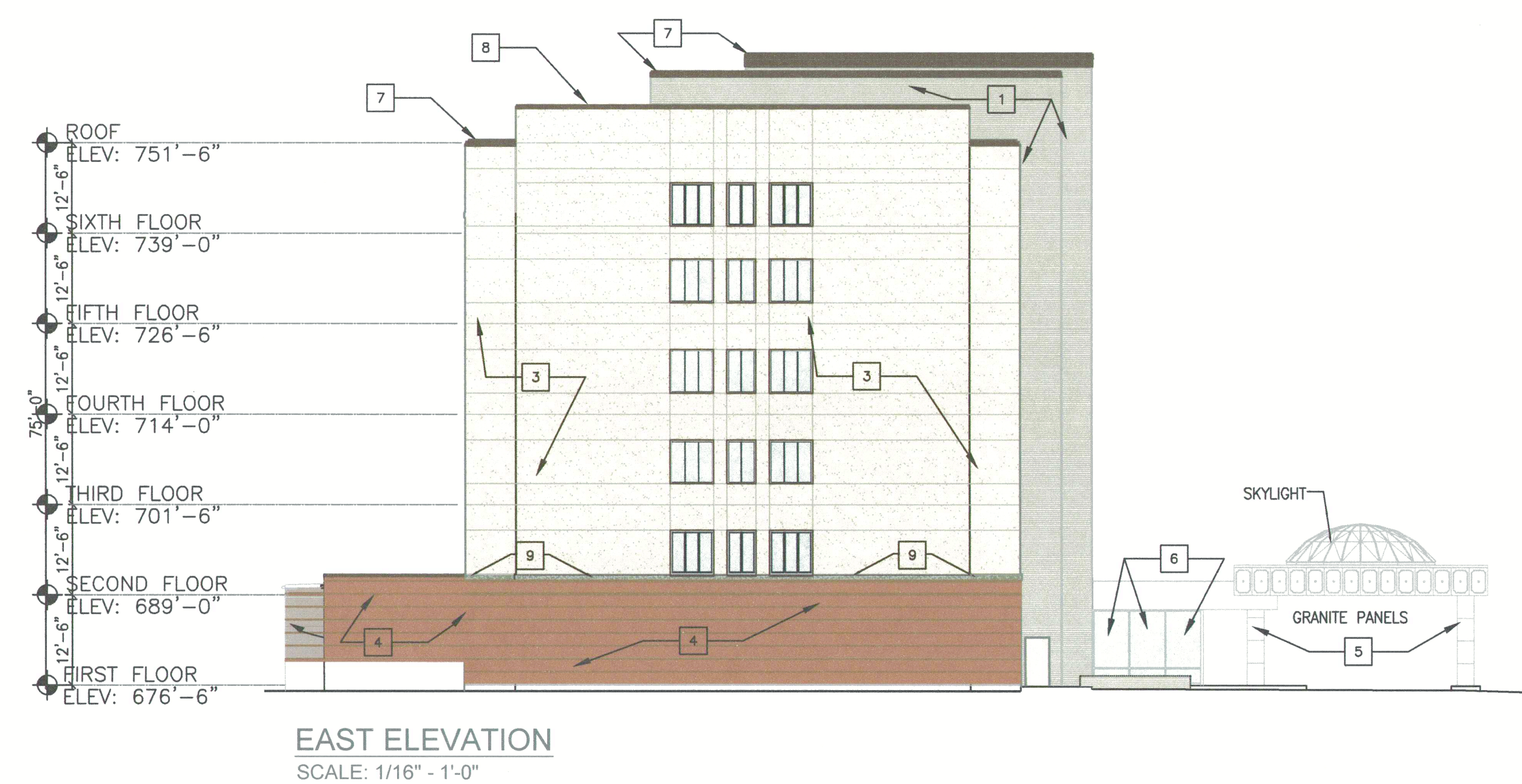
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2. EXISTING CURTAIN WALL TO REMAIN.
3. STUCCO.
4. APPLIED BRICK.
5. APPLIED GRANITE.
6. STOREFRONT.
7. EXISTING GRAVEL GUARD TO REMAIN.
8. NEW GRAVEL GUARD.
9. PROJECTED SILL BAND.
10. PROJECTED WINDOW SURROUND.





EXTERIOR MATERIAL FINISHES LEGEND

- 1. EXISTING BRICK TO REMAIN.
- 2. EXISTING CURTAIN WALL TO REMAIN.
- 3. STUCCO.
- 4. APPLIED BRICK.
- 5. APPLIED GRANITE.
- 6. STOREFRONT.
- 7. EXISTING GRAVEL GUARD TO REMAIN.
- 8. NEW GRAVEL GUARD.
- 9. PROJECTED BAND



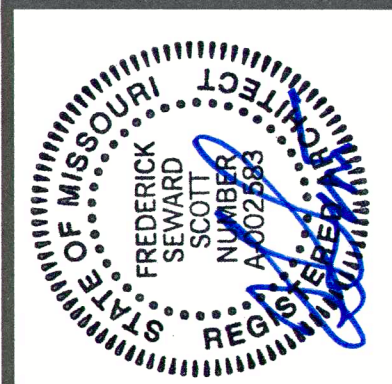
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Creve Coeur, Missouri

Kummer Hotel Development, LLC

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Frederick S. Scott, Architect

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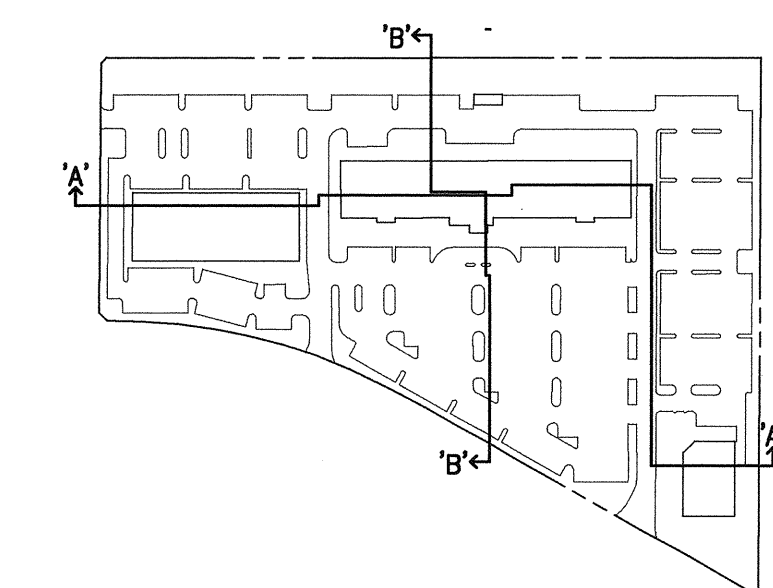
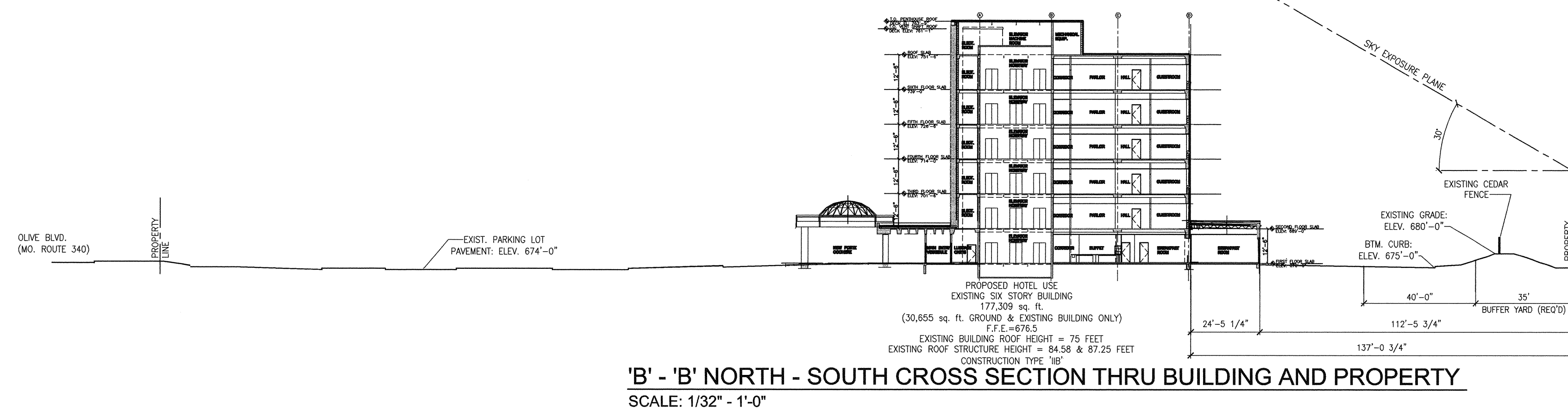
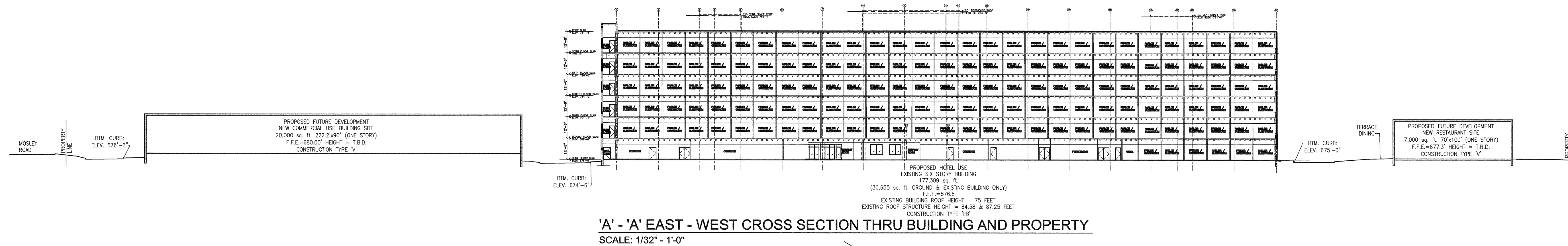
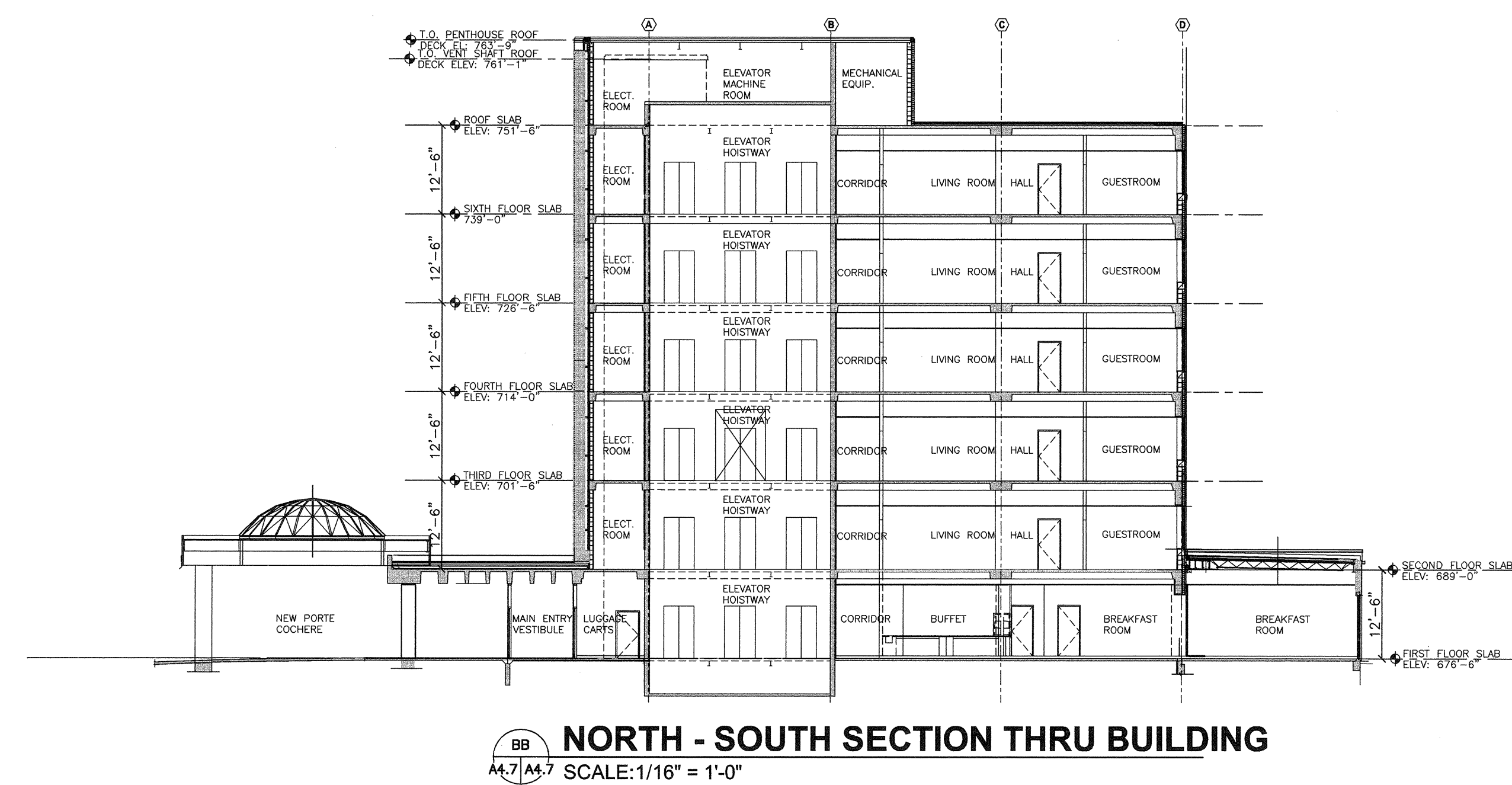
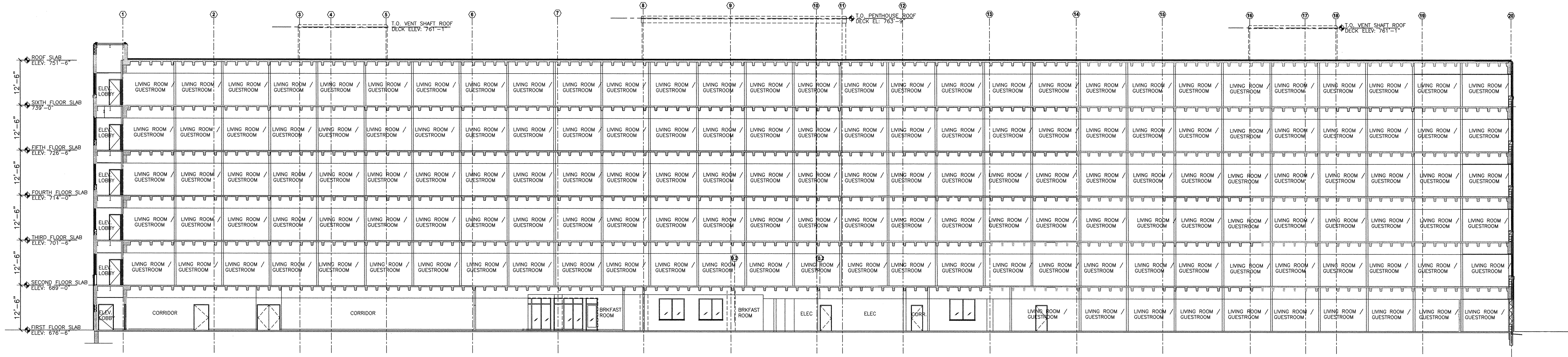


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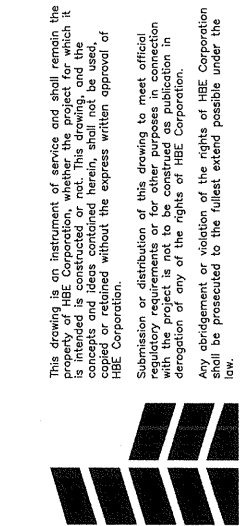
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PCD Colored Exterior Elevations



KEY PLAN - CROSS SECTIONS THRU BUILDING AND PROPERTY
SCALE: N.T.S.



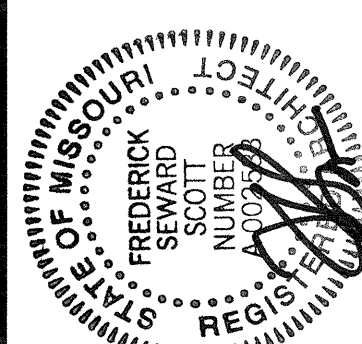
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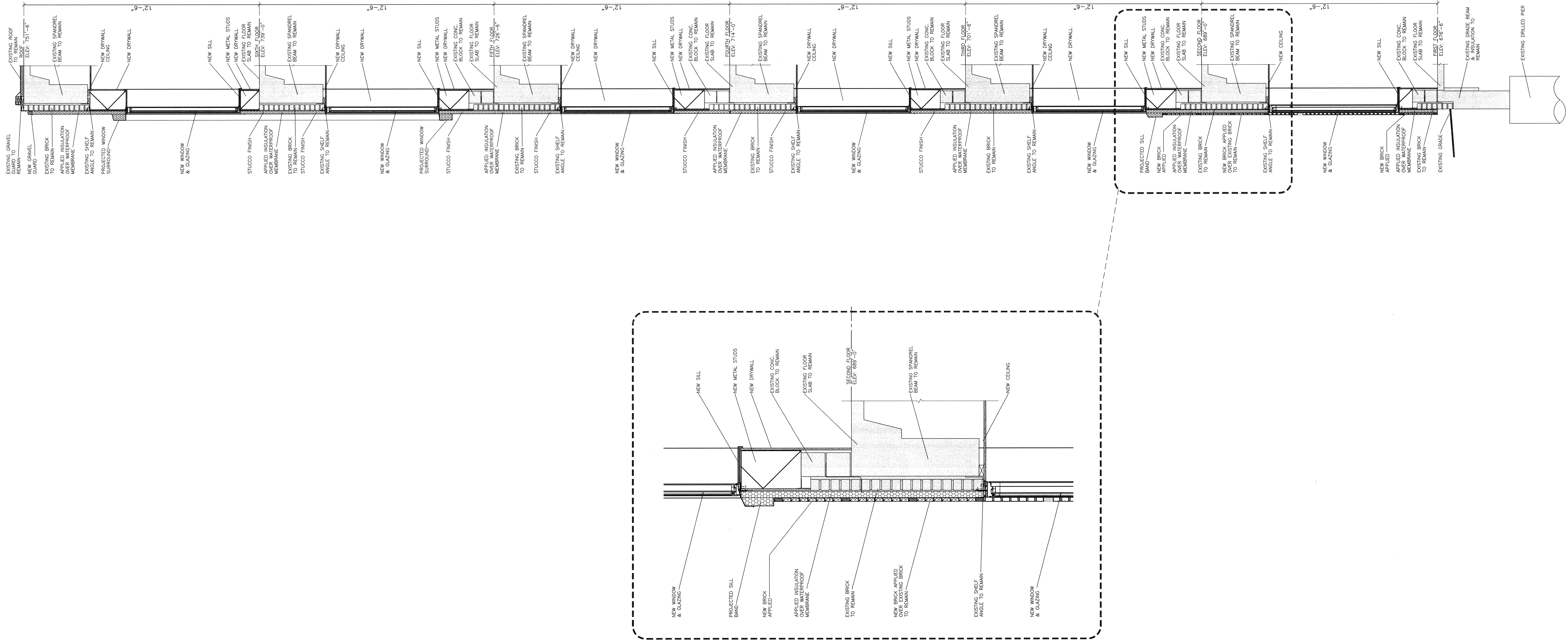
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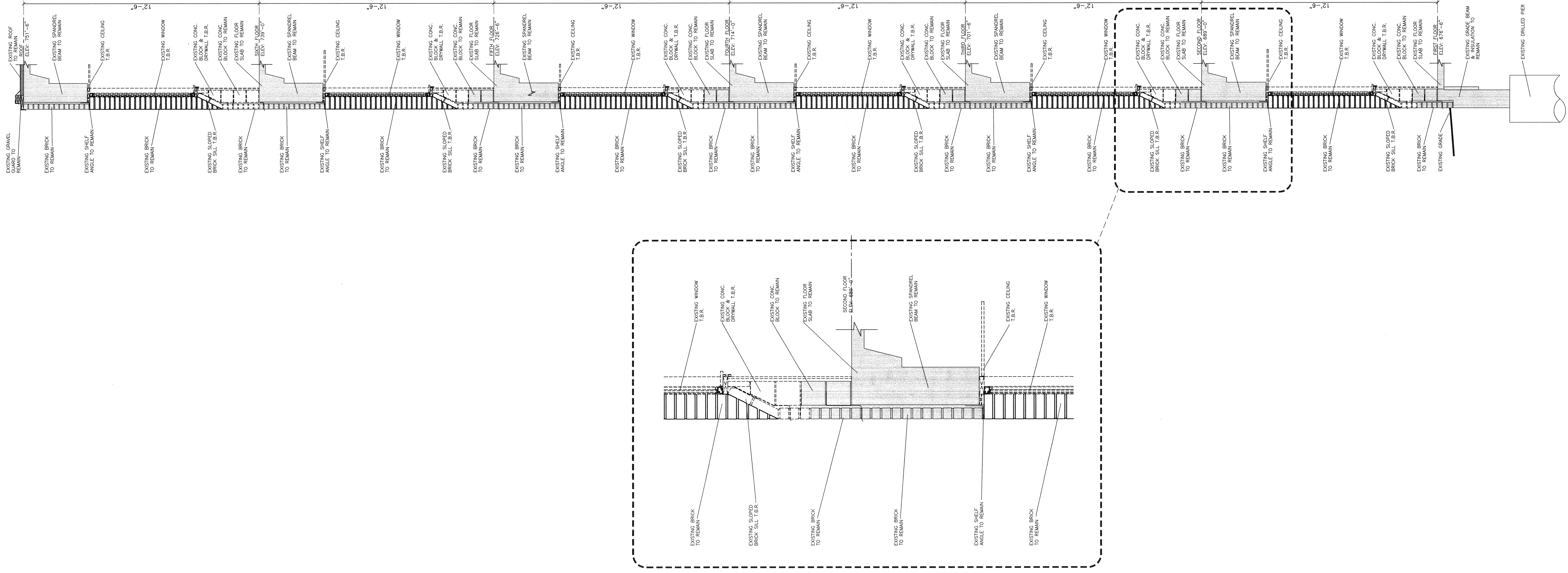
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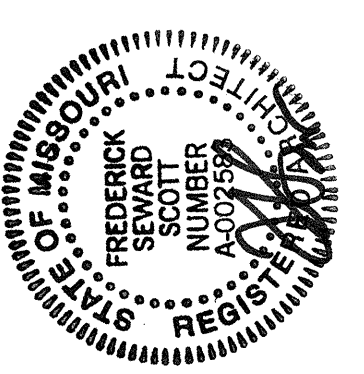
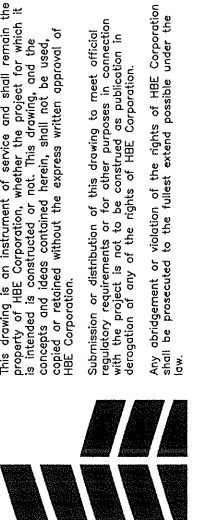
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EXISTING WALL SECTION (MODIFIED)
SCALE: 3/8" = 1'-0"



EXISTING WALL SECTION (DEMOLITION)
SCALE: 3/8" = 1'-0"



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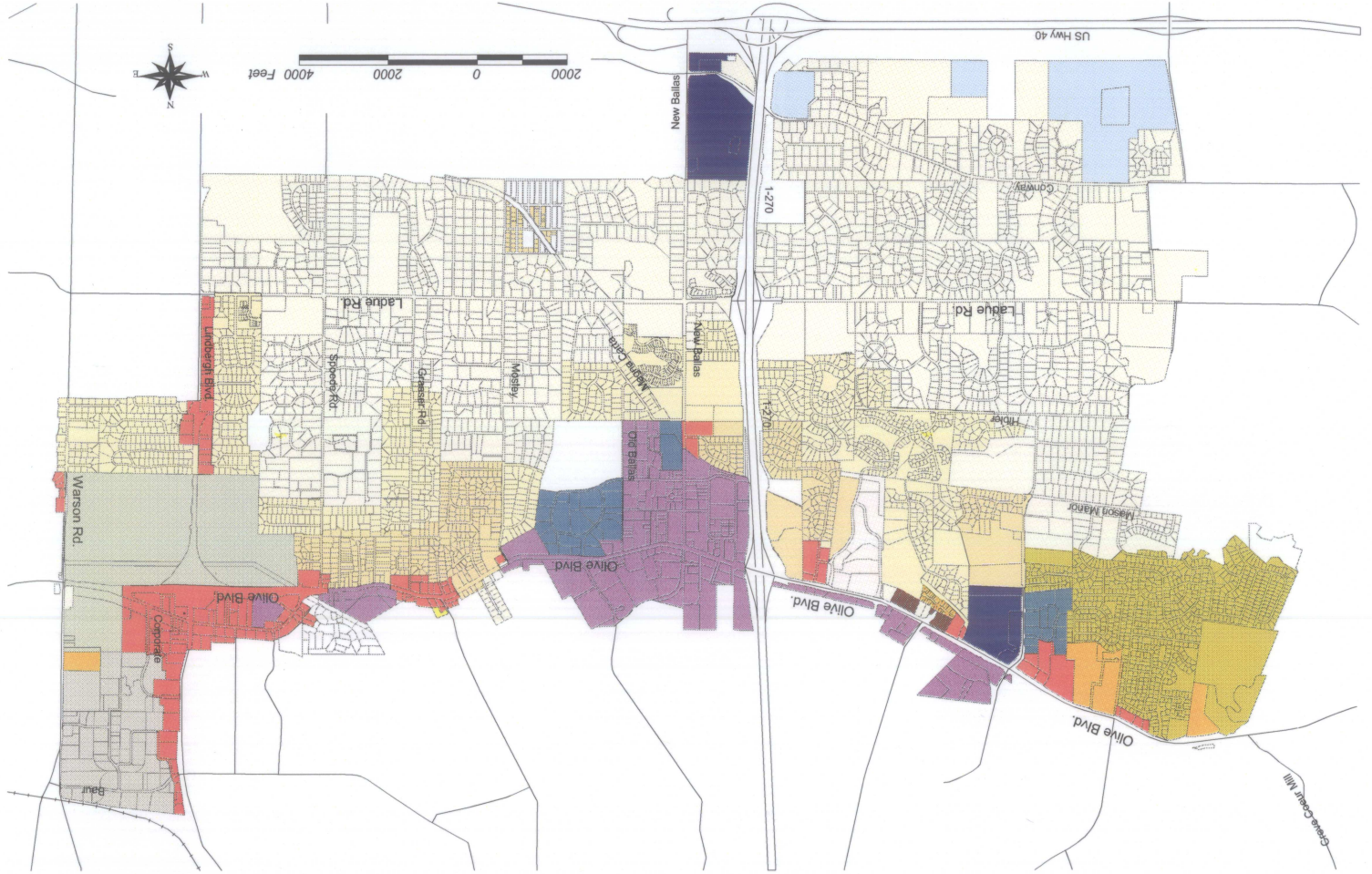
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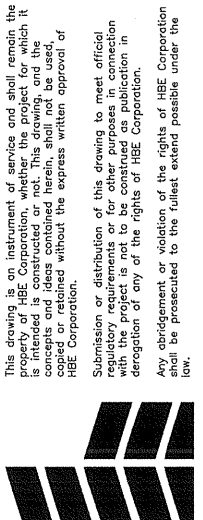
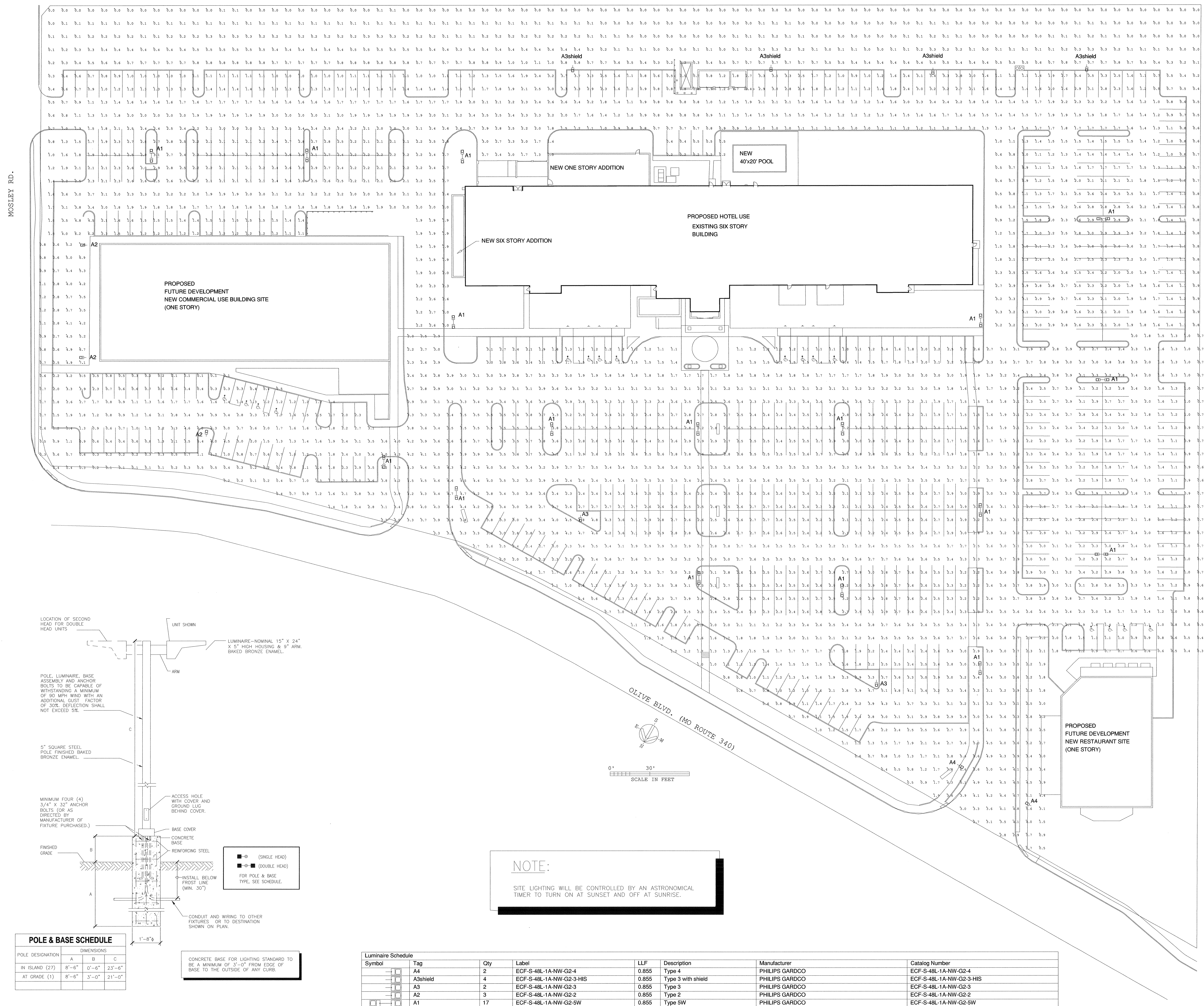
Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Existing Zoning Districts

MAP No. 2

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

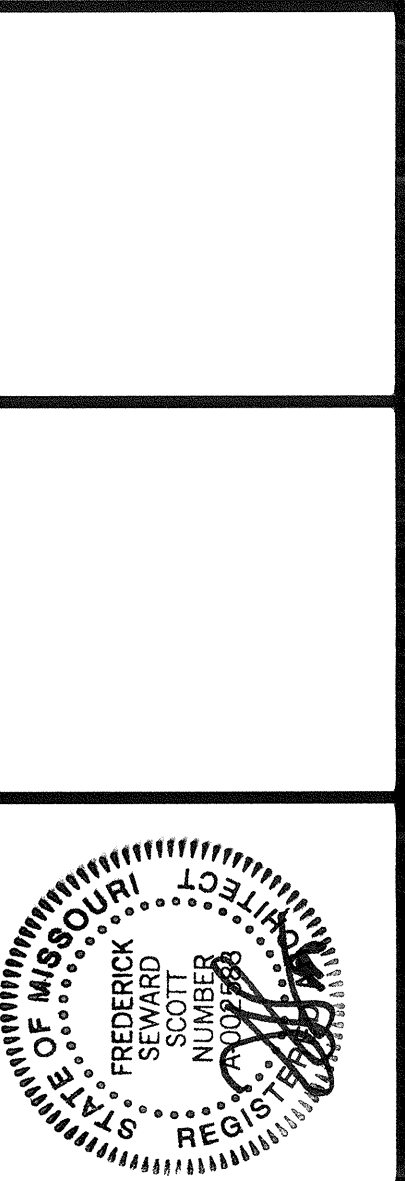




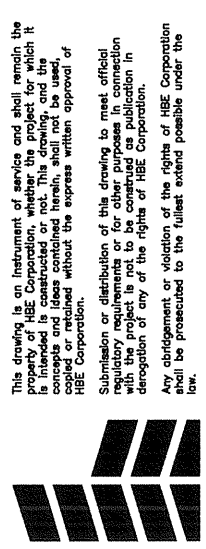
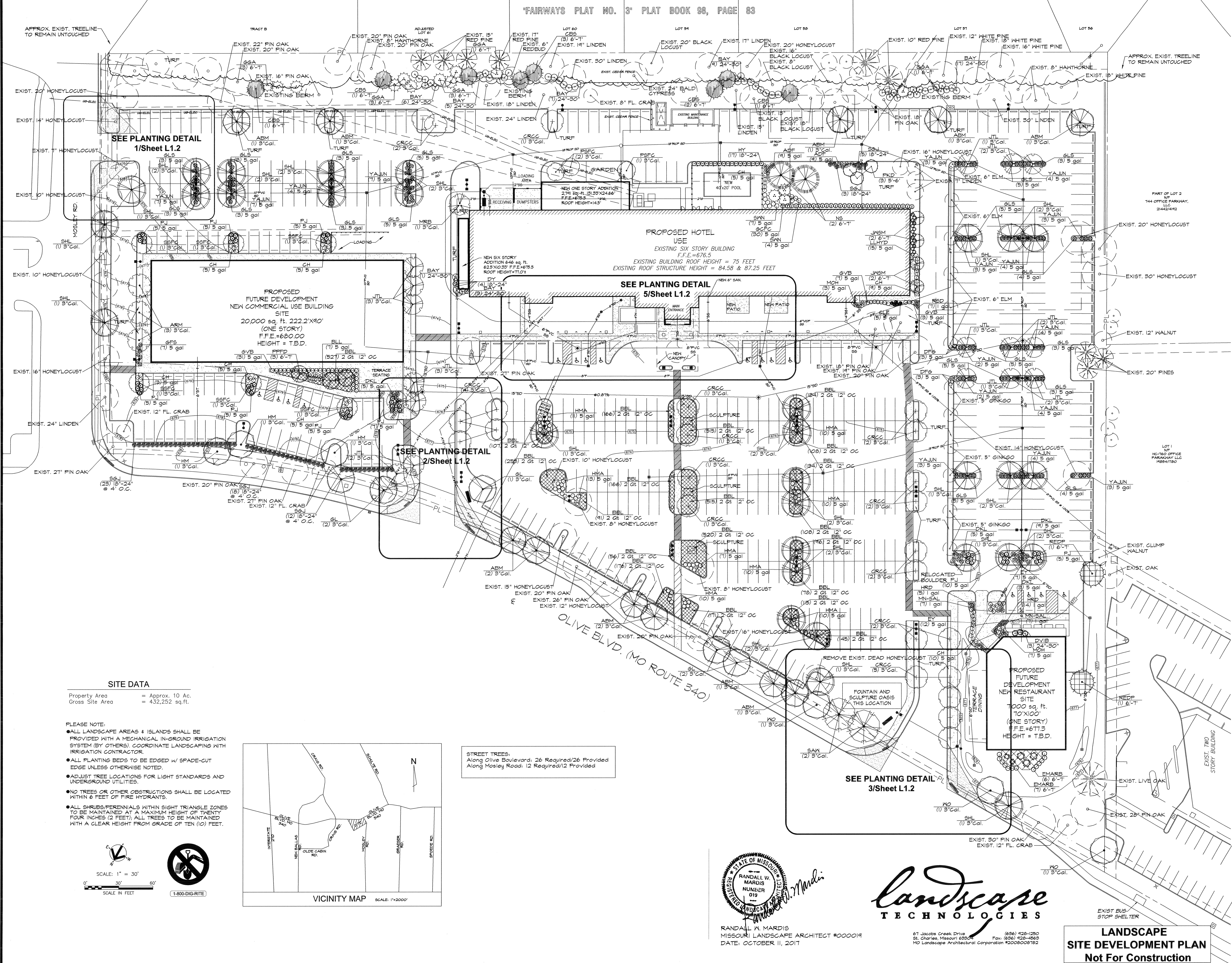
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Creve Coeur, Missouri

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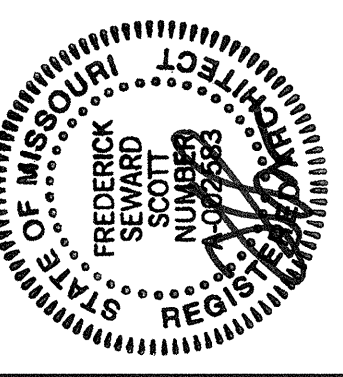
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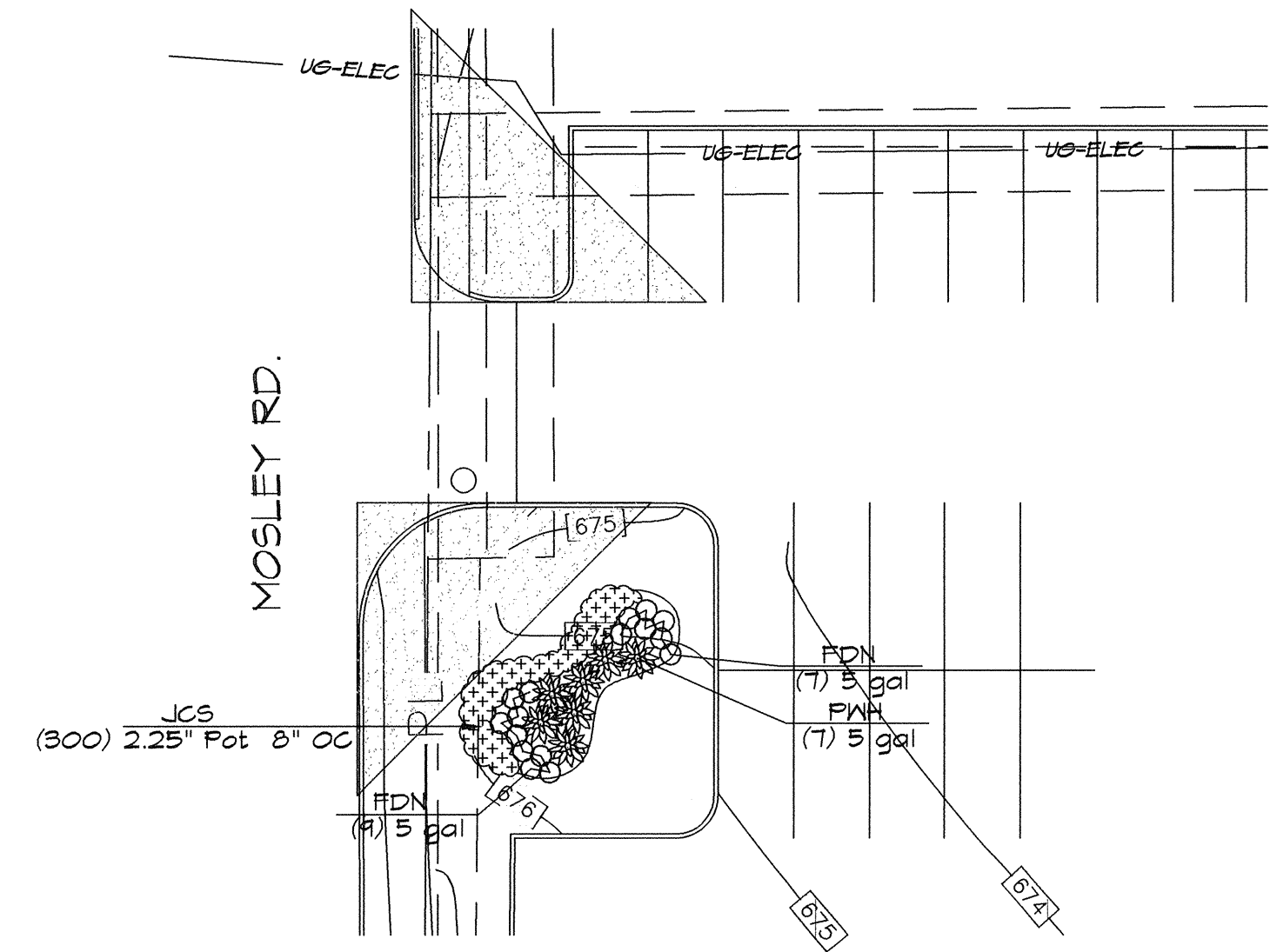
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Creve Coeur, Missouri

Kummer Hotel Development, LLC

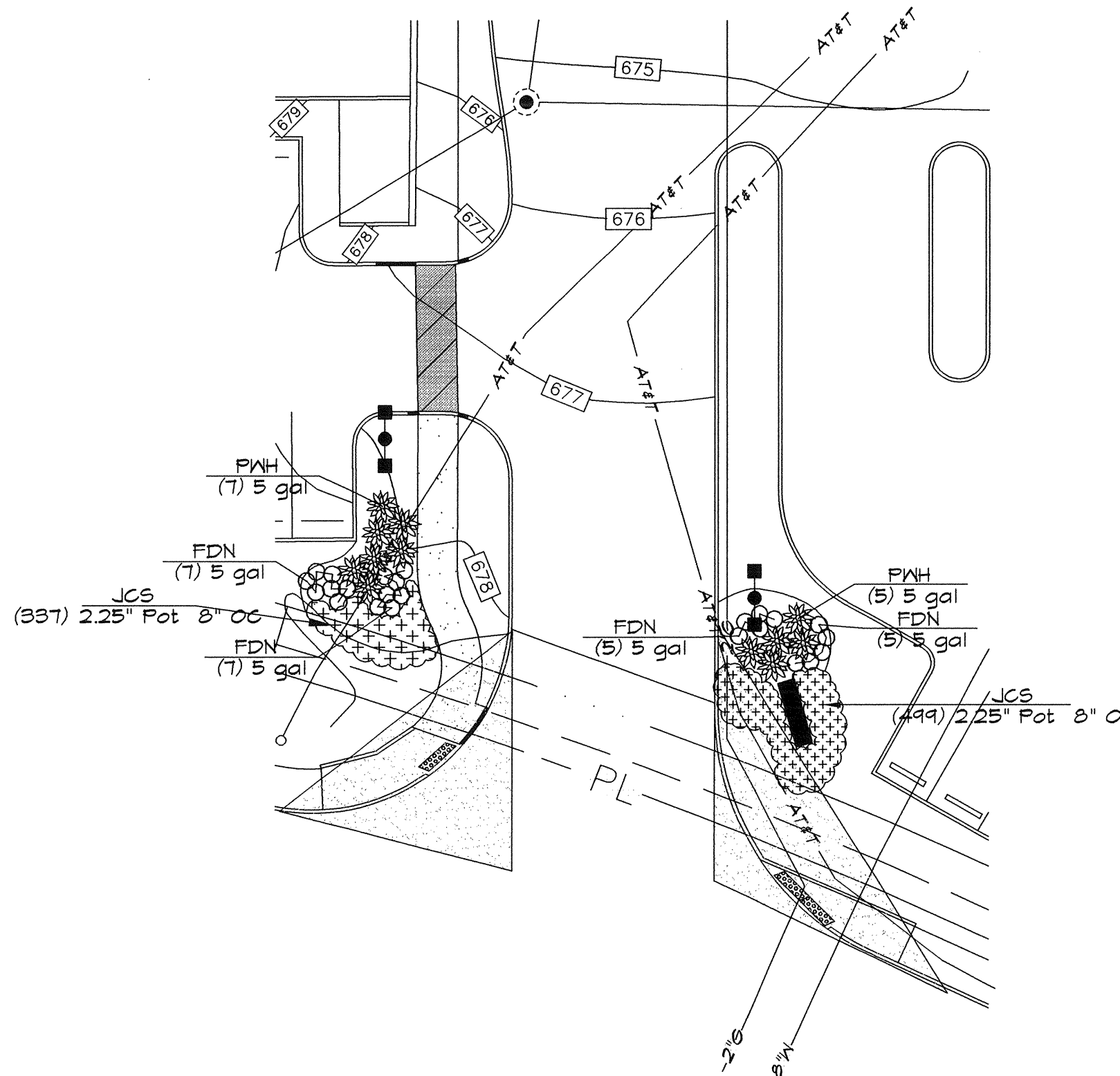
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Frederick S. Scott, Architect



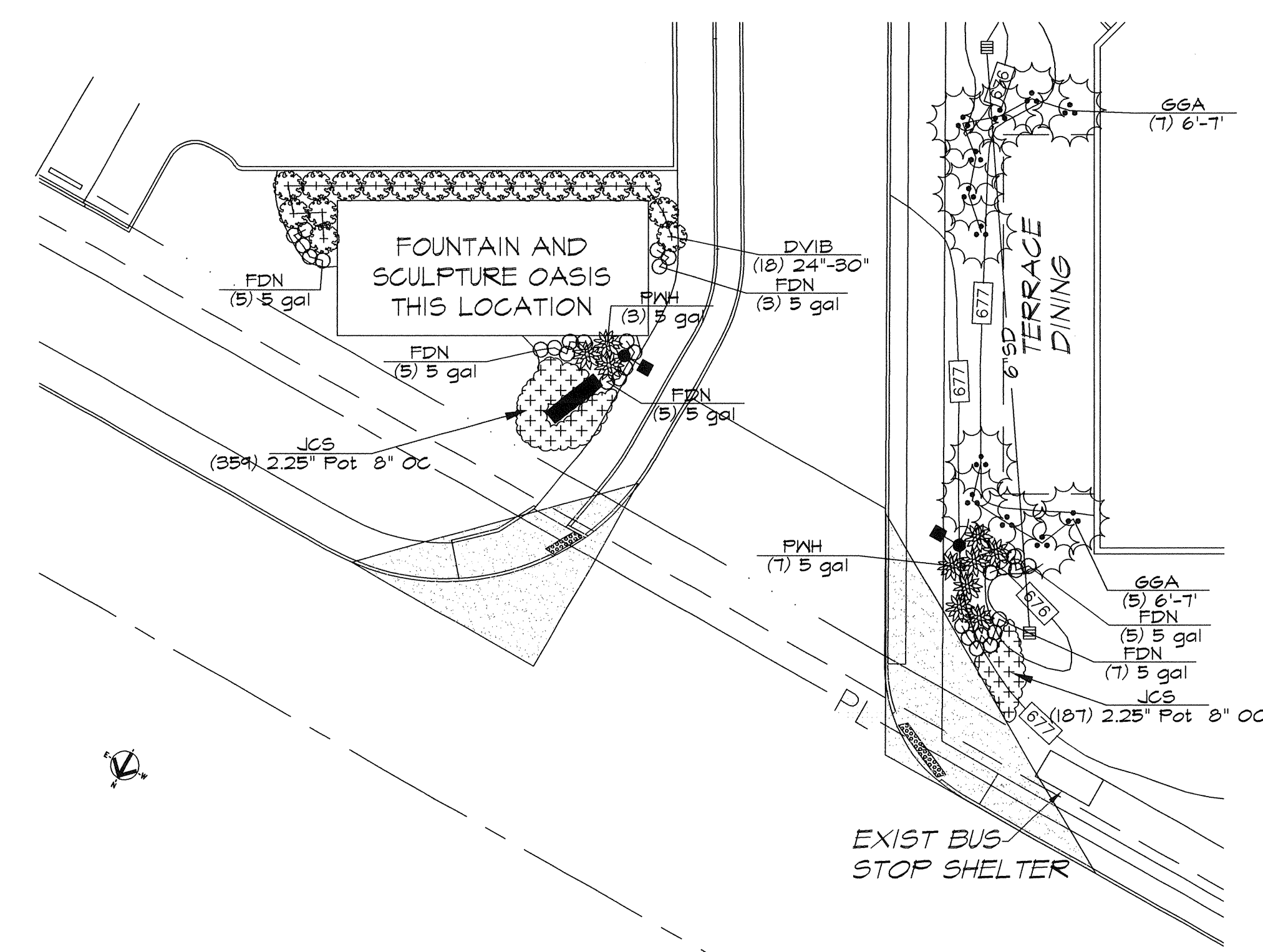
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Date: October 11, 2017



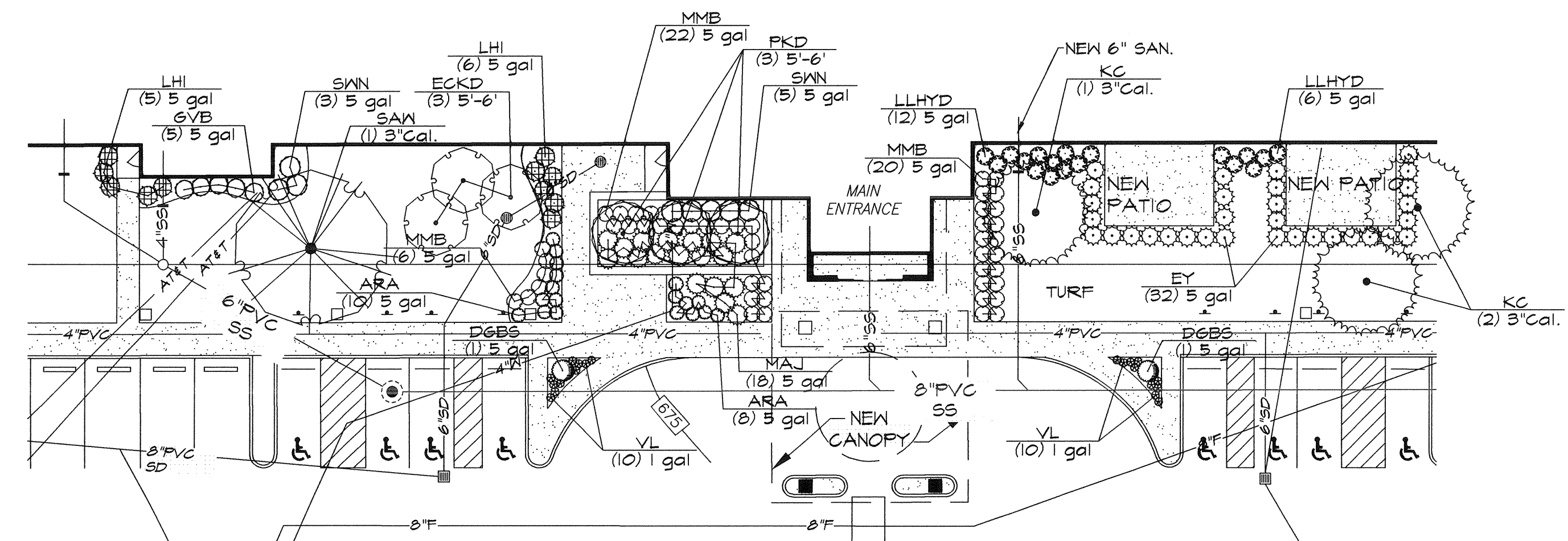
1 ENTRANCE OFF MOSLEY RD.
SCALE: 1"=20'-0"



2 EAST ENTRANCE OFF OLIVE BLVD.
SCALE: 1"=20'-0"

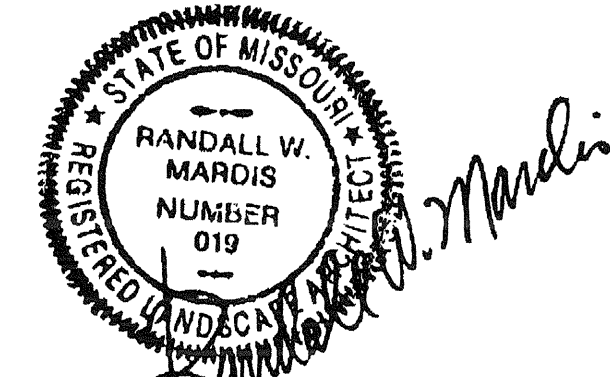


3 WEST ENTRANCE OFF OLIVE BLVD.
SCALE: 1"=20'-0"



4 MAIN ENTRANCE & PATIO
SCALE: 1"=20'-0"

PLANT SCHEDULE			
TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ARM	3	Armstrong Red Maple / <i>Acer rubrum</i> 'Armstrong'	3' Cal.
ABM	11	Autumn Blaze Maple / <i>Acer x freemanii</i> 'Jefferson'	3' Cal.
SL	5	Greenspire Littleleaf Linden / <i>Tilia cordata</i> 'Greenspire'	3' Cal.
HM	3	Hedge Maple / <i>Acer campestre</i>	3' Cal.
SAH	3	Sawtooth Oak / <i>Quercus acutissima</i>	3' Cal.
PO	3	Willow Oak / <i>Quercus phellos</i>	3' Cal.
SHL	31	'Skyline' Locust / <i>Gleditsia triacanthos</i> 'Skyline'	3' Cal.
EVERGREEN TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CBS	3	Colorado Blue Spruce / <i>Picea pungens</i> 'Glauca'	6'-7'
EMARB	15	Emerald Arborvitae / <i>Thuja occidentalis</i> 'Emerald'	6'-7'
GSA	25	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'
REDP	2	Red Pine / <i>Pinus resinosa</i>	6'-7'
FLOWERING TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
CRCC	24	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	3' Cal.
ECKD	5	Empress of China Kousa Dogwood / <i>Cornus kousa</i> 'Empress of China'	5'-6'
FFR	2	Forest Pansy Redbud / <i>Cercis canadensis</i> 'Forest Pansy' TM	3' Cal.
JTL	17	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	3' Cal.
KC	3	Kwanzan Cherry / <i>Prunus serrulata</i> 'Kwanzan'	3' Cal.
MRB	1	Merlot Redbud / <i>Cercis x Merlot</i>	3' Cal.
PKD	6	Pink Kousa Dogwood / <i>Cornus kousa</i> 'Satomi'	5'-6'
PPFD	3	Prairie Pink Flowering Dogwood / <i>Cornus florida</i> 'Prairie Pink'	6'-7'
PSFC	3	Professor Sprenger Flowering Crabapple / <i>Malus Professor Sprenger</i>	3' Cal.
SSFC	3	Spring Snow Flowering Crabapple / <i>Malus Spring Snow</i>	3' Cal.
JNSM	4	Sweetbay Magnolia / <i>Magnolia virginiana</i> 'Jim Wilson'	6'-7'
SHRUBS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
ADF	15	Arnold's Dwarf Forsythia / <i>Forsythia x intermedia</i> 'Arnold's Dwarf'	5 gal
ARA	15	Autumn Royalty Azalea / <i>Azalea x 'Conica'</i>	5 gal
BL	7	Blooming Lilac / <i>Syringa x 'Fenda'</i>	5 gal
CH	47	China Boy/Girl Holly / <i>Ilex meserveae</i> 'China Boy/Girl' TM	5 gal
YAJUN	64	Compact Youngstown Andorra Juniper / <i>Juniperus horizontalis</i> 'Youngstown'	5 gal
DY	4	Dense Yew / <i>Taxus media</i> 'Densiformis'	18"-24"
DGBS	2	Dwarf Globe Blue Spruce / <i>Picea pungens</i> 'Globosa'	5 gal
DKL	22	Dwarf Korean Lilac / <i>Syringa meyeri</i> 'Palibin'	5 gal
EY	42	Everlow Yew / <i>Taxus x media</i> 'Everlow'	5 gal
FDN	70	Firepower Dwarf Nandina / <i>Nandina domestica</i> nana 'Firepower'	5 gal
GFS	7	Gold Flame Spirea / <i>Spiraea bumalda</i> 'Gold Flame'	5 gal
GCFC	30	Golden Charm False Cypress / <i>Chamaecyparis pisifera filifera</i> 'Golden Charm'	5 gal
GVB	46	Green Velvet Boxwood / <i>Buxus</i> 'Green Velvet'	5 gal
GLS	70	Gro-Low Fragrant Sumac / <i>Rhus aromatica</i> 'Gro-Low'	5 gal
HMA	31	Hetz Midget Arborvitae / <i>Thuja occidentalis</i> 'Hetz Midget'	5 gal
HY	17	Hicks Yew / <i>Taxus media</i> 'Hicksii'	18"-24"
LLHYD	33	Little Lime Hydrangea / <i>Hydrangea paniculata</i> 'Little Lime'	5 gal
LHI	11	Little Henry Sweetspine / <i>Itea virginica</i> 'Little Henry' TM	5 gal
DVIB	21	Marlesii Double File Viburnum / <i>Viburnum plicatum tomentosum</i> 'Marlesii'	24"-30"
MAJ	15	Mini Arcadia Juniper / <i>Juniperus sabin</i> 'Mini-Arcadia'	5 gal
MMB	45	Morris Midget Boxwood / <i>Buxus microphylla japonica</i> 'Morris Midget'	5 gal
MOH	10	Munchkin Oakleaf Hydrangea / <i>Hydrangea quercifolia</i> 'Munchkin'	5 gal
BAY	45	Northern Bayberry / <i>Myrica pensylvanica</i>	24"-30"
PNH	24	Pinky Winky Hydrangea / <i>Hydrangea paniculata</i> 'Pinky Winky'	5 gal
PJ	57	Procumbens Juniper / <i>Juniperus procumbens</i> 'Nana'	5 gal
SGJ	61	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"
SWN	19	Summer Wine Ninebark / <i>Physocarpus opulifolius</i> 'Summer Wine'	5 gal
CLE	5	'Hummingbird' Summersweet / <i>Clethra alnifolia</i> 'Hummingbird'	5 gal
ANNUALS/PERENNIALS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
HRD	19	Happy Returns Daylily / <i>Heemerocallis hybrid</i> 'Happy Returns'	1 gal
MN-SAL	14	May Night Salvia / <i>Salvia nemorosa</i> 'May Night'	1 gal
RSD	7	Red Stella Daylily / <i>Heemerocallis hybrid</i> 'Red Stella'	1 gal
VL	20	Variegated Liriope / <i>Liriope muscari</i> 'Variegata'	1 gal
GRASSES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
DFO	6	Dwarf Fountain Grass / <i>Pennisetum alopecuroides</i> 'Hemelin'	5 gal
GROUND COVERS	QTY	COMMON NAME / BOTANICAL NAME	SIZE
	4101	Big Blue Liriope / <i>Liriope muscari</i> 'Big Blue'	2 qt @ 12" OC
	1692	John Creech Sedum / <i>Sedum spurium</i> 'John Creech'	2.25" Pot @ 5" OC

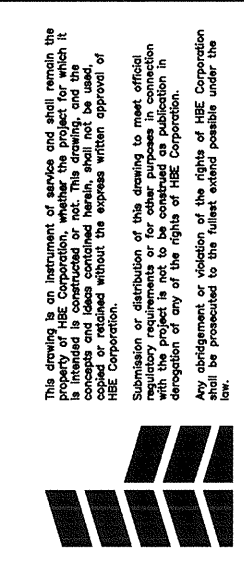


RANDALL W. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017



67 Jacobs Creek Drive
St. Charles, Missouri 63304
MO Landscape Architectural Corporation #2008008182
(636) 428-1250
Fax: (636) 428-4563

LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction



Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

Hospital Designers, Inc.
Frederick S. Scott, Architect

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000



Job No.: 2017-150
DB AB CB
Sheet No.: of
L1.2
Date: October 11, 2017

LANDSCAPE GUIDELINE SPECS:

GENERAL:

- All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
- The landscape contractor shall be responsible for all coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
- Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (call utility location services in municipality).
- Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
- It shall be the landscape contractor's responsibility to:
 - Verify all existing and proposed features shown on the drawings prior to commencement of work.
 - Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
 - Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
- Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect. Provide single-stem trees unless otherwise noted in plant schedule.
- All plant material shall comply with the recommendations and requirements of ANSI Z601 "American Standards for Nursery Stock".
- It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
- All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
- Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
- All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
- Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
- Landscape contractor shall kill & remove all existing weeds within the project site.
- All logs, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
- Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.
- All substitutions of plant material shall be submitted to landscape architect for approval.

PRUNING:

- Lightly prune trees at time of planting. Prune only the cross-over limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
- All pruning shall comply with ANSI A300 standards.

INSURANCE:

- The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

- All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
- No plastic sheeting or filter fabric shall be placed beneath shredded bark mulch beds. Matrial fabric shall be used beneath all gravel mulch beds. Lap fabric 6" over adjacent coverages.
- Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

- Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
- Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.
- Watering of seeded or sodded lawns shall begin immediately and shall continue to be provided continuously for the following 12 hours. Regardless, the landscape contractor shall be responsible for all landscape maintenance until project turnover.

SIGHT TRIANGLES:

- No landscape material or other obstructions shall be placed or be maintained within the sight distance area so as not to impede the vision between a height of thirty inches (30") and ten feet (10') above the adjacent street or paving surfaces.
- Sight triangles at the intersection of a public street and a private access way (except for single family residences) shall also be formed by measuring from the point of intersection of the street frontage curbs and the entrance curb lines a distance of 35' and connecting the points so established to form the sight triangle area.

TOPSOIL:

- Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
- Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
- Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1") litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
- Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
- Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

TURF:

- All disturbed lawn areas to be seeded with a mixture of Turf-Type Fescue (800# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
- The turf contractor shall be responsible for protection of finished grades, restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
- Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted.
- Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
- All sod shall be placed a maximum of 24 hours after harvesting.
- Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
- Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

- All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
- Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
- Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with the warranty.
- Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
- A written guarantee shall be provided to the owner per conditions outlined in #1 above.

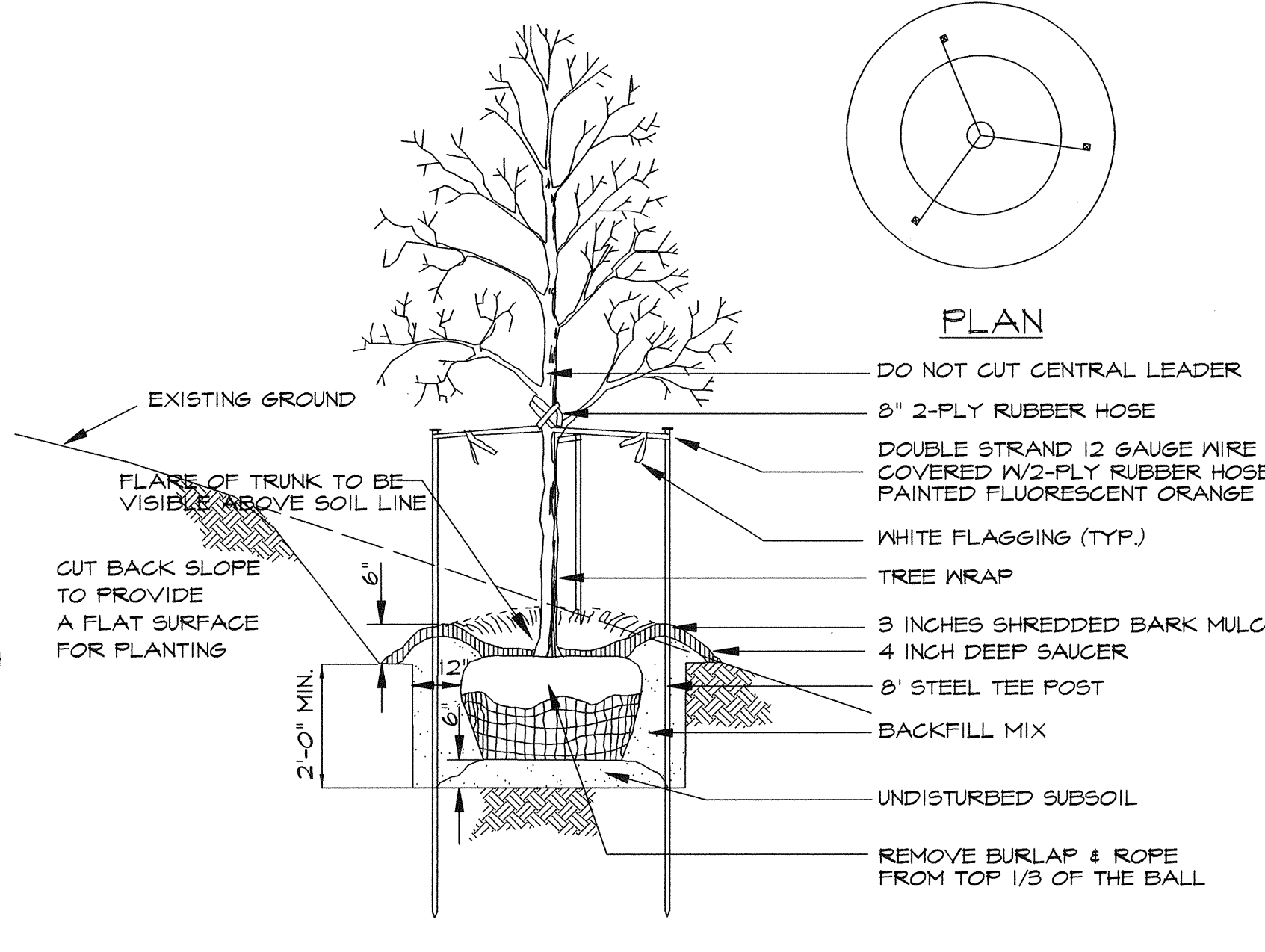
DETERMINE/MARK NORTH SIDE OF TREE IN NURSERY PRIOR TO DIGGING AND PLANT IN SAME RELATIONSHIP TO NORTH WHEN PLANTING ON-SITE

FLARE OF TRUNK TO BE VISIBLE ABOVE SOIL LINE

1 DECIDUOUS TREE PLANTING

L1.3 N.T.S.

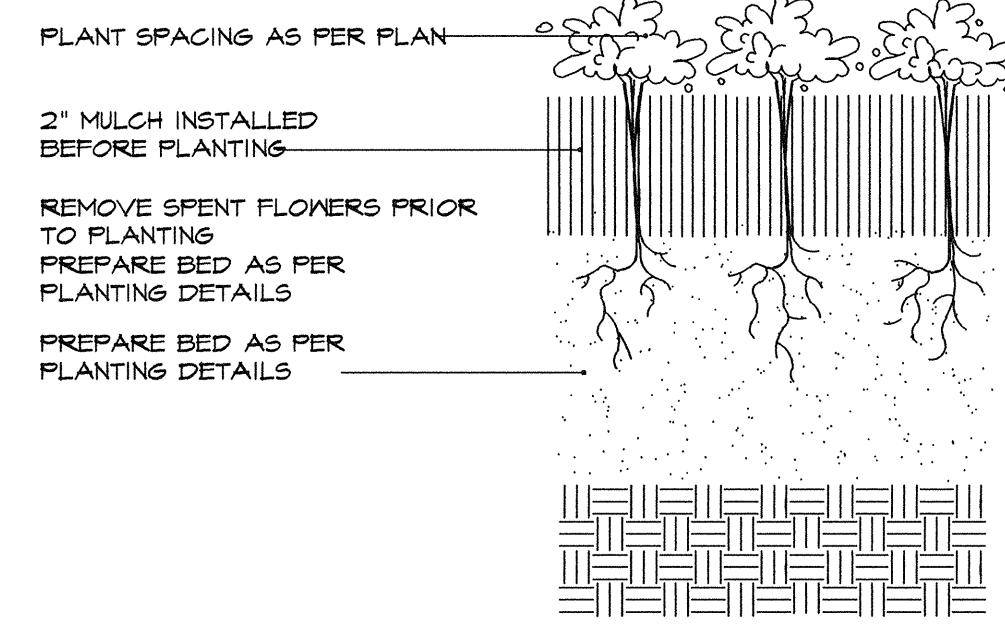
- DO NOT CUT CENTRAL LEADER
- 6" 2-PLY RUBBER HOSE
- DOUBLE STRAND 12 GAUGE WIRE COVERED 1/2-PLY RUBBER HOSE PAINTED FLUORESCENT ORANGE
- WHITE FLAGGING (TYP.)
- TREE WRAP
- 3 INCHES SHREDDED BARK MULCH
- 4 INCH DEEP SAUCER
- 6" STEEL TEE POST, SET PLUMB
- BACKFILL MIX
- UNDISTURBED SUBSOIL
- REMOVE BURLAP, WIRE & ROPE FROM TOP 1/3 OF THE BALL AFTER PLACEMENT IN PIT



NOTE: USE SHREDDED BARK MULCH ONLY

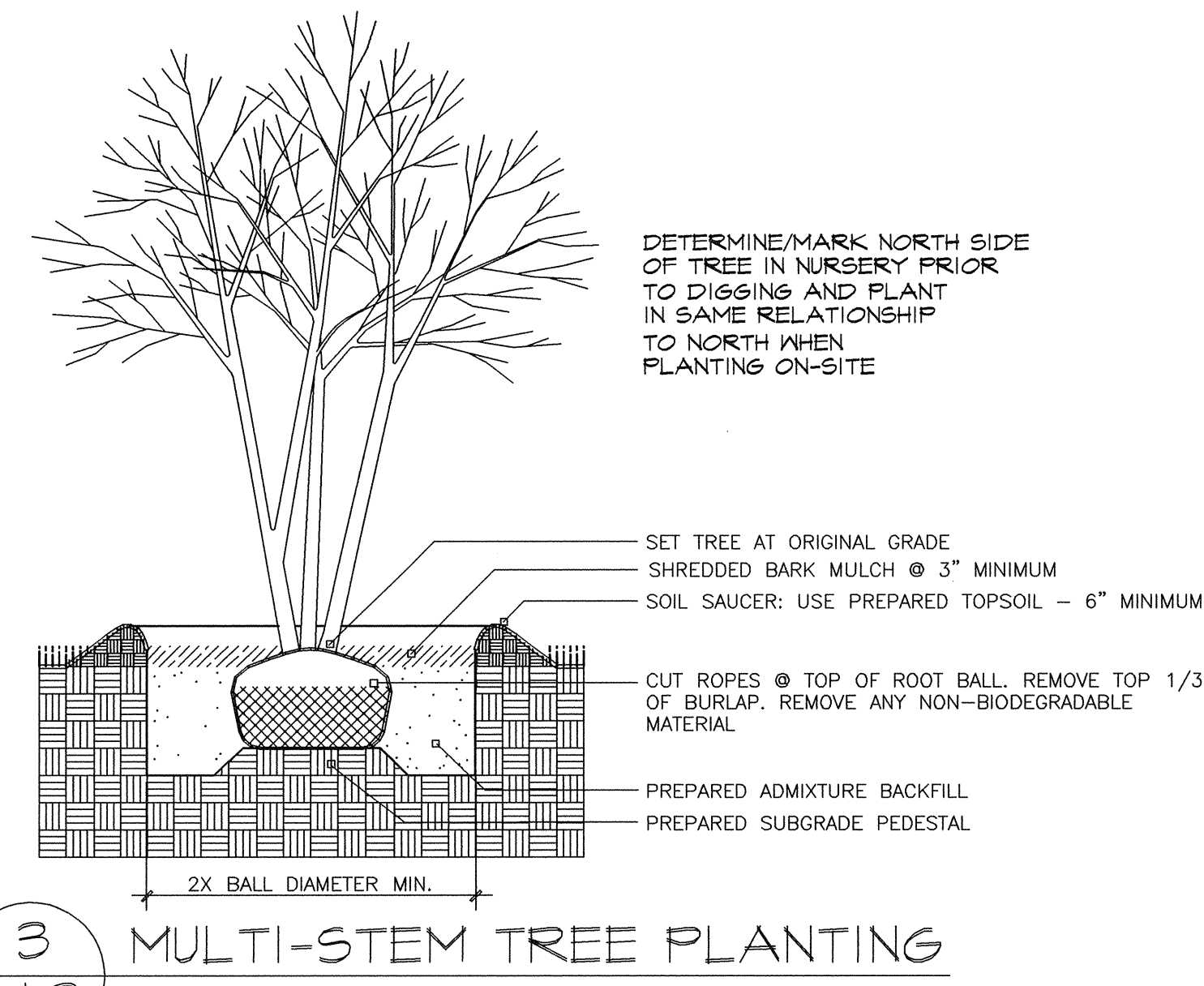
2 TREE PLANTING ON SLOPE

L1.3 N.T.S.



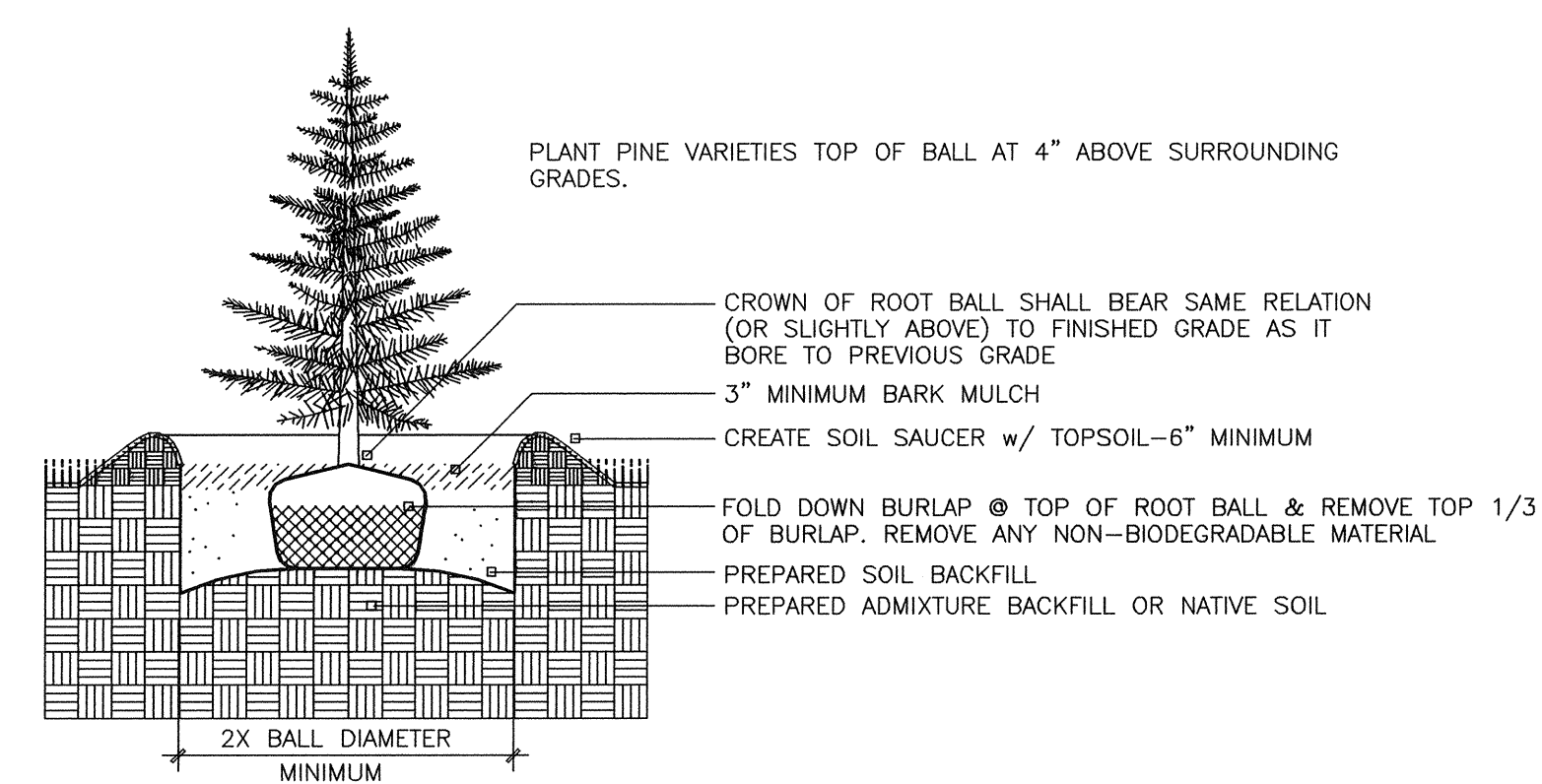
4 PERENNIAL/ANNUAL PLANTING

L1.3 N.T.S.



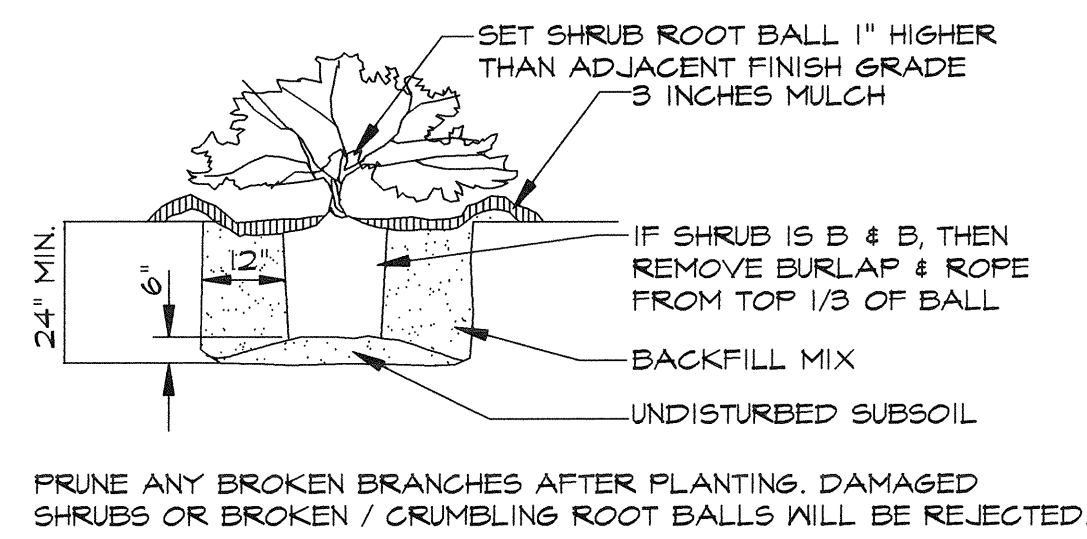
3 MULTI-STEM TREE PLANTING

L1.3 N.T.S.



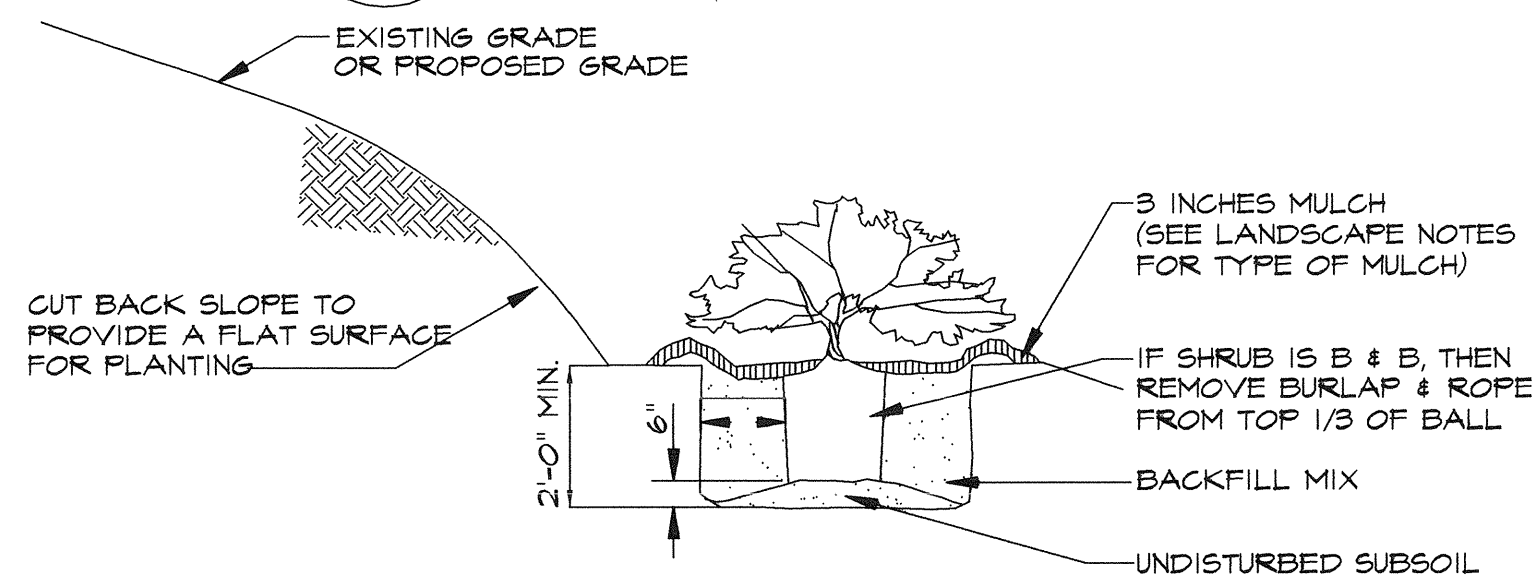
5 EVERGREEN TREE PLANTING

L1.3 N.T.S.



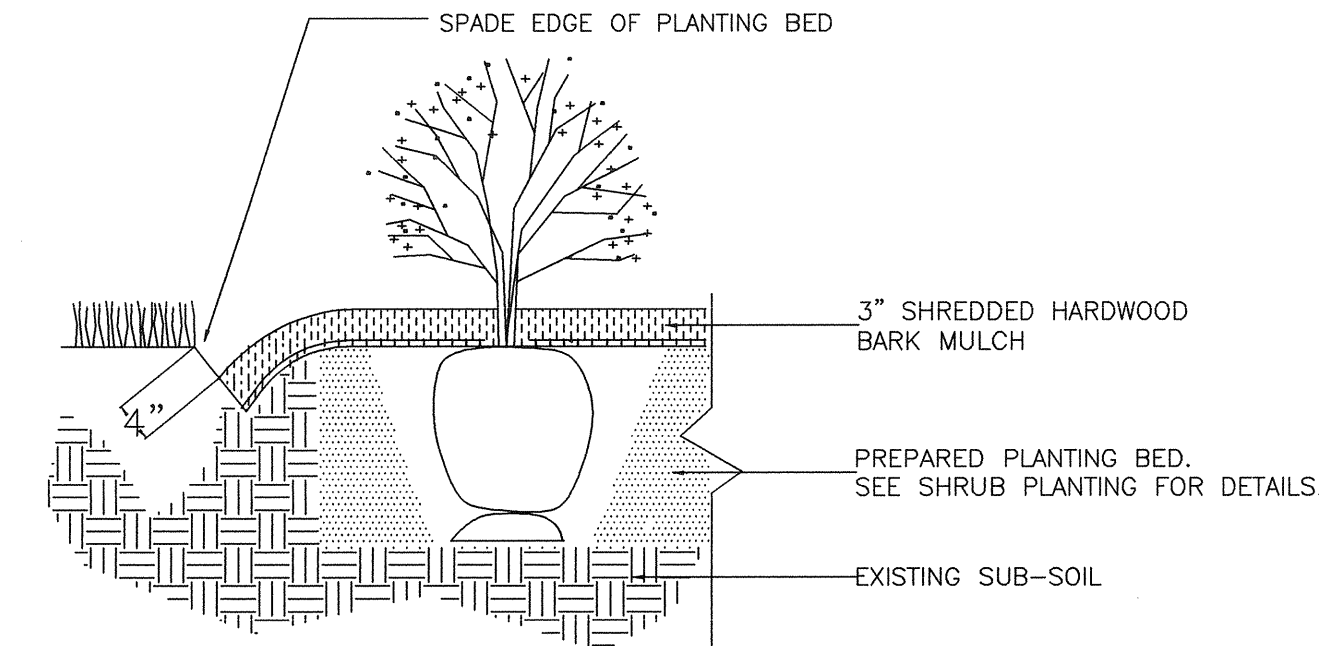
6 SHRUB PLANTING

L1.3 N.T.S.



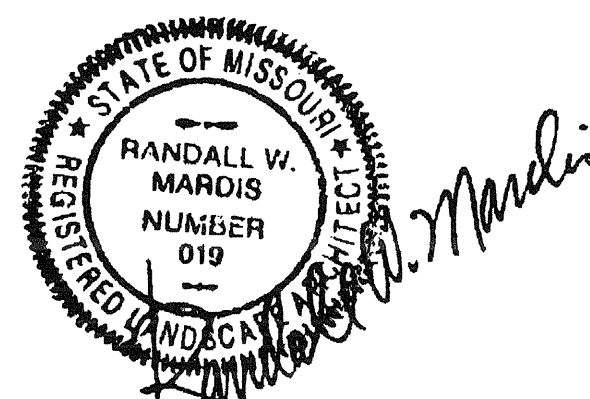
7 SHRUB PLANTING ON SLOPE

L1.3 N.T.S.



8 SPADE-CUT EDGE DETAIL

L1.3 N.T.S.



RANDALL V. MARDIS
MISSOURI LANDSCAPE ARCHITECT #000019
DATE: OCTOBER 11, 2017

landscape
TECHNOLOGIES

67 Jacobs Creek Drive
St. Charles, Missouri 63304
MO Landscape Architectural Corporation #2000008702

LANDSCAPE
SITE DEVELOPMENT PLAN
Not For Construction



Job No.: 2017-150
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Sheet No.: of
L1.3
October 11, 2017

Proposed New
Creve Coeur Hotel & Suites
Creve Coeur, Missouri

Kummer Hotel Development, LLC

Hospital Designers, Inc.

Fredrick S. Scott, Architect

11330 Olive Boulevard, St. Louis, Missouri 63141 (314) 567-9000

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DEVELOPMENT NOTES:

1. SITE ADDRESS:
11318 OLIVE BOULEVARD
CREVE COEUR, MO 63141
LOC. NO.: 17N420432
DEED BOOK 8372, PAGE 2099
2. OWNER INFORMATION:
HBE CORPORATION
11330 OLIVE BOULEVARD
CREVE COEUR, MO 63141
3. AREA OF TRACT: 432,252 SQUARE FEET OR 9.923 ACRES, MORE OR LESS
4. PRESENT ZONING:

"CB" CORE BUSINESS DISTRICT

MIN. DISTRICT SIZE = 5 ACRES
MIN. DEVELOPABLE LOT SIZE = 0.5 ACRES
MIN. LOT WIDTH = 100 FEET
MIN. LOT DEPTH = 100 FEET

BULK REGULATIONS:

STRUCTURE HEIGHT = LOT LESS THAN 3 ACRES = 4 STORIES, OR 60 FEET
= LOT MORE THAN 3 ACRES = NO RESTRICTIONS, UNLESS
MORE THAN 6 STORIES OR 90 FEET IN HEIGHT (THEN CONDITIONAL
USE PERMIT REQUIRED)

SKY EXPOSURE PLANE REQUIREMENT FOR BUILDINGS ADJACENT TO ANY SINGLE FAMILY ZONING
DISTRICT — 30 DEGREES AT A HEIGHT OF 45 FEET FROM A POINT 100 FEET FROM THE PROPERTY
LINE

SITE COVERAGE:

MAX. IMPERVIOUS/IMPROVED COVERAGE = 63% OF SITE
LANDSCAPING/SITE IMPROVEMENT/BURIED UTILITY BONUS (PERMITTED BY P/2) = 70% OF SITE

MAX. FLOOR AREA RATIO:

1 SQUARE FOOT PER SQUARE FOOT OF SITE

YARD REQUIREMENTS:

MAX. FRONT = MINIMUM 50 FEET OF BUILDING ELEVATION PARALLEL TO STREET RIGHT-OF-WAY
SHALL BE LOCATED AT MAXIMUM OF 15 FEET FROM RIGHT-OF-WAY. FIRST 10 FEET FROM RIGHT-OF-
WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS SIDEWALK
ALREADY EXISTS IN RIGHT-OF-WAY).

FOR OLIVE BLVD FRONTAGE = 80 FEET FROM ESTABLISHED RIGHT-OF-WAY. FIRST 10 FEET FROM
RIGHT-OF-WAY SHALL CONTAIN PLANTINGS AT REGULAR INTERVALS AND SIDEWALK (UNLESS
SIDEWALK ALREADY EXISTS IN RIGHT-OF-WAY).

MIN. SIDE YARD = 10 FEET

MIN. REAR YARD = 10 FEET

BUFFER YARD = IF ABUTTING A SINGLE FAMILY RESIDENTIAL DISTRICT, BUFFER YARD OF 50 FEET OF
ALL SIDES THAT ABUT OR ADJOIN A SINGLE FAMILY DISTRICT, ANY BUILDING OVER 3 STORIES OR 45
FEET SHALL HAVE A BUFFER SETBACK OF 200 FEET, AND SHALL BE INCREASED ADDITIONALLY BY 2
FEET FOR EVERY FOOT OF BUILDING HEIGHT EXCEEDING 45 FEET.

ADDITIONAL REQUIREMENTS FOR LIGHTING, PARKING, ETC. CONTAINED IN ZONING CODE TABLE

(INFORMATION ABOVE TAKEN BY SURVEYOR FROM CITY OF CREVE COEUR ZONING CODE. A ZONING
REPORT WAS NOT PROVIDED).

5. PROPERTY SERVED BY THE FOLLOWING:

WATER
SEWER
TELEPHONE
GAS
ELECTRIC
CREVE COEUR FIRE PROTECTION DISTRICT
PARKWAY SCHOOL DISTRICT

MISSOURI AMERICAN WATER COMPANY
METROPOLITAN ST. LOUIS SEWER DISTRICT
AT&T
LACLEDE GAS
AMEREN MISSOURI

6. ACCORDING TO THE FIRM FLOOD INSURANCE RATE MAP 29189C0191 K DATED FEBRUARY 04, 2015, THIS
DEVELOPMENT IS LOCATED IN ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE
ANNUAL FLOODPLAIN.

7. THD DESIGN GROUP HAS USED EXCLUSIVELY THE TITLE COMMITMENT POLICY SUPPLIED BY RESOLUTIONS TITLE
INC. (WESTCOR LAND TITLE INSURANCE COMPANY), ORDER NO. 16-27373, HAVING AN EFFECTIVE DATE OF
SEPTEMBER 19, 2016. THE ITEMS FOUND IN THE SCHEDULE B, SECTION II ARE LISTED BELOW.

FILE NO. 16-27373

- ITEM 1-11: ARE NOT OF A SURVEY NATURE
- ITEM 12: EASEMENT GRANTED TO UNION ELECTRIC CO., ACCORDING TO INSTRUMENT
RECORDED IN BOOK 1864 PAGE 374(DOES NOT AFFECT OUR PROPERTY), AND IN BOOK
7357 PAGE 2403(DOES NOT AFFECT OUR PROPERTY), AND IN BOOK
7357 PAGE 2411(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 13: EASEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER DISTRICT, ACCORDING
TO INSTRUMENT RECORDED IN BOOK 4955 PAGE 510(AS SHOWN HEREON), IN
BOOK 5090 PAGE 526(AS SHOWN HEREON), IN BOOK 5125 PAGE 614(AS
SHOWN HEREON), IN BOOK 5125 PAGE 616(AS SHOWN HEREON), IN BOOK 5125
PAGE 618(AS SHOWN HEREON), IN BOOK 5125 PAGE 520(AS SHOWN HEREON),
IN BOOK 6861 PAGE 1300(AS SHOWN HEREON) AND IN BOOK 6815 PAGE 1386
(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 14: EASEMENT GRANTED TO CITY OF CREVE COEUR, ACCORDING TO INSTRUMENT
RECORDED IN BOOK 7352 PAGE 1499(AS SHOWN HEREON), AND IN BOOK 7389
PAGE 1157(AS SHOWN HEREON) OF THE ST. LOUIS COUNTY RECORDS.
- ITEM 15: MAINTENANCE AGREEMENT GRANTED TO METROPOLITAN ST. LOUIS SEWER
DISTRICT, ACCORDING TO INSTRUMENT RECORDED IN BOOK 7400 PAGE 2124 OF
THE ST. LOUIS COUNTY RECORDS.(MAINTENANCE AGREEMENT, NOT SURVEY RELATED)
- ITEM 16: EASEMENT GRANTED TO LEVEL 3 COMMUNICATIONS LLC, ACCORDING TO INSTRUMENT
RECORDED IN BOOK 16619 PAGE 1367 OF THE ST. LOUIS COUNTY RECORDS.(AS
SHOWN HEREON)
- ITEM 17: EASEMENT GRANTED TO UNION ELECTRIC CO DBA AMEREN UE, ACCORDING TO
INSTRUMENT RECORDED IN BOOK 18295 PAGE 3192 AND IN BOOK 18640 PAGE 3626
OF THE ST. LOUIS COUNTY RECORDS.(AS SHOWN HEREON)
- ITEM 18: ARE NOT OF A SURVEY NATURE

8. THERE WERE A TOTAL OF 696 PARKING SPACES LOCATED ON THIS PARCEL, 14 OF WHICH ARE HANDICAP
ACCESSIBLE.

9. BASIS OF BEARINGS: GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD' 83 (2011),
ZONE EAST.

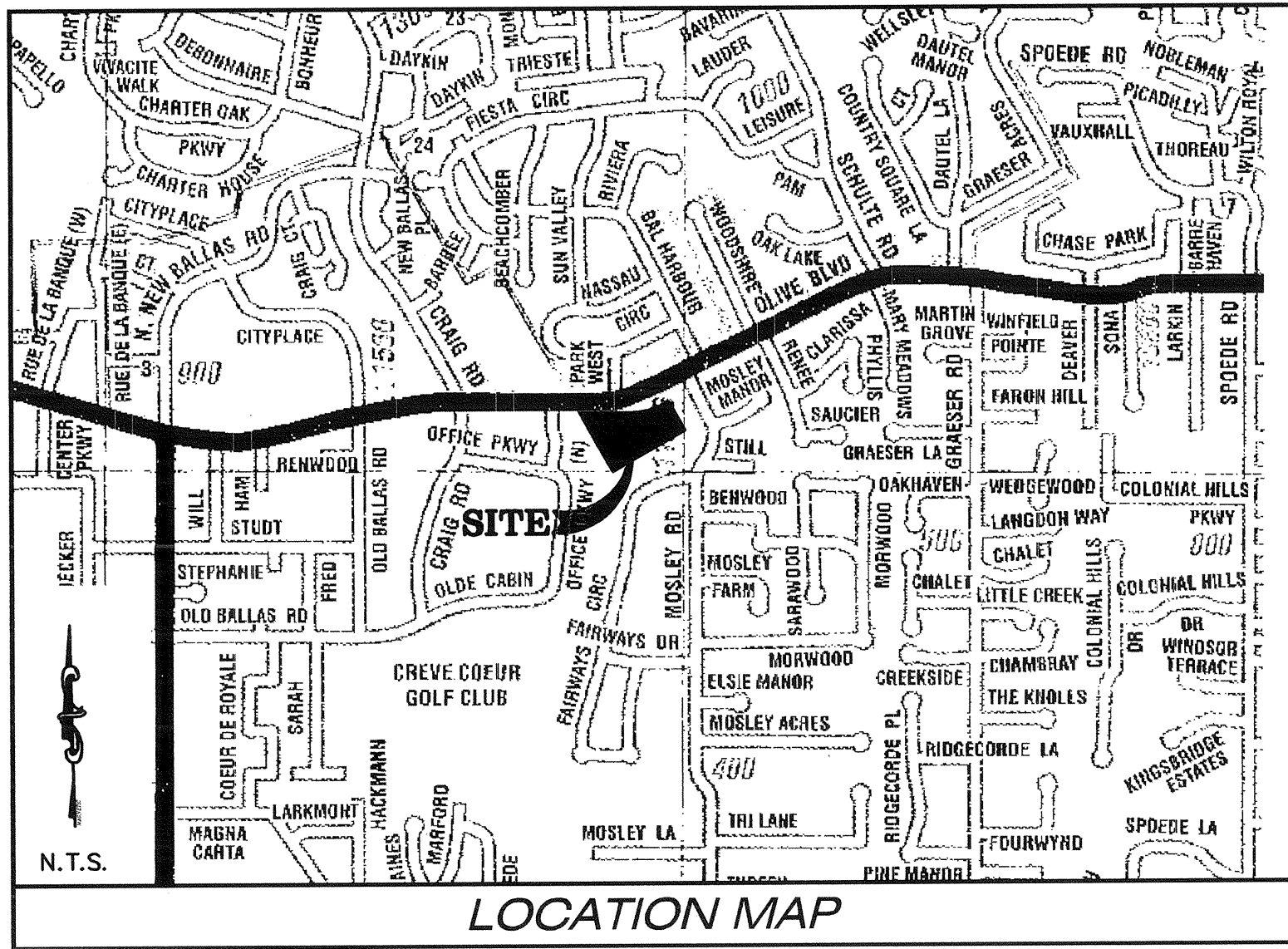
10. ORIGINAL SURVEY COMPLETED BY THD DESIGN GROUP, INC. ON NOVEMBER 11, 2016.

11. STATE PLANE COORDINATE VALUES SHOWN ON TWO CORNERS ARE LABELED AS "SPC", AND ARE BASED
UPON VALUES DETERMINED BY OBSERVATIONS OBTAINED FROM THE MODOT VRS/GPS NETWORK. VALUES SHOWN
ARE IN METERS, AND ARE BASED UPON THE MISSOURI STATE PLANE COORDINATE SYSTEM, NAD '83 (2011),
EAST ZONE.



UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED
APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS,
SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING AND/OR CONSTRUCTION OF IMPROVEMENTS.

AN ALTA/NSPS LAND TITLE SURVEY FOR 11318 OLIVE BOULEVARD A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND AS RECORDED IN D.B. 8372 PG. 2099, ST. LOUIS COUNTY, MISSOURI



LAND DESCRIPTION PER TITLE:

A TRACT OF LAND BEING PART OF LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION, IN U.S. SURVEY
1962, TOWNSHIP 45 NORTH, RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI, AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHEASTERN LINE OF SAID U.S. SURVEY 1962 SAID POINT BEING THE
MOST SOUTHERN CORNER OF SAID LOT 3 OF THE WILLIAM LASLEY ESTATE PARTITION; THENCE ALONG
THE SOUTHWESTERN LINE OF SAID LOT 3 NORTH 28 DEGREES 10 MINUTES 56 SECONDS WEST, 718.61
FEET TO ITS INTERSECTION WITH THE SOUTHERN LINE OF OLIVE STREET (MISSOURI STATE HIGHWAY
K-340), AS WIDENED; THENCE ALONG SAID ROAD LINE SOUTH 88 DEGREES 47 MINUTES 26 SECONDS
EAST, 517.65 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE
TO THE LEFT HAVING A RADIUS OF 1000.5 FEET AN ARC DISTANCE OF 104.72 FEET TO A POINT OF
COMPOUND CURVE; THENCE CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A
RADIUS OF 761.19 FEET AN ARC DISTANCE OF 238.69 FEET TO A POINT OF COMPOUND CURVE; THENCE
CONTINUING ALONG SAID ROAD LINE ON A CURVE TO THE LEFT HAVING A RADIUS OF 1000.05 FEET AN
ARC DISTANCE OF 97.40 TO A POINT; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 73 DEGREES
16 MINUTES 49 SECONDS EAST, 14.06 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MOSLEY ROAD
AS WIDENED BY THE COUNTY COURT OF ST. LOUIS COUNTY DURING THE FEBRUARY TERM, 1919; THENCE
ALONG SAID LINE OF MOSLEY ROAD SOUTH 27 DEGREES 57 MINUTES 26 SECONDS EAST, 333.19 FEET
TO AN ANGLE POINT THEREIN; THENCE CONTINUING ALONG SAID ROAD LINE SOUTH 12 DEGREES 01
MINUTE 49 SECONDS WEST, 9.81 FEET TO ITS INTERSECTION WITH THE SOUTHEASTERN LINE OF U.S.
SURVEY 1962, AS AFOREMENTIONED; THENCE ALONG SAID SURVEY LINE SOUTH 61 DEGREES 34 MINUTES
00 SECONDS WEST, 874.62 FEET TO THE POINT OF BEGINNING.

ALTA/NSPS LAND TITLE SURVEY CERTIFICATION:

TO: KUMMER HOTEL DEVELOPMENT LLC / WESTCOR LAND TITLE INSURANCE COMPANY /
RESOLUTIONS TITLE, INC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE
MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR
ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS
AND INCLUDES ITEMS 1,2,3,4,6(b),7(a),8,9,11(BY OBSERVED EVIDENCE) & 13 OF TABLE "A"
THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 1, 2017.

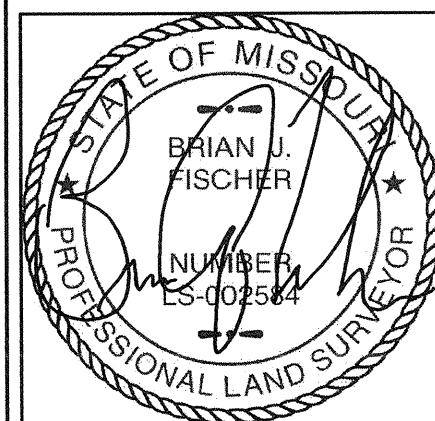
PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA NSPS AND IN EFFECT ON
THE DATE OF THIS CERTIFICATION, I FURTHER CERTIFY THAT IN MY PROFESSIONAL OPINION,
AS A LAND SURVEYOR REGISTERED IN THE STATE OF MISSOURI, THE RELATIVE POSITIONAL
ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. THIS
SURVEY WAS EXECUTED IN COMPLIANCE WITH THE CURRENT STANDARDS FOR PROPERTY
BOUNDARY SURVEYS (20 CSR 2030-16.040) OF THE MISSOURI DEPARTMENT OF ECONOMIC
DEVELOPMENT. THIS SURVEY MEETS THE ACCURACY STANDARDS SET FORTH FOR AN
URBAN PROPERTY.

DATE OF PLAT OR MAP: 7/7/2017.

BRIAN J. FISCHER, L.S. 2584

SYMBOL LEGEND

×	FOUND CROSS	⊞	ELECTRIC BOX	TV	CABLE TV BOX
○	FOUND IRON PIPE	⊞	ELECTRIC METER	×	LIGHT STANDARD
●	SET IRON ROD	⊞	POWER POLE	⊞	CLEAN OUT
⊞	BENCHMARK	⊞	GUY WIRE	⊞	SANITARY MANHOLE (EXISTING)
⊞	TRAFFIC SIGNAL BOX	⊞	GAS METER	⊞	STORM SEWER MANHOLE (EXISTING)
□	PHONE BOX	⊞	GAS VALVE	⊞	STORM SEWER DRAIN (EXISTING)
⊞	UTILITY MANHOLE	⊞	WATER METER	⊞	GRATE INLET (EXISTING)
⊞	BOLLARD	⊞	WATER VALVE	⊞	AREA INLET (EXISTING)
⊞	MAILBOX	⊞	HYDRANT	⊞	GENERAL SURFACE DRAINAGE
⊞	SIGN	⊞	WATER SHUT OFF	⊞	EXISTING CONTOUR
○	POST	⊞	SPRINKLER HEAD	⊞	TREE LINE
⊞	EXISTING SHRUB	⊞	IRRIGATION VALVE BOX	⊞	8" PVC SAN. SEWER (EXISTING)
⊞	EXISTING DECIDUOUS TREE	⊞	WELL	⊞	12" CMC STORM DRAIN (EXISTING)
⊞	EXISTING EVERGREEN TREE	⊞	TEST HOLE		



Date: Aug 08, 2017
Brian J. Fischer
P.L.S. #2584

PROJECT NUMBER: 16-2872

DATE: 11/11/2016

DRAWN BY: MTS

1 OF 2

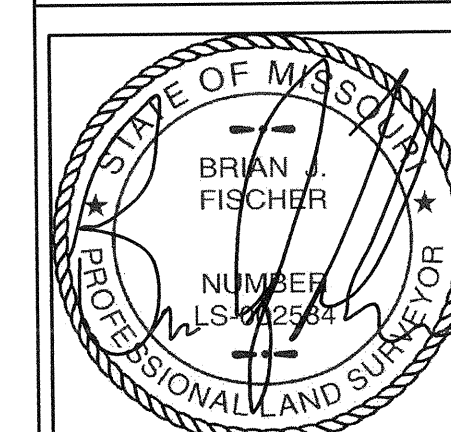
07/07/2017	SURVEY UPDATE AND RECERTIFICATION
07/07/2017	ADDED STATE PLANE COORDINATE DATANOTES

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AN ALTA/NSPS LAND TITLE SURVEY FOR
1318 OLIVE BOULEVARD
 A TRACT OF LAND BEING PART OF LOT 3 OF THE
 WILLIAM LASLEY ESTATE PARTITION,
 U.S. SURVEY 1962,
 TOWNSHIP 45 NORTH, RANGE 5 EAST,
 AND AS RECORDED IN D.B. 8372 PG. 2099,
 ST. LOUIS COUNTY, MISSOURI!



Date: Aug 08, 2017
 Brian J. Fischer
 P.L.S. #2584 08/08/17

PROJECT NUMBER: 16-287

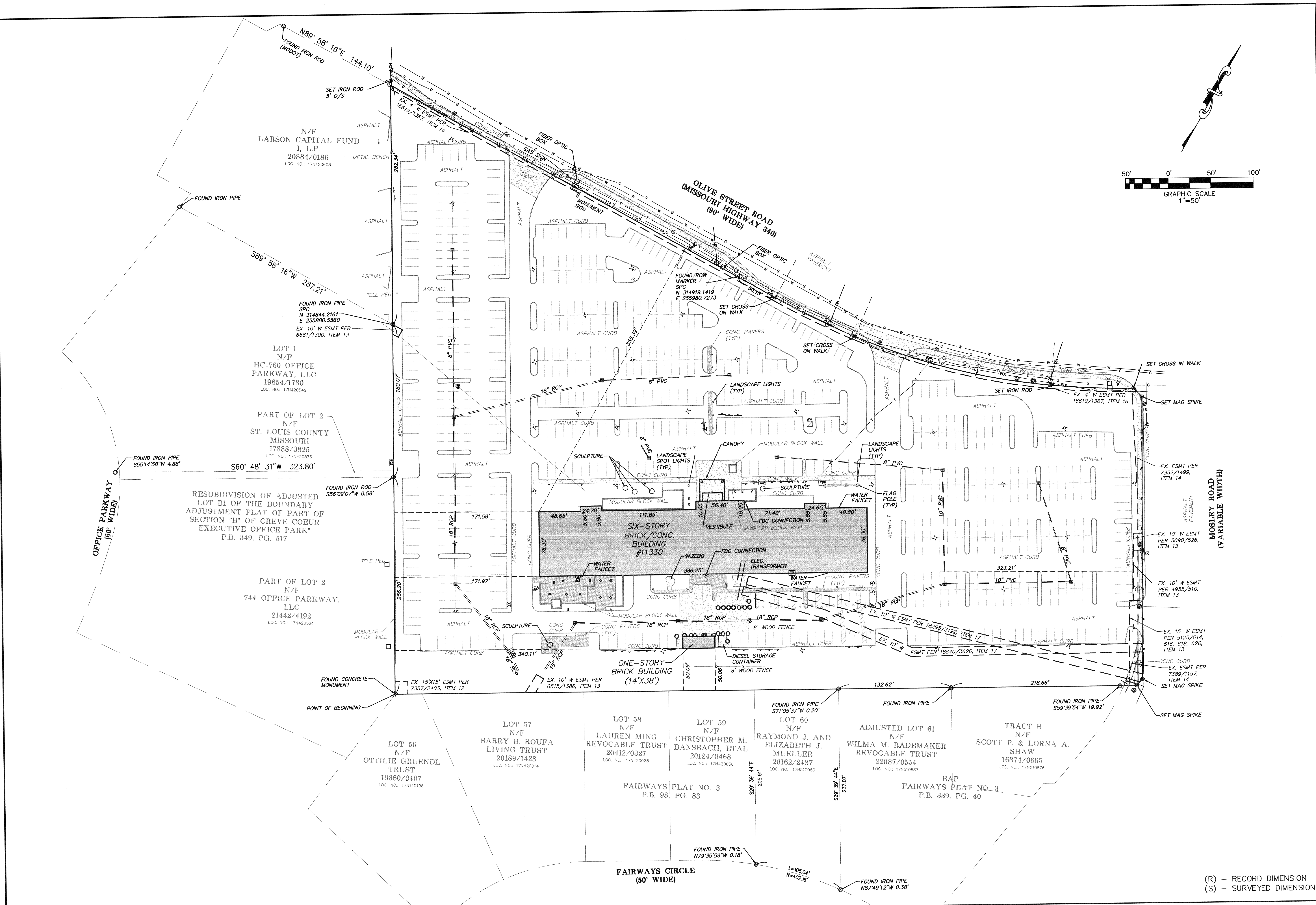
DATE: 11/11/2016

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2 OF 2

Packet Pg. 1



(R) - RECORD DIMENSION
(S) - SURVEYED DIMENSION

Traffic Impact Study for Proposed 11330 Olive Boulevard Development

Creve Coeur, Missouri

July 7, 2017

Prepared For:

11330 Olive Boulevard Development
11330 Olive Boulevard
Creve Coeur, Missouri 63141

Prepared by:

Lochmueller Group, Inc.
411 North 10th Street, Suite 200
St. Louis, Missouri 63101



517-0058-0TE

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Lochmueller Group prepared the following traffic impact study to evaluate the impact of a proposed multi-use redevelopment located in the southwest quadrant of Olive Boulevard and Mosley Road in Creve Coeur, Missouri. The development would consist of a hotel building, a commercial use building, and a restaurant. Access to the site is proposed via two existing driveways on Olive Boulevard and a driveway on North Mosley Road.

Baseline 2019 and 2039 both considered a 0.5% growth per year to account for general regional growth in traffic. In addition, the 2039 baseline scenario also considered three likely background developments: Wolff Properties parcel located just west of the site, and two gas station and car wash developments near Olive with Schulte and Graeser. With the added development, very little changed in the analysis results when comparing to the existing condition. The northbound approach at the two Olive Boulevard site entrances fall to a LOS E (one during the midday peak, the second during the afternoon peak), but the signal at Olive and Mosley continued to operate acceptably.

The anticipated trips for the proposed site were distributed onto the network based on prevailing traffic patterns, the proposed land uses, and a distribution that is similar to that used by other traffic studies performed recently in the area. The existing driveway volumes were removed from the network and the proposed trips were added on to the 2019 and 2039 baseline volumes to achieve the 2019 and 2039 forecasted volumes for the build-out of the site.

[illegible]



unsignalized location on a busy corridor such as Olive is to be expected. These longer delays are offset by minimal queuing (three vehicles or less as the 95th percentile queue) and low volume-to-capacity (v/c) ratios. To assist with any delays that may occur, wayfinding signage may be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance, where drivers would have access to a signal in order to turn left onto Olive Boulevard. The analysis showed that there is still capacity remaining on the northbound approach to Olive Boulevard, and can accommodate more site traffic if it were to depart from the site differently than shown in this study.

With two full access entrances on Olive Boulevard, the traffic load is able to be spread across the entrances, resulting in shorter queues and delays. Delays onto a major road such as Olive are even expected by drivers, and they may be more tolerant of delay in this area, but with the heavy movements on Olive Boulevard, if left turns were restricted, drivers leaving the site would become frustrated at a longer delay, and may potentially hurt the viability of the site.

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.



INTRODUCTION

Lochmueller Group prepared the following traffic impact study to evaluate the impact of a proposed multi-use redevelopment located in the southwest quadrant of Olive Boulevard and Mosley Road in Creve Coeur, Missouri.

The development would consist of a hotel building, a commercial use building, and a restaurant. Access to the site is proposed via two existing driveways on Olive Boulevard and a driveway on North Mosley Road. A preliminary site plan is shown in Figure 1.

The purpose of this traffic impact study was to determine how much traffic would be generated by the proposed redevelopment, evaluate its impact upon the adjoining roadways, identify the need for off-site improvements to mitigate any impacts, and assess the ability of motorists to safely enter and exit the redevelopment via the existing access driveways, as proposed. The study included the following intersections:

- Olive Boulevard at Mosley Road
- Olive Boulevard at the site's existing driveway (west)
- Olive Boulevard at the site's existing driveway (east)
- Mosley Road at the site's existing driveway

The study addressed conditions during the morning (7:00 to 9:00 a.m.), and afternoon (4:00 to 6:00 p.m.) peak periods of a typical weekday. If the development's traffic can be accommodated during these periods, it stands to reason that adequate capacity would be available throughout the remainder of the day. This study was prepared in accordance with parameters discussed and accepted by the City of Creve Coeur and the Missouri Department of Transportation (MoDOT) during a scoping meeting held on May 24, 2017.

Traffic impact studies typically evaluate conditions at the opening year of development and again twenty years after opening. Per discussions with the developer, 2019 was selected as the opening year. This would also facilitate a direct comparison with existing conditions for purposes of identifying potential impacts. Accordingly, 2039 was selected as the horizon planning year; conditions both with (baseline) and without (forecasted) the proposed redevelopment were evaluated for 2039. These scenarios and their contents are explained in greater detail in subsequent sections of this report.



To identify the traffic impacts associated with the proposed redevelopment, it was first necessary to quantify roadway, traffic, and operating conditions as they currently exist.

Existing Roadway Conditions

The study area road system was inventoried to identify existing roadway types, laneage, functional classifications, posted speeds, access provisions, and intersection configurations. Existing intersection laneage and traffic control are depicted in Figure 2.

Olive Boulevard (Route 340) is a principal arterial roadway and a major east-west commercial corridor in the City of Creve Coeur. It typically has two through lanes in each direction plus a center two-way left-turn lane. In select locations, Olive Boulevard includes auxiliary right-turn lanes, a third through lane, and/or raised medians to restrict left-turn movements. Olive Boulevard is maintained by MoDOT and has a posted speed limit of 35 miles per hour (mph).

Mosley Road is classified as a minor collector. It runs north-south along the eastern periphery of the site. Adjacent to the site, Mosley Road has one northbound lane, one southbound lane. It is maintained by the City of Creve Coeur and has a posted speed limit of 30 mph.

The intersection of Olive Boulevard with Mosley Road is signalized and operates as part of a coordinated system maintained by MoDOT. The system includes signals along the full length of Route 340 from University City to Ellisville. It operates a 140-second cycle length during the morning and afternoon commuter peak periods. Given the predominantly bi-directional traffic flows along Olive Boulevard, the system promotes two-way coordination to the extent possible. Though this is a coordinated system, only the intersection at Mosley was identified for inclusion in the traffic study.

The intersection of Olive Boulevard and Mosely Road is a three-legged ‘T’ intersection: Olive Boulevard runs east-west, and Mosley approaches from the south. The intersection has dedicated left-turn lanes on westbound and northbound approaches. Northbound left-turns may only occur during the protected phase (green arrow). Westbound left-turns may occur during the protected phase (green arrow) or during the permissive phase yielding to opposing traffic. The permissive phase is denoted with a flashing yellow arrow indicator. Signalized pedestrian accommodations exist across the east leg of the intersection.

Sidewalks are currently provided along the Olive Boulevard adjacent to the site, and along the west side of Mosley Road adjacent to the site. The intersection of Olive Boulevard and Mosley Road appears to be compliant with the Americans with Disabilities Act (ADA). The intersection has crosswalks, push buttons and signal indicators, and curb ramps enabling access between north and south sidewalks along Olive Blvd. The crosswalk operates with northbound approach's green phase.

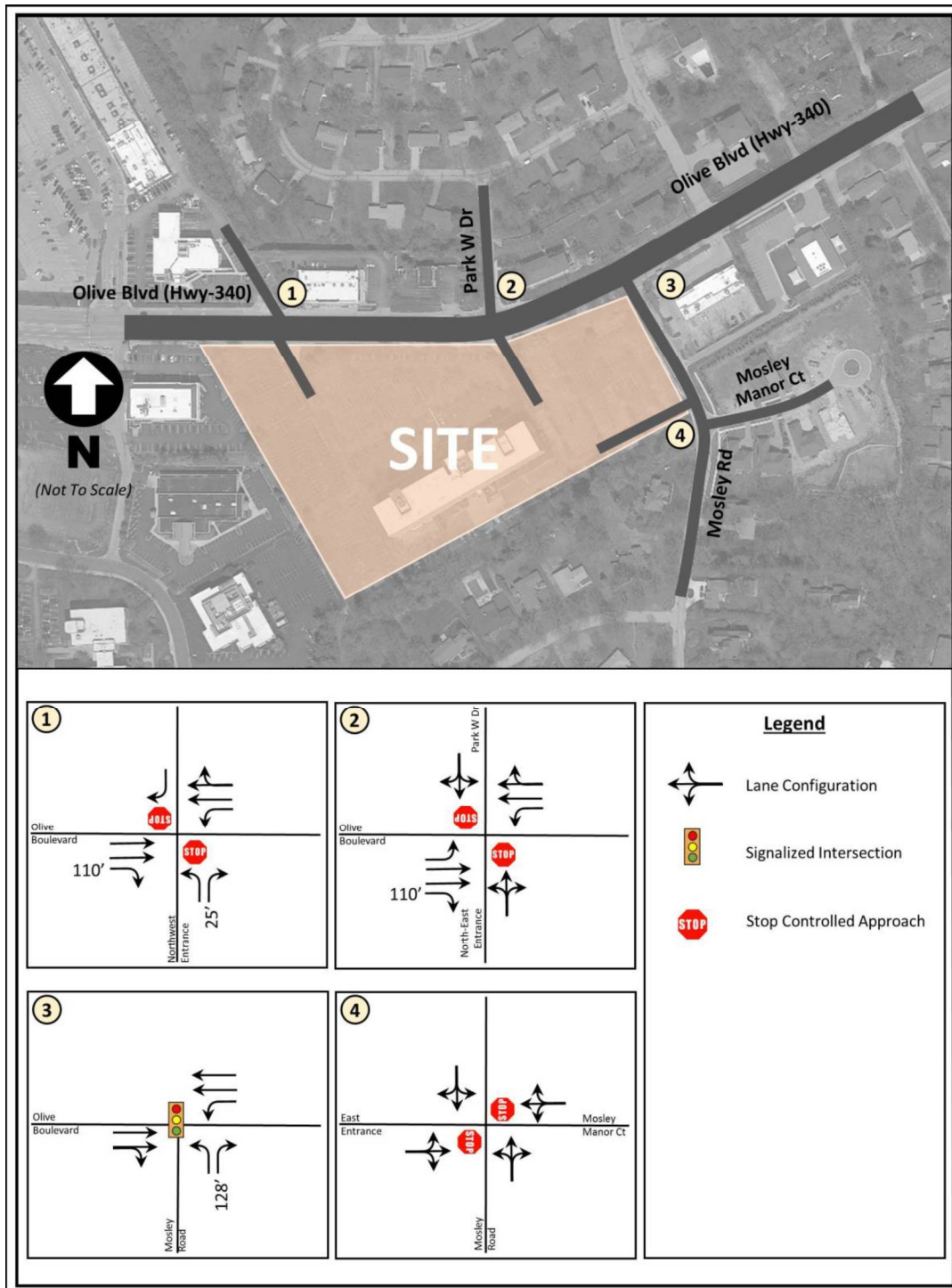


Figure 2: Existing Lane Configuration and Traffic Control

Future patrons and employees will have access to a transit route on Olive Boulevard, as shown in Figure 3.

Two bus stops currently exist near the site. One is located adjacent the northwest corner of the property for eastbound buses, immediately east of the intersection of Olive and Office Parkway North. It is glass-enclosed shelter to protect riders from inclement weather, and has a bench for seating. The complementary westbound bus stop immediately west of the Office Parkway North intersection does not have a shelter, but only a small standing area off the sidewalk next to a bus stop sign. Similarly, a second set of bus stops currently exist immediately east of the signal at Olive and Mosley, with the south stop that serves eastbound buses having a full bus shelter, while the westbound bus stop does not.



Figure 3: Existing Study Area Transit Routes



Table 1: Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Generally, the signalized intersection of Olive Boulevard with Mosley Road operates at acceptable levels of service which is LOS A. All the mainline movements at this intersection have LOS B or better during the peak hours, while the northbound movement that experiences lengthier delays commensurate with LOS D. This is typical for the Olive Boulevard corridor, which has signal timings that favor vehicle flow on the mainline movements.

Existing peak hour conditions are acceptable at each of the site's access driveways. All movements turning directly into or out of the site onto Olive Boulevard or Mosley Road operate at LOS D or better during the peak hours, with no more than a one-vehicle queue in any of the studied peak hours.

Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.0)	0'	B (13.3)	0'
Northbound Approach	D (25.7)	2'	C (24.7)	1'	D (33.9)	4'
Southbound Approach	B (12.4)	0'	B (12.5)	0'	B (11.9)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.0)	2'	C (15.2)	4'	B (13.3)	2'
Westbound Left Approach	B (13.0)	1'	B (14.6)	0'	B (13.8)	0'
Northbound Approach	D (27.7)	1'	D (33.1)	13'	D (25.5)	2'
Southbound Approach	B (14.0)	4'	C (17.5)	4'	C (18.1)	2'
Overall Intersection	A (0.2)	--	A (0.4)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	320'	B (10.5)	508'	B (10.6)	378'
Westbound Approach	A (3.8)	208'	A (4.8)	294'	A (4.8)	231'
Northbound Approach	D (40.9)	113'	D (48.2)	108'	D (41.8)	109'
Overall Intersection	A (7.6)	--	A (9.1)	--	A (9.5)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.7)	2'	A (9.7)	1'
Westbound Approach	A (9.6)	0'	A (9.5)	0'	A (9.2)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.7)	--	A (0.6)	--

Based on the developer's anticipated schedule, 2019 was assumed to be the opening year. As agreed upon at the scoping meeting, an annual growth rate of 0.5% was applied to existing traffic to account for regional traffic growth. No background sites were identified for inclusion in the 2019 Baseline condition. Peak hour traffic volumes and operating conditions in 2019 are illustrated in Figure 5 and Table 3, respectively.

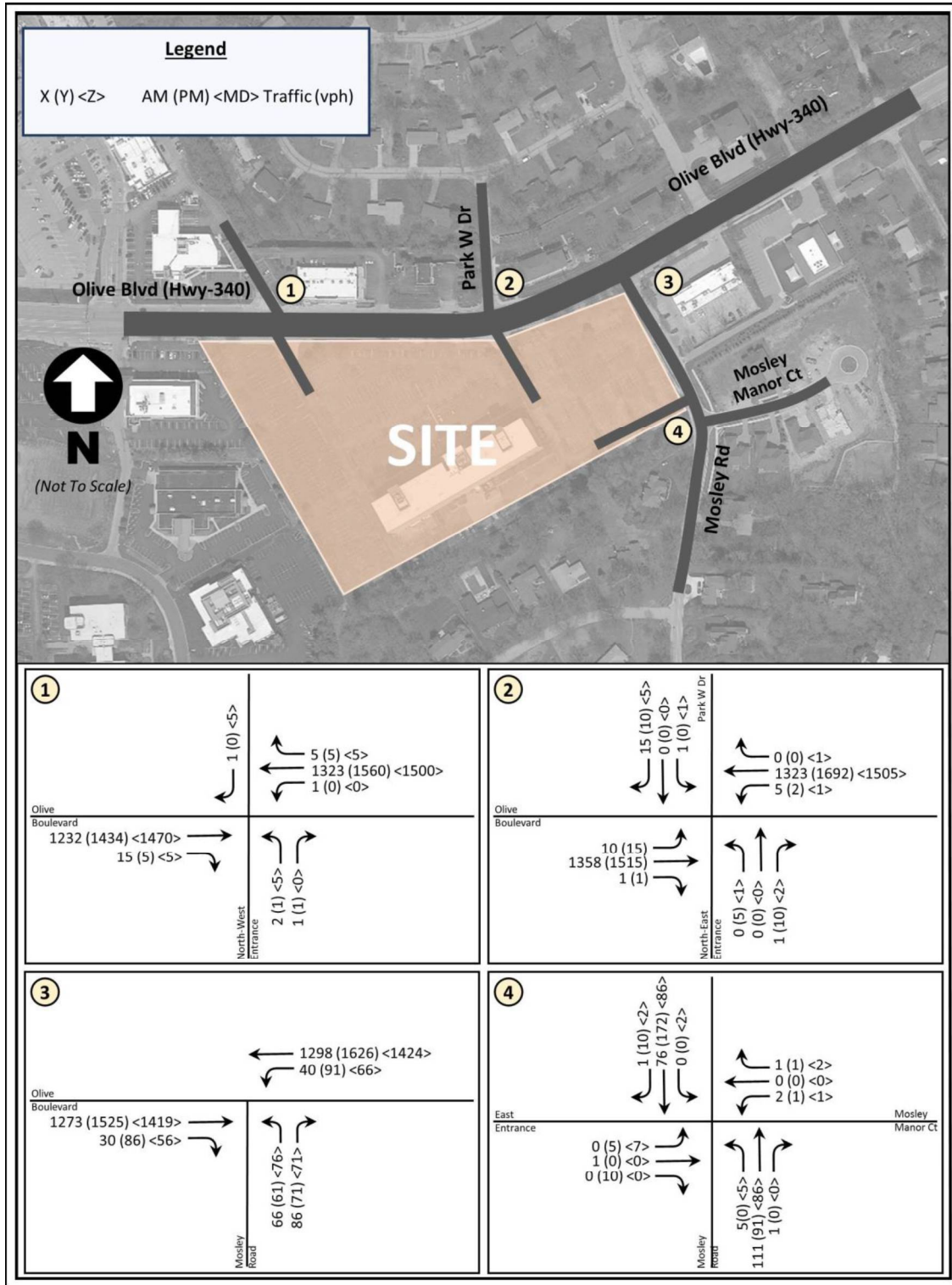


Figure 5: 2019 Baseline Traffic Volumes

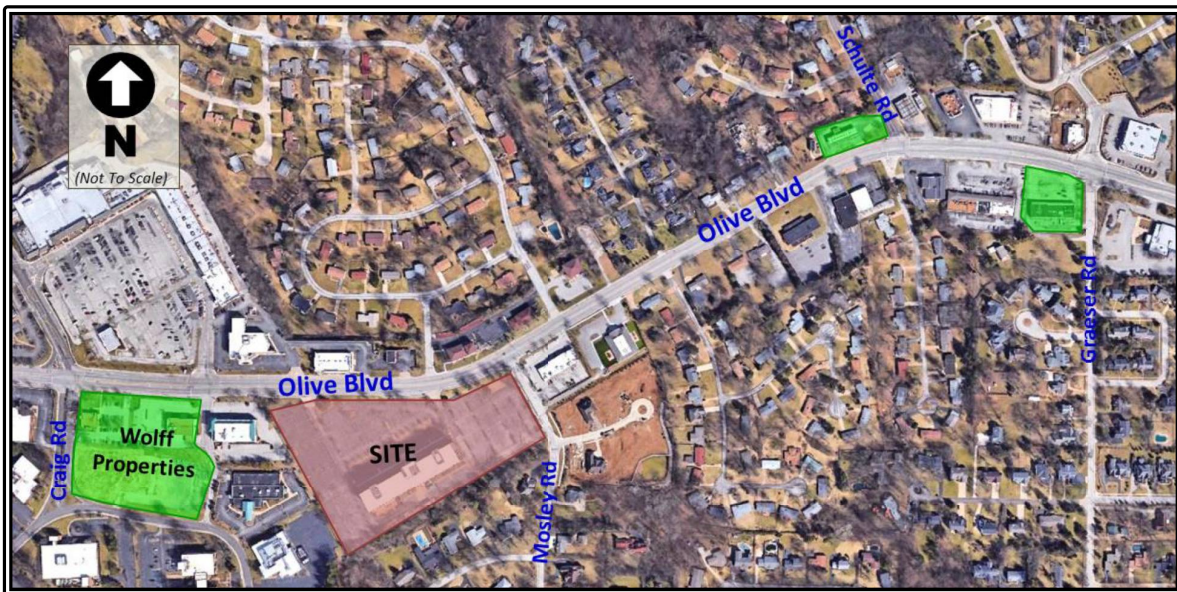
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Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.2)	0'	B (13.1)	0'	B (13.4)	0'
Northbound Approach	C (24.2)	1'	D (25.0)	1'	D (33.8)	3'
Southbound Approach	B (12.2)	0'	B (12.4)	0'	B (12.0)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.1)	2'	C (15.4)	3'	A (2.0)	2'
Westbound Left Approach	B (13.1)	1'	B (14.3)	0'	A (0.0)	0'
Northbound Approach	C (15.0)	0'	D (29.0)	8'	D (28.3)	2'
Southbound Approach	B (13.2)	3'	C (18.2)	4'	C (19.2)	2'
Overall Intersection	A (0.2)	--	A (0.3)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.2)	324'	B (10.7)	522'	B (10.4)	385'
Westbound Approach	A (3.8)	210'	A (4.8)	298'	A (4.7)	235'
Northbound Approach	D (41.2)	112'	D (48.2)	107'	D (40.3)	112'
Overall Intersection	A (7.9)	--	A (9.2)	--	A (9.1)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.2)	0'	A (9.6)	2'	A (9.5)	1'
Westbound Approach	A (9.1)	1'	A (9.5)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.1)	0'	A (0.4)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.5)	--	A (0.6)	--

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Future planning year conditions without the proposed redevelopment were established as a benchmark from which to compare potential traffic impacts. The opening year of the proposed development was assumed to be 2019, with future horizon year conditions evaluated for 2039.

Per the discussion during the scoping meeting, three developments were identified for inclusion in the 20-year design horizon analysis, locations of which are shown in Figure 6. The land uses described in the following tables are the best available information at this time, and are subject to change as development plans finalize.



Property at Olive & Craig

In August 2015, Lochmueller Group prepared a traffic impact study for Wolff Properties, Inc. to evaluate the impact of a proposed multi-use redevelopment surrounded by Olive Boulevard to the north, Craig Road to the west, Office Parkway North on the east, and Office Parkway to the south. At the time, the development would consist of an apartment building, a bank with drive-thru, a strip (specialty) retail building, and a Starbucks with drive-thru. The land use assumptions and trip distribution in this previous study were replicated in the current study as a background site, though these may change before redevelopment of the parcel takes place. These calculations, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, and assumptions are provided in Table 4.

**Table 4: Wolff Properties Background Site Assumed Trip Generation (Subject to Change)**

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Starbucks	130	120	250	55	50	105	45	45	90
Bank with Drive-Thru	15	15	30	30	30	60	35	30	65
Retail	10	5	15	25	25	50	30	25	55
Apartments	10	50	60	50	30	80	50	35	85
Craig Road Background Site	160	195	355	160	135	295	160	135	295
Existing Site Trips (2015 Counts)	-145	-130	-275	-105	-95	-200	-65	-80	-145
Net Increase - Wolff Properties Background Site	15	65	80	55	40	95	95	55	150

Property at Olive & Schulte

The second background site identified in the scoping meeting was the expansion of the existing gas station in the northwest quadrant of Olive Boulevard and Schulte Road, which is anticipated to add six fueling positions and a self-service car wash. Since it is an expansion of an existing land use, a trip generation was performed for only the new fueling positions and a separate self-service car wash, as shown in Table 5.

Table 5: Olive & Schulte Background Site Assumed Trip Generation (Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market (new fueling positions only)	40	40	80	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-25	-25	-50	-30	-30	-60	-30	-30	-60
Self-Service Car Wash	10	5	15	30	25	55	30	25	55
Pass-By Trips (31% AM, 28% PM & Midday)	0	0	0	-10	-10	-20	-10	-10	-20
Net Increase - Olive & Schulte Background Site	25	20	45	45	40	85	45	40	85

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There is no morning or midday trip generation rate available for the land use, so the afternoon peak hour was used for midday as a worst-case scenario, and 25% of the afternoon rate was used for the morning peak hour. The ITE manual does not contain a pass-by rate for self-service car wash. While it will still attract pass-by trips from patrons already on the road, the anticipated self-service car wash is expected to be more of a destination than a gas station; therefore, the pass-by rate used was assumed to be half of the gas station pass-by rate. It was assumed that 30% of these new trips would approach to/from the west and 70% to/from the east of Olive Boulevard and Schulte Road.

Property at Olive & Graeser

The third identified background site included the redevelopment of the retail center located in the southwest quadrant of Olive Boulevard with Graeser Road. The existing strip retail building was estimated to be approximately 11,100 s.f., and would be redeveloped as an 8-fueling position gas station with convenience market and car wash. Due to the anticipated type of car wash it will be, it was assumed as part of a single land use code, as compared to the development described above, where the self-service car wash is a separate facility from the gas station.

Table 6: Olive & Graeser Background Site Assumed Trip Generation (Uses Subject to Change)

Use	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station with Convenience Market & Car Wash	50	45	95	55	55	110	55	55	110
Pass-By Trips (62% AM, 56% PM & Midday)	-30	-30	-60	-30	-30	-60	-30	-30	-60
Olive & Graeser Background Site	20	15	35	25	25	50	25	25	50
Existing Trips (LUC 826 Specialty Retail)	5	5	10	20	20	40	22	20	42
Pass-By Trips (34% PM, 26% Midday)	0	0	0	-5	-5	-10	-5	-5	-10
Existing Retail Center (To be Removed)	5	5	10	15	15	30	17	15	32
Net Increase - Olive & Graeser Bkgd Site (Future minus Existing)	15	10	25	10	10	20	8	10	18

It was assumed the development at Olive & Graeser would have a similar distribution to the development at Olive & Schulte, with 30% of these new trips would approach to/from the west and 70% to/from the east.



2039 Baseline Operating Conditions

In addition to three developments for the 20-year design analysis, an annual growth rate of 0.5% was applied to existing through traffic to account for general regional growth in traffic. Horizon Year 2039 baseline traffic volumes, consisting of existing volumes with regional inherent growth and the three identified background sites, are illustrated in Figure 7.

The 2039 peak hour volumes were analyzed using Synchro 9 similar to the previous scenarios, with level of service, delay, and 95th percentile queue results summarized in Table 7. The additional background traffic would increase delay time and decrease the eastbound approach's LOS by one level at the signalized intersections on Olive Boulevard and Mosley Road during afternoon and midday peak hours. However, the LOS B is acceptable for the operation of this intersection at 2039 baseline condition. In addition, the increase in mainline through traffic causes the site entrance to drop to a LOS E at the two Olive Boulevard site entrances, one during the midday peak hour and the other during the afternoon commuter peak hour. Though these are a LOS E, queuing remains minimal on these approaches.



Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.2)	0'	B (14.4)	0'	B (14.8)	0'
Northbound Approach	D (28.4)	1'	D (29.4)	1'	E (43.7)	6'
Southbound Approach	A (1.5)	0'	B (12.3)	0'	B (12.0)	1'
Overall Intersection	A (0.0)	--	A (0.0)	--	A (0.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.1)	2'	C (17.7)	5'	C (15.2)	3'
Westbound Left Approach	B (14.4)	1'	C (15.9)	0'	C (15.4)	2'
Northbound Approach	D (33.5)	2'	E (39.2)	14'	D (34.1)	2'
Southbound Approach	C (15.1)	4'	C (19.6)	4'	D (27.8)	1'
Overall Intersection	A (0.2)	--	A (0.4)	--	A (0.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.3)	394'	B (14.1)	717'	B (12.2)	480'
Westbound Approach	A (4.3)	255'	A (6.3)	383'	A (5.5)	290'
Northbound Approach	D (47.1)	121'	D (51.3)	114'	D (44.3)	120'
Overall Intersection	A (9.0)	--	B (11.6)	--	B (10.4)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.3)	0'	A (9.8)	2'	A (9.7)	1'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.4)	0'	A (0.1)	0'	A (0.5)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.3)	--	A (0.6)	--	A (0.7)	--

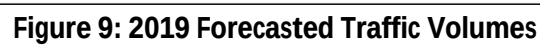
The site's incremental trip generation was assigned to the study area roadways based on an anticipated directional distribution that reflects prevailing traffic patterns, coupled with the market area of the proposed commercial uses and other studies performed in the area. The proposed directional distribution percentages are presented in Table 10.

Origin/Destination	Percentage
To/From West on Olive Blvd	65%
To/From East on Olive Blvd	30%
To/From South on Mosley Rd	5%

Site Access

The entrance onto Mosley Road will also remain as-is. There are no turn bays into the site from this entrance. This entrance provides access to the signalized northbound left turn onto Olive Boulevard. With the site's land uses converting to more transient uses serving more visitors (as compared to consistent daily destinations such as residential or office), wayfinding signs can be placed on-site directing customers and visitors to the signal.





Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (12.6)	2'	B (14.0)	3'	B (14.5)	3'
Northbound Approach	D (29.9)	14'	E (44.5)	38'	E (49.1)	43'
Southbound Approach	B (12.3)	0'	B (12.5)	0'	B (12.1)	1'
Overall Intersection	A (0.4)	--	A (0.7)	--	A (0.9)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (12.2)	2'	C (15.5)	3'	B (13.6)	2'
Westbound Left Approach	B (13.4)	2'	C (15.2)	4'	B (14.8)	3'
Northbound Approach	E (36.6)	18'	F (64.5)	57'	F (56.5)	51'
Southbound Approach	B (14.6)	4'	C (19.0)	4'	C (20.5)	2'
Overall Intersection	A (0.5)	--	A (1.2)	--	A (1.1)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (8.3)	329'	B (10.9)	538'	B (10.7)	400'
Westbound Approach	A (3.9)	214'	A (4.9)	308'	A (4.8)	243'
Northbound Approach	D (41.6)	114'	D (48.4)	107'	D (40.7)	113'
Overall Intersection	A (8.0)	--	A (9.4)	--	A (9.3)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.4)	1'	B (10.1)	2'	A (9.8)	2'
Westbound Approach	A (9.4)	0'	A (9.5)	0'	A (9.0)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (1.0)	1'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.6)	--	A (0.7)	--	A (1.3)	--

Concern was noted at the scoping meeting about how the restriction of left turns at the northwest entrance onto Olive Boulevard would impact traffic operations into and out of the site. If left turns leaving the site were restricted, it would increase both delay and queuing at the northeast entrance onto Olive, likely to the point that drivers are frustrated. Internal wayfinding signage could assist directing drivers to use the Mosley Road entrance instead. However, it is recommended to keep all existing driveways to assist in spreading the traffic load to multiple access points instead of concentrating them all at a single entrance onto Olive Blvd.

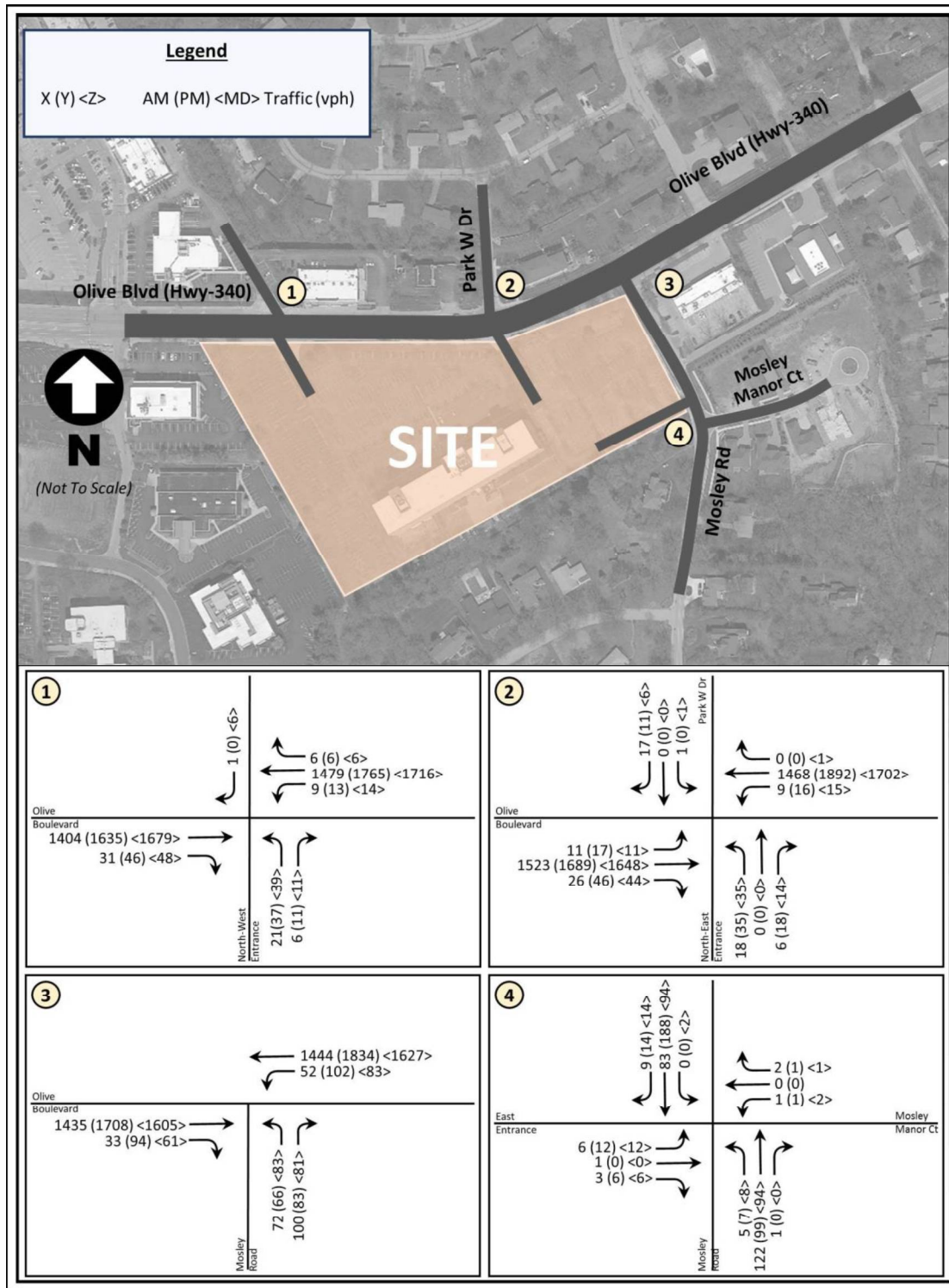


Figure 10: 2039 Forecasted Traffic Volumes

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Intersection/ Approach	AMPH		PMPH		MDPH	
	LOS (Delay)	Queue	LOS (Delay)	Queue	LOS (Delay)	Queue
Olive Blvd/NW Parking Entrance						
Eastbound Approach	A (0.0)	0'	A (0.0)	0'	A (0.0)	0'
Westbound Left Approach	B (13.7)	2'	C (15.5)	3'	C (16.0)	3'
Northbound Approach	E (41.9)	17'	F (60.6)	50'	F (69.7)	57'
Southbound Approach	B (12.6)	0'	B (12.4)	0'	B (12.2)	1'
Overall Intersection	A (0.4)	--	A (0.9)	--	A (1.1)	--
Olive Blvd/Park W Dr						
Eastbound Left Approach	B (13.2)	2'	C (17.9)	5'	C (15.3)	3'
Westbound Left Approach	B (14.7)	2'	C (17.0)	4'	C (16.5)	4'
Northbound Approach	E (47.2)	23'	F (99.1)	78'	F (83.5)	65'
Southbound Approach	C (15.3)	4'	C (20.6)	5'	C (21.2)	3'
Overall Intersection	A (0.6)	--	A (1.7)	--	A (1.4)	--
Olive Blvd/Mosley Rd						
Eastbound Approach	A (9.4)	401'	B (14.5)	737'	B (12.6)	514'
Westbound Approach	A (4.4)	258'	A (6.5)	394'	A (5.8)	298'
Northbound Approach	D (47.5)	121'	D (51.4)	114'	D (44.4)	120'
Overall Intersection	A (9.1)	--	B (12.0)	--	B (10.8)	--
Mosley Rd/Mosley Manor Ct						
Eastbound Approach	A (9.6)	1'	B (10.1)	3'	A (9.6)	2'
Westbound Approach	A (9.5)	0'	A (9.6)	0'	A (9.1)	0'
Northbound Approach	A (0.3)	0'	A (0.6)	0'	A (0.6)	0'
Southbound Approach	A (0.1)	0'	A (0.0)	0'	A (0.2)	0'
Overall Intersection	A (0.5)	--	A (1.0)	--	A (1.1)	--



CONCLUSION

Lochmueller Group completed the preceding traffic impact study to evaluate the impact of a proposed multi-use redevelopment located southwest of the intersection of Olive Boulevard and Mosley Road in Creve Coeur, Missouri. The development would consist of a quality restaurant, a commercial use building, and a 255-room hotel.

The development site currently consists of a mostly vacant office building with three different vehicular site entrances. Two of them access the site from Olive Boulevard and the other one from Mosley Road. These three access points are planned to be used for the whole development in the future, as well as at the present time.

The purpose of this traffic impact study was to determine how much traffic would be generated by the proposed development, evaluate its impact upon the adjoining roadways, identify the need for off-site improvements to mitigate any impacts, and assess the ability of motorists to safely enter and exit the development via the existing access driveways, as proposed. The study addressed conditions during the weekday morning (7:00 a.m. to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.), and weekday afternoon (4:00 p.m. to 6:00 p.m.) peak period of a typical weekday at the following intersections:

- Olive Boulevard at North-West Parking Entrance
- Olive Boulevard at Park W Drive
- Olive Boulevard at Mosley Road
- Mosley Road at Mosley Manor Ct

The ITE Trip Generation Manual, 9th Edition was used to provide the baseline number of trips that will be generated by the development. A pass-by reduction was assumed to account for those already traveling by who stop at the site, and then continue in the direction they were originally heading. At the end, taking into account these factors, it is anticipated that the site will generate approximately 145 new vehicle trips during the morning peak hour, 245 additional trips during the midday peak hour, and 235 new trips in the afternoon peak hours.

The anticipated trips for the proposed site were distributed onto the network based on prevailing traffic patterns, the proposed land uses, and a distribution that is similar to that used by other traffic studies performed recently in the area. The existing driveway volumes were removed from the network and the proposed trips were added on to the 2019 and 2039 baseline volumes to achieve the 2019 and 2039 forecasted volumes for the build-out of the site.

Operational analysis of the study intersections was performed using Synchro 9 for existing conditions, 2019 baseline conditions, 2019 forecasted conditions, 2039 baseline conditions, and 2039 horizon year conditions. All future conditions accounted for 0.5 percentage annual

Overall, it is determined that the proposed uses will not substantially impact the surrounding roadway network, particularly considering it is anticipated to generate fewer trips than the existing by-right office use if the building was full.



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MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)

From: Kelly Schaefer, P.E., PTOE
Mike Erdtmann, P.E.
Mandy Anderson, P.E., PTOE

Date: July 18, 2017

Subject: Proposed 11330 Olive Blvd Redevelopment – Traffic Impact
Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. As seen on the site plan on page 4, one driveway is located in the northwest corner of the site and opposite a commercial driveway that is right-in/right-out controlled. The second driveway is generally located in the middle of the site and across from Park West Drive, which is full access and serves residential and commercial land uses.

The third driveway is located on Mosley Road, approximately 250 feet south of Olive Boulevard of the signalized intersection. This driveway is the only one that provides a way to travel to/from Olive Boulevard and the site via a traffic signal.

As proposed in the study, these driveways would remain unchanged with respect to the number and type of access.

Proposed Land Use: Trip Generation and Directional Distribution

Based upon the trip generation rates for local medical office buildings, the redevelopment of the 11330 Olive Boulevard site would be expected to create 155 trips in the morning peak hour, 270 in the midday peak and 270 trips in the evening peak hours. After a 5% common trip reduction rate for the shared use site and pass-by rates of 26% and 34% for the retail use during the midday and afternoon peaks, respectively, the redeveloped site is expected to generate 145, 245 and 235 *new* trips during the morning, midday and afternoon peaks, respectively. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages for the three land uses. These calculations are shown in Table 9 on page 21.

The directional distribution for these new trips was assumed to be 65% to/from the west on Olive Boulevard, 30% to/from the east on Olive Boulevard and 5% to/from the south on Mosley Road. *This directional distribution is considered appropriate due to the proximity of the site to Interstate 270, the proposed land uses and likelihood to attract more visitors as well as the prevailing traffic volumes.*

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. The figure shows the majority of patrons utilizing the northwest and northeast unsignalized driveways for those traveling to/from the west and east on Olive Boulevard. Also, no traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. *While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Analysis: Opening Year Design Scenario

Overall, the redevelopment is not expected to have a substantial impact on Olive Boulevard, which is a principal arterial. The mainline is forecasted to operate at LOS B or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS A and the northbound approach incurs less than an additional 1.0 seconds of delay during all peak periods. Reviewing the signalized operations more closely, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

The unsignalized driveways on Olive Boulevard are expected to operate at LOS E and F during the peak hours. The northwest driveway operates more favorably with delays between 29.1 to 49. seconds per vehicle (sec/veh); the Park West Drive ranges from 36.6 to 64.5 sec/veh in the peak hours. In agreement with the study, this is not uncommon for driveways along a heavily traveled arterial such as Olive Boulevard. These operations are considered acceptable for the opening year scenario.

The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.

Analysis: Future Year Design Scenario

Progressing to the future design scenarios, the assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is considered reasonable for this location due to the limited potential for other new developments in the surrounding area. This is also consistent with the traffic growth rate used in recent traffic studies on Olive Boulevard for the City of Creve Coeur.

Using the previous methods of analyses, the study forecasted conditions in the 20-year design horizon that included three additional developments planned in Creve Ceuer along Olive Boulevard within the vicinity of the 11330 Olive Boulevard project; their locations are shown in Figure 6 on page 14. These developments include a Wolff Properties site in the southeast quadrant of Olive Boulevard and Craig Road which is to consist of apartments, a bank with drive-thru, specialty retail, and a Starbucks with drive-thru; the expansion of an existing gas station in the northwest quadrant of the Schulte Road intersection; and the redevelopment of an existing retail center in the southwest quadrant of the Graeser Road intersection to a fueling station. Assumed trip generation for these sites are shown in Tables 4-6 on pages 15-16.

The directional distribution for the Wolff Property that was developed in the original traffic study was reused in the future scenario for this report. The directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. *It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

These trips were layered onto the roadway network with 20 years of growth and the study intersections reanalyzed.

In the future year design scenario, the redevelopment is not expected to have a substantial impact on Olive Boulevard. The mainline is expected to operate at LOS C or better at the signal and is free flowing at the unsignalized intersections.

The signalized intersection at Mosley Road will also continue to operate favorably at an overall LOS B or better in the future scenario. The northbound approach again incurs less than an additional 1.0 seconds of delay compared to the 2039 baseline conditions. Compared to 2019 opening year conditions, the northbound approach delays is increased by less than 5 seconds in any time period. Like this scenario, the northbound approach has excess capacity and could serve more of the site traffic returning to the west on Olive Boulevard and still operate at similar levels of delay for all approaches.

While the northbound approach at the Olive Boulevard/Park West Drive intersection continues to operate at LOS D or better, which is considered acceptable, the northwest driveway is expected to operate at LOS E and F, with delays as high as 83.5 and 99.1 sec/veh in the midday and afternoon peak hours. This level of delay at an unsignalized intersection may pose a safety concern in the future as frustrated motorists could get more aggressive and accept shorter gaps in traffic trying to leave the site.

It is acknowledged that delays on the side street are largely affected by the implemented cycle length of the coordinated system. As stated in the report, the existing morning and afternoon peak periods run 140-second cycle lengths, which is relatively high in the St. Louis metropolitan area. This higher cycle length means that the side streets and driveways off of Olive Boulevard are subjected to longer periods where permissive access (at unsignalized driveways) and protected access (at signalized intersections) is afforded.

In 20 years, the existing signal timings will have been replaced with optimized timings for the conditions current to the time. As the future cycle length cannot be predicted, it is difficult to forecast the amount of delays on these driveways at that time. *Access restrictions at the unsignalized driveways may need to be reassessed in the future when traffic and safety conditions can be assessed more accurately.*

Traffic Model and Driveways

It was previously noted that the northwest driveway is located across from the right-in/right-out commercial driveway. It is less than 250 feet away from the Office Parkway North intersection and near or within the

functional area of this intersection. The traffic models used in the study did not include this intersection when analyzing operations of the area and system.

It is recommended that the study incorporate this intersection into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway (increased delays due to blockage). Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

In addition, the study notes that the restriction of left turns at the northwest driveway was a concern at the scoping meeting. The developer could consider this option in order to be more consistent with the access management along Olive Boulevard to the west of the site, in conjunction with improvements to internal circulation to promote the use of the other access points.

It would, however, be prudent to have a better understanding of how the unsignalized driveways would operate in the future – with respect to reassigning site traffic resulting in less demand on the unsignalized driveways and also the impacts of the Office Parkway North Road signal on the results - before making a recommendation for opening and/or future year scenarios. As shown in the analysis, the Olive Boulevard/Park West Drive driveway is forecasted to operate with excessive delays in the future scenario and it may be more appropriate to restrict northbound left-turns at this driveway in the future to improve traffic and safety conditions.

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the 11330 Olive Boulevard, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Mosley Road. The study was prepared by Lochmueller Group and submitted on July 7, 2017.

It is our understanding from the report as well as a review of the site plan shown in Figure 1 on page 4 that the existing office building on the site will be repurposed as a 255-room hotel. The site will also accommodate a new 7,700 square-foot (s.f.) high quality restaurant and a new 20,000 s.f. commercial land use.

Currently, access is provided with three full access, unsignalized driveways. Two driveways are located on Olive Boulevard. The third driveway is located on Mosley Road, approximately 250 feet south of the signalized intersection at Olive Boulevard. As proposed in the study, these points would remain unchanged with respect to the number of driveways and type of access.

Below is a summary of recommendations and conclusions for the traffic impact study review:

- On page 3, please add that the study also addressed the midday peak period for a typical weekday.
- The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.
- The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition is not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.
- In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard. This directional distribution is nearly opposite the distribution used for the 11330 Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the

directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.

- It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.

cc: file



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Fw: Nov. 2 Town Hall Meeting

2 messages

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Fri, Nov 3, 2017 at 10:53 AM

Whitney,
Please include in the packet.

--Jason

----- Forwarded message -----

From: **ellen lawrence** <ellenblawrence@yahoo.com>

Date: Fri, Nov 3, 2017 at 10:50 AM

Subject: Fw: Nov. 2 Town Hall Meeting

To: Mark Perkins <mperkins@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

FYI

----- Forwarded Message -----

From: Richard Mock <richard.mock76@gmail.com>

To: "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>; "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>

Sent: Friday, November 3, 2017, 10:44:04 AM CDT

Subject: Nov. 2 Town Hall Meeting

Council members Lawrence and Ruzicka:

I did not speak at the Ward 2 Town Hall Meeting last night, but I offer my comments via email:

- On the issue of rezoning HBE building for hotel, I see the proposed hotel as probably the best use of that property and in the best interests of Creve Coeur, especially since the owners are not asking for any tax breaks or financial assistance. It seems to me that vacant properties, especially vacant commercial properties like HBE building and like City Place Fresh Market, are a significant detriment to the wellbeing of Creve Coeur, and the city should encourage occupancy in these buildings by flexibility in zoning.

- I am willing to accept as correct the City Manager's statement that Mosley Road is a connecting street and not a residential street. It seems obvious to me that, whatever the eventual use of the HBE building, that property will generate some traffic on Mosley.

Thank you for your contribution in providing good local government to our city.

Richard Mock – [232 Eugenia Street 63141](#) - (Malcolm Terrace neighborhood)

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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Nov 6, 2017 at 8:54 AM

Whitney,
Can you check to see if this comment was included in the packet? If not, please provide copies for P&Z and save it in the project file.

Thanks.

----- Forwarded message -----

From: **Mark Perkins** <mperkins@crevecoeurmo.gov>
Date: Sat, Nov 4, 2017 at 10:12 AM
Subject: Fwd: Nov. 2 Town Hall Meeting
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Jason, I assume you provide any citizen comments to p&z?

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: ellen lawrence <ellenblawrence@yahoo.com>
Date: November 3, 2017 at 10:50:15 AM CDT
To: Mark Perkins <mperkins@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>
Subject: **Fw: Nov. 2 Town Hall Meeting**

FYI

----- Forwarded Message -----

From: Richard Mock <richard.mock76@gmail.com>
To: "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>; "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>
Sent: Friday, November 3, 2017, 10:44:04 AM CDT
Subject: Nov. 2 Town Hall Meeting

Council members Lawrence and Ruzicka:

I did not speak at the Ward 2 Town Hall Meeting last night, but I offer my comments via email:

<https://mail.google.com/mail/u/0/?ui=2&ik=c5782244a7&jsver=ZOgYGvFjfY.en.&view=pt&search=inbox&th=15f91d36b82d96eb&dsqt=18>

- On the issue of rezoning HBE building for hotel, I see the proposed hotel as probably the best use of that property and in the best interests of Creve Coeur, especially since the owners are not asking for any tax breaks or financial assistance. It seems to me that vacant properties, especially vacant commercial properties like HBE building and like City Place Fresh Market, are a significant detriment to the wellbeing of Creve Coeur, and the city should encourage occupancy in these buildings by flexibility in zoning.
- I am willing to accept as correct the City Manager's statement that Mosley Road is a connecting street and not a residential street. It seems obvious to me that, whatever the eventual use of the HBE building, that property will generate some traffic on Mosley.

Thank you for your contribution in providing good local government to our city.

Richard Mock – [232 Eugenia Street 63141](#) - (Malcolm Terrace neighborhood)

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--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: HBE Fairways home buy out by HBE

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Nov 6, 2017 at 9:04 AM

Whitney,
Please save in HBE file and provide a copy to P&Z.

Thanks.

----- Forwarded message -----

From: **Winnie The Pough** <winniethepough4@gmail.com>
Date: Mon, Nov 6, 2017 at 12:40 AM
Subject: HBE Fairways home buy out by HBE
To:

Observation by someone who has not seen any or could identify any of the HBE personnel:

October 30, man driving a white Cadillac, was observed going door to door, north side of Fairways circle, corner of N. Mosley and west. Kummer's son drives a white Cadillac.

November 1, older man with documents, going door to door, same path as above. Might be Kummer senior or a lawyer.

October 31, man driving a red Ford pickup, was observed taking photos of houses and/or HBE building. Name on the truck leads to owner, Dave M. Cox, [60A N. Gore Ave](#), Webster Groves, [314-968-2323](#). Aerial view, this could be an apartment complex. So, one might assume this to be an HBE employee. Could be wrong.

Heard that some unidentified person was taking pictures in the direction of "HBE building" from in front of south side of a 6xx Fairways Circle home, same time period.

Speculation: Kummer is trying to get signed options to buy out any one who lives within the 185 ft. distance from HBE to avoid the super majority of city council votes.

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: HBE Hotel Proposal

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Nov 6, 2017 at 9:03 AM

----- Forwarded message -----

From: **Rick Darrow** <rsdarrow@icloud.com>

Date: Sun, Nov 5, 2017 at 8:46 PM

Subject: HBE Hotel Proposal

To: jjaggi@crevecoeurmo.gov

Cc: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonsa@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbasaley@crevecoeurmo.gov

Mr. Jaggi, Please Forward this letter to the members of the P & Z Commission and have it included in the P & Z's full council and Whitney Kelly, City Planners packets.

I am writing to the Planning and Zoning Commission regarding my concerns about the business proposal made by the failing HBE company. I have lived at [812 North Mosley](#) for over 27 years and have seen the HBE building go from a fully occupied facility with what appeared to be a successful company, to a building that is currently occupied by fewer than 20 employees. As a business person I have seen other companies follow a very similar path of decline as the management of the company declines and becomes unable to compete in the current business environment.

The decline of this company is apparent by the need to close and/or sell all of their operations. This indicates an inability to properly run a hotel business (disposal of Adams Mark Hotels) as well as a number of their other defunct design, engineering and consulting businesses.

I attended the P & Z meeting October 23rd and was very concerned by the gentleman that spoke about the dramatic increase in crime, drug sales, drug manufacturing, prostitution, alcohol abuse etc, that this type of transient business brings to a residential area. There were a number of other major issues brought up that cause negative issues for the area including child safety regarding the Goddard school and potential traffic safety for all residents along the mile on Mosley Rd between Olive and Ladue Road.

Thank you for your time and I would be pleased to discuss these and other concerns with you personally.

Regards,

Richard Darrow
812 N. Mosley Rd.
Creve Coeur
314-994-0804

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

- substantially increase noise, traffic hazards and congestion
- adversely affect property values and the character of the surrounding neighborhoods
- cause safety concerns for nearby residents based on the nature of the operation
- overtax public utilities

Printed Name	Signature	Address	Email	Date
James O, Baechle	James O Baechle	736 Fairways Cir	Jim-Baechle.net	11/2/17
Dolores M. Baechle	Dolores M. Baechle	736 Fairways Cir	-	11/3/17
Ray Mueller	Ray Mueller	719 " "	Mueller-PC@ATT.net	11/2/17
Jennifer Tuttle	Jennifer Tuttle	11982 Emerald Green Dr		11/2/17
Doug McInnis	Doug McInnis	11532 Lakeshore Drive	Doug.McInnis@comcast.net	11/2/17
CHRISTOPHER BAUSMAN	Christopher Bausman	715 FAIRWAYS CIRCLE	stchristopher@gmail.com	11/2/17
John Heedrick	John Heedrick	1 Whedrick Estet Dr	j.heedrick@outlook.com	11/2/17
LAURA NOCE	Laura Noce	316 Kensington Dr.	lnoce@esbglobal.net	11/2/17
Colleen McEadden	Colleen McEadden	434 Runnymede Dr.	cmceadden@esbglobal.net	11/2/17
Frances Gould	Frances Gould	515 N Mosley Rd	frangould@aol.com	11/2/17
Mahmoud & Shireen Galban	Mahmoud & Shireen Galban	112, Emerson Rd	mgalban@gmail.com	11/2

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

- substantially increase noise, traffic hazards and congestion
- adversely affect property values and the character of the surrounding neighborhoods
- cause safety concerns for nearby residents based on the nature of the operation
- overtax public utilities

[illegible]

SCHULTZ & ASSOCIATES LLP

Attorneys at Law

A Registered Limited Liability Partnership

640 Cepi Drive, Suite A

Chesterfield (St. Louis), Missouri 63005-1221

www.sl-lawyers.com

MARY BRIGID SCHULTZ

Admitted in Missouri, Illinois

mschultz@sl-lawyers.com

Telephone (636) 537-4645

Facsimile: (636) 537-2599

Direct Dial: (636) 733-6646

November 2, 2017

Planning Commission, City of Creve Coeur

Hon. Beth Kistner, Chair

Hon. Gene Rovak

Hon. Tim Rarney

Hon. Heather Silverman

Hon. Matthew Shuh

Hon. Muria Hall

Hon. Donald Magruder

300 N. New Ballas Road

Creve Coeur, MO 63141

**Re: 17-28 & 17-29
HBE Corporation**

Dear Members, Creve Coeur Planning Commission:

I and my law firm represent Ms. Diana Sprich of 417 N. Mosely Road. I am writing this letter to follow up on my comments during the meeting of the Creve Coeur Planning Commission on October 23, 2017. The Planning Commission left the public hearing open, so I ask that this letter be included in the record for the public hearing.

As I mentioned during my comments to the Planning Commission on October 23, 2017, there are at least 4 reasons enumerated in § 405.390 of the City's Zoning Ordinance that render the proposed HBE development ineligible for rezoning to PCD:

1. **Access.** Mosely Road is neither a major or minor arterial road as defined by Creve Coeur, but rather a "collector" road on the City's street classification map. Section 405.390.b.(1) provides that:

Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindberg Boulevard, North New Ballas Road or any street within the "L1" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street

November 6, 2017

Page 2

classification map or from any street within the "L1" Light Industrial zoning district.

2. Adjoining area is not predominantly "non-residential".

Staff had determined that 51.52% of the adjoining area is commercial and 48.48% of the adjoining area is residential. Respectfully, the staff's findings is belied by the aerial photo of the subject property and surrounding properties previously provided to the Planning Commission. Three of the four sides of the subject property are residential. Further, there is no margin left for error by the staff. Even by the staff's calculations, which are belied by the facts, staff has found that only 51.52% of the area within 500 feet of the subject property is commercial. Even the staff's calculation is extremely close.

- 3. Absence of Required Findings.** The Zoning Administrator has not made the findings required by §405.390. In particular, in order for a proposal to be eligible for rezoning to PCD, the Zoning Administrator must find (first) that the development could not be approved under any other zoning district, and (second) that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plain due to the fulfillment of the purpose of §405.390.

- 4. Not compatible with surrounding neighborhoods.** Section 405.390.D.b. requires that a PCD development be "compatible with surrounding neighborhoods".

In addition to the "black and white" lack of eligibility of the HBE proposal for a PCD rezoning, there are many "gray" discretionary reasons for denial. The HBE proposal is for poor use of land. Many of the residents surrounding the subject property testified about problems they fear from HBE's proposed development. Here is my own summary of those reasons.

- The HBE proposal contravenes the very purpose of zoning, and Creve Coeur's own Zoning Ordinance. The HBE proposal offers insufficient protection of the City's residential core. See generally, §405.020.A.1.
- Creve Coeur demands better than what has been proposed. The City encourages "*the most appropriate use of land*", not just an acceptable use, or a proposed development that could be "shoehorned" onto a particular parcel. §405.020.2.

November 6, 2017

Page 3

- Creve Coeur has recognized that one of the purposes of its own zoning is to “conserve and enhance the value of property”. §405.020.2. The many residents who testified in opposition to HBE’s proposal maintain that the proposed development would adversely affect their property value.
- Creve Coeur’s zoning decisions are to be guided by the stated purpose “to minimize the adverse impact of development on adjoining or nearby properties.” § 405.020.4.
- Creve Coeur requires that development must provide a beneficial relationship between the uses of land and buildings and the public street system. §405.020.A.5. Mosely Road is a narrow, winding residential street that was not constructed and not appropriate for the type and quantity of traffic that would be generated by this proposed development

Please recommend denial of HBE’s proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "M.B. Schultz", with a long, sweeping horizontal stroke extending to the right.

Mary B. Schultz

/ms

November 6, 2017

To Planning and Zoning Members
 Honorable Mayor and City Council Members
 Mr. Jason Jaggi
 Ms. Whitney Kelly

I would like to add the following for the record:

- The Proposed HBE hotel application states that there will be 260 rooms. Following the applicant's guests per room figures of 80 King Suites (6 people per suite), 74 Double Queen Suites (6 people per suite), 74 King Rooms (2 people per room), 29 Double Queen Rooms (4 people per room) there is a possibility of 1188 +/- STRANGERS being brought into our neighborhood on any given day.

Syracuse, NY Tapestry has guest rooms for \$116 a night, not a high-end hotel. I am sure Creve Coeur Tapestry will have to match the Marriott of \$99 a night (Trivago price \$59) to be competitive.

- Mosley Road is not now, nor has it ever been an ARTERIAL Street. It is posted 30 mph, double fine, and has TRUCK LIMITS posted at each end with a 1 TON LIMIT. The Comp Plan 2030 lists Mosley as a "local street", the City Street Map lists Mosley as a "collector street".
- If you will notice, HBE's Traffic Study submitted by Lochmueller Group, page 230 in your packet, states that "Mosley Road is classified as a minor collector."
- In 1981 under current HBE ownership 3 Underground Storage Tanks left over from the Moter Gas Station at 11304 Olive Boulevard were "closed in place". These tanks were probably steel, left underground to rust, corrode and possibly collapse, leaching gas and waste oil into our groundwater. The tanks could be exposed or ruptured with any digging or may be compromised by the proposed "adding of 3 feet of fill dirt" in that general area. A Phase II, ground sample testing and GPR (ground penetrating radar) may be necessary to determine what course of

action would need to be taken according to the EPA and Missouri Department of Natural Resources.

- The applicant states that they were “unwilling” to meet the current zoning to convert to a Class A Office Building. According to the St. Louis Business Journal it was built as a Class B Building.
- Crime – upon calling CCPD in August the officer stated to me that there have been 96 calls to The Drury in the past 2 years. That is almost 1 call a week. Many times an officer is accompanied by another back-up unit, Fire Department and Ambulance. If this holds true, any sales tax generated by the Hotel (Creve Coeur has no hotel tax) would be offset by the increase in City services. Based on the lower room rates the Tapestry would charge, crime would likely increase.

Diana Sprich
417 N. Mosley Road

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
11226 MOSLEY MANOR COURT do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Carol M. Lippman Teri G. Merchant

CAROL M. LIPPMAN + TERI G. MERCHANT TRUSTEES OF LIVING TRUST DATED 9/1/17

State of Missouri County of ST. LOUIS (ss)

On this 3RD day of NOVEMBER in the year 2017

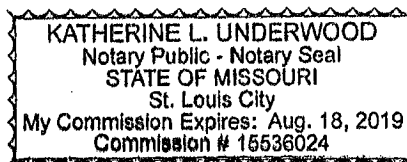
Before me, the undersigned notary public, personally appeared

Carol Lippman Teri Merchant

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Katherine L. Underwood

Notary Public



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 623 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Robert Daus

Robert Daus

STATE OF MISSOURI

COUNTY OF St. Louis

On this 8th day of September in the year 2017, before me, the undersigned notary public, personally appeared Robert Daus Jr., known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

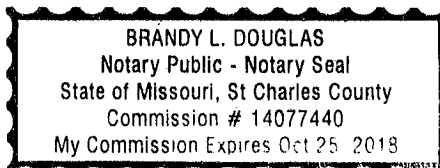
Brandy L. Douglas

Notary Public

Print Name: Brandy L. Douglas

My commission expires:

10-25-2018



From: [REDACTED]
 Subject: [REDACTED]
 Date: November 6, 2017 at 2:12 PM
 To: [REDACTED]

RECEIVED

NOV 07 2017

Creve Coeur means "broken heart" in french. BUILDING DEPT.

You have broken our hearts with what you want to come into Creve Coeur. We do not want another hotel on Olive Blvd. We have two already: the Courtyard by Marriott and the Drury Inn; both down the street from the HBE building.

When I worked at Monsanto in the 70's, we had our guests stay at the Frontenac Hilton on Lindbergh, which is very close for them to stay. So that is three close hotels to stay at.

You talked about a traffic study; how can you do a study on traffic from a building that is almost empty. You are not getting a true picture of the situation. When the building was full (before HBE told those people they could not stay any *Longer*)

~~When~~ the cars coming out of there at 5:00 pm. made traffic so busy; they had a hard time making a left or a right turn. When we would come out of our subdivision (Park West), we also were trying to get into the same center lane so

we could get out. It was a traffic nightmare. Now you want to put a hotel there, with that kind of traffic all day and evening trying to get out on to Olive blvd.

I think a medical building would be great there; maybe Barnes Hospital could use some more space.

Now you want to bring a Waterway Car Wash and gas station on Olive at Grasser. Do not understand why they would not stay where they are right near some new apartments that they would get so much business from. We have two

of those right across the street from where you want to build this. You have a Shell and Mobil, both have car washes; so, now that would be three hotels and three carwashes and gas stations. We do have another gas station

(a Phillips 66 on Olive and Ballas)

When you use eminent domain to have businesses move so you can put in another business in it's place, is terrible. I worked at CityPlace for over 20 years and Creve Coeur used eminent domain to close a gas station had been

there for so many years. A lot of us used that station to get gas before we left to go home. It stayed vacant for years (because of the gas tanks underground) and then a Fresh Market was built. I told everyone that it will be closed

in six months; well, it closed in 8 months. Now we look at a vacant business. Do you know why it did not make it; because on Olive we have Aldi's, Trader Joe's, Schnucks and Dierbergs. Really, how many grocery stores do we need?

I think Trader Joe's should move into the old Fresh Market. Their parking lot is so small. You also took away parking spaces from McDonalds. The old McDonalds had so many parking spaces before you made them move. Did you

ever try and ^{get}~~set~~ into McDonalds at lunch time? They have someone directing traffic because the guests can't back out of their spots. So you messed up two businesses to get this Fresh Market. Does that seem right.

Where you want to put this WaterWay, you will be taking down Edward Jones (my stockbroker, whom I have been using there for years) Olive Shoe Repair (where I get my shoes shined and repaired - they also make keys -) they are

the sweetest couple you will ever meet. Krummenacher Pharmacy where I used to get my prescriptions filled and still shop in there. I have known them for over 40 years. The Creve Coeur beauty shop - the new owner just

purchased this shop a few years ago and now you want to take her business away from her. Also the nail place and cleaners that has been there also for so many years. Have any of you gone into those

businesses and met

these wonderful people that want to have their business in Creve Coeur and you want them to move out.

Have you every counted the banks on Olive blvd; there are too many to count. How do you expect these businesses to make it; if you keep putting in competing businesses.

There is a lot of empty ground behind Starbucks that you could build your Waterway.

I think Creve Coeur will not be the wonderful city and name it used to be. I am sorry, but you are downgrading this wonderful city.

On a positive note; I do like that you are putting two new restaurants where Macaronni Grill was taken down.



July 26, 2017

Mr. Jason Jaggi, AICP
 Director of Community Development
 City of Creve Coeur, Missouri
 300 North New Ballas Road
 Creve Coeur, MO 63141

RE: 11330 Olive Boulevard Development Response to Traffic Impact Study Comments
 517-0058-OTE

Dear Mr. Jaggi:

Lochmueller Group has received your comments on the traffic impact study prepared for the proposed 11330 Olive Boulevard Redevelopment at the intersection of Olive Boulevard and Mosley Road in Creve Coeur, Missouri and would like to offer the following responses. We have provided the comments in *italics* immediately followed by the corresponding response.

City Consultant's Comments

Comment 1: *On page 3, please add that the study also addressed the midday peak period for a typical weekday.*

Response 1: At this time, we do not intend to resubmit the full study. In the event we do, we will make this adjustment. It should be noted that MoDOT comments have not yet been received for this study.

Comment 2: *The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, as shown in Figure 8 on page 23. No traffic was assigned to and from the west on Olive Boulevard to the Mosley Road signalized driveway. While this intersection can only be accessed from the eastern portion of the site, it seems prudent to assume that some site traffic would utilize the signal at Mosley Road to turn onto Olive Boulevard to travel west.*

Response 2: We believe by showing the distribution as we did, it reflects a worst-case scenario for the driveway entrances. The northbound approach to Olive Boulevard on Mosley Road was shown to have available capacity in the event some left turning traffic did use the signal, but the potential impact at the driveways would not have been revealed.

Comment 3: *The study should acknowledge that existing and forecasted queues from the Mosley Road intersection will often block the central driveway during peak hours. This is a condition not favorable for the operation of the driveway, however it is an existing condition and will only affect those exiting the site at this location.*

Response 3: Agreed, the queue will often block the east driveway on Olive Boulevard. This is not unusual for a corridor such as Olive Boulevard, and this situation meets driver's expectation.

Mr. Jaggi
 July 26, 2017
 Page 2

Comment 4: *In the future scenario, the directional distribution for new trips for the fueling station expansion and redevelopment sites was assumed to be 30% to/from the west and 70% to/from the east on Olive Boulevard redevelopment where 65% of new trips would travel to/from the west, 30% to/from the east and 5% to/from the south on Mosley Road. It is recommended that the study provide reasoning for the directional distribution for these land uses to be weighted to/from the west versus a distribution more similar to that proposed for the redevelopment project or more even based on prevailing traffic volumes.*

Response 4: The proposed uses at the 11330 Olive Boulevard site would be more heavily influenced by proximity to I-270, whereas the 2039 redevelopment sites at Schulte and Graeser are service oriented, located midway between I-270 and Lindbergh Road, and would likely draw more local traffic from all directions, resulting in the assumption of an even distribution of approximately 30% from the west and the remaining to/from Schulte (or Graeser) (30-35%) and the east on Olive Boulevard (30-35%) rather than draw customers because of the site's proximity from I-270.

Comment 5: *It is recommended that the study incorporate the intersection of Olive Boulevard and Office Parkway North into the Synchro model in order to better understand queueing at this intersection, specifically in the westbound direction and how this impacts the operation of the northwest driveway. Including this intersection would provide more insight to the progression and platooning on Olive Boulevard and what opportunities side street motorists would have to access the arterial.*

Response 5: The study for Wolff Properties cited in the study prepared by Lochmueller Group in 2015 was used to add this intersection to the Synchro model as requested in the comment. The previous study reviewed 2015 and 2035 conditions. These 2015 and 2035 volume forecasts at Olive Boulevard and Office Parkway North for all movements to and from the minor street approaches were placed into the 2019 and 2039 models. The eastbound and westbound through volumes were then balanced with the subject site's west driveway. Signal timings were added as well. The westbound volume data assumptions and resulting queue lengths are presented below.

Forecasted Year		2019						2039					
Time		AM		MD		PM		AM		MD		PM	
Approches		WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT	WBL	WBT
Traffic Volume		110	1198	100	1297	85	1395	120	1321	105	1456	85	1558
Queue Length	50th (ft)	16	138	26	308	22	283	18	164	27	376	24	426
	95th (ft)	28	149	46	395	42	464	39	163	m78	463	m64	504

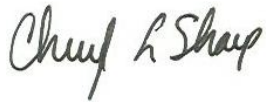
The queue storage length between Office Parkway North and the west entrance is approximately 325'. Similar to the eastbound queues on Olive Boulevard at Mosley Road discussed in the Comment 3 above, the westbound queues approaching Office Parkway North may extend past the west entrance of the site during the peak periods of the day. However, it should be noted that the 50th percentile queues will not extend past the intersection in 2019 in any of the three time periods. Therefore, when there is a gap in

Mr. Jaggi
July 26, 2017
Page 3

traffic due to the signals at Office Parkway North and Mosley Road, drivers would typically be clear to move to the back of the westbound queue and not block eastbound traffic. Per the finding in the traffic study, it is recommended that wayfinding signage be placed in the parking circulation area to direct patrons and visitors to the Mosley Road entrance. This will help reduce the traffic load at the entrances during the peak hours, while leaving convenient full access at the entrances during non-peak periods.

We trust you will find this information useful. Please contact me at (314) 621-3395 if you have any further questions regarding the traffic impact study for the redevelopment project at 11330 Olive Boulevard.

Sincerely,
Lochmueller Group, Inc.

A handwritten signature in black ink, reading "Cheryl L. Sharp". The signature is written in a cursive, flowing style.

Cheryl L Sharp, P.E., PTOE
Project Manager

RECEIVED
JAN 22 2018
PLANNING DEPT.

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11234 Mosley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Levinson Quail Creek Properties, Alex Levinson, manager
Alex Levinson

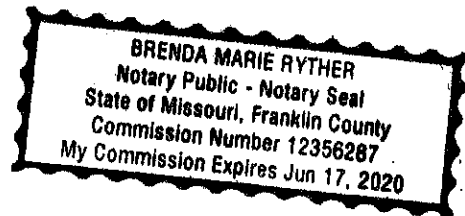
State of Missouri County of Franklin (ss)
On this 6th day of Nov in the year 20 17

Before me, the undersigned notary public, personally appeared

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Brenda Ryther

Notary Public





Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Goddard School Creve Coeur

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Aug 21, 2017 at 9:32 AM

----- Forwarded message -----

From: **Barry Glantz** <bglantz@crevecoeurmo.gov>
Date: Sat, Aug 19, 2017 at 9:34 PM
Subject: Re: Goddard School Creve Coeur
To: "Creve Coeur, MO - The Goddard School®" <CreveCoeurMO@goddardschools.com>
Cc: Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Hi Julie - it's good to hear from you !

HBE has not yet presented to either the City Council or our Planning and Zoning Commission.

That said - they have recently submitted a plan to the City to redevelop the existing HBE building and convert it into a hotel. City staff is currently reviewing that proposal, and it will probably be presented to the planning and zoning commission at one of their meetings in September (they meet the first / third Monday of every month in City Council chambers).

The City Council will review the proposal only after it has gone through staff review and been thoroughly reviewed by the Planning and Zoning Commission - with a recommendation for approval or denial.

This past Thursday evening, HBE did host an informal meeting for neighboring residents most affected by the proposal. While this is not an official City requirement - we do highly recommend that developers with a "project of significance" try and meet with neighbors most directly affected.

I was unable to attend, but believe that one or both of the Ward II city council representatives were in attendance (I have copied both of them on this reply e-mail message as well).

I have seen the proposal and met with HBE representatives a number of times - and believe that as currently outlined, the redevelopment of the site will have a very difficult approval process (at best).

I have also copied our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi) on this e-mail message - and believe that any / all can keep you updated on the proposal timeline.

The information should also be available on the City's website as well.

Please let me know if I can be of further assistance.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Aug 18, 2017, at 12:10 PM, Creve Coeur, MO - The Goddard School® <CreveCoeurMO@goddardschools.com>

wrote:

Hi Barry,

It was address to me by serval of our Goddard families that at last night's City Council meeting there was a proposal for a new hotel in the HBE building at the corner of Olive and Mosley. Obviously this is very concerning to myself and many families at Goddard. I was curious if you can get me a copy of the proposal that was summited last night and if they have set a date for the planning and zoning meeting? Thank you in advance and have a great weekend!

Julie Bunton

Owner

<image004.jpg>

EMAIL: Crevecoeurmo@goddardschools.com

MAIN: 314-677-1414

FAX: 314-696-6615

- - - - -

11222 Olive Blvd.

Creve Coeur, MO 63141

- - - - -

GoddardSchool.com

<image003.jpg>

--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
[314-872-2504](tel:314-872-2504)

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

HBE project

james hentschell <jhench321@gmail.com>
To: ellen lawrence <ellenblawrence@yahoo.com>
Cc: whitney kelly <wkelly@ci.creve-coeur.mo.us>

Sun, Aug 20, 2017 at 4:00 PM

ellen, good afternoon. I wanted to quietly explain what I was talking about at the HBE info meeting. It was difficult to hear and I know all of us had a hard time following the dialog.

1) Code 405.390.C. Eligibility - A hotel is a conditional use under the present zoning. It therefore cannot be approved under a planned zoning district. HBEs architect stated that the hotel could be built under the present CB zoning but CC staff "encouraged" them to apply for a zoning change to PCD. I find it hard to believe that staff could encourage a zoning change that the code does not allow.

2) Code 405.390.D.2.b (1) This section states that ALL access shall be from Olive. The attorney told me that HBEs plan, with access to Mosley Road, is in "substantial compliance" with this code section. It does seem that the code does not allow variances to a definitive requirement. Joe Lehrer, HBE boss, echoed the attorney's justification.

3) I did not bring this up, but it is easy to draw "future" projects on the site map. The code requires HBE to show some features that compliment the hotel, but I find no requirement that the strip retail and restaurant actually have to be built. Due to HBEs history, it would seem prudent to have, as the part of any approval, a performance bond for the out buildings. A 3-5 year time limit and maybe a 500K penalty for non-compliance seems proper.

After the meeting several people gathered in front and fussed. Mosley access was a sore point as well as an open pool on the residential side of the hotel. The landscape buffer was another thorn. Potential for transient bad behavior was also raised. Lastly, due to HBEs recent disposal of a large development in Colorado, the sell off of the Adam's Mark hotel chain and the closing of HBE there was a serious concern that Kummer would get the zoning, build a hotel, sell it and walk away.

Pardon my droning on, but I know you rank the residents much higher than any developer and probably are not offended by my essay. Thanks for listening.

--
james hentschell
hentschell architect
11338 mosley lane
creve coeur, mo 63141
314-482-8065



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

1 message

Dnote <Dnote@swbell.net>

Thu, Oct 12, 2017 at 5:42 PM

To: Jjaggi@crevecoeurmo.gov, dnote@swbell.net

Cc: jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, ssunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov

o: Member of Creve Coeur City Council

To: Planning and Zone Committee for Creve Coeur

To Trustees of Fairways plats 2 & 3 subdivision

Regarding: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

From: James and Dolores Baechle trustees of Baechle Living Trust at [726 Fairways Circle](#) on southwest corner of Fairways and Mosley Road.

Right now it is a 9 to 5 type of use building which is fine. Before we moved here 30 years ago, we looked at the building and parking lot, and decided it was not an issue being so close to the house we wanted to buy. The grounds were well maintained and it looked like a park. The building was large and dominated the north direction from our house, but it did not cause any problems once the trash truck stopped coming to the HBE Building at 3:00 a.m. There was traffic in the morning and again in the evening and that was it.

The change to a hotel makes it a 24 hour/7 day a week business, and a chance for constant noise. This is a residential area very close to the property line and back of the HBE building. In addition, the hotel model of the property has an open air swimming pool close to the residential property line. Put the swimming pool on the Olive side. Better yet, do not approve the rezoning. We have two other hotels in town and one under construction on the city edge in the county. All three hotel locations are not near a residential area, and are near the interstate highway. The hotel is a misfit at this location. Because of lack of space, a sound buffer cannot be put into place between the back of the HBE building property and the residential subdivision behind it. How often does the trash truck service a hotel? Does it come more than once a week? How about the other service trucks for a hotel? The back of the building is very close to my subdivision.

Then, there is the addition of strip stores and a stand-alone restaurant. More traffic will be caused by both new buildings. Is the parking sufficient for all this new activity?

Right now the light at Olive on Mosley is a 3 minute wait, and traffic does back up on Mosley. The curb cut for the entrance and exit accessing the HBE parking lot on Mosley is near a blind curve. To access west bound Olive, the Mosley exit must be used with a left turn which has limited visibility to the south direction on Mosley. This means more traffic on Mosley at all times, and more chances of accidents. Add a restaurant and strip stores and that adds more cars on the parking lot which need to access Olive or Mosley. The added traffic will be at all times, not just in the morning and evening rush. Is there enough parking for all the new activity? There will be less ground for parking because of new buildings, and customers for the new buildings will need parking space. Sounds crowded.

With hotel business comes crime. The average room rate quoted at an info meeting on August 17th, is \$160. This is not a high end hotel. It is average, and an attractor for crime. If the rooms go on the hotel websites, the rate drops greatly from the \$160. Will the police department need to be expanded for the added transient traffic and the problems it brings? Can the city make enough money in taxes from the hotel to cover the cost of police expense?

If spot zoning is given to this property, and then it is not developed, but sold by HBE, what does that do to my residential area? Do we have any protection from new developers? Will Planning and Zoning become involved with new owners and a new development?

We vote NO.

James O. & Dolores M. Baechle, trustees for Baechle Living Trust

726 Fairways Circle

Creve Coeur, MO 63141

October 12, 2017.



The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Jason Jaggi
Director of Community Development
Planning Department
300 N. New Ballas Rd.
Creve Coeur, MO 63141

RECEIVED
SEP 14 2017
PLANNING DEPT.

Dear Mr. Jaggi,

My name is Julie Bunton and I am the on-site owner of Playful Learning LLC, The Goddard School, located at 11222 Olive Blvd. We have owned this property for a little more than four years and service childcare for roughly 130 children between the ages of six weeks and five years old. I chose to build a school in the Creve Coeur community for several reason, but one of the top priorities was because of the safety of the children and families that I would be servicing. Our property ends approximately 50 feet from the east parking lot entrance/exit of the HBE Office Building located at 11330 Olive Blvd.

As a small business owner and a mother myself I have very high concerns for the proposal to rezone the property at 11330 Olive Blvd. to a Planned Commercial District for a Hotel. A hotel brings a very transient population which could include crime, prostitution, drugs, among many other unsafe activities. I as a business owner worry about hotel staffing and guest coming onto our property. At The Goddard School we have had several unwanted guest on our property cutting through our back exit onto Mosley to get to Olive and have had a few car break ins. I worry that the hotel will only increase the traffic on my property either by car or by foot.

I also worry about my property in the evenings when our facility is closed. Although our facility has high security measures, can the City of Creve ensure that or the hotel management guarantee that guest and staff will not be coming onto our property at night?

Traffic flow onto Mosley, especially at morning and evening parent drop off is another high concern. We currently ask all of our families that need to exit west onto Olive Blvd. to use our back exit onto Mosley and exit west onto Olive at the stop light of Mosley and Olive. I worry that staffing, truck delivery, and guest of roughly 260 rooms, will cause an increase in traffic flow in which Mosley cannot handle. (We are experiencing this issue currently with Ladue being closed).

I appreciate you reviewing some of my concerns with the potential development of this hotel. I ask that you share my concerns with fellow council member and that you vote "no" to the rezoning of this property. I am available to answer any questions that you may have and look forward to seeing you at the Planning and Zoning meeting once scheduled.

Julie Bunton
Playful Learning Properties LLC, The Goddard School
11222 Olive Blvd.
Creve Coeur, MO 63141
314-677-1414

KARI SUFFICOOL, MD

11242 Mosley Manor Ct, Creve Coeur, MO 63141 | (573) 645-9393 | kari.sufficool@gmail.com

SEPTEMBER 1, 2017

Jason Jaggi
Director of Community Development
Planning Department
300 N. New Ballas Rd.
Creve Coeur, MO 63141

Dear Mr. Jaggi:

I am a resident of Creve Coeur Ward 2 and have lived for a year and a half in the new cul-de-sac development of The Villas on Mosley with my husband, Adam Littich, and 1 ½ -year old son, Alexander. We chose to move out of St. Louis City and made the decision to buy our first family home in Creve Coeur because of the quiet suburban neighborhood, great school system, and safe environment in which to raise our young son. Our front yard is approximately 100 feet from the east parking lot entrance/exit of the HBE Office Building at 11330 Olive Boulevard.

As a mother, homeowner, and community member, I oppose the #17-028 and #17-029 HBE Proposal to Rezone 11330 Olive Boulevard to the Planned Commercial District for Hotel, Commercial/Retail, and Restaurant uses, that will be discussed at the September 18th Planning and Zoning Commission Meeting for the following reasons:

1. Concerns of a mother:
 - a. The hotel business brings a transient population, and with it, crime, prostitution, and drugs. The hotel management cannot guarantee that the character of all hotel guests will be upstanding and cannot predict/prevent bad behavior by each guest. This is not an environment in which I want my son to be raised. He will be playing in our front yard and walking home from the bus stop just south of us on Mosley Road. He deserves a safe home and a neighborhood where he doesn't have to be concerned about the type of people that will be right outside his front door.
 - b. Our son attends The Goddard School, which is a childcare facility for infants to pre-K students at 11222 Olive Boulevard. Should a person with mal-intent / predatory tendencies take up residence at the proposed hotel, can the City Council ensure the protection and safety of these children as they come and go to the school each day & play on the playgrounds surrounding facility? Of note, with the current zoning as an office location, during the past year, there have been several car break-ins in the parking lot of The Goddard School and I can only imagine that converting the location to a hotel and commercial/retail space, would increase the foot-traffic and create an environment for more potential crime to occur. At a minimum, it would seem that increased surveillance/presence by the Creve Coeur Police Department would be needed, and this would not be an insignificant cost to the community and the police force.

- c. The presented hotel development plan outlined that the east parking lot entrance/exit would be used as a truck/delivery traffic-way. Given that our home is approximately 100 feet from this location, our son would be at increased risk of being hit or run-over by these large trucks as they enter and exit our residential area. Truck drivers may not be watching for children playing or be mindful of our son and his playmates as they are playing in our yard and/or crossing the street. This concern also applies to other residents in the neighborhood who enjoy walking along Mosley Road for exercise and leisure. Additionally, as many deliveries of food-stuffs for the hotel restaurant and the public restaurant proposed for the Northwest corner of the property would likely be during the evening/night hours, this would be a disturbance to our home and neighbors when we are trying to put our children to bed and get to sleep ourselves.
2. Concerns of a homeowner:
- a. The presence of a hotel decreases property values of our homes.
 - b. Instead of activity during the daytime hours of 9am-5pm of an office complex, a hotel would bring traffic and noise at all hours of the day, particularly evening and nighttime hours, not to mention light pollution 24/7 to our residential neighborhood.
3. Concerns of a community member:
- a. Traffic volume would increase along Mosley Road, particularly at check-in (5-6pm) and check-out (12pm) hours. These are already busy traffic times on Olive Boulevard and Mosley Road, and, as a consequence, traffic disturbance for the community.
 - b. Furthermore, any vehicles desiring to turn left onto Olive Boulevard would need to do so via the traffic light at the intersection at Mosley Road and Olive Boulevard. This would significantly increase traffic at this intersection, which is already backed up, requiring 2-light cycles to get through the intersection in our current traffic flow patterns. This would make it harder for residents to get to/from home to participate in their daily activities and work days.
 - c. Lastly, the proposed development plan outlined potential retail "strip mall" space on the East side of the property. There are several available retail spaces that have been "for lease" for over a year along the Olive Boulevard corridor, and I am not entirely sure what would be different about this particular retail space such that it would be filled, given that many others have not been able to rent their vacant retail space (e.g. empty retail shop space immediately East of the HBE Office Building between the Subway and Fred & Ricky's at 11252 Olive Boulevard).

I appreciate your attention to these concerns. I urge you deliberate and discuss these issues, and more importantly, and urge you and our Council Members to vote "no" to the re-zoning request at the upcoming meeting on September 18, 2017. Thank you in advance for your time and consideration.

Sincerely,

Kari Sufficool, MD

October 22, 2017

To: Creve Coeur City Council Members
To: Creve Coeur Planning and Zoning Commission
To Trustees of Fairways Plats 2 & 3 Subdivision

Re: HBE rezoning request to hotel plus adding structures on site at Olive and Mosley Roads

To All Those Concerned:

Please place this letter in the Commission and Council's packets.

We are residents of Fairways Subdivision, Plats 2 & 3, the first subdivision south on Mosley from Olive, and are writing to submit our objections to the re-zoning and hotel proposals in regard to 11318 Olive Blvd., now known as the HBE Building.

One of our main objections is that the HBE property is very close to residential property lines and may be a source of disturbance to us and our neighbors. We question whether there is a huge need for another hotel in Creve Coeur, as there are other hotels that may already fill any need for hotel space.

Although the traffic study indicates that the proposed uses of the site will have "negligible impact" at the site, we do not believe that will be the case not knowing what additional strip stores would be placed there nor how the restaurant would affect the flow. We personally have to wait a long time (at least three long minutes) to make a left turn from Mosley onto Olive now, even at 6:00 in the morning when little traffic is present.

We are also concerned that if spot zoning is given to this property and at some time someone else develops the property, what might happen to the tranquility in our neighborhood? We bought our property here because we like the current, quiet environment in our subdivision. Please keep the zoning as it is and consider developing the HBE building into something more modest. Thank you!

Sincerely,

Gary and Diann Bomkamp

Gary and Diann Bomkamp (Fairway Plat 2 & 3 Trustee)
612 Fairways Circle
Creve Coeur, MO 63141 (314-432-7719)

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan...". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values...(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a \$99 a night cost, but outside sale sites posted \$59. Not the high-end business we want abutting a residential area.)

- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoning change to PCD? (Section 405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Fwd: [Mayor-Council] proposed hotel at Olive and Mosley

1 message

Mark Perkins <mperkins@crevecoeurmo.gov>
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Sat, Oct 21, 2017 at 12:40 PM

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: John Peterson <john.m.peterson@sbcglobal.net>
Date: October 21, 2017 at 10:13:51 AM CDT
To: mayor-council@ci.creve-coeur.mo.us
Subject: [Mayor-Council] proposed hotel at Olive and Mosley

I would like to register my opposition to the proposed hotel at Olive and Mosley. This hotel will create even more congestion than we encountered when Ladue Road was closed and the inconvenience was considerable. Additionally, there are a number of school buses and bus stops on Mosley, and a child care facility within 200 yards, that will be affected by not only excess traffic, but also a population that largely is not from the area, and will have no vested interest in safety, or aesthetics.

Two outlying restaurants will create hundreds of additional cars per day, and those restaurants are sure to have liquor licenses. I don't see any good that will come from this project considering the number of young families in the vicinity. I am 100% opposed to this project, and I live south of Ladue Road. I can only imagine how those off Mosley are reacting.

Regards,

John Peterson
11367 Elzey Street
314/503-3506
john.m.peterson@sbcglobal.net



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: No zoning change for HBE

1 message

Deborah Ryan <dryan@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:27 PM

----- Forwarded message -----

From: **bwhuss** <bwhuss@sbcglobal.net>
Date: Mon, Oct 23, 2017 at 3:19 PM
Subject: No zoning change for HBE
To: bglantz@crevecoeurmo.govWendy and Bill Huss [639 Fairways circle](#)

Happy Connecting. Sent from my Sprint Samsung Galaxy S® 5

--

Deborah Ryan

City Clerk

PLEASE NOTE MY NEW EMAIL ADDRESS:dryan@crevecoeurmo.gov

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

[300 N New Ballas Road](#)[Creve Coeur MO 63141](#)[314 872 2517](#) (office)[314 872 2539](#) (fax)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Please vote NO on hotel

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:27 PM

----- Forwarded message -----

From: **Lauren Ming** <lming1@icloud.com>

Date: Mon, Oct 23, 2017 at 3:08 PM

Subject: Please vote NO on hotel

To: "Barry Glantz - Mayor bglantz"@crevecoeurmo.gov, "Alexis Travers - Ward 1 atravers"@crevecoeurmo.gov, "James Faron - Ward 1 jfaron"@crevecoeurmo.gov, "Ellen Lawrence - Ward 2 elawrence"@crevecoeurmo.gov, "Ted Ruzicka - Ward 2 truzicka"@crevecoeurmo.gov, "Charlotte D'Alfonso - Ward 3 cdalfonso"@crevecoeurmo.gov, "Robert Hoffman - Ward 3 rhoffman"@crevecoeurmo.gov, "Scott Saunders - Ward 4 ssaunders"@crevecoeurmo.gov, "Sue Baseley - Ward 4 sbaseley"@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. Hotel saturation. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. Tax generation. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Lauren Ming

709 Fairways Circle,

St. Louis, MO 63141

Donate Life! Register to be an organ donor

Lauren Nash Ming
Leo H. Ming Jr
Mingo & Associates LLC
Management Consultants
314 541-8083

Sent from my iPhone (please excuse typos)

--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Proposed Hotel Development

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:28 PM

----- Forwarded message -----

From: **Laurna Godwin** <lgodwin@vector-comm-corp.com>
Date: Mon, Oct 23, 2017 at 11:48 AM
Subject: Re: Proposed Hotel Development
To: Barry Glantz <bglantz@crevecoeurmo.gov>
Cc: elawrence@crevecoeurmo.gov, Ruzicka Ted <truzicka@crevecoeurmo.gov>, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thanks Mayor for your timely response. I sent a similar email to Alderwoman Lawrence this morning.

I will be attending tonight.

Please include my email as part of the public record and distribute to all Planning and Zoning members.

Thanks again,

Laurna Godwin
Owner/President
Vector Communications
Power House at Union Station
401 South 18th Street
Suite 325
St. Louis, MO 63103
(w) 314-621-5566 x101
(cell) 314-210-8115
lgodwin@vectorstl.com
www.vectorstl.com

On Oct 23, 2017, at 11:42 AM, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:

Laurna - it's good to hear from you....thanks so much for taking the time to write and clearly outline your thoughts and opinions in regard to the HBE proposal.

As you are probably aware - this issue is scheduled to be presented to our Planning and Zoning Commission tonight (6:30 pm at the Creve Coeur Government Center) and the hearing will include ample time for public comment.

Once the Planning and Zoning Commission has received sufficient input and feels that they have enough information to make an informed decision - they will vote to either recommend approval or denial when the proposal is finally presented to the City Council.

I have no timeline yet for that part of the process.

Please be assured that the Planning and Zoning Commission, members of the City Council and I take this matter very seriously, and are acutely sensitive to the opinions of all residents in the area.

Thank you again for taking the time to write. I have included your Ward II City Council representatives (Dr. Ellen Lawrence and Mr. Ted Ruzicka) on this reply e-mail message, as well as our City Administrator (Mr. Mark Perkins) and Director of Community Development (Mr. Jason Jaggi)....so that they are all aware of your thoughts and comments on this matter as well.

In addition, if you would like, I will request that your e-mail message be made part of the record and distributed to all Planning and Zoning members at the Public Hearing this evening.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 22, 2017, at 7:59 PM, Lurna Godwin <lgodwin@vector-comm-corp.com> wrote:

Hello Mayor Glantz:

I have met you a few times most recently when I brought the head of the Missouri Department of Transportation to meet you and Pat Kelly of the Municipal League of Metro St. Louis. I live at [11230 Mosley Manor Court](#).

I can't remember the last time I contacted my mayor about an issue but I am compelled to contact you about the proposed hotel project by HBD. My husband, Sam Hutchinson, and I are totally against this project. In fact, everyone living in Villas on Mosley has discussed this issue and we are all against it. A hotel, plus a strip mall on that lot will be detrimental to property values, create a safety concern for small children who live in our area and those who attend the Goddard School, and create much more traffic and congestion.

I hope you will support the people whom you represent and vote against this proposal.

[Lurna Godwin](#)
[Owner/President](#)
Vector Communications
Power House at Union Station
[401 South 18th Street](#)
[Suite 325](#)
[St. Louis, MO 63103](#)
(w) [314-621-5566 x101](#)
(cell) [314-210-8115](#)
lgodwin@vectorstl.com
www.vectorstl.com

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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:27 PM

----- Forwarded message -----

From: **Christopher Bansbach** <stlchrisb@gmail.com>

Date: Mon, Oct 23, 2017 at 2:48 PM

Subject: Regarding Hotel Proposal for HBE Building 2017 (updated with my address)

To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov,
elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov,
rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd.

for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would *ever* guess this proposed use would do anything but increase the already congested traffic flow in the area. How

many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. **Hotel saturation.** The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. **Tax generation.** If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Christopher Bansbach
715 Fairways Circle
St. Louis, MO 63141

--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Rezoning of HBE Bldg @ 11330 Olive

Deborah Ryan <dryan@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 2:51 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>

----- Forwarded message -----

From: jmmacd <jmmacd@att.net>

Date: Mon, Oct 23, 2017 at 2:30 PM

Subject: Rezoning of HBE Bldg @ 11330 Olive

To: bgiantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
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7. **Tax generation**. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

J. Michael MacDonald

715 Fairways Circle, St. Louis, MO 63141

--

Deborah Ryan

City Clerk

PLEASE NOTE MY NEW EMAIL ADDRESS:

dryan@crevecoeurmo.gov

MoCCFOA Eastern Division President

MoCCFOA Scholarship Chair 17/18

City of Creve Coeur

300 N New Ballas Road

Creve Coeur MO 63141

314 872 2517 (office)

314 872 2539 (fax)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: rezoning of the HBE building for usage as a hotel

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 3:28 PM

----- Forwarded message -----

From: **Raymond mueller** <mueller-r@att.net>
Date: Mon, Oct 23, 2017 at 11:19 AM
Subject: rezoning of the HBE building for usage as a hotel
To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>
Cc: Diann Bomkamp <dbomkamp@sbcglobal.net>

We are Ray Mueller and Betty of 719 Fairways Circle . We moved to Creve Coeur 3 years ago. Moving from Manchester , Mo we searched for a quieter metropolitan neighborhood to relocate. Creve Coeur was the winner for us. Creve Coeur's reputation for it's quality of neighborhoods and the services that it provides, such as the great police and fire departments, the leaf and limb collections and the trash/ recycling program. We feel we can go on vacation and our home will be safe.

When we researched the area we found the Fairways Circle Subdivision to be quiet and very friendly.

Our property is adjacent to the south side of the HBE building. They have been a good neighbor with a 9 to 5, 5 days a work week. Now they are asking for rezoning to a 24/7 – 365 a day business which will increase the noise level and traffic in addition to the pool that would be open till 10pm.

We strongly oppose the rezoning of this property for hotel usage and respectfully request that you do not approve the rezoning.

In the statement section of the proposal it states “no net cumulative negative impact to the conversion of the existing building into a hotel”

We beg to differ.

The Kummer group has personal reasons to develop this property into a hotel to be completed in 2019 to celebrate a 90th birthday as stated in the meeting with the residents in August. This reasoning has nothing to do with the betterment of the community.

This hotel proposal would create a business that has access 24 hours a day, 7 days a week, 365 days a year with a transient population. The noise level and traffic will significantly increase at all hours, every day of the year.

Under the background statements in the proposal the plan states – “because of the age of the building HBE has determined that it is not feasible to convert the existing building into a “class A” office building”, yet it can convert this same aged building into a hotel? Again, the Kummer’s group preference. Surely the building can be repurposed to attract other business. Let’s not eliminate those options.

The 2 existing hotels east of 270 and Olive are not in residential areas and it is our understanding there is another hotel being constructed at the Kohl’s location west of 270 in the unincorporated area. Plus there is an abundance of hotels in the Westport area.

The existing building is very close to the residential area on the south side as it is.

In the meeting with the residents in August there were other concerns and suggestions made by those in attendance.

- construct a highway type retaining wall between the HBE building and the residential area to the south regardless of the business in the facility to control access to the neighborhood as well as reduce the noise level.**
- Close the access from Mosley onto the property and create a new entrance from the west side of the property onto N. Office Parkway or Office Parkway which would direct traffic through a commercial area.**
- Do not allow any parking behind the building by employees or guests to help reduce the noise level.**
- Move the pool to the east or west sides of the building or better still place it indoors or eliminate it.**

We have heard contradictory statements from the Kummer group and their representatives concerning the usage of the property especially the restaurant and bar. One statement in the material from the August

meeting with the residents states the restaurant will be for hotel guests only, then there was an amended paper handed out at the meeting stating it would be open to the public. In the submitted proposal in the background section to the council it states the restaurant will be for hotel guests, family and friends, 3 meals a day. The bar/lounge is not addressed as to the hours of operation and usage.

How do you enforce the proposals once the operation is up and running?

The best solution to this issue is not to rezone this property.

In closing a hotel is a hotel. You can not control or guarantee the type of people you will attract 24/7/365 days a year regardless of the name of the hotel or the room rate you charge.

Would you like this business in your neighborhood? I would encourage those involved in the decision making to seriously evaluate the impact on the neighborhood. Visit not only the interior of the HBE building but the exterior and the impact it will have on the peaceful surroundings. Examine the south and east sides of the building and get a perspective from the Mosley, Fairways, and other area residents concerns.

We need to preserve the residential area and not create another Manchester Road. Please vote no on rezoning

Thank you

Raymond and Betty Mueller

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd

10/23/2017

Creve Coeur Mail - Fwd: rezoning of the HBE building for usage as a hotel

2.2.aa

Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: hotel at Mosley & Olive

1 message

Barry Glantz <bglantz@crevecoeurmo.gov>

Fri, Oct 20, 2017 at 11:22 AM

To: Roberta Glaser <glasbobie@yahoo.com>

Cc: Faron James <jfaron@crevecoeurmo.gov>, Travers Alexis <atravers@crevecoeurmo.gov>, Ruzicka Ted <truzicka@crevecoeurmo.gov>, elawrence@crevecoeurmo.gov, Hoffman Robert <rhoffman@crevecoeurmo.gov>, D'Alfonso Charlotte <cdalfonso@ci.creve-coeur.mo.us>, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Perkins Mark <mperkins@crevecoeurmo.gov>, Jaggi Jason <jjaggi@crevecoeurmo.gov>

Thank you !

I have included all of the members of the City Council on this reply e-mail message, as well as our Director of Community Development (Mr. Jason Jaggi) and our City Administrator (Mr. Mark Perkins).

Mr. Jaggi - please also share Mrs. Glaser's comments / e-mail with members of the Planning and Zoning Commission.

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO
(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 20, 2017, at 11:14 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

Absolutely. All of the commercial construction in Clayton & even Chesterfield hasn't seemed to hurt either property values or people wanting to live in those areas. It would be nice if we could live in country towns with all of the embellishments of city living. We moved to Creve Coeur when there was only a little grocery store called Dierbergs in a converted house, no theatres or restaurants. Things have changed & if we're lucky enough to have a major company wanting to locate in Creve Coeur & not Clayton, we should embrace them & not shun the opportunity. Thank you for returning my email. We wanted the hotel in the first place.

On Friday, October 20, 2017 09:01:38 AM MST, Barry Glantz <bglantz@crevecoeurmo.gov> wrote:

Thank you for taking the time to write - and for your very thoughtful comments !

Would you like for your e-mail message to be shared with members of the City Council and / or our Planning and Zoning Commission ?

Sent from my iPhone

Best regards,

Barry L. Glantz
Mayor
City of Creve Coeur, MO

(314) 630-8772 cell

* Please note / update my new Creve Coeur e-mail address : bglantz@crevecoeurmo.gov

On Oct 18, 2017, at 11:51 AM, Roberta Glaser <glasbobie@yahoo.com> wrote:

Dear Mr. Mayor:

Louis & I have resided in Creve Coeur for over 50 years. As I walk up Mosley I see signs against the construction of a hotel at Mosley & Olive. Both of us feel that the city should encourage the building of it. I am reminded of how University City blocked Famous & Barr from building the department store on property which would have been in U. City so the store was built in Clayton & the parking lot went to U. City. U. City was deprived of the tax money & the same thing will happen to Creve Coeur. We need the revenue. This hotel is going to be a high class operation which will far surpass anything else in the area. For residents that live near Olive Blvd., they knew that Olive was commercial. If they didn't want to reside near commercial development, they shouldn't have move there.

Yours truly,
Bobbie Glaser

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Jason Jaggi <jjaggi@crevecoeurmo.gov>

Rezoning of 11318 Olive Blvd.

1 message

Ed Fliesher <efliesher@aol.com>

Mon, Oct 23, 2017 at 8:54 AM

To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov,"

<Jjaggi@crevecoeurmo.gov>

Cc: "dbomkamp@sbcglobal.net" <dbomkamp@sbcglobal.net>

To Mayor and City Council Members:

I am writing this e-mail to voice my concerns regarding the proposed rezoning of [11318 Olive Blvd.](#) to a commercial development district for renovation of the existing building into a hotel, and the concurrent amendment to allow for secondary access to an arterial road (Mosley Road) with primary access to Olive Boulevard.

As a long time resident of Morwood Hills Subdivision in Ward 2, I feel the proposed development would do irreparable damage to the contiguous residential areas. It would only compound the traffic congestion at Olive and Mosley. We already know how congested Mosley becomes with increased traffic from the difficulties many of us had during the detour from Ladue Road's closure this past summer. Mosley Road is not a major arterial, and is not designed to handle traffic for a commercial district and hotel development.

I am very concerned about issues such as noise and security with the proposed development. Our neighborhood currently seems far enough from the commercial activity on Olive Blvd. that it feels quiet and secure. That serene residential feeling will be seriously undermined by this commercial development next door. My thoughts are that this will have a negative impact on our neighborhood, making it a less desirable neighborhood and even bringing a decline in our property values.

In summary, I am stating that as a resident of Ward 2 I feel that our neighborhood would suffer a severely negative impact from these proposed actions.

Thank you for your attention to my concerns.

Sincerely,

Edward Fliesher

[31 Morwood Lane](#)

[Creve Coeur, MO 63141](#)

Email: efliesher@aol.com

Sent from [Mail](#) for Windows 10

Lauren/John Rice
120 N. Mosley Rd
Creve Coeur, Mo 63141

RECEIVED
OCT 20 2017
PLANNING DEPT.

Dear Mayor, Glantz, Ellen Lawrence, Ted Ruzicka,
and Planning/Zoning Committee:

We have lived on Mosley Rd for 29 years. When we first moved here, Mosley Rd was a quiet, almost country road. For the most part, things have remained peaceful and quiet. Our home is one of the oldest on the road, and next year we are turning the house over to our daughter and her husband. Her memories of growing up right on Mosley Rd are that good! I hope she will enjoy the same tranquil neighborhood we have.

For this reason, we are opposed to the zoning changes and the hotel idea at the HBE site at the end of our street. We believe that this will increase street traffic as well as crime. Please preserve our peaceful street.

John & Lauren Rice



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd:

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
 To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Tue, Oct 24, 2017 at 9:33 AM

----- Forwarded message -----

From: **Marcia Oberdorfer** <hansandmarcia@sbcglobal.net>

Date: Mon, Oct 23, 2017 at 11:22 PM

Subject: Fwd:

To: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov,
elawrence@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov,
rhoftman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
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proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

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7. Tax generation. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

Hans and Marcia Oberdorfer

647 Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- **Barry Glantz - Mayor** bglantz@crevecoeurmo.gov
- **Alexis Travers - Ward 1** atravers@crevecoeurmo.gov
- **James Faron - Ward 1** jfaron@crevecoeurmo.gov
- **Ellen Lawrence - Ward 2** elawrence@crevecoeurmo.gov
- **Ted Ruzicka - Ward 2** truzicka@crevecoeurmo.gov
- **Charlotte D'Alfonso - Ward 3** cdalfonso@crevecoeurmo.gov
- **Robert Hoffman - Ward 3** rhoffman@crevecoeurmo.gov
- **Scott Saunders - Ward 4** ssaunders@crevecoeurmo.gov
- **Sue Baseley - Ward 4** sbaseley@crevecoeurmo.gov
- **Jjaggi@crevecoeurmo.gov**

--
 Jason W. Jaggi, AICP
 Director of Community Development
 City of Creve Coeur, Missouri
 300 North New Ballas Rd
 Creve Coeur, MO 63141
 314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

Olive and Mosley Hotel project

1 message

Michael <216smock@gmail.com>

Mon, Oct 23, 2017 at 6:26 PM

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

Ms. Kelly

I am unfortunately unable to attend the planning and zoning commission meeting this evening. As an interested resident, I intended to come and make a comment and suggestion. I do not know the procedure for submitting comments via email, or if my comments are too late for the Commission to take into consideration.

I have reviewed much of the materials regarding this proposal. Overall, it looks like a positive change for this property. The traffic study that was provided is reassuring to me as a resident of Mosley Rd. I appreciate that they have proposed a reuse of the existing major building rather than new construction. What I would like to suggest is that connections to the properties to the immediate west be created. The development of off-street vehicular connections between parking areas is encouraged in the Creve Coeur Comprehensive Plan. It would be entirely feasible to create a connection from this property directly to the adjacent property on Olive Rd. (the PNC Bank/Pei Wei building). Not only would this facilitate off-street movements, it would provide hotel guests access to the traffic light at Olive and Office Pkwy for easier and safer left turns onto Olive. In addition to this connection, the Commission could consider a pedestrian connection further south. In this portion of the subject property, the grade difference to the adjacent properties may preclude a vehicular connection, but a stairway could be created to facilitate pedestrian access and may encourage pedestrian access to the Office Parkway district as well as the Dielmann Recreation Complex.

I hope that the Commission can take my comments into consideration.

Sincerely,

Michael Smock
11201 Mosley Hill Dr.
Creve Coeur, MO



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Safety Concern HBE proposal

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 5:22 PM

----- Forwarded message -----

From: **robert daus** <rdausjr@earthlink.net>

Date: Mon, Oct 23, 2017 at 5:19 PM

Subject: Safety Concern HBE proposal

To: atravers@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, elawrence@crevecoeurmo.gov,
truzicka@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov,
ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Jjaggi@crevecoeurmo.gov

October 15, 2017

Council Members,

I am writing to express my concern and opposition to the proposed rezoning of the HBE property at 1330 Olive St. Rd. to allow for a hotel, restaurant, and retail space.

I agree with the general concerns that the area citizens have proposed however; I want to focus on one specific aspect of this proposed hotel that I feel will affect the safety of the area. I have had professional emergency service experience responding to similar area hotels that are in the same price range and class of the proposed HBE hotel.

- Hotels attract a transient client and there is no way for anyone to assure the type of client that will seek to stay at this proposed hotel. Keeping this in mind it should not be placed near any neighborhood.
- The room price-point is not consistent with a high-end type hotel that would attract a client best suited for the area. Rooms, if vacant, can and will find their way to online discount sites.
- Criminals search for inexpensive hotels to set-up operations in a target rich area. I can personally attest to the emergency services ongoing effort to address Prostitution, Drug Use, Drug Manufacturing, Drug Distribution, Burglary, and Cyber-Theft to name a few.
- This type of criminal activity will chronically draw from Police, Fire, and EMS resources that would have been otherwise available to the area residents.

I have shared these concerns with HBE in person and to-date they have not disputed my statements.

Being that the Planning and Zoning positions are appointed by the elected Mayor and confirmed by the elected City Council it is my expectation that the direction of the residents will be strongly represented when deciding this HBE proposal.

Sincerely,
Robert Daus
623 Fairways Circle
Creve Coeur, MO 63141
[314-283-4575](tel:314-283-4575)

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Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
[314-872-2504](tel:314-872-2504)

PLEASE NOTE MY NEW EMAIL ADDRESS:

jjaggi@crevecoeurmo.gov

www.creve-coeur.org



HBE concern.docx

105K



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: FW: Forward this email to the Creve Coeur couch members

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 23, 2017 at 5:05 PM

----- Forwarded message -----

From: **Justin Michel** <justin_michel@hotmail.com>

Date: Mon, Oct 23, 2017 at 4:57 PM

Subject: FW: Forward this email to the Creve Coeur couch members

To: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "Jjaggi@crevecoeurmo.gov" <Jjaggi@crevecoeurmo.gov>

Dear council member,

In addition to the comments below, I'll add that my wife and I wouldn't have purchased our home 4 months ago if we'd know that the gigantic building looming over the back yard might be occupied outside of business hours. The fact that it was an office building eased our reservations about the property.

That being said, I think some reasonable compromise might be reached if the Kummer's were willing to alter their plans to be better neighbors with properties that adjoin the building which probably should never have been allowed in the first place.

1. Converting rear and side windows that can view adjoining properties to either walls or opaque balconies would alleviate part of the problem.
2. Adding a concrete barrier such as those along highways between the entire property and our subdivision could actually improve noise isolation from Olive.
3. Planting suitable fast-growing shrubs along the back of the property such as Thuja Green Giant or Leyland Cypress in addition to a slower growing thicker trees such as Norway Spruce could provide relatively short term isolation between the property and our neighborhood. Trees alone would require 20-30 years before providing any benefit.
4. Planning for traffic problems caused by the changes to their property (such as closing the Mosely access, or at least making it one-way, and possibly adding a replacement traffic light and entrance on Olive.

Additionally, the Kummers thoughtfully provided a picture of what a bad neighbor a hotel could be when they left all of their lights on for a few nights last week. Attached is the view of the building from my yard, and I'm not even the most affected, nor have all the trees dropped their leaves.

Thanks for your help and consideration,

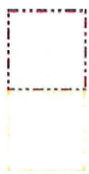
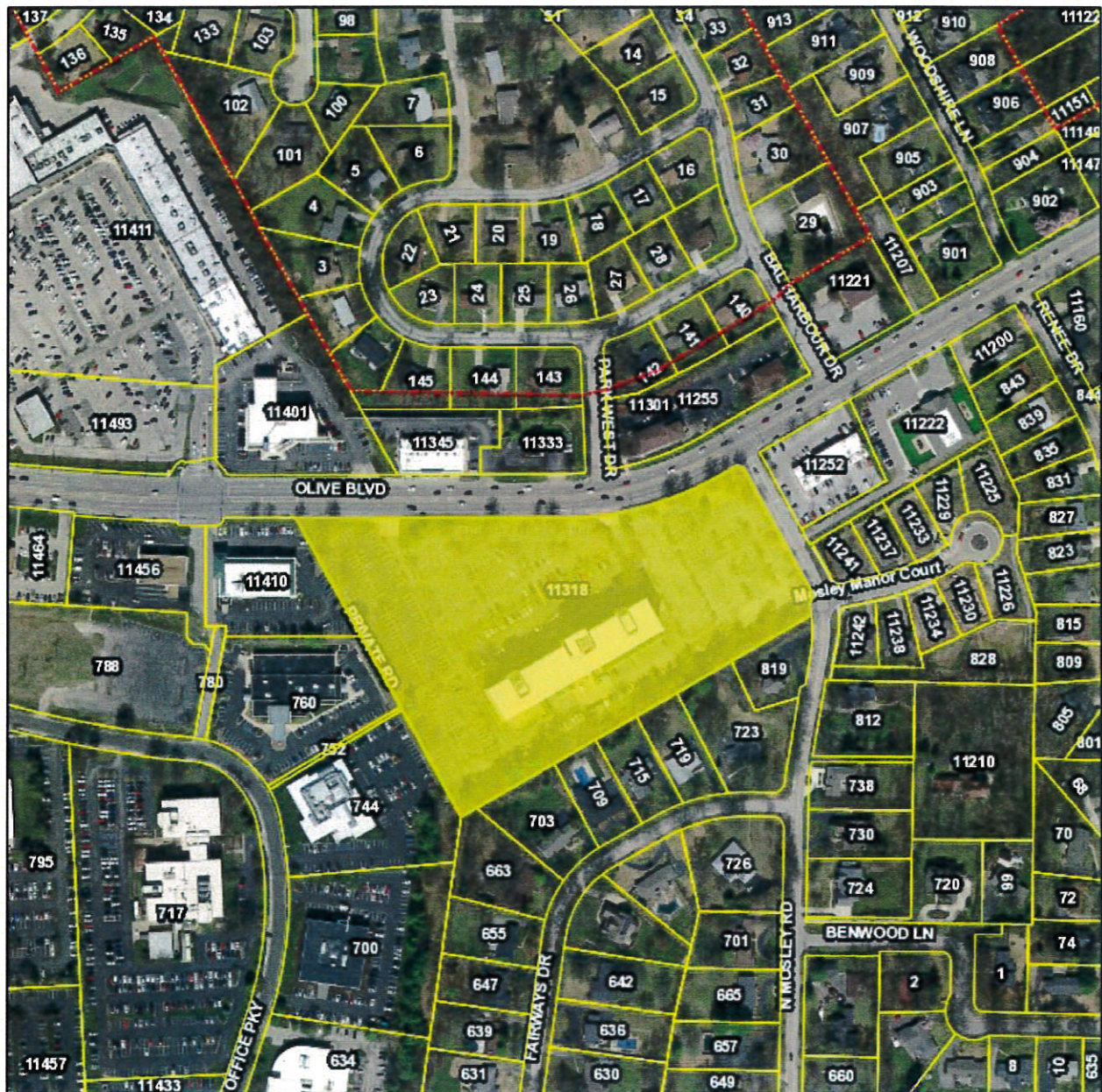
Justin Michel

OPPOSITION ON BEHALF OF DIANA SPRICH

Mary B. Schultz
Schultz & Associates LLP
mschultz@sl-lawyers.com
636-537-4645

Aerial Photo

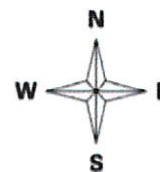
11318 Olive Boulevard (addressed as 11330 Olive Boulevard, Former HBE Office)



City Limits

Parcels

July 21, 2017



Prepared By HORNER SHIFFRIN

Existing Zoning Districts



Notice of public hearings, publication and mailing requirements, contents.

99.830. 1. Notice of the public hearing required by section 99.825 shall be given by **publication and mailing**. Notice by publication shall be given by publication at least twice, the first publication to be not more than thirty days and the second publication to be not more than ten days prior to the hearing, in a newspaper of general circulation in the area of the proposed redevelopment. Notice by mailing shall be given by depositing such notice in the United States mail by **certified mail** addressed to the person or persons in whose name the general taxes for the last preceding year were paid on each lot, block, tract, or parcel of land lying within the redevelopment project or redevelopment area which is to be subjected to the payment or payments in lieu of taxes and economic activity taxes pursuant to section 99.845. Such notice shall be **mailed not less than ten days** prior to the date set for the public hearing. In the event taxes for the last preceding year were not paid, the notice shall also be sent to the persons last listed on the tax rolls within the preceding three years as the owners of such property.

2. The notices issued pursuant to this section shall include the following:

- (1) The time and place of the public hearing;
- (2) The general boundaries of the proposed redevelopment area or redevelopment project by street location, where possible;
- (3) A statement that all interested persons shall be given an opportunity to be heard at the public hearing;
- (4) A description of the proposed redevelopment plan or redevelopment project and a location and time where the entire plan or project proposal may be reviewed by any interested party;
- (5) Such other matters as the commission may deem appropriate.

3. Not less than forty-five days prior to the date set for the public hearing, the commission shall give notice by mail as provided in subsection 1 of this section to all taxing districts from which taxable property is included in the redevelopment area, redevelopment project or redevelopment plan, and in addition to the other requirements pursuant to subsection 2 of this section, the notice shall include an invitation to each taxing district to submit comments to the commission concerning the subject matter of the hearing prior to the date of the hearing.

4. A copy of any and all hearing notices required by section 99.825 shall be submitted by the commission to the director of the department of economic development. Such submission of the copy of the hearing notice shall comply with the prior notice requirements pursuant to subsection 3 of this section.

(L. 1982 H.B. 1411 & 1587 § 5, A.L. 1991 H.B. 502, A.L. 1993 H.B. 566, A.L. 1997 2d Ex. Sess. S.B. 1)

Effective 12-23-97

Section 405.020. Purpose and Intent.

[R.O. 2008 §26-2; Ord. No. 1903 §1, 11-24-1997; Ord. No. 2091 §1, 11-27-2000]

A. This Chapter is adopted for the following purposes:

1. To protect, provide for and promote the public safety, health, convenience, comfort, morals, prosperity and general welfare **of the residents** of the City of Creve Coeur, Missouri.
2. To encourage **the most appropriate use of land, to conserve and enhance the value of property**, to provide adequate open spaces for light and air, to prevent undue concentration of population, to avoid excessive congestion of streets, to secure safety from fire, flood and other dangers **and to assist in the provision of adequate community utilities and facilities such as transportation**, water, sewage, **schools**, parks and other amenities in the City of Creve Coeur.
3. **To guide the future growth and further development of the City within the spirit and intent of the Comprehensive Plan** or current land use plan with variations requiring public disclosure and rational.
4. To protect and conserve the value of buildings and improvements and **to minimize the adverse impact of development on adjoining or nearby properties**.
5. **To establish a beneficial relationship between the uses of land and buildings and the public street system**; to require the proper location and design of streets and building lines; and to make adequate provision for pedestrian traffic circulation.
6. To encourage the wise use and management of natural resources; to provide adequate and safe recreational areas; to maintain the natural beauty and topography of the City and to ensure appropriate development with regard to these natural features; to minimize the pollution of air, ponds and streams; to ensure the adequacy of stormwater drainage and detention facilities.

....

Article III. Zoning District Regulations

Section 405.180. Establishment of Districts.

[R.O. 2008 §26-20; Ord. No. 1903 §1, 11-24-1997; Ord. No. 5057 §1, 9-4-2008]

The various zoning districts provided for in this Chapter are designed to fulfill the purpose and intent of the Chapter as described in Section 405.020 and further to restrict the location of uses and buildings designed for specific uses, to regulate and limit the height, location and size of buildings, to regulate and limit the intensity, improvement and use of lots and to regulate and determine the area of yards and other spaces within and surrounding buildings in a manner that will contribute to the orderly growth, quality of life and attractive appearance of the City of Creve Coeur. For the above purposes and to promote the public health, safety, morals and general welfare of the City of Creve Coeur, the following districts are hereby authorized:

- a. *Minimum front yard.* No building or structure shall be located closer than thirty (30) feet from the right-of-way. In the event that parking is to be located in front of a building or structure, said building or structure shall be set back a minimum of fifty (50) feet from the right-of-way. The provisions of Section **405.240** shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way shall be provided with and maintained with landscaping including, but not limited to, deciduous street trees at regular intervals in accordance with the requirements of Section **405.540**.
 - b. *Minimum side yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No side yard is required if the building abuts a railroad right-of-way or rail siding.
 - c. *Minimum rear yard.* Ten (10) feet except when the building abuts a railroad right-of-way or siding. No rear yard is required if the building abuts a railroad right-of-way or rail siding.
 - d. *Buffer yards.* Notwithstanding the provisions of Sections **405.380(E)(4)(b)** and **405.380(E)(4)(c)** above, any tract or site abutting or adjoining a residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. An additional two (2) feet of buffer yard shall be provided for every foot of building or structure height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- F. *General Requirements.*
1. *Off-street parking and loading.* See Article VII.
 2. *Environmental controls.* All site development shall conform with the environmental performance standards provided in Section **405.550** and with all other appropriate environmental controls including those relating to landscaping, tree conservation, flood hazard control and stormwater retention and erosion controls as provided in this Code.
 3. *Landscaping.* See Section **405.540**.
 4. *Lighting.* See Section **405.680**.
 5. *Signs.* See Article VIII.
- G. *Additional District Regulations.*
1. Reserved.
 2. Except for limited quarters for night watchmen, no structure shall be used for residential purposes.
 3. All business, services, storage, merchandise display and repairing and processing shall be conducted wholly within an enclosed building or within a fenced and screened exterior storage area, except for off-street automobile parking and off-street loading unless expressly permitted by a conditional use permit (see Section **405.1070**).

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

- A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

- B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines; and
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

- C. *Eligibility.* A development proposal shall be eligible for consideration under the planned zoning district process if the Zoning Administrator finds that it cannot be approved under any other Zoning District and that the applicant has provided credible evidence that the proposal is an appropriate implementation of the Comprehensive Plan due to the fulfillment of the purpose of this Section, the substantial incorporation of the design criteria for each the applicable district type identified in this Section 405.390 and the provision of a substantial tangible public benefit(s) to the City including, but not limited to, the following:

1. Provision of public or quasi-public parking facilities;
2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;
3. Consolidation and/or elimination of overhead utility wires;

4. Inclusion of landscaped gardens, plazas or parks available for public use;
5. Provision of alternative street connections or the dedication of land for additional street right-of-way;
6. Fountains, statuary, public art;
7. Architectural distinction and significance that would make the building(s) noteworthy;
8. Extensive use of high quality building materials that would add to the assessed valuation of the structures.

It should be noted that the benefits listed may not necessarily satisfy the public benefit requirement as final discretion falls on the City Council, upon receipt of a recommendation of the Planning and Zoning Commission, in determining the level of benefit derived.

D. *Relationship Of Planned Districts To Zoning Map.*

1. *A mapped district.* The planned zoning district designation shall not be attached to existing zoning districts as an overlay. The planned zoning districts, as detailed in this Section, are separate zoning districts and applied to a specific parcel or parcels of land following a public hearing and all other requirements of Section 405.1060 Zoning Changes and Text Amendments.
2. *Types of planned zoning districts.*
 - a. *Planned residential development (PRD).* A "planned residential development" shall mean a development on a plot of land, containing a limited mixture of uses and building types, which may include single-family houses, clustered housing, multi-family dwellings, open space and small service commercial (boutique style business uses) that complement the area. Although no particular combination of the aforementioned uses is predetermined, all applications for PRD zoning must contain a clear statement and placement of the specific uses within the district with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PRD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PRD is five (5.0) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land.
Design criteria.
 - (1) Adjoining areas should be predominately residential or institutional.
 - (2) Housing densities may not exceed six (6) units per acre for new single-family residential nor thirty (30) units per acre for new multi-family residential. For the purpose of calculating density, acreage shall not include areas located in a 100-year floodplain.
[Ord. No. 5333 §1, 9-9-2013]
 - (3) Includes dwelling units (all types) subject to height and development and performance standards substantially similar to surrounding residential development. In addition, properties adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
 - (4) The floor area ratio (FAR) shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed thirty-three percent (33%) of the site area and the sky exposure plane requirement is met.
[Ord. No. 5333 §2, 9-9-2013]
 - (5) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of twenty-five (25) feet on all sides that abut the single-family development. The

buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.

- (6) No new residential building may be located closer than twenty (20) feet to any required buffer yard.
 - (7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
 - (8) Balances increased structure densities for the subject property with more cohesive and organized open space.
 - (9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.
 - (10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
 - (11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
 - (12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
 - (13) Provides effective landscaping or screening in or around the separate developments within the PRD.
 - (14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
 - (15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.
- b. *Planned commercial development (PCD)*. A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.
- Design criteria.*
- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

- (2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.
- (4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.
- (6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (7) Makes efficient use of parking and storage areas including cooperative parking facilities.
- (8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (10) Incorporates pocket parks, small plazas and places for public art where appropriate.
- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (15) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
- (16) Provides effective landscape or screening in or around the separate developments within the PCD.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section 405.1080 with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall

appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.

2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.
3. The location, dimensions and total area of the site.
4. The location, height, floor area, type of construction and intended use of each proposed building or structure.
5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.
6. A plan of the entire planned zoning district shall be drawn at a scale of 1" = 20' or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").
7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).
8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article VII, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.
9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.
10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.
11. Location and dimensions of adjacent properties, abutting public rights-of-way and easements and utilities serving the site.
12. Location of existing and proposed sewage treatment, stormwater runoff collection and detention and preliminary stormwater runoff calculations (amount of detention required and provided).
13. Existing and proposed contour lines or elevations based on mean sea level datum at two (2) foot intervals and extending one hundred (100) feet beyond the property line.
14. Site coverage data in a percentage form (a ratio of non-impervious to impervious area).
15. Ratio of floor area to site area (FAR).
16. Location and height of all light poles and trash enclosures including detailed sketches or cut sheets.
17. The proposed treatment of open spaces including existing and proposed landscaping.
18. When the planned development is to be constructed in stages or units, a schedule for the development of stages or units stating the approximate beginning and completion time for each stage or unit.
19. Copies of any restrictive covenants that are to be recorded with respect to property in the proposed planned zoning district.
20. A narrative addressing each of the standards set forth in Section 405.390(F) Review Criteria and such additional standards, if any, as may be applicable under the specific provisions of these planned zoning district regulations. The statement shall explain specifically how the proposed planned zoning district relates to and meets each such standard.
21. A traffic impact analysis prepared by a Missouri registered traffic engineer depicting the project's impact on vehicular and pedestrian traffic.

F. *Review Criteria.* The Planning and Zoning Commission shall recommend to the City Council approval, approval with conditions or denial of a planned zoning district application primarily based upon satisfaction of Section 405.390(C), Eligibility and meeting the applicable design criteria in Section 405.390(D)(2), Types of Planned Zoning Districts. Supplemental to these items, every application shall also be reviewed for conformance with the standards set forth below:

1. The proposed development is in harmony with the general purpose and intent of this Chapter and is compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan and CBD land use plan.
2. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.
3. The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.
4. Existing or proposed utility services are adequate for the proposed development.
5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.
6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.
7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.
8. The proposed development preserves any significant architectural and environmental features of the property.
9. Operating and delivery hours are compatible with adjacent land uses.
10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.
11. The proposed development complies with all other applicable codes and ordinances.
12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.
13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(B).

G. *Review Procedure For A Planned Zoning District.*

1. *Finding of eligibility.* The Zoning Administrator shall make a written finding of eligibility under Section 405.390(C), Eligibility, within fifteen (15) days following submittal of a proposal by an applicant.
2. Following a positive finding of eligibility by the Zoning Administrator, an application for approval of a planned zoning district shall be reviewed and presented at a public hearing according to the procedures outlined in Section 405.1060.
3. Once approved by the City Council, the planned zoning district, including the associated site development plan, replaces all prior zoning regulations on the property and should be noted on the Zoning Map.
4. Any applicable time limitations shall be met, such as those pertaining to proposed wireless communications facilities and support structures under Section 67.5090 RSMo. et seq. and FCC Declaratory Ruling WT Docket No. 08-165, rel. 11-15-2009.^[1]

[Ord. No. 5381 §1 7-14-2014]

[1] Note: See also 47 U.S.C. 1455, 47 CFR 1.40001, FCC Report and Order, WT Docket No. 13-238 re. 10-21-2014.

H. *Conditions Of Approval.*

1. The City Council shall consider the same criteria as set forth for the Planning and Zoning Commission review (Section ~~405.390~~(F), Review Criteria) and may impose such conditions and limitations including, but not limited to, those recommended by the Planning and Zoning Commission, as may be necessary or appropriate to prevent or minimize adverse effects upon other property and improvements in the vicinity of the planned zoning district, upon the City as a whole or upon public facilities and services. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations. Such conditions shall be expressly set forth in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district.
 2. The ordinance approving a planned zoning district shall contain a legal description of the subject property to the planned zoning district, all imposed conditions of approval and the site development plan. The ordinance and the approved development plan shall be recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued.
 3. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, shall be permitted within the area of the planned zoning district pursuant to the zoning district regulations otherwise applicable to such area.
- I. *Reapplication.* In the event the City Council denies an application for planned zoning district, no application for the same or substantially similar proposal will be accepted for a period of at least one (1) year from the date of denial by the City Council, unless the City Council affirmatively waives this restriction for good cause.
- J. *Final Building, Construction And Site Improvement Plans.* Once a planned zoning district and its included site development plan receives final approval by the City Council, further review of the final building, construction and site improvement plans by the Planning and Zoning Commission or the City Council will not be required, provided those final plans are consistent with and in substantial conformance with the approved planned zoning district and its included site development plan.
- K. *Building Permit Issuance.* A copy of the approved planned zoning district shall be retained in the records of the Department of Community Development and all building and occupancy permits issued by the City shall conform to the provisions of the approved planned zoning district.
- L. *Violations.* Failure to comply with any of the conditions and/or provisions of an approved planned zoning district plan shall constitute a violation of this Chapter, punishable as provided in Section ~~405.1150~~ of this Chapter. The City may seek judicial remedies to compel compliance.
- M. *Amendments.* No amendments shall be made in the construction, development or use permitted under a planned zoning district except as follows:
1. *Minor amendments.* During build-out of the planned zoning district, the Zoning Administrator may authorize minor adjustments to the approved site development plan when such adjustments appear necessary in light of technical or engineering considerations and the project will remain in substantial conformance with the original approval.
 2. *Major amendments.* If the Zoning Administrator determines that the proposed amendment will result in a major change to the site development plan (not in substantial conformance with the original approval) or any change to the list of permitted uses, the matter shall be subject to review as a new application under the provisions of these planned zoning district regulations.

~~Section 405.400. through Section 405.440. (Reserved)~~

~~Article IV. Standards For Permitted, Accessory and Conditional Uses~~

October 20, 2017

Mr. Jason Jaggi
Director of Development
City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner
City of Creve Coeur
Honorable Mayor and Council Members
Planning & Zoning Commission Members

RE: Letter to be included in P & Z and Council packets

Hello,

We purchased property in Creve Coeur over 20 years ago. We researched the area and were aware that HBE had an office building at the end of Mosley Road. The building and the employees have never been an issue. Traffic was slightly increased between the hours of 7:45-8:00 a.m., and from 5:00-5:15 p.m. The evening, nights and weekends were just as they are now – very peaceful with no issues.

I looked to Creve Coeur's website for information on rezoning. It states, "Most importantly, the proposed zoning must conform to the goals of the Comprehensive Plan...". I shifted my attention to the Plan dated March 2017. I found these points confirm my opposition to the rezoning and proposed hotel on the HBE property at 11318 Olive Boulevard.

- Strategy section – "Placemaking & Community Identity Creve Coeur will enhance its unique regional identity and develop an 18/7* community experience to become an even better place to live, shop, work and play!" *18/7 less-intense, suburban context. This is different from 24/7, which suggests a higher level of activity than would be appropriate for a community like Creve Coeur. (Hotel would be a 24/7/365 use.)
- Strategy 1.5: Preserve high-quality existing neighborhoods and community assets. (Hotel would be a detriment to existing neighborhoods and property values.)
- Strategy 1.8: Ensure that adjacent non-residential developments are compatible with each other. (Currently residential on three sides of proposed rezoning.)
- 2. Residential Development & Preservation Creve Coeur will preserve and evolve its high-quality residential development and stable property values...(Hotels are nuisances and most are placed along highways for that reason. With the new Holiday Inn being built north of Kohls, HBE's hotel may be unnecessary – then what? HBE suggested they would compete with other Creve Coeur Hotels. When checked, Marriott had a \$99 a night cost, but outside sale sites posted \$59. Not the high-end business we want abutting a residential area.)

- Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent. (A hotel would do the exact opposite.)
- Strategy 2.9: Protect residential areas from negative encroachment of non-residentials uses. (This proposal would encourage encroachment.)
- Strategy 6.4: Use environmental design, operations and management to reduce vehicular congestion on Olive Boulevard. (Hotel will add to congestion)
- Strategy 6.5: Manage traffic impacts in residential neighborhoods. (Proposal encourages traffic to use Mosley Road by directional signs on hotel property.)

If a hotel is an allowable use in CB/Core Business, then why is HBE requesting the rezoning change to PCD? (Section 405.390.C)

These reasons and many others prove that a hotel at the current HBE office building site is not compatible with the new Comprehensive Plan. Residents purchased their homes in good faith knowing that the office building was there. The homes purchased had stabilized property values. A hotel will bring in crime, noise, lighting issues, transient work force, traffic, and trash. CCPD confirmed 96 calls to another Creve Coeur hotel in 2 years. At what cost to tax payers and home owners? Any hotel tax collected would be used for increased Police, Fire and Ambulance calls.

The HBE application suggests that they will use signage to direct traffic to Mosley Road. This is a local street (as per Creve Coeur's Comprehensive Plan page 37). It is not an arterial or collector street and should not be used in this manner. The rezoning amendment should be denied based on these facts.

The traffic study (ordered by whom?) suggests that the hotel will not increase traffic, but check-in, check-out times are in peak traffic congestion times on Olive. How can it not? Based on Creve Coeur's Transportation and Movement (Comp Plan p. 37) "Congestion continues to be a problem in the City, especially along Olive Boulevard, Lindbergh Boulevard, New Ballas Road, and Ladue Road. This continues to be a primary source of quality of life concerns for residents and businesses in the City." The proposal will encourage more traffic on Olive and use Mosley Road as a conduit to Ladue Road.

And, "As a result, travel patterns are changing as drivers try to avoid congestion on Olive Boulevard at peak times. Some of this traffic diversion is affecting residents in adjacent neighborhoods."

We experienced what happens when traffic is shifted to Mosley Road during the Ladue Road shut down. The light at Olive and Mosley was backed up south to the curve and beyond. People were driving on the shoulder to get around the left turn line, cars were turning around in resident's driveways. East and Westbound Olive traffic blocked the intersection, sometimes allowing no movement when the Mosley light turned green. Is this what we want for our residents?

I understand that office buildings and businesses are experiencing a downturn, but rezoning this property will only hurt the neighborhoods and create more congestion in an area that is just not right for a project of this magnitude.

Please consider the Comprehensive Plan that Creve Coeur put into place to protect the City and residents -- VOTE NO on the proposed rezoning and hotel project.

Thank you,

Diana & Frank Sprich
417 North Mosley Road

**STATUTORY ZONING PROTEST PETITION TRIGGERING SUPER
MAJORITY**



The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO 63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.


Julie Bunton

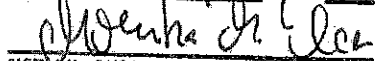
Playful Learning Properties LLC, The Goddard School

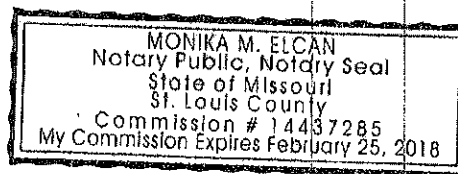
11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept, A.D. 20 17


NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb. 25th 2018
COUNTY OF St. Louis



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address
709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Nung

NOTARY ACKNOWLEDGEMENT ATTACHED

~~NOTARY PUBLIC STATE OF MISSOURI~~
~~MY COMMISSION EXPIRES 8-6-17~~
~~CITY OF ST. LOUIS, MISSOURI~~



SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
719 FAIRWAYS CIRCLE CREVE COEUR do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J. Mueller 9/8/17
Raymond J. Mueller 9/8/17

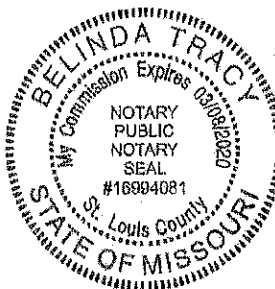
State of Missouri County of ST LOUIS (ss)On this 8th day of SEPTEMBER in the year 20 17

Before me, the undersigned notary public, personally appeared

Elizabeth J. Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Belinda Tracy
 Notary Public



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
1613 Fairways Circle do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Otilie Gruendt TRUST

Caroline Gruendt Trustee

NOTARY ACKNOWLEDGEMENT ATTACHED

Personally appeared, Caroline B. Gruendt.

THIS 5th DAY OF September A.D. 2017
Tonya Woods
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 1-18-21
 COUNTY OF St. Louis

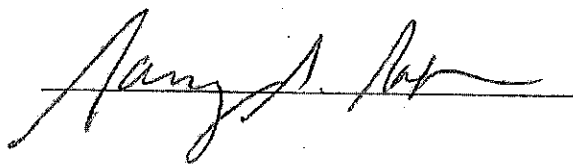


TONYA WOODS
 My Commission Expires
 January 18, 2021
 St. Charles County
 Commission #12407413

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Barry B. Roufa Living Trust 703 Fairways Cir
 Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.



NOTARY ACKNOWLEDGEMENT ATTACHED

SHOWN TO AND SUBSCRIBED BEFORE ME
 THIS 2 DAY OF SEPTEMBER A.D. 2017
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 7-13-2021
 COUNTY OF ST. LOUIS



JULIA SERRA
 My Commission Expires
 July 13, 2021
 St. Charles County
 Commission #17512375

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

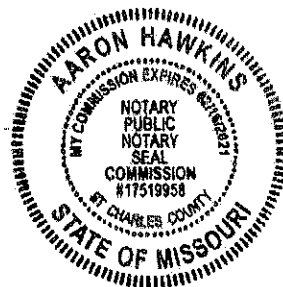
Steve Litwag

NOTARY ACKNOWLEDGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September,
2017.

Notary: Aaron Hawkins

Aaron Hawkins



: PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. MOSLEY RD. do hereby protest the following zoning change PLANNED COMMERCIAL DEVELOPMENT (PCD) proposed for the property known by the address(es) HBE 11330 OLIVE BLVD.

Scott P. Shaw SCOTT P. SHAW 8-30-2017
Lorna A. Shaw LORNA A. SHAW 8-30-2017

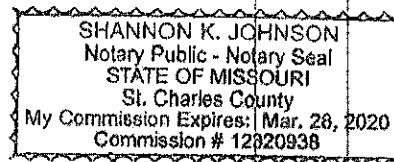
ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

STATE OF MISSOURICOUNTY OF ST. LOUIS

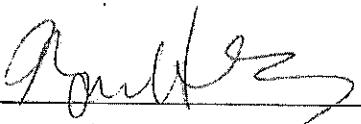
On this ____ day of _____ in the year of _____, before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW, known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

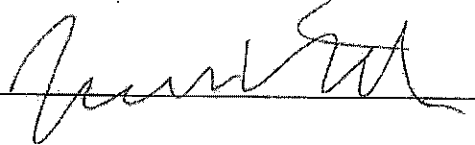
Notary Public Shannon K. JohnsonMy Commission Expiration Date: 03/28/2020

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

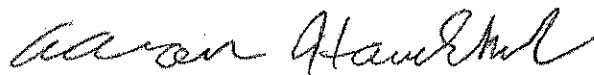
Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 723 FAIRWAYS CIR do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

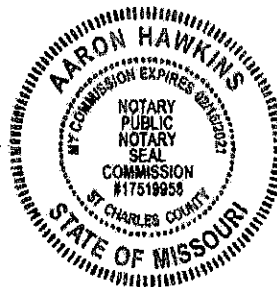




NOTARY ACKNOWLEDGEMENT ATTACHED

*Subscribed and affirmed before me this 28th day
of August, 2017.*

Aaron Hawkins




PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
715 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Banschach

BANSBACH CHRISTOPHER M EVAL JT

State of Missouri County of St. Louis (ss) ss
 On this 8th day of September in the year 2017

Before me, the undersigned notary public, personally appeared:

Christopher M Banschach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle, Creve Coeur, Mo__ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Byrff
Helene Siegfried

NOTARY ACKNOWLEDGEMENT ATTACHED

ORDER TO ADD MISDEMEANOR REPORT #2
 THIS IS A COPY OF REPORT #2
 SANDRA BURTON
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 8-6-19
 COUNTY OF St. Louis, Missouri



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11237 Mastek Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11380 OLIVE BLVD.

George M. Horsford

Kristina Ann Horsford

State of Missouri County of St Louis (ss)

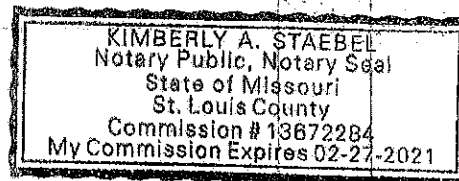
On this 18 day of September in the year 2017

Before me, the undersigned notary public, personally appeared

Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A Staebel
Notary Public



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
11242 Mosley Manor Court do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Littich 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 20 17

Before me, the undersigned notary public, personally appeared

Adam Littich

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public

CHRISTAL HAYES
 Notary Public, Notary Seal
 Commission Number 14966118
 STATE OF MISSOURI
 ST. LOUIS County
 My Commission Expires: April 25, 2018

**PETITION BY NEARBY RESIDENTS OPPOSED TO PROPOSED
REDEVELOPMENT OF HBE PROPERTY**

We, the undersigned owners of property affected by the requested zoning change described in the HBE proposal at 11330 Olive Blvd, St. Louis, MO. 63141 to rezone do hereby protest any change which would rezone the property to any classification that allows the conversion of the property from office to hotel. We are specifically voicing our protest that would allow the conversion of the property from office space to hotel. This property directly adjoins residential property and we oppose any zoning that will increase the noise and traffic that would detrimentally affect the peaceful enjoyment of our homes. We also feel that any change in zoning of this property would negatively affect the value of our homes.

MICHAEL BARROSS

700 FARWAYS, 63141



Michael Barry

Shane Simpson

James D. Murphy

John P. Murphy

Alvin F. Borking

Kathleen Robert

Ray Wessel

Cynthia Wessel

John Wessel

John Wessel

Harry Wessel

Brenda Wessel

David Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

John Wessel

624 Fairways Dr. 63141

624 Fairways Cir 63141

612 Fairways 63141

604 Fairways Cir 63141

601 Fairways Circle

601 Fairways Circle

11317 Fairways dr.

11317 Fairways dr.

11317 Fairways Dr.

534 Fairways Cir.

525 Fairways Circle

525 Fairways Circle

526 Fairways Circle

526 Fairways Circle

501 Fairways Circle

501 Fairways Circle

607 Fairways Circle

615 Fairways Circle

615 Fairways Circle

636 Fairways Circle

639 Fairways Circle

639 Fairways Circle

631 Fairways Circle

660 N. Maple

We, the undersigned owners of property affected by the requested zoning change described in the HBE proposal at 11330 Olive Blvd, St. Louis, MO. 63141 to rezone do hereby protest any change which would rezone the property to any classification that allows the conversion of the property from office to hotel. We are specifically voicing our protest that would allow the conversion of the property from office space to hotel. This property directly adjoins residential property and we oppose any zoning that will increase the noise and traffic that would detrimentally affect the peaceful enjoyment of our homes. We also feel that any change in zoning of this property would negatively affect the value of our homes.

Joel Behan

George Behan

W. Behan

Stacy Mornal

W. Behan

John R. Behan

Jordane C Elmassian

Nickola Elmassian

W. Behan

Meirav Yung

Bianguo Tan

Khal Elzoubi

Zena Elzoubi

Sue Ellen Krueger

Raymond B. Muller

Christina Muller

Alana Spruck

W. Behan

W. Behan

W. Behan

W. Behan

W. Behan

W. Behan

W. Behan

W. Behan

W. Behan

641 N. Mosley Rd 63141

641 N Mosley Rd 63141

625 N Mosley Rd 63141

625 N Mosley Rd 63141

617 Mosley Road 63141

862 N Mosley 63141

554 N Mosley 63141

354 N Mosley 63141

7. Woodward Lane 63141

616 N. Mosley Rd

616 N. Mosley Rd

632 N Mosley Rd. 63141

632 N Mosley Rd. 63141

11210 Still Lane 63141

719 Fairway Circle 63141-7521

719 Fairway Circle 63141

417 N. Mosley Rd 63141

417 N. Mosley Rd 63141

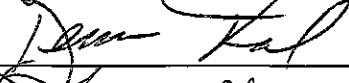
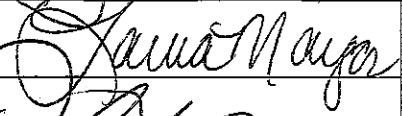
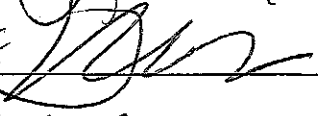
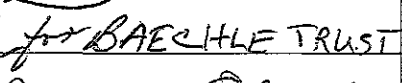
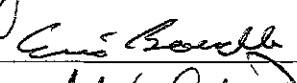
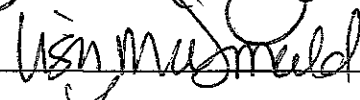
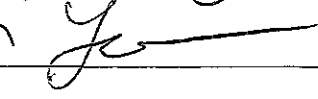
417 N. Mosley Rd 63141

422 N. Mosley Rd 63141

Creve Coeur Citizens Opposing Hotel Development and Rezoning

We, the undersigned property owners and residents, oppose the rezoning request for the HBE property located at the intersection of Olive and Mosley Roads in the city of Creve Coeur. We also protest the accompanying site development plan that would allow the conversion of the existing office building to a hotel and the construction of additional retail/restaurant buildings. In our judgment the proposed development would –

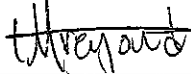
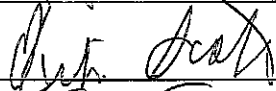
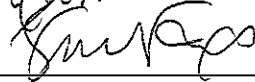
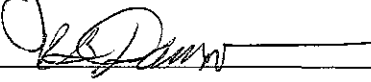
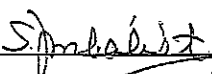
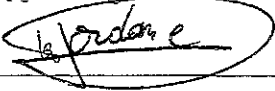
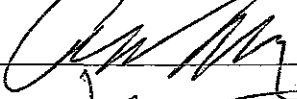
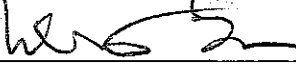
- substantially increase noise, traffic hazards and congestion
- adversely affect property values and the character of the surrounding neighborhoods
- cause safety concerns for nearby residents based on the nature of the operation
- overtax public utilities

Printed Name	Signature	Address	Email	Date
Laura Fox		307 N Mosley Rd	lcooperfox@sbcglobal.net	
Dennis Fox		307 N Mosley Rd	denniswfox@sbcglobal.net	
Laura Margas		738 N. Mosley Rd	LMargas@aol.com	
Michael Margas		738 N. Mosley Road	MIKEMARGAS@gmail.com	
James M Baechle for BAECHLE TRUST		726 Fairways Circle	DNOTE@SWBELL.NET	
Baechle Trust		726 Fairways Circle	Jim-B@swbell.net	
ERIC BAECHE		726 FAIRWAYS CIR.		
Michael McDonald		715 FAIRWAYS CIR 6314		10-17-17
Lisa McDonald		642 Fairways Cir 6314		10-17-17
Laurie Rehm		11311 Fairways Dr 6314	laurmuh@yahoo.com	

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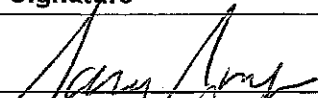
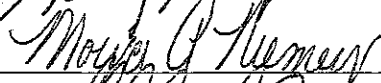
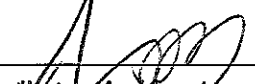
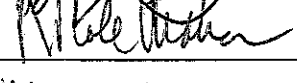
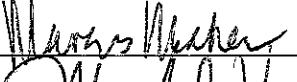
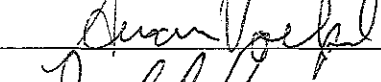
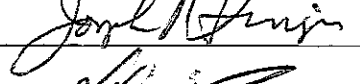
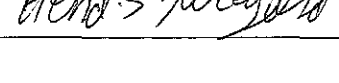
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Printed Name	Signature	Address	Email	Date
Hansa Mreyoud		11232 Mosley Farm Ct St. Louis, MO 63141	Kansamreyoud@yahoo.com	
Eileen Scott		609 N. Mosley Rd	escott168@gmail.com	
Victoria Fox		660 N. Mosely Rd.	vdalef@yahoo.com	
Yvonne Darrow		812 N Mosley Rd	ydarow@gmail.com	
Rick Darrow		812 N Mosley Rd	rsdarrow@icloud.com	
Shelly Zimbalist		28 Merwood Lane	Sor2@zimbalist.com	
JORDANE Elmassian		554 N Mosley Rd	jordane@elmassian.fr	
FRANCES GOULD		515 N Mosley	frangould@aol.com	
Elizabeth Marshall		123 N. Mosley Rd.	eamam@aol.com	
Corinne Manly		201 N. Mosley Rd	corimandmac.com	
Weigang Zhu		219 N Mosley Rd	WeigangZhu@hotmail.com	

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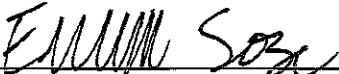
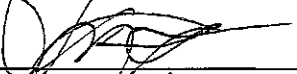
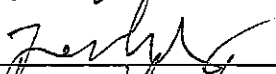
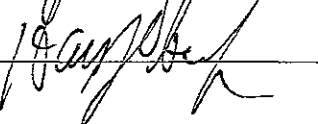
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Printed Name	Signature	Address	Email	Date
BARRY ROUFA		703 FAIRWAYS CIRCLE	redrouf@aol.com	10/13/17
MOIRA NIEMEIER		700 N MOSLEY RD	REN2MPN@gmail.com	10/14/17
ROBERT NIEMEIER		700 W. MOSLEY RD	BNIEHEIER@ALBAID-6	10/14
Sharon Sung		665 N Mosley Rd	SSUN SM@yahoo.com	
Nicole Maher		11223 Mosley Farm Ct	nmaher@sbcglobal.net	
Marans Maher		11223 Mosley Farm Ct	nmaher@sbcglobal.net	
MARK VOELPEL		11215 MOSLEY FARM CT	m.voelpel@subell.net	
Susan Voelpel		11215 Mosley Farm Ct.	—	
Joseph Simpson		11222 Mosley Farm	jsimpson@wustl.edu	
Arnie Mreyoud		11232 Mosley Farm Ct		
Hend Mreyoud		11232 Mosley Farm Ct		

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Printed Name	Signature	Address	Email	Date
Debra Wiens		10952 Janridge Ln	debrawiens@gmail.com	10/14/17
Linda Baides		1820 Leonida Ln	lindabaides18@gmail.com	10/14/17
Evilyn S.		4735 Monique Ave	esosa2@stlcc.edu	10/14/17
NURY VARGAS		4735 Monique Ave	→ ↓	10/14/17
FRAN RDZ.		11160 CLARISSA DR.		10/14/17
Gina Rothman		90 Aberdeen Pl	grotmanatchar.net	10/14/17
Jesús Martínez		204 N Mosley		10-14-17
Jenny Wang		219 N Mosley	—	
HAN'S Oberlander		647 Fairways Cir	—	10-14-17

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Printed Name	Signature	Address	Email	Date
Sarah Zartman	SACZ	27 Morwood Lane	szartman@mindspring.com	10/19/17
Rakesh Kaw	Rakesh Kaw	10910 Brooktrail Ct	r.kaw@hotmail.com	10/19/17
BARBRA HORN	Barbra Horn	11240 TURKIN	hornworks@gmail.com	10/19/17
PETER WEISS	Peter Weiss	11240 TURKIN DR.	WEISSWORKS@AOL.COM	10/19/17
REBECCA PEARLSTONE	Rebecca Pearlstone	11201 Tri Lane Dr.	rpearlstone@hotmail.com	10/19/17
MIKE BARZ	Mike Barz	700 FAIRWAY	M.S.BARZ@YAHOO.COM	10/19/17
Adam Littich	Adam Littich	11242 Mosley Manor Ct	adam241@gmail.com	10/19/17
Calvin Walke	Calvin Walke	55 Sun Valley Dr.	CSC52820@gmail.com	
Michelle Agrawal	Michelle Agrawal	11 Morwood Lane	MichelleAgrawal@gmail.com	10/19/17
Mike James	Mike James	834N Speede 63141	mjames834@ATT.NET	10/20/17
Kurt Lom	Kurt Lom	11035 Graesser Ln	Kurt.Lom@SVN.com	10/20/17

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RICHARD MEYER	<i>Richard Meyer</i>	11210 STILL LN, 63147	SMEYER/ORSNBELL.NET	10-13-17
Jennifer Johnson	<i>Jennifer Johnson</i>	11514 Craig Ct., 63146	Jjohnson.2009@yahoo.com	10-17-17
OLIVIA COX	<i>Olivia Cox</i>	2425 CANYON RD.	OLIVIA COX01@gmail.com	10-17-17
TIFFANY BROWN	<i>T Brown cc</i>	4258 E FAELIN 63115	teeplus2@outlook.com	10/17/17
Jessica Drier	<i>Jessica Drier</i>	12506 Marine Ave 63146	jndrier@gmail.com	10-17-17
Dillon Paul	<i>Dillon Paul</i>	3863 Blaine Ave, 63110	dilpaul93@gmail.com	10-17-17
GREG BUNTON	<i>Greg Bunton</i>	11222 OLIVE BLVD CREVE COEUR, MO	gregbunton3@gmail.com	10-17-17
Victoria Rosado	<i>Victoria Rosado</i>	1042 Art Hill Pl. 63139 FL #1	Victoria.rose.rosado@gmail.com	10-19-17
DEAN RIZKE	<i>Dean Rizke</i>	2026 Bellevue 63113	dr63108@gmail.com	10-19-17

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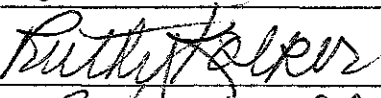
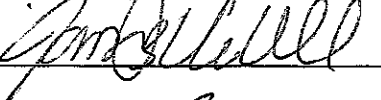
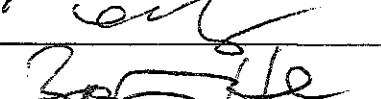
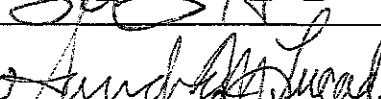
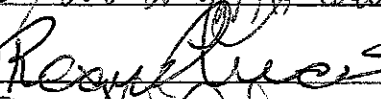
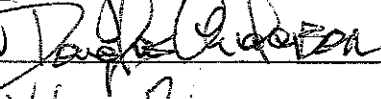
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Printed Name	Signature	Address	Email	Date
Scott McKenna	<i>Scott McKenna</i>	805 Renee Lane	SPMcKenna57@GMail	10-22-17
Katie McKenna	<i>Katie McKenna</i>	805 Renee Lane	K8mckenna7@gmail.com	10-22-17
Amelia Morris	<i>Amelia Morris</i>	815 Renee Ln.	amelia-morris@Yahoo.com	10-22-17
JOHN FU	<i>John Fu</i>	823 Renee Ln	2JFU@YAHOO.COM	
Dusty Edington	<i>Dusty Edington</i>	827 Renee Ln.	dalyssa827@gmail.com	10/22/17
Thomas Edington	<i>Thomas Edington</i>	827 Renee Ln.	finebiochemist@gmail.com	10/22/17
Alisa Walker	<i>Alisa Walker</i>	839 Renee Ln	avonbyalisa@hotmail.com	10/22
Kristen Thurman	<i>Kristen Thurman</i>	843 Renee Ln	pradel234@yahoo.com	10-22-17
Agnos M. McLAFFERTY	<i>A Mc</i>	844 Renee Ln		10-22-17
TEGG NAPIENTO	<i>Tegg Napiento</i>	806 Renee Lane		10-22-17
Nancy Rubin	<i>Nancy R Rubin</i>	1131 Savier Dr	nancy.r.rubin@gmail	10-22-17

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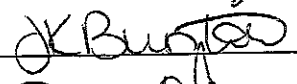
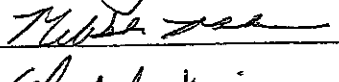
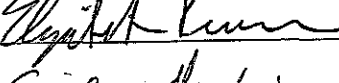
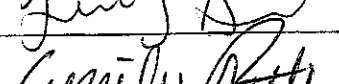
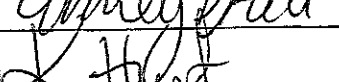
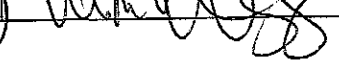
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RUTHY FALKER		801 Renee Lane	ruthyfalkersbcglobe.net	10/22/17
JAMES VAN WEL		1160 CLARISSA DR	jwellsbcglobe.net	10/22/17
XIAOYAN FU		11152 CLARISSA DR	fx110@yahoo.com	10/22/17
Zongying He		803 Phyllis Lane	Zongying_h@yahoo.com	10/22/17
Sandra Lucado		804 Phyllis Lane	sannalucado@yahoo.com	10/22/17
Reginald Lucado		804 Phyllis Lane	—	10/22/17
DOUGLAS ANDERSON		820 Phyllis Lane	dfaksa81@gmail.com	10/22/17
Velma Rolan		1133 Clarissa		10-22-17

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RICHARD MEYER		11210 STILL LN, 63147	SMEYER/DESWANELL.NET	10-13-17
Julie Bunton		11222 Olive Blvd, 63141	crevecoeurmo@GODDARDschools.com	10-13-17
Brittney Friedman		1545 Virginia Dr, 63011	brifi92@outlook.com	10-17-17
Melissa Morrison		3100 Railcar Bnd, 63301	MSM40392@gmail.com	10-17-17
Elizabeth Kiernan		480 Versailles Dr. 63031	erkiernan@gmail.com	10/17/17
Emily Weaver		15308 Country Ridge Dr. 63017	emilyrachaelweaver@gmail.com	10/17/17
Tracy Simon		3 Green Oaks Dr. 63132	Tracy.Simon436@gmail.com	10/17/17
Emily Pitti		4350 Humphrey Street 63116	pittie95@gmail.com	10-17-17
Kierrah Hunter		2793 Rottingdean DR 63083	Kiki.hun7@gmail.com	10-17-17
Kristyn Taylor		5056 Lakeriew Dr. Granite City, IL	Krtaylor@sive.edu	10-17-17
Melissa Quigg		2309 Weglen Pk 63116	conawaym@hotmail.com	10-17-17

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Printed Name	Signature	Address	Email	Date
Nadia Alul	Nadia Alul	241 S. Mosley Rd	nadia.alul@yahoo.co	10/20/17

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RICHARD MEYER	Richard Meyer	11210 STILL LN, 63141	SMEYER/DESWAZEL.NET	10-13-17
Stacie Quin	Stacie Quin	4050 WEST PINE BND	S_quin@yahoo.com	10-17-17
Amanda Causey	Amanda Causey	2078 C Tavel Ct STL 63146	causeya87@gmail.com	10/17/17
Alicia Lacey	Alicia Lacey	2332 HALF MOON DR. APT. C. 63114	LaffyTaffy1234@aol.com	10/17/17
Marissa Finkbeiner	Marissa Finkbeiner	1028 RUE LA CHELLE 63141	marissamcclane@aol.com	10/17/17
Alissa Dymes	Alissa Dymes	2250 FIORA DAWN DR FIORISSANT, MO. 63031	alissamdyms@gmail.com	10/17/17
Grace Gruenbacher	Grace Gruenbacher	7906 Gannon Ave. University City, MO, 63130	grue1491@gmail.com	10/17/17
Rachel Schuer	Rachel Schuer	216 Falling Leaf Dr. St. Peters, MO 63376	rschuer3@gmail.com	10/17/17
Elizabeth Ryan	Elizabeth Ryan	11361 Briarhall circle, Maryland Hts, MO, 63043	elizabethlebuso@att.net	10/17/17
Tara Brown	Tara Brown	2723 W Tenneyson, St. Louis, MO 63114	tara.brown05@yahoo.com	10/17/17
Sara Lawrence	Sara Lawrence	1410 Heritage Lndg St. Charles, MO 63303	Sahila2@hotmail.com	10/17/17

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Printed Name	Signature	Address	Email	Date

SPRING - SOUTH SIDE
OF HBE
BUSH HONEYSUCKLE





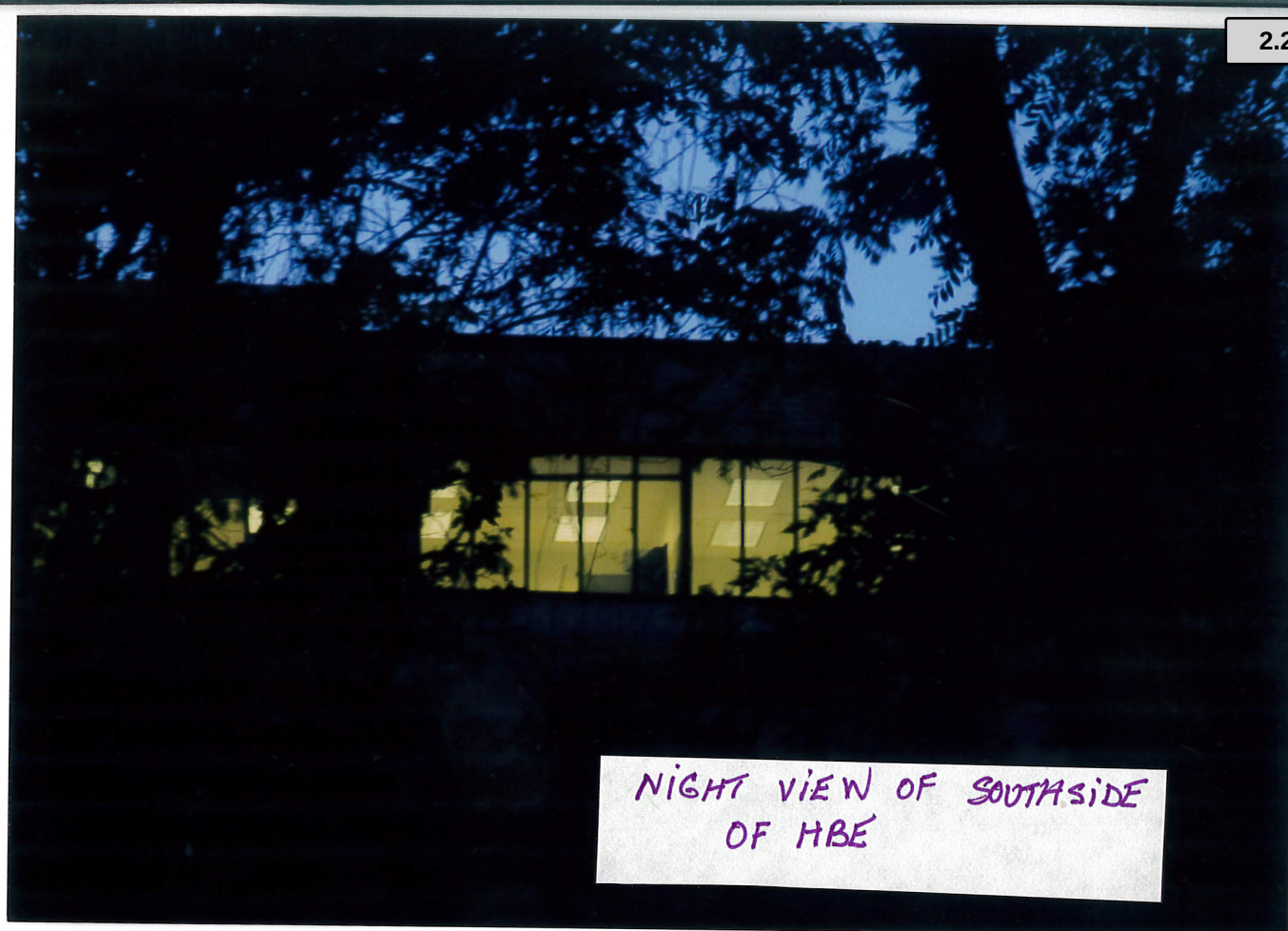
SOUTH SIDE OF HBE IN WINTER - DORMANT
BUSH HONEYSUCKLE



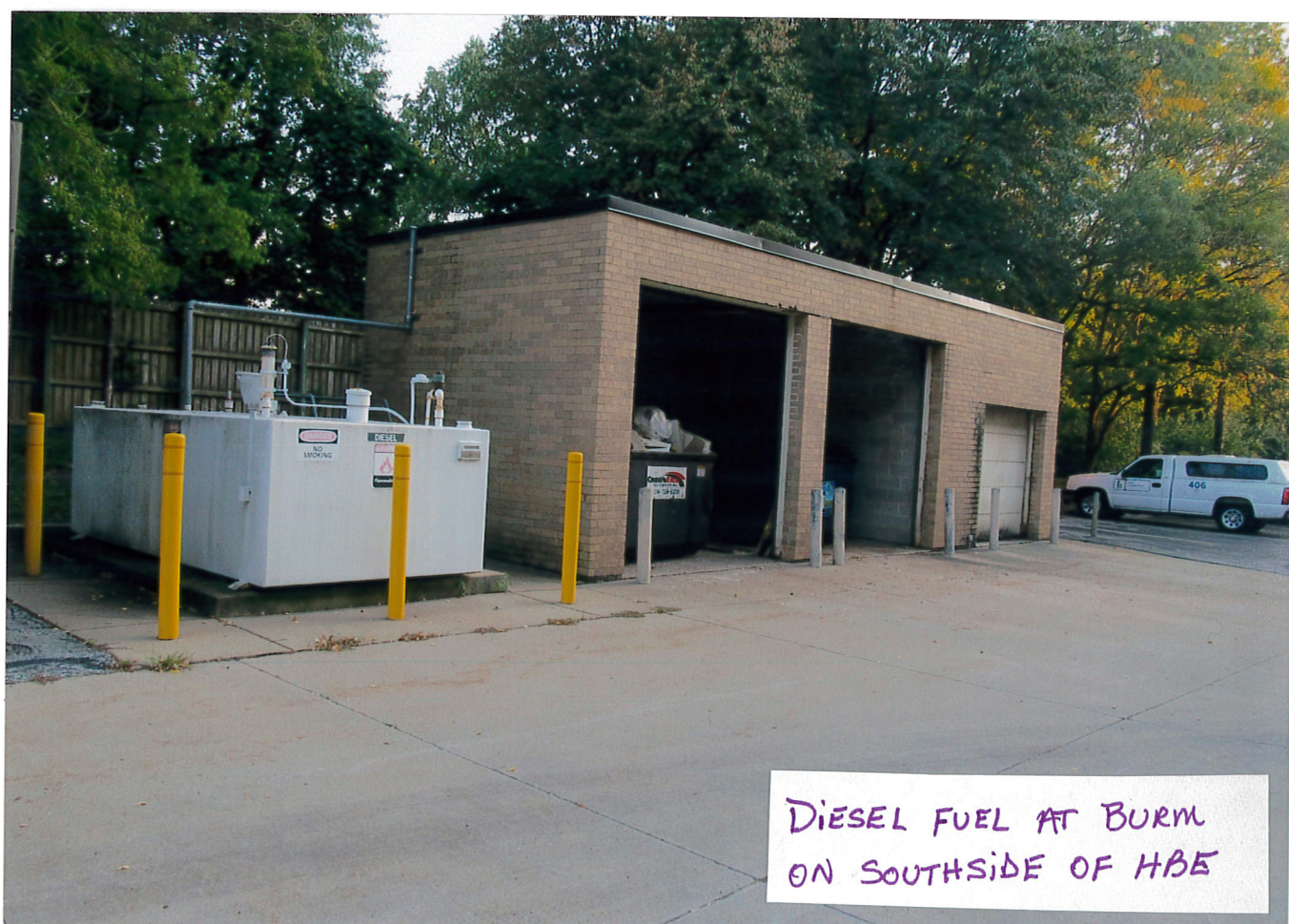
VIEW OF SOUTH SIDE OF HBE FROM RESIDENTIAL WINDOW

WINTER





NIGHT VIEW OF SOUTHSIDE
OF HBE



DIESEL FUEL AT BURM
ON SOUTHSIDE OF HBE

SOUTH SIDE - HBE
SUMMER



MATURE TREES ?
SOUTHSIDE HBE



2.2.aa

BUSH HONEY SUCKLE
SOUTHSIDE HBE - BURM

2.2.aa



WESTBOUND TRAFFIC
OLIVE AT MOSLEY
5:30 PM WEEKDAY





WEST BOUND TRAFFIC
OLIVE AT MOSLEY
5:30 PM WEEKDAY



723 Fairways Cir



From: [jmmacd](#)

Ladies & Gentlemen:

I am writing to urge your opposition to requested rezoning of the HBE property located at 11330 Olive St. Rd. for hotel/retail/restaurant bar purposes for the following reasons:

1. **Property closely backs up directly to residential property** ... with no proposed sound barrier wall of significant height AND installation of a *complete* evergreen landscape barrier of fast growing, very tall white pines, Norway spruce and other varieties.
2. **Property lacks acceptable depth** ... proposed pool in rear of HBE building is *far too close* to neighboring residential property and will cause unacceptable noise nuisance. Currently, residence directly behind property regularly hear building maintenance personnel yelling and "carrying on" after hours, disturbing neighbors.
3. **Vacant retail property currently exists** in this direct Olive corridor...no further vacant property desired to add to "blighted" look of community
4. **Hotel visitors create a nuisance to community** and strain on police/fire/ambulance emergency services per testimony of Fairways resident & EMS technician, Rob Daus, at HBE September presentation meeting. A hotel would invite 10's of thousands of "strangers" to the community rather than maintain the regular occupants of the current office use of the building.
5. **Added congestion to Olive St. Rd.** – Findings of traffic study ordered by HBE owners are completely unfathomable ! The previous commercial office building traffic was limited to employees arriving at 8-9 am and leaving at 5-6 pm with extremely limited traffic or related activity/noise in the evening or on weekends. Come now a proposal for a 24/7/365 day/year hotel/retail/restaurant/bar use which would create continuous traffic in and out of the property at ALL hours of the day and night, EVERY day of the week from hotel guests, hotel visitors, hotel meeting attendants, hotel maintenance personnel, daily trash service, daily food service

and other suppliers, the added traffic of 4 additional retail units, as well as the comings and goings of a restaurant and bar facility, too ! No reasonably intelligent individual would ever guess this proposed use would do anything but increase the already congested traffic flow in the area. How many more stop lights do we want to put in the 1.5 miles east of Hwy 270? This building proposal would undoubtedly require an additional light to allow for the flow into/out of this property with such a use. From Craig to Mosley (less than 2/10ths of a mile) there would be 4 lights (and they are not very well synchronized as it is).

6. Hotel saturation. The direct area is already supported by 3 sizeable hotels (all of which are in commercial areas, by the way) with a 4th hotel proposed adjacent to the 270/Olive intersection.....a 5th hotel is NOT necessary....we don't even have any area attractions to support additional hotels that aren't currently served by existing Creve Coeur hotels and the significant number of hotel/motels in the Westport area, as well. What do we want Creve Coeur to look like ????

7. Tax generation. If the building continues to be used as commercial office space, it will continue to generate substantial real estate and income taxes to support the Creve Coeur community without the need to contribute to the unrest and nuisance of the community.

Current zoning laws do not allow for such a use *for a reason*. To allow them to make their own little subset of rules for this plot of ground goes against what has been considered for and designed by the City thus far for the area. I respectfully ask you to consider these needs and interests of the community and deny any zoning request allowing for a hotel facility.

Most sincerely,

XXX Fairways Circle, St. Louis, MO 63141

Creve Coeur City Council Members

- Barry Glantz - Mayor bglantz@crevecoeurmo.gov
- Alexis Travers - Ward 1 atravers@crevecoeurmo.gov
- James Faron - Ward 1 jfaron@crevecoeurmo.gov
- Ellen Lawrence - Ward 2 elawrence@crevecoeurmo.gov
- Ted Ruzicka - Ward 2 truzicka@crevecoeurmo.gov
- Charlotte D'Alfonso - Ward 3 cdalfonso@crevecoeurmo.gov
- Robert Hoffman - Ward 3 rhoffman@crevecoeurmo.gov
- Scott Saunders - Ward 4 ssaunders@crevecoeurmo.gov
- Sue Baseley - Ward 4 sbaseley@crevecoeurmo.gov
- Jjaggi@crevecoeurmo.gov

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 Jason W. Jaggi, AICP
 Director of Community Development
 City of Creve Coeur, Missouri
 300 North New Ballas Rd
 Creve Coeur, MO 63141
 314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org



Whitney Kelly <wkelly@crevecoeurmo.gov>

synchro 9

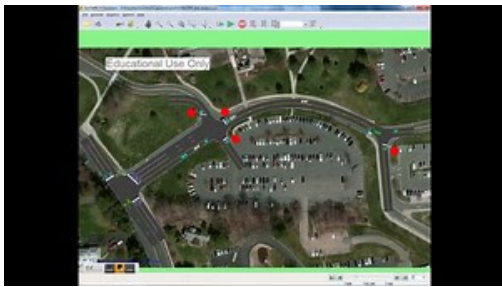
1 message

A.James Wang <ajwang@hotmail.com>

Tue, Oct 24, 2017 at 11:12 AM

To: Whitney Kelly <wkelly@crevecoeurmo.gov>, Elizabeth Kistner <bethkistner@gmail.com>, Carl Lumley <CLumley@chgolaw.com>, Mayor Council <mayor-council@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>

<https://www.youtube.com/watch?v=H7Teu7hp3Oo>

**PM Simulation synchro 9**

www.youtube.com

made with ezvid, free download at <http://ezvid.com>

The applicant's traffic study used this Synchro 9 software extensively in their analysis. This visual simulation is one of the functions it is capable of. Would sure be very helpful in visualizing what the study principals are talking about instead of confusing terms like "LOS" and "v/c". Surely, locals here can see the simulation of the baseline and decide for themselves whether it resembles what they experience. I can even provide actual drone video for comparison.

I am puzzled as to why the study used for its baseline, the trip generations based on "local medical office". A medical office building generates far more traffic than a regular office that does not interact with the public. It seems like the baseline traffic flow is being artificially projected on the high side so as to conclude that there is no significant change in traffic flow. \

I dispute the finding that the LOS for the northbound approach to the Mosley light is a B and that there is excess capacity. Even more perplexing is the conclusion that there will be less than an additional second during all peak periods. And despite the recommendation of signage in the parking lot directing westbound traffic to the Mosley light.

I believe it is imperative for HBE to provide cross access to the retail property on the immediate west. Their second parking row would be perfect as the elevation matches with just a separating berm. I know of other successful cross access stories that have been more difficult such as [555 North New Ballas](#). In the HBE instance, it calls for just the removal of the grassy knoll that separates the bank from the applicant's stand alone restaurant building . The proposed restaurant is set at the very northwest corner of the lot making it closer to the neighboring retail building than

to the hotel itself. The proximity of the restaurant to the Larson Investments property (bank, Pei Wei, etc) retail building is likely to cause confusion. Restaurant customers might drive into the Larson property instead of the hotel property.

The traffic study group has indicated that they already have done a traffic study for Wolff Properties. They should be able to model how the Mosley traffic light would be affected if the Olive westbound traffic from the proposed hotel is shunted through the cross access.

Even though there is no formal requirement for cross access, the city has been highly effective in inducing commercial property owners to reach this un-codified goal. This should be one of the concessions the applicant should make otherwise the requested zoning change should be denied as it is within the board's discretionary power. The applicant is using the PCD as a convenient way to subvert the staid requirements of general commercial zoning code.

Thank you,

A.J. Wang

544 Fairways Circle

St. Louis, MO 63141

October 25, 2017

Mr. Jason Jaggi

Director of Development

City of Creve Coeur, Missouri

Ms. Whitney Kelly, City Planner

City of Creve Coeur, Missouri

Honorable Mayor and Council Members

Planning and Zoning Commission Members

Re: Application #17-028 and #17-029

I am requesting the Planning and Zoning members deny the above requested rezoning for the reasons which I will outline in this letter. After the meeting 10/23/2017 the matter was continued which allows time for additional comments to be considered. Therefore I am requesting that you include this letter in the minutes from the meeting on 10/23/2017 and make it part of the official record.

When possible I will refer to the Creve Coeur Comprehensive Plan 2030 as CP2030 throughout the body of this letter for obvious reasons.

The CP2030 “provides specific recommendations, actions, and regulatory code updates to facilitate ongoing incremental implementation.” The document is designed to “supersede(s) all land use plans previously adopted by the city.” The purpose is to specify future plans for zoning, design guidelines, traffic programs, storm water etc.

It becomes apparent after reading the CP2030 that the City has many assets. These assets have to be managed for the betterment of all concerned, yet make sure all of us have a clear path to achieve the maximum benefit and protection for all.

The CP clearly states that the city appears to have an overbuilt situation when it comes to Class A office space. The CP states the city has close to 255,000 square feet of vacant space and another 1,306,000 square feet of vacant class B office space and plus or minus a 19% overall vacancy rate. Hence the reason HBE does not wish to update his current building; retail rents are not going to give HBE the return on investment they feel is acceptable. The problem is this project fails to meet the criteria stated in the CP. The project also fails to meet several of the criteria under section 405.390 Planned Commercial Development.

According to the CP the Creve Coeur community is mostly made up of secluded residential areas with lots of “heavy tree canopies” with approximately 75% of the city devoted to single family areas. The make-up has not changed for the last 45 years. Does the area need another hotel so far away from the

I270 corridor? The area along east Olive Blvd. consists of automobile and strip commercial properties with no unifying architectural styles. The site planning is fragmented, and the developments do not relate well to the street or one another. Future development needs to be more dynamic and feature more visually attractive buildings. The HBE proposal is nothing more than a face lifted 40 year old building. The architect last night said that the building can only withstand an additional 10% lateral load how will you be able to make a visually unique and attractive building using less than top grade materials?

Traffic would seem to be the next area that this plan is not able to address properly. Currently the traffic on Olive is defined by vehicle origin and destination. More traffic on Olive originates from external sources; because of this the volume of cars on Olive has caused significant congestion on Olive. The traffic study presentation on 10/23/2017 enforced this point that Olive would be worse, and that she wasn't sure, but traffic on Mosley was still a problem but she didn't remember exact grade that was given in the study. Under the request #17-029 HBE wish's to keep the current curb cut on Mosley Road, "local" streets are not designed to handle additional traffic, due to these limitations there are few if any improvements that can be made to improve traffic flow.

Under the CP there are planned objectives that need to be met.

Plan objective strategy: 1.3 Improve the city's streetscapes. Does the HBE project satisfy this?

1.5 Preserves high quality neighborhoods?

1.8 Ensure adjacent non-residential and residential are compatible

1.9 Improve quality of new development

2.8 Mitigate impact of non-residential lighting, noise and trash on residential users where they are adjacent.

2.9 Protect residential areas from negative encroachment of non-residential uses.

3.4 Improve regional transportation and mobility on Olive

6.4 Reduce vehicular congestion on Olive

6.5 Manage traffic impacts in residential neighborhoods

6.7 Promote vehicular cross-access between commercial parking lots, facilitate shared parking, reduce access points along commercial thoroughfares.

7.7 Storm water and erosion problems related to public infrastructure, mitigate storm water runoff, use green infrastructure best management practices including bio swales, raingardens and native landscape restoration.(not bury it underground)

According to the CP the East Olive Corridor presents its own set of problems. Apparently current parking and landscaping requirements often dictate that existing buildings be rebuilt with less square footage than the original building to meet requirements.

Chapter 405

Section 405.390

Reasons I believe the HBE project fails to meet the provisions of the above Zoning Ordinance

The area is predominantly residential per the definition: A descriptive phrase that applies to areas in which 50% or more of the adjoining land (excluding streets) within 500 feet is developed as residential.

Page 4 paragraph b, the purpose of a PCD is to provide sites for development which are attractive and compatible with surrounding neighborhoods. HBE rezoning does not meet

All applications for PCD zoning must contain a clear statement and placement of the specific uses within the district. Neither of the two additional phases' for a restaurant or the mixed use building are specific as to when they will be built, the tenants, nor do they outline the construction.

b. 1 Adjoining areas must be predominantly non-residential. See attached map.

The project also fails to comply with sections b. 2, 3, 10, 14 and 17.

The last point I wish to make is contained in the application letter that was put into the P&Z packet. On packet page 194 the comments are "The applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore the only zoning option that would allow relief for those requirements is the PCD Planned Commercial District. I didn't know that if you aren't willing to work within the parameters set by the current codes that you could just demand the city rezone your project so you could move forward without regard to the CP.

I hope I have been able to convey to you clearly more than enough reasons why the requested Applications #17-028 and #17-029 should be rejected by all that I have addressed this letter to.

Thank you for your time and consideration in this matter.

Mr. & Mrs. Gene F. Sprich Jr.

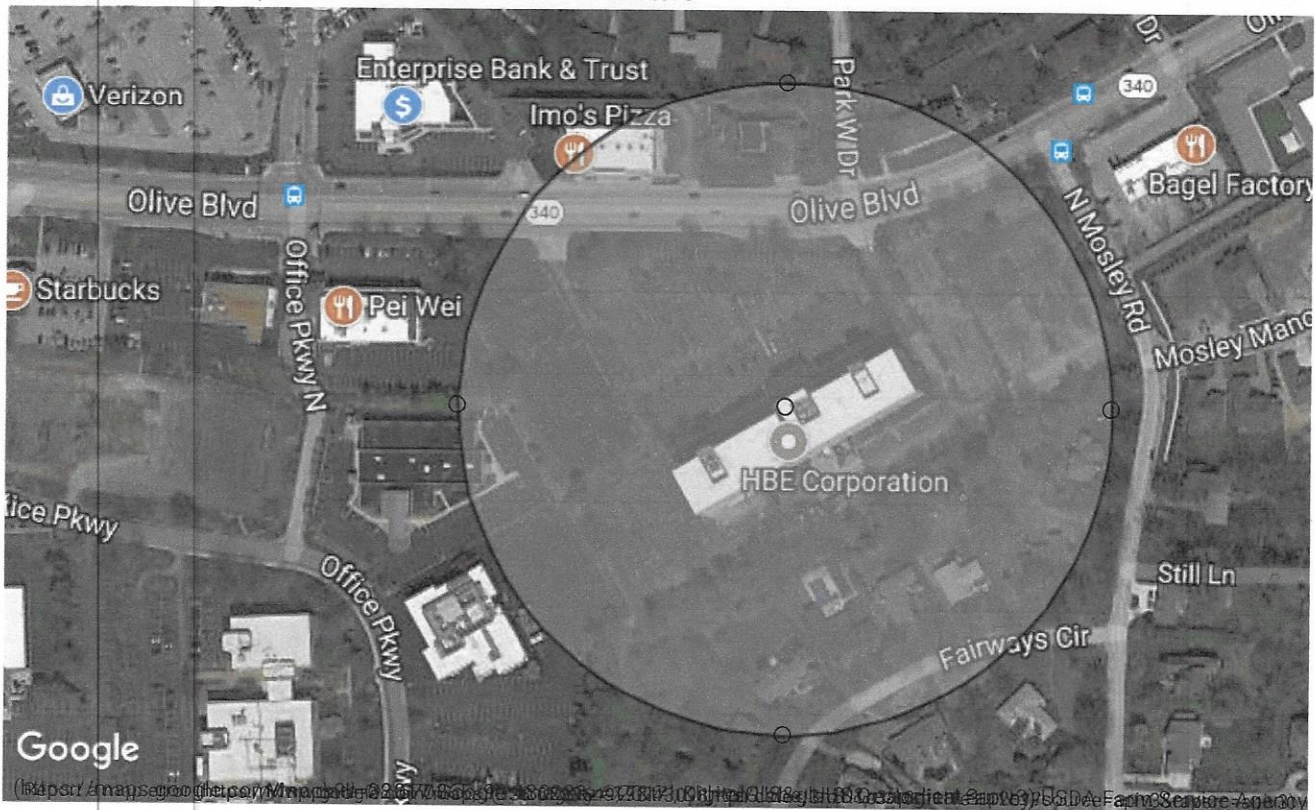
417 N. Mosley Rd.

Saint Louis, MO. 63141

Draw a circle

Address	Radius	
11318 olive blvd saint louis missouri	500.00	Feet
Circle	Border	☐ Only Show Border
AAAAAA	000000	
Zoom to Address	New Circle	Edit Circle
Remove Circle		

Position: 38.670365,-90.430980 Radius: 152.40 Meters



Return to this radius map here, just save this link

<https://www.mapdevelopers.com/draw-circle-tool.php?circles=%5B%5B152.4%2C38.6703649%2C-90.43098%2C%22%23AAAAAA%22%2C%22%23000000%22%2C0.4%5D%5D>

Create Multiple Radius Circles?

You can use this tool to add as many radius circles to the map as you want. This allows you to find out where they intersect, and what areas are not within the radius of any of your locations.

City of Creve Coeur, MO
Tuesday, October 24, 2017

Chapter 405. Zoning Ordinance

Article III. Zoning District Regulations

Section 405.390. Planned Zoning Districts.

[R.O. 2008 §26-46.1 — 26-46.13; Ord. No. 5057 §2, 9-4-2008; Ord. No. 5134 §§1 — 3, 4-26-2010; Ord. No. 5165 §7, 12-13-2010; Ord. No. 5243 §4, 2-13-2012; Ord. No. 5300 §§16 — 17, 4-22-2013]

- A. *Definitions Of Terms.* Unless a contrary intention clearly appears, the following words and phrases shall have the meanings given in the following clauses for the purposes of this Section. Where a conflict arises between these definitions and those contained in Section **405.120**, Definitions, the wording in this Section shall prevail only to the extent needed to interpret and enforce the regulations of this Section. Further, words and phrases which are not defined by this Section nor Section **405.120**, Definitions, shall be given their usual meaning except where the context clearly indicates a different or specific meaning.

PLANNED ZONING DISTRICT

A designed grouping of varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one (1) contained development or subdivision.

PREDOMINATELY NON-RESIDENTIAL

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

PREDOMINATELY RESIDENTIAL OR INSTITUTIONAL

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. Residential uses, or
2. Institutional uses consisting of non-profit or quasi-public uses, such as a religious institution, library, public or private school, hospital or government-owned or government-operated structure or land used for public purposes.

UTILITIES

All lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, power, information, video, telecommunication and telephone.

- B. *Purpose.* The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges,

- (7) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (8) Balances increased structure densities for the subject property with more cohesive and organized open space.
- (9) Improves on, or provides for, efficient circulation patterns, access controls and screening of parking facilities.
- (10) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (11) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (12) Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.
[Ord. No. 5381 §1, 7-14-2014]
- (13) Provides effective landscaping or screening in or around the separate developments within the PRD.
- (14) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (15) Functionality and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with the surrounding development.

b. *Planned commercial development (PCD).* A "planned commercial development" shall mean a development on a plot of land containing a mixture of commercial, office, miscellaneous service activities and multi-family dwellings when acceptable to the area. The purpose of a PCD is to provide sites for the development of commercial retail and office uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PCD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area and promote greater efficiency in public and utility services. Although no particular combination of the aforementioned uses is predetermined, all applications for PCD zoning must contain a clear statement and placement of the specific uses within the district, with the NAICS Designation from Table A. Note that no use which is listed as a conditional use in the Creve Coeur zoning ordinance shall be considered approved for a PCD unless it is expressly listed in the application and approved. Subsequent requests for additional conditional uses shall be treated as amendments to the zoning district and subject to all of the original approval criteria. The minimum gross area (includes floodplain areas) required for PCD is three and one-half (3.5) acres, composed of one (1) parcel or two (2) or more contiguous parcels of land. In addition, a PCD may not be requested for properties described by the Central Business District land use plan.

Design criteria.

- (1) Adjoining areas must be predominantly non-residential as defined for this district and the project shall have all access, not including emergency-use only driveways, from Olive Boulevard, Lindbergh Boulevard, North New Ballas

Road or any street within the "LI" Light Industrial zoning district except that the project may also have cross access with an adjacent commercial property whose access is limited to only a major or minor arterial according to the City's published street classification map or from any street within the "LI" Light Industrial zoning district.

- (2) Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.
- (3) The floor area ratio (FAR) for new developments shall not exceed six-tenths (0.6). However, where a proposed district includes pre-existing buildings that are found to otherwise satisfy the overall purpose and intent of this Chapter, the FAR may be waived so long as the building coverage does not exceed forty percent (40%) of the site area and the sky exposure plane requirement is met.
- (4) Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission.
- (5) No new residential building may be located closer than fifteen (15) feet to any property line or any required buffer yard.
- (6) No new commercial building may be located closer than forty (40) feet to any required buffer yard.
- (7) Makes efficient use of parking and storage areas including cooperative parking facilities.
- (8) Provides for the more efficient provision of public and private utilities and facilities throughout the development area.
- (9) Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.
- (10) Incorporates pocket parks, small plazas and places for public art where appropriate.
- (11) Locates buildings in appropriate relation to sidewalks or public parks and plazas.
- (12) Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.
- (13) Allows for on-street parking and locates surface parking to the side and rear of buildings.
- (14) Utilizes high-quality architectural design, placement, relationship and orientation of structures.
- (15)

Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.

[Ord. No. 5381 §1, 7-14-2014]

- (16) Provides effective landscape or screening in or around the separate developments within the PCD.
- (17) Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or extraordinary design of above ground facilities that is visually commensurate with surrounding development.

E. *Submittal Requirements.* For a planned zoning district to be accepted for review, the application must be accompanied by a complete site development plan submitted in accordance with Section 405.1080 with the information listed below placed either on the plan or on a separate sheet accompanying the plan, unless otherwise approved by the Zoning Administrator.

1. All submissions to the City's Planning and Zoning Commission and City Council shall be properly sealed and signed by a licensed architect, professional engineer or land surveyor registered in the State of Missouri, as applicable, pursuant to laws and regulations established by the Missouri Board for Architects, Professional Engineers and Land Surveyors. An original seal, signature and print date shall appear on each page of one (1) original submittal set as evidence that the submitted material was prepared under the direction of a licensed architect, professional engineer or land surveyor. All other submissions shall be copies of the original set.
2. Title block including name of the proposed project, name, address and phone number of preparers and project applicant or owner.
3. The location, dimensions and total area of the site.
4. The location, height, floor area, type of construction and intended use of each proposed building or structure.
5. Architectural elevations depicting size, shape and special design elements proposed as well as proposed exterior finish materials to be used.
6. A plan of the entire planned zoning district shall be drawn at a scale of 1" = 20' or larger bearing a minimum of two (2) surveyed points located in conformance with the Missouri Coordinate System ("State Plane Coordinates").
7. Two (2) cross sections at ninety degrees (90°) from each other through the proposed site and building(s).
8. The number, location and dimensions of parking spaces, surface lot or structures and loading docks, in relation to the applicable parking regulations in Article VII, with means of ingress and egress. Layout of physically disabled parking and accessibility shall be included.
9. The proposed traffic circulation pattern within the area of the development including the location and description of public improvements to be installed including any streets and access easements.
10. The location and purpose of any existing or proposed dedication, easement or right-of-way (public or private) within the boundaries of the site.



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-028 FOR THE REZONING OF 11318 OLIVE BOULEVARD TO PLANNED COMMERCIAL DEVELOPMENT DISTRICT FOR THE RENOVATION OF THE EXISTING BUILDING INTO A 260 ROOM HOTEL WITH A FREESTANDING RESTAURANT AND COMMERCIAL/RETAIL BUILDINGS

FOR THE MEETING OF: October 23, 2017

SUBJECT PROPERTY LOCATION: 11318 Olive Boulevard (see map), also
addressed as 11330 Olive Boulevard. Zoned CB-Core Business District

REQUEST: Fred Kummer, of Kummer Hotel Development, LLC has submitted an
application to rezone the property at 11318 Olive Boulevard to the PCD-Planned
Commercial Development District for a new 260 room hotel, a 20,000 square foot
multi-tenant retail/commercial building, and a 7,000 square foot freestanding
restaurant. The proposal also includes application #17-029 to amend Section
405.390(D)(2)(b)(1) of the planned commercial development requirements to
allow for secondary access to an arterial road (Mosley Road), with primary access
from Olive Boulevard.

ADDITIONAL INFORMATION: The subject property is zoned CB-Core Business
District. The building was originally developed in 1979 and contains pre-existing
non-conformities on the site, including and not limited to, site coverage and
setbacks for buildings over 45 feet when adjacent to residential districts. Hotels
and Restaurants are permitted with conditions in the CB District. The purpose of
the Planned Zoning District is to allow an innovative design, solve problems on
difficult sites, meet market niches, encourage housing in different price ranges,
promote well designed developments and encourage infill and redevelopment
within the existing urban area.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the project meet with the criteria for a Planned Commercial Development?

Creve Coeur 2030 Comprehensive Plan References

- Mixed-Use (MU) District
- Design Guidelines

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.370: CB - Core Business District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Development Plans

APPLICANT: Kummer Hotel Development, LLC
11330 Olive Boulevard
St. Louis, MO 63141

**APPLICANT'S
REPRESENTATIVE:**

Timothy J. Tryniecki
Armstrong Teasdale LLP
7700 Forsyth Boulevard, Suite 1800
St. Louis, MO 63105-1847



REPORT PREPARED BY: Jason W. Jaggi, AICP Director of Community Development;
Whitney Kelly, AICP, City Planner

DATE: 10/17/2017

ATTACHMENTS: Applicant's Materials received October 11, 2017
Traffic Impact Study
City's Traffic Engineer Consultant Comments
Public Comments received by October 17, 2017

Attachment: 17-028.HBE Rezoning PCD.11330 Olive Boulevard.Staff Report.10-23-2017 Final (#17-028: HBE Rezoning to PCD)

BACKGROUND

The proposal involves rezoning the 9.97 acre HBE office property from CB-Core Business District to the PCD-Planned Commercial Development District. The PCD is a planned zoning district that is a separate and distinct zoning district that would be applied specifically for this property. If approved by the City Council upon recommendation by the Planning and Zoning Commission, the planned zoning district, including the associated site development plan replaces all prior zoning regulations on the property and the zoning map is changed to PCD-Planned Commercial District. Further, the City Council upon recommendation by the Planning and Zoning Commission, may place conditions and limitations on the project. These conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, maintenance, operational elements that would impact adjoining land uses and other matters relating to the purposes and objectives of these planned zoning district regulations, and are included in the ordinance and depicted, as appropriate, on the associated site development plan authorizing the planned zoning district. Following planned zoning district approval, the development plan, rather than any other provision of this Chapter, will govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property and no use or development, other than temporary uses, are permitted within the area of the planned zoning district. Minor technically related amendments may be approved by the Zoning Administrator while major amendments must be reviewed by the Planning and Zoning Commission and City Council, as a new application with a public hearing.

PROPOSED PROJECT

The Applicant is seeking to rezone the subject property for a planned commercial development to convert the existing six story office building to a 260 room hotel use, with a freestanding restaurant, and a 20,000 commercial/retail building. The design of the restaurant and commercial/retail buildings are not under review at this time, but will be reviewed as part of a second phase. The submitted plan provides a total site coverage at complete build out of 66.77%. The hotel includes a new six story addition to the east elevation for dining area seating, with a 1,038 square foot covering for the trash enclosure and delivery area. The proposal includes covering the existing brick with an EIFS material that simulates brick on the lower floors and has a stucco finish on the upper floors. A new entry canopy and applied granite panels are provided at the main entrance. Existing brick will remain on the elevator towers.



Figure 1: Close-up of the North and West Elevations from Sheet A3, with Exterior Materials indicated.

The purpose of this finding is primarily to serve as a quick review to determine if the proposal meets minimal standards; enough that it warrants further review. Greater scrutiny is applied in the subsequent discussion and is the purview of the Planning Commission and City Council.

Criteria	Finding
Cannot be approved under other zoning	The mix of uses can be accomplished in the CB District, and the planned zoning districts: Planned Commercial Development [Section 405.390(D)(2)(b)] However, as proposed, cannot be approved by any other District: • The HBE office building is non-conforming in the CB District with respect to building setback and buffer yards. Section 405.370.E.4.d states that the setback for any non-residential building exceeding 3 stories or 45 feet in height shall be increased to 200 feet. The existing building setback is 137.1 feet. Further, an additional 2 feet of buffer yard shall be provided for every foot of building height exceeding 45 feet. The existing buffer yard is approximately 50-feet. The height of the existing building is approximately 87 feet which would require a buffer yard of 134-feet which would be approximately 3-feet from the rear of the existing building. • Section 405.610.D states that no building shall be altered to project into the required setbacks. The proposal includes additions at the rear and east side of the building which project into the required setback of 200-feet. • Section 405.610.E.4 states that any non-residential lot with site-related non-conformities which is proposed for a change of use shall fully comply with all requirements of the zoning ordinance. The proposed change in use from office to hotel requires full conformance for site-related non-conformities. Specifically, due to the change in use, the required buffer yard of 134 feet must be met. • The Applicant is not willing to work within the existing structure, or modify the site to remove the pre-existing site coverage. Therefore, the only zoning district option that would allow relief for these requirements is the PCD Planned Commercial District
Fulfills purpose of Section 405.390, Planned Zoning Districts: "The purpose of the Planned Zoning District is to allow innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area."	Without delving into the question of appropriateness, the following appear to be facts supporting the stated purpose: • It fulfills the goal of the Mixed Use District as stated in the comprehensive plan by incorporating a variety of uses in a coordinated fashion on a large development site with improved walkability. The proposal includes a hotel use, retail and restaurant uses which, depending on the chosen tenants, have the potential to complement each other. • The proposal includes various site amenities such as public art, a water feature, and enhanced landscaping as recommended in the comprehensive plan and design guidelines. However, the layout and placement of these features does not promote an innovative design as discussed further below. • It will infill a property that is currently underdeveloped with economically viable uses by repurposing an aging office building. • The architectural design and materials of the proposed hotel is an area that could be improved to better meet with the objectives of the Design Guidelines. Although the request does not include specific review of the two frontage buildings, the applicant states that these buildings will be of predominately masonry construction and will coordinate with the each other and the hotel to meet with the goals of the Design Guidelines.



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Opposition to proposed rezoning of HBE building for hotel

1 message

Suellen Meyer <smeyer10@swbell.net>

Sun, Oct 29, 2017 at 9:03 PM

To: Jjaggi@crevecoeurmo.gov

Cc: dbomkamp@sbcglobal.net

Jason, please send this message to all members of the P&Z Commission and the City Council and include it in the P & Z's, full Council's and Whitney Kelly, City Planner's packets.. Thank you. Suellen

HBE has requested rezoning of the existing office building site to build a hotel. We have many reservations about the location of the pool, the cladding of the building, traffic, and other issues, but they don't matter until the issue of rezoning itself is determined. This proposal does not merit rezoning.

First, it is not compatible with the residential neighborhood adjoining it. The adjacent neighbors have requested a solid masonry wall to protect their property from the noise and activity at the hotel. Importantly, Staff includes this request in their report and asks that if you find additional screening necessary, you provide guidance (page 13). If the proposed use were compatible with the existing neighborhood, there would be no need for the wall.

Second, the proposed zoning designation was conceived to make it possible for someone to offer Creve Coeur a transformative, dynamic project. This is not one. In fact, a representative of HBE told us at the neighborhood meeting that they couldn't fit the existing building into the current zoning criteria for a hotel in the CB district so they went looking through the regulations to find an area they could use and came up with PCD-Planned Commercial District. It's clear that they are uninterested in the proposed retail and restaurant: they have marked locations for them but there is no design work that would show how they relate to the hotel, much less create a dynamic integrated whole. We can only assume that they do not have a vision for the site beyond checking off the boxes that would make such a zoning change possible. Approving this project piecemeal would subvert the purpose of this zoning district.

As stated in the Staff Report introduction, "The purpose of the Planned Zoning District is to allow an innovative design, solve problems on difficult sites, meet market niches, encourage housing in different price ranges, promote well designed developments and encourage infill and redevelopment within the existing urban area." The only purpose this proposal meets is providing redevelopment and it does so at great cost to the neighborhood, both the residents and the nearby Goddard School. Thus, we encourage you to reject this request for rezoning.

Suellen and Richard Meyer

Robert E. Niemeier
700 North Mosley Road
Creve Coeur, Missouri 63141

Sent Via Electronic Mail

October 30, 2017

City of Creve Coeur
 300 North New Ballas Road
 Creve Coeur, MO 63141

Att: Members of the Planning and Zoning Commission
 Members of the City Council

Re: Planning & Zoning Applications 17-028 and 17-029
 Proposed Rezoning of 11330 Olive Boulevard Property

Gentlemen:

Please accept this correspondence as confirmation of my wife and my opposition to the proposed rezoning of the above referenced HBE property to permit its usage for a hotel. We have been residents at 700 North Mosley Road for 40-years and previously part of a very large group that opposed this same site being developed for a hotel in 1979 by this same owner for essentially the same reasons.

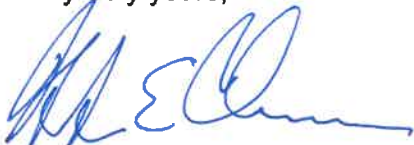
It is our view that a 24-hour per day / 7-day per week transient use, occupancy, and staffing of a hotel is not appropriate for this location and incompatible with a residential neighborhood. It statistically increases the opportunity for unlawful activity at the property and corresponding crime in the adjoining areas of single family homes and a school in the immediate area.

The safety and traffic impacts from an increased volume of transitory vehicles using the Mosley Road entrance to the property also needs to be prohibited, as this is a residential street versus a commercial intersection. This determination needs to be established based upon the current zoning regulations and what has been presented as the spirit of Creve Coeur's master plan for blending a long standing bedroom community of homes with commercial development consistent with the previously adopted business district concept.

As such this proposed project does not meet the criteria for creating a Special District for the purpose of unusual and dynamic projects; particularly evidenced by the economical make-over of an aging property for an ill-suited alternative usage that will require further variances to current regulatory requirements for construction.

Accordingly we urge you to vote no on Planning & Zoning Applications 17-028 and 17-029 and suggest that the city work with the owner to identify opportunities with other developers for a mixed use project that aptly reflects the spirit of Creve Coeur's master plan and provides greater benefit to its residents.

Very truly yours,



Robert E. Niemeier

cc: Jason Jaggi
 Whitney Kelly



Whitney Kelly <wkelly@crevecoeurmo.gov>

To be included in the record

1 message

Carol Lippman <carollippman@sbcglobal.net>

Fri, Nov 3, 2017 at 9:10 AM

Reply-To: Carol Lippman <carollippman@sbcglobal.net>

To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>
 Cc: "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>, "grovak@crevecoeurmo.gov" <grovak@crevecoeurmo.gov>, "tcarney@crevecoeurmo.gov" <tcarney@crevecoeurmo.gov>, "hsilverman@crevecoeurmo.gov" <hsilverman@crevecoeurmo.gov>, "mschuh@crevecoeurmo.gov" <mschuh@crevecoeurmo.gov>, "mhall@crevecoeurmo.gov" <mhall@crevecoeurmo.gov>, "dmagruder@crevecoeurmo.gov" <dmagruder@crevecoeurmo.gov>

Good morning.

The purpose of this message is to strongly urge you to REJECT the HBE proposal for rezoning in order to build a hotel.

The infrastructure cannot support such a development. Furthermore, such a property would contribute to a deterioration of residential real estate values in Creve Coeur.

Three weeks ago we moved to Mosley Manor Court from the Briarcliff Condominiums. A key reason for our move was the construction of the six-building apartment complex on what had been Hamilton Church's property. In the proposal stage, we residents were told that this would be one building, not six. Old Olive Blvd. cannot accommodate the traffic of such a densely populated complex.

Recently we have read that Waterway Car Wash is requesting to relocate to the corner of Graeser and Olive, after having been happy at its current Old Olive location for decades. Our guess is that the traffic on Old Olive is having a negative effect on their business, even though those apartments appear to be only partially occupied. Yet, it is now difficult to make right turns in and out of Waterway; left turns are nearly impossible throughout much of the day.

As you well know, decisions have consequences. We realize that a city must consider and balance revenue generation with many other factors. But please consider the fact that Mosley Road has extreme curves. When driving from Olive down Mosley, to turn left onto Mosley Manor Court, it is necessary to inch forward and carefully look to make sure that no cars are coming around the curve from the south. These roads cannot support more traffic, without significant expenditures to widen and straighten the roads. Such expenditures (and disruptions) would likely significantly outpace revenues that such a hotel might generate.

We purchased this beautiful, Benton Homes, newly-built home in hopes of living peacefully here for 20-30 years. Please don't make us regret this decision. Please REJECT the HBE rezoning proposal and do not allow the plans for building a hotel to go forward.

Thank you very much.

Sincerely,

Carol M. Lippman
 Teri G. Merchant
 11226 Mosley Manor Court
 Creve Coeur, MO 63141

11/3/2017

Creve Coeur Mail - To be included in the record

2.2.aa

wkelly@crevecoeurmo.gov



Whitney Kelly <wkelly@crevecoeurmo.gov>

Please reject rezoning the HBE property for a hotel

Carol Lippman <carollippman@sbcglobal.net>

Sun, Feb 11, 2018 at 10:26 PM

To: bgiantz@crevecoeurmo.gov, jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov, truzicka@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, wkelly@crevecoeurmo.gov
Cc: terigm@sbcglobal.net, lgodwin@vector-comm-corp.com, levinsonranch@gmail.com, kari.sufficool@gmail.com, ghansford@trainwrecksaloon.com, terrilt@aol.com, billt@bentonhomebuilders.com, franks129@sbcglobal.net

Dear Mayor and Council Representatives,

We implore you to please reject the Planning & Zoning Commission's proposal to rezone the HBE property to enable the proposed hotel and development.

The area is primarily residential. Please keep it that way.

Automobile traffic at Mosley and Olive, already difficult, would become a nightmare.

A hotel brings the potential for other traffic, undesirable for an attractive, peaceful residential neighborhood such as this.

Please do not allow the rezoning of the property.

Thank you.

Sincerely,

Carol M. Lippman, CFA

Teri G. Merchant

[11226 Mosley Manor Court](#)

[Creve Coeur, MO 63141](#)

January 31, 2018

Planning and Zoning Committee
 Honorable Mayor Glantz and City Council Members
 Mr. Mark Perkins
 Mr. Jason Jaggi
 Ms. Whitney Kelly

To be included in the record and packets for HBE meetings

This is a follow up to a letter I sent Ms. Kelly on November 8, 2017, with several questions regarding the application for rezoning submitted by HBE.

Upon reading the new information for the meeting scheduled for February 5, 2018, I have noticed that there are changes to the original proposal.

- One of the reasons a zoning change was requested was so that there could be a mixed use of hotel, office and restaurant on that parcel. Now I see that instead of “building the office and retail in concert with the hotel” HBE has changed their request to “build the office and restaurant in a future phase”. The rendering of the office space to the east has also changed. Did the rendering change because the EPA/DNR has changed their Underground Storage Tank requirements for 2018? The information Mr. Kummer brought to the meeting regarding the UST report was addressed to Bamboo Equity Partners – the same name that keeps coming up as the prospective buyer of the property. It looks as if the building has been split and an outdoor passageway and dining area has been added. If the current zoning allows for a hotel and a restaurant, then there is no need for a PCD change.

If HBE wants to change their proposal and application, they need to reapply. This meeting is a continuance from the prior meeting before all these items were changed. The public has a right to know that the applicant has changed these items in a Public Hearing that has been posted. If HBE is not willing to follow through with their application regarding office and restaurant space being “building in concert with the hotel”, then a \$10 million dollar performance bond should be provided by the applicant and a time frame of completion of all buildings in 2 years.

- The applicant does not meet the 50% commercial requirement/criteria for a zoning change. I have attached the letter previously sent with regards to the City not providing a current Zoning Map. I have sent many requests and have not been allowed to see a new Zoning Map, nor have I been able to view what the City is using to determine their figures.

SECTION 405.390 PLANNED ZONING DISTRICTS STATES:

Predominately Non-Residential

A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, wither detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

Predominately Residential or Institutional

A descriptive phrase that applies to areas in which fifty percent (50%) or more of the adjoining land area (excluding streets) within five hundred (500) feet is developed as either:

1. **Residential uses**, or
2. Institutional uses consisting of non-profit or quasi-public uses such as religious institution, library, **public or private school**, hospital of government-owned or government-operated structure or land used for public purposes.

The City has claimed Goddard School, 11222 Olive as being “Predominately Non-Residential” and includes that land in their 50% figure. According to Section 405.390, the school should be Predominately Residential or Institutional, regardless of how it is zoned, it is an institutional use.

An argument could be made that the Fire Department, 11221 Olive could also be included in the “land used for public purposes” and included in “Predominately Residential or Institutional” figures.

Either one of these land areas counted towards the Residential or Institutional figures would put the Residential figure over 50% and would eliminate the 50% Commercial criteria for a Planned Commercial Development that the City says the HBE project has achieved. If so, why is the city reluctant to prove their figures due to their refusal to show us the Zoning map used?

If the City would like to prove their figures, then the residents deserve, under the Sunshine Law, a current Zoning Map or the Map that the City is using. To date, I have found two mistakes in their figures and there may be more, but without the right to see what Zoning Map the City is using there is no way the Planning and Zoning Committee or the City Council can base their decision to move forward on an outdated and faulty Zoning Map with several mistakes, some dating back to 2011.

- The HBE request has not addressed the 6-8 problems that the City pointed out at the last meeting including a signed contract with Hilton Hotels. Why was this information requested by the City at the last meeting not included in the new informational materials?

Finally, while researching the Goddard School planning phase there were several discussions regarding cross access. Again, with regard to other City Place planning discussions cross access was demanded, for example the City Place East property which abuts HBE also discussed cross access.

Bill Number 4015, Ordinance 3043, Section 2.2, “ The applicant shall provide an irrevocable roadway easement to create the new access road along the western property line. Said easement shall be submitted to the City Attorney for review and approval prior to recording.”

This is the North Office Parkway that ends at Olive next to Pei Wei.

Section 2.3, “ The applicant shall submit a cross access easement for the proposed cross access drives, as shown on the site development plan received by the Department of Community Development on January 13, 2005, to the City Attorney for review and approval prior to recording.”

What cross access is this referring to? I have left a message at City Hall to determine what Koman was required to do for CityPlace East.

P&Z Minutes – January 18, 2005

Mr. Brandmeyer also stated that he fully expects people to park in the HBE lot, which would be restriped to allow for expansion. Such an expansion would be beneficial to HBE, giving them cross access and the ability to get to another light.

If City Place East is using the HBE lot and it was discussed 13 years ago when HBE was just an office building, then why isn't the City demanding that cross access be a requirement for this project where there will be far more cars coming into this area during the busiest times of the day on Olive, lunch and rush hours? Mosley Road is a residential street, not capable of handling this kind of vehicular and truck traffic. The curb cut to Mosley Road should be eliminated from this proposal and cross access should be addressed to the west behind City Place East to the stoplight at Dierbergs and Olive. No signage on the HBE property should be allowed as requested to direct traffic to Mosley Road.

I respectfully request that because of these reasons and many others that the applications #17-028 and #17-029 be denied.

Thank you,

Diana Sprich

417 North Mosley Road

Whitney,

Please forward this email dated 11/8/2017 to Planning and Zoning, the Mayor and Full Council Members.

Since I have found errors in the 500' buffer rule for the PCD rezoning requirement, one being the North Office Parkway area of 5962.44, and the other 11210 Still Lane I am wondering how many more questionable properties are included in the 50% figure?

* I am looking at the Creve Coeur Zoning Map, the same map shown on the City website, the 2030 Comprehensive Plan website, the October 23, and November 6, 2017 Planning and Zoning Packets - all made available for inclusion in a legal public hearing.

* I believe on that map the Goddard School (area 59092.74) is shown as Residential, but you are telling me that a zoning change from October 2, 2011 has not been updated to commercial on the map.

* I believe that 11221 Olive Boulevard, the Fire Department (area 33176.99) is shown as residential, but included in your report as commercial. When was this zoning changed?

* North Office Parkway, the street that runs between Office Parkway and Olive at the Dierberg's stoplight (area 5962.44) is listed as commercial, but streets should not be included. Your email below states that this parcel was purchased by the City on March 28, 2016, and yet the Zoning Map is incorrect. You have corrected this on your report and I thank you.

How many more parcels have changed? How many more are incorrect? You state that you cannot provide me an updated Zoning Map because it is in process, so please tell me how the residents, Planning and Zoning Commission or City Council Members can make an educated decision based on faulty information?

I think it is inexcusable that several hundred residents opposed to this rezoning and development that could potentially affect their properties must rely on an old, outdated and incorrect Zoning Map.

Is Commercial percentage really more than the residential? It was very close during the presentation Monday evening, November 6, and these changes have made it even closer. What else will we find? How will we have an opportunity to challenge the figures without a new Zoning Map being made available to us?

The other question in my email was not answered. The Application from HBE states that, "It is the applicant's intention to develop and design the two new buildings in

concert with the construction work for the redevelopment of the Existing Building into a Hotel." (Packet Page 199)

At the meeting Monday, November 6, Mr. Kummer suggested that these buildings might be built in a couple years based on tenant requirements. If he is changing his mind on these two buildings, does he need to resubmit a new application?

Thank you for the environmental report from Mr. Kummer. I noticed that the report from Environmental Operations, Inc. is addressed to Bamboo Equity Partners, the same company we keep hearing is buying the building and property ordered the Phase II survey.

I appreciate all of your help on this matter.

Thank you,

Diana Sprich



Whitney Kelly <wkelly@crevecoeurmo.gov>

HBE

Frank Sprich <franks129@sbcglobal.net>

Wed, Nov 8, 2017 at 3:21 PM

Reply-To: Frank Sprich <franks129@sbcglobal.net>

To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>, Ellen Lawrence <ellenblawrence@yahoo.com>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>

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I appreciate all of your help on this matter.

Thank you,

Diana Sprich

From: Whitney Kelly <wkelly@crevecoeurmo.gov>

To: Frank Sprich <franks129@sbcglobal.net>

Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>; Mark Perkins <mperkins@crevecoeurmo.gov>

Sent: Wednesday, November 8, 2017 10:16 AM

Subject: Re: HBE

Diana,

We just received a copy of the report from Mr. Kummer, and I have attached it to this email.

The property that you are questioning was a separate parcel zoned Planned Office and not a public right-of-way, and therefore was included as a commercial property. In checking with our Public Works Department, this property was purchased by the City and became a public right-of-way in March 28, 2016. Based upon this additional information, I have excluded this area from the calculations. With this adjustment, the area surrounding the HBE Site is 48.63% Residential, and 51.37% Commercial.

Section 405.390 defines Predominantly Non-Residential as follows: A descriptive phrase that applies to areas in which less than fifty percent (50%) of the adjoining land area (excluding streets) within five hundred (500) feet is developed as single-family residences, either detached or attached (the latter includes only stand-alone development of four (4) attached units or less).

The area for 11210 Still Lane is the sum of 52506.5, plus the portion that extends to Mosley Road of 2552.74 sq. ft. (the square footage was determined in follow-up with the City's GIS Consultant) for a total of 55059.24 sq. ft. Since this area is really a private access for only that property and not a public right-of-way, I included it in the residential calculations. If this area is excluded, the residential decreases to 48.56% and Commercial is then 51.44%

Based upon the discussion at last night's meeting, and the need for additional information, including the two additional buildings, the item was tabled for revisions. If and when the Applicant has revised the drawings to address the Commission's concerns, it will be rescheduled for review by the Planning and Zoning Commission.

We are still in the process of updating all of the maps. Unfortunately, we do not have an updated Zoning Map available to give out at this time.

Sincerely,
Whitney

Whitney Kelly, AICP

City Planner
City of Creve Coeur, Missouri
300 N. New Ballas Road
Creve Coeur, MO 63141
t: (314) 442-2087
f: (314) 872-2505
wkelly@crevecoeurmo.gov

On Wed, Nov 8, 2017 at 9:41 AM, Frank Sprich <franks129@sbcglobal.net> wrote:

Hello Whitney,

There is another discrepancy with the 500' Buffer list. I see on the list you sent the area at 11210 Still Lane is 55059.24, but on the map I picked up it is 52506.50. Please let me know which is correct and the new total percentages, along with the question I sent yesterday.

I would like to know if you can email or if I can pick up a current Creve Coeur Zoning Map since the one online and in the new Comp Plan 2030 is incorrect and outdated by 6 years.

Thank you for your help.

Diana Sprich
314-623-2492

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509) and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.



8688-HBE Office Building-Phase II Report.pdf
3811K

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
812 N Mosley Rd do hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

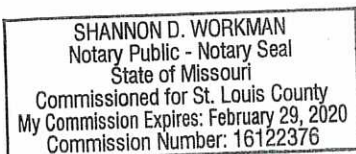
Rock S. Davis

Yvonne P. Garrison

NOTARY ACKNOWLEDGEMENT ATTACHED

RECEIVED
SEP 14 2017
PLANNING DEPT.

Shannon D Workman 9/13/2017



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Menz

NOTARY ACKNOWLEDGEMENT ATTACHED

~~NOTARY TO AND SUBSCRIBED BEFORE ME~~
~~THIS 30th DAY OF August, 2017~~
~~Lauren Nash Menz~~
~~NOTARY PUBLIC STATE OF MISSOURI~~
~~MY COMMISSION EXPIRES 8-6-17~~
~~CITY OF St. Louis, Missouri~~



SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700



The Goddard School, 11222 Olive Boulevard, Creve Coeur, MO 63141 | 314-677-1414 | GoddardSchool.com

Form for protest of Zoning Change (September 2017)

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11222 Olive Blvd. Creve Coeur, MO 63141 do hereby protest the following zoning change from Core Business to Planned Commercial Development proposed for the property known by the address HBE Corporation, 11330 Olive Blvd. Creve Coeur, MO 631241.

Julie Bunton

Playful Learning Properties LLC, The Goddard School

11222 Olive Blvd.

Creve Coeur, MO 63141

314-677-1414

SWORN TO AND SUBSCRIBED BEFORE ME
THIS 6th DAY OF Sept A.D. 20 17

NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES Feb 25th 2018
COUNTY OF St. Louis

MONIKA M. ELCAN
Notary Public, Notary Seal
State of Missouri
St. Louis County
Commission # 14437285
My Commission Expires February 25, 2018

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
719 FAIRWAYS CIRCLE CREVE COEUR MO do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Elizabeth J. Mueller 9/8/17
Raymond J. Mueller 9/8/17

State of Missouri County of ST LOUIS (ss)

On this 8th day of SEPTEMBER in the year 20 17,

Before me, the undersigned notary public, personally appeared

Elizabeth J. Mueller and Raymond J. Mueller

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

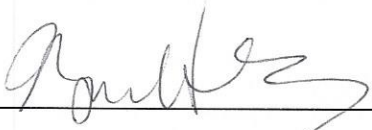
B. L. Tracy
 Notary Public

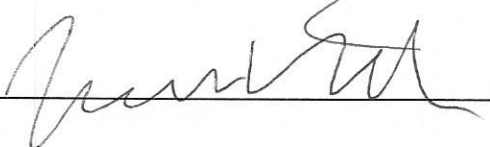


PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address **723 FAIRWAYS CIR** do hereby protest the following zoning change **FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE** proposed for the property known by the address **11330 OLIVE BLVD.**





NOTARY ACKNOWLEDGEMENT ATTACHED

*Subscribed and affirmed before me this 28th day
of August, 2017.*

Aaron Hawkins




PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
1063 Fairways Circle do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Othilie Gruendl Trust

Caroline Gruendl Trustee

NOTARY ACKNOWLEDGEMENT ATTACHED

Personally appeared, Caroline B. Gruendl.

THIS 5th DAY OF September A.D. 2017
Tonya Woods
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 1-18-21
 COUNTY OF St Louis

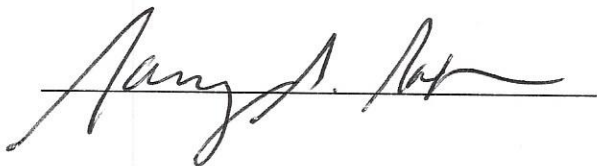


TONYA WOODS
 My Commission Expires
 January 18, 2021
 St. Charles County
 Commission #12407413

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Barry B. Ronga Living Trust 703 Fairways Cir
 Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
 do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.



NOTARY ACKNOWLEDGEMENT ATTACHED

SHOWN TO AND SUBSCRIBED BEFORE ME
 THIS 2 DAY OF SEPTEMBER A.D. 2017
Julia Serra
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 7-13-2021
 COUNTY OF ST. LOUIS



JULIA SERRA
 My Commission Expires
 July 13, 2021
 St. Charles County
 Commission #17512375

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 655 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Steve Liturg

NOTARY ACKNOWLEDGEMENT ATTACHED

Subscribed and affirmed before me this 8th day of September,
2017.

Notary: Aaron Hawkins

Aaron Hawkins



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 819 N. MOSLEY RD. do hereby protest the following zoning change PLANNED COMMERCIAL DEVELOPMENT (PCD) proposed for the property known by the address(es) HBE 11330 OLIVE BLVD.

Scott P. Shaw SCOTT P. SHAW 8-30-2017
Lorna A. Shaw LORNA A. SHAW 8-30-2017

ATTACH NOTARY ACKNOWLEDGMENT

Instructions: Signed and **notarized** form should be filed with City Clerk before final City Council vote on the zoning change.

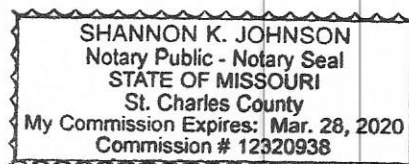
Note: This form (or other equivalent document) should only be used by owners of property that would be rezoned by the proposed change or by owners of property that is within an area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed. All owners of a particular property should sign the form and such signatures should be properly **notarized**. If valid protests are timely submitted by owners of at least thirty percent of either of the areas of the land (exclusive of streets and alleys) included in the proposed zoning change or within the area determined by lines drawn parallel to and one hundred eighty-five feet distant from the boundaries of the district proposed to be changed, then a favorable vote of at least two-thirds of the City Council (6 out of the 8 members) will be required to approve the proposed change. A zoning protest is a legal document and the advice of an attorney may be appropriate prior to filing with City Clerk.

STATE OF MISSOURI
 COUNTY OF ST. LOUIS

On this ____ day of _____ in the year of _____, before me, the undersigned Notary Public, personally appeared SCOTT P. SHAW AND LORNA A. SHAW known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Notary Public Shannon K. Johnson

My Commission Expiration Date 03/28/2020



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address
715 FAIRWAYS CIRCLE do hereby protest the following zoning change FOR A
 REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
 EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Christopher Bansbach

BANSBACH CHRISTOPHER M ETAL JT

State of Missouri County of St. Louis (ss) ss
 On this 8th day of September in the year 20 17

Before me, the undersigned notary public, personally appeared

Christopher M Bansbach

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and
 acknowledged that he/she/they executed the same for the purposes therein contained. In witness
 whereof, I hereunto set my hand and official seal.

Sandra Burton

Notary Public



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 700 Fairways Circle, Creve Coeur, Mo do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael S Byrff
Helene Siegfried

NOTARY ACKNOWLEDGEMENT ATTACHED

~~SIGNED TO AND SUBSCRIBED BEFORE ME~~
~~THIS 24th DAY OF August, A.D. 2017~~
~~Sandra~~
NOTARY PUBLIC STATE OF MISSOURI
MY COMMISSION EXPIRES 8-6-19
COUNTY OF St. Louis, Missouri



SANDRA BURTON
My Commission Expires
August 6, 2019
St. Louis City
Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11237 Masky Manor Ct do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

George M. Hensford

KRISTINA ANN HANSFORD

State of Missouri County of St Louis (ss)

On this 18 day of September in the year 2017

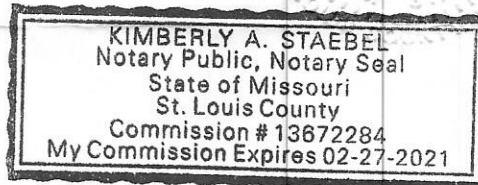
Before me, the undersigned notary public, personally appeared

Kimberly A Staebel

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Kimberly A Staebel

Notary Public



PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 11242 Mosley Manor Court do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Adam Littich Adam Littich 9/20/17

State of Missouri County of St Louis (ss)

On this 20th day of September in the year 20 17

Before me, the undersigned notary public, personally appeared

Adam Littich

Known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained. In witness whereof, I hereunto set my hand and official seal.

Christal Hayes

Notary Public

CHRISTAL HAYES
Notary Public, Notary Seal
Commission Number 14966118
STATE OF MISSOURI
ST. LOUIS County
My Commission Expires: April 25, 2018



Jason Jaggi <jjaggi@crevecoeurmo.gov>

(no subject)

1 message

ellen lawrence <ellenblawrence@yahoo.com>

Tue, Aug 29, 2017 at 10:59 AM

To: Mike Barzoff <msbarz@yahoo.com>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Helene Siegfried <hmsiegfried@gmail.com>

Jason,

Mike asked that this e-mail be entered into the record for the upcoming P&Z meeting related to the HBE development.

Thanks!

Ellen Lawrence

On Tuesday, August 29, 2017, 10:17:14 AM CDT, Mike Barzoff <msbarz@yahoo.com> wrote:

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address __700 Fairways Circle____ do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Michael Barzoff

Helen Siegfried

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owner of the property known by the address

709 Fairways Circle, Creve Coeur, MO 63141 does hereby protest the following zoning change FOR A
REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE
EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Lauren Nash Henry

NOTARY ACKNOWLEDGEMENT ATTACHED

Lauren Nash Henry
 BEFORE ME AND SUBSCRIBED BEFORE ME
 THIS 30th DAY OF August, 2017
 NOTARY PUBLIC STATE OF MISSOURI
 MY COMMISSION EXPIRES 8-6-17
 COUNTY OF St. Louis, Missouri



SANDRA BURTON
 My Commission Expires
 August 6, 2019
 St. Louis City
 Commission #15176700

PROTEST OF ZONING CHANGE

To: Mayor and City Council, City of Creve Coeur, Missouri

Pursuant to Section 89.060 RSMo, the undersigned owners of the property known by the address 623 Fairways Circle do hereby protest the following zoning change FOR A REZONING FROM CORE BUSINESS TO PLANNED COMMERCIAL DEVELOPMENT TO CONVERT THE EXISTING BUILDING TO HOTEL USE proposed for the property known by the address 11330 OLIVE BLVD.

Robert Daus

Robert Daus

STATE OF MISSOURI

COUNTY OF St. Louis

On this 8th day of September in the year 2017, before me, the undersigned notary public, personally appeared Robert Daus Jr., known to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged that he/she/they executed the same for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

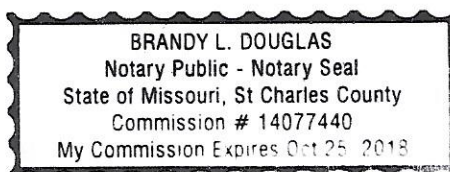
Brandy L. Douglas

Notary Public

Print Name: Brandy L. Douglas

My commission expires:

10-25-2018



PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, OCTOBER 23, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 17-028

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

1 CHAIRMAN KISTNER: We're going to start with our
2 roll call.

3 Mr. Carney?

4 MR. CARNEY: Present.

5 CHAIRMAN KISTNER: Ms. Hall?

6 MS. HALL: Present.

7 CHAIRMAN KISTNER: Mr. Magruder?

8 MR. MAGRUDER: Here.

9 CHAIRMAN KISTNER: Mr. Rovak?

10 MR. ROVAK: Present.

11 CHAIRMAN KISTNER: Ms. Silverman?

12 MS. SILVERMAN: Present.

13 CHAIRMAN KISTNER: Mr. Schuh?

14 MR. SCHUH: Present.

15 CHAIRMAN KISTNER: We have City Attorney, Carl
16 Lumley?

17 MR. LUMLEY: Here.

18 CHAIRMAN KISTNER: Director of Community
19 Development, Jason Jaggi?

20 MR. JAGGI: Present.

21 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

22 MS. KELLY: Present.

23 CHAIRMAN KISTNER: And Planning
24 Assistant/Recording Secretary, Jessica Stutte?

25 MS. STUTTE: Present.

1 CHAIRMAN KISTNER: And I'm Beth Kistner, the
2 Chair.

3 Okay. Now, you've all been waiting for
4 patiently. I thank you all very much.

5 Before I call the matter, let me say, obviously,
6 very, very full house. Have a lot of speaker cards. We
7 will get to everyone who has put in a speaker card.

8 I will ask that, you know, to be thoughtful,
9 considerate of everybody else here in the room, that you
10 make sure not to repeat the things that are said, to offer
11 additional comments.

12 If there are groups of you who would like to
13 have one person speak for the rest, we can do it that way.

14 But just keeping in mind, we'd like to keep to a
15 three-minute maximum for speakers.

16 As you can tell, three minutes multiplied by the
17 number here, it's still quite a bit. So if everybody can
18 kind of work together to make sure we share your
19 information sort of once through, I -- I think you'll all
20 be happier.

21 So this is a public hearing, Application
22 No. 17-028: The rezoning of 11318 Olive Boulevard,
23 Planned Commercial Development District for the renovation
24 of the existing building into a 260-room hotel, with a
25 freestanding restaurant and commercial/retail buildings.

1 (Inaudible.)

2 Okay. And I guess we said, everybody who
3 intends to speak, if you could stand and be sworn in, this
4 is a public hearing, so everyone must be sworn in.

5 If you decide later you want to speak and you
6 didn't get sworn in, we can always do that later, but this
7 will make it all go faster, if those speakers will stand
8 now.

9 (The speakers were sworn in by the court
10 reporter.)

11 CHAIRMAN KISTNER: All right. Thank you very
12 much.

13 Now we're going to start with, I think the
14 applicants are going to give a presentation, the staff
15 will then follow with a presentation, and then we will
16 open it up, and I will start culling through people from
17 the comment cards. Okay.

18 The floor is yours. And always start with your
19 name and address.

20 FRED KUMMER: I'm Fred Kummer. I'm president of
21 HBE. And I live at 11 Squires Lane in Huntley.

22 I've been a owner of property, the three office
23 buildings here in -- in Creve Coeur for more than fifty
24 years.

25 And, of course, I don't exactly recognize that

1 number you have up there. The address of Olive is 330
2 Olive -- 3300 Olive. So we also owned prior and
3 previously sold 717 Office Parkway and the building just
4 south of there, which I'm afraid I'm unaware at this time
5 as to what that address was.

6 When I decided to sell our -- our corporate
7 headquarters after decided to close down HBE, why, I put
8 it up for sale. And, in fact, did sell the property to a
9 real estate company that owns property in Creve Coeur
10 along the Olive Street Road. And they, fortunately, I
11 would say, they were unable to consummate the contract in
12 the amount of time that we had.

13 So when they came to me for additional time, I
14 thought, and I said I really am not pleased with what
15 they're proposing to -- to do with the building.

16 And they would propose to turn it into a
17 multi-tenant building. It would operate long hours. It
18 would be operated as a B or a C building. And I didn't --
19 I wasn't particularly happy with that use and that
20 remembrance the HB headquarter building. So I sat down
21 with my son Fred, and Fred's been in business for many
22 years with the hotel business.

23 I also have been in the hotel business over the
24 years and with a number of hotels.

25 And we put together what we thought was a very

1 impressive hotel. And I might say, not -- not a limited
2 service hotel, which -- or a motel, which one might call
3 it, but a real hotel.

4 And it's -- and this is the building that we --
5 we bring to you today.

6 The -- the -- the climate has shifted in terms
7 of office buildings, and at this point in time, why, the
8 most desirable marketplace for hotels, as you are --
9 excuse me -- for office is either Clayton or west of here.

10 So one might say, gee, Mr. Kummer, why don't you
11 turn this into a -- a first-class -- Class A office
12 building. And I think the marketplace, when we put it up
13 for sale, tells us what the use of this as an office
14 building.

15 And we -- we think that the project that we have
16 put forward is one that we're proud of. Proud to present
17 it.

18 Hope that when you're done with your
19 deliberation, and the Council is done with theirs, why, I
20 think we've made a good presentation.

21 With that, I'd like to let my people go ahead
22 and present the project more fully.

23 Thank you.

24 CHAIRMAN KISTNER: Thank you very much.

25 TIM TRYNIECKI: Thank you, Fred.

1 My name is Tim Tryniecki. I'm an attorney at
2 Armstrong Teasdale, 7700 Forsyth in Clayton, 63105.

3 I got involved in this project late February.

4 I want to thank all of you for letting us make
5 this presentation tonight. There are a lot of moving
6 parts to the project. There's a lot of history to the
7 conversations we've had with staff. And like the
8 preceding applicant or two applicants ago, I want to thank
9 staff for being patient with us.

10 This is an unusual project in that it's an
11 existing building that's about 45 years there, and because
12 of that, we -- we thought, I certainly did early on in the
13 process, that it fit very neatly within the -- within the
14 concept of a Planned Commercial Development.

15 I understand the city doesn't have a whole lot
16 of experience with PCDs, although there are other planned
17 districts. I noticed a Planned Office District next to
18 us, and a Planned Hospital District, and a few others on
19 the zoning map, if I'm reading those colors correctly.

20 But the -- this is a large site, and it's more
21 than one use. All three of the uses are contemplated in
22 the current CB zoning district. But because of the
23 existing building, we just can't do three separate
24 conditional use permits without a lot of other legal
25 requirements that can't be met, and it just doesn't fit

1 right.

2 I will be the first to say that, as a lawyer, to
3 do this another way.

4 I want to emphasize, it's going to be said, it's
5 been said in the staff report, which is, again, very
6 thorough, but it bears repeating here at the outset, just
7 to set the -- set the table.

8 In your all's PCD ordinance, the purpose is
9 stated -- the purpose of the Planning -- a planning zoning
10 district -- a Planned Zoning District -- excuse me -- is
11 to allow innovative design, solve problems on difficult
12 sites, meet market niches. I'll skip the housing one.
13 Promote well-designed developments and encourage infill
14 and redevelopment within the existing urban area.

15 This is a concept that you all are, I'm sure,
16 are super familiar with from your Comp Plan discussions,
17 the 2030 Comp Plan, so we'll address that tonight. Our
18 substantive speakers will address that tonight.

19 I do want to comment, as a lawyer who deals in
20 this area quite a bit, Planned Districts are very, very
21 common all over St. Louis County, and they have been
22 approved by the courts in Missouri since at least 1984, if
23 not beforehand. And they're very common all over the
24 country.

25 They're not something to look at cynically.

1 It's just a way to shoehorn something that shouldn't
2 otherwise be there. I think you should look at them
3 positively as a way to achieve flexibility.

4 The basic fact here is this site is not going to
5 be cut up. It's not going to be three separate
6 applications in front of you. It's going to be a
7 mixed-use with synergies.

8 So having said that, the substantive speakers
9 tonight following me, Joseph Lehrer, executive vice
10 president of HB Corporation is going to give you little
11 more background about the concept and the project and
12 what -- and the intent of the project in more detail than
13 Mr. Hummer has -- has given you, and he'll speak for --
14 between five and ten minutes.

15 Then we'll have Fritz Kummer, Fred Kummer, III,
16 will speak about the hotel operation itself, cause that's
17 the first -- first use that we're going to present to the
18 city, right out of the gate, if you all act favorably on
19 this, and he will speak for about ten minutes.

20 Then Mr. Fred Scott is going to get into the
21 nitty-gritty on the site plan and the architecture. And
22 he's a professional architect and the project architect
23 with many, many, many years of experience for HB -- HBE.
24 And to give you a little bit of chronology of how we got
25 to this design.

1 And then we will close with our traffic expert,
2 and she will probably focus on Mosley Road and the issue
3 of the exit on Mosley Road and the results of her traffic
4 report. Her name is Cheryl Sharp.

5 So I'll get out of the way. But, again, thank
6 you for all -- all of you for giving us the opportunity to
7 make this presentation tonight.

8 CHAIRMAN KISTNER: Thank you.

9 And I would encourage, it's a -- it's a big room
10 and lots of people to speak, so to the extent that you can
11 keep your remarks as brief as possible and convey the
12 information we need, I appreciate it.

13 TIM TRYNIECKI: Yeah, and on that note, the
14 staff has been very thorough on both of their staff
15 reports, so we're going to avoid repeating the facts as
16 much as we can.

17 CHAIRMAN KISTNER: Thank you.

18 JOSEPH LEHRER: Hello, my name is Joseph Lehrer.

19 As was stated by Tim, I'm executive vice
20 president of HBE Corporation.

21 And I also wanted to thank the staff and all of
22 you for allowing us to make this application.

23 Here's the dilemma. We have a 180,000 square
24 foot massive building sitting on 10 acres in a very
25 prominent section of Creve Coeur. The building is

1 functionally obsolete. And the building is largely
2 vacant.

3 So the issue that we're all faced with today is
4 what should we be doing with that building.

5 As Mr. Kummer has stated, HBE Corporation has a
6 long history of owning property in Creve Coeur. This
7 particular piece of property has been owned for and built
8 for about 35 years.

9 At the time that it was built, it was built
10 specifically for HBE Corporation and it had a few other
11 tenants.

12 But when HBE was up and running, we had a hotel
13 division. We owned the Adam's Mark chain of hotels, about
14 25 hotels were being run. We had a equipment leasing
15 company. We had a design-build company that was primarily
16 involved in building banks. And our primary business was
17 the design-build business of building hospitals.

18 Just for your information, background, HBE has
19 built -- designed and built more than 1100 projects for
20 hospitals around the country. Every single state other
21 than Alaska.

22 So it was a very, very large operation. We had
23 719 parking spaces on the lots there, and of those 719
24 spaces, they were all just about filled. There were some
25 days where it was hard to find a parking place in the 719

1 parking places in this building.

2 In recent years, HBE has downsized. The leasing
3 company was sold. It was determined that HBE should not
4 continue being in the design-build business of -- of -- of
5 banks.

6 All of the Adam's Mark hotels have been sold.
7 And one by one some of them, you know, three or four, but
8 all of them have been sold in the, basically, the
9 mid-2000s.

10 And it has been determined that HBE will --
11 will, and is in the process of winding down its
12 design-build business with respect to hospitals.

13 Currently we are occupying one half floor of the
14 six floors. Everything else is vacant in that building.

15 And we intend to move the last people that are
16 in that building, including Mr. Kummer and myself, we plan
17 on moving -- we're going to be moving outside of this
18 building, so the building will be 100 percent vacant.

19 So, what we have, again, is a massive, very
20 imposing structure sitting on 10 acres on a very prominent
21 and important part of Creve Coeur.

22 And that's -- that's our site, essentially.

23 So in determining what to do with the property
24 we had to come up with something which is feasible, would
25 benefit the city and is complimentary to the eastern

1 section of the Olive -- Olive Boulevard Business District.

2 So in doing that, a touchtone for us was really,
3 okay, what does the Comprehensive Plan for Creve Coeur
4 state about this kind of situation.

5 And what I'm referring to is the Comprehensive
6 Plan Creve Coeur 2030. So Creve Coeur 2030 specifically
7 provides that one of its purposes is the promotion of
8 redevelopment of, and I'm using the words in there -- in
9 the Comprehensive Plan, aging of office buildings that
10 have, quote, reached market obsolescence.

11 The Comprehensive Plan continues to state that
12 there is a great opportunity to improve the appearance and
13 functionality of existing commercial areas especially
14 along Olive Boulevard east of 270.

15 We believe that our application and our plans to
16 re-purpose the property is a substantial enhancement to
17 Olive Street Boulevard and the Eastern Business corridor
18 of Creve Coeur.

19 Yes, we looked at, as Mr. Kummer stated, we did
20 look at alternative uses for the property, but we kept
21 getting the same advice from real estate professionals.

22 And that is, from a financial point of view, the
23 best use for this property is to do nothing. Fill it up
24 with tenants.

25 Mr. Kummer has stated he really doesn't want to

1 own a building that is a Class B or even a Class C
2 building filled with -- with a bunch of tenants and
3 filling up that parking lot again with 700 employees.

4 What he would much rather do is to have a
5 high-class property, and we have determined that the best
6 use for that property would be a hotel, if we're going to
7 re-purpose the property.

8 A hotel, this hotel, if you think about it, will
9 be the further east -- furthest eastern hotel in Creve
10 Coeur. It's well situated to service the business
11 organizations of that portion of the city.

12 But also, if you take a look at a map, this will
13 be the hotel that is in closest proximity to Monsanto, the
14 Danforth Plant Center, and I know a very important project
15 for the City of Creve Coeur, 39 North, which is the AgTech
16 technical center that is -- is proposed to be developed.

17 And, matter of fact, not only will we be the
18 furthest -- furthest eastern hotel in Creve Coeur, but in
19 addition to that, we would be the hotel that is the
20 closest to those facilities on the eastern boundary of
21 Creve Coeur.

22 Right now if somebody is visiting the Danforth
23 Plant Center, they're, basically, going to either airport
24 hotel or a hotel in Maryland Heights.

25 And we believe that -- that our hotel, right

1 there, would be a very good compliment to what is
2 occurring in the development of the eastern portion of
3 Creve Coeur.

4 So we believe it's going to service the
5 businesses and the organizations in this portion of the
6 city. It will compliment Monsanto's headquarters, the
7 Danforth Science Center and the 39 North.

8 We planned, and Fred Kummer, III, is going to
9 talk about the operations of the hotel, but this is a
10 hotel that, yes, it could be used for families, but it's
11 going to be specifically well-designed for business
12 travelers.

13 Another point that needs to be made here is is
14 that a hotel will be a better enhancement for tax revenue
15 than an office building.

16 Now, a lot of -- a lot of companies that would
17 be redeveloping properties such as this, would say, hey,
18 there's a big tax benefit coming to the city, so we would
19 like to have some tax incentives, a TIF, TDDs, tax
20 credits, we're asking for none of that. We're asking for
21 no tax assistance from -- from the city whatsoever.

22 We do have a plan to put in a commercial
23 development here, a commercial development over here.

24 Those, in today's -- in today's atmosphere,
25 particularly with retail having the issues it's having,

1 those need to be done more as a build-to-suit, or at least
2 know who your primary tenants are going to be before you
3 do the design. And we -- we recognize that. Our final
4 design for those buildings will occur later, and we
5 acknowledge that we will be coming back to your commission
6 at the time we have more specific plans with respect to
7 those two buildings.

8 We did have a neighborhood meeting, and we did
9 hear a number of comments from neighbors. And we have
10 reacted to some of the suggestions that have been made by
11 the neighbors.

12 Fred Scott, our chief architect, will address
13 some of those reactions that we've had to it and some of
14 the changes that we've made.

15 For purposes of developing a hotel, we will be
16 transferring that entire site to a new entity, the name of
17 it is Kummer Hotel Development, LLC. This is being done
18 for personal family reasons. And the manager of that
19 entity will be Fred Kummer, III, who I'm going to
20 introduce now to discuss some of the features of the hotel
21 itself.

22 Thank you.

23 FRED KUMMER, III: Good evening, ladies and
24 gentlemen. My name's Fred Kummer, III. I'm the director
25 of what is to be the owner and managing arm of this

1 proposed development, Kummer Hotel Development, L -- LLC.

2 We have a very interesting development here in
3 that, you know, my original background is, my father says,
4 I have over 30 years of hotel experience, and when this
5 idea was originally proposed to me, especially when we
6 moved from going from a limited service to a full service
7 hotel, I became especially very much interested in this
8 because, as we will talk about the Hilton connection
9 little bit more later on, I'm used to running first-class
10 hotels. And I will tell you, as -- as I will cover later,
11 the people at Hilton are very excited to have the, as are
12 we, the opportunity to work with myself as manager of
13 another one of their properties.

14 In a recent -- my most recent experience in
15 running an individual hotel, I took the dubious task of
16 running -- becoming general manager of the third
17 worst-rated hotel in the Hilton organization, and within
18 eighteen months we were top 100.

19 So, and I would not allow anything less to -- to
20 happen on this very critical piece of property.

21 Despite its size, you know, this is very much
22 going to be a classy hotel, you know, this is going to be
23 a family-ran, very -- very much of a family-ran operation,
24 you know, even though I'm not going to be on their -- on
25 property all the time, you know, and as Fred previously

1 mentioned, you know, the Kummer family has had a long
2 history in the Creve Coeur area, and I have no intention
3 of doing anything to harm that reputation.

4 But it's very critical also that this whole
5 project is viewed as a partnership between ourselves and
6 the City of Creve Coeur.

7 The Kummer family and -- and Kummer Hotel
8 Development is very much taking all the risk in this,
9 while presenting a project, which, as Joe mentioned, has
10 significant tax benefit to City of Creve Coeur.

11 While it is a very large hotel at 260 rooms, it
12 is going to be very -- it is going to be ran as a very
13 classy boutique hotel, because, as we will get later on,
14 there are opportunities in the flag that we have chosen to
15 go with that gives the developer a lot of flexibility.

16 And as Joe also mentioned, this particular
17 design of the property is really centrally focused on the
18 individual business traveler while during the week, and
19 then very much oriented to the family traveler,
20 recreational traveler on the weekend. And that is only
21 emphasized by the fact that we will not have any banquet
22 facilities, to speak of, in the hotel like what all of the
23 previous Adams Marks used to.

24 But it really -- I'm really excited about this,
25 because that concept in this location really addresses a

1 very distinct need to this area with the 39 North and the
2 Monsanto development, as well as its, obviously, close
3 proximity to the Central Business District of Creve Coeur.

4 Yeah. Getting a little bit behind in my notes.

5 You know, besides the site of the hotel, you
6 know, almost half of this hotel is going to be suites,
7 very much designed in the ilk, and actually it was one of
8 the properties that we looked, we used as kind of the
9 design, which was the Conrad Hotel in New York City.

10 These -- these rooms range in square footage
11 from 500 -- a little over 500 to over 390 square feet in
12 the single rooms. So they are very spacious and, again,
13 very -- very much of a size would be -- would be a very
14 welcome size room for the individual business traveler, as
15 well as a family traveler, especially those who come on
16 weekends because with this suite arrangement, they also
17 allow for up to sleep -- rooms that could sleep six
18 individuals, which really meets the need of the families,
19 so.

20 As I said, this is going to be a very classy
21 hotel. You know, some of the phrases that we've used very
22 extensively in the design -- throughout the design, these
23 are -- these are not actual photographs of the rooms, but
24 are intended to give one a feel of what -- of the -- of
25 the true quality that we are talking about developing this

1 hotel.

2 But some of the phrases, definitely
3 contemporary, eloquent and very inviting. And I think you
4 can see by these examples, and this is what we are working
5 with a local interior design firm, and what we have seen
6 from them very much is consistent with this.

7 We have elected to go with the Tapestry
8 Collection, which is part of the fourteen different brands
9 carried by the Hilton Family Hotels.

10 I'm sure none of you have heard of Tapestry.
11 That's not unusual because it is Hilton's newest one.
12 This is the first year for the Tapestry brand, and as it
13 can -- as it says, Tapestry Collection leaves your -- your
14 independent, original spirit while leveraging the Hilton
15 performance advantage.

16 The Hilton performance advantage is a different
17 services like central reservations, their sales program,
18 their on-queue, which is their revenue -- or hotel
19 management system. Everything that being part of the
20 Hilton Family of Hotels will bring to the project.

21 As I mentioned, Tapestry is the newest brand
22 in -- in Hilton. Started in 2017. It is what I would
23 describe as a hybrid full service hotel brand. Hybrid in
24 the sense that most of the full service, whether you go
25 with Marriott, Hilton or IHG or any of them, really had

1 their origin back in the '50s, '60s and '70s. This is a
2 full service brand that in defining what is part of the
3 brand has taken into consideration and gives developers
4 the freedom to more closely address the -- the
5 contemporary traveler, the millennials and those
6 generations who have come about since some of the much
7 older brands.

8 CHAIRMAN KISTNER: Can I interrupt you for just
9 a second, and ask if you can move this along a little bit.

10 FRED KUMMER, III: Okay.

11 CHAIRMAN KISTNER: It's nice to have some
12 information about this particular collection, but this is
13 a rezoning issue and the identity of it doesn't really
14 play into changing the rezoning, so --

15 FRED KUMMER, III: Yes, ma'am. Sorry.

16 CHAIRMAN KISTNER: -- let's get some detail.

17 FRED KUMMER, III: And one of the things that,
18 as I said, is the very distinct nature of -- of the
19 Tapestry brand.

20 As I said, it's a brand new, in fact, the Hotel
21 Skyler is the only current Tapestry brand opening.

22 You know, while it still gives you a lot --
23 while Hilton gives a lot of flexibility, there's still a
24 lot of standards to be maintained.

25 These are the Hilton brand standards -- excuse

1 me. This is the construction and architectural design
2 brand standard, so Hilton very much still gives a lot of
3 direction.

4 This is what I will be dealing with, which is
5 the operational brand standard.

6 So they are very interested in maintaining --
7 giving the property a lot of flexibility while still
8 having a considerable amount of say in the operation.

9 You know, now, as we've discussed, you know,
10 what -- what will this property bring to Creve Coeur.

11 It will revitalize a key section of Olive
12 Boulevard. And it significantly updates an -- totally, as
13 Joe mentioned, a -- a building that has definitely
14 achieved market obsolescence, and it -- and I can't
15 underemphasize, because we are looking for this hotel to
16 be a market leader, in rate, occupancy and -- and
17 (inaudible), so it will create a maximum new tax revenue
18 source for the City of Creve Coeur.

19 And it will -- and through that will create a
20 very attractive new draw for the corporate and individual
21 recreational traveler.

22 As Joe mentioned, there -- we did have a
23 neighborhood meeting, and I want to bring out a couple of
24 points that -- and make a couple commitments.

25 A very common concern was what -- all these

1 deliveries that would be coming to the hotel. With the
2 design of the hotel, and especially the back entrance,
3 deliveries will be strictly controlled, and I will commit
4 here that no deliveries will be made before 7 a.m., no
5 property-oriented generated deliveries will be made before
6 7 a.m. or after 6 p.m. Monday through Friday. So there
7 will be very limited deliveries on the weekend, but they
8 will also abide by that.

9 There was also a question on lower light levels.
10 You know, one of the big things that this renovation will
11 bring about is that the building -- if this building was
12 to continue as an office building, the picture on the left
13 will become the standard, literally 24 hours a day, versus
14 the best example I could come was a Sheraton Westport,
15 which I -- these two photographs were literally shot less
16 than twenty minutes apart, you know, to give you an idea
17 in a typical guest room, the number of foot candles range
18 from ten to thirty.

19 This -- I don't have -- when all the lights were
20 on in this office, in this -- in this room, we were at
21 about 70.

22 Conversely in an office building, like in HBE,
23 it can range from anywhere from 100 to 150 foot candles,
24 so you're at three to five times more brightness coming
25 out, you know, and so we are very cognizant of the light

1 issue. There will be no lights coming since you don't
2 have swag lamps anymore in the industry, there will be no
3 direct lights, so it will be much closer to the Sheraton
4 than -- than to the current status of the HBE building.

5 And another major point was lower traffic --
6 traffic volumes.

7 As we have discussed many times, and Fred, my
8 dad, in his initial comments said that there's a
9 possibility of renting this place out to call centers or
10 something -- to operations that would just fill this place
11 up with 700 people.

12 At full occupancy the hotel will have 65
13 employees during first shift. That's all. During second
14 shift there will be somewhere around 20 to 25 employees.
15 And at third shift we will be somewhere around ten.

16 So the -- as a hotel, while, yes, there is a
17 concern about check-ins, but most -- from my own
18 experience, I was hoping to get some industry specific
19 numbers, but from my own experience through the years in
20 the industry, over 80 percent of all check-ins occur
21 before 8 p.m., so there will not be -- and they'll be out
22 by about 10 a.m.

23 So the concern over traffic will be
24 significantly reduced by allowing us to proceed with
25 turning this into an office building.

1 You know, this is only reaffirmed by our --
2 our -- Cheryl will speak in more detail, but her locular
3 statement said that operating this hotel will not
4 adversely affect a -- the traffic on Mosley or Olive, so.

5 So I would like to introduce now Fred Scott, who
6 will be able to give you further details on the exact
7 design and construction our -- of the hotel.

8 FRED SCOTT: Thank you, Members --

9 CHAIRMAN KISTNER: Thank you.

10 And, Mr. Scott, if I could again remind you,
11 brevity would be most appreciated.

12 FRED SCOTT: Yes, ma'am. Brevity is our motto.

13 I've been an architect for nearly -- nearly
14 fifty years. I've been in architectural business for
15 nearly sixty. I've been a resident and a employee in Creve
16 Coeur for over fifty years.

17 Completed over 2,000 buildings as an architect
18 working throughout the United States, and very familiar
19 with operations of hotels and constructions of a hotel.

20 VOICE: Can you speak a little louder?

21 FRED SCOTT: Oh, I'm sorry. Yes, I can. Is
22 this on?

23 CHAIRMAN KISTNER: Yes, it is.

24 FRED SCOTT: Okay.

25 The conceptual plans developed and conceived by

1 Fred Kummer for the best overall use of this site are
2 architects, engineers, in conjunction with Fred Kummer
3 have developed the plans for this very special hotel.

4 Many meetings with the staff began in February
5 of this year, and we've worked closely with your staff
6 resulting in a lot of considerations and enhancements to
7 the project.

8 The existing building designed a multi-tenant
9 1980s. The building codes in effect at that time were
10 1978 BOCA codes, and that included the very first year
11 that the BOCA codes included energy conservation.

12 Our current proposal to change the use in this
13 building from an office to hotel requires that we comply
14 with the current codes adopted by the City of Creve Coeur,
15 the 2000 International Building Codes and all their
16 reference codes, including the very more sophisticated and
17 stringent energy code.

18 As mentioned earlier, the building -- existing
19 building -- whoops -- sorry -- the existing building
20 location, the retail center and the proposed restaurant,
21 we plan on retaining this 50 foot buffer yard to the south
22 of the property against the residential property. It's
23 presently very heavily treed with trees over 40-years-old
24 that were planted when we occupied the building.

25 There's special areas of landscaping that we

1 propose, a promenade walk from Olive to the center porte
2 cohere of the hotel and landscaping and planting around
3 the proposed restaurant building that has seating areas, a
4 terrace dining, and the same with the commercial building
5 in the northeast corner.

6 We've proposed a -- what we're -- space we're
7 calling an oasis that will contain a pool, a fountain and
8 a sculpture, and that still has to be designed.

9 And we're going to maintain -- we're going to
10 keep the main drives off of Olive on the west and on the
11 east, which come through the property and go out to the
12 east exiting on Mosley Road.

13 We've been working very closely with the site
14 utilities. All of our utilities are underground. The
15 current ones serving the existing building will be
16 retained. New utilities for the proposed outbuildings
17 will also be underground.

18 Our storm water system presently detains all the
19 storm water on the surface of the parking lot, which is
20 this entire parking lot, this parking and this parking,
21 and we're working very closely with the MSD.

22 Mr. Kummer and our engineers have been working
23 with them for months toward a satisfactory conclusion for
24 the storm water retention, which we will have in a
25 underground area in this portion of the site, is all the

1 storm water presently drains to the southwest, and it will
2 continue to do so.

3 When we -- the existing building built and
4 occupied in 1983 is six stories poured in place concrete
5 structure, type-two noncombustible building. And our new
6 hotel will retain that existing structure.

7 The restaurant -- proposed restaurant and the
8 commercial building will be lesser construction, but in
9 accordance with the codes.

10 On our hotel we're going to put a six-story
11 addition on the east side, which will contain an elevator
12 to service all floors. We're going to have a one-story
13 addition on the south that will expand the dining
14 services, and that is also where our deliveries and our
15 dumpsters will be, back here on the south side. They'll
16 be enclosed, so you won't see the dumpsters.

17 And we'll have a swimming pool on the south side
18 that is surrounded and enclosed with a -- a solid fence
19 that is -- that is 6 -- 8 to 9 feet high.

20 This slide shows the proximity of the parking
21 for the hotel coming into the front door where these are,
22 and this is the proposed entrance for the restaurant and
23 these are the arcs of proximity for parking, so that
24 people parking in these areas can get to the front doors
25 of the hotel.

1 We had a lot of conversation about the quantity
2 of parking, and we are maintaining the number of parking
3 spaces required for each of the functions; 342 parking
4 spaces for the hotel, 80 for this 20,000 square foot
5 building and 121 for the restaurant.

6 This area here is going to be shared parking,
7 and we want to maintain the quantity of parking required
8 for each of the -- each of the buildings in order that
9 they continue -- in order that they have a successful
10 operation, and they don't have to drive around looking for
11 a place to park, or make the complaint that there's not
12 enough places to park at that hotel.

13 We -- we propose to bring the grade, this --
14 this parking right now is presently 3 feet below Olive
15 Street Road, and we propose to fill this up and bring the
16 level of the commercial building up to the level of the
17 Olive Street Road at this point and along -- this is the
18 parking, essentially, for the hotel. It is 3 feet below
19 the berm, existing berm, along Olive Boulevard now. And
20 presently this is parking. So this all becomes a large
21 green area.

22 And, again, I want to repeat that we want to
23 maintain the existing traffic pattern as it is. We've
24 provided sidewalks coming off of Olive to get to the --
25 the restaurant, to get to the hotel, and run in the middle

1 of the promenade and over on the east side of the property
2 getting to the hotel from that way. We have an existing
3 sidewalk that will extend the sidewalk from Mosley Road,
4 so that there's continuity and circulation among all the
5 buildings and structures of the hotel.

6 Going back to this slide, I want to reiterate
7 the dense planting here. When we met with the neighbors,
8 there was some conversations that in the wintertime that
9 the residents on the -- bless you -- the six or seven
10 residences on the south end of the property have a view of
11 the hotel. A lot of these trees that I mentioned were
12 40-years-old and they're also pine trees, but we're going
13 to add perineal planting along the spaces where there are
14 gaps, pine trees and evergreen planting along here to
15 minimize the view.

16 The property down here is 16 feet below this
17 parking lot up here, so neighbors down here look directly
18 out of their window horizontally, they look into a -- into
19 a big bank of planting along there.

20 Let's see. On the promenade walk, we're going
21 to have planting, seating and sculptures, Brother Mel
22 sculptures, and flagpoles.

23 And I -- and I, and the point I want to make
24 here on this little place we call an oasis, we'll have
25 a -- a pool, a fountain, a public seating area and a

1 sculpture to be chosen in collaboration with Creve Coeur's
2 Art Commission.

3 Our developer, Mr. Kummer, is going to provide
4 \$250,000 to be provided for this amenity working with the
5 Creve Coeur Art Commission. That still has to be
6 designed. But that's the type of amenity that is
7 encouraged by the Comprehensive Plan for the -- for Olive
8 West Corridor.

9 We'll have lush landscaping at the monument
10 entrances, and as required by the zoning code, because
11 this surface parking has -- is parking facing Olive, we'll
12 shield the parking with -- with the shrubbery and bushes
13 along here. Not necessary here, because the parking is
14 3 feet below Olive Street Road.

15 Very quickly. This is our first floor. This is
16 the porte cochere and the entrance to the lobby. This
17 area here is dining. We'll have hospitality suites here,
18 large -- large conference rooms right off the guest rooms.
19 This is our -- our mechanical equipment room. This is our
20 breakfast serving area and our kitchen and our laundry.

21 And this is the six-story addition on the east
22 side of the building to house the service elevator for all
23 the floors.

24 This is where the dumpsters would be. They'll
25 have overhead doors, so they're concealed.

1 This is our loading area, it's recessed. And as
2 was mentioned, all trucks will be the smaller box-size
3 delivery trucks.

4 Handful of guestrooms down here on the first
5 floor.

6 The second floor through the sixth floors are
7 all guestroom suites with the larger suites on the south
8 side of the building, each one having a window looking out
9 the south side. Smaller rooms are on the north side of
10 the building, be the central corridor served by elevators
11 in the middle. And then we have stair towers on the east
12 and on the center and on the west.

13 And all of the -- I want to reiterate though,
14 all of our guestrooms are going to be illuminated by -- by
15 table lamps. It will be down lights at the entries and in
16 the toilet rooms. But all of the sleeping rooms along the
17 perimeter of the building are illuminated by table lamps,
18 so there's not going to be a big glare of illumination
19 coming out, as you recall it a slide or two you saw it
20 before.

21 These are layouts, you can't see very well on
22 this screen, but we have them back on the -- on our boards
23 back there. These are the -- the king-size suites, king
24 suites, or the double queen suites, and these are the
25 rooms down here. They're big.

1 The king suites are 161 square feet of living
2 room and 225 square feet (inaudible) with pull-out sleeper
3 sofas. I mean they're -- they're wonderful suites.

4 Let's see. Again, that's our existing building.
5 As I mentioned, the code it was built under, and when we
6 changed the use of the building, we have to comply with
7 the current codes, which are very stringent.

8 The main -- main code that we had to deal with
9 was the energy code, which really has specific
10 requirements for the building (inaudible). Those
11 requirements didn't exist 35 years ago when we put up the
12 building.

13 We reduced -- go back one second. There's a lot
14 of glass in this building. We reduced the glass area by
15 32 percent. 20 percent of the wall is now glass where it
16 was much greater than that.

17 I'm going to go to this. This is our front
18 entrance porte cochere, an entrance. These are the
19 existing stair towers. Presently brick. They would
20 remain the existing brick. The lower level will be a new
21 brick applied to an insulation system, and the floor up
22 above the first floor will have a plaster stucco applied
23 to a thermal insulating system.

24 This is a bad slide of our elevations. But as I
25 mentioned, this is the existing brick tower, brick tower,

1 brick tower. The lower level is -- is new brick.

2 Our main concern was to comply with the energy
3 requirements and the need for energy efficiency. So in
4 order to do that, we have to follow, not only the energy
5 code, but the building code.

6 And our design resulted from the code
7 requirements, from the energy code, for continuous
8 insulation for the energy efficiency for a commercial
9 buildings in order to be brought into compliance with the
10 requirement for exterior walls, and I'm talking about
11 thermal requirement.

12 Many other options were discussed in our design
13 process. And it's very important engineering and
14 construction design decision, encourage influenced by the
15 building structure and the thermal requirements for
16 continuous insulation in order to be compliant with the
17 current codes, which meant we -- we have a -- a exterior
18 thermal insulation system that wraps around the existing
19 building, wraps around the brick on the existing building
20 except on the stairwells.

21 Our solution also had to meet the design
22 requirements for lateral loads, and the code there says
23 that we can't add a load greater than 10 percent to the --
24 for the lateral load to the existing building.

25 So our solution had to -- was not able to employ

1 any increase in the lateral load. So when you looked at
2 the application of other materials, terracotta, brick or
3 porcelain, any similar material, that would cause our
4 lateral load in certain portions of the building to be
5 increased by more than 10 percent, thereby causing the
6 building to -- those portions of the building to be out of
7 compliance with the IBC Chapter 34, and, therefore,
8 required to comply with the structural or seismic
9 requirements for new structure.

10 CHAIRMAN KISTNER: If I could interrupt for just
11 a second.

12 FRED SCOTT: Yes.

13 CHAIRMAN KISTNER: I think you're getting into a
14 level of detail that is -- we may need to get to that at
15 some point --

16 FRED SCOTT: Okay.

17 CHAIRMAN KISTNER: -- but right now I think if
18 you could just focus on a high level overview --

19 FRED SCOTT: Okay.

20 CHAIRMAN KISTNER: -- so we could set the scene.
21 We're going to let them -- we're going to move to letting
22 the audience speak, and then hear from staff --

23 FRED SCOTT: Okay. Very good.

24 CHAIRMAN KISTNER: But I really need you to move
25 along.

1 FRED SCOTT: The product I'm talking about is
2 called a new brick. It's manufactured by --

3 CHAIRMAN KISTNER: Please, you know what, you
4 have -- audience.

5 FRED SCOTT: And it's -- it's a -- it's a brick
6 product. It is applied to the insulation wrap.

7 And we've already went over that.

8 And so with that, I'll turn this over to
9 Mrs. Cheryl Sharp of the traffic study.

10 Thank you.

11 CHAIRMAN KISTNER: Thank you.

12 CHERYL SHARP: Hi, my name is Cheryl Sharp. I'm
13 with Lochmueller Group. I'm a professional traffic
14 operations engineer with about sixteen years of experience
15 in the field.

16 I just wanted to hit some -- I wanted to hit
17 some high-level findings from the traffic study.

18 A traffic study was required for this site. To
19 start off, we did scope this out with MoDOT and
20 representatives of the city.

21 And one of the -- one of the -- one interesting
22 thing from the beginning, the proposed uses versus the
23 existing office building at 100 percent occupancy.
24 Obviously, we can't really compare that to the current one
25 since it's about only about 10 percent occupied right now.

1 And the types of traffic that it'll generate
2 from the new -- new building in the morning, it will be
3 significantly less than an office building.

4 About midday it will be more because of the
5 restaurant use and retail uses that are proposed, as
6 compared to office, which doesn't produce as much during
7 the midday.

8 And in the evening, it'll be comparable, but
9 definitely less. It'll be about on par with what a office
10 building would do.

11 So the three -- the three entrances on the site
12 would help disperse traffic on to the network. If it's
13 all consolidated into a single entrance with just the
14 amount of traffic that's on the Olive Boulevard it would
15 be hard to find a gap in traffic, so being able to spread
16 that traffic load across the site at different entrances
17 is quite helpful.

18 The Olive Boulevard entrances do already have
19 both left and right turn bays into the site, so we would
20 not be slowing down through traffic on mainline Olive
21 Boulevard to try and get into the site.

22 Patrons to the new site, because of the layout
23 of the site, as well as the types of uses, they will tend
24 to gravitate towards Olive Boulevard. People not from the
25 area, they'll be using their GPS trying to find this area,

1 and with having a Olive Boulevard address, they won't --
2 they won't know to use some of the back roads.

3 Just even trying out, I, you know, took my GPS
4 to the site even and just tried different various
5 destinations, and every time it took me down Olive
6 Boulevard as compared to Mosley Road.

7 So with all those assumptions and parameters and
8 study, there was no change to overall intersection levels
9 of service.

10 Level of service is the way we grade
11 intersections on how they operate. Typically a level
12 service A through D is acceptable. A level service E is
13 at capacity, and then F is over capacity.

14 Now, the side entrances on Olive Boulevard do
15 degrade to a level service E or F. That is for traffic
16 exiting on to the site. I was okay with these operating
17 that way because it was -- it had acceptable queues, and
18 it was really just not necessarily a matter of capacity of
19 people trying to exit, it was just trying to find a gap in
20 traffic between those two signals on Olive Boulevard.

21 And, once again, because it did not impact the
22 overall outside network, you know, I felt comfortable with
23 the way those two entrances were operating.

24 CHAIRMAN KISTNER: You're saying that the
25 entrances on Olive are the ones that degrade to an E and

1 an F?

2 CHERYL SHARP: Correct, yes.

3 The one on Mosley was acceptable. I want to say
4 a B or C. I would have to check.

5 We did take a look per city comments, city
6 traffic consultant comment. We did add in in a supplement
7 the intersection of Olive and Office Park North just to
8 make sure that we were getting the signal system and
9 progression and trying to make sure that we had both sides
10 of the site accounted for, and that did not change the
11 results of this study. It is still acceptable, so.

12 And with that, hand it back over.

13 CHAIRMAN KISTNER: Thank you.

14 FRED KUMMER, III: Well, as you can see, the
15 closing remarks is very short.

16 CHAIRMAN KISTNER: They need to be very, very
17 short.

18 FRED KUMMER, III: Yeah. You know, just in
19 summation, two points.

20 The proposed -- this proposal we have submitted
21 to you meets the criteria of the zoning ordinance. And in
22 re-purposing the HBE building into a hotel provides a
23 vibrant addition to the City of Creve Coeur.

24 I thank you all for your time this evening and
25 attention, and look forward to working with you further

1 through this process.

2 Thank you.

3 CHAIRMAN KISTNER: Thank you very much.

4 We had planned, and normally we would have the
5 staff give a presentation after the applicant, but because
6 it's gotten so late and there's so many of you here, and
7 we're not going to conclude this -- this matter tonight by
8 a long shot, so I think we'll use our time to hear from
9 you all now, and so that we can get all of -- all of you
10 who have come tonight on the record.

11 Anybody, you know, as this continues on to
12 subsequent meetings, everybody is welcome to come back,
13 but your comments will be part of the record, anybody who
14 speaks here tonight.

15 I'm just going to start calling names from
16 the -- the sheets that have arrived. And if you've been
17 sworn in, great. If you have not, we'll swear you in as
18 you get up here.

19 So first one I have is AJ Wang.

20 Mr. Wang needs to be sworn in.

21 (AJ Wang was sworn in by the court reporter.)

22 AJ WANG: Hi, Members. AJ Wang. I live at 544
23 Fairways Circle.

24 So last month I had the pleasure of attending
25 some kind of a gathering with my neighbors. I see now

1 that's been characterized as a neighborhood meeting, and I
2 asked a question then. I didn't get an answer, so I'll
3 ask it again. Hopefully, I'll get -- get an answer.

4 And that is access to the west. This -- this
5 building, the -- the restaurant is almost at Pei Wei's
6 complex, and it seems to me like if this -- if this
7 building was built today, the city would be pressing them
8 to have cross access to the -- to the business on the --
9 on the west, the banks. And, in fact, if somebody was
10 going to go to Starbucks, right now they would have to go
11 left turn at Mosley, left turn at Olive, left at Executive
12 Parkway to get there.

13 So I was looking at the -- the traffic study,
14 and, of course, it doesn't -- I've never come across a
15 traffic study that actually says, yes, traffic will
16 increase or the light will be less functional. But I
17 notice that they use the software called Synchro 9, and
18 rather than try and read this -- this report that's so --
19 so difficult to read, LOS, E over C, they have a visual
20 simulation, and you can see the traffic actually occur,
21 and it kind of looks like -- looks like a video from a
22 drone. So something like that would be way more helpful.

23 I'm hoping for a good answer as to why we're
24 not -- see, something like this with the -- I know we
25 don't require them to have cross access, but you get --

1 you get points for this, and the situation like this where
2 you're looking for a -- you know, this hotel is already --
3 this -- this site is already zoned, a hotel is
4 permissible, but they're intentionally going for a PCD,
5 and I think this is the first time we're going to be
6 allowing one, so. And in looking at the traffic report,
7 they're saying things like there'll be wayfare signs that
8 direct people to go to Mosley Road to take a left turn.

9 So I hope I'll get a good answer why -- I hope I
10 don't get an answer like my neighbor asked a question of
11 the applicant as to storm water. See that actually there
12 is a consideration for storm water and the applicant said,
13 oh, he should just call MSD, they're very easy to work
14 with.

15 So I'm looking forward to an answer on this.

16 CHAIRMAN KISTNER: I'm sure we'll get -- we'll
17 take up the issue of cross access as part of our
18 discussion.

19 AJ WANG: Thank you.

20 CHAIRMAN KISTNER: Thank you.

21 Robert Doss.

22 ROBERT DOSS: Good evening. My name is Robert
23 Doss. I live at 623 Fairways Circle.

24 Thank you for giving me an opportunity to speak
25 this evening.

1 You know, I'll just go ahead and say that I
2 agree with all the points that are going to be made here
3 this evening by the residents.

4 Just quickly, about myself, I serve as a deputy
5 chief in a neighboring fire district. I'm also a tactical
6 paramedic with their police department. I've got over 25
7 years experience in the emergency services. I've had the
8 opportunity to work side-by-side some of the Creve Coeur
9 fire and police members here. Can't say enough great
10 things about them. Very topnotch professionals.

11 So I want to speak to the safety issues that
12 most people may not be aware of that come with this type
13 of a hotel being proposed.

14 I've also shared these views in writing with the
15 Mayor and the City Council.

16 This type of hotel brings in a very transient
17 client. No matter what you design it, your best
18 intentions, there is no assurance as to the type of client
19 that this hotel will attract.

20 And because of that right there, we should keep
21 it away from our neighborhoods.

22 But we get a little bit of a heads-up here of
23 the clientele with their price point of about 140, 150
24 bucks a night, right? High-end. Okay. Not even near.

25 This is -- this is not a five-star hotel. This

1 is not room service. This is not a butler service type of
2 hotel.

3 These are just like the other ones that our
4 emergency services deal with on a regular basis, and it
5 doesn't match this area.

6 I think that the point that they make that
7 there's no other area -- there's no other hotel in this
8 area this far east is perfectly made. You're creating a
9 perfect storm of the criminal element that will come with
10 this hotel.

11 I can speak from experience. What we deal with;
12 prostitution, assaults, drug distribution, use, overdose,
13 even manufacturing. The criminals set up. They
14 burglarize the area; auto, home, cyber theft. These
15 predators leave quickly, and the residents are left being
16 the victims.

17 This will also draw on the local resources of
18 EMS, fire and police. This will be ongoing long after HBE
19 sells another hotel right down the street.

20 So they can have the best of intentions. They,
21 obviously, do not live here. We do. This type of stuff
22 does happen. This is a real threat to our area, and this
23 is a wrong fit.

24 Thank you.

25 CHAIRMAN KISTNER: Diann Bomkamp. Diann

1 Bomkamp. Is she still here?

2 Have you been sworn in?

3 DIANN BOMKAMP: Yes, I have.

4 Good evening. I'm a resident of Fairways
5 Subdivision Plat Two and Three. That's that first
6 subdivision right on Mosley there on Olive right behind
7 HBE building, and we have many objections.

8 One of our objections is the property still is
9 too close to the residential property lines, and may be a
10 source of disturbance to us and our neighbors.

11 We question whether there's a huge need for
12 another hotel in Creve Coeur, as there are others that may
13 already fit -- fill the need for any hotel space.

14 Although the traffic study indicates that the
15 proposed uses of the sites will have negligible impact at
16 the site, we do not believe that that will be the case,
17 not knowing what additional stores will be placed there or
18 how the hotel or the restaurant would affect that flow.

19 We personally have to wait a long time, I know I
20 wait at least three minutes even in the morning when
21 there's nobody there to make a left turn from Mosley on to
22 Olive.

23 We are also concerned that if spot zoning is
24 given to this property, and at some time someone else
25 develops the property, what might happen to the

1 tranquility in our neighborhood.

2 We bought our property here because we liked the
3 current quiet environment in our subdivision.

4 Please keep the zoning as it is and consider
5 developing the HBE building in something more modest.

6 I also have a question as to how it was
7 determined that the property area would be deemed
8 nonresidential and what actual addresses were used to
9 determine this category?

10 Thank you so much.

11 CHAIRMAN KISTNER: Thank you.

12 Ted Bartelstone.

13 MS. KELLY: Chair? Madam Chairman? Before he
14 speaks, we didn't get her name for the record, if you
15 could give us that information.

16 CHAIRMAN KISTNER: That's Diann Bomkamp,
17 B-O-M-K-A-M-P.

18 Thank you.

19 And, yeah, everybody please start with your name
20 and address.

21 TED BARTLESTONE: Good evening, Madam Chair,
22 Members of the Commission. My name is Ted Bartelstone. I
23 live at 525 Fairways Circle. We've been there with my
24 wife and children for about 12-plus years now.

25 I want to address just two points, because I'm

1 sure you're going to hear lots of this, so I don't want to
2 repeat anything that's likely to be said by others.

3 One is, the question has been raised about
4 Mosley, and I can tell you we've had an interesting
5 experiment actually over the last few months. Many of you
6 live in the area know that.

7 Ladue Road was closed. And now I enter and exit
8 on to Mosley from Fairways Drive multiple times every day.
9 And I can tell you, during the closing of Ladue for the
10 repairs on the roadway surface there, the traffic on
11 Mosley increased. And there are two stop signs between
12 Olive and Ladue.

13 I can tell you the number of times I saw
14 individuals going through those stop signs, because they
15 were unfamiliar with the neighborhood, went up
16 significantly.

17 In my observation, I'd be willing to bet that
18 everybody else, whether on the Commission or behind me who
19 have done that has seen the same thing.

20 Those stop signs, particularly at night when
21 there will be increased traffic from this hotel, will
22 likely increase hazards to people driving on Mosley.

23 Mosley also, I would mention, is a thoroughfare
24 for school buses, so there's plenty of young children
25 standing along on Mosley waiting for school buses and

1 being dropped off.

2 The other thing I want to mention, and this is a
3 broader picture, and that is with all due respect,
4 Mr. Kummer, I wish him the best. This is a financial
5 endeavor for him and many of the speakers on behalf of the
6 applicant have told you and told us this is revenue
7 producer for the city. Maybe it is. Maybe it's not.

8 As the first speaker mentioned, by the time we
9 account for the additional fire, police, law enforcement
10 and the evaluation of properties in and around the
11 neighborhood, I'm not so sure.

12 The revenue will go into the owners -- property
13 owners' pocket, no doubt, but I wouldn't want this
14 Commission to be overly swayed by the fact that tax
15 revenues will go up. They may, but I think the net effect
16 will not be positive.

17 I would just end by saying, let's not just sell
18 this as a tax revenue for a few pieces of silver that will
19 go into the pockets of Creve Coeur. I would rather keep
20 my taxes where they are, or even let them go up to
21 preserve that neighborhood.

22 Thank you very much.

23 MICHAEL MACDONALD: Good evening. My name is
24 Michael Macdonald. I live at 715 Fairways Circle.

25 There's a number of items of concern to the

1 residents in the area. And, you know, the first thing I
2 really want to say is HB, in its current use, employees
3 come at eight o'clock in the morning, they leave at
4 five o'clock, six o'clock in the evening, just like every
5 other office building in the area.

6 They presented a picture of this huge, you
7 know -- you know, lit-up building that's -- would
8 definitely be obtrusive if that were the case, but any
9 office -- any office building operator is controlling
10 expenses, and the -- and the lighting of a building, and I
11 have never seen their building lit up entirely at night
12 for the most part.

13 The proposed use of this site as a hotel, a
14 restaurant, will be bringing people in 24/7, 365 days a
15 year.

16 Currently I feel like I don't have a neighbor in
17 the evening after 6 p.m. or on the weekends whatsoever.
18 And a hotel will bring a -- a round-the-clock-use to
19 the -- to the property.

20 The pool, being -- and a pool proposed in the
21 back of the property, if you drive through the area,
22 there's just not enough room currently between the berm
23 that exists there and the parking that's there to allow
24 for a pool. I don't care whether there's a wall around
25 the pool or not. If it's not domed, it's not going to

1 contain the noise that we who live nearby the property --
2 we currently do hear personnel in the evening cackling and
3 carrying on after hours, and -- and we pick up beer cans
4 and other debris in the back area from employees that
5 service that building currently.

6 The -- they talk about landscaping in the back
7 of the building, and there's no commitment to any sound
8 barrier whatsoever along the entire back line of that
9 property.

10 If there was such a use, there would have to be
11 something -- some commitment to sound barrier. And we'll
12 show you pictures later of the vegetation, which largely
13 exists now, is honeysuckle and weeds, some trees that lose
14 all of their leaves during the fall, and we're entering
15 that five to six-month-period where the building will be a
16 complete open, you know, eyesight.

17 We'd like to see -- there's no commitment for
18 evergreens, you know, fast-growing tall evergreens growing
19 along the entire width of that back line property.

20 Currently, you're probably aware, that there are
21 many vacant retail spaces along Olive Street Road. We
22 don't need to add to that blighted eyesight, that blight
23 to the area.

24 And I'll leave it to the rest of the residents
25 to speak to the other areas.

1 CHAIRMAN KISTNER: Thank you very much.

2 Frank Sprich -- Sprich.

3 FRANK SPRICK: How are you doing this evening?

4 My name is Frank Sprick. I live at 417 North
5 Mosley. And I, basically, just have about two or three
6 items here that I would like to make a point of.

7 It seems to me under CP 2030 the city says that
8 any new development should enhance the living experience
9 for the residents that live in the area. I don't believe
10 that this building is going to enhance anything for any of
11 the residents that live in this area in any way, shape or
12 form.

13 I believe the CP says that we should be looking
14 at a 18/7 concept, which is 18 hours, 7 days a week, not a
15 24/7, which I believe a hotel would bring along with it.

16 And then I noticed out of the packet today that
17 it says that the applicant is not willing to work within
18 the existing structure or modify the site to remove
19 pre-existing site coverage.

20 So it sounds to me like what we are trying to do
21 is make this easier for him to do what he would like to do
22 his way. He's not willing to make this and bring this to
23 a Class A office building, but it's going to be more
24 economical for him to turn it into a hotel at the expense
25 of all the residents that are around here.

1 I lived here for twenty years, and I really
2 don't think that we need to be looking at putting a hotel
3 at this part of the city.

4 And if we're going to worry about -- the hotel's
5 going to serve Monsanto, which I know is being sold to
6 Bayer, I don't think that that's really going to be a
7 point that's going to stick very well with anybody else.

8 That's probably really all I have to say at this
9 point, okay.

10 CHAIRMAN KISTNER: Thank you.

11 Mary Schultz. Mary Schultz.

12 MARY SCHULTZ: My name is Mary Schultz. I'm an
13 attorney. My law firm is Schultz & Associates.

14 I represent Diana Sprick only. 4 -- she lives
15 at 417 North Mosley Road.

16 She had some handouts. Okay. This is Diana, so
17 she's going to play my Vanna White, and distribute to you
18 all packets that I previously submitted the originals for
19 the record.

20 As an attorney, I also want to make sure that
21 the record includes several things because this is a
22 public hearing.

23 That the zoning ordinance, including the zoning
24 map, which is incorporated into the zoning map, the
25 Comprehensive Plan, and then what I characterize as the

1 Sprick packet, which I provided to you, the copy of a
2 statutory zoning protest pursuant to 89060 of the Missouri
3 Statutes that requires a supermajority of six people at
4 the City Council level, and then there's a political
5 petition, and just prior to this evening's meeting, I
6 received more signatures and submitted to -- that for the
7 record. It's not included within your packet. I think
8 the count now is up to 151 of signatures on the
9 petition -- of residents that oppose this development.

10 And then I would also -- I've included for you a
11 copy of a letter dated last Friday, October 20th, from
12 Diana Sprick, but also the record should include all the
13 letters and the emails to the city, that it should be
14 deemed part of the record, and, obviously, I'm not privy
15 to a lot of those, so whatever the city has received
16 should be part of the record, even as late as today.

17 CHAIRMAN KISTNER: They all are.

18 MARY SCHULTZ: Okay.

19 This is not a garden-variety development, in
20 that a lot of times deference is given in the courts to
21 land use decisions by a municipality. It's rarely black
22 and white. There are black and white issues upon which
23 this Commission should deny approval, and the city
24 ultimately should deny approval for this development.

25 One is included in your packet, a copy of the

1 Statute 99830, which requires notice of a public hearing
2 for -- to the residents or anybody else who -- about the
3 proposed development.

4 There is a requirement of notice by publication,
5 which I really can't speak to. I couldn't find the notice
6 of publication. But also there's the statutory
7 requirement notice by certified mail at least ten days
8 prior to the hearing.

9 I know that at least four residents that
10 immediately about the subject property that did not receive
11 notice. And the people that did receive notice, it wasn't
12 by certified mail. It was by regular snail mail, which is
13 not a statutory obligation.

14 The deference that is given to the city for land
15 use decisions is not waiveable. It has to be earned.

16 There are also the findings that are required by
17 the zoning ordinance for eligibility of a Planned District
18 have not been made, including some admissions made by the
19 applicant about findings that have to be made by the
20 zoning administrator.

21 There are four basis in the zoning ordinance for
22 eligibility of these -- of this development for a Planned
23 Commercial District, and none of those requirements have
24 been met.

25 In deference to the residents, I will defer to

1 land use decisions based on those, but there are clearly
2 not land use -- solely land use discretionary decisions
3 that are to be made by the City of Creve Coeur. There are
4 statutory imperatives that have not been met.

5 CHAIRMAN KISTNER: Thank you.

6 MARY SCHULTZ: Thank you very much.

7 CHAIRMAN KISTNER: Thank you.

8 Tim Broden (phonetic). Tim Broden.

9 TIM BRODEN: Tim Broden, 6 Ladue Meadows.

10 And unlike all the other speakers I think prior,
11 I don't live on Fairways. I live at the other end of
12 Mosley.

13 And I, too, was impacted by the recent closure
14 of Ladue, and the increased traffic and the increased
15 speeds. And my concern is more around that increased
16 traffic, it is going to, in my opinion, be there.

17 She, the traffic analyst, said that there was
18 entrances and exits that were rated as E or F. So from
19 your experience, when there's Es and Fs, my assumption is
20 that that traffic's going to go to the easiest route,
21 which is Mosley, and making a left on Mosley, as these
22 guys can attest, is tough, so that puts them making a
23 right and taking a two lane 30-mile-an hour, if they
24 travel 30, 30-mile-an-hour road that contains two stop
25 signs and a -- a rather arduous bend just south of the

1 second stop sign.

2 So those are my concerns. Beyond that, it does
3 give me a little bit of hope that HBE is planning on doing
4 something with the facility, cause I'm pretty sure that
5 that model represents more maintenance than they've done
6 on the building in the last six months. That's it.

7 CHAIRMAN KISTNER: Ray Mueller. Ray Mueller.

8 RAY MUELLER: Thank you for allowing me to speak
9 to you this evening. My name is Ray Mueller. We live at
10 719 Fairways Circle, and I'm a trustee of the Fairways
11 Subdivision.

12 We moved to Creve Coeur three years ago. Moving
13 from Manchester, we searched for a quiet metropolitan
14 neighborhood to relocate. Creve Coeur was the winner.

15 The neighborhood -- Creve Coeur's reputation for
16 its quality neighborhood and services that Creve Coeur
17 provides, such as a great police department and a fire
18 department, and their leaf and limb collection, the
19 recycling and their trash collection. We feel we can go
20 on vacation and our home will be safe.

21 When we reached the area, we found the Fairways
22 Circle Subdivision to be a very quiet one.

23 Our property is due south of the HBE building.
24 Our property lines join together.

25 Now they are asking for a rezoning for 24/7, 365

1 days a year. As one of the other neighbors said, right
2 now they have a nine to five, five-day workweek. But now
3 they want the 24/7, 365 days, which will increase noise
4 level and traffic, addition to a pool that will be open
5 until ten o'clock.

6 The facility restaurants will significantly
7 increase the sanitation problem, disposing of food waste
8 and attract rodents and other critters.

9 We respectfully ask that you do not approve the
10 rezoning. I like the HBE as neighbors as they are now.

11 Thank you.

12 CHAIRMAN KISTNER: Thank you.

13 Betty Mueller.

14 BETTY MUELLER: Thank you for the opportunity to
15 speak. I am Betty Mueller, and live at 719 Fairways
16 Circle on the south side of the HBE building, and strongly
17 oppose the rezoning of the property for hotel usage.

18 I have provided photos to support our concerns.
19 These aren't renderings, these are actual photos of the
20 landscaping and traffic.

21 In a statement section of the proposal it
22 states, in quotes, no net cumulative negative impact to
23 the conversion of existing building into a hotel, unquote.

24 I beg to differ. The existing building is very
25 close to the residential area on the south side as it is.

1 It's very imposing. The Kummer Group has a personal
2 reason to develop this property into a hotel to be
3 completed in 2019 to celebrate a 90th birthday, as stated
4 in the meeting with the residents in August.

5 This reasoning has nothing to do with the
6 betterment of the community. This hotel proposal would
7 create a business that has access 24 hours a day, 7 days a
8 week, 365 days a year with a transient population. The
9 noise level and traffic will significantly increase at all
10 hours every day.

11 We experienced such an increase when Ladue Road
12 temporarily closed. Under the background statement in the
13 proposal, the plan states, quote, because of the age of
14 the building, HBE has determined that it is not feasible
15 to convert the existing building into a Class A office
16 building, unquote. Yet, it can convert the same age
17 building into a hotel.

18 Again, the Kummers Group's preference. Surely
19 the building can be re-purposed to attract other
20 businesses. Let's not eliminate those options.

21 The two existing hotels east of 270 and Olive
22 are not in a residential area, and my understanding,
23 there's another hotel being constructed at the Kohl's
24 location west of 270 in unincorporated area, plus there's
25 an abundance of hotels in the Westport area.

1 The best solution to this issue is not to rezone
2 this property.

3 In closing, a hotel is a hotel. You cannot
4 control or guarantee the type of people you will attract
5 24/7, 365 days a year regardless of the name you put on
6 the building or the rates you charge.

7 Protect and preserve our neighborhood. Would
8 you like a hotel in your neighborhood?

9 Thank you.

10 CHAIRMAN KISTNER: Thank you.

11 Scott Shaw.

12 SCOTT SHAW: Thank you very much for this
13 opportunity to speak. My name is Scott Shaw, S-H-A-W. My
14 wife and I live at 819 North Mosley Road. It's also known
15 as Tract B.

16 I share 203 boundary feet with HBE right here.
17 I'm the closest driveway to HBA's -- or HBE's driveway on
18 Mosley Road. We're 60 feet apart around a very dangerous
19 curve.

20 I'm speaking to you as an educator for 38 years,
21 a father, a grandfather and a very concerned citizen of
22 Creve Coeur.

23 My wife and I moved into this wonderful
24 neighborhood, quiet, full of character, great neighbors,
25 in 2005.

1 I was home on Wednesday night this past week to
2 see all of the lights on the back side of HBE go on, on
3 the east side of HBE go on. I have a two-story home. The
4 lights flooded into my two-story great room, my grandson's
5 room, the master bedroom and master bathroom. It's
6 unacceptable.

7 We cannot have a -- a building like this turned
8 into a hotel with people that we don't know from our
9 neighborhood coming to have alcohol in the parking lots,
10 rubbish, rodents, trash, more dumpsters. I would need a
11 wall of 60 feet to keep out the noise. Build the wall.

12 And in an emotional plea to the members of this
13 committee, I ask you, put your family in my family's home.
14 Would you want strangers looking in from above into your
15 backyard, into your bathroom, into your grandson's
16 bedroom? We are going to lose all privacy on this side.

17 I humbly, but firmly, request that you consider
18 no rezoning, no hotel, no secondary access from Mosley
19 Road.

20 And I thank you.

21 CHAIRMAN KISTNER: Patty Traut. Patty Traut.

22 PATTY TROUT: Can I be last, in case -- I don't
23 want to repeat or am I last?

24 CHAIRMAN KISTNER: No, there are a few more.

25 PATTY TROUT: Put me at the bottom, please.

1 Defer me.

2 CHAIRMAN KISTNER: Adam Littich.

3 ADAM LITTICH: Thank you for allowing me the
4 opportunity to speak. My name is Adam Littich. I live at
5 11242 Mosley Manor Court, directly across to the east on
6 Mosley Lane.

7 I recently moved there about a year and a half
8 ago with my wife, my young son, who's a year-and-a-half
9 old.

10 I'm a physician, and I work in Creve Coeur as
11 well at Barnes-Jewish West County Hospital, so I'm heavily
12 invested in the city.

13 I'd like to remind the members of this
14 commission that this is a residential area. It's filled
15 with taxpaying citizens, but more than that, it's filled
16 with families, with young sons, with grandsons, wives,
17 children.

18 Going forward I'd like to make a few points to
19 state my opposition to this rezoning proposal.

20 First of all, there's a few problems with their
21 hotel proposal.

22 While I don't doubt that Mr. Kummer would run a
23 great hotel, my concern is that hotels change hands
24 frequently, just as they are now claiming that their
25 office building is obsolete, what happens in ten years

1 when they no longer want to run the hotel, and they find
2 it's financially beneficial to sell it and say, let's make
3 it Super 8, something else like that.

4 Once we make this rezoning change, we cannot
5 control what goes on there. They're free to do what they
6 want and sell their hotel property and make it whatever
7 brand they want.

8 As -- as mentioned previously, and I won't focus
9 on very much, hotels bring crime. They bring noise 24/7.

10 We haven't said much about their proposed strip
11 mall. Drive up and down Olive Boulevard. You can see
12 lots of empty strip malls. Actually, you don't have to
13 drive far from their proposed strip mall to see an empty
14 one.

15 The Subway building across the street, that's
16 had a large empty space for over two years. We don't need
17 more strip malls in that area. Okay.

18 Finally, I'd like to point out some problems
19 with traffic, which I think is our -- my biggest concern.

20 As we live right across the street from their
21 entrance on Mosley, as it's been mentioned, it's a --
22 located on a bend. I invite all the members of this
23 Commission to try to make a left turn on that bend. Drive
24 your cars over there. You cannot see around the bend.

25 For the safety of our citizens, including my

1 young son, who's likely to be playing in that area, I
2 don't think this is a wise proposal.

3 Their traffic study that they mentioned earlier,
4 highly misleading. As you know, you can make a study say,
5 essentially, whatever you want if you manipulate the
6 facts.

7 They compared their study to 100 percent
8 occupancy office building. As they mentioned, currently
9 their office building is 10 percent occupied. It's just
10 not accurate to accept that traffic study.

11 I would propose that you would make them do a
12 traffic study comparing to the current occupancy, because
13 that's real world what it's being used as right now.

14 Another problem with their traffic study, I
15 don't believe that they included their strip mall or the
16 restaurant in their traffic study proposals. If you
17 looked at their presentation, it only had the hotel in it,
18 so there's going to be even more traffic with their strip
19 mall and their hotel.

20 As many members of our community have already
21 mentioned, the wait on that traffic light is long, and it
22 got even longer with the recent construction.

23 Everybody that's going to be turning left onto
24 Olive Boulevard, they're not going to be using the
25 non-traffic light entrances on Olive. They're going to go

1 over to Mosley where the traffic light is, and that's the
2 residential street.

3 So, in summary, I'd like to say that everything
4 HB presented and everything they're proposing benefits
5 their bottom line.

6 I'm all for capitalism. I'd like for their
7 company to make as much money as possible. That's what we
8 want. But we can't change our rules of our city to harm
9 all of these other members of the community just to
10 benefit these few individuals right over here.

11 So thank you very much for your time tonight.
12 And --

13 CHAIRMAN KISTNER: Thank you very much.

14 Ilene Litvag.

15 ILENE LITVAG: Good evening. My name is Ilene
16 Litvag, and I live at 655 Fairways Circle. I'm probably
17 one of the older residents. We built our house in January
18 of 1964. We're still there. Not going anywhere. Love
19 it. Fabulous. Creve Coeur is wonderful.

20 I am opposed to the proposed hotel. But I also
21 heard a few things this evening that sort of disturbed me
22 when we saw the drawings of the proposal. They were
23 talking about the dumpsters being at the south end of the
24 development, which is backing on to some of our homes.

25 Why not -- there, apparently, is a western part

1 of the development. Dumpsters should be perhaps the
2 western end, so that it's not interfering with any homes.

3 Secondly, they mention that there would be a
4 restaurant at the hotel. Well, if there's a restaurant at
5 the hotel, why is there a need for another restaurant and
6 strip stores? I just -- I don't see that at all. But the
7 whole thing I'm totally against.

8 Thank you for listening.

9 CHAIRMAN KISTNER: Thank you.

10 Robert Mahon. I always pronounce this last name
11 wrong. Mahon. Mahon.

12 BOB MAHON: Close enough.

13 CHAIRMAN KISTNER: One or the other.

14 BOB MAHON: I live at 516 Fairways Circle. Bob
15 Mahon, M-A-H-O-N.

16 My daughter and son-in-law live at 626 Fairways.
17 And we are three weeks short of their first grandchild, a
18 boy, who's already enrolled at Goddard School.

19 Goddard has an exit from Goddard's -- right
20 behind Subway on to Mosley, just inches from the exit on
21 Mosley from this new development.

22 I asked Mr. Kummer could they eliminate the
23 entrance from their project on to Mosley or move it, and
24 he said, no, that wasn't cost efficient.

25 So as a resident and a grandparent, I think

1 having that Mosley entrance near Goddard School is
2 dangerous.

3 And second thing is all of us who come down
4 Mosley want to make a left turn on Olive, if you're not
5 the lucky first six cars, you're not going to make it.
6 And that's -- that's with the office project right now.

7 Also, one of the gentleman said, oh, there isn't
8 a hotel within how many miles. The clearest -- the next
9 clearest one is Maryland Heights. That's not true.
10 There's one right there at 270 and Olive right where the
11 Applebee's is.

12 So, as a resident speaking for both of our
13 families, we are opposed to this project, as is,
14 especially when we talked to them about a sound wall, and
15 he said, oh, no, that's too expensive, and the changes on
16 Mosley, you know.

17 So, in general, I vote against it.

18 Thank you.

19 CHAIRMAN KISTNER: Thank you very much have.

20 Patty Trout.

21 PATTY TROUT: I'm Patty Trout, 309 South Mosley.
22 Almost as far away on Mosley Road as you can get from this
23 hotel. But I have lived here all my life. And I've seen
24 the changes, and I find this to be blatant disrespect to
25 the residents. And it's not likely this applicant forgot

1 their first failure to build a hotel.

2 The homes are worth more now than the first
3 application making this more damaging and adverse to the
4 Comp Plan.

5 Traffic is of utmost concern. They are trying
6 to force commercial traffic on to residential streets.

7 Now, we've been here before with other
8 applicants trying the same thing, and they were denied.
9 Once you set a precedence, developers will come en masse
10 to invade and encroach the residential areas.

11 This applicant is expecting the city and its
12 residents to fix their functionally obsolete and neglected
13 residentially zoned, not commercially zoned, property.

14 We are not responsible for the downgrade and
15 lack of use of your old building. They are.

16 No special treatment or spot zoning should ever
17 be allowed, especially when it has such a negative impact.
18 This is not the action of a good neighbor.

19 Please vote no.

20 CHAIRMAN KISTNER: Is -- is there anybody else
21 who would like to speak this evening who didn't fill out a
22 card?

23 You can come up and please be sworn in.

24 JULIE BUNTON: Yes. No, I have not been sworn
25 in.

1 (Julie Bunton was sworn in by the court
2 reporter.)

3 JULIE BUNTON: My name is Julie Bunton, and I am
4 the owner of the Goddard School at 11222 Olive Boulevard.

5 And when we built the Goddard School four years
6 ago, the city made us put an exit going out to Mosley, so
7 that when our families were leaving in the morning or the
8 evening, that they could get out to the light at Olive
9 and -- yes, at Olive and Mosley to make a left instead of
10 going out of our front entrance at Olive.

11 So my property line actually falls within
12 300 feet of this hotel.

13 So there are two things that I wanted to bring
14 up to the Council tonight.

15 One is in your rules and regulations, it's
16 Section 600-110, the sales of liquor are not allowed
17 within 300 feet of a school or a church.

18 The other thing that I wanted to mention, which
19 I could not find, but I'm sure that the City of Creve
20 Coeur has rules and regulations against a hotel being
21 built within a certain amount of feet of a school or a
22 church.

23 CHAIRMAN KISTNER: Not aware. No.

24 JULIE BUNTON: Yes?

25 MR. JAGGI: No.

1 JULIE BUNTON: Somebody -- somebody's saying yes
2 behind me.

3 MR. JAGGI: There -- we don't have a requirement
4 for hotels to be a minimum distance from residentially
5 zoned property.

6 JULIE BUNTON: Okay. Well, then --

7 VOICE: School.

8 (Audience making comments.)

9 MR. JAGGI: Or from a school.

10 CHAIRMAN KISTNER: Excuse me, we're in a public
11 hearing, and we have to be able to record comments.

12 JULIE BUNTON: So, obviously, I have many
13 concerns that people have already addressed, but my
14 biggest concerns would be that there's a hotel with people
15 that are going to be staying there that we have no idea
16 what kind of people. And I am running a facility that
17 holds roughly 130 children under the age of five every
18 single day.

19 I worry about people coming on to my property
20 from that Mosley exit, even if they're trying to get on to
21 Olive, driving on to my property at all hours of night or
22 during the day when I am running my business.

23 And also, obviously, the liquor license is my
24 biggest concern.

25 Thank you.

1 CHAIRMAN KISTNER: Thank you very much.

2 Was there somebody else who -- yes.

3 And you'll need to be sworn.

4 JUDY ARWITZ: My name is Judy --

5 (Judy Arwitz (phonetic) was sworn in by the
6 court reporter.)

7 JUDY ARWITZ: Thank you.

8 My name is Judy Arwitz. I live on the other
9 side over at Park West Subdivision, and we hit the traffic
10 going the other side.

11 When I try to come out of my subdivision, the
12 people coming out of the HB building, we all have to try
13 to see who's going to go first. We have two exits out.
14 We have the same thing by the light with Mosley and Olive.

15 And I didn't realize that the building was
16 empty. I drive by there all the time. Didn't pay
17 attention cause it's so far back, didn't notice it.

18 So the traffic, you know, isn't as bad now, but
19 before it was.

20 And my other concern is when Ladue was closed,
21 we had the same thing. Tons of traffic. Could not get
22 out. I had to go in the back of the subdivision, come out
23 Craig Road or go out Schulte. We couldn't get out of our
24 subdivision.

25 So I hope it's a no. Thank you.

1 CHAIRMAN KISTNER: We've had our public
2 comments.

3 Staff, do you have -- I think it's worth at
4 least asking how far we're going to get tonight before we
5 continue this. This is a late evening, and so I sort of
6 ask for your guidance in terms of where the natural break
7 this evening?

8 MR. JAGGI: Yeah, I think that's a valid --
9 valid point.

10 I think the main purpose of tonight was for you
11 to hear from the applicant so you could hear their
12 presentation, you could understand a little bit of their
13 perspective from where they're coming from this evening.

14 And I think you've heard a lot of information
15 from them tonight, as well as to conduct the public
16 hearing and hear the thoughts and concerns of some of the
17 residents, which -- which I think you've heard a lot of
18 those tonight.

19 So I believe those are the two main objectives
20 for you this evening.

21 This is a large development request. It's a
22 somewhat complex proposal in terms of the various uses
23 that are proposed, and then all of the criteria that is
24 required of you, and ultimately City Council, based on
25 your recommendation in terms of satisfying a lot of the

1 criteria of a Planned Commercial District, so it's a lot
2 of information.

3 The staff report has been on -- out on the
4 website since, I believe, Tuesday afternoon.

5 I do want to mention that notices were mailed.
6 The property was posted. Staff does believe we followed
7 the procedure correctly.

8 With that being said, I don't think we -- we
9 followed the procedure correctly, and the last information
10 we had on file for -- for owners, we certainly sent that
11 to.

12 But with that being said, I'll leave it up to
13 you to decide whether you want to hear from staff this
14 evening or if you want some additional information. I
15 would offer you our staff report, which has twenty pages
16 of analysis, which would be a lot to cover tonight. But I
17 can certainly touch on any major points you'd like this
18 evening, and we can continue this to another time with
19 maybe some direction of the Commission.

20 CHAIRMAN KISTNER: I don't know about fellow
21 commissioners. I think rather than stepping into it a
22 little bit, it is a very, very large report. There's a
23 lot of different issues.

24 And I think we would be better served to, first
25 of all, everybody has some additional time then to read

1 through that detail, and then to get -- start off the next
2 meeting with staff's report.

3 I would also ask that, because a lot of people
4 brought up a subject of crime, that we ask our police to
5 prepare some analysis of other hotels in the area and
6 the -- the types and level of crime that they see from
7 that.

8 MR. SCHUH: I would -- I would also welcome
9 anyone to submit into the record citation or articles or
10 any literature in support of the idea of the effects of
11 hotels. Just, I understand the anecdotal realities, and I
12 just like to see some studies that -- that -- that support
13 that or -- or counter -- counter articles that -- that
14 disagree. I just -- I just like to see some evidence both
15 ways.

16 CHAIRMAN KISTNER: If we were to continue this
17 hearing till the next, would that also be true then,
18 the -- the next item -- the only other item on the agenda
19 is related to this one, and would we continue that as
20 well --

21 MR. JAGGI: We --

22 CHAIRMAN KISTNER: -- since it's noticed for
23 this meeting?

24 MR. JAGGI: Yeah. If you wanted to -- right.
25 We would have to -- I think we need to open up the public

1 hearing for that item as well, since it is a separate
2 application that requires a public hearing.

3 If there's any other specific comments that the
4 public may have relative to the request, which is to amend
5 the Planned District criteria to allow the existing access
6 to Mosley to remain.

7 That is a -- an application that's been filed.
8 I know you've heard a lot of comments about it, but if
9 there is anything specific to that application, we should
10 probably take care of that tonight as well.

11 Mr. Lumley, if you have anything further on
12 that.

13 MR. LUMLEY: Yeah, I think, you know, first we
14 could have people that might not be able to come back that
15 wanted to speak to it.

16 We can, at the start of that public hearing,
17 incorporate the transcript from the first one, so people
18 don't have to repeat what they said that's pertinent to
19 that. We did have several speakers that -- that touched
20 on that specifically, but, still, you know, I don't think
21 the applicant really spoke to that specific proposal yet,
22 and there may be other members of the audience that want
23 to specifically address that.

24 MR. JAGGI: Okay.

25 CHAIRMAN KISTNER: Do we have to do it tonight

1 or can that be continued?

2 MR. JAGGI: We can continue it to the next
3 meeting, Mr. Lumley?

4 MR. LUMLEY: I would guess it's not going to
5 take very long, and you could have folks that can't come
6 back.

7 CHAIRMAN KISTNER: Okay. So for now, we need a
8 motion to continue this matter till the next meeting,
9 correct?

10 MR. MAGRUDER: I'll so move.

11 MR. SCHUH: Second.

12 MR. MAGRUDER: I move to continue Application
13 17-028, rezoning and site development plan for the
14 November 20, 2017 to allow the resolution of issues,
15 review of the traffic study and preparation of the draft
16 PRD ordinance.

17 CHAIRMAN KISTNER: Second?

18 MR. CARNEY: Second.

19 MR. JAGGI: If I could just interject, I
20 apologize to interject.

21 But just -- just to be clear, that is not the
22 next regularly scheduled P and Z meeting. That would be
23 the -- the meeting after the next regularly scheduled
24 meeting.

25 The next regularly scheduled meeting is

1 November the 6th.

2 MS. KELLY: 6th, correct.

3 MR. LUMLEY: Yeah, he was reading from the --

4 MR. JAGGI: Yeah.

5 MS. KELLY: The staff report --

6 MR. JAGGI: The staff report did suggest that if
7 you wanted a bunch of additional information, further
8 analysis, that the applicant and staff, perhaps, would
9 need more time to compile that. But if you're wanting to
10 continue the public hearing in a more expeditious fashion,
11 you could do that to the next meeting, which would be
12 November 6th.

13 CHAIRMAN KISTNER: Okay.

14 MR. MAGRUDER: I'll amend it to November 6th.

15 CHAIRMAN KISTNER: Okay. Second?

16 MR. SCHUH: Second.

17 CHAIRMAN KISTNER: All right. Any additional
18 discussion on the motion to continue this hearing at our
19 next meeting?

20 Ready for a vote?

21 Mr. Schuh?

22 MR. SCHUH: Aye.

23 CHAIRMAN KISTNER: Ms. Hall?

24 MS. HALL: Aye.

25 CHAIRMAN KISTNER: Mr. Carney?

1 MR. CARNEY: Aye.

2 CHAIRMAN KISTNER: Mr. Rovak?

3 MR. ROVAK: Aye.

4 CHAIRMAN KISTNER: Ms. Silverman?

5 MS. SILVERMAN: Aye.

6 CHAIRMAN KISTNER: Mr. Magruder?

7 MR. MAGRUDER: Aye.

8 CHAIRMAN KISTNER: And the Chair votes aye.

9

10 (Public Hearing continued to November 6, 2017.)

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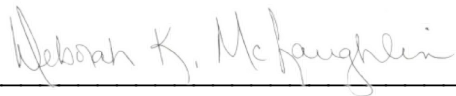
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STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

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



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

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

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, NOVEMBER 6, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NOS. 17-028 & 17-029

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

1 CHAIRMAN KISTNER: Good evening, everyone.

2 6:30, so we're going to get started.

3 Welcome to the Planning and Zoning Commission
4 meeting the City of Creve Coeur, Monday, November 6th,
5 2017.

6 We're going to start with a call to order, our
7 roll call.

8 Mr. Carney?

9 MR. CARNEY: Present.

10 CHAIRMAN KISTNER: Ms. Hall?

11 MS. HALL: Present.

12 CHAIRMAN KISTNER: Mr. Magruder?

13 MR. MAGRUDER: Present.

14 CHAIRMAN KISTNER: Mr. Rovak?

15 MR. ROVAK: Present.

16 CHAIRMAN KISTNER: Ms. Silverman?

17 MS. SILVERMAN: Present.

18 CHAIRMAN KISTNER: Mr. Schuh?

19 MR. SCHUH: Present.

20 CHAIRMAN KISTNER: City Attorney, Carl Lumley?

21 MR. LUMLEY: Present.

22 CHAIRMAN KISTNER: Director of Community
23 Development, Jason Jaggi?

24 MR. JAGGI: Present.

25 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

1 MS. KELLY: Present.

2 CHAIRMAN KISTNER: Planning Assistant/Recording
3 Secretary, Jessica Stutte?

4 MS. STUTTE: Present.

5 CHAIRMAN KISTNER: And Beth Kistner, Chair, is
6 present.

7 Now, we go to continuation of public hearing,
8 Application 17-028, the rezoning of 11318 Olive Boulevard
9 to Planned Commercial Development District for the
10 renovation of the existing building into a 260-room hotel
11 with a freestanding restaurant and commercial/retail
12 buildings.

13 We will also be continuing the Public Hearing
14 Application No. 17-029 to amend Section
15 405.390 (D) (2) (B) (1) of the Planned Commercial Development
16 requirements to allow for secondary access to an arterial
17 road with primary access from Olive Boulevard.

18 So just reminder for those who were not here at
19 the previous meeting. We, basically, this went on for
20 quite a long time two weeks ago. We had heard from the
21 applicant. We heard from many of you in the audience.

22 Now we have not gotten to the portion where the
23 staff then gives their report. So we're going to start
24 with that at this point. Staff has not begun to provide
25 their assessment of this application.

1 Afterwards we will hear from the applicant. We
2 will also hear from anyone in the audience who wants to
3 speak. You will be -- need to be sworn in.

4 In fact, we'll ask for anybody who is planning
5 to speak tonight to be sworn in together. I will ask that
6 for -- for those of you who have already spoken, that we
7 not -- all of those comments have been recorded in the
8 record for this hearing and do not need to be repeated.
9 So we're certainly interested in -- in new feedback or
10 comment, but no need to -- to repeat it, it's all part of
11 the record.

12 So anybody who is planning to speak to this
13 matter, if you want to stand up to be sworn in.

14 This is the hotel.

15 MR. LUMLEY: Both -- both applications about the
16 hotel.

17 CHAIRMAN KISTNER: The text amendment regarding
18 access to Mosley, as well as the hotel, the rezoning.

19 (The speakers were sworn in by the court
20 reporter.)

21 MR. JAGGI: Good evening, Members of the
22 Commission. Jason Jaggi, Director of Community
23 Development with the City of Creve Coeur.

24 As the Chair indicated, the applicant was here
25 the last meeting to present their information for you. I

1 know that was a lot of information presented.

2 We've continued the public hearing. We've heard
3 several comments from the citizens. So this is staff's
4 opportunity to provide you with some information as you
5 consider this request.

6 So, first of all, this is a rezoning request to
7 change the existing base zoning from Core Business to
8 what's referred to as a Planned Commercial District.

9 That is a -- a unique legislative process in
10 terms of zoning that is site specific to govern all
11 aspects of the development based on a development plan.

12 So it is a unique zoning district that would be
13 applicable just to this property with specific conditions
14 that would regulate a variety of -- of uses and how this
15 site is developed, if it were to be approved.

16 Before I start into that, I would also mention
17 that we had received a lot of comments regarding this
18 application. Those comments have been included in your
19 packet before it was generated on Friday. Anything
20 received after that, today we did forward those and you
21 have a copy of those on your desk. We will implement
22 those into the system after tonight going forward, but I
23 want to let everybody know if we did get comments, the
24 Commission has all of those.

25 So, in terms of the Planned Development

1 District, the Planning and Zoning Commission makes a
2 recommendation to City Council. City Council ultimately
3 decides whether to approve the project or deny.

4 And the Planned Commercial District process
5 involves four key steps.

6 The first is the zoning administrator's initial
7 review and finding that it meets with the general
8 parameters of the Planned Commercial District Zoning
9 Ordinance, and then the Planning and Zoning Commission
10 reviews the public hearing and recommendations, based on a
11 set of eligibility requirements, design criteria and
12 thirteen specific review points or development standards.

13 And then, like I said, it goes to Council, and
14 if they choose to approve it, the approval is made with an
15 ordinance with specific conditions.

16 So this evening what I'm going to do is touch on
17 the zoning administrator's review, some elements to the
18 Comprehensive Plan and how this application relates to
19 those, the City's Design Guidelines and the zoning review
20 criteria for the PCD.

21 At the end, I will summarize what we think are
22 the key issues that would -- may be helpful to you as you
23 consider the proposal or kind of boil it down into some
24 maybe half a dozen or so key issues that may need further
25 consideration.

1 So as the city's staff's initial review of this
2 requires, you know, the first step is require a cursory
3 review of this application by staff, and staff has to
4 determine if it can be approved under any other zoning
5 district; if it's an appropriate implementation of the
6 Comp Plan; if it meets the purpose of the zoning, and if
7 it incorporates substantially the design criteria within
8 the ordinance.

9 So it's a lot of information to review. There's
10 extensive review that has been done by staff, which leads
11 us to our analysis that you've had in your packets for the
12 last few weeks.

13 In terms of the Planned Commercial District
14 option, this is the only option that we think is available
15 for the city to consider this application. The existing
16 building is nonconforming with respect to setbacks and
17 buffer yards. The nonconforming status, as it were, does
18 not allow any further encroachments, so the applicant is
19 proposing to add some smaller additions to the project
20 that can't happen unless it's rezoned, as well as the
21 change in use proposed from an office to a hotel use, that
22 requires full compliance with site conformities.

23 So there are specific reasons that are
24 articulated more detailed in the report that don't allow
25 the project to proceed under the current zoning.

1 The Planned Commercial District is available for
2 the city to consider variations to this typical zoning
3 standards, and that's what the applicant has chose to
4 pursue.

5 So the purpose of the Planning -- the Planned
6 Commercial District is to allow innovative design, solve
7 problems on difficult sites, meet market niches, encourage
8 housing in different price ranges, that's not offered on
9 this application, promote well-designed developments and
10 encourage infill and redevelopment within existing urban
11 areas.

12 So in whole, we think there are certain elements
13 of this proposal that certainly speak to some of these
14 purpose criteria. We've articulated that in our report.
15 And I'll describe a little bit more that as I move
16 forward.

17 In terms of the Comp Plan, this area here, you
18 can see a map of our Comprehensive Plan. This is a
19 Community Place Type District that outlines different
20 characteristics of each of the areas of the city.

21 This project here, the HBE site, is located
22 within -- within the area we call the Mixed-use District
23 Place Type, which encourages a variety of use -- uses in a
24 coordinated fashion on larger sites with improved
25 walkability.

1 The goal is also to infill underutilized
2 property and that, you know, objective certainly seem to
3 be met with this application in terms of re-purposing an
4 aging office building, adding more uses and a different
5 mix of uses to the site versus a standalone office
6 building with a lot of surface parking.

7 The Comp Plan also speaks to, in terms of site
8 development, to provide various site amenities, such as
9 fountains, public art, seating area, outdoor plazas, that
10 is our objective as we develop sites within the city.

11 This site being 10 acres, there's certainly
12 opportunities to incorporate all of these elements, and
13 the applicant is proposing to -- to incorporate a lot of
14 these into the development proposal.

15 The Comp Plan also speaks to design of
16 buildings, and there is an attempt by the applicant to
17 provide some type of coordination between all the proposed
18 buildings.

19 Within the PCD design criteria there's seven
20 points to consider. I won't go through all those.
21 They're in the report. But we feel like there are
22 substantially -- they are substantially meeting some of --
23 a lot of those requirements, but we do recognize there are
24 certain areas that could be improved upon with further
25 discussion in terms of maybe more -- more, you know,

1 meeting with those objectives a little more fully.

2 You know, a significant element of the -- of the
3 Planned Commercial District process also includes the
4 notion of public benefit, and in the code there are eight
5 different methods that you can achieve to -- to -- to get
6 a project to provide public benefit.

7 But at the end of the day the discretion rests
8 with this Commission, and ultimately City Council, to
9 determine what level of public benefit is required for
10 each development type.

11 But I would say that this project, in terms of
12 specific development or a specific public benefit,
13 includes landscaped plazas with seating, public art, and
14 the applicant is proposing \$250,000 contribution for
15 public art that would be reviewed by the City's Art
16 Committee. It does provide pedestrian connections,
17 linking buildings within the development into the
18 surrounding area.

19 One item in terms of street connection, the
20 access is proposed to be maintained onto Mosley, but no --
21 no cross access is proposed to the west. And we pointed
22 that out as -- as an item that needs further discussion.

23 Our Comprehensive Plan does suggest that -- that
24 those be made as sites redevelop.

25 So, again, what the -- in terms of the

1 Comprehensive Plan, the Mix-use Place Type District
2 incorporates many of the basic elements that -- that --
3 that are the goals of that district.

4 We do think though, with the site plan proposed
5 here, that there are some opportunities to maybe more --
6 more fully meet with the objectives of the Planned
7 Commercial Development, as well as our Comprehensive Plan.

8 And that area here is how we relate to some of
9 the open spaces.

10 This -- this map here I've marked up for you,
11 kind of shows the areas where -- where there's public
12 spaces, so little park areas, seating areas, public art,
13 sculptures, fountains, things of this nature. You can see
14 there's a major prominent entryway here with some public
15 art that we -- that would be scattered along here leading
16 from the sidewalk to the building.

17 There also is proposed an oasis, which is --
18 which is a kind of a feature that would have a water --
19 water feature, as well as some public art here.

20 And then we have some open space associated with
21 the proposed commercial building, as well as some outdoor
22 seating with the proposed freestanding restaurant.

23 One of the things our Comp Plan suggests is that
24 when we look for redevelopment of properties that we focus
25 on, you know, how all these -- it's great that the

1 applicant is proposing a lot of these elements on this
2 site, and these things are -- are very appropriate for a
3 Planned Commercial Development. These extra public
4 (inaudible), these extra amenities with the development.

5 But we do think there's some opportunity to
6 arrange some of these elements in a more -- in a way that
7 interacts more with the buildings, and with the way people
8 use buildings, which is, you know, that to not to have
9 them kind of sitting in a parking lot or by the road, that
10 we can somehow bring a lot of these elements together,
11 create some nice public open space, connecting the two
12 buildings together.

13 So we think there's some opportunity to kind of
14 improve the layout with some of these elements.

15 We also have recognized that access management
16 is an issue or is a concern that's been looked at, you
17 know, the existing curb cut on Mosley would be -- would
18 remain. We've had conversation with the applicant. They
19 may be prepared to speak to it about maybe looking at some
20 cross access to the west that would lead you out to a
21 signal to either Craig or Executive Parkway.

22 There's some concerns with doing that from the
23 applicant's perspective.

24 Finally, in terms of the Comp Plan, there's
25 storm water management and all the -- all the proposed

1 storm water would be placed underground. Possibly that
2 could be daylighted to create a more amenity in terms of
3 public space that I just discussed.

4 And so the next part of it is the structure
5 review when we look at the design criteria. So these are
6 the proposed elevations. One of the main challenges the
7 applicant has is re-purposing this building from an office
8 building to a hotel. And in our building code it requires
9 full compliance with the city's National Energy
10 Conservation codes.

11 So it's an older building, but when it's
12 re-purposed to a different use, it has to meet those
13 requirements for energy efficiency.

14 The applicant is -- is proposing to address that
15 by using an EIFS product through most of the exterior of
16 the building. EIFS is an insulated product. Here's some
17 examples here that they'll probably show it to you. But,
18 basically, it has a finish on the outside and then there's
19 insulated factors on the inside that help -- help manage
20 the energy of the building.

21 So their proposal would be to leave the existing
22 brick here on these towers and then clad the rest of it
23 with an EIFS product for most of the floors, and then
24 introduce this new product here, which is called new
25 brick.

1 And new brick is a type of EIFS, but it is a
2 EIFS that resembles traditional masonry. And what's been
3 described to us in the information that's been presented
4 is, this product actually is applied individually and it's
5 mortared in on site. So it actually, I would say it's
6 probably not the same as traditional EIFS, which is more
7 of your stucco finish that looks like this on these
8 boards. It's more of just an applied stucco.

9 So this is a different type of -- of brick, but
10 I think, if the Commission is comfortable with this type
11 of material, it's something that we would probably need to
12 look at. But it's not a traditional stucco EIFS that's
13 put up in big sections, it's actually individual EIFS
14 panels that are mortared in on site. So it's different
15 than what we've seen in previous applications.

16 But it is a concern, in general, we think, with
17 the proposed amount of EIFS. It's a large amount of EIFS.
18 That's not something we typically look for in
19 developments. Our Design Guidelines suggest that EIFS
20 should be limited more to an accent, not as a predominant
21 material.

22 If this new brick is found to be acceptable,
23 there might be maybe some opportunity to increase the
24 amount of that, to kind of switch between the natural
25 brick and -- and this new proposed product to resemble

1 brick.

2 We also think, again, going back to our Design
3 Guidelines, we do encourage strong entry points.
4 Certainly this building has some of that with a canopy,
5 with this tower element, but there may be some
6 opportunities to kind of further enhance the entry of this
7 building a little bit more than what the applicant is
8 proposing.

9 Moving on to the landscaping. We didn't have a
10 whole lot of concerns with the landscape. They're
11 generally meeting the city's code and landscape plan
12 overall looked pretty good.

13 So the design criteria. One of the main -- or
14 one of the criteria is -- is that you have to be
15 predominantly non-residential. And staff performed that
16 calculation according to the code, and we found that it's
17 51 percent -- or 51.52 percent predominantly
18 non-residential that -- that adjoins this property within
19 300 feet, so we do think they meet that criteria.

20 The existing access onto Mosley, and the
21 applicant has submitted a text amendment that's -- that's
22 in consideration, along with this application, to clarify
23 and to, you know, re-enforce the need that access to
24 secondary streets would be required.

25 In the Planned Commercial Zoning District a

1 35-foot buffer is required. That is -- that's the
2 requirement for this type of zoning district they're
3 seeking. They would exceed that with a 50-foot buffer
4 that's already in place. They wouldn't disturb it. But
5 we do think there's a need to look at that to make sure
6 that the existing landscaping and berm is sufficient
7 protection for residents. That's certainly an issue that
8 we look at no matter what the use is, no matter what the
9 application is, to make sure there's enough buffering.

10 But in terms of the code, they're exceeding that
11 by approximately 15 feet.

12 Now, I would also state that, going back to the
13 landscape plan, the applicants are proposing to fill in
14 some of the existing landscaping here in the areas that
15 maybe are a little more thin. We've had discussions with
16 the applicant that maybe that would be a good -- a good
17 thing to provide.

18 What they're not proposing is a solid wall or
19 fence. And that is also something that we look for as an
20 additional measure, if that's something the Commission
21 felt strongly about that should be required, that's
22 something that -- that is probably worth discussing this
23 evening.

24 Detention, again, that's all underground. MSD
25 has given some preliminary comments to the applicant.

1 Again, the pedestrian amenities are provided,
2 but we'd like to see some work on how all these elements
3 integrate along with pocket parks and all these site
4 amenities.

5 And we do certainly want to have some
6 discussions and thoughts from the Commission with respect
7 to the building materials that are proposed.

8 This is -- it's a significant change from the
9 existing masonry on the building.

10 With respect to the review criteria. You know,
11 the primary issue here is -- is for the primary, you know,
12 thought for review is the conversion of existing office
13 into hotel.

14 A hotel would mean that the building is
15 operational year round 24 hours a day. A lot of times
16 office uses are not as active at night, certainly there
17 may be some people there working late, but -- but a hotel
18 would certainly change that. But given the location and
19 size of the property, you know, it could be reasonably
20 expected that any sort of redevelopment may intensify the
21 uses versus the existing office building that we have
22 today.

23 It's a 10-acre piece of property in the heart of
24 Creve Coeur, and there's certain expectations, you know,
25 for -- for these types of property.

1 So with that in mind, I would also point out
2 that the hotel is a -- a conditional use in the Commercial
3 Business -- in the Core Business District, but, obviously,
4 with this proposal, the existing building, it doesn't meet
5 all of those standards, so in exchange for that the city
6 typically looks for other things as part of the
7 development proposals.

8 The traffic study. Just to touch on that. You
9 know, the analysis so far has said that the a.m. and p.m.
10 peak hours would be reduced. And that's simply because
11 the existing office building has a high concentration of
12 a.m. trips and p.m. trips; a.m. trips entering the site,
13 everybody kind of shows up at one time, typically, and
14 everybody leaves the site at around the same time around
15 five.

16 This would spread that out a little bit. A
17 hotel and some of the commercial uses, they don't have
18 such a high concentration, it's a little more spread out.

19 But we certainly are aware that, you know, there
20 are some concerns with that, you know, the vehicles
21 exiting Mosley, what's that mean for the Mosley traffic.

22 And then just knowing that Olive Boulevard, in
23 terms of MoDOT's view of it, MoDOT controls Olive
24 Boulevard, they favor MoDOT traffic and moving vehicles
25 through Olive. They place more emphasis on that than they

1 do on side streets, you know, moving vehicles into the
2 side streets.

3 So we've seen that on a couple other projects,
4 you know, so that is kind of the lay of the land when it
5 comes to Olive Boulevard.

6 I would also just point out with the other
7 notion the traffic and the cross access easement. We've
8 had discussions with the applicant on this. Again,
9 they're -- they're -- I can see they have their model, and
10 they're showing you some of their concerns they have with
11 that.

12 But I did want the Commission to realize that in
13 2005 when City Place East was under construction, which is
14 right here, that's where Pei Wei is located, it was
15 contemplated at that time that -- that cross access should
16 be provided to get from this site through there.

17 So that was something the city thought about in
18 2005 and associated with that building, and I think it's
19 kind of here.

20 CHAIRMAN KISTNER: Is that included in their
21 approval?

22 MR. JAGGI: It was a condition of their
23 approval, yeah.

24 CHAIRMAN KISTNER: That they have to allow for
25 that?

1 MR. JAGGI: Right. Right.

2 So, anyway, that issue was raised in 2005. I
3 think it's -- it's still back in play today with respect
4 to HBE, but I'll let them -- I'll let the applicant speak
5 a little bit more directly to that.

6 So that does wrap up my comments.

7 If there's anything in more detail the
8 Commission would like to ask of staff, I'd be happy to
9 address specific comments.

10 I think the key issues here, again, that are in
11 the staff report are useful in terms of where we think of
12 staff where this project is.

13 One here is just, I think, you know, we need to
14 discuss proposed mixture of uses, you know, specifically
15 the hotel and the buffering may be required, any
16 enhancements to that buffering, you know, such as a solid
17 fence or wall running along the back property line, in
18 addition to enhancing the landscaping, which the
19 applicants are proposing.

20 Any uses that would be proposed for this site,
21 since this is a Planned Commercial Development, those uses
22 have to be included in the ordinance. So that gives the
23 authority to actually dictate what allowable uses can be
24 in here and what uses are not allowed.

25 And that's something as we move along, we can

1 get into more detail, but that is a part of this
2 application.

3 For example, if there's a -- just to give you an
4 example, if there's not a desire to have a drive-thru
5 restaurant, while that use can just be excluded from the
6 allowable uses on this property, so we do have the ability
7 to do that in the Planned Commercial District, where we
8 don't necessarily have that ability in other locations and
9 with other zoning procedures.

10 The other thing -- other item here is,
11 obviously, design quality of the -- of the existing
12 buildings, and the use of the proposed EIFS, and this new
13 brick, I think, should be reviewed and the Commission
14 should understand some of this material and be comfortable
15 with it.

16 And then the scale and park of the green spaces
17 and in those areas and how -- how -- what public benefit
18 is received from that.

19 Again, we think there are further -- further
20 visions to kind of elevate this proposal would be
21 necessary.

22 We also think that the surface parking and the
23 shared parking, that's certainly a part of this
24 application with the different buildings, mix of uses, and
25 actually have shared parking. They have reduced some of

1 their parking based on that ability to do so, but we do
2 think it maybe could go a little bit lower in terms of the
3 parking that's provided, but that may in turn get us --
4 get us a little more of the green space.

5 And then I think we're looking at the request
6 too, for the -- for the -- the lack of detail on the -- on
7 the restaurant and the commercial building. That's --
8 that is something that, you know, the applicants are
9 proposing to come back to you on. So if there's some, you
10 know, basic parameters in terms of what that material
11 should be for those buildings, any materials in
12 particular, that would be good as this project moves
13 forward to articulate what those materials and whatever,
14 you know, elements those buildings need to have, that
15 could be done earlier, but the final review would come in
16 later if this project moves forward.

17 So, really, it's kind of like a concept plan in
18 terms of, you know, you kind of have a layout of all the
19 buildings, and then each project when it comes online gets
20 reviewed specifically for building design.

21 And, of course, we have the cross access and
22 traffic impacts, so that's certainly something I think
23 needs a little more discussion, you know, is there
24 absolutely the need to provide cross access to the west to
25 get to another signal. It certainly seems like a good

1 concept to -- to explore. And then, if not, is -- is
2 there a need to look at the improvements to the Mosley and
3 Olive interchange as well.

4 The traffic study suggests, you know, volumes
5 don't warrant that, but, you know, that might be something
6 that requires further discussions with the applicant.

7 Finally, I just -- touch on two -- two final
8 things before I wrap up my comments.

9 At the last meeting the Commission asked for
10 comments from the police department in terms of calls for
11 service for hotels. That was in your packet from the
12 Chief of Police, Chief Eidman, provided that calls for
13 service data from 2014, I believe, January of '14 through
14 July of 2017, this year, and you can see that information
15 is in your packet.

16 I read the memo. Talked with the Chief. They
17 generally don't have a lot of concerns with the proposed
18 use, and you can see their -- their reporting and calls
19 for service activity on two other hotels, that information
20 is there for you to review, so.

21 The only other thing is we are combining the
22 text amendment and the -- and the request rezoning. The
23 ordinance, the Planned Commercial District ordinance,
24 requires substantial performance with a lot of this
25 criteria. So it could be viewed that, you know, absolute

1 performance is not required for every single bit of
2 criteria, but I think there's an effort made by the
3 applicant that they want to, you know, kind of re-enforce
4 that notion, that access to Mosley would be needed for
5 this project to move forward.

6 I don't know if the City Attorney has anything
7 else that you'd like to mention on that particular aspect,
8 but.

9 MR. LUMLEY: No, I think you made the point well
10 enough. If the Commission has questions about it, you
11 know, essentially, if you approve the text amendment, you
12 know, it wouldn't be an issue anymore.

13 If you don't approve it, then it's one factor
14 among many. If they don't meet that factor, that doesn't
15 mean that the project has to be denied, cause you have to
16 look at the whole set of factors and look for substantial
17 compliance, not total compliance with every single point
18 of the checklist.

19 The other thing, perhaps, to mention, we had the
20 issue of liquor licenses come up at the last meeting.

21 In general, in the city, an applicant for a
22 liquor license, who's already qualified and has a state
23 license, can apply at the staff level -- level, and if
24 they meet the criteria, they get their liquor license.

25 But in this instance with the proximity of the

1 school, that application would have to be presented to the
2 City Council for approval. So it's not a matter of them
3 not being eligible for a license, but unlike most
4 restaurants and what have you in the city that just come
5 to staff, they would have to come to the City Council
6 meeting and have to be a debate about it, and the Council
7 would have to decide whether or not that was a good idea.

8 MR. JAGGI: That's a good point.

9 Thank you, Mr. Lumley.

10 That -- that concludes my remarks. If there's
11 any questions of the Commission, I'd be happy to answer
12 those now or as we -- as we move forward with the
13 discussion.

14 CHAIRMAN KISTNER: All right. I have one off
15 the top of my head, but does anybody else have something
16 for Jason?

17 On that question of predominantly
18 non-residential.

19 MR. JAGGI: Uh-huh.

20 (Someone in the audience asked Chairman Kistner
21 to speak up.)

22 CHAIRMAN KISTNER: I'm sorry.

23 On the question of that it be -- the adjoining
24 areas must be predominantly non-residential, your review
25 of that seems to indicate that predominantly means

1 anything greater than 50 percent, and it's barely. I tend
2 to think of the word "predominantly" meaning something
3 more substantial than just over 50 percent.

4 Is this defined -- is the term "predominantly"
5 defined specifically for this purpose?

6 MR. JAGGI: Greater than 50 percent. Yes, it's
7 defined that way in the code.

8 CHAIRMAN KISTNER: Okay.

9 MR. JAGGI: Yes.

10 CHAIRMAN KISTNER: So it's right there on the
11 edge.

12 MR. JAGGI: Just above, yes.

13 CHAIRMAN KISTNER: Okay.

14 That's the only specific question I have right
15 now for -- for you, Jason.

16 Does anybody else?

17 MR. SCHUH: If I could just ask about the
18 setback requirements from the back of the building to
19 the -- the property lines from the -- the neighboring
20 subdivision.

21 My understanding is you're saying that under the
22 new zoning designation, it would be a 45 -- it would be a
23 50-foot buffer?

24 MR. JAGGI: That's correct. The existing
25 zoning, and it deals with nonconformity, so this is a

1 nonconforming building in CB District right now because of
2 its height.

3 If you go above three stories in height, the
4 building setback is 200 feet. They're at, I believe it's
5 134 right now, so they do not comply.

6 This zoning district that they're seeking
7 requires a minimum buffer of 35 feet, and that means --
8 that's not a setback for a building though, but that's a
9 buffer, meaning you can't have any disturbed area within
10 35 feet of the -- on this property to the adjacent
11 residential property line, so no parking, no building
12 encroachments, you have to maintain that buffer.

13 MR. SCHUH: Do you know when that -- that --
14 that became nonconforming?

15 MR. JAGGI: I -- you know, I'd have to research
16 it specifically, but I'll tell you my understanding is, I
17 believe that the -- soon or very soon after this project
18 was built, there were some changes made to the zoning code
19 at that time, probably back in 1980, that may have
20 impacted how this property could be used.

21 MR. SCHUH: And then my last question, the
22 swimming pool that's proposed to be on the back of it, is
23 that included in the -- the distance between the -- the
24 line and the --

25 MR. JAGGI: Right. So with the 134 feet

1 required, and let me just check my notes to make sure.

2 Okay, the existing building is 137.1 feet.

3 MR. SCHUH: Uh-huh.

4 MR. JAGGI: Okay. It's required to be

5 200 feet --

6 MR. SCHUH: Yeah.

7 MR. JAGGI: -- if it was a new application.

8 The height of the existing building is
9 approximately 87 feet, which would require a buffer yard
10 of 134 feet.

11 So you have to have additional feet depth of
12 buffer for every, you know, for exceeding the building
13 height.

14 So right now, yeah, that encroachment wouldn't
15 be allowed. So that buffer yard would take you within
16 3 feet of the back of the building. So nothing could
17 penetrate that -- that area in terms of providing the
18 required buffer.

19 MR. SCHUH: So that's even inside of the -- the
20 50 feet that the --

21 MR. JAGGI: No.

22 MR. SCHUH: -- new zoning?

23 MR. JAGGI: So -- right. So this zoning
24 district --

25 MR. SCHUH: Yeah.

1 MR. JAGGI: -- only requires a 35-foot buffer,
2 and they're maintaining their 50-foot buffer yard here,
3 which is what they have today. So they wouldn't decrease
4 the buffer as they exist today.

5 MR. SCHUH: Okay.

6 MR. MAGRUDER: I have a question about the
7 35 feet.

8 MR. JAGGI: Uh-huh.

9 MR. MAGRUDER: If a wall were to be built, would
10 the wall be 35 feet or would the wall be within the
11 35 feet?

12 MR. JAGGI: You could put the wall within
13 35 feet, so that's landscaping and screening. You could
14 have a wall in there, but you can't have parking, you
15 can't have building, you can't have swimming pools, can't
16 have any of those other improvements --

17 MR. MAGRUDER: So the wall --

18 MR. JAGGI: -- but you can have screening
19 devices, landscaping, walls, fences and that's pretty much
20 about it in that buffer area.

21 MR. MAGRUDER: So the wall could be 20 feet
22 from it?

23 MR. JAGGI: Correct.

24 MR. MAGRUDER: Thank you.

25 MR. SCHUH: But the generator pad does go into

1 the encroachment?

2 MR. JAGGI: The -- yeah, the generator pad may
3 go in a couple feet into that 50 feet, if you're looking
4 at strictly from the PCD requirement, it's 35 so, but,
5 yeah, it does show a couple feet into that 50.

6 MR. SCHUH: Okay.

7 MR. JAGGI: But if that was a concern -- I think
8 there's room to have that moved around.

9 MR. SCHUH: Okay.

10 MR. JAGGI: And there is also a little -- a
11 partial fence back there, there's some storage and loading
12 area items back here. There's a little bit of a wood
13 fence back behind that, but it does not extend the full
14 width of the property. There's -- there -- there's a berm
15 back there with mature trees, and that's the extent of the
16 buffer.

17 CHAIRMAN KISTNER: Did you discuss at all the
18 location of the swimming pool instead of being on the
19 south side, being on the west side?

20 MR. JAGGI: We did. Yeah, so it's a small pool
21 here. I know the applicants are proposing, I believe it's
22 an 8-foot tall fence to go around it, a screened fence to
23 try to minimize some of the impacts.

24 We did suggest that, you know, maybe they look
25 at relocating it to the west. There's a preference not to

1 do that with just the layout of the building. But that's
2 something, certainly, that -- that could be discussed.

3 I don't believe -- you know, that pool's not
4 going to have a covering on it, so it will be a seasonal
5 amenity to the site.

6 CHAIRMAN KISTNER: And you -- you had said that
7 any discussion of those, is it up to us, the specificity
8 to place on those other buildings on the site?

9 MR. JAGGI: Yes.

10 CHAIRMAN KISTNER: In this approval? I mean to
11 me, it seems like those are open invitations right now.

12 MR. JAGGI: With this ordinance --

13 CHAIRMAN KISTNER: They're --

14 MR. JAGGI: -- it's required that the city state
15 the allowable uses as part of this ordinance procedure.

16 CHAIRMAN KISTNER: There's uses and the look of
17 it, the design, materials --

18 MR. JAGGI: Uh-huh.

19 CHAIRMAN KISTNER: -- all of that are, at this
20 time, not specified at all?

21 MR. JAGGI: Well, they're -- they're not
22 specifically, but there is -- the applicant is proposing
23 that these outbuildings, these two additional buildings
24 would have a minimum of -- would be predominantly masonry
25 construction.

1 There is the ability of the city to build in
2 some basic parameters for that material for those
3 buildings, including such things as they should be
4 predominantly brick or stone to match, or whatever the
5 case may be, the city does have the ability to regulate
6 that within this zoning district.

7 But they are requesting, because they don't have
8 any tenants, at least that we're not aware of, for these
9 two sites, they don't have specific designs. They would
10 rather hold off on that until they have tenants in mind to
11 be able to provide a building with those tenants.

12 So, like I said earlier, it's somewhat like a
13 concept plan is what they're suggesting, that you would be
14 able to -- you know, the hotel is more specific in terms
15 of where it is in the process.

16 The other two buildings would have to come back
17 to this Commission and the City Council as -- as an
18 amendment to this ordinance. And so you would have
19 another look at it, you'd review all the materials and
20 everything associated with those buildings, but the
21 general placement, I think, would be -- would be pretty
22 much in, you know, part of the approval.

23 CHAIRMAN KISTNER: Thank you.

24 MR. CARNEY: Is there any obligation for them
25 have a timeframe when to complete those buildings or ever

1 complete those buildings, or is that just --

2 MR. JAGGI: I mean, I, again, with this -- this
3 ordinance allows the city a fair degree of flexibility to
4 address items such as this.

5 I think you could put a timeframe on there, at
6 least where, you know, you have to submit plans within two
7 years of, you know, maybe construction of the hotel.

8 If it -- if there's not action taking place, at
9 least requires the applicant to come back in and explain
10 themselves, you know. We have done that under different
11 projects where there's a timeline, and if it needs to be
12 extended, it can, but those justifications, at least, have
13 to be made before the city, it's not just an open
14 approval.

15 But at the end of the day, I mean I think this
16 project, you know, the hotel part is a little more
17 certain, you know, the approval would be for the other two
18 buildings, and that's what the city would approve.

19 If something, you know, if the hotel is under
20 construction and something happens, we could put some of
21 those protections in the ordinance, but if, whatever the
22 reason is, the applicant says they can't build it, the
23 hotel might already be approved and under construction,
24 you know, but, we can -- we can approach that with some
25 degree of specificity, but, you know, I don't want it to

1 seem like, oh, you know, there would be a chance that
2 maybe some of the other development couldn't occur due to
3 unforeseen circumstances. That's not the request.

4 CHAIRMAN KISTNER: And if it didn't, then the
5 question is would it be, you know, open unused parking
6 space, or would it be required to be revert to green
7 space, for example?

8 MR. JAGGI: We asked that question.

9 What -- what, in the unlikely event or in any
10 event that the rest of the development wouldn't proceed
11 because maybe there's some unforeseen -- you just never
12 know, it's been explained that these would be sort of
13 pad-ready sites, if you will.

14 So how we -- how we deal with that, you know,
15 would it be just kept as parking, or would they be, you
16 know, lawn areas, you know, that's something in terms of
17 phasing that would need to be addressed, but the applicant
18 is telling us that they are going to build these within a
19 very short timeframe of approval of the hotel. So I have
20 nothing else further to go on except for what -- what
21 their request is.

22 CHAIRMAN KISTNER: Any other questions for
23 staff?

24 I think I'd like to ask, I know that we'll hear
25 again from the applicant, unless you all have changes that

1 you are -- want to present from the applicant, I would
2 like to hear from the residents first.

3 So unless there are substantial changes that the
4 applicant is going to address, then I'd like to hear from
5 the residents. Okay.

6 I have a pretty big set of -- of speaker cards
7 here, so I'm going to call you up just one by one.

8 Just a couple of reminders for our process. We
9 ask that, you know, given the number of people here in the
10 room, and there's another matter on the Waterways, and
11 there's a lot of people here who want to get to that, so I
12 would like to keep this moving as much as possible. Ask
13 you to limit your comments to three minutes or less; to
14 not repeat something else somebody has said, either
15 tonight or in a previous meeting.

16 So with all that in mind.

17 And if you have not been sworn in, please be
18 sworn in before you start, begin with your name and your
19 address.

20 Susan Murphy.

21 Gary Meyer will be next.

22 SUSAN MURPHY: Good evening. I'm Susan Murphy,
23 624 Fairways Circle.

24 Do I need to be sworn in?

25 CHAIRMAN KISTNER: Did you -- were you sworn in

1 at the beginning?

2 SUSAN MURPHY: No, I didn't.

3 CHAIRMAN KISTNER: Then, yes, you'll need to be
4 sworn in.

5 (The speaker was sworn in by the court
6 reporter.)

7 SUSAN MURPHY: I have three comments for the
8 Commission. The rumor, the plan and the process.

9 First, the rumor. There is a rumor that the HBE
10 property is under contract pending a successful rezoning.
11 If, indeed, that rumor proves true, then all of
12 Mr. Kummer's promises and reassurances are meaningless.

13 Number two, the plan. Every request for
14 rezoning in the city must be accompanied by a site
15 development plan.

16 In my opinion, the plan before you is a hybrid.
17 It is part site development plan, part site concept plan.

18 The reason the two buildings are so vague is
19 they're simply conceptual.

20 The applicant states that they will be built to
21 suit the tenant. What does that look like? The city
22 doesn't know. The residents don't know. The developer
23 doesn't even know.

24 Speaking from my experience of ten years on the
25 Planning and Zoning Commission, in my opinion, this hybrid

1 plan does not meet the requirements nor the letter nor the
2 spirit of the site of the rezoning requirements.

3 Number three, the process. After the meeting on
4 October 23rd, it was announced that this would be
5 continued on November the 20th because the agenda for
6 tonight was full.

7 We did not find out until the town hall meeting
8 on November the 2nd that the item was on the agenda for
9 this evening.

10 I know we have a great full house tonight, but I
11 was going to say if some of the faces and voices that were
12 here on October 23rd aren't here tonight, they're probably
13 waiting for November the 20th.

14 Thank you so much.

15 CHAIRMAN KISTNER: Thank you.

16 Gary Meyer.

17 GARY MEYER: Gary Meyer, 11076 Graeser Lane.

18 And it was briefly mentioned that there's been a
19 traffic study. I am very concerned about the volume that
20 would be included. I know right now it's like a.m. and
21 p.m., but with the school being close to there, the amount
22 of foot traffic that there is on Mosley, and just people
23 getting in and out of the -- like at Subway.

24 People not being familiar with the -- with the
25 area coming into a hotel, I could just see additional

1 traffic.

2 Concerned about if there's a access road at the
3 back side. I'm assuming that this back side where the
4 pool is, that would probably be also the loading area.

5 And the noise, even though there is this offset
6 area, that the residents who abut behind there would have.

7 There is talk about park space. That looks like
8 very little park space. And is this park space we really
9 think that children or other people are going to actually
10 be going and sitting in? I really question that.

11 Thank you.

12 CHAIRMAN KISTNER: Thank you.

13 Judy Arnowitz.

14 Robert Daus or Daus is next.

15 JUDY ARNOWITZ: Judy Arnowitz, 127 Fiesta
16 Circle.

17 I combined two things for the Waterway too, so
18 I'll just talk about the hotel.

19 These gentlemen had mentioned that there's no
20 hotel for Monsanto people to go to. I worked at Monsanto
21 in the '70s and everybody went to the Frontenac, which is
22 like ten minutes away. The same distance as going to
23 them. There are two hotels already down there, the Drury
24 Inn and the Marriott, which are busy all the time, so I
25 don't think they need another hotel.

1 And about the traffic. When they did the
2 traffic study, this is what's going on now, when there is
3 not much traffic. When they do fill it up, that's when
4 all the traffic will be there.

5 Thank you.

6 CHAIRMAN KISTNER: Thank you.

7 Robert, is it Daus?

8 ROBERT DAUS: Daus.

9 CHAIRMAN KISTNER: Daus. That's right.

10 Have you been sworn in?

11 ROBERT DAUS: Yes, I have.

12 CHAIRMAN KISTNER: Okay.

13 Next Judy Wasserman.

14 ROBERT DAUS: Thanks for having me speak again.
15 I spoke last time, so I -- couple questions before I get
16 started, if I could.

17 The report that you received from the Chief of
18 Police, was that just for police?

19 MR. JAGGI: It was calls for service through the
20 city's --

21 ROBERT DAUS: Police department.

22 MR. JAGGI: -- dispatch.

23 ROBERT DAUS: So it didn't take into account
24 fire and EMS?

25 MR. JAGGI: I don't believe it did --

1 ROBERT DAUS: Okay.

2 MR. JAGGI: -- but I can certainly follow-up
3 with the Chief.

4 ROBERT DAUS: I got those.

5 All right. And then if I also just -- with
6 the -- I thought I heard, but maybe I misheard you. Did I
7 get that it was data on two hotels?

8 CHAIRMAN KISTNER: It was on --

9 MR. JAGGI: That's correct.

10 CHAIRMAN KISTNER: -- the Marriott and the --
11 the Drury.

12 ROBERT DAUS: Drury.

13 Do you think that's sort of skewed being that
14 you guys have eight?

15 CHAIRMAN KISTNER: If you can just address your
16 comments.

17 ROBERT DAUS: Well, I just -- you know, if we're
18 going to look at data, we need to look at data, right?

19 I mean that's -- looking at two hotels is not
20 really looking at all the hotels if you're going to crunch
21 the data.

22 CHAIRMAN KISTNER: No, we just looked at the
23 ones in Creve Coeur.

24 ROBERT DAUS: But those are -- you do have them
25 all the way down Craigshire that are in Creve Coeur.

1 Yeah.

2 That the EMS and fire run on. The other end of
3 the fire district, so it affects the taxpayers.

4 But, nonetheless, I'm not going to get caught up
5 in that.

6 I'm just -- what I'm going to focus on is, you
7 know, we had -- I -- I talked about the addition of -- of
8 hotels, and I'm going to compare that within the -- like
9 the fire districts, not going to speak so much for the
10 city of cause the districts kind of mingle out, but it's
11 still paid for by the -- by the citizens, and I think that
12 was kind of the point I wanted to make here.

13 Was that we added three new hotels, and I used
14 2017 for this data poll cause we're still underway on
15 this. We added three new hotels, and it more than doubled
16 our call volume in comparison to Creve Coeur.

17 So, if we look at that, that could easily be a
18 30 percent increase on fire and EMS calls to the -- to --
19 to that one hotel.

20 And I think that's important to say, and, you
21 know, when I start looking at the type of calls that
22 both -- both districts are running to these hotels, again,
23 eight in Creve Coeur, I've got eleven in the neighboring
24 district, and, you know, besides the chest pains and
25 shortness of breath, seizures and all the things that you

1 would expect, you know, every day kind of medical --
2 medical calls, but that still is an impact on the area.
3 Those are services going to the hotel for people that
4 don't live here that could be reserved for people that do
5 live here.

6 But even still concerning are the amount of EMS
7 and -- and fire calls that are specific to being
8 dispatched as assaults, overdoses, suicides, psychiatric,
9 unconscious, unconscious intoxication, and I like this,
10 unknown, which I would have to go through and open up each
11 one of those calls, which I can do, but, you know, a lot
12 of this information, unfortunately, is -- is very
13 protected, which is why I have to speak to it in a general
14 sense, okay.

15 CHAIRMAN KISTNER: Okay. Thank you.

16 ROBERT DAUS: But -- but I think it's important
17 to say that this will be an impact to the fire and EMS
18 services, and then you need to take that and add it to
19 your -- your police, and then you have the full impact of
20 what one hotel can do here.

21 CHAIRMAN KISTNER: Thank you.

22 Judy Wasserman.

23 Have you been sworn in?

24 JUDY WASSERMAN: Yes.

25 CHAIRMAN KISTNER: Okay.

1 Next is Eric Vanderhoef.

2 JUDY WASSERMAN: My name is Judy Wasserman. I
3 live at 272 Prince Towne Drive in Creve Coeur.

4 I'm in favor of establishing a Hilton Hotel at
5 Olive and Mosley Road. Adding the Hilton brand to the
6 commercial Olive Street Corridor would be esthetically
7 pleasing replacement for a vacant, unattractive and
8 obsolete 41-year-old office building.

9 I feel that existing small businesses would
10 welcome a first-class hotel. And that the city would reap
11 tax -- tax benefits from having it within its city limits.

12 I spoke with a business owner who said more
13 activity meant more business, and that he was very
14 positive of having a hotel located in the vicinity of his
15 establishment.

16 The hotel also would be an asset to the many
17 large enterprises that are located in the City of Creve
18 Coeur.

19 According to the City of Creve Coeur website,
20 the city is, and I quote, home to the 39 North AgTech
21 District, Monsanto Corporation, The Donald Danforth Plant
22 Science Center, Mercy Hospital St. Louis, Thompson Reuters
23 and Daugherty Systems, Incorporated. Eight of the
24 twenty-five largest IT consulting firms, two of the
25 largest banks and two of the largest international

1 companies in the St. Louis metropolitan area are located
2 in Creve Coeur.

3 Why have clients stay in Clayton and spend money
4 there when they can be our guests in Creve Coeur?

5 The alternative to having a high-quality hotel
6 in this location would be to have an office building. An
7 office building would generate just as much traffic as a
8 hotel. Office building traffic is concentrated at morning
9 and evening rush hours, and to some extent the noon hour,
10 which would be much more destructive to the traffic
11 pattern of the neighborhood.

12 I am sympathetic to the residential neighbors
13 who are concerned about traffic on Mosley Road.

14 Naturally, the developers would work with them
15 to minimize disruption.

16 Exiting from Mosley to Olive at the present time
17 is no picnic, but, hopefully, there will be improvement in
18 this matter.

19 Thank you.

20 CHAIRMAN KISTNER: Thank you very much.

21 Eric Vanderhoef.

22 Next up is Melanie Brewer.

23 ERIC VANDERHOEF: Hello. My name is Eric
24 Vanderhoef. I live at 57 Morwood Lane.

25 Two and a half minutes. Two and a half minutes,

1 that's how long it takes for that trip light at Mosley and
2 Olive to change.

3 Now, that -- adding traffic coming off of the
4 Mosley access off of this -- this type of development,
5 particularly when talking the -- the restaurant piece to
6 it, I think's going to be a real challenge.

7 The term, I believe was it "preponderance", was
8 that what you used, Mr. Jaggi? Talking about the
9 preponderance of -- of the 51 percent preponderance of it
10 being retail versus residential. Is that -- did I hear
11 that right?

12 CHAIRMAN KISTNER: Predominant.

13 ERIC VANDERHOEF: Predominant. Okay. I'm
14 sorry. Predominant.

15 So using the predominant argument that south
16 of -- of the development, east of the development is
17 predominantly, probably in the 90 percentile residential.
18 To the west is 100 percent commercial.

19 Like property should be treated like properties.
20 Access the west. Leave the residents alone.

21 CHAIRMAN KISTNER: Thank you.

22 Melanie Brewer.

23 Next up is Diana Sprick.

24 MELANIE BREWER: I would like to begin by
25 thanking this Commission for allowing me to speak.

1 My name is Melanie Brewer, and I live at 192
2 Plantation Drive here in Creve Coeur.

3 I have lived here with my family for twenty
4 years. I am the youngest of three children that Fred
5 Kummer has.

6 So, yes, I feel that I know quite a bit about
7 Creve Coeur and HBE Corporation.

8 I think the hotel complex is a great idea, and I
9 sincerely hope Creve Coeur will embrace this new
10 opportunity.

11 First off, I worked at HBE for a number of years
12 at the old building, also in Creve Coeur, behind
13 Starbucks, and also in this -- in the present-day building
14 on Olive Street Road.

15 The people who worked at HB -- at HBE were
16 amazing, hardworking, creative and very decent people. In
17 fact, here is a book, hot off the press, written by an
18 employee of HBE who worked at the company for 32 years.
19 It is called "Smart Design. The HBE Story".

20 I have not read it completely, since it is so
21 new, but I know it speaks glowingly of HBE.

22 Here is my point. That people who want to start
23 this new hotel are good, decent, hardworking, creative
24 people who are well organized.

25 Why not give them a chance to do great things in

1 our community. They have already proven themselves in the
2 past. It's a new day, and I think we, as citizens of
3 Creve Coeur, need to hopefully and energetically look to
4 the future.

5 I would like to end with Ron Unterreiner's
6 quote. He is the author of this book. "We all face
7 boundaries in life, but there are times when we cannot let
8 boundaries define us. We must reach beyond and face the
9 unknown with excitement and confidence and total lack of
10 fear."

11 I would like to give you a copy of this book.
12 And I urge this Commission to approve this
13 project.

14 CHAIRMAN KISTNER: Thank you.

15 MELANIE BREWER: Thank you.

16 CHAIRMAN KISTNER: Diana Sprick.

17 Next up is Betty Mueller.

18 DIANA SPRICK: Hello. Diana Sprick, 417 North
19 Mosley Road.

20 The proposed HBE hotel application states that
21 there will be 260 rooms. Following the applicant's guests
22 per room figures of 80 king suites and 74 double queen
23 suites each with six people per room; 74 king rooms, two
24 people per room; 29 double queen rooms, four people per
25 room, there's a possibility of 1188-plus strangers being

1 brought into our neighborhoods on any given day.

2 The Syracuse New York Tapestry has guest rooms
3 for \$116 a night. Creve Coeur Tapestry will have to match
4 the Marriott at \$59 a night discounted by Trivago at \$59 a
5 night to be competitive.

6 Mosley Road. It's not now or has ever been an
7 arterial street. It is posted 35-miles an hour, double
8 fine, and has truck limits posted at each end with a
9 one-ton limit.

10 The Comprehensive Plan 2030 lists Mosley as a
11 local street. The city street map lists Mosley as a
12 collector street.

13 If you will notice, HBE's own traffic study
14 submitted by Lochmueller Group, page 230 in your packet
15 tonight, states that Mosley Road is classified as a minor
16 collector.

17 In 1981, under current HBE ownership, three
18 underground storage tanks left over from the Motor Gas
19 Station at 11304 Olive Boulevard were closed in place.
20 These tanks were probably steel, left underground to rust,
21 corrode and possibly collapse leaching gas and waste oil
22 into the groundwater.

23 The tanks could be exposed or ruptured with any
24 digging or may be compromised by the proposed adding of
25 3 feet of fill dirt in that general area.

1 A phase two ground sample testing and ground
2 penetrating radar may be necessary to determine what
3 course of action would be taken, according to the EPA and
4 the Missouri DNR.

5 The crime report. 1756 calls in two and a half
6 years for two hotels. That's not counting the other ones
7 that Mr. Daus added tonight.

8 Creve Coeur has no hotel tax. We're getting
9 sales tax off of a hotel. Is that going to offset the
10 services that this place is going to require?

11 And, lastly, today I asked for the arterial map
12 showing the commercial and residential areas within the
13 500 feet of the HBE boundaries for the PCD requirements.
14 I sent a email asking for clarification and have not yet
15 received a response.

16 But with what I was able to tabulate, the
17 percentages I found were 51 percent residential,
18 48 percent commercial.

19 So I would like to challenge the report and view
20 the city staff's findings on the 500-foot requirement.

21 CHAIRMAN KISTNER: Thank you.

22 DIANA SPRICK: Thank you.

23 CHAIRMAN KISTNER: Betty Mueller. Betty
24 Mueller.

25 And next up is Ray Mueller.

1 BETTY MUELLER: Thank you for the opportunity to
2 speak again. We spoke last time.

3 My name is Betty Mueller. I live at 719
4 Fairways Circle, Creve Coeur.

5 I expressed my opposition to the hotel since
6 it's in my backyard.

7 But I'd like to talk a little bit about the
8 Mosley Road situation.

9 The development proposal by the Kummer Group has
10 said that the truck route will be between the south side
11 of the building and the residential area. Also, they have
12 listed employee parking back there. The usage for
13 trucks -- trucks and vehicles for trash, food service,
14 cleaning services, linen, employees, et cetera.

15 We have discussed the exit on to Mosley Road,
16 and at our Ward 2 and 3 meeting, they said that there are
17 signs at each end of Mosley stating that there is no truck
18 usage on Mosley. So how do we enforce those service
19 trucks from using the Mosley access?

20 I was suggesting that possibly if you insist on
21 leaving the Mosley exit open, that you possibly make it a
22 left turn only, so that they would direct traffic to Olive
23 and keep it out of the residential area.

24 The other thing is the parking issue. Where
25 does the overflow parking go? You have the holidays

1 coming up. Let's say the hotel is full. Let's say
2 there's a development of restaurants and a little strip
3 mall there. They're going to the residential areas. It's
4 a short walk from our neighborhood over to the hotel and
5 all those places.

6 Also, how do you prevent the turnaround traffic?
7 Do you now make our residential areas private streets,
8 private access? We did experience a lot of turnaround
9 traffic during the Ladue Road closing.

10 The other thing that I'd like to talk about is
11 the height of the building. It's my understanding that
12 since it is so close to the property lines, that a
13 six-story building is entirely too tall to actually be
14 where it is now. So I don't know that with all the
15 lighting and people and everything that that would be, you
16 know, appropriate to put a hotel where it is.

17 You also, there's an opportunity that they could
18 purchase all the property that's within the range of the
19 hotel and make it another green space, build their own
20 homes there if they think that's appropriate to have a
21 hotel in a residential area. You know, there are plenty
22 of other things to do with it. But I think there's a
23 better usage for that building than a hotel, because,
24 again, it's a transient population. If it's an office
25 building, there's management there to, you know, control

1 the employees and to -- to manage what goes on in the
2 building.

3 There is nothing really to control who rents
4 those rooms again and who has access to the building. And
5 now you're encouraging other people to come in from other
6 communities to use the other two buildings that you're
7 proposing for the site, which, again, once that property's
8 sold, there's no guarantees what will happen there.

9 Thank you.

10 CHAIRMAN KISTNER: Thank you.

11 Ray Mueller.

12 Next up is Patti Trout.

13 It's Ray -- I'm sorry, it's Ray Mueller, and
14 then you're next --

15 PATTI TROUT: Oh, I'm sorry.

16 CHAIRMAN KISTNER: -- up after.

17 PATTI TROUT: I heard my name.

18 RAY MUELLER: She can go ahead.

19 PATTI TROUT: I heard my name.

20 RAY MUELLER: Chivalry is not dead yet.

21 You can go ahead.

22 CHAIRMAN KISTNER: Let's go.

23 Patti, why don't you.

24 PATTI TROUT: I can do this.

25 Patti Trout, 309 South Mosley Road.

1 I want to cover just a couple of things. A
2 little bit of it was covered before.

3 But I noticed on the picture you were talking
4 about a water feature in this plan, which is kind of
5 requirement now in Creve Coeur.

6 The interesting part is that water feature sits
7 right on top of the old gas station, which actually I
8 found out late this afternoon has five tanks, because
9 there's, yeah, there's the waste oil and then the four
10 types of gasoline. It was a big diesel place. And it was
11 owned by Worman (phonetic), and he -- Kummer purchased it
12 from Worman, so he knows very well that those tanks are
13 there, and it would be hard-pressed to put a water feature
14 there when you've got tanks without doing the proper
15 remediation.

16 I'm a little worried. This is the first time
17 I've seen it. The proposed facing of this building in
18 itself, after sitting on the City Council, we don't want
19 cheap in Creve Coeur, and this is a cheap way to go. So
20 think about that.

21 It even said what's the lifespan of something
22 like that.

23 I also read the traffic study, and had a lot of
24 questions, and brought up the fact, especially about City
25 Place East, it is a requirement now, anything commercial

1 on Olive automatically is required, if possible, to have
2 cross access, so that should have been presented to us
3 right away.

4 Worst case scenario. I think all of their
5 trash, pool, all of that stuff should be on the west side
6 of the building, on the commercial side, not anywhere near
7 the residential. It should not be placed in the back.

8 Why should we be hurt? Why should the residents
9 be hurt? It should be the commercial side where you see
10 all of that.

11 The other very important thing is somehow I'm
12 getting the feeling that they want blind approval.
13 Where's Hilton in all of this? Why aren't they here
14 talking about what a great opportunity they're going to
15 have? We have no proof that there is anything on the
16 table with Hilton. He's building some kind of a hotel
17 that may or may not be adopted by a Hilton brand, and I
18 want to see something in writing, a proposal from Hilton,
19 that says they're interested in this property.

20 Get your ducks in a row, that's what we were
21 always taught before on the City Council.

22 Bring it forward, guys. We haven't seen enough
23 that makes me want to even think about anything like this.

24 Thank you.

25 CHAIRMAN KISTNER: Thank you.

1 Mr. Mueller.

2 And next up is Frank Sprich after Mr. Mueller.

3 RAY MUELLER: My name is Ray Mueller. I live at
4 719 Fairways Circle.

5 I want to address the great design book, which I
6 feel is probably very well-written, and the employees of
7 HBE were very good neighbors to us while they were there,
8 cause our property adjoins the HBE building.

9 Now with the new hotel, we won't know any of
10 those employees or customers of that hotel.

11 On Thursday we had a 1 -- Ward 1 and 2 meeting
12 with our representatives and informed us that the City of
13 Creve Coeur is 48.1 percent residential, 52.1 commercial.

14 Are we going to increase our broken heart city
15 with all the commercial rather than residential?

16 Also, I would like to know if Mr. Jagger [sic]
17 has received the MoDOT information about the traffic on
18 Olive Boulevard?

19 Thank you very much for hearing me out.

20 CHAIRMAN KISTNER: Thank you.

21 Mr. Sprick.

22 And the next will --

23 FRANK SPRICH: I'll defer my time because
24 everybody pretty well covered what I was going to say.

25 CHAIRMAN KISTNER: Okay. Thank you very much.

1 Wayne Mosher.

2 Have you been sworn in?

3 WAYNE MOSHER: I have.

4 CHAIRMAN KISTNER: Okay. Great. Come on up.

5 WAYNE MOSHER: Members of the Commission,
6 Kummers.

7 They have been, in the past, wonderful
8 neighbors.

9 CHAIRMAN KISTNER: I'm sorry. Could you just
10 add your name and address to start off.

11 WAYNE MOSHER: Sure. I thought I could leave it
12 off because it was on the form.

13 My name is Wayne Mosher. My family and I live
14 at 505 Fairways Circle, about as far into the Fairways
15 Subdivision as you can go southbound.

16 We don't have concern about the immediate effect
17 of this that the neighbors right next to it have.

18 We see, fairly often, walkers through our
19 subdivision who are getting their exercise, that's fine.

20 But walkers out of a bar and a hotel walking
21 through our subdivision is not fine. There are a lot of
22 different ways that this building can be used other than
23 as a hotel.

24 In its past it has been used as an office
25 building for HBE and for others, and it was perfectly

1 acceptable in that thing -- in that use.

2 I think now the Kummers are feeling that it can
3 be used more economically advantageously as a -- as a
4 upscale hotel, if, in fact, that were to happen.

5 I urge them to think of it in terms of an older
6 building that still has a lot of life left in it as an
7 office building, which it once was successfully before.

8 I'm concerned. My background is in financial
9 analysis. I hold an MBA. I've done a fair amount of
10 number crunching. I don't think that this hotel, two
11 miles inland from the nearest interstate, is going to have
12 the kind of intentional finding it and using it that would
13 make it a successful hotel.

14 I think it's going to fail. And if it does,
15 then what do we do with this building that's now modified
16 away from being an office building and into just being a
17 hotel?

18 I urge you to deny this use permit, or whatever
19 it is we're considering.

20 Go back, Kummers, go back to that good use of
21 this building as an office building. We would be glad to
22 have you there.

23 CHAIRMAN KISTNER: Thank you.

24 WAYNE MOSHER: Thank you.

25 CHAIRMAN KISTNER: Those are all of the speaker

1 cards that we have on this matter.

2 Is there anybody else in the audience that
3 wishes to speak to this that didn't fill out a speaker
4 card and that has something unique to add?

5 Okay. Please come up, and you'll need to be
6 sworn in.

7 (The speaker was sworn in by the court
8 reporter.)

9 CHAIRMAN KISTNER: If you could start with your
10 name and address, please.

11 JULIE STORER: Hi. I'm Dr. Julie Storer, a
12 wife, mother of four. I live at 526 Fairways Circle. So,
13 again, little bit further away from the -- the building.

14 Just a little bit about ourselves. We have
15 lived in several places in St. Charles, and we chose Creve
16 Coeur to live because we love the wide big open lawns of
17 Fairways Circle. We have fully renovated, as our
18 neighbors know, fully renovated our house and built a
19 wonderful home for our four children. And my husband and
20 I plan to live there for the rest of our lives, and hope
21 to be one of these citizens that are here for the next
22 twenty or thirty years. That is our goal and that is our
23 dream.

24 So I have a couple of concerns, and some of them
25 have been addressed, but I just want to speak a little bit

1 from my perspective as a wife and mother.

2 The -- my main concern is the safety. I did a
3 little checking internet and was going to email you about
4 some of the different safety concerns about a hotel, and
5 there's some definite statistics about the safety and how
6 the hotel can affect the area.

7 Specifically, and I can send those later, but
8 there was a lawyer that speaks directly to this about how
9 especially even high-end hotels even can give us a false
10 sense of security about the safety for, not just the
11 residents, but the -- the occupants of the hotel itself,
12 whether it be the cameras or lack thereof.

13 Speaking to the safety is because with that
14 being a residential area there's several bus stops,
15 including my own kids', that are right along that area,
16 right on the stop signs, that, unfortunately, already
17 enough people kind of blow through those stop signs very,
18 very quickly and don't obey the 30-mile an hour, you know,
19 speed limit there.

20 So one of my concerns is that the kids in the
21 morning, especially it's dark out, people don't see them.
22 My own daughter almost got ran over the other day just
23 because she was walking trying to get to the bus and
24 someone blew right through the stop sign. So it's a high
25 concern of safety for us.

1 And that's already occurring enough in this
2 area. We got a notice from Parkway that a stranger
3 was approaching -- a man was approaching the kids at the
4 bus stops. And so with that additional access from
5 people, whether they're working at the hotel or whether
6 they're just there as -- as guests, that's a concern of
7 mine.

8 And I would love to have a hotel that had that
9 big of a room in a way, because, again, with four children
10 it is difficult to find a hotel with those of big rooms.

11 On the other hand, with the same big of rooms,
12 you can have unrelated people in those rooms or have
13 parties in those rooms, and have, again, it's a safety
14 issue. It can attract the wrong type of person.

15 So, and including that with the School of
16 Goddard. We had two children going to Goddard School, so
17 I'm very familiar with Goddard, and that would be -- we no
18 longer have children there, but that would be concern,
19 again, addressing to the safety issue.

20 Number two, the noise and pollution. Real
21 quickly with this. I'm unsure of the specifics of the
22 drive-thrus of what Creve Coeur was, but I know there was
23 some issues with the drive-thrus, and if there was, and
24 specifically to protect the residents from noise and light
25 pollution from the drive-thrus.

1 And so if it was that big of a concern for the
2 drive-thrus, which I do like some of those, but if it was
3 that big of concern for residents for drive-thrus, I can
4 only imagine what this type of hotel could do for the
5 residents.

6 So if you're looking at drive-thrus about walls
7 and -- then please consider what a hotel would do to the
8 residents.

9 CHAIRMAN KISTNER: Thank you very much.

10 Did you have more?

11 JULIE STORER: I did have one more last quick
12 point.

13 CHAIRMAN KISTNER: Okay. Okay. Quick.

14 JULIE STORER: Okay. Go ahead?

15 CHAIRMAN KISTNER: Yes.

16 JULIE STORER: Okay.

17 So just one thing. We moved here about five
18 years ago, about 2012, and my concern is, again, I like --
19 the idea sounds great in certain aspects. They have some
20 good ideas coming forward. The problem is, again,
21 longterm.

22 Is we moved here about five years ago, and what
23 we saw the HBE building, is we did see the remnants of
24 some good -- good citizenship towards us, but we do not
25 see that has continued in the last four or five years in

1 the sense that it has been overgrown in weeds, the trees
2 have not been cared for.

3 And my concern is what happens in ten years from
4 now or twenty years from now when maybe they can't fill
5 the hotel or are they going to keep the promises. And if
6 they can't, who. Who, even now, who upholds those and
7 keeps, you know what I mean, who keeps those -- who holds
8 those to those standards?

9 CHAIRMAN KISTNER: Thank you much.

10 JULIE STORER: Thank you.

11 CHAIRMAN KISTNER: Thank you.

12 I think, unless there's somebody else who has
13 not raised their hand, I think that'll conclude our public
14 comment section right now.

15 Did the applicant wish to address the -- the
16 Commission before we begin our discussions?

17 FRED KUMMER, SR.: I'm Fred Kummer, president of
18 HBE, and, of course, the owner of the property.

19 And I'd like to address any of the issues
20 that -- that you have that -- the questions that --

21 CHAIRMAN KISTNER: I will start with one.

22 The staff identified quite a number of items,
23 concerns. And I'm sure they had discussed those with you
24 prior to you bringing this application forward.

25 You know, we -- we, typically, you know, the

1 staff are experts and we listen very carefully to
2 concerns and suggestions.

3 Did -- do you all have any responses or plans to
4 change or amend the proposal to meet some of the concerns
5 that the staff raised, and if so, if you could be specific
6 about what those are?

7 FRED KUMMER, SR.: Well, certainly, I've had
8 discussions with the -- with the staff as to why
9 particular things are handled in a particular ways.

10 And we do have issues that are not quite -- that
11 we don't see eye-to-eye.

12 I'd like to say that -- that, you know, this --
13 this property is not under contract and nor do we have any
14 mysterious ways that we're going to sell this -- this
15 property at any time.

16 Also, I'd like -- right here is a report on
17 the -- which was done recently on the -- on the oil tanks
18 that were associated with the -- with the gas station that
19 was actually at the corner of Mosley and -- and -- and
20 Olive. And those tanks were -- were treated as -- as they
21 are required and acknowledged by the state.

22 And I have talked to the Planning, and -- and we
23 certainly have taken -- taken care of those, as we -- as
24 we do typically with -- with any land that we own. And so
25 I thought that was maybe something that I should -- I

1 should mention.

2 The -- this is designed to be a -- a first-class
3 hotel, full service, and one which we believe would
4 enhance the -- the community. And hospitality is a part
5 of a community. And -- and we would -- we -- and I think
6 the -- the standards that have been set by -- by Hilton,
7 which would be the -- the ones that we would have to --
8 have to meet to operate this property, so there is rather
9 significant assurances for the -- for the quality of
10 the -- of this kind of an establishment.

11 It's, we believe, that a good use from the
12 standpoint, as I said at the -- at the last hearing, we --
13 this building would be difficult to operate as a Class A
14 office building. But, you know, frankly, the Class A
15 buildings that you see being built in the St. Louis area
16 right now are -- are in Clayton and in -- and out on the
17 west -- on the west toward Chesterfield along 64.

18 And -- and the better use of this particular
19 asset is -- is -- is a hotel.

20 CHAIRMAN KISTNER: Okay. Thank --

21 FRED KUMMER, SR.: We have very significant
22 analysis of the -- of the success of this hotel.

23 CHAIRMAN KISTNER: All right. Thank you.

24 And so to my question about whether there were
25 any issues raised by staff that you would be willing to

1 change in order to create -- to better meet some of the
2 concerns raised, I didn't hear you suggest that there were
3 any areas that you were willing.

4 FRED KUMMER, SR.: I think if you'll identify
5 the individual one. I think the first thing off, cross
6 traffic. And I think the -- the engineer that is here
7 thought about those, and I think, you know, the cross
8 traffic from here to the west.

9 I have -- I have one issue that I've shared
10 with -- that I have shared with -- with Planning, and
11 the -- this property to our west where Pei Lei -- Pei Wei,
12 or whatever in the world that is, and -- and PNC Bank, and
13 had a former tenant (inaudible) with AT&T, and AT&T was so
14 dissatisfied with the available parking that they came to
15 us to, and at the time we were -- staff (inaudible) --

16 CHAIRMAN KISTNER: Excuse me, sir, you're going
17 to have to stay at the microphone.

18 FRED KUMMER, SR.: Okay. I'm sorry.

19 CHAIRMAN KISTNER: And if you could just keep
20 your remarks very direct, we have a lot of --

21 FRED KUMMER, SR.: AT&T came to us, and we had
22 an agreement with AT&T to provide -- to provide additional
23 parking for them. And -- and we have the contract -- the
24 contract with AT&T, which I shared with -- or offered to
25 share with Planning, and -- and checks where they paid

1 for -- for parking at the --

2 So -- so we were reluctant, and for several
3 reasons, as to -- as to have cross traffic on to what has
4 an 18-foot wide alleyway on over on the -- on our west
5 side.

6 And we -- and the cross traffic would have to
7 cross our hotel property in front of the port cochere, and
8 for a number of design reasons, we said to -- to Planning
9 that we don't think that's a reasonable -- a reasonable
10 expectation on it.

11 So each of the -- the other issues of -- that
12 have been raised by -- by Planning, one of them is --

13 MR. SCHUH: Microphone, please.

14 FRED KUMMER, SR.: -- one of them is the arts --
15 where is the -- yeah, that's the one I --

16 This -- this particular plan shows -- shows the
17 travel distance from that -- from that entry into the
18 hotel, and from that entry into -- into the restaurant,
19 and it shows how competitive those -- those center parking
20 spots are going to be competing between the hotel and this
21 restaurant here.

22 And moving around to the side is -- is not going
23 to be as -- so what Planning would -- has recommended is
24 that we create more green space. We certainly meet the
25 green space requirement today per the code, but they would

1 like to eliminate some of the parking out here and turn it
2 into green space. We say, no, that's not a good idea from
3 an operation of the success of the hotel or the -- or the
4 restaurant.

5 So -- so we have been resistive to that -- to
6 that issue that they have -- that they have raised.

7 The -- if -- if there is specific -- specific
8 issues that -- that they -- why, we are certainly willing,
9 and have in a very professional way, had dialogue, met
10 repeatedly in civil conversation with the -- with Planning
11 and with City Manager, and we're not adverse to any -- any
12 dialogue back and forth, but there are views that are
13 different from the design and operation of these -- of
14 these areas.

15 Now, know we have said we can't define
16 specifically what these outbuildings will be, and we --
17 the one we have shown you in here, the one in our -- in
18 our northwest corner is modeled after -- after Brio's
19 visually --

20 MR. SCHUH: After what?

21 FRED KUMMER, SR.: -- and that's the kind of --

22 CHAIRMAN KISTNER: Brio's.

23 FRED KUMMER, SR.: Pardon?

24 MR. SCHUH: I couldn't understand. Thank you.

25 I -- thank you.

1 CHAIRMAN KISTNER: Go ahead.

2 FRED KUMMER, SR.: The Brio's Restaurant --

3 MR. SCHUH: Yeah.

4 FRED KUMMER, SR.: -- over on Clayton.

5 And, in fact, we have a number of inquires, more
6 than inquiries, very interested in the -- in the property,
7 in the facility, but -- but they do have standards.

8 I think the other day it was interesting to hear
9 the gentleman that spoke about -- about the sign standards
10 and how, well, buildings have the same kind of thing, and
11 what we had hoped to do was to work with -- to work with
12 those -- those tenants and the -- and Planning in terms of
13 reaching a -- a more definitive building in that.

14 We could build a kind of a -- of a block
15 building of -- but that's not what we want to do. We want
16 to do -- to do one that was -- I won't mention any --
17 any -- any tenant -- by the way, we do not have any
18 interest at all in any drive-thru because we think the
19 property wouldn't lend itself at all well to a drive-thru
20 (inaudible).

21 And we certainly pursued by a number of ones
22 to -- to do that.

23 I -- I wouldn't -- it is not our intention to do
24 that, that kind of --

25 CHAIRMAN KISTNER: Okay.

1 FRED KUMMER, SR.: The plan -- the model, one of
2 the reasons why we thought the model was much more
3 important for this very important project, and I think it
4 is a very, very important project for Creve Coeur.

5 MR. SCHUH: Sir, could I follow-up real quick on
6 the Chair's question, which was whether you would be
7 willing to make any concession as to the key issues that
8 were raised by the staff.

9 There's seven of them up on the list. If you
10 could just go through and identify any of those that you
11 would be willing to make a concession on, and, if so, what
12 that concession would be.

13 FRED KUMMER, SR.: Okay.

14 I -- the -- I think we have done a great deal of
15 work with MSD, and there's going to be a -- a great deal
16 of changes in terms of detention.

17 By the way, I'm educated as an engineer of our
18 fine University of Missouri at Rolla. Missouri School of
19 Mines Metallurgy when I went there.

20 And so we are affluent. Our storm discharge
21 will have very high quality, and -- and we'll reduce the
22 impact of -- of surge from major storms.

23 The --

24 CHAIRMAN KISTNER: And I'm going to ask you if
25 we can -- if you can limit your -- finish up in about two

1 minutes, you've -- we've had a lot more time for
2 discussion here and we need to be moving along.

3 FRED KUMMER, SR.: The overall design quality of
4 the -- each one of these -- these specific items, we are
5 ready to sit down and discuss why we resistive to.

6 I think you -- the model here will demonstrate
7 to you why the connection between the two properties,
8 between us and the west -- west property is not a very
9 reasonable sort of speculation.

10 It is -- it is very apparent that that is not a
11 good idea from -- from the model, if you look at it, would
12 isolate the corner property. And this -- this kind of a
13 project requires more -- more detail and more -- and
14 more considerate --

15 CHAIRMAN KISTNER: Okay. Thank you. Thank you
16 very much.

17 FRED KUMMER, SR.: Thank you so much.
18 Appreciate your time.

19 MR. MAGRUDER: Could we ask questions of him?

20 FRED KUMMER, SR.: By the way, I'm very proud of
21 my daughter and glad that she spoke here this evening.

22 MR. MAGRUDER: I have a question for you, sir.

23 Do you have documentation from Hilton that
24 Hilton is --

25 FRED KUMMER, SR.: Fred has --

1 MR. MAGRUDER: -- going to be involved?

2 FRED KUMMER, III: Yes.

3 CHAIRMAN KISTNER: And if you start just by
4 identifying yourself when you begin to speak.

5 FRED KUMMER, III: My name is Fred Kummer, III.
6 I'm principal in Kummer Hotel Development Corporation --
7 LLC. I'm sorry.

8 This weekend I was very pleasantly surprised to
9 receive an email from Susan Bochman (phonetic), who is the
10 regional out of, of all places, Grand Junction, Colorado,
11 which handles the franchising of both the Tapestry, as
12 well as the Curio brands for the upper midwest and midwest
13 states, and she sent me an email, which I'll be glad to
14 forward on to any one of you, that they have overcome
15 their final objection or final problem with Hilton, and
16 that she is looking forward to the 1919 -- or the 2019
17 opening of the Tapestry Hotel by Hilton Creve Coeur.

18 CHAIRMAN KISTNER: Thank you.

19 Maybe if you could share a copy of that with
20 staff.

21 FRED KUMMER, III: I certainly can. I will --

22 MR. MAGRUDER: But that's not a legal commitment
23 at this point, is it?

24 FRED KUMMER, III: I'm sorry?

25 MR. MAGRUDER: Is that a legal commitment at

1 this point by Hilton?

2 FRED KUMMER, III: It is not a -- it is not --
3 what they do is there was some discussion on the land
4 ownership, which we have settled with our legal people,
5 and now, as I mentioned in my comments two weeks ago,
6 they're very excited to be having the opportunity to work
7 with me, and so I'm -- I'm confident that -- that I
8 will -- I reached out to her this morning to follow-up,
9 but she didn't get back to me cause she's very difficult
10 to reach, but I'm confident that legal commitment will be
11 coming in the very near future.

12 MR. MAGRUDER: Thank you.

13 CHAIRMAN KISTNER: Thank you.

14 For the Commission now we've heard a lot from
15 our -- our applicants, from the staff -- I'm sorry.

16 FRED KUMMER, III: Can I just make one more
17 other comment?

18 To date with the 260 rooms, we have almost
19 \$55,000 committed in our franchise proposal to Hilton,
20 which will -- which is a no-refund-type option, so it is a
21 significant upfront commitment that the company has made.

22 CHAIRMAN KISTNER: Okay. Thank you.

23 We've taken -- and, excuse me, there's a lot of
24 noise coming from the audience. I know that you all have
25 had a long night and we have too, but if you do have

1 conversations, if you can take them outside, that would be
2 appreciated.

3 There's a lot of complicated -- there's a lot in
4 this with the rezoning. There's the criteria -- design
5 criteria and review criteria for a Planned Commercial
6 Development District.

7 Oh.

8 MR. LUMLEY: Can we close the hearing?

9 CHAIRMAN KISTNER: We're going to close the
10 public hearing. Sorry. I was getting off ahead of it.

11 So we are going to close the public hearing as
12 soon as we have these exhibits.

13 MR. LUMLEY: Thank you.

14 Let the record reflect the following exhibits:
15 Documentation in possession of the City Clerk reflecting
16 the notice provided to the public, and on that point, I
17 would note that the minutes of our last meeting confirm
18 that this hearing was continued to the meeting of
19 November 6th. I -- certainly, people could misunderstand
20 things in our conversation, but officially this hearing
21 was continued to tonight's date. The staff reports on
22 this matter, including the Chief of Police report, the --
23 all the various written comments that we received,
24 including, but not limited to, the protest petition
25 submittals, the City Code of Ordinances and Charter, the

1 City's Comprehensive Plan, and the public file regarding
2 this application.

3 CHAIRMAN KISTNER: All right.

4 This hearing is closed.

5 (The public hearing was closed at 8:10 p.m.)

6 oOo

7
8 STATE OF MISSOURI)
9) SS
10 COUNTY OF ST. LOUIS)

11 I, Deborah K. McLaughlin, Registered
12 Professional Reporter, Missouri Certified Court Reporter,
13 Illinois Certified Shorthand Reporter and Kansas Certified
14 Court Reporter, do hereby certify that I reported the
15 Planning and Zoning public hearings stenographically and
16 later reduced to typewriting; and that this is a true and
17 accurate transcript of the public hearings.

18
19
20 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

21 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
22
23
24
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BETTY MUELLER: [1] 49/25 CHAIRMAN KISTNER: [81] DIANA SPRICK: [2] 47/17 49/21 ERIC VANDERHOEF: [2] 44/22 45/12 FRANK SPRICH: [1] 55/22 FRED KUMMER, III: [6] 71/1 71/4 71/20 71/23 72/1 72/15 FRED KUMMER, SR.: [17] 62/16 63/6 64/20 65/3 65/17 65/20 66/13 67/20 67/22 68/1 68/3 68/25 69/12 70/2 70/16 70/19 70/24 GARY MEYER: [1] 37/16 JUDY ARNOWITZ: [1] 38/14 JUDY WASSERMAN: [2] 42/23 43/1 JULIE STORER: [5] 58/10 61/10 61/13 61/15 62/9 MELANIE BREWER: [2] 45/23 47/14 MR. CARNEY: [2] 2/8 32/23 MR. JAGGI: [37] 2/23 4/20 19/21 19/25 25/7 25/18 26/5 26/8 26/11 26/23 27/14 27/24 28/3 28/6 28/20 28/22 28/25 29/7 29/11 29/17 29/22 30/1 30/6 30/9 30/19 31/8 31/11 31/13 31/17 31/20 33/1 34/7 39/18 39/21 39/24 40/1 40/8 MR. LUMLEY: [5] 2/20 4/14 24/8 73/7 73/12 MR. MAGRUDER: [12] 2/12 29/5 29/8 29/16 29/20 29/23 70/18 70/21 70/25 71/21 71/24 72/11 MR. ROVAK: [1] 2/14 MR. SCHUH: [18] 2/18 26/16 27/12 27/20 28/2 28/5 28/18 28/21 28/24 29/4 29/24 30/5	30/8 66/12 67/19 67/23 68/2 69/4 MS. HALL: [1] 2/10 MS. KELLY: [1] 2/25 MS. SILVERMAN: [1] 2/16 MS. STUTTE: [1] 3/3 PATTI TROUT: [4] 52/14 52/16 52/18 52/23 RAY MUELLER: [3] 52/17 52/19 55/2 ROBERT DAUS: [11] 39/7 39/10 39/13 39/20 39/22 39/25 40/3 40/11 40/16 40/23 42/15 SUSAN MURPHY: [3] 35/21 36/1 36/6 WAYNE MOSHER: [4] 56/2 56/4 56/10 57/23 \$ \$116 [1] 48/3 \$250,000 [1] 10/14 \$55,000 [1] 72/19 \$59 [2] 48/4 48/4 ' '14 [1] 23/13 '70s [1] 38/21 0 028 [2] 1/8 3/8 029 [2] 1/8 3/14 1 10 [1] 9/11 10-acre [1] 17/23 100 percent [1] 45/18 11076 [1] 37/17 11304 [1] 48/19 11318 [1] 3/8 1188-plus [1] 47/25 1199 [1] 1/23 127 [1] 38/15 134 [1] 27/5 134 feet [2] 27/25 28/10 137.1 feet [1] 28/2 15 feet [1] 16/11 17-028 [2] 1/8 3/8 17-029 [2] 1/8 3/14 1756 [1] 49/5 18-foot [1] 66/4 1919 [1] 71/16	192 [1] 46/1 1980 [1] 27/19 1981 [1] 48/17 2 20 feet [1] 29/21 200 feet [2] 27/4 28/5 2005 [3] 19/13 19/18 20/2 2012 [1] 61/18 2014 [1] 23/13 2017 [4] 1/4 2/5 23/14 41/14 2019 [1] 71/16 2030 [1] 48/10 20th [2] 37/5 37/13 230 [1] 48/14 23rd [2] 37/4 37/12 24 [1] 17/15 260 [2] 47/21 72/18 260-room [1] 3/10 272 [1] 43/3 29 [1] 47/24 2nd [1] 37/8 3 3 feet [2] 28/16 48/25 30 percent [1] 41/18 30-mile [1] 59/18 300 [1] 1/3 300 feet [1] 15/19 309 [1] 52/25 314 [2] 1/22 1/23 32 [1] 46/18 35 [1] 30/4 35 feet [6] 27/7 27/10 29/7 29/10 29/11 29/13 35-foot [2] 16/1 29/1 35-miles [1] 48/7 39 [1] 43/20 4 405.390 [1] 3/15 41-year-old [1] 43/8 417 [1] 47/18 45 [1] 26/22 4772 [1] 1/22 48 percent [1] 49/18 48.1 percent [1] 55/13 5 50 [3] 28/20 30/3 30/5 50 percent [3]	26/1 26/3 26/6 50-foot [3] 16/3 26/23 29/2 500 feet [1] 49/13 500-foot [1] 49/20 505 [1] 56/14 51 percent [3] 15/17 45/9 49/17 51.52 percent [1] 15/17 52.1 [1] 55/13 526 [1] 58/12 57 [1] 44/24 6 624 [1] 35/23 63128 [1] 1/23 64 [1] 64/17 6:30 [2] 1/5 2/2 6th [2] 2/4 73/19 7 719 [2] 50/3 55/4 74 [2] 47/22 47/23 8 8-foot [1] 30/22 80 [1] 47/22 87 [1] 28/9 8:10 [1] 74/5 9 90 [1] 45/17 974-1199 [1] 1/23 A a.m [4] 18/9 18/12 18/12 37/20 ability [5] 21/6 21/8 22/1 32/1 32/5 able [3] 32/11 32/14 49/16 about [44] 4/15 12/19 16/21 19/17 24/10 25/6 26/17 29/6 29/20 37/19 38/2 38/7 38/18 39/1 41/7 44/13 45/8 46/6 50/7 51/10 53/4 53/20 53/24 54/14 54/23 55/17 56/14 56/16 58/14 59/3 59/4 59/5 59/8 59/10 61/6 61/17 61/18 61/22 63/6 64/24 65/7 68/9 68/9 69/25 above [2] 26/12 27/3 absolute [1] 23/25	absolutely [1] 22/24 abut [1] 38/6 accent [1] 14/20 acceptable [2] 14/22 57/1 access [22] 3/16 3/17 4/18 10/20 10/21 12/15 12/20 15/20 15/23 19/7 19/15 22/21 22/24 24/4 38/2 45/4 45/20 50/19 51/8 52/4 54/2 60/4 accompanied [1] 36/14 according [3] 15/16 43/19 49/3 account [1] 39/23 accurate [1] 74/17 achieve [1] 10/5 acknowledged [1] 63/21 acre [1] 17/23 acres [1] 9/11 action [2] 33/8 49/3 active [1] 17/16 activity [2] 23/19 43/13 actually [9] 14/4 14/5 14/13 20/23 21/25 38/9 51/13 53/7 63/19 add [4] 7/19 42/18 56/10 58/4 added [3] 41/13 41/15 49/7 adding [4] 9/4 43/5 45/3 48/24 addition [2] 20/18 41/7 additional [6] 16/20 28/11 31/23 37/25 60/4 65/22 additions [1] 7/19 address [11] 13/14 20/9 33/4 35/4 35/19 40/15 55/5 56/10 58/10 62/15 62/19 addressed [2] 34/17 58/25 addressing [1] 60/19 adjacent [1] 27/10 adjoining [1] 25/23 adjoins [2] 15/18 55/8 administrator's [2] 6/6 6/17 adopted [1] 54/17
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(1) BETTY MUELLER: - adopted

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advantageously [1] 57/3	along [8] 11/15	anywhere [1] 54/6	areas [15] 8/11	available [3] 7/14 8/1 65/14
adverse [1] 67/11	15/22 17/3 20/17	apparent [1] 70/10	8/20 9/24 11/11	aware [2] 18/19
affect [1] 59/6	20/25 59/15 64/17	applicable [1] 5/13	11/12 11/12 16/14	32/8
affects [1] 41/3	70/2	applicant [30] 3/21 4/1 4/24	21/17 25/24 34/16	away [4] 38/22
affluent [1] 69/20	already [8] 4/6	7/18 8/3 9/13	49/12 51/3 51/7	54/3 57/16 58/13
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57/15 60/22 61/4	wife [2] 58/12	years [12] 33/7	
61/7 61/22 62/3	59/1	36/24 46/4 46/11	
62/7 63/6 66/3	will [29] 3/13	46/18 49/6 58/22	
66/23 67/16 67/20	4/1 4/2 4/3 4/5	61/18 61/22 61/25	
68/11 68/15 69/11	5/21 6/21 31/4	62/3 62/4	
72/3	34/13 35/21 36/20	yes [10] 26/6	
what's [5] 5/8	39/4 42/17 44/17	26/9 26/12 31/9	
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whatever [5]	55/22 62/21 67/16	yet [2] 49/14	

1 PLANNING AND ZONING COMMISSION PUBLIC HEARING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, FEBRUARY 5, 2018

5 6:30 P.M.

6
7 PUBLIC HEARING

8 APPLICATION NOS. 17-028 AND 17-029

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chairman

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. Don Magruder

15 Mr. Gene Rovak

16 Ms. Heather Silverman

17 Mr. Carl Lumley, City Attorney

18 Mr. Jason Jaggi, Director of Community Development

19 Ms. Whitney Kelly, City Planner

20 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

21
22 McLaughlin Court Reporting Services, Inc.

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

24 4772 Gatesbury Drive

25 St. Louis, MO 63128

(314) 974-1199

1 CHAIRMAN KISTNER: If we can get everybody
2 seated so we can begin, we have a lot on our agenda
3 tonight.

4 Okay. Everybody hear me?

5 All right. We're going to call the meeting to
6 order, Planning and Zoning Commission meeting for the City
7 of Creve Coeur, Monday, February 5th, 2018.

8 Welcome, everybody.

9 We'll start with our call to order.

10 Mr. Carney?

11 MR. CARNEY: Present.

12 CHAIRMAN KISTNER: Ms. Hall?

13 MS. HALL: Present.

14 CHAIRMAN KISTNER: Mr. Magruder?

15 MR. MCGRUDER: Present.

16 CHAIRMAN KISTNER: Mr. Rovak?

17 MR. ROVAK: Present.

18 CHAIRMAN KISTNER: Ms. Silverman?

19 MS. SILVERMAN: Present.

20 CHAIRMAN KISTNER: Mr. Schuh is absent.

21 City Attorney, Carl Lumley?

22 MR. LUMLEY: Present.

23 CHAIRMAN KISTNER: Director of Community
24 Development, Jason Jaggi?

25 MR. JAGGI: Present.

1 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

2 MS. KELLY: Present.

3 CHAIRMAN KISTNER: Planning Assistant/Recording
4 Secretary, Jessica Stutte?

5 MS. STUTTE: Present.

6 CHAIRMAN KISTNER: We're going to move into the
7 first two items of unfinished business. I think we can
8 take these both together.

9 This is a public hearing. This is Application
10 No. 17-028, rezoning of 11318 Olive Boulevard to Planned
11 Commercial Development District for the renovation of the
12 existing building into a 260-room hotel with a
13 freestanding restaurant and commercial/retail building,
14 and also Application No. 17-029 to amend Section
15 405.390 (D) (2) (B) (1) of the Planned Commercial Development
16 requirements to allow for secondary access to an arterial
17 road with primary access from Olive Boulevard.

18 If there's anybody who is planning to make any
19 comment or speak to this issue, if you could stand up now
20 and be sworn in for the public hearing.

21 (The speakers were sworn in by the court
22 reporter.)

23 CHAIRMAN KISTNER: Okay. We're going to start
24 with a presentation from the applicant.

25 MR. TRYNIECKI: Thank you, Madam Chair.

1 My name is Tim Tryniecki. I am an attorney with
2 offices at 7700 Forsyth Boulevard. I represent the
3 applicant.

4 I have a PowerPoint. I'm going to go through it
5 quite quickly to just go over a little bit of the recent
6 history, maybe five, seven minutes, something like that,
7 eight minutes, and then I would like to address three of
8 the salient points that have been brought up in the most
9 recent staff report that came out Friday, and -- and then
10 we will sit down.

11 So how do I -- okay, so we -- you may recall our
12 conversations with Jason and staff and the City started
13 about a year ago. Started out as a CUP, then we -- we
14 pivoted to a rezoning in August.

15 So we've had at least twelve months of talking
16 about the project with staff and everybody's worked really
17 hard.

18 The Commission had a couple -- this Commission
19 had a few public hearings, big long staff report in
20 October with many detailed findings and public comment.
21 We decided to table it and go back and have some more
22 conversations.

23 So in the last three months, there have been a
24 number of meetings with the folks at HB, and the staff and
25 I think they've been quite productive. We've made quite a

1 few modifications. And I'm not going to go -- take your
2 time going through all of those, but we did resubmit our
3 drawings on January 12th, which is what is before you
4 tonight.

5 In your ordinance there are a number of buckets
6 of standards that apply to this -- this application. One
7 is the seven general elements of the Planned District. We
8 believe the staff report, and we, I believe on our own,
9 that these have all been met subject to three remaining
10 areas, which I'm going to discuss in a few minutes.

11 There are eight eligibility findings. Again,
12 these have been met subject to the three issues.

13 There's something called design criteria, which
14 there is seventeen -- sorry -- and fourteen of those have
15 been met. Three of them are not applicable. They might
16 apply to residential developments and planned unit --
17 Planned Districts.

18 And then there are thirteen review criteria
19 after all that that you are to consider.

20 One of the recommendations last time was you got
21 to work on a better buffer from the adjacent property. So
22 we have added a 6-foot high simulated granite stone wall,
23 the material is on the table over there, along the south
24 side of the property within the landscape buffer.

25 And it's 5 feet -- if you're trying to get a

1 visual, it's 5 feet south of the existing parking surface,
2 and 45 feet inside our own property line.

3 You may recall, there's some mature trees back
4 there already.

5 The wall length is -- starts about -- about
6 45 feet east of the Mosley property line and goes to about
7 135 foot west of the west -- east of the west property
8 line.

9 And, again, that wall material is something
10 called SimTek or Eco-Stone.

11 We're adding evergreens to the evergreens on the
12 back outside of that wall also.

13 So here's the landscape plan that shows -- is
14 there a pointer on top of this, Jason? The pointer the
15 red?

16 MR. JAGGI: Yes.

17 MR. TRYNIECKI: So they're adding evergreens
18 behind the wall and elsewhere throughout the site. And
19 then that's detailed landscape plan.

20 A second recommendation or issue last time was
21 the quality of the materials and the way they cover the
22 existing structure.

23 And as you may remember, the City's Energy Code
24 and Building Code requires something called continuous
25 insulation. And on the existing building there is no

1 insulation in the cavity between the face brick and the
2 concrete walls.

3 We have proposed a modern-era exterior of
4 insulation systems. This happens to be the best energy
5 result, and it's very hard product, and it's esthetically
6 pleasing, and there are some examples over there.

7 We have added New -- the NewBrick. We've
8 extended that up on the front elevation, Olive facing to
9 about 25 feet on each side -- 25 feet off the ground on
10 each side of the main entry, and all the other sides of
11 the building we've added to the exterior walls to the
12 first floor sill line of the second floor window. So
13 we've added some -- we increased the NewBrick.

14 We've -- we've upgraded the kind of material
15 that's going above the NewBrick material from stucco to
16 something called Terraneo. It's a simulated granite, and
17 I believe the sample you'll find -- you'll find very favor
18 -- look on that favorably.

19 This -- I don't know how -- so this is not the
20 best picture, but there's some great pictures over here.
21 Especially -- the one thing this doesn't do justice to is
22 we've added some framing treatment along the top two
23 courses in the fifth and sixth floors. These -- these --
24 these are -- these are pronounced. They come out from the
25 elevation around -- around the fifth and sixth floor, and

1 you can see it really well in the second foam board over
2 here, and then there's a band of color that's a color
3 difference between the fifth and sixth floor within those
4 promulgating or pronounced window framing treatments.

5 Here's where the elevation, the NewBrick
6 increased, as I said earlier.

7 So we've now moved the green park-like space at
8 the request of staff from -- from the site to the eastern
9 lawn near the hotel where the hotel meets the eastern
10 outparcel and added some pedestrian paths, perennial
11 garden, sculpture, bench seating, all of that, water
12 feature. It will not be viewable from the east building,
13 and those two buildings will communicate better,
14 esthetically and functionally.

15 And we've, you know, we've improved the access
16 between the hotel and the east building.

17 We -- we left in the \$250,000 sculpture
18 allowance, and -- and we have landscape drawings, which I
19 will show you in a second here again.

20 One of the things we did at the request of
21 staff, we cut out the walking aisle or a patio aisle.
22 It's -- it's not really a drive aisle -- between the two
23 buildings -- we split that eastern building in two
24 buildings for most -- more pedestrian activity in there at
25 the request of staff.

1 So that's that.

2 Staff also asked last time for better detail on
3 the criteria for the development of outparcel, so we have
4 now a little bit more criteria when we come back in for
5 the specific parcel plans for the restaurant and the
6 building to the east.

7 Masonry, brick or stone will be primary
8 materials on all the new outparcels and the ordinance for
9 you -- proposed ordinance has these conditions in there
10 and these are all acceptable to the applicant.

11 Let's see. You know, the level of quality, just
12 so you know, it bears repeating, we are searching for the
13 level of quality somewhat similar to Brio's in Frontenac
14 on that west parcel with masonry.

15 Overall public benefit was kind of left open for
16 an open -- open discussion.

17 I think it bears repeating here. The overall
18 purpose of the Planned District is, and all of these apply
19 here, apply for innovative design, solve problems on
20 difficult sites, meet market niches and promote
21 well-designed developments and encourage infill and
22 redevelopment within the existing urban area.

23 The thing about Planned District zoning is
24 flexibility, and it's not -- it's not about the waiver,
25 you know, so like somebody's used that word before, the

1 word "waiver" appears nowhere in any of these ordinances.
2 This is not really a waiver process. It's a more -- more
3 to have flexibility, integrate a large site that happens
4 to be a problem site otherwise.

5 Okay. So there are three remaining points in
6 the staff report that we really have to -- we really have
7 to ask you to reconsider and push back on.

8 In reverse order, the way we're going to discuss
9 them today, but in -- in Item C and D and E of the plan
10 submittal recommendation section of the staff report,
11 cross access to the west is a major problem for us, and
12 the intensity of landscape versus parking, you know, more
13 park -- I think you all want -- I think staff recommends
14 more landscape and less parking, and then we have there,
15 you see the removal and reduction of parking spaces.

16 And not on here is this two-year -- actually
17 there are -- we think of parking and landscaping as one
18 issue, and cross access is the second, and our third is
19 this two-year deadline.

20 You know, we don't control the market. It's
21 utterly in our interest to develop those parcels and
22 maximize the economic benefit of the rezoning and the
23 market, but we have no idea what the market will do.
24 Anything -- anything could happen, as we've all seen in
25 the last ten years.

1 We really don't know how this would be
2 enforceable anyway, and we respectfully ask that that be
3 removed from any conditions you would place on the
4 property.

5 Again, it's our incentive to get those buildings
6 built and leased out and producing revenue and get all
7 sorts of activity around the hotel. We don't need more
8 incentive.

9 The -- okay. Now, we -- here are the biggest
10 issues. And the first one is, you know, more trees and
11 less parking.

12 Please know that without enough parking, this
13 cannot -- this project cannot happen. So unlike, say many
14 shopping centers, the hotel operation and the restaurants
15 are very, very sensitive to enough parking, customers like
16 all of us who use those facilities, are very sensitive to
17 finding a parking place, getting it close enough to the
18 front door, and it's not just a matter of enough parking,
19 it's where the parking is within the site.

20 So we're very, very sensitive to having parking
21 near the front door, both the hotel and the restaurant.

22 Those are required for both to succeed.

23 And then the timing. So we have -- we need
24 large amounts of parking. We make no apologies for that,
25 at the right time.

1 So there's no real diversity or variation in
2 parking demand. Our parking demand in the hotel world and
3 the restaurant world, they peak at about the same time.

4 So we just can't have people hunting around for
5 parking.

6 Visibility. So the restaurant, as we all know,
7 is getting pretty close to Olive, and we've always admired
8 the way that the Frontenac development at Clayton and
9 Lindbergh in the southwest corner work with regard to
10 Brio's.

11 We're trying to replicate that sense of interest
12 and excitement with regard to that northwest corner of our
13 own site.

14 Now, the economic value of the restaurant on the
15 northwest corner adds proximity to Olive are critical. It
16 has to be visible, and I think the City wants it to be
17 visible, so we're on the same page there.

18 But the entire economic model of the -- the
19 whole project, not just the restaurant, depends on a
20 \$2.5 million economic value for that restaurant site.

21 There's just no leeway or breathing room for any
22 deficiency in parking.

23 And then, you know, the elderly and disabled.
24 There are a lot of our clients, hotel clients and
25 restaurant clients, Mr. Kummer asked me to remind you that

1 he's not a young man and his wife is also disabled. He's
2 very sensitive to that.

3 So getting those spaces close to the front door,
4 handicap especially, is not only the right and hospitable
5 thing to do, it really goes against hotel management and
6 operation 101. And the same with restaurant planning and
7 viability.

8 So we -- while we understand the City's --
9 staffs concern with greenery, we think you'll see there's
10 quite a bit of greenery on the site, and it just can't go
11 in front of the front doors -- or near the front doors.
12 Those spaces are precious.

13 The -- and then that bears mentioning that the
14 current layout that we have in front of you, the parking
15 layout is -- is per your code, it's your minimum
16 requirements. And I've been doing this for quite a long
17 time, I usually -- clients are trying to get less --
18 trying to get in with less parking, can't squeeze enough
19 parking, and we've all been to shopping centers and things
20 where there isn't enough parking. And the City's
21 demanding five spaces per thousand feet.

22 Cross access to the west is a -- is a super
23 important issue. It gives us zero benefit and causes us a
24 lot of harm, and, frankly, it's fatal to the project.

25 The -- we don't think there's any corresponding

1 benefit to the City. The traffic engineers weighed in on
2 this. There's not a lot of vehicles per hour that would
3 come through there, and it's only danger and only safety
4 questions.

5 Cross traffic -- cross traffic would severely
6 impair the \$8 million value that we've assigned in
7 modeling the -- the development, the viability of the
8 redevelopment into the hotel and the two outparcels.

9 So safety. It would be hard to find a
10 restaurant user who can tolerate outsiders, non-patrons
11 driving right in front of the restaurant. And I think the
12 restaurant's probably going to go to the south -- on the
13 south end of that building -- I mean to the front door.
14 So that would endanger patrons.

15 Cross traffic would eliminate the -- the
16 restaurant. So if look at an aerial photo, that's the
17 assessor's site. That's the current layout of all the
18 property lines and the three properties to the west.

19 The restaurant is going to go right in here, and
20 there's just no way that the Pei Wei site -- I mean we
21 just can't have people cutting through right in front of
22 the restaurant door.

23 Down here we can't have them cutting through
24 right in front of the hotel. And there's just not much
25 benefit to the City.

1 As the -- as the traffic engineer has pointed
2 out -- well, first of all, one of the review criteria,
3 your own criteria No. 3 in reviewing this whole
4 application, the internal circulation system of the
5 proposed development encourages safe movements for
6 vehicles and patrons.

7 We've got a hotel and a restaurant and maybe
8 another restaurant some day on the east, lot of people
9 moving around, lot of moving parts.

10 And, you know, it's just a recipe for a problem.

11 I wanted to quote to you the -- not here --
12 the -- all right. We had a report done on cross access on
13 November 2nd. And the Lochmueller folks, the engineers,
14 included that any cut-through would not really be an
15 alternative to the existing driveway on Mosley. It would
16 not have a pronounced effect, a negligible impact, those
17 are their words, at Olive and Mosley.

18 So there's the lack of benefit.

19 Then I just, I was driving through a parking lot
20 the other day in another jurisdiction, and then we see
21 these signs, we've all seen them all the time. Crossing
22 corner to avoid traffic is prohibited. This is your
23 ordinance here. No person shall drive a vehicle across a
24 corner lot whether publically or privately owned for the
25 purpose of avoiding any traffic control device.

1 Now, that is -- I'm not saying that ordinance
2 means all cross access is a bad idea. But that, to me,
3 evades, you know, a concern, a legitimate one, with
4 non-patrons cutting through parking lots.

5 And so, you know, these are really serious
6 issues with us. We don't -- we don't push back on these
7 lightly, but the cross traffic would really eliminate the
8 restaurant.

9 The -- we also want to mention, we've been there
10 30 years, we've already had a lot of cut-through traffic
11 over the years, and the businesses in the peak times for
12 employers and offices are seven to nine and four to six,
13 and that's just like the hotel business.

14 So we have, you know, everything happening at
15 the same time. This thing would be -- that issue would be
16 worse on weekends when most of our patrons have little
17 kids with them.

18 And then, you know, the sensitivity of this, you
19 know, we all jump on Trip Adviser nowadays, and I know I
20 sure do, and you get those reviews, and I know you only
21 get the people who are mad about something, but any
22 problem there gets right on to the social media
23 immediately, and, as hotel operators, we're super, super
24 nervous and sensitive to that.

25 You know, on a given night you could have

1 85 percent occupancy in those 260 rooms, and people are
2 always going to be looking for the best parking spots. We
3 hope there's a high occupancy.

4 Losing more spaces, even if it's fifteen spaces,
5 it just increases the people who can't find a parking
6 place.

7 We just don't think there's corresponding game,
8 you know, just to throw those spaces out, and they do meet
9 with your minimum requirements.

10 So we ask -- we really respectfully ask that you
11 reconsider these three issues; the cross access, trading
12 parking for trees, fifteen more parking places, for more
13 greenery and this two-year thing, really just isn't going
14 to work. I think you'd have to rely on the developer's
15 incentive and really difficulty of ever enforcing
16 something like that. I mean what does that mean, the
17 hotel comes down if we don't have a restaurant there, you
18 know, there's just hard -- hard to play that out in your
19 mind how that would be enforced.

20 You know, you have our testimony and prior
21 hearings that we fully intend to promote the development
22 of those other two outparcels with all the energy we have
23 because that's our money and that's our economic
24 viability.

25 So that's all I have for now. And we're happy

1 to answer questions, or if you want to go to other -- oh,
2 go to staff for other comments, we can sit down and wait
3 till later.

4 CHAIRMAN KISTNER: Does anyone have questions
5 you want to address now to the applicant?

6 I have just one question about the cross access.

7 You mention that somehow that there is a safety
8 issue and that -- that guests on the property would be at
9 risk.

10 If you have people who are already parked on
11 the -- on the west side who then have an access to go out
12 to the west instead of crossing in front, haven't you
13 actually increased the safety because you've eliminated
14 some movement across the -- the property to the east? I
15 mean isn't it sort of a people will -- will make separate
16 out and actually create less cross traffic across the
17 property?

18 MR. TRYNIECKI: I don't -- if I understand your
19 question, so the premise of cross access is that added
20 people coming in from over here.

21 CHAIRMAN KISTNER: Well, I disagree with that.
22 I think it gives the people on the property two choices
23 for where to access and egress.

24 MR. TRYNIECKI: Oh, you talking about egress
25 now? Term egress.

1 CHAIRMAN KISTNER: Access and egress.

2 MR. TRYNIECKI: Well, see, so in the hotel
3 business, we don't need customers from that west exit. We
4 don't need it to run a good hotel. There's no benefit to
5 us. There's only risks.

6 So, you know, we're not trying to -- we don't
7 get -- first of all, the vehicles per day, you know, as
8 posited by the engineers, is a very low number, but it
9 only takes a few people to hurt somebody. We don't need
10 customers coming in this way. It doesn't help us. And,
11 practically speaking, I don't know if these people are on
12 board to reciprocate.

13 CHAIRMAN KISTNER: So you've not done any --
14 you've not held any conversations with --

15 MR. TRYNIECKI: No, no, not at this point. I
16 did -- I had conversations with the City representative
17 and see whether there's an existing obligation for these
18 people, you know, to reciprocate, and then when we
19 negotiate cross access, where the aisles go, cause we
20 might disagree on that, but the main point here is the
21 cross access is terrible for our operation. That's our
22 view.

23 CHAIRMAN KISTNER: Okay.

24 MR. ROVAK: I was going to let this go to the
25 end, but as long as the subject is up, I'll continue on

1 the cross access, because --

2 VOICE: Mr. Rovak, will you get closer to the
3 microphone.

4 MR. ROVAK: Yes.

5 VOICE: Thank you.

6 MR. ROVAK: I was going to push this to the end,
7 my comment, but as long as we're on the issue of cross
8 access, I guess I see it a little bit different and I --
9 differently than you do, and I'd like to bring this up
10 this way.

11 First of all, in the most general terms, cross
12 access has worked very well in Creve Coeur, and in most
13 instances, since it's been initiated some 20, 30 years
14 ago, I guess.

15 But going on to more specific. You're talking
16 now only about the hotel, and saying it would be of no
17 benefit to have an access from the west, and then ignoring
18 the -- the fact that you are trying to develop a fairly
19 good-sized restaurant.

20 MR. TRYNIECKI: Actually I spent quite a bit of
21 time on the restaurant.

22 The restaurant doesn't want people walking in
23 front of their door. That's what I was trying to say
24 earlier.

25 Well, I think the restaurant knows what they

1 want, and I'm not a restaurant runner -- operator, but
2 these gentlemen that know what restaurants need, and the
3 cross access that came here, Mr. Rovak, would have to go
4 right in front of the restaurant, and they'd have to --
5 these guys would have to want it, but we don't want it.

6 MR. ROVAK: Well, where I'm going with this, is
7 that the alternate to that is to continue past the
8 restaurant, enter on Mosley, and then cross in front of
9 your hotel.

10 MR. TRYNIECKI: Well, there's a curb-cut here.
11 I hope you don't -- I hope you want a curb-cut here. I
12 mean the restaurant is going to want a curb-cut here.

13 CHAIRMAN KISTNER: We ask the people in the
14 audience to be quiet until we have comment from the
15 public.

16 Thank you.

17 MR. ROVAK: So --

18 MR. TRYNIECKI: It's a tough layout for cross
19 access. I have no doubt that people want it in other
20 situations. Seen enough of that in my own career.

21 But my client is very, very sensitive to it
22 for -- for purposes of safety mainly, and it just doesn't
23 bring customers into our site.

24 MR. ROVAK: It just seems like it's -- it's
25 quite a reach to imagine somebody's going to want to come

1 in and traverse the entire site rather than just
2 continuing down Olive to the light at Mosley. That --
3 that's a lot more trouble than it's worth to avoid the
4 traffic light that you haven't even arrived at --

5 MR. TRYNIECKI: See --

6 MR. ROVAK: -- the traffic light.

7 MR. TRYNIECKI: So we're probably missing each
8 other, and I apologize.

9 MR. ROVAK: I think so.

10 MR. TRYNIECKI: Cause referencing the entire
11 site is what cross access is encouraging, and it's just
12 not a lot of cars.

13 These people, if they want to go to Mosley,
14 under cross access, they can do it. And somebody -- if
15 you want to keep traffic off Mosley -- off Olive, you're
16 not really going to help a lot because the traffic count,
17 I think is 23 per hour under this traffic report. And as
18 I say, you know, oh, gosh, where is it. The traffic
19 engineer -- I'm losing that one here -- you know, they
20 said this was no benefit to Mosley. I'll get to it.

21 Anyway, I had some quotes from the traffic
22 engineer here, and there's just really no benefit. But
23 also the report from November 2nd, if you would just take
24 a look at that. There's something called backage roads
25 that go behind building, and he -- they take -- have a

1 page in there that say why this particular site is not a
2 candidate for a backage road because of the way the
3 parking is laid out, existing parking on Pei Wei and the
4 medical office building right here.

5 I think -- and what we're saying is all this --
6 this will help people who want to cut all the way to
7 Mosley. I don't know -- you want to put people on Mosley?

8 MS. SILVERMAN: I don't think that that's
9 what -- what it's doing. What cross access, in this
10 instance would do, is it would help people to find an
11 appropriate light, and so if you have people who've used
12 that restaurant, rather than cross your whole site and go
13 to the arterial road, it would keep them in that
14 commercial area as they get back onto Olive.

15 MR. TRYNIECKI: You mean -- so the patrons --
16 restaurant patrons coming from here --

17 MS. SILVERMAN: No, your restaurant patrons
18 for --

19 MR. TRYNIECKI: Yeah.

20 MS. SILVERMAN: -- your restaurant --

21 MR. TRYNIECKI: Okay.

22 MS. SILVERMAN: -- that you're going to build.

23 MR. TRYNIECKI: Right here. Remember where it
24 is. It's up by Olive.

25 MS. SILVERMAN: Yeah.

1 MR. TRYNIECKI: Okay.

2 MS. SILVERMAN: If they want a light, and you
3 have cross access, they're going to use the light that's
4 over here on the other side of the Pei Wei development.

5 MR. TRYNIECKI: We're telling you that our
6 customers don't want -- that's not good for our business.
7 We don't need it.

8 MS. SILVERMAN: I understand that.

9 MR. TRYNIECKI: And we're in the restaurant
10 business and development business. So don't do us any
11 favors, I guess is what I'm saying.

12 MS. SILVERMAN: I'm not expecting to give you a
13 favor. I'm pointing out what would, in terms of the City,
14 make sense, in terms of -- of an exit.

15 MR. TRYNIECKI: See, we're really concerned --
16 the footprint of the restaurant -- sorry, I didn't mean to
17 interrupt, go ahead.

18 MS. SILVERMAN: Go ahead.

19 MR. TRYNIECKI: The footprint of the restaurant
20 being right here, cars coming through here confronting
21 patrons is not safe, and it's not good for business.

22 That's -- cause I think the front door to the
23 restaurant is going to be back here, right?

24 CHAIRMAN KISTNER: That's not how -- only
25 speakers that are at the microphone, please.

1 MR. ROVAK: You -- you brought up the example of
2 Brio's, you know --

3 MR. TRYNIECKI: Go ahead.

4 MR. ROVAK: -- and -- and I see, I mean as I
5 frequent Brio, and there are two ways -- well, more than
6 two, but, specifically, two ways to approach that, whether
7 you're coming off of Clayton Road or whether you're coming
8 down Lindbergh and you turn in, so you have two
9 approaches, and then you then enter Brio from either one
10 of those two. And people choose the one that is more
11 convenient.

12 I don't think anybody comes in to Brio with the
13 idea of cutting through Brio lot to get to the shopping
14 center.

15 MR. TRYNIECKI: No, but --

16 MR. ROVAK: I mean they just provide them two
17 ways, so the flow is not as concentrated as -- as it would
18 be in -- if you restricted it to only to one.

19 MR. TRYNIECKI: Right, I see what you're saying.

20 This is not a Brio situation in that regard.

21 These folks would be coming from the office
22 complex, and not enough -- the Brio, you have two or three
23 restaurants, the Brick Top and the other one, it's really
24 close. Those parking lots should communicate with each
25 other.

1 But we're talking about -- they probably all
2 want it. We are a standalone restaurant that doesn't want
3 it because, and these people even, you know, want it, you
4 know. I think it's just a knee -- not a knee jerker, but
5 you should try to impose it on every single development
6 that comes in here. You probably would never not want to.
7 Everybody drive over everybody's property. Not saying
8 your ordinance saying don't do that, but we're just
9 telling you that we don't need it, and we don't want it,
10 and we're afraid of it.

11 CHAIRMAN KISTNER: Just for the record, we don't
12 do it for the benefit of a particular applicant. We do it
13 for the benefit of the entire community.

14 MR. TRYNIECKI: I don't -- I didn't say you did
15 it for an applicant. I said for the city. I never said
16 that.

17 CHAIRMAN KISTNER: Okay. Any other --

18 MR. CARNEY: Did you even consider a pedestrian
19 crossing there, because it doesn't seem to be very easy if
20 you're walking, if someone was staying at your hotel and
21 working in the office park, right now they would have to
22 walk out to Olive and then down past the Pei Wei, and
23 then down to the office park. There's not even a walkway
24 that I can see, and that's a big part of our -- our
25 Comprehensive Plan is to increase walkability and access.

1 MR. TRYNIECKI: Yeah.

2 MR. CARNEY: Did you consider that?

3 MR. TRYNIECKI: I don't think that we did, and I
4 don't know that it came up from staff either, so I guess I
5 have to ask my folks that or ask Jason that. That didn't
6 come up.

7 I know I walked over a lot of property lines in
8 my day going from a restaurant to hotel, so maybe it just
9 works that way. But are you talking about a pathway like
10 a -- where they encourage it? Yeah.

11 MR. CARNEY: Well, if somebody wanted to walk to
12 Starbucks or Pei Wei from your hotel, I mean I would think
13 that would be advantageous to your guests.

14 And I do think -- I don't think anyone is going
15 to use this cross access to save traffic. I don't think
16 it's going to increase the traffic through, because by the
17 time they pull into your lot and go through all of these
18 chicanes of landscaping, parking lot, it's not going to
19 save them any time to cut through your lot, I don't think.

20 I think it would be a benefit to you to have
21 people be able to get out of your property with a greater
22 ease.

23 MR. TRYNIECKI: I understand what you're saying.

24 And -- I don't know how -- with no belligerence
25 or anything, I'm just saying we -- we don't think it would

1 be a benefit, so we don't want it.

2 That's all I can say.

3 MR. CARNEY: Okay.

4 MR. TRYNIECKI: For the operation.

5 But I appreciate the questions. I don't mean --
6 don't mean any respect.

7 MR. CARNEY: No, I understand. I don't either.

8 CHAIRMAN KISTNER: Any other questions right now
9 for the applicant? We can always return as we get into
10 other issues.

11 We'll hear from staff.

12 Thank you.

13 MR. TRYNIECKI: Thank you.

14 MR. JAGGI: Good evening, Members of the
15 Commission. Jason Jaggi, Director of Community
16 Development for the City of Creve Coeur.

17 I think Mr. Tryniecki did a good job of
18 summarizing some of the changes that have been made to the
19 application.

20 As he mentioned, we -- we've had several
21 meetings as a followup to that initial meeting to try to
22 further this --

23 CHAIRMAN KISTNER: Excuse me. Excuse me just
24 one second.

25 MR. JAGGI: Sure.

1 CHAIRMAN KISTNER: Forgot that there's somebody
2 provided information that outside there's a beige Lexus
3 with their interior lights on, license plate YC4-R3E, if
4 anybody has that, they might want to check on their
5 interior rights.

6 MR. JAGGI: Okay. As -- as Mr. Tryniecki
7 mentioned, we have worked with the applicant to try to
8 address some of the concerns that were present during the
9 first meeting which were summarized here.

10 I'll quickly go through those, and then -- and
11 then speak to some of the further recommendations that we
12 had based on this revision.

13 Some of the mixture of uses that were proposed
14 and the measure required to protect residential property,
15 as Mr. Tryniecki mentioned, they have proposed this solid
16 fence material 6 feet in height that would run along the
17 back property line. It wouldn't extend the full length,
18 but it would extend most of the length behind all of the
19 buildings, of which I think the Commission was asking for.

20 In addition to that, they would have filled in
21 landscaping areas within that well landscaped buffer right
22 now, which is a depth of 50 feet.

23 So that is an improvement and a benefit to the
24 residential areas to the south in terms of further
25 buffering and screening of this development.

1 Beyond that there was some concerns with some of
2 the building materials. They've come up with the solution
3 that still keeps an EIFS product, but it is a simulated
4 granite finish on that EIFS product, which is visible here
5 on the table. Again, we think that's also an improvement
6 over traditional flat stucco EIFS, which doesn't have a
7 lot of color variation, which can be kind of plain and
8 stark in most applications.

9 So, again, this product, we think, is an
10 improvement over what was presented before.

11 You can see there's also enhanced renderings
12 that give you a better sense of what the applicant is
13 intending in terms of additional developments there.

14 And there is that pedestrian connection that
15 cuts through from the front parking lot to the rear for
16 the proposed retail building, commercial building to the
17 east.

18 We also questioned the positioning and location
19 of the park or green space feature near the roadway. As
20 the applicant mentioned, that now has been moved to be an
21 amenity for the users of the site, which is now adjacent
22 to the hotel. There's a seating area, heavy landscaping
23 found in our work all combined into a nice plaza feature
24 near the hotel, so we really like how that has moved along
25 and progressed.

1 And then the amount of surface parking. As you
2 heard the applicant is very sensitive to any further
3 reduction to parking.

4 We do have some recommendations for your
5 consideration. Again, that may add a little bit more
6 green space in certain areas, so I'll go through that here
7 shortly.

8 Finally, the enhanced renderings that I
9 mentioned, and then we did build in some architectural
10 conditions into the draft ordinance that's presented that
11 would require the primary masonry materials for the future
12 buildings out on the site.

13 But understanding, as well, that they would have
14 to come back to the Planning & Zoning Commission, amend
15 this ordinance, and present to the City Council based on a
16 specific design for that building.

17 But I think the Commission was wanting some feel
18 for what the expectation would be, should this move
19 forward on what types of amenities or design that those
20 buildings would have. So we try to build that into the
21 ordinance.

22 I think the lengthy discussion on the cross
23 access, we do have it in the ordinance that that be
24 provided, but understand that the developer, as you heard,
25 is very much opposed to that idea.

1 In terms of public benefit, this is kind of an
2 open decision that's -- that the Planning and Zoning
3 Commission has and also City Council in terms of what's
4 the level of public benefit that is derived from a planned
5 development such as this.

6 You can see here the list of different things
7 that we've recognized that are part and parcel of this
8 application, which includes a redevelopment of older,
9 somewhat antiquated office building, that would bring
10 energy to this part of the city that would introduce mix
11 of uses, a lot of coordinated planned development fashion.

12 The incorporation the green space area, which is
13 now greatly enhanced, public art and water features and
14 then maintaining that secondary access to Mosley Road,
15 which does provide a better level of ingress and egress to
16 the site, rather than if that were to go away completely.

17 So here, as you've seen the revised renderings,
18 again, you get a better feel for some of the integration
19 with the materials and colors.

20 Again, it's just conceptual, but I think you can
21 see more the design intent, heavy landscaping throughout
22 the public plaza in a park-like feature is here, and then
23 with some landscaping near the buildings, and a lot of
24 outdoor space for the commercial building would be the
25 intent there.

1 And another angle here that gives you the sense
2 of the relationship between all the buildings and the
3 landscaping areas that would be coordinated in a design
4 fashion throughout the development.

5 Just another spec rendering here that's in your
6 packet. Gives you a better sense of the whole project.

7 As the revised site plan that was presented,
8 this is the landscape plan, I want to go through just a
9 few recommendations that we had, that wasn't mentioned by
10 Mr. Tryniecki.

11 We did think that this is the park area that if
12 you're looking out at the building from Olive, just to the
13 left of the main entrance, there are some accessible
14 spaces and, certainly, we are aware of the need to have
15 those as close to the entrance as possible, and this --
16 this plan, certainly, fulfills that. And I don't want to
17 be insensitive to that fact.

18 But, however, we have some design considerations
19 that, you know, this would be a little bit bigger area,
20 that could be little bit more developed if those spaces,
21 which seem to kind of punctuate into this area, somewhat
22 haphazardly. If those were to be relocated to the western
23 side of the building, this could be developed a little bit
24 more, again, just a little bit nicer of a park feature.

25 Nonetheless, we do think this area has really

1 developed a lot from the beginning of the proposal.

2 You can see here a close-up of those accessible
3 spaces that could be relocated to be alongside the
4 building on the west side.

5 These are the other recommendations we had. I
6 didn't hear any objections to them. But if you look at
7 the access to Mosley, this is fairly narrow through here,
8 so we did notice that these existing spaces are present.

9 We feel like it would be improvement from a
10 safety standpoint if these spaces went away. We can
11 increase that green space and create a little bit more of
12 a safe area. If you can imagine cars kind of pulling in
13 and out of here, this is probably not a good space for
14 that to happen. So we'd like to have this roof lengthened
15 to where those spaces would come out.

16 The other recommendation that we had is -- is
17 when it was first presented, this central walkway feature
18 was to be a planting area with seating and public art,
19 sort of a colonnade through there. That's no longer
20 proposed as it's being relocated adjacent to the building.

21 However, we did still feel like that this area
22 somewhat lacked from a design standpoint; that we'd like
23 to see just a little more heavier landscaping in here
24 similar to what was originally proposed.

25 So we did think that this needed a little more

1 work in the middle as well.

2 And then, finally, with landscaping, if you'll
3 notice here, it would be proposed that we would have
4 hedgerows and some landscaping screening of the vehicles
5 on to the new retail building.

6 We understand that this area does sit a little
7 lower today and this would not be regraded. They're
8 proposing to regrade this, so when you're looking at it
9 from Olive it would be -- it would be level with the
10 street grade, this new building, it would actually be --
11 the site would have a little fill, so you would be able to
12 look directly into there.

13 We still though -- still think though that there
14 needs to be some shrubbery in between these areas, if not
15 for the benefit of parked vehicles, that just kind of
16 continues a little bit of the heavily -- heavily
17 landscaped frontage, which we do like with this proposal.
18 So we did request that that be addressed if this project
19 moves forward.

20 So just in the ordinance here, I'll touch on
21 this briefly. It does contain the draft ordinance, does
22 contain the architectural standards that include the list
23 that you see here on the slide.

24 And, again, to reiterate, this would be a public
25 hearing that would come before P&Z and City Council for

1 design specific to those buildings. But we would, at
2 least, have some starting point in terms of what would be
3 expected when they come back through.

4 Our uses. As part of the Planned Development
5 ordinance, the uses have to be discussed by is what type
6 of uses are allowed within this site and then specific to
7 the ordinance.

8 Where we are is we think that all -- all uses in
9 the -- in the Core Business District, which is the zoning
10 that's in place today, if they're permitted in that
11 district, they would also be permitted here. Makes sense,
12 it's currently zoned that way.

13 And then all conditional uses would also have to
14 go through the normal conditional use process. So we
15 didn't feel comfortable just giving it a blanket, you
16 know, you can have any conditional use, you know, go right
17 ahead. We did feel like some of those may be worth
18 consideration should they ever be proposed.

19 And we specifically did not want to have, I
20 think, some of the obvious things here that would not be
21 in keeping with this development in terms of a
22 complimentary types of uses with the hotel, retail,
23 restaurant, so we eliminated the drive-thrus under any
24 scenario.

25 So if there are conditional uses that are listed

1 in the CB District that would require them to come back
2 through, with the exception of a hotel and restaurants,
3 which are, of course, two primary considerations for this
4 development, those would be approved as part of the
5 ordinance, so they would not have to come back for any of
6 those approvals.

7 We also did suggest that since this is a
8 coordinated development, it's a Planned Development
9 District, that they would be required to submit a
10 comprehensive sign package, similar to a master sign plan
11 where all signage would be developed in accordance with a
12 sign plan that would come back to P&Z and Council at a
13 later date.

14 And then, as Mr. Tryniecki mentioned, we did
15 have a two-year proposal on a timeframe. And I just want
16 to provide a little context with it.

17 So the reason why staff is suggesting that this
18 be put in the ordinance is that it does not -- it doesn't
19 mean that after two years it would be -- it would be
20 eliminated or the hotel would have to come down. That
21 certainly wasn't the intent.

22 The intent was is that these buildings, because
23 that's what we've heard, is that these buildings are going
24 to be built concurrently with the renovation of the hotel,
25 should this go through, these other buildings will come

1 shortly behind.

2 We kind of felt like there needed to be some
3 sort of responsibility attached to these progressing along
4 in a timely fashion, so that's where the two-year
5 timeframe came from.

6 Certainly, if there was any sort of delay, it
7 would just require them to get an extension back to the
8 City where that would just be extended for -- for just
9 cause.

10 But that's some reasoning why we had it in there
11 to begin with, and that's certainly open for discussion
12 whether if you feel that's absolutely necessary or not,
13 but I did want to explain some of the reasoning behind
14 that, how it's written.

15 And just a couple miscellaneous items to wrap
16 up.

17 There's a condition that a bike rack be provided
18 for each of the buildings. Just seemed to be a minor
19 point, but something that would be worthwhile.

20 And the applicant is proposing to dedicate
21 easements to the City. There's some cleanup work, if you
22 will, in terms of sidewalk easements along the property
23 line on Mosley and Olive that -- that they have generously
24 agreed to donate that to the proper entity, so we see that
25 as a cleanup.

1 And with that, I will take any questions. Those
2 are the only comments that I had at this time.

3 CHAIRMAN KISTNER: Anybody ready with questions?
4 If so, I'll defer to others.

5 Okay. I'll start.

6 Was there any change to the canopy area? That
7 was something we discussed in our previous meeting. I
8 didn't see any focus on that design.

9 MR. JAGGI: No. No, we didn't -- we, at first,
10 were thinking that maybe the canopy could be something
11 that could be revised, but we didn't ask for any further
12 changes following the P&Z meeting, so the canopy design is
13 the same as what was presented before, which would be a
14 glass dome structure, I believe, with granite panels
15 surrounding it.

16 CHAIRMAN KISTNER: On the question of the
17 two-year requirement.

18 MR. JAGGI: Uh-huh.

19 CHAIRMAN KISTNER: A couple of questions on
20 that.

21 One, if they never got built, if these were not
22 proposed at all, would your opinion of the project overall
23 change, if it was just the hotel and neither of the
24 existing or only one of the existing additional buildings?

25 MR. JAGGI: I think it would.

1 Mainly because we're viewing this, in terms of
2 staff, as a -- as a development that would contain all of
3 these components, not just a singular-use project, so it's
4 not just a hotel project, it's a redevelopment of this
5 site to include more uses.

6 So I believe -- I believe it would change.
7 However, I think as the applicant noted, that, you know,
8 we can't predict the future, and we certainly understand
9 that. If something were to happen where these sites
10 couldn't be developed for some reason, you know, maybe
11 that's -- there could be justification for that, or it
12 could change.

13 And that's fine. It would just require a review
14 back to the City on -- on any modifications to what we
15 have presented here.

16 So, that -- that's kind of my take on it, in
17 terms of, you know, we do think that all of it needs to be
18 part of the project, but should it not be part of the
19 project in the future, it would require an amendment to
20 this process, so.

21 CHAIRMAN KISTNER: I guess I'm trying to figure
22 out what happens if, so, there'd be a two-year -- two
23 years from now if it's not built, this particular
24 requirement would require them to at least come forward
25 and provide an update and --

1 MR. JAGGI: Right.

2 CHAIRMAN KISTNER: -- explanation. But there
3 isn't really any, you know, it's not as if the City is
4 going to say, well, you missed the two -- two years, so
5 you cannot build it. That's not -- I don't think that's
6 what you're recommending.

7 MR. JAGGI: No. And I think we need to be
8 cognizant of the City looking at this as a hotel
9 development, first and foremost, with accessory
10 development on the site as being their intention, which I
11 do believe is their intention.

12 CHAIRMAN KISTNER: Sure.

13 MR. JAGGI: But knowing that that, you know,
14 that would be sort of a phase two.

15 CHAIRMAN KISTNER: And so what would it -- what
16 will it and are there requirements in here as to what
17 those portions of the site are going to look like during
18 that timeframe?

19 MR. JAGGI: They would be pad -- there's nothing
20 specific in the ordinance that speaks to that. But there
21 would be -- there would be pad-ready sites, so they would
22 be graded, and -- and, you know, in a preserved state in
23 terms of getting ready for redevelopment, so.

24 CHAIRMAN KISTNER: Heartscape or landscaped?

25 MR. JAGGI: Not landscape, grass.

1 CHAIRMAN KISTNER: Not landscaped, but grass.

2 MR. JAGGI: Right.

3 If there's a gap in between. When the
4 construction starts with the hotel, if there is
5 significant timeframe, we would require that to be -- to
6 be dealt with in terms of the site condition as part of
7 our --

8 CHAIRMAN KISTNER: Presumably, if in two years
9 there were no plans, there could be requirements that were
10 added to beautify those areas if they were going to
11 remain --

12 MR. JAGGI: Right.

13 CHAIRMAN KISTNER: -- dormant?

14 MR. JAGGI: Yes. Yes, that could be dealt with
15 if there were to be some type of delay.

16 MR. ROVAK: Could be hardwired that in as a
17 condition rather than the firm two years, just as you're
18 saying, but actually state the condition to be two years
19 upon which would be subject to review or alteration.

20 MR. JAGGI: Uh-huh.

21 MR. ROVAK: Something that kind of language, so
22 it doesn't just go away and, you know, whatever became of
23 it.

24 MR. JAGGI: Right.

25 MR. ROVAK: But it would be in there and -- and

1 having been addressed.

2 MR. JAGGI: Yeah, I think there's opportunity
3 for us to do that. And -- and I would just note that we
4 do put timeframes on -- this is not the only project where
5 we've done that.

6 MR. ROVAK: Uh-huh.

7 MR. JAGGI: If we've approved parking, I know,
8 for a certain, I believe one of the universities we did a
9 timeframe that, you know, that has to go away within a
10 certain time. So there are challenges with -- with
11 overseeing that, but -- but it also at least provides some
12 accountability, I think, in terms of the City, you know,
13 getting a project which has been presented to us, knowing
14 that there could always be changes.

15 MR. MCGRUDER: It could say something like in
16 the event that two years is passed and nothing's happened,
17 you're required to do -- to come back to the City in some
18 way.

19 MR. JAGGI: That's what it says. Yeah, that's
20 exactly what the ordinance says that --

21 MR. MCGRUDER: Okay.

22 MR. JAGGI: -- if for two -- within two years
23 there has not been a request for review of these
24 buildings, there could be an extension to that timeframe.

25 MR. MCGRUDER: Perfect.

1 MR. JAGGI: Where at least the City could
2 understand what the reasoning is and what -- what the
3 status is at that time.

4 But -- but I do understand the applicant's
5 concern, that creates a little bit of a doubt in terms of
6 an entitlement to development there, but it seems like
7 there's -- there could be a way that we could work out
8 that language if there's a lot of concern.

9 VOICE: That's fine.

10 CHAIRMAN KISTNER: On the parking, there was a
11 number of different specific recommendations that staff
12 made.

13 MR. JAGGI: Yes.

14 CHAIRMAN KISTNER: What are the total number?
15 Like that one with the center, that looks like maybe nine
16 spaces are -- would be lost if -- if it were widened, is
17 that --

18 MR. JAGGI: I believe in total, if all of our
19 recommendations were -- were agreed to and were accepted,
20 we'd be in the 15 to 20 space range total. That would
21 include --

22 CHAIRMAN KISTNER: Out of a total of 500?

23 MR. JAGGI: 500-plus spaces.

24 MR. MCGRUDER: And how close are those to the
25 entrance?

1 MR. JAGGI: Yeah, so these, you know, these here
2 are your accessible, so, you know, you have aisles, access
3 aisles next to them, so a van space is larger, so these
4 are four right here, we've had two on the Mosley entrance
5 that would be eliminated.

6 MR. MCGRUDER: Yeah.

7 MR. JAGGI: Well, here's the two here.

8 And then we have probably half a dozen or so in
9 here that may come out.

10 MS. SILVERMAN: Is that the extent?

11 MR. JAGGI: Yeah. And then we also had a
12 comment that, and this is -- yeah, right along here, this
13 is the main entrance or one of the entrances coming in the
14 restaurant that's over here. These sidewalks, by code,
15 are supposed to be buffered on both sides by green space,
16 and so that -- that would probably impact some parking
17 here as well, so like I said, all said and done, I would
18 say between fifteen and twenty spaces would be removed
19 following this recommendation.

20 CHAIRMAN KISTNER: The -- the ones that would
21 concern me, the handicap spaces, the suggestion that they
22 be moved to the west side of that restaurant building or
23 the hotel?

24 MR. JAGGI: The hotel.

25 CHAIRMAN KISTNER: I mean right now they're

1 right in front of the restaurant, correct?

2 MR. JAGGI: No. These are the spaces here. So
3 this is the entrance to the hotel. There's the drop-off
4 with canopy. It would be these right here.

5 CHAIRMAN KISTNER: Yeah.

6 MR. JAGGI: That would come out. That would
7 make this little plaza area be a little more significant.

8 And so you can see here the accessible spaces
9 are split between side of the entrance, which is a good
10 way to design this. This is what you would want knowing
11 that these spaces were proposed. You wouldn't want that
12 for just regular parking. But if this were to be -- if
13 these were to be removed, they would have to come in over
14 here to be closest to --

15 CHAIRMAN KISTNER: Oh, okay.

16 MR. JAGGI: -- the building entrance.

17 CHAIRMAN KISTNER: I see. They'd still be in
18 the front of the building?

19 MR. JAGGI: They would be in the front, but they
20 would have to move -- they would shift over here.

21 CHAIRMAN KISTNER: Okay.

22 MR. JAGGI: Which, obviously, does create a
23 longer distance for accessible routes to the building.
24 It's -- I think there's -- I checked with our code
25 official, there's nothing that would prohibit this. But,

1 obviously, from an accessibility standpoint, this would be
2 the preferred layout.

3 CHAIRMAN KISTNER: Another question on the water
4 feature. Is there a height or design information on that?

5 MR. JAGGI: There is. In the packet there's a
6 detail within the landscape plans that show the elevations
7 of that. So it would be raised up above grade with
8 seating around it like in a bench-type thing, and there
9 would be some -- it would be water feature that have some
10 jets that come up through it.

11 CHAIRMAN KISTNER: So any idea about how far off
12 of ground level the total --

13 MR. JAGGI: I probably ask the applicant to
14 clarify that for you, but I would say probably 3 -- 3 feet
15 or so, 3 or 4 feet.

16 CHAIRMAN KISTNER: Above the ground?

17 MR. JAGGI: Yeah. Yeah.

18 CHAIRMAN KISTNER: That's it?

19 MR. JAGGI: Okay. They're saying 5 feet.

20 CHAIRMAN KISTNER: Okay.

21 MR. MCGRUDER: I want to go back -- I want to go
22 back to the parking spaces.

23 MR. JAGGI: Yeah.

24 MR. MCGRUDER: How many of those fifteen are
25 relatively close to the -- to the entrance? Half of them?

1 A third of them?

2 MR. JAGGI: We have -- we have four on this side
3 that are close to the entrance, and then while that's not
4 marked, but that would have to be designated as well.
5 One, two, three, four, about five. So they're somewhat
6 evenly split.

7 MR. MCGRUDER: But not that many that are that
8 close?

9 MR. JAGGI: Right.

10 MR. MCGRUDER: Okay.

11 MR. JAGGI: And that's where we would want them.
12 We don't want them all over here because then you have to
13 cross the drive aisle, and that's, obviously, not as --
14 that's not the preferred location for them, so.

15 MR. MCGRUDER: So it isn't as awful as the
16 fifteen sounds, is my point?

17 MR. JAGGI: Yeah, well, when we take -- if we
18 collectively look at them, you'd have some removed here,
19 you'd have some that would come out through here to make
20 these islands a little bit bigger, and then you'd have --
21 you know, you might have, one, two, three, four, five,
22 six, you probably would have about six that would come out
23 through here to widen that green space along the entrance.

24 MR. MCGRUDER: Okay.

25 MR. JAGGI: So when you tally it all up, I'm

1 coming up with about fifteen to twenty that would come
2 out.

3 MS. SILVERMAN: What is code in terms of how
4 many parking spots a development like this would need per
5 our code?

6 MR. JAGGI: It's broken down by use. So they're
7 meeting code. I don't think there's a whole lot above
8 what code require, but these were --

9 MS. SILVERMAN: Okay.

10 MR. JAGGI: -- split separately.

11 This plan development process though allows a
12 modification to that in exchange for other benefits, so
13 this gives the City flexibility to reduce that number a
14 little bit, and still be okay in terms of zoning
15 procedure.

16 I mean if we were looking at a substantial
17 reduction. This doesn't. By way of example, let's say
18 they were looking at removing a third of the required
19 parking spaces than what code would say, we would ask for
20 a parking study to justify that. This we're talking, you
21 know, a dozen, maybe two dozen spaces total --

22 MS. SILVERMAN: Okay.

23 MR. JAGGI: -- that would come out, so.

24 MR. MCGRUDER: Excuse me for interrupting,
25 but --

1 MR. JAGGI: Yes.

2 MR. MCGRUDER: -- how many handicap spaces are
3 allocated at this point?

4 MR. JAGGI: It's based on the number of spaces
5 provided within the parking lot requirement, so it's a
6 grouping, so depending on the number of spaces. The more
7 parking spaces you have, the more accessible --

8 MR. MCGRUDER: Uh-huh.

9 MR. JAGGI: -- spaces you need to provide.

10 So it's a ratio based on how many spaces you're
11 providing.

12 MR. MCGRUDER: We don't know how many?

13 MR. JAGGI: Not -- no, not -- not right here --

14 MR. MCGRUDER: Okay.

15 MR. JAGGI: -- but it's checked when they come
16 in for permits.

17 So, for example, if you have a 20-space parking
18 lot, you're probably going to have to have two of those
19 spaces be accessible. One has to be labeled for the
20 acceptability, and then it goes up from there.

21 MR. MCGRUDER: Uh-huh.

22 MR. JAGGI: But it's based upon how many spaces
23 are provided in the lot.

24 CHAIRMAN KISTNER: Another question about the
25 conditional use permit allowing hotels and restaurants

1 without needing a conditional use permit.

2 MR. JAGGI: Uh-huh.

3 CHAIRMAN KISTNER: When -- if the restaurant
4 is -- is -- the restaurant is granted, where do you -- I
5 mean that's usually the conditional use permit process
6 where we have dealt with things like, you know, where
7 the -- the exhaust -- the type of exhaust, the smells, the
8 hours, those sorts of things --

9 MR. JAGGI: Uh-huh.

10 CHAIRMAN KISTNER: -- when would those get
11 established, if not in the conditional use process?

12 MR. JAGGI: If we move forward, that require
13 conditional use, there would be no restrictions on any of
14 that because -- or we could build it into the ordinance.

15 But if we want -- if you're concerned about
16 leaving that as open in terms of hours and where the trash
17 will go, you know, I think they'll be coming back for a
18 site plan anyway, so that could be dealt with at that
19 time. Or we could just -- if you're concerned about the
20 restaurant, you know, not providing that as just an open
21 approval, you know, it could be a conditional use that
22 would have to come back in concert with the proposed
23 plans. So in terms of, you know, benefit, there's
24 probably not a lot of benefit to doing that -- or not a
25 lot of problems with doing it that way.

1 CHAIRMAN KISTNER: I would just want to make
2 sure, while it makes sense for there to be restaurants on
3 this site --

4 MR. JAGGI: Sure.

5 CHAIRMAN KISTNER: -- that they -- they still be
6 subject to the same conditions that we would put on any
7 restaurant --

8 MR. JAGGI: And that --

9 CHAIRMAN KISTNER: And miss that opportunity.

10 MR. JAGGI: Yeah, and I mean that depends on the
11 application that we get, so if you went ahead in that
12 direction, we probably need to modify to require
13 restaurants as conditional to come back. And then once
14 they're established, they can transfer without re-review
15 by the City as long as those conditions remain the same.

16 CHAIRMAN KISTNER: I think I would be more
17 comfortable --

18 MR. JAGGI: Okay, sure. Yeah.

19 CHAIRMAN KISTNER: -- with that.

20 I don't know about the rest of you.

21 MR. MCGRUDER: Yeah.

22 Looking at this, where is this -- where would
23 the cross access be through this parking?

24 MR. JAGGI: So the proposed -- yeah, that's a
25 good question.

1 The proposed cross access, so this is looking
2 south on Olive, would be through here, so that would be
3 behind Pei Wei.

4 The building where Pei Wei is located, the ideal
5 cross access point, the best available option would be
6 behind Pei Wei. Behind the building that contains Pei
7 Wei. Not in front. Now --

8 MR. MCGRUDER: Okay. Go back to the slide
9 before this one. No, the parking -- where it showed the
10 parking spaces.

11 MR. JAGGI: That one?

12 MR. MCGRUDER: Show me on there where it would
13 be.

14 MR. JAGGI: Come right through here.

15 MR. MCGRUDER: Doesn't look very handy. Doesn't
16 look like you get that much cross access anyhow. Cutting
17 across the parking lot with cars parked there.

18 MR. JAGGI: Uh-huh.

19 You can actually see here where that ends, so
20 that would be the connection right through here.

21 You can see these stalls here. This would be
22 the ideal connection.

23 MR. MCGRUDER: Frankly, it looks like a
24 non-issue to me.

25 MR. JAGGI: I think Mr. Tryniecki pointed out,

1 we do ask this of every development, and we've had a lot
2 of success with cross access in terms of it's
3 just something we ask for because transportation planning
4 practice to do so.

5 The question might be, okay, is this development
6 dependent on cross access. And I can't say that it
7 absolutely needs that to function probably, because I
8 think the traffic counts and circulation don't necessarily
9 warrant that it has to be there, but it is an overall
10 objective of the City to provide cross access where we can
11 based on redevelopment of the property. So that's why
12 we're asking.

13 It does give, obviously, motorists an
14 opportunity to reach another signal as well, so there's
15 another option to exit or -- or enter the site.

16 And I see that mostly as maybe a way to exit the
17 site more than enter, just because if you're trying to go
18 westbound here from Olive, you know, depending on the time
19 of day, of course, could be a little problematic, which
20 would make you want to go to Olive -- or on Mosley.

21 MR. MCGRUDER: Hit the light.

22 MR. JAGGI: The traffic volumes don't -- my
23 point being the traffic volumes don't necessarily mandate
24 that that be provided to mitigate any undesirable
25 condition based upon the traffic volume generated by these

1 users.

2 MR. ROVAK: And my own experience is the
3 advantage of it is that if you are using any one of those
4 sites, and you then want to use another one of those
5 sites, it -- it means you don't have to exit on to
6 Olive --

7 MR. JAGGI: Right.

8 MR. ROVAK: -- go out on the main drag, and then
9 go back into the site that you want. And that, I think,
10 is what takes a lot of load off and unnecessary turn
11 movements that would -- that would happen on Olive when
12 people are using -- making multiple use of sites; that
13 they avoid adding to that congestion and turn movement
14 on -- on Olive.

15 I think that's -- to me, that's been the biggest
16 advantage which I see almost anywhere here.

17 CHAIRMAN KISTNER: Right.

18 MR. MCGRUDER: But it doesn't look like to me
19 that, and I agree with you, but the easy way, it doesn't
20 look like it's going to be a huge volume, that's what I
21 was looking at with the parking spaces the way they are.
22 I don't expect to see a hundred cars a minute go flying
23 through there. You know, I don't think that --

24 MR. JAGGI: No, I don't disagree with you.

25 MR. MCGRUDER: -- it should be a problem.

1 MR. JAGGI: I wouldn't expect it to generate
2 high volumes of traffic.

3 You know, one of the concerns raised that you're
4 hearing, I think that we're hearing, is just some of the
5 undesirability of having traffic kind of cut through here
6 at the restaurant where you're having the patrons walk
7 across that, and that's certainly something that I
8 understand would not be ideal because, you know, you don't
9 want a lot of that occurring when people are trying to get
10 to the front of the building.

11 I do -- I do understand that as a negative, but
12 at the same time, you know, this is a -- you come in
13 here -- you're coming in in front of that area too for the
14 most part, unless you're going to go all the way down
15 here. Chances are you're going to come in here and then
16 go down this way. But couple different ways to look at
17 it.

18 MR. CARNEY: Have you ever had discussions with
19 the property owners of the building next to Pei Wei, if
20 they would be amicable to it?

21 MR. JAGGI: No, what I will say though is staff
22 did some research on this, and when that building was
23 approved, I want to say in 2005, they were required to
24 have access, cross access, for this very -- very reason.

25 I don't know that that information has been

1 recorded. It seems to be that may not have ever been
2 followed through in terms of recording it, but that was
3 something that the City looked at back then in terms of
4 the future of this area, that that would be provided so,
5 and that was on both the front of the building and the
6 rear, both of them.

7 CHAIRMAN KISTNER: Any other questions for staff
8 at this time?

9 We have quite a number of speaker cards from
10 members of the audience, so if everyone's okay, we'll jump
11 right in.

12 Again, just a reminder to everybody here to try
13 to keep your comments within the three minutes, and to,
14 you know, not repeat things that have already been said.

15 Start with Patti Trout.

16 PATTI TROUT: I'm Patti Trout, 309 South Mosley
17 Road.

18 I'm going to kind of jump all over the place,
19 and I'm sorry, cause I was taking notes.

20 This is a perfect drawing and a perfect example
21 of this. Pretend that that's Fridays in that right-hand
22 corner where Westgate Drive is, you know, past Fridays and
23 you can turn left right behind it. There's parking on the
24 south side. There's parking on the east side. It looks
25 almost exactly like that.

1 Yes, CityPlace East was designed and approved as
2 an ordinance with cross access. It was required in the
3 back of their building. That's why the drive, if you saw
4 it, is wider because it was supposed to be street.

5 So, Mr. Magruder, I agree, it's -- it's there.
6 It's ready to be used.

7 So that brings up the question. They keep
8 talking about this wonderful restaurant. We have a right
9 to know what that is. If they've got a contract and
10 somebody wants to come in there, they need to tell us who
11 that is. I want to know what's coming in there. I want
12 to whether it's the kind of restaurant I want to have in
13 that corner.

14 It's also in the Comp Plan about cross access.

15 I'm sorry if it's inconvenient for the developer
16 that he doesn't want to have it there, but that's not our
17 problem.

18 Well, actually, we want a contract from Hilton
19 too. He keeps talking about it's going to be a Hilton.
20 Where is it? We've had -- he even stated at the
21 beginning. He's been at this for almost a year, and we've
22 still seen nothing from a hotel.

23 The cross access is detrimental. If it's
24 approved on the south side of CityPlace needs to benefit
25 the city. That would benefit the city. I can't imagine

1 pulling out of that restaurant and trying to cross Olive
2 to go west as Mr. Jaggi stated.

3 I know that there's two entrances there. You're
4 not going to be able, and this one is on a curve, to be
5 able to watch that one and see if someone else pulls out.
6 I know you've all been on Olive, so definitely we need the
7 cross access.

8 I don't like the part that they need to come
9 back to amend an ordinance after final development. So I
10 have an idea. As a measure of good faith, I think they
11 should build all this out stuff first, because I don't
12 want to see a lot torn up and wait for them to finish a
13 hotel, which may or may not take place in a timely
14 fashion, and we're sitting with a pile of dirt for years
15 on that corner. So let's do it in reverse. Build the
16 outbuildings as a measure of good faith and complete your
17 hotel.

18 I don't know if I've ever stayed at a hotel,
19 because I call and say, do you have any construction going
20 on next to you, and I won't stay in that hotel if they're
21 developing something -- something next door, cause I don't
22 want to hear the trucks at six or seven o'clock in the
23 morning and hauling dirt and all that kind of stuff. So
24 let's do it in reverse.

25 And I also suggest, because there's so many

1 questions from staff and from this Board, and I'm going to
2 steal it from one of my friends who's not here tonight, I
3 want to see a \$10 million performance bond to make sure
4 this gets done.

5 If we're going to change everything, tapdance
6 and change all of our ordinances and our zoning for one
7 person who wants it his way or no way, then we need good
8 faith.

9 Thank you.

10 CHAIRMAN KISTNER: Thank you.

11 Scott Shaw. And then the next up will be Adam
12 Littich.

13 SCOTT SHAW: Good evening, Esteemed Members of
14 Planning & Zoning.

15 Again, my name is Scott Shaw. I live at 819
16 North Mosley Road, which is also known as Tract B in this
17 proposal.

18 I explained to you before that I share 203 feet
19 of property line with HBE.

20 I'm going to kind of jump around as well.

21 I have many, many concerns.

22 More activity is what I heard tonight. We live
23 in a very quiet residential neighborhood. We don't need
24 more activity on that corner that brings more noise, more
25 rubbish, more everything else. It just does not fit in

1 with the City of Creve Coeur at that location.

2 With -- the mature trees on that berm have been
3 dying since I've lived in my house. It's a two-story
4 house, since 2005, the trees have been dying off or
5 they've been cut down.

6 The proposed wall is not high enough and it does
7 not extend far enough east.

8 If -- if the company was that worried about
9 trying to protect the residents, they should go see what
10 Dierbergs, a great company in the City of Creve Coeur,
11 built alongside the residential neighborhood in Des Peres,
12 the newest Dierbergs store. If some of you have shopped
13 there, you know what I talk about -- or what I'm talking
14 about. It extends all the way from Lindemann to the next
15 street. It's not partial. It's not low. It's at least
16 10 feet high. It's double, and it extends even higher as
17 you go down east.

18 I understand there's a proposed construction of
19 elevators on the east side of the building. Elevator
20 tower. There's a truck route that runs right next to my
21 property off Mosley Road. This is just not once a week
22 trucks, this will be everyday trucks, and it could be at
23 any time. That's a lot of pollution.

24 Speaking about danger and safety to hotel
25 guests, what about to the residents who are coming up and

1 down Mosley Road. The children that walk the sidewalk
2 there at that secondary access.

3 Three weeks ago every single light was turned on
4 in the HBE building on the south side and on the east
5 side. My house is oriented like this right here. I could
6 see every single light on in those windows. It was a
7 disaster. It's a monstrosity of a building looking down
8 on us. If it's a hotel, that's 365 days a year, 24 hours
9 a day. That's a lot of people.

10 So I'm asking, please, for you to consider no
11 rezoning, no hotel, no secondary access. Put your family
12 in my family's place. My family's lives will change
13 forever.

14 CHAIRMAN KISTNER: Thank you.

15 Adam Littich. And the next person up will be
16 Betty Mueller.

17 ADAM LITTICH: Hi. Adam Littich, 11242 Mosley
18 Manor Court, directly to the east across Mosley from this
19 planned development.

20 I previously stated some of my opposition to
21 this, and I won't repeat those, that same assertion here.

22 What I'd like to do is point out some specific
23 concerns that I had with the traffic study that they had
24 previously submitted.

25 The applicant stated that a major reason for

1 this hotel and the major reason for their business was the
2 Monsanto development to the east.

3 However, in their traffic generation, trip
4 generation study, which is on page 153 of your packet
5 tonight, it suggests that 65 percent of their traffic will
6 be coming from the west. That's not consistent with what
7 they tell us is their reason for their hotel.

8 Furthermore, without explanation, in 2039 for
9 their trip generation, it flips. Now they say 70 percent
10 comes from the east and only 30 percent comes from the
11 west.

12 They don't explain why in 2019 it's one way,
13 2039 it's another way. I don't know if it's just an error
14 or if it's deliberately trying to mislead us.

15 My second point would be going back to the cross
16 access issue.

17 As you heard the applicant cite safety and
18 concern -- or safety and traffic concerns for their guests
19 and their employees as a reason for not having the cross
20 access, I find that particularly ironic and even
21 laughable, given their complete lack of concern for the
22 safety and traffic of the residential neighbors on Mosley
23 Manor Court, and the rest of the neighbors on Mosley
24 Street.

25 They provided a concern that they think people

1 will cut through their property. While they say their
2 traffic engineers supports not having any cross access, I
3 haven't seen them provide any data for that plan.

4 My next concern is their traffic generation. On
5 page 154 of your packet on their traffic study, they have
6 no traffic assigned to their site from -- coming east on
7 Mosley -- or coming east on Olive entering their site,
8 which doesn't make a lot of sense to me. If you're coming
9 east on Olive, and you want to get in here, one of the
10 ways is going to be coming in through the traffic lights.

11 Furthermore, and even more shocking to me is
12 that they have no traffic assigned that's leaving the site
13 from Mosley turning left onto Olive.

14 Let me repeat that. They assume no traffic
15 leaving the site going out onto Mosley and turning left.

16 This is despite the fact that their own traffic
17 study says -- suggests this is a way out. And they --
18 their traffic study even has some quotes in it saying
19 they're going to provide way-finding sites directing
20 people out onto Mosley.

21 The final point I'd like to say is their grading
22 of the traffic sites. I'll make this quick. They grade
23 the Olive and Mosley intersection, overall it's an A. I'm
24 not sure exactly how they got there because they assign
25 specific grades to each direction of the traffic. They

1 assign Olive east a B; they assign Olive west an A, and
2 they assign Mosley with a D.

3 If my son came home with a report card of a B,
4 an A and a D, that GPA would not be an A. Okay. Doesn't
5 make sense to assign overall traffic an A. I think that's
6 a major concern.

7 They say that there's no concerns with Olive and
8 Mosley. I just don't think that reality will bear that
9 out.

10 Thank you.

11 CHAIRMAN KISTNER: Betty Mueller. And the next
12 up will be Kurt Lord.

13 BETTY MUELLER: Hello again. I'm Betty Mueller,
14 719 Fairways Circle.

15 I -- my property abuts up to the south side of
16 the HBE building. And I'd like to address some issues
17 that I feel are primary.

18 In addition to the traffic issues, most hotels,
19 they said traffic would not be impacted because of
20 check-in and check-out varies. But most hotels have a
21 check-in, let's say at 3 p.m. and check out about 11, so
22 you're getting close to the rush hour.

23 These are, you know, Olive already pretty
24 congested at noon and evening.

25 In addition, there will be additional traffic

1 for the hotel, restaurant and bar at Olive. With a
2 260-room capacity, plus employees and vendors traffic --
3 vendor traffic, plus restaurant and bar customers, it's
4 hard to believe traffic will not be impacted on the
5 already congested Olive Boulevard in the evening rush.
6 Added to that traffic created by the outbuilding,
7 employees, vendors and customers.

8 The traffic is already increased on Mosley due
9 to development on large lots that once held one or two
10 homes and now have multiple homes on them.

11 The impact on the neighborhood, of course, the
12 traffic will be significant.

13 We can't emphasize enough the concerns about the
14 transient customers, crime, noise level, invasive lighting
15 and privacy issues.

16 Residents live in this area for the large lots
17 and beautiful homes. There are million-dollar-plus homes
18 in the area, peaceful and enjoyable neighborhood.

19 In reference to the lighting, most hotels are
20 lighted to attract customers. The Drury Inn is always
21 aglow. They have signage on top of the building and on
22 the ground level, so -- and it's red neon.

23 The argument that the HBE building cannot be
24 remodeled into a Class A office building seems a bit
25 strange, especially when there will be significant costs

1 to add an elevator on the east side and a swimming pool,
2 which is not necessary for an office building.

3 An office building could probably be completed
4 in the two-year timeframe.

5 If this proposal goes through these suggestions
6 have been made. The cross access is a necessity. Also
7 the exit onto Mosley should be a left turn only to direct
8 traffic onto Olive and protect the Mosley residents.

9 There's not enough room on the south side of the
10 building for a pool and vendor traffic. The pool should
11 be moved to the side of the building, moved indoors or
12 eliminated.

13 Eliminate parking on the south side of the
14 building to reduce the noise.

15 The Fairways neighborhood should be protected
16 with a large sound barrier larger than 6-foot and mature
17 and fast-growing evergreens to absorb noise.

18 And the wall along the highway, the noise
19 barriers, don't come to the top of a two-story building.
20 This is a six-story building that will be lighted.

21 Building -- yeah, like I said, it's six stories,
22 so the light is very invasive, in addition to the light
23 that will be on the parking lot for security reasons and
24 the advertisement.

25 I hope you have an opportunity to visit the site

1 and understand our concerns.

2 Thank you for your time.

3 CHAIRMAN KISTNER: Thank you.

4 Kurt Lord. And then next up is Frank Sprich.

5 KURT LORD: Hi, my name is Kurt Lord. My family
6 and I, the six of us, we live in Creve Coeur, not on
7 Mosley, we live on Graeser Lane.

8 And I relocated my commercial real estate office
9 from Clayton to Creve Coeur. And I'm a member of the
10 Creve Coeur Chamber of Commerce.

11 I oppose the development as it is currently
12 proposed by the applicant. And I'll give you two big
13 reasons why.

14 I have some experience in commercial real
15 estate. Let's take a look at this a little bit more
16 closely.

17 First of all, let's take a look at that retail
18 restaurant to the east side. You know, the concerns of
19 the residents, the traffic on Mosley, that's real. There
20 are a lot of kids out there.

21 Okay. The building on the right, they don't
22 have a square footage on that building, but I calculated
23 it. It's 7,125 square feet. Now, they're saying that's
24 going to be, I guess, restaurant number two.

25 Immediately to the left, that rectangular

1 building on the east side that's very close to Mosley,
2 that's 20,000 square feet with a 90-foot building depth.

3 Now, they have, on their pictures here, showing
4 a yogurt shop and a donut store. I tell you, there's not
5 a yogurt shop and a donut store in this community that'll
6 take a 90-foot.

7 But I'll tell you what that is the size of,
8 cause I looked it up. That 20,000-square foot building
9 that you see right there, that is approximately the same
10 size as a brand new Fresh Market Grocery Store. You know,
11 the one that's vacant across the street.

12 So, I think that's crazy, and I think they're
13 cramming in square footage into that lot of buildings.

14 You know, if you cut it down a little bit, you
15 get more parking and you'd have more trees and landscape.
16 That's not the right plan.

17 Now, second. The Planning and Zoning members
18 are spot on. The west vehicular cross access is very
19 important.

20 Look, the applicant's comments of, we're in the
21 restaurant business, don't do us any favors, that's not
22 the right way to look at this. That applicant's viewpoint
23 is wrong. For the benefit of the City, we should insist
24 on this vehicular cross access. That's what was planned
25 and that's right. So as is presented by the applicant

1 today, this proposal's not right. It shouldn't be
2 approved.

3 Thank you.

4 CHAIRMAN KISTNER: Frank Sprich. And the next
5 up will be Mike MacDonald.

6 MS. KELLY: Madam Chairman.

7 CHAIRMAN KISTNER: Pardon me?

8 MS. KELLY: Madam Chairman, we didn't get his
9 address for the record.

10 CHAIRMAN KISTNER: I'm sorry, Mr. Lord.

11 KURT LORD: Yes, 11035 Graeser Lane.

12 FRANK SPRICH: Good evening. My name's Frank
13 Sprich. I live at 417 North Mosley Road.

14 And I want to go back on to why I believe we
15 really have a problem with this whole project is, we keep
16 talking about this Planned Commercial District meets the
17 50 percent residential.

18 On November 6 meeting when we were here, Jason
19 Jaggi, quoted, said -- he said the landscape plan was
20 good. He said it was 51 percent non-residential in the
21 area, and that he meet -- that they do meet the
22 requirements of being commercial.

23 If you go back and start to find -- my wife has
24 been trying to request the zoning map from Whitney Kelly,
25 we go over the numbers, and there's two mistakes in the

1 planning map.

2 Goddard School, which is 59,092 square feet and
3 the fire department's is 33,176 square feet, actually
4 under your own Chapter 405.30, whatever it is, talks about
5 predominantly residential institutional properties.

6 The school falls under residential
7 institutional, which means it's not commercial, it's been
8 put into the commercial side if you figure the number.

9 Fire department is government owned, which also
10 falls under residential.

11 When you re-run the numbers, there's now
12 975,564 square feet of residential property to only
13 843,723 square feet of commercial property. Divide it
14 out, it is now 54 percent residential.

15 Sorry, guys, it doesn't work.

16 Now, the last part is you go back to your
17 Planned Commercial District.

18 Under your own criteria, adjoining areas must be
19 predominantly non-residential. This is not right.
20 It's -- it -- this area is residential, it is not
21 commercial, it doesn't qualify.

22 And as far as the Mosley Road cut, if the Mosley
23 Road cross access is good, then so is the cross access
24 across to Pei Wei.

25 Either -- you can't have it your way where --

1 you only have one or the other. You can take out the
2 Mosley Road cut, and you can have your own access.

3 Thank you.

4 MIKE MACDONALD: Good evening. My name's Mike
5 MacDonald. I live at 715 Fairways Circle, directly behind
6 the HBE building today and directly behind that pool that
7 is proposed.

8 And with respect to that pool, I see no reason
9 why that cannot be moved to the west side of the building
10 like it was previously mentioned. It would also solve
11 some of the handicap parking concerns that you all had.
12 That could be in that -- in that area.

13 But the noise, our property line is really close
14 to the parking spots right behind that property. We can
15 regularly hear conversation and -- and whatnot in the
16 end -- at the end of the evening with people cleaning up
17 and whatnot.

18 It's been said already, and I'm going to
19 reiterate, the fence. 6 foot is kind of the joke. I mean
20 there's a berm behind that fence that they're proposing
21 now that's about 4 1/2 to 5 1/2, 6 feet as it is, so there
22 wouldn't really be any additional noise protection, in my
23 eyes.

24 And I would want to see, as well, at minimum, of
25 a 10-foot fence from a noise and a security standpoint.

1 The landscaping that's suggested, I think they
2 mention 100-some odd feet of -- that the fence would run
3 100-some odd feet. And it should run from Mosley Road all
4 the way, the -- the length of the -- the property, in my
5 opinion, with them -- with -- with you mandating specifics
6 with respect to some tall fast-growing white pines planted
7 every 25 feet along that -- that fence line. That would
8 ensure the number of years a nice full year-round barrier.

9 I'm concerned about the traffic, the ingress and
10 the egress of this property. You know, and -- and the
11 validity of the traffic study, to be quite honest with
12 you. I mean just doesn't stand to reason that you've got
13 three retail and restaurant, additional restaurant and
14 retail businesses that -- and restaurants often, you know,
15 sit -- seat 200, 300 people, coming and going, the traffic
16 is definitely going to be impacted. And I also support
17 that cross traffic mandate.

18 One thing that's not been mentioned today is we
19 discussed before that no liquor is allowed to be served
20 within 300 feet of a school, and we have Goddard School
21 directly across Mosley Road.

22 Also, Goddard was required to build a cross
23 access street behind their property. A small little
24 school like that, this project should certainly be
25 required to provide that cross access.

1 And I -- I hear a lack of commitment tonight on
2 behalf of HB and its proposal behind the completion of the
3 retail and restaurant building.

4 To me, it looks like there's a carrot being
5 dangled in front of the Zoning Commission for this grand
6 hotel, and we don't know how grand the hotel is.

7 We -- you know, they've talked, as somebody else
8 mentioned earlier, about a Hilton being the occupant of
9 this -- the operator of this hotel, but I'm with Ms. Trout
10 on a performance bond on assuring that those other
11 buildings get completed. We've seen too many things, too
12 many other rehabs of buildings around St. Louis, the Kiel
13 Opera House being one, and also the Ballpark Village, has
14 been a long time since that has proposed and nothing
15 happened. It seems like it's going to finally come to
16 fruition, but a long time later.

17 They're talking about one -- wanting to assess
18 more conditions, you know, well, you know, right now,
19 there are -- there are a number of near -- nearby
20 vacancies, and we're in a very excellent economic time,
21 and -- and those can't be filled.

22 So, but that's all I got. Thank you.

23 CHAIRMAN KISTNER: Thank you.

24 I don't have anymore speaker cards. Is there
25 anybody else who wanted to speak to this who didn't fill

1 out a speaker card, now is your opportunity?

2 VOICE: I just had one more comment.

3 CHAIRMAN KISTNER: Don't take any comments from
4 the audience, so if you -- and I really don't want to get
5 into a second round.

6 VOICE: That's fine.

7 CHAIRMAN KISTNER: If there is somebody else,
8 and also if -- have you been sworn in?

9 VOICE: Yes.

10 CHAIRMAN KISTNER: Sir, were you sworn in?

11 RAY MUELLER: Yes, ma'am.

12 CHAIRMAN KISTNER: Okay. Thank you.

13 RAY MUELLER: My name is Ray Mueller. I live at
14 719 Fairways Circle.

15 My property -- our property is directly adjacent
16 to the HBE building.

17 They have been a good neighbor in the past.
18 Very quiet and everything, and now they want to disrupt
19 the whole neighborhood and everything.

20 I doubt about the 6-foot fence. I'm 6 foot
21 tall. Is this a tall fence or a wall?

22 And for security reasons and for privacy and
23 sound barrier.

24 Also, Mr. Jaggi mentioned that the 500 parking
25 spaces available, is that correct?

1 MR. JAGGI: Yes, over 500.

2 RAY MUELLER: Okay. And you gave the example of
3 20 parking spots, you would have to have two handicap
4 spots. Well, if there's 500 parking spots, you'll have to
5 have 50 --

6 CHAIRMAN KISTNER: If you can keep speaking in
7 the microphone.

8 RAY MUELLER: You'll have to have 50 handicap
9 spots. Are they going to abide by that?

10 Also, the shrubbery in back that they display
11 here, it's not there. I don't know if they're going to
12 have it or not, cause we haven't -- so I -- I'll appeal to
13 the Planning & Zoning Commission not to approve this.

14 Thank you.

15 Oh, one other comment. We do have school buses
16 in our area that do travel on Mosley and on Olive, and
17 don't think this has been addressed yet either.

18 Thank you.

19 CHAIRMAN KISTNER: Thank you.

20 Are there any other comments from -- Okay. Have
21 you been sworn in?

22 GARY BOMKAMP: I have been.

23 CHAIRMAN KISTNER: Okay.

24 GARY BOMKAMP: Gary Bomkamp, 612 Olive.

25 I'm not sure if this is an issue, but I

1 understand that there are unused fuel tanks under the end
2 to the east of the property. And from what I heard this
3 evening, the intent is to raise the grade at the east end
4 to bring that building -- or those two buildings that we
5 see there, up to Olive Street. I don't know what the
6 removal requirements would be. I have no idea what these
7 tanks might be. But it would seem to be that the removal
8 of those tanks, remediation of the ground, would be
9 essential, otherwise, there's going to be a substantial
10 risk of subsidence, based on putting additional weight on
11 that end of the property.

12 And I'm not quite sure how that all fits into,
13 but nobody's been discussing that seemingly interesting
14 detail in the context of this development.

15 CHAIRMAN KISTNER: Okay.

16 Ma'am.

17 CAROL LIPPMAN: I was not sworn in.

18 CHAIRMAN KISTNER: Okay.

19 (The speaker was sworn in by the court
20 reporter.)

21 CHAIRMAN KISTNER: Start with your name and
22 address, please.

23 CAROL LIPPMAN: My name is Carol Lippman, 11226
24 Mosley Manor Court.

25 I'm going to try not to start coughing and not

1 stop.

2 I hadn't prepared to say anything.

3 We just bought our home on Mosley Manor Court.
4 It's a residential area.

5 My understanding of the building of the wall,
6 and inadequate as it sounds to me, is to provide a buffer
7 between the residents which would be behind the big
8 development. Well, we are also residential across Mosley.
9 We are vehemently opposed to this. We -- I hope you've
10 been reading all the emails and letters that we all have
11 been sending.

12 The last time I remember seeing an outdoor
13 swimming pool was at Days Inn Hotels. We have not been
14 told what kind of hotel this is going to be. To have an
15 outdoor swimming pool in residential area is, to me, I
16 can't believe that we would even consider approving such a
17 thing. So I'm vehemently opposed to it.

18 Adam's got a child who goes to the Goddard
19 School, and is the first home across Mosley Road and --
20 and I've seen Alexander, and he needs to learn to stay
21 inside the street, but, God forbid, we don't need more
22 traffic.

23 If you're going to approve this ridiculous
24 proposal, you need to block -- you need to build 20-foot
25 tall walls and shrubs and eliminate the drive on Mosley,

1 which would necessitate the one on the west, but, again,
2 we don't want this development at all.

3 Let's put something that does not have 24-hour
4 traffic potential. Let's redevelop this building into
5 something viable that would just be office space. We
6 heard there was going to be a call center of some sort.
7 Well, why don't we bring that idea back.

8 But we are opposed to a hotel.

9 And I guess I haven't been reading the updates
10 as -- as well as -- as many of my neighbors have. The
11 last I saw, there was going to be a restaurant, but it was
12 going to be only for access by those who stay at the
13 hotel, not for the public.

14 So this -- this is, you know, we -- we belong
15 to -- we moved into this area because it was a lovely
16 residential area. And I think that this would just -- I
17 think the reason we have so many neighbors going all the
18 way down Mosley and around is because we're afraid of what
19 this may do to our property values.

20 I realize you have to weigh revenues coming in
21 and not just the residents, but this is -- this is not a
22 good idea.

23 And thank you for your time.

24 CHAIRMAN KISTNER: Thank you.

25 Anybody else who wishes to speak to this?

1 Okay.

2 Have you been sworn in?

3 LAUREN MING: No.

4 (The speaker was sworn in by the court
5 reporter.)

6 LAUREN MING: Good evening. My name's Lauren
7 Ming at 709 Fairways Circle.

8 And I just want to recount an incident that
9 happened about -- excuse me -- about 15 years ago.

10 I have a pool. It was being renovated over
11 several weeks. They had to re-do the tile, whatever,
12 whatever. So at the end of that period, a woman came to
13 my door and said, oh, I work in that building behind you,
14 and I've been watching this whole process the whole time.
15 And, oh, I'd love to come and see your pool. I was a bit
16 taken aback. We smiled. We laughed. She saw my pool.

17 But my point is, for those of us that are right
18 behind that building, people are looking right down into
19 our backyards. It is one thing when it's a business, and
20 you can go to that business if someone comes onto your
21 property that you don't want. It's another thing when
22 we're talking about hotels and transient populations that
23 they may see something they like and decide they're going
24 to come and visit you.

25 So I just would like you to consider that as you

1 consider this proposal.

2 Thank you.

3 CHAIRMAN KISTNER: Is there any other comments
4 from the audience?

5 Okay. We've taken information from our
6 applicant, from staff and from the public.

7 And we still are going to have discussion, but
8 if there's no additional information to bring in, we might
9 close the hearing after Mr. Lumley adds his exhibits.

10 MR. LUMLEY: Thank you.

11 I'll add the following exhibits to the record in
12 this public hearing: Documentation in possession of the
13 City Clerk reflecting the public notice provided, the City
14 Code of Ordinances and Charter, the City's Comprehensive
15 Plan and the public file regarding the applications, both
16 of them.

17 CHAIRMAN KISTNER: Okay. Hearing is closed.

18 (The public hearing was closed at 8:15 p.m.)
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4 I, Deborah K. McLaughlin, Registered
5 Professional Reporter, Missouri Certified Court Reporter,
6 Illinois Certified Shorthand Reporter and Kansas Certified
7 Court Reporter, do hereby certify that I reported the
8 Planning and Zoning public hearings stenographically and
9 later reduced to typewriting; and that this is a true and
10 accurate transcript of the public hearings.

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

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

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(1) ADAM LITTICH: - access

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(17) want... - you're

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City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Planning Division
Category: Report
Prepared By: Whitney Kelly
Department Head: Jason Jaggi

SCHEDULED

ORDINANCE

**Bill No. 5700 - an Ordinance Authorizing a Master Sign Plan
for Chaminade College Preparatory School Located at 425 S
Lindbergh Boulevard, Zoned "A" Single Family Residential.
Final Reading and Passage**

Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for a 216 square foot LED Scoreboard with signage for the new baseball field, as well as memorialize all existing signage on the Campus. The Planning and Zoning Commission recommends approval.

Ordinance

Meeting of April 9, 2018

BILL NO. 5700

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A MASTER SIGN PLAN FOR
CHAMINADE COLLEGE PREPARATORY SCHOOL LOCATED AT 425 S LINDBERGH
BOULEVARD, ZONED A SINGLE FAMILY RESIDENTIAL**

WHEREAS, Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd, pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, to allow for a 216 square foot LED Scoreboard with signage for the new baseball field, as well as memorialize all existing signage on the Campus; and

WHEREAS, the boundaries of the Master Sign Plan will be for the entire school campus including all existing and proposed signage, except as modified herein, as demonstrated in the "Master Plan – Signage Survey dated February 1, 2018 and attached as Exhibit 1; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on March 5, 2018, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and

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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by 6-0 vote, recommended approval of the master sign plan, subject to the conditions contained herein, at its meeting on March 5, 2018; and

WHEREAS, the City Council being fully informed finds that approving the Plan, subject to certain conditions, 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 is in the public interest; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council,

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

SECTION 1: A Master Sign Plan is approved for the Chaminade College Preparatory School campus, generally located at 425 S. Lindbergh Boulevard, in the A Single Family Residential zoning district whose legal description is as follows:

A tract of land in the Southwest quarter of Section 12, Township 45 North, Range 5 East in St. Louis County, Missouri being more particularly described as follows:

Beginning at a point, said point being the Southeast corner of a tract of land conveyed to John H. Glennon, Archbishop, by instrument recorded in Book 1646 page 367, said point being the POINT OF BEGINNING; thence South 0 degrees 32 minutes 00 seconds West a distance of 259.71 feet

BILL NO. 5700

ORDINANCE NO. _____

to a point; thence south 14 degrees 01 minutes 45 seconds West a distance of 128.55 feet to a point; thence South 18 degrees 58 minutes 06 seconds West a distance of 316.23 feet to a point; thence south 49 degrees 55 minutes 56 seconds West a distance of 46.10 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 40.00 feet to a point; thence South 89 degrees 28 minutes 00 seconds East a distance of 166.00 feet to a point; thence South 00 degrees 32 minutes 00 seconds West a distance of 203.67 feet to a point; thence North 89 degrees 30 minutes 00 seconds West a distance of 1761.36 to a point; thence North 0 degrees 26 minutes 00 seconds West a distance of 242.32 feet to a point; thence North 9 degrees 34 minutes 00 seconds West a distance of 172.64 feet to a point; thence North 0 degrees 26 minutes 00 seconds East a distance of 350.93 feet to a point; thence North 35 degrees 00 minutes 00 seconds West a distance of 819.61 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 1,722.63 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 300.00 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 150.00 feet to a point; thence South 0 degrees 32 minutes 00 seconds West a distance of 100.00 feet to a point; thence South 89 degrees 30 minutes 00 seconds East a distance of 400.00 feet to the POINT OF BEGINNING; containing 57.0 acres more or less. As set forth on the Legal Description prepared by Volz Engineers, Land Planners and Land Surveyors, dated February 13, 2001.

SECTION 2: Such approval of the Master Signage Plan for the Chaminade campus shall be subject to the following conditions:

1. The Applicant shall follow the Master Sign Plan received February 9, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
2. The Applicant shall submit sign permit and/or building permit application for proposed new scoreboard with signage referred to in the Master Sign Plan.
3. The approval of the plan includes the three existing sculptures along S. Lindbergh Boulevard. The proposed future plaza and sculpture shall be reviewed by the Planning and Zoning Commission as a minor site plan.
4. No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

SECTION 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS _____ DAY OF _____, 2018

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

BILL NO. 5700

ORDINANCE NO. _____

APPROVED THIS _____ DAY OF _____, 2018

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK

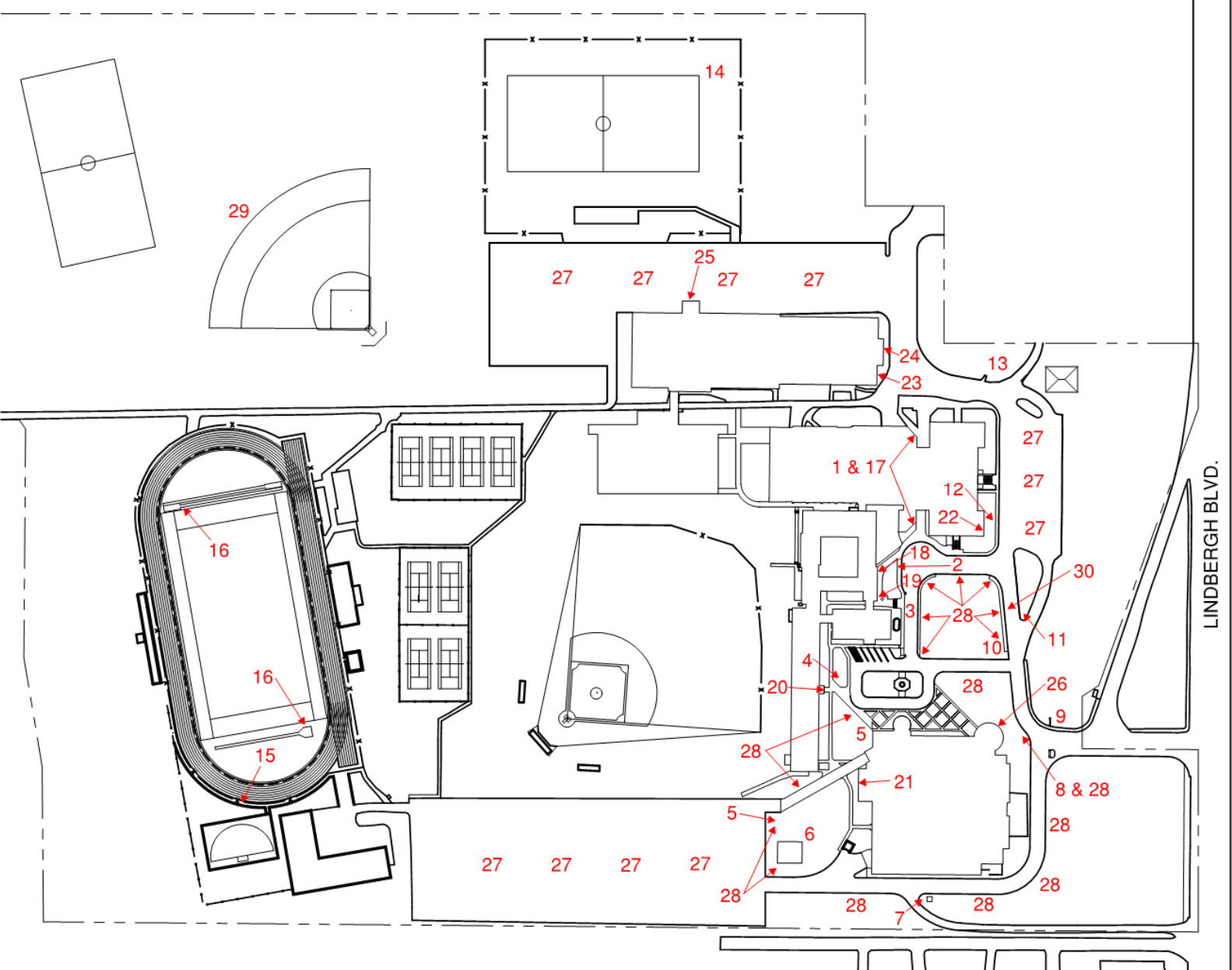


CHAMINADE COLLEGE PREPARATORY SCHOOL

Master Plan – Signage Survey
February 1, 2018

Prepared by: **Hastings+Chivetta**
ARCHITECTURE • PLANNING • ENGINEERING

CHAMINADE CAMPUS SIGNAGE



CAMPUS SITE PLAN
(NOT TO SCALE)

CHAMINADE CAMPUS SIGNAGE



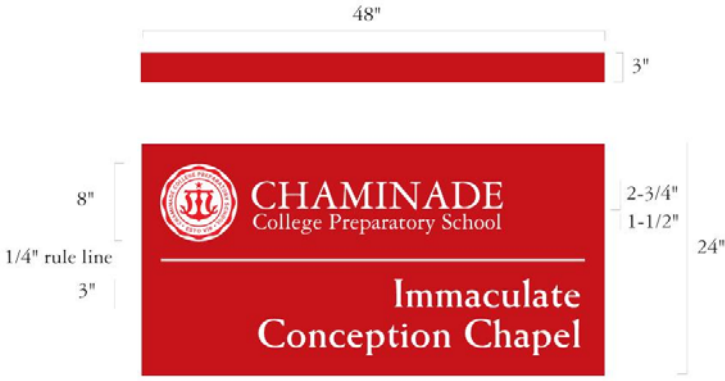
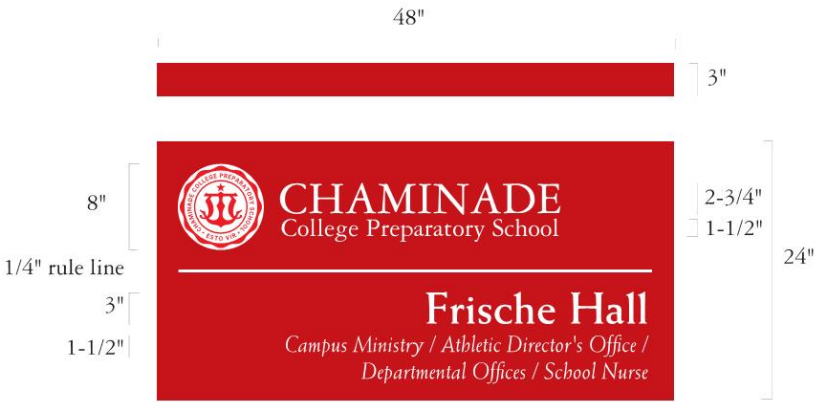
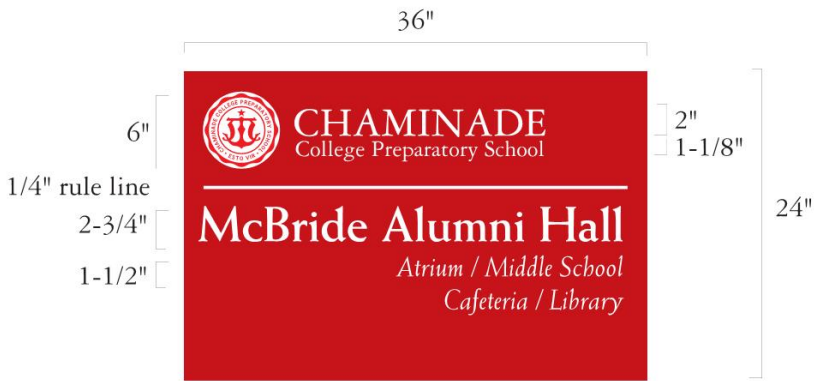
1 - WALL MOUNTED VINYL
3'-0" x 2'-0" = 6 SF
7'-4" ABOVE GRADE



2 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



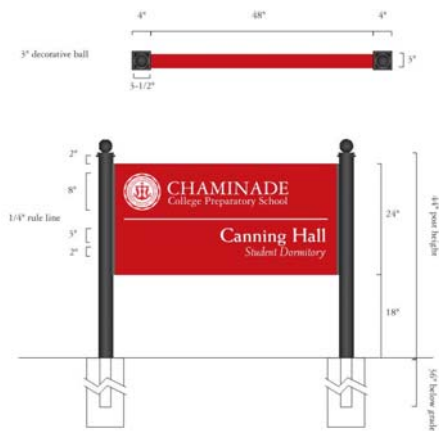
3 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



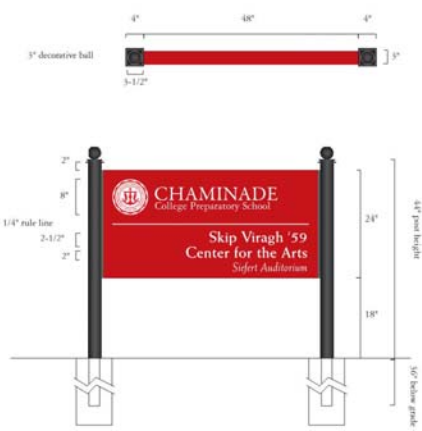
CHAMINADE CAMPUS SIGNAGE



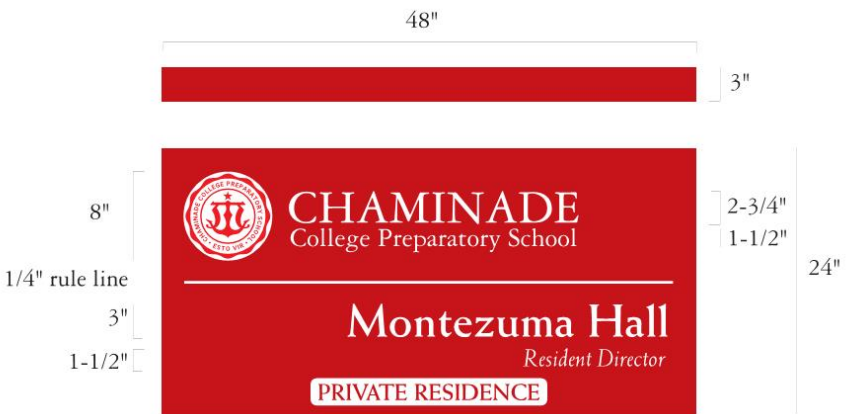
4 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-10" ABOVE GRADE



5 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-10" & 4'-6" ABOVE GRADE



6 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
2'-10" ABOVE GRADE



CHAMINADE CAMPUS SIGNAGE



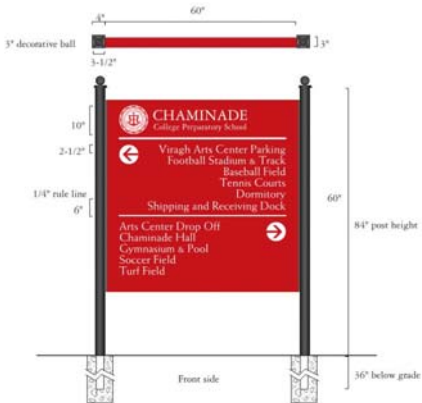
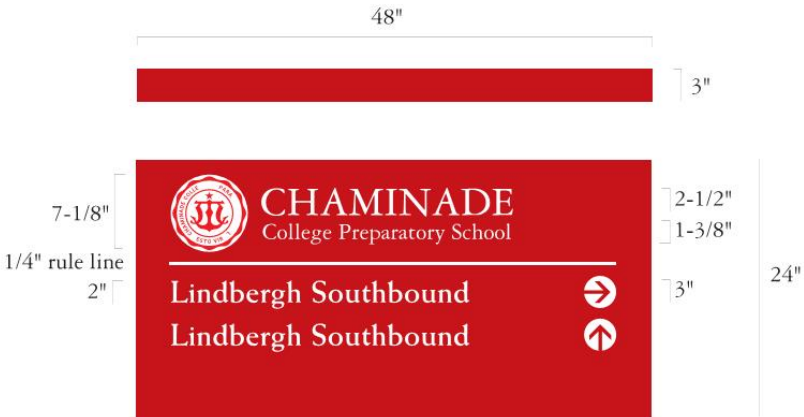
7 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
4'-8" ABOVE GRADE



8 - FREE STANDING VINYL
5'-0" x 5'-0" = 25 SF
7'-0" ABOVE GRADE



9 - BRICK MONUMENT
12'-10" x 6'-8" = 86 SF
6'-8" ABOVE GRADE



CHAMINADE CAMPUS SIGNAGE



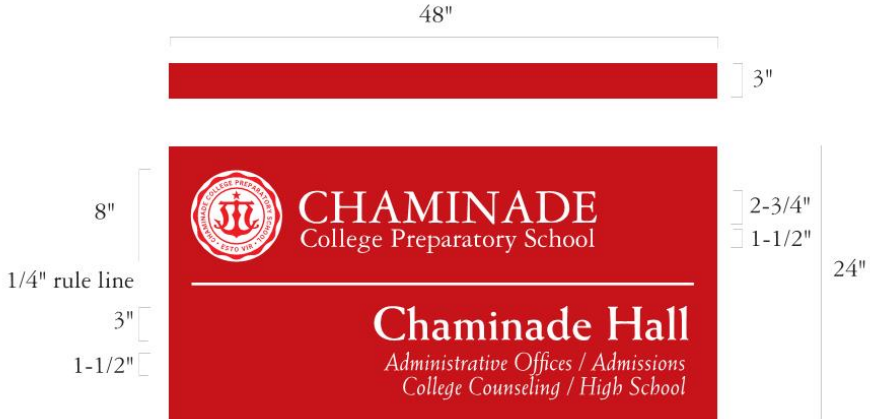
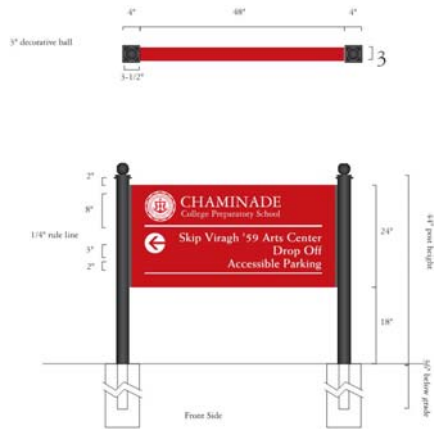
10 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE



11 - FREE STANDING VINYL
5'-0" x 5'-0" = 25 SF
7'-0" ABOVE GRADE



12 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
4'-3" ABOVE GRADE



CHAMINADE CAMPUS SIGNAGE



13 – FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-4" ABOVE GRADE



14 – METAL SCOREBOARD
12'-0" x 7'-0" = 84 SF
TOP = 17'-0" ABOVE GRADE



15 – METAL SCOREBOARD
24'-0" x 14'-6" = 348 SF
TOP = 20'-0" ABOVE FIELD



Hastings+Chivetta
ARCHITECTURE • PLANNING • ENGINEERING

CHAMINADE CAMPUS SIGNAGE



16 – METAL PLAY CLOCK
4'-0" x 4'-0" = 16 SF
TOP = 12'-0" ABOVE FIELD



17 – RAISED METAL LETTERS
16" TALL = 40 SF
TOP = 22'-0" ABOVE GRADE



19 - RAISED METAL LETTERS
8" TALL = 16 SF
TOP = 9'-0" ABOVE GRADE



18 - RAISED METAL LETTERS
8" TALL = 5 SF
TOP = 8'-0" ABOVE GRADE



20 - RECESSED LETTERS
8" TALL = 5 SF
TOP - 11'-4" ABOVE GRADE

CHAMINADE CAMPUS SIGNAGE



21 - RAISED METAL LETTERS
10" & 12" TALL = 132 SF
TOP = 14'-6" ABOVE GRADE



23 - RAISED METAL LETTERS
8" TALL = 5 SF
TOP = 12'-6" ABOVE GRADE



25 - RAISED METAL LETTERS
8" TALL = 3 SF
TOP = 11'-6" ABOVE GRADE



22 - RAISED METAL LETTERS
8" TALL = 6 SF
TOP = 9'-6" ABOVE GRADE



24 - RECESSED LETTERS
16" TALL = 6 SF
TOP = 19'-0" ABOVE GRADE



26 - RAISED METAL LETTERS
1'-8" TALL = 80 SF
TOP = 35'-0" ABOVE GRADE

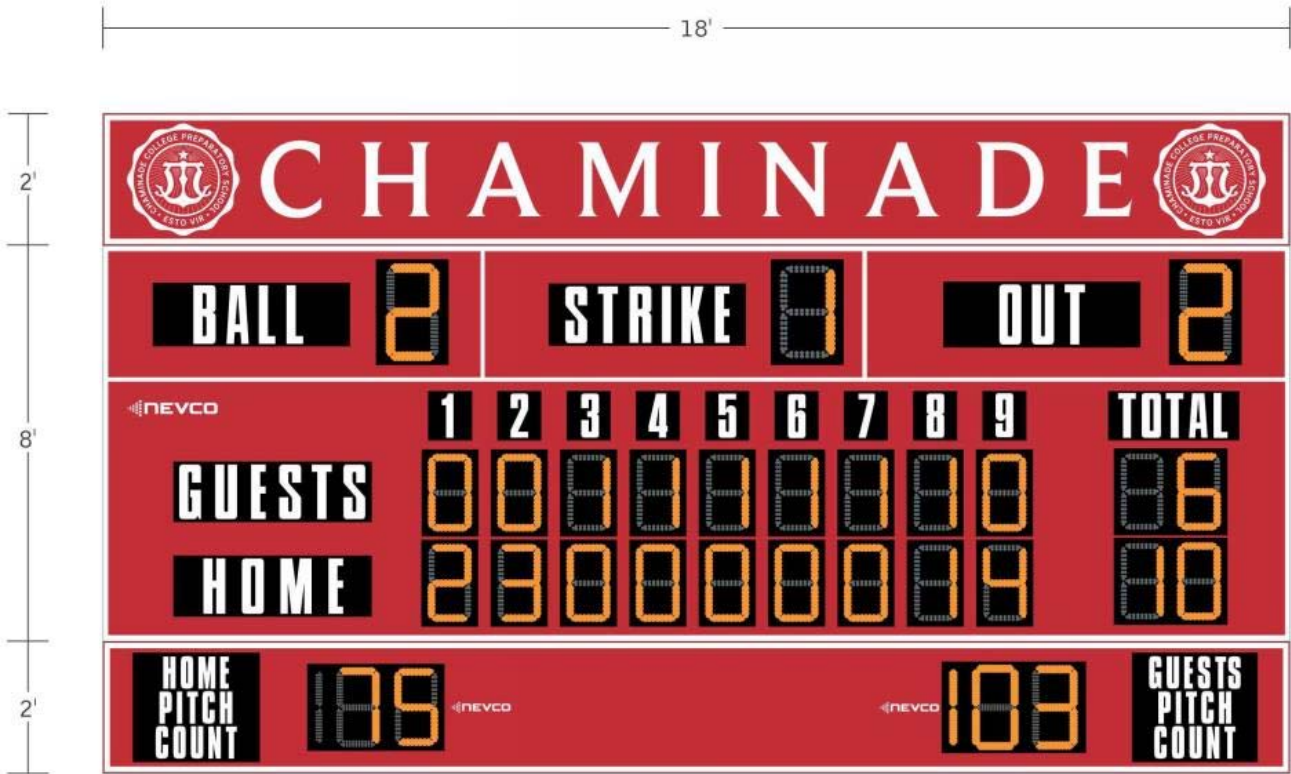
CHAMINADE CAMPUS SIGNAGE



27 – VINYL BANNER
2'-6" x 4'-0" = 10 SF
TOP = 16'-0" ABOVE PAVEMENT



28 – VINYL BANNER
2'-0" x 3'-0" = 6 SF
TOP = 11'-6" ABOVE PAVEMENT



PROPOSED

29 – METAL SCOREBOARD
18'-0" x 12'-0" = 216 SF
TOP = 22'-0" ABOVE FIELD

CHAMINADE CAMPUS SIGNAGE



FUTURE COMMISSION

30 – SCULPTURE

APPROXIMATE HEIGHT = 10'-15' ABOVE BASE

Chaminade College Preparatory School
Campus Signage Plan
Hastings+Chivetta Architects
2/1/2018

SIGN SCHEDULE

Sign #	Description	Dimensions		Quantity	Area (square feet)
		WIDTH (inches)	HEIGHT (inches)		
1	wall mounted vinyl	36	24	2	12
2	free standing vinyl	48	24	1	8
3	free standing vinyl	48	24	1	8
4	free standing vinyl	48	24	1	8
5	free standing vinyl	48	24	2	16
6	free standing vinyl	48	24	1	8
7	free standing vinyl	48	24	1	8
8	free standing vinyl	60	60	1	25
9	brick monument	154	80	1	86
10	free standing vinyl	48	24	1	8
11	free standing vinyl	60	60	1	25
12	free standing vinyl	48	24	1	8
13	free standing vinyl	48	24	1	8
14	metal scoreboard-soccer	144	84	1	84
15	metal scoreboard-football	288	174	1	348
16	metal play clock-football	48	48	2	32
17	raised metal letters	144	40	2	80
18	raised metal letters	84	8	1	5
19	raised metal letters	76	30	1	16
20	recessed letters	84	8	1	5
21	raised metal letters	288	66	1	132
22	raised metal letters	100	8	1	6
23	raised metal letters	96	8	1	5
24	recessed letters	108	16	1	12
25	raised metal letters	60	8	1	3
26	raised metal letters	576	20	1	80
27	vinyl banner	30	48	22	220
28	vinyl banner	24	36	17	102
29	metal scoreboard-baseball	216	144	1	216

TOTAL AREA (existing)	1357
TOTAL AREA (proposed)	216



city
of

CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #18-008 FOR A MASTER SIGN PLAN FOR CHAMINADE COLLEGE PREPARATORY SCHOOL

FOR THE MEETING OF: Monday, March 5, 2018, 6:30 PM

LOCATION: 425 S. Lindbergh Boulevard, zoned A Single Family Residential District

REQUEST: Bob Schnur, Director of Finance and Operations, has submitted an application for a master sign plan for the Chaminade College Preparatory School, located at 425 S. Lindbergh Blvd. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The application would allow for a 216 square foot LED Scoreboard displaying game time information for the new baseball field, as well as memorialize all existing signage on the Campus.

ADDITIONAL INFORMATION: The City's Sign Regulations allow institutions such as schools in residential districts, 1 permanent sign not exceeding 12 square feet in size, and 1 low monument sign not more than 12 square feet of sign area per face with not more than two faces, 6 feet in total height above the elevation of the adjacent finish grade, and with only manually changeable signs. No digital signs are allowed. However, residentially-zoned institutions with a minimum tract area of 20 acres may seek approval of a comprehensive plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council. The school property is 57.12 acres and was established prior to the incorporation of the City, and is therefore pre-existing, with possible non-conforming elements elsewhere on the site.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the request meet the requirements for a Master Sign Plan approval?

Creve Coeur 2030 Plan References

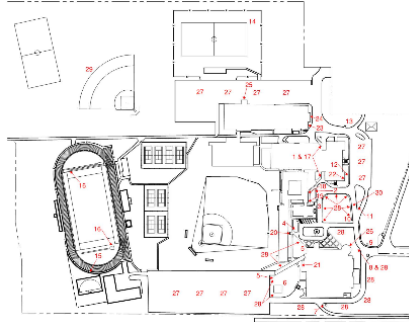
- Campus & Institutional Districts
 - Campus (CV) Place Type

Zoning Code References

- Section 405.250 A Single Family Residential
- Article VIII Sign Regulations

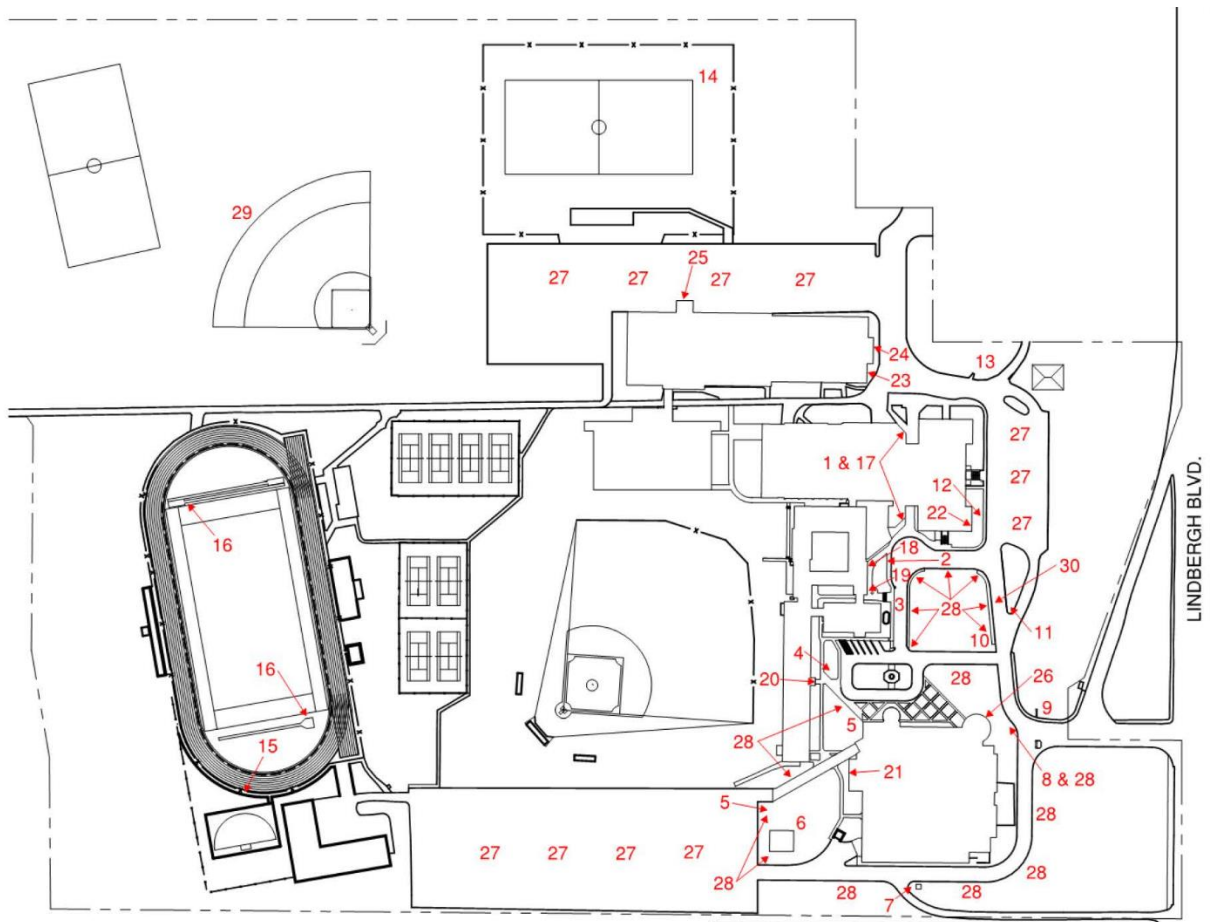
APPLICANT: Robert Schnur
Director of Finance and Operations
Chaminade College Preparatory School
425 S. Lindbergh Boulevard
St. Louis, Mo 63141

APPLICANT'S REPRESENTATIVE: Edward Griesedieck
EJG Legal Consulting LLC
5 Indian Creek Lane
St. Louis, MO 63131



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 3/1/2018
ATTACHMENTS: Applicants materials submitted February 9, 2018
Draft Ordinance

On May 1, 2017, The Planning and Zoning Commission reviewed and recommended approval of a revised ordinance to the school's conditional use permit to convert the existing artificial turf soccer field into an artificial turf baseball stadium with 300 seats. All games are during the day, usually between 4PM to 6:30 PM, with 5-10 games for the varsity team and the lower level teams play 15-20 games per year. The field will also be used in the fall for middle school practices (soccer and football) – from 3pm-5pm. In the review of the Stadium, Staff identified that the scoreboard and “Chaminade” and “Flyers” names painted on the stadium were incidental signs as they would not be legible from a position off the premise. Incidental signs under 2 sq. ft. do not require a permit. Further, Section 405.930(D)(21) of Prohibited Signs states that except as may otherwise be expressly authorized by this Article VIII, signs exceeding fifty (50) square feet in gross sign area, and subsection (14) of Prohibited signs Changeable copy (manual or automated) except for manually changeable bulletin board signs as allowed for schools limited to 12 square feet under as allowed by Section 405.940(E). The City does not have a specific category for scoreboards for school facilities. Staff indicated at that time that the school may seek approval for other options through the Master Sign Plan process for the entire campus. However, until such time of that approval a condition of the ordinance included that all signs shall be in conformance with Article VIII Sign Regulations. Therefore, the Applicant is now seeking approval for a new scoreboard, as well as document all of the existing signs throughout the campus, as well as to address any previous non-conforming signs. All of the signs are consistent in design and scale for the campus.



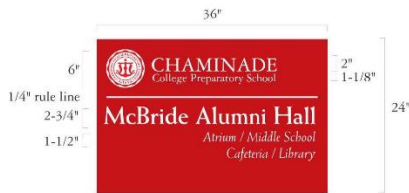
Packet Pg. 676

Campus Signs

Several of the existing signs include directional or building identification signs throughout the campus.



1 - WALL MOUNTED VINYL
3'-0" x 2'-0" = 6 SF
7'-4" ABOVE GRADE



2 - FREE STANDING VINYL
4'-0" x 2'-0" = 8 SF
3'-6" ABOVE GRADE

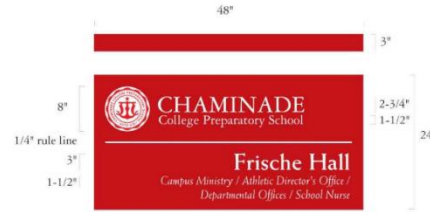


Figure 2: Example wall mounted vinyl signs and free standing directionals signs.

Existing Ground Monument Sign

The pre-existing, non-conforming, low monument sign along Lindbergh Boulevard that is approximately 86 square feet.



Figure 3: Close-up of the existing ground monument sign

Building Signs

Without the master sign plan provision, institutional uses in residential districts such as schools and places of worship are allowed one wall sign not exceeding twelve square-feet in size. The proposed sign package includes various building signs. The largest building sign is for the Arts center building (identified as #21) with a sign area of 132 square feet.



21 - RAISED METAL LETTERS
10" & 12" TALL = 132 SF
TOP = 14'-6" ABOVE GRADE



26 - RAISED METAL LETTERS
1'-8" TALL = 80 SF
TOP = 35'-0" ABOVE GRADE

Figure 4: Applicants example building signage

Light Pole Banner Signs

The proposal also includes light pole banners within the parking lots (22 double light banners of type #27, and approximately 17 one sides banner type #28) that also would not normally be allowed under the standard Sign Regulations. In 2012, during the re-writing of the Sign Ordinance, light pole banners were removed from the general regulations where at that time the regulation allowed for holiday graphic displays but prohibited any text. Such an allowance for large campus was thought to be appropriate, such as Mercy Hospital, where banners could be changed out for events, etc. such as Heart Health Awareness Month, Cancer Awareness, etc., or part of a singular campus design, that needed to be considered as part of an overall sign package under the master sign plan provision.



27 - VINYL BANNER
2'-6" x 4'-0" = 10 SF
TOP = 16'-0" ABOVE PAVEMENT

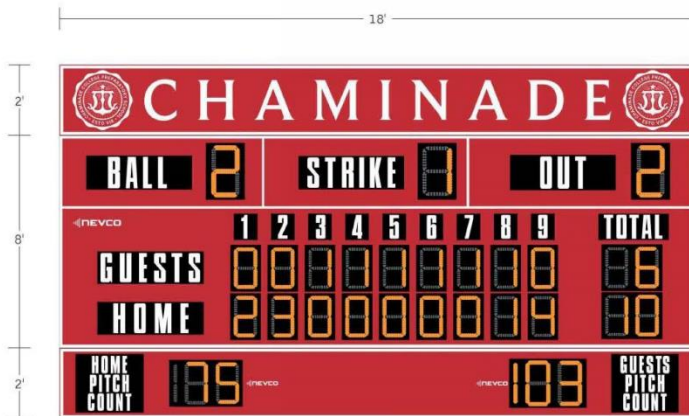


28 - VINYL BANNER
2'-0" x 3'-0" = 6 SF
TOP = 11'-6" ABOVE PAVEMENT

Figure 5: Applicants Light pole Banner Types

Scoreboard and Various Field Signs

The remaining signs include various field scoreboards that are also LED signs, and a new 216 sq. ft. scoreboard for the baseball field under construction that will be facing the baseball stadium and not facing toward the residential homes to the north. There are no other lights associated with the field and the games are all played during the day. The LED portion are for the numbers that designate the score, balls, strikes, outs, etc. The sign will be placed above the field fence in a similar manner as that of the football field scoreboard identified as #15 below.



PROPOSED

29 – METAL SCOREBOARD

18'-0" x 12'-0" = 216 SF

TOP = 22'-0" ABOVE FIELD

Figure 6: Close-up of the proposed new Baseball Field Scoreboard

Existing field LED Scoreboard and Field Signs on the campus.



14 – METAL SCOREBOARD

12'-0" x 7'-0" = 84 SF

TOP = 17'-0" ABOVE GRADE



15 – METAL SCOREBOARD

24'-0" x 14'-6" = 348 SF

TOP = 20'-0" ABOVE FIELD



16 – METAL PLAY CLOCK

4'-0" x 4'-0" = 16 SF

TOP = 12'-0" ABOVE FIELD



Figure 7: Close-up of the existing scoreboards/play clock found on the campus

Below is the total sign schedule for the campus that indicate the total number of signs and the combined sign area of all the signs.

Chaminade College Preparatory School
Campus Signage Plan

Hastings+Chivetta Architects
2/1/2018

SIGN SCHEDULE

Sign #	Description	Dimensions		Quantity	Area (square feet)
		WIDTH (inches)	HEIGHT (inches)		
1	wall mounted vinyl	36	24	2	12
2	free standing vinyl	48	24	1	8
3	free standing vinyl	48	24	1	8
4	free standing vinyl	48	24	1	8
5	free standing vinyl	48	24	2	16
6	free standing vinyl	48	24	1	8
7	free standing vinyl	48	24	1	8
8	free standing vinyl	60	60	1	25
9	brick monument	154	80	1	86
10	free standing vinyl	48	24	1	8
11	free standing vinyl	60	60	1	25
12	free standing vinyl	48	24	1	8
13	free standing vinyl	48	24	1	8
14	metal scoreboard-soccer	144	84	1	84
15	metal scoreboard-football	288	174	1	348
16	metal play clock-football	48	48	2	32
17	raised metal letters	144	40	2	80
18	raised metal letters	84	8	1	5
19	raised metal letters	76	30	1	16
20	recessed letters	84	8	1	5
21	raised metal letters	288	66	1	132
22	raised metal letters	100	8	1	6
23	raised metal letters	96	8	1	5
24	recessed letters	108	16	1	12
25	raised metal letters	60	8	1	3
26	raised metal letters	576	20	1	80
27	vinyl banner	30	48	22	220
28	vinyl banner	24	36	17	102
29	metal scoreboard-baseball	216	144	1	216
TOTAL AREA (existing)					1357
TOTAL AREA (proposed)					216

Table 1: Applicants Sign Schedule Table

Below is a Google image of the existing monument sign the directional signs and some of the light pole banners



Figure 8: Google Earth image of the existing monument sign, with the directional signs and light pole banners at the entrance along Lindbergh Boulevard.

ARTWORK

Chaminade has several sculptures throughout the property, and a recent donation for a new sculpture to be commissioned and placed in a garden area in front of the chapel is being contemplated at some point in the future. This request is limited to the a review of the typical forms of signage for a campus setting, but also includes the three sculptures in front as they directly relay a message along the public right-of-way that relates to the commercial/institutional use of the property. The proposed future plaza space and sculpture will need to be reviewed as a minor site plan amendment by the Planning and Zoning Commission when the School has further developed the plans.



Figure 9: Close-up of a future sculpture and garden area



Figure 10: Google Image of the existing sculptures in the front lawn area next the monument sign on Lindbergh Blvd.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

Direction	Use	Zoning District	Separated by
North	Single-family residences	C Single-family Residential	N/A
South	Single-family residences	City of Frontenac zoning	Donoho Place
East	Single-family residences	City of Ladue zoning	Lindbergh Boulevard
West	Single-family residences	C Single-family Residential	N/A

CREVE COEUR 2030 COMPREHENSIVE PLAN REVIEW

The subject property is included as a Campus District within the Campus & Institutional Place Type Districts that is for the development of large multi-building office structures, institutional facilities, research building, educational, and healthcare facilities, deeply setback from site edges and surrounded by beautiful landscape buffers, that are compatible with the neighboring residential districts with an established “green edge” landscape zone to protect from potential negative impacts of non-residential land uses while allowing flexibility on the interior of the site (p.109-110).

The Design Guidelines offer further guidance in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design. Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17). The Chaminade signs are well-designed in similar style and use of materials, and limited to within the campus and away from the residential areas. The scoreboards while large, are in scale given the purpose and setting. The only portion of the sign that is the proposed LED changeable copy is to indicate the score, innings, etc. where it is appropriate to have this information. Therefore, Staff finds that the proposed signage is in keeping with the Design Guidelines and the Comprehensive Plan, and the LED portion should not have a negative impact to the adjacent residents.

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations are to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention.

As discussed above, Section 405.930(D) Prohibited Signs include:

14. Changeable copy signs (manual or automated). Exempted from this provision are: manually changeable bulletin board signs as allowed by Section 405.940(E); marquee signs, if approved pursuant to Section 405.950(H)(2); signs defined in Section 405.930(E)(1) (governmental and official signs); illuminated devices as allowed by Section 405.930(F)(2); and signs in Section 405.950(I)(6) (gasoline price signs).
21. Except as may otherwise be expressly authorized by this Article VIII, signs exceeding fifty (50) square feet in gross sign area.

Section 405.940(E) Institutional Uses In Residential Districts, provides that only manually changeable copy signs are allowed with a maximum sign area of 12 sq. ft., and that campus monument signs area limited to 24 square feet, per the subsections below:

2. Low monument signs. An institutional use in a residential district occupying a site of at least thirty thousand (30,000) square feet may also be permitted a single, low monument sign, which

can include a manually changeable bulletin board sign, provided such sign contains not more than twelve (12) square feet of sign area per face with not more than two (2) faces, is not more than six (6) feet in total height above the elevation of the adjacent finish grade, is set back at least ten (10) feet from the right-of-way of said fronting street or highway, is not located within the site distance triangle described in Section 405.670 of this Chapter and the site meets one (1) of the following criteria:

- a. The site has at least three hundred (300) feet of lot frontage on a street or highway other than Lindbergh Boulevard; or
- b. The site has at least two hundred (200) feet of lot frontage on Lindbergh Boulevard.
3. Campus low monument sign. An institutional use in a residential district occupying a site in excess of five (5) acres may, by filing a plan with the Zoning Administrator, have a single, freestanding, permanent sign in accordance with the following standards:
 - a. Maximum sign area. Sixty (60) square feet.
 - b. Maximum area per sign face. Twenty-four (24) square feet.
 - c. Maximum height. Six (6) feet above prevailing base grade.
 - d. Setback on right-of-way. Fifteen (15) feet.

For campuses, the Sign Regulations allow for flexibility through the approval of a comprehensive sign package that creates an overall identity for the campus, where all signs are compatible in theme, quality, and character with the surrounding area, per the Master Sign Plan provision below:

Section 405.950.J. Master Signage Plans. In keeping with the intent to allow flexibility in the design of planned developments and large campus development of contiguous multi-acre areas, not separated by major highways or public right-of-ways (i.e., Olive Boulevard), the following options may be available for signs accessory to uses in non-residential district properties of campus developments of three (3) or more multiple buildings with a minimum of ten (10) acres and residentially zoned institutions (schools and places of worship with a minimum tract area of twenty (20) acres) subject to:

1. *As an alternative to what would otherwise be allowed, signs may be permitted in accordance with a Comprehensive Plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council following a public hearing conducted in accordance with the provisions of Sections 405.1060(D)(3) and 405.1120 of the Zoning Code. The Comprehensive Plan of signage shall show the location, size, height and extent of all proposed signs. In addition, the geographic limits of the area to be covered by the Comprehensive Plan of signage must be shown.*
2. *Any application submitted pursuant to Subsection (J)(1) above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the notarized agreement of each record owner to the placement of such signs on their property. When an application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written and notarized statement signed by the record owners of such properties which indicates their endorsement of the application.*
3. *The above-cited signage options shall be exercised in accordance with the standards for all planned developments as set forth in Section 405.1080. All proposed signs shall be reviewed based on the following criteria:*
 - a. *Proposed signs are consistent with the purpose of this Article.*
 - b. *Proposed signs are compatible with the theme, visual quality, and overall character of the surrounding area.*
 - c. *Proposed signs are in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from*

the planned unit nature of the development and the purposes of architectural and urban design elements.

The proposed Master Sign Plan for Chaminade is largely consistent with the intent of the Sign Regulations provision for master sign plans and with prior action, where LED Scoreboards for Whitfield School were approved under a similar sign plan, and where the purpose of such signs are limited to the specific uses of the field and are commonly found in school settings. All of the signs represent a similar style and design, and are mostly limited to the interior of the campus. Because the sign regulations does not have a specific category for scoreboards, and that is it internal to the site and incidental to the use of the fields, Staff finds that the signs are in keeping with the Zoning Regulations in that it is not intended to attract customers from Lindbergh Boulevard or add to visual clutter, for which the general prohibition is intended to prevent in regards typical flashing LED Changeable signs.

FORM OF THE DRAFT ORDINANCE

The draft ordinance contains the following customary conditions that primarily ensure adherence to proposed plan:

- The Applicant shall follow the Master Signage Plan received February 9, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
- The Applicant shall submit sign permit and/or building permit application for proposed new scoreboard sign referred to in the Master Sign Plan.
- The approval of the plan includes the three existing sculptures along S. Lindbergh Boulevard. The proposed future plaza and sculpture shall be reviewed by the Planning and Zoning Commission as a minor site plan.
- No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the Chaminade Master Signage Plan is consistent with the purpose and requirements of Article VIII, a recommendation to the City Council for approval is necessary. Action on the proposal will come in the form of a recommendation of approval, approval with conditions, or denial. The following is an example of an appropriate motion for this application:

“I move to recommend approval of the Chaminade College Preparatory School Master Signage Plan, including a new 216 sq. ft. scoreboard for the baseball field subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of March 5, 2018” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

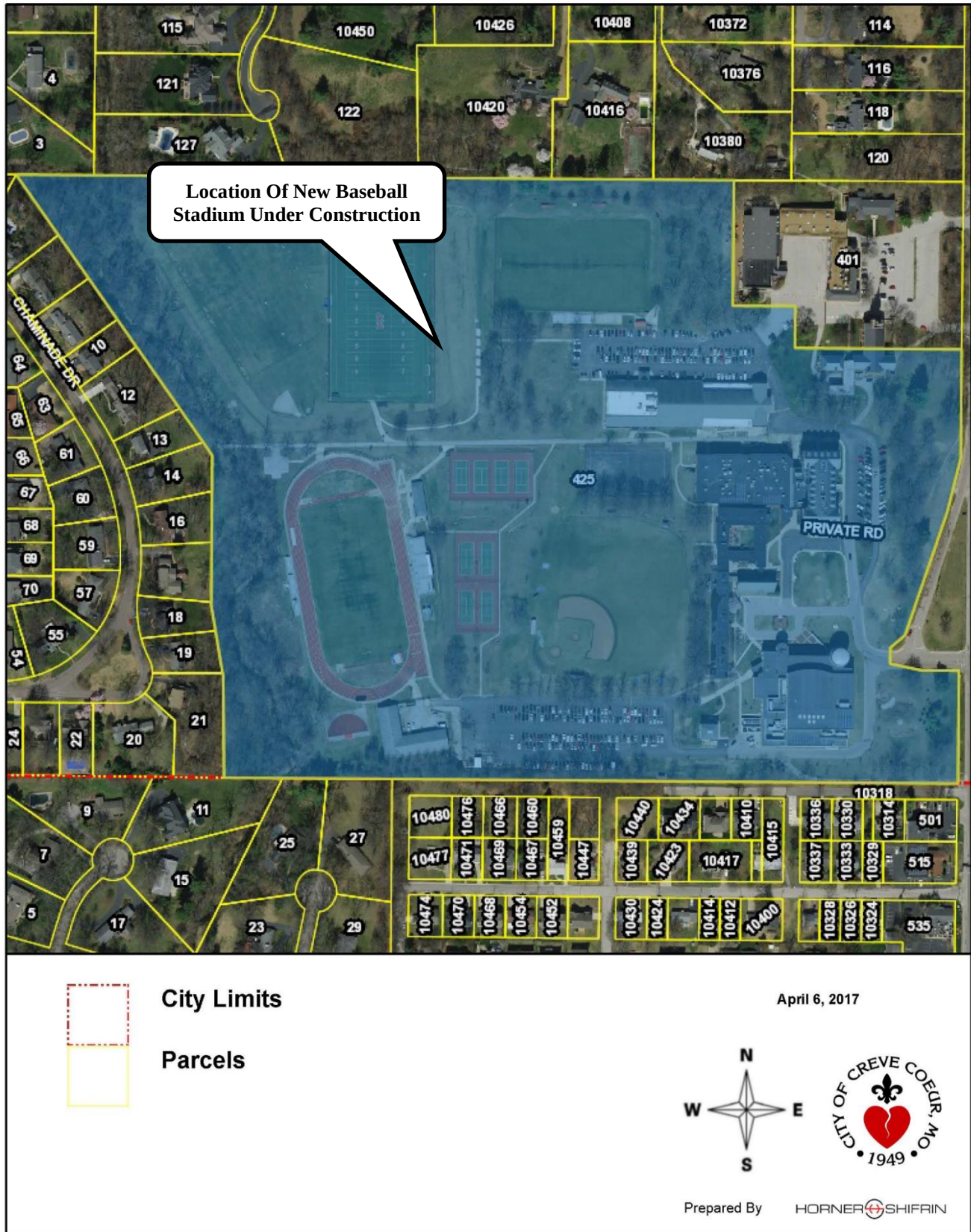
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

Chaminade College Preparatory School



JOHN K. WALLACE JR.
10420 WHITEBRIDGE LANE
ST. LOUIS, MISSOURI 63141

FEBRUARY 26, 2018

MRS. WHITNEY KELLY
CITY OF CREVE COEUR
200 NORTH NEW BOLLS ROAD
CREVE COEUR, MO. 63141

RECEIVED
FEB 26 2018
PLANNING DEPT.

Dear Ms. Kelly:

THIS LETTER IS IN RESPONSE TO CHAMINADE
CUISE PREPARATORY SCHOOL'S APPLICATION TO PUT IN
A NEW 216 sq. ft. LED SCOREBOARD, ETAL.

WE AND A NUMBER OF OUR NEIGHBORS DID NOT
OPOSIT CHAMINADE'S PLAN TO BUILD A NEW BASEBALL FIELD
ADJACENT TO OUR PROPERTIES WHEN THE SCHOOL
ASSURED US THAT THEY HAD NO PRESENT OR FUTURE
PLANS TO PUT IN LIGHTS ON THE FIELD TO ENABLE
NIGHT GAMES.

WE ARE NOT SURE WHY THEY WOULD NEED
A LED SCOREBOARD IF THEY DID NOT INTEND TO INSTALL
LIGHTS AT A FUTURE DATE.

WE WOULD AGAIN NOT CANTIST THE
APPLICATION IF WE GET FURTHER RESPONSE THAT
THERE WERE NO FUTURE PLANS TO INSTALL LIGHTS
FOR THE FIELD

THANK YOU AND THE ZONING BOARD FOR
YOUR INTEREST IN THIS MATTER. WE FEEL AS ALWAYS
THAT A LIGHTED FIELD WOULD GREATLY IMPROVE THE
QUITE RESIDENTIAL NEIGHBORHOOD WE SO ENJOY

SINCERELY

~~Ed A. Wallace~~
Ed A. Wallace

10426 WHITEBRIDGE LANE
ST. LOUIS, MO. 63141

1 PLANNING AND ZONING COMMISSION PUBLIC HEARING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, MARCH 5, 2018

5 6:30 P.M.

6
7 APPLICATION NO. 18-008

8
9 THOSE IN ATTENDANCE:

10 Ms. Beth Kistner, Chairman

Mr. Tim Carney

11 Mr. Don Magruder

Mr. Gene Rovak

12 Ms. Heather Silverman

Mr. Matthew Schuh

13 Mr. Carl Lumley, City Attorney

Mr. Jason Jaggi, Director of Community Development

14 Ms. Whitney Kelly, City Planner

Ms. Jessica Stutte, Planning Assistant/Recording Secretary

15
16
17
18
19
20
21 McLaughlin Court Reporting Services, Inc.

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

4772 Gatesbury Drive

23 St. Louis, MO 63128

24 (314) 974-1199

1 CHAIRMAN KISTNER: Good evening, Everyone.

2 Everybody, can you hear me?

3 I think we're ready to bring the meeting tonight
4 to order of the Planning and Zoning Commission, Monday,
5 March 5th.

6 We'll start with our roll call.

7 Mr. Carney?

8 MR. CARNEY: Present.

9 CHAIRMAN KISTNER: Ms. Hall? Is absent tonight.

10 Mr. Magruder?

11 MR. MAGRUDER: Present.

12 CHAIRMAN KISTNER: Mr. Rovak?

13 MR. ROVAK: Present.

14 CHAIRMAN KISTNER: Ms. Silverman?

15 MS. SILVERMAN: Present.

16 CHAIRMAN KISTNER: Mr. Schuh?

17 MR. SCHUH: Present.

18 CHAIRMAN KISTNER: City Attorney, Carl Lumley?

19 MR. LUMLEY: Present.

20 CHAIRMAN KISTNER: Director of Community
21 Development, Jason Jaggi?

22 MR. JAGGI: Present.

23 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

24 MS. KELLY: Present.

25 CHAIRMAN KISTNER: Planning Assistant/Recording

1 Secretary, Jessica Stutte?

2 MS. STUTTE: Present.

3 CHAIRMAN KISTNER: And I'm the Chair, Beth
4 Kistner.

5 We'll go to our second order of business, also a
6 public hearing, Application No. 18-008: Master sign plan
7 for Chaminade College Preparatory School located at 425
8 South Lindbergh Boulevard zoned a single family
9 residential.

10 (The speakers were sworn by the court reporter.)

11 CHAIRMAN KISTNER: If the people here for the
12 Malcolm Terrace matter could quietly leave the room, so we
13 can get started on our next one.

14 Thank you.

15 ED GRIESEDIECK: Good evening. For your record,
16 my name's Ed Griesedieck. I'm an attorney. I have
17 offices at 5 Indian Creek, 63131.

18 I represent the Petitioner in this matter,
19 Chaminade College Preparatory School.

20 We're in front of you for really two different
21 reasons.

22 One is previously you approved a baseball field.
23 We're building that, and we're asking to have a scoreboard
24 built in conjunction with that baseball field, which we're
25 pretty much finished with.

1 And then the second, when we were talking to
2 your staff, we were talking to them about the signs at
3 Chaminade, and they were very helpful and they suggested
4 that they would like us to prepare a summary of the
5 signage that we presently have at Chaminade for our
6 purposes and for your purposes, so we've done that.

7 So it's really two things; one, to go over the
8 summary of the signs, and then, two, to ask for your
9 permission for us to put in an LED scoreboard for the
10 baseball field which we've constructed.

11 The property is zoned zoned -- it's zoned A.
12 It's located, as I know you know, at 425 South Lindbergh.
13 And the baseball field is about midway through back on the
14 north side where we built that. It's on the north side,
15 and there's a new baseball stadium in conjunction with the
16 turf field that we built.

17 Our request is two-fold. One is for a master
18 sign plan approval, which is required under your ordinance
19 for large tracts of land which have at least three
20 buildings on 10 acres, which is what we have. And, two,
21 for the approval of a sign for a baseball scoreboard.

22 First, to go through the signage plan, we asked
23 Hastings+Chivetta to go through and put together a summary
24 of the signs that we presently have.

25 We're only asking for one new sign, and that's

1 the baseball scoreboard, which I'll talk about, but this
2 is just a summary of all signs that are on Chaminade as
3 they presently exist.

4 This is a site plan, which is impossible to see
5 from here, but if -- if you -- let's see, it will show in
6 the little red lights where all the various signs are
7 located.

8 So as I go through them, if you look back to
9 that as your key, which is in your packet, it'll show you
10 where those are.

11 Thank you.

12 So it shows -- it shows the locations of those
13 signs. What we did when we had Hastings go through it,
14 is, one, we had them take a picture of the signs, cause
15 they're all there except for the one, they're there, and
16 then you'll see that we've got a dimension of them, so it
17 shows how high are they, is it 2 foot by 3 foot, it just
18 gives you an idea as to what we've got.

19 If they're small signs that say "exit" or
20 something that, that wasn't deemed to be a sign under your
21 ordinance, and that's not reflected on here.

22 So this shows, essentially, the signs that are
23 throughout the city -- or throughout the campus showing
24 the various buildings that they have.

25 And, again, these are presently existing. The

1 upper is the photograph, and then this shows the dimension
2 of the sign.

3 So, again, just showing the various locations.
4 That's the one that you can see on Lindbergh, and then
5 you -- then we get into some of the scoreboards, which --
6 which are located at various fields that we have.

7 And then you've got the identification for the
8 various halls.

9 And then we have some banner signs, so which are
10 located in the various parking lot.

11 I'm happy to talk about any of the particular
12 signs, but they're there. It's fairly self-explanatory.

13 We're not asking for any new signs. It's just
14 is -- is documenting what's there.

15 Looking at the proposed baseball sign, and
16 that's what -- that's what this is, is it would be
17 located -- the easiest way to show it is on this.
18 Presently the baseball field is here that we've built.
19 The existing sign, this was a lacrosse field, and it's
20 150 feet to the north, and we're moving it further away
21 from the property line. This is the north property line
22 of the property. We're moving it away from the property
23 line towards the field or further south. And it's
24 visible. It's one-sided. It faces the field. It's a
25 little bit offset because there's a MSHSAA rule that says

1 you can't have a sign behind the pitcher so when I'm
2 batting and you're throwing the ball at me, I can't be
3 flashing the sign. So it has to be offset a little bit
4 into the left field, which is why it's there and it's not
5 in dead center field.

6 The scoreboard itself is -- this is a rendering
7 of what it would look like -- it is a state of the art
8 scoreboard at this time.

9 It is, and we're simply just moving its
10 location. It's internally illuminated. It's one side.
11 It only faces out towards the -- the playing field.

12 Again, I saw that you all had a question, is --
13 is this lights for night games or anything like that. No,
14 it's not. This is just a scoreboard for our day games.
15 No plan for lights. There are no lights on the field.
16 That's not something we're -- that's not a part of this in
17 any -- in any event. It's one-sided. It shows pitch
18 count, scores, balls, strikes, innings. It's further from
19 the property line. It's facing the field. It's about
20 216 square feet, which is relatively small. There's no
21 sound coming from it. There -- it's not a replay screen.
22 It is UL approved. It -- we would have county electrical
23 permits, as required. Staff was very helpful in going
24 through this with us.

25 The permit is required because the sign, under

1 your ordinance, could only be manually operated, and we
2 couldn't get sixth graders to go out there and change the
3 various inning signs, and it wasn't Wrigley Field, so we
4 needed to do an illuminated sign. And so -- so this is
5 that. And it just shows up during the day. So it's an
6 amber light that -- that illuminates the field.

7 And, again, as I -- it's very similar to what
8 there is at De Smet and at Whitfield.

9 There's no other new signs requested. The
10 signage survey supplies a summary of what is on campus.
11 The new baseball sign finishes off the baseball field.

12 The request is consistent with your master plan.
13 It follows all your Design Guidelines. It's compatible
14 with the other signage for -- at the school. It meets the
15 requirements of the city's master sign plan approval, and
16 it's supported by your city staff.

17 They have four conditions, which they made as
18 part of their staff recommendation. Those are all fine
19 with us.

20 With that in mind, we request your
21 recommendation for approval to the Board of Aldermen, and
22 I'd be happy to respond to any questions you might have.

23 I'm here with Bob Schnur of Chaminade.

24 Are there any questions?

25 MR. SCHUH: What color is the back?

1 ED GRIESEDIECK: It's like a dark gray.

2 MR. SCHUH: Okay.

3 ED GRIESEDIECK: But it's not red.

4 CHAIRMAN KISTNER: The only question I have is
5 totally out of personal curiosity because I drive by there
6 a lot, and has to do with the -- the sculpture on the --

7 ED GRIESEDIECK: Oh.

8 CHAIRMAN KISTNER: -- facing the numbers, and
9 the, I guess, pencil and pen, ABC, just curious sort of
10 what the origins of those. Are there more coming? Is
11 there --

12 ED GRIESEDIECK: No.

13 CHAIRMAN KISTNER: -- are they made on campus?
14 What are the --

15 ED GRIESEDIECK: There is -- this is -- there
16 are some signs -- or there are some Brother Mel
17 sculptures. What I refer to, and maybe it's not called
18 that, yard art --

19 CHAIRMAN KISTNER: Uh-huh.

20 ED GRIESEDIECK: -- that -- that we have in the
21 front. Those are not signs per se.

22 CHAIRMAN KISTNER: No, I know.

23 ED GRIESEDIECK: And but there's no more
24 intended for the site.

25 We do have in the works, if you will, we don't

1 know what it looks like yet, we have somebody who is --
2 who has donated a statue, which is being made, if that's
3 what you're asking about.

4 CHAIRMAN KISTNER: No, I was actually --

5 ED GRIESEDIECK: I'm sorry.

6 CHAIRMAN KISTNER: So you said Brother Mel. I
7 really just wanted to know sort of what they were, where
8 they came from. Is there a particular brother on campus
9 who --

10 ED GRIESEDIECK: There's a Brother Mel of
11 Vianney, and he just passed away, I'd say about two years
12 ago. If you go to Vianney, there is -- he -- he did all
13 his work there, and he did a lot of yard art and interior
14 art and he worked with metal and -- and these are those.

15 CHAIRMAN KISTNER: Oh, thank you.

16 ED GRIESEDIECK: Uh-huh.

17 CHAIRMAN KISTNER: I have nothing to do -- like
18 I said, it was totally my personal curiosity.

19 ED GRIESEDIECK: It's a -- if nothing else, if
20 you go to Vianney, not to advertise the other school, but
21 if you go to Vianney and you enter off of Big Bend,
22 there's a -- there's a back route in there, and there's a
23 little log cabin and he's -- was a painter and a
24 sculpture, and you can go in there and look at his stuff,
25 and it's really pretty neat.

1 CHAIRMAN KISTNER: Well, I think the scoreboard
2 and the sign package is perfect, so.

3 ED GRIESEDIECK: Okay.

4 CHAIRMAN KISTNER: I'm not -- I have no -- no
5 objections at all. I just thought I'd take that
6 opportunity --

7 ED GRIESEDIECK: Yeah.

8 CHAIRMAN KISTNER: -- to satisfy my curiosity --

9 ED GRIESEDIECK: Okay.

10 CHAIRMAN KISTNER: -- since you're here.

11 Thank you.

12 MS. KELLY: I will -- I will add that Brother
13 Mel is also sculpture of several of the sculptures for the
14 (inaudible) project that are already (inaudible).

15 CHAIRMAN KISTNER: Oh, really. I did not know.
16 So --

17 ED GRIESEDIECK: And I have two paintings at my
18 house, so there.

19 CHAIRMAN KISTNER: Any other questions for
20 applicant?

21 Staff, I don't think there's a whole lot to add
22 probably, but.

23 MS. KELLY: No, ma'am.

24 Whitney Kelly on behalf of the City of Creve
25 Coeur.

1 As the applicant has indicated, we did raise
2 this as a suggestion that the baseball field come in in
3 order to document and make legal all of the existing signs
4 on the campus.

5 Back in 2012 there was a major rewrite of the
6 sign ordinance, and we foresaw that we would need the
7 master sign plans for the campuses varying points and
8 pre-existing nonconforming signs, so this is why they are
9 making this request at this time.

10 CHAIRMAN KISTNER: Thank you.

11 Is there anybody in the audience who wishes to
12 speak to this matter?

13 Seeing none, I think we'll be ready to close the
14 public hearing after Mr. Lumley's additions.

15 MR. LUMLEY: I offer the following exhibits into
16 the record of the public hearing: Documentation in
17 possession of the City Clerk reflecting the public notice,
18 the staff's report and proposed ordinance -- proposed
19 ordinance, the PowerPoint presentation offered by the
20 applicant, the City Code of Ordinances and Charter, the
21 City Comprehensive Plan, and the public file regarding the
22 application.

23 CHAIRMAN KISTNER: Hearing is closed.

24 (The public hearing was closed at 7:46 p.m.)
25

1 STATE OF MISSOURI)
) SS
2 COUNTY OF ST. LOUIS)

3
4 I, Deborah K. McLaughlin, Registered
5 Professional Reporter, Missouri Certified Court Reporter,
6 Illinois Certified Shorthand Reporter and Kansas Certified
7 Court Reporter, do hereby certify that I reported the
8 Planning and Zoning public hearing stenographically and
9 later reduced to typewriting; and that this is a true and
10 accurate transcript of the public hearing.

11
12
13 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

14 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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CHAIRMAN KISTNER: [28]	about [7] 4/2 4/13 5/1 6/11 7/19 10/3 10/11	B	certify [1] 13/7	Deborah [3] 1/22 13/4 13/14
ED GRIESEDIECK: [16]	absent [1] 2/9	back [5] 4/13 5/8 8/25 10/22 12/5	Chair [1] 3/3	deemed [1] 5/20
MR. CARNEY: [1] 2/7	accurate [1] 13/10	ball [1] 7/2	Chairman [1] 1/10	Design [1] 8/13
MR. JAGGI: [1] 2/21	acres [1] 4/20	BALLAS [1] 1/3	Chaminade [6] 3/7 3/19 4/3 4/5 5/2 8/23	Development [2] 1/13 2/21
MR. LUMLEY: [2] 2/18 12/14	actually [1] 10/4	balls [1] 7/18	change [1] 8/2	did [5] 5/13 10/12 10/13 11/15 12/1
MR. MAGRUDER: [1] 2/10	add [2] 11/12 11/21	banner [1] 6/9	Charter [1] 12/20	different [1] 3/20
MR. ROVAK: [1] 2/12	additions [1] 12/14	baseball [12] 3/22 3/24 4/10 4/13 4/15 4/21 5/1 6/15 6/18 8/11 8/11 12/2	Chivetta [1] 4/23	dimension [2] 5/16 6/1
MR. SCHUH: [3] 2/16 8/24 9/1	advertise [1] 10/20	batting [1] 7/2	city [11] 1/2 1/13 1/14 2/18 2/23 5/23 8/16 11/24 12/17 12/20 12/21	Director [2] 1/13 2/20
MS. KELLY: [3] 2/23 11/11 11/22	after [1] 12/14	be [7] 5/20 6/16 7/2 7/3 8/1 8/22 12/13	city's [1] 8/15	do [5] 8/4 9/6 9/25 10/17 13/7
MS. SILVERMAN: [1] 2/14	again [4] 5/25 6/3 7/12 8/7	because [3] 6/25 7/25 9/5	Clerk [1] 12/17	document [1] 12/3
MS. STUTTE: [1] 3/1	ago [1] 10/12	behalf [1] 11/24	close [1] 12/13	Documentation [1] 12/16
0	Aldermen [1] 8/21	being [1] 10/2	closed [2] 12/23 12/24	documenting [1] 6/14
008 [2] 1/7 3/6	all [9] 5/2 5/6 5/15 7/12 8/13 8/18 10/12 11/5 12/3	Bend [1] 10/21	Code [1] 12/20	Don [1] 1/11
1	already [1] 11/14	Beth [2] 1/10 3/3	COEUR [2] 1/2 11/25	don't [2] 9/25 11/21
10 [1] 4/20	also [2] 3/5 11/13	Big [1] 10/21	College [2] 3/7 3/19	donated [1] 10/2
1199 [1] 1/23	amber [1] 8/6	bit [2] 6/25 7/3	color [1] 8/25	done [1] 4/6
150 feet [1] 6/20	any [7] 6/11 6/13 7/17 7/17 8/22 8/24 11/19	Board [1] 8/21	come [1] 12/2	drive [2] 1/22 9/5
18-008 [2] 1/7 3/6	anybody [1] 12/11	Bob [1] 8/23	coming [2] 7/21 9/10	during [1] 8/5
2	anything [1] 7/13	Boulevard [1] 3/8	COMMISSION [2] 1/1 2/4	E
2012 [1] 12/5	applicant [3] 11/20 12/1 12/20	bring [1] 2/3	Community [2] 1/13 2/20	easiest [1] 6/17
2018 [1] 1/4	application [3] 1/7 3/6 12/22	brother [5] 9/16 10/6 10/8 10/10 11/12	compatible [1] 8/13	Ed [1] 3/16
216 square [1] 7/20	approval [4] 4/18 4/21 8/15 8/21	building [1] 3/23	Comprehensive [1] 12/21	electrical [1] 7/22
3	approved [2] 3/22 7/22	buildings [2] 4/20 5/24	conditions [1] 8/17	else [1] 10/19
300 [1] 1/3	are [20]	built [4] 3/24 4/14 4/16 6/18	conjunction [2] 3/24 4/15	enter [1] 10/21
314 [2] 1/22 1/23	art [4] 7/7 9/18 10/13 10/14	business [1] 3/5	consistent [1] 8/12	essentially [1] 5/22
4	as [10] 4/12 5/2 5/8 5/9 5/18 7/23 8/7 8/17 12/1 12/2	but [7] 5/1 5/5 6/12 9/3 9/23 10/20 11/22	constructed [1] 4/10	evening [2] 2/1 3/15
425 [2] 3/7 4/12	ask [1] 4/8	C	could [2] 3/12 8/1	event [1] 7/17
4772 [1] 1/22	asked [1] 4/22	cabin [1] 10/23	couldn't [1] 8/2	Everybody [1] 2/2
5	asking [4] 3/23 4/25 6/13 10/3	call [1] 2/6	count [1] 7/18	Everyone [1] 2/1
5th [1] 2/5	Assistant [2] 1/14 2/25	called [1] 9/17	county [2] 7/22 13/2	except [1] 5/15
6	Assistant/Recording [2] 1/14 2/25 at [18]	came [1] 10/8	court [4] 1/21 3/10 13/5 13/7	exhibits [1] 12/15
63128 [1] 1/23	ATTENDANCE [1] 1/9	campus [5] 5/23 8/10 9/13 10/8 12/4	Creek [1] 3/17	exist [1] 5/3
63131 [1] 3/17	attorney [3] 1/13 2/18 3/16	campuses [1] 12/7	CREVE [2] 1/2 11/24	existing [4] 5/25 6/19 12/3 12/8
6:30 [1] 1/5	audience [1] 12/11	can [4] 2/2 3/13 6/4 10/24	CSR [3] 1/22 13/13 13/14	exit [1] 5/19
7	away [3] 6/20 6/22 10/11	can't [2] 7/1 7/2	curiosity [3] 9/5 10/18 11/8	explanatory [1] 6/12
7:46 p.m [1] 12/24	A	Carl [2] 1/13 2/18	curious [1] 9/9	F
9	ABC [1] 9/9	Carney [2] 1/10 2/7	dark [1] 9/1	faces [2] 6/24 7/11
		cause [1] 5/14	day [2] 7/14 8/5	facing [2] 7/19 9/8
		CCR [6] 1/22 1/22 13/13 13/13 13/14 13/14	De [1] 8/8	fairly [1] 6/12
		center [1] 7/5	dead [1] 7/5	family [1] 3/8
		Certified [3] 13/5 13/6 13/6		feet [2] 6/20 7/20
				field [18]
				fields [1] 6/6

F	13/10	2/21	12/14	N
file [1] 12/21	Heather [1] 1/12	Jason [2] 1/13	M	name's [1] 3/16
fine [1] 8/18	helpful [2] 4/3	2/21	ma'am [1] 11/23	neat [1] 10/25
finished [1] 3/25	7/23	Jessica [2] 1/14	made [3] 8/17	need [1] 12/6
finishes [1] 8/11	here [6] 3/11 5/5	3/1	9/13 10/2	needed [1] 8/4
First [1] 4/22	5/21 6/18 8/23	just [11] 5/2	Magruder [2] 1/11	new [6] 1/3 4/15
flashing [1] 7/3	11/10	5/17 6/3 6/13 7/9	2/10	4/25 6/13 8/9
fold [1] 4/17	hereby [1] 13/7	7/14 8/5 9/9 10/7	major [1] 12/5	8/11
following [1]	high [1] 5/17	10/11 11/5	make [1] 12/3	next [1] 3/13
12/15	his [2] 10/13	K	making [1] 12/9	night [1] 7/13
follows [1] 8/13	10/24	Kansas [1] 13/6	Malcolm [1] 3/12	no [14]
foot [2] 5/17	house [1] 11/18	Kelly [3] 1/14	manually [1] 8/1	nonconforming [1]
5/17	how [1] 5/17	2/23 11/24	MARCH [2] 1/4 2/5	12/8
foresaw [1] 12/6	huh [2] 9/19	key [1] 5/9	master [5] 3/6	none [1] 12/13
four [1] 8/17	10/16	Kistner [2] 1/10	4/17 8/12 8/15	north [5] 1/3
front [2] 3/20	I	3/4	12/7	4/14 4/14 6/20
9/21	I'd [3] 8/22	know [6] 4/12	matter [3] 3/12	6/21
further [3] 6/20	10/11 11/5	4/12 9/22 10/1	3/18 12/12	not [13] 5/21
6/23 7/18	I'll [1] 5/1	10/7 11/15	Matthew [1] 1/12	6/13 7/4 7/14
G	I'm [7] 3/3 3/16	KS [3] 1/22 13/13	maybe [1] 9/17	7/16 7/16 7/21
games [2] 7/13	6/11 7/1 8/23	13/14	McLaughlin [4]	9/3 9/17 9/21
7/14	10/5 11/4	KS-CCR [3] 1/22	1/21 1/22 13/4	10/20 11/4 11/15
Gatesbury [1]	idea [1] 5/18	13/13 13/14	13/14	nothing [2] 10/17
1/22	identification [1]	L	me [2] 2/2 7/2	10/19
Gene [1] 1/11	6/7	lacrosse [1] 6/19	meeting [1] 2/3	notice [1] 12/17
get [3] 3/13 6/5	if [11] 3/11 5/5	land [1] 4/19	meets [1] 8/14	numbers [1] 9/8
8/2	5/5 5/8 5/19 9/25	large [1] 4/19	Mel [4] 9/16 10/6	O
gives [1] 5/18	10/2 10/12 10/19	later [1] 13/9	10/10 11/13	objections [1]
go [11] 3/5 4/7	10/19 10/21	least [1] 4/19	metal [1] 10/14	11/5
4/22 4/23 5/8	IL [3] 1/22 13/13	leave [1] 3/12	midway [1] 4/13	off [2] 8/11
5/13 8/2 10/12	13/14	LED [1] 4/9	might [1] 8/22	10/21
10/20 10/21 10/24	IL-CSR [3] 1/22	left [1] 7/4	mind [1] 8/20	offer [1] 12/15
going [1] 7/23	13/13 13/14	legal [1] 12/3	MISSOURI [3] 1/2	13/1 13/5
Good [2] 2/1 3/15	Illinois [1] 13/6	let's [1] 5/5	13/1 13/5	offered [1] 12/19
got [3] 5/16 5/18	illuminated [2]	light [1] 8/6	MO [4] 1/22 1/23	offices [1] 3/17
6/7	7/10 8/4	lights [4] 5/6	13/13 13/14	offset [2] 6/25
graders [1] 8/2	illuminates [1]	7/13 7/15 7/15	MO-CCR [3] 1/22	7/3
gray [1] 9/1	8/6	like [6] 4/4 7/7	13/13 13/14	Oh [3] 9/7 10/15
Griesedieck [1]	impossible [1]	7/13 9/1 10/1	MONDAY [2] 1/4	11/15
3/16	5/4	10/17	2/4	on [15]
guess [1] 9/9	in [23]	Lindbergh [3] 3/8	more [2] 9/10	one [11] 3/13
Guidelines [1]	inaudible [2]	4/12 6/4	9/23	3/22 4/7 4/17
8/13	11/14 11/14	line [4] 6/21	moving [3] 6/20	4/25 5/14 5/15
H	Inc [1] 1/21	6/21 6/23 7/19	6/22 7/9	6/4 6/24 7/10
had [3] 5/13 5/14	Indian [1] 3/17	little [4] 5/6	Mr [7] 1/10 1/11	7/17
7/12	indicated [1]	6/25 7/3 10/23	1/11 1/12 1/13	one-sided [2]
Hall [1] 2/9	12/1	located [6] 3/7	1/13 2/16	6/24 7/17
halls [1] 6/8	inning [1] 8/3	4/12 5/7 6/6 6/10	Mr. [4] 2/7 2/10	only [4] 4/25
happy [2] 6/11	innings [1] 7/18	6/17	2/12 12/14	7/11 8/1 9/4
8/22	intended [1] 9/24	location [1] 7/10	Mr. Carney [1]	operated [1] 8/1
has [4] 7/3 9/6	interior [1]	locations [2]	2/7	opportunity [1]
10/2 12/1	10/13	5/12 6/3	Mr. Lumley's [1]	11/6
Hastings [2] 4/23	internally [1]	log [1] 10/23	12/14	or [5] 5/19 5/23
5/13	7/10	look [3] 5/8 7/7	Mr. Magruder [1]	6/23 7/13 9/16
have [20]	into [3] 6/5 7/4	10/24	2/10	order [3] 2/4 3/5
he [5] 10/11	12/15	Looking [1] 6/15	Mr. Rovak [1]	12/3
10/12 10/12 10/13	is [52]	looks [1] 10/1	2/12	ordinance [6]
10/14	it [27]	lot [4] 6/10 9/6	Ms [6] 1/10 1/12	4/18 5/21 8/1
he's [1] 10/23	it'll [1] 5/9	10/13 11/21	1/14 1/14 2/9	12/6 12/18 12/19
hear [1] 2/2	it's [29]	Louis [2] 1/23	2/14	Ordinances [1]
hearing [8] 1/1	its [1] 7/9	13/2	MSHSAA [1] 6/25	12/20
3/6 12/14 12/16	itself [1] 7/6	Lumley [2] 1/13	much [1] 3/25	origins [1] 9/10
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	Jaggi [2] 1/13	Lumley's [1]	11/8 11/17	8/14 10/20 11/19
				our [6] 2/6 3/5

O	presently [5] 4/5 4/24 5/3 5/25 6/18 pretty [2] 3/25 10/25 pretty neat [1] 10/25 previously [1] 3/22 probably [1] 11/22 Professional [1] 13/5 project [1] 11/14 property [6] 4/11 6/21 6/21 6/22 6/22 7/19 proposed [3] 6/15 12/18 12/18 public [9] 1/1 3/6 12/14 12/16 12/17 12/21 12/24 13/8 13/10 purposes [2] 4/6 4/6 put [2] 4/9 4/23	13/5 13/5 13/6 13/7 Reporting [1] 1/21 represent [1] 3/18 request [4] 4/17 8/12 8/20 12/9 requested [1] 8/9 required [3] 4/18 7/23 7/25 requirements [1] 8/15 residential [1] 3/9 respond [1] 8/22 rewrite [1] 12/5 ROAD [1] 1/3 roll [1] 2/6 room [1] 3/12 route [1] 10/22 Rovak [2] 1/11 2/12 RPR [3] 1/22 13/13 13/14 rule [1] 6/25	show [3] 5/5 5/9 6/17 showing [2] 5/23 6/3 shows [7] 5/12 5/12 5/17 5/22 6/1 7/17 8/5 side [3] 4/14 4/14 7/10 sided [2] 6/24 7/17 sign [17] signage [4] 4/5 4/22 8/10 8/14 signs [18] Silverman [2] 1/12 2/14 similar [1] 8/7 simply [1] 7/9 since [1] 11/10 single [1] 3/8 site [2] 5/4 9/24 sixth [1] 8/2 small [2] 5/19 7/20 Smet [1] 8/8 so [20] some [4] 6/5 6/9 9/16 9/16 somebody [1] 10/1 something [2] 5/20 7/16 sorry [1] 10/5 sort [2] 9/9 10/7 sound [1] 7/21 south [3] 3/8 4/12 6/23 speak [1] 12/12 speakers [1] 3/10 square [1] 7/20 SS [1] 13/1 St [2] 1/23 13/2 stadium [1] 4/15 staff [5] 4/2 7/23 8/16 8/18 11/21 staff's [1] 12/18 start [1] 2/6 started [1] 3/13 state [2] 7/7 13/1 statue [1] 10/2 stenographically [1] 13/8 strikes [1] 7/18 stuff [1] 10/24 Stutte [2] 1/14 3/1 suggested [1] 4/3 suggestion [1] 12/2 summary [5] 4/4 4/8 4/23 5/2 8/10 supplies [1] 8/10 supported [1] 8/16	survey [1] 8/10 sworn [1] 3/10 T take [2] 5/14 11/5 talk [2] 5/1 6/11 talking [2] 4/1 4/2 Terrace [1] 3/12 thank [5] 3/14 5/11 10/15 11/11 12/10 that [36] that's [8] 4/25 5/21 6/4 6/16 6/16 7/16 7/16 10/2 their [1] 8/18 them [4] 4/2 5/8 5/14 5/16 then [8] 4/1 4/8 5/16 6/1 6/4 6/5 6/7 6/9 there [24] there's [10] 4/15 6/25 7/20 8/9 9/23 10/10 10/22 10/22 10/22 11/21 these [2] 5/25 10/14 they [12] 4/3 4/3 4/4 5/3 5/17 5/24 8/17 8/17 9/13 10/7 10/8 12/8 they're [4] 5/15 5/15 5/19 6/12 things [1] 4/7 think [4] 2/3 11/1 11/21 12/13 this [23] those [7] 1/9 5/10 5/12 8/18 9/10 9/21 10/14 thought [1] 11/5 three [1] 4/19 through [6] 4/13 4/22 4/23 5/8 5/13 7/24 throughout [2] 5/23 5/23 throwing [1] 7/2 Tim [1] 1/10 time [2] 7/8 12/9 together [1] 4/23 tonight [2] 2/3 2/9 totally [2] 9/5 10/18 towards [2] 6/23 7/11 tracts [1] 4/19 transcript [1] 13/10 true [1] 13/9 turf [1] 4/16
P	Q	S		
p.m [2] 1/5 12/24 package [1] 11/2 packet [1] 5/9 painter [1] 10/23 paintings [1] 11/17 parking [1] 6/10 part [2] 7/16 8/18 particular [2] 6/11 10/8 passed [1] 10/11 pen [1] 9/9 pencil [1] 9/9 people [1] 3/11 per [1] 9/21 perfect [1] 11/2 permission [1] 4/9 permit [1] 7/25 permits [1] 7/23 personal [2] 9/5 10/18 Petitioner [1] 3/18 photograph [1] 6/1 picture [1] 5/14 pitch [1] 7/17 pitcher [1] 7/1 plan [8] 3/6 4/18 4/22 5/4 7/15 8/12 8/15 12/21 Planner [2] 1/14 2/23 PLANNING [5] 1/1 1/14 2/4 2/25 13/8 plans [1] 12/7 playing [1] 7/11 points [1] 12/7 possession [1] 12/17 PowerPoint [1] 12/19 pre [1] 12/8 pre-existing [1] 12/8 Preparatory [2] 3/7 3/19 prepare [1] 4/4 Present [9] 2/8 2/11 2/13 2/15 2/17 2/19 2/22 2/24 3/2 presentation [1] 12/19	question [2] 7/12 9/4 questions [3] 8/22 8/24 11/19 quietly [1] 3/12	said [2] 10/6 10/18 satisfy [1] 11/8 saw [1] 7/12 say [2] 5/19 10/11 says [1] 6/25 Schnur [1] 8/23 school [4] 3/7 3/19 8/14 10/20 Schuh [2] 1/12 2/16 scoreboard [8] 3/23 4/9 4/21 5/1 7/6 7/8 7/14 11/1 scoreboards [1] 6/5 scores [1] 7/18 screen [1] 7/21 sculpture [3] 9/6 10/24 11/13 sculptures [2] 9/17 11/13 se [1] 9/21 second [2] 3/5 4/1 Secretary [2] 1/14 3/1 see [4] 5/4 5/5 5/16 6/4 Seeing [1] 12/13 self [1] 6/12 self-explanatory [1] 6/12 Services [1] 1/21 several [1] 11/13 Shorthand [1] 13/6		

T two [7] 3/20 4/7 4/8 4/17 4/20 10/11 11/17 two-fold [1] 4/17 typewriting [1] 13/9 U Uh [2] 9/19 10/16 Uh-huh [2] 9/19 10/16 UL [1] 7/22 under [3] 4/18 5/20 7/25 up [1] 8/5 upper [1] 6/1 us [4] 4/4 4/9 7/24 8/19 V various [7] 5/6 5/24 6/3 6/6 6/8 6/10 8/3 varying [1] 12/7 very [3] 4/3 7/23 8/7 Vianney [4] 10/11 10/12 10/20 10/21 visible [1] 6/24 W wanted [1] 10/7 was [7] 6/19 7/23 10/4 10/18 10/23 12/5 12/24 wasn't [2] 5/20 8/3 way [1] 6/17 we [26] we'll [3] 2/6 3/5 12/13 we're [11] 2/3 3/20 3/23 3/23 3/24 4/25 6/13 6/20 6/22 7/9 7/16 we've [5] 4/6 4/10 5/16 5/18 6/18 Well [1] 11/1 were [5] 3/10 4/1 4/2 4/3 10/7 what [15] what's [1] 6/14 when [3] 4/1 5/13 7/1 where [4] 4/14 5/6 5/10 10/7 which [15] Whitfield [1] 8/8 Whitney [3] 1/14 2/23 11/24 who [4] 10/1 10/2 10/9 12/11	whole [1] 11/21 why [2] 7/4 12/8 will [4] 5/5 9/25 11/12 11/12 wishes [1] 12/11 work [1] 10/13 worked [1] 10/14 works [1] 9/25 would [5] 4/4 6/16 7/7 7/22 12/6 Wrigley [1] 8/3 Y yard [2] 9/18 10/13 Yeah [1] 11/7 years [1] 10/11 yet [1] 10/1 you [25] you'll [1] 5/16 you're [3] 7/2 10/3 11/10 you've [1] 6/7 your [13] 3/15 4/2 4/6 4/8 4/18 5/9 5/9 5/20 8/1 8/12 8/13 8/16 8/20 Z zoned [4] 3/8 4/11 4/11 4/11 ZONING [3] 1/1 2/4 13/8			
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City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Planning Division
Category: Report
Prepared By: Whitney Kelly
Department Head: Jason Jaggi

SCHEDULED

ORDINANCE

Bill No. 5703 - an Ordinance Vacating a Former 25 Foot Wide Right-Of-Way as Recorded in Plat Book 353 Page 594, in the St. Louis County Recorder's Office in the City of Creve Coeur. Final Reading and Passage

David Welton, of Frontenac Engineering, on behalf of the property owner of 12767 Mason Manor Road, Steve Lieber, has submitted an application to incorporate the 25 foot strip of to-be vacated right-of-way that runs the length of the west property line to create one 1.57 acre parcel. The subject property is zoned A Single Family Residential. The vacation of this former right-of-way and the boundary adjustment to include with Lot 4 of Minner Nursery P.B. 353 Pg. 594 was approved by the Planning & Zoning Commission at their meeting held on March 19, 2018 subject to the condition that Council approves the vacation of the right-of-way.

Ordinance

Meeting of April 9, 2018

BILL NO. 5703

ORDINANCE NO. _____

**AN ORDINANCE VACATING AN FORMER 25 FOOT WIDE RIGHT-OF-WAY AS
RECORDED IN PLAT BOOK 353 PAGE 594, IN THE ST. LOUIS COUNTY
RECORDER'S OFFICE IN THE CITY OF CREVE COEUR**

WHEREAS, Former 25"W Dedicated Right-of-Way P.B. 353, Pg. 594, St. Louis County Missouri, never developed as a road; and

WHEREAS, it has been determined that there are no utility facilities located within the easement area and the various utilities serving this property have provided approval of the vacation release, the easement is not needed by the utilities serving this property, and the City has no public interest in the preservation of this right-of-way;

WHEREAS, the vacation of this former right-of-way and the boundary adjustment to include with Lot 4 of Minner Nursery P.B. 353 Pg. 594 was approved by the Planning & Zoning Commission at their meeting held on March 19, 2018 subject to the condition that Council approves the vacation of the right-of-way;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI AS FOLLOWS:

SECTION 1: Pursuant to the provisions of Section 82.190 RSMo, the easement, as illustrated in the attached Exhibit A, is hereby vacated and the City Administrator is authorized to execute documents on behalf of the City as may be needed to effectuate the vacation and the City Clerk is authorized and directed to attest thereto. The City Administrator and his designated representatives are hereby authorized and directed to take any and all actions necessary, desirable, convenient or proper in order to carry out the intent of this Ordinance, and the matters herein authorized.

SECTION 2: This ordinance shall become effective pursuant to Section 3.11(g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2018.

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN
CITY CLERK

THE FOREGOING PLAT IS APPROVED AS A VACATION OF A RIGHT OF WAY, AS SHOWN CROSS-HATCHED AND DESCRIBED HEREON WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR ON THE ____ DAY OF _____, 2018, PURSUANT TO ORDINANCE _____.

DEBORAH RYAN, MRCC
CITY CLERK

SURVEYORS NOTES:

- SOURCE OF TITLE: NO TITLE WAS PROVIDED AT TIME OF THE SURVEY.
- BEARING BASIS: MISSOURI STATE PLANE GRID NORTH
STATION SL-24 DATE: 1991
NORTH=1,037,446.68 (F) EAST=825,739.50 (F)
- ZONING DISTRICT: "A" – SINGLE FAMILY RESIDENTIAL DISTRICT, PER THE CITY OF CREVE COEUR ZONING MAP.
- ADJOINING OWNERSHIPS SHOWN HEREON, ARE BASED UPON PUBLIC RECORD RESEARCH COMPLETED ON FEBRUARY 02, 2017.
- MONUMENTS TO BE SET AFTER PLAT HAS BEEN APPROVED.

LEGAL DESCRIPTION:

A PARCEL OF GROUND IN MINNER NURSERY, RECORDED IN PLAT BOOK 353 PAGE 594, IN THE ST. LOUIS COUNTY RECORDER’S OFFICE, IN THE CITY OF CREVE COEUR, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERN LINE OF MASON MANOR ROAD, 50 FEET WIDE, WITH THE SOUTHWESTERN CORNER OF LOT 4, OF SAID MINNER NURSERY SUBDIVISION;
THENCE NORTH 82 DEGREES 21 MINUTES 57 SECONDS WEST 25.22 FEET, ALONG THE NORTHERN LINE OF SAID MASON MANOR ROAD, TO THE SOUTHWESTERN CORNER OF SAID MINNER NURSERY SUBDIVISION, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 391.71 FEET, ALONG THE WESTERN LINE OF SAID MINNER NURSERY SUBDIVISION, TO THE NORTHWESTERN CORNER OF SAID MINNER NURSERY SUBDIVISION, TO A POINT;
THENCE SOUTH 82 DEGREES 21 MINUTES 42 SECONDS EAST 25.22 FEET, ALONG THE NORTHERN LINE OF SAID MINNER NURSERY SUBDIVISION, TO THE NORTHWESTERN CORNER OF SAID LOT 4, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS WEST 391.71 FEET, ALONG THE WESTERN LINE OF SAID LOT 4 TO THE NORTHERN LINE OF SAID MASON MANOR ROAD TO THE POINT OF BEGINNING AND CONTAINING 9,793 SQUARE FEET OR 0.22 ACRES AS PREPARED BY PITZMAN’S COMPANY.

TO: CHRISTOPHER TRUST NO. 1, C/O STEPHEN C. LIEBER:

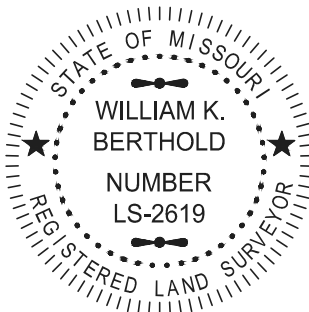
THIS IS TO CERTIFY THAT WE HAVE COMPLETED A BOUNDARY AND VACATION SURVEY OF THE PROPERTY SHOWN HEREON, AND THAT THE RESULTS ARE CORRECTLY SHOWN ON THIS PLAT. THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH THE MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY FOR "URBAN" SURVEYS (10 CSR 30-2.070).

THE FIELD WORK WAS COMPLETED ON JANUARY 10, 2017.

FEBRUARY 14, 2018

WILLIAM K. BERTHOLD, MoPLS 2619
PITZMAN’S COMPANY OF SURVEYORS AND ENGINEERS 10-D

#2725-R SUTTON BOULEVARD
ST. LOUIS, MISSOURI 63143
TEL: 314-781-5665
FAX: 314-781-1801

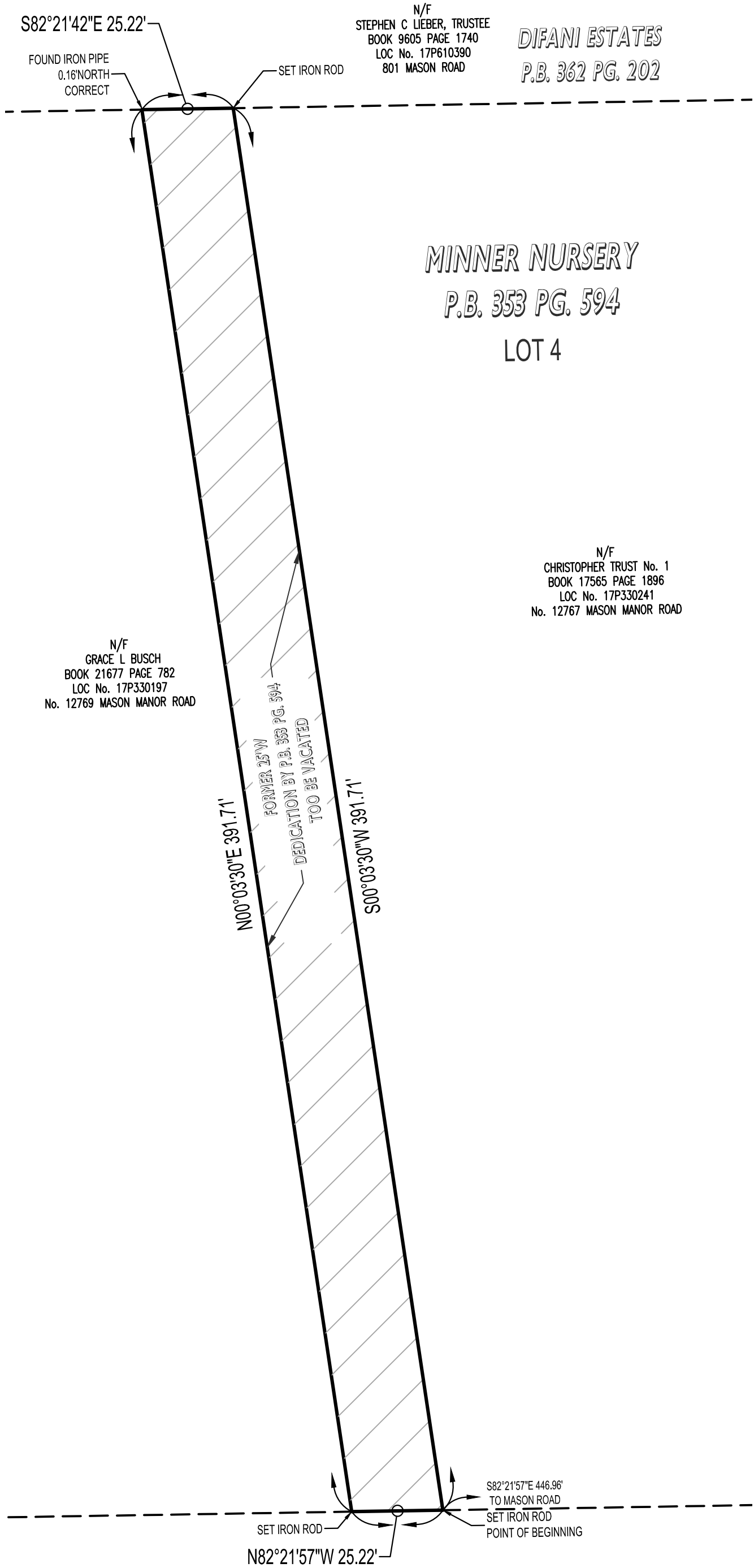


SEAL VALID ONLY WITH SIGNATURE.
WILLIAM K. BERTHOLD, REGISTERED LAND SURVEYOR
LICENSE #: LS-2619



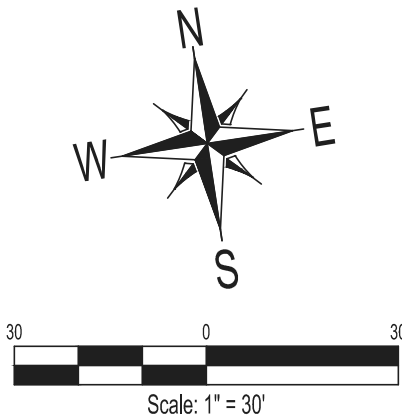
PETITIONER:

CHRISTOPHER TRUST NO. 1
STEPHEN C. LIEBER
801 N. MASON ROAD
SAINT LOUIS, MO 63141
PH: (314) 422-7708



MASON MANOR ROAD 50'W

STREET VACATION PLAT
MINNER NURSERY
PLAT BOOK 353 PAGE 594
CITY OF CREVE COEUR, MISSOURI



Pitzman's Co.
of Surveyors & Engineers
2725 Sutton Blvd.
St. Louis, MO 63143
p (314) 781-5665 f (314) 781-1801
www.pitzmans.com
est. 1859



THE PROFESSIONAL SEAL AND SIGNATURE APPLY ONLY TO THIS DOCUMENT TO WHICH THEY ARE AFFIXED. THE PROFESSIONAL EXPRESSLY DISCLAIMS ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS, RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS DOCUMENT REFERS. © COPYRIGHT 2017 PITZMAN’S COMPANY.

ORDER#:	17-008 VAC
C.B. OR F.P.#:	
DRAWN BY:	A K B
DEPUTY:	S T P
REVIEWED BY:	W K B
DATE:	FEB 14, 2018

LOCATOR #
17P330241

SHEET
1 of 1



February 10, 2017

Dave Welton, Project Engineer
Frontenac Engineering Group, Inc
2725 Sutton Blvd.
St. Louis, MO 63143

Dear Mr. Welton,

This is in response to a request for Ameren Missouri to vacate a portion of twenty five (25) foot wide right of way dedicated on Minner Nursery, a subdivision in St. Louis County, Missouri; as per plat thereof recorded in Plat Book 353, Page 594 of the St. Louis County, Missouri, Records.

Our Dorsett District Engineering Department has reviewed your request and determined that Ameren Missouri has no objection to the vacation of the street right of way, provided new easements are secured to cover existing and/or future facilities associated with this development.

If you require any additional information concerning this matter, please contact me at 314-992-8671.

Sincerely,

A handwritten signature in blue ink that reads "Roxanne Williams".

Roxanne Williams
Real Estate Representative

RRW/rst



Right of Way
12851 Manchester Rd.
Rm 2-E-310
Des Peres, MO 63131
314-288-1278

February 6, 2016

Frontenac Engineering Group, Inc.
Attn: Dave Welton
2725 Sutton Blvd.
St. Louis, MO 63143

RE: Vacation of a 25' wide Right of Way, in Lot 4 of Minner Nursery, recorded in Plat Book 353, Page 594, Creve Coeur, Missouri. Also known as 12767 Mason Manor Rd.

After a review of our records, Southwestern Bell Telephone Company (d/b/a AT&T Missouri), has **no** objection to vacating the above referenced Right-of-Way easement as shown on the attached Exhibit "A", depicted with hachured lines. AT&T has no facilities within the requested right-of-way area. Please send a copy of the Ordinance *when* available.

If you should have any questions, please feel free to contact me on 636.479.0058 or via email at john.j.arnold@att.com.

Respectfully,

A handwritten signature in dark ink, appearing to read "John Arnold", written over a horizontal line.

John Arnold

JA/jr

Enclosure

PROJECT NAME:
M.S.D. P#:

N/F
STEPHEN C LIEBER, TRUSTEE
BOOK 9605 PAGE 1740
LOC No. 17P610390
801 MASON ROAD
224,215 SQ. FT.
OR
5.15 ACRES

N/F
GRACE L BUSCH
BOOK 21677 PAGE 782
LOC No. 17P330197
No. 12769 MASON MANOR ROAD

N/F
WILLIAM R ALDRICH
BOOK 20127 PAGE 1076
LOC No. 17P330274
No. 12715 IRENE MARIE WAY

DIFANI ESTATES
P.B. 362 PG. 202

N/F
ANDREW & PEGGY WILKINS KRAINIK
BOOK 21352 PAGE 2486
LOC No. 17P330230
No. 12753 MASON MANOR ROAD

MINNER NURSERY
P.B. 353 PG. 594
LOT 4

N/F
CHRISTOPHER TRUST No. 1
BOOK 17565 PAGE 1896
LOC No. 17P330241
No. 12767 MASON MANOR ROAD

LOT 3

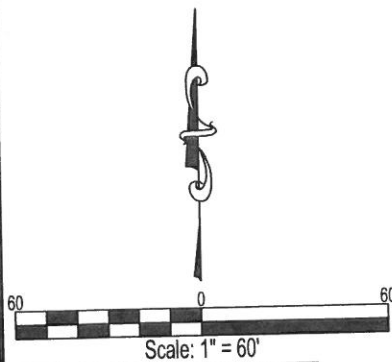


EXHIBIT "A"

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

VACATION OF EASEMENT

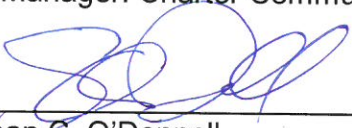
WHEREAS, an easement for broadband cable communications placement within the dedicated utility easement has been granted to Charter Communications Entertainment I, LLC ("Charter"), **The Grantor** located at 941 Charter Commons Town & Country, MO 63017 by St. Louis County, Missouri within Lot 4 of Minner Nursery, as recorded in Plat Book 353, Page 594 in the records of the St. Louis County Recorder of Deeds Office; and it is the purpose and intent of Charter to release a portion of such easement rights.

NOW THEREFORE, Charter does hereby relinquish and release that portion of its easement rights to **Grantee** Frontenac Engineering Group, Inc. 2725 Sutton Blvd. St. Louis, MO 63143 to place or maintain permanent facilities within the hatched area of the easement shown on **Exhibit A**. Except for the release of the hatched area described herein, the remaining easement rights and interests granted to Charter pursuant to the aforementioned plat shall remain in full force and effect.

IN WITNESS THEREOF, Charter has caused this document to be executed as of the 3rd day of April, 2017.

Charter Communications Entertainment I, LLC, a Delaware limited liability company
By its Manager: Charter Communications, Inc., a Delaware corporation

By: _____

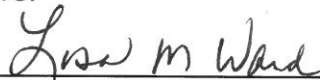

Sean C. O'Donnell

Title: VP/GM Charter Communications Entertainment I, LLC

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

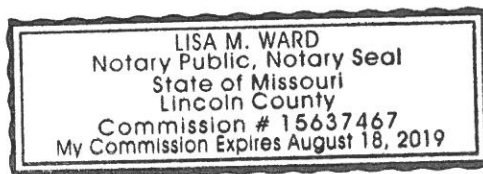
On this 3rd day of April, 2017, before me appeared Sean O'Donnell, who being by me duly sworn, did say that he is an Area Vice President of Charter Communications Inc., a Delaware corporation, that this instrument was signed on behalf of said company by authority of its board of directors, and that Sean O'Donnell declared that his signature placed hereon was the free act and deed of said company.

IN TESTIMONY WHEREOF, I have hereunto set my hand on the day and year and in the County and State last written above.

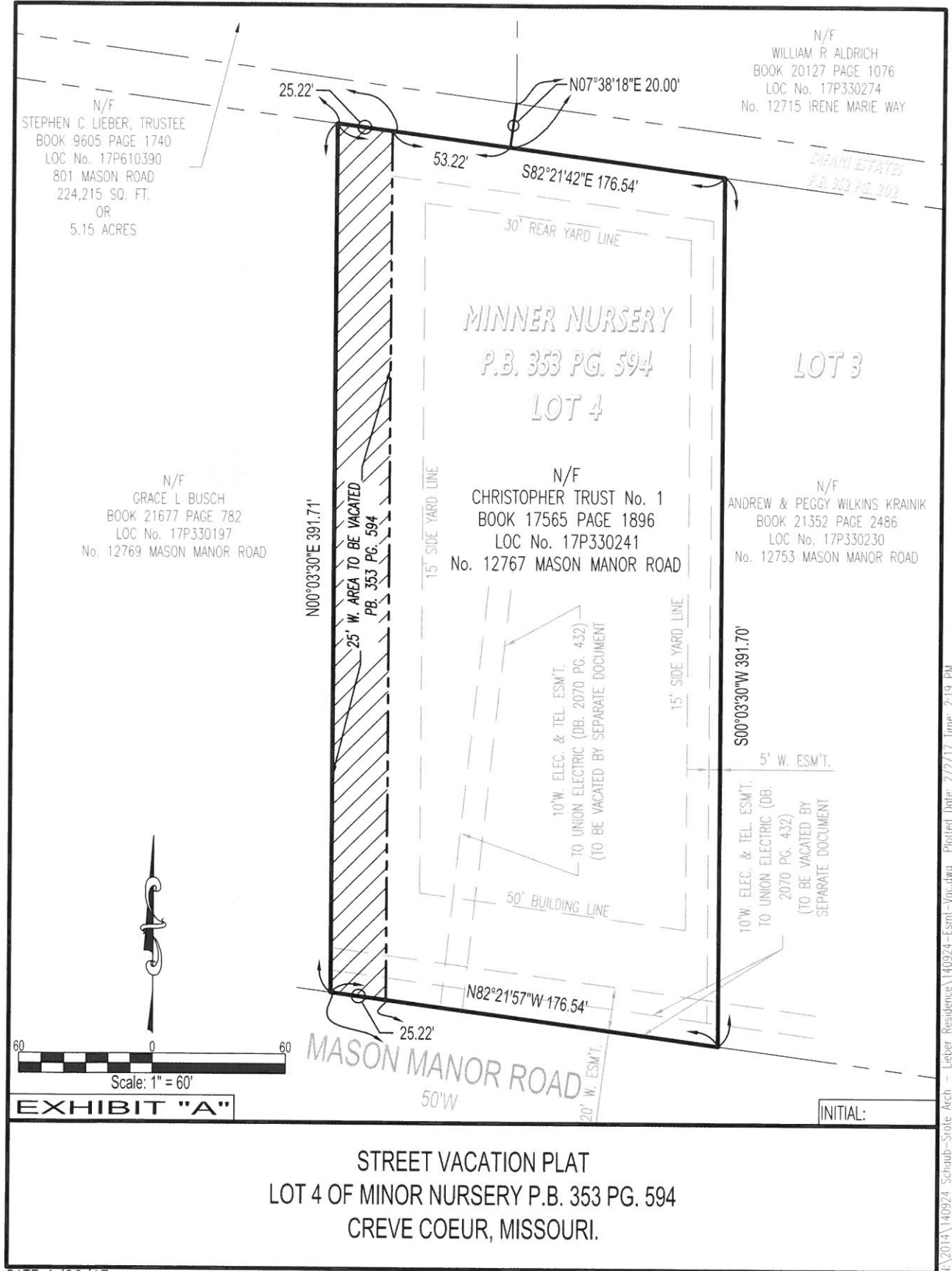


Lisa M. Ward Notary Public

My Commission Expires: 8/18/19



PROJECT NAME:
M.S.D. P#:





**Metropolitan
St. Louis Sewer
District**

2350 Market Street
St. Louis, MO 63103-2555
(314) 768-6200

March 8, 2017

Dave Welton, P.E.
Frontenac Engineering Group, Inc.
2725 Sutton Blvd.,
St. Louis, MO 63143

Re: Street Vacation: Right-Of-Way adjacent to 12767 Mason Manor Road in City of
Creve Coeur, St. Louis County, Missouri.
MSD Ref. No. M-0306001-17

Dear Mr. Welton:

I refer to your request letter dated February 2, 2017 regarding the above subject.

The Metropolitan St. Louis Sewer District has public sewers in the proposed vacated area shown hachured on the attached Exhibit "A" in the Street right-of-way in the City of Creve Coeur, St. Louis County, Missouri.

The District has no objection to this Street Vacation, as long as MSD's easement rights are reserved over the right-of-way area.

MSD looks forward to receiving project plans for review and approval if any improvements are proposed anytime in the future.

Future encroachments should not be created on or over MSD's sewers or easements.

If you should have any questions, please contact me.

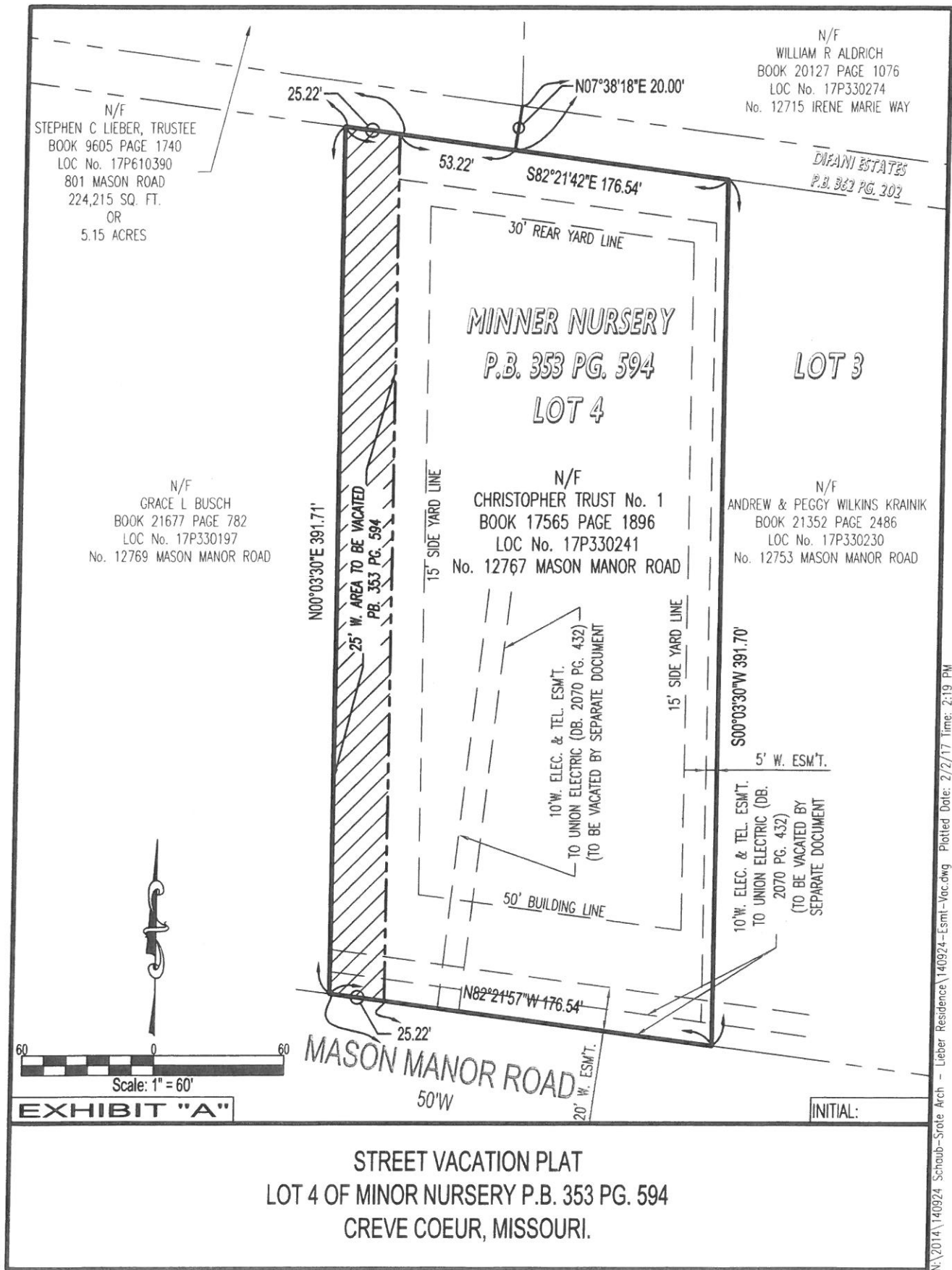
Sincerely,

Mike Patel, P.E.
Senior Engineer
Engineering / Planning – Development Review

Enclosure

cc: John Alexander
File

Ref: vacation street 17-03-mason manor rd 12767 M-0306001-17





727 Craig Road
Creve Coeur, MO. 63141

www.amwater.com

March 22, 2017

Dave Welton, P.E.
Frontenac Engineering
2725 Sutton Boulevard
St. Louis, MO 63143

RE: Right of Way Vacation – Minner Nursery

Dear Mr. Welton:

We are in receipt of your letter request concerning the vacation of a portion of the 25' wide rights of way as dedicated on the **Minner Nursery Subdivision** plat. **Missouri American Water** has no objection to the proposed vacation of said rights of way, as shown highlighted on the attached drawing because we have no water main installed within the area of the proposed vacation of said rights of way.

Should you have any questions, please contact me at (314) 996 -2324.

Sincerely,

Terrance Green
Engineering Specialist
Right of Way and Developer Services

Missouri-American Water

727 Craig Road
St. Louis, MO 63141
USA

T +1 314 996 2324
F +1 314 569 3972
E terrancegreen@mawc.com
I www.amwater.com

PROJECT NAME:
M.S.D. P#:

N/F
STEPHEN C LIEBER, TRUSTEE
BOOK 9605 PAGE 1740
LCC No. 17P610390
801 MASON ROAD
224,215 SQ. FT.
OR
5.15 ACRES

N/F
GRACE L BUSCH
BOOK 21677 PAGE 782
LCC No. 17P330197
No. 12769 MASON MANOR ROAD

*T. GREEN
MAY 1
3-22-17*

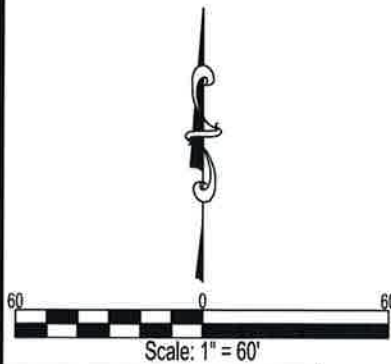


EXHIBIT "A"

STREET VACATION PLAT
LOT 4 OF MINOR NURSERY P.B. 353 PG. 594
CREVE COEUR, MISSOURI.

DATE: 1/26/17

N/F
WILLIAM R ALDRICH
BOOK 20127 PAGE 1076
LOC No. 17P330274
No. 12715 IRENE MARIE WAY

DEAN STATES
P.B. 312 PG. 307

N/F
ANDREW & PEGGY WILKINS KRAINIK
BOOK 21352 PAGE 2486
LOC No. 17P330230
No. 12753 MASON MANOR ROAD

N/F
CHRISTOPHER TRUST No. 1
BOOK 17565 PAGE 1896
LOC No. 17P330241
No. 12767 MASON MANOR ROAD

N00°03'30"E 391.71'

25' W. AREA TO BE VACATED
P.B. 353 PG. 594

15' SIDE YARD LINE

10' W. ELEC. & TEL. ESM'T.

TO UNION ELECTRIC (DB. 2070 PG. 432)
(TO BE VACATED BY SEPARATE DOCUMENT)

50' BUILDING LINE

15' SIDE YARD LINE

S00°03'30"W 391.70'

5' W. ESM'T.

10' W. ELEC. & TEL. ESM'T.
TO UNION ELECTRIC (DB.
2070 PG. 432)
(TO BE VACATED BY
SEPARATE DOCUMENT)

N82°21'57"W 176.54'

25.22'

MASON MANOR ROAD

50' W

20' W. ESM'T.

INITIAL:

N:\2014\140924 Schaub-Stote Arch - Lieber Residence\140924-Esmt-Vac.dwg Plotted Date: 2/2/17 Time: 2:19 PM



Laclede Gas Company
700 Market St.
St. Louis, MO 63101

LacledeGas.com

February 6, 2017

Dave Welton
Frontenac Engineering
2725 Sutton Blvd.
St. Louis, MO 63143

**Re: Street Vacation – 25' wide paper street adjacent to 12767 Mason Manor Rd.
Laclede File: 176-31**

Laclede Gas Company has no facilities within the portion of the 25' wide paper street proposed to be vacated. Therefore Laclede Gas Company has no objection to this proposed street vacation.

If you have any questions, please contact me at (314) 349-2963 or robby.shackles@spireenergy.com

Sincerely,

A handwritten signature in black ink, appearing to read "Robby Shackles". The signature is fluid and cursive, with the first name "Robby" and last name "Shackles" clearly distinguishable.

Robby Shackles
GIS Department

RDS/



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #18-009: 12767 MASON MANOR ROAD BOUNDARY ADJUSTMENT PLAT AND VACATION OF 25 FOOT RIGHT-OF-WAY

FOR THE MEETING OF: Monday, March 19, 2018, 6:30 PM

LOCATION: 12767 Mason Manor Road.

REQUEST: David Welton, of Frontenac Engineering, on behalf of the property owner of 12767 Mason Manor Road, Steve Lieber, has submitted an application to incorporate the 25-foot strip of to-be vacated right-of-way that runs the length of the west property line to create one 1.57 acre parcel. The subject property is zoned A Single Family Residential.

ADDITIONAL INFORMATION: The sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots is a discretionary act; if the drawings are technically accurate and do not raise issues of concern, they can be approved by the Planning and Zoning Commission.

Key Issues:

- Does the adjustment create non-conformities on the lot?

Subdivision Code References

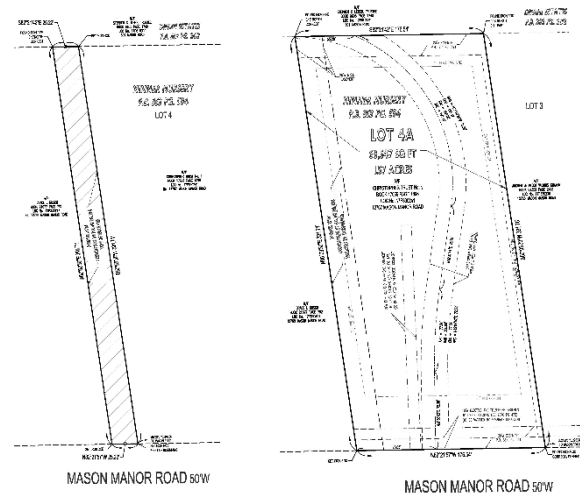
- Section 410.030(D)

Zoning Code References

- Section 405.250 A Single Family Residential

APPLICANT: Steve Lieber
The Christopher Trust No. 1
801 N. Mason Road
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: David Welton
Frontenac Engineering
2725 Sutton Blvd.
St. Louis, MO 63143



REPORT PREPARED BY:

Whitney Kelly, AICP, City Planner

DATE:

3/15/18

ATTACHMENTS:

Applicant's Materials submitted on February 16, 2018

Packet Pg. 721

Technical Review

A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.

This appears to be the case with the current application. The drawings are technically accurate and the adjustment will not create any additional non-conformities. However, the cross access is incorrectly identified as a private street, and the motion includes the condition that it be properly labeled as access. Also, the plat for the City should be revised to state the following (and is included as a condition in the motion):

Boundary Adjustment Plat Script

It is hereby certified that this Boundary Adjustment Plat was approved on the ____ day of _____, _____, pursuant to the Subdivision Regulations of the City of Creve Coeur, Missouri, as outlined in said regulations in Section 410.030 of Ordinance Number 5123.

Planning and Zoning Commission
City of Creve Coeur, Missouri

Planning and Zoning Chair

I, Deborah Ryan, City Clerk for and within the City of Creve Coeur, Missouri, do hereby certify that this Boundary Adjustment Plat is in complete compliance with Ordinance No. 5123 approved on the 22nd day of February, 2010, as approved by the City Council of the City of Creve Coeur.

Deborah Ryan, MPCC
City Clerk

Staff concludes that the adjustment should be approved by the Planning Commission, subject to the conditions in the example motion. The City Council will need to vacate the right-of-way by ordinance prior to the recording of the boundary adjustment.

ACTION

If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code and is otherwise appropriate, the Planning Department staff request that a final decision be voted upon; no action by the City Council is required.

MOTION

The following are examples of a motion for this application: attached to the staff report on application #18-009 received February 16, 2018:

“I move to approve the boundary adjustment and vacation of the former right-of-way for the property at 12767 Mason Manor Road attached to the staff report on application #18-009 received February 16, 2018 subject to the conditions that the City’s script be updated, the cross access not be designated as private street, the Council approves the vacation of the right-of-way prior to the

recording of the boundary adjustment, that a final drawing be prepared for signature and recording, a CAD drawing on CD be provided to the City, and a recorded electronic copy of the plat be provided to the City.” (Conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 2: CREVE COEUR SUBDIVISION AND LAND DEVELOPMENT REGULATIONS (CHAPTER 410 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 3: AERIAL PHOTO

12767 Mason Manor Road



City Limits

Parcels

Roads Labels

March 15, 2018



Prepared By HORNER+SHIFRIN

IT IS HEREBY CERTIFIED THAT THIS BOUNDARY ADJUSTMENT PLAT WAS APPROVED ON THE ____ DAY OF _____, 2018, PURSUANT TO THE SUBDIVISION REGULATIONS OF THE CITY OF CREVE COEUR, MISSOURI, AS OUTLINED IN SECTION 410.030D OF ORDINANCE 5123.

PLANNING AND ZONING COMMISSION
CITY OF CREVE COEUR, MISSOURI

CHAIR

I, DEBORAH RYAN, CITY CLERK FOR AND WITHIN THE CITY OF CREVE COEUR, MISSOURI, DO HEREBY CERTIFY THAT THIS FINAL BOUNDARY ADJUSTMENT PLAT IS IN COMPLETE COMPLIANCE WITH ORDINANCE No. 5123 APPROVED THE 22ND DAY OF FEBRUARY, 2010 AND WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR ON THE ____ DAY OF _____, 2018, PURSUANT TO ORDINANCE _____.

DEBORAH RYAN, MRCC
CITY CLERK

THE UNDERSIGNED OWNER OF THE PARCEL OF GROUND DESCRIBED IN THE FOREGOING SURVEYORS CERTIFICATE, HAS CAUSED SAID PARCEL TO BE SURVEYED IN THE MANNER AS SHOWN ON THIS PLAT, AND THE BOUNDARY ADJUSTMENT IS HEREAFTER TO BE KNOWN AS:

"BOUNDARY ADJUSTMENT PLAT OF LOT 4 OF MINNER NURSERY SUBDIVISION"

CERTIFICATION THAT THE REAL ESTATE TAXES ARE PAID SHALL BE FURNISHED IN THE FORM OF PAID REAL ESTATE TAX BILLS ON THE LAND WITHIN THE PROPOSED SUBDIVISION.

CHRISTOPHER LANE SHOWN HEREON, IS A PRIVATE STREET FOR THE USE AND BENEFIT OF THE PRESENT ANF FUTURE OWNERS OR RESIDENTS OF THIS LOT, AND MAY BE USED FOR INGRESS AND EGRESS.

ALL EASEMENTS LABELED AS "MSD ESM" SHALL GIVE, GRANT, EXTEND, AND CONFER ON THE METROPOLITAN ST. LOUIS SEWER DISTRICT THE EXCLUSIVE RIGHT TO BUILD AND MAINTAIN A SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS, ON THE STRIP OR STRIPS OF GROUND DESCRIBED AS SHOWN ON THIS PLAT AND MADE A PART HEREOF, AND TO USE SUCH ADDITIONAL SPACE ADJACENT TO THE EASEMENT(S) SO GRANTED AS MAY BE REQUIRED FOR WORKING ROOM DURING THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, OR REPAIR OF THE AFOREMENTIONED SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS. THE METROPOLITAN ST. LOUIS SEWER DISTRICT MAY FROM TIME TO TIME ENTER UPON SAID PREMISES TO CONSTRUCT, RECONSTRUCT, REPLACE, MAINTAIN, OR REPAIR THE AFORESAID SEWER OR SEWERS, INCLUDING STORMWATER IMPROVEMENTS, AND MAY ASSIGN ITS RIGHTS HEREIN TO THE STATE, COUNTY, CITY, OR OTHER POLITICAL SUBDIVISIONS OF THE STATE.THE EASEMENTS HEREBY GRANTED ARE IRREVOCABLE AND SHALL CONTINUE FOREVER.

BY: _____
NAME: _____
TITLE: _____

STATE OF MISSOURI }
CITY/COUNTY OF ST. LOUIS }S.S.

ON THIS _____ DAY OF _____, 2018, BEFORE ME APPEARED _____ WHO, BEING BY ME DULY SWORN, DID SAY THAT _____ IS A TRUSTEE OF THE CHRISTOPHER TRUST No. 1, A MISSOURI LIMITED LIABILITY COMPANY, AND THAT THE FOREGOING INSTRUMENT WAS SIGNED ON BEHALF OF SAID TRUST BY THE AUTHORITY OF THE TRUSTEE AND THAT SAID TRUSTEE DECLARED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID TRUST.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL AT MY OFFICE IN THE COUNTY AND STATE AFORESAID, THE DAY AND YEAR FIRST ABOVE WRITTEN.

MY TERM EXPIRES

NOTARY PUBLIC

SURVEYORS NOTES:

- SOURCE OF TITLE: NO TITLE WAS PROVIDED AT TIME OF THE SURVEY.
- BEARING BASIS: MISSOURI STATE PLANE GRID NORTH
STATION SL-24 DATE: 1991
NORTH=1,037,446.68 (F) EAST=825,739.50
- ZONING DISTRICT: "A" - SINGLE FAMILY RESIDENTIAL DISTRICT, PER THE CITY OF CREVE COEUR ZONING MAP.
- ADJOINING OWNERSHIPS SHOWN HEREON, ARE BASED UPON PUBLIC RECORD RESEARCH COMPLETED ON FEBRUARY 02, 2017.
- MONUMENTS TO BE SET AFTER PLAT HAS BEEN APPROVED.

PETITIONER:

CHRISTOPHER TRUST NO. 1
C/O STEPHEN C. LIEBER
801 N. MASON ROAD
SAINT LOUIS, MO 63141
PH. (314) 422-7708

LEGAL DESCRIPTION:

A PARCEL OF GROUND BEING ALL OF LOT 4 OF MINNER NURSERY, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 353 PAGE 594, OF THE ST. LOUIS COUNTY RECORDER'S OFFICE AND THE 25 FEET, RIGHT OF WAY VACATED BY ORDINANCE _____, RECORDED IN BOOK _____ PAGE _____, ST. LOUIS COUNTY RECORDER'S OFFICE, IN THE CITY OF CREVE COEUR, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERN LINE OF MASON MANOR ROAD, 50 FEET WIDE AND THE SOUTHEASTERN CORNER OF SAID LOT 4;
THENCE NORTH 82 DEGREES 21 MINUTES 57 SECONDS WEST 176.54 FEET, ALONG THE NORTHERN OF SAID MASON MANOR ROAD, TO THE SOUTHWESTERN CORNER OF SAID VACATED RIGHT OF WAY, TO A POINT;
THENCE NORTH 00 DEGREES 03 MINUTES 30 SECONDS EAST 391.71 FEET, ALONG THE WESTERN LINE OF SAID VACATED RIGHT OF WAY, TO THE NORTHWESTERN CORNER OF SAID VACATED RIGHT OF WAY, TO A POINT;
THENCE SOUTH 82 DEGREES 21 MINUTES 42 SECONDS EAST 176.54 FEET, ALONG THE NORTHERN OF SAID VACATED RIGHT OF WAY AND THE NORTHERN LINE OF SAID LOT 4, TO THE NORTHEASTERN CORNER OF SAID LOT 4, TO A POINT;
THENCE SOUTH 00 DEGREES 03 MINUTES 30 SECONDS WEST 391.70 FEET, ALONG THE EASTERN LINE OF SAID LOT 4, TO THE NORTHERN LINE OF SAID MASON MANOR ROAD TO THE POINT OF BEGINNING AND CONTAINING 68,547 SQUARE FEET OR 1.57 ACRES AS PREPARED BY PITZMAN'S COMPANY.

TO: CHRISTOPHER TRUST NO. 1, C/O STEPHEN C. LIEBER:

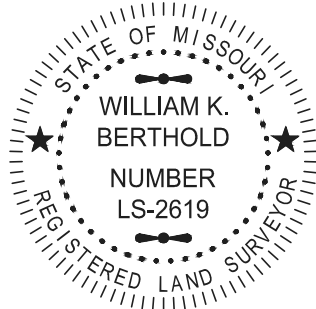
THIS IS TO CERTIFY THAT WE HAVE COMPLETED A BOUNDARY ADJUSTMENT PLAT OF THE PROPERTY SHOWN HEREON, AND THAT THE RESULTS ARE CORRECTLY SHOWN ON THIS PLAT. THIS SURVEY WAS PERFORMED IN ACCORDANCE WITH THE MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY FOR "URBAN" SURVEYS. (10 CSR 30-2.070)

THE FIELD WORK WAS COMPLETED ON JANUARY 10, 2017.

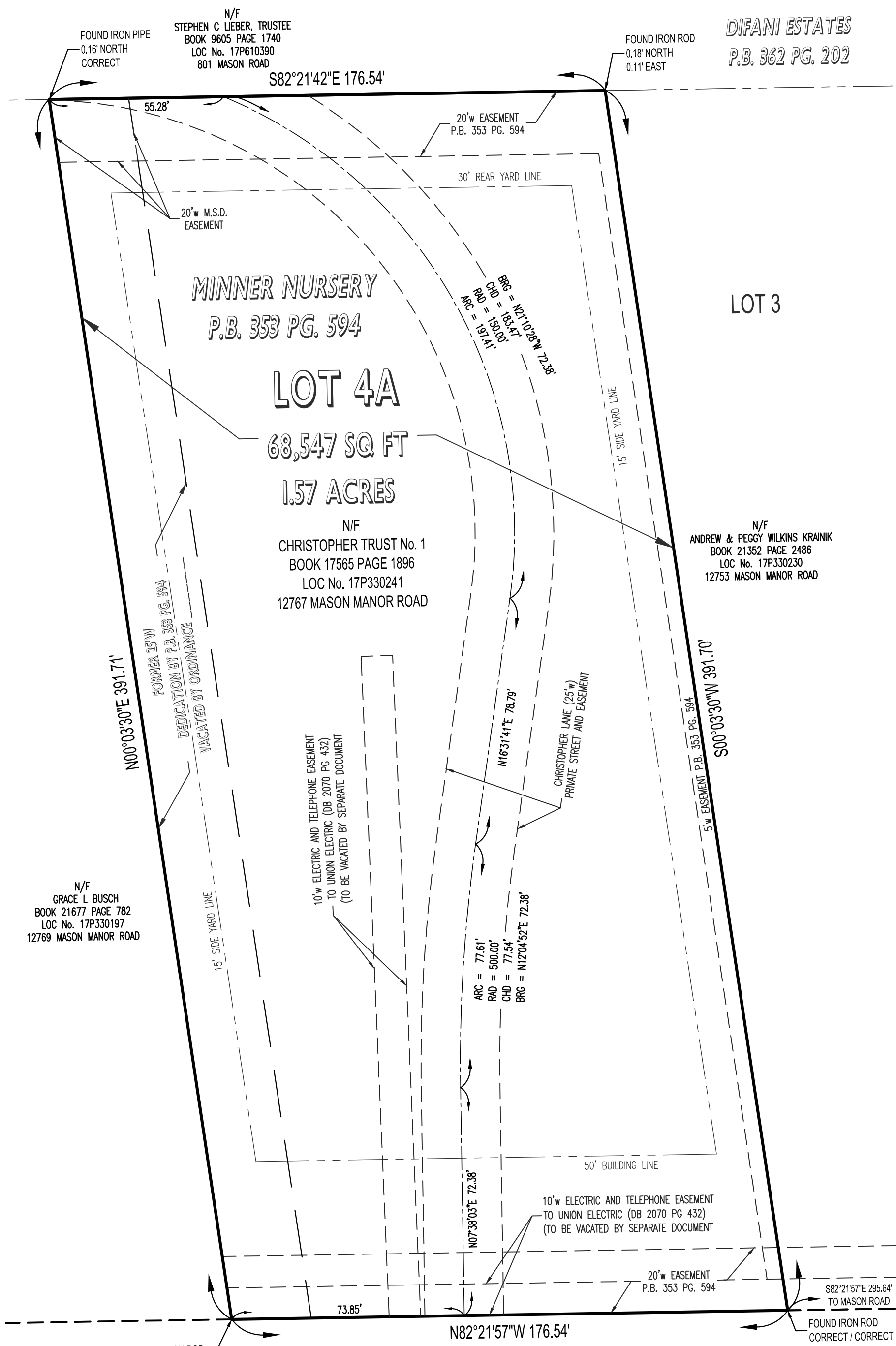
FEBRUARY 14, 2018

WILLIAM K. BERTHOLD, MoPLS 2619
PITZMAN'S COMPANY OF SURVEYORS AND ENGINEERS 10-D

#2725-R SUTTON BOULEVARD
ST. LOUIS, MISSOURI 63143
PH: 314-781-5665
FAX: 314-781-1801

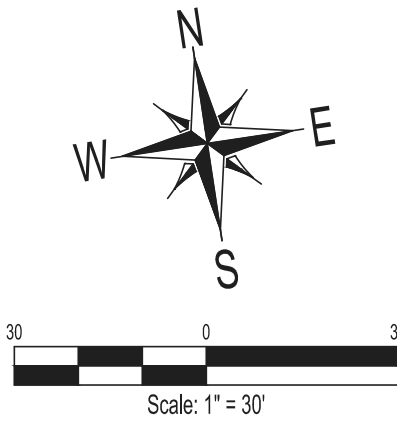


SEAL VALID ONLY WITH SIGNATURE
WILLIAM K. BERTHOLD, REGISTERED LAND SURVEYOR
LICENSE #: LS-2619



MASON MANOR ROAD 50'W

BOUNDARY ADJUSTMENT PLAT
LOT 4 AND A PRIVATE STREET OF
MINNER NURSERY IN P.B. 353 PG. 594
CITY OF CREVE COEUR, MISSOURI



Pitzman's Co.
of Surveyors & Engineers
2725 Sutton Blvd.
St. Louis, MO 63143
p (314) 781-5665 f (314) 781-1801
www.pitzmans.com
est. 1859



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ORDER#:	17-008 SUB
C.B. OR F.P.#:	
DRAWN BY:	A K B
DEPUTY:	S T P
REVIEWED BY:	W K B
DATE:	FEB 14, 2018

LOCATOR #

17P330241

SHEET

1 of 1



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Planning Division
Category: Ordinance
Prepared By: Whitney Kelly
Department Head: Jason Jaggi

SCHEDULED

ORDINANCE

Bill No. 5704 - an Ordinance Authorizing a Master Sign Plan for Lou Fusz Automotive Network to Allow for Additional Signage Specific to Automotive Dealerships Located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road, Zoned GC- General Commercial. First Reading

Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a master sign plan for the properties located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road to allow for additional signage specific to automotive dealership brand identity. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The Lou Fusz Campus, east of Lindbergh Blvd. is approximately 11.3 acres. The Planning and Zoning Commission recommended approval with certain conditions at it's meeting on April 2, 2018.

Ordinance

Meeting of April 9, 2018

BILL NO. 5704

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING A MASTER SIGN PLAN FOR LOU FUSZ AUTOMOTIVE NETWORK TO ALLOW FOR ADDITIONAL SIGNAGE SPECIFIC TO AUTOMOTIVE DEALERSHIPS LOCATED AT 925 AND 1025 N. LINDBERGH BOULEVARD, 10329 OLD OLIVE STREET ROAD AND 10383 OLD OLIVE STREET ROAD, ZONED GC- GENERAL COMMERCIAL

WHEREAS, Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a master sign plan pursuant to Section 405.950.J of the City of Creve Coeur's Code of Ordinances, for the properties located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road to allow for additional signage specific to automotive dealership brand identity; and

WHEREAS, the boundaries of the Master Signage Plan will be for the Lou Fusz Automotive Network west of Lindbergh Boulevard, including all existing and proposed signage, except as modified herein, as demonstrated in the Master Sign Plan and attached as Exhibit 1; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on April 2, 2018, beginning at 6:30 p.m., or immediately following the close of the previous public hearing; and

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

WHEREAS, all persons who presented themselves at said meeting and desiring to be heard were given an opportunity to be heard; and

WHEREAS, the Planning and Zoning Commission reviewed and, by 6-0 vote, recommended approval of the master sign plan, subject to the conditions contained herein, at its meeting on April 2, 2018; and

WHEREAS, the City Council being fully informed finds that approving the Plan, subject to certain conditions, 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 is in the public interest; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

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

SECTION 1: A Master Sign Plan is approved for the Lou Fusz Automotive Network, generally located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road, in the GC-General Commerical zoning district whose legal description is as follows:

Legal Description Kia site

A tract of land in the Northwest $\frac{1}{4}$ of Section 1 Township 45 North Range 5 East being more particularly described as follows: Beginning at the intersection of the West line of property conveyed to Willow Brook Construction Co. by deed recorded in Book 5311 page 19 of the St.

BILL NO. 5704

ORDINANCE NO. _____

Louis County Records with the North line of Old Olive Street Road 60 feet wide; thence North 0° 16' East along the West line of said Willow Brook Construction Co. property, a distance of 339.77 feet to a point in the South line of property conveyed to Gordon Wolff by deed recorded in book 5490 page 449 of the St. Louis County Records; thence South 89° 23' East along the South line of said property conveyed to Gordon Wolff a distance of 12 feet to the Southeast corner of said Wolff property; thence Northwardly along the East line of said Wolff property a distance of 58.08 feet to a point in the South line of property conveyed to Harry J. Talbot and wife by deed recorded in Book 2446 page 41 of the St. Louis county Records; thence North 0° 16' 20" East a distance of 112 feet; thence South 89° 28' East a distance of 431.61 feet to a point in the West line of Lindbergh Boulevard, 100 feet wide; thence Southwardly along the West line of Lindbergh Boulevard, along the arc of a curve to the left, having a radius of 1959.85 feet a distance of 247.75 feet; thence continuing along the West line of Lindbergh Boulevard South 1° 56' west a distance of 278.20 feet to a point; thence South 48° 39' 30" West a distance of 27.42 feet to a point in the North line of Old Olive Street Road; thence North 84° 37' West along the North line of Old Olive Street Road, a distance of 393.80 feet to the point of beginning, according to a survey thereof executed by Jack L. Norman, Surveyor, during the month of July 1964.

Legal Description Preowned site

A tract of land being part of Lot 1 of Gustav Guelbreth's Subdivision and part of the Northwest Quarter of Section 1, Township 45 North, Range 5 East, St. Louis County, Missouri, described as beginning at an old iron pipe in the Northern line of Old Olive Street Road, 60 feet wide, and being distant South 84 degrees 37 minutes East, 409.64 feet from the intersection of the Northern line of Old Olive Street Road with the Eastern line of a road 50.16 feet wide, on the West line of Lot 2 of said Subdivision; thence North 0 degrees 19 minutes East, 330.48 feet to an old iron pipe; thence South 89 degrees 23 minutes East, 110.00 feet to an iron pipe; thence South 0 degrees 16 minutes West, 339.66 feet to an iron pipe in the Northern line of Old Olive Street Road; thence along the Northern line of Old Olive Street Road North 84 degrees 37 minutes West, 110.44 feet to the point of beginning, containing 0.846 acres according to a survey thereof made by Kopp & Steele Surveying Company on July 20, 1948.

Legal Description Collision Center site

Part of Lots 1 and 2 of Gustav Guelbreth's Subdivision in Northwest 1/4 of Section 1, Township 45 North, Range 5 East, in St. Louis County, Missouri, and described as: Beginning at an iron pipe at the intersection of the North line of Old Olive Street Road, 60 feet wide with East line of a Road 50.16 feet wide and being the Southwest corner of said Lot 2, thence North 0 degrees 16 minutes East 296.44 feet along West line of Lot 2 to an iron pipe, thence South 89 degrees 23 minutes East 408 feet to an iron pipe; thence South 0 degrees 16 minutes West 330.48 feet to an iron pipe in North line of Olive Street Road, thence North 84 degrees 37 minutes West 409.64 feet along North line of Old Olive Street Road to a point of beginning, containing 2.936 acres.

Legal Description Mazda site

A tract of land in the Northern 1/2 of the Northwest 1/4 of Section 1 Township 45 North Range 5 East in St. Louis County, Missouri, and being a part of Lot or Share C as shown on the plat accompanying Commissioner's Report in the Partition Suit of Mathew Legg, et al, vs. Gustave Gulberth in the St. Louis Land Court, October Term, 1865 as described in the following: Beginning at a point in the South line of Old Olive Street Road, 60 feet wide, at its intersection with the West line of tract of land conveyed to Jacob J. Cohen and wife by deed recorded in Book 1439 page 424, thence South 2 degrees 14 minutes West and along said West line a distance of 320 feet to a point, said last mentioned point being also the Northern line of property now or formerly of St. Louis Suburban Teachers Association, Inc.; thence South 84 degrees 32 minutes East and

BILL NO. 5704

ORDINANCE NO. _____

parallel with the South line of Old Olive Street Road a distance of 295.74 feet to a point; thence South 79 degrees 54 minutes 40 seconds East a distance of 40.91 feet to a point in the Western line of Lindbergh Boulevard, as widened; thence North 2 degrees 4 minutes 10 seconds East, a distance of 298.36 feet to a point; thence North 41 degrees 13 minutes 55 seconds West, a distance of 36.55 feet to a point in the Southern line of said Old Olive Street Road; thence North 84 degrees 32 minutes West along the South line of Old Olive Street Road, a distance of 310.44 feet to the point of beginning, and containing 2.456 acres, more or less.

SECTION 2: Such approval of the Master Signage Plan for the Lou Fusz campus shall be subject to the following conditions:

1. The Applicant shall follow the Master Signage Plan received March 29, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
2. The Applicant shall submit sign permit for any new sign.
3. The Preowned building sign shall be reduced to a maximum sign area of 50 square feet within a single rectangle.
4. The existing "Kia" sign over the service doors on the south west end of the building at 1025 N. Lindbergh Boulevard shall be removed. A directional Service sign may be permitted provided it meets with the lettering style and font size as elsewhere on the campus and limited to 15 sq. ft.
5. The existing ground monument sign at 925 N. Lindbergh Boulevard shall be revised indicating that the base of the structure shall have a solid base of at least one (1) foot in height with brick, stone or other material to match the related buildings, to be consistent with Section 405.950(C)(3) Design Standards for low monument signs.
6. The ground sign identified on the site plan NO1 is to be relocated to the Lou Fusz Preowned Site, and have a maximum sign area of 30 sq. ft., no more than 6 feet in height, and a maximum depth of 14 inches, to be consistent with Section 405.950(C)(1)(a) Low Monument Signs
7. Should the pre-existing, non-conforming pylon sign at 1025 N. Lindbergh Boulevard be removed, damaged, or destroyed beyond 50% of the value, any new sign shall comply with the current Sign Regulation for a low monument signs.
8. No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

SECTION 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS _____ DAY OF _____, 2018

DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

BILL NO. 5704

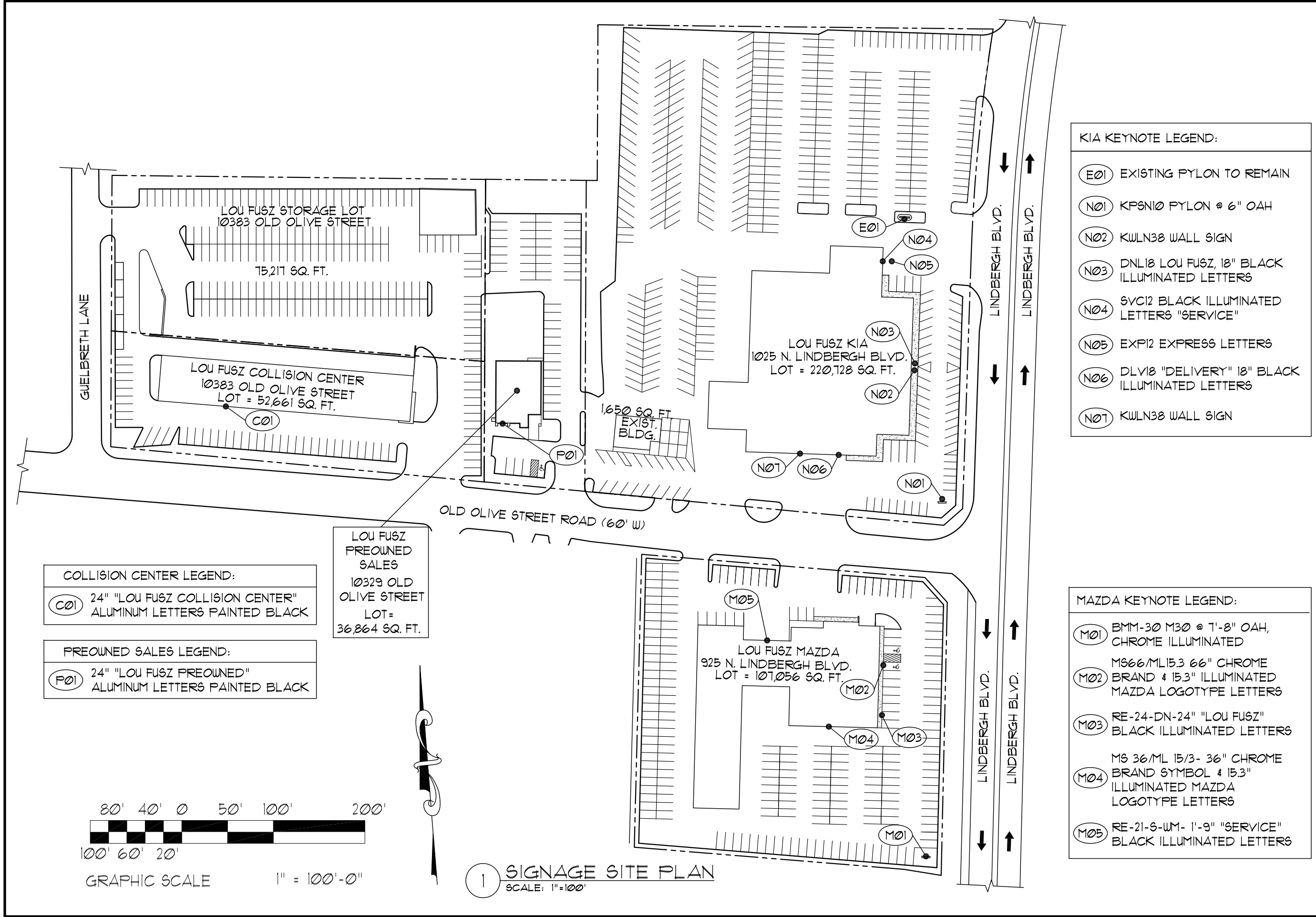
ORDINANCE NO. _____

APPROVED THIS _____ DAY OF _____, 2018

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



- KIA KEYNOTE LEGEND:
- (E01) EXISTING PYLON TO REMAIN
 - (N01) KPSN10 PYLON @ 6" OAH
 - (N02) KWLN38 WALL SIGN
 - (N03) DNL18 LOU FUSZ, 18" BLACK ILLUMINATED LETTERS
 - (N04) SVC12 BLACK ILLUMINATED LETTERS "SERVICE"
 - (N05) EXP12 EXPRESS LETTERS
 - (N06) DLV18 "DELIVERY" 18" BLACK ILLUMINATED LETTERS
 - (N07) KWLN38 WALL SIGN

- MAZDA KEYNOTE LEGEND:
- (M01) BMM-30 M30 @ 1'-8" OAH, CHROME ILLUMINATED
 - (M02) MS66/ML15.3 66" CHROME BRAND & 15.3" ILLUMINATED MAZDA LOGOTYPE LETTERS
 - (M03) RE-24-DN-24" "LOU FUSZ" BLACK ILLUMINATED LETTERS
 - (M04) MS 36/ML 15/3- 36" CHROME BRAND SYMBOL & 15.3" ILLUMINATED MAZDA LOGOTYPE LETTERS
 - (M05) RE-21-S-WM- 1'-9" "SERVICE" BLACK ILLUMINATED LETTERS

- COLLISION CENTER LEGEND:**
- (C01) 24" "LOU FUSZ COLLISION CENTER" ALUMINUM LETTERS PAINTED BLACK
- PREOWNED SALES LEGEND:**
- (P01) 24" "LOU FUSZ PREOWNED" ALUMINUM LETTERS PAINTED BLACK

THIS DRAWING CONTAINS PROPRIETARY INFORMATION BELONGING TO S.J. HOLLANDER ARCHITECT, P.C., ANY REPRODUCTION OR UNAUTHORIZED USE IS STRICTLY PROHIBITED, EXCEPT WITH PRIOR WRITTEN CONSENT OF THE ARCHITECT.

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2017 ARCHITECT, P.C.

Building Renovation for:
Lou Fusz Mazda
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

S.J. Hollander Architect P.C.
Stephen J. Hollander, AIA
581 First Capital Drive
St. Charles, Missouri 63301
Phone (636) 947-4140

DRAWING Overall Signage Site Plan
DATE 2/27/2018
PROJECT NO. 216027
SHEET NO. A0.1

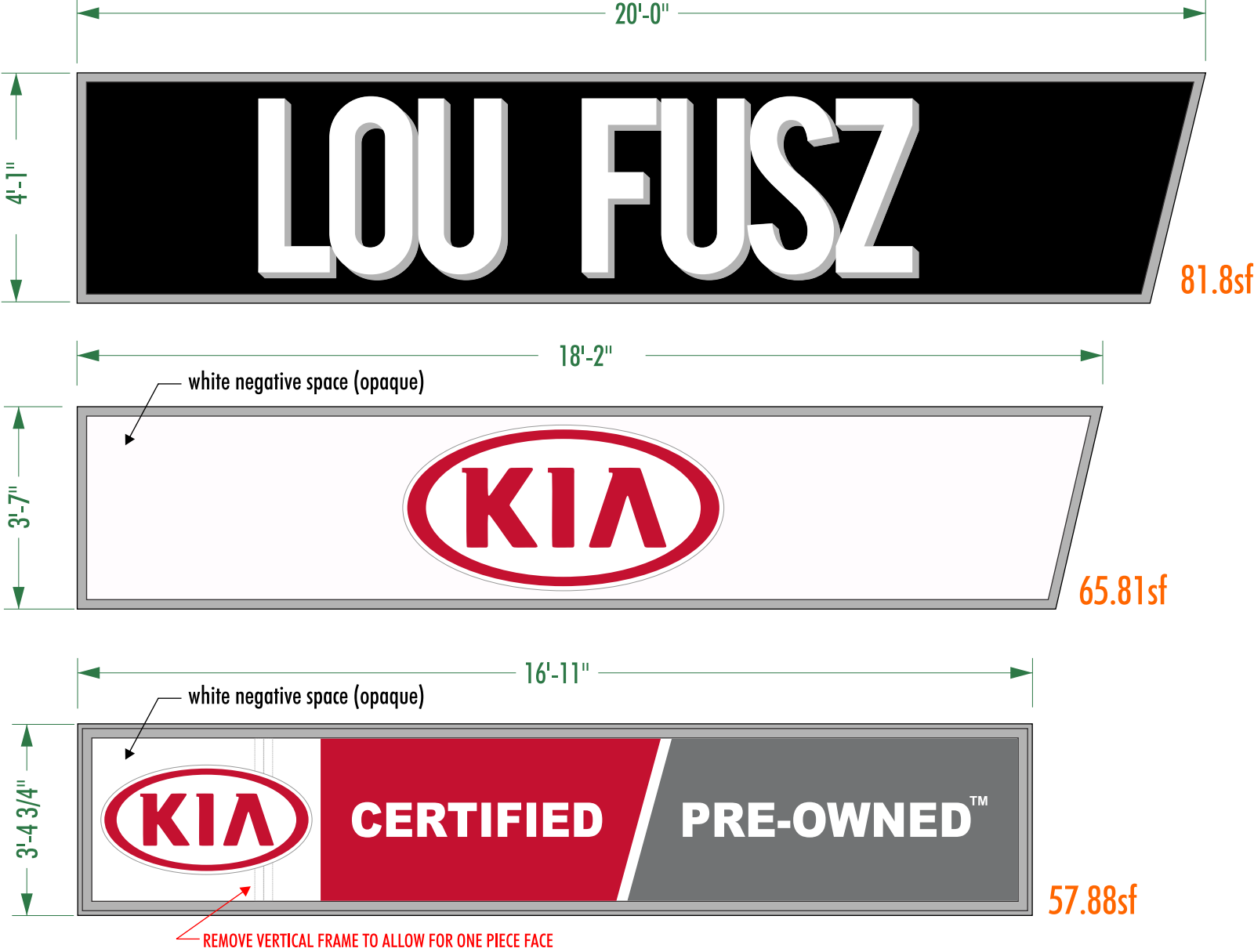
BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™

REFURBISH EXISTING DOUBLE SIDED PYLON SIGN AS NOTED.



CONCEPTUAL VIEW OF NEW FACES: 1/8" = 1'-0"

205.5sf



SIGN FACE ELEVATIONS: 3/8" = 1'-0"

REPLACE EXISTING ACRYLIC PAN FACES WITH NEW 3/16" THICK CLEAR ACRYLIC PAN FACES WITH SUBSURFACE PAINTED GRAPHICS TO MATCH (3630-83 REGAL RED, BLACK, SILVER GRAY, SLATE GRAY & WHITE). REPAIR/REPLACE OLD FLUORESCENT LAMPS AND BALLASTS (BILLED AT T&M) AT TIME OF REFACE. SEE SURVEY FOR EXACT CUT SIZE DIMENSIONS. REPAINT CABINETS AND POLES TO MATCH 3M SILVER GRAY.



**WARREN
SIGN**

2955 Arnold Tenbrook Road, St. Louis, MO 63101
P: 636.282.1300 F: 636.282.3388
warrensign.com

CLIENT
LOU FUSZ KIA

PROJECT
PYLON SIGN REFACEMENT

LOCATION
1025 N LINDBERGH
CREVE COUER, MO

DATE
8/10/16

SAVED AS
LOU FUSZ KIA PYLON REFACEMENT

DRAWING NO.
CP 080616A

REVISED
10/5/16

DESIGNED BY
Keith Hempen

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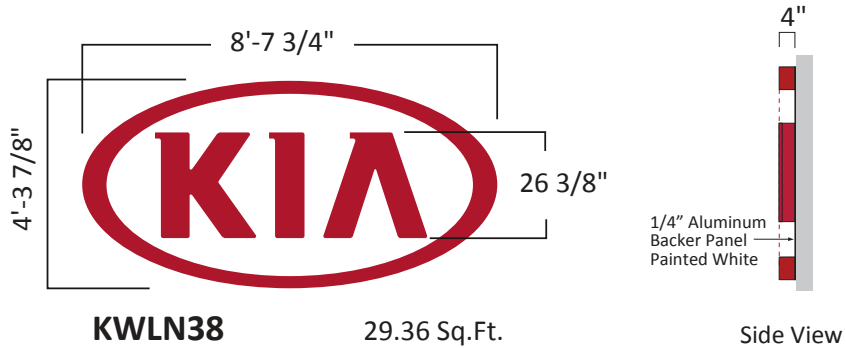
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN. | COPYRIGHT © 2016 WARREN SIGN COMPANY. ALL RIGHTS RESERVED

E01

NOTE: Dealer's existing pylon sign to remain installed.

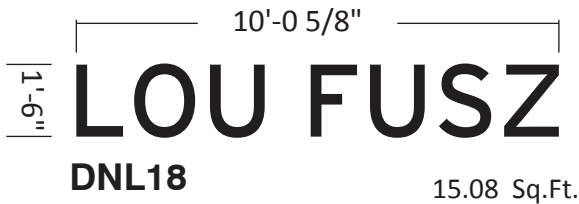


N02



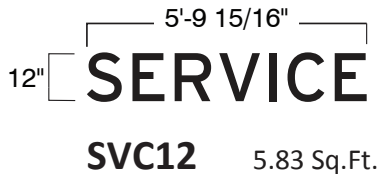
Fabricated aluminum channel letters/oval, mounted to white backer panel. Red trim caps & returns. White acrylic faces with Kia red vinyl applied first surface. LED illumination.

N03



Fabricated aluminum channel letters Black trim caps & returns White acrylic faces. Black day /night perforated vinyl on 1st surface. LED illumination *Custom Font : Interstate Regular

N04



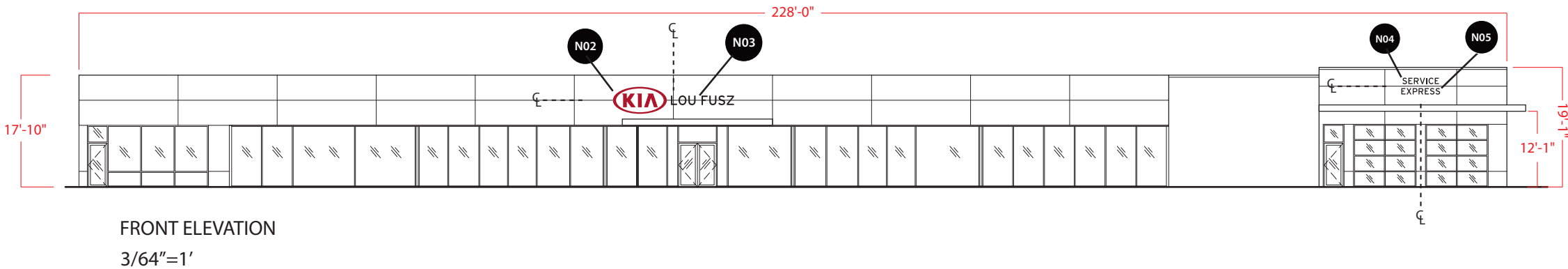
Fabricated aluminum channel letters Black trim caps & returns White acrylic faces. Black day /night perforated vinyl on 1st surface. LED illumination *Custom Font : Interstate Regular

N05



Fabricated aluminum channel letters Black trim caps & returns Black acrylic faces Non-illuminated *Custom Font : Interstate Regular

Scale: 1/4"=1'-0"



Any non-compliant Kia logo (i.e., window vinyl, doors/entry vinyl, parking signs, directional signs, multi-tenant signs, reader board graphics, etc.) not represented in this proposal must be updated by the Dealer to the current compliant Kia logo or must be removed.

JP2-10505-R9

Date: 03-09-2017
Scale: as noted
Sales: E. Mackle
Designer: DPReyes

Rev. #: R9 rva
Date: 01/05/2016

Revision Note:
The city is requiring that both elevations show the entire height and length of the building.
R9: Update Letterset to Black and Interstate-Regular font. Move N06 & N07 closer together.

✓ Conceptual

Information Required:
Verify Dimensions for Scaled Elevations with tech survey.

Master

Electrical

✓ 120V ☐ 347V
☐ Other _____

Customer Approval

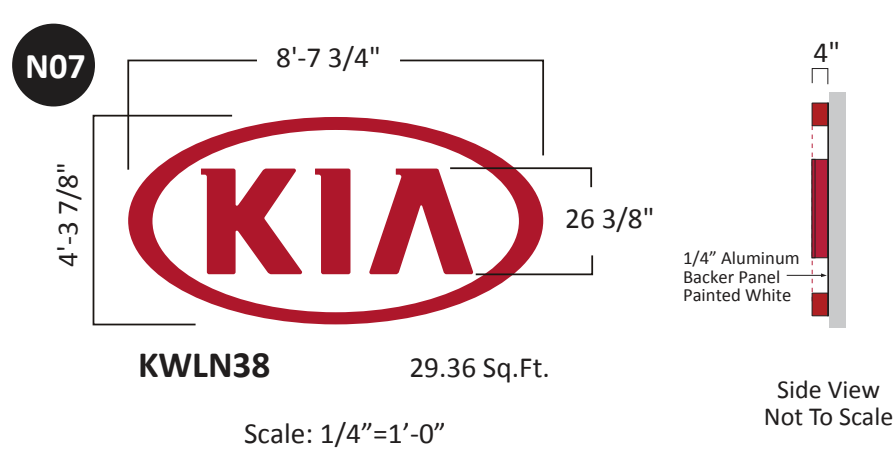
Signature _____
MM/DD/YYYY _____

It is the Customer's responsibility to ensure that the structure of the building is designed and constructed to accept the installation of the signs being ordered. Please ask PSG to provide further details if required.

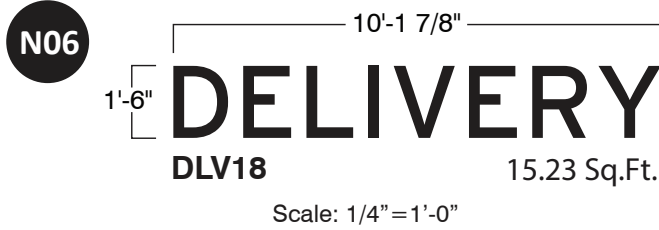
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MO003
Lou Fusz Kia
1025 North Lendbergh
St Louis, MO

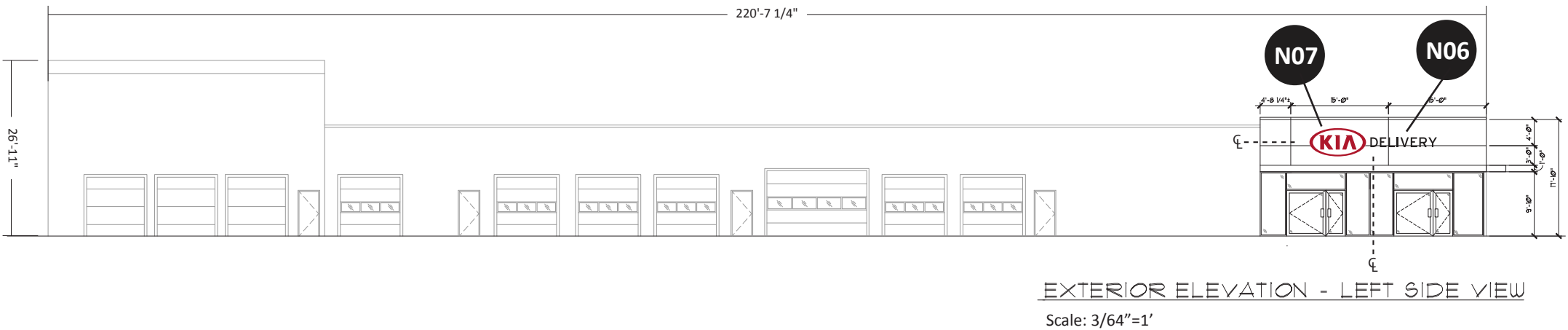
Sign Item
as noted



Fabricated aluminum channel letters/oval, mounted to white backer panel.
Red trim caps & returns.
White acrylic faces with Kia red vinyl applied first surface.
LED illumination.



Fabricated aluminum channel letters
Black trim caps & returns
White acrylic faces.
Black day /night perforated vinyl on 1st surface.
LED illumination
*Custom Font : Interstate Regular



Any non-compliant Kia logo (i.e., window vinyl, doors/entry vinyl, parking signs, directional signs, multi-tenant signs, reader board graphics, etc.) not represented in this proposal must be updated by the Dealer to the current compliant Kia logo or must be removed.

Date: 03-09-2017
Scale: NTS
Sales: E. Mackle
Designer: DPReyes

Rev. #: R11 rva
Date: 02/01/2018

Revision Note:
02 - Reduce size to a KWLN38
03 - Change to DNL18 LOU FUSZ, 18"
04 - Show common DNL16 letters to add SERVICE
06 - Change to DLV18 DELIVERY,
07 - Reduce size to a KWLN38.
09:Update Lettersets to Black and Interstate-Regular font. Move N02 & N03 and N04 & N05 closer together.
 add N01
10:Relocate N01
11:add E01

✓ Conceptual

Information Required:
 Engineer drawings for custom
 eight pylon

Master

Electrical

☒ 120V ☐ 347V

☐ Other _____

Customer Approval

Signature _____

MM/DD/YYYY _____

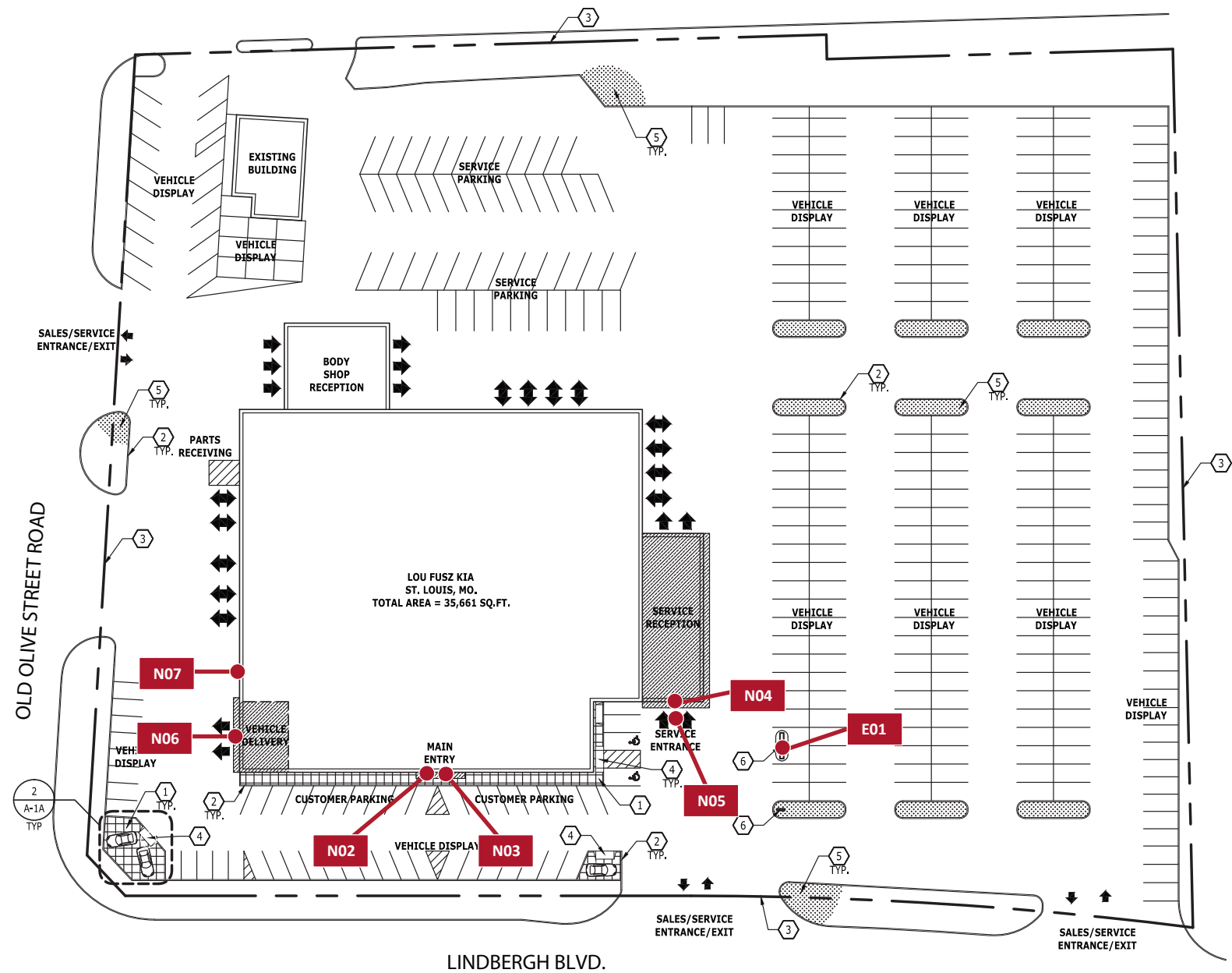
the Customer's responsibility to ensure that the structure of the building is designed and constructed to accept the installation of the signs being ordered. Please ask PSG to provide further details if required.

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MO003
Lou Fusz Kia
25 North Lendbergh
St Louis, MO

Sign Item

Siteplan



Any non-compliant Kia logo (i.e., window vinyl, doors/entry vinyl, parking signs, directional signs, multi-tenant signs, reader board graphics, etc.) not represented in this proposal must be updated by the Dealer to the current compliant Kia logo or must be removed.



410 N. Cedar Bluff Road, Suite 101, Knoxville TN, 37923
(Toll Free) 1.866.635.1110 (Fax) 1.888.694.1106
www.pattisonsign.com



This sign to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes.
This includes proper grounding and bonding of the sign.



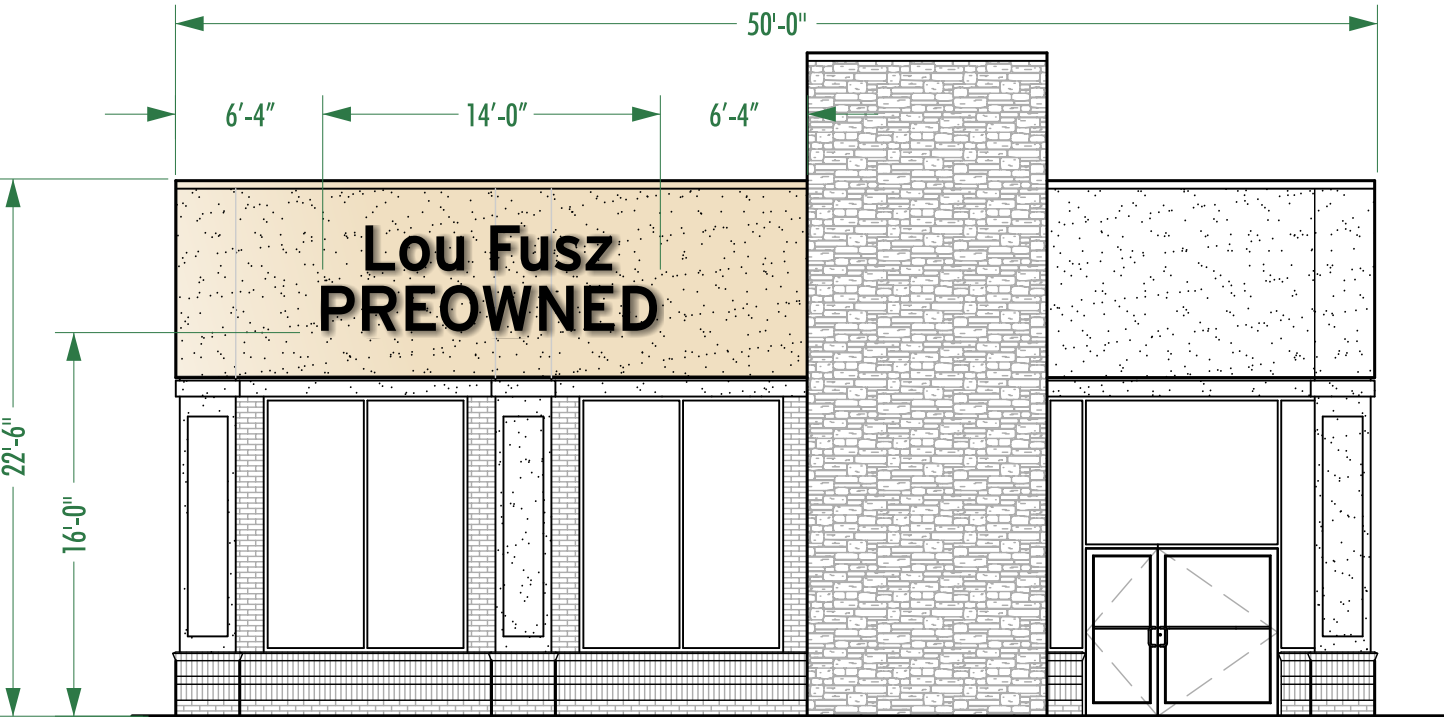
Fluorescent, Neon and HID lamps contain Mercury (HG).
Dispose of the lamps according to Local, Provincial, State or Federal Laws.

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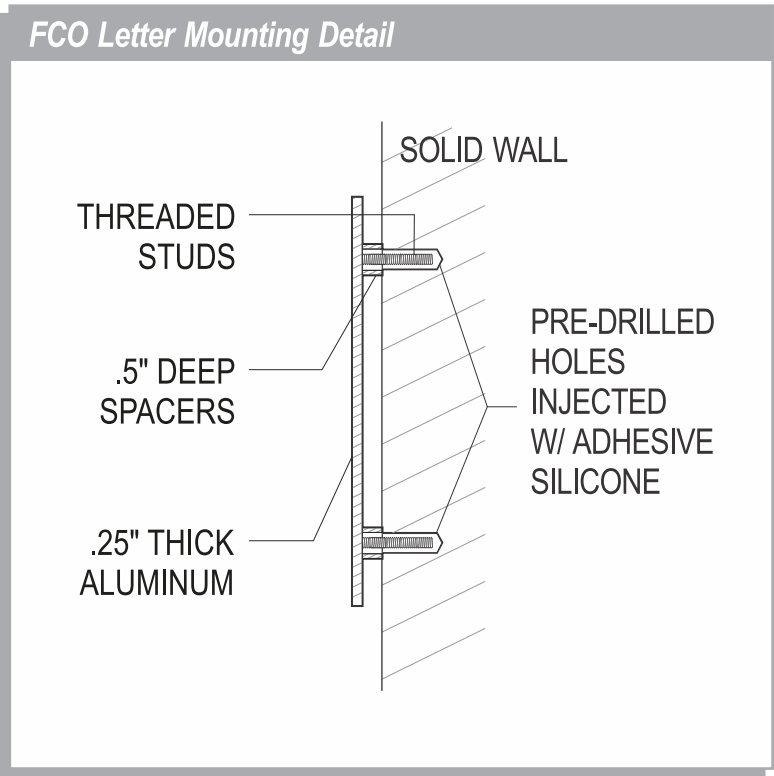


SIGN ELEVATION: 3/8" = 1'-0" (46.47sf) CORPORATE FONT "INTERSTATE REGULAR"

FABRICATE AND INSTALL ONE SET OF 1/4" THICK FLAT CUT OUT ALUMINUM LETTERS PAINTED BLACK. LETTERS SHALL BE STUD MOUNTED TO FASCIA WITH A 1/2" STANDOFF. ALL WALL PENETRATIONS SHALL BE INJECTED WITH SILICONE SEALANT AS REQUIRED.



FRONT ELEVATION: 1/8" = 1'-0"



**WARREN
SIGN**

2955 Arnold Tenbrook Road, St. Louis, MO 63101
P: 636.282.1300 F: 636.282.3388
warrensign.com

CLIENT
LOU FUSZ PREOWNED

PROJECT
EXTERIOR WALL SIGN

DELIVER TO :
10239 Old Olive Street Road
St. Louis MO 63141

DATE
2/26/18

SAVED AS
LOU FUSZ PREOWNED CTR WALL SIGN

DRAWING NO.
CP 021318

REVISED
3/19/18

DESIGNED BY
Keith Hempen | UADP
UNION AFFILIATED DESIGN PROFESSIONAL

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BECAUSE YOU WOULDN'T LET JUST ANYONE SIGN YOUR NAME™

27'-3"

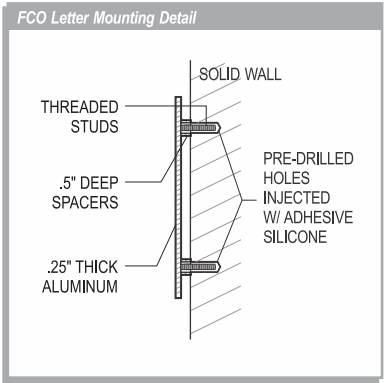
1'-9"

Lou Fusz Collision Center

CORPORATE FONT "INTERSTATE REGULAR"

SIGN ELEVATION: 3/16" = 1'-0" (47.68sf)

PREVIOUS SIGN REMOVED (94sf) AND DISPOSED. FABRICATE AND INSTALL ONE SET OF 1/4" THICK FLAT CUT OUT ALUMINUM LETTERS PAINTED BLACK. LETTERS SHALL BE STUD MOUNTED TO FASCIA WITH A 1/2" STANDOFF. ALL WALL PENETRATIONS SHALL BE INJECTED WITH SILICONE SEALANT AS REQUIRED.



EXISTING SIGN: 3/16" = 1'-0"



FRONT ELEVATION: 3/16" = 1'-0"



2955 Arnold Tenbrook Road, St. Louis, MO 63101
P: 636.282.1300 F: 636.282.3388
warrensign.com

CLIENT
LOU FUSZ COLLISION CENTER

PROJECT
EXTERIOR WALL SIGN

LOCATION
10355 Old Olive St Rd
Creve Coeur, MO 63132

DATE
5/23/17

SAVED AS
LOU FUSZ COLLISION CENTER WALL SIGN

DRAWING NO.
CP 050917

REVISED
3/19/18

DESIGNED BY
Keith Hempen

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mazda



3.5.b

Dealer Identification Program

Site: Lou Fusz Mazda

Address:
Lou Fusz Mazda
St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 1 of 6

Drawn By: GLH

Creation Date: 05/15/17

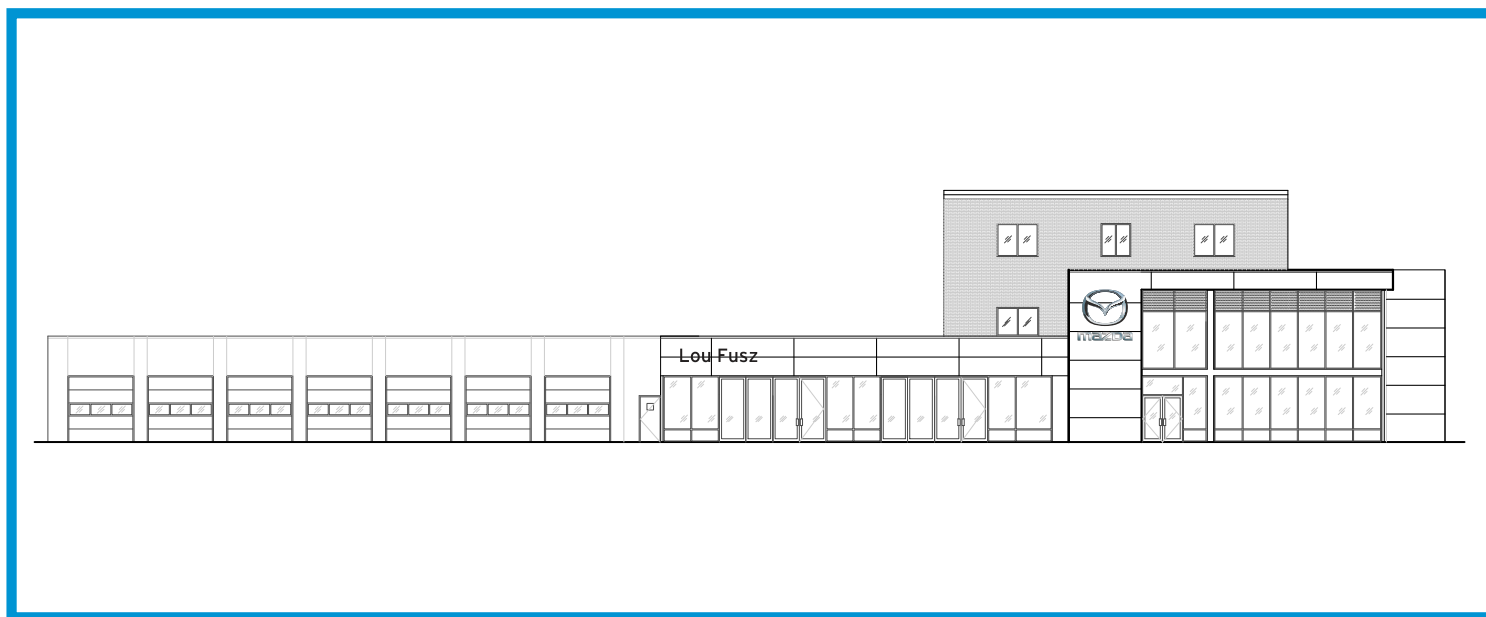
Rev. 1: 12/29/17 glh Rev. 6:

Rev. 2: 01/02/18 glh Rev. 7:

Rev. 3: 01/04/18 glh Rev. 8:

Rev. 4: Rev. 9:

Rev. 5: Rev.10:



LOU FUSZ MAZDA BRAND BOOK

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2655 International Pkwy., Virginia Beach, VA 23452
PHONE: (757) 427-1000 Fax: (757) 420-1297

Packet Pg. 739

Code Research:

Jurisdiction: City of Creve Coeur

Zoning: GC General Commercial

Contact Name: N/A

Contact Phone: N/A

Contact E-mail: N/A

Dealer Identification Program

Site: Lou Fusz Mazda

Address:
Lou Fusz Mazda
St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 2 of 6

Drawn By: GLH

Creation Date: 05/15/17

Rev. 1: 12/29/17 glh Rev. 6:

Rev. 2: 01/02/18 glh Rev. 7:

Rev. 3: 01/04/18 glh Rev. 8:

Rev. 4: Rev. 9:

Rev. 5: Rev.10:

IMPORTANT APPROVAL NOTIFICATION

ONCE APPROVAL HAS BEEN RECEIVED, YOU WILL BE HELD FINANCIALLY RESPONSIBLE FOR ANY ADDITIONAL CHANGES OR ADJUSTMENTS TO THE RECOMMENDED SIGNAGE.

Authorized Signature: _____

Print Name: _____

Date: _____

☐ Approved As Shown

☐ Approved with Changes Noted

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Architectural Graphics, Inc.

2655 International Pkwy., Virginia Beach, VA 23452
PHONE: (757) 427-1000 Fax: (757) 426-1297

Pylon/Ground Sign Information: Number allowed: <u>1</u> Height allowed: <u>6'</u> Square footage allowed: <u>30sf per face</u> Illumination allowed (Y/N)? <u>Y</u> Wind Speed: <u>N/A</u> Existing signs grandfathered? <u>Y</u>	Wall Sign Information: Number allowed: <u>See Notes</u> Square footage allowed: <u>See Notes</u> Illumination allowed (Y/N)? <u>Y</u> Existing signs grandfathered? <u>N</u>	Variance: Is a variance allowed? <u>Y</u> How long to get one? <u>3-4 Weeks</u> Cost? <u></u> Percent approved? <u></u> Comments: <u></u>
--	---	---

Service Signs: Number allowed: <u>See Notes</u> Square footage allowed: <u>See Notes</u> Illumination allowed (Y/N)? <u>See Notes</u> Existing signs grandfathered? <u>N/A</u>	Directional Signs: Number allowed: <u>N/A</u> Square footage allowed: <u>N/A</u> Illumination allowed (Y/N)? <u>N/A</u> Existing signs grandfathered? <u>N/A</u>	Permits: How long to get permits? <u>3-4 Weeks</u> What documents are needed for permits? <u> *A north point *All dimensions of the parcel *The erector's name, address, telephone number *The location, setbacks and dimensions of all existing structures *The existing signs and proposed signs on the entire parcel *The type of proposed sign *The description of the signs (illumination, colors and the like) *One elevation or section drawing indicating full dimensions, horizontal clearance between signs and the property line, and projection from buildings or other sign structures *Structural and electrical plans as required *Total cost of sign construction and erection </u>
---	---	---

Comments:

Monument - project or development with a site area of at least thirty thousand (30,000) square feet and with at least two hundred (200) feet of lot frontage along Lindbergh Boulevard shall be permitted a single low monument sign that contains not more than thirty (30) square feet of sign area per face with not more than two (2) faces, that is not more than six (6) feet in total height, that is set back at least ten (10) feet from the right-of-way, and that is located a minimum of one hundred fifty (150) feet from any other ground sign on other property on the same side of the street. The Zoning Administrator may authorize a variance from the separation requirement for good cause of up to fifty (50) lineal feet.

Wall Signs - Corner units, single uses on corner lots, or out-lot buildings within a shopping center. Each individual use located at ground floor level with its own entrance at street level may have one (1) attached sign affixed or painted on a wall, canopy or awning with a total gross sign area of one (1) square foot per linear foot of the use's front facade or twenty (20) square feet, whichever is greater, up to a maximum of fifty (50) square feet in area. The sign shall be located on the front facade which shall also be the same facade as the main entrance. One (1) additional attached sign may be permitted, subject to the same size limitations, where the building faces two (2) or more public streets and is the closest building thereto. If the sign(s) consist(s) of a boxed display, the negative space must be dark and opaque, or clear and show the surface of the building facade.

This site will require a variance or a Master Sign Plan with the city to get required Wall Signage and Monument.



Dealer Identification Program

Site: Lou Fusz Mazda

Address:
Lou Fusz Mazda
St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 3 of 6

Drawn By: GLH

Creation Date: 05/15/17

Rev. 1: 12/29/17 glh Rev. 6:
Rev. 2: 01/02/18 glh Rev. 7:
Rev. 3: 01/04/18 glh Rev. 8:
Rev. 4: Rev. 9:
Rev. 5: Rev.10:

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Authorized Signature: _____
Print Name: _____
Date: _____

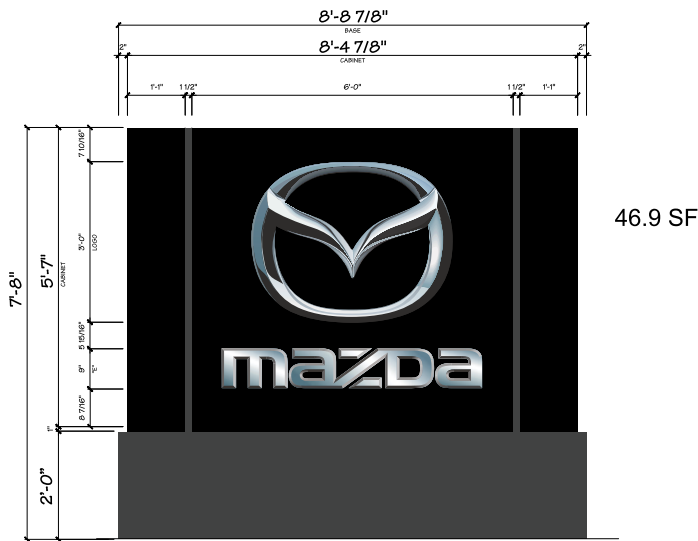
- ☐ Approved As Shown
☐ Approved with Changes Noted

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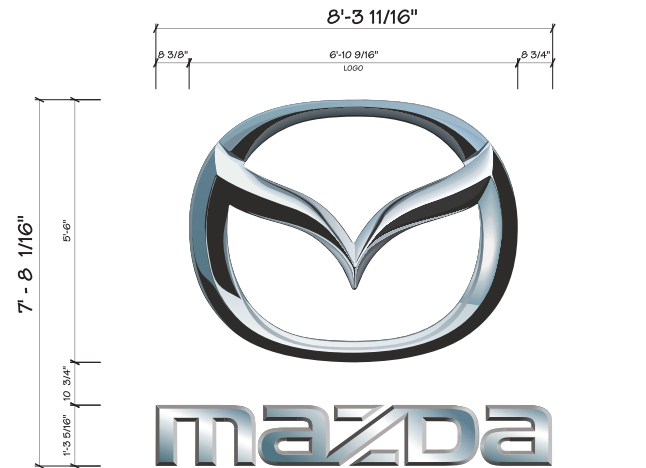
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PHONE: (757) 427-1000 Fax: (757) 420-1297



N01 BMM-30

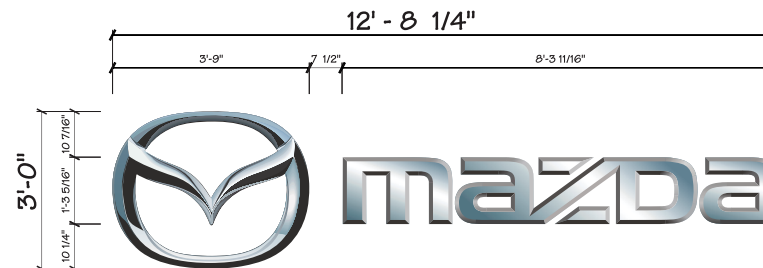


N02 MS66/ML15.3

68.50 SF



N03 RE-24-DN 29.63 SF



N04 MS36/ML15.3

38.04 SF

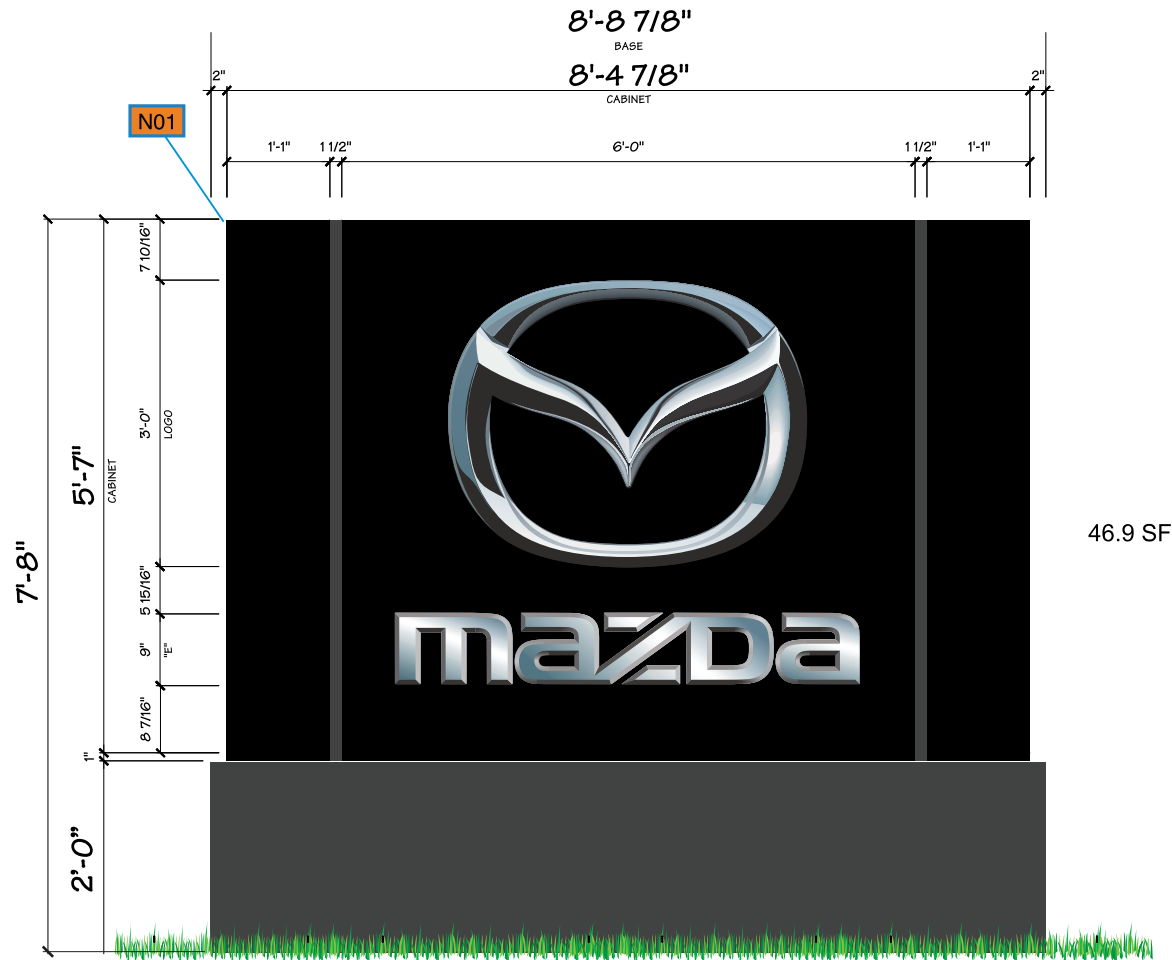


N05 RE-21-S-WM 14.64 SF

Sign Inventory

Sign	Existing	Action	Proposed	Qty	Electrical Requirements
N01	N/A	New	AGI to install new Custom BMM-30 M30 @ 7'-8" OAH Monument Chrome Illuminated. Dealer responsible for providing electrical within 5'	1	1 20amp circuit @ 120vac
N02	N/A	New	AGI to install new MS66/ML15.3 (Stacked)- 66" Chromed Brand Symbol & 15.3" Mazda Logotype Letters, Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N03	N/A	New	AGI to install new RE-24-DN- 24" reading "Lou Fusz" Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N04	N/A	New	AGI to install new MS36/ML15.3- 36" Chromed Brand Symbol & 15.3" Mazda Logotype Letters (Horizontal), Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N05	N/A	New	AGI to install new RE-21-S-WM- 1' 9" "Service" Wall Mount Letters, Black faces, Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac

Proposed Signage



Sign	Existing	Action	Proposed	Qty	Electrical Requirements
N01	N/A	New	AGI to install new Custom BMM-30 M30 @ 7'-8" OAH Monument Chrome Illuminated. Dealer responsible for providing electrical within 5'	1	1 20amp circuit @ 120vac



3.5.b

Dealer Identification Program

Site: Lou Fusz Mazda

Address:
Lou Fusz Mazda
St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 4 of 6

Drawn By: GLH

Creation Date: 05/15/17

Rev. 1: 12/29/17 glh Rev. 6:
Rev. 2: 01/02/18 glh Rev. 7:
Rev. 3: 01/04/18 glh Rev. 8:
Rev. 4: Rev. 9:
Rev. 5: Rev.10:

IMPORTANT APPROVAL NOTIFICATION

ONCE APPROVAL HAS BEEN RECEIVED, YOU WILL BE HELD FINANCIALLY RESPONSIBLE FOR ANY ADDITIONAL CHANGES OR ADJUSTMENTS TO THE RECOMMENDED SIGNAGE.

Authorized Signature: _____
Print Name: _____
Date: _____

- ☐ Approved As Shown
☐ Approved with Changes Noted

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PHONE: (757) 427-1000 Fax: (757) 420-1297

Packet Pg. 742

Proposed Signage

Dealer Identification Program

Site: Lou Fusz Mazda

Address:
 Lou Fusz Mazda
 St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 5 of 6

Drawn By: GLH

Creation Date: 05/15/17

Rev. 1: 12/29/17 glh Rev. 6:

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Print Name: _____

Date: _____

☐ Approved As Shown

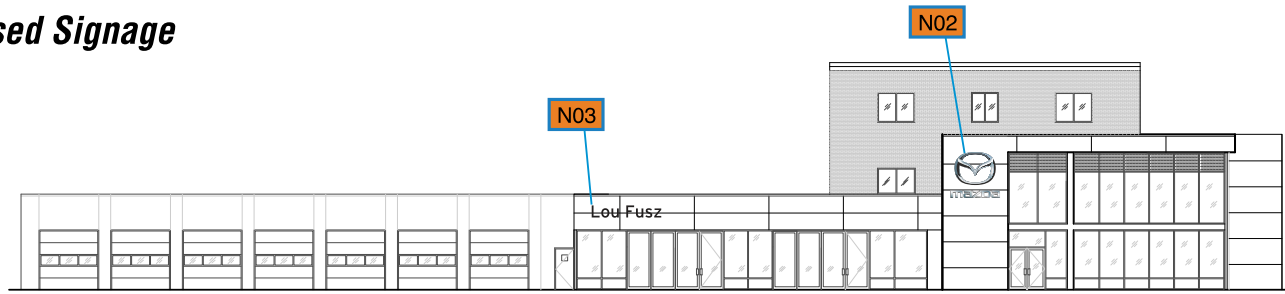
☐ Approved with Changes Noted

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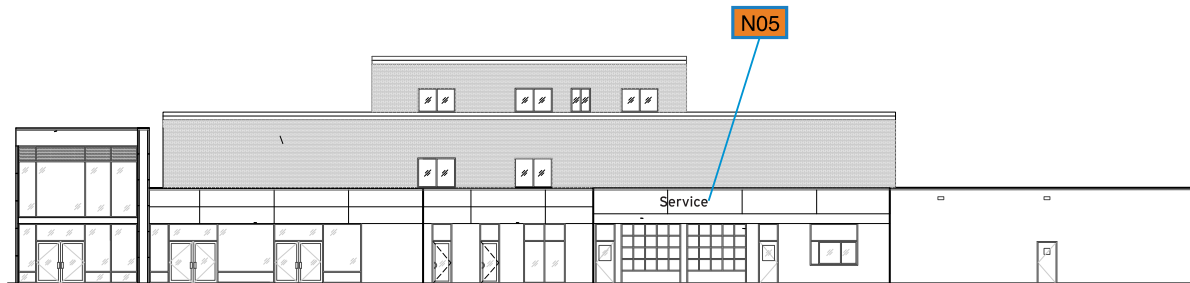
AGI **YOUR IMAGE. OUR PRIORITY.**
 Architectural Graphics, Inc.

2655 International Pkwy., Virginia Beach, VA 23452
 PHONE: (757) 427-1000 Fax: (757) 426-1297



East Elevation

Scale: 1/32"=1'-0"



North Elevation

Scale: 1/32"=1'-0"



South Elevation

Scale: 1/32"=1'-0"

Sign	Existing	Action	Proposed	Qty	Electrical Requirements
N02	N/A	New	AGI to install new MS66/ML15.3 (Stacked)- 66" Chromed Brand Symbol & 15.3" Mazda Logotype Letters, Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N03	N/A	New	AGI to install new RE-24-DN- 24" reading "Lou Fusz" Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N04	N/A	New	AGI to install new MS36/ML15.3- 36" Chromed Brand Symbol & 15.3" Mazda Logotype Letters (Horizontal), Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac
N05	N/A	New	AGI to install new RE-21-S-WM- 1' 9" "Service" Wall Mount Letters, Black faces, Illuminated Dealer responsible for providing electrical within 5'.	1	1 20amp circuit @ 120vac

Site: Lou Fusz Mazda

Address:
Lou Fusz Mazda
St. Louis, MO

File Name: Lou Fusz Mazda Brandbook_051517

Page: 6 of 6

Drawn By: GLH

Creation Date: 05/15/17

Rev. 1: 12/29/17 glh Rev. 6:

Rev. 2: 01/02/18 glh Rev. 7:

Rev. 3: 01/04/18 glh Rev. 8:

Rev. 4: Rev. 9:

Rev. 5:	Rev.10:
---------	---------

IMPORTANT APPROVAL NOTIFICATION

ONCE APPROVAL HAS BEEN RECEIVED, YOU WILL BE HELD FINANCIALLY RESPONSIBLE FOR ANY ADDITIONAL CHANGES OR ADJUSTMENTS TO THE RECOMMENDED SIGNAGE.

Authorized Signature: _____

Print Name: _____

Date: _____

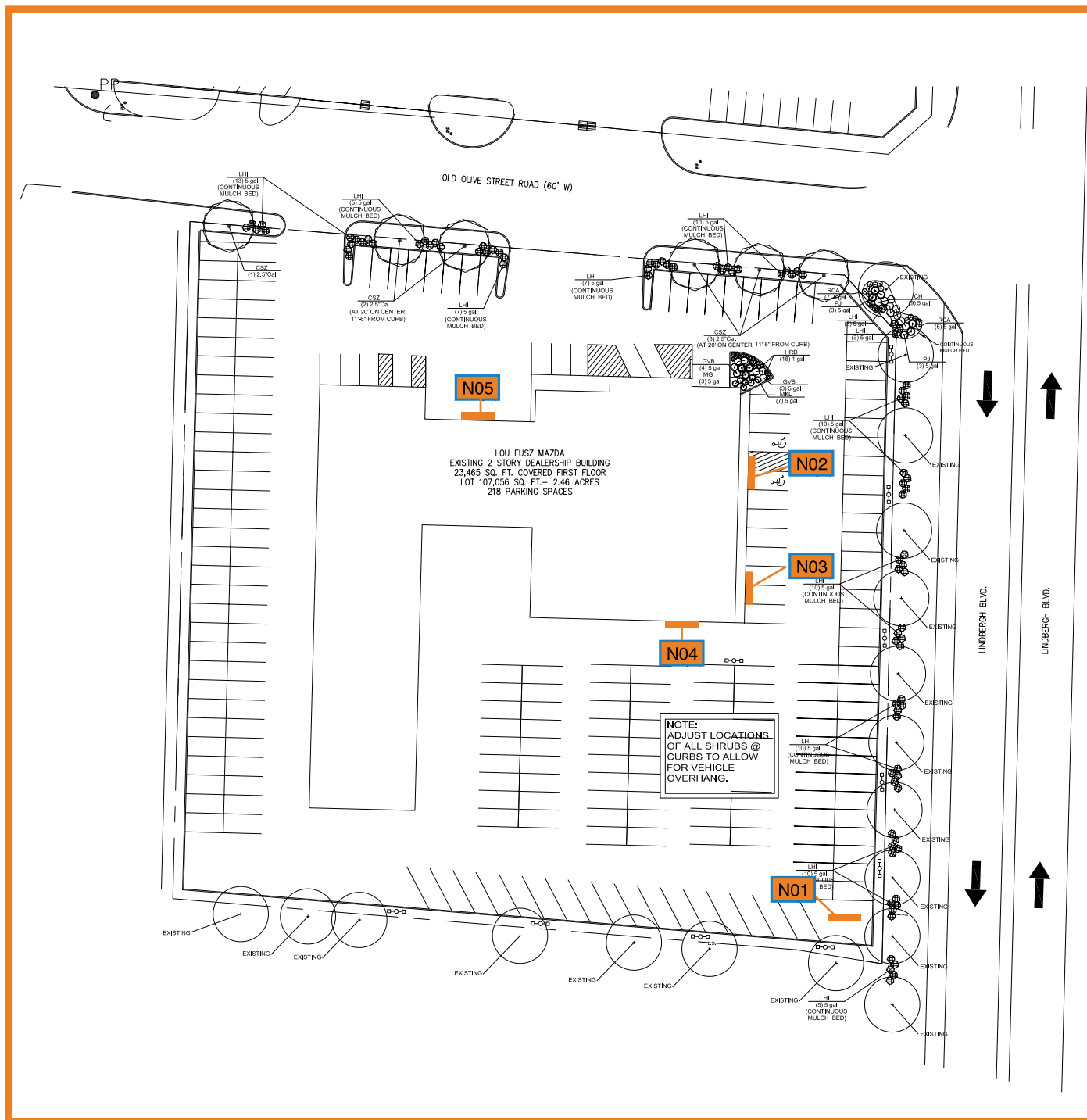
- ☐ Approved As Shown
☐ Approved with Changes Noted

This Brand Book represents the Mazda North American Operations approved location placement for proposed signs. No variation will be permitted.

Drawings are the exclusive property of Architectural Graphics Incorporated. Any unauthorized use or duplication is not permitted.

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Architectural Graphics, Inc. OUR PRIORITY.

2655 International Pkwy., Virginia Beach, VA 23452
PHONE: (757) 427-1900 Fax: (757) 430-1207





city of

CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #18-012 FOR A MASTER SIGN PLAN FOR LOU FUSZ AUTOMOTIVE NETWORK TO ALLOW FOR ADDITIONAL SIGNAGE SPECIFIC TO AUTOMOTIVE DEALERSHIPS

FOR THE MEETING OF: Monday, April 2, 2018, 6:30 PM

LOCATION: 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road. Zoned GC- General Commercial

REQUEST: Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a master sign plan for the properties located at 925 and 1025 N. Lindbergh Boulevard, 10329 Old Olive Street Road and 10383 Old Olive Street Road to allow for additional signage specific to automotive dealership brand identity. Section 405.950.J. Master Sign Plans, allows the City Council the flexibility to approve additional signs for planned developments and large residentially zoned institutional campus developments of three or more buildings with a minimum of ten acres, subject to certain requirements and conditions. The Lou Fusz Campus, east of Lindbergh Blvd. is approximately 11.3 acres.

ADDITIONAL INFORMATION: Lou Fusz has been operating a car dealership at this location since 1965, when at the time sales and showrooms were a permitted use. The Collision Center building was built in 1982. Sales and Servicing of Motor Vehicles became a conditional use in 1983 in the GC District. Both the Kia (Ord. 5524, approved March 27, 2018) and Mazda Dealerships (Ord. 5571, approved Feb 26, 2018) have received approval for the renovation of the existing structures. And the former Subaru building received approval to allow for used car sales in association with the Lou Fusz Kia Dealership (Ord. 5572) on February 26, 2018. The large, 205 square foot sign, monument sign at the Kia location is pre-existing, non-conforming.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?
- Does the request meet the requirements for a Master Sign Plan approval?

Creve Coeur 2030 Plan References

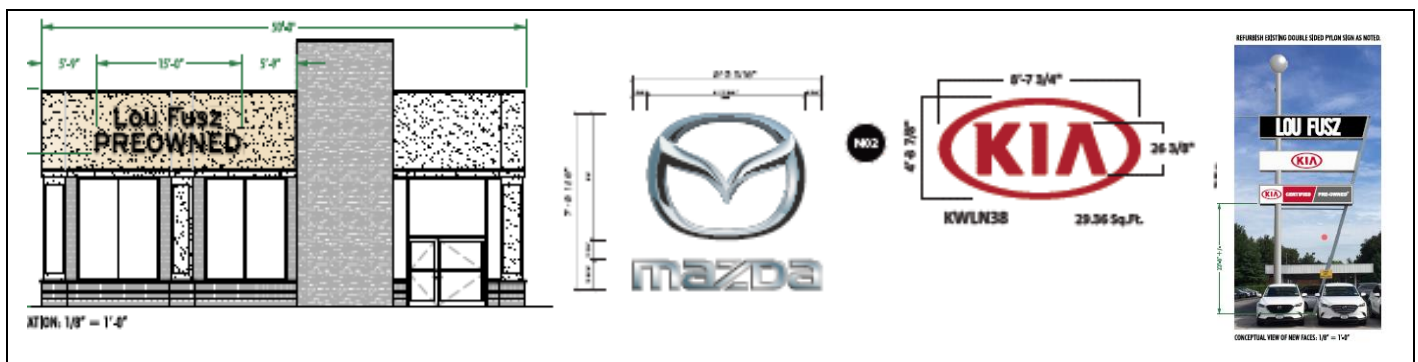
- Mixed-Use Innovation Campus District (MUIC)
- Design Guidelines

Zoning Code References

- Section 405.370: GC-General Commercial District
- Article VIII Sign Regulations
- Section 405.1080 Site Development Plans

APPLICANT: Randy Fusz
Lou Fusz Automotive Network
925 N. Lindbergh Blvd.
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: Stephen Hollander, AIA
SJ Hollander Architect
519 First Capitol Drive
St. Charles, MO 63301



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 3/29/2018

ATTACHMENTS: Applicants materials submitted March 29, 2018
Draft Ordinance

MASTER SIGN PLAN PROPOSAL

During the review of the Kia and Mazda building renovations and the inclusion of the pre-owned sales center at 10329 Old Olive Street Road, the issue of signage was discussed, and a condition was made to require coordination with both franchises to meet with the specific requirements for each, as well as allow for the Lou Fusz Dealership identity, as well as document any pre-existing non-conforming signs. While the individual brands are provided in accordance with their respective requirements, the Dealership information, and accessory signage for Service, Delivery, etc. are consistent black lettering throughout the campus area.

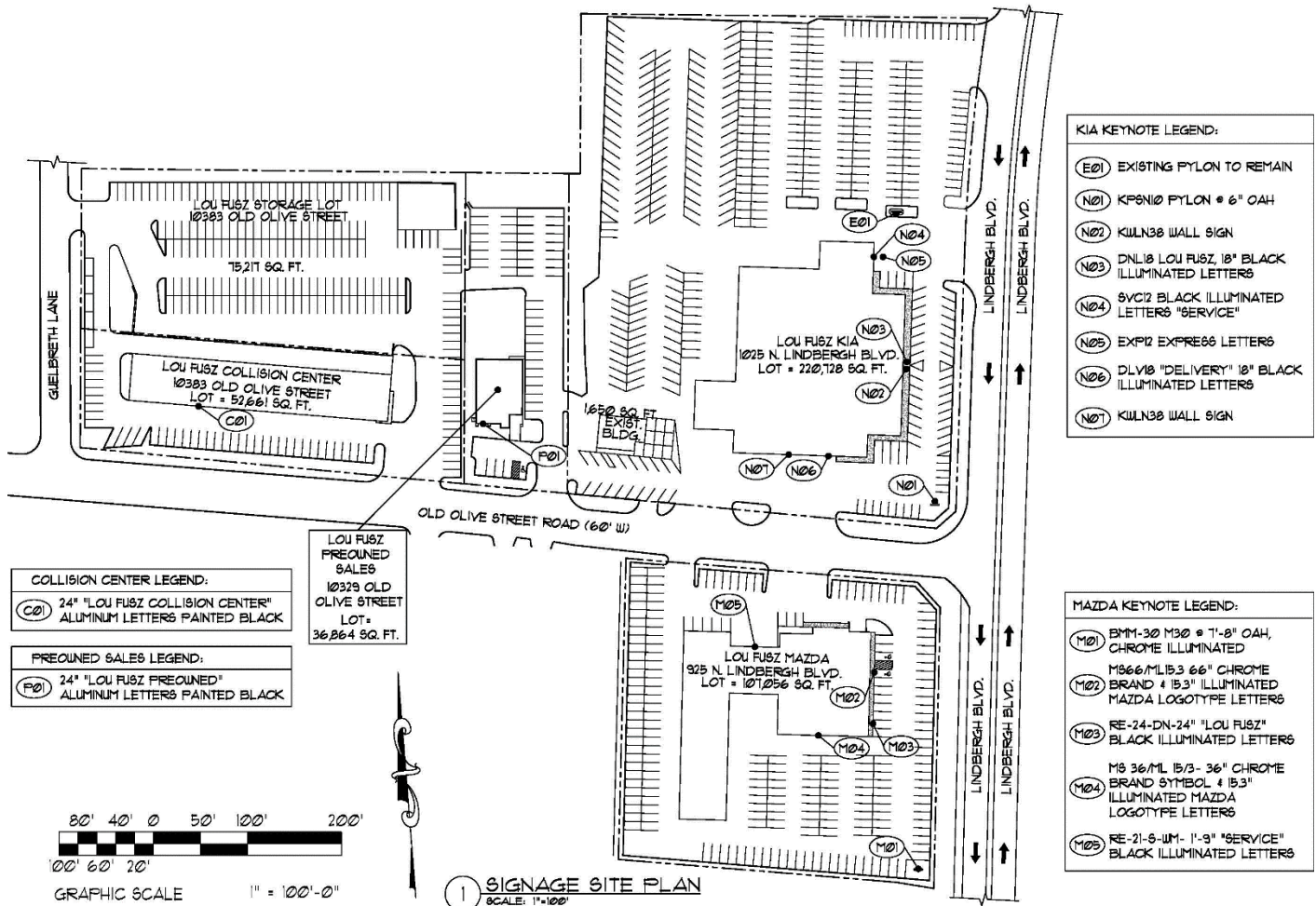


Figure 1: Applicants Site Plan with signage indicated.

The site plan does indicate a second ground sign (identified as N01) at the north corner of Lindbergh Boulevard and Old Olive Street Road for the Lou Fusz Kia Dealership. However, this was mistakenly kept from an earlier version and no details of the sign has been included in the packet, therefore a condition of approval includes that a ground sign second sign at this location is not included as part of the approval.

Kia Signage at 1025 N. Lindbergh Boulevard

Existing Large Pylon Sign

The pre-existing, non-conforming, pylon sign along Lindbergh Boulevard consists of approximately 205 square feet of sign area when each section is added up, with the lower section 23.6 feet above grade. The negative space for the Kia sign is white and opaque, where the City's Sign Regulations require that the negative space be dark and opaque when illuminated at night.



Figure 2: Applicants rendering of the existing pylon sign to be refurbished.

Kia Wall Signs

The proposal includes a 29.36 sq. ft. Kia Logo sign, along with the 15.08 sq. ft. Lou Fusz Dealership name sign, a 5.83 sq. ft. Service sign, and a 6.19 sq. ft. Express sign. It should be noted that the City's Sign Regulations requires that the sign area is calculated by a single rectangle around the extreme limits of the sign. Therefore, Kia Lou Fusz sign area would be approximately 83 sq. ft. The Service and Express sign area would be approximately 14 sq. ft. The overall building width is 228 feet.

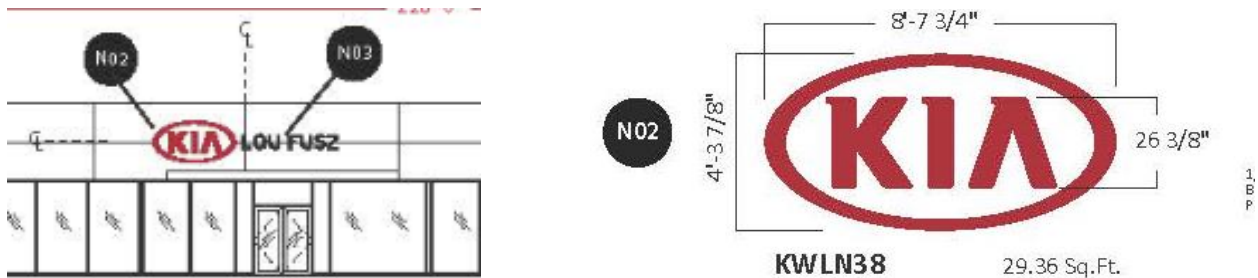


Figure 3: Close-up of the East elevation of the Building



Figure 4: Applicants Kia Wall Sign Detail

Figure 5: Close-up of the Service Express signage

The South Elevation includes the same 29.36 sq. ft. Kia logo with 15.23 sq. ft. Delivery Sign, for a total approximate sign area of 83.5 sq. ft. The length of the building 220'-7 1/4".

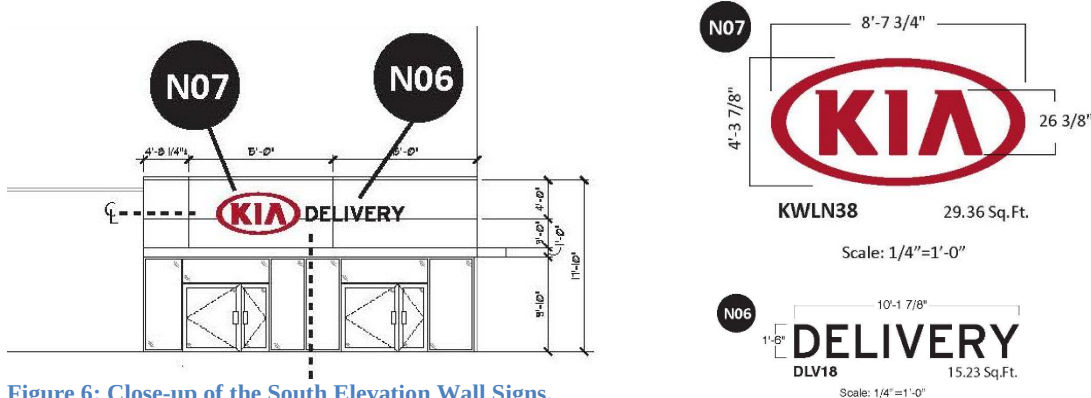


Figure 6: Close-up of the South Elevation Wall Signs.

*Lou Fusz Preowned Center at 10329 Old Olive Street Road
and Collision Center at 10383 Old Olive Street Road Wall Signs*

Both the Preowned Center Building and the Collision Center Building will have the same font on the building as found elsewhere throughout the campus.



Figure 7: Close-up of the Wall sign at 10329 Old Olive Street Road.

It is important to note that the information indicates that the Lou Fusz Preowned is 46.47 sq. ft., however when calculated the sign area is 60.67 sq. ft.

The Collision Center has a sign area of 47.68 sq. ft.:



Figure 8: Close-up of the Collision Center Sign at 10383 Old Olive Street Road.

Lou Fusz Mazda at 925 N. Lindbergh Boulevard
Mazda Monument Sign

The proposal includes replacing the exiting 28 sq. ft. sign that is approximately 3 feet in total height with an 7' 8" tall 46.9 square foot, chrome, illuminated sign, where the maximum sign area allowed for a single tenant on a 2.57 acre site under the Sign Code is of 35 square feet with a maximum height of 8 feet, and a landscaped area located around the base of the sign equal to two and one-half (2.5) square feet for each square foot of sign area.



Figure 9: Photo of the existing Sign at 925 N. Lindbergh.

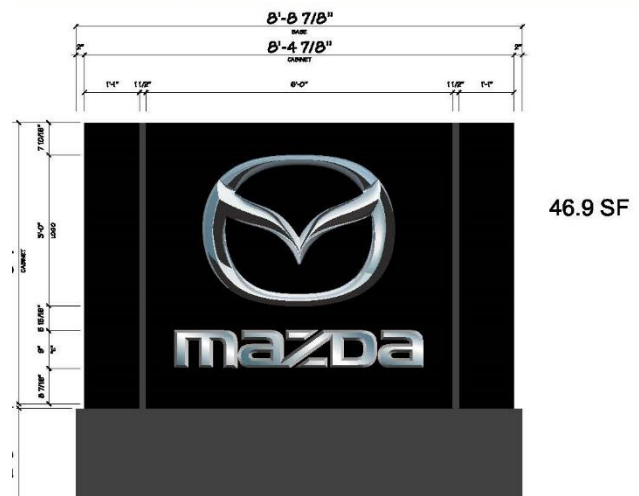


Figure 10: Proposed Monument Sign

The Applicant has indicated that the monument sign cannot be made smaller. Mazda corporate only purchases so many sizes and if we reduce the size of the monument then the logo will suffer.

Mazda Wall Signs

The new building façade includes a 68.5 sq. ft. Mazda wall sign and logo and a 29.63 sq. ft. Lou Fusz Sign along the East Elevation

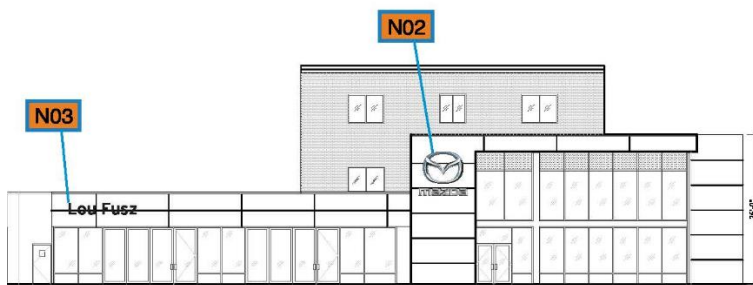
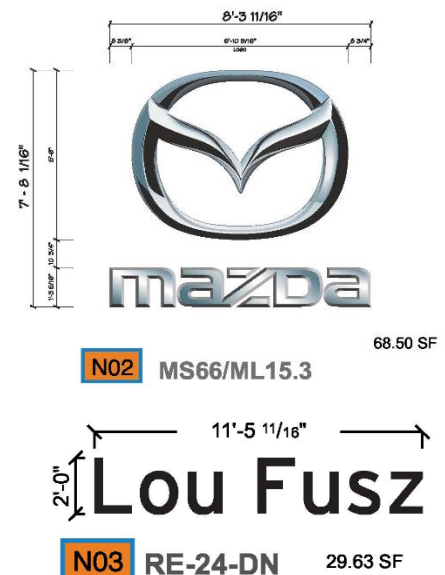


Figure 11: Close-up of the East Elevation of the new Building façade with the proposed Wall Signs



The North Elevation includes a 14.64 sq. ft. “Service” wall sign, and the South Elevation includes a 38.04 sq. ft. Mazda logo and name sign

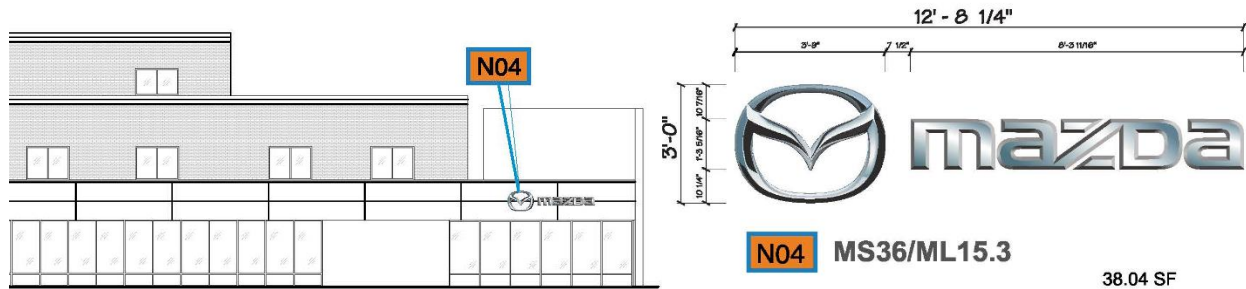


Figure 13: Close-up of the South Elevation and proposed Wall Sign

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Apartments	R6-Unincorporated St. Louis County	NA
South	Partial Office & Retail / Carriage House Condominium / Monsanto	GC-General Commercial / AR-Attached Single Family Residential / RO-Research Office Park District	Partial Old Olive Street Road / Olive and Lindbergh Boulevard Interchange
East	Retail and Office	GC-General Commercial	N. Lindbergh Boulevard
West	Office Retail	GC-General Commercial	NA

CREVE COEUR 2030 COMPREHENSIVE PLAN AND DESIGN GUIDELINES REVIEW

The subject property is included as a Campus District within the Mixed-Use Innovation Campus District that has a vision as a sustainable hub for cutting-edge research, job opportunities, and community amenities that encourages innovation, collaboration, and entrepreneurship in vibrant, mixed-use environment. The District is co-terminus with the 39 N Planning area. Lindbergh and Olive Boulevard are identified as Primary streets and Old Olive Street Road is identified as a Secondary street, that includes signage recommendations that wall signage is preferred, however consideration should be given to allow monument signs for multi-tenant, multi-use development on larger properties at the primary entrance to the shared parking facility. (P. 96-99).

The Design Guidelines offer further guidance in reviewing signs, by recommending that sign plans include a consistency of materials, siting, and design. Specifically, all signs are to be architecturally integrated and complement their surroundings in terms of size, shape, color, texture and lighting. Signs are to complement the overall design of the building and are not to be designed to be in visual competition with other signs in the area. New signs proposed for existing buildings should provide a compatible appearance with other building signage. Where no sign program exists there should be an attempt to bring in a unifying element (such as size). (Chapter 5, page 17).

While the use is pre-existing non-conforming, the proposed signs are largely in keeping with the recommendations and, with the exception of the brand identity of Mazda and Kia, all of the remaining wall signs are of a consistent font and style. And given the overall size of the buildings, they are in keeping with the scale of the development. Staff does have a concern regarding the overall size of the

Preowned Building, where the width of the building is 50 feet. Therefore, Staff has included a condition that the maximum sign area shall be 50 sq. ft. as measured by a single rectangle around the entire sign.

The pre-existing Kia pylon ground sign and the proposed monument sign for Mazda is not in keeping with these recommendations. Given the pre-existing nature of the pylon sign, Staff is not proposing that it should be removed at this time. Staff has included a condition that should the pylon sign be removed, any new sign shall comply with the current Sign Regulation ordinances for a low monument sign with a maximum sign area of 60 sq. ft. and no more than 12 feet in height for developments over 5 acres.

ZONING CODE REVIEW

All signs within the City are regulated under Article VIII of the Zoning Ordinance. The purpose of the Sign Regulations are to encourage the effective use of signs as a means of communication, to maintain and enhance the aesthetic appearance of the City and to facilitate and improve pedestrian and vehicular traffic safety, and to lessen confusion and visual clutter caused by a proliferation of signs competing for attention.

For campuses, the Sign Regulations allow for flexibility through the approval of a comprehensive sign package that creates an overall identity for the campus, where all signs are compatible in theme, quality, and character with the surrounding area, per the Master Sign Plan provision below:

Section 405.950.J. Master Signage Plans. In keeping with the intent to allow flexibility in the design of planned developments and large campus development of contiguous multi-acre areas, not separated by major highways or public right-of-ways (i.e., Olive Boulevard), the following options may be available for signs accessory to uses in non-residential district properties of campus developments of three (3) or more multiple buildings with a minimum of ten (10) acres and residentially zoned institutions (schools and places of worship with a minimum tract area of twenty (20) acres) subject to:

- 1. As an alternative to what would otherwise be allowed, signs may be permitted in accordance with a Comprehensive Plan of signage subject to the recommendation of the Planning and Zoning Commission and approval of the City Council following a public hearing conducted in accordance with the provisions of Sections 405.1060(D)(3) and 405.1120 of the Zoning Code. The Comprehensive Plan of signage shall show the location, size, height and extent of all proposed signs. In addition, the geographic limits of the area to be covered by the Comprehensive Plan of signage must be shown.*
- 2. Any application submitted pursuant to Subsection (J)(1) above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and the notarized agreement of each record owner to the placement of such signs on their property. When an application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written and notarized statement signed by the record owners of such properties which indicates their endorsement of the application.*
- 3. The above-cited signage options shall be exercised in accordance with the standards for all planned developments as set forth in Section 405.1080. All proposed signs shall be reviewed based on the following criteria:*
 - a. Proposed signs are consistent with the purpose of this Article.*
 - b. Proposed signs are compatible with the theme, visual quality, and overall character of the surrounding area.*
 - c. Proposed signs are in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements.*

The purpose of a Master Sign Plan is not simply to provide a variance to the property for more signage than would normally be allowed, but to provide for adequate signage that is keeping with the nature of large scale developments and campus settings. However, such deviations should be reasonable and in keeping with the overall intent of the Code.

In general wall signs are limited to one wall sign with a maximum sign area of 50 sq. ft., where adjacent to two or more public streets an additional sign with a maximum sign area of 50 sq. ft. is provided, per Section 405.950(B) Permanent Attached Signs. Section 405.120 Definition of Terms defines sign area as:

SIGN, GROSS SIGN AREA - The area within a single rectangle or circle enclosing the extreme limits of the sign, but not including structural supports which are not an integral part of the sign. Where a sign has two (2) or more faces which can be viewed from a single location, the gross area of all such faces shall be included in determining the total gross area of the sign.

Given the large scale of the building at 925 and 1025 N. Lindbergh Blvd., Staff finds that the wall signs are in scale for the development, with the exception of the Preowned Building at 10329 Old Olive Street Road, as discussed above, and a condition of approval includes that this sign area shall be reduced to a maximum sign area of 50 sq. ft. within a single rectangle. One item that should be addressed is the existing Kia Service sign on the south west corner of the building at 1025 N Lindbergh Blvd. that is not shown in the Master Sign Plan Package. The Applicant has indicated that this sign will be removed. Therefore a condition that the Kia logo be removed. However, if the Applicant wishes to provide a directional service sign in the same format the condition does include that such sign may be permitted provided it meets with the lettering style and font size as elsewhere on the campus and limited to 15 sq. ft.



Figure 14: Photo of the existing sign of the South Elevation of the Kia Building.

As discussed above, for a development over 5 acres, 405.950(C)(2)(c) provides for a single low monument sign with a maximum sign area of 60 sq. ft. and no more than 12 feet in height. A project or development may have one (1) additional low monument sign if there are two (2) or more entrances from different streets. The additional sign shall be limited to thirty (30) square feet and placed in accordance with the same provisions within this Section. This provision is available only to properties that have roadway access from two of the following streets: Olive Boulevard, Lindbergh Boulevard, North New Ballas Road, and Craig Road.

The proposed Master Sign Plan includes the 205 sq. ft. existing pylon sign that is over 53 feet in total height, at 1025 N. Lindbergh Blvd and a new 7'8" tall, 46.9 square foot monument sign at the south east corner of the property, replacing the existing 3 foot tall, 28 sq. ft. sign. If the property was not included as part of the Master Sign Plan for the campus, the maximum sign area allowed for a single tenant on a 2.57 acre site is a maximum sign area of 35 square feet with a maximum height of 8 feet, per Section 405.950(C)(1)(b) As discussed above, Staff has included a condition that should the pylon sign be

removed, any new sign shall comply with the current Sign Regulation ordinances for a low monument sign with a maximum sign area of 60 sq. ft. and no more than 12 feet in height for developments over 5 acres. Staff also recommends that the proposed monument sign for the Mazda Dealership should be lowered to 8 feet in height, and a maximum sign area of 35 sq. ft.

FORM OF THE DRAFT ORDINANCE

The draft ordinance contains the following customary conditions that primarily ensure adherence to proposed plan:

- The Applicant shall follow the Master Signage Plan received March 29, 2018 for all new or altered signage on the campus, as approved by the City of Creve Coeur, except as modified below. The location, size, shape, color, type, and design of each sign shall not substantively depart from the Master Sign Plan, unless approved by the City of Creve Coeur.
- The Applicant shall submit sign permit for any new sign.
- The Preowned building sign shall be reduced to a maximum sign area of 50 square feet within a single rectangle.
- The existing “Kia” sign over the service doors on the south west end of the building at 1025 N. Lindbergh Boulevard shall be removed. A directional Service sign may be permitted provided it meets with the lettering style and font size as elsewhere on the campus and limited to 15 sq. ft.
- The existing ground monument sign at 925 N. Lindbergh Boulevard shall be reduced to a maximum of 8 feet in height with a maximum sign area of not more than 35 sq. ft. The base of the structure shall have a solid base of at least one (1) foot in height with brick, stone or other material to match the related buildings, to be consistent with Section 405.950(C)(3) Design Standards for low monument signs.
- The ground sign identified on the site plan NO1 at the north corner of Lindbergh Boulevard and Old Olive Street Road is not permitted.
- Should the pre-existing, non-conforming pylon sign at 1025 N. Lindbergh Boulevard be removed, damaged, or destroyed beyond 50% of the value, any new sign shall comply with the current Sign Regulation for a low monument signs.
- No additional permanent signage is allowed for the campus. Permitted temporary banners are allowed as provided under Section 405.940(E)(5).

CONCLUSION AND ACTION

If the Planning and Zoning Commission finds that the Lou Fusz Master Signage Plan to be consistent with the purpose and requirements of Article VIII, a recommendation to the City Council for approval is necessary. Action on the proposal will come in the form of a recommendation of approval, approval with conditions, or denial. The following is an example of an appropriate motion for this application:

“I move to recommend approval of the Lou Fusz Automotive Network Master Signage Plan subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of April 2, 2018” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

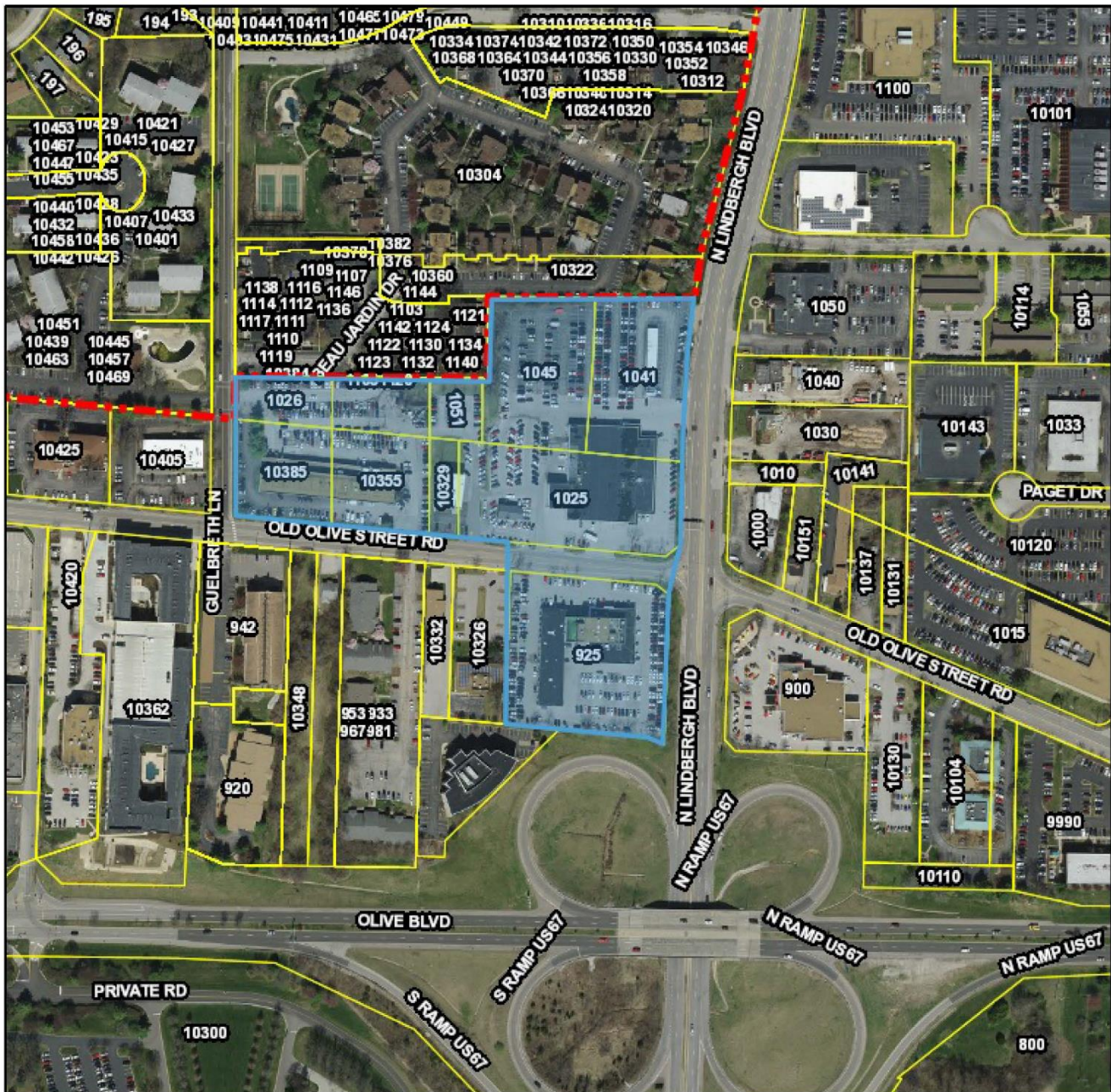
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO

Lou Fusz Automotive Network



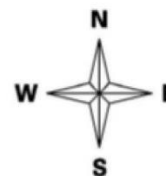
City Limits

Parcels

Parcels Label

Roads Labels

March 20, 2018



Prepared By

HORNER SHIFRIN

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 3/28/2018



Description: View looking north at the Kia Dealership that is currently under construction, with the large pylon sign in the background.



Description: View looking south from across Old Olive Street Road at the existing Mazda Dealership. Building Permits for the approved renovation has yet been submitted, nor construction started.



Description: View looking north from across Old Olive Street Road at the existing Collision Center.

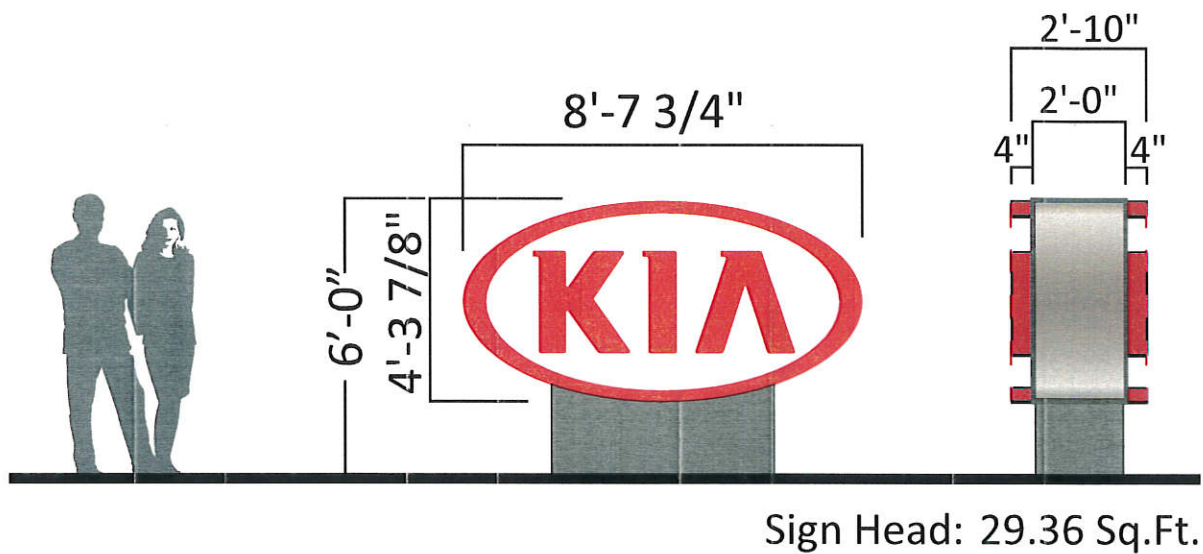


Description: View of the existing large pylon sign.

N01

KPSN10 Pylon Sign

*Custom Height



Specifications

Head:

Fabricated aluminum channel letters/oval, mounted to white backer panel.
White acrylic faces with Kia red vinyl applied first surface.
Red trim caps & returns
LED illumination

Column/Cladding:

Steel pole construction with
Aluminum cladding
painted silver

Colors

- Red Vinyl 3M #3630-83
- Metallic Silver - MP 18091
- Metallic Gray - MP 18214
- White Paint - Glossy

NOTE:

- Dealer to remove existing sign.
- Existing foundation will NOT be used for new KIA pylon sign.

Project ID

JP2-10505-R12

Date: 03-09-2017

Scale: 1/4"=1'-0"

Sales: E. Mackle

Designer: R Andree

Rev. #: R12 rva

Date: 04/02/2018

Revision Note:

R12: move N01 to single sheet

☒ Conceptual

Information Required:

Engineer drawings for custom height

☐ Master

☒ Electrical

☒ 120V ☐ 347V

☐ Other _____

Customer Approval

Signature _____

MM/DD/YYYY _____

It is the Customer's responsibility to ensure that the structure of the building is designed and constructed to accept the installation of the signs being ordered. Please ask PSG to provide further details if required.

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MO003

Lou Fusz Kia

1025 North Lendbergh

St Louis, MO

Sign Item

N01

Any non-compliant Kia logo (i.e., window vinyl, doors/entry vinyl, parking signs, directional signs, multi-tenant signs, reader board graphics, etc.) not represented in this proposal must be updated by the Dealer to the current compliant Kia logo or must be removed.

1 PLANNING AND ZONING COMMISSION PUBLIC HEARING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, APRIL 2, 2018

5 6:30 P.M.

6
7 PUBLIC HEARING

8 APPLICATION NO. 18-012

9
10
11 THOSE IN ATTENDANCE:

12 Ms. Beth Kistner, Chairman

13 Mr. Tim Carney

14 Mr. Don Magruder

15 Mr. Gene Rovak

16 Ms. Heather Silverman

17 Mr. Matthew Schuh

18 Mr. Carl Lumley, City Attorney

19 Mr. Jason Jaggi, Director of Community Development

20 Ms. Whitney Kelly, City Planner

21 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

22 McLaughlin Court Reporting Services, Inc.

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

24 4772 Gatesbury Drive

25 St. Louis, MO 63128

(314) 974-1199

1 CHAIRMAN KISTNER: Okay. Good evening,
2 Everyone.

3 We're going to call our meeting to order, the
4 Creve Coeur Planning and Zoning Commission for Monday,
5 April 2nd.

6 We'll start with our call to order. Our roll
7 call.

8 Mr. Carney?

9 MR. CARNEY: Present.

10 CHAIRMAN KISTNER: Ms. Hall? Is absent.

11 Mr. Magruder?

12 MR. MAGRUDER: Present.

13 CHAIRMAN KISTNER: Mr. Rovak?

14 MR. ROVAK: Present.

15 CHAIRMAN KISTNER: Ms. Silverman?

16 MS. SILVERMAN: Present.

17 CHAIRMAN KISTNER: Mr. Schuh?

18 MR. SCHUH: Present.

19 CHAIRMAN KISTNER: City Attorney, Carl Lumley?

20 MR. LUMLEY: Here.

21 CHAIRMAN KISTNER: Director of Community
22 Development, Jason Jaggi?

23 MR. JAGGI: Present.

24 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

25 MS. KELLY: Present.

1 CHAIRMAN KISTNER: And Planning
2 Assistant/Recording Secretary, Jessica Stutte?

3 MS. STUTTE: Present.

4 CHAIRMAN KISTNER: Next up we have public
5 hearing Application No. 18-012 for a master sign plan for
6 Lou Fusz Automotive Network to allow for additional
7 signage specific to automotive dealerships.

8 (The speakers were sworn in by the court
9 reporter.)

10 MR. HOLLANDER: Good evening, Commissioners.

11 I'm Steve Hollander with Hollander Architects.

12 Again, this is -- and Christine Mudd with Warren
13 Sign Company is here also.

14 This is probably our -- our last project we have
15 to -- to come before you, and we appreciate your
16 assistance in the previous projects where we have approved
17 the -- first the Subaru building and then the Kia building
18 and the Mazda building, and then the combination of sites
19 for the preowned building with Kia.

20 And we have finally been able to, I guess, get
21 agreement between Kia and Mazda so that their signage can
22 look similar except for their branding signage.

23 All of their non-branded signage is of the same
24 font and same color style for both projects, as opposed to
25 some other projects in town where it's different colors.

1 We did get Kia to agree to -- to go with the black color
2 as opposed to their Kia red. So, which was -- it took a
3 major concession on Kia to get that approval, so we are
4 for that.

5 We do have all of the sign package on a
6 PowerPoint, if you want to go through and see all the
7 signage, or we can just talk about issues that are still
8 remaining with the -- a few of the signs that staff has
9 pointed out.

10 What -- what is your preference?

11 CHAIRMAN KISTNER: I'm comfortable just focusing
12 on the issues, but does anybody else --

13 MR. MAGRUDER: Me too.

14 CHAIRMAN KISTNER: Just focus then on those.

15 MR. HOLLANDER: Okay.

16 CHAIRMAN KISTNER: Those issues.

17 MR. HOLLANDER: We'll discuss the issues then.

18 Yes, they're not numbered, but I guess the
19 fourth item on there, removal of the Kia sign over the
20 service doors on the south side of the building. That
21 will be removed as -- if you recall from the previous
22 project, service reception is moving over to the east
23 side, and we built a new service reception. So once we
24 get signage and everything else up on that portion of the
25 building that signage will be taken down.

1 The existing ground monument sign and the
2 proposed new one for the Mazda, we would like some special
3 consideration for that, and -- what do I need to push on
4 this, Jason, to --

5 MR. JAGGI: Yeah.

6 MR. HOLLANDER: Okay. The existing location of
7 the Kia sign is down here in this little corner, way on
8 the east, I guess that's the southeast corner of the
9 property. That's where the current sign is.

10 And that is where the new sign is also being
11 presented.

12 What is of concern is the size of the sign. And
13 we'd like you to take into consideration, A, first, that
14 location it's not your typical monument location. Your
15 typical monument location is generally somewhere up near
16 the front of almost any place you go.

17 And driving around your community recently, I
18 took notice, most of all monument signs are more used as
19 entrance monuments. This one really isn't.

20 Also the location and the distance from this to
21 Lindbergh Boulevard and/or to the bypass area or the
22 round -- roundabout area, there is much greater than is
23 typically seen in a monument location.

24 And then again, also, the only people that are
25 really going to see this sign in -- in -- are the people

1 heading north on Lindbergh, and then the people on the --
2 on the round-away.

3 People coming from the south, if you recall,
4 are -- in our site plan, we were -- we did have one row of
5 parking, and this row here eliminated, but that sign is
6 right up in here. It's generally going to be blocked
7 somewhat by the cars along there.

8 So we feel strongly, it is under your 8 foot
9 height requirement, it is over the square footage sign,
10 but due to the location, and, really, the visibility that
11 is provided, it's not up along a street, we'd like your --
12 your consideration to use this.

13 And, although it's no concern of yours, Mazda
14 doesn't have a smaller sign. They only model and take
15 care of particular size signs, and they kind of go across
16 the country and figure out what the average is.

17 This sign is 46, almost 47 square feet.

18 But it is where I think we're allowed 35, is
19 that correct, Whitney?

20 MS. KELLY: Correct.

21 MR. HOLLANDER: So we are over, but, again,
22 considering where it is and where the location is and the
23 visibility, it's not in a site path or anything else
24 that -- that people are going to see, so we would like
25 your consideration on allowing us to use that -- that sign

1 in that particular location.

2 Do we want to discuss one another or you have
3 any questions in regards to that?

4 MR. MAGRUDER: Is that Mazda or Kia?

5 MR. HOLLANDER: This is Mazda.

6 MR. MAGRUDER: Okay. Thank you.

7 MR. ROVAK: This is the black sign or the --

8 MR. HOLLANDER: Yes, this is the black sign. In
9 your report it is on page --

10 MS. KELLY: 24.

11 MR. HOLLANDER: Yeah, page 3 or 20 -- okay.

12 CHAIRMAN KISTNER: Why don't you continue, and
13 then we can discuss after we've --

14 MR. HOLLANDER: Okay.

15 CHAIRMAN KISTNER: -- heard all of your --

16 MR. HOLLANDER: All right. The -- the other
17 item is the preowned sign was over signage. We will
18 reduce that down to the 50 square feet when we come in for
19 a application on there.

20 And, let's see, oh, and then the -- since in the
21 last public hearing, if you recall, we -- we combined
22 the -- this Kia site along with this, what used to be the
23 old Subaru site into now the Kia preowned facility, and we
24 would like consideration to add a Kia monument in this
25 little landscape area here, which is the old -- which is

1 the NO1 sign.

2 I don't believe that's -- that is in their
3 packet?

4 MS. KELLY: No, it was removed at the last --

5 MR. HOLLANDER: Okay. But we do have those
6 that -- it was removed since we were, at the time, not
7 able to do that.

8 I will pass those out. And I believe both
9 Whitney and Jason, correct me, we had no -- no issues with
10 that sign except for the size again.

11 I think it's -- the -- the size of this sign,
12 the sign had the sign logo, is under 30 square feet,
13 however, again, the way that is calculated per city
14 standards, you square it off.

15 This is an oval sign. And then it is larger
16 than -- than the 30, the actual sign head itself is
17 29.36 square feet. Both on the Mazda sign and on the Kia
18 sign, we will put a masonry base around the -- the metal
19 supports and do the required landscaping. That -- that
20 was shown on the previous Mazda approval plans.

21 CHAIRMAN KISTNER: So on this, I know one sign,
22 the monument sign, the maximum square footage is -- this
23 one is 29 -- over 29 square feet, and 25 is the --

24 MR. HOLLANDER: No, the maximum size is 30,
25 however, the way the city calculates it, it -- it puts it

1 in a box as opposed to the actual sign area.

2 So the actual sign area is 29.36 square feet,
3 but if you box it out, it's 36, something like that, I
4 mean there's -- you've got air that's being counted as
5 signage.

6 CHAIRMAN KISTNER: Okay. Okay.

7 MR. HOLLANDER: Okay. And I think those take
8 care of it.

9 This -- this location for the NO1 is shown on
10 the -- is shown on your -- on the site plan in your packet
11 at -- at this -- yeah, at this location right here.

12 CHAIRMAN KISTNER: Okay.

13 Does anyone have questions for the applicant
14 right now, or would you like to hear from the staff first?

15 MS. SILVERMAN: I'd prefer to hear from staff.

16 MR. CARNEY: Hear from staff.

17 CHAIRMAN KISTNER: Okay. Thank you.

18 MR. HOLLANDER: Sure.

19 MS. KELLY: Whitney Kelly on behalf of the City
20 of Creve Coeur.

21 Signs are generally not reviewed by the Planning
22 and Zoning Commission, however under a special provision
23 of the code for master sign plan for large campuses over
24 10 acres, they can submit for a special package of signage
25 due to the unique nature of that campus.

1 Generally speaking, our code does not provide
2 all of the unique signs that are -- that are automobile
3 networks generally like, and, therefore, that is why
4 they're making this request today.

5 As we discussed, or as the applicant has
6 indicated, there was a number of -- zoom out. It's not
7 really zooming out.

8 So the existing monument sign is approximately,
9 for the Kia side, is approximately 53 feet tall, and
10 they've broken up each of the sign bands for -- to
11 calculate at 205 square feet.

12 The existing monument sign down here -- okay,
13 I'm having -- down here is approximately 28 -- existing
14 it's 28 square feet, so they are asking for a variance.

15 The purpose of a sign -- master sign plan is
16 for -- is to maintain conformity with the city's ordinance
17 regarding signs without creating -- just seeking variance
18 from the signs and creating a uniform for the entire
19 campus, uniform package.

20 We're generally okay with all of the wall signs.
21 They are larger than what is generally allowed, and
22 allowing for this distinction of the Lou Fusz as well.

23 Therefore, asking for a larger ground sign, at
24 this location, we feel is inconsistent with the sign plan
25 as they are already getting more than what is generally

1 allowed under the code.

2 And that would also be the same for the Lou
3 Fusz.

4 A single property of 30,000 square feet would be
5 provided one sign with a sign area of 30 square feet and
6 no more than 6 feet in height.

7 This sign was originally included over here, but
8 because they already have a sign, the existing sign, we
9 discussed moving -- moving it or taking that out, so it
10 was not included in the last revision that they submitted.

11 This did not become aware until like
12 four o'clock on Friday. So they are now seeking the
13 approval of the sign that's been used building, right
14 here.

15 CHAIRMAN KISTNER: I'm sorry, I'm getting mixed
16 up. Are you --

17 MS. KELLY: Okay.

18 CHAIRMAN KISTNER: When you're pointing to these
19 two, are you talking about the -- the new oval Kia one --

20 MS. KELLY: Yeah.

21 CHAIRMAN KISTNER: -- or the --

22 MS. KELLY: Yeah, the new oval Kia. They
23 originally wanted it here, in addition to the 200 square
24 foot that's up here, the existing one, but -- but because
25 our code only allows one sign per property or development,

1 we asked that they remove that one from the plan and,
2 therefore, the sign was actually taken out of the package
3 that's before you within your packet.

4 Friday afternoon they then wanted it back in,
5 but to replace -- move it over here in front of the used
6 car dealership that was the former Subaru.

7 MS. SILVERMAN: So they'll be -- NO1 sign, plus
8 this additional sign, is that correct?

9 MS. KELLY: There will be the sign with the --
10 what this is pointing to is the wall sign on --

11 MS. SILVERMAN: Yeah --

12 MS. KELLY: -- the building --

13 MS. SILVERMAN: -- I've got that.

14 MS. KELLY: -- of 50 square feet. Yes. So then
15 there would be -- this sign would be relocated to in front
16 of here.

17 MS. SILVERMAN: Okay. So --

18 CHAIRMAN KISTNER: The NO1 Kia sign?

19 MS. KELLY: Right.

20 MR. SCHUH: So the NO 1 Kia sign, where it is,
21 would move? It is not in addition to that sign?

22 MS. KELLY: Right.

23 MS. SILVERMAN: Okay.

24 MS. KELLY: However, as the applicant -- when we
25 last looked at it, I wasn't able to do a quick

1 calculation. This sign actually calculated to be
2 approximately 37 feet, and our code also says that sign
3 bases should be no more than 14 inches apart.

4 So we are generally okay with providing a sign
5 at that location provided that it meet with the code
6 requirement that it's no more than 30 square feet, the
7 masonry base, and that the sign bases are no more than
8 14 inches apart.

9 CHAIRMAN KISTNER: And by that, are you
10 referring to the fact that it's calling for about a 2
11 foot?

12 MS. KELLY: Yeah, it's approximately 2 feet
13 10 inches apart from each other.

14 MR. ROVAK: So just be a thinner sign is all
15 you're shooting for?

16 MS. KELLY: Yeah, a thinner sign.

17 MR. ROVAK: Less depth.

18 MS. KELLY: Like it needs -- yeah, less depth.
19 It needs to be scaled to be boxed in at 30 square feet,
20 and then have the masonry base.

21 MR. ROVAK: So -- okay. So that -- to get into
22 a 30 -- I'm just looking at a 30 square foot box, so
23 really nearly proportional. If it would be, I guess it
24 would be like 7 -- 7 foot 3 by 4 foot 2, something like
25 that, it's going to be --

1 MS. KELLY: Yeah.

2 MR. ROVAK: -- what we'd be looking at similar
3 proportions.

4 MS. KELLY: So it's important to note that they
5 are getting larger Kia signs --

6 VOICE: Uh-huh.

7 MS. KELLY: -- throughout the campus, and that
8 the existing large monument sign in your staff report on
9 page 3 is showing a 65 square foot sign here, as well as
10 the 57.8 square foot sign here, and so this would be an
11 additional nonconforming sign.

12 CHAIRMAN KISTNER: But that sign, that larger
13 one, should they choose to change it, would have to then
14 become conforming, correct?

15 MS. KELLY: Yes. We have included a provision
16 that should it get damaged or they wish to take it down,
17 that it have to meet the code requirement for a property
18 that size, which would be, I think 30 -- it's a condition
19 in the staff report -- yeah, the last bullet point -- or
20 second to the last is that if it gets beyond -- damaged or
21 destroyed or they wish to remove it, the sign shall comply
22 with any current sign regulation for a low monument sign
23 for property of this size, I believe it's 60 square feet
24 and no more than 12 feet in height for property over
25 5 acres.

1 CHAIRMAN KISTNER: Does anyone have any
2 questions for Whitney?

3 MR. CARNEY: I just had one question.

4 Have you ever figured any signs based on their
5 shape or do you always looked at a box to determine the
6 size?

7 MS. KELLY: The code does say that a sign
8 area -- the gross sign areas, the -- a single rectangle or
9 circle surrounding the extreme limits of the sign, so we
10 do look at it that way.

11 MR. CARNEY: Okay.

12 MS. SILVERMAN: And the code does specify that,
13 correct?

14 MS. KELLY: Right. It's under definition of
15 terms, sign, gross sign area.

16 MR. LUMLEY: I have a question just -- just to
17 clarify where things stand.

18 So staff is not proposing to change any of this
19 proposed conditions, right?

20 MS. KELLY: Correct.

21 MR. LUMLEY: And, but you are agreeable to
22 adding a condition that says that they can add the
23 conforming sign at the new location?

24 MS. KELLY: Correct.

25 MR. LUMLEY: Okay.

1 CHAIRMAN KISTNER: So that would require a
2 condition to have that one?

3 MS. KELLY: Right.

4 CHAIRMAN KISTNER: Okay.

5 MR. SCHUH: On -- on the Mazda sign it says that
6 it measures out to 46.9 square feet. If I'm reading this
7 correctly, the limit is not 45, but 35 square feet?

8 MS. KELLY: Correct.

9 MR. SCHUH: Okay.

10 MS. KELLY: Our current code for properties
11 between 2 and 5 acres, you can go up to 8 feet tall, but
12 the sign area is 35 square feet, and you have a masonry
13 base, so that's what we're suggesting at this location.

14 That site is 2.7 acres in and of itself.

15 MR. SCHUH: What is -- what is staff's position
16 on the Mazda sign?

17 MS. KELLY: That it should comply with the
18 current regulations, which is what our condition of
19 approval suggests.

20 They are getting the larger wall signs in
21 consideration of the use and allowing for the tenant
22 identification. And the scale of the building is so
23 large, therefore, we feel like the existing monument
24 sign -- the monument sign should comply with the existing
25 regulations.

1 CHAIRMAN KISTNER: But just to clarify though,
2 under a master sign plan, you can vary from those
3 individual sign regulations that it is up to the
4 discretion --

5 MS. KELLY: It is up to the --

6 CHAIRMAN KISTNER: Those are reference points
7 when you're talking about a master sign plan, correct?

8 MS. KELLY: Correct. A master sign plan does
9 allow for deviation provided that a number of other
10 factors are provided, such as scale and harmony with the
11 development; that there's some consistency in the quality
12 and the design throughout the entire campus.

13 However, it is -- it does state that it is
14 intended they shall still comply with the standards for
15 sign, which is to maintain the esthetic appearance of the
16 city, the effective use of signs as a means of
17 communication and to prevent the visual clutter throughout
18 the area.

19 CHAIRMAN KISTNER: Any other questions for
20 Whitney?

21 Are there any members in the audience who would
22 like to comment on this matter?

23 Seeing none.

24 MR. LUMLEY: Ready for exhibits?

25 CHAIRMAN KISTNER: Yes.

1 MR. LUMLEY: I offer the following exhibits into
2 the record of this public hearing: Documentation in the
3 custody of the City Clerk reflecting the public notice
4 provided regarding the hearing; the City Code of
5 Ordinances and Charter, the City Comprehensive Plan and
6 the public file regarding this application.

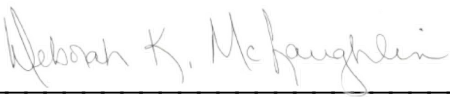
7 CHAIRMAN KISTNER: Okay.

8 The hearing is closed.

9 (The public hearing was closed at 7:04 p.m.)

1 STATE OF MISSOURI)
) SS
2 COUNTY OF ST. LOUIS)

3
4 I, Deborah K. McLaughlin, Registered
5 Professional Reporter, Missouri Certified Court Reporter,
6 Illinois Certified Shorthand Reporter and Kansas Certified
7 Court Reporter, do hereby certify that I reported the
8 Planning and Zoning public hearing stenographically and
9 later reduced to typewriting; and that this is a true and
10 accurate transcript of the public hearing.

11
12 
13 _____, RPR, MO-CCR, IL-CSR, KS-CCR

14 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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CHAIRMAN KISTNER: [33] MR. CARNEY: [4] 2/8 9/15 15/2 15/10 MR. HOLLANDER: [14] 3/9 4/14 4/16 5/5 6/20 7/4 7/7 7/10 7/13 7/15 8/4 8/23 9/6 9/17 MR. JAGGI: [2] 2/22 5/4 MR. LUMLEY: [6] 2/19 15/15 15/20 15/24 17/23 17/25 MR. MAGRUDER: [4] 2/11 4/12 7/3 7/5 MR. ROVAK: [6] 2/13 7/6 13/13 13/16 13/20 14/1 MR. SCHUH: [5] 2/17 12/19 16/4 16/8 16/14 MS. KELLY: [31] MS. SILVERMAN: [8] 2/15 9/14 12/6 12/10 12/12 12/16 12/22 15/11 MS. STUTTE: [1] 3/2 VOICE: [1] 14/5	29 square [1] 8/23 29.36 square [2] 8/17 9/2 2nd [1] 2/5 3 30 [6] 8/16 8/24 13/19 13/22 13/22 14/18 30 square [3] 8/12 11/5 13/6 30,000 square [1] 11/4 300 [1] 1/3 314 [2] 1/22 1/23 35 [1] 6/18 35 square [2] 16/7 16/12 36 [1] 9/3 37 feet [1] 13/2 4 45 [1] 16/7 46 [1] 6/17 46.9 [1] 16/6 47 square [1] 6/17 4772 [1] 1/22 5 5 acres [2] 14/25 16/11 50 [1] 12/14 50 square [1] 7/18 53 feet [1] 10/9 57.8 square [1] 14/10 6 6 feet [1] 11/6 60 [1] 14/23 63128 [1] 1/23 65 square [1] 14/9 6:30 [1] 1/5 7 7:04 [1] 18/9 8 8 feet [1] 16/11 9 974-1199 [1] 1/23 A able [3] 3/20 8/7 12/25 about [4] 4/7 11/19 13/10 17/7 absent [1] 2/10 accurate [1] 19/10 acres [4] 9/24	14/25 16/11 16/14 across [1] 6/15 actual [3] 8/16 9/1 9/2 actually [2] 12/2 13/1 add [2] 7/24 15/22 adding [1] 15/22 addition [2] 11/23 12/21 additional [3] 3/6 12/8 14/11 after [1] 7/13 afternoon [1] 12/4 again [5] 3/12 5/24 6/21 8/10 8/13 agree [1] 4/1 agreeable [1] 15/21 agreement [1] 3/21 air [1] 9/4 all [9] 3/23 4/5 4/6 5/18 7/15 7/16 10/2 10/20 13/14 allow [2] 3/6 17/9 allowed [3] 6/18 10/21 11/1 allowing [3] 6/25 10/22 16/21 allows [1] 11/25 almost [2] 5/16 6/17 along [3] 6/7 6/11 7/22 already [2] 10/25 11/8 also [6] 3/13 5/10 5/20 5/24 11/2 13/2 although [1] 6/13 always [1] 15/5 and/or [1] 5/21 another [1] 7/2 any [8] 5/16 7/3 14/22 15/1 15/4 15/18 17/19 17/21 anybody [1] 4/12 anyone [2] 9/13 15/1 anything [1] 6/23 apart [3] 13/3 13/8 13/13 appearance [1] 17/15 applicant [3] 9/13 10/5 12/24 application [4] 1/8 3/5 7/19 18/6 appreciate [1] 3/15	approval [4] 4/3 8/20 11/13 16/19 approved [1] 3/16 approximately [5] 10/8 10/9 10/13 13/2 13/12 APRIL [2] 1/4 2/5 April 2nd [1] 2/5 Architects [1] 3/11 are [26] area [10] 5/21 5/22 7/25 9/1 9/2 11/5 15/8 15/15 16/12 17/18 areas [1] 15/8 around [2] 5/17 8/18 as [15] 3/24 4/2 4/21 5/18 9/1 9/4 10/5 10/5 10/22 10/25 12/24 14/9 14/9 17/10 17/16 asked [1] 12/1 asking [2] 10/14 10/23 assistance [1] 3/16 Assistant [2] 1/16 3/2 Assistant/Recording g [2] 1/16 3/2 at [17] 8/4 8/6 9/11 9/11 9/11 10/11 10/23 12/25 13/5 13/19 13/22 14/2 15/5 15/10 15/23 16/13 18/9 ATTENDANCE [1] 1/11 Attorney [2] 1/15 2/19 audience [1] 17/21 automobile [1] 10/2 automotive [2] 3/6 3/7 average [1] 6/16 aware [1] 11/11 away [1] 6/2 B back [1] 12/4 BALLAS [1] 1/3 bands [1] 10/10 base [4] 8/18 13/7 13/20 16/13 based [1] 15/4 bases [2] 13/3 13/7 be [21] because [2] 11/8 11/24 become [2] 11/11 14/14	been [2] 3/20 11/13 before [2] 3/15 12/3 behalf [1] 9/19 being [2] 5/10 9/4 believe [3] 8/2 8/8 14/23 Beth [1] 1/12 between [2] 3/21 16/11 beyond [1] 14/20 black [3] 4/1 7/7 7/8 blocked [1] 6/6 both [3] 3/24 8/8 8/17 Boulevard [1] 5/21 box [4] 9/1 9/3 13/22 15/5 boxed [1] 13/19 branded [1] 3/23 branding [1] 3/22 broken [1] 10/10 building [9] 3/17 3/17 3/18 3/19 4/20 4/25 11/13 12/12 16/22 built [1] 4/23 bullet [1] 14/19 but [17] 4/12 4/18 6/5 6/10 6/18 6/21 8/5 9/3 11/7 11/24 11/24 12/5 14/12 15/21 16/7 16/11 17/1 bypass [1] 5/21 C calculate [1] 10/11 calculated [2] 8/13 13/1 calculates [1] 8/25 calculation [1] 13/1 call [3] 2/3 2/6 2/7 calling [1] 13/10 campus [4] 9/25 10/19 14/7 17/12 campuses [1] 9/23 can [7] 3/21 4/7 7/13 9/24 15/22 16/11 17/2 car [1] 12/6 care [2] 6/15 9/8 Carl [2] 1/15 2/19 Carney [2] 1/12 2/8 cars [1] 6/7 CCR [6] 1/22 1/22
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City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: City Council
Category: Ordinance
Prepared By: Lori Obermoeller
Department Head: Lori Obermoeller

SCHEDULED

ORDINANCE

**Bill No. 5705 - an Ordinance Amending the Adopted 2018
Capital Fund Budget of the City of Creve Coeur by
Authorizing Additional Appropriations and Unappropriations
from Operating Departments. First Reading**

Additional funding for Dielmann HVAC and design for the New Ballas Road sidewalk projects.

Ordinance

Meeting of April 9, 2018

REVISED BILL NO. 5705

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE ADOPTED 2018 CAPITAL FUND BUDGET OF THE CITY OF CREVE COEUR
BY AUTHORIZING ADDITIONAL APPROPRIATIONS AND UNAPPROPRIATIONS FROM OPERATING DEPARTMENTS**

WHEREAS, REVENUES WERE ESTIMATED AND APPROPRIATIONS WERE AUTHORIZED IN THE ANNUAL CITY BUDGET ADOPTED ON JUNE 26, 2017 BY ORDINANCE NO. 5533

WHEREAS, IT IS IN THE INTEREST OF THE CITY OF CREVE COEUR TO AUTHORIZE ADDITIONAL APPROPRIATIONS TO PAY FOR UNBUDGETED AND UNANTICIPATED EXPENDITURES AND TO UNAPPROPRIATE ITEMS BUDGETED BUT NOT NEEDED IN VARIOUS CATEGORIES AS PROVIDED IN THE CITY CHARTER AND THE CITY CODE.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR AS FOLLOWS:

SECTION 1. THAT THE ANNUAL OPERATING BUDGET FOR THE CAPITAL FUND FOR THE 2018 FISCAL YEAR AS ADOPTED, IS HEREBY AMENDED BY AUTHORIZING ADDITIONAL APPROPRIATIONS IN THE AMOUNT OF \$19,473

CAPITAL FUND

DIELMANN HVAC (02-61-71-9506-18309)	\$	1,415
N. NEW BALLAS RD SIDEWALK (02-61-71-9510-17710)	\$	18,058
TOTAL ADDITIONAL APPROPRIATIONS-CAPITAL FUND	\$	19,473

SECTION 2. THAT THE ANNUAL OPERATING BUDGET FOR THE CAPITAL FUND FOR THE 2018 FISCAL YEAR AS ADOPTED, IS HEREBY AMENDED BY AUTHORIZING ADDITIONAL UNAPPROPRIATIONS IN THE AMOUNT OF \$19,473

CAPITAL FUND

PARK BRIDGE REPLACEMENT (02-61-71-9506-17317)	\$	19,473
TOTAL ADDITIONAL UNAPPROPRIATIONS-CAPITAL FUND	\$	19,473

SECTION 3. THIS ORDINANCE SHALL BECOME EFFECTIVE PURSUANT TO PROVISIONS OF SECTION 3.11(G) OF THE CHARTER.

ADOPTED THIS _____ DAY OF _____ 2018.

ROBERT HOFFMAN

REVISED BILL NO. 5705

ORDINANCE NO. _____

PRESIDENT OF THE CITY COUNCIL

ADOPTED THIS _____ DAY OF _____ 2018.

ATTEST:

BARRY GLANTZ
MAYOR

DEBORAH RYAN, MPCC
CITY CLERK



MEMORANDUM

DATE: April 4, 2018

TO: Mark Perkins, City Administrator

FROM: Lori Obermoeller, Director of Finance

SUBJECT: Budget Amendments

As pointed out in Matt Wohlberg's attached memo, a budget amendment is necessary to reallocate funds within the Capital Fund. Therefore, the following amendment is recommended for the FY2018 budget to account for the changes in unexpected costs within the Capital Fund:

1. Capital Fund
 - a. Dielmann HVAC (02-61-71-9506-18309) – Increase by \$1,415 due to additional costs that were not originally projected
 - b. New Ballas Road Sidewalk (02-61-71-9510-17710) – Increase by \$18,058 for additional unexpected costs for design work

The above requests for additional funds of \$19,473 will be accomplished by appropriating funds to these Capital accounts and unappropriating funds from the Park Bridge Replacement account (Park Bridge Replacement 02-61-71-9506-17317) by \$19,473. The park bridge project has been deferred to the future. Because the increases and decreases to the Capital Fund are equal, the net effect to the Capital Fund is \$0. I would be pleased to respond to any questions.



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: April 4, 2018

TO: Lori Obermoeller, Director of Finance

CC: Jason Valvero, Director of Recreation
Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Recommendation for Construction Change Order
Dielmann Recreation Complex HVAC Improvements

Several modifications were required to make the existing HVAC equipment compatible with the new boiler, air handler, and condenser that have been installed through the Dielmann Recreation Complex HVAC Improvements Project. These modifications were relatively minor. Two of the changes were necessary in order to meet the requirements of the applicable codes, and staff has authorized these to proceed in order to complete the project and to have an operational system for the building.

These modifications involved the following:

1. Addition of two thermostats (\$197.00). The cost to add these thermostats to the project while the HVAC contractor was on site was less expensive than if these were to be added at a later date.
2. Replacement of a freeze stat and the addition of an access panel (\$685.00). An operational freeze stat is required for the proper function of the air handler unit. The project planned to use the existing freeze stat for the new equipment, but this device was found to be inoperative. The access door was optional, but it will allow for future maintenance without the need to remove ducts.
3. Duct work and fire caulking for mechanical inspection (\$766.00). This work was required to the existing ducts to satisfy the comments from the mechanical inspection by St. Louis County.

These three changes total an additional cost of \$1,648.00 for the project.

Budget Summary

The Dielmann Recreation Complex HVAC Improvements are provide for under capital account 02-61-71-9506-18309. FY2018 of this account currently has a budget of \$128,600. Costs associated with this project have been as follows:

Project Phase	Contractor	Total Cost
HVAC Design	Conrad Lutz & Associates	\$ 8,800.00
Bid Advertisement	Missouri Lawyers Media	\$ 616.00
Dielmann HVAC Improvements	DEKA Service	\$ 118,951.00
Dielmann HVAC Change Order	DEKA Service	\$ 1,648.00
Total		\$ 130,015.00

Budget	\$ 128,600.00
Total project cost	\$ 130,015.00
Budget shortfall	\$ 1,415.00

Recommendation

I recommend a budget adjustment to increase the FY2018 budget for account 02-61-71-9506-18309 of the capital fund by \$1,415 to provide the additional funding needed for the Dielmann Recreation Complex HVAC project. These additional costs were necessary to meet the permitting requirements for the HVAC system and have allowed the system to run and the building to be occupied and used without temporary rental equipment.



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: April 4, 2018

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Recommendation for Execution of Supplemental Design Agreement #2
New Ballas Sidewalk Improvement Project

The City has hired Horner & Shifrin to complete the design for the New Ballas Sidewalk Improvement Project. The progression of the Santino Court development and easement negotiations with homeowners have resulted in the need to re-design a significant portion of the project. Staff recommends that the City enter into a supplemental agreement with Horner & Shifrin to provide for these additional services.

Project Summary

The New Ballas Sidewalk Improvement Project involves adding a sidewalk along the west side of North New Ballas Road, from Ladue Road to De Smet Jesuit High School, in order to fill the gap in the sidewalk network. This project passes through seven properties, and the City requires easements from all of these property owners in order to proceed with the project.

The City was awarded a federal Transportation Alternatives Program (TAP) grant that will assist with the costs related to the easement-acquisition and construction phases of the project.

The project is currently in the design and easement-acquisition phase of the project. Construction is planned for later winter and spring of 2019.

Design Supplemental Agreement

Conditions along the sidewalk have changed for three of the seven properties through which the proposed sidewalk will be built. These changes are summarized below:

- Santino Court development (151 North New Ballas Road and 157 North New Ballas Road). This development proposes to lower the hillside that fronts North New Ballas Road, which will eliminate the need for retaining walls along these two properties. The development will also eliminate one driveway entrance onto North New Ballas Road that was originally planned to be removed and replaced.
- 11900 Emerald Green Drive. The original design for this project involved adding retaining walls to help protect the existing trees on this property. During the easement discussions with the property owners, staff and the owners agreed that removal and replacement of these trees and the elimination of the wall was in both the interest of the City and of the homeowners.

These changes affect approximately one half of the project, leading to a significant re-design effort.

The supplemental agreement provides for the additional coordination, plan revisions, and possible easement revisions that have become necessary. This supplemental agreement also considers the project schedule, as these revisions to the project would need to begin immediately in order to have any easement revisions complete by May and the design completed by June, as is required to meet the schedule for the grant.

The proposed supplemental agreement is for the not-to-exceed amount of \$18,058. This price seems to be fair, given the scope of the revisions and the short schedule for them.

With this supplemental agreement, the design contract would involve the following costs:

Original Contract	\$ 20,669
Supplemental Agreement #1	\$ 9,700
<u>Supplemental Agreement #2</u>	<u>\$ 18,058</u>
Total Design Services	\$ 48,457

Construction Impact

The elimination of most of the retaining walls that were originally included in the project and the other modifications is estimated to reduce the cost to construct the project by about \$25,000 to \$30,000. The cost to maintain these retaining walls in the future will also be eliminated.

Cost Summary

With the supplemental agreement and the changes associated with it, staff estimates that the project costs will be as follows:

Project Phase	Fiscal Year	City Funds	Grant Funds	Total Cost
Design	FY2018	\$ 48,457	\$ 0	\$ 48,457
Right of Way	FY2018	\$ 34,970	\$ 42,400	\$ 77,370
Construction	FY2019	\$ 47,000	\$ 188,000	\$ 235,000
Totals		\$ 130,427	\$ 230,400	\$ 360,827

The City did not seek grant funding for the design phase in order to expedite the project's schedule.

Financing

The FY2018 capital budget must be increased to provide for this supplemental agreement. Accordingly, the first reading of a budget adjustment is proposed for April 9, 2018, which would increase capital account 02-61-71-9510-17710 from \$87,607 to \$105,665.

Recommendation

Staff recommends that the City Council authorize the execution of the supplemental design agreement with Horner & Shifrin and that the City Council approve the budget adjustment necessary to fund this supplemental agreement. The additional costs incurred for design revisions this fiscal year are expected to lower construction and maintenance costs by a greater amount in the future.



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: City Administrator
Category: Resolution
Prepared By: Sharon Stott
Department Head: Sharon Stott

SCHEDULED

RESOLUTION

Resolution No. 1344 - a Resolution to Adopt the Capital Improvement Plan for the City of Creve Coeur for Fiscal Years 2019 through 2023

City staff will review the proposed Capital Improvement Program for Fiscal Years 2019 through 2023, www.creve-coeur.org/cip

RESOLUTION NO. 1344

**A RESOLUTION TO ADOPT THE CAPITAL IMPROVEMENT
PLAN FOR THE CITY OF CREVE COEUR FOR FISCAL YEARS 2019 THROUGH
2023**

WHEREAS, on March 5, 2018 and March 19, 2018, the Planning and Zoning Commission reviewed and recommended approval of the proposed Capital Improvement Plan; and

WHEREAS, on March 6, 2018 and March 20, 2018, the Finance Committee reviewed and made recommendations about the Capital Improvement Plan to the City Council; and

WHEREAS, a public hearing was held before the City Council on April 9, 2018 for public comment and input on the proposed Capital Improvement Plan; and

WHEREAS, Section 9.6 (c) of the City Charter requires adoption of the Capital Improvement Plan by the last day of the twelfth month of the current fiscal year.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI THAT:

SECTION 1: The City Council hereby adopts the Capital Improvement Plan, which is attached hereto as Exhibit A, Exhibit B, and Exhibit C and hereby incorporated as a part of this Resolution as if fully set out herein.

SECTION 2: The adoption of this Resolution and the Capital Improvement Plan contained therein complies with the requirements outlined in Section 9.4 and 9.6 of the Creve Coeur City Charter.

SECTION 3: The City Council hereby declares its intent to proceed with the full implementation of the Capital Improvement Plan that is the subject of this Resolution.

SECTION 4: This Resolution shall take effect immediately upon its adoption.

Adopted this 9th day of April, 2018.

Barry Glantz
Mayor

Attest:

Resolution

Meeting of April 9, 2018

Deborah Ryan, MPCC
City Clerk



City of Creve Coeur

To: Mayor and City Council
 From: Mark Perkins, City Administrator
 Date: February 26, 2018; updated March 14, 2018
 Re: Capital Improvement Program Update – FY2019-2023

The proposed Capital Improvement Program (CIP) for the five-year period beginning July 1, 2018 is provided herein. This year, the overview of the five-year capital plan includes the Capital Fund, as well as the Building Project Fund and its associated Debt Service.

The plan is also being submitted to the Planning and Zoning Commission and Finance Committee for their review and comment. A public hearing before the City Council is scheduled for Monday, April 9. As in previous years, input from the public, City staff, and the City's boards, commissions and committees has been considered as part of the CIP update.

CAPITAL FUND

Capital Fund Revenues

The ½ cent capital improvement sales tax is the major funding source for the CIP. Capital sales tax revenues are projected to be \$2,046,955 at the end of the current fiscal year compared to last year's total of \$2,057,326, or a decrease of approximately .5%. Sales tax revenue is projected to remain flat in fiscal years 2019 through 2023, consistent with a decade-long trend.

A General Fund transfer of \$400,000 is proposed for fiscal years FY19-FY21. These transfers provide an important supplemental funding source for the City's street program. General Fund transfers to the Capital Fund are made in most years, and are appropriate based on the transportation-oriented revenue sources of the General Fund which include the County road and bridge, and gasoline tax revenues; however, as a result of stagnant General Fund sales revenues, no transfers to the Capital Fund are scheduled for FY22-FY23.

The City has been successful in obtaining grant funding for several street and park projects as indicated on the revenue detail on Exhibit A. It is anticipated that we will be able to obtain future grant funding during the course of the five-year program to supplement the plan as presented.

Capital Fund Expenditures

Capital outlay for the next five years ranges from approximately \$2.23 million to \$3.21 million annually. These figures will likely increase as federal transportation funds are secured for certain projects.

Previously, debt service had comprised a significant portion of the City's CIP dollars since the purchase and construction of Millennium Park in 2000. In FY14, the debt was retired, six years ahead of schedule. By paying off this debt early (\$4,250,897), the city saved a considerable amount in interest expense.

Status updates for FY18 projects and CIP FY19-23 highlights for each major category follow:

9501 Building & Improvement Projects

Americans with Disabilities Act Improvement (ADA) / Community Development Block Grant (CDBG) (\$20,000/FY18; \$20,000 FY19-FY23) – FY18 Funds were used for ADA accessibility improvements to the pedestrian signals at two intersections: North New Ballas Road at Studt Avenue and Ladue Road at Spoede Road. In FY19, improvements to the pedestrian signal on North New Ballas Road north of Rocky Drive and south of Old Ballas Road are planned. Staff continue to research suitable uses for federal CDBG funds in FY20 and beyond. The application for these funds and commitment to a particular project typically occurs one year prior to the fiscal year in which the funds are spent.

Government Center Renovations Design (\$50,000/FY20; \$200,000/future) – In FY17, voters with the passage of a bond measure (Prop P) to construct a new Police Department building and to provide security and accessibility improvements to the existing Government Center building. This project involves designing renovations to the Creve Coeur Government Center to include modification to the City Council chamber, employee work spaces, and building equipment, such as the electrical service switchgear. Costs associated with the accessibility and safety improvements to the Government Center will be paid from the Building Project Bond Fund as outlined in Prop P.

Police Firing Range Improvements (\$100,000/FY18) – Projects includes the demolition, disposal, and removal of the current target-retrieval system and bullet trap system in the firing range. The existing range was built in 1974 with a shelf life of 15 years. The \$100,000 project cost will be offset with \$15,000 in proceeds from the Police Department drug seizures and \$30,000 in City Council-approved donations.

9506 Park Development Projects

Park Improvements Grant Match (\$25,000/FY23) – Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants, for which the City can apply ever two years. The CIP includes specific project descriptions for FY19 and FY21 and are highlighted below. The project for FY23 has not yet been determined.

Golf Course Cart Path/Bridge/Fence Replacement (\$50,953/prior; \$518,114/FY18) – The City was successful in receiving a St. Louis Municipal Park Grant to resurface the asphalt cart paths, replace two of the cart bridges, and replace a portion of the fence at the Creve Coeur Golf Course per the Golf Course Needs Assessment. The project cost will be offset by \$455,150 in grant funding.

Ice Arena Refrigerant Switch-Over Grant Match (\$75,000/FY21) – The Ice Arena cooling system currently uses R-22 refrigerant. Beginning January 1, 2020, the production and importation of R-22 refrigerant is prohibited due to environmental and health risks. Project cost is for a grant match for the cost of transitioning to an alternate cooling system, such as Ammonia or CO₂, is estimated to be \$550,000. An application for a Municipal Park Grant is anticipated in FY21.

Playground Safety Surface Replacement (\$56,508/prior; \$75,000/FY21) – This project includes the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park was replaced in FY17 because it was the most urgent need. Staff will continue to assess the park with the most-needed surface repairs for the funds slated in FY21; however, other playgrounds will require replacement in the future.

Golf Course Irrigation System Replacement Design and Grant Match (\$12,000/FY18; \$22,500/FY19) – This project includes the design of a new irrigation system and the 5% grant match required to replace the existing irrigation system at the Creve Coeur Golf Course estimated to cost \$450,000. The existing system is 42 years old and is becoming unserviceable because of its age. Staff will pursue a grant through the St. Louis Municipal Park Grant Commission in FY19, and construction would be planned for FY19.

Park Bridge Replacement (\$75,007/prior; \$30,000/FY19) – This project includes the review of replacement or rehabilitation options for two existing vehicular bridges: the bridge at Malcolm Terrace Park near the end of Townsend Street and the maintenance bridge at the Creve Coeur Golf Course. The design that began in FY17 found the bridge at Malcolm Terrace Park to be structurally sound, although substantial stream bank protection is required. The maintenance bridge at the Creve Coeur Golf Course must be replaced. Evaluation of the replacement options for the Creve Coeur Golf Course bridge is planned for FY19, but the stream and bridge stabilization required for the Malcolm Terrace Park bridge has been moved to a “future project.”

Ice Arena Office Area Improvements (\$10,000/FY18) – This project involves replacement of a large office window with severe water damage and is not energy efficient.

Historic Building Renovation and Preservation (\$30,000/FY18) – This project involves an architectural assessment of the current conditions of two historical log cabins in Conway Park and one historic school house in Lake School Park, as well as recommendations and design specifications for improving and maintaining these buildings in a historically conscious manner. All three buildings have structural and deterioration issues that have progressed beyond routine maintenance.

Tennis Court Repairs (\$50,000/FY18; \$35,000/FY21; \$50,000/FY23) – This project involves the repairs to and resurfacing of the tennis courts in the City’s parks in order to maintain the quality necessary for safe and enjoyable play. Improvements are planned for Beirne Park in FY18, Conway Park in FY21 and Lake School Park in FY23.

Park Trail Improvements Grant Match (\$15,000/FY20) – This project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The cost reflects the City’s portion (20%) of a \$75,000 project funded by a federal grant through the Recreational Trails Program. City staff will apply for the grant in FY18, and, if successful, construction would be expected in FY20.

Dielmann Recreation Complex Parking Lot Retaining Wall (\$1,050/prior; \$24,663/FY18) – This project included replacement of a deteriorating railroad tie wall and adjacent concrete block wall at the Dielmann Recreation Complex’s east parking lot. These walls were damaged by a tree that fell in the parking lot in FY17. The new wall is a modular block wall. Cost was partially offset from an insurance payment in FY17.

Dielmann Recreation Complex Emergency HVAC Replacement (\$130,000/FY18) – This project included the emergency replacement of critical elements to the HVAC system at the Dielmann Recreation Complex which failed in late spring FY17. Replacement of failed elements included the boiler, condenser and air handler which affected all common areas of the complex including the offices, concession area and warming area outside the skating rink.

City Entrance and Park Identification Signage Master Plan (\$20,000/FY19) – This project includes contracting with a consultant to design new City entrance signs/monuments, park identification signs/monuments, and directional signs leading visitors to City facilities per the City’s Strategic Plan FY18-21.

Parks Master Plan (\$50,000/FY19) – This project includes a study to provide the City with a guiding document to assist with planning for the future of City parks. The study will include an inventory and assessment of the parks, current maintenance needs, status of amenities compared to local and national standards, and recommendations for future improvements. The plan will provide clear direction for planning of maintenance and capital improvements and assist with securing outside funding to supplement the CIP.

9509 Stormwater Projects

Stormwater Master Plan Projects (\$150,000/FY21) – The Stormwater Master Plan update completed in 2012 identified several projects to be completed over the next several years. The scope of some stormwater projects is greater than what this program can afford, therefore these projects are listed separately below.

Middlebrook Drive Stormwater Improvements (\$34,975/prior; \$7,100/FY18; \$250,000/FY19) – Project includes replacing the culvert pipes under Middlebrook Drive and making associated repairs to the roadway. In FY13, \$31,075 was spent for the design for this project. In FY16 & FY18, the project’s plans and easement documents were updated. The project has been identified as a high priority by the Stormwater Committee.

Alden Lane Culvert Improvements (\$37,599/prior; \$141,936/FY18) – Project included the design (FY16) and construction (FY17-FY18) of an extension to an existing drainage culvert that carries Alden Lane over a creek. The project had been identified as urgent by the Stormwater Committee, because a part of the culvert had begun to collapse.

9510 Street & Sidewalk Projects

Street and Sidewalk Maintenance Program (\$1,125,000/FY18; \$1,250,000/FY19) – The majority of CIP expenditures are dedicated to preserving the City’s streets and sidewalks through concrete-slab replacement, asphalt overlay, and other preservation techniques. Priorities are guided by the City’s infrastructure management program and street rating system. In FY16, the City had a complete review of the conditions of the City’s pavement network which is used to further assist in prioritization of repairs.

Street Reconstruction (\$300,000/FY18-FY22) – Several of the City’s streets are in poor condition and require extensive rehabilitation or reconstruction. Among these are ‘composite’ streets – asphalt over concrete – that are beyond their useful lives. In FY18, the City started work in the Ladue Estates subdivision, and work will continue in this subdivision in FY19. The FY23 budget has been reduced to zero in order to compensate for the work expected on Mosley Road that year.

Coeur De Ville Drive Improvements – (\$761,122/prior; \$80,000/FY19) – An engineering design began in FY14 through FY16 with construction beginning in FY17 with completion in FY19. The City secured a federal grant to cover \$419,533 of the project cost. The project involved the partial reconstruction of the City-owned portion

of Coeur de Ville between Parc Provence and Royal Valley Drive, as well as sidewalk repairs and accessibility ramps from Olive Boulevard to Ladue Road. Additional plantings were installed between Coeur De Ville and I-270 including around the MoDOT equipment storage area to create a visual barrier. The scope of the project expanded in FY17 to include additional sidewalk replacement, prompting the need for a second phase of design and construction (FY18 & FY19).

Warson Road Improvement Project (\$78,673/prior; \$664,000/FY18) – The City was successful in obtaining a federal grant (\$428,800) for an asphalt resurfacing and sidewalk accessibility improvement project from the City's southern city limits to Olive Boulevard. Prior years reflect design and engineering fees with construction in FY18.

Emerson Road Improvement Project (\$40,000/FY18; \$34,508/FY19; \$592,000/FY20) – The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to DeSmet Jesuit High School. FY18-FY19 cost is for design and engineering, and the FY19-FY20 cost represents construction of the project. The City was successful in receiving a federal grant which will fund up to \$444,000 of the construction costs.

Mosley Road Improvement Projects – North and South Phases (\$86,768/prior; \$150,000/FY19; \$20,000/FY21; \$155,000/FY22; \$400,000/FY23) – The project includes completing the design for Mosley Road, acquiring the necessary easements, and construction of the roadway improvements in a two-phase project. The "North Phase" would be from Olive Boulevard to Mosley Acres Drive, and the "South Phase" would be from Mosley Acres Drive to Ladue Road. The roadway work will include minor widening, slight vertical and horizontal alignment changes where necessary, utility relocation, stormwater improvements, sidewalk accessibility improvements, and pavement resurfacing. A conceptual design was completed in FY14-16 (\$86,768). City staff plans to apply for a federal grant in FY18 to assist with 80% of the cost of the right of way and construction portions of the "North Phase." Another grant application may be made for the "South Phase" project, but it appears that the City may need to pay the entire cost of this project. The FY23 Roadway Reconstruction/Rehabilitation budget has been tentatively designated for Mosley Road.

New Ballas Improvement Project Grant Match Phase 1, Phase 2 and Phase 3 (\$250,000/FY21; \$50,000/FY22; \$300,000/FY23; \$525,000/Future) – The entire 3-phase project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Olive Boulevard. Phase 1 includes 100% of the design for all three phases and improvements on New Ballas Road from Conway Road to Ladue Road. Phase 2 includes improvements from Ladue Road to Magna Carta Drive. Phase 3 continues improvements from Magna Carta Drive to Olive Boulevard. The grant match includes 100% of the cost of design and 20% of the construction cost. The city initially applied for Phase 1 grant in FY15, but was unsuccessful. Staff will reapply in FY18.

Fernview Drive Resurfacing Project (\$50,000/FY19; \$336,000/FY21) – The project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal grant which will reimburse up to \$250,000 of the construction cost. The design phase for this project is scheduled for FY19 and construction in FY21. Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks. A separate "future project" has been included in the CIP for Fernview and Bellerive Estates sidewalks. The total resurfacing project cost is anticipated to be \$386,000 with the city share to be \$136,000.

North New Ballas Road Sidewalk Phase 2A (\$20,131/prior; \$87,070/FY18; \$285,000/FY19) – This project includes the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. The City was awarded a federal Transportation Alternatives Program grant to fund \$254,400, or approximately 70% of the estimated cost of land acquisition and construction.

Craig Road Concept Improvement Plan (\$40,000/FY19) – This project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. A concept improvement plan provides better understanding of options for roadway and sidewalk improvements and provides a basis for pursuing federal grant assistance.

Old Olive Street Road Great Streets Study Grant Match (\$50,000/FY18) – The project involves a “Great Streets” planning study for Old Olive Street Road that will be run by the East-West Gateway Council of Governments in partnership with St. Louis County and the City of Creve Coeur. A Great Streets study provides guidance for how to best use the public right of way to support different modes of transportation and current and future uses in a practical and attractive way. The recent development of the 39 North Master Plan has brought new focus to this portion of the City. The one-year effort will include significant public involvement. The partnership included contributions of \$50,000 (10%) from each St. Louis County and the City for what is anticipated to be a \$500,000 planning study.

Ladue Road Emergency Repair (\$19,180/prior; \$771,860/FY18) – The project included emergency roadway stabilization and pavement repair work along Ladue Road just east of New Ballas Road. The hillside that supports the south side of Ladue Road failed due to a combination of its steep slope and soil saturation following heavy rains. The project cost of \$791,040 was paid for by city reserves established several years ago to fund a roadway emergency such as this.

Signal Enhancement Projects (\$121,268/FY18; \$100,000/FY19) – The Missouri Department of Transportation (MoDOT) plans to replace several traffic signals along Lindbergh Boulevard and Olive Boulevard in FY18. The City and the Olive Boulevard Transportation Development District (Olive TDD) have entered into a partnership with MoDOT to add illuminated street name signs and black powder coating to these new signals. Additional lighting and signal enhancements are planned for North New Ballas Road in FY19. The City’s share of this project is anticipated to be \$131,268 of the total \$221,268 cost.

9516 Capital Equipment

Proposed funding for capital equipment ranges from \$280,544 to \$446,545 per year over the next five years. Only capital equipment with a cost of \$20,000 or more, and a useful life of five years or longer are included in the CIP.

Public Works Equipment (\$225,265/FY18; \$312,372/FY19) – All capital equipment approved in FY18 was purchased under budget. Costs and equipment purchases vary and are described in-depth in the 5-year Fleet Replacement Report FY19-23.

Ice Resurfacing Vehicle Replacement (\$74,500/FY18) – The City purchased a 2014 Olympia for the Ice Arena at the Dielmann Recreation Complex to replace a 15-year-old Olympia that was at the end of its useful life.

Comprehensive Hardware and Software System Phase 2 (\$65,000/FY18; \$98,000/FY19) – This project includes Phase 2 of a comprehensive software system purchase with Tyler Technologies to improve city processes pertaining to applicant tracking, miscellaneous accounts receivable, asset management, permitting and land management, code enforcement and a customer portal for permitting and inspections. In FY18, the hardware necessary to host Phase 1, Phase 2 software and all city data was purchased (\$65,000). Also in FY18, the software modules for Phase 1 including general ledger, budgeting and payroll/human resources and was purchased from the General Fund.

Police Investigations Vehicle Replacement (\$30,000/FY19) – This project includes the purchase of a 2018 Dodge Durango Special Service Package AWD Sport Utility vehicle for investigative and surveillance purposes for the Police Department. The 10-year-old Chevrolet TrailBlazer may be sold at auction and is anticipated to offset expenses by \$10,000.

Golf Course Sprayer Replacement (\$30,000/FY21) – This project is to purchase a new spray system and chassis for turf maintenance and treatment. The new sprayer would replace the current 1997 Toro 3100 workman and the 2004 Toro spray system used by the Creve Coeur Golf Course. The chassis is 21 years old with a life expectancy of 12 to 14 years, and the current spray system is 14 years old with a life expectancy of a 12 to 14 years.

Administration

Project Manager (\$436,275/FY19-FY23 total) – Project Manager costs associated with the salary and benefits for a full-time employee to oversee the Capital Improvement Program in the field. City staff have been successful in obtaining grants to offset costs associated with capital improvements. Grant administration requires oversight by Public Works staff in-house to monitor costs and schedules associated with large grant projects as well as staff to oversee construction of those projects in the field.

Capital Fund - Future Project List

A list of potential projects for a future CIP is included. Future projects are identified as projects with either no available funding or with a scope and/or estimate that has not been fully developed. These projects are *not* part of the five-year CIP, but may warrant future consideration for funding.

BUILDING PROJECT FUND (PROP P)

Building Project Fund Revenues

In November 2016, Creve Coeur residents voted to approve a \$10.69 million bond measure to provide funding to build a new building for the Police Department and to make accessibility and security improvements to the existing Government Center building at 300 N. New Ballas Road. The bonds were publically sold and the revenue was received by the City in FY17.

Building Project Fund Expenses

9501 – Building & Improvement Projects

Professional Services (\$950,000/prior; \$200,000/FY19). Professional services are necessary for the construction of the new Police Department building and include site survey, building design, site layout, permitting, bidding, and construction inspection. These services also include the consultant hired as the

City's representative and project manager for the project. A majority of the design was completed in FY17-FY18. Construction-related professional services began in FY18 and are expected to be finished with the anticipated completion of the building in FY19.

Site Work and Building Construction (\$3,290,703/prior; \$5,460,217/FY19) – This phase of the project includes the site work, building construction, finishes and furnishing of the new building for the Police Department. Site work is expected to be complete in FY18, and the building is expected to be complete, fully functional and occupied in FY19.

Bond Financing (\$151,631/prior) – This aspect of the project included the necessary service costs associated with issuing and managing the bonds for the project which were incurred in FY17.

Government Center Accessibility and Security Improvements (\$521,059/FY21) – This project involves assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations. These improvements were specifically outlined in the bond referendum.

DEBT SERVICE

Debt Service Revenues

The debt service revenues associated with the Building Project Fund will be collected from real estate and property taxes for the next 20 years (sunset in 2037). The tax collection revenue and interest from the estimated \$0.08 tax levy is estimated to generate approximately \$3.94 million for FY19-FY23.

Debt Service Expenses

The debt service expenses associated with the Building Project Fund will be paid through the real and property taxes for the next 20 years (sunset in 2037). The debt service expenditures, including interest and principal expenses, are estimated to be approximately \$3.56 million for FY19-FY23.

ALL PROJECT DESCRIPTIONS

Detailed project description sheets for CIP FY19-FY23 description sheets for Future Projects, as well as the information included herein, are available on the City's website www.creve-coeur.org/cip.

SCHEDULE

The CIP FY19-FY23 Schedule is located on the following page.

CC: Planning & Zoning Commission, Finance Committee, Arts Committee, Economic Development Committee, Stormwater Committee, Parks & Historic Preservation Committee, Horticulture, Ecology & Beautification Committee, Energy & Environment Committee

ATTACHMENTS

Exhibit A – CIP FY19-FY23 Spreadsheet (Capital Fund & Building Project Fund)

Exhibit B – CIP FY19-FY23 Capital Fund Project Descriptions & Future Project Descriptions; Building Project Fund Project Descriptions

Exhibit C – CIP FY19-FY23 Citizen Recommendations & Staff Responses

Exhibit D – CIP FY14-FY23 Overview Spreadsheet
 Exhibit E – Capital Fund Future Project List

**CAPITAL IMPROVEMENT PROGRAM
 FY 2019-2023 SCHEDULE FOR ANNUAL UPDATE**

December 1, 2017 – January 8, 2018	Solicit input from citizens, City committees, and City staff
January-February 2018	Staff research, analysis and compilation
February 26, 2018	Proposed CIP submitted to City Council, P&Z and Finance Possible initial City Council Work Session
March 5, 2018	Planning & Zoning Commission Review
March 6 & 20, 2018	Finance Committee Review
March 12 & 26, 2017	Possible City Council Work Sessions
April 9, 2018	Public Hearing before City Council Possible City Council Approval

EXHIBIT A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
CAPITAL FUND									
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Accessibility Improvements (CDBG)	20,000	12,124	20,000	20,000	20,000	20,000	20,000	20,000	20,000
13 Public Art - Danforth Plant Science Center Bus Shelter	49,000	13,740	-	-	-	-	-	-	-
15 Police & Government Center Space Needs/Prelim Design/Owner Rep	200,000	(403)	-	-	-	-	-	-	-
21 Public Works Auxiliary Salt Storage Roof	60,000	24,936	-	-	-	-	-	-	-
22 Government Center Renovations (Design)	-	-	-	-	-	50,000	-	-	-
23 Public Works Facility Security Fence	50,000	29,294	-	-	-	-	-	-	-
24 Police Firing Range Improvements			75,000	100,000	-	-	-	-	-
Subtotal	379,000	103,551	95,000	120,000	20,000	70,000	20,000	20,000	20,000
% of Total Capital Fund Outlay	9%	3%	3%	3%	1%	3%	1%	1%	0
9506 PARK DEVELOPMENT PROJECTS									
01 Park Improvements (Grant Match)	-	-	-	-	-	-	-	-	25,000
10 Golf Course Cart Path, Bridge & Fence Replacement (Muni Park Grant)	21,000	50,953	-	518,114	-	-			
14 Ice Arena Refrigerant Switch Over (Grant Match)	-	-	-	-	-	-	75,000	-	-
15 Playground Safety Surface Replacement	75,000	56,508	-	-	-	-	75,000	-	-
16 Golf Course Irrigation Replacement (Design and Grant Match)	-	-	-	12,000	22,500	-	-	-	-
17 Park Bridge Replacement	75,000	40,064	200,000	34,943	30,000	-	-	-	-
18 Park and Dielmann Recreation Complex Parking Lot Repairs	25,000	14,428	-	-	-	-	-	-	-
19 Ice Arena Office Area Improvements	-	-	25,000	10,000	-	-	-	-	-
20 Historic Building Rehabilitation and Preservation	-	-	30,000	30,000	-	-	-	-	-
21 Tennis Court Repairs	-	-	50,000	50,000	-	-	35,000	-	50,000
22 Park Trail Improvements (Grant Match)	-	-	-	-	-	15,000	-	-	-
23 Dielmann Recreation Complex Parking Lot Retaining Wall	-	1,050	25,000	24,663	-	-	-	-	-
24 Dielmann Recreation Complex HVAC Replacement	-	-	-	130,000	-	-	-	-	-
25 City Entrance & Park Identification Signage Master Plan	-	-	-	-	20,000	-	-	-	-
26 Parks Master Plan	-	-	-	-	50,000	-	-	-	-
Subtotal	196,000	163,003	330,000	809,720	122,500	15,000	185,000	-	75,000
% of Total Capital Fund Outlay	5%	5%	10%	18%	4%	1%	6%	0%	3%
9509 STORMWATER PROJECTS									
01 Stormwater Improvements Per Master Plan	-	-	-	-	-	-	150,000	-	-
04 Middlebrook Drive Stormwater Improvements	5,000	-	250,000	7,100	250,000	-	-	-	-
10 Golf Course Dam Stabilization, Pond Siltation Removal Phase I	225,000	191,463	70,000	-	-	-	-	-	-
11 Alden Lane Culvert Improvements	210,000	6,994	-	141,936	-	-	-	-	-
Subtotal	460,000	198,457	320,000	149,036	250,000	-	150,000	-	-
% of Total Capital Fund Outlay	11%	5%	9%	3%	8%	0%	5%	0%	0%

Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____

EXHIBIT A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
9510 STREET & SIDEWALK IMPROVEMENTS									
01 Street and Sidewalk Maintenance Program	1,133,000	1,485,313	1,125,000	1,125,000	1,250,000	1,281,250	1,313,281	1,346,113	1,379,766
02 Street Reconstruction/Rehabilitation Program	350,000	328,436	300,000	300,000	300,000	300,000	300,000	300,000	-
20 Coeur De Ville Drive Improvements (STP Grant)	675,000	667,605	20,000	16,875	80,000	-	-	-	-
21 Warson Road Improvement Project (STP Grant)	258,194	23,633	588,000	664,000	-	-	-	-	-
25 Emerson Sidewalk Improvement Project (TAP Grant)	292,000	356,294	-	-	-	-	-	-	-
26 Emerson Road Improvement Project (STP Grant)	-	-	65,000	40,000	34,508	592,000	-	-	-
27 Mosley Road Improvement Projects - North & South Phases (Design & Grant Match)	-	-	-	-	150,000	-	20,000	155,000	400,000
28 New Ballas Road Improvement Project - Phase 1, 2 & 3 (Design & Grant Match)	-	-	-	-	-	-	250,000	50,000	300,000
29 Fernview Drive Resurfacing (STP Grant)	-	-	-	-	50,000	-	336,000	-	-
30 North New Ballas Sidewalk Phase 2A (TAP Grant)		20,131	25,000	87,607	285,000	-	-	-	-
31 Craig Road Concept Plan		-	40,000	-	40,000	-	-	-	-
32 Old Olive Street Road Great Streets Study		-	50,000	50,000	-	-	-	-	-
33 Ladue Road Emergency Repair	-	19,180	-	771,860	-	-	-	-	-
34 Signal Enhancement Projects	-	-	-	121,268	100,000	-	-	-	-
Subtotal	2,708,194	2,900,591	2,213,000	3,176,610	2,289,508	2,173,250	2,219,281	1,851,113	2,079,766
% of Total Capital Fund Outlay	66%	80%	64%	69%	71%	83%	73%	83%	79%

New Projects in Bold

9516 CAPITAL EQUIPMENT									
01 Public Works Capital Equipment	273,955	193,596	328,638	225,265	312,372	280,544	359,248	276,226	361,582
03 Ice Resurfacing Vehicle Replacement	-	-	156,000	74,500	-	-	-	-	-
04 Police Emergency Command Vehicle Replacement	28,000	27,995	-	-	-	-	-	-	-
06 Golf Course Fairway Mower	35,000	30,530	-	-	-	-	-	-	-
07 Police LiveScan Fingerprint Scanner	38,000	-	-	-	-	-	-	-	-
09 Comprehensive Hardware and Software System - Phase 2	-	-	-	65,000	98,000	-	-	-	-
10 Police Investigations Vehicle Replacement	-	-	-	-	30,000	-	-	-	-
11 Golf Course Sprayer Replacement	-	-	-	-	-	-	30,000	-	-
Subtotal	374,955	252,121	484,638	364,765	440,372	280,544	389,248	276,226	361,582
% of Total Capital Fund Outlay	9%	7%	14%	8%	14%	11%	13%	12%	14%

ADMINISTRATION

Project Manager	-	-	-	-	83,000	85,075	87,202	89,382	91,616
Subtotal	-	-	-	-	83,000	85,075	87,202	89,382	91,616
% of Total Capital Fund Outlay	0%	0%	0%	0%	3%	3%	3%	4%	3%

TOTAL CAPITAL FUND OUTLAY	4,118,149	3,617,723	3,442,638	4,620,131	3,205,380	2,623,869	3,050,731	2,236,721	2,627,965
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9514 DEBT SERVICE									
N/A	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-	-	-	-
% of Total Year End Figures	0%	0%	0%	0%	0%	0%	0%	0%	0%

TOTAL YEAR END FIGURES (Capital Outlay & Debt Service) - CAPITAL FUND	4,118,149	3,617,723	3,442,638	4,620,131	3,205,380	2,623,869	3,050,731	2,236,721	2,627,965
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Possible adoption by City Council on April 9, 2018, Resolution No. ____

EXHIBIT A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
CAPITAL FUND REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,677,657	2,188,311	1,053,493	1,702,929	1,297,974	875,349	1,176,236	856,260	700,294
Estimated Capital Improvement Sales Tax Revenue (1/2 Cent)	2,082,005	2,057,326	2,108,030	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955
Estimated Interest Revenue	1,500	1,744	7,500	3,760	3,800	3,800	3,800	3,800	3,800
Est. Addtnl Revenue (Outside agencies, grants, reimbursement & other)	823,764	662,851	407,045	954,461	322,000	464,000	270,000	20,000	20,000
Proceeds from Equipment Sales	20,000	10,420	20,000	10,000	10,000	10,000	10,000	10,000	10,000
General Fund Transfers In	400,000	400,000	400,000	1,200,000	400,000	400,000	400,000	-	-
Public Safety Transfer In			125,000	-					
Total Revenues & General Fund Transfers In - Capital Fund	3,327,269	3,132,341	3,067,575	4,215,176	2,782,755	2,924,755	2,730,755	2,080,755	2,080,755
Total Anticipated Year End Expenditures	4,118,149	3,617,723	3,442,638	4,620,131	3,205,380	2,623,869	3,050,731	2,236,721	2,627,965
Ending Fund Balance (Cash Basis) - Capital Fund	886,777	1,702,929	678,430	1,297,974	875,349	1,176,236	856,260	700,294	153,085

ESTIMATED ADDITIONAL CAPITAL FUND REVENUE (FUNDING SOURCES)									
Community Development Block Grants for ADA Improvements	20,000	11,875	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Coeur de Ville Drive Resurface (STP Grant)	363,609	363,261	-	-	-	-	-	-	-
Warson Road Improvement Project (STP Grant)	206,555	54,116	367,045	374,685	-	-	-	-	-
Emerson Sidewalk Improvement Project (TAP Grant)	233,600	233,600	-	-	-	-	-	-	-
STL County Muni Park Grant / Cart Path and Bridge Improvements	-	-	-	455,150	-	-	-	-	-
Capital Fund Reimbursement from Police Building Project Fund (Prop P)	120,000	-	-	-	-	-	-	-	-
Emerson Road Improvement Project (STP Grant)	-	-	-	-	-	444,000	-	-	-
Proceeds from Police Department Drug Seizures	-	-	20,000	15,000	-	-	-	-	-
Donations for Police Firing Range Improvements			-	30,000	-	-	-	-	-
North New Ballas Sidewalk Improvement Project (TAP Grant)	-	-	-	42,400	212,000	-	-	-	-
Fernview Drive Improvement Project (STP Grant)	-	-	-	-	-	-	250,000	-	-
North New Ballas Lighting and Signal Enhancements - Olive TDD	-	-	-	-	60,000	-	-	-	-
North New Ballas Signal Enhancements - Development Escrow	-	-	-	-	30,000	-	-	-	-
Ladue Court Escrow Reimbursement	-	-	-	17,226					
Subtotal	943,764	662,851	407,045	954,461	322,000	464,000	270,000	20,000	20,000

New projects in bold
Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____

EXHIBIT A

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY2019-FY2023	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
BUILDING PROJECT BOND FUND (PROP P)									
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	10,465,433	10,465,433	6,467,225	840,608	847,508	330,399	334,349
Estimated Bond Proceeds	-	10,843,381		-	-	-	-	-	-
Estimated Interest Revenue	-	1,179	80,500	15,000	33,600	6,900	3,950	3,950	3,950
Transfers In	-	-	-		-	-	-	-	-
Total Revenues & Transfers In	-	10,844,559	80,500		33,600	6,900	3,950	3,950	3,950
9501 BUILDING & IMPROVEMENT PROJECTS									
02 Professional Services		227,495	781,320	722,505	200,000		-	-	-
03 Site Work and Building Construction		-	3,935,384	3,290,703	5,460,217	-	-	-	-
04 Bond Financing	-	151,631	-	-	-	-	-	-	-
05 Government Center Assessability & Security Improvements	-	-	-	-	-	-	521,059	-	-
Transfers Out	-	-	-	-	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	-	379,126	4,716,704	4,013,208	5,660,217	-	521,059	-	-
Ending Fund Balance (Cash Basis) - Building Project Bond Fund (Prop P)	-	10,465,433	5,829,229	6,467,225	840,608	847,508	330,399	334,349	338,299
9514 DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	-	-	-	-	210,014	282,358	360,929	441,823	516,517
Estimated Property Tax Collection Revenue	-	-	769,471	775,000	782,750	790,578	790,000	790,000	790,000
Estimated Interest Revenue	-	-	400	-	1,000	1,000	1,000	1,000	1,000
Total Anticipated Revenues	-	-	769,871	775,000	783,750	791,578	791,000	791,000	791,000
9514 DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	-	-	-	-	-	-	-	-	-
Estimated Interest Expenses	-	-	259,206	244,986	291,406	283,006	270,106	261,306	247,656
Estimated Principal Expenses	-	-	310,000	320,000	420,000	430,000	440,000	455,000	470,000
Total Anticipated Expenditures	-	-	569,206	564,986	711,406	713,006	710,106	716,306	717,656
Ending Cash Balance	-	-	200,665	210,014	282,358	360,929	441,823	516,517	589,861
TOTAL COMBINED CAPITAL PROGRAM (CAPITAL FUND & BUILDING PROJECT BOND FUND)	FY2017 BUDGETED	FY2017 ACTUAL	FY2018 BUDGETED	FY2018 PROJECTED	FY2019 PROJECTED	FY2020 PROJECTED	FY2021 PROJECTED	FY2022 PROJECTED	FY2023 PROJECTED
Total Combined Revenues & Transfers In	3,327,269	13,976,901	3,917,946	4,990,176	3,600,105	3,723,233	3,525,705	2,875,705	2,875,705
Total Combined Anticipated Year End Expenditures & Transfers	4,118,149	3,996,849	8,728,548	9,198,325	9,577,003	3,336,875	4,281,896	2,953,027	3,345,621
Ending Fund Balance (Cash Basis) - All Capital Funds	886,777	12,168,363	6,708,324	7,975,213	1,998,316	2,384,673	1,628,482	1,551,160	1,081,244
<i>Public Hearing and possible adoption by City Council on April 9, 2018, Resolution No. ____</i>									

CITY OF CREVE COEUR

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2019-2023



EXECUTIVE SUMMARY

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

CAPITAL FUND

BUILDING PROJECT BOND FUND

FISCAL YEARS 2019-2023



EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City and to establish funding of high-priority projects in a timely, cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

The CIP is intended to ensure that policy makers are responsible to the citizens of Creve Coeur with respect to the expenditure of City funds for capital improvements.

To be eligible for the CIP, projects or equipment must have a useful life of at least five years and a minimum cost of \$20,000.

CIP Goals

The following are goals of the CIP:

- Provide a planned replacement of deteriorating infrastructure
- Repair deteriorated infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for planned replacement of major equipment required for City operations

Relationship between the CIP and the 2030 Comprehensive Plan

Text from the proposed 2030 Comprehensive Plan: *"Within the Creve Coeur 2030 Comprehensive Plan Update, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City's annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs."*

CIP Criteria

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Public Safety*: focused on preserving and protecting the general public from harm and reducing risk exposure
- *Condition of Existing Facility*: maintaining City infrastructure and facilities in a serviceable condition

- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements; projects which reduce the cost of operations will receive priority. Projects which increase the cost of operations shall have identified trade-offs to support those additional costs
- *Citizen Demand*: level of demonstrated citizen support or demand, including support of City boards, committees and commissions
- *Economic Growth*: projects focused on attracting businesses, residents or visitors to the City
- *Protection & Conservation*: improvements to park system or historical landmarks for future generations or reduce environmental impact
- *Beautification*: aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment such as the use of public art on public lands
- *Coordination (projects, regulations, City-adopted plans)*: coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or identified in other City-adopted plans
- *Availability of Outside Funding*: projects that are likely to be considered for grant funding or shared cost programs

Development and Adoption of the CIP

By City charter, a five-year CIP is proposed by the City Administrator to the City Council, no later than the second regular meeting in February of each year.

Prior to submittal to the City Council, public input is obtained through the City newsletter, website, and City boards, committees, and commissions. Prior to the City Council adoption and as required by City charter, the plan is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects prior to City Council review, approval, and adoption. A public hearing is held by the City Council annually in March or April, prior to adoption.

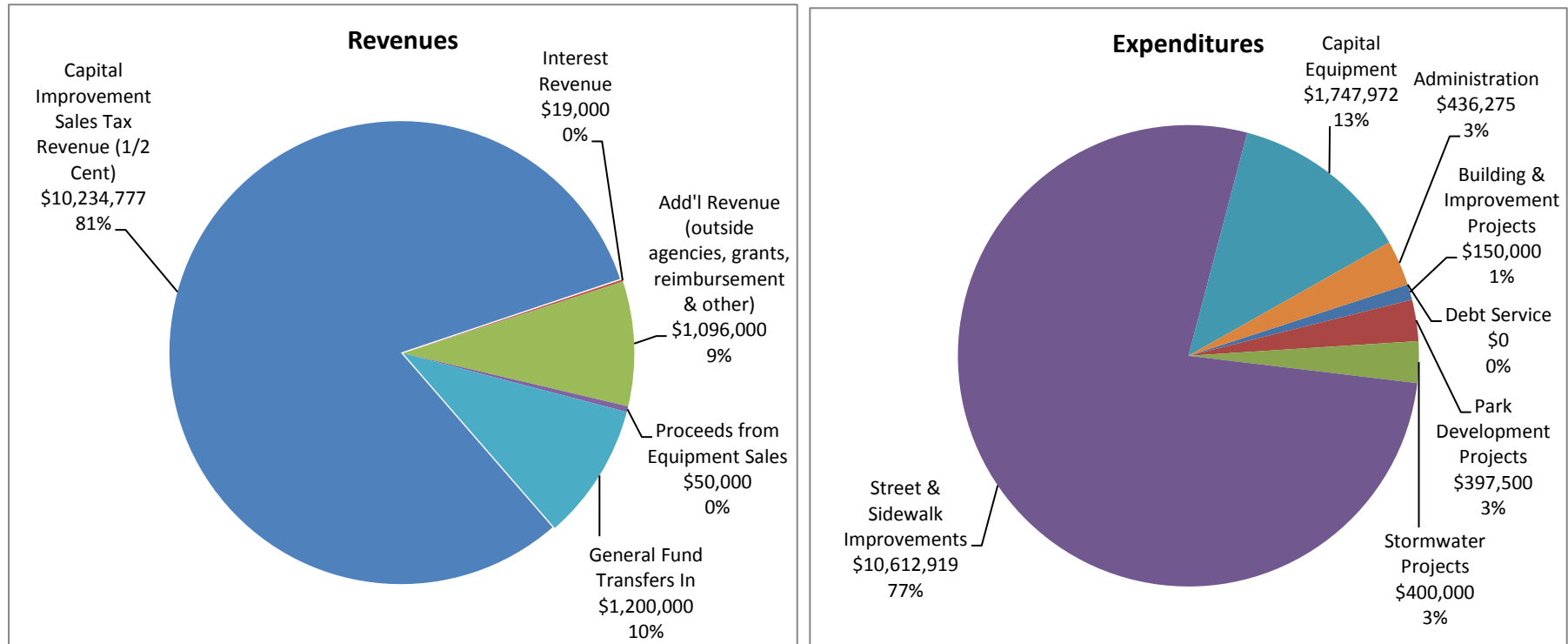
The CIP includes a description of each project with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

2019-2023 CIP Overview

Capital Fund

Over the next five years, the projected revenues for capital projects total approximately \$12.6 million. The 1/2 cent Capital Improvement Sales Tax serves as the primary funding source. The balance is covered by grants and transfers from the general fund. The total cost of capital projects over the next five years is estimated at \$13.7 million. Several projects in the five-year CIP include grant matches and are noted accordingly on project sheets. If the City receives approval for a specified grant, the total associated expenses and revenues will be reflected in future applicable CIP years.

Capital Fund Revenues and Expenses by Category for FY2019 - FY2023



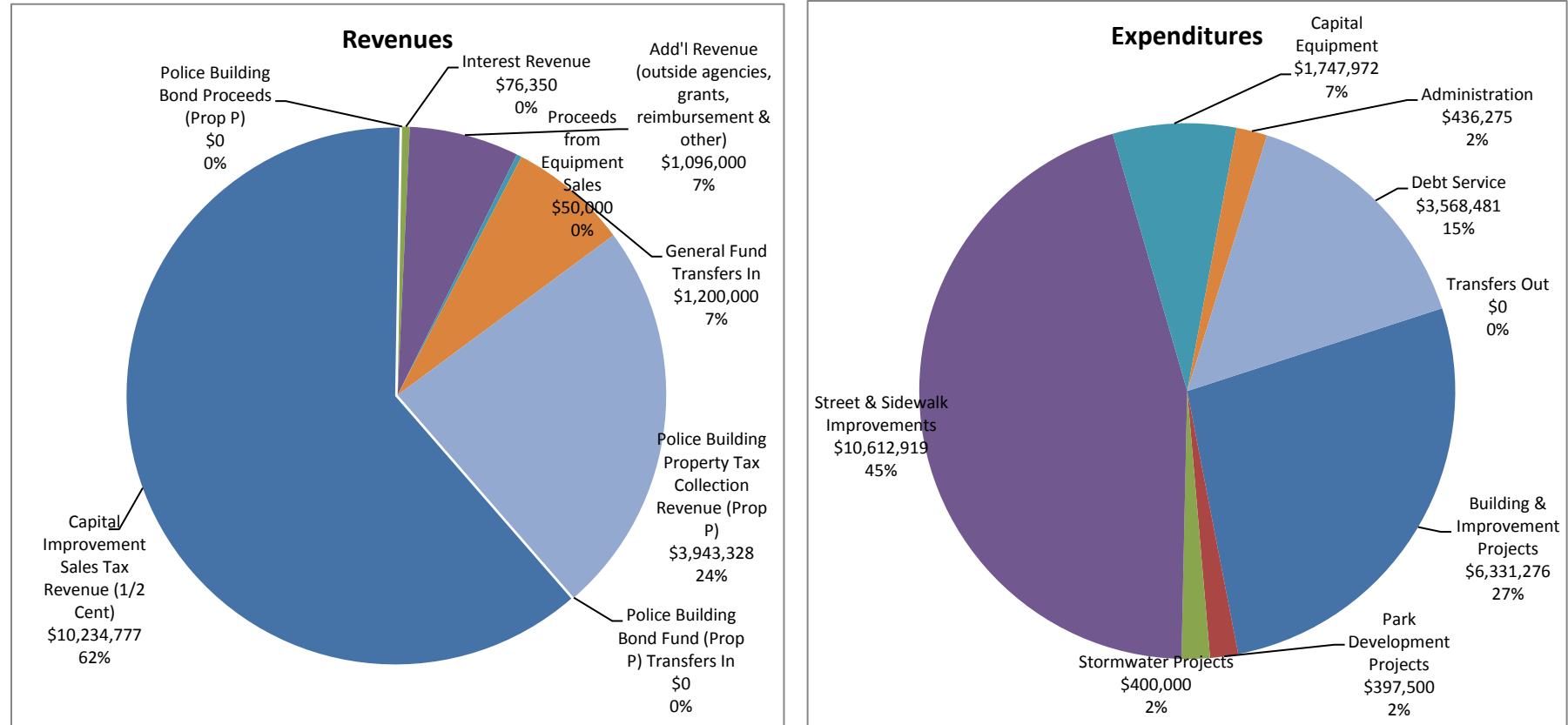
Building Project Bond Fund (Prop P)

In November 2016, Creve Coeur voters approved a ballot measure authorizing the issuance of general obligation bonds of \$10.69 million for the purpose of constructing, furnishing and equipping a new police station on the existing government center property and making safety, security and accessibility renovations to the existing government center. The expenses for the police building began in FY18 and will continue through FY21 with accessibility and security improvements to the existing Government Center building in FY21. The debt service for Prop P will be paid through a real estate and personal property tax levy for the next 20 years and is anticipated to sunset in 2037.

Combined Capital Fund and Building Project Bond Fund

Over the next five years, the total projected revenues for capital projects in both the Capital and the Building Project Bond funds are estimated to be approximately \$16.6 million. The 1/2 cent Capital Improvement Sales Tax and the Building Project Bond Property Tax Collection serve as the primary funding sources for FY19-FY23. The total combined projected expenses for capital projects over the next five years is estimated at \$23.5 million.

Combined Capital Fund & Building Project Bond Fund Revenues and Expenses by Category for FY2019 - FY2023



*Bond proceeds for the Building Project Bond Fund occurred in FY17 and therefore are not reflected in FY19-FY23 total revenues.

For more information about the CIP, contact Sharon Stott, Assistant City Administrator, at sstott@crevecoeurmo.gov or (314) 872-2516.

CAPITAL FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2023



CAPITAL FUND**9501 – BUILDING & IMPROVEMENT PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9501 BUILDING & IMPROVEMENT PROJECTS – 02

ACCESSIBILITY IMPROVEMENTS (CDBG)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	

Project Description:

In FY2019, approximately \$20,000 of Community Development Block Grant (CDBG) funds have been committed to providing accessibility improvements to the pedestrian signal on North New Ballas Road north of Rocky Drive and south of Old Ballas Road. This project follows recent efforts to improve pedestrian accessibility along North New Ballas Road.

Existing Condition:

Projects are designed to improve facilities that are out of compliance with the current Americans with Disabilities Act (ADA) regulations.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

Each project seeks to improve ADA compliance through accessibility improvements to government facilities and along public pedestrian routes. The focus of these projects is to provide public safety as well as to upgrade existing facilities.

Operating Budget Impact:

None. Projects that are undertaken as part of this program are relatively small in scope, and the City typically receives 100% reimbursement for the project costs through the CDBG federal grant.

Comments:

The City is designating this funding with the anticipation of receiving grant funding in the amount of \$20,000 from the CDBG Commission. This is an annual grant available to municipalities to address accessibility projects. Scheduling of this project is subject to a successful grant application and availability of grant funding.

The funding shown in Prior Years reflects improvements to the intersection of North New Ballas Road and Studt Avenue and the intersection of Ladue Road at Spoede Road in FY2018.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	20,000
Equipment	\$	
Other	\$	
Annual Total	\$	20,000

9501 BUILDING & IMPROVEMENTS - 22

GOVERNMENT CENTER RENOVATIONS (DESIGN)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$250,000	\$0	\$250,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$200,000

Project Description:

This project involves designing renovations to the Creve Coeur Government Center following the Police Department's move to the new Police Building. The design is expected to include modifications to the City Council chamber, employee work spaces, and building equipment, such as the electrical service switchgear.

Existing Condition:

The Creve Coeur Government Center has inadequate space for staff, meetings, archives, and storage. The existing Police Department and the rest of the Government Center will require extensive renovations to move departments to more accessible locations and to make the Government Center more helpful and useful.

Justification: *Operating Efficiency; Condition of Existing Facility*

Renovation of the Government Center will require careful design in order to create a building layout that promotes efficient and effective service to the City's residents.

Operating Budget Impact:

None.

Comments:

Construction funds will be programmed in the appropriate fiscal years as the renovation plans become more clearly defined.

Expenditure Type:

Planning, Design & Engineering	\$ 250,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 250,000

CAPITAL FUND**9506 – PARK DEVELOPMENT PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9506 PARK DEVELOPMENT PROJECTS - 01

PARK IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
TBD	TBD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	TBD

Project Description:

Funds listed in this account represent the City's anticipated matching funds for projects funded through Municipal Park Grants, for which the City can apply every two years. The CIP includes specific project descriptions for FY2019 and FY2021, but the project for FY2023 has not yet been determined. It is anticipated that the grant in FY2019 will be for Ice Arena Refrigerant Switch Over and that the grant in FY2021 will be for updating the Golf Course Irrigation System. Please refer to those specific project sheets for more information.

Existing Condition:

Numerous aspects of the City's parks (including tennis courts, playgrounds, walking paths, pavilions, ball fields, and other amenities) require maintenance, improvements, or replacement.

Justification: *Availability of Outside Funding; others depend upon the project*

Park grants are competitive. By budgeting for the local match, a grant application can be completed without searching for available funds or making amendments to the program. Available grants may help to address any number of CIP criteria including, but not limited to, improving condition of existing facilities, operating efficiency, beautification, and protection and conservation of the park system or historical landmarks. Finally, these projects are supported by the Parks Master Plan and/or the needs assessments of the Dielmann Recreation Complex (FY2014) and Golf Course (FY2016).

Operating Budget Impact:

To be determined.

Comments:

The current maximum amount of funding that the City is eligible for through the Municipal Parks Grant program is currently \$475,000 for a given project. These grants are competitive, and the City's contribution to the project affects the project application score and likelihood of a funding award. The City plans to provide a 5% grant match for its projects in order to maximize the number of points related to the City's contribution, which would make the grant match about \$25,000 for a project that receives the maximum grant funding.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total (FY2023)	\$	25,000

9506 PARK DEVELOPMENT PROJECTS - 14

ICE ARENA REFRIGERANT SWITCH-OVER (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$75,000	TBD	\$75,000	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0

Project Description:

The current system that cools the ice operates using R-22 (Freon), a product that is already becoming more expensive and will soon become unavailable as a coolant. This project would include transitioning the current cooling system, through retrofit or replacement of the existing equipment, to an alternative coolant such as Ammonia or CO₂. The total cost of this project is estimated to be \$550,000. The City Share reflects the remaining \$75,000 if the City is awarded a \$475,000 Municipal Park Grant. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:

The existing equipment is currently operational, but the three compressors in this system have required frequent maintenance. Even small repairs to the system can result in a loss of coolant and, therefore, require a system "charge" or refill. Vendors who do these repairs are responsible for disposing of lost Freon, and the City often incurs service charges associated with these disposals.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility; Coordination; Availability of Outside Funding; Protection & Conservation*

This project is a public safety issue and directly affects operational efficiency. Under the U.S. Clean Air Act & the Montreal Protocol on Substances that Deplete the Ozone Layer, use of R-22 refrigerant is being phased out of use because of the damage these types of substances can cause to the earth's ozone layer. Starting on January 1, 2020, the U.S. will no longer produce or import R-22; should there be any repair or catastrophic system failure after that date, the City would likely be unable to recharge the system to maintain cooling.

Operating Budget Impact:

Once the switch over occurs, the cost of maintaining the system will be included in the preventive maintenance contract. The real savings will be seen when the system moves away from the expensive R-22 cost, simply due to the lack of supply for R-22 coolant.

Comments: A grant will be applied for in FY2021 and, if approved, the switchover will take place in FY2021.

Expenditure Type:

Planning, Design & Engineering	\$ 25,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 50,000
Other	\$
Total (Grant Match)	\$ 75,000

9506 PARK DEVELOPMENT PROJECTS - 15

PLAYGROUND SAFETY SURFACE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$75,000	TBD	\$75,000	\$56,508	\$0	\$0	\$75,000	\$0	\$0	\$75,000

Project Description:

This project involves the replacement of damaged areas and rejuvenation or replacement of the rubberized safety surface beneath the City's playgrounds. The surface of the original playground at Millennium Park was replaced in FY2017, because it was the most urgent need. Several other playgrounds will require attention in the near future.

Existing Condition:

The rubberized surface beneath the City's playgrounds in Millennium Park, Conway Park, and Beirne Park provides the required protection for children and other users against injury from a fall off of the playground or swing set. The edges of the newer playground surface at Millennium Park were repaired in FY2017, but this surface may need to be replaced by FY2021. Staff will continue to evaluate the surfaces at Conway Park and Beirne Park and will recommend repairs or replacement to these surfaces accordingly.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:

None.

Comments:

This work would qualify for grant funding through the Municipal Parks Grant program, but the next several grant opportunities will be directed toward other needs.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	75,000
Equipment	\$	
Other	\$	
Total (FY2021)	\$	75,000

9506 PARK DEVELOPMENT PROJECTS - 16

GOLF COURSE IRRIGATION SYSTEM REPLACEMENT (DESIGN AND GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$34,500	TBD	\$34,500	\$12,000	\$22,500	\$0	\$0	\$0	\$0	\$0

Project Description:

This project includes replacing the current irrigation system with an updated system that will use less water and will allow better control over irrigation. The cost shown above represents the design of a new irrigation system and a 5% grant match for the construction of the new system. The anticipated construction cost is \$450,000. The full project cost will be programmed into the appropriate fiscal years if the City is successful in obtaining a grant for the project.

Existing Condition:

The current irrigation system is approximately 42 years old. Required repairs have been increasing annually. The current setup is very limited in its ability to isolate areas of the system. Therefore, when there is a break or other repair is required, there is a significant area of the system that must closed-off and drained before it can be repaired. Not only does this result in water waste, but it also endangers the health of the turf, resulting in additional watering, chemical, and labor costs to bring that area back to health.

Justification: *Cond. of Ex. Facility; Operating Efficiency; Conservation; Outside Funding, Coordination*

The current system is becoming unserviceable because of its age. Additionally, a newer system can be controlled more specifically to both minimize the system loss when a repair is required, increasing the overall efficiency. Replacement was recommended per the Golf Course Needs Assessment completed in FY2015.

Operating Budget Impact:

Once the initial install of the system has occurred, the cost of upkeep will be minimal for the next 10 years. A new irrigation system will require less maintenance and better conserve water resources.

Comments:

The grant will be applied for in FY2019 and, if approved, construction would begin in FY2019. Grant funding will likely be available through the St. Louis Municipal Park Grant Commission. This grant has a maximum award of \$475,000 per project requiring the City to match at least 5% of the project total.

Expenditure Type:

Planning, Design & Engineering	\$ 15,000
Land Acquisition	\$
Construction	\$ 19,500
Equipment	\$
Other	\$
Total	\$ 34,500

9506 PARK DEVELOPMENT PROJECTS - 17

PARK BRIDGE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$105,007	\$0	\$105,007	\$75,007	\$30,000	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves the review of replacement or rehabilitation options for two existing vehicular bridges: the bridge at Malcolm Terrace Park near the end of Townsend Street and the maintenance bridge at the Creve Coeur Golf Course. The design that began in FY2017 found the bridge at Malcolm Terrace Park to be structurally sound and that this bridge could remain in place, although substantial stream bank protection is required. The maintenance bridge at the Creve Coeur Golf Course must be replaced. Evaluation of replacement options for the Creve Coeur Golf Course bridge is planned for FY2019, but the Malcolm Terrace Park stream and bridge stabilization project has been moved to a "future project."

Existing Condition:

Both bridges are open to only limited traffic due to their condition. The bridge at Malcolm Terrace Park has significant erosion around its foundation, and the bridge at the Creve Coeur Golf Course is failing and is well beyond its useful life.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

Use of these bridges is necessary for the optimal maintenance of the Creve Coeur Golf Course and Malcolm Terrace Park.

Operating Budget Impact:

When functional, both bridges aid in the efficient maintenance of the adjacent park or golf course. When they are not, staff must use longer routes to maintain these properties. Further, these alternate routes can result in damage to the park or golf course that must be fixed.

Comments:

The City received a Bridge Engineering Assistance Program (BEAP) grant from the Missouri Department of Transportation (MoDOT) in FY2017 that fully funded a preliminary review of the Malcolm Terrace Park bridge. This review found that the existing bridge can be used in place.

Expenditure Type:

Planning, Design & Engineering	\$ 105,007
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 105,007

9506 PARK DEVELOPMENT PROJECTS – 21

TENNIS COURT REPAIRS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$135,000	\$0	\$135,000	\$50,000	\$0	\$0	\$35,000	\$0	\$50,000	\$0

Project Description:

This project involves the repairs to and resurfacing of the tennis courts in the City's parks in order to maintain the quality of courts necessary for safe and enjoyable play. Improvements are planned for the courts at Beirne Park in FY2018, Conway Park in FY2021, and Lake School Park in FY2023.

Existing Condition:

The tennis courts are in various states, depending on their age, but three locations have cracks and other deterioration that require repairs. The courts at Beirne Park have begun to ravel, making the surface uneven. The courts at Conway Park have held up well to recent park improvements, but these courts are in need of rejuvenation. The courts at Lake School Park are the City's newest, having been resurfaced in FY2010, but even these courts have begun to crack. While cracks have been sealed and patches installed on the courts, these repairs are only temporary fixes.

Justification: *Protection & Conservation; Beautification; Citizen Demand; Public Safety*

Tennis courts need to be meticulously maintained in order to make them suitable for play. Cracks, divots, and other defects can influence the bounce of the ball or cause players to trip, and neither condition encourages use of the courts.

Operating Budget Impact:

Maintenance of the tennis courts has increasingly become the job of the City's Public Works staff. Such work is time consuming. New tennis court surfaces would eliminate the need for significant repair efforts in the near future.

Comments:

Tennis court improvements would qualify for funding through the Municipal Park Grant program, but these funds are being used for other City projects.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	135,000
Equipment	\$	
Other	\$	
Total	\$	135,000

9506 PARK DEVELOPMENT PROJECTS – 22

PARK TRAIL IMPROVEMENTS (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$15,000	TBD	\$15,000	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0

Project Description:

The project involves resurfacing two asphalt trails and the parking lot at Malcolm Terrace Park. The amount of \$15,000 represents the City's portion of the cost for a \$75,000 project that is funded by a federal grant through the Recreational Trails Program. The actual cost of the project will be programmed into the Capital Improvement Plan if the City is awarded the grant.

Existing Condition:

Asphalt paths are in use at Beirne Park, Conway Park, Malcolm Terrace Park, and Millennium Park. Most of these trails are in good condition and need preventative maintenance to preserve their condition. The paths at Malcolm Terrace Park and an access path to Beirne Park, however, are in poor condition and require resurfacing and localized replacement.

Justification: *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:

None.

Comments:

The Recreational Trails Program provides up to 80% reimbursement of construction costs for projects totaling up to \$125,000. The City's FY2017 application for this grant was not successful, but another attempt will be made in FY2018. Should a grant be awarded for this project, the City would have three years to complete the project. Construction would be expected in FY2020.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	15,000
Equipment	\$	
Other	\$	
Total (City Share)	\$	15,000

9506 PARK DEVELOPMENT PROJECTS - 25

CITY ENTRANCE AND PARK IDENTIFICATION SIGNAGE MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$20,000	\$0	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project includes the City contracting with a consultant to design new City Entrance signs/monuments, Park Identification signs/monuments, and directional sign leading visitors to City Facilities.

Existing Condition:

City entrance signs are about 15 years old and some are damaged and in need of replacement. We have the same issue with the directional signs leading visitors to City facilities. There has been an interest expressed by the Park and Historical Preservation Committee to construct new signage/monuments at the entrance of each City Park.

Justification: *Condition of Existing Equipment; Beautification; Coordination*

Existing signs are old and in need of replacement. Some signs are missing and others are damaged beyond repair. The park identification signs are extremely old and require replacement, however, a couple of parks have brick monument signs that are fairly new. Development of a Sign Masterplan was included as an action item in the FY2018-2021 Strategic Plan.

Operating Budget Impact:

This is a design and cost estimate for the purchase and construction new signage. There is no effect on the operating budget. Once designed, we can obtain cost estimates and budget funding in future years for the manufacturing and installation of the new signs/monuments.

Comments:

By reviewing the entire signage needs of the city, we will have an opportunity to evaluate the current sign types and locations. Although the signs for Parks may be different than the City Entrance signs, we can create a signage theme so that there are similarities with all City signs thus creating sign branding unique to Creve Coeur.

Expenditure Type:

Planning, Design & Engineering	\$ 20,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 20,000

9506 PARK DEVELOPMENT PROJECTS - 26

PARKS MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$50,000	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The goal of this study would be to provide the City with a guiding document to assist with planning for the future of City parks. The study will involve the inventory and assessment of City parks to provide details regarding current maintenance needs, status of City parks and amenities compared to local and national standards, recommendations for future improvements, and prioritization of those improvements. Public meetings and input from residents would be a significant portion of this study.

Existing Condition:

The most recent assessment of City parks was completed in 2008. Many of the recommendations from the 2008 assessment have been implemented, and a re-assessment of the parks is now recommended to ensure that the projects undertaken by the City are those that best meet the needs of the community.

Justification: *Condition of Existing Equipment; Beautification; Coordination*

A parks master plan will provide clear direction for the planning of maintenance and capital improvements for the parks system. Such studies assist with securing outside funding, such as Municipal Park Grants, to supplement the Capital Improvement Fund.

Operating Budget Impact:

This study should have no immediate impact on the operating budget, but operating efficiency would be a factor in the recommendations of the study.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 50,000

CAPITAL FUND**9509 – STORMWATER PROJECTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9509 STORMWATER PROJECTS - 01

STORMWATER IMPROVEMENTS PER MASTER PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$0	\$0	\$0	\$	\$0	\$0	\$150,000	\$0	\$0	\$150,000

Project Description:

The 2012 Stormwater Master Plan update identified numerous stormwater-related projects that involve streams and public infrastructure. The City aims to address these issues over time as funding allows and using the master plan benefit rating as a guide. The scope of work for some of the projects listed in the master plan is greater than what this program can afford at the current funding level. These projects have been treated as separate items in the Capital Improvement Plan, but funding for such projects typically replaces the annual funding in this account.

Existing Condition:

Issues under consideration typically exhibit erosion, deteriorated infrastructure, and/or flooding.

Justification: *Condition of Existing Facility; Public Safety; Citizen Demand, Coordination*

The Stormwater Committee reviewed the issues in the Stormwater Master Plan and agreed that the City's use of public funds should be limited to projects to resolve issues that involve public infrastructure and/or public conveyances of water. Such issues may never be adequately or correctly resolved without the City's initiative, funding, and oversight.

Operating Budget Impact:

None.

Comments:

Funding for FY2017-FY2018 (\$150,000/year) were used to offset the expense of the Golf Course Dam Stabilization and Siltation Removal project (FY2017) and the Alden Lane Culvert Repair Project (FY2018). Funding for FY2019 and FY2020 will be used to offset the cost of the Middlebrook Drive Stormwater Improvements.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 100,000
Equipment	\$
Other	\$
Annual Total (FY21): <i>(see comments)</i>	\$ 150,000

9509 STORMWATER PROJECTS - 04

MIDDLEBROOK DRIVE STORMWATER IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$292,075	\$0	\$292,075	\$42,075	\$250,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves replacing a failing culvert pipe beneath Middlebrook Drive and making associated repairs to the impacted area of the roadway and the stream. The project will include decorative elements, similar to those included in the Chilton Lane culvert replacement project in 2013. Easements will be required from the adjacent properties in order to complete the project. Trees and bushes will be included in the restoration of disturbed area to replace some of the creekside vegetation that will be removed.

Existing Condition:

The culvert pipe is both undersized and failing, with increasing impact to the pavement of Middlebrook Drive above. In a heavy rain event, the creek flow exceeds the culvert capacity, and the creek overtops the street. The voids around the culvert were addressed in 2014 following a partial collapse of the roadway, but this repair is expected to last only a few years.

Justification: *Public Safety; Condition of Existing Facility; Beautification; Coordination*

Analysis of the stream found that the existing culvert pipe does not meet current size requirements, so lining the pipe or in-kind replacement would not be permissible. The Stormwater Committee identified the replacement of this culvert as a high priority in 2016, because the failure of this culvert would limit access to or isolate several homes along Middlebrook Drive. This issue rated highest among reviewed stormwater issues with 175 points, and the project has a benefit-to-cost ratio is 0.6, according to the metrics used in the Stormwater Master Plan.

Operating Budget Impact:

City staff has repeatedly patched the roadway pavement above this culvert, with a significant repair in 2014. This project will eliminate this problem and future needs for such maintenance.

Comments:

The design for this project was completed in FY2013. This project was originally scheduled to be constructed in FY2014; however, the Metropolitan St. Louis Sewer District's (MSD) planned sanitary sewer replacement for this area began in 2016. The City's project was scheduled for 2017 (FY2018) to allow adequate time for MSD to complete its project. This project replaces the FY2019 and FY2020 Stormwater Master Plan projects.

Expenditure Type:

Planning, Design & Engineering	\$ 10,000
Land Acquisition	\$ 1,000
Construction	\$ 250,000
Equipment	\$
Other (Design FY2013)	\$ 31,075
Total	\$ 292,075

CAPITAL FUND**9510 – STREET & SIDEWALK IMPROVEMENTS**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9510 STREET & SIDEWALK IMPROVEMENTS - 01

STREET AND SIDEWALK MAINTENANCE PROGRAM

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,250,000	\$0	\$1,250,000	\$1,125,000	\$1,250,000	\$1,281,250	\$1,313,281	\$1,346,113	\$1,379,766	\$0

Project Description:

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, and sidewalk replacement for subdivision streets throughout the City.

Existing Condition:

While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find ageing and failing pavement and sidewalks that need to be addressed.

Justification: *Public Safety; Condition of Existing Facility; Coordination; Citizen Demand*

The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

Operating Budget Impact:

Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

Comments:

Approximately 10% of the annual street and sidewalk improvements are directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Larger projects, such as grant-funded improvements, are described in separate project sheets.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	1,250,000
Equipment	\$	
Other	\$	
Total (FY2019)	\$	1,250,000

9510 STREET & SIDEWALK IMPROVEMENTS - 02

STREET RECONSTRUCTION/REHABILITATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$300,000	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$0	\$0

Project Description:

The City plans to fully or substantially replace sections of failed residential roadways as part of this project. The various needs of the pavement network are evaluated each year to determine which streets will be reconstructed. This evaluation was supported by an independent review and recommendation for the priority of repairs in FY2017. The FY2018 and FY2019 projects involve rehabilitation of the Ladue Estates subdivision. Projects in FY2020 and beyond will be determined after future reviews of pavement conditions.

Existing Condition:

Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs.

Justification: *Public Safety; Condition of Existing Facility; Citizen Demand*

All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

Operating Budget Impact:

Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocation of funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition. This allows for the needs of more streets and sidewalks to be addressed and will reduce the number of calls for City staff to make repairs.

Comments:

The budget projections are based upon planned roadway replacement and rehabilitation. These plans typically change due to pavement failures or coordination with utilities or other projects. The funds that were originally designated for FY23 in this fund will be used to offset costs for the "South Phase" improvements to Mosley Road.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	300,000
Equipment	\$	
Other	\$	
Annual Total (FY19-FY22)	\$	300,000

Street Reconstruction/Rehabilitation Candidate Examples (in Alphabetical Order)

Street Name	Pavement Condition Index (0 – 100)
Country Fair Lane (Interior Loop)	85
Ladue Estates Drive	34
Ladue Estates Drive East	60
Ladue Estates Drive South	39
Ladue Estates Drive West	50
Ladue Meadows Drive	80
Magna Carta Drive	58
Mosley Road	54
Sackston Woods Drive	38
Sherwyn Drive	49
Winrock Drive	52

9510 STREET & SIDEWALK IMPROVEMENTS - 20

COEUR DE VILLE DRIVE IMPROVEMENTS (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$841,122	\$419,533	\$421,589	\$761,122	\$80,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The City was awarded a federal grant that provided \$419,533 in funding for the design and construction of roadway and sidewalk improvements to Coeur de Ville Drive. A condition of this grant extended the scope of the sidewalk improvements beyond the original project limits. The sidewalk construction scheduled for FY2019 will satisfy these requirements.

Existing Condition:

The City owns and maintains the portion of Coeur de Ville Drive from the entrance to Parc Provence to Royal Valley Drive, and the original project focused on this area. The conditions of the grant in FY2017 made the City responsible for upgrades to sidewalks within the MoDOT sections of Coeur de Ville Drive, and three areas remain to be corrected in FY2019.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification; Citizen Demand*

The pavement rehabilitation provided a new driving surface, improve drainage, and slightly improved the alignment of the street. The sidewalk construction proposed for FY2019 will bring the City within better compliance with the applicable pedestrian accessibility standards.

Operating Budget Impact:

None.

Comments:

The Missouri Department of Transportation owns and maintains most of Coeur de Ville Drive, namely the section between Ladue Road and Royal Valley Drive and the section between Parc Provence and Olive Boulevard.

Expenditure Type:

Planning, Design & Engineering	\$ 93,517
Land Acquisition	\$
Construction	\$ 747,605
Equipment	\$
Other	\$
Total	\$ 841,122

9510 STREET & SIDEWALK IMPROVEMENTS - 26

EMERSON ROAD IMPROVEMENT PROJECT (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$666,508	\$444,000	\$222,508	\$40,000	\$34,508	\$592,000	\$0	\$0	\$0	\$0

Project Description:

The project includes pavement widening and resurfacing, new curb and gutter, and enclosed stormwater facilities along the City-maintained section of Emerson Road from Old Ballas Road to DeSmet Jesuit High School. In FY2016, the City was awarded a federal grant that will fund up to \$444,000 (75%) of the construction costs for the project.

Existing Condition:

The existing roadway pavement is in marginal condition: its edges are deteriorating, a retaining wall supporting the street is in poor condition, and the street width is insufficient. The City's portion of Emerson Road was found to have an average pavement condition index (PCI) of 44 in 2016, which indicates that the pavement is in need of improvements.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Emerson Road does not meet current standards for width and safety. The project will increase the roadway width and will improve drivers' sight lines by lowering the peak of the hill just north of DeSmet Jesuit High School.

Operating Budget Impact:

Fixing the street and the failing headwall will reduce the number of maintenance calls to fix Emerson.

Comments:

The Emerson Road Improvement Project follows a concept plan that was developed for Emerson Road in FY2011. The sidewalk improvements that were part of this concept plan will be completed through the Emerson Road Sidewalk Improvement Project in FY2017, for which the City received a federal grant to assist with construction costs. The Missouri Department of Transportation owns Emerson Road south of DeSmet Jesuit High School.

Expenditure Type:

Planning, Design & Engineering	\$ 71,508
Land Acquisition	\$ 3,000
Construction	\$ 592,000
Equipment	\$
Other	\$
Total	\$ 666,508

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECTS – NORTH PHASE (DESIGN AND GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (North and South Phases)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$811,768	TBD	\$811,768	\$86,768	\$150,000	\$0	\$20,000	\$155,000	\$400,000	\$0

North Phase Project Description:

Improvements to Mosley Road are divided into two phases. The “North Phase” project involves roadway resurfacing, localized roadway reconstruction adjust the vertical alignment, and sidewalk improvements from Olive Boulevard to Mosley Acres Drive. The City plans to apply for a federal grant to assist with the cost of this project. The amounts shown to the right reflect 100% of the design cost for this phase, plus the required 20% matching funds for the right-of-way and construction phases of the project. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Condition:

Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 54 in 2016, which indicates that the pavement is a good candidate for resurfacing.

Justification: *Public Safety; Condition of Ex. Facility; Citizen Demand; Availability of Outside Funding*

Of the City’s principal roadways, the condition of Mosley Road is one of the worst. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary design completed in FY2015 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

Operating Budget Impact:

The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

Comments:

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Half of that cost (\$43,384) is applied to each proposed phase. Staff applied for a federal grant in FY2017 to assist with the costs for the “South Phase” of the Mosley Road improvements, but this grant application was not successful. Staff plans to apply for a federal grant for the “North Phase” in FY2018.

North Phase Expenditure Type:

Planning, Design & Engineering	\$ 143,384
Land Acquisition	\$ 20,000
Construction	\$ 155,000
Equipment	\$
Other	\$
Total – North Phase (Design and Grant Match)	\$ 318,384

9510 STREET & SIDEWALK IMPROVEMENTS - 27

MOSLEY ROAD IMPROVEMENT PROJECTS – SOUTH PHASE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (North and South Phases)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$811,768	TBD	\$811,768	\$86,768	\$150,000	\$0	\$20,000	\$155,000	\$400,000	\$0

South Phase Project Description:

Improvements to Mosley Road are divided into two phases. The “South Phase” project involves roadway resurfacing and sidewalk improvements from Mosley Acres Drive to Ladue Road. The costs shown for this phase include design in FY2019, which will indicate the City’s options for roadway improvements in this section of Mosley Road. The estimated construction cost for this phase may change according to this evaluation.

Existing Condition:

Mosley Road is an asphalt street that last saw major roadway work in 2000 with the addition of the existing sidewalk. The pavement is failing in areas, but the general need for the roadway is resurfacing. The roadway width is also inconsistent, with some areas less than 20 feet wide. Mosley Road was found to have an average pavement condition index (PCI) of 54 in 2016, which indicates that the pavement is a good candidate for resurfacing.

Justification: *Public Safety; Condition of Ex. Facility; Citizen Demand; Availability of Outside Funding*

Of the City’s principal roadways, the condition of Mosley Road is one of the worst. Complaints are common regarding the pavement condition, poor ride quality, and stormwater drainage issues. A preliminary design completed in FY2015 for Mosley Road also found several areas where the vertical or horizontal alignments do not meet design standards.

Operating Budget Impact:

The City completes significant pavement patching along Mosley Road nearly every year. Completing this project would eliminate this need and expense.

Comments:

A conceptual design for Mosley Road was completed for \$86,768 in FY2014-FY2016. Half of that cost (\$43,384) is applied to each proposed phase. Staff applied for a federal grant in FY2017 to assist with the costs for the “South Phase” of the Mosley Road improvements, but this grant application was not successful. Staff plans to apply for a federal grant for the “North Phase” in FY2018. Another application for the “South Phase” could be made in the future, but the plan as shown assumes that the City will pay the full price for the “South Phase” improvements.

South Phase Expenditure Type:

Planning, Design & Engineering	\$ 93,384
Land Acquisition	\$
Construction	\$ 400,000
Equipment	\$
Other	\$
Total – South Phase	\$ 493,384

9510 STREET & SIDEWALK IMPROVEMENTS - 28

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

Phase 1 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Conway Road to Ladue Road. The project will also include extending the existing planted median toward Conway Road. The construction for this project would be the first phase of three, with the ultimate limits of work extending to Olive Boulevard. Phase 1 includes design for all three phases. The maximum grant recommended to be sought for Phase 1 is \$800,000. The grant match for Phase 1 (\$525,000) includes 100% of the design and land acquisition costs and 20% of the estimated construction cost. The full project cost will be included in the appropriate fiscal years if the City is successful in obtaining a grant for the work.

Existing Condition:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. South New Ballas Road was found to have an average pavement condition index (PCI) of 70 in 2016, which indicates that the pavement is generally in “very good” condition and that is an appropriate candidate for pavement preservation, such as the proposed thin overlay.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

The City applied for federal grant assistance for the Phase 1 project in FY2015, but the application was unsuccessful. Applications will be made for federal grants for Phase 2 (Ladue Road to Magna Carta Drive) and Phase 3 (Magna Carta Drive to Olive Boulevard) if the City is awarded a grant for Phase 1. **Continued – Phase 2 next page...**

Phase 1 Expenditure Type:

Planning & Design (FY2021)	\$ 250,000
Land Acquisition (FY2022)	\$ 25,000
Construction (FY2023)	\$ 250,000
Equipment	\$
Other	\$
Phase 1 Total FY2021 - FY2023 (Design and Grant Match)	\$ 525,000

9510 STREET & SIDEWALK IMPROVEMENTS – 28 (CONTINUED)

NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

Continued from previous page...**Phase 2 Project Description:**

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. Staff plans to apply for federal grant assistance for this project in FY2021. The maximum grant amount recommended to be sought for this phase is \$800,000. The grant match for Phase 2 includes 100% of the design update, permitting, and land acquisition costs and 20% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City is successfully obtains a grant for this work.

Existing Condition:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 68 in 2016, which indicates that the pavement is generally in “good” condition and that is an appropriate candidate for pavement preservation, such as a thin overlay or resurfacing.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

Design for the Phase 2 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1. An application a federal grant for the Phase 3 (Magna Carta Drive to Olive Boulevard) improvements is anticipated for early 2022. **Continued – Phase 3 next page...**

Phase 2 Expenditure Type:

Planning & Design (FY2022)	\$ 25,000
Land Acquisition (FY2023)	\$ 25,000
Construction (Future - FY2024)	\$ 200,000
Equipment	\$
Other	\$
Phase 2 Total FY2022 - FY2024 (Grant Match)	\$ 250,000

9510 STREET & SIDEWALK IMPROVEMENTS – 28 (CONTINUED)
NEW BALLAS ROAD IMPROVEMENT PROJECT – PHASES 1 - 3 (DESIGN & GRANT MATCH) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs (Phases 1, 2, 3)						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,125,000	TBD	\$1,125,000	\$0	\$0	\$0	\$250,000	\$50,000	\$300,000	\$525,000

Continued from previous page...

Phase 3 Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, traffic signal painting, illuminated street name signs, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Construction for this project would be the third and final phase, with the ultimate limits of work extending from Conway Road to Olive Boulevard. Staff plans to apply for federal grant assistance for this project in FY2022. The maximum grant amount recommended to be sought for this phase is \$800,000. The grant match for Phase 3 includes 100% of the design update, permitting, and land acquisition costs and 27% of the construction cost. The full project cost will be included in the appropriate fiscal years if the City successfully obtains a grant for this work.

Existing Condition:

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 72 in 2016, indicating the pavement is generally in “very good” condition and that is a good candidate for pavement preservation, such as the proposed thin overlay or resurfacing.

Justification: *Public safety; Condition of Existing Facility; Availability of Outside Funding; Beautification*

New Ballas Road is the City’s largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street’s pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

The design for the Phase 3 improvements will be completed as part of Phase 1, if the City is awarded a federal grant for Phase 1.

Phase 3 Expenditure Type:

Planning & Design (FY2023)	\$ 25,000
Land Acquisition (FY2024)	\$ 25,000
Construction (FY2025)	\$ 300,000
Equipment	\$
Other	\$
Phase 3 Total FY2023 - FY2025 (Grant Match)	\$ 350,000

9510 STREET & SIDEWALK IMPROVEMENTS - 29

FERNVIEW DRIVE RESURFACING (FEDERAL STP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$386,000	\$250,000	\$136,000	\$0	\$50,000	\$0	\$336,000	\$0	\$0	\$0

Project Description:

This project involves asphalt pavement resurfacing along Fernview Drive from Gallagher Road to Olive Boulevard. The City was awarded a federal grant that will reimburse up to \$250,000 (approximately 74%) of the construction cost for this project.

Existing Condition:

Fernview Drive consists of an asphalt street with concrete curbs and gutters between Gallagher Road and Olive Boulevard. Fernview Drive has sections that are currently in good condition, but some sections have deteriorated. Fernview has an average pavement condition index (PCI) of 59, meaning that it is in "fair" condition with the need for a resurfacing soon. This average PCI balances very good sections with PCI in the 80's with poor sections with PCI in the 40's.

Justification: *Public Safety; Availability of Outside Funding; Citizen Demand*

The roadway resurfacing is needed to maintain the pavement along Fernview Drive before more substantial rehabilitation becomes necessary. Fernview is used by about 4,300 vehicles per day, making it one of the most heavily traveled City streets.

Operating Budget Impact:

The project will result in less need for City staff to patch Fernview Drive. Future maintenance expenses are expected to be lower due to this project.

Comments:

Sidewalks were not included as part of this project, because further study and public outreach is required to determine the feasibility of adding sidewalks to Fernview Drive. A separate "future project" has been included in this Capital Improvement Plan for Fernview and Bellerive Estates sidewalks.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 336,000
Equipment	\$
Other	\$
Total	\$ 386,000

9510 STREET & SIDEWALK IMPROVEMENTS – 30

NORTH NEW BALLAS SIDEWALK PHASE 2A (FEDERAL TAP GRANT)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs					
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
\$392,739	\$254,400	\$138,339	\$107,739	\$285,000	\$0	\$0	\$0	\$0

Project Description:

This project involves the design and construction of a sidewalk along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. This project is a portion of the larger effort to create continuous sidewalks along both sides of North New Ballas Road from Ladue Road to Olive Boulevard. The City was awarded a federal grant that will fund up to \$254,400 for the acquisition of right of way and easements for the project and for construction of the project. The grant represents approximately 70% of the estimated cost of land acquisition and construction.

Existing Condition:

No sidewalk currently exists along the west side of North New Ballas Road from Ladue Road to DeSmet Jesuit High School. Four homes along North New Ballas Road, Santino Court, and the Emerald Green subdivision have no access to pedestrian facilities on North New Ballas Road.

Justification: *Public Safety; Citizen Demand; Availability of Outside Funding*

Providing a sidewalk where none exists will improve accessibility and protect the general public walking along the area. North New Ballas Road is identified as a “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

Temporary and/or permanent property rights are required from all seven properties along the project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

Expenditure Type:

Planning, Design & Engineering	\$	30,369
Land Acquisition	\$	77,370
Construction	\$	285,000
Equipment	\$	
Other	\$	
Total	\$	392,739

9510 STREET & SIDEWALK IMPROVEMENTS – 31

CRAIG ROAD CONCEPT IMPROVEMENT PLAN

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$40,000	\$0	\$40,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The project involves engineering design services to develop concept-level improvement plans for Craig Road between Olde Cabin Road and Olive Boulevard. Such plans allow the City to better understand its options for roadway and sidewalk improvements and provide a firm basis for pursuing federal grant assistance for those improvements.

Existing Condition:

Craig Road is currently in fair condition, but its traffic flow is hampered by non-standard intersections with Olde Cabin Road and Office Parkway.

Justification: *Public Safety; Cond. of Existing Facility; Availability of Outside Funding; Citizen Request*
 Craig Road receives significant traffic from the Creve Coeur Executive Office Park and from those traveling between Olive Boulevard and New Ballas Road. Improvements to the intersections along Craig Road are recommended to improve the flow and safety of this traffic and to provide better sidewalk crossings at these intersections.

Operating Budget Impact:

None.

Comments:

Craig Road was recently reclassified to become eligible for federal roadway grants. Improvements to the sidewalk system in the Creve Coeur Executive Office Park are being pursued through the Transportation Alternatives Program grant, which may coincide with or incorporate this plan. This concept plan was originally planned for FY2018 but was postponed due to the development of the Signal Enhancement Project.

Expenditure Type:

Planning, Design & Engineering	\$ 40,000
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 40,000

9510 STREET & SIDEWALK IMPROVEMENTS – 34

SIGNAL ENHANCEMENT PROJECTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$221,268	\$90,000	\$131,268	\$121,268	\$100,000	\$0	\$0	\$0	\$0	\$0

Project Description:

This project involves a partnership with the Missouri Department of Transportation (MoDOT) and the Olive Boulevard Transportation Development District (Olive TDD) to add black powder coat and illuminated street name signs to several traffic signals along Olive Boulevard, Lindbergh Boulevard, and North New Ballas Road. MoDOT offered the partnership with the City and the Olive TDD as part of the MoDOT projects to replace the traffic signals at six intersections along Olive Boulevard and Lindbergh Boulevard. The City will also partner with the Olive TDD to add illuminated street name signs to two intersections along North New Ballas Road and to complete the Olive TDD's North New Ballas sidewalk lighting near Olive Boulevard.

Existing Condition:

The traffic signals are old and deteriorated at the intersections of Olive at North New Ballas Road, Craig Road, and Mosley Road, and the intersections of Lindbergh Boulevard at the Chaminade entrance, Ladue Road, and Quailways Drive/Tealbrook Drive.

Justification: *Coordination; Cond. of Existing Facility; Availability of Outside Funding; Beautification*
Including these enhancements to the new traffic signals as part of the MoDOT project will be much more cost effective than one or more independent projects to add these enhancements once the traffic signals are in place.

Operating Budget Impact:

The City will be responsible to maintain the illuminated street name signs and the black powder coating on the signal equipment, and the City will be responsible to pay the electric bills for the signs. These costs are expected to be minimal.

Comments:

The outside funding sources include construction reimbursement from the Olive TDD (estimated at \$60,000) for the lighting work along North New Ballas Road and a development escrow (estimated at \$30,000) for illuminated street name signs at the intersections of North New Ballas Road at Studt Avenue and at Old Ballas Road.

Expenditure Type:

Planning, Design & Engineering	\$ 28,868
Land Acquisition	\$
Construction	\$ 192,400
Equipment	\$
Other	\$
Total	\$ 221,268

CAPITAL FUND**9516 – CAPITAL EQUIPMENT**

CAPITAL FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9516 CAPITAL EQUIPMENT - 01

PUBLIC WORKS CAPITAL EQUIPMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$318,545	\$0	\$318,545	\$225,265	\$312,372	\$280,544	\$359,248	\$276,226	\$361,582	\$0

Project Description:

Capital equipment includes City equipment costing greater than \$20,000 and having a useful life of at least five years based on replacement schedule. The Public works equipment listed below is for the replacement of existing equipment that is 8-14 years old.

Existing Condition:

Equipment has reached the end of its useful life. Significant maintenance costs can be expected if this equipment is kept in service.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

Replacement of the equipment noted below is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect our operating efficiency due to down time for equipment repairs.

Operating Budget Impact:

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public works fleet. Holding on to older equipment will result in significant increases in repair bills not to mention a reduction in efficiency and ability to provide service to the residents due to an increase in downtime cause by equipment failure.

Comments:

The following major equipment purchases are planned for FY2019 as replacements for older equipment:

- Two-ton Dump Truck with Plow and Spreader\$ 129,574
- One-ton Dump Truck with Plow and Spreader\$ 86,358
- ¾-ton Pickup Truck with Plow\$ 40,000
- Leaf Vacuum (Diesel Powered)\$ 56,440
- \$ 312,372**

Public Works staff plans to trade-in or sell the replaced equipment at auction after the new replacements arrive. The amount of revenue from the auctioned equipment will help offset the cost to purchase new equipment.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	312,372
Other	\$	
Total (FY2019)	\$	312,372

9516 CAPITAL EQUIPMENT - 09

COMPREHENSIVE HARDWARE & SOFTWARE SYSTEM – PHASE 2

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$98,000*	\$0	\$98,000*	\$65,000*	\$98,000	\$0	\$0	\$0	\$0	\$0

Project Description:

Phase 2 of this project involves the purchase of additional software modules and data conversion to improve city processes including applicant tracking, miscellaneous accounts receivable, asset management, permitting and land management, code enforcement, and a customer portal for permitting and inspections.

Existing Condition:

In FY18, the city purchased Phase 1 of a comprehensive software system with Tyler Technologies to replace a 10-year-old obsolete financial software system. Phase 1 included the purchase of modules necessary for core financial transactions, personnel management, time and attendance, credit card transactions, and document record keeping. Phase 1 also included the purchase of all necessary hardware to support Phase 1 and Phase 2 software, as well as host all city data currently held in-house on stand-alone servers.

Justification: *Condition of Existing Facility; Operating Efficiency; Coordination*

Historically department staff have relied extensively on individual software programs, paper documentation, and/or Excel spreadsheets to track day-to-day activities because the former financial software did not support the needs of most other city departments. Phase 2 will conclude the software transition by streamlining financials and other data primarily benefitting Public Works and Police (asset management), and Community Development/Building Division (code enforcement, building permits, and inspections).

Operating Budget Impact:

Annual maintenance fees including updates and customer support (\$46,466) will be incurred and budgeted in the General Fund beginning in FY19.

Comments:

*In FY18, Phase 1 (\$211,929) of the software was budgeted in the General Fund. Also in FY18, the purchase of hardware was necessary for both phases and was approved by City Council with a budget amendment to the Capital Fund (\$65,000). Governmental accounting practices permit Phase 2 software expenses (\$98,000) to be allocated to the Capital Fund in FY19. The total project cost is in line with original cost estimates in FY17 of \$375,000.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	65,000
Other (software/data conversion)	\$	98,000
Total	\$	163,000

9516 CAPITAL EQUIPMENT - 10

POLICE INVESTIGATIONS VEHICLE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$30,000	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0

Project Description:

The replacement of a 10-year-old Police Department (PD)—Investigations covert vehicle with a 2018 Dodge Durango Special Service Package AWD Sport Utility. The PD would utilize this vehicle for plain/covert vehicle for investigative purposes, surveillances and arrest situations requiring a low profile approach.

Existing Condition:

The PD currently utilizes a 2008 Chevrolet TrailBlazer, with 41,000 miles, for investigatory purposes and surveillances. In the last two fiscal years, the PD has spent approximately \$1,000 in repairs.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

Based on its age, a replacement is requested to ensure the continued reliability of its use for public safety. If the vehicle were to be sold at auction, resale is anticipated to be approximately \$10,000. An alternative to sale at auction is to retain the 2008 Chevrolet TrailBlazer in the fleet for use by the PD or other departments for out-of-town travel.

Operating Budget Impact:

The anticipated maintenance cost would be approximately \$400.

Comments:

Replacement of this vehicle would allow PD to continue to operate efficiently and use it in a variety of ways for the PD and other departments as well. State Contract: 2018 Dodge Durango Special Service Package AWD Sport Utility.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	30,000
Other	\$	
Total	\$	30,000

9516 CAPITAL EQUIPMENT - 11

GOLF COURSE SPRAYER REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0

Project Description:

Purchase a new sprayer to replace the current combination of a 1997 Toro 3100 workman and 2004 Toro Spray system.

Existing Condition:

The current spray system and chassis are aging, and replacement should occur in FY21. The current chassis is 21 years old and has 3394 hours operating time, with an average of approximately 130 hours per year. The life expectancy of the chassis is 12 to 14 years. The current spray system is 14 years old, with an average life expectancy of 10 to 12 years.

Justification: *Condition of Existing Unit; Operating Efficiency*

The current chassis and sprayer combination has passed its useful life and is becoming costly and time-consuming to maintain. The operating efficiency of the course would increase by use of new sprayer technologies such as speed and turn control, spraying accuracy as well as reduced emissions.

Operating Budget Impact:

Maintenance and repair costs are approximately \$750 annually; however, as the unit ages the cost of maintenance can substantially increase. The anticipated annual maintenance costs for a newer unit for the first 5 years is less than \$200 per year.

Comments:

The city only has one sprayer and the downtime caused by maintenance repairs can impact pesticide control on all turf areas. Increased pressure from disease and weeds will have a negative impact on turf conditions and can deter golfers from play. Greens are sprayed every 10 to 14 days throughout the growing season to prevent disease pathogens from infecting play areas, as well as foliar fertilizer application. Greens are sprayed around 10 times annually to apply pre and post emergence weed and insect control. Fairways, tees, and rough areas are sprayed as much as 10 times annually to prevent and cure disease, insects, and weeds. A new sprayer is preferred to a used one due to lack of quality used sprayers available to purchase. Upon arrival of purchased sprayer, the old spray system would be traded in or sent to auction to help offset cost. The current chassis would be used by golf maintenance staff as a material handler.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	30,000
Other	\$	
Total	\$	30,000

CAPITAL FUND**ADMINISTRATION**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

ADMINISTRATION

PROJECT MANAGER

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$83,000	N/A	\$83,000	* \$0	\$83,000	\$85,075	\$87,202	\$89,382	\$91,616	\$0

Description:

This item includes the costs associated with full-time salary and benefits for a Project Manager to oversee projects in the Capital Improvement Fund.

Existing Condition:

The project manager assists the Public Works Department-Administration Division with monitoring construction activity, preparing contract documents, performing design surveys, and developing review processes in order to ensure compliance with codes and specifications for capital improvement projects for the City of Creve Coeur.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects, and grant-related projects in particular, requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The City's Public Works Administration staff is too small to consistently accommodate the demands of these projects while also meeting the expectations for the various other services provided by the Department of Public Works.

Operating Budget Impact:

Annual costs for this position may include ongoing employee training, city equipment, cell phone, and general supplies anticipated to be approximately \$1,000 per year.

Comments:

*This position was formerly funded through the General Fund – Public Works/Administration operating budget.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other	\$	83,000
Total (FY19)	\$	83,000

CAPITAL FUND**FUTURE PROJECTS**

CAPITAL FUND

CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS UNKNOWN**

FUTURE PROJECT LIST

FUTURE PROJECT: BRIDGE AND CULVERT REHABILITATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	\$0	UNKNOWN	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The City is responsible for the maintenance of several drainage culverts that carry creeks and streams beneath the City's roadways. This project involves the design and construction needed to address maintenance, repair, or replacement of these culverts as they become necessary.

Existing Condition:

Four of the City's culverts appear on the State of Missouri's state-wide register and are inspected annually by both City and State staff. These culverts are currently in good condition.

Justification: *Public Safety*

Past projects to repair culverts at Chilton Lane, Alden Lane, and Middlebrook Lane were undertaken after the failures of these culverts and when those failures threatened the roadway above. Effective and structurally sound culverts are required to keep stormwater from becoming a hazard to the driving public.

Operating Budget Impact:

Regular inspections will require some staff time to undertake. Consultants may be required to specific issues.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	TBD
Land Acquisition	\$	TBD
Construction	\$	TBD
Equipment	\$	
Other	\$	
Total	\$	TBD

FUTURE PROJECTS LIST

FUTURE PROJECT: CERTIFIED NATURE EXPLORER CLASSROOM

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$25,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

Project Description:

The proposed outdoor classroom could be located in Malcom Terrace Park or Millennium Park. This classroom would include elements such as music & movement area, a place to do nature art, a place to build, climb or crawl, a place to gather or play in water and will include signage throughout.

Existing Condition:

None.

Justification: *Protection & Conservation; Beautification*

The goal will be to create an area that can be utilized for both programming provided by the City as well as a place for birthday parties, meeting place for play or scout groups and outdoor classroom for local schools. Having a Certified Nature Explorer Classroom in a Creve Coeur park supports the CIP criteria by enhancing the usefulness and beautification of the environment by providing a nature-rich outdoor space for current and future generations to use the natural world as an integral part of learning.

Operating Budget Impact:

Minimal impact to the operating budget is anticipated – similar to adding playground equipment.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total	\$	25,000

FUTURE PROJECTS LIST

FUTURE PROJECT: CREEKSIDE/BELLERIVE TRAIL (GRANT MATCH)

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$25,000	TBD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

Project Description:

The project involves the creation of a new asphalt trail to extend from the Creekside at Mason subdivision to Bellerive Elementary School, which would provide a pedestrian connection from Rue de Fleur and Bellerive Estates Drive to Mason Road. The amount of \$25,000 represents the City's portion of the cost for a \$125,000 project that is funded by a federal grant through the Recreational Trails Program (RTP). The actual cost of the project will be programmed into the appropriate years of the Capital Improvement Plan if the City is awarded the grant.

Existing Condition:

Several parcels of common ground connect along the south side of the creek and provide the opportunity for a pedestrian and bicycle pathway.

Justification: *Public Safety; Availability of Outside Funding; Citizen Request*

The City's parks are a sense of pride for Creve Coeur, and the City is obligated to provide adequate and safe access to the parks. Pursuit of grant funding to assist with maintaining this access allows the City to meet its obligations at a reduced cost.

Operating Budget Impact:

The City may assume responsibility to mow and otherwise maintain the common ground areas where the paths would be installed. Mowing costs are estimated to be approximately \$2,000/year.

Comments:

Support from the Parkway School District and the subdivision trustees will be sought before the City pursues a grant for this project. Easements will be required to construct the project.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	25,000
Equipment	\$	
Other	\$	
Total (Grant Match)	\$	25,000

FUTURE PROJECT LIST

FUTURE PROJECT: DIELMANN RECREATION COMPLEX RENOVATIONS - PHASE 2

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

A needs analysis for the Dielmann Recreation Complex was completed in 2013 and used as a guide for Round 15 Municipal Park Grant Commission construction grant awarded in 2015. Phase I renovations included updates to the lobby, creation of a centralized check-in desk for the building, and updated and expanded meeting room space, as well as energy efficiency upgrades. Future phases could include additional energy efficiency upgrades such as interior and exterior lighting, parking lot modifications for better traffic flow, additional updates to the East Meeting Room, such as the addition of a catering kitchen, direct entry from the east parking lot, a north facing clearstory for additional light in the ice arena, and additional on-ice lounge or locker room facilities.

Existing Condition:

The existing building is functional but inefficient from staffing, logistic, and energy standpoints.

Justification: *Availability of Outside Funding; Beautification; Citizen Demand; Operating Efficiency; Condition of Existing Facility*

This project was designed based on public input, and may be possible for future grant funding; however, several other priority projects have been slated for Municipal Park Grant funding for FY2019-FY2023.

Operating Budget Impact:

TBD

Comments:

CIP grant matches for FY2019-FY2023 have been earmarked for other upgrades or improvements at the Creve Coeur Golf Course and Park System.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: DOWNTOWN STREETScape AND INFRASTRUCTURE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	UNKNOWN	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The downtown plan calls for a significant investment into the City's Central Business District, which is generally the area bounded by Olive Boulevard on the north, Old Ballas Road on the east and south, and Interstate 270 on the west. Improvements to the public rights of way in this area include pavement, gutters, wide sidewalks, cross-walks, signals, and street furniture beyond items that are developer expenses.

Existing Condition:

Excluding the perimeter roads, only the Studt Avenue pavement meets the downtown zoning requirements. Everything else will need to be purchased.

Justification: *Economic Growth; Public Safety; Beautification*

The City has had this district in the Comprehensive Plan since 1969, and it is not reasonable to expect that all of the costs within the public rights-of-way can be borne by the development community. Without public investment, the likelihood of development is increasingly remote. Proposed improvements are supported by the 2006 Creve Coeur Central Business District / Downtown Area Implementation Strategy Report.

Operating Budget Impact:

Operating costs are unknown, but these are expected to be low. The City will be required to enter into a maintenance agreement with the Missouri Department of Transportation for any non-standard or decorative features along Olive Boulevard.

Comments:

Median planters and street lights will be extended east along Olive Boulevard through the Central Business District by the Olive Boulevard Transportation Development District in 2016. Further enhancements to Olive Boulevard may not be possible due to limited right of way.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW DRIVE / BELLERIVE ESTATES DRIVE SIDEWALK

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$1,050,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000

Project Description:

The project will involve the addition of a sidewalk along Fernview Drive and Bellerive Estates Drive to connect the sidewalk on Mason Manor Drive to Olive Boulevard. These streets serve as the main roadway for much of the residential area in Ward 4 and have recently been reclassified as “minor collectors.” This reclassification allows for roadway and sidewalk improvements to be considered for federal grants.

Existing Condition:

No sidewalk currently exists along Fernview Drive or Bellerive Estates Drive, and no continuous sidewalk exists through the surrounding residential neighborhoods.

Justification: *Public Safety; Availability of Outside Funding*

The addition of a sidewalk along both Fernview Drive and Bellerive Estates Drive would provide a designated area for pedestrians that would be safer than the street, which is the only current option. Fernview Drive and Bellerive Estates Drive are each listed as “third priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

This sidewalk would not significantly impact the City’s operating budget, but maintaining the sidewalk as an accessible pedestrian route would eventually become part of the capital improvement program.

Comments:

The proposed sidewalk would pass through approximately 50 properties. It is likely that the City would need to acquire easements from some of the affected property owners in order to adjust the lawns and driveways to allow the sidewalk to pass through. Fernview Drive and Bellerive Estates Drive were recently reclassified as “minor collector” roadways, a classification which qualifies these streets for federal grant assistance. The City would likely apply for a federal Transportation Alternatives Program grant for this project. This grant would require an aggressive schedule for easement acquisition.

Expenditure Type:

Planning, Design & Engineering	\$ 150,000
Land Acquisition	\$ 150,000
Construction	\$ 750,000
Equipment	\$
Other	\$
Total	\$ 1,050,000

FUTURE PROJECT LIST

FUTURE PROJECT: FERNVIEW AT OLIVE INTERSECTION IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$850,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$850,000

Project Description:

This project involves improvements to the intersection of Fernview Drive at Olive Boulevard, including new traffic signals, pavement widening, pedestrian facilities, and illuminated street name signs.

Existing Condition:

The intersection of Fernview Drive and Olive Boulevard has old traffic signal equipment and poor islands and grades, and these conditions combine to create a barrier for future sidewalk projects along Olive Boulevard and along Fernview Drive.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

The intersection improvements at Fernview and Olive would allow for pedestrian improvements where no pedestrian facilities currently exist.

Operating Budget Impact:

The City would need to maintain illuminated street name signs and other non-standard items added to the intersection of Fernview and Olive, but this expense is expected to be minimal.

Comments:

Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and Fernview Drive qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant was awarded.

Expenditure Type:

Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$
Construction	\$ 750,000
Equipment	\$
Other	\$
Total	\$ 850,000

FUTURE PROJECT LIST

FUTURE PROJECT: GOLF COURSE SOUTH FENCE REPLACEMENT

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$75,000	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

Project Description:

This project involves the replacement of a deteriorated fence along the south property line of the Creve Coeur Golf Course. This fence is in two sections, one on each side of Marford Drive.

Existing Condition:

All of the existing fence is old and in some state of disrepair. The fence on the east side of Marford Drive no longer reaches the ground, as the hillside below has eroded over time to the point where some of the fence footings are exposed. The fence on the west side of Marford Drive is overgrown with dense brush, and its condition has not been determined.

Justification: *Public Safety; Condition of Existing Facility; Citizen Demand*

Several residents on the east side of Marford Drive whose properties share the fence line with the Golf Course have requested that this fence be replaced. The fence is necessary to separate residential areas from areas of active play on the course.

Operating Budget Impact:

None.

Comments:

The replacement of the fence on the east side of Marford Drive is estimated to cost approximately \$25,000, and the fence on the west side of Marford Drive would be \$50,000 or more.

Expenditure Type:

Planning, Design & Engineering	\$ 5,000
Land Acquisition	\$ 0
Construction	\$ 70,000
Equipment	\$
Other	\$
Total	\$ 75,000

FUTURE PROJECT LIST

FUTURE PROJECT: GOLF COURSE MAINTENANCE BRIDGE

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
TBD	\$0	TBD	\$0	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves the replacement of the vehicular maintenance bridge at the Creve Coeur Golf Course.

Existing Condition:

The existing bridge consists of old utility poles laid across the channel with wooden planks attached to the top to create a driving surface. The bridge is sinking on one side, the wood is rotting, and the planks often break and need to be replaced.

Justification: *Public Safety; Condition of Existing Facility; Operating Efficiency*

The existing bridge is used on a limited basis due to its condition. It is closed to heavy vehicles.

Operating Budget Impact:

This maintenance bridge serves as the most direct access to the southeastern corner of the Golf Course. Using alternate routes takes longer and can cause damage to the course.

Comments:

The City will review its options for replacing this bridge, including the cost of these options, through a study in FY2019.

Expenditure Type:

Planning, Design & Engineering	\$	TBD
Land Acquisition	\$	
Construction	\$	TBD
Equipment	\$	
Other	\$	
Total	\$	TBD

FUTURE PROJECT LIST

FUTURE PROJECT: GOLF COURSE STORMWATER SYSTEM IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$1,700,000	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,000

Project Description:

The scope of this project includes improvements to the lakes, dam, and drainage channels at the Creve Coeur Golf Course. Future projects include: dam replacement, south channel improvements, silt removal of the northern three lakes, and replacing the gabion rock lining the lakes with boulders and aquatic plants.

Existing Condition:

The lake system that runs through the Creve Coeur Golf Course was originally constructed as a series of stormwater detention lakes as part of the Creve Coeur Executive Office Park development, which is immediately north of the golf course. The dam at the south end of this system failed in 2013, and a temporary repair was made to the dam in FY2017. The lakes have accumulated silt, and the lakes are no longer deep enough to allow for fountains or to be healthy enough to resist algae growth during the summer.

Justification: *Condition of Existing Facility; Beautification, Citizen Demand*

The lakes are filling in with silt and debris, which must be removed to restore adequate water depth to support healthy ponds that continue to function as settlement basins. Suspended solids are significant pollutants in stormwater runoff, and settling ponds are recommended at the upstream end of a retention/detention system to allow the solids to settle out of the stormwater before the water flows into area creeks and streams.

Operating Budget Impact:

The anticipated maintenance costs for the stormwater facilities are expected to be approximately \$15,000 per year for the next 20 years.

Comments:

The City has invested approximately \$250,000 in studies, design, and repairs to this system from FY2013-FY2017. The most significant of these costs came in FY2017 for a project to remove silt from the southern-most lake and to stabilize the dam.

Expenditure Type:

Planning, Design & Engineering	\$ 150,000
Land Acquisition	\$
Construction	\$ 1,500,000
Equipment	\$ 50,000
Other	\$
Total	\$ 1,700,000

FUTURE PROJECT LIST

FUTURE PROJECT: LADUE ROAD IMPROVEMENTS AT I-270

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
UNKNOWN	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	UNKNOWN

Project Description:

The project will require the evaluation of the traffic flow of Ladue Road between New Ballas Road and Coeur de Ville Drive, including the Ladue Road interchange at Interstate 270. Following the traffic study, the project would involve the design and construction of improvements to provide better traffic management and access to get on and off I-270.

Existing Condition:

Ladue Road intersects New Ballas Road, Emerson Road, Interstate 270, and Coeur de Ville within a quarter of a mile. This area is heavily used during morning and evening rush hours as commuters use this route for work, local hospitals, and schools. Turning lane lengths are generally inadequate to accommodate this congestion, and several of the turning movements from these intersections are in conflict.

Justification: *Public Safety; Condition of Existing Facility*

The existing intersection and roadway configuration causes traffic congestion and difficulties navigating across lanes of traffic to gain access to I-270. Improvement of access to Interstate 270 at Ladue Road would provide motorists with a better alternative to access the highway and could relieve pressure at the Olive/270 interchange.

Operating Budget Impact:

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the rights of way of the Missouri Department of Transportation (MoDOT), including Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive.

Comments:

Interstate 270, Emerson Road, Ladue Road, and Coeur de Ville Drive are owned and maintained by MoDOT, and improvements to these roadways will require MoDOT approval. The City will explore grant and cost-sharing opportunities to implement this project. If changes are required to the I-270 overpass at Ladue Road, the scale and cost of this project will likely exceed what can be expected to receive federal funding through the Surface Transportation Program, which is typically sought for major roadway projects. Other funding sources may be required.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: MALCOLM TERRACE PARK BRIDGE AND STREAM REHABILITATION

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

Project Description:

This project involves the rehabilitation of a section of Deer Creek in Malcolm Terrace Park that has eroded its banks and threatens a vehicular bridge at the end of Townsend Drive. This bridge is currently closed due to the erosion around its foundations. The creek bank stabilization would extend around and upstream from this bridge.

Existing Condition:

A structural review in FY2017 found that the bridge remains structurally sound. The concern is the erosion around the bridge's foundations. There is little vegetation or armoring along the stream banks to limit further erosion of the stream banks in this area.

Justification: *Public Safety; Operating Efficiency*

The bridge provides the best vehicular access to the south portion of Malcolm Terrace Park, and this access is the most convenient and efficient to use for maintenance and emergency vehicles.

Operating Budget Impact:

There is a nominal additional cost for maintenance staff to use the low-water crossing upstream of this bridge, but this bridge is not always accessible. When it is not accessible, maintenance is postponed.

Comments:

The City received a Bridge Engineering Assistance Program (BEAP) grant from the Missouri Department of Transportation (MoDOT) in FY2017 that fully funded a preliminary review of the Malcolm Terrace Park bridge. This review found that the existing bridge can be used in place.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$ 0
Construction	\$ 450,000
Equipment	\$
Other	\$
Total	\$ 500,000

FUTURE PROJECT LIST

FUTURE PROJECT: MASON ROAD SIDEWALK INFILL

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$1,435,000	TBD	TBD	\$10,000	\$0	\$0	\$0	\$0	\$0	\$1,425,000

Project Description:

The project involves the City's participation in a joint, five-phase project with Saint Louis County and the City of Town and Country to create a continuous pedestrian route along Mason Road between Clayton Road and Olive Boulevard. The amount of \$1,435,000 represents the estimated cost to the City for its portion of three phases of the project, plus \$10,000 for the City's share of the cost to develop a concept plan for the sidewalk. The actual contributions to the project will be programmed into the appropriate fiscal years if the partnership is successful in obtaining one or more federal grants for the various phases of the project. These projects are envisioned to be added onto future St. Louis County projects to improve Mason Road.

Existing Condition:

No continuous sidewalk currently exists along Mason Road from Conway Road to Olive Boulevard. Gaps are present between Conway Road and Ladue Road and then for much of Mason Road between Ladue Road and Hibler Road.

Justification: *Public Safety; Coordination; Availability of Outside Funding; Citizen Demand*

This project will provide pedestrian accessibility along Mason Road where few pedestrian facilities currently exist. Completion of the sidewalk along Mason Road identified as a "Second Priority" project in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

Mason Road is owned and maintained by Saint Louis County. The City and the City of Town and Country developed a conceptual design plan for a continuous pedestrian route along Mason Road from Clayton Road to Olive Boulevard in FY2017. St. Louis County has recently been awarded a federal grant to provide new sidewalks at the intersections of Mason Road with Conway Road. Future improvements to the Mason Road sidewalk will qualify for federal grant assistance, which would likely come through the Surface Transportation Program (if with a St. Louis County roadway project) or the Transportation Alternatives Program (if as stand-alone projects).

Expenditure Type:

Planning, Design & Engineering	\$ 235,000
Land Acquisition	\$ 250,000
Construction	\$ 950,000
Equipment	\$
Other	\$
Total	\$ 1,435,000

FUTURE PROJECT LIST

FUTURE PROJECT: MILLENNIUM PARK PARKING LOT LIGHTING

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000

Project Description:

The project would involve adding lights to the parking lot at Millennium Park. These lights would be of the same style and would resemble the layout of the parking lot lights of the new Barnes Jewish Hospital parking lots adjacent to the Millennium Park lot.

Existing Condition:

The Millennium Park parking lot is currently not lit.

Justification: *Public Safety; Coordination*

Parking lot lighting will improve public safety for the lot in the evenings and will make the lighting consistent between the new and existing parking lots.

Operating Budget Impact:

There will be an on-going electrical bill for the lights, but this cost is expected to be low.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 10,000
Land Acquisition	\$
Construction	\$
Equipment	\$ 70,000
Other	\$
Total	\$ 80,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS ROAD/OLIVE BOULEVARD INTERSECTION IMPROVEMENTS CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$1,850,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,850,000

Project Description:

This project will improve the geometry of the intersection by re-aligning the through lanes and extending turn lanes. The traffic signals (to be installed in FY2018 or FY2019) will need to be relocated for this project.

Existing Condition:

The New Ballas Road lane alignment is offset between the north and south sides of Olive Boulevard. Pedestrian facilities at this intersection are limited, and the existing signal equipment and medians force the one crosswalk across Olive to be crooked.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

The intersection of Olive Boulevard and North New Ballas Road is one of the principal intersections in the City. The geometry and visibility of the intersection pose potential hazards. Improvements to this intersection would also impact and improve the pedestrian crossings. Sidewalks along both Olive Boulevard and North New Ballas Road are listed at "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

No significant operating budget increase is anticipated to result from this project.

Comments:

Olive Boulevard is owned and maintained by the Missouri Department of Transportation and this project would require MoDOT approval and permitting. Olive Boulevard and New Ballas Road qualify for federal grant assistance. The City could receive up to 80% reimbursement for costs related to this project if such a grant were awarded.

Expenditure Type:

Planning, Design & Engineering	\$ 200,000
Land Acquisition	\$ 150,000
Construction	\$ 1,500,000
Equipment	\$
Other	\$
Total	\$ 1,850,000

FUTURE PROJECT LIST

FUTURE PROJECT: NEW BALLAS SIDEWALK IMPROVEMENTS PHASE 2B

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$425,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$425,000

Project Description:

This project is designed to fill in the gap in the pedestrian network on the west side of New Ballas Road between Magna Carta Drive and Rocky Drive. This project would involve removing and replacing a retaining wall and landscaping within the project limits.

Existing Condition:

Following the completion of the North New Ballas Sidewalk Improvements Phase 2A Project, there will be a continuous sidewalk along both sides of North New Ballas Road from Ladue Road to Magna Carta Drive. No sidewalk exists between Magna Carta Drive and Rocky Drive on the west side of North New Ballas Road.

Justification: *Public Safety; Citizen Demand; Availability of Outside Funding*

Providing a sidewalk where none exists would improve accessibility and protect the general public walking along the area. New Ballas Road is identified as a “first priority” in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

It will be necessary to obtain easements for this project. New Ballas Road is classified as a minor arterial roadway and therefore qualifies for federal grant assistance for roadway and sidewalk projects.

The City was awarded a federal Transportation Alternatives Program grant in FY2018 for the “Phase 2A” sidewalk improvements. “Phase 2A” involves creating a new sidewalk from Ladue Road to the existing sidewalk at DeSmet High School. Construction of this project is expected to be complete in late FY2019.

Expenditure Type:

Planning, Design & Engineering	\$	50,000
Land Acquisition	\$	75,000
Construction	\$	300,000
Equipment	\$	
Other	\$	
Total	\$	425,000

FUTURE PROJECT LIST

FUTURE PROJECT: OFFICE PARK ROADWAY AND SIDEWALK IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$1,350,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000

Project Description:

The project will involve asphalt pavement resurfacing and sidewalk replacement along Olde Cabin Road, Office Parkway, and Craig Road within the Creve Coeur Executive Office Park. The new sidewalk would be increased to six feet wide to be consistent with the Creve Coeur Pedestrian Plan and would include sidewalk lighting. Roadway improvements would include the changes to several intersections along Craig Road that will be recommended through a concept study in FY2019.

Existing Condition:

The pavement within the Creve Coeur Executive Office Park is generally in good condition, although the micro-surfacing from 2011 is wearing. The sidewalks within the Office Park are generally structurally sound, but these sidewalks are not technically accessible. Any further micro-surfacing or resurfacing would require that the City address the accessibility issues along the sidewalk at the same time.

Justification: *Condition of Existing Facility; Coordination; Economic Development; Availability of Outside Funding*

The roads and sidewalks within the Creve Coeur Executive Office Park are heavily used by the businesses located there and serve as the means to access the City's Dielmann Recreational Complex. Maintenance of the pavement will be needed soon, and the scope of the sidewalk improvements and the longer life of the pavement resurfacing make a resurfacing project for the pavement repairs more logical than another surface treatment. Sidewalks along Craig Road (South of Olive), Office Parkway, and Olde Cabin Road are listed as "third priority" sidewalks in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

The cost breakdown for the project includes approximately 75% for sidewalk replacement, lighting, and curbing, and 25% for pavement resurfacing. These sidewalk improvements qualify for federal grant assistance, but an application failed in 2015. Staff estimates that this project would qualify for approximately \$500,000 - \$600,000 in grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$ 100,000
Land Acquisition	\$ 50,000
Construction	\$ 1,200,000
Equipment	\$
Other	\$
Total	\$ 1,350,000

FUTURE PROJECT LIST

FUTURE PROJECT: OLD OLIVE STREET ROAD IMPROVEMENTS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
TBD	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:

This project involves the transformation of Old Olive Street Road from part of the state-maintained Olive/Lindbergh interchange to a City-maintained street that incorporates a new intersection at Old Olive Street Road and Lindbergh Boulevard, improved pedestrian access, street lighting, and other “great streets” elements into its design. The City entered into a partnership with the St. Louis Economic Development Partnership (SLEDP) and St. Louis County in FY2018 to begin a study into what this project would entail.

Existing Condition:

Old Olive Street Road is currently owned and maintained by the Missouri Department of Transportation. Old Olive is on the state’s roadway network, because its two halves serve as two ramps for the interchange of Olive Boulevard and Lindbergh Boulevard. An upcoming project by St. Louis County will overhaul this interchange, which will end the State’s need for Old Olive Street Road. Current discussions involve transitioning Old Olive Street Road from the State network to the City’s network.

Justification: *Beautification; Citizen Demand; Condition of Existing Facility; Availability of Outside Funding*
Improvements to Old Olive Street Road would be consistent with the Comprehensive Plan Creve Coeur 2030 and the 39 North Master Plan. The Creve Coeur Pedestrian Plan lists sidewalks along Old Olive Street Road as “second priority.”

Operating Budget Impact:

Adding Old Olive Street Road to the City’s network will increase operations and maintenance costs. However, Old Olive should be provided to the City in good condition, so initial maintenance costs are expected to be low.

Comments:

Old Olive Street Road qualifies for federal grant assistance.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: PARK PLAYGROUND SAFETY SURFACE REPAIRS

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$75,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

Project Description:

This project involves the replacement of damaged areas and rejuvenation of the rubberized safety surface beneath the City's playgrounds. The playground at Millennium Park has the most urgent need, and replacement of this safety surface is scheduled for FY2017. Several other playgrounds will require attention in the near future.

Existing Condition:

The City has four playgrounds in three parks that use a rubberized safety surface to provide the required fall protection against injury if a child were to fall off of a playground or swing set. The surfaces in Millennium Park were installed in 2002 and 2006, Beirne Park in 2009, and Conway Park in 2011. These surfaces begin to show significant wear after about 10-12 years of use, at which time replacement or significant maintenance is recommended.

Justification: *Public Safety; Availability of Outside Funding; Condition of Existing Facility*

Keeping the safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:

None.

Comments:

This work would qualify for grant funding through the Municipal Parks Grant program.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	75,000
Equipment	\$	
Other	\$	
Total (Per Park)	\$	75,000

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC ART IN CITY PARKS AND PROPERTIES

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
TBD	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Description:

This project would involve commissioning, installing, and/or renting art pieces to be displayed on City properties and in the City's parks.

Existing Condition:

Several art pieces are currently on display at the Creve Coeur Government Center, Millennium Park, Conway Park, and Malcolm Terrace Park.

Justification: *Beautification; Citizen Demand*

The Creve Coeur Arts Committee seeks to identify locations and install art on public lands to further the goals of the Public Art Master Plan, which was approved in 2012.

Operating Budget Impact:

City staff will encourage the artists to incorporate ease of maintenance into his design. Ongoing maintenance of the art pieces may be required, but these costs are anticipated to be minimal.

Comments:

The art projects will require reviews from the Parks and Historic Preservation Committee (if located in a park) and the Arts Committee.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: PUBLIC WORKS EQUIPMENT STORAGE BUILDING

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$270,000	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000

Project Description:

The project involves the planning, design, engineering and construction for the demolition of the existing residential structure at 1030 North Lindbergh Boulevard and construction of an equipment storage shed at this property. The new building will have a floor area of approximately 5,600 square feet and will house the City's leaf vacuums, limb chippers, and other equipment that is stored on this site when not in use. The total project cost is estimated to be \$270,000. Planning, design and engineering (\$30,000) will provide better estimates of cost to be programmed into the appropriate future fiscal year.

Existing Condition:

The existing house is deteriorated and has little value to the operations of the Public Works Department. The basement stays wet, the grading and the subsurface drains are such that storm water infiltrates through the back door of the basement, and the roof and chimney leak into the upstairs portion of the house. The site currently provides no shelter for the City's equipment that is stored there.

Justification: *Condition of Existing Facility; Operating Efficiency*

The existing structure on this site provides little benefit to the Public Works Department. The property at 1030 N. Lindbergh Blvd is used as an equipment storage lot, a transfer station for the leaf and limb collection programs, a project supply lot, and a restroom facility for City workers. Currently the equipment is stored outside in the elements, which cause accelerated aging through exposure to UV as well as extreme temperature change, rain, and snow.

Operating Budget Impact:

A new structure will have water, electric and sewer hookups, but monthly utility costs are expected to be minimal (approximately \$3,000/annually). The structure proposed would be a concrete block building with a metal roof requiring minimal maintenance. Another positive impact on the operating budget will be a reduction in maintenance on equipment as well as increasing its service life.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$ 30,000
Land Acquisition	\$
Construction	\$ 240,000
Equipment	\$
Other	\$
Total	\$ 270,000

FUTURE PROJECT LIST

FUTURE PROJECT: STUDDT EXTENSION – OLD BALLAS ROAD TO CRAIG ROAD

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
>\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	>\$1,000,000

Project Description:

This downtown plan recommended that Studdt Avenue be extended east beyond Old Ballas Road, to Craig Road. This will require the purchase of the office building at 677 Craig Road prior to construction of the road.

Existing Condition:

The office property is in fair condition but is small and does not appear to be fully occupied. It is appraised by the St. Louis County Assessor at \$812,900 in 2015. There is no right-of-way present and no reusable pavement.

Justification: *Public Safety; Condition of Existing Facility*

The intersection of North New Ballas Road and Olive Boulevard has a very low level of service for those going northbound to Olive Boulevard. Extending Studdt Avenue would draw motorists well east of New Ballas Road, through the future downtown area, before turning on Craig Road to reach Olive Boulevard. Connecting Studdt Avenue to Craig Road will also extend alternate access to the Creve Coeur Fire Department. Proposed improvements are supported by the 2005 Creve Coeur Central Business District Land Use Plan.

Operating Budget Impact:

Unknown.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ >1,000,000

FUTURE PROJECT LIST

FUTURE PROJECT: TRAIL CONNECTIVITY STUDY

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
TBD	TBD	TBD	\$0	\$0	\$0	\$0	\$0	\$0	TBD

Project Description:

This project will involve the study of possible off-street trail connections to improve walkability and bikeability in Creve Coeur. Several trail areas have been identified for future review and consideration including, but not limited to, an area between Conway and Ladue roads, an area between Malcom Terrace Park to Spoeede Road, and a trail connection near Millennium Park, from Mason Road through the Creekside at Mason Subdivision to Bellerive Elementary School.

Existing Condition:

While there are trails in several Creve Coeur parks, there are opportunities to create a more extensive greenway and pathway network for bicycle and pedestrian connectivity throughout the city.

Justification: *Citizen Demand; Protection & Conservation; Beautification; Coordination; Avail. of Outside Funding*
The Creve Coeur 2030 Comprehensive Plan and the Strategic Plan FY18-20 suggest the development of greenways to increase connectivity in Creve Coeur as an action item. A more robust trail network will provide better public access to community amenities and a variety of on- and off-street connections to promote cycling and walking as viable transportation options.

Operating Budget Impact:

Increasing the City trail infrastructure would require ongoing maintenance that would could impact the operating budget. In addition, proposed trails would most likely require easements from all property owners along the trail with associated costs that are yet to be determined.

Comments:

The design and construction of a new trail would qualify for federal and state grants. A study into a particular trail would be encouraged by support from residents directly along that trail, particularly those from whom the City would require easements for the project. Such support would be critical to successfully completing a project with grant funding and the specific schedules that accompany that funding.

Expenditure Type:

Planning, Design & Engineering	\$
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ TBD

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN IRRIGATION CONTROL

CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$40,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000

Project Description:

This project will involve evaluating the City's existing irrigation control system for the landscaped medians along Olive Boulevard from Cross Creek Drive to Mason Road. Following the evaluation, the project would include making adjustments or replacements to the system to make it function properly and efficiently.

Existing Condition:

The plants in the landscaped medians of Olive Boulevard rely upon an irrigation system to survive. The median irrigation control system is not fully connected to the irrigation system and does not function as it was intended. The system is currently running off of batteries and is often operated manually, which can be daily, on-site operation of the system at certain times of the year.

Justification: *Condition of Existing Facility; Economic Development; Beautification*

The City has invested in and takes pride in its landscaped medians. A functional irrigation system is vital to keeping the plants in the medians alive and thriving.

Operating Budget Impact:

On-site staff operation of the irrigation system, and the staff time needed for the traffic control and the safety concerns about working in the Olive medians, could be avoided with a wireless operational system that allows for controlling the system from an office.

Comments:

Proper functionality of the irrigation system is recommended prior to implementing any new, long-term planting plans for the Olive medians.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	40,000
Other	\$	
Total	\$	40,000

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE MEDIAN ENHANCEMENTS PHASE II (MASON TO FERNVIEW) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000

Project Description:

This project includes the construction of landscaped medians with decorative lighting in the medians along Olive Boulevard. Additional right-turn lanes may also be constructed to help manage traffic at signalized intersections. Replacement of traffic control signals with an upgraded black powder coat, Accessible Pedestrian Signals/cross walk signals, and illuminated street name signs are also planned as part of this project.

Existing Condition:

Olive Boulevard from Mason Road west to Fernview Drive is typically four lanes wide with a two-way lane between the east-bound and west-bound lanes. There are many points to make left turns to either the north or south, thus causing congestion and safety concerns.

Justification: *Public Safety; Economic Development; Beautification*

Olive Boulevard serves as a principal roadway in Creve Coeur. Improvements to the traffic flow and aesthetics along Olive will benefit many residents and visitors to the City.

Operating Budget Impact:

The City will be required to maintain any decorative and/or non-standard facilities that are installed within the Olive Boulevard right of way.

Comments:

The Missouri Department of Transportation (MoDOT) owns and operates Olive Boulevard. MoDOT will require that the City enter into a maintenance agreement for any decorative and/or non-standard items. This project will require MoDOT approval and permitting.

Expenditure Type:	
Planning, Design & Engineering	\$ 200,000
Land Acquisition	\$
Construction	\$ 2,000,000
Equipment	\$
Other	\$
Total	\$ 2,200,000

FUTURE PROJECT LIST

FUTURE PROJECT: WEST OLIVE SIDEWALK CONCEPT STUDY (MASON TO WEST CITY LIMIT) CAPITAL FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 20__	FY 20__	FY 20__	FY 20__	FY 20__	Future
\$95,600	\$0	\$95,600	\$5,600	\$0	\$0	\$0	\$0	\$0	\$95,600

Project Description:

The project involves engineering design services to evaluate the available options and to develop a preliminary plan to create a continuous, accessible pedestrian route along approximately 7,000 linear feet of the south side of Olive Boulevard, from Mason Road to Highway 141. The intent would be to provide a continuous sidewalk through both Creve Coeur and the City of Chesterfield. Infill sidewalk and accessibility improvements will be needed between Mason Road and Fernview Drive, but intersection improvements, retaining walls, and a pedestrian crossing at Creve Coeur Creek will likely be required to extend the sidewalk to Highway 141.

Existing Condition:

No continuous sidewalk currently exists along the south side of Olive Boulevard between Mason Road and the west city limit near Highway 141. Significant obstacles to creating this sidewalk include the intersection of Olive at Fernview, the crossing of Creve Coeur Creek, and existing grades.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

The project will add and improve pedestrian accessibility along Olive Boulevard. This project would qualify for a federal Transportation Alternatives Program grant due to the sidewalk improvements, and it may qualify for a federal Surface Transportation Program grant with the anticipated traffic signal and intersection improvements at Fernview and Olive. A concept plan will allow the City to understand the scope of work for this project and will assist the City in any grant application(s) for the project. This sidewalk is identified as a "first priority" in the Creve Coeur Pedestrian Plan.

Operating Budget Impact:

None.

Comments:

Olive Boulevard is owned and maintained by the Missouri Department of Transportation, and this design would need to be approved by MoDOT. A portion of this concept design (from Fernview west to Mill Crossing) was developed in FY2013-FY2014, but this study was postponed indefinitely and was moved to a future project.

Expenditure Type:

Planning, Design & Engineering	\$ 95,600
Land Acquisition	\$
Construction	\$
Equipment	\$
Other	\$
Total	\$ 95,600

Additional Comments:

The original intent was to develop a plan to create a continuous sidewalk along Olive Boulevard through both Creve Coeur and Chesterfield. Chesterfield informed the City in the fall of 2015 that they were no longer interested in participating in this plan, negating the overall goal for the project. Furthermore, with the cost of projects increasing, the City decided to focus on maintenance and improvements to the City's infrastructure, as opposed to a study in how to improve MoDOT's infrastructure.

BUILDING PROJECT BOND FUND PROJECTS

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2023



BUILDING PROJECT BOND FUND (PROPOSITION P)**9501 – BUILDING & IMPROVEMENT PROJECTS**

BUILDING PROJECT BOND FUND

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM**FISCAL YEARS 2019-2023**

9501 BUILDING & IMPROVEMENT PROJECTS – 02

PROPOSITION P

PROFESSIONAL SERVICES

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$1,150,000	\$0	\$1,150,000	\$950,000	\$200,000	\$0	\$0	\$0	\$0	

Project Description:

Professional services for the construction of the new Police Department building are required for site survey, building design, site layout, permitting, bidding, and construction inspection. These services include the consultant hired as the City's representative and project manager for the project. A majority of the design was completed in in FY2017 and FY2018. Construction-related services will begin in FY2018 and are expected to be finished with the anticipated completion of the building in FY2019.

Existing Condition:

None.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services are necessary for the Police Building Project, and staff does not have the capacity to provide these services.

Operating Budget Impact:

None.

Comments:

The residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Police Building Design Services	\$ 712,322
Owner Rep/Project Manager	\$ 312,846
Survey & Other Design Services	\$ 62,500
Land Acquisition	\$
Construction	\$
Equipment	\$
Other (Contingency)	\$ 62,332
Total	\$ 1,150,000

9501 BUILDING & IMPROVEMENT PROJECTS – 03

PROPOSITION P

SITE WORK AND BUILDING CONSTRUCTION

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$8,750,920	\$0	\$8,750,920	\$3,290,703	\$5,460,217	\$0	\$0	\$0	\$0	\$0

Project Description:

This phase of the project includes all aspects of the site work, building construction, finishes, and furnishing of the new building for the Police Department. The City has hired United Construction to complete the majority of these construction services. Site work is expected to be complete in FY2018, and the building is expected to be complete, fully functional, and occupied in FY2019.

Existing Condition:

The existing Police Department is housed in the Creve Coeur Government Center building, and the existing facilities were found to be inadequate and inefficient to renovate.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

A new police building was found to be the most appropriate means to provide for the current and future needs of the Police Department, which will allow the Police Department to continue to provide excellent services to the residents of Creve Coeur.

Operating Budget Impact:

None.

Comments:

None.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	7,423,300
Equipment	\$	385,000
Other (Contingency)	\$	942,620
Total	\$	8,750,920

9501 BUILDING & IMPROVEMENT PROJECTS – 04

PROPOSITION P

BOND FINANCING

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$151,631	\$0	\$151,631	\$151,631	\$0	\$0	\$0	\$0	\$0	

Project Description:

This aspect of the project includes the costs associated with issuing and managing the bonds for the project.

Existing Condition:

None.

Justification: *Public Safety; Citizen Demand; Coordination; Operating Efficiency*

These services were necessary to manage the bond measure that was approved by Proposition P.

Operating Budget Impact:

None.

Comments:

The residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$	
Land Acquisition	\$	
Construction	\$	
Equipment	\$	
Other (Financing)	\$	151,631
Total (FY2017)	\$	151,631

9501 BUILDING & IMPROVEMENT PROJECTS – 05

PROPOSITION P

GOVERNMENT CENTER ACCESSIBILITY AND SECURITY IMPROVEMENTS

BUILDING PROJECT BOND FUND

Total Project Cost	Outside Funding Source	City Share	Estimated Total Capital Costs						
			Prior Years	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future
\$521,059	\$0	\$521,059	\$0	\$0	\$0	\$521,059	\$0	\$0	

Project Description:

This project involves assessment of and improvements to various aspects of the Creve Coeur Government Center building in order to bring the building into better compliance with current accessibility and security standards and expectations.

Existing Condition:

The Creve Coeur Government Center is a renovated elementary school. Several aspects of the layout and features of the building do not meet the current standards for accessibility or security.

Justification: *Public Safety; Citizen Demand; Coordination*

These improvements were specifically outlined in the bond referendum. As a public building, the Creve Coeur Government Center is expected to be accessible and secure, both for visitors and City staff.

Operating Budget Impact:

Accessibility and security renovations are expected to have minimal impact on the operating budget. These renovations may replace ageing equipment or facilities, which should decrease the maintenance costs associated with them.

Comments:

The residents of Creve Coeur passed Proposition P in FY17 to provide funding for a new police station and accessibility, safety, and security improvements to the Creve Coeur Government Center.

Expenditure Type:

Planning, Design & Engineering	\$ 50,000
Land Acquisition	\$
Construction	\$ 396,059
Equipment	\$ 75,000
Other	\$
Total	\$ 521,059

**CAPITAL IMPROVEMENT PROGRAM FISCAL YEARS 2019-2023
CITIZEN RECOMMENDATIONS & STAFF RESPONSES**

Chris Martin, 474 Runnymede Drive (received 10/17/2017)

Jessica Connick, 488 Runnymede Drive (received 12/05/2017)

- Mr. Martin and Ms. Connick request that the City replace the fence along the south border of the Creve Coeur Golf Course. Both of their properties back to the golf course. Both claim that the fence is in poor condition and needs to be replaced.
 - **Staff Comments (submitted on 10/19/2017 and 12/18/2017):** Staff agrees with the residents that this fence is in poor condition. The City replaced most of the failing fence along the east side of the golf course in 2017, which was funded through a Municipal Park Grant. The City would consider doing the same for the fence along the south side of the golf course if the residents there expressed support for the project. The yards of the two residents cited above account for about 75% of the length of the fence.

Arnold Block, 18 Sherwyn Lane (received 12/23/17)

- Requests Sherwyn Lane cul-de-sac be reengineered to eliminate runoff into his basement and resurface the street in 2018. In 2017, he met with Stormwater Committee which passed a motion for the City to spend the necessary money to engineer the solution to the problem in the cul-de-sac in preparation for resurfacing. The resurfacing was delayed two years due to the MSD project affecting the street, which is now complete.
 - **Staff Comments (submitted 12/27/2017):** When the city renovates Sherwyn Lane, the pavement work will be included in the much larger Capital Improvement Plan (CIP) Pavement Maintenance Program. As for the stormwater improvements in the cul-de-sac, the cost to construct those improvements will most likely cost less than \$20,000 and, therefore, do not qualify as a CIP project. The city does not typically identify individual street improvements that are part of the Pavement Maintenance program.

Heather Silverman, 11007 Martin Grove Lane (received 1/25/2018)

- A few roads that could use maintenance in Ward 1:
 1. Resurface Tealwood Drive.
 2. Resurface Tealbrook Drive.
 3. Resurface Chaminade Drive.
 4. Resurface and regrade Notre Dame Drive. Areas of the street collect water which freezes in the winter.
- Also, I suggest that bids or RFPs are requested from contractors with education programs as I've noticed and heard that recent resurfacing projects have not been completed to satisfaction of the residents. While these contractors might be more expensive short term. I believe it could save money on change requests and maintenance down the road.
 - **Staff Comments (submitted 1/30/2018):** All four of the streets that listed above are included in the near-term projections for microsurfacing. City staff will be re-evaluating the street conditions in early 2018 in order to update these projections.

Microsurfacing is a thin application intended to help preserve asphalt streets that are in good condition, and the City has found some recent success using this product to improve streets that are in poor condition. This application (\$4.25 per square yard) is less expensive than asphalt resurfacing (\$12.65 per square yard), meaning that the City can preserve or

improve about three times as many streets with microsurfacing as with resurfacing. This is one form of pavement maintenance that the City has at its disposal, and it helps limit the number of streets that need to be resurfaced each year. There is more roadway work required along City streets than the City can afford in any given year, so stretching the City's maintenance funds is important.

The City has pretty clear standards regarding what is expected for roadway resurfacing projects. It seems, however, is that the residents who have expressed disappointment are people who live on streets that have been recently microsurfaced, because that program involved several streets in Ward 1 last year. Despite the City's letters that try to explain what to expect, residents often expect to see new asphalt through the microsurfacing project. Microsurfacing is not as smooth as new asphalt, and that can be disappointing to residents if they are expecting more. Staff will continue to inform the community about the City's street program and micro-surfacing in particular.

Exhibit D
TEN-YEAR CAPITAL IMPROVEMENT PROGRAM
(COMBINED CAPTIAL FUND AND BUILDING PROJECT FUND)
REVENUE AND EXPENDITURES SUMMARY FY2014-FY2023

REVENUES	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023
Beginning Fund Balance (est. Cash Basis as of July 1)	1,250,169	720,228	1,326,656	2,188,311	12,168,363	7,975,213	1,998,316	2,384,673	1,628,482	1,551,160
City Sales Tax	1,984,134	2,026,656	2,056,301	2,057,326	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955	2,046,955
Building Project Bond Fund (Prop P)				10,843,381	0	0	0	0	0	0
Interest on Investments	95,664	1,326	1,092	2,923	18,760	38,400	11,700	8,750	8,750	8,750
Building Project Property Tax Collection				0	775,000	782,750	790,578	790,000	790,000	790,000
Other Agency Funding	826,191	465,735	627,305	662,851	954,461	322,000	464,000	270,000	20,000	20,000
Proceeds from Equipment Sales	36,279	29,963	15,440	10,420	10,000	10,000	10,000	10,000	10,000	10,000
Transfers In from Other Funds	3,150,000	400,000	400,000	400,000	1,200,000	400,000	400,000	400,000	0	0
TOTAL REVENUES	6,092,268	2,923,680	3,100,138	13,976,901	4,990,176	3,600,105	3,723,233	3,525,705	2,875,705	2,875,705

EXPENDITURES	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022	Projected 2023
Buildings & Improvements	37,573	131,123	133,986	482,677	4,133,208	5,680,217	70,000	20,000	20,000	20,000
Park Development Projects	42,118	70,698	551,553	163,003	809,720	122,500	15,000	185,000	0	75,000
Stormwater Projects	223,496	17,313	40,405	198,457	149,036	250,000	0	150,000	0	0
Street Overlay/Repair	1,698,043	1,971,768	1,492,533	2,900,591	3,176,610	2,289,508	2,173,250	2,219,281	1,851,113	2,079,766
Capital Equipment	238,843	171,385	325,710	252,121	364,765	440,372	280,544	389,248	276,226	361,582
Administration	0	0	0	0	0	83,000	85,075	87,202	89,382	91,616
Debt Service	4,250,897	0	0	0	564,986	711,406	713,006	710,106	716,306	717,656
Transfers Out	0	0	0	0	0	0	0	0	0	0
TOTAL CAPITAL EXPENDITURES	6,490,970	2,362,287	2,544,187	3,996,849	9,198,325	9,577,003	3,336,875	4,281,896	2,953,027	3,345,621

ENDING FUND BALANCE (CASH BASIS)	851,467	1,281,621	1,882,607	12,168,363	7,975,213	1,998,316	2,384,673	1,628,482	1,551,160	1,081,244
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FUTURE PROJECT LIST <i>(in alphabetical order) as of 2/22/2018</i>	NOTES
Bridge and Culvert Rehabilitation (\$ unknown)	New project intended to help plan for projects similar to the recent culvert failures on Alden, Chilton, and Middlebrook.
Certified Nature Explorer Classroom (est. \$25,000)	Transferred from CIP FY17-FY21 to Future Project List
City Entrance Signage Upgrade/Replacement (\$ unknown)	Per 39 North branding/marketing plan; included Master Plan in FY19-FY23.
Creekside/Bellerive Estates Trail	Grant match est. to be \$25,000
Dielmann Complex Renovations - Phase II (\$ unknown)	Phase I in CIP FY15/FY16 - completed
(\$ unknown)Downtown Streetscape & Infrastructure	Per Business District / Downtown Area Implementation Strategy Plan
Fernview Drive/Bellerive Estates Drive Sidewalk Project (est. \$1,050,000)	Per Pedestrian Plan; Fernview Resurfacing in CIP FY19-FY22; Cost updated FY2018
Fernview at Olive Intersection Improvements (est. \$850,000)	
Golf Course South Fence Replacement (est. \$75,000)	Replacement of the fence along the south side of the Golf Course. Adjacent residents requested this fence to be replaced.
Golf Course Maintenance Bridge	Removed from five-year CIP in FY18. Formerly "Parks Bridge Replacement Project."
Golf Course Stormwater Improvements (est. \$1.7 million)	Phase 1 Improvements FY16-FY17 of CIP; Phase 2 moved to Future
Hibler Road Reconstruction - East of Falaise (est. \$800,000)	Easements and/or right of way required
Ladue Road Improvements at I-270 (\$ unknown)	Per Pedestrian Plan
Lindbergh Blvd. Flyover at Old Olive/Light Industrial District Infrastructure Improvements (est. >\$3 million)	Project revised to be "Old Olive Street Road Improvements" (below)
Lindbergh Blvd. Streetscape Enhancement Project (est. \$1.6 million)	Signal Enhancements Project on Lindbergh in FY2018 reduces this project scope; Phase I - transferred from CIP FY19 to Future Project List pending implementation of "39 North"
Mason Road Sidwalk Infill (est. \$1.4 million)	Project in coordination with St. Louis County, with possible grant funding; transferred from CIP FY17-FY21 to Future Project List
Malcolm Terrace Park Bridge and Stream Rehabilitation (est. \$500,000)	Removed from five-year CIP in FY18. Formerly "Parks Bridge Replacement Project." Stream bank stabilization and protection for a vehicular bridge in Malcolm Terrace Park
Millennium Park Parking Lot Lighting (est. \$80,000)	
New Ballas & Olive Intersection Improvements (est. \$1.85 million)	Cost estimate updated FY2018; Signal Enhancements Project on Olive in FY2018 includes this intersection
New Ballas Sidewalk Phase 2B - Magna Carta Drive to Rocky Drive (\$425,000)	Easements required; grant funding possible; Cost estimate updated FY2018; Federal grant awarded for Phase 2A project (Ladue to DeSmet), with construction in FY2019
Office Park Roadway and Sidewalk Improvements (est. \$1,350,000)	Project includes both sidewalk improvements and roadway improvements; cost updated F2018
Old Olive Street Road Improvements	Planning study with St. Louis County and St. Louis Economic Development Partnership in FY2018 to shape the scope of this project; possible future federal grant application
Park Playground Safety Surface Repairs (est. \$75,000 each)	Included in CIP FY21; additional surfaces need repair in future
Public Art in City Parks and Properties (\$ unknown)	
Public Works Equipment Storage Building (est. \$270,000)	Tranferred from CIP FY16-FY20 to Future Project List
Studt Extension from Old Ballas to Craig (est. >\$1 million)	Per Central Business District Land Use Plan 2005
Trail Connectivity Study (\$ unknown)	Per Comprehensive Plan 2030 and Strategic Plan FY18-20; scope, location and cost TBD
West Olive Median Irrigation Control (est. \$40,000)	
West Olive Median Enhancements, Phase II - Mason to Fernview (est. \$2.2 million)	
West Olive Sidewalk Concept Study - Mason to West City Limit (est. \$95,600)	Cost includes \$5,600 from FY2014; Tranferred from CIP FY17-FY21 due to loss of interest by area cities for connections to this sidewalk

Future Projects are identified projects which either have no available funding or do not have a fully developed scope or estimate. See Future Project Sheets for more information.

***New projects in bold**



city of **CREVE COEUR**

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March 23, 2018

Sharon Stott
 Assistant City Administrator
 300 N New Ballas
 Creve Coeur, MO 63141

Re: Capital Improvement Program Update- FY2019-2023

Dear Ms. Stott,

The Planning and Zoning Commission, at its meeting of March 19, 2018, reviewed your request and recommends approval for the CIP with the condition there is an addition of a conceptual study for trails.

If you have any questions, please contact the Planning Division staff (872-2501) as soon as possible. Note that significant changes may require that the matter be returned to the Planning and Zoning Commission.

Sincerely,

CITY OF CREVE COEUR

Beth Kistner, Chairman
 Planning & Zoning Commission

BK: jjs

Finance Committee

March 27, 2018

Mayor and City Council
300 N. New Ballas Road
Creve Coeur, Missouri 63141

Re: Proposed Capital Improvement Program FY2019-2023

Honorable Mayor and City Council:

The Finance Committee reviewed the referenced CIP during meetings held on March 6th and 20th and recommends approval.

Sincerely,

Phillip Hellwege, Chairman
Finance Committee



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Police Department
Category: Ordinance
Prepared By: Pam Manning
Department Head: Glenn Eidman

SCHEDULED

RESOLUTION

Resolution No. 1345 - a Resolution Authorizing the City of Creve Coeur to Enter into a Contract with Bradford Systems in the Amount of \$136,157.00 for the Purchase and Installation of Storage Units, Lockers and Shelving Systems

In the planning and design stage of the new Police facility, the Chief has identified an opportunity for improved products, more efficient use of spacing and some design improvements for making the most of the new space. This purchase is part of our project budget for the new Police Station.

Resolution

Meeting of April 9, 2018

RESOLUTION NO. 1345**A RESOLUTION AUTHORIZING THE CITY OF CREVE COEUR TO ENTER INTO A CONTRACT WITH BRADFORD SYSTEMS IN THE AMOUNT OF \$136,157.00 FOR THE PURCHASE AND INSTALLATION OF STORAGE UNITS, LOCKERS AND SHELVING SYSTEMS**

WHEREAS, currently the City is building a police facility with funding from the Creve Coeur Proposition P; and

WHEREAS, the police department is requesting the City to enter into a contract with Bradford Systems in the amount of \$136,157.00 for the purchase and installation of new storage units, lockers and shelving systems under the state contracts #C116048001 & #C11608002.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR THAT:

Section 1: The contract with Bradford Systems is hereby approved in an amount not to exceed \$136,157.00 pursuant to quote dated March 15, 2018 and changes therein as shall be approved by the officers of the City executing same, consistent with the provisions and intent of this Resolution and necessary, desirable, convenient, or proper in order to carry out the matters herein authorized. The City Administrator and his designated representatives are hereby authorized and directed to take any and all actions necessary, desirable, convenient or proper in order to carry out the intent of this Resolution, the matters herein authorized, and the rights and duties of the City under the agreement.

Adopted this 9th day of April, 2018

Barry Glantz
Mayor

Attest:

Deborah Ryan
City Clerk



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: April 4, 2018

TO: Mark Perkins, City Administrator

FROM: Glenn Eidman, Chief of Police

SUBJECT: Staff Report

In the planning and design stage of our new Police facility, I have recognized an opportunity for improved products, more efficient use of spacing and some design improvements for making the most of our new space.

The Police department as well as the City has purchased and used products by Bradford Systems. In reviewing our options in the new facility, I felt it would be a cost savings to contact the system representative directly as the products are currently available under a state contract. The cost for these products if purchased through the builder would not necessarily be under the same Government contract pricing that we would receive, and there would also be an additional percentage added by the builder as well. The attached contract specifies what is being purchased and the costs.

The Bradford systems representative and I inventoried many of our current systems that we are currently using that would be moved into the new facility. Additionally, all of the storage space was reviewed with the recommendation to purchase shelving and storage usage systems. The police lockers for male and female were also reviewed and are a part of this package as well.

Several items that have been purchased in the last 3-5 years that will be moved and used in the new facility:

Evidence: (the majority of our storage and shelving will be moved to the new facility)

- Evidence lockers (pass through security)
- Prisoner Property lockers
- Shelving/storage (currently used in the evidence locker)

Records:

- All current Records storage systems

Squad Room

- Mailboxes
- Coffee bar/trash/storage system

New storage systems proposed:

- Armory
- Locker room-men's and women's
- Crime Prevention storage
- Investigations storage
- Evidence locker and storage
- Sally port storage systems

All information is itemized in the contract, all pricing is under the current state contract #C116048001 & #C11608002. The contract period is 1/21/16-4/8/2019.

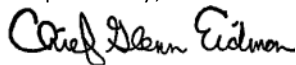
During our walk-through and review of the new plans, in many of the storage spaces and the locker room facilities, we felt that the space saver systems would provide us with optimal storage and use of the floor plans that we currently have.

In the council packet, I have provided a list of the items that the Police department would like to purchase directly from the company under a state contract price, which will include installation and assembly of the new products, tear down, moving and installation of the current products that will be moved. The advantage of entering into a contract with Bradford Systems is a cost savings realized through the state contract price and a savings that would be charged by the contractor on top of the pricing they would receive. The cost of the lockers (men's and women's) that were included in the design of the original plans are also covered in this contract as well. (\$79,544.15)

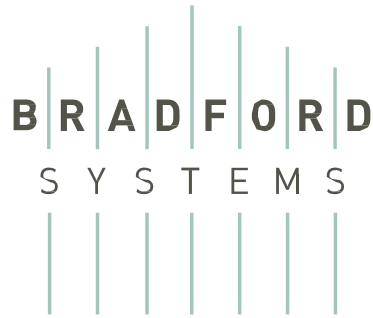
The costs are broken down by items and pieces. Through the contract proposed, the PD will save an additional \$12,794.92 as the project exceed the maximum list price range and qualified for an additional discount from the factory.

I am recommending the City enter into a contract with Bradford Systems for the price of \$136,157.00. The contract should also avoid any additional cost increases as steel pricing is currently unstable and thought to rise in the near future.

Respectfully,



Glenn A. Eidman



Storage Proposal

Proposal #CR18017

Project #23755

Prepared for:

Glenn Eidman

**Creve Coeur Police Department
300 North New Ballas Road
Creve Coeur, MO 63141**

Submitted by:

Curt Rogers

curt@bradfordsystems.com

Bradford Systems Corporation
1735 Larkin Williams Road
Fenton, MO 63026
[p] 636-343-2336
[c] 314-401-3345

3/15/18

www.BRADFORDSYSTEMS.com

This proposal is proprietary and is intended only for the confidential use of the designated recipient



Corporate

430 Country Club Drive
Bensenville, IL 60106

630-350-3453 office
630-350-3454 facsimile
800-696-3453 toll-free

Central Illinois

125 Thunderbird Lane, Suite 107
East Peoria, Illinois 61611

309-698-0490 office
309-698-0491 facsimile

Indiana

6231 Coffman Road
Indianapolis, Indiana 46268

317-895-0670 office
317-895-0672 facsimile
800-862-5035 toll-free

Missouri-Southern Illinois

1735 Larkin Williams Road
Fenton, Missouri 63026

636-343-1515 office
636-343-3588 facsimile

Item	Description	Investment
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A. Spacesaver Lockers and Shelving Systems for Public Safety facilities. The following is the State of Missouri Contract BOM pricing details: \$128,304.92

Qty	Part no	Description	Price	Total
4-Post and Case Shelving				
5	BD-2418	Bin Divider, 4Post/Case, 24D x 18H	\$28.50	\$142.50
1	BD-2419.5	Bin Divider, 4Post/Case, 24D x 24H	\$30.75	\$30.75
1	BH-42	Back Holder, 4Post/Case, 42W	\$8.50	\$8.50
1	BH-48	Back Holder, 4Post/Case, 48W	\$9.80	\$9.80
1	BP-4276	Back Panel, 4Post/Case, 42W x 76.25H	\$159.00	\$159.00
1	BP-4876	Back Panel, 4Post/Case, 48W x 76.25H	\$196.00	\$196.00
8	BS-24-F	Back Stop, 4Post/Case, Standard, Slotted, 24W x 2.5H	\$17.25	\$138.00
16	BS-30-F	Back Stop, 4Post/Case, Standard, Slotted, 30W x 2.5H	\$9.75	\$156.00
32	BS-36-F	Back Stop, 4Post/Case, Standard, Slotted, 36W x 2.5H	\$9.75	\$312.00
65	BS-42-F	Back Stop, 4Post/Case, Standard, Slotted, 42W x 2.5H	\$10.50	\$682.50
7	BS-48-F	Back Stop, 4Post/Case, Standard, Slotted, 48W x 2.5H	\$11.00	\$77.00
15	CP	CLOTHESPIN	\$2.95	\$44.25
4	CS-42-F	Center Stop, 4Post/Case, Standard, 42W x 4.75H	\$15.50	\$62.00
28	CS-48-F	Center Stop, 4Post/Case, Standard, 48W x 4.75H	\$16.25	\$455.00
2	CUS1576.25CA	Upright, 4Post, Closed Angle, WheelHouse, 15D x 77.75H	\$73.00	\$146.00
1	CUS1576.25CT	Upright, 4Post, Closed Tee, WheelHouse, 15D x 77.75H	\$82.00	\$82.00
14	CUS1873.25CA	Upright, 4Post, Closed Angle, WheelHouse, 18D x 77.75H	\$79.00	\$1,106.00
14	CUS1873.25CT	Upright, 4Post, Closed Tee, WheelHouse, 18D x 77.75H	\$89.50	\$1,253.00
8	CUS2476.25CA	Upright, 4Post, Closed Angle, WheelHouse, 24D x 77.75H	\$93.00	\$744.00
4	CUS2476.25CT	Upright, 4Post, Closed Tee, WheelHouse, 24D x 77.75H	\$103.00	\$412.00
2	FB-2402	FRONT BASE, 24W X 2H	\$24.75	\$49.50
8	FB-3002	FRONT BASE, 30W X 2H	\$6.75	\$54.00
9	FB-3602	FRONT BASE, 36W X 2H	\$6.75	\$60.75
11	FB-4202	FRONT BASE, 42W X 2H	\$8.00	\$88.00
5	FB-4802	FRONT BASE, 48W X 2H	\$9.00	\$45.00
256	FD-1006	FILE DIVIDER 10 X 6	\$3.85	\$985.60
272	FD-1306	FILE DIVIDER 13 X 6	\$4.50	\$1,224.00
147	FD-1606	FILE DIVIDER 16 X 6	\$8.65	\$1,271.55
1	SF-2415-P	Plain Shelf, 4Post, Single-Face, 24W x 15D x 0.75H	\$30.75	\$30.75
8	SF-2415-S	Slotted Shelf, 4Post, Single-Face, 24W x 15D x 0.75H	\$30.75	\$246.00
2	SF-3015-P	Plain Shelf, 4Post, Single-Face, 30W x 15D x 0.75H	\$21.00	\$42.00
16	SF-3015-S	Slotted Shelf, 4Post, Single-Face, 30W x 15D x 0.75H	\$21.00	\$336.00
4	SF-3024-P	Plain Shelf, 4Post, Double-Face, 30W x 24D x 0.75H	\$31.00	\$124.00
24	SF-3024-S	Slotted Shelf, 4Post, Double-Face, 30W x 24D x 0.75H	\$31.00	\$744.00
1	SF-3615-P	Plain Shelf, 4Post, Single-Face, 36W x 15D x 0.75H	\$24.25	\$24.25
7	SF-3615-S	Slotted Shelf, 4Post, Single-Face, 36W x 15D x 0.75H	\$24.25	\$169.75
7	SF-3618-P	Plain Shelf, 4Post, Single-Face, 36W x 18D x 0.75H	\$26.25	\$183.75
30	SF-3618-S	Slotted Shelf, 4Post, Single-Face, 36W x 18D x 0.75H	\$26.25	\$787.50
1	SF-3624-P	Plain Shelf, 4Post, Double-Face, 36W x 24D x 0.75H	\$33.25	\$33.25
12	SF-3624-S	Slotted Shelf, 4Post, Double-Face, 36W x 24D x 0.75H	\$33.25	\$399.00

4	SF-4215-P	Plain Shelf, 4Post, Single-Face, 42W x 15D x 0.75H	\$28.50	\$114.00
30	SF-4215-S	Slotted Shelf, 4Post, Single-Face, 42W x 15D x 0.75H	\$28.50	\$855.00
18	SF-4218-P	Plain Shelf, 4Post, Single-Face, 42W x 18D x 0.75H	\$32.75	\$589.50
6	SF-4218-P	Plain Shelf, 4Post, Single-Face, 42W x 18D x 0.75H	\$32.75	\$196.50
40	SF-4218-S	Slotted Shelf, 4Post, Single-Face, 42W x 18D x 0.75H	\$32.75	\$1,310.00
3	SF-4224-P	Plain Shelf, 4Post, Double-Face, 42W x 24D x 0.75H	\$42.50	\$127.50
18	SF-4224-S	Slotted Shelf, 4Post, Double-Face, 42W x 24D x 0.75H	\$42.50	\$765.00
3	SF-4812-P	Plain Shelf, 4Post, Single-Face, 48W x 12D x 0.75H	\$26.75	\$80.25
21	SF-4812-S	Slotted Shelf, 4Post, Single-Face, 48W x 12D x 0.75H	\$26.75	\$561.75
1	SF-4815-P	Plain Shelf, 4Post, Single-Face, 48W x 15D x 0.75H	\$32.00	\$32.00
7	SF-4815-S	Slotted Shelf, 4Post, Single-Face, 48W x 15D x 0.75H	\$32.00	\$224.00
2	SF-4818-P	Plain Shelf, 4Post, Single-Face, 48W x 18D x 0.75H	\$37.25	\$74.50
10	SF-4818-S	Slotted Shelf, 4Post, Single-Face, 48W x 18D x 0.75H	\$37.25	\$372.50
4	SF-4824-P	Plain Shelf, 4Post, Double-Face, 48W x 24D x 0.75H	\$48.50	\$194.00
28	SF-4824-S	Slotted Shelf, 4Post, Double-Face, 48W x 24D x 0.75H	\$48.50	\$1,358.00
1	SH-2415-P	Plain Shelf, 4Post, Single-Face, Heavy Duty, 24W x 15D x 0.75H	\$53.00	\$53.00
8	SH-2415-S	Slotted Shelf, 4Post, Single-Face, Heavy Duty, 24W x 15D x 0.75H	\$53.00	\$424.00
2	SH-3015-P	Plain Shelf, 4Post, Single-Face, Heavy Duty, 30W x 15D x 0.75H	\$31.00	\$62.00
16	SH-3015-S	Slotted Shelf, 4Post, Single-Face, Heavy Duty, 30W x 15D x 0.75H	\$31.00	\$496.00
72	SH-4218-S	Slotted Shelf, 4Post, Single-Face, Heavy Duty, 42W x 18D x 0.75H	\$45.75	\$3,294.00
80	SR-18-F	SHELF REINFORCEMENT,18	\$3.85	\$308.00
125	SR-24-F	SHELF REINFORCEMENT,24	\$4.50	\$562.50
2	SR-24-H	SHELF REINFORCEMENT,24 HEAVY	\$5.25	\$10.50
18	SS-2411-H	SHELF SUPPORT,HEAVY,24 X 11	\$39.00	\$702.00
18	SS-2414-F	SHELF SUPPORT,24 X 14	\$15.75	\$283.50
92	SS-3014-F	SHELF SUPPORT,30 X 14	\$5.45	\$501.40
36	SS-3014-H	SHELF SUPPORT,HEAVY,30 X14	\$6.10	\$219.60
122	SS-3614-F	SHELF SUPPORT,36 X 14	\$6.10	\$744.20
36	SS-4211-F	SHELF SUPPORT,42 X 11	\$10.75	\$387.00
190	SS-4211-F	SHELF SUPPORT,42 X 11	\$10.75	\$2,042.50
108	SS-4211-H	SHELF SUPPORT,HEAVY,42 X 11	\$10.75	\$1,161.00
2	SS-4214-HC	SHELF SUPPORT W/ EARS CUT OFF,42 X 14	\$12.00	\$24.00
142	SS-4811-F	SHELF SUPPORT,48 X 11	\$12.75	\$1,810.50
2	US-1288-CA	Upright, 4Post, Closed Angle, 12D x 88.25H	\$81.00	\$162.00
2	US-1288-CT	Upright, 4Post, Closed Tee, 12D x 88.25H	\$91.50	\$183.00
2	US-1576-CA	Upright, 4Post, Closed Angle, 15D x 76.25H	\$73.00	\$146.00
1	US-1576-CT	Upright, 4Post, Closed Tee, 15D x 76.25H	\$82.00	\$82.00
10	US-1588-CA	Upright, 4Post, Closed Angle, 15D x 88.25H	\$86.50	\$865.00
3	US-1588-CT	Upright, 4Post, Closed Tee, 15D x 88.25H	\$97.00	\$291.00
2	US-1874.75-CA	Upright, 4Post, Closed Angle, 18D x 76.25H	\$79.00	\$158.00
2	US-1874.75-CT	Upright, 4Post, Closed Tee, 18D x 76.25H	\$89.50	\$179.00
6	US-1876-CA	Upright, 4Post, Closed Angle, 18D x 76.25H	\$79.00	\$474.00
4	US-1876-CT	Upright, 4Post, Closed Tee, 18D x 76.25H	\$89.50	\$358.00
4	US-1888-CA	Upright, 4Post, Closed Angle, 18D x 88.25H	\$91.50	\$366.00
3	US-1888-CT	Upright, 4Post, Closed Tee, 18D x 88.25H	\$102.00	\$306.00
6	US-2488-CA	Upright, 4Post, Closed Angle, 24D x 88.25H	\$102.00	\$612.00
4	US-2488-CT	Upright, 4Post, Closed Tee, 24D x 88.25H	\$118.00	\$472.00
2	US-2491.25-CA	Upright, 4Post, Closed Angle, 24D x 97.25H	\$117.00	\$234.00
1	US-2491.25-CT	Upright, 4Post, Closed Tee, 24D x 97.25H	\$129.00	\$129.00
27	UWA	UPRIGHT WALL ANCHOR	\$14.00	\$378.00

1	4PHR42	4-POST HANGER RAIL, 42	\$9.75	\$9.75
2	4PHRB24	4-POST HANGER RAIL BRACKET, 24	\$23.50	<u>\$47.00</u>
		List		\$38,506.90
		39.2% Disc		<u>\$15,094.79</u>
		Net		\$23,412.11
Cantilever Shelving				
2	CBPP8436	Back Panel, Cantilever/WeaponWRX, 84H x 36W	\$210.00	\$420.00
2	CBSF-36	Shelf Filler, Cantilever, Base, 3H, 36W	\$19.25	\$38.50
2	CBSSU3613	Stock Rest, Cantilever/WeaponWRX, Slotted, Sloped, 36W x 13D	\$98.50	\$197.00
2	CSBGS13L70	CANTILEVER SINGL BASE GUSSET, SEISMIC, LEFT, FRMWRX	\$103.00	\$206.00
2	CSBGS13R70	CANTILEVER SINGL BASE GUSSET, SEISMIC, RIGHT, FRMWRX	\$103.00	\$206.00
2	CSSU3613	SLOPED ADJUSTABLE UNIVERSAL SHELF, WEAPONWRX, 36W	\$98.50	\$197.00
2	CWAB	CANTILEVER - WALL ANCHOR BRACKET	\$3.65	\$7.30
2	CWF-8436	WELDED FRAME,CANT 84 X 36	\$150.00	<u>\$300.00</u>
		List		\$1,571.80
		39.2% Disc		<u>\$616.15</u>
		Net		\$955.65
Standard Mobile				
17	CHSTSS35	CARDHOLDER, STEEL W/SS DECAL	\$13.00	\$221.00
8	RE8	END STOP KIT-FLOORLESS ANTI-TIP,CLC	\$16.25	\$130.00
4	RLCE26AT	RAIL-FLOORLESS ANTI-TIP END	\$41.00	\$164.00
3	RLCE33AT	RAIL-FLOORLESS ANTI-TIP END	\$41.00	\$123.00
76	RLCFLATSHIM	RAIL SHIM KIT-FLOORLESS,ANTI- TIP RAIL	\$3.45	\$262.20
11	RLCI72AT	RAIL-FLOORLESS,AT,INTERMEDIATE CLC	\$82.00	\$902.00
7	RLCS48AT	RAIL-FLOORLESS,AT,STARTER CLC	\$55.00	\$385.00
7	DH3L	HUB ASSY-THREE SPOKE (LONG) BLK ROTATING KNOB	\$162.00	\$1,134.00
1	DH3S	HUB ASSY-THREE SPOKE (SHORT) ROTATING KNOB	\$162.00	\$162.00
4	CLMEPSP	END PANEL SPACE TUBE	\$155.00	\$620.00
1	ELPP1896	LPLF PREMIUM PANEL 18 X 96	\$199.00	\$199.00
3	ELPP3696	LPLF PREMIUM PANEL 36 X 96	\$332.00	\$996.00
2	EST1596	STEEL PANEL 15 X 96	\$592.00	\$1,184.00
4	EST2496	STEEL PANEL 24 X 96	\$616.00	\$2,464.00
8	CLMCMAS	CARRIAGE CONTROL-MA, CLC	\$496.00	\$3,968.00
1	CLMDFWSDB15	WHEEL HSG ASSY-BRAKE NARROW	\$298.00	\$298.00
4	CLMDFWSDB24	WHEEL HSG ASSY-DRIVE,W/BRK 24" CLC	\$304.00	\$1,216.00
3	CLMDFWSDBB36	WHEEL HSG ASSY-BRAKE B2B	\$322.00	\$966.00
3	CLMDFWSDSB36	WHEEL HSG ASSY-STANDARD B2B	\$201.00	\$603.00
1	CLMDFWSFA15	WHEEL HSG ASSY-FRONT MA NARROW	\$191.00	\$191.00
4	CLMDFWSFA24	WHEEL HSG ASSY-FRONT MA 24" CLC	\$196.00	\$784.00
3	CLMDFWSFAB36	WHEEL HSG ASSY-FRONT MA B2B	\$214.00	\$642.00
1	CLMDFWSRC15	WHEEL HSG ASSY-REAR CUT NARROW	\$229.00	\$229.00
4	CLMDFWSRC24	WHEEL SECTION ASSY-REAR CUTOFF 24" CLC	\$237.00	\$948.00
3	CLMDFWSRCB36	WHEEL HSG ASSY-REAR CUT B2B	\$257.00	\$771.00
3	CLMFLAT	ANTI-TIP BRACKET KIT FLOORLESS ANTI-TIP RAIL	\$16.75	\$50.25
6	CLMMEPS76.25	METAL END PANEL SPACER KIT WHEELHOUSE	\$63.00	\$378.00
28	CLMSP42	SIDE PROFILE-STD,42",CLC	\$19.75	\$553.00
10	CLMSP48	SIDE PROFILE-STD,48",CLC	\$19.75	\$197.50
18	CLMSS42	SUPPORT-SHELF,CENTER,CLM	\$14.50	\$261.00

14	CLMTS42	TUBE SHAFT-CONNECTING,42",CLC	\$21.50	\$301.00
5	CLMTS48	TUBE SHAFT-CONNECTING,48", CLC	\$23.25	<u>\$116.25</u>
		List		\$21,419.20
		39% Disc		<u>\$8,353.49</u>
		Net		\$13,065.71
Evidence/Firearm/Freestyle Lockers				
1	340678.001	COVER TRIM KIT-VERTICAL	\$135.00	\$135.00
1	340681.001	COVER TRIM KIT-HORIZONTAL 72	\$95.00	\$95.00
1	340768.001	COVER TRIM KIT - HORIZONTAL, 18	\$39.00	\$39.00
1	ED3P71M	HOUSING ASSY-EVIDENCE LCKR PASS THRU,MESH,DOOR	\$7,965.00	\$7,965.00
3	EDHGS06	WALL MOUNT HAND GUN LOCKER- SURFACE MOUNT	\$1,855.00	\$5,565.00
46	PSLELEDPX1	RECEPTACLE-DUPLEX 1	\$10.50	\$483.00
13	PSLELEDPX2	RECEPTACLE-DUPLEX 2	\$10.50	\$136.50
5	PSLELEP2P18	CABLE-PLUG TO PLUG 18 PSL	\$70.50	\$352.50
20	PSLELEP2P36	CABLE-PLUG TO PLUG 36 PSL	\$76.00	\$1,520.00
27	PSLELEPD	CABLE-POWER DIST. 710488. PSL	\$76.00	\$2,052.00
14	PSLELEPDDC	CAP-POWER DISTRIBUTION,DUST CAP	\$3.95	\$55.30
5	PSLELEPDH	CABLE-ELEC DIST. 710495. HARNESS,8-10 SYSTEM	\$80.50	\$402.50
7	PSLELEPF72	CABLE-POWER IN FEED 710487. 72 LENGTH	\$158.00	\$1,106.00
2	550609.001	KEY-MASTER,31-A	\$23.00	\$46.00
4	PDL1218BAS	PDL - BASE 12W X 4H X 18D	\$104.00	\$416.00
23	PDLWOOD	BENCH BASE,WOOD SEAT,71 7/8 L PDL	\$321.00	\$7,383.00
4	PSL2T721812	PERSONNEL STORAGE LCKR-2 TIER, 18 DEEP	\$1,035.00	\$4,140.00
59	PSL842424BDRS	PSL-BENCH DRAWER,SINGLE DOOR 84 X 24 X 24	\$1,502.00	\$88,618.00
59	PSLBOOT	PSL BOOT TRAY,RUBBER	\$61.00	\$3,599.00
4	PSLDIFLOOR1812	DROP-IN FLOOR, 18D X 12W	\$42.50	\$170.00
59	PSLDR24	BODY ARMOR DRYING RACK 24	\$111.00	\$6,549.00
2	PSLEPNLS1812	PSL END PANEL,SINGLE 18 X 12	\$40.75	\$81.50
2	PSLEPNLS7218	PANEL-END,SINGLE,PSL	\$132.00	\$264.00
2	PSLEPNLS8424	PSL END PANEL,SINGLE 84 X 24	\$74.00	\$148.00
59	PSLFWSCH2424	PSL, FULL WIDTH SHELF W/CLOTHES HANGER, 24D X 24W	\$78.50	\$4,631.50
8	PSLHANG18	HANGER ASSEMBLY 18-PSL	\$34.75	\$278.00
67	PSLNLKLH	LOCK KIT-NO LOCK,LEFT HAND,PSL	\$26.50	\$1,775.50
67	PSLNUMTAG	NUMBER TAG,PSL	\$10.25	\$686.75
1	PSLST1848STR	PSL-SLOPED TOP,STARTER/END 18 X 48	\$104.00	\$104.00
1	PSLST18ENDL	PERSONNAL STORAGE LOCKER, TOP SLOPED 18 DEEP	\$22.25	\$22.25
1	PSLST18ENDR	PERSONNAL STORAGE LOCKER, TOP SLOPED 18 DEEP	\$22.25	\$22.25
2	PSLST2424INT	PSL-SLOPED TOP,INTERMEDIATE,ADDER 24 X 24	\$48.50	\$97.00
1	PSLST2424STR	PSL-SLOPED TOP,STARTER/END 24 X 24	\$47.50	\$47.50
5	PSLST2424STR	PSL-SLOPED TOP,STARTER/END 24 X 24	\$47.50	\$237.50
1	PSLST2448INT	PSL-SLOPED TOP,INTERMEDIATE,ADDER 24 X 48	\$63.50	\$63.50
2	PSLST2448STR	PSL-SLOPED TOP,STARTER/END 24 X 48	\$62.50	\$125.00
1	PSLST2472INT	PSL-SLOPED TOP,INTERMEDIATE,ADDER 24 X 72	\$77.00	\$77.00
5	PSLST2472INT	PSL-SLOPED TOP,INTERMEDIATE,ADDER 24 X 72	\$77.00	\$385.00
1	PSLST2472STR	PSL-SLOPED TOP,STARTER/END 24 X 72	\$75.50	\$75.50
8	PSLST2472STR	PSL-SLOPED TOP,STARTER/END 24 X 72	\$75.50	\$604.00
1	PSLST24ENDL	PSL-SLOPED TOP,END CAP,LEFT 24	\$22.25	\$22.25
7	PSLST24ENDL	PSL-SLOPED TOP,END CAP,LEFT 24	\$22.25	\$155.75
1	PSLST24ENDR	PSL-SLOPED TOP,END CAP,RIGHT 24	\$22.25	\$22.25

7	PSLST24ENDR	PSL-SLOPED TOP,END CAP,RIGHT 24	\$22.25	\$155.75
4	PSLSTS	PSL-SLOPE TOP SUPPORT	\$21.00	\$84.00
29	PSLSTS	PSL-SLOPE TOP SUPPORT	\$21.00	\$609.00
2	PSLSTSPL2403	PSL-COVER,SLOPED TOP,SPLICE JOINT 24 X 03	\$21.50	\$43.00
16	PSLSTSPL2403	PSL-COVER,SLOPED TOP,SPLICE JOINT 24 X 03	\$21.50	\$344.00
1	PSLSTCHIM242424BB	PSL - Sloped Top, Chimney, 24H x 24D x 24W, Back To Back	\$712.00	\$712.00
3	PSLSTCHIM242424LH	PSL - SLOPED TOP, CHIMNEY, 24H X 24D X 24W, L/H	\$290.00	\$870.00
1	PSLSTCHIM242424BBW	PSL - Sloped Top, Chimney, 24H x 24D x 24W, Back To Back	\$712.00	\$712.00
3	PSLSTCHIM242424RH	PSL - SLOPED TOP, CHIMNEY, 24H X 24D X 24W, R/H	\$290.00	<u>\$870.00</u>
		List		\$145,153.55
		45.2%		
		Disc		<u>\$65,609.40</u>
		Net		\$79,544.15
Universal Weapons Racks				
20	UWRBSC	STOP ASSY-STOCK,BASE CUP PAIR, UWR	\$12.75	\$255.00
20	UWRSSB	SUPPORT-STANDARD BARREL,UWR	\$12.75	\$255.00
2	PR36	PISTOL RACK KIT 36	\$341.00	<u>\$682.00</u>
		List		\$1,192.00
		45.2%		
		Disc		<u>\$538.78</u>
		Net		\$653.22
Wide Span Shelving				
8	WSBFBS18	BEAM SUPPORT, WIDE SPAN, FRONT TO BACK, 18L	\$11.50	\$92.00
28	WSBFBS24	BEAM SUPPORT, WIDE SPAN, FRONT TO BACK, 24L	\$13.00	\$364.00
32	WSBFBS36	BEAM SUPPORT, WIDE SPAN, FRONT TO BACK, 36L	\$16.50	\$528.00
18	WSBFBS42	BEAM SUPPORT, WIDE SPAN, FRONT TO BACK, 42L	\$18.50	\$333.00
18	WSBHD96	BEAM, WIDE SPAN, HEAVY DUTY, 96L	\$62.00	\$1,116.00
8	WSBS60	BEAM, WIDE SPAN, STANDARD, 60L	\$38.00	\$304.00
8	WSBS72	BEAM, WIDE SPAN, STANDARD, 72L	\$41.50	\$332.00
8	WSBS84	BEAM, WIDE SPAN, STANDARD, 84L	\$46.00	\$368.00
40	WSBS96	BEAM, WIDE SPAN, STANDARD, 96L	\$49.50	\$1,980.00
4	WSDSS1218	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 12W X 18D	\$38.00	\$152.00
4	WSDSS1224	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 12W X 24D	\$38.00	\$152.00
8	WSDSS2424	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 24W X 24D	\$46.00	\$368.00
16	WSDSS2436	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 24W X 36D	\$56.00	\$896.00
9	WSDSS2442	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 24W X 42D	\$59.00	\$531.00
4	WSDSS3018	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 30W X 18D	\$45.00	\$180.00
4	WSDSS3618	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 36W X 18D	\$48.00	\$192.00
28	WSDSS3624	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 36W X 24D	\$48.00	\$1,344.00
32	WSDSS3636	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 36W X 36D	\$66.00	\$2,112.00
18	WSDSS3642	DECKING, WIDE SPAN, FLANGED STEEL SHELF, 18 GA, 36W X 42D	\$72.00	\$1,296.00
48	WSUAF	UPRIGHT ANCHOR FOOT, WIDE SPAN	\$30.50	\$1,464.00
2	WSWU2180840	UPRIGHT, WIDE SPAN, WELDED, 2 INCH POST, 18D X 84H	\$92.00	\$184.00
2	WSWU2180885	UPRIGHT, WIDE SPAN, WELDED, 2 INCH POST, 18D X 94.5H	\$109.00	\$218.00
7	WSWU2240840	UPRIGHT, WIDE SPAN, WELDED, 2 INCH POST, 24D X 84H	\$107.00	\$749.00
8	WSWU2360960	UPRIGHT, WIDE SPAN, WELDED, 2 INCH POST, 36D X 96H	\$119.00	\$952.00

5	WSWU2420960	UPRIGHT, WIDE SPAN, WELDED, 2 INCH POST, 42D X 96H	\$122.00	\$610.00
8	WSBS78	BEAM, WIDE SPAN, STANDARD, 83L	\$46.00	\$368.00
4	WSBT96	BEAM, WIDE SPAN, TIRE 96	\$73.50	\$294.00
2	WSBTC18	BEAM SUPPORT, WIDE SPAN, TIRE, FRONT TO BACK 18	\$9.75	\$19.50
			List	\$17,498.50
			39% Disc	<u>\$6,824.42</u>
			Net	\$10,674.08
			List price:	\$225,341.95
			Discount:	\$97,037.03
			Net price:	\$128,304.92

- B. Per the State of Missouri Contract this project exceeds the maximum list price range and qualifies for an additional discount from the factory. (\$12,794.92)
- C. Bonding required for the project. \$1,224.00
- D. Prevailing Wage Installation performed by installers certified and trained by the manufacturer for the installation of Spacesaver Products. To maintain all warranties, services and parts of Spacesaver products, the proposed system must be installed by a certified and authorized Spacesaver technician. ***For union carpenters to do the work, please add an additional \$11,218.00.*** \$19,423.00

Total Investment

\$136,157.00

Contract Information

Contract Information:

Proposal based upon the
State of MO Contract
Contract #C116048001 & #C116048002
Contract Period 1/21/16 – 4/8/2019

Ordering Entry Procedures:

Bradford Systems Corporation
State of MO Contract #C111056001 & #C116048002
Attn: Curt Rogers
1735 Larkin Williams Road
Fenton, MO 63026

Order Entry Procedures and Project Team Members

Please Submit Order to:

Bradford Systems Corporation
Attn: Curt Rogers
1735 Larkin Williams Road
Fenton, MO 63026
Federal Tax ID #36-2719574

Please Remit to:

Bradford Systems Corporation
Attn: Accts Payable
430 Country Club Drive
Bensenville, IL 60106

Project Team Members:

Curt Rogers	Senior Project Director	[p] 636-343-2336	[c] 314-401-3345
Sandra Kaline	Project Support	[p] 636-343-2333	
Mike Bahr	Installation Manager	[p] 314-401-3671	

Terms and Conditions of Sale

General Conditions:

- **Taxes** – Above listed prices do not include taxes. The Purchaser must pay any applicable taxes. If tax is not to be included, please provide your current tax exempt form.
- **Payment Terms** – Unless otherwise stated, the Purchaser agrees to pay the net amount listed on the proposal 30 days from the date of the invoice. If paying by a Credit Card there will be an additional charge based upon the usage fee from the Credit Card Company.
- **Proposal Expiration Date** - Above listed prices are good for 120 days. After that time, a new proposal may be necessary.
- **Design Ownership** – All designs, drawings, specifications and samples regarding an order shall remain the property of the Bradford Systems Corporation and may not be used, reproduced or distributed, in whole or in part, without prior consent.
- **Returns** – No product shall be returned to the Bradford Systems Corporation without prior written specific return authorization.
- **Field Verification** – If the products listed on the proposal are designed from drawings without any field verification, the Purchaser is responsible for any costs incurred for product corrections and additional installation work due to incorrect dimensions.
- **Change Order** – The Purchaser may from time to time request changes in the order, including but not limited to changes in specifications, method of shipment, color, and point of delivery by written notification to Bradford Systems Corporation in the form of a change order notice or letter. Bradford Systems Corporation may, at its sole option, accept these changes and then determine whether an increase or decrease in cost or delivery/installation time will be made to the order. The Purchaser shall reserve the right to accept or decline such changes in price or delivery.
- **Cancellation** – In the event the Purchaser decides to cancel an order or undelivered portion of an order for reasons other than delinquency of shipment, the Purchaser agrees to abide by the product manufacturer's cancellation policy.
- **Insurance** – The proposal is based upon Bradford Systems Corporation's standard insurance coverage. A certificate of insurance is available upon request.

- **Permits** – Any licensing and permit fees are the responsibility of the Purchaser and are not included in our proposal.

Installation and Delivery:

- **Shipping** – Bradford Systems Corporation shall use its best effort to make shipments in the quantities and at the time specified in the order and by the carrier deemed best for the product ordered. Bradford Systems Corporation shall not be held liable for delays or defaults in shipments due to causes beyond our control.
- **Storage Space** – Provided the products do not arrive at the site earlier than the date requested, safe and adequate storage space will be provided at the installation site at the Purchaser's expense.
- **Damage** – After arrival at the site, any loss or damage by weather, other trades (i.e. painting, plastering, standing on product), fire or other elements, shall be the responsibility of the purchaser. The Purchaser agrees to hold Bradford Systems Corporation harmless from loss for such reasons.
- **Customer Receiving** – If the Purchaser decides to receive product for storage or for installation purposes, the Purchaser is responsible for checking and noting on the receipt any damage or possible damage to the product being unloaded. If this is not done, The Purchaser agrees to pay any additional replacement product cost if a freight claim cannot be awarded.
- **Delivery and Work Hours** – Unless otherwise stated, delivery and installation will be made during normal working hours Monday through Friday. The Purchaser agrees to pay additional labor costs resulting from overtime work.
- **Condition of Job Site** – It is the Purchaser's responsibility that the job site is clean, clear and free of debris prior to installation and that there is a clear pathway from the unloading point to the designated installation area. In the event installation personnel remove or assist in removing existing furniture or equipment at the job site, the purchaser agrees to pay Bradford Systems Corporation for this service, as separately invoiced. Upon completion of installation, Bradford Systems Corporation will remove boxes, trash and debris. The Purchaser will be responsible for dusting, vacuuming and all other normal cleaning.
- **Stairs** – Unless otherwise stated, the installation cost does not include carrying the product up or down stairs, renting equipment to move product to an upper or lower floor or the cost of an elevator operator.
- **Job Site Services** – The Purchaser agrees to provide electric current (if necessary an electrician) if above listed products require any power.
- **Installation Delays** – In the event that construction delays or other causes not within Bradford Systems Corporation's control force postponement of the installation as scheduled, the product will be considered accepted by the Purchaser for purposes of invoicing and payment. In such an event the Purchaser may reserve the right to withhold 10% of the invoice amount of such shipments against the completion of the contract. The Purchaser will pay all transfer and storage charges incurred.

- **Testing** – Any costs for safety training and testing are the responsibility of the Purchaser and are not included in our proposal.

Shelving:

- **Floor Covering** – Unless otherwise stated, it is the Purchaser's responsibility to provide and install new floor covering for a mobile shelving system. New floor covering is to be applied after the rail and floor is installed and prior to the assembly of the carriages and shelving. If existing carpet is to be reused, the Purchaser agrees to remove the existing carpet if it cannot be removed by hand. The Purchaser agrees to provide new carpet if the existing piece is deemed unusable.
- **Floor Loading** – The Purchaser is responsible for floor loading compliance and any structural reinforcement necessary to support the weight load of the proposed system. Bradford Systems Corporation will provide all weight information for a proper analysis by a structural engineer.
- **Seismic** – Bradford Systems is not an architectural/engineering firm and cannot determine the seismic conditions applied to this project. The Purchaser is responsible for determining if a seismic anchorage evaluation is necessary before ordering. If needed, Bradford Systems Corporation will provide a document properly stamped by an independent Missouri licensed and certified engineer that states our system meets the proper seismic anchorage requirements. The evaluation is specific to the unique design and installation location of the proposed system. The Purchaser is responsible for the cost of the seismic evaluation and any additional equipment cost or modifications.
- **Fire Code** – The Purchaser is responsible for fire code compliance based upon the proposed system. Unless otherwise stated, the proposed mobile shelving system utilizes non-fire treated particleboard laminated face panels and non-fire treated ¾" plywood decking. At an additional cost, treated decking and face panels are available at the request of the purchaser to meet fire code based upon recommendations by a fire marshal.
- **Floor Drilling** – The Purchaser is responsible for notification of any electrical or other obstructions located in the floor. Unless otherwise stated, the proposed mobile shelving system's rail and floor system can require anchoring into the floor. The purchaser is also responsible for notifying Bradford Systems Corporation if any hammer drilling is to be done after normal work hours.
- **Maintenance/Relocation** - To maintain all warranties, services and parts, all relocations and/or reconfigurations of Spacesaver products proposed herein must be performed only by certified and authorized Spacesaver technician. Introducing any non-Spacesaver branded parts and/or performing any services, relocations or reconfigurations by anyone other than a Spacesaver certified and authorized technician voids all warranties and may restrict access to future parts and services.

Lockers:

- **Fire Code** – The Purchaser is responsible for fire code compliance based upon the proposed system.
- **Level** – The proposed system is based upon installing on a new or existing slab floor that is level within ¼" over a twenty foot span. In the event the floor is uneven beyond the stated tolerances, a gap may appear as the bottom of the locker is leveled using shims.
- **Floor Drilling** – The Purchaser is responsible for notification of any electrical or other obstructions located in the floor. Unless otherwise stated, the proposed locker system's base can require anchoring into the floor.
- **Seismic** – Bradford Systems is not an architectural/engineering firm and cannot determine the seismic conditions applied to this project. The Purchaser is responsible for determining if a seismic anchorage evaluation is necessary before ordering. If needed, Bradford Systems Corporation will provide a document properly stamped by an independent Missouri licensed and certified engineer that states our system meets the proper seismic anchorage requirements. The evaluation is specific to the unique design and installation location of the proposed system. The Purchaser is responsible for the cost of the seismic evaluation and any additional equipment cost or modifications.

Approved By: _____

Title: _____

Date: _____

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STATEMENT OF WARRANTY

Spacesaver has an emphasis on customer satisfaction and continuous improvement. The statement of warranty is our continued commitment that Spacesaver is dedicated to serving our customers.

LIFETIME LIMITED WARRANTY

Subject to the conditions stated below, Spacesaver Corporation ("Spacesaver") warrants to the original purchaser exclusively that the shelving and mobile carriages ("structural frames") manufactured by it will be free from defects in materials and workmanship for the lifetime of the structural frames. For the purposes of this warranty, structural frames shall be deemed to exclude all moving parts, controls and guides that have immediate contact with any moving parts.

10-YEAR LIMITED WARRANTY

Spacesaver also warrants that all carriage drive motors*, shall be free from defects in materials and workmanship for ten (10) years from the date of the customer's written acceptance of installation. During the 10-year warranty period, all parts are included at no cost for 10 years. Labor is included at no cost during the first year of the 10-year warranty period. After the first year, all labor will be charged at the current rate.

5-YEAR LIMITED WARRANTY

Spacesaver also warrants that all equipment, other than structural frames and carriage drive motors*, shall be free from defects in materials and workmanship for five (5) years from the date of the customer's written acceptance of installation. During the 5-year warranty period, all parts are included at no cost for 5 years. Labor is included at no cost during the first year of the 5-year warranty period. After the first year all labor will be charged at the current rate.

*Eclipse™ Powered Systems and Wheelhouse™ High-Density Mobile Storage Systems only. Refer to Warranty for Mobile Rack Systems.

If any warranted equipment shall be proved to Spacesaver's satisfaction to be defective, such equipment shall be repaired or replaced at the option of Spacesaver. All warranty service for any equipment manufactured by Spacesaver must be performed by an authorized Spacesaver factory representative. This warranty shall be void if any portion of the purchase price shall be due but unpaid in accordance with the terms pursuant to which the equipment was sold. This warranty shall not apply to equipment repaired by any party other than an authorized Spacesaver factory representative or to defects or damage caused by (a) acts of God or other circumstances beyond Spacesaver's control, (b) improper installation (unless installation was by authorized factory installer), (c) improper electrical supply or environmental conditions, (d) improper operation, maintenance or storage, or (e) other than normal use or service. **EXCEPT FOR THE EXPRESS WARRANTIES SET FORTH ABOVE, SPACESAVER MAKES NO WARRANTIES, IMPLIED OR OTHERWISE, AND SPACESAVER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.**

LIMITATION OF LIABILITY

Repair or replacement of any defective equipment, or refund of the purchase price paid by the customer in the event Spacesaver determines such equipment cannot be repaired or replaced, shall be the customer's exclusive remedy for breach of the warranty for product defects, however caused, and in no case shall Spacesaver be liable for incidental, consequential, special or other damages, or loss of profits or revenues whether as a result of breach of contract or warranty, Spacesaver's negligence, or otherwise. Spacesaver shall have no liability for any advice or assistance rendered by any party outside the scope of Spacesaver's written specifications for the manufacture, operation or maintenance of the warranted equipment. Original installation must be performed by Spacesaver trained and certified installers.

WARRANTY / SUMMARY

The warranty applies only to Spacesaver products acquired directly from Spacesaver Corporation or from Authorized Spacesaver Area Contractors, Distributors and Dealers.

The warranty does not apply to any product which has been subject to misuse, negligence, or accident; has been damaged in shipment, storage, or installation; has been misapplied, has been modified or repaired by unauthorized persons or has been repaired with non-standard Spacesaver replacement parts. This warranty specifically excludes claims for indirect, incidental, or consequential damages arising in any way from a product defect. This warranty is exclusive, and exists in lieu of all other warranties, either expressed or implied.

This warranty does not apply to products considered to be of consumable nature, such as batteries and light ballasts.

This warranty gives you specific legal rights; you may also have other rights, which may vary from state to state. To obtain warranty service, contact your Spacesaver Selling Dealer. You must make a written claim. Provide a copy of your purchase record and a written description of the warranty problem with your claim. If you are unable to contact your Dealer, contact: Spacesaver Corporation, Customer Service Manager, 1450 Janesville Ave., Fort Atkinson, WI 53538. (920-563-6362) Contact Info: Any questions or issues related to this document please contact your Customer Service Coordinator.



STATEMENT OF WARRANTY

Mobile Rack Systems

Spacesaver has an emphasis on customer satisfaction and continuous improvement. The statement of warranty is our continued commitment that Spacesaver is dedicated to serving our customers.

LIFETIME LIMITED WARRANTY

Subject to the conditions stated below, Spacesaver Corporation ("Spacesaver") warrants to the original purchaser exclusively that the mobile carriages ("structural frames") manufactured by it will be free from defects in materials and workmanship for the lifetime of the structural frames. For the purposes of this warranty, structural frames shall be deemed to exclude all moving parts, controls and guides that have immediate contact with any moving parts.

5-YEAR LIMITED WARRANTY

Spacesaver also warrants that all equipment, other than structural frames shall be free from defects in materials and workmanship for five (5) years from the date of the customer's written acceptance of installation. During the 5-year warranty period, all parts are included at no cost for 5 years. Labor is included at no cost during the first year of the 5-year warranty period. After the first year all labor will be charged at the current rate.

If any warranted equipment shall be proved to Spacesaver's satisfaction to be defective, such equipment shall be repaired or replaced at the option of Spacesaver. All warranty service for any equipment manufactured by Spacesaver must be performed by an authorized Spacesaver factory representative. This warranty shall be void if any portion of the purchase price shall be due but unpaid in accordance with the terms pursuant to which the equipment was sold. This warranty shall not apply to equipment repaired by any party other than an authorized Spacesaver factory representative or to defects or damage caused by (a) acts of God or other circumstances beyond Spacesaver's control, (b) improper installation (unless installation was by authorized factory installer), (c) improper electrical supply or environmental conditions, (d) improper operation, maintenance or storage, or (e) other than normal use or service. **EXCEPT FOR THE EXPRESS WARRANTIES SET FORTH ABOVE, SPACESAVER MAKES NO WARRANTIES, IMPLIED OR OTHERWISE, AND SPACESAVER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.**

LIMITATION OF LIABILITY

Repair or replacement of any defective equipment, or refund of the purchase price paid by the customer in the event Spacesaver determines such equipment cannot be repaired or replaced, shall be the customer's exclusive remedy for breach of the warranty for product defects, however caused, and in no case shall Spacesaver be liable for incidental, consequential, special or other damages, or loss of profits or revenues whether as a result of breach of contract or warranty, Spacesaver's negligence, or otherwise. Spacesaver shall have no liability for any advice or assistance rendered by any party outside the scope of Spacesaver's written specifications for the manufacture, operation or maintenance of the warranted equipment. Original installation must be performed by Spacesaver trained and certified installers.

WARRANTY / SUMMARY

The warranty applies only to Spacesaver products acquired directly from Spacesaver Corporation or from Authorized Spacesaver Area Contractors, Distributors and Dealers.

The warranty does not apply to any product which has been subject to misuse, negligence, or accident; has been damaged in shipment, storage, or installation; has been misapplied, has been modified or repaired by unauthorized persons or has been repaired with non-standard Spacesaver replacement parts. This warranty specifically excludes claims for indirect, incidental, or consequential damages arising in any way from a product defect. This warranty is exclusive, and exists in lieu of all other warranties, either expressed or implied.

This warranty gives you specific legal rights; you may also have other rights, which may vary from state to state. To obtain warranty service, contact your Spacesaver Selling Dealer. You must make a written claim. Provide a copy of your purchase record and a written description of the warranty problem with your claim. If you are unable to contact your Dealer, contact: Spacesaver Corporation, Customer Service Manager, 1450 Janesville Ave., Fort Atkinson, WI 53538. (920-563-6362) Contact Info: Any questions or issues related to this document please contact your Customer Service Coordinator.



STATEMENT OF WARRANTY

Activestor®

Spacesaver has an emphasis on customer satisfaction and continuous improvement. The statement of warranty is our continued commitment that Spacesaver is dedicated to serving our customers.

LIFETIME LIMITED WARRANTY

This Spacesaver warranty is given to the initial purchaser and is valid as long as the initial purchaser owns the product. The warranty, which runs from the date of shipment, covers defects in materials and craftsmanship found during normal usage of the product during the warranty period. If the product is defective, and if written notice of the defect is given to Spacesaver within the applicable warranty period, Spacesaver, at its option, will either repair or replace the defective product with a comparable component or product. This Lifetime Warranty is applicable to all Spacesaver ActiveStor® products except as listed below.

10-YEAR LIMITED WARRANTY

This Spacesaver warranty is given to the initial purchaser and is valid as long as the initial purchaser owns the product. The warranty, which runs from the date of shipment, covers defects in materials and craftsmanship found during normal usage of the product during the warranty period. If the product is defective, and if written notice of the defect is given to Spacesaver within the applicable warranty period, Spacesaver, at its option, will either repair or replace the defective product with a comparable component or product. This 10-Year Warranty is applicable to all Lateral File drawer slides.

WARRANTY PROVISIONS

Warranty does not apply to damage caused by a carrier, or alteration to the product not expressly authorized by Spacesaver. It also does not apply to "Customer's Own Goods/Material" (i.e., goods/material specified by the customer that is not standard Spacesaver product offering) used in the manufacture of, or in conjunction with, Spacesaver products. Spacesaver does not warrant the matching of color, grain, or texture except to within commercially accepted standards. A product will not be considered defective and Spacesaver will not be obligated to replace it, if that product is subject to any of Spacesaver's written planning, installation or user guides, and is not installed or used as recommended therein.

WARRANTY / SUMMARY

The warranty applies only to Spacesaver products acquired directly from Spacesaver Corporation or from Authorized Spacesaver Area Contractors, Distributors and Dealers.

The warranty does not apply to any product which has been subject to misuse, negligence, or accident; has been damaged in shipment, storage, or installation; has been misapplied, has been modified or repaired by unauthorized persons or has been repaired with non-standard Spacesaver replacement parts. This warranty specifically excludes claims for indirect, incidental, or consequential damages arising in any way from a product defect. This warranty is exclusive, and exists in lieu of all other warranties, either expressed or implied.

This warranty gives you specific legal rights; you may also have other rights, which may vary from state to state. To obtain warranty service, contact your Spacesaver Selling Dealer. You must make a written claim. Provide a copy of your purchase record and a written description of the warranty problem with your claim. If you are unable to contact your Dealer, contact: Spacesaver Corporation, Customer Service Manager, 1450 Janesville Ave., Fort Atkinson, WI 53538. (920-563-6362) Contact Info: Any questions or issues related to this document please contact your Customer Service Coordinator.



STATEMENT OF WARRANTY

Weapon Racks, Firearm Storage, Evidence Lockers & Personal Duty Lockers

Spacesaver has an emphasis on customer satisfaction and continuous improvement. The statement of warranty is our continued commitment that Spacesaver is dedicated to serving our customers.

LIFETIME LIMITED WARRANTY

Subject to the conditions stated below, Spacesaver Corporation ("Spacesaver") warrants to the original purchaser exclusively that the cabinets ("structural frames") manufactured by it will be free from defects in materials and workmanship for the lifetime of the structural frames. For the purposes of this warranty, structural frames shall be deemed to exclude all moving parts (doors, slides, hinges, and lock mechanism), removable accessories, vinyl coating, electronics and refrigeration equipment.

1-YEAR LIMITED WARRANTY

Spacesaver also warrants that all refrigeration units, shall be free from defects in materials and workmanship for one (1) year from the date of the customer's written acceptance of installation. During the 1-year warranty period, all parts are included at no cost for 1 years. Labor is included at no cost during the first year of the 1-year warranty period. After the first year of the 1-year warranty, all labor will be charged at the current rate.

5-YEAR LIMITED WARRANTY

Spacesaver also warrants that all equipment, other than structural frames and refrigeration units, shall be free from defects in materials and workmanship for five (5) years from the date of the customer's written acceptance of installation. During the 5-year warranty period, all parts are included at no cost for 5 years. Labor is included at no cost during the first year of the 5-year warranty period. After the first year of the 5-year warranty, all labor will be charged at the current rate.

Spacesaver also warrants that all electronics associated with a ControLoc™ Technology installation, shall be free from defects in materials and workmanship for five (5) years from the date of the customer's written acceptance of installation or 30 days after shipment. Limited warranty specific to ControLoc electronics is conditioned upon the end user "activating" their warranty at www.spacesaver.com. During the 5-year warranty period, all parts are included at no cost for 5 years. Labor is included at no cost during the first year of the 5-year warranty period. After the first year of the 5-year warranty, all labor will be charged at the current rate.

If any warranted equipment shall be proved to Spacesaver's satisfaction to be defective, such equipment shall be repaired or replaced at the option of Spacesaver. All warranty service for any equipment manufactured by Spacesaver must be performed by an authorized Spacesaver factory representative. This warranty shall be void if any portion of the purchase price shall be due but unpaid in accordance with the terms pursuant to which the equipment was sold. This warranty shall not apply to equipment repaired by any party other than an authorized Spacesaver factory representative or to defects or damage caused by (a) acts of God or other circumstances beyond Spacesaver's control, (b) improper installation (unless installation was by authorized factory installer), (c) improper environmental conditions, (d) improper operation, maintenance or storage, or (e) other than normal use or service. **EXCEPT FOR THE EXPRESS WARRANTIES SET FORTH ABOVE, SPACESAVER MAKES NO WARRANTIES, IMPLIED OR OTHERWISE, AND SPACESAVER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.**

LIMITATION OF LIABILITY

Repair or replacement of any defective equipment, or refund of the purchase price paid by the customer in the event Spacesaver determines such equipment cannot be repaired or replaced, shall be the customer's exclusive remedy for breach of the warranty for product defects, however caused, and in no case shall Spacesaver be liable for incidental, consequential, special or other damages, or loss of profits or revenues whether as a result of breach of contract or warranty, Spacesaver's negligence, or otherwise. Spacesaver shall have no liability for any advice or assistance rendered by any party outside the scope of Spacesaver's written specifications for the manufacture, operation or maintenance of the warranted equipment.



STATEMENT OF WARRANTY

ActivRAC® Mobile Systems

Spacesaver has an emphasis on customer satisfaction and continuous improvement. The statement of warranty is our continued commitment that Spacesaver is dedicated to serving our customers.

1-YEAR LIMITED WARRANTY

Spacesaver also warrants that all equipment, other than structural frames shall be free from defects in materials and workmanship for one (1) year from the date of the customer's written acceptance of installation. During the 1-year warranty period, all parts are included at no cost for 1 year. Labor is included at no cost during the first year of the warranty period. After the first year all labor will be charged at the current rate. If any warranted equipment shall be proven to Spacesaver's satisfaction to be defective, such equipment shall be repaired or replaced at the option of Spacesaver. All warranty service for any equipment manufactured by Spacesaver must be performed by an authorized Spacesaver factory representative. This warranty shall be void if any portion of the purchase price shall be due but unpaid in accordance with the terms pursuant to which the equipment was sold. This warranty shall not apply to equipment repaired by any party other than an authorized Spacesaver factory representative or to defects or damage caused by (a) acts of God or other circumstances beyond Spacesaver's control, (b) improper installation (unless installation was by authorized factory installer), (c) improper electrical supply or environmental conditions, (d) improper operation, maintenance or storage, or (e) other than normal use or service. **EXCEPT FOR THE EXPRESS WARRANTIES SET FORTH ABOVE, SPACESAVER MAKES NO WARRANTIES, IMPLIED OR OTHERWISE, AND SPACESAVER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.**

5-YEAR MOTOR WARRANTY

Spacesaver also warrants that all carriage drive motors, shall be free from defects in materials and workmanship for five (5) years from the date of the customer's written acceptance of installation. During the 5-year warranty period, all parts and labor are included at no cost for 5 years.

Repair or replacement of any defective equipment, or refund of the purchase price paid by the customer in the event Spacesaver determines such equipment cannot be repaired or replaced, shall be the customer's exclusive remedy for breach of the warranty for product defects, however caused, and in no case shall Spacesaver be liable for incidental, consequential, special or other damages, or loss of profits or revenues whether as a result of breach of contract or warranty, Spacesaver's negligence, or otherwise. Spacesaver shall have no liability for any advice or assistance rendered by any party outside the scope of Spacesaver's written specifications for the manufacture, operation or maintenance of the warranted equipment. Original installation must be performed by Spacesaver trained and certified installers.

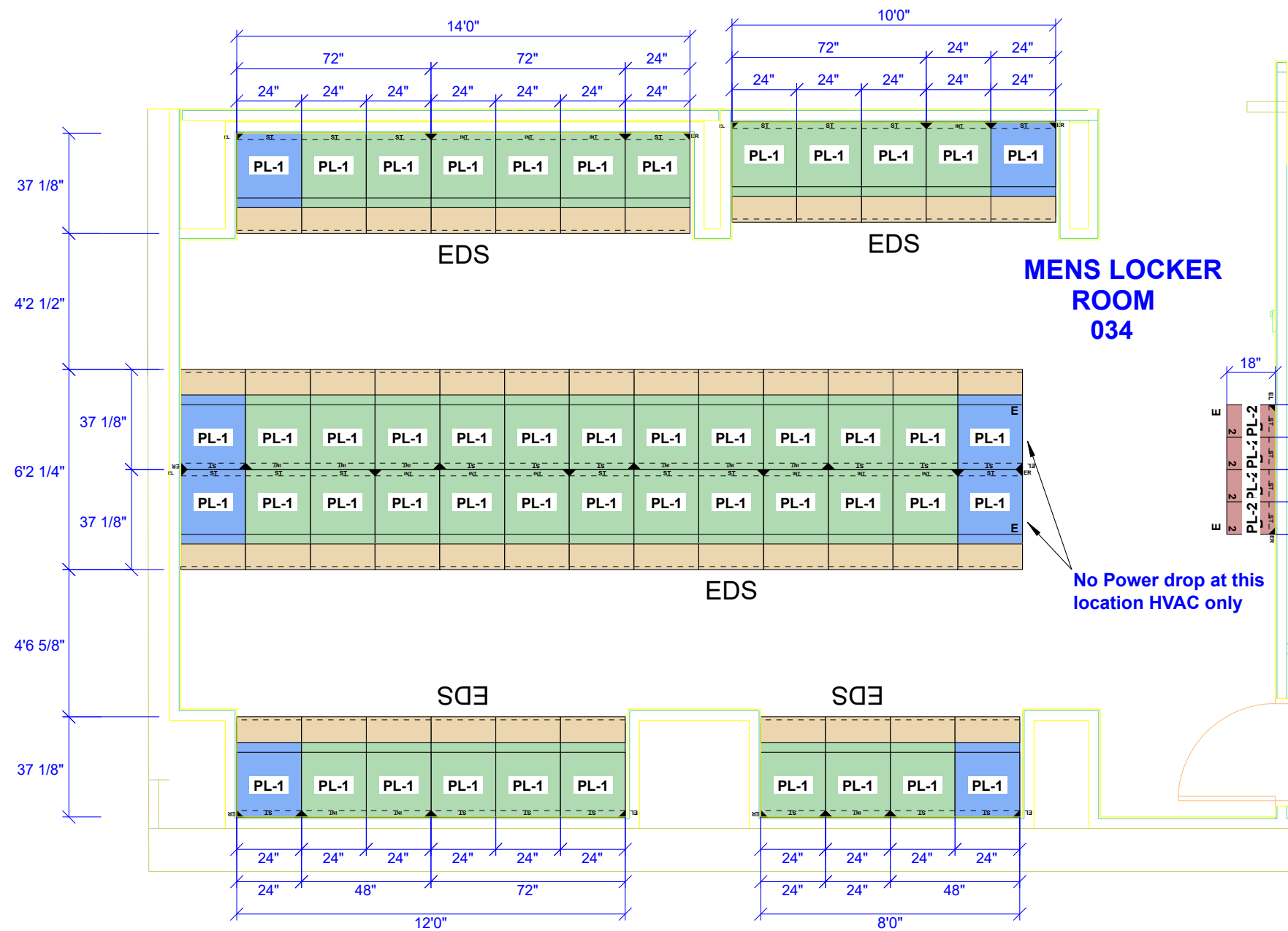
WARRANTY / SUMMARY

The warranty applies only to Spacesaver products acquired directly from Spacesaver Corporation or from Authorized Spacesaver Area Contractors, Distributors and Dealers.

The warranty does not apply to any product which has been subject to misuse, negligence, or accident; has been damaged in shipment, storage, or installation; has been misapplied, has been modified or repaired by unauthorized persons or has been repaired with non-standard Spacesaver replacement parts. This warranty specifically excludes claims for indirect, incidental, or consequential damages arising in any way from a product defect. This warranty is exclusive, and exists in lieu of all other warranties, either expressed or implied.

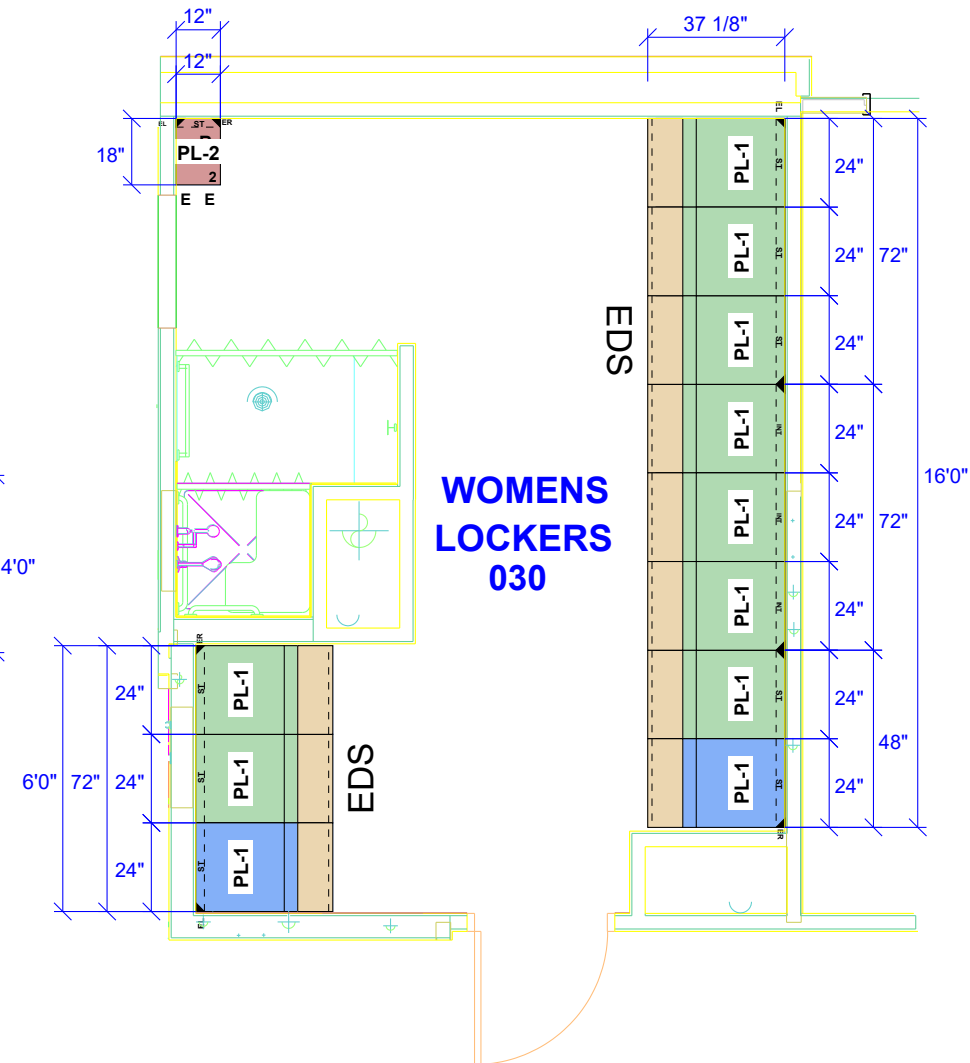
This warranty gives you specific legal rights; you may also have other rights, which may vary from state to state. To obtain warranty service, contact your Spacesaver Selling Dealer. You must make a written claim. Provide a copy of your purchase record and a written description of the warranty problem with your claim. If you are unable to contact your Dealer, contact: Spacesaver Corporation, Customer Service Manager, 1450 Janesville Ave., Fort Atkinson, WI 53538. (920-563-6362) Contact Info: Any questions or issues related to this document please contact your Customer Service Coordinator.





Power for each location to be four circuit feeds 120 volts single phase. Each locker will use approximatley 1 amp. Each circuit feeds 13 lockers and there is 180 watts per duplex. Hard wire location should be through the provided Chimney and below sloped top.

Final hard wire connection to be done by Construction Company



- New: Power Feed and HVAC Chimney with Tactical Duty Locker
- New: Tactical Duty Locker with Bench Drawer
- New: Double Tier Lockers



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

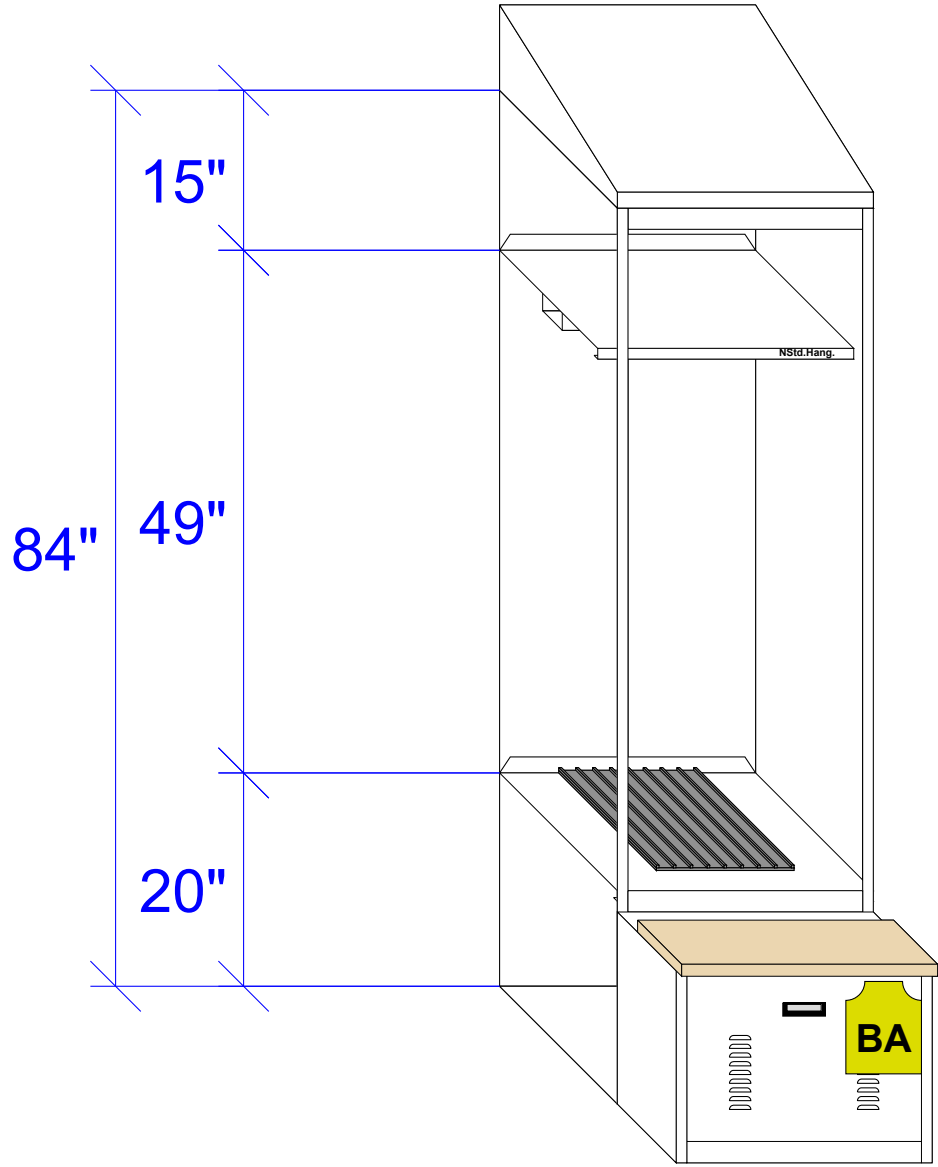
Scale
1:52

Rev level:

APPROVAL
This drawing Approved By:

Dated _____

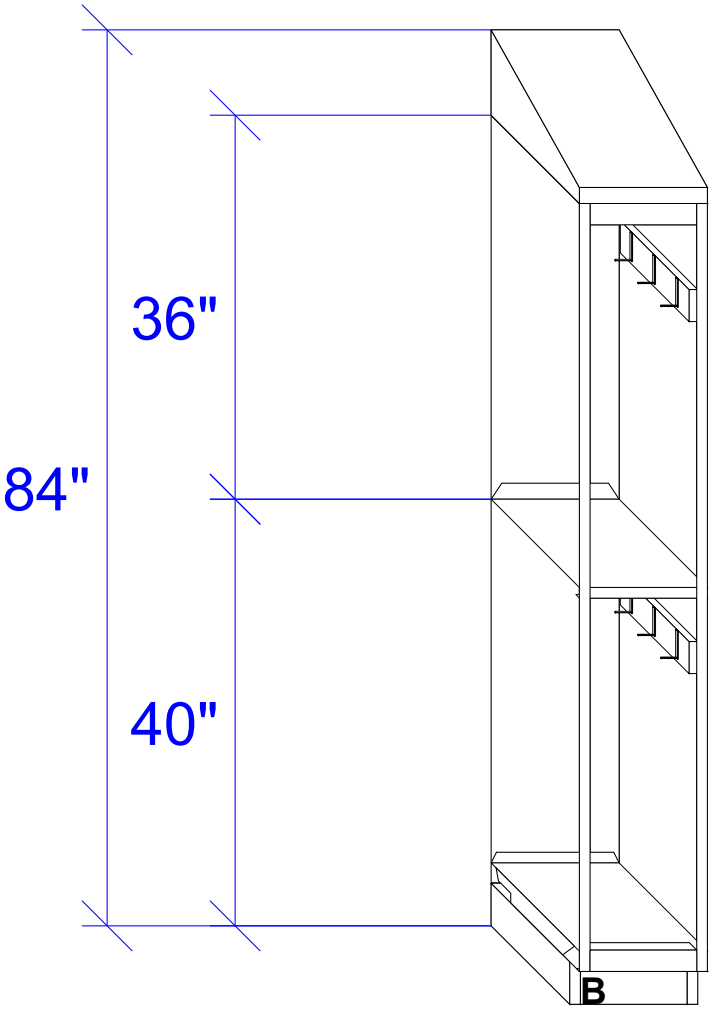
H92"
84"x24" d24"



- Sloped Top
- Solid Fronts
- Shelf w/Hanger Bar
- Hasp Lock
- Boot Tray
- Body Armor Tray
- Power
- HVAC Baffle

PL-1

H84"
72"x12" d18"



- Sloped Top
- Solid Fronts
- Shelf
- Hook Bracket
- Hasp Lock

PL-2



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

Scale
1:18

Rev level:

APPROVAL
This drawing Approved By:

Dated _____



Example of HVAC connection and Power Feed connection. Hole in sloped tops to be done by HVAC and Electrical contractor.

Chimney to be provide by Bradford Systems



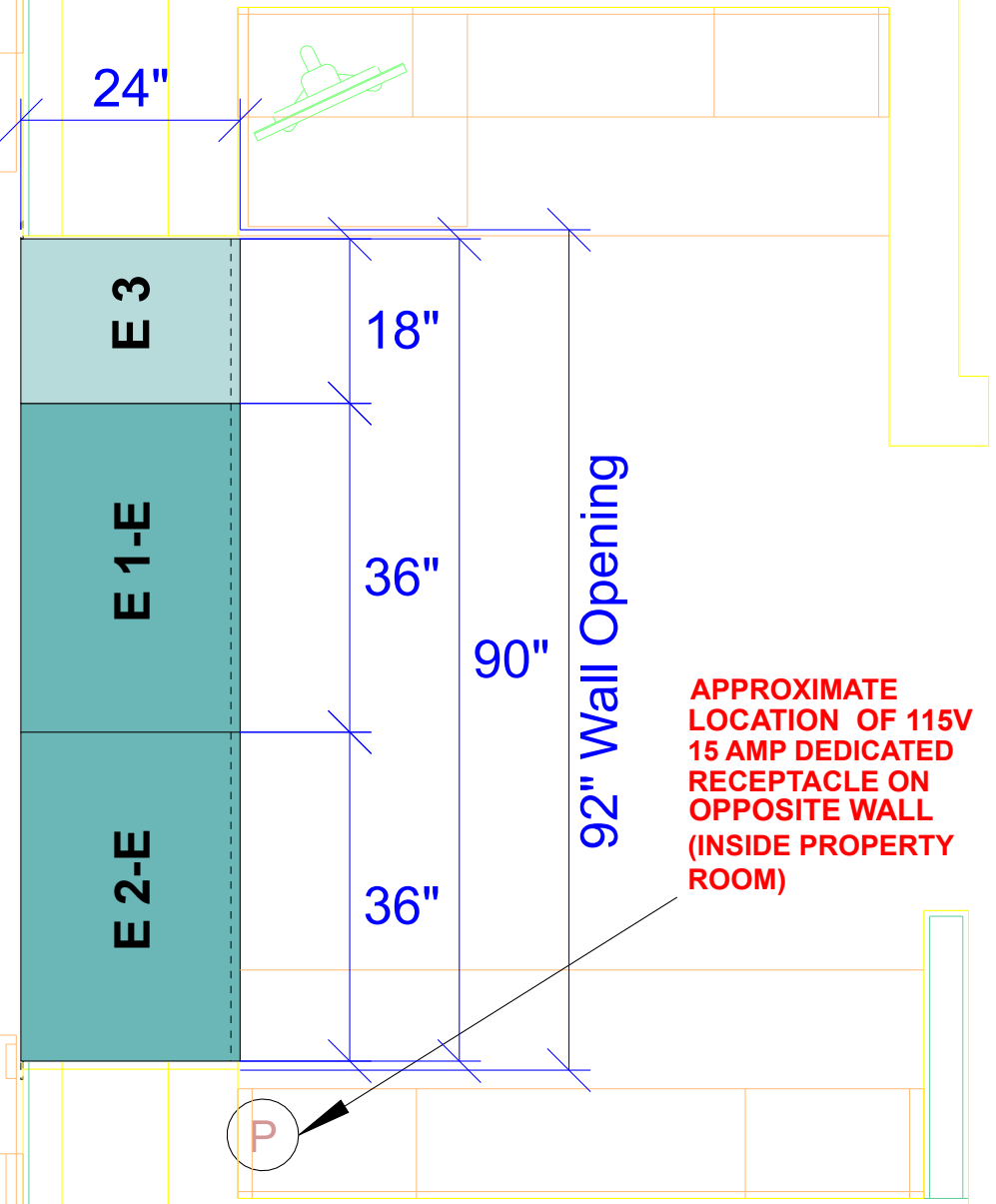
Project Name:
Creve Coeur Police Department

Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:22	Rev level:	

Please note that wall modification is required for new Evidence Locker

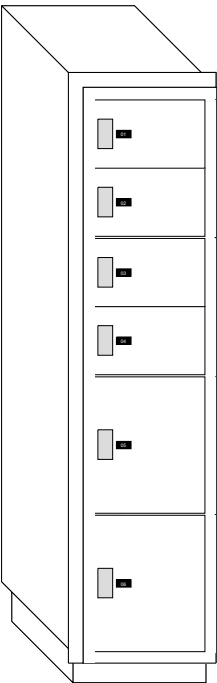
UNSECURE
EVID. PREP.
041

SECURE EVID.
PROC.
049

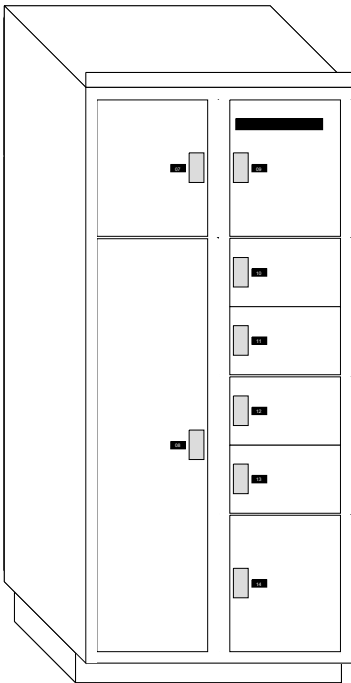


Project Name:
Creve Coeur Police Department

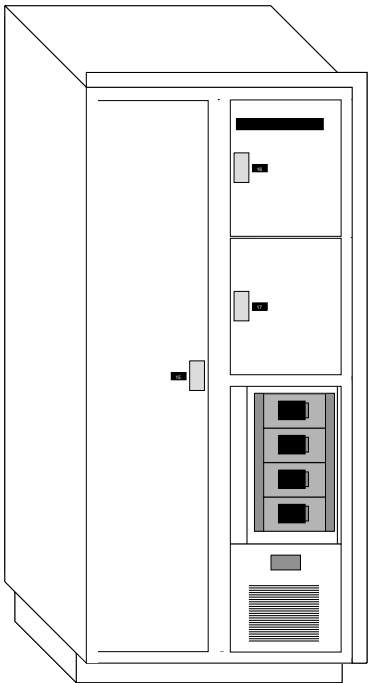
Project #:		APPROVAL This drawing Approved By: _____ Dated: _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:21	Rev level:	



E 3

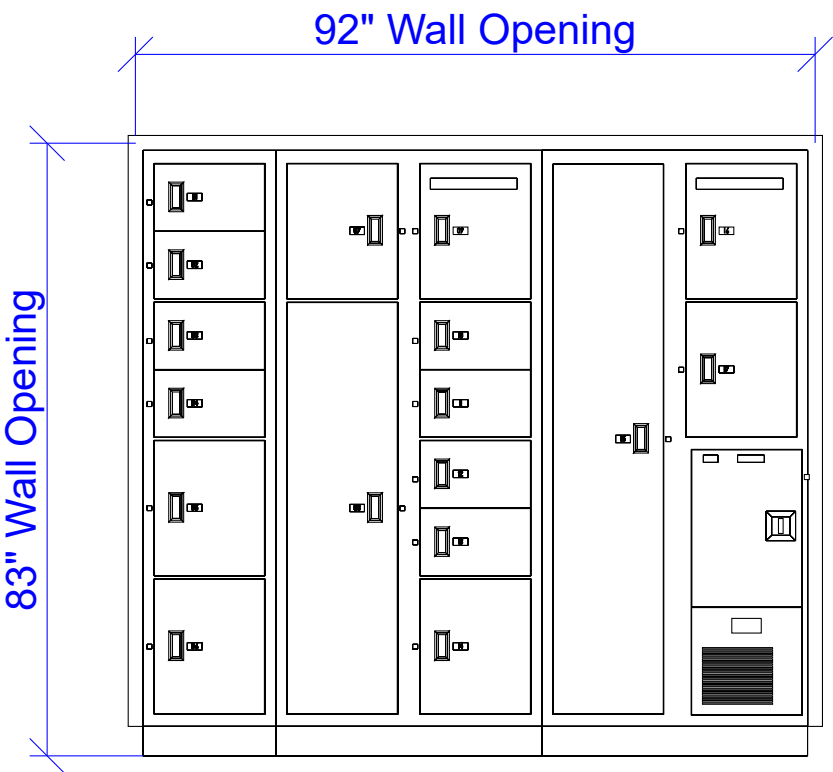


E 1

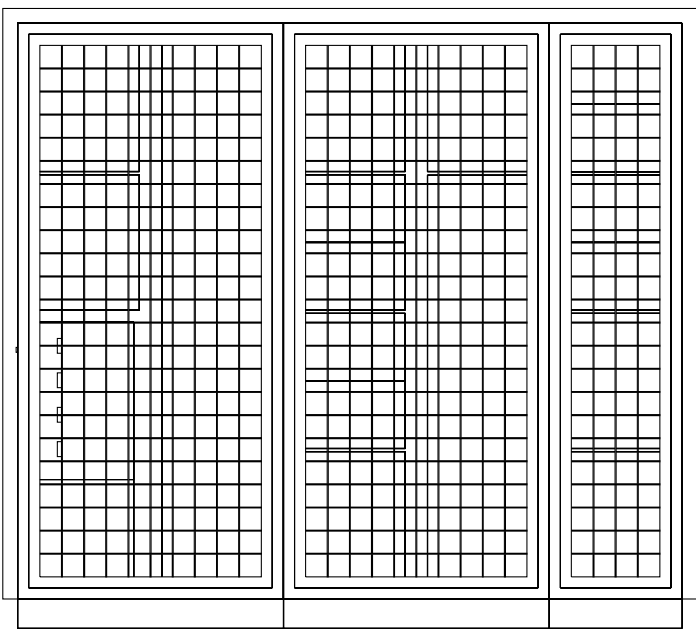


E 2

4 Opening
Refrigerator
Insert



Front



Back



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

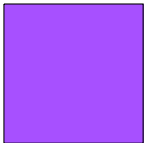
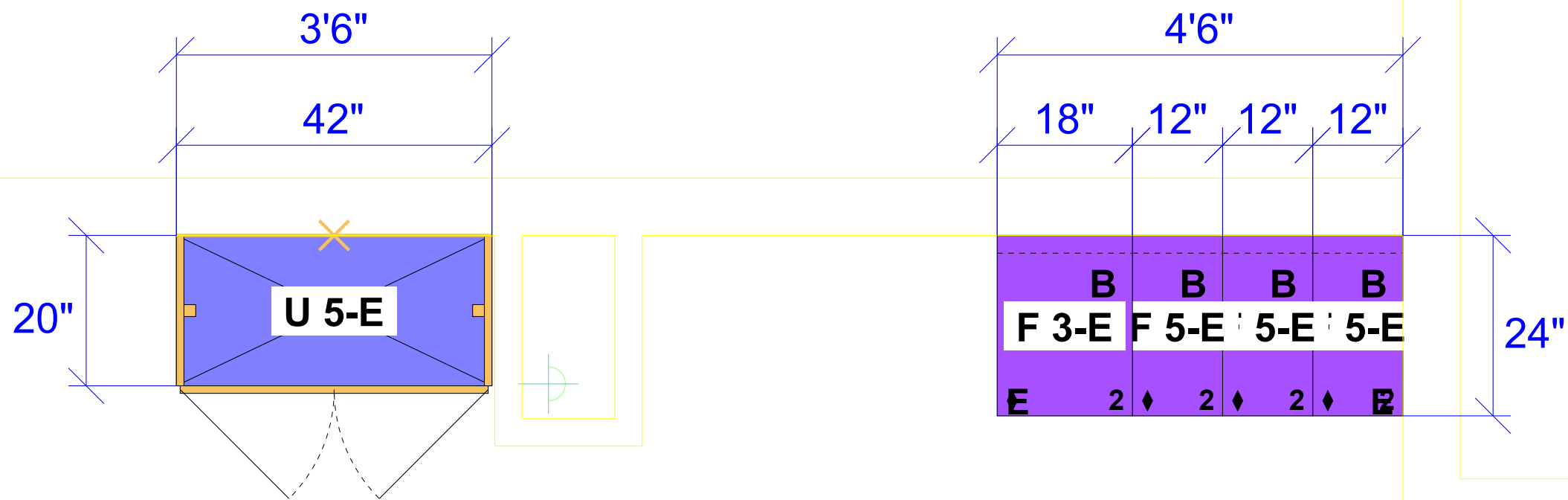
Date Printed:
03/26/2018

Scale
1:26

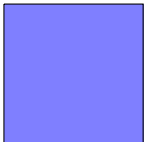
Rev level:

APPROVAL
This drawing Approved By:

Dated _____



Existing: Property Lockers



Existing: Prisoner Supply Cabinet



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

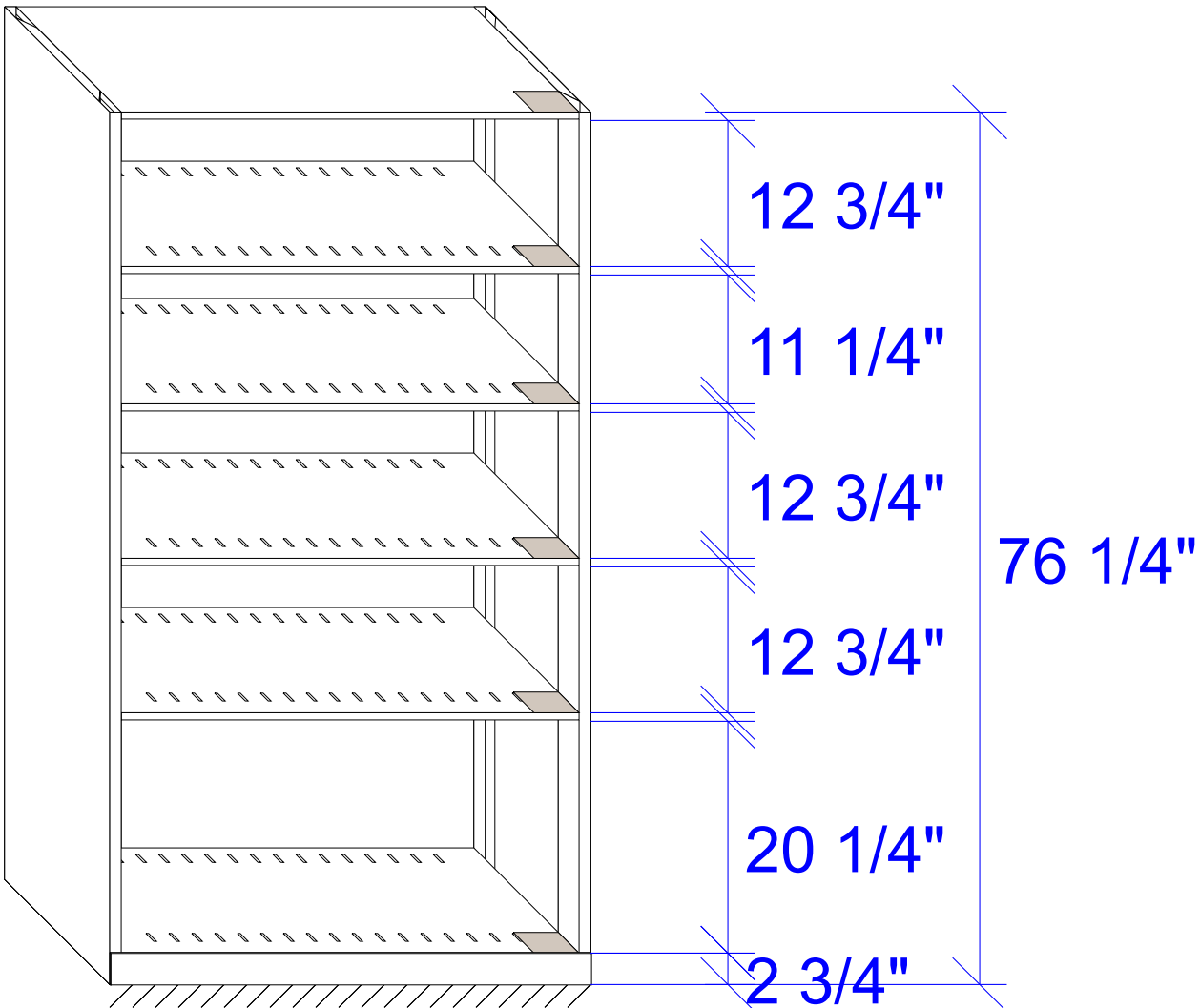
Scale
1:19

Rev level:

APPROVAL
This drawing Approved By:

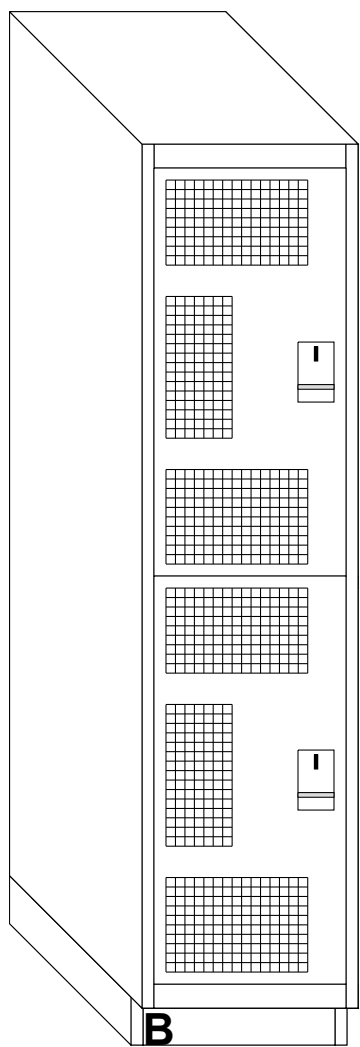
Dated _____

H76 1/4"
76 1/4"x42" d20"



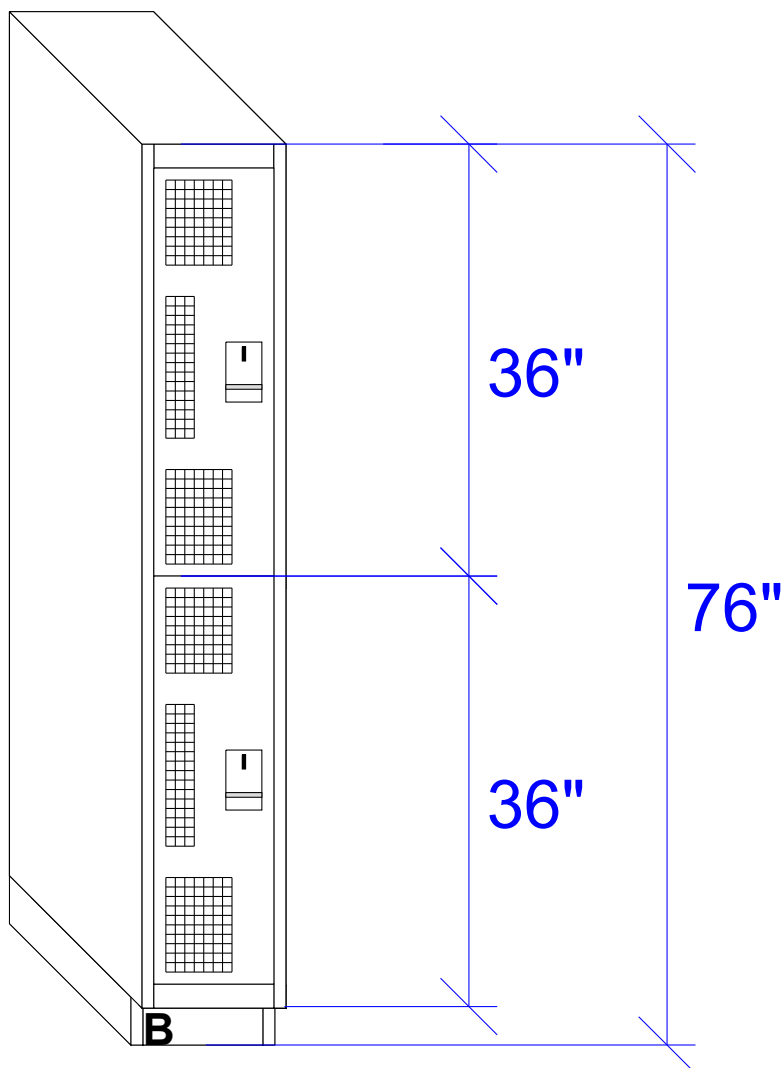
U 5

H76"
72"x18" d24"



F 3

H76"
72"x12" d24"

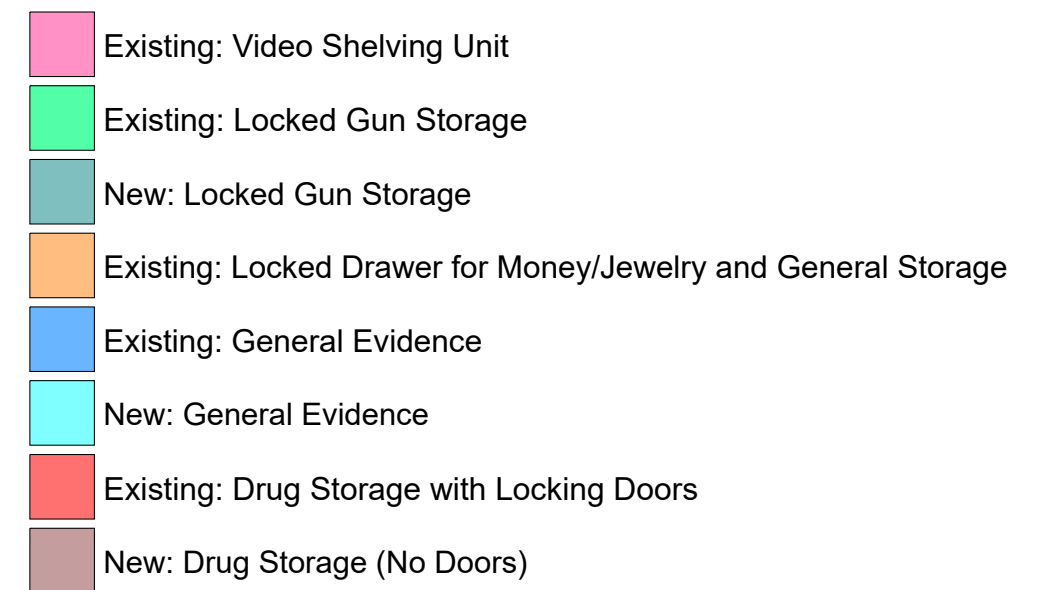


F 5



Project Name:
Creve Coeur Police Department

Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 3/4" = 1'	Rev level:	



Project #:

APPROVAL
This drawing Approved By:

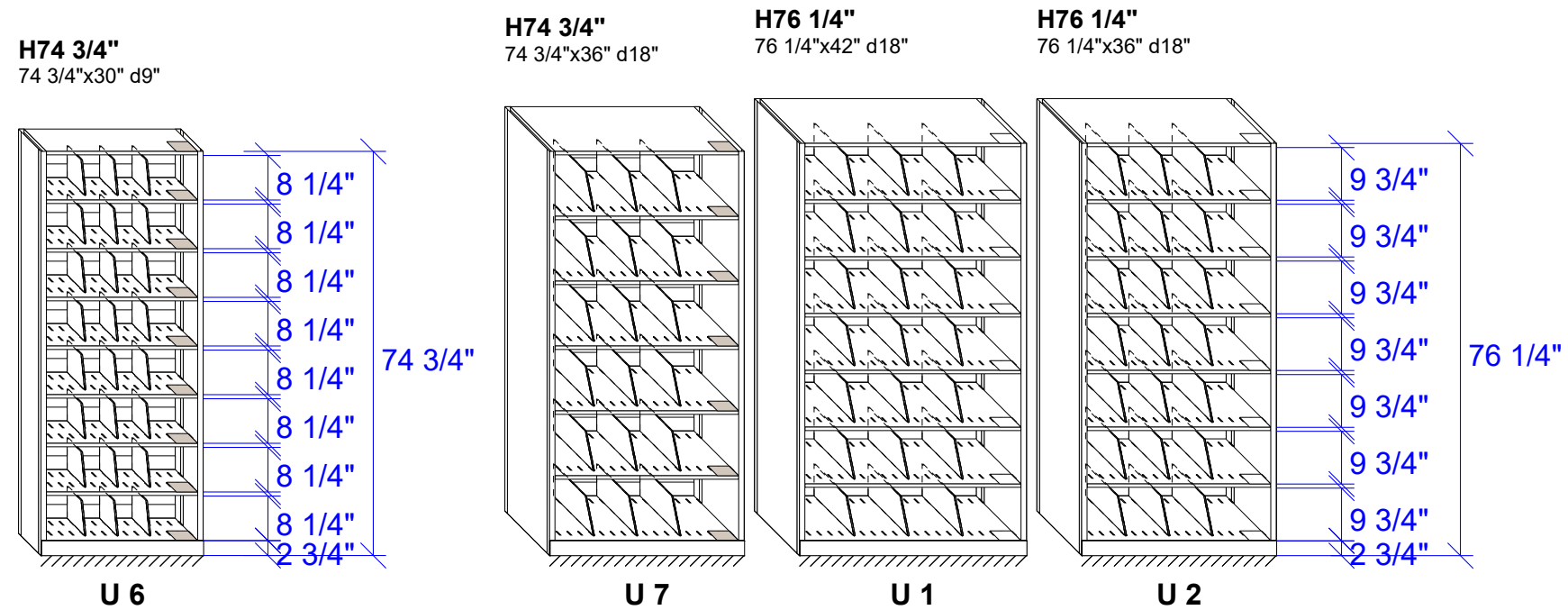
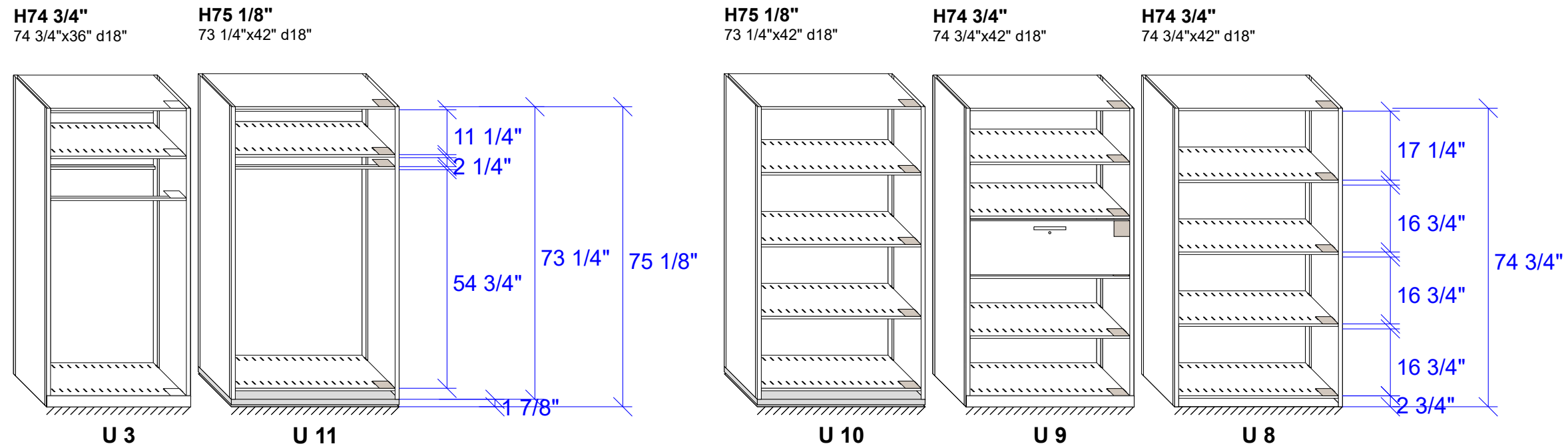
Drawn by:
Curt Rogers

Dated_____

Date Printed:
03/26/2018

Scale
1:41

Rev level:



Project Name:
Creve Coeur Police Department

Project #:

APPROVAL
This drawing Approved By: _____

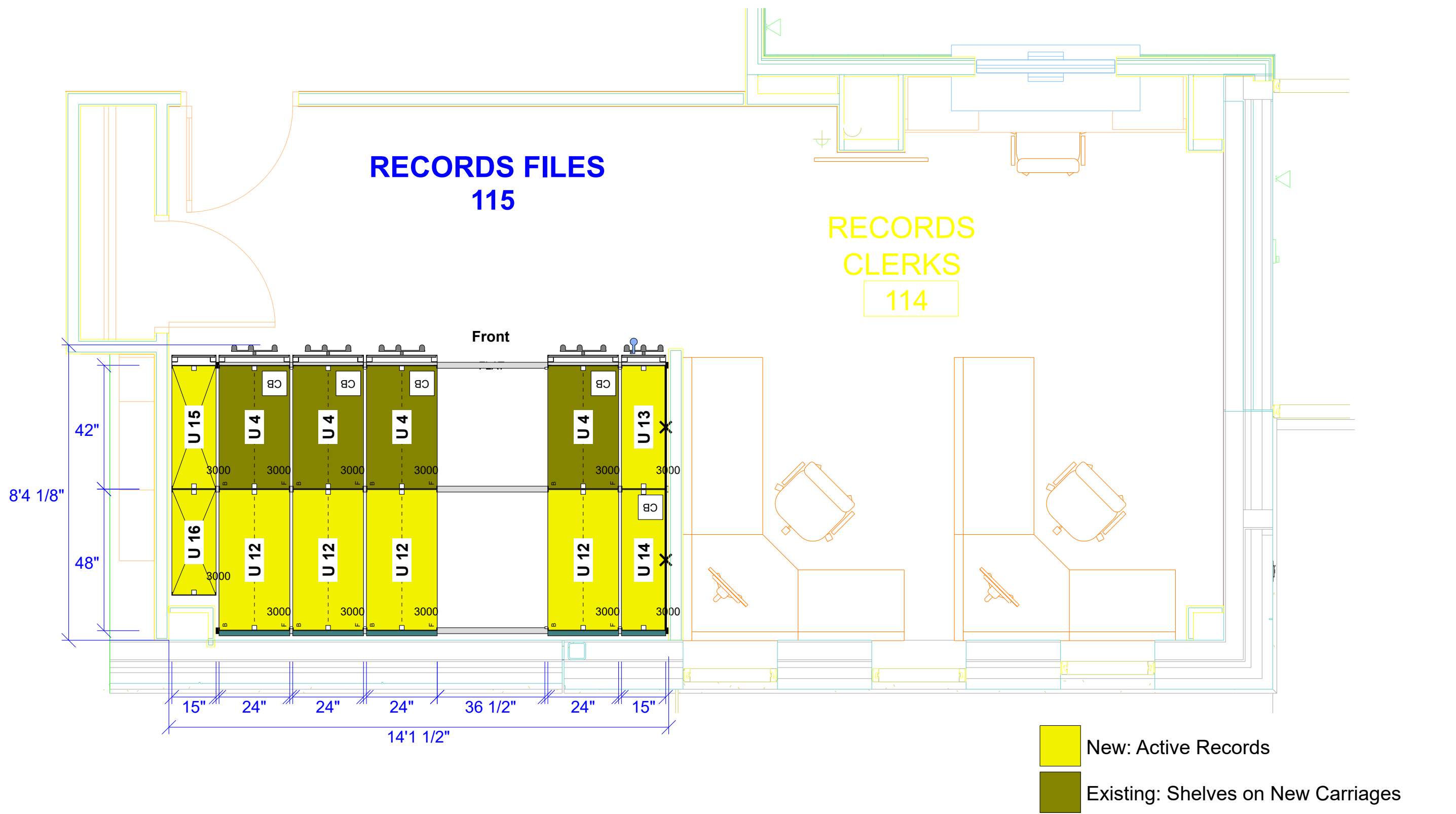
Drawn by:
Curt Rogers

Dated: _____

Date Printed:
03/26/2018

Scale
3/8" = 1'

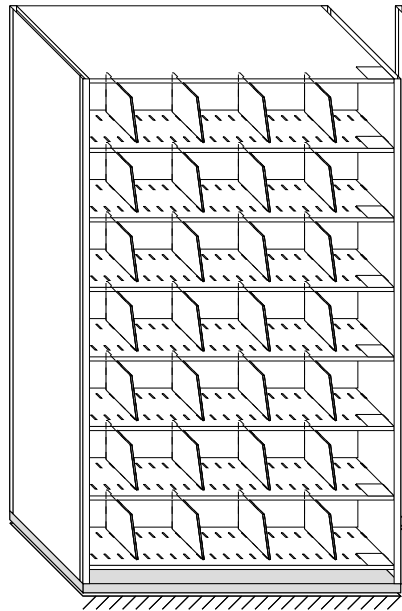
Rev level:



Project Name:
Creve Coeur Police Department

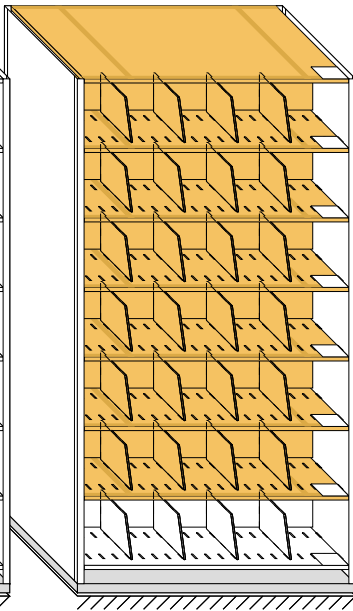
Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:33	Rev level:	

H78 1/8"
76 1/4"x48" d24"



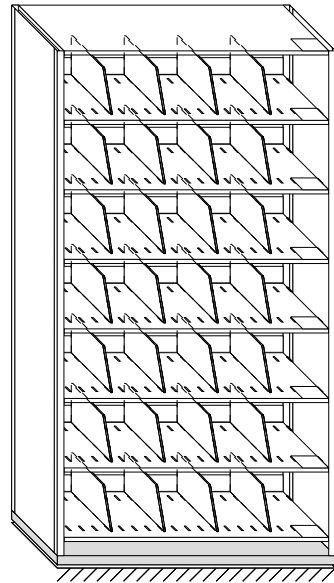
U 12-F

H78 1/8"
76 1/4"x42" d24"



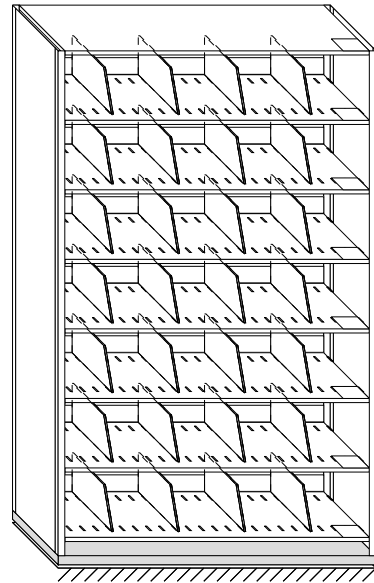
U 4-F

H78 1/8"
76 1/4"x42" d15"



U 13

H78 1/8"
76 1/4"x48" d15"



U 14

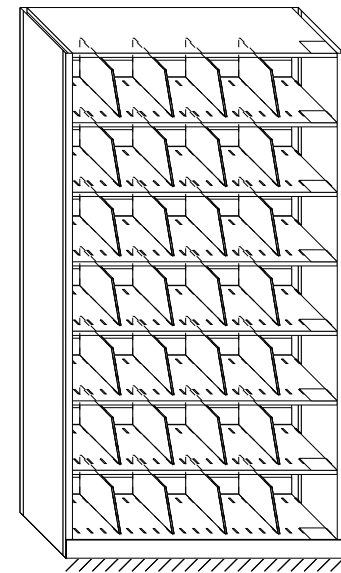
9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"

76 1/4"

78 1/8"

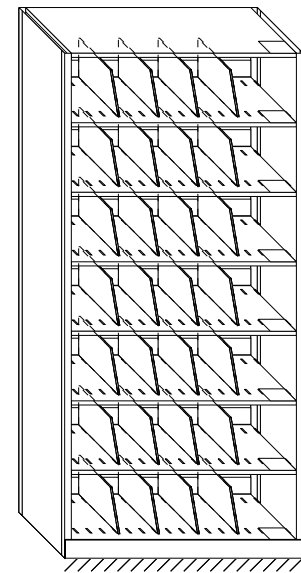
1 7/8"

H76 1/4"
76 1/4"x42" d15"



U 15

H76 1/4"
76 1/4"x36" d15"



U 16

9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"
9 3/4"
2 3/4"

76 1/4"



Project Name:

Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

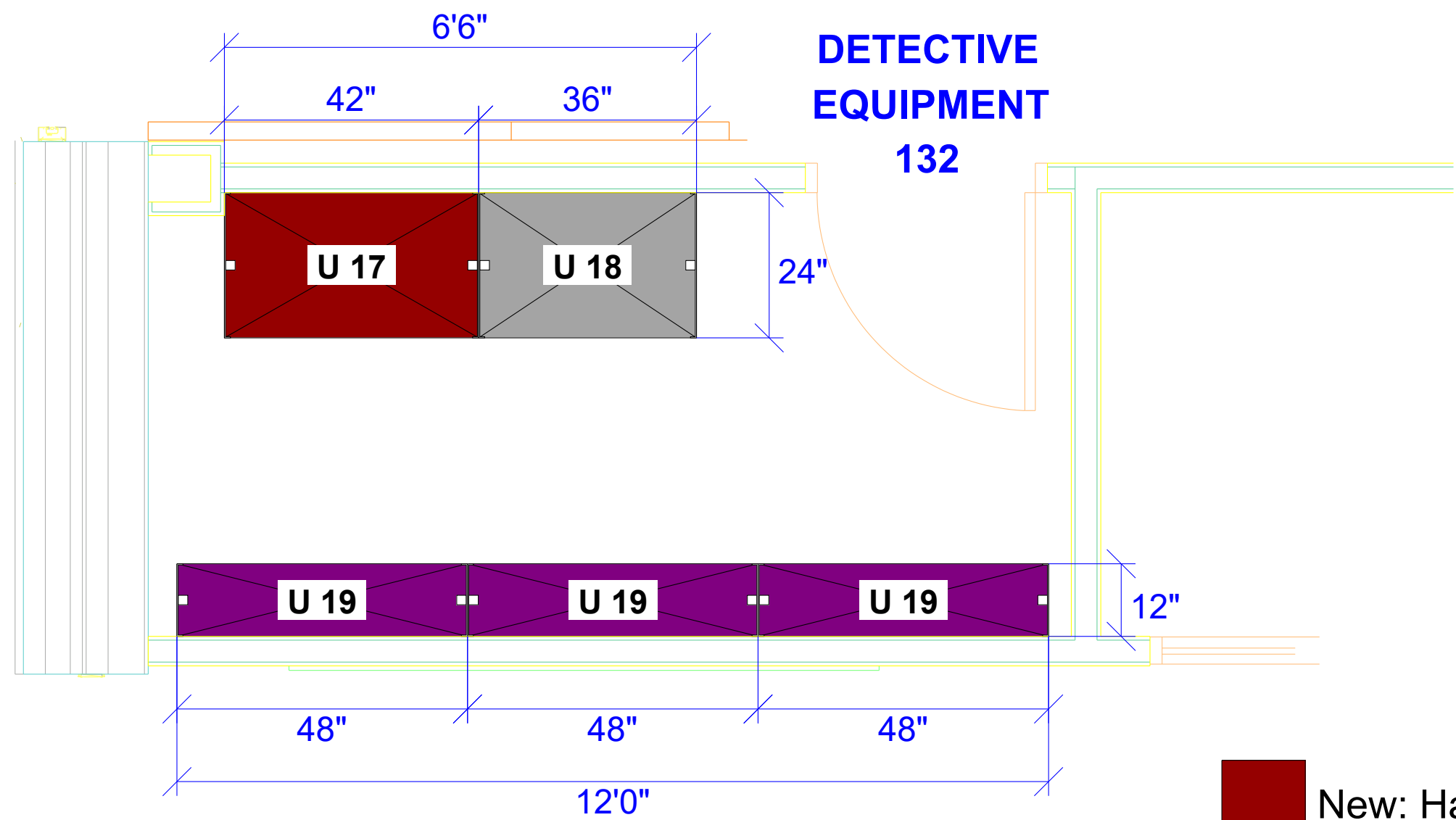
Date Printed:
03/26/2018

Scale
1:29

Rev level:

APPROVAL
This drawing Approved By:

Dated _____



-  New: Hanging/Duffle Bag Storage
-  New: Duffle Bag Storage
-  New: Shelving to Store Charging Items



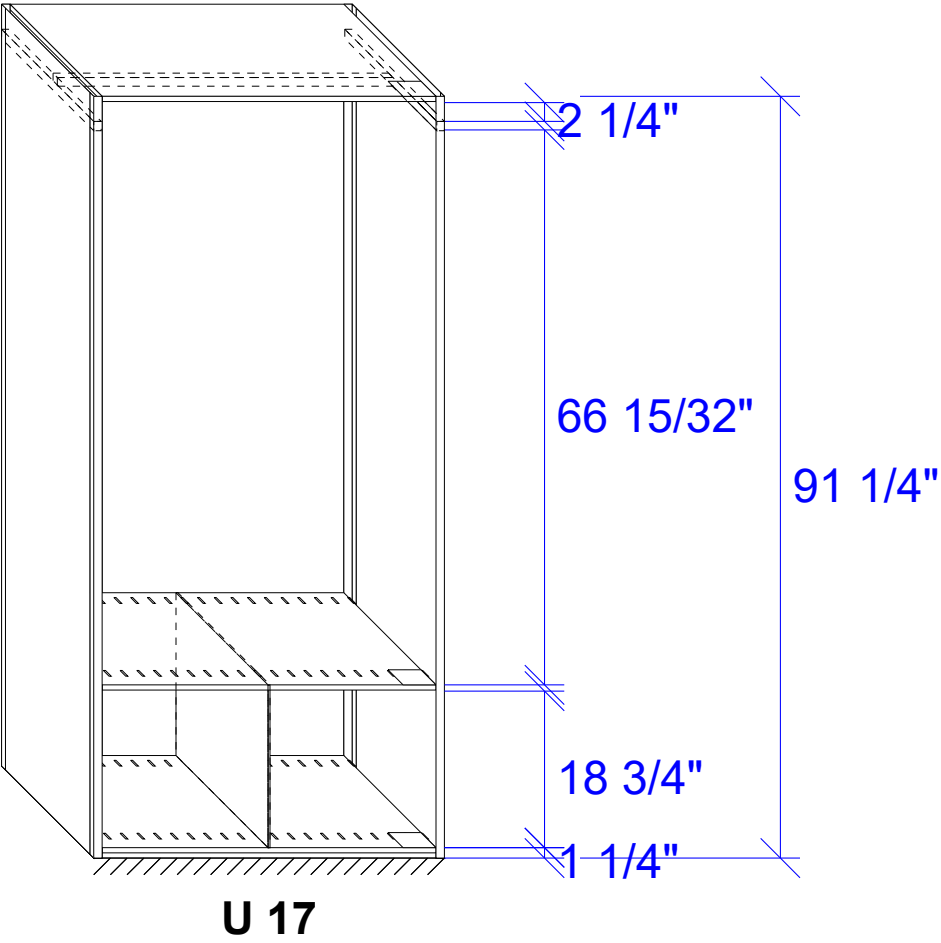
Project Name:
Creve Coeur Police Department

Project #:	
Drawn by: Curt Rogers	
Date Printed: 03/26/2018	
Scale 1:23	Rev level:

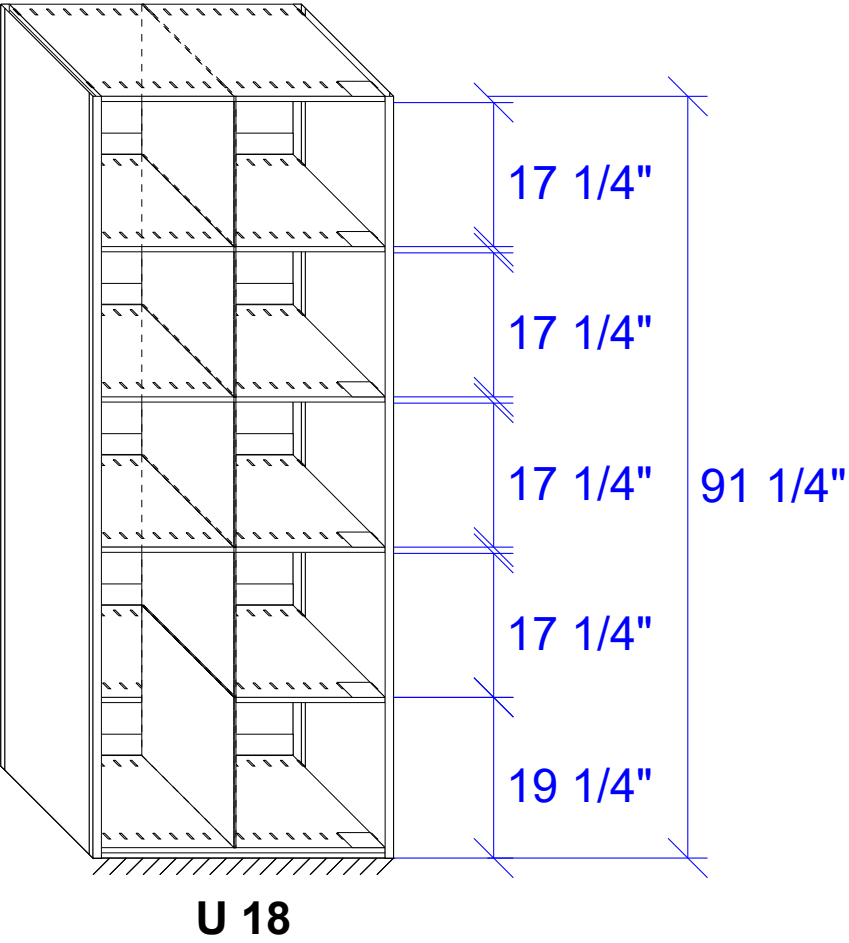
APPROVAL
This drawing Approved By: _____

Dated _____

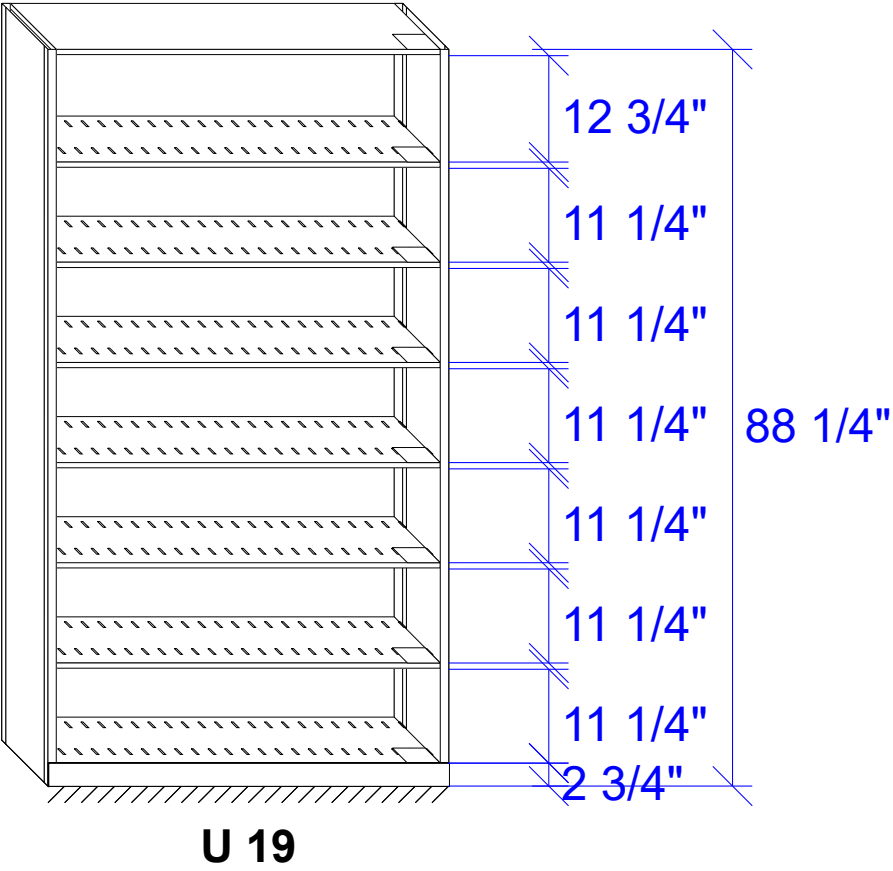
H91 1/4"
91 1/4"x42" d24"



H91 1/4"
91 1/4"x36" d24"



H88 1/4"
88 1/4"x48" d12"



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

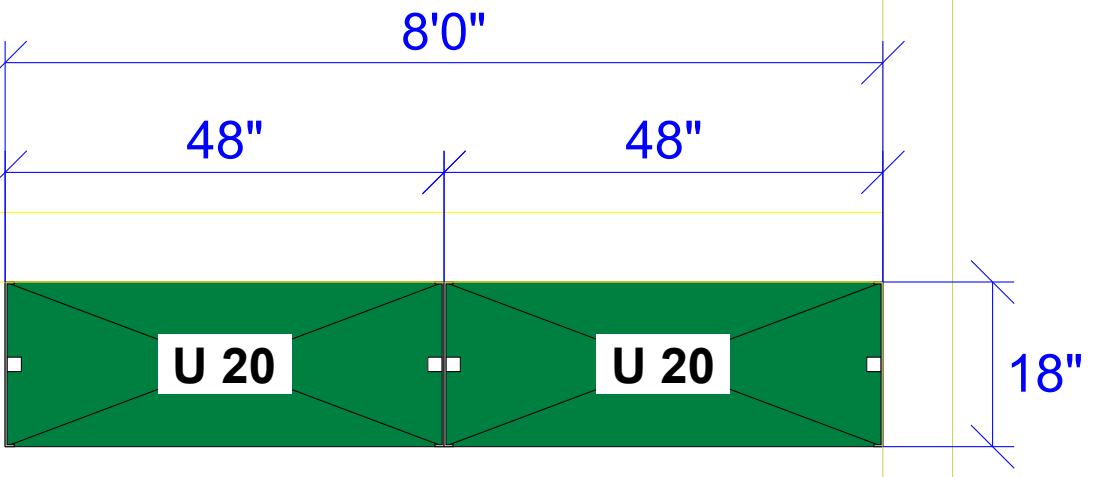
Scale
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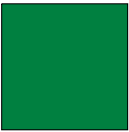
Rev level:

APPROVAL
This drawing Approved By:

Dated _____

MEAL PREP./
LAUNDRY
019



 New: Linen Storage



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

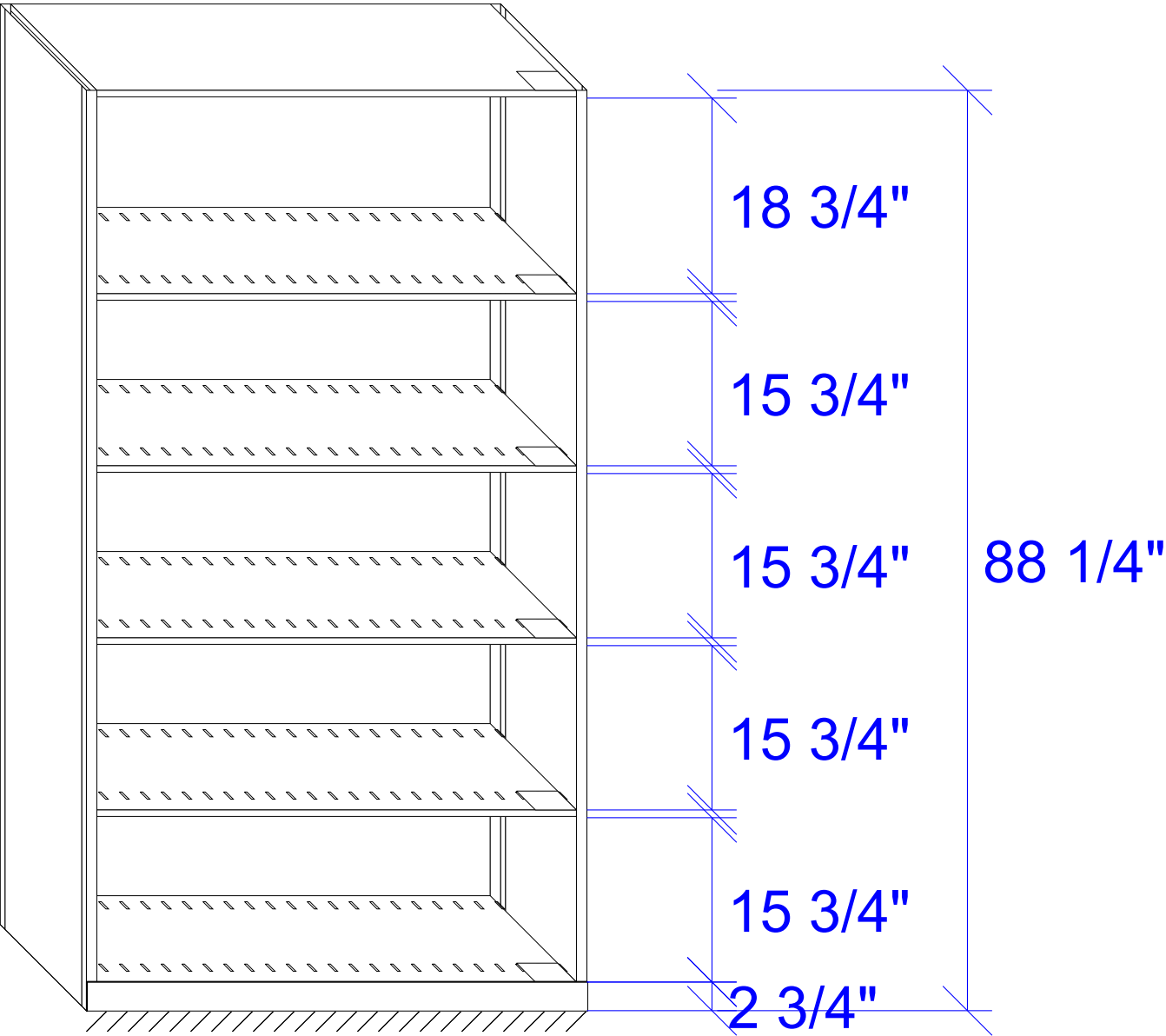
Scale
1:21

Rev level:

APPROVAL
This drawing Approved By:

Dated _____

H88 1/4"
88 1/4"x48" d18"



U 20



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

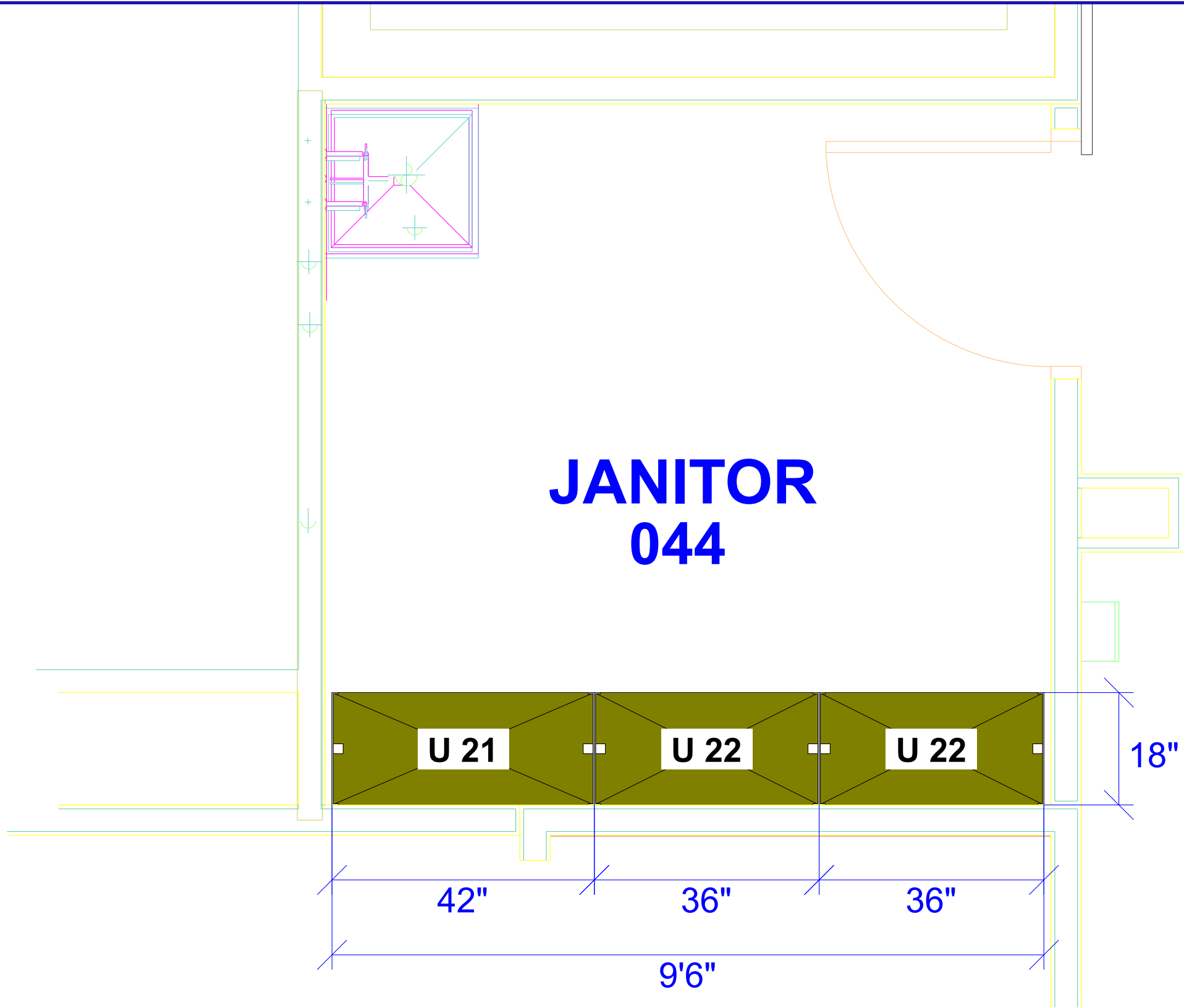
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03/26/2018

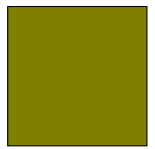
Scale
3/4" = 1"

Rev level:

APPROVAL
This drawing Approved By:

Dated _____



 New: Janitorial Storage

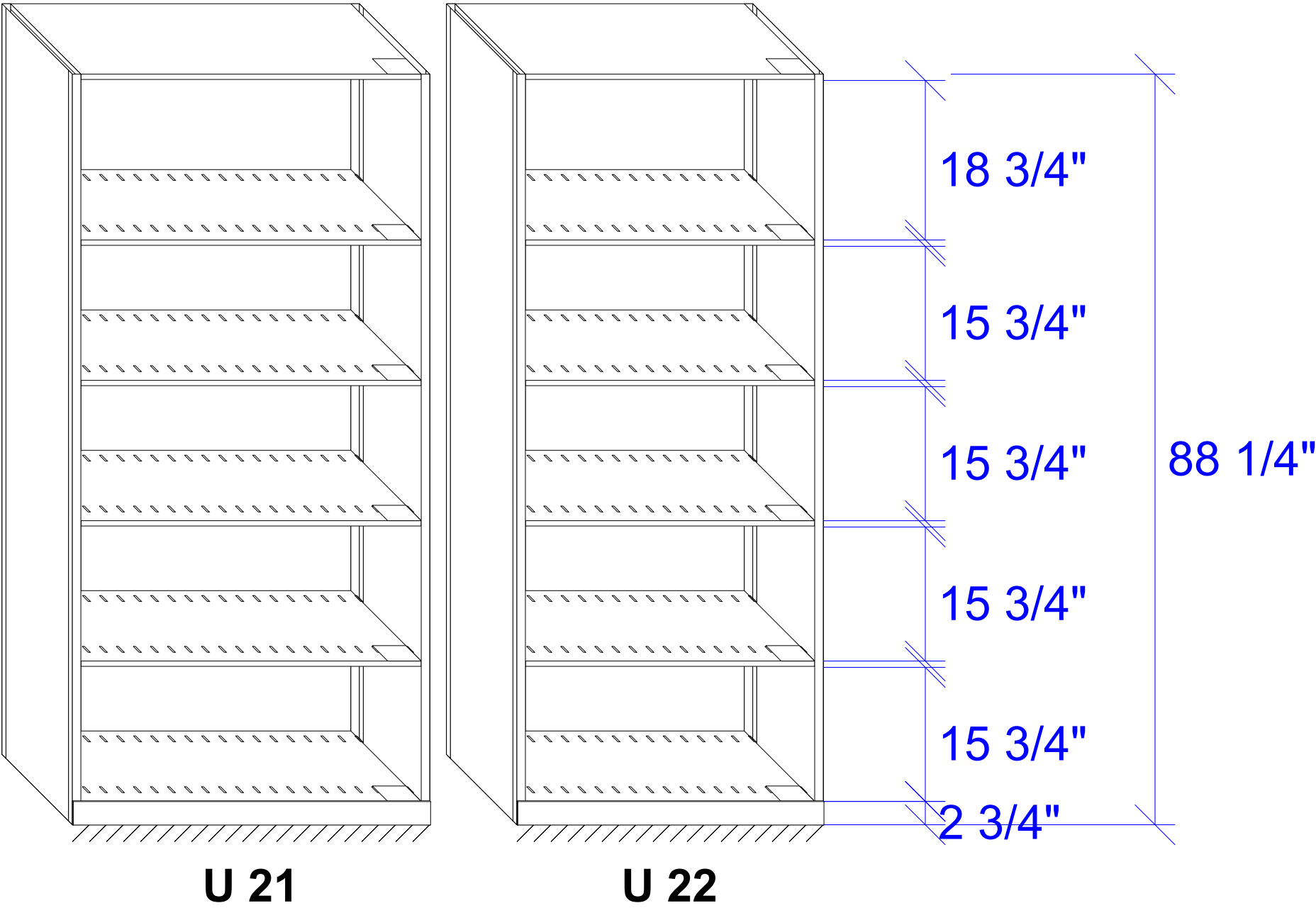


Project Name:
Creve Coeur Police Department

Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:19	Rev level:	

H88 1/4"
88 1/4"x42" d18"

H88 1/4"
88 1/4"x36" d18"



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

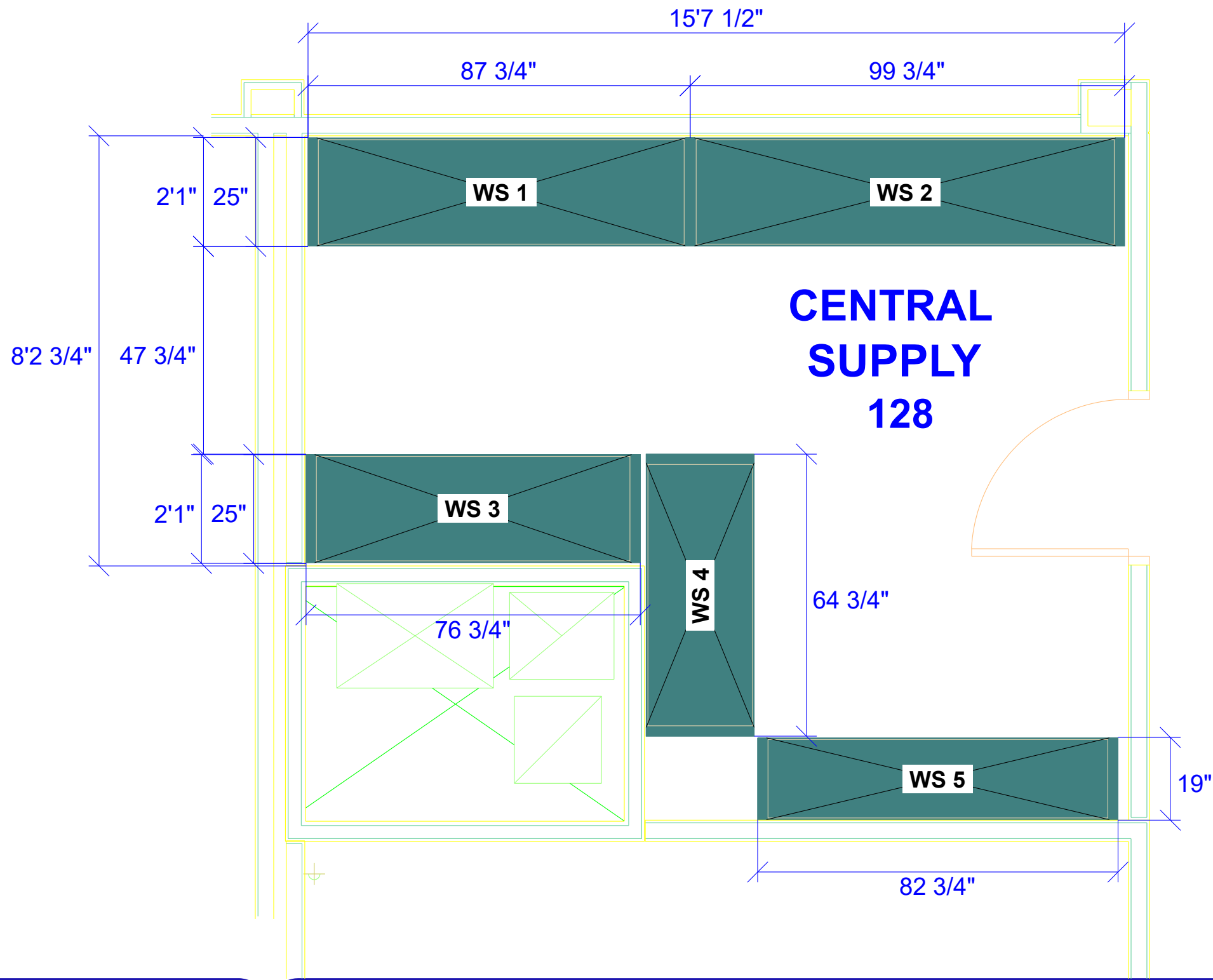
Date Printed:
03/26/2018

Scale
3/4" = 1'

Rev level:

APPROVAL
This drawing Approved By:

Dated _____



**CENTRAL
SUPPLY
128**

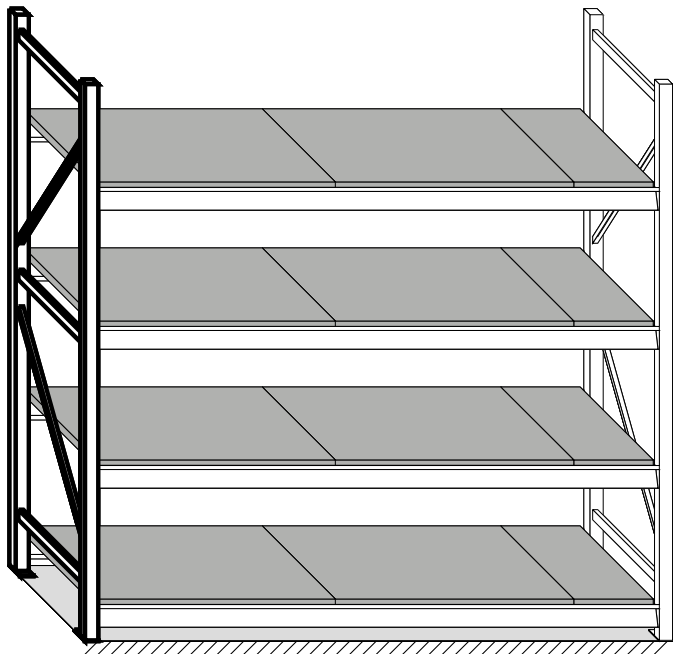
 New: Central/CPO Storage Shelving



Project Name:
Creve Coeur Police Department

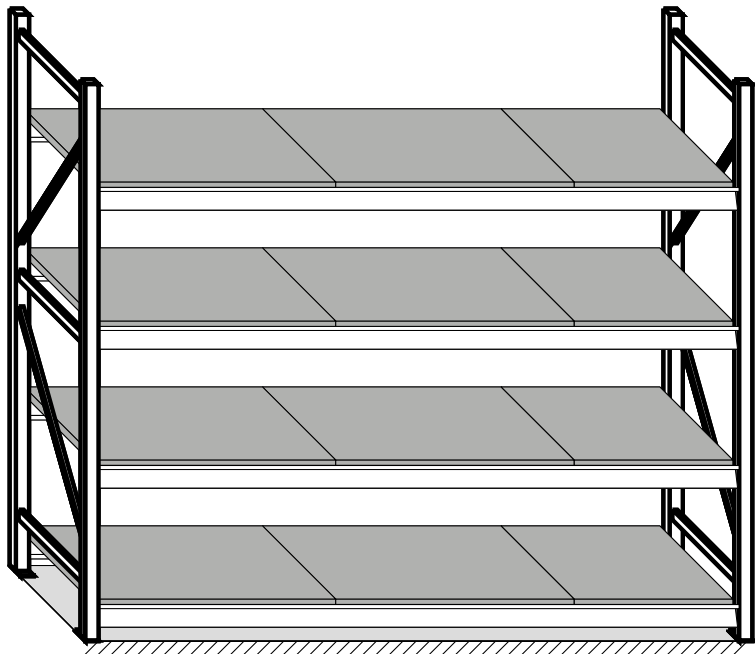
Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:28	Rev level:	

H84"
84"x84" d24"



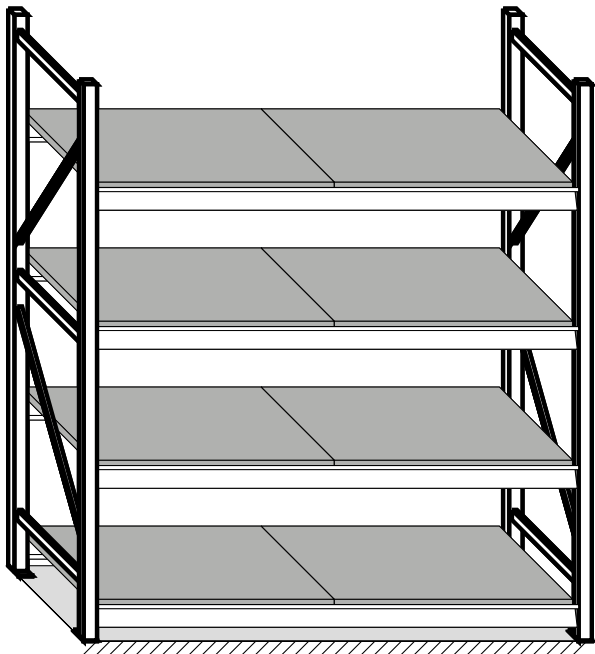
WS 1

H84"
84"x96" d24"



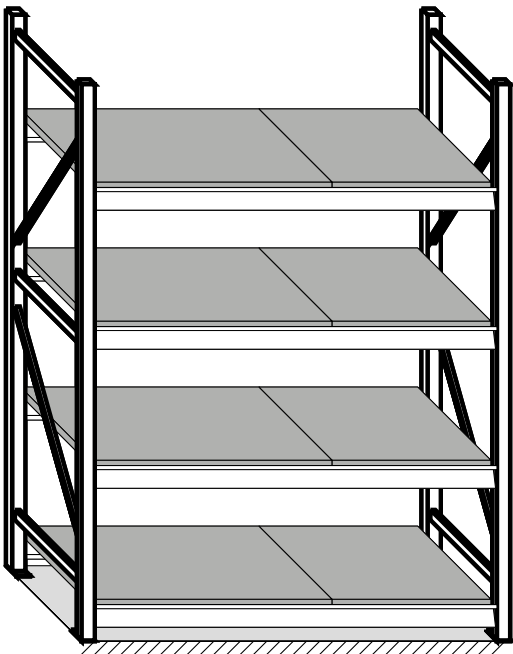
WS 2

H84"
84"x72" d24"



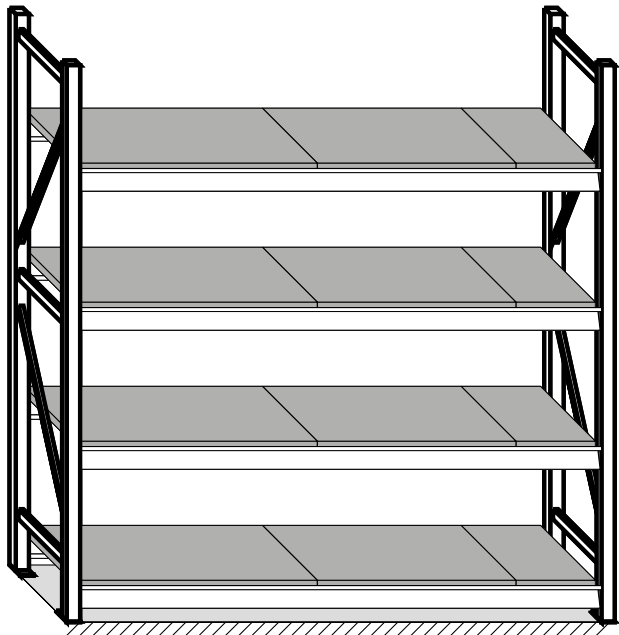
WS 3

H84"
84"x60" d24"



WS 4

H84"
84"x78" d18"



WS 5



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

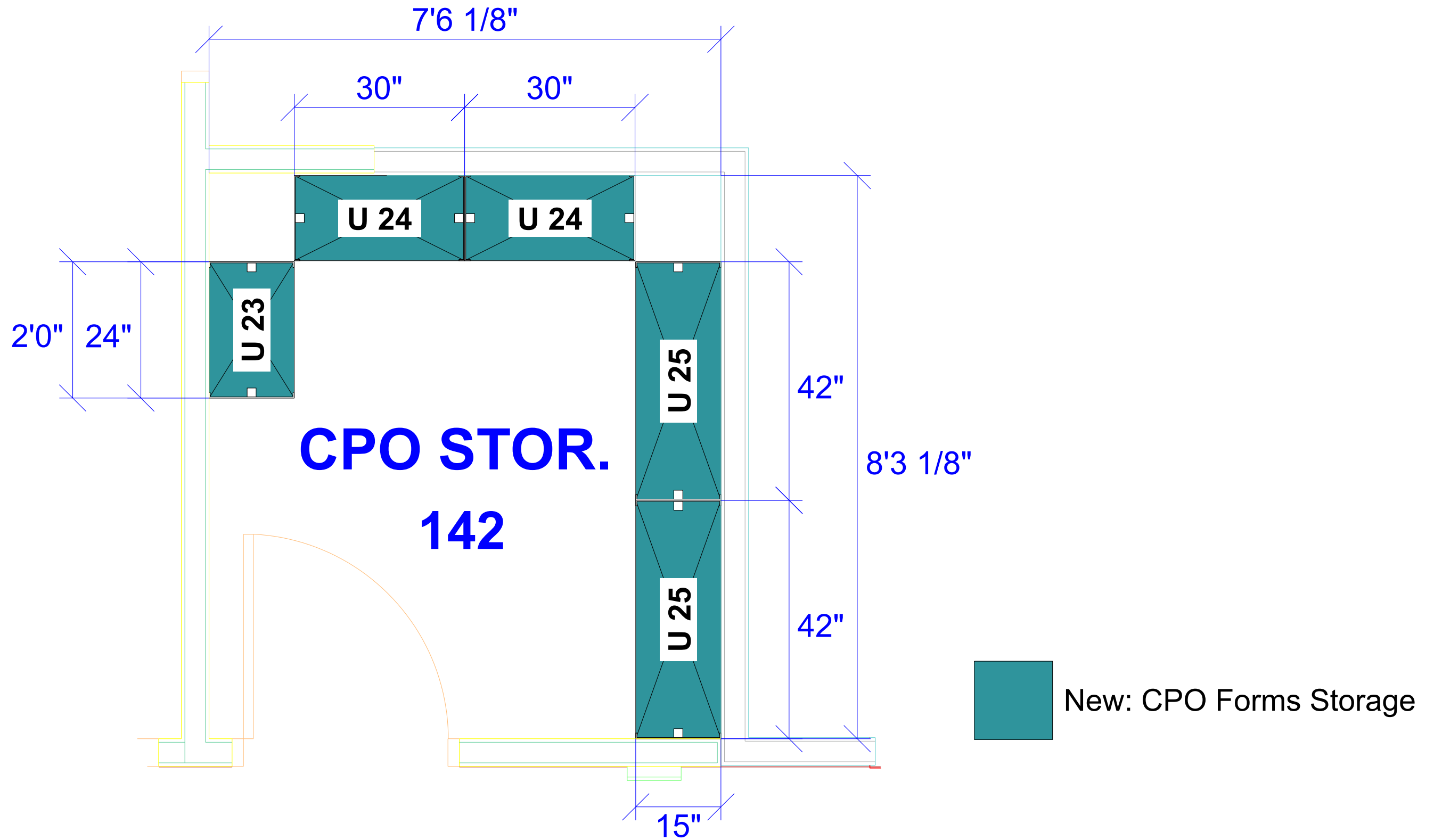
Date Printed:
03/26/2018

Scale
1:29

Rev level:

APPROVAL
This drawing Approved By:

Dated _____



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

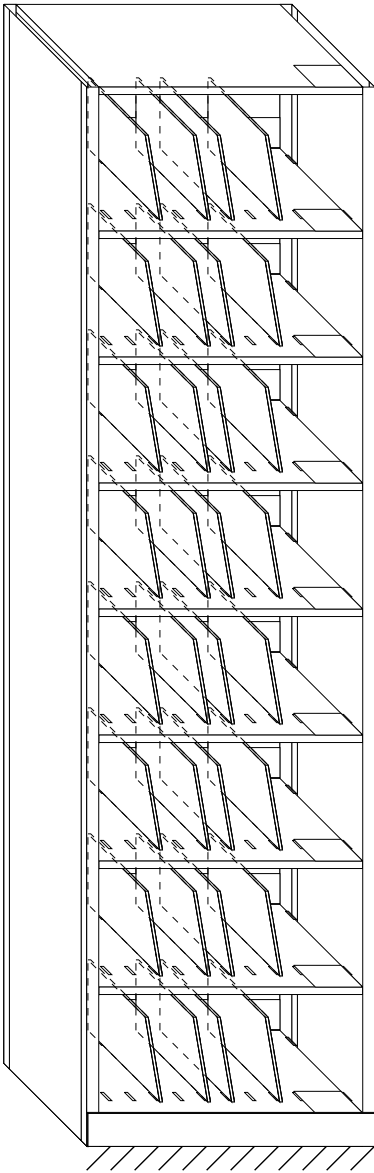
Scale
1:18

Rev level:

APPROVAL
This drawing Approved By:

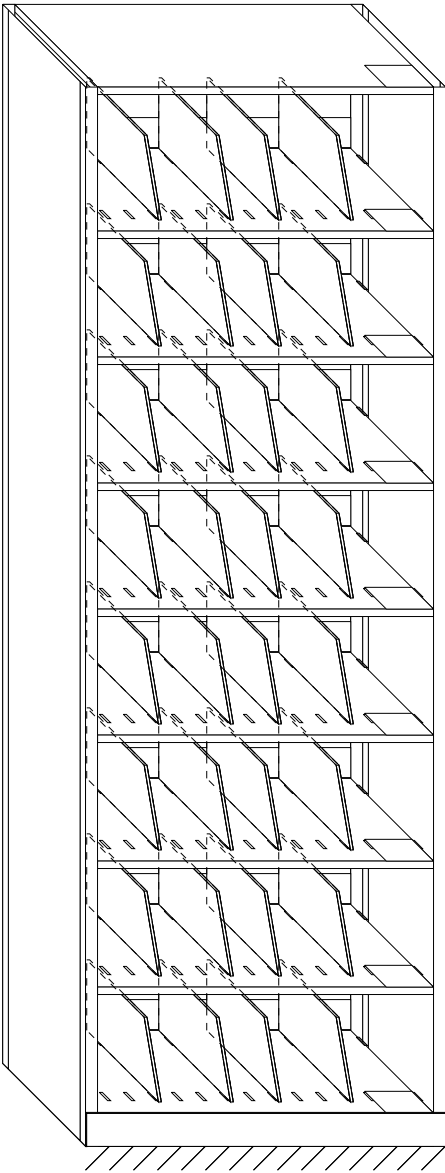
Dated _____

H88 1/4"
88 1/4"x24" d15"



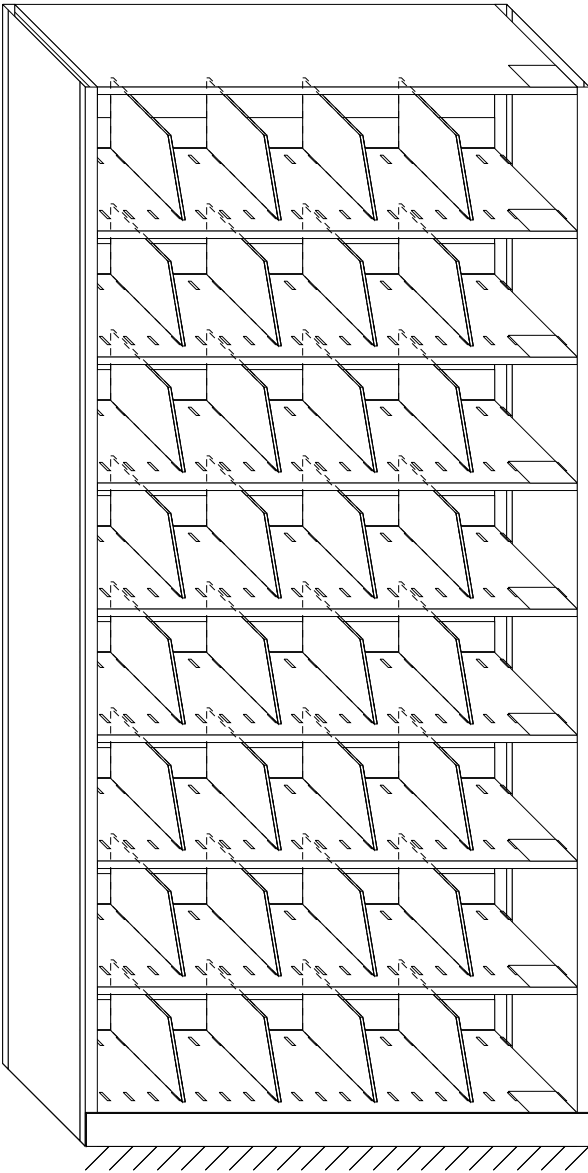
U 23

H88 1/4"
88 1/4"x30" d15"

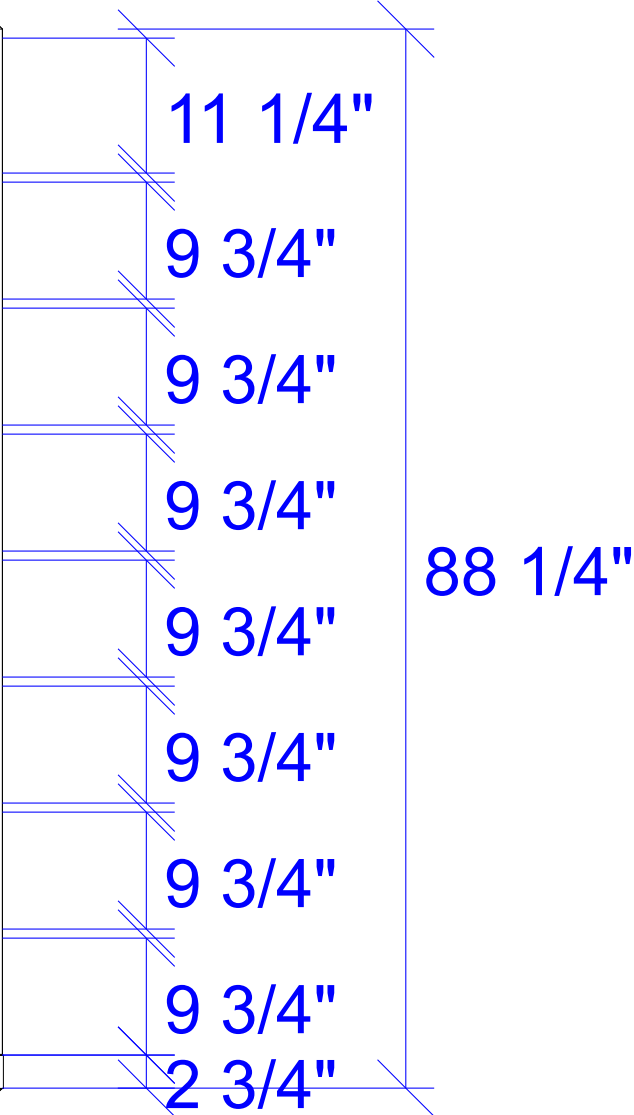


U 24

H88 1/4"
88 1/4"x42" d15"



U 25



Project Name:
Creve Coeur Police Department

Project #:

APPROVAL
This drawing Approved By: _____

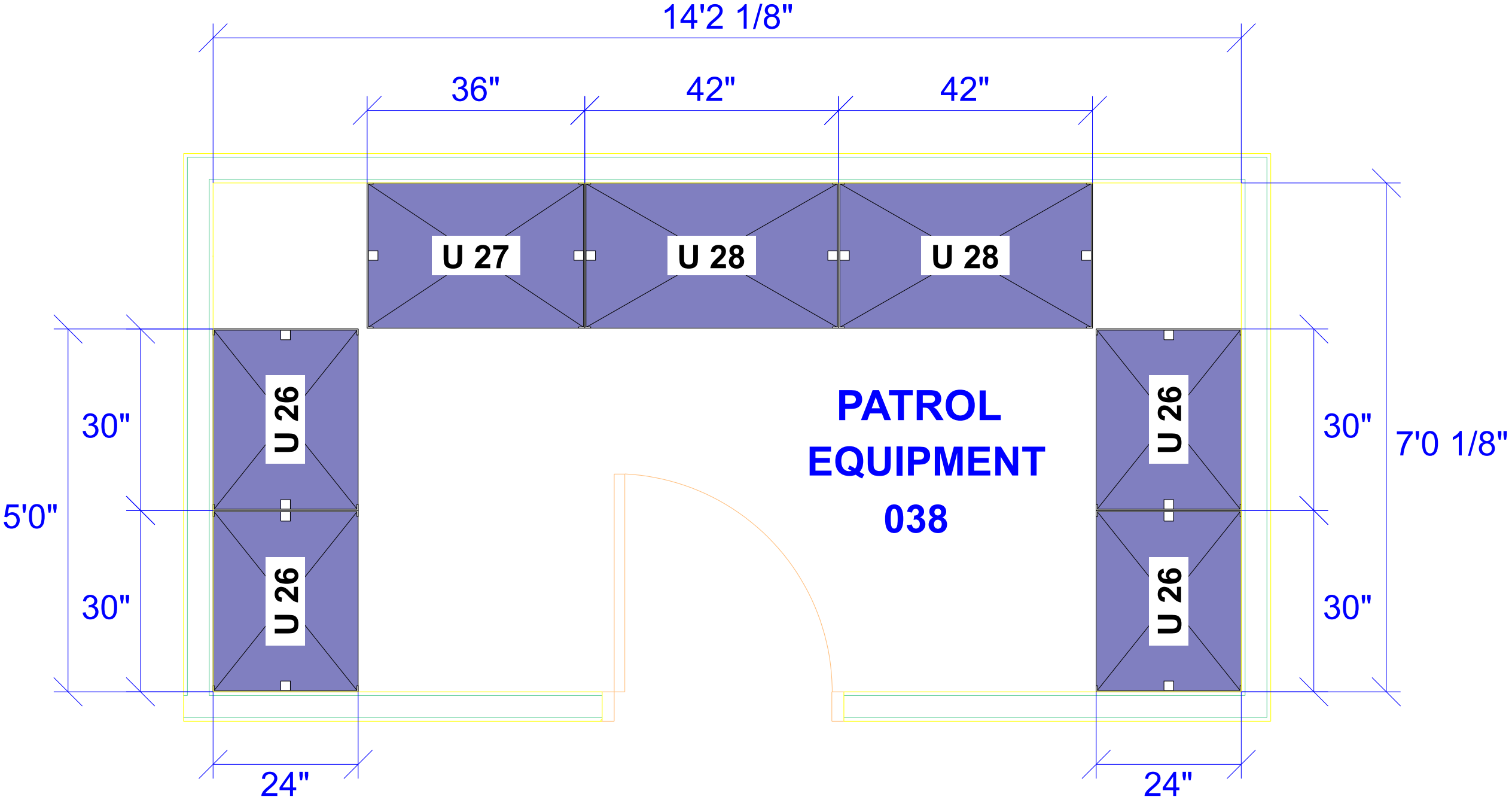
Drawn by:
Curt Rogers

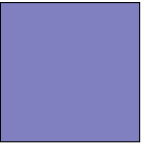
Dated _____

Date Printed:
03/26/2018

Scale
3/4" = 1'

Rev level:



 New: Patrol Storage Shelving



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

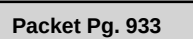
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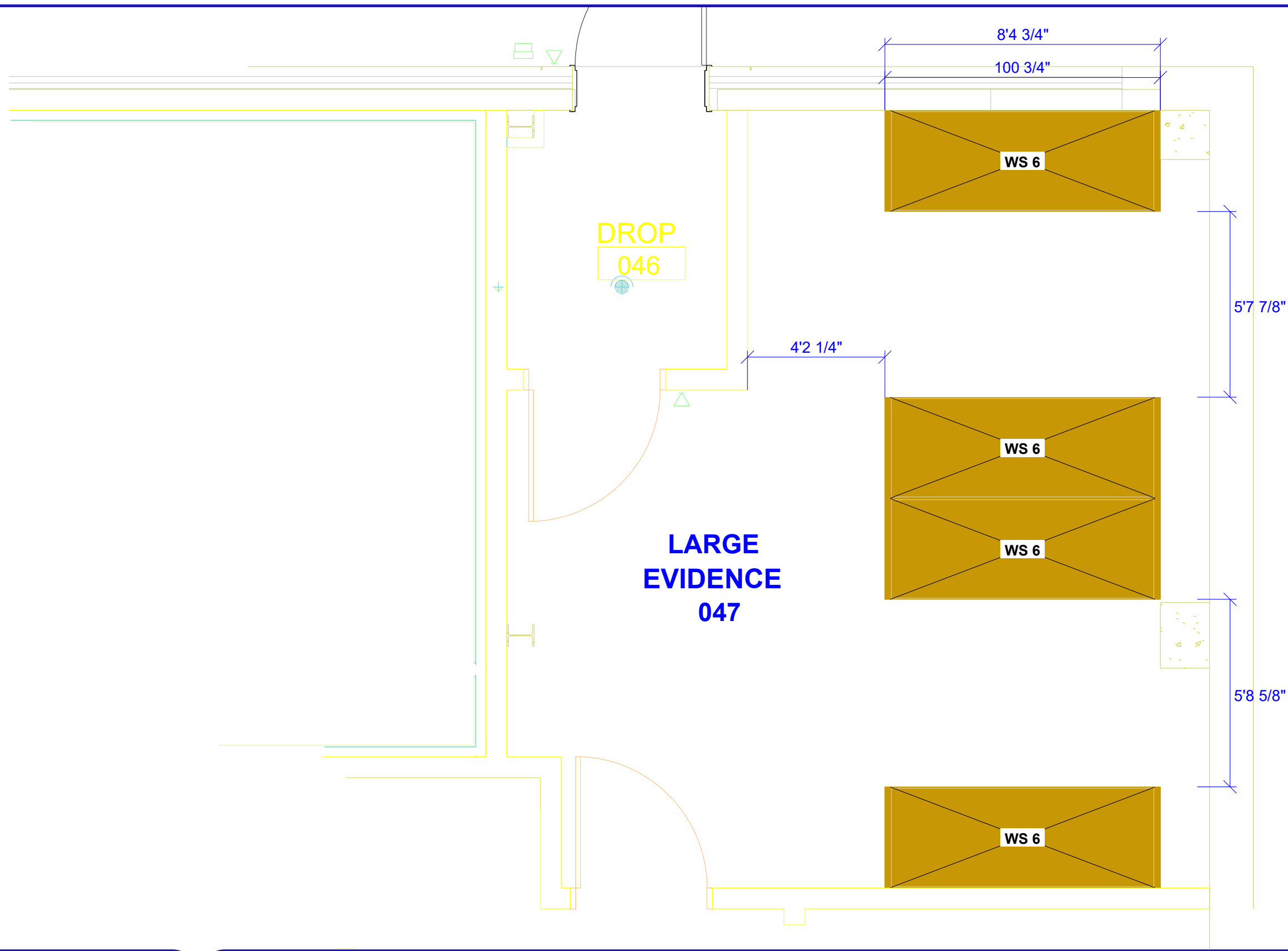
Rev level:

APPROVAL
This drawing Approved By:

Dated _____

H88 1/4"
88 1/4"x42" d24"





 New: Bulk Evidence Storage



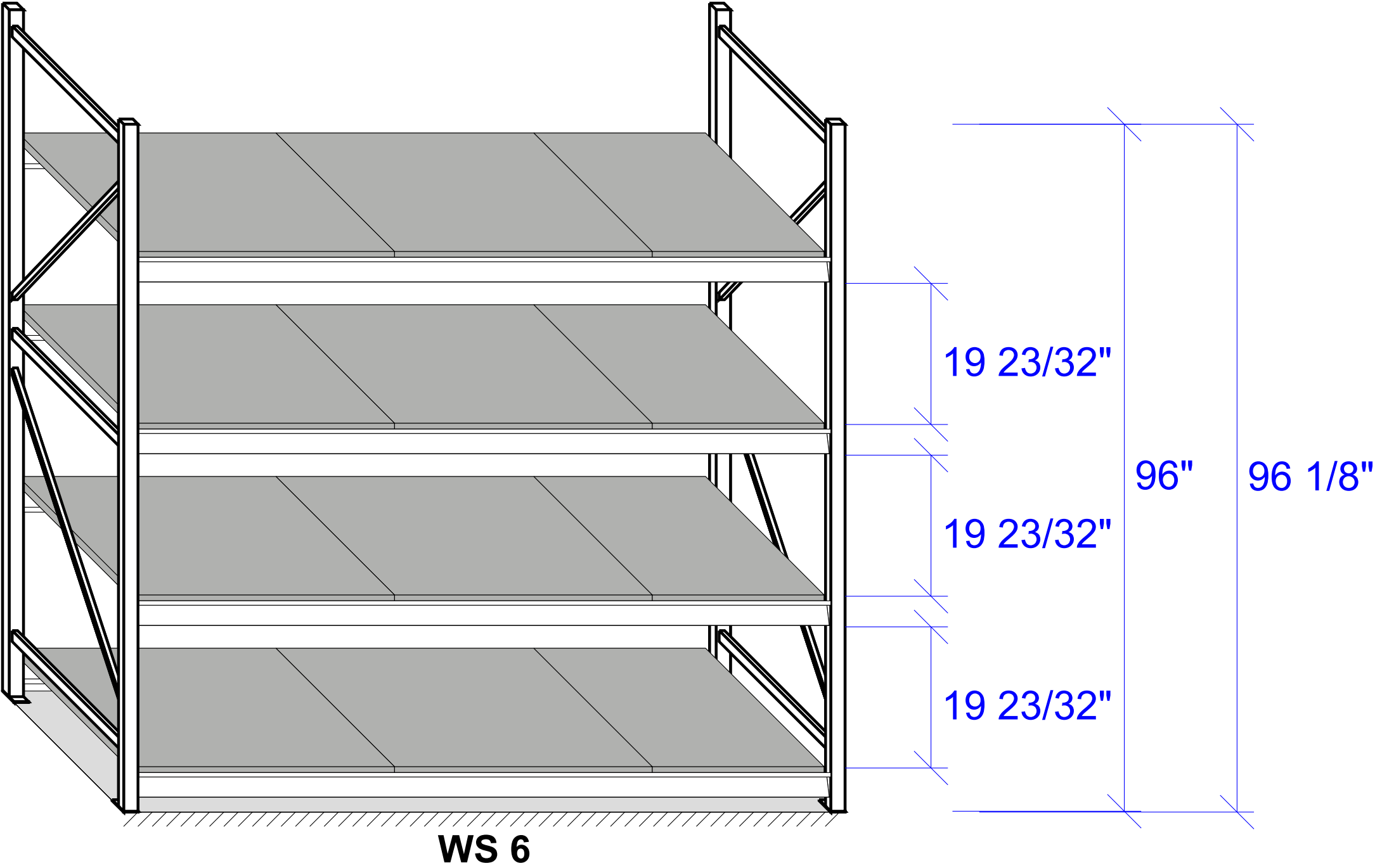
Project Name:
Creve Coeur Police Department

Project #:	
Drawn by: Curt Rogers	
Date Printed: 03/26/2018	
Scale 1:39	Rev level:

APPROVAL This drawing Approved By:

Dated _____

H96"
96"x96" d36"



Project Name:
Creve Coeur Police Department

Project #:

APPROVAL
This drawing Approved By:

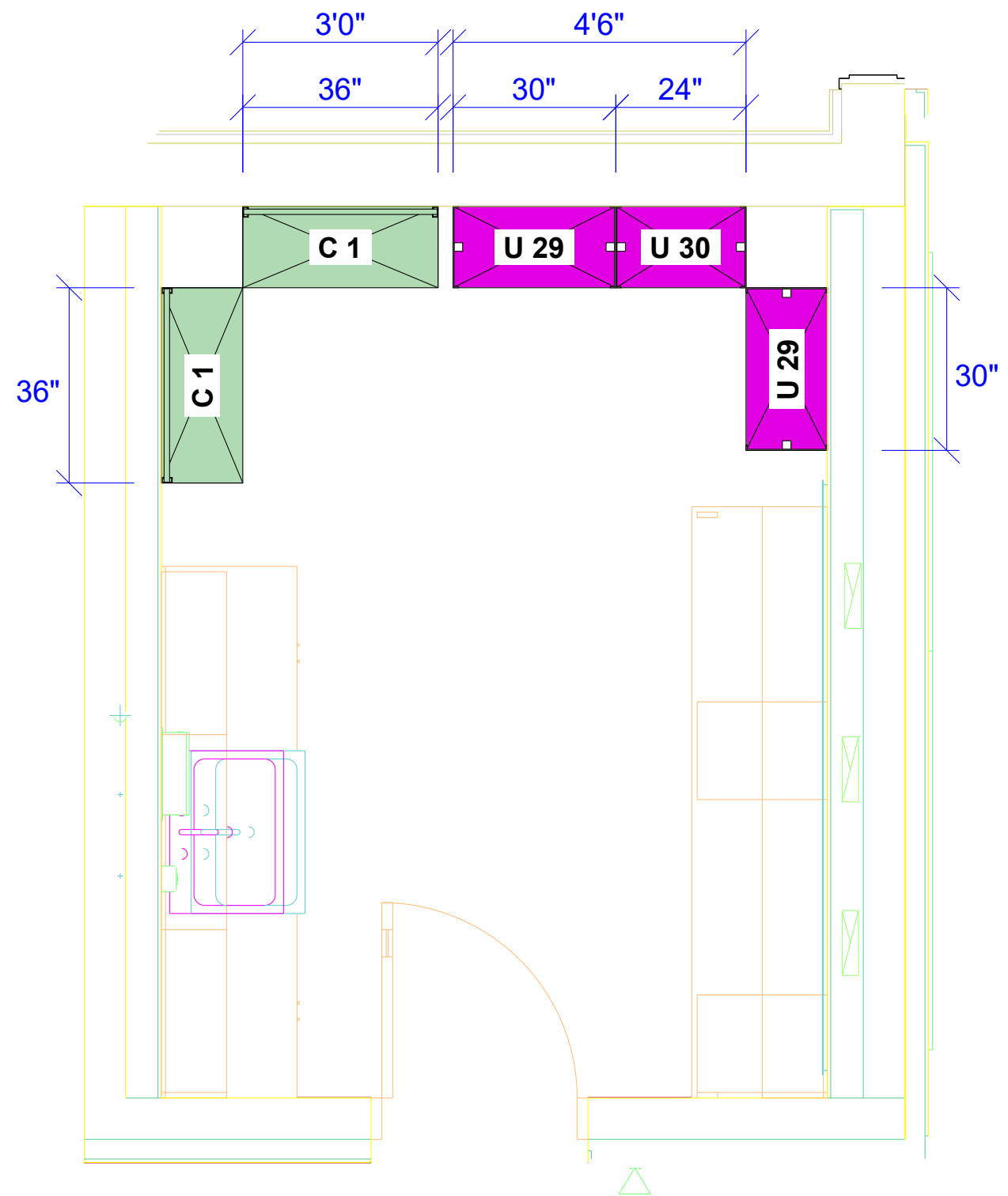
Drawn by:
Curt Rogers

Date Printed:
03/26/2018

Dated _____

Scale
1:17

Rev level:



GUN CLEAN./ ARMORY 024

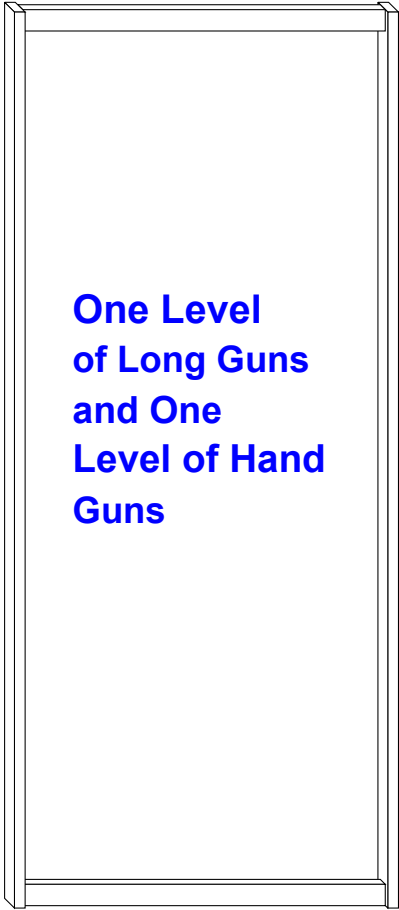
-  New: Gun Storage - 20 hand guns and 20 long guns
-  New: Ammo Storage



Project Name:
Creve Coeur Police Department

Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:28	Rev level:	

H84"
84"x36" d15"

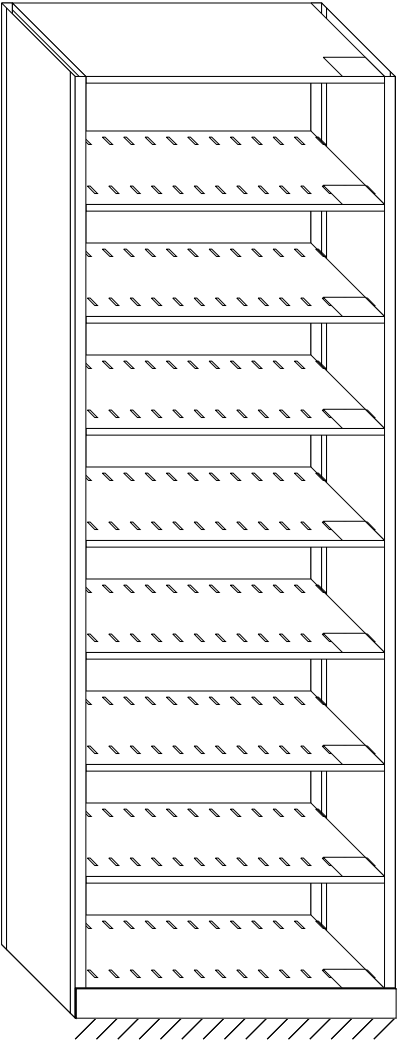


One Level
of Long Guns
and One
Level of Hand
Guns

C 1

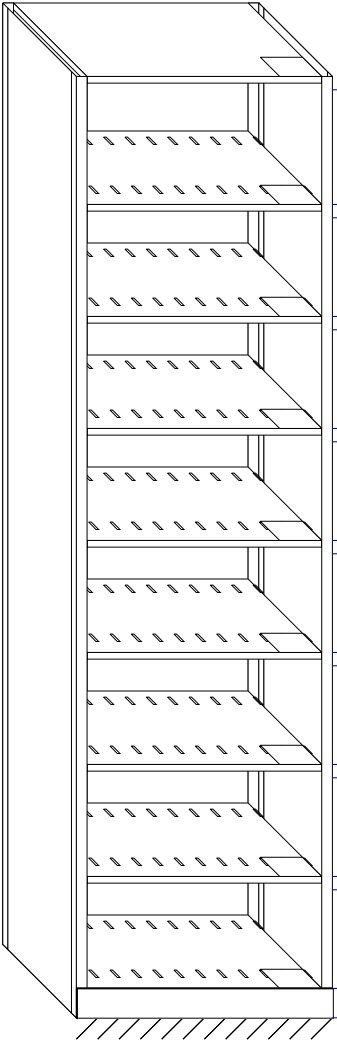


H88 1/4"
88 1/4"x30" d15"



U 29

H88 1/4"
88 1/4"x24" d15"



U 30

10 3/4"

9 1/4"

9 1/4"

9 1/4"

9 1/4"

9 1/4"

9 1/4"

9 1/4"

2 3/4"

88 1/4"



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

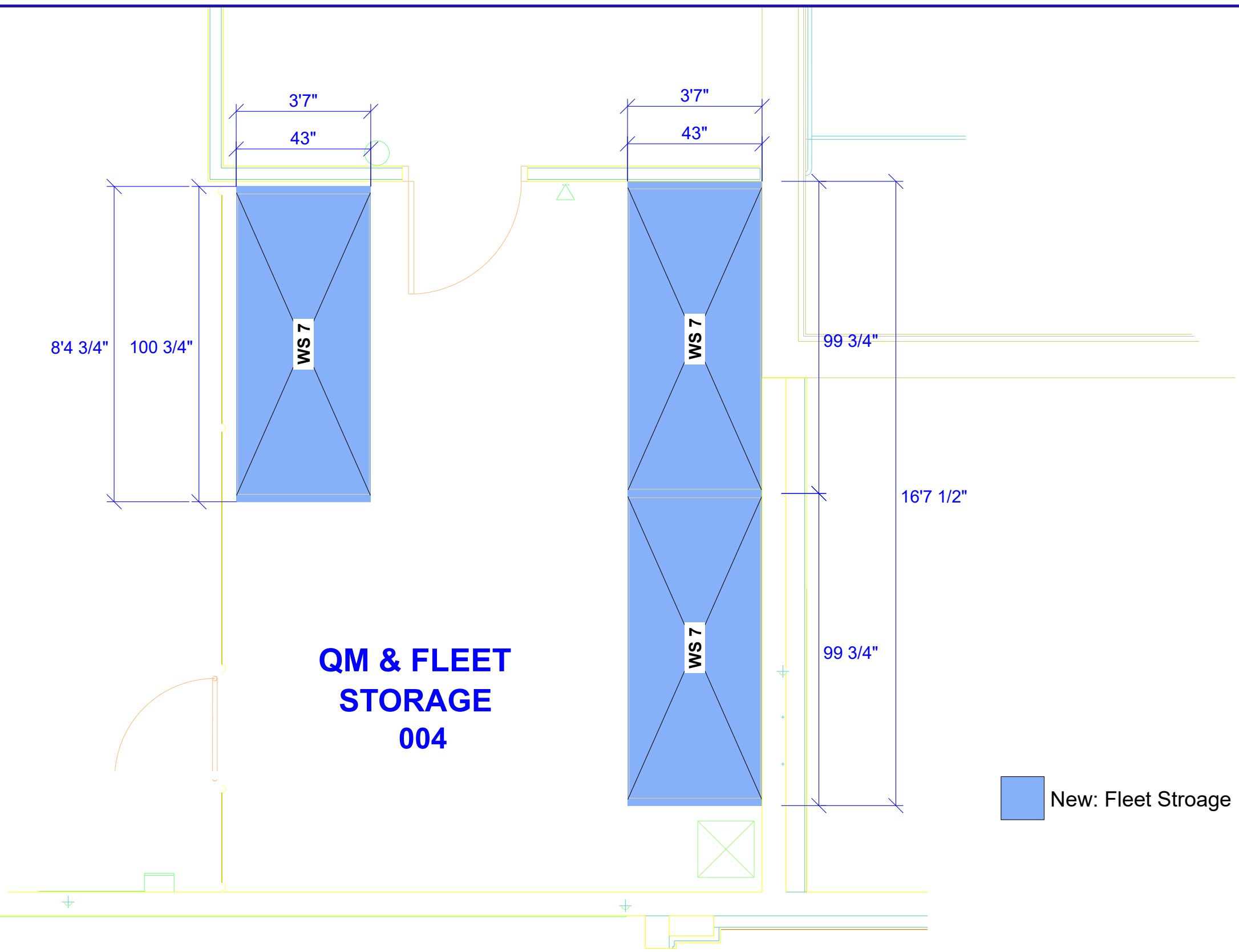
Date Printed:
03/26/2018

Scale
1:18

Rev level:

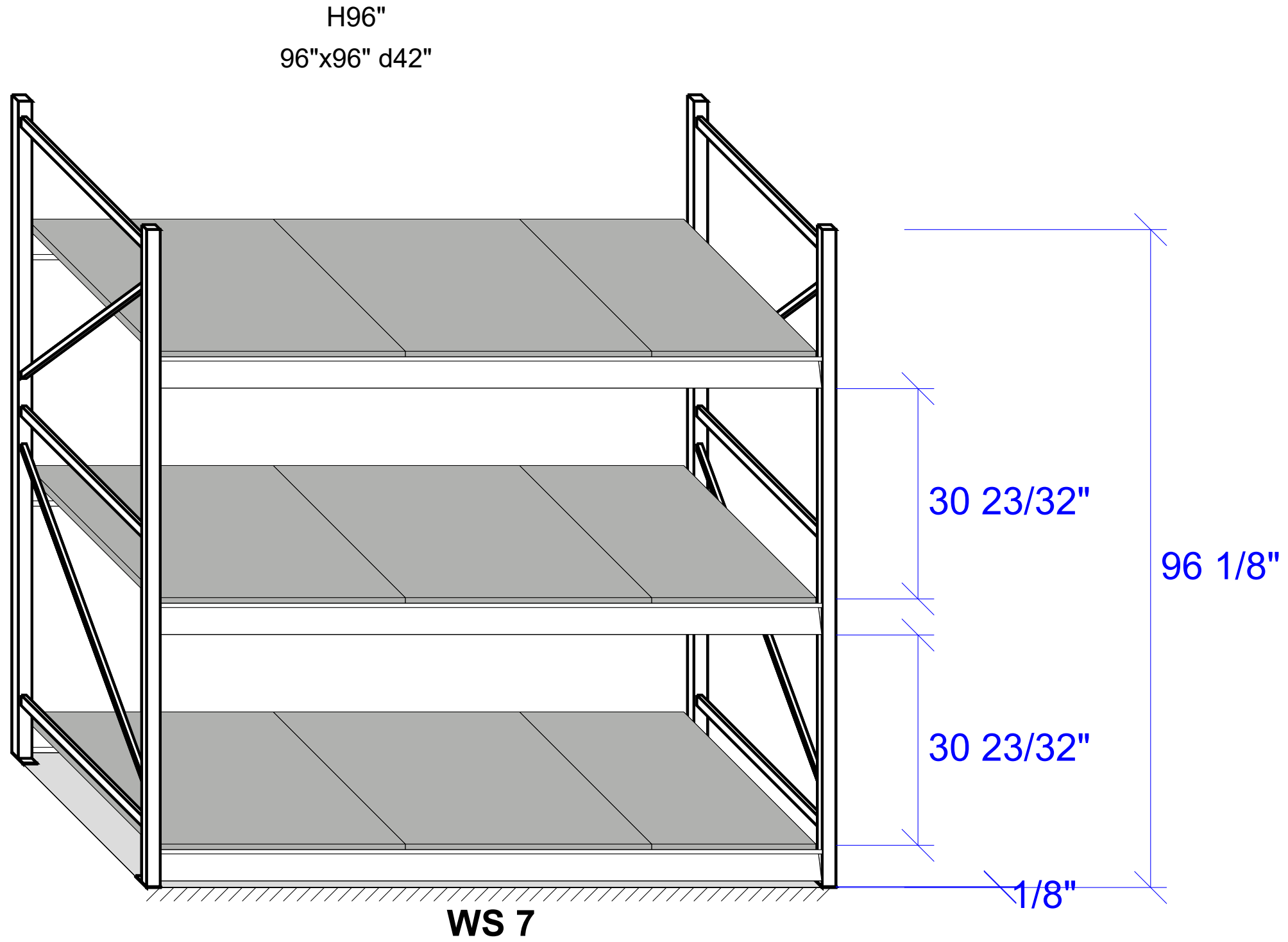
APPROVAL
This drawing Approved By:

Dated _____



Project Name:
Creve Coeur Police Department

Project #:		APPROVAL This drawing Approved By: _____ Dated _____
Drawn by: Curt Rogers		
Date Printed: 03/26/2018		
Scale 1:35	Rev level:	



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

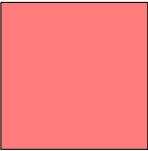
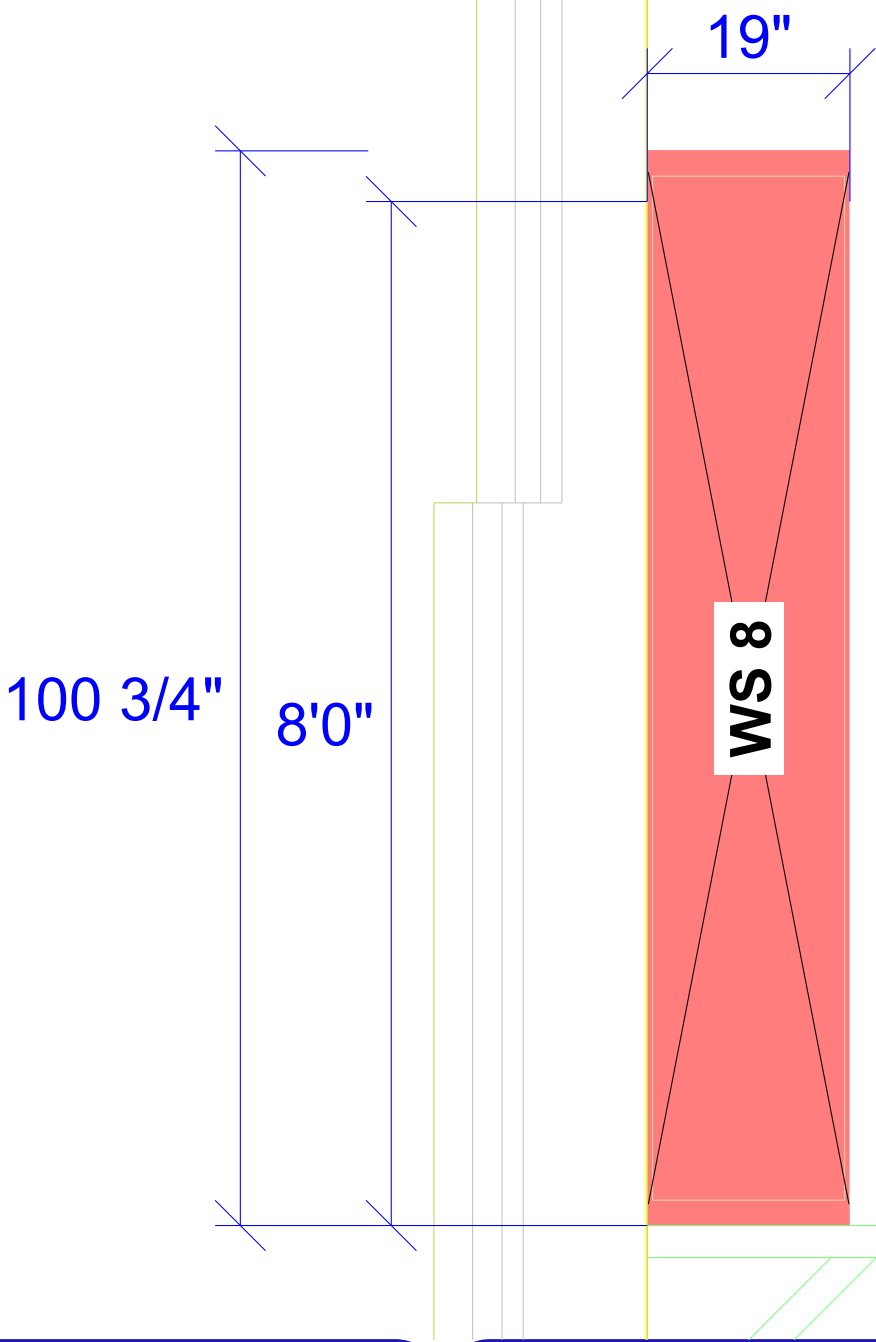
Scale
1:18

Rev level:

APPROVAL
This drawing Approved By:

Dated _____

SALLY PORT 1 001



New: Tire Rack-holds 22" to 33" outside diameter tires



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

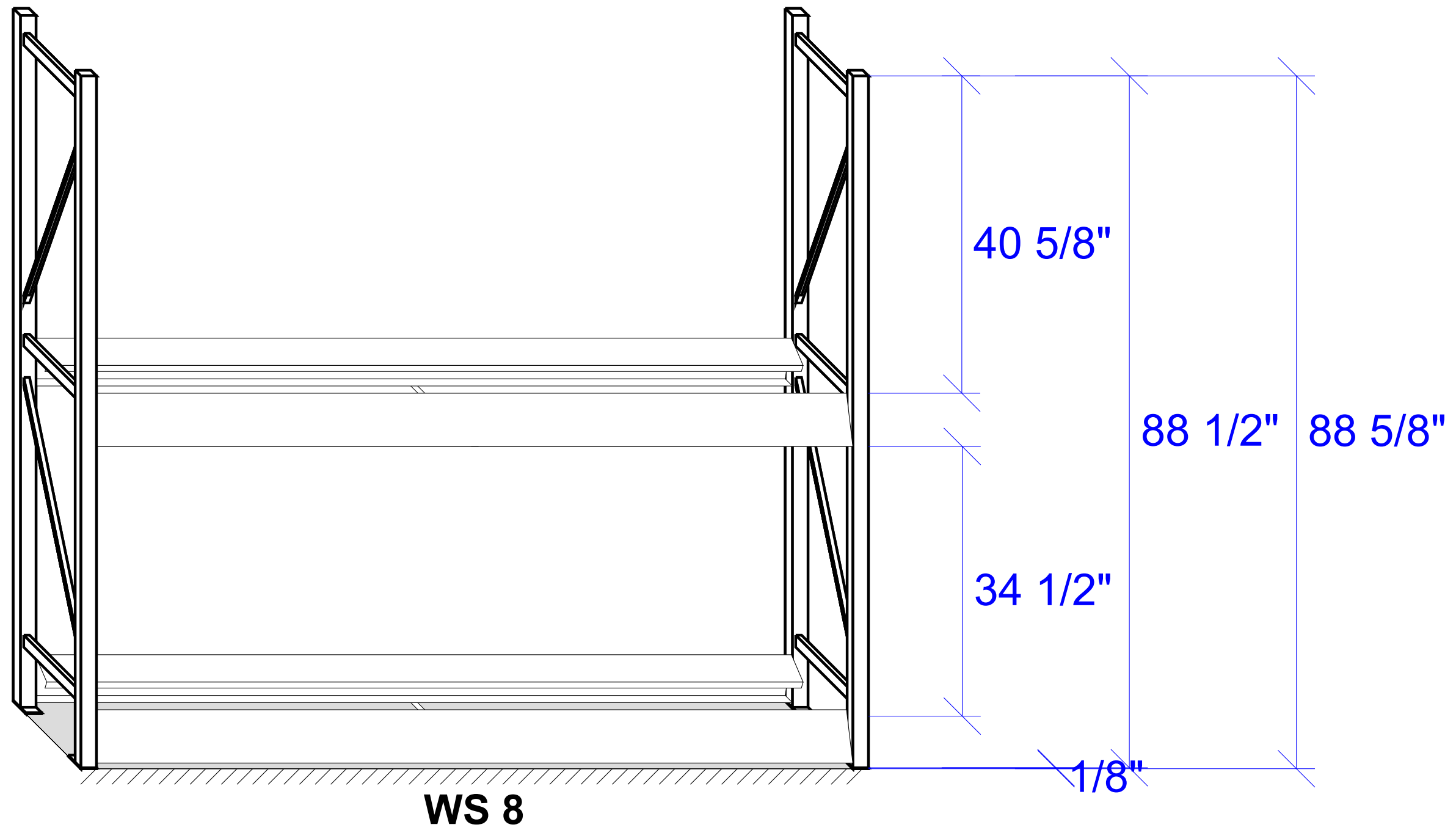
Scale
1:18

Rev level:

APPROVAL
This drawing Approved By:

Dated _____

H88 1/2"
88 1/2"x96" d18"



Project Name:
Creve Coeur Police Department

Project #:

Drawn by:
Curt Rogers

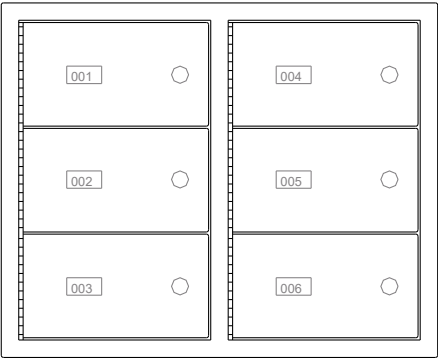
Date Printed:
03/26/2018

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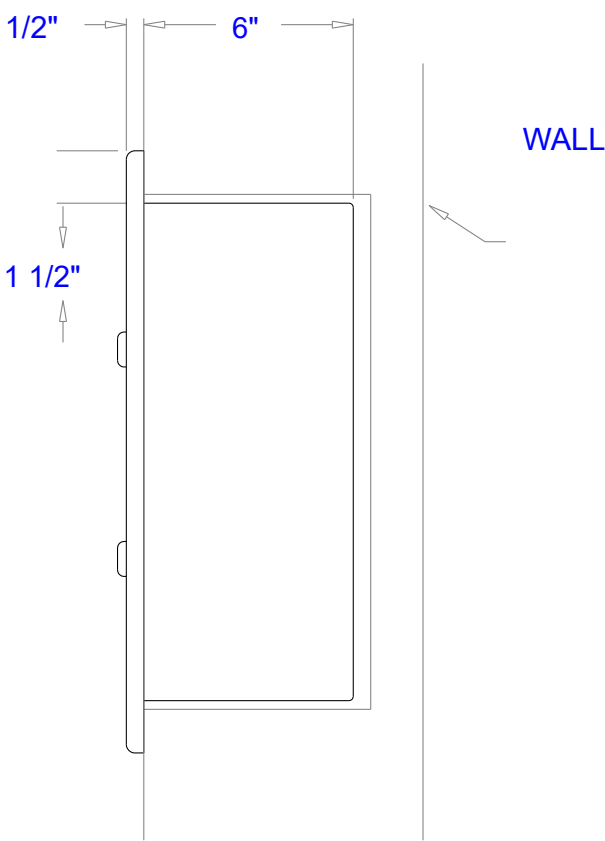
Rev level:

APPROVAL
This drawing Approved By:

Dated _____



HGS-06



FLUSH MOUNT
HGF

Three Lockers
Provided

MODEL NUMBER	TYPE OF MOUNTING	NUMBER OF OPENINGS	ACTUAL SIZE OF CABINET				SIZE OF WALL OPENING		
			WIDTH	HEIGHT	DEPTH	WEIGHT	WIDTH	HEIGHT	DEPTH
HGF-06	FLUSH	6	25"	20 1/8"	6 1/2"	53 lbs	25 1/2"	20 1/2"	6 1/2"



Project Name:
Creve Coeur Police Department

Project #:

APPROVAL
This drawing Approved By:

Drawn by:
Curt Rogers

Date Printed:
03/26/2018

Dated _____

Scale
1:11

Rev level:



City Council
300 North New Ballas Rd
Creve-Coeur, MO 63141

Meeting: 04/09/18 07:00 PM
Department: Public Works Department
Category: Resolution
Prepared By: Matt Wohlberg
Department Head: Jim Heines

SCHEDULED

RESOLUTION

Resolution No. 1346 - a Resolution of the City Council of the City of Creve Coeur, Missouri, Authorizing the Execution of a Contract Increase with Horner & Shifrin, Inc., for Design Services Related to a New Sidewalk Along North New Ballas Road for the Not-To-Exceed Amount of \$18,058.00.

Public Works staff recommends the execution of a second supplemental agreement with Horner & Shifrin for the design of the North New Ballas Sidewalk project. The Santino Court development and easement negotiations will allow the removal of certain retaining walls from the project, thereby reducing the cost of the project. This supplemental agreement will provide for the necessary design changes.

RESOLUTION NO. 1346

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI, AUTHORIZING THE EXECUTION OF A CONTRACT INCREASE WITH HORNER & SHIFRIN, INC., FOR DESIGN SERVICES RELATED TO A NEW SIDEWALK ALONG NORTH NEW BALLAS ROAD FOR THE NOT-TO-EXCEED AMOUNT OF \$18,058.00.

WHEREAS, the City of Creve Coeur strives to provide safe and accessible pedestrian infrastructure for the use and enjoyment of the public and to maintain the quality of life expected by the community; and

WHEREAS, the City Council of the City of Creve Coeur authorized the execution of a contract with Horner & Shifrin, Inc., to develop construction documents for a new sidewalk along the west side of North New Ballas Road, generally from Ladue Road to De Smet Jesuit High School, through Resolution 1252 on November 28, 2016, for the amount of \$20,669.00; and

WHEREAS, the City was awarded a federal Transportation Alternatives Program (TAP) grant to fund a substantial portion of the sidewalk project, and this grant requires certain additional design coordination efforts and extended project limits; and

WHEREAS, the City Council of the City of Creve Coeur authorized the execution of a contract amendment with Horner & Shifrin, Inc., to complete these additional services through Resolution 1314 on October 9, 2017, for the amount of \$9,700.00; and

WHEREAS, development needs and easement negotiations with the residents along the project limits have resulted in the need to re-design a significant portion of the project; and

WHEREAS, City staff recommends that the City retain the services of Horner & Shifrin, Inc., to complete the additional design services involved with the project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, AS FOLLOWS:

Section 1. The City Administrator is hereby authorized and directed to enter into and to execute Contract Amendment #2 between **Horner & Shifrin, Inc.**, and the City regarding design services for the North New Ballas Sidewalk Project, with a **not-to-exceed contract sum of \$ 18,058.00.** The Contract Amendment as executed shall be substantially in the form of "Exhibit A," with such changes therein as shall be approved by the officers of the City executing same, consistent with the provisions and intent of this Resolution. The City Administrator and his designated representatives are hereby authorized and directed to take any and all actions necessary, desirable, convenient, or proper in order to carry out the intent of this Resolution, the matters herein authorized, and the rights and duties of the City under the Contract Amendment.

Adopted this 9th day of April 2018.

Resolution

Meeting of April 9, 2018

Barry Glantz
Mayor

Attest:

Deborah Ryan, MPCC
City Clerk

EXHIBIT A

AMENDMENT NO. 2 TO OWNER-ENGINEER AGREEMENT

Subject of Amendment: Preliminary Plans, Right-of-Way Plans, and Final Design Plans for Newly-Approved TAP Funding

1. Background Data:

- a. Effective Date of OWNER-ENGINEER Agreement: December 1, 2016
- b. Effective Date of OWNER-ENGINEER Agreement 1: October 18, 2017
- b. ENGINEER: Horner & Shifrin, Inc.
- c. OWNER: City of Creve Coeur, Missouri
- d. Project: N. New Ballas Road Sidewalk

2. Nature of Amendment

Additional Services to be performed by ENGINEER

Modifications to Payment to ENGINEER

3. Description of Modifications

Attachment 1, "Modifications"

OWNER and ENGINEER hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

OWNER:

ENGINEER:

By: Mark Perkins

By: Genovevo E. Bernardez, PE

Title: City Administrator

Title: Vice President

Date Signed: _____

Date Signed: March 8, 2018

This is **Attachment 1**, consisting of 3 pages, to **Amendment No. 2**, dated _____.

Initial:

OWNER _____

ENGINEER _____

Modifications

A1. ENGINEER shall perform the following Additional Services:

- Parcels 1 and 2 (Santino Court Development)
 - o Removal of walls
 - o Review of the site design plans for the Santino Court development and revision of the plans to meet their proposed grading.
 - o Removal of the driveway at parcel 2
 - o Revision of the curb ramps at New Ballas Road and Santino Court. The development will add sidewalk to both sides of Santino Court.
- Parcel 4
 - o Revise the plans to remove the retaining wall, remove the two trees, and add several trees in their place.
 - o Revise the easement documents accordingly.
- Parcel 5
 - o Revise the plans to remove the retaining wall, remove the three existing trees, and add several trees in their place.
 - o Revise grading and look at need for curb at the back of sidewalk.
 - o Revise the easement documents accordingly.

A2. The Scope of Services currently authorized to be performed by ENGINEER in accordance with the Agreement and previous amendments, if any, is modified as follows: no changes

A3. The responsibilities of ENGINEER are modified as follows: no changes

A4. For the Additional Services or the modifications to services set forth above, OWNER shall pay ENGINEER the following additional compensation: Cost Plus to a Maximum Fee of \$18,058, subject to current hourly rates and man-hour and scope proposal, both of which are included in this Attachment.

A5. The schedule for rendering services is modified as follows: no changes.

A6. Other portions of the Agreement (including previous amendments, if any) are modified as follows: no changes

Subject:	City of Creve Coeur N. New Ballas Rd. Sidewalk - Contract Amendment 2 H&S Project 1634200		
By: AMH HS Job No.: 1634200	3/8/2018		

TASK	Vice President Trans. TP1	Eng Manager Trans. TP3	Sr. Proj. Engineer Trans. TP6	Engineer Trans. TP12	Prof. Land Surveyor Survey SU2	Survey Technician SU4	Hours Total	Cost Total
PRELIMINARY DESIGN / PLANS								
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
							0	\$ -
	0	0	0	0	0	0	0	\$ -
RIGHT OF WAY PLANS								
Update easements for Parcels 4 and 5			6		6		12	\$ 1,710
Right of Way Plans (Additional Submittal from Original Contract and Amendment 1)		1	4				5	\$ 801
Coordinate with City			2				2	\$ 302
MoDOT Submittals, Coordination, and Revisions			4				4	\$ 604
QA/QC		2	2				4	\$ 696
	0	3	18	0	6	0	27	\$ 4,113
FINAL DESIGN / PLANS AND EASEMENTS								
Review Santino Court Development Plans and Incorporate Grading and Improvements		2	8				10	\$ 1,602
Revise grading for Parcels 1, 2, 4, and 5		2	12				14	\$ 2,206
Update Layout and Improvements at Parcels 1, 2, 4, and 5			8				8	\$ 1,208
Update Site Plan			4				4	\$ 604
Revise Curb Ramp Plans			6				6	\$ 906
Revise Grading Plans			6				6	\$ 906
Revise Cross Sections			8				8	\$ 1,208
Update Construction Cost Estimate			4				4	\$ 604
Coordination with Santino Court Development		1	8				9	\$ 1,405
Coordination with City			4				4	\$ 604
MoDOT Submittals, Coordination, and Revisions			8				8	\$ 1,208
QA/QC		6	2				8	\$ 1,484
	0	11	78	0	0	0	89	\$ 13,945
BIDDING AND CONSTRUCTION SUPPORT								
Assist with Bid Document Preparation							0	\$ -
Respond to RFI's							0	\$ -
Shop Drawing review							0	\$ -
Assist with preparation of Addendums							0	\$ -
Assist with preparation of Change Orders							0	\$ -
Site Visits							0	\$ -
	0	0	0	0	0	0	0	\$ -

Assumptions

1. Fee does not include geotechnical analysis/services
2. Fee does not include additional pickup survey.
3. Fee does not include detention design, BMP design, or Channel Protection. It is assumed these items will not be required by MSD.
4. H&S shall prepare Job Special Provisions only for Technical Specifications. City shall prepare the Bid Specification/Manual.
5. Fee does not include design of Desmet High School Entrance. Curb ramp cross slope will meet existing grade of entrance pavement.
6. Fee does not include NEPA Documentation and approvals.

SUMMARY

	Hours	Cost
PRELIMINARY DESIGN / PLANS	0	\$ -
RIGHT OF WAY PLANS	27	\$ 4,113
FINAL DESIGN / PLANS AND EASEMENTS	89	\$ 13,945
BIDDING AND CONSTRUCTION SUPPORT	0	\$ -
	116	\$ 18,058

TOTAL ESTIMATED FEE	\$ 18,058
----------------------------	------------------



Hourly Billing Rates by Classification

Effective: 3/7/18

CLASSIFICATION	RATE	CLASSIFICATION	RATE
AP1 PROFESSIONAL 1	\$ 295	GP3 MANAGER	\$ 143
AP2 PROFESSIONAL 2	\$ 154	GT4 COORDINATOR	\$ 83
AT4 CLERICAL 3	\$ 84	IP1 AVP - GIS/IT/SURVEY	\$ 220
AT6 CLERICAL 6	\$ 61	IP2 SENIOR GIS/IT PROFESSIONAL	\$ 128
BP1 AVP BUILDING SERVICES	\$ 220	IT2 GIS/IT ANALYST	\$ 105
BP3 SR PM BUILDING SERVICES	\$ 206	IT5 GIS ANALYST	\$ 69
BP4 SR PM BUILDING SERVICES	\$ 185	SP1 VP STRUCTURAL ENGR	\$ 286
BP5 SR PM BUILDING SERVICES	\$ 171	SP2 AVP STRUCTURAL ENGR	\$ 213
BP7 PM BUILDING SERVICES	\$ 144	SP3 SR PM STRUCTURAL ENGR	\$ 197
BT1 PROF DESIGNER BUILDING SERVICES	\$ 141	SP4 SR PM STRUCTURAL ENGR	\$ 179
BT2 SR DESIGNER BUILDING SERVICES	\$ 112	SP6 PM STRUCTURAL ENGR	\$ 157
BT3 DESIGNER BUILDING SERVICES	\$ 97	SP7 PM STRUCTURAL ENGR	\$ 146
BT4 CAD TECH BUILDING SERVICES	\$ 89	SP8 SR PE STRUCTURAL ENGR	\$ 136
BT5 CAD TECH BUILDING SERVICES	\$ 81	SP9 PE STRUCTURAL ENGR	\$ 124
CP1 DEPT MGR CONST SVCS	\$ 163	SP11 DESIGN ENGR STRUCTURAL ENGR	\$ 107
CP3 PROJ ENGR CONST SVCS	\$ 117	SP12 DESIGN ENGR STRUCTURAL ENGR	\$ 101
CT2 CONST SVCS TECH 2	\$ 129	ST3 DESIGNER STRUCTURAL ENGR	\$ 97
CT4 CONST SVCS TECH 4	\$ 106	SU1 PROFESSIONAL LAND SURVEYOR	\$ 139
CT5 CONST SVCS TECH 5	\$ 94	SU2 PROFESSIONAL LAND SURVEYOR	\$ 134
CT6 CONST SVCS TECH 6	\$ 76	SU3 PROFESSIONAL LAND SURVEYOR	\$ 110
EP1 VP ENVIRONMENTAL ENGR	\$ 286	SU4 SURVEY INSTRUMENT TECHNICIAN	\$ 92
EP2 AVP ENVIRONMENTAL ENGR	\$ 213	TES2 ENV SCIENTIST TRANS CIV ENGR	\$ 167
EP4 SR PM ENVIRONMENTAL ENGR	\$ 187	TP1 VP TRANS CIV ENGR	\$ 286
EP5 SR PM ENVIRONMENTAL ENGR	\$ 180	TP2 AVP TRANS CIV ENGR	\$ 213
EP7 PM ENVIRONMENTAL ENGR	\$ 152	TP3 ENGR MGR TRANS CIV ENGR	\$ 197
EP8 SR PE ENVIRONMENTAL ENGR	\$ 141	TP5 SR PM TRANS CIV ENGR	\$ 162
EP9 PE ENVIRONMENTAL ENGR	\$ 129	TP6 PM TRANS CIV ENGR	\$ 151
EP10 PE ENVIRONMENTAL ENGR	\$ 111	TP7 PM TRANS CIV ENGR	\$ 139
EP12 DESIGN ENGR ENVIRONMENTAL ENGR	\$ 98	TP9 PE TRANS CIV ENGR	\$ 121
ET1 PROF DESIGNER ENVIRONMENTAL ENGR	\$ 128	TP11 DESIGN ENGR TRANS CIV ENGR	\$ 110
ET3 DESIGNER ENVIRONMENTAL ENGR	\$ 92	TP12 DESIGN ENGR TRANS CIV ENGR	\$ 105
ET4 CAD TECH ENVIRONMENTAL ENGR	\$ 76	TP13 ENGR TRANS CIV ENGR	\$ 98
ET5 CAD TECH ENVIRONMENTAL ENGR	\$ 69	TT1 PROF DESIGNER TRANS CIV ENGR	\$ 110
GP2 MANAGER	160	TT3 DESIGNER TRANS CIV ENGR	\$ 90



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: April 4, 2018

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer

SUBJECT: Recommendation for Execution of Supplemental Design Agreement #2
New Ballas Sidewalk Improvement Project

The City has hired Horner & Shifrin to complete the design for the New Ballas Sidewalk Improvement Project. The progression of the Santino Court development and easement negotiations with homeowners have resulted in the need to re-design a significant portion of the project. Staff recommends that the City enter into a supplemental agreement with Horner & Shifrin to provide for these additional services.

Project Summary

The New Ballas Sidewalk Improvement Project involves adding a sidewalk along the west side of North New Ballas Road, from Ladue Road to De Smet Jesuit High School, in order to fill the gap in the sidewalk network. This project passes through seven properties, and the City requires easements from all of these property owners in order to proceed with the project.

The City was awarded a federal Transportation Alternatives Program (TAP) grant that will assist with the costs related to the easement-acquisition and construction phases of the project.

The project is currently in the design and easement-acquisition phase of the project. Construction is planned for later winter and spring of 2019.

Design Supplemental Agreement

Conditions along the sidewalk have changed for three of the seven properties through which the proposed sidewalk will be built. These changes are summarized below:

- Santino Court development (151 North New Ballas Road and 157 North New Ballas Road). This development proposes to lower the hillside that fronts North New Ballas Road, which will eliminate the need for retaining walls along these two properties. The development will also eliminate one driveway entrance onto North New Ballas Road that was originally planned to be removed and replaced.
- 11900 Emerald Green Drive. The original design for this project involved adding retaining walls to help protect the existing trees on this property. During the easement discussions with the property owners, staff and the owners agreed that removal and replacement of these trees and the elimination of the wall was in both the interest of the City and of the homeowners.

These changes affect approximately one half of the project, leading to a significant re-design effort.

The supplemental agreement provides for the additional coordination, plan revisions, and possible easement revisions that have become necessary. This supplemental agreement also considers the project schedule, as these revisions to the project would need to begin immediately in order to have any easement revisions complete by May and the design completed by June, as is required to meet the schedule for the grant.

The proposed supplemental agreement is for the not-to-exceed amount of \$18,058. This price seems to be fair, given the scope of the revisions and the short schedule for them.

With this supplemental agreement, the design contract would involve the following costs:

Original Contract	\$ 20,669
Supplemental Agreement #1	\$ 9,700
<u>Supplemental Agreement #2</u>	<u>\$ 18,058</u>
Total Design Services	\$ 48,457

Construction Impact

The elimination of most of the retaining walls that were originally included in the project and the other modifications is estimated to reduce the cost to construct the project by about \$25,000 to \$30,000. The cost to maintain these retaining walls in the future will also be eliminated.

Cost Summary

With the supplemental agreement and the changes associated with it, staff estimates that the project costs will be as follows:

Project Phase	Fiscal Year	City Funds	Grant Funds	Total Cost
Design	FY2018	\$ 48,457	\$ 0	\$ 48,457
Right of Way	FY2018	\$ 34,970	\$ 42,400	\$ 77,370
Construction	FY2019	\$ 47,000	\$ 188,000	\$ 235,000
Totals		\$ 130,427	\$ 230,400	\$ 360,827

The City did not seek grant funding for the design phase in order to expedite the project's schedule.

Financing

The FY2018 capital budget must be increased to provide for this supplemental agreement. Accordingly, the first reading of a budget adjustment is proposed for April 9, 2018, which would increase capital account 02-61-71-9510-17710 from \$87,607 to \$105,665.

Recommendation

Staff recommends that the City Council authorize the execution of the supplemental design agreement with Horner & Shifrin and that the City Council approve the budget adjustment necessary to fund this supplemental agreement. The additional costs incurred for design revisions this fiscal year are expected to lower construction and maintenance costs by a greater amount in the future.