



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, NOVEMBER 21, 2016

6:30 PM

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

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

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

CALL TO ORDER

ROLL CALL

Ms. Beth Kistner (Chair)
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

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

- 1. November 7, 2016 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

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

UNFINISHED BUSINESS

1. **PUBLIC HEARING. Application #16-028: Comprehensive Plan Update Adoption**
2. **Application #16-023: Minor Site Development Plan Approval For Davita Parking Expansion At 400 N. Lindbergh Blvd.**
Keith Kitsis, property owner, has submitted an application for 4,947 square feet of additional parking at 400 N. Lindbergh Boulevard. Section 405.1080 provides that any proposed alteration of more than 500, but less than 5,000 square feet of new impervious surface requires Planning and Zoning Commission approval of a minor site development plan. The subject property is located on the east side of N. Lindbergh Boulevard. The property is zoned GC-General Commercial District.

NEW BUSINESS

1. **PUBLIC HEARING. Application #16-029: Barnes Jewish West County Hospital Site Concept Plan For Replacement Hospital, Medical Office Buildings, And Parking Structure.**
George Stock, of Stock and Associates, on behalf of Barnes West County Hospital, 12634 Olive Boulevard, Creve Coeur, MO, 63141, has submitted for approval of a new Site Concept Plan for the campus that will include a new replacement hospital, new medical office buildings, and parking structure.
2. **PUBLIC HEARING. Application #16-030: Conditional Use Permit And Site Development Plan For A Panda Express Restaurant, With Drive-Thru Service At 10453 Olive Boulevard Within Creve Coeur Pavilion Shopping Center**
Eric Abeln, Architect for Heights Venture, has submitted an application for a new Panda Express drive-thru restaurant located on the 10453 Olive Boulevard lot within the Creve Coeur Pavilion Shopping Center on the site near the former Macaroni Grill Restaurant. The subject property is zoned CB, Core Business District. All Limited-Service Restaurants (NAICS 722513), with Drive-thru Services (NAICS 722) are permitted as a conditional use with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.
3. **Application #16-032: Accepting Dedication Of The Northern Portion Of Ladue Court As A Public Street**

WORK AGENDA

None

DEPARTMENT REPORTS

1. Director of Community Development
2. City Attorney

ADJOURNMENT

Posted: _____

Jason W. Jaggi
Director of Community Development



CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING MINUTES

COMPREHENSIVE PLAN
DRAFT UPDATE II

GOVERNMENT CENTER
COUNCIL CHAMBERS
300 NORTH NEW BALLAS ROAD
NOVEMBER 7, 2016
6:30 PM

Call to Order

Chair Beth Kistner called the meeting to order at 6:30 p.m. by welcoming the public to the Commission meeting.

Roll Call

The following members were in attendance in addition to the chairperson: Mr. Tim Carney, Ms. Muriel Hall, Mr. Matthew Schuh, Mr. Don Magruder, Mr. Gene Rovak, and Ms. Heather Silverman.

Creve Coeur Staff present: City Attorney Carl Lumley, Director of Community Development Jason Jaggi, City Planner Whitney Kelly, and Planning Assistant Jessica Stutte.

Acceptance of the Agenda

A motion was made by Mr. Rovak, seconded by Mr. Magruder, and the agenda was unanimously approved.

Approval of Minutes

A motion was made by Ms. Silverman, seconded by Mr. Carney, and the minutes were unanimously approved.

Public Comment

None

New Business

Chair Beth Kistner re-opened the public hearing and gave a few introductory remarks. All who intended to testify were sworn in by the court reporter, then Ms. Kistner next asked Tim Breihan with H3 Studio provide his opening comments.

1. Public Hearing Application #16-028 Comprehensive Plan Update Adoption

Tim Breihan of H3 studio asked the Commission for comments regarding the revisions from Chapters 1-3.

There were none.

Mr. Breihan started his presentation on Chapter 4 by talking about more specific geographic places based on the plan. He said there are more community place type districts, 11 in total: 5 residential, 2 civic campus, and 4 commercial.

He then moved on to the key items that had been revised:

Mr. Breihan went over the East Olive corridor and Lindbergh Boulevard and said they had been split into separate sections.

He showed the separate central business district and the downtown area boundaries.

He also showed the campus- suburban and campus urban have been combined in a single campus type.

Mr. Breihan went over the key issues in Residential districts.

He spoke about the vision statement regarding the residential districts, then gave a series of recommendations based on lot development standards; storm water and runoff mitigation, tree coverage standards, & green space preservation.

He asked if there were any questions.

Mr. Schuh asked about the sidewalks.

Mr. Breihan said in terms of how they would be implemented it would go with the zoning code, and street improvements. They want to set parameters to help match the place types.

Mr. Jaggi added that they would tweak the ordinances to allow new homes to be built, but would recommend certain standards in grades, for example.

Ms. Kistner asked if there were lot development standards used to determine height and that would be to relate them to existing grades and nearby height.

Mr. Rovak said the rationale would be good in the document and said Mr. Breihan's presentation was a good bridge.

Mr. Breihan said the information he summarized was on page 64 of the draft plan.

Mr. Carney said the community center district and the mixed use district look similar.

Mr. Klierman, a resident, was sworn in then said he wanted to know about the emergency response time in neighborhoods.

Mr. McCoy of the Parks and Rec Committee said it should be mentioned to allow for thru ways on residential streets

Mr. Schuh pointed out it was in section 9.

Mr. Lumley said it was on page 71 in the plan.

Mr. Breihan said not everything is represented on the slides.

He moved on to the downtown and central business district (CBD), which has 4 commercial and mixed use community place type districts. There are 3 street functional classifications.

He said the goal is to begin to establish an identity for the main thoroughfares throughout the city.

Mr. Lumley asked about the word "maximum" as to the number of frontage characteristics.

Mr. Breihan said it allows for 12 frontage types.

He said significant revision had been done to the boundaries of the downtown boundary. He showed the downtown area and said there is feasibility of an adjacent site for town center development.

Mr. Carney said he was concerned about the residential area. He said it looked like the only thing that could change would be landscaping and site work.

Mr. Breihan said where the boundary goes is up to the Commission.

Mr. Carney asked what Mr. Breihan considered mixed use/multi-family

Mr. Breihan said it could take a variety of forms, but could be multi-unit homes, condos, and town homes.

Ms. Kistner asked what the benefit was of including the area west of New Ballas.

Mr. Breihan said in some ways it is moot because of what is there.

Mr. Magruder asked what was back there now.

Mr. Breihan said there is strip development, support for Plaza, and other low intensity development.

Mr. Jaggi said it's important to understand that we have a larger central business district area. To have some housing types mixed in, a downtown core and high commercial area. There is still potential. The plan seeks to clarify the CBD and give more direction in development for the bigger picture.

Mr. Breihan moved on to the golf course and the future use of the land should it no longer function as a golf course.

Mr. Jaggi said the commission should discuss the future plans for the golf course, but the proposition tomorrow in the election could have an effect.

Ms. Kistner asked the commission if they would like to defer discussion of the golf course until after the election.

Mr. Breihan continued with the frontage requirements for the central business district
He covered primary and secondary frontage, as well as signage and lot development standards.

Mr. Rovak said everything has been general, but the tone of this section has been more specific.

Mr. Breihan said signage is a more immediate issue

Mr. Jaggi said it is specific, but the concept is place type and standards are a little lax now.

Ms. Silverman said the general feeling would be nice with less specifics.

Mr. Jaggi said it could be reexamined and reworded

Mr. Rovak said it would be good to show examples of other cases that were successful to show those who disapprove of moving forward.

Mr. Jaggi said every city is unique, but in terms of examples, there are lists that have been successful. Not many are here in this area, but we need to nurture it and bring it forward. There are challenges because it is different from what is currently here. Mr. Jaggi said people like to have walkability and we need to build to attract those elements that draw people in. Some of the concepts have been tested and have been successful.

Ms. Kistner said she went to two Trader Joes yesterday. The one in Chicago had no frontage and she said it was interesting to see how it works the other way. She wanted to know how to think about Olive Blvd.

She asked if the should be thinking separately about Olive and the build-to line.

Mr. Breihan said functionality is the goal, not to make Olive a main street because it is a state highway. But it could be improved.

Ms. Kelly said the maximum setback in the CBD currently is 80 ft. along Olive and 15 ft. elsewhere.

Mr. Jaggi said Olive is an urban thoroughfare it would have landscaping and treatment along the road, but a Main Street is more intimate and walkable.

Ms. Campbell said she would like to see things connected since they are fairly close to each other. She said it would be nice to have them all within walking distance.

Mr. Hilton of Creve Coeur Plaza said he has extensive history in Creve Coeur. He said his concerns are regarding the setback lines in commercial areas. He said what is being proposed is not the answer.

Ms. Kistner asked what he would like to see.

Mr. Hilton said retail is dying.

Mr. Schuh asked about situations where the town center has worked.

Mr. Hilton said the Leawood Town Center is a great example, but it was developed on raw land. He said it was planned and here we don't have that option. If Monsanto moves to Chesterfield, then a huge lot of land would open up.

Mr. Jaggi said the daytime population is very different from Kirkwood and Wildwood, and asked Mr. Hilton if that changed the demographic and market in Creve Coeur.

Mr. Hilton said restaurants want a crowd for both lunch and dinner. He spoke about the land across from the Galleria. He said that land isn't working because there isn't enough synergy to keep people there to make it work. He said density plays into that as well.

Mr. Magruder asked what changes he recommended in the plan.

Mr. Hilton said he didn't like moving the frontage to the street and the storied parking garages.

Ms. Kistner asked if he was speaking in general or specifically about his frontage.

Mr. Hilton said specifically where he is, but he doesn't think it will work elsewhere either.

Mr. Rovak asked if the difference was parking.

Mr. Hilton said it creates logistical issues.

Mr. Breihan moved on to West Olive & Large Commercial Properties. He said the geographical areas are designed to maintain high vehicular access. He pointed out a proposed revision.

Mr. Jaggi said it was originally a planned development, but the designation was a mixed-use and based off the comment they received, a change to suburban multi-family district would keep with the vision of the comprehensive plan. He said he wanted to explain why it was designated mixed- use to begin with.

Mr. Breihan continued with the recommendations regarding primary street frontage and secondary street frontages.

Ms. Schaberg thanked the commission, staff and Mr. Breihan for considering her comments last session regarding Questover and Westlake. She continued by saying the exclusion of monument signs would impact businesses in a negative way.

Mr. Lumley said he didn't see that in the plan.

Mr. Breihan said it was a mistake in the presentation.

Mr. Jaggi said it is a different area of Olive and it would be permitted.

Mr. Breihan moved on to the East corridor and went over the vision statement. He said the goal is to better coordinate and maximize building area and parking. He went through the recommendations and showed an example of lots that could be improved.

Mr. Carney said some of the lots may be too small to meet the requirements.

Mr. Breihan said that is true, many lots can fit a standard; lots that don't, will require some flexibility.

Mr. Carney asked if parking was intended to be shared.

Mr. Breihan said shared parking and cross lot access would be good.

Mr. Magruder said the setbacks would improve visibility to have consistency.

Mr. Breihan could have less restrictive parking.

Mr. Magruder mentioned that lots could be purchased behind the commercial property.

Mr. Breihan mentioned annexing and the challenges of purchasing property that falls outside of Creve Coeur.

Mr. Jaggi mentioned Noodles and Company and the cooperation there, but not everyplace has room to meet the requirements they do. He mentioned the Goddard School that has a lot of what they are looking for in that part of the corridor.

Ms. Silverman said the pedestrian zone is critical. The feedback she has received from peers is that Creve Coeur is landlocked and too hard to get around.

Mr. Rovak said long term is important and storm water control is important.

Ms. Kistner drew the Commission's attention to the Greenline Park concept in the previous plan and said it sounded good on paper, but didn't work. She said not everything will work on narrow lots.

Ms. Silverman said she agreed, said narrow lots are a little different.

Mr. Jaggi said the intent is to have landscaped frontage which would include a public sidewalk that is separate from the parking lot. He said it doesn't need to be deep.

Ms. Kistner said it suggests to be more than it is.

Mr. Jaggi said there needs to be some landscaping to keep it pleasant to look at.

Ms. Kistner said consistent landscaping standards and street trees, would seem to fit better.

Mr. Breihan said the dimensions could change and the landscape standards would speak to what goes in that.

Ms. Kistner said she would appreciate them reexamining that area because of the narrow lots.

Mr. Breihan said given the existing limited dimensions they could be more specific in this area to lesson confusion.

Ms. Kistner asked for public comment.

Mr. Jaffe said shared parking has been disastrous long term for him. He asked for flexibility with developers.

Mr. Stern said the #1 priority that what is entailed currently in the plan will take away from the revenue. He said that 60 % of the revenue comes from 20% of the land.
He passed out copies of a drawing an architect had done to meet the current requirements. He said he had concerns with the frontage lines as well.

Ms. Kistner asked what kind of tenant they would see.

Mr. Stern said it is services that are moving in traditional retail is rare. He said the daytime population would like to see drive-thru's.

Ms. Silverman said in Clayton you see pet stores, things that cater to kids.

Mr. Stern said that block is unusual.

Ms. Silverman said she thinks there is a market, she doesn't want to eliminate it from the plan.

Mr. Stern said based on his experience there aren't a lot of retail tenants along Olive.

Mr. Jaggi said the plan does not prohibit parking along the frontage. He said the location of lots, landscaping, etc. is what they are trying to lock down. He said shared parking is difficult to do but cross access is easier to negotiate.

Mr. Schuh asked about the city providing public parking.

Mr. Jaggi said he did not see any demand for the city to provide parking in this area.

Mr. Breihan moved on to the Plan Sciences Innovation District and the vision for that type district.
Mr. Carney asked if the plan was in line with the plan of those in the Plan Science District.

Mr. Breihan said it was.

Ms. Kistner asked if they should take a break, power through or break for the evening.

Mr. Jaggi said there was still a fair amount to cover. He said the next meeting has 4 projects to review and we may have to extend it into December.

Ms. Kistner said she didn't want to give less attention to the plan because their energy was waning.

Mr. Jaggi said there are 4 projects for the next meeting and we can try to finish Chapter 4 and Chapter 5. He suggested carrying over into December if needed.

Mr. Breihan gave the breakdown for the remainder of the plan and how long he thought it would take.

Mr. Jaggi said with the projects for the next meeting, it would be best to plan on not getting through too much.

Mr. Magruder asked when they could discuss things they may have concerns with.

November 7, 2016

Ms. Kistner said she thought that was what they were doing as they went through, but can discuss later.

Mr. Schuh asked about public notice.

Mr. Jaggi said the public had been notified. He said they could tweak some things based on comments tonight and present those changes at the next meeting.

Mr. Rovak made a motion to continue the hearing and Mr. Magruder seconded. Motion passed unanimously.

Department Reports

Mr. Jaggi said there were 4 items on the agenda for the next meeting.

Adjournment

There being no further business to come before the Planning and Zoning Commission, upon motion being made and duly seconded, the public hearing was recessed until November 21, 2016 and the meeting was adjourned at 9:00 P.M.

Beth Kistner, Chairman

Jessica Stutte, Recording Secretary



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 21, 2016

Subject: Comprehensive Plan Update, 3rd Public Hearing
Project Number: 16-028

Memo Prepared by: Jason W. Jaggi, AICP, Director of Community Development
November 18, 2016

Attachment: E-mailed comment to staff from D. McCoy

The content for this meeting will focus on the remainder of Chapter 4 Plan Recommendations, which began at the last meeting on November 7th. If time permits, the consultant will cover Chapter 5, Plan Implementation.

This meeting represents the last advertised public hearing for formal review of the draft plan by the Planning and Zoning Commission. Since the Commission has not completed its full review of the document, there will need to be a special meeting to complete the review and discuss any refinements to Chapters 4 and 5. Staff is working on possible dates to conduct this special meeting in early-mid December and would like to discuss the schedule with members of the Commission at the meeting.

Attached is a comment received regarding the alternate town center location as discussed in the plan.



Creve
Coeur

The Heart of Community & Commerce



COMPREHENSIVE PLAN UPDATE
for the City of Creve Coeur, Missouri

September 2016

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)

Acknowledgements

City of Creve Coeur

Planning & Zoning Commission

Beth Kistner	Chairwoman
Gene Rovak	Commissioner
Tim Carney	Commissioner
Heather Silverman	Commissioner
Mural Hall	Commissioner
Donald Magruder	Commissioner
Matthew Schuh	Commissioner
<i>James Faron</i>	<i>Former Commissioner</i>
<i>Charles Pullium</i>	<i>Former Commissioner</i>

Planning Staff

Jason Jaggi, AICP	Director of Community Development
Whitney Kelly, AICP	City Planner
Jessica Stutte	Administrative Assistant to the Planning Division
Mark Perkins	City Administrator

Elected Officials

Barry Glantz	Mayor
Cynthia Kramer	City Council, Ward I
James Faron	City Council, Ward I
Ellen Lawrence	City Council, Ward II
Ted Ruzicka	City Council, Ward II
Charlotte D'Alfonso	City Council, Ward III
Robert Hoffman	City Council, Ward III
Scott Saunders	City Council, Ward IV
Sue Baseley	City Council, Ward IV
<i>Dave Kreuter</i>	<i>Former Ward I Councilman</i>
<i>James Wang</i>	<i>Former Ward II Councilman</i>
<i>Robert Kent</i>	<i>Former Ward IV Councilman</i>

Senior Staff

Sharon Stott	Assistant to the City Administrator
Dan Smith	Director of Finance
Jason Valvero	Director of Recreation
Glenn A. Eidman	Chief of Police
James H. Heines	Director of Public Works
Matt Wohlberg, PE	City Engineer
Steve Unser	Chief Building Official
Bess McCoy	Public Information Officer
Andrea Muskopf	Human Resources & Management Analyst

Boards and Commissions

Arts Committee
Economic Development Committee
Energy and Environment Committee
Horticulture, Ecology, and Beautification Committee
Parks and Historic Preservation Committee
Stormwater Committee

Planning Team

H3 Studio, Inc.

John Hoal, Ph.D., AICP	Founding Partner Project Director
Timothy Breihan, A.AIA	Principal Project Manager
Jovanni Carter-Davis	Senior Urban Designer
Julia Dicus	Urban Designer
Mikhail Digman	Urban Designer

Urban Advisors, Ltd.

Edward Starkie	Partner
----------------	---------

Special Thanks To...

Jessica Stutte, Administrative Assistant to the Planning Division, for coordinating the scheduling, setup, and refreshments at Public Workshops; the Creve Coeur police officers who provided public safety at Public Workshops; the Government Center staff who set up and cleaned up the Multipurpose Room; and the residents, business owners, and stakeholders of Creve Coeur who provided their time, expertise, and input for the development of this Plan.

Table of Contents

01	Introduction & Background.....	6
02	Creve Coeur Today.....	17
03	Objectives & Strategies.....	43
04	Plan Recommendations.....	53
	<i>Community Place Types Overview.....</i>	<i>54</i>
	<i>Residential Neighborhood Recommendations.....</i>	<i>64</i>
	<i>Creve Coeur's Downtown & Central Business District.....</i>	<i>72</i>
	<i>West Olive & Large Commercial Property Recommendations.....</i>	<i>82</i>
	<i>East Olive Corridor Recommendations.....</i>	<i>88</i>
	<i>The Plant Sciences Innovation District.....</i>	<i>94</i>
	<i>Lindbergh Boulevard.....</i>	<i>100</i>
	<i>Campus & Institutional Districts.....</i>	<i>104</i>
	<i>City-Wide Systems.....</i>	<i>110</i>
	<i>Annexation Potential.....</i>	<i>124</i>
05	Implementation Plan.....	127
	<i>Early Action Items.....</i>	<i>130</i>
	<i>Capital Improvement Plan.....</i>	<i>132</i>
	<i>Implementation Matrix.....</i>	<i>134</i>
A	Appendix: Plan Maps.....	145

Table of Contents – Figures & Illustrations

Figure 2.1:	Short-Term Demographic Trends.....	18
Figure 2.2:	15-Year Demographic Projections.....	19
Figure 2.3:	Creve Coeur Household Change: Income by Age Cohort, 2016 to 2021.....	20
Figure 2.4:	Retail Supply & Demand.....	22
Figure 2.5:	Retail Leakage.....	23
Figure 2.6:	Historic Employment by Sector.....	24
Figure 2.7:	Creve Coeur Office Submarket – First Quarter 2016.....	26
Figure 2.8:	Zoning Districts.....	30
Figure 2.9:	Zoning & Land-Use Capacity Analysis.....	31
Figure 2.10	Parks & Greenways.....	34
Figure 2.11	Parks 5-Minute (1/4 Mile) Walking Radius.....	34
Figure 2.12	Street & Roadway Classifications.....	37
Figure 4.1	Community Place Type Districts.....	55
Figure 4.2	Residential Place Type Districts.....	65
Figure 4.3	Community Center District (CC) Frontage Plan.....	73
Figure 4.4	Potential Town Center Locations.....	78
Figure 4.5	Mixed-Use District (MU) Frontage Plan.....	83
Figure 4.6	Neighborhood Commercial District (NC) Frontage Plan.....	89

Table of Contents – Figures & Illustrations (continued)

Figure 4.7	Mixed-Use Innovation Campus (MUIC) Frontage Plan.....	95
Figure 4.8	Lindbergh Boulevard Frontage Plan.....	101
Figure 4.9	Campus & Institutional Place Type Districts.....	105
Figure 4.10	Parks, Recreation & Open Space Recommendations.....	113
Figure 4.11	Bicycle & Pedestrian Connectivity Recommendations.....	115
Figure 4.12	Streets Recommendations.....	117
Figure 4.13	Public Art, Gateways & Wayfinding Recommendations.....	123
Figure 4.14	Potential Annexation Area.....	125
Figure A.1	Plan Maps: Creve Coeur Base Map.....	146
Figure A.2	Plan Maps: Existing Parks & Greenways.....	147
Figure A.3	Plan Maps: Existing Land-Use Classifications.....	148
Figure A.4	Plan Maps: Existing Zoning Districts.....	149
Figure A.5	Plan Maps: Community Place Type Districts.....	150
Figure A.6	Plan Maps: Parks, Recreation & Open Space.....	151
Figure A.7	Plan Maps: Bicycle & Pedestrian Connectivity.....	152
Figure A.8	Plan Maps: Streets.....	153
Figure A.9	Plan Maps: Public Art, Gateways & Wayfinding.....	154
Figure A.10	Plan Maps: Potential Annexation Area.....	155

The City of Creve Coeur's Community Vision

*Creve Coeur will continue to prosper as **a premiere livable and sustainable community** by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets.*

Utilizing comprehensive place-making, *Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain **a regional leader as a green and environmentally-friendly community.***

DRAFT

01

INTRODUCTION & BACKGROUND

Introduction

The City of Creve Coeur is recognized as one of the preeminent communities of St. Louis County and the State of Missouri. High-quality, stable residential neighborhoods adjoin the southern edge of Olive Boulevard, one of the region's most vibrant commercial corridors. Creve Coeur businesses, including Monsanto and the Donald Danforth Plant Sciences Center, employ over 52,000 St. Louisans. High property values are supported by a beautiful and green physical environment; easy access to community amenities, retailers, and regional transportation; and excellent public and private schools. The City government provides effective and efficient public services, utilizing strong sales tax revenues to keep costs reasonable for residents.

As a mature city, Creve Coeur has entered a critical phase. During the decades leading up to the creation of the City's current Comprehensive Plan in 2002, most of the City's planning related to land use planning – deciding how best to use vacant parcels or large assemblages of land. Now that the community is largely built out, the basic land use pattern of the City is established. With the adoption of the 2002 Comprehensive Plan, Creve Coeur focused its attention on the challenge of improving the community's livability, quality of life, and the redevelopment of older, underutilized properties.

The 2002 Comprehensive Plan marked a fundamental change in the way that Creve Coeur planned for the future. That plan focused the City's planning resources on protecting existing community assets and strengthening community character. With the exception of some new, defined redevelopment opportunities, this Comprehensive Plan Update—*Creve Coeur 2030*—continues these themes. This Plan seeks to preserve and strengthen Creve Coeur by capitalizing on new development opportunities, articulating specific capital improvements, and guiding new development. Neighborhood preservation, business district revitalization, improved livability, and quality economic development remain the major focal points of the Plan. Whereas the 2002 Comprehensive Plan provides limited guidance and tools for implementation, however, Creve Coeur 2030 provides specific recommendations, actions, and regulatory code updates to facilitate ongoing, incremental implementation.

How this Plan will be Used

Creve Coeur 2030 builds upon the existing 2002 Comprehensive Plan and takes a different approach to planning. With an established land use pattern, a framework is needed for decisions to be guided by a vision for the long-range improvements needed to achieve better quality of life. Rather than identify a specific “end state” for the City of Creve Coeur, this Plan is structured as a guide and as a call to future action, based upon a 20-year vision for the City.

This plan presents goals, strategies, and recommendations for the City, which are reasonable, feasible, and important to the welfare of the entire community. The value of the Plan will be measured by the degree of success the community achieves in its implementation.

The effectiveness of the Plan is directly related to the continual recognition of the proposals which are included herein, by the Planning and Zoning Commission, the City Council, City staff, and the other appointed boards and commissions of the City.

This plan recognizes that no planning system can be entirely quantitative and objective. There will always be a need for subjective judgment by elected and appointed officials, particularly in a mature community with established patterns and institutions. The key to successful planning in this environment is to make subjective decisions that are wise, forward-thinking, and coordinated over time.



PUBLIC WORKSHOP #3; FEBRUARY 1, 2016.

Over 170 residents and 40 non-resident stakeholders of Creve Coeur have engaged in this planning process through over 250 individual points of contact.

The Planning and Zoning Commission plays a critical role in the planning process and must be alert to the needs of the community. It must bring such needs to the attention of the City Council, as well as other agencies within the community having direct responsibility for public improvements. The appraisal of local needs and the continued application of the planning principles set forth herein will assure maximum benefits from the Plan and will result in the orderly and economical attainment of the goals established in the Plan.

After formal adoption of the Creve Coeur 2030 Plan, it becomes a tool for communicating the City's land use policy and coordinating individual decisions into a consistent set of actions that harmoniously shape the City's growth and re-development. The Plan supersedes all land use plans previously adopted by the City. It should be used to update and inform administration of the City's existing planning tools, which include, but may not be limited to the following:

- » Zoning Ordinance (Chapter 405)
- » Subdivision Ordinance (Chapter 410)
- » City of Creve Coeur Design Guidelines
- » Creve Coeur CBD / Downtown Area Implementation Strategy ("Downtown Plan"; 2006)
- » Creve Coeur Pedestrian Plan (2002)
- » Traffic Calming / Traffic Mitigation Program (2002)
- » Stormwater Evaluation Final Report (2012)
- » Public Art Master Plan
- » Capital Improvement Program (Five-Year Plan)

Suggestions or recommendations for updates to other existing plans and ordinances, where advisable, are noted in this Plan

The Planning and Zoning Commission has an ongoing responsibility to see that the Plan is implemented and updated as needed, to be responsive to changing conditions. City staff and appointed boards and commissions will have the Plan to guide them in decision-making. Close cooperation between the City Council and the Planning and Zoning Commission will be essential to proper administration of the Plan. Coordination with other governmental entities and jurisdictions will also be important to the realization of the City's planning goals and recommendations.

To that end, the Creve Coeur 2030 Plan will be used in several ways:

1. As a Guide Future Land Use Decisions

- » To provide the Planning and Zoning Commission and City Council with an explicit statement of public policy to assist them in their weekly, monthly and annual decision making on specific development and land use issues.
- » To remove as much uncertainty as possible from the development process, and thereby facilitate optimal location decisions on the part of businesses, households, and developers.
- » To provide administrative continuity through successive City administrations in dealing with development proposals, both public and private.
- » To provide the community with confidence that recommendations in the Plan are based on the public's participation and input, and that changes made in the community will be gradual and sensitive to the public's needs and interests.

2. As an Outline for Public Facility Decisions

- » To provide a framework for an orderly and reasonable implementation of the improvement projects recommended by the Plan, such as street improvements, streetscape improvements, sidewalks, storm water improvements, and communication technology.

- » To furnish a means of insuring that improvement projects will be carried out concurrently with the community's ability to pay so that their completion will not create an excessive tax burden.

3. As a Call to Action

To articulate and serve as a call to action on City initiatives, including the development of a network of pedestrian and bicycle facilities, creation of walkable, place-based commercial and retail development, a central city-wide gathering space, and a comprehensive sustainability program.

This Plan represents a long-range (20-year) vision for the community. However, the Plan must be periodically reviewed and updated. It is suggested that, as part of implementation activities, the City establish a "community dashboard" of outcome management indicators on which the City can readily collect data. Using this dashboard, City staff and the Planning and Zoning Commission should track progress of Plan implementation to assess Plan recommendations and to determine whether adjustments are needed to the Plan.

The Plan is intended to be flexible, so that it can respond to changing community conditions. At the same time however, the Plan should facilitate a proactive approach to the planning and decision making process for the City. It recognizes that the City cannot predict the future, but it should equip itself to respond to and guide events to achieve a vision for the community.

Creating the Plan

The Creve Coeur 2030 Plan is the product of a robust community outreach and engagement process, conducted over the course of ten (10) months. This process effectively utilized the knowledge and expertise of Creve Coeur citizens and stakeholders to create a vision for an authentic, resilient, and sustainable future for the City. This Comprehensive Plan Update utilized five (5) key engagement activities:

- » **Public Workshops:** The heart of the public planning process, the City of Creve Coeur and planning consultant conducted five (5) public workshops, in conjunction with the Planning & Zoning Commission, at key points throughout the development of the plan. Public workshops were held at 6:30 PM on the first Monday of the month in place of a regular Planning & Zoning Commission Meeting. Workshops typically consisted of a formal, information presentation followed by small-group, facilitated work sessions. Table work boards, facilitates discussion, and keypad polling were all utilized.
- » **City Staff and Elected Official Focus Groups:** The planning consultant conducted individual focus group work sessions with city staff, elected officials, and City commission members. A total of five (5) Focus Groups meetings were conducted in November, 2015. The purpose of these meetings was to collect directed input from city staff and elected officials on key issues and priorities within the City, and to assess the success of the 2002 Comprehensive Plan.
- » **Resident and Stakeholder Focus Groups:** Similar to the City Staff and Elected Official Focus Groups described above, the planning consultant conducted individual focus group meetings with City residents, business and property owners, and citizen committees. A total of six (6) Focus Group meetings were conducted in November, 2015.
- » **Client Group Work Session:** Throughout the planning process, the planning consultant conducted four (4) Client Group Work Sessions with representatives of the City of Creve Coeur to work through technical planning issues in development of the Comprehensive Plan Update.
- » **Follow-Up Stakeholder Focus Group Meetings:** During development of the Draft Comprehensive Plan Update, the planning consultant conducted nine (9) follow-up Stakeholder Focus Group Meetings with key stakeholder groups, including elected officials, property owners, the Planning & Zoning Commission, and citizen committee members. The purpose of these meetings was to collect thematic input from stakeholders on particular aspects of the Plan.

Over 170 Creve Coeur residents and over 40 non-resident stakeholders participated in this process, through over 250 individual points of contact. The key Community Issues and Priorities presented below were identified and prioritized by the community and are addressed in the Creve Coeur 2030 Plan.

Key Community Issues & Priorities

1. **Business Preservation:** Maintaining a strong economic base is crucial for the long-range success of the City; Creve Coeur should address outdated and underutilized commercial development and capitalize on high-tech industrial growth opportunities.
2. **Residential and Neighborhood Protection:** Some residents feel threatened by potential intrusion of commercial uses into established residential areas, and teardowns and infill of new homes must positively contribute to the character of existing neighborhoods.
3. **Community Sustainability:** Creve Coeur is a regional leader in community sustainability, and should continue to expand municipal sustainability initiatives and integrate sustainability throughout community and economic development.
4. **Parks, Trails, and Greenways:** Residents and visitors alike value the “green appearance” of Creve Coeur and want to see it preserved and expanded.
5. **A Walkable and Bikeable Community:** Pedestrian and bicycle facilities are insufficient and inconsistent in Creve Coeur, and current designated bike routes are perceived as unsafe.
6. **Traffic Congestion:** Traffic has continued to increase and cause frustration, particularly on Olive Boulevard.
7. **Housing and Community Diversity:** Support the development of varying housing types and community amenities that matches projected population growth and changes.
8. **Community Identity:** Creve Coeur does not have an identifiable downtown or central community gathering place.
9. **Community Facilities, Amenities, and Services:** Residents of Creve Coeur desire expanded and improved public facilities; unique, walkable, and locally-oriented stores and restaurants; and community-supporting service businesses.
10. **Effective Implementation:** Achieving this Comprehensive Plan will be supported by improving the efficiency of local government and ensuring that the City's regulations and ordinances match the community's vision, as articulated in this Plan.



PUBLIC WORKSHOP #2; DECEMBER 7, 2015.

Structure of the Plan

The Creve Coeur 2030 Plan is organized into the following key sections:

MAIN COMPREHENSIVE PLAN DOCUMENT

1. **Creve Coeur Today:** This section provides an overview of existing conditions in Creve Coeur, including physical conditions and characteristics, demographic projections, and opportunities for future development and improvement. (Refer to pages 17-41.)
2. **Plan Objectives & Strategies:** The *Objectives and Strategies* section articulates specific initiatives for City-wide public facilities, physical improvements, and regulatory recommendations to achieve the Plan Vision and addresses the community's key issues and priorities. This section is organized around seven (7) Goals, which are summarized on the facing page. (Refer to pages 43-51.)
3. **Plan Recommendations:** The *Plan Recommendations* are the heart of the Comprehensive Plan Update and are comprised of geographically-based future land use goals; placemaking initiatives; and City-wide plans for infrastructure and capital improvement projects. (Refer to pages 53-123.)
4. **Implementation:** The *Implementation Plan* recommends implementation priorities—including Capital Improvement Plan (CIP) priorities, describes key Early Action Items, and summarizes the various project initiatives in a comprehensive Implementation Action Matrix. (Refer to pages 125-141.)

APPENDIX

1. **Appendix A – Plan Maps:** Appendix A includes enlarged version of the ten (10) key existing conditions and Plan maps for reference. (Refer to pages 143-153.)

This structure is visionary, concise, and clearly outlines Creve Coeur's consensus goals and aspirations for the future; and provides an actionable roadmap for effective implementation.

* 18/7—18 hours a day, seven days a week—refers to community vibrance and activity in a 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.

DRAFT

DRAFT

02

CREVE COEUR TODAY

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)

Introduction

While the public outreach program of the Creve Coeur 2030 Comprehensive Plan yielded an important understanding of community attitudes, needs, and desires, it also is important to understand the forces and trends that are shaping the community. These include the current regulatory environment and Code of Ordinances; demographic and market characteristics; existing and ongoing planning, policy, and capital improvement initiatives; and opportunities and constraints. This section summarizes the results of research and analysis of the key existing conditions factors that drive the placemaking, community character, and quality of life of the Creve Coeur community.

Demographic Trends

The City of Creve Coeur must consider local and regional population change in formulating future land use. The current population of Creve Coeur is estimated at 17,868, which represents a moderate growth of 8.3%—or approximately 1,200 new residents—since 2000. This Comprehensive Plan Update identifies local and regional demographic characteristics and trends, retail supply and demand, potential markets for mixed use, employment projections for the County, and constraints to market feasibility for the considered land uses to develop a potential program for uses.

2.1. SHORT-TERM DEMOGRAPHIC TRENDS

Source: ESRI Business Information Services

Creve Coeur, Missouri	2010	2016	2021	Change, 2016-2021
Total Population	17,973	17,965	18,000	35
Total Households	7,706	7,672	7,670	(2)
Family Households	4,750	5,023	4,996	(27)
Non-Family Households	2,959	2,649	2,674	25
Non-Family Households, %	38.4%	34.5%	34.9%	0.3%
Average Household Size	2.26	2.27	2.27	—
Owner-Occupied Housing Units	5,271	5,507	5,519	12
Renter-Occupied Housing Units	2,435	2,165	2,151	(14)
Renter-Occupied Percentage	31.6%	28.2%	28.0%	-0.2%
Median Age	44.3	45.8	46.3	0.5
Median Household Income	—	\$102,413	\$108,511	\$6,098
Average Household Income	—	\$153,289	\$166,155	\$12,866

Because Census data is current only to 2014, 2014 and 2019 were used as benchmark years for trending the Census and ESRI out to 2030 to compare with State of Missouri projections. State projections vary from Census estimates in that they show population decline while current Census estimates show an increase. Trending ESRI estimates versus the Census for Creve Coeur shows insignificant differences for the city with population growth of only a few hundred people over the time period.

The comparison shows us that, even under best case scenarios, population growth is not likely to be a significant driver of change in Creve Coeur in coming decades unless other factors come into play. There are, however, other trends that can have an effect on change in Creve Coeur. Changes in income for city residents can change markets for goods and services. Design of the city core to attract future populations may also have an effect by positioning Creve Coeur competitively for future demographic change.

2.2. 15-YEAR DEMOGRAPHIC PROJECTIONS

Comparative By Source

St. Louis County and
Creve Coeur
Population Estimates

	2014	2019	2020	2025	2030
MO Office of Administration (2014 St. Louis Co. Interpolated)	987,239	970,773	969,216	964,085	958,847
St. Louis County Census (Trended from 2014)	1,001,879	1,005,634	1,006,387	1,010,161	1,013,950
City of Creve Coeur Census (Trended from 2014)	17,868	17,913	17,922	17,967	18,013
City of Creve Coeur ESRI Data (Trended from 2019)	17,778	17,985	18,027	18,237	18,449

While population change in the aggregate is likely to be minor, household change by income reveals several facts not seen in averages (refer to Figure 2.3):

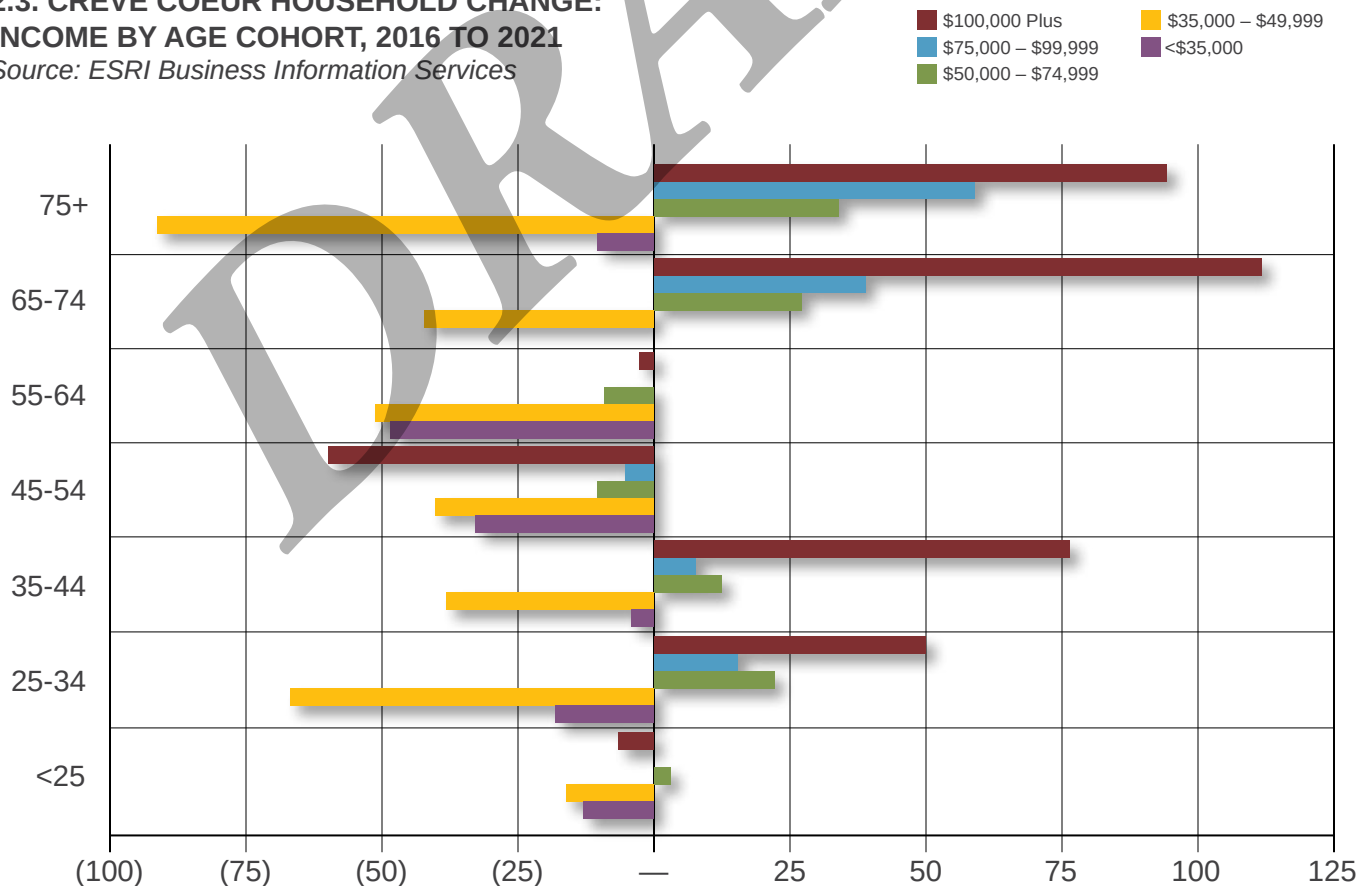
- » All household growth is in household incomes of \$50,000 and greater
- » Households under 25 years and between 45-64 years of age are declining
- » Households 45-64 years of age comprise 50% of household losses
- » Households from 25 to 44 years of age are increasing, but only at upper incomes
- » Households 65 and older comprise 51 percent of household gains

Much of the change noted above is coming from households aging in place, but the loss of households under 25 indicates a deficit in the local housing stock for young people. Because much of the expected growth nationally is in millennial households, if the city wishes to capture these households as future residents in order to maintain workforce, the life-cycle of housing for age cohorts needs to be considered.

Across all ages, every income class except those with annual household income over \$100,000 is declining. Households with income under \$100,000 are declining by 466. Households with over \$100,000 are increasing by 462. As noted above, 48 percent of positive growth is in households over 65 years of age. This change

2.3. CREVE COEUR HOUSEHOLD CHANGE: INCOME BY AGE COHORT, 2016 TO 2021

Source: ESRI Business Information Services



will not be sustainable. If Creve Coeur becomes a city of aging in place households and future cohorts—such as millennials—settle elsewhere, employers are likely to follow. As part of an economic development strategy to retain viability for the future, restoring a life-cycle of housing by creating housing and neighborhood opportunities for young people is essential.

Retail Supply & Demand

Retail requires households in proximity to a concentrated retail core, or, alternately, regional access via freeway to make up for the lack of immediate and proximal household support. There is unmet retail demand in Creve Coeur, but with 7,687 households in the city it is too small a number to justify a traditional major auto-oriented center. The St. Louis Galleria, West County Center, and the Chesterfield Commons development are each only a few minutes away by automobile, and there is retail in small centers scattered around the city.

Current retail development, however, is now focusing on walkable aggregations of retail that do not depend on department store anchors, but rather include entertainment; restaurants, pubs, and coffee shops; outdoor plazas with fountains and art; and main street types of retail in a main street format. If these uses are included in a city center with added, proximal residential, either free-standing or in mixed use, the destination will have people out and about at all hours and feel more vibrant and attractive than the competing offerings in the region.



NEW APARTMENT DEVELOPMENT IN THE EAST OLIVE CORRIDOR.

*Creating housing
& neighborhood
opportunities
for young people
is essential to
maintaining
future economic
viability.*

The question is whether such a center can be supported. The table below shows 2016 Demand and Sales and 2021 Demand. 2016 sales were subtracted from 2021 demand to show the opportunities for future retail. Categories in which there is leakage are shown in black in the table below. Items in italics are sub-categories. Red indicates categories where sales exceed local demand. In the context of retail supply and demand, "leakage" refers to retail sales made to Creve Coeur residents outside of Creve Coeur's corporate boundary. Thus, it represents the money spent by Creve Coeur residents in other communities.

Figure 2.4 below is useful for noting underserved consumer demand but, because of the aggregation, may not reflect what is possible for the future. **Figure 2.5** on the facing page breaks categories into those with leakage.

Based upon leakage by 2021, there may be a market for ±240,000 square feet of retail.

2.4. RETAIL SUPPLY & DEMAND

Source: ESRI Business Information Services

Industry Group	2021 Demand	2016 Demand	Change in Demand	2016 Sales	2021 Demand Less 2016 Sales
Motor Vehicle Parts & Dealers	\$127,914,765	\$118,281,674	\$9,633,091	\$604,461,245	(\$476,546,480)
Furniture & Home Furnishings	\$15,505,250	\$14,337,570	\$1,167,680	\$12,450,794	\$3,054,456
Electronics & Appliance	\$26,741,417	\$24,727,556	\$2,013,861	\$82,799,028	(\$56,057,611)
Building Materials & Garden Equipment	\$30,674,673	\$28,364,604	\$2,310,069	\$17,371,404	\$13,303,269
Food & Beverage	\$89,937,508	\$83,164,434	\$6,773,074	\$141,980,365	(\$52,042,857)
Health & Personal Care	\$35,342,236	\$32,680,659	\$2,661,577	\$99,206,461	(\$63,864,225)
Clothing & Clothing Accessories	\$24,387,303	\$22,550,728	\$1,836,575	\$21,235,103	\$3,152,200
Sporting Goods, Hobby, Books & Music	\$14,147,875	\$13,082,417	\$1,065,458	\$5,285,125	\$8,862,750
General Merchandise	\$130,680,913	\$120,839,507	\$9,841,406	\$19,309,628	\$111,371,285
Miscellaneous Store Retailers	\$24,471,256	\$22,628,358	\$1,842,898	\$15,524,935	\$8,946,321
Food Services & Drinking Places	\$61,598,832	\$56,959,906	\$4,638,926	\$71,829,344	(\$10,230,512)
TOTALS	\$581,402,026	\$537,617,413	\$43,784,613	\$1,091,453,432	(\$510,051,406)

Another factor to consider is that if the retail is in a destination format with public space amenities, and entertainment such as a brew pub or a small, high end luxury digital movie theatre, it will compete well against existing, less interesting retail that is scattered and/or single use. Successful, amenity-rich main street style destinations have a wider market radius than typical retail formats, so the capture beyond local income may increase the potential size. Creve Coeur is already home to some of these high-end opportunities, including the AMC West Olive cinema (which provides seat-side meal service and alcoholic beverages). These amenities can therefore be built upon based on market opportunities.

If it were possible to choose a location for such a center that would allow for additional housing for households at average income for the city, each household would add approximately \$76,000 in consumer spending on non-automobile items. As

planning proceeds, if such a center is proposed and programmed, the number of housing units will increase the feasibility of a larger concentration of retail and service space. Such a center, if well-located, will also capture more of the daytime population spending from the considerable employment within the city. The addition of 1,000 units in a compact, walkable center could support another approximately 150,000 square feet for a destination.

A destination center also includes categories such as general merchandise (i.e. a department store), as there is currently over \$50 million in unmet demand. There also may be categories in which the unmet demand is too small for a new retail establishment given current and expected spending patterns, but Creve Coeur is one of the few local communities that could support additional higher-end uses and tenants.

2.5. RETAIL LEAKAGE

Source: ESRI Business Information Services

Categories of Leakage	2021 Demand Less 2016 Sales	Square Feet at Sales of \$450 per Square Foot
Furniture & Home Furnishings	\$3,054,456	6,800
Building Materials & Garden Equipment	\$13,303,269	29,600
Beer, Wine & Liquor	\$2,991,573	6,600
Clothing	\$8,379,087	18,600
Sporting Goods, Hobby, Books & Music	\$8,862,750	19,700
General Merchandise	\$111,371,285	247,500
Miscellaneous Store Retailers	\$8,946,321	19,900
Limited-Service Eating Places	\$3,624,027	8,100
Special Food Services	\$490,597	1,100
Drinking Places – Alcoholic Beverages	\$4,722,761	10,500
Total at 100-Percent Capture	\$109,688,513	243,800

2.6. HISTORIC EMPLOYMENT BY SECTOR*Source: Census LEHD Database*

Creve Coeur Historic Improvement	2007	2014	Change
Agricultural, Forestry, Fishing & Hunting	1	4	3
Mining, Quarrying, Oil & Gas Extraction	130	148	18
Utilities	401	440	39
Construction	1,688	464	(1,224)
Manufacturing	746	580	(166)
Wholesale Trade	1,916	2,025	109
Retail Trade	3,189	3,204	15
Transportation & Warehousing	501	720	219
Information	1,416	1,647	231
Finance & Insurance	4,501	7,166	2,665
Real Estate, Rental & Leasing	764	828	64
Professional, Scientific & Technical Services	6,005	4,957	(1,048)
Management of Companies & Enterprises	5,164	6,086	922
Admin & Support, Waste Mgmt/Remediation	3,586	4,971	1,385
Educational Services	1,081	1,298	217
Health Care & Social Assistance	14,150	14,687	537
Arts, Entertainment & Recreation	160,	214	54
Accommodation & Food Services	2,547	2,458	(89)
Other Services (excluding Public Admin)	1,400	999	(401)
Public Administration	290	334	44
TOTALS	49,636	53,230	3,594

Employment Patterns and Planning

As of 2014, Creve Coeur had employment almost three times its population. Essentially, Creve Coeur does not need to worry about creating employment at present. The distribution and change in employment from 2007 to 2014 is shown in **Figure 2.6** on the facing page.

This level of employment may offer an opportunity for the city since, as of 2014, only 867 persons were both living and working within the City. Of the 53,230 employees, according to Census data, 51,393 of the employees lived outside the city (inflow of employees). There were 7,196 city residents who were employed and 6,359 left the city to work (outflow of employees). If all of these workers were commuting in cars, then there were 115,100 car trips to and from work.

This level of inflow and outflow is high. In 2014, residents filled only ± 1.5 percent of jobs in the city. These trips cause expenses in infrastructure and maintenance. But the massive employment base also suggests that there may be partners available in the business community whose employees would like to have a lifestyle of short commutes and walking or biking to work if the housing and street networks enabled that option of lifestyle. If five percent of out-of-city employees, $\pm 2,600$ people, had such desires, that would mean demand for anywhere from 1,000 to 2,600 units depending upon household size. For hospitals this is an immediate benefit for on-call staff and hospital efficiency. For businesses employing younger persons, this would solidify the desirability of working in Creve Coeur and help to preserve the employment base of the city.

The single largest economic development initiative in Creve Coeur—and within the St. Louis region—over the coming 15 to 20 years is the Plant Science Innovation Hub project of the St. Louis Economic Development Partnership (SLEDP). Funded through a Department of Labor Grant, this planning initiative comprises 600 acres in the northwest corner of Creve Coeur along Olive Boulevard and Lindbergh Boulevard. The planning area includes existing agricultural technology (ag-tech) institutions: the Donald Danforth Plant Science Center; Bio Research & Development Growth Park (BRDG); and the Helix Biotech Incubator. It is also home to Monsanto's World Headquarters. (It should be noted that, as of the approval of this Plan, the future of this headquarters remains unresolved due to the planned acquisition of Monsanto by Bayer A.G.)

The purpose of this planning initiative is to establish a new bio-technology district and redevelopment entity. In the same manner as the CORTEX district in the City of St. Louis, this redevelopment entity will guide future investment, construction, and tenancing of major bioscience and ag-tech research and development institutions and companies. While official employment projections for the district have not released, the 250 acre CORTEX development is projected to create or attract approximately 10,000 new jobs. Using CORTEX as a precedent, it is reasonable to assume that the 575-acre Plant Sciences Innovation Hub could create an equal number of new jobs within the City of Creve Coeur. This will further drive the market for new housing, community-supportive retail and services, and community amenities over the term of this Comprehensive Plan Update.

Creve Coeur Office Market in 2016

Creve Coeur has the asset of great employment, but appears by conventional measures to be over-built in office space. According to NAIDesco, a St. Louis Realty firm, as of the first quarter of 2016, Creve Coeur has average vacancy in all classes of ± 19 percent (refer to Figure 2.7 below).

This amounts to $\pm 255,000$ square feet of vacant class A space, and $\pm 1,306,000$ square feet of vacant class B space. Normal turnover for this subarea would amount to $\pm 446,400$ square feet of vacancies, leaving $\pm 1,114,000$ square feet to fill and requiring $\pm 4,400$ to $\pm 5,500$ employees.

While these are substantial numbers, a strategy to create a vibrant center by tying employment, residential, retail, services and public amenities, may incentivize employment to change these trends. General Electric moved to downtown Cincinnati because of its potential as an urban environment for its employees to live and work, and brought 1,400 employees, with the possibility of up to 2,800 in a five-year period. That is one corporate move based in large part on its employees' preferences for an urban lifestyle. Creve Coeur is in a unique position to offer a more urban environment by adding rather than by wholesale change, because it is already showing household preferences that are more urban than most of the region.

2.7. CREVE COEUR OFFICE MARKET – FIRST QUARTER 2016

Source: NAIDesco

Submarket	Class	Buildings	Total Square Feet	Available	Total Vacancy	YTD Absorption	Average Rate
Creve Coeur/Hwy 67	A	4	232,601	44,390	19.1%	9,812	\$26.58
	B	85	3,445,709	861,235	25.0%	(25,195)	\$16.23
I-270/Olive Blvd	A	17	2,356,371	210,313	9.1%	3,519	\$24.01
	B	27	2,894,074	444,819	15.4%	18,994	\$18.63
TOTALS/AVERAGE		185	8,928,755	1,560,757	17.5%	7,130	\$19.56

Vibrant Suburban Sub-centers

The NAIOP Research Foundation has identified the highest performing suburban centers by type and the best performer is called a Suburban Vibrant Center. Suburban Vibrant Centers outperform standard suburban office development in vacancy and leasing rates. A combination of factors makes this performance possible, including changing preferences of employers and employees, reduction of commuting time, high-speed internet connectivity, and urban design and amenities to support the land use. According to the report, suburban vibrant centers are defined as having the following character¹:

- » **Compact:** The center is coherent, bounded and dense (within its regional context), with commercial buildings of two stories or more.
- » **Mixed-Use:** Two or more uses can be found within multistory buildings, which typically feature retail space below residential and/or office space.
- » **Multiple-Use:** Different types of land uses (residential, commercial, industrial, and/or institutional) are located in close proximity to provide needed goods and services and generate activity throughout the day and evening.
- » **Walkable:** The urban design—including street patterns, intersection density, block lengths, street and sidewalk widths, building massing, setbacks, street-wall facades and parking—facilitates safe, convenient pedestrian movement.
- » **Connected:** Trips to and from the center typically are feasible by transit, either rail or bus, as well as by car; internal trips are feasible by walking or bicycling.
- » **Parking:** Metered street parking and parking structures accommodate private vehicles.
- » **Density:** Job density is high; a combination of workers, residents and visitors/ shoppers enlivens the center during the day and evening. High-density residential development is especially important to provide workforce housing and the purchasing power to support retail and personal services.
- » **Public Places:** Open space within the center is public and available for special events, people-watching, rest, and relaxation.
- » **Destination:** The center is an employment node with unique public venues that are popular places to socialize and conduct business.
- » **Discrete:** The center has edges and boundaries that capture and contain additional development and redevelopment over time.
- » **Critical Mass:** Additional development is a positive feature, because greater density usually increases vibrancy.

Creve Coeur has some of the elements in place necessary to create a vibrant center. It has the employment density, the demographic and income support to mix uses, either horizontally or vertically, and, with the massive employment base, an immediate market demand for mixed use residential that would attract a proportion of current employees to relocate in the city, and rebalance the age profile of change in the city.

1. *Preferred Office Locations: Comparing Location Preferences and Performance of Office Space in CBDs, Suburban Vibrant Centers, and Suburban Areas*; Emil Malizia; NAIOP Research Foundation, 2014

Placemaking: Community Character

Creve Coeur is a community with two distinct characters. The first is captured in the attractive, secluded residential areas nestled in a heavy tree canopy that covers most of the city. They are green, quiet, and sheltered from the bustle of the major arterials and thoroughfares like Olive Boulevard and Lindbergh Boulevard. Approximately 75% of the land area of the City is devoted to single-family uses, interspersed with schools, churches, parks, and other open spaces. This pattern has remained unchanged for the last 45-years. This is Creve Coeur's image to many people in the area. The community assessment of the 2002 Comprehensive Plan makes clear that this image is at the core of what most citizens value about Creve Coeur.

The second character is markedly different—that of the City's commercial areas, particularly along Olive Boulevard which runs east to west across the city's northern tier. These areas have a much different character than the residential areas of the City. Olive Boulevard, the northern stretch of Ballas Road, and Lindbergh Boulevard are thriving commercial areas that contribute heavily to the City's revenue base. With the exception of a short length of east Olive Boulevard, between Graeser Road and Spoede Road, where smaller-scale residential structures and mature trees predominate, these areas are heavily dominated by the automobile and have a strip commercial suburban character. There is no unifying architectural style. Buildings are often set back long distances from these arteries behind seas of parking. Site planning is fragmented, creating a disjointed appearance in which buildings and developments do not relate well to the street or to one another.

Creve Coeur also lacks a defined commercial center – there is no singular “there” in Creve Coeur. And there is little to distinguish these areas from those in neighboring communities. Except for the Olive Boulevard/I-270 overpass, there are no “gateways” that announce to visitors that they are arriving in Creve Coeur, just more of the same strip development that typifies Olive Boulevard. A gateway feature is symbolic and signifies a celebrated entrance, but can take a number of different forms. Gateways can be physical features such as sculpture, entrance monuments, and landscaping, or quality development elements, such as visually attractive buildings.

Despite these issues, it is important to remember that businesses make up less than 20% of the City's land area yet the combination of inter-governmental revenues (including sales taxes) and commercial sector public utility licenses comprised 67% of the City's general revenue in 2015—the largest single source of revenue. Commercial tax revenues in 2015 were more than 23 times greater than general property tax revenues. The commercial activity along Olive Boulevard is the reason why Creve Coeur is able to provide top-quality municipal services while maintaining relatively modest property tax rates. Furthermore, commercial tax revenues have increased over 7% since 2013 and are projected to increase an additional 3.3% by 2017.

At the same time, the combination of market pressure and commercial sites available for redevelopment means that there is a great opportunity to improve the appearance and functionality of existing commercial areas, especially along Olive Boulevard east of I-270. The City has enacted Design Guidelines that are already producing more attractive commercial development. Standardized franchise architecture is discouraged, and more attention to the relationship between

buildings, pedestrians, and the street is required. The multi-phased City Place development, the Shoppes at Questover commercial development on Olive Boulevard at Questover Lane, and the Vanguard and Vue apartment developments on Old Olive Street Road are good examples of how the quality of commercial development in Creve Coeur can attain higher standards while protecting adjacent residential neighborhoods. The City has also undertaken an ambitious streetscape improvement program. These improvements have already greatly enhanced the appearance of New Ballas Road, and Olive Boulevard between Mason Road and N. New Ballas Road.



KING'S LANDING MIXED-USE DEVELOPMENT ON N. NEW BALLAS ROAD.

HIGH-QUALITY HOUSING & NEIGHBORHOODS ARE KEY TO CREVE COEUR'S IDENTITY.

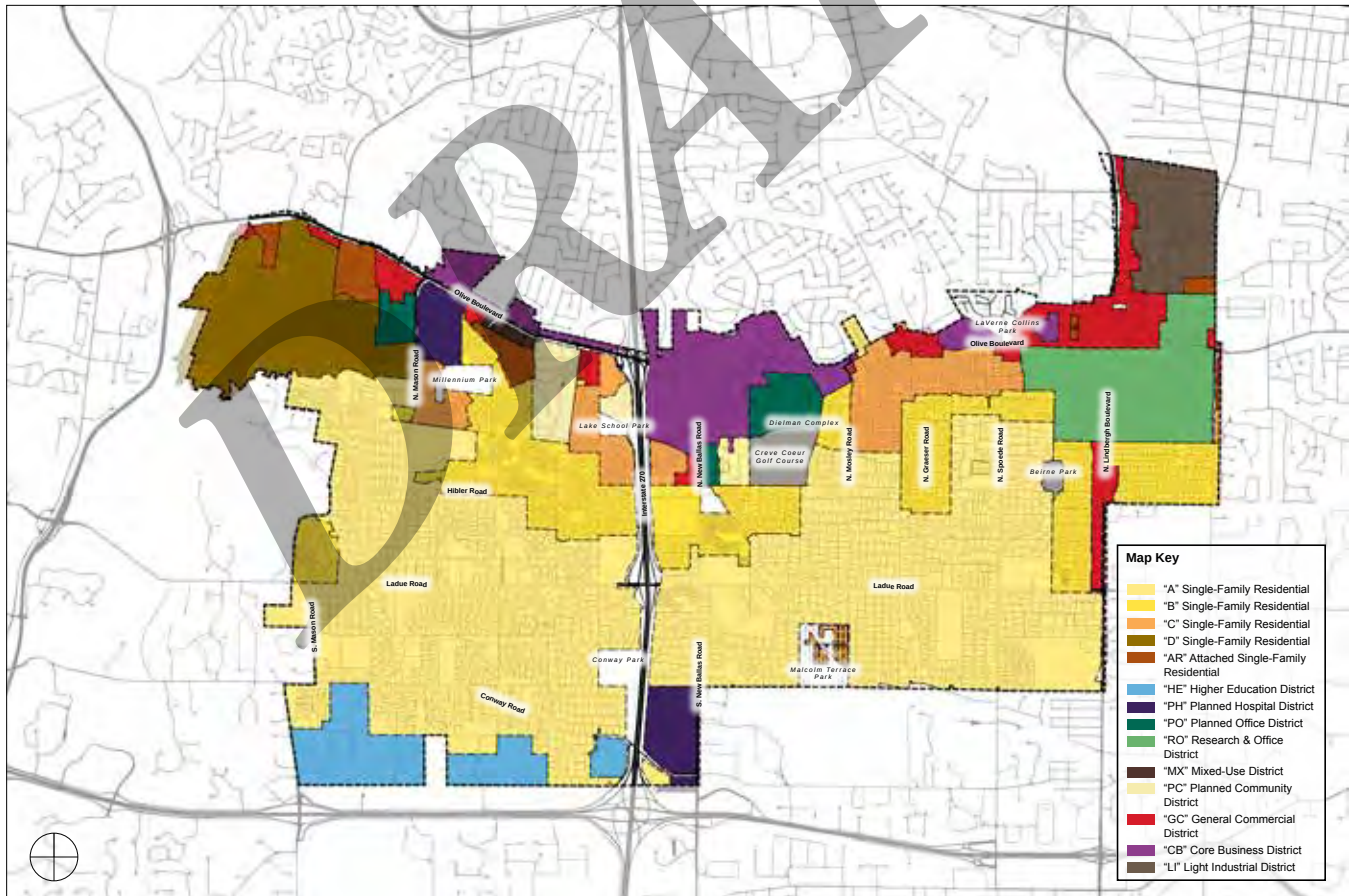


Land Use & Zoning

Development and land use in Creve Coeur are currently regulated by 14 zoning districts, and the City's zoning map generally reflects the existing land use pattern. Five (5) of these are residential districts; four (4) are non-commercial institutional and office districts; two (2) are specialty or mixed-use districts; and three (3) are commercial districts. The existing Creve Coeur zoning districts are shown in **Figure 2.8** below.

The number of zoning districts has increased over the past 30 years, with new districts added to accommodate specific development projects. Both the "MX" Mixed-Use and "PC" Planned Community Districts are examples. The addition of districts has led to increasing regulatory complexity. This is especially true along Olive Boulevard, which is covered by 11 separate districts.

2.8. ZONING DISTRICTS



2.9. ZONING & LAND-USE CAPACITY ANALYSIS

<i>Zoning District</i>	<i>Minimum Lot Area</i>	<i>Maximum Site Area</i>	<i>Average Site Coverage (District Wide, As-Built)</i>	<i>Ratio, Permitted Site Coverage vs. Actual Site Coverage</i>
"A" Single-Family Residential	43,560 s.f. (1 acre)	25% ²	19.5%	1.3
"B" Single-Family Residential	20,000 s.f.	35% ²	23.6%	1.5
"C" Single-Family Residential	15,000 s.f.	40% ²	26.0%	1.5
"D" Single-Family Residential	10,000 s.f.	45% ²	22.0%	2.0
"AR" Attached Single-Family Residential	2,000 to 4,000 s.f.	50% ²	43.7%	1.1
"HE" Higher Education District	15 acres	50%	17.6%	2.8
"PH" Planned Hospital District	30 acres	63% (30-55 acres) 55% (55.01-greater acres)	52.3%	1.05 to 1.2
"PO" Planned Office District	21,780 s.f. (0.5 acre)	63% (70% Conditional)	70.2%	1.0
"RO" Research & Office District	5 acres	60%	25.7%	2.3
"MX" Mixed-Use District	43,560 s.f. (1 acre)	63% (70% Conditional)	58.0%	1.2
"PC" Planned Community District	15,000 to 21,780 s.f. (Use dependant)	45% (50% Conditional)	41.4%	1.2
"GC" General Commercial District	21,780 s.f. (0.5 acre)	63% (70% Conditional)	56.8%	1.2
"CB" Core Business District	21,780 s.f. (0.5 acre)	63%	64%	1.0
"LI" Light Industrial District	21,780 s.f. (0.5 acre)	85%	73.0%	1.2
<i>Residential Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.5
<i>Office & Mixed-Use Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.6
<i>Commercial Districts; Average Ratio of Permitted to As-Built Site Coverage</i>				1.1

2. Pervious pavement surfaces do not count against site coverage, with no maximum.

In general, the five (5) residential districts are representative of existing lot sizes within residential neighborhoods, with few non-conforming lots in any given district. However, the lot development regulations are not generally representative of existing built conditions. Within the five residential districts, the average as-built site coverage is only 69% of what is allowed under the current zoning code. This means that the five residential districts could, under current zoning regulations, be built at approximately 1.5 times the site coverage as currently built.

Within the six (6) institutional, office, and mixed-use districts, the average as-built site coverage is similarly only 71% of what is allowed under the current zoning code. This means that the six institutional, office, and mixed-use districts could be built at approximately 1.6 times the site coverage as currently built under current zoning regulations. This is largely due to the extremely low development density of institutions within the “HE” Higher Education, “PH” Planned Hospital, and “RO” Research & Office District, including St. Louis Priory School, Missouri Baptist College; and Monsanto. Refer to **Figure 2.9** for a detailed summary table of zoning and land use capacity analysis.

With the upscale housing market, high land values, and shrinking supply of remaining land, the City of Creve Coeur also can expect to experience continued pressure for “tear-downs” of older homes and replacement with larger and more expensive homes, as well as potential consolidation of larger lots for re-subdivision. This issue was articulated in the 2002 Comprehensive Plan and continues today. This is a trend that some find disturbing. It prices many people out of the Creve Coeur market and results in some homogenization of the available housing supply. This is beginning to be addressed by the private development market with the construction of more multi-family housing along the Olive Boulevard corridor. More problematic, however, is that tear-downs and redevelopment, lot by lot, in existing neighborhoods often results in homes that are much larger and with greater site coverage than their neighbors. This is due to the mismatch between what is allowed under current zoning regulations and the as-built character of the neighborhood, as detailed above.

The greatest challenge to continued economic development in Creve Coeur is the shrinking supply of easily developable land. Creve Coeur has a strong housing and employment market, and demand remains high within the region. With a scarcity of land, pressures to meet this demand will be realized primarily through redevelopment or the intensified use of existing developed property, both residential and commercial. The challenge will be to manage the redevelopment process to preserve and protect those things that people value and avoid adverse impacts to existing residents and businesses.

Parks, Green Space & Environment

Creve Coeur's physical geography significantly contributes to the city's green, leafy, and almost rural character. Creve Coeur is situated along a ridge at the edge of the Missouri River Valley. Olive Boulevard roughly follows this ridge. The City has a topography of rolling hills with numerous small drainageways and creeks. There is over 250 feet of elevational change within Creve Coeur's boundaries, as the City ranges from 500 feet to 750 feet above mean sea level.

Creve Coeur spans both the Deer Creek Watershed (approximately east of I-270; drains to the Mississippi River via River Des Peres) and Creve Coeur Creek Watershed (approximately west of I-270; drains to the Missouri River). The headwaters of Deer Creek begin within the Creve Coeur Municipal Golf Course near Olde Cabin Road and Craig Road before flowing southeast. The tributary Windrush Creek flows south, roughly along Graeser Road. The tributary Monsanto-Sunswept Creek/Deschamps Creek flows south, roughly along N. Spoede Road. Deer Creek is classified as an Impacted Urban Waterway. West of I-270, Creve Coeur Creek is fed by three major tributaries. Fernridge Creek flows west north of Mason Manor Drive. Smith Creek and Rosenfelder Creek form a major drainageway that flows northwest between Conway Road and Ladue Road, through the Royalgate and Ladue Conway Estates subdivisions.

Additionally, there are approximately four (4) miles of existing utility and old railroad corridors that contribute to Creve Coeur's existing open space network. These include the Ameren power-line corridor on the west side of the City, which intersects Smith Creek; and the abandoned railroad corridor that runs between Malcolm Terrace Park northwest to behind the Government Center.

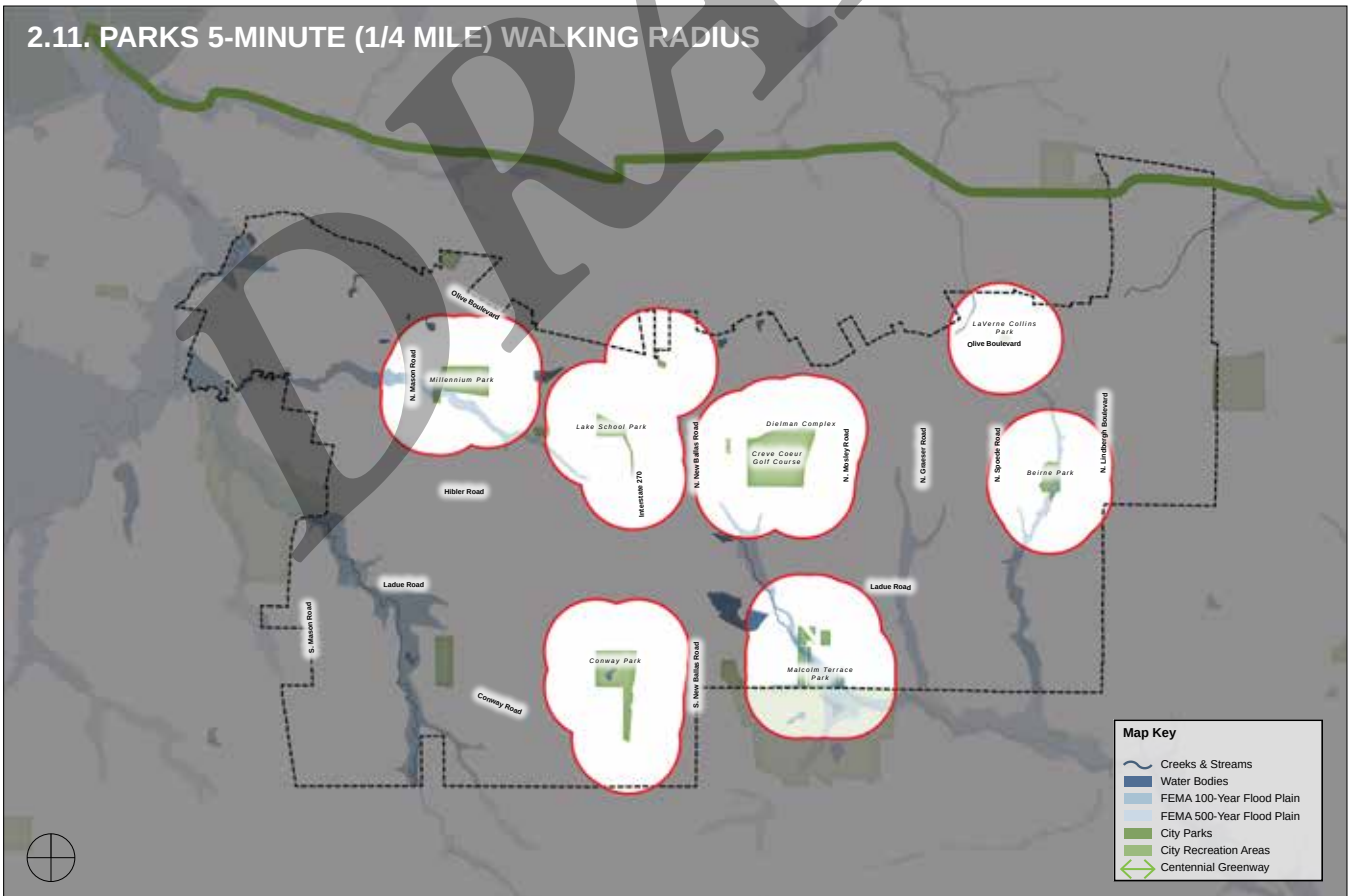
Creve Coeur currently has seven (7) public parks: Millennium Park (which includes the historic Tappmeyer House; purchased in 2001 and developed between 2001 and 2004), Lake School Park, Fountain Park, LaVerne Collins Park, Beirne Park, Malcolm Terrace Park, and Conway Park. The City also owns and operates the 56-acre Creve Coeur Municipal Golf Course and the Dielmann Recreational Complex (home of the Creve Coeur Ice Arena). These outdoor parks and recreational spaces total 154 acres. Fountain Park, a one-acre pocket park along Olive Boulevard, is slated for impending sale and redevelopment. In addition, Creve Coeur residents enjoy access to several large, regional parks, including Creve Coeur Park and Edgar Queeny Park. The City's location near I-64/U.S. 40 and the future Centennial Greenway also provides direct access to Forest Park and its amenities. Refer to **Figures 2.10 and 2.11** for locations and walking distances to existing City parks.

Community surveys conducted as part of the 2002 planning process confirm that City residents highly value this open space and green character of Creve Coeur, and this input was verified during the current planning process and the community assessment of the existing Comprehensive Plan. At the City's current population, these parks provide 8.6 acres of park space per 1,000 residents. This is below the standard of 10 acres per 1,000 residents recommended by the National Recreation and Parks Association (NRPA). Without the golf course, the public parks ratio drops to only 5.4 acres per 1,000 residents, approximately half of the NRPA standard. The bulk of open space is in private ownership, maintained either by homeowners associations, or major institutions such as schools and private clubs.

2.10. PARKS & GREENWAYS



2.11. PARKS 5-MINUTE (1/4 MILE) WALKING RADIUS



Another significant deficit—and one recognized by many citizens that participated in the planning process—is the lack of trails and sidewalks throughout Creve Coeur. None of the public parks, public and private schools, or major commercial and institutional amenities are connected to one another by sidewalks or trails. To walk or bike around Creve Coeur is a real challenge—there are simply too many missing links and busy streets like Ladue Road and Olive Boulevard, which are uninviting and unsafe for bicyclists and pedestrians. Walking from home to school or to shopping areas is simply not possible for most citizens and students due to lack of bicycle and pedestrian connections.

The City government has recognized some of these deficits and opportunities and has moved aggressively to improve the parks and trails. Since the completion of the 2002 Comprehensive Plan, the City developed Millennium Park. Furthermore, Creve Coeur has developed approximately 1.5 miles of trails in Malcolm Terrace Park. The City has also adopted an extensive Pedestrian Plan that sets out ambitious priorities for building sidewalks and crosswalks throughout the community. As part of the annual Capital Improvement Program, major sidewalk improvement programs were implemented along Ladue Road, Warson Road, Olive Boulevard, Mosley Road, Conway Road, and Mason Road during the term of the 2002 Plan. In addition, approximately 1.75 miles of improved sidewalks have been constructed along Mason Road and Ladue Road, connecting Whitfield School and Parkway Northeast Middle School west of I-270.

Creve Coeur is located less than half a mile south of the Centennial Greenway, a major regional initiative of the Great Rivers Greenway (GRG) connecting Creve Coeur Park in Maryland Heights to Forest Park. There are also numerous recommendations for bicycle facility improvements in Creve Coeur as part of GRG's Gateway Bike Plan. Moving forward, Creve Coeur has the opportunity to work with local and regional stakeholders to improve bicycle and pedestrian connectivity within the City and between regional destinations through the creation of a comprehensive network of greenways, trails, and multi-use paths linking existing and new parks, recreational facilities, and open space amenities.

Transportation and Movement

Creve Coeur boasts an enviable location within the St. Louis region. Directly accessed by Interstate I-270 and convenient to I-64/U.S. 40, I-70, and regional highways MO-364 (the Page Avenue extension) and MO-141, the City is has experienced both the benefits and impacts of automobile mobility. The benefits include being able to live or work in the City of Creve Coeur and have regional access to places of work, business, and shopping via a comprehensive regional arterial and interstate system (**refer to Figure 2.12**). The transportation attractiveness of Creve Coeur, however, has also resulted in negative traffic congestion impacts. 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.

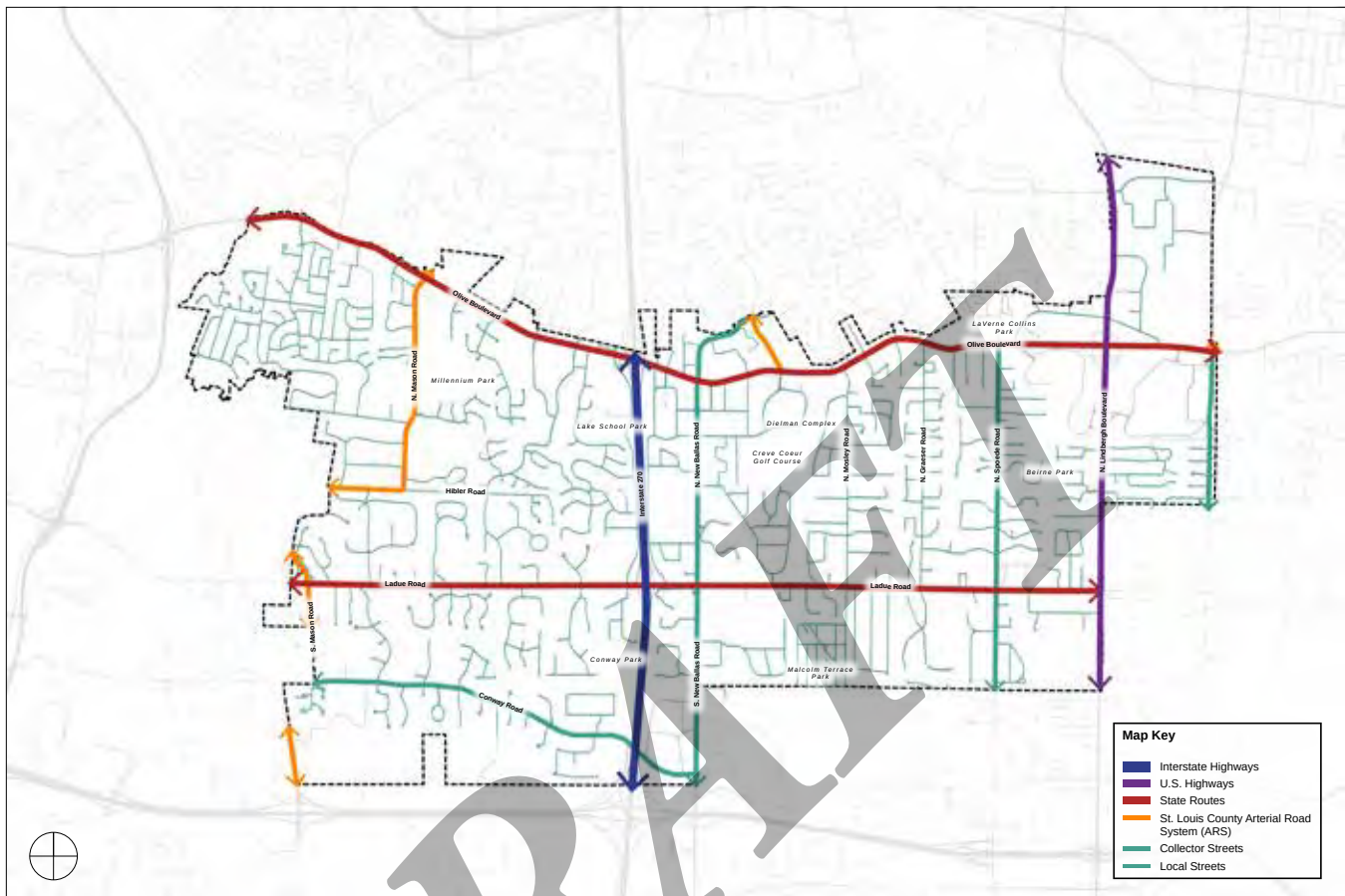
The amount of traffic on Olive Boulevard can be explained in terms of vehicle origin and destination. In addition to Creve Coeur residents' use of Olive Boulevard, a significant amount of vehicular traffic on Olive originates from external sources. Numerous vehicles originate from outside the City in order to utilize the City's commercial activities. Other vehicles use Olive Boulevard to access neighboring municipalities. As a result, the volume of cars on the roadway has increased, causing significant congestion on Olive.

Historically, congestion within the City has been addressed through increasing the capacity of the existing street system. As an example, intersections along Olive Boulevard have been systematically improved with additional through, left, and right turn lanes. Signals have been strategically installed to control traffic, and access controls

have been implemented to preserve what little residual capacity might remain. In addition, a major reconstruction of the I-270/Olive Boulevard interchange was completed in 2003. This was comprised of replacing the former two-point interchange with a single-point urban interchange (SPUI); providing dual left-turn lanes in both directions and additional right-turn stacking lanes both entering and exiting I-270. This has significantly increased the traffic capacity of the interchange, and the new interchange has been extensively landscaped to provide a signature, aesthetically-pleasing entrance to the City. However, the east and west approaches to the interchange on Olive Boulevard still experience major congestion at peak rush-hour times (approximately 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).

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. This issue is compounded by the Creve Coeur's existing road network, which includes a discontinuity in north-south travel west of I-270, and a discontinuity in east-west travel east of I-270. Because of this discontinuity, congestion has spread south to other through-streets and minor connectors that are located in primarily residential areas of the City. These include Mason Road (west of I-270) and Ladue Road, and Old Ballas and Olde Cabin Road.

2.12. STREET & ROADWAY CLASSIFICATIONS



As in many mature cities, roadway construction solutions are no longer easily implemented. Local impacts and right-of-way limitations to accommodate the improvements often result in controversial and expensive solutions that are yielding fewer and fewer benefits. Additionally, the benefits of vehicular capacity improvements must be balanced with potential negative impacts on alternative transportation modes. For example, as intersections are widened to include additional through, left turn, or right turn lanes, the pedestrian crossing the street is exposed to more traffic and for a longer time. Street widening can also reduce space for sidewalks and dedicated bike facilities, creating safety concerns for pedestrians and cyclists.

Even with the current road network, the continued implementation of transportation system management solutions—including strategic spot improvements; elimination of some offset intersections; and reducing curb cuts with improved cross-access to commercial lots—can improve overall flow along Olive Boulevard. In an effort to resolve traffic problems throughout the community, particularly in residential neighborhoods, the City has adopted the Traffic Calming/Traffic Mitigation Program.

Sustainability & Resilience

Creve Coeur has been a regional leader among municipalities in actively pursuing community sustainability. In 2008, Mayor Harold Dielmann appointed a citizen Climate Action Task Force, which has since transformed into Energy and Environment (“E & E”) Committee (Ordinance 5391, 2014). This Committee was established following signing of the U.S. Mayor’s Climate Protection Agreement and the completion of the St. Louis region’s first municipal Greenhouse Gas Emissions Inventory, both of which were unanimously supported by the City Council through Resolution 790.

Primary duties of the E & E Committee are to make Creve Coeur more sustainable by:

- » Proving recommendations to the City Council regarding sustainability issues;
- » Reviewing and updating the Climate Action Plan with the focus of reducing the City’s greenhouse gas emissions and carbon footprint;
- » Encouraging the City’s Green Team (a grassroots, multi-disciplinary group dedicated to sustainability);
- » Promoting City functions relating to sustainability;
- » Educating City staff and residents on sustainability practices and resources; and
- » Collaborating with other agencies to further sustainability efforts.

In 2010, the City adopted Phase I of the Climate Action Plan to save energy and reduce greenhouse gas emissions community-wide 20% by 2015 (in comparison to 2005 baseline levels). A number of energy-saving measures have been implemented within City facilities and among City

operations. These include energy-efficient lighting and HVAC systems, water and materials recycling, and solar arrays installed at the Dielmann Recreation Complex.

The City adopted Ordinance 5089 in 2009, adding an environmental purchasing preference for EPEAT; EnergyStar; Environmental Choice; Forest Stewardship Council; Green Guard for Children and Schools; Green Seal; Green-e; and USDA Organic certified products. The City also installed recycling collection containers in all city facilities, eliminated the use of Styrofoam products, and conducted a comprehensive Energy Audit of City facilities in 2013. Creve Coeur has enacted other ordinances relating to community sustainability and resilience. These include an ordinance permitting the domestic raising of chickens, and an ordinance requiring the use of native plants in the landscaping of City-owned property.

These efforts have been well-recognized regionally. In November 2013, the City accepted an Outstanding Local Government Achievement Award from the East-West Gateway Council of Governments for the Green Power Community Challenge. In December 2013, the efforts of the Climate Action Task Force were recognized by the St. Louis Regional Chamber when the Chamber presented the City with a Sustainable Business Advantage Award. More recently, Creve Coeur reconfirmed its commitment to comprehensive sustainability in 2014 by developing an updated Greenhouse Gas Emissions inventory and signing the 25X20 Energy Benchmarking Pledge. In June 2016, the City adopted Phase II of the Climate Action Plan. The Phase II Plan sets new emission reduction goals through 2050 and adopts various strategies to achieve these goals. Creve Coeur is the first and currently only municipality in the St. Louis region to adopt a Phase II Climate Action Plan.

Lifestyle Preferences and Future Development

Households that prefer to trade single-family suburban living for the convenience of an urban location include both high and middle-income households. These households tend to prefer an urban lifestyle and nationally there is evidence of pent-up demand that can drive housing markets in downtown and core areas and reinforce retail markets if action is taken to seize the opportunity.

Part of this shift may have to do with the changing preferences of our two key demographic groups, Millennials and Baby Boomers.

According to research by RCLCO, an Orlando, Florida research firm, and Kiplinger, published in the Wall Street Journal, 88% of Millennials want:

- » Walkable, bikeable neighborhoods and streets
- » Amenities and work within walking distance
- » Smaller houses or smaller units at lower cost
- » An urban street environment
- » Access to transit and all modes of mobility
- » Access to nature and recreation
- » Strong sense of community

At the other end of the spectrum are the Boomers. This group includes active seniors, many of whom now express a strong preference for urban living. In planning to capture this future population it is necessary to provide neighborhoods and housing that will fit their lifestyle preferences. Boomers want:

- » The ability to move freely without a car
- » The ability to age in place
- » Easily managed housing—close the door and go
- » Amenities and services within walking distance
- » Access to transit and all modes of mobility
- » Access to nature and recreation
- » Strong sense of community

The overlap between these groups indicates a strong market for neighborhoods with the following attributes: retail and services, employment space, good transit and mobility options, a mix of housing units which includes smaller units and rentals as well as for-sale units, and a sense of genuine community identity and authenticity.

These preferences tie in well to the emerging trend in vibrant suburban centers noted in the NAIOP report. If Creve Coeur can create the environment, capturing these demographic cohorts can reinforce the viability for employment space as well as for retail and services in a sub-center that would benefit the entire community.

Economic Development Opportunities

Creve Coeur and St. Louis County are now in competition with not just local or state locations, but national locations. The widespread use of geographic information systems and demographic data allows firms to identify locations with the attributes desired by their workforce and the attributes that will lead to profitability. For retailers on the national level, such data allows cherry picking among the very best market locations, with high household incomes, high aggregate income, and quality of access for a given geographic unit, making competition between locations national.

There are four trends that also should be considered in creating a master land use plan: (1) the preferences of millennials and baby boomers; (2) the trend toward vibrant suburban sub-centers on the part of firms with millennial employees and on the part of development professionals and investors seeking higher leasing rates and lower vacancy; (3) the ability for a very large number of firms to locate without regard to proximity to resources or other traditional factors, fueled by the growing trend of industrial use to actually be “idea factories” with concentrations of STEM workers rather than heavy industrial employment; and (4) the growing preference for urban environments on the part of younger workers. Taken together, these trends indicate that virtually any jurisdiction that can satisfy the lifestyle requirements of future employees and appeal to the employers who use technological resources rather than natural resources, can attract new residents and businesses, and also retain workforce. The traditional methods of viewing potential for change through the lens of regional or local trends is no longer sufficient to indicate future potential for pro-active cities.

The effect of these trends is a resurgence of urban lifestyles on the part of the two largest demographic groups for the next 20 to 30 years, and an increasing desire by firms to locate in cities with strong downtowns, a mix of housing types, and a definable center with urban amenities for residents.

Creve Coeur does not lack employment; its employment base as of 2013 was over 52,000 jobs nearing three times the city population. It does not lack income to support retail and services; income per household is higher than most areas in the St. Louis metro area. There is not immediate development pressure for housing as expected demand for units based on projected population growth is low. But Creve Coeur does need to address capture of target demographics for retaining and recruiting future employees and residents.

To assure future markets, a land use strategy must tie these elements together and increase the quality of life locally by providing multiple modes of access for retail capture; create meaningful community public space; and add a mix of housing types to increase the number of residents living and employed within the City.

Conclusion

Creve Coeur is a maturing city, experiencing both the challenges and opportunities typical to maturing cities. The City is largely built-out, and it is located amidst neighboring municipalities and areas of unincorporated St. Louis County that are also built-out. Therefore, the opportunities for continued development in Creve Coeur are the redevelopment and replacement of aging retail, office, and housing stock that has reached market obsolescence.

The City possesses established parks and is home to numerous regionally-renowned primary and secondary schools. While not a retail power center like Chesterfield Crossing, Chesterfield Mall, or the Saint Louis Galleria, Creve Coeur is still a major commercial center with strong retail amenities and a robust employment base. These assets provide not only community services and jobs, but a strong commercial revenue base to City government. As a result, Creve Coeur is able to provide a high-level of municipal services while maintaining a modest property tax rate. Set against the backdrop of easily-accessible community services and amenities, this palette of community benefits has resulted in Creve Coeur's excellent regional reputation and stable property values.

However, future growth in Creve Coeur is projected to be essentially flat. This is due to multiple factors, including: 1) a lack of easily-developable land; 2) limited diversity of existing housing stock (that does not necessarily respond to changing market demographics); 3) aging and overbuilt office space; 4) a lack of an identifiable heart of Creve Coeur (when we think of Creve Coeur, do we think of the same thing?); and 5) a flat growth rate for the St. Louis region as a whole. In order to continue to evolve, prosper, and maintain its regional identity, Creve Coeur must enhance its competitive position in the region as the premier community in which to live, work, and play.

The Creve Coeur 2030 Comprehensive Plan update presents a holistic strategy to preserve and strengthen the characteristics of the City that give Creve Coeur an enviable position within the region while guiding future development to capitalize on projected growth opportunities and changing demographics. By promoting contextual and authentic placemaking, the City of Creve Coeur will be well-positioned to attract new residents, new business, and new amenities while strengthening existing neighborhoods and preserving the qualities that make Creve Coeur great.

DRAFT

DRAFT

03

OBJECTIVES & STRATEGIES

CREVE COEUR'S COMMUNITY VISION

*Creve Coeur will continue to prosper as **a premiere livable and sustainable community** by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets.*

Utilizing comprehensive place-making, *Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain **a regional leader as a green and environmentally-friendly community.***

Introduction

The Objectives and Strategies of the Creve Coeur 2030 Comprehensive Plan Update are composed of seven (7) key objectives and 67 individual Strategies. The Objectives and strategies reflect the goals, needs, and desires of the Creve Coeur community. Together, they serve to achieve the community's Vision on which the Comprehensive Plan is founded.

The Objectives and Strategies include programming and municipal service initiatives, policy and partnership recommendations, and physical development plans—as further detailed in the *Plan Recommendations* beginning on page 53—to build a more prosperous, livable, and sustainable Creve Coeur for the next 20 years. The Objectives and Strategies of this Plan were developed with the input of the citizens of Creve Coeur, facilitated by the Planning Team, to achieve the community's Vision for the future of their City.

The Objectives and Strategies are presented on the following pages.

1. *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!

Strategy 1.1: **Create mixed-use, walkable districts.**

Strategy 1.2: **Improve Creve Coeur's walkability and bikeability.**

Strategy 1.3: **Improve the City's streetscapes and continue public realm enhancements.**

Strategy 1.4: **Celebrate the community with identifiable gateways and public art.**

Strategy 1.5: **Preserve high-quality existing neighborhoods and community assets.**

Strategy 1.6: **Ensure cultural, arts, educational, and entertainment opportunities throughout the community.**

Strategy 1.7: **Update the City's zoning code to facilitate and promote development that matches the community's vision for Creve Coeur.**

Strategy 1.8: **Ensure that adjacent non-residential and residential developments are compatible with each other.**

Strategy 1.9: **Improve the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of desired development patterns.**

Strategy 1.10: **Preserve Creve Coeur's historic properties.**

Strategy 1.11: **Provide an increased number of community events and programs.**

Strategy 1.12: **Develop a "central gathering place" that is the heart of the community.**

2. *Residential Development & Preservation*

Creve Coeur will preserve and evolve its high-quality residential development and stable property values while enhancing the diversity of housing types and improving the walkability and accessibility of neighborhoods.

Strategy 2.1: Increase housing options to attract changing market demographics—including seniors, young professionals, and families.

Strategy 2.2: Guide the rebuilding of outdated housing stock in selected areas to improve housing diversity and maintain a competitive residential market.

Strategy 2.3: Continue to provide opportunities for a greater diversity of housing options throughout the City.

Strategy 2.4: Improve neighborhood walkability and connectivity.

Strategy 2.5: Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.

Strategy 2.6: Update Creve Coeur's building code to promote green building best practices and adopt the latest International Energy Conservation Code as part of any building code update.

Strategy 2.7: Review the Zoning Code and land development regulations to ensure new infill residential construction takes into account existing conditions such as topography and stormwater flow with the measurement of building height, grading, and stormwater mitigation to minimize the impacts of new construction.

Strategy 2.8: Establish a limit for the amount of pervious pavement that does not count toward site coverage allowance for residentially-zoned properties.

Strategy 2.9: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.

Strategy 2.10: Protect residential areas from negative encroachment of non-residential uses.

3. *Economic Growth & Community Services*

Creve Coeur will capitalize on new job growth and commercial development opportunities to strengthen its position as a major regional business center and provide necessary neighborhood services for the community.

Strategy 3.1: **Ensure future economic growth is responsive to the changing economy and captures the “place-making dividend”.**

Strategy 3.2: **Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences.**

Strategy 3.3: **Transform the Olive Boulevard corridor with a Central Business District and supporting mixed-use districts.**

Strategy 3.4: **Improve regional transportation to Olive Boulevard.**

Strategy 3.5: **Embrace public/private partnerships for redevelopment.**

Strategy 3.6: **Work with the business community to develop recommendations for broadband, electrical, and other infrastructure as it impacts economic development.**

Strategy 3.7: **Guide regional retail and services (serving as a destination amenity) to the Community Center District area.**

Strategy 3.8: **Preserve the long-term economic strength of Creve Coeur by actively working with the St. Louis Economic Development Partnership and St. Louis County to establish the Plant Science Innovation District; promote its implementation; and support the District’s long-term sustainability.**

Strategy 3.9: **Foster development of a town center, which would include the design and construction of a public gathering place or places.**

Strategy 3.10: **Become an active and integral participant with the St. Louis Regional Chamber and other organizations to promote Creve Coeur’s interests in regional and statewide economic development efforts.**

4. *Community Amenities & Facilities*

Creve Coeur will enhance existing public facilities and provide a variety of new, high-quality public amenities and community facilities that meet the needs and desires of all Creve Coeur residents.

Strategy 4.1: Improve City facilities, including the police department headquarters, Government Center, and the Dielmann Complex.

Strategy 4.2: Continue to improve the quality and responsiveness of City services, including recycling, limb and leaf pickup, and maintenance of medians and public landscaping.

Strategy 4.3: Continue to actively develop and implement the Capital Improvement Program that addresses the needs and desires of the community.

Strategy 4.4: Continue the City's strong level of police services.

Strategy 4.5: Actively engage with utility providers, fire protection districts, neighboring governments, and other community service providers to ensure that Creve Coeur continues to be served by high-quality, efficient, and effective community services.

Strategy 4.6: Maintain existing and develop new cooperative and reciprocal agreements and partnerships to share community facilities with surrounding municipalities and public and private institutions.

5. *Parks, Open Space & Environment*

Creve Coeur will utilize its physical geography and diverse landscapes to remain a regionally-recognized green community and increase the amount of accessible public parks and open space for preservation and recreation.

Strategy 5.1: Actively pursue the integration of trails and bikeways and create a comprehensive community wide network of off-street and on-street connections for pedestrians between parks and open spaces, commercial centers, schools, and neighborhoods.

Strategy 5.2: Require new development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public sitting/gathering areas, and open space, as appropriate.

Strategy 5.3: Engage in regular assessments of the recreation needs of Creve Coeur residents and enhance park facilities as necessary to ensure that those needs are met.

Strategy 5.4: Explore the development of a central urban park or plaza as the central gathering space of the community (perhaps as part of the Community Center district) and development of a community recreation center, youth center, library, or community center.

Strategy 5.5: Identify and designate parcels for possible future purchase by the City and redevelopment as public park space.

Strategy 5.6: Expand the use of cooperative agreements with local schools and private recreational amenities to provide access to recreational facilities for City residents.

Strategy 5.7: Enhance Creve Coeur's existing parks and open spaces to establish greater plant and wildlife diversity.

Strategy 5.8: Mitigate flooding and waterway impacts from adjacent development and improve water quality.

6. *Transportation, Connectivity & Mobility*

Creve Coeur will utilize development and partnerships with other jurisdictions to better manage automobile traffic; reduce traffic congestion; and improve transit, walkability, and bikeability.

Strategy 6.1: Encourage creation of a comprehensive network of pedestrian and bicycle infrastructure and facilities to become a premier walkable and bikeable community

Strategy 6.2: Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors—regardless of age, income, or ability.

Strategy 6.3: Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.

Strategy 6.4: Manage traffic impacts in residential neighborhoods.

Strategy 6.5: Improve connectivity in the western half of the City by developing bicycle and pedestrian facilities to bridge gaps in the existing street network.

Strategy 6.6: Promote 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.

Strategy 6.7: Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.

Strategy 6.8: Utilize Complete Streets principles when conducting major improvements to existing roadways to enhance bicycle and pedestrian accommodations; consider the adoption of a City-wide Complete Streets policy.

Strategy 6.9: Develop procedures to address requests for local traffic calming.

Strategy 6.10: Increase local connectivity to the Great Rivers Greenway District's (GRG) regional "River Ring" greenway network; endorse, enhance, and facilitate implementation of GRG projects in Creve Coeur.

Strategy 6.11: Enhance the safety of existing bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.

7. *Community Sustainability & Resilience*

Creve Coeur will lead the region in integrating community sustainability with on-going revitalization.

Strategy 7.1: Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.

Strategy 7.2: Achieve a sustainable jobs/housing balance within Creve Coeur.

Strategy 7.3: Establish a regular schedule for future updates to the Climate Action Plan with new benchmarks, a new planning horizon with updated strategies, and updated targets.

Strategy 7.4: Develop a Community Resilience Plan to provide for enhanced emergency service access, alternative transportation options, and energy security in the event of natural disasters and social unrest.

Strategy 7.5: Expand the use of renewable energy in City-owned public facilities and promote renewable energy use for all Creve Coeur residents.

Strategy 7.6: Establish city-wide targets for the ratio both public-accessible and private open space.

Strategy 7.7: Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality.

Strategy 7.8: Establish a storm water level-of-service and prioritize the problems identified in the City's storm water study based on those criteria and accelerate the implementation of the City's Storm Water Master Plan to deal with the prioritized storm water problems.

Strategy 7.9: Update the City's landscape guidelines to encourage the use of Missouri native plantings and discourage planting of known invasive species.

Strategy 7.10: Review regional sustainability initiatives and work with regional groups to enhance Creve Coeur's sustainability efforts.

DRAFT

DRAFT

04

PLAN RECOMMENDATIONS

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)

1.

Community Place Types Overview

The geographic framework and future land use plan of the Creve Coeur 2030 Comprehensive Plan Update relies upon the Community Place Type Districts. Community Place Types utilize aspects of both zoning districts and a typical land use plan. They identify the existing physical character of development, streets, infrastructure, and public space and make recommendations to guide future physical development, streets, infrastructure, and public space in accordance with the community's Vision for the future of Creve Coeur.

By defining qualitative aspect of these districts—their built character, streetscape, public realm, and public space amenities—in addition to the quantitative aspects of land use, Community Place Types establish a coordinated placemaking strategy within a defined geographical framework based on existing parcels, development character, and uses.

Community Place Type Districts address the major commercial districts, campus developments, and residential neighborhoods within Creve Coeur. The Community Place Type District locations and boundaries are illustrated in **Figure 4.1**; an overview of the 11 Community Place Type Districts is provided on the following pages.

Detailed land use and development recommendations are presented by geographical area:

- » **Residential neighborhood recommendations** are presented on pages 64-71;
- » **Central Business District recommendations** (Community Center place type) are presented on pages 72-81;
- » **West Olive and large commercial site recommendations** (Mixed-Use place type) are presented on pages 82-87;
- » **East Olive recommendations** (Neighborhood Commercial place type) are presented on pages 88-93;
- » **Plant Sciences Innovation District recommendations** (Mixed-Use Innovation Campus district) are presented on pages 94-98;
- » **Lindbergh Boulevard commercial recommendations** are presented on pages 100-103; and
- » **Campus and institutional district recommendations** are presented on pages 104-108.



-
- The map displays the City of San Jose with various planning districts color-coded. A large, semi-transparent watermark of the city's official seal is centered over the map. The districts are as follows:
- I - Countryside Estate (CR)
 - II - Estate Neighborhood 2 (ER-2)
 - III - Estate Neighborhood 1 (ER-1)
 - IV - Suburban Neighborhood 2 (SR-2)
 - V - Suburban Multi-Family Neighborhood 1 (SR-1)
 - VI - Civic (CV)
 - VII - Campus (CP)
 - VIII - Neighborhood Commercial District (NC)
 - IX - Mixed-Use District (MU)
 - X - Community Center District (CC)
 - XI - Mixed-Use Innovation Campus (MUIC)
 - Central Business District Boundary (indicated by a dashed black line)

Community Place Types Overview



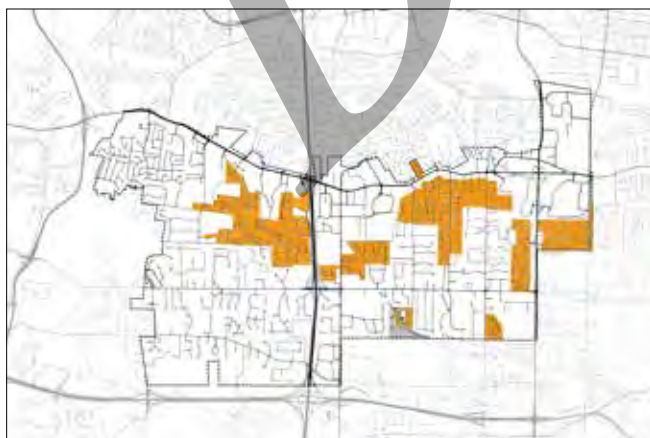
I. Countryside Estate (CR)

Countryside Estate describes large-lot (1 acre and larger), detached single-family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Countryside Estate neighborhoods have optional sidewalks on one side of the street (typically located only on through streets), optional street lighting at expanded intervals, and trees located outside of the public right-of-way in private yards. Countryside Estate includes portions of the current “A” Single Family Residential zoning district, primarily west of I-270 and built around **centralized subdivision common ground tracts**.



II. Estate Neighborhood 2 (ER-2)

Like the Countryside Estate, Estate Neighborhood 2 describes large-lot (1 acre and larger), detached single-family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Estate Neighborhood 2 includes portions of the current “A” Single Family Residential zoning district, primarily east of I-270 and shares the same basic characteristics of the Countryside Estate. **The difference is that Estate Neighborhood 2 lacks centralized subdivision common ground.**



III. Estate Neighborhood 1 (ER-1)

Estate Neighborhood 1 describes medium-lot (15,000 sq. ft. to 1 acre), detached single-family residential neighborhoods with both rectilinear and curvilinear, cul-de-sac street system in either: a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with one access to a through street or road. Estate Neighborhood 1 neighborhoods have optional sidewalks on one side of the street, optional street lighting at expanded intervals, and trees located outside of the public right-of-way in private yards. Estate Neighborhood 1 includes portions of the current “B” and “C” Single Family Residential zoning districts, based on physical characteristics and configuration.



IV. Suburban Neighborhood 2 (SR-2)

Suburban Neighborhood 2 describes small-lot (minimum 10,000 sq. ft.), detached single-family or attached townhome residential neighborhoods with an interconnected street grid and on-street, parallel parking. Suburban Neighborhood 2 features a high level of pedestrian connectivity and amenities with sidewalks on both sides of the street, tree lawns with street trees, and street lighting at regular intervals. Suburban Neighborhood 2 is coterminous with the current “D” Single-Family Residential zoning district.



V. Suburban Multi-Family Neighborhood 1 (SR-1)

Suburban Neighborhood 1 describes attached multi-family residential neighborhoods—including multi-story apartment and condominium buildings and attached rowhouses or townhomes—built around an interconnected street grid or an internal vehicular circulation system with common parking areas. Suburban Multi-Family Neighborhood 1 areas feature a high level of pedestrian connectivity through sidewalks and pedestrian pathways. Suburban Neighborhood 1 is coterminous with the current “AR” Attached Single-Family Residential zoning district.



VI. Civic (CV)

The Civic district is intended for institutional uses—including schools, churches, religious facilities, and public facilities—comprised of a single primary building with optional ancillary buildings on a single lot.

Community Place Types Overview



VII. Campus (CP)

The Campus District is intended for the development of multiple large office structures, institutional facilities, research buildings, educational, and healthcare facilities. Campus districts have a minimum size of 10 acres, and are envisioned to regulate the outer “tier” of buildings, fronting perimeter streets, while ensuring maximum flexibility for inner “tiers” of buildings that are not adjacent to perimeter streets. When located in predominantly residential areas, Campus districts should maintain low-intensity, landscape frontages. When located on Olive Boulevard or other high-intensity commercial streets, Campus districts should maintain a frontage type that matched adjacent frontages on Olive Boulevard.



VIII. Neighborhood Commercial District (NC)

Comprising the East Olive Corridor, the Neighborhood Commercial District supports the development of a variety of medium- to low-density commercial and neighborhood service businesses and low-density multi-family residential development—in a corridor with shallow lot depths adjacent to established subdivisions. Providing a transition between more intense commercial districts to the east and west, this district is ideal for specialty retail and service businesses, providing both easy car access and a walkable environment. The Neighborhood Commercial District provides for **lot-by-lot redevelopment that builds toward a coherent corridor identity**.



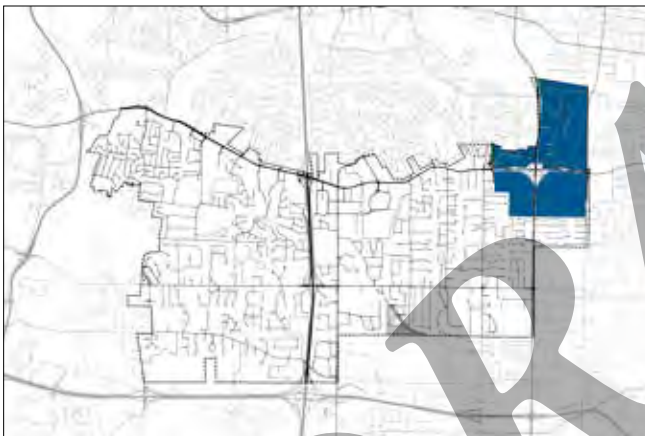
IX. Mixed-Use District (MU)

The Mixed-Use District supports the development of a variety of medium-density commercial, retail, office, dining, community services, and multi-family residential on large development sites with centralized parking lots. These land uses are supported through primarily vehicular access with improved walkability; pedestrian connections within developments, to neighboring commercial properties, and to adjacent neighborhoods; and beautifully landscaped streets. **The Mixed-Use District accommodates numerous existing land uses, including the “day to day” retail and service business utilized by Creve Coeur’s residents and workers, while allowing for increased density and new land uses.**



X. Community Center District (CC)

The Community Center District supports the development of a variety of medium- to high-density, high-intensity, and mixed-use commercial, dining, retail, office, and multi-family residential in a vibrant, walkable, urban environment. These land uses will be supported by great streets, public realm amenities, and a central City Park and gathering place. The Community Center District is coterminous with boundary of Creve Coeur's downtown. **The Community Center District will be the geographic and perceptual heart of Creve Coeur and will establish the identity of the City as a regional destination.**



XI. Mixed-Use Innovation Campus (MUIC)

The Mixed-Use Innovation Campus district is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development and other community amenities. The Mixed-Use Innovation Campus district is intended to accommodate the development of—and is coterminous with—the SLEDP Plant Sciences Innovation District master plan.

Future Zoning Code Framework

One of the ongoing challenges faced by Creve Coeur is the fact that the 2002 Comprehensive Plan is not well-coordinated with the goal of establishing a Town Center. This issue is not unique to Creve Coeur; many communities have regulatory ordinances that do not facilitate—and in fact sometimes directly prohibit—key recommendations of the Comprehensive Plan.

Articulated in the 2002 Comprehensive Plan, the Town Center was a key element of establishing a regional identity for Creve Coeur and a sense of place for Creve Coeur's central business district. Creation of a Town Center was a top priority that emerged from the public engagement in 2002. The King's Landing mixed-use development, located at the northeast corner of New Ballas Road and Old Ballas Road, is the type of development envisioned in the Town Center recommendation. This development was intended to spur other mixed-use developments in the Town Center area.

With the exception of King's Landing, the Creve Coeur Town Center has failed to materialize. There is no zoning district whose regulations would support creation of the Town Center, and no rezoning was undertaken after completion of the 2002 Plan. Therefore, the only way such a development can occur is if a single development entity purchases the necessary amount of contiguous land and builds the Town Center as a phased development project under Planned Unit Development (PUD) regulations.

In addition to establishing qualitative, geographically-based placemaking recommendations, the Community Place Types are designed as a framework for a Zoning Code update that allows and facilitates the implementation of the Comprehensive Plan Update on a lot-by-lot, project-by-project basis. The geographical Place Type Districts set forth in this Plan are intended to serve as zoning districts in the future Zoning Code update.

This approach has several key advantages for the City and the community.

1. First, it ensures that **development fulfilling the Comprehensive Plan Vision can occur by right and incrementally**. This removes a major barrier to implementation, since implementation of the Plan is not reliant on a few large scale development projects.
2. Second, it establishes a **framework for a place-based Zoning Code**—should it be considered in part or in whole—that truly responds to the goals and desires of the community, and guides development and land use to support those goals and desires.
3. Finally, it creates a **fully-integrated and coordinated relationship between the Comprehensive Plan and Zoning Code**, utilizing coterminous geographical boundaries for future land use and the regulation of physical development. This will greatly simplify the existing Zoning Code and streamline the day-to-day administration of the code by City Staff and the Planning and Zoning Commission.

While the completion and adoption of this Comprehensive Plan Update does not automatically result in any updates or revisions to the Zoning Code, it is a key recommendation of this Plan that the City completes a full update of the zoning code, based upon the Community Place Type districts.

Commercial & Mixed Use Districts Frontage Plan

The main commercial and mixed-use areas along Olive Boulevard, N. New Ballas Road, Craig Road, Old Olive Street Road, and N. Lindbergh Boulevard constitute the employment, retail, and entertainment core of Creve Coeur. Focused along the Olive Boulevard corridor, these areas are home to developments of varying age, configuration, and density on a variety of lot types and sizes under different ownership models. As a result, the built character of the Olive corridor is highly fragmented, and the existing variety of zoning districts along Olive (11 in all) contributes to the lack of a unified identity that one experiences when traveling along the corridor.

In addition, the current zoning districts do not support the type of walkable development, “sense of place”, and community identity articulated as a goal of the 2002 Comprehensive Plan. This goal is best summarized in the recommendation from the 2002 Comprehensive Plan to create a Town Center for Creve Coeur, which has never been implemented. As described on the previous page, this is due to the fact that the only mechanism to implement such a recommendation is through a single, phased development project conducted by a single development entity or partnership. Local examples of this type of development would include The Boulevard, located at Brentwood Boulevard and Galleria Parkway in Richmond Heights, and Station Plaza in Kirkwood.

These types of developments require the acquisition of large amounts of land and financing that is becoming increasingly rare. As a result, they are very difficult to achieve. Unfortunately, under Creve Coeur’s current zoning code, this is the only approach.

A key goal and recommendation of this Comprehensive Plan Update is to develop a place-based land use and development framework and associated zoning code revisions (as outlined in *Goal 1: Placemaking and Community Identity*) to allow and guide individual, lot-by-lot developments in a way that, over time, will achieve the goal of a vibrant, walkable town center.

In order to achieve this goal, this Comprehensive Plan Update proposes a commercial and mixed-use Frontage Plan. The Frontage Plan utilizes the Community Place Type character districts and a qualitative hierarchy of street types to define the relationship of use, buildings, streets, and the public realm. Fundamentally, the Frontage Plan deals with the way in which buildings, their uses, and their access address the street. Regardless of lot size, the Frontage Plan specifies allowed and desired uses, build-to lines, and building form requirements for the “first tier” of development adjacent to the street. On small lots, there may only be room for a single tier of development. On large lots, “second”, “third”, or more tiers of development from the street are considered “interior” lot conditions and are minimally regulated.

This allows for the creation of a vision and coherent identity for Creve Coeur’s commercial and mixed use center, supporting a wide variety of lot sizes, while allowing this vision and identity to be achieved, incrementally and over time, through coordinated and complementary development.

Frontage Plan recommendations are based around four (4) commercial and mixed-use Community Place Type Districts:

1. **VIII: Neighborhood Commercial District (NC);**
2. **IX: Mixed-Use District (MU);**
3. **X: Community Center District (CC); and**
4. **XI: Mixed-Use Innovation Campus District (MUIC);**

And three (3) street Functional Classifications:

- A. **Primary Streets:** The main commercial and mixed-use streets within a given district, onto which the “front doors” of primary developments are located;
- B. **Secondary Streets:** Commercial and mixed-use streets within a given district home to supportive retail and community services as well as parking facilities; and
- C. **Service Streets:** Tertiary and/or internal streets whose primary function is access to parking facilities (including shared parking and parking garages) and building service areas (including loading docks, mechanical, and waste management facilities).

This allows for a maximum of 12 specific frontage characteristics within the commercial and mixed-use districts, each defining a particular desired use and physical character.



FRONTAGE PLAN EXAMPLE INFILL
EXISTING CONDITIONS



FRONTAGE PLAN EXAMPLE INFILL
SHORT-TERM INFILL



FRONTAGE PLAN EXAMPLE INFILL
LONG-TERM REDEVELOPMENT

Page Intentionally Left Blank

DRAFT

2.

Residential Neighborhood Recommendations

Over two-thirds of Creve Coeur's land area is developed with residential neighborhoods, and these neighborhoods are a key part of the City's overall physical identity and regional strength.

As detailed in Creve Coeur Today, the City's residential neighborhoods—while of excellent quality and maintaining high property values—face several challenges. These include:

- » Zoning district regulations which permit site coverage ratios that are higher than the prevailing built conditions;
- » Minimum setback requirements only, with no zoning regulations to preserve a consistent orientation of homes to the street;
- » Inconsistencies in the way in which building height for new buildings is calculated for infill homes in existing neighborhoods;
- » No limit on the amount of pervious pavement that is excluded from lot coverage calculations; and
- » Market obsolescence of some homes in Creve Coeur, as evidenced by increased teardowns and infill construction.

These challenges have been well-known to residents. Projected changes to market demographics and the continued aging of existing housing stock are anticipated to exacerbate these challenges over the coming years. As a result, this Plan must provide guidelines that preserve the character and property values of existing neighborhoods while allowing for incremental evolution and redevelopment over time.

The Creve Coeur 2030 Plan's recommendations protect the physical characteristics of residential neighborhoods while guiding contextually-sensitive redevelopment as dictated by existing and future market forces. While the recommendations for residential neighborhoods presented herein apply to all of Creve Coeur's residential place types, implementation of these recommendations should be particular to the characteristics of each individual place type. This entails calibrating the individual recommendations to both the existing build character as well as the desired future vision of each place type district.

This process is fundamental to "placemaking" and is necessary for successful implementation of the Plan. The Vision for each residential community place type is provided on the pages 64 to 68, and Plan recommendations are detailed on page 69. Recommendations apply to new development, new subdivisions, teardowns and infills, and significant expansions of existing buildings.



4.2. RESIDENTIAL PLACE TYPE DISTRICTS

- I - Countryside Estate (CR)
- II - Estate Neighborhood 2 (ER-2)
- III - Estate Neighborhood 1 (ER-1)
- IV - Suburban Neighborhood 2 (SR-2)
- V - Suburban Multi-Family Neighborhood 1 (SR-1)

Residential Place Type Districts

I. *Countryside Estate (CR)*

The Vision for *Countryside Estate* neighborhoods is of large lots with sprawling homes in a rural, wooded setting. Homes should be located to provide large front lawns and preserve existing trees. Neighborhoods should be planned around common ground featuring woods, rolling meadows, and water features. Streets should be curvilinear lanes to maximize landscape vistas, and sidewalks are not necessary.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

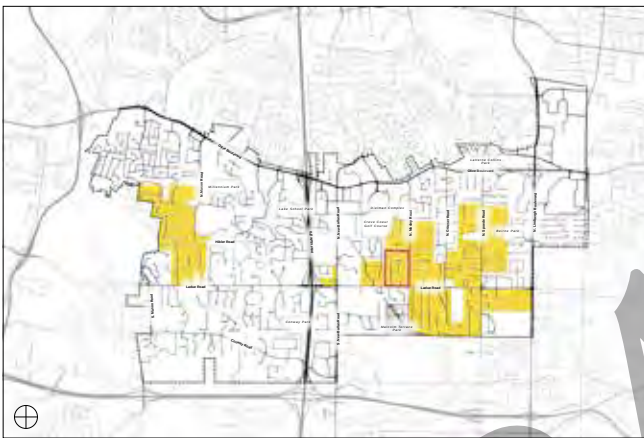


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

II. *Estate Neighborhood 2 (ER-2)*

The Vision for *Estate Neighborhoods, Type 2* is of large lots with stately homes in a park-like setting. Homes should be architecturally-harmonious, located to provide large front lawns and preserve existing trees, and built to a consistent setback from the street. Streets should terminate in cul-de-sacs or circles to create small, secluded neighborhoods, and sidewalks are not necessary. Curvilinear streets can be used to preserve landscape vistas.



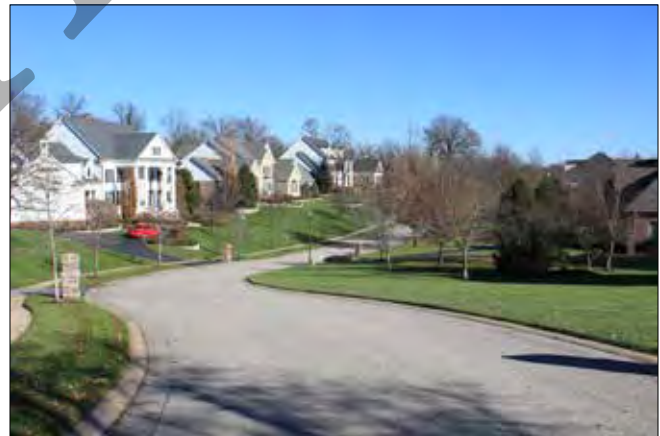
PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

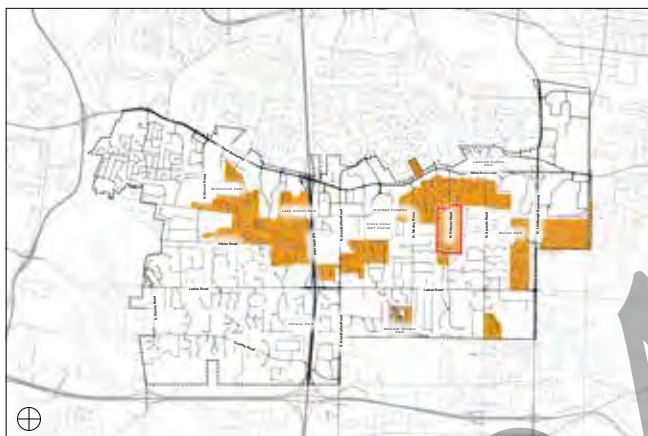


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

III. Estate Neighborhood 1 (ER-1)

The Vision for *Estate Neighborhoods, Type 1* is of medium-size lots with stately homes in quiet enclaves. Homes should be architecturally-harmonious and built to a consistent setback from the street. Streets should be short and terminate in cul-de-sacs or circles to create small, secluded neighborhoods, and sidewalks should be built on one side. Curvilinear streets can be used to preserve geographic features and views.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

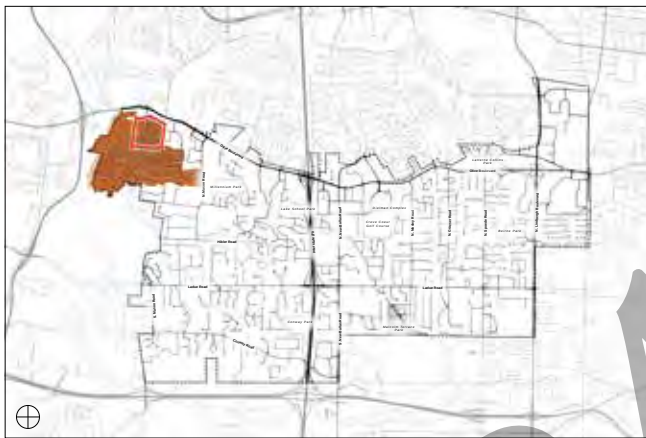


EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

IV. *Suburban Neighborhood 2 (SR-2)*

The Vision for the *Suburban Neighborhoods, Type 2* is of compact lots with stately homes in a classic suburban subdivision. Homes should be architecturally-harmonious and built to a consistent setback from the streets. Streets should be gridded, with multiple intersections, and sidewalks and street trees should be provided on both sides of the street. Wooded common ground should be used to accommodate natural features.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Residential Place Type Districts

V. *Suburban Multi-Family Neighborhood 1 (SR-1)*

The Vision for *Suburban Multi-Family Neighborhoods, Type 1* is of compact, attached flats or townhomes located in vibrant, walkable, and amenity-rich neighborhoods. Homes should be architecturally-harmonious and built to a consistent setback from the streets. Streets (or drives) should be gridded, with sidewalks and street trees on both sides of the street. Parks, water features, and common green space should be provided for residents.



PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Recommendations for Residential Place Types

LOT DEVELOPMENT STANDARDS

- » Establish a front build-to line in place of front setback line for all lots; build-to lines should be developed separately for each residential place type, to reflect each place type's articulated Vision.
- » Provide a maximum for the amount of pervious pavement that does not count toward site coverage.
- » Utilize existing grades and building heights to determine height allowances of residential infill construction.
- » Eliminate floor area ratio (FAR) limitations and establish building height limits

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 104-108**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 102-103**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.
- » Provide regulatory incentives for increased stormwater detention/recharge (green infrastructure) on private lots.

TREE COVERAGE STANDARDS

- » Establish tree planting and coverage standards for private lots subject to redevelopment, common ground, and street trees in the redevelopment of single lots, multiple lots, and subdivisions.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

3.

Creve Coeur's Downtown & Central Business District

The Vision for Creve Coeur's central business district is to create a vibrant, walkable, amenity-rich mixed-use commercial center for the community surrounding a high-intensity *Downtown* core. The central business district will be a regional destination; it will provide a central gathering place for community events; and it will serve identifiable heart of Creve Coeur.

Creve Coeur's central business district extends from approximately the City boundary on the north; Olde Cabin Road and Old Ballas on the south; one-half (1/2) block west of Fairways Circle and Fiesta Circle on the east, and I-270 on the west (**Figure 4.3**). These boundaries were established in the Creve Coeur's Central Business District Land Use Plan—adopted in 2005—and include the City Place development, Creve Coeur Executive Office Park, and Dierbergs West Oak Square in addition to core Downtown sub-area. Composed of the Mixed-Use (MU) place types, the central business district is designed to create an intense, urban thoroughfare setting along Olive Boulevard on large development parcels, including (refer to page 74 for character examples):

- » Medium-density buildings, including high-rise office (i.e. Cityplace);
- » Street-oriented buildings with consistent setbacks and active ground floor uses;

- » Shared-use parking lots, located toward the centers of lots and/or blocks; parking lots fronting onto primary streets should be discouraged; and
- » Outdoor site amenities, including plazas, outdoor dining and retail; parklets; great streetscapes to encourage walkability; and a comprehensive pedestrian amenities linking the street to buildings.

Within the central business district, the Downtown Creve Coeur sub-area is bounded by Olive Boulevard to the north; Old Ballas Road to the south; Old Ballas Road to the east, and New Ballas Road to Decker Lane via Studt Avenue to the west. This area includes the Creve Coeur Plaza strip center and King's Landing mixed-use development on New Ballas Road, and is subject to both the Downtown Architectural Guidelines (2006) and the Draft Downtown Overlay District. Downtown Creve Coeur's boundaries are coterminous with the Community Center (CC) place type district (**Figure 4.3**). As articulated in this plan, the Community Center district is designed to create a walkable, mixed-use shopping, dining and entertainment districts with a gridded street pattern and storefront street level development, including (refer to page 75 for character examples):

- » Medium- to high-density buildings (3- to 6-stories);
- » High-intensity, mixed-use development, including dining, retail, office, and multi-family residential;
- » Street-oriented buildings with uniform build-to lines (setbacks), storefronts, and active ground floor uses;
- » Centralized, shared-use structured parking, located at the interior of the block; and



- » Will Avenue
- » Ham Avenue

Central Business District

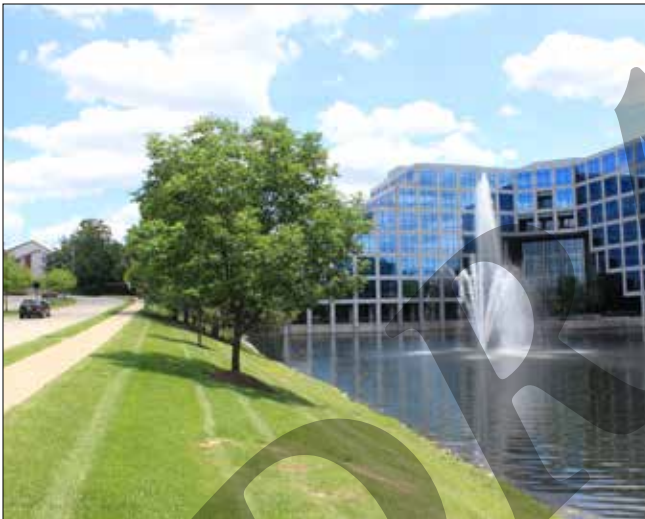
Existing Conditions Character Images



KING'S LANDING



CITY PLACE



CITY PLACE



CITY PLACE



CITY PLACE



CITY PLACE

Downtown Creve Coeur

Downtown Vision & Best Practices Character Images



THE BOULEVARD (RICHMOND HEIGHTS, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



THE BOULEVARD (RICHMOND HEIGHTS, MISSOURI)



BRENTWOOD BOULEVARD

Recommendations for the Central Business District

CENTRAL BUSINESS DISTRICT (MU) FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Promote active ground floor uses.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking should primarily be located in shared facilities, behind buildings; discourage parking fronting onto primary streets.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.
- » Require pedestrian connectivity between the street, parking facilities, and buildings.

DOWNTOWN DISTRICT (CC) FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Require active ground floor uses and store-front commercial buildings.
- » Buildings should be 3- to 6-stories tall, with a maximum 10-foot front setback and no site coverage limit, as outlined in the Draft Downtown Form-Based Code Overlay District.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking should be located in shared parking structures, behind buildings; parking fronting onto primary streets should be prohibited.

- » Develop consistent landscaping standards along all Primary Streets; require with street trees, lighting, and continuous sidewalks of consistent width.
- » Require the development of public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking structures.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » No limitation on ground floor uses.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.

- » For commercial developments with five (5) or more commercial tenants meeting a minimum site area and served by a shared parking facility, one (1) monument (ground) sign should be permitted at the primary entrance to the shared parking facility (Only one (1) designated primary entrance should be permitted per shared parking facility). Establish maximum height and area requirements for such signs.
- » Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage a variety of signs for access and wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Complete and adopt the Downtown Form-Based Overlay District to guide lot development within the designated boundaries of downtown Creve Coeur (coterminous with the *Community Center* (CC) community place type district).
- » Update the specific Downtown Architectural Guidelines (2006) to ensure development of high-quality, harmonious buildings.
- » Establish site coverage limits for surface parking lots, and discourage the expansion of existing surface parking.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.

- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 104-108**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 102-103**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

A Town Center Alternative



4.4. POTENTIAL TOWN CENTER LOCATIONS

The 2002 Comprehensive Plan recommends the development of a mixed-use Town Center within Creve Coeur's central business district, and provides examples of Town Center developments in suburban contexts throughout the country. As described herein, however, this Comprehensive Plan Update takes a different approach. The Community Center district recommendations have been developed to support creation of a walkable, pedestrian-oriented town center on an incremental, lot-by-lot and development-by-development basis by establishing new design and lot development standards. While these standards—in the context of the Comprehensive Plan—are only advisory, they are intended to serve as the basis for a future zoning code revision, or the wholesale creation of a new zoning code. This would ultimately codify the vision of the town center and provide a regulatory mechanism for implementation. The Draft Downtown Overlay District, developed by the City, is an example of such a code.

The Creve Coeur 2030 Plan recommends that the preferred location for the Town Center is within the Downtown District (as outlined in the Downtown Plan and Downtown Form-Based Code Overlay District) and illustrated in **Figure 4.4**. The Draft Downtown Overlay District will facilitate the incremental development of a Town Center within this district.

While this Plan establishes a new regulatory approach to town center development, this Plan in no way suggests or prohibits the creation of a town center as a single, large-scale development. If a discrete town center development is financially-feasible, the 80-acre Creve Coeur Executive Office Park development at Olde Cabin Road and Craig Road (indicated as “Central Business District 4” in the 2002 Comprehensive Plan) and facing properties should be considered as an alternate redevelopment area for this project. This is due to the fact that, with large parcels and few individual owners, the Executive Office Park would be one of the easiest areas to acquire and consolidate. While these properties are located outside of the Downtown District, the Downtown District Overlay code could be expanded to include these properties, should wholesale redevelopment of these properties be viable.

Creve Coeur Municipal Golf Course

The Creve Coeur Golf Course is located adjacent to the southern boundary of the City's central business district. At approximately 55 acres, the property is the single largest City-owned parcel. Additionally, this property is home to the Dielmann Complex and Creve Coeur ice arena.

The 2002 Comprehensive Plan calls for partial redevelopment of the northwest corner of the Creve Coeur Golf Course as a "public park with a plaza" to serve as "an anchor to the Central Business District". For the Creve Coeur 2030 Plan, scenarios have been developed, at the direction of Planning and Zoning Commission, regarding the future of the golf course.

In addition, the Planning and Zoning Commission has developed the following statement of future use regarding the Golf Course:

"If the Golf Course were not to continue to be used as a golf course, the whole property should be maintained as a public asset, providing public accessibility and use."

The scenario exhibits, presented on the facing page, are examples of potential future use. These are conceptual plan-level land-use examples, and not site plans.

Golf Course Scenarios



1: Keep the Municipal Golf Course

- Retain the existing golf course as is
- Undertake improvements to the facility over time to improve play and use



2: Central City Park

- Redevelop the entire golf course property as a new central city park
- Improve and expand the Dielmann Complex over time



3-A: Central City Park & Government Center

- Redevelop the entire golf course property as a new central city park
- Construct a new Government Center and/or Police Station in the park along Olde Cabin Road
- Improve and expand the Dielmann Complex over time
- **OPTIONALLY: Add new perimeter streets on the south and west edges to improve visibility and access**



3-B: Central City Park & Government Center

- Redevelop the entire golf course property as a new central city park
- Construct a new Government Center and/or Police Station facing the park along Olde Cabin Road
- Improve and expand the Dielmann Complex over time
- **OPTIONALLY: Add new perimeter streets on the south and west edges to improve visibility and access**

4.

West Olive & Large Commercial Property Recommendations

The Vision for West Olive is to create a visually-distinctive and regionally-recognized commercial corridor that improves walkable and bikeable access to retail and service business for the “day-to-day” use of Creve Coeur’s residents and workers.

The West Olive corridor and other large commercial properties on Olive compose the Mixed-Use District (MU) place type. This place type supports the development of a variety of medium-density commercial, retail, office, institutional, dining, community services, and multi-family residential within a suburban context. These land uses are supported primarily through vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped street frontages.

Within the Mixed-Use District, new bike and pedestrian connections will enhance walkable access from surrounding neighborhoods. It is acknowledged that access to sites and businesses will remain primarily by car; however, transit users, cyclists, and pedestrians will be accommodated. The Mixed-Use 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.

The Mixed-Use District place type accommodates the suburban development patterns typical of the majority of Creve Coeur’s existing commercial and retail development, while providing public realm enhancements to improve the visual character of the Olive Boulevard corridor. Over time, this place type encourages a further diversification of land uses, including multi-family residential and mixed-use development.

The West Olive recommendations on pages 86-87 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



4.5. MIXED-USE DISTRICT (MU) FRONTAGE PLAN

- Primary Streets
- Secondary Streets
- Service Streets
- Central Business District Boundary

PRIMARY STREETS

- » Olive Boulevard
- » Fernview Drive
- » N. Mason Road/Whispering Pines Drive
- » Questover Lane/Ross Avenue
- » Cross Creek Drive
- » Center Parkway/Emerson Road/Decker Lane
- » N. New Ballas Road
- » Craig Road/Office Parkway

SECONDARY STREETS

- » Executive Parkway Drive
- » Tempo Drive
- » County Manor Lane
- » Insurance Center Plaza
- » E. Rue De La Banque
- » Cityplace Drive
- » Magna Carta Drive

SERVICE STREETS

Service Streets include drives, right-of-ways, and interior circulation in existing developments.

West Olive & Large Commercial Properties

Existing Conditions Character Images



PARK CENTER



PARK CENTER



PARK CENTER

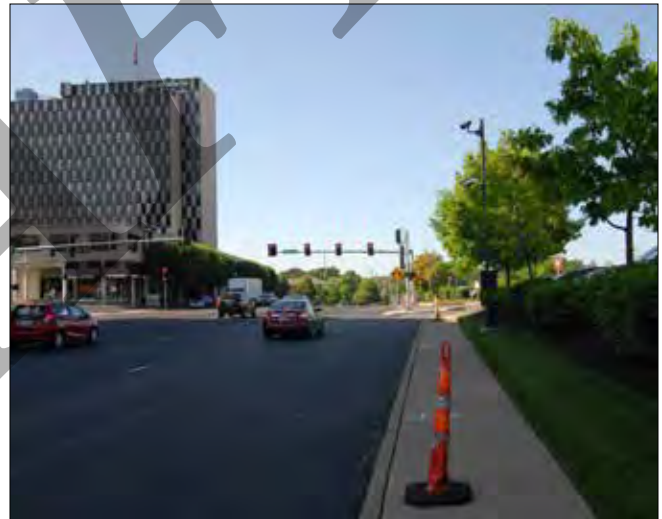
Vision & Best Practices Character Images



BRENTWOOD BOULEVARD (BRENTWOOD, MISSOURI)



DEMUN POINTE (CLAYTON, MISSOURI)



BRENTWOOD BOULEVARD (BRENTWOOD, MISSOURI)



BRENTWOOD STATION (BRENTWOOD, MISSOURI)



BRENTWOOD STATION (BRENTWOOD, MISSOURI)

Recommendations for the West Olive Corridor

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Promote active and office ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking can be located in front of buildings, but parking behind buildings and/or in shared facilities, is encouraged.
- » Discourage large areas of surface parking; break up large parking lots with significant outdoor public space amenities, landscape treatments, and/or buildings.
- » Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » No limitation on ground floor uses.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Encourage the use of building signs on all buildings.
- » Allow the use of monument (ground) signs on all development and establish maximum height and area requirements for such signs.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow ground signs for wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Establish requirements for pedestrian facilities between buildings and the public sidewalk.
- » Promote cross-access between adjacent sites to encourage shared parking and reduce curb cuts onto Primary Streets.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.
- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 104-108**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 102-103**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

5.

East Olive Corridor

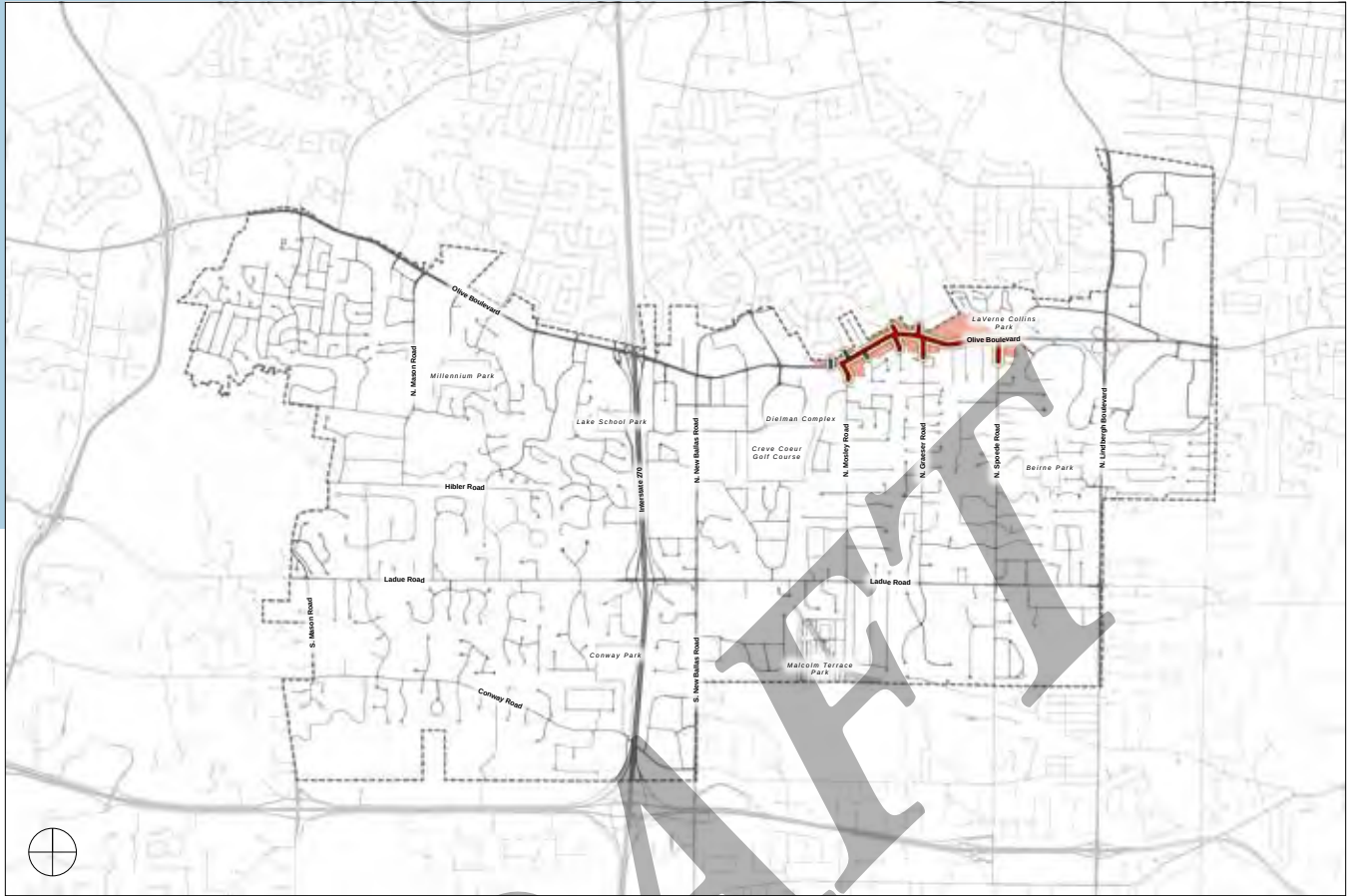
The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, and attached townhomes and low-density multi-family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.

Revitalization of East Olive has continued to falter due to the challenges of shallow lot depths, direct adjacency to established residential neighborhoods, and frontages onto Olive Boulevard. Existing lot constraints limit development options for these properties. In many cases, current zoning regulations have made the redevelopment of existing commercial buildings financially infeasible. This is due to current parking and landscaping requirements, which often dictate that an existing building must be rebuilt with a smaller square footage to meet requirements.

The East Olive corridor comprises the Neighborhood Commercial District (NC) place type. This place type supports the development of a variety of medium- to low-density commercial, retail, office, neighborhood service business, and residential development in a commercial corridor with shallow lot depths. This district is designed to provide a transition between more intense commercial districts to the east and west.

Existing properties in this district are ideal for many types of smaller, specialty retail and service businesses, providing both easy automobile access and a walkable, pedestrian environment. The Neighborhood Commercial District provides for lot-by-lot, incremental revitalization and redevelopment that builds toward a coherent corridor identity.

The East Olive recommendations on pages 92-93 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



4.6. NEIGHBORHOOD COMMERCIAL DISTRICT (NC) FRONTAGE PLAN

- Primary Streets
- Secondary Streets
- Service Streets

PRIMARY STREETS

- » Olive Boulevard
- » N. Mosely Road
- » Graeser Road
- » N. Spode Road

SECONDARY STREETS

- » Park West Drive
- » Bal Harbour Drive
- » Renee Lane

SERVICE STREETS

There are no streets classified as Service Streets in the East Olive Corridor.

East Olive Corridor

Existing Conditions Character Images



SCOTSMAN COIN & JEWELRY (OLIVE BOULEVARD @ GRAESER ROAD)



EAST OLIVE CORRIDOR



EAST OLIVE CORRIDOR

Vision & Best Practices Character Images



HANLEY ROAD @ DALE AVENUE (BRENTWOOD, MISSOURI)



HANLEY ROAD @ DALE AVENUE (BRENTWOOD, MISSOURI)



MARKETPLACE - CLAYTON ROAD (LADUE, MISSOURI)



MARKETPLACE - CLAYTON ROAD (LADUE, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



MARKET AT MCKNIGHT (ROCK HILL, MISSOURI)

Recommendations for the East Olive Corridor

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » No limitation on ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Require primary building entrances to face the Primary Street.
- » Some parking can be located in front of buildings, but the majority of parking should be located behind buildings or to the side of buildings, and/or in shared facilities.
- » When parking is located in front of buildings, a consistent zone of pedestrian amenities (i.e. a sidewalk, landscaping, trees, and pedestrian lighting) must be provided along the front facade of each building to create a “second tier” private sidewalk along the building, break up parking facilities, support active uses, and provide a buffer zone between parking and buildings.
- » Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » No limitation on ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.
- » For commercial developments with five (5) or more commercial tenants meeting a minimum site area and served by a shared parking facility, one (1) monument (ground) sign should be permitted at the primary entrance to the shared parking facility (Only one (1) designated primary entrance should be permitted per shared parking facility). Establish maximum height and area requirements for such signs.
- » Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street.

LOT DEVELOPMENT STANDARDS

- » Establish requirements for pedestrian facilities between buildings and the public sidewalk.
- » Establish requirements for cross-lot pedestrian facilities connecting the pedestrian amenities of neighboring buildings to encourage walkability between lots.
- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Promote cross-access between adjacent sites to encourage shared parking and reduce curb cuts onto Primary Streets.
- » Establish standards for buffers between Neighborhood Commercial district (NC) lots and adjacent residential district lots.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.
- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 104-108**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 102-103**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

6

The Plant Sciences Innovation District

The Vision for the Plant Sciences Innovation District is for a sustainable hub for cutting-edge research, job opportunities, and community amenities that encourages innovation, collaboration, and entrepreneurship in vibrant, mixed-use environment.

The Plant Science Innovation District is a 575-acre planning initiative by the St. Louis Economic Development Partnership. The District includes the Corporate Square and Baur Boulevard office and industrial parks, Donald Danforth Plant Science Center, and Monsanto's World Headquarters. The Mixed-Use Innovation Campus district (MUIC) place type—coterminous with the District planning area—is intended for the development of office, laboratory, institutional, and research buildings for the biotech industry, supported by diverse housing options, active uses, and other community amenities.

The recommendations of the Creve Coeur 2030 Plan are designed to support the projections and anticipated outcomes of this initiative. Following completion of the Plant Science Innovation District Master Plan, it is recommended that the Master Plan be adopted by the City as an amendment to Creve Coeur 2030.

The East Olive recommendations on pages 97-98 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



- Primary Streets
- Secondary Streets
- Service Streets

- » Olive Boulevard
- » N. Lindbergh Boulevard

- » Old Olive Street Road
- » Corporate Square Drive
- » Paget Drive
- » Woodfield Lane

Service Streets include drives, right-of-ways, and interior circulation in existing developments.

Plant Sciences Innovation District

Vision & Best Practices Character Images



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK



RESIDENTIAL LOFTS AT THE HIGHLANDS @ FOREST PARK



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK

Recommendations for the Plant Sciences Innovation District

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » A variety of active, office, and residential ground floor uses should be allowed and encouraged.
- » Establish a front build-to line in place of existing lot frontage setbacks to encourage a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking should primarily be located in shared facilities, behind buildings.
- » When parking is located in front of buildings, pedestrian amenities must be provided along the front facade of each building.
- » Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities.
- » Encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » No limitation on ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Encourage outdoor dining and retail site amenities.

FRONTAGE RECOMMENDATIONS – SERVICE STREETS

- » No limitation on ground floor uses.
- » Establish flexible setbacks and limited setback restriction for building and parking service access.
- » No limitation on parking frontage and access.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Encourage the use of building signs on all buildings.
- » Allow the use of monument (ground) signs on all development and establish maximum height and area requirements for such signs.

SIGNAGE RECOMMENDATIONS – SERVICE STREETS

- » Allow and encourage the use of building signs on all buildings.
- » Allow ground signs for wayfinding and establish maximum height and area requirements for such signs.

LOT DEVELOPMENT STANDARDS

- » Establish requirements for pedestrian facilities between buildings and the public sidewalk.
- » Establish requirements for cross-lot pedestrian facilities connecting the pedestrian amenities of neighboring buildings to encourage walkability between lots.
- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.
- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 104-108**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 102-103**).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

Page Intentionally Left Blank

DRAFT

7.

Lindbergh Boulevard

The Vision for Lindbergh Boulevard is to create a visually-distinctive mixed-use and office corridor that provides enhanced bicycle and pedestrian infrastructure for improved City-wide connectivity and supports adjacent institutions and future development.

Historically, the stretch of N. Lindbergh Boulevard between Chaminade College Preparatory School and the Monsanto campus has faced challenges similar to those of the East Olive Corridor. Relatively shallow lot depths have limited the types of development that can occur, and the economic viability of redevelopment has been impacted by current zoning restrictions. Furthermore, this corridor has challenging topographic conditions that limit cross-lot access, and Lindbergh Boulevard/U.S. 67 is a divided highway. The lack of easy access to adjacent parcels has limited the viability of retail businesses and restaurants.

Over time, it is anticipated that the development character of Lindbergh Boulevard will evolve to uses that are not negatively impacted by these conditions. This could include office or laboratory development supporting the Plant Science Innovation District, or multi-family residential. In the meantime, the recommendations for Lindbergh Boulevard are intended to accommodate existing land uses and development patterns while allowing new uses, thus facilitating the long-term evolution of the corridor.

The Lindbergh corridor is part of the Mixed-Use District (MU) place type. This place type supports the development of a variety of medium-density commercial, retail, office, institutional, dining, community services, and multi-family residential within a suburban context. These land uses are supported through primarily vehicular access with improved walkability, pedestrian connections to adjacent neighborhoods, and beautifully landscaped streets.

The Lindbergh Boulevard recommendations on pages 102-103 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



- Primary Streets
- Secondary Streets
- Service Streets

- » N. Lindbergh Boulevard
- » Quailways Drive/N. Tealbrook Drive

- » N. Sunswept Drive
- » Beaver Drive
- » Lawrence Drive

There are no streets classified as Service Streets in the Lindbergh Boulevard corridor.

Recommendations for Lindbergh Boulevard

FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » No limitation on ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.
- » Parking can be located in front of buildings, but parking behind buildings and/or in shared facilities, is encouraged.
- » Establish a landscape/pedestrian zone along Lindbergh Boulevard and discourage parking within this zone.
- » Develop consistent landscaping standards along Lindbergh Boulevard with street trees and lighting.

FRONTAGE RECOMMENDATIONS – SECONDARY STREETS

- » No limitation on ground floor uses.
- » Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Secondary Streets.
- » Encourage side-lot and rear lot parking frontages and parking lots.
- » Allow cross-access between properties and utilization of secondary streets for secondary access to reduce curb cuts on Lindbergh Boulevard; improve site access; and improve traffic flow to support the continued economic viability of parcels fronting Lindbergh Boulevard.

SIGNAGE RECOMMENDATIONS – PRIMARY & SECONDARY STREETS

- » Allow and encourage the use of building signs on all buildings.
- » For commercial developments with five (5) or more commercial tenants meeting a minimum site area and served by a shared parking facility, one (1) monument (ground) sign should be permitted at the primary entrance to the shared parking facility (Only one (1) designated primary entrance should be permitted per shared parking facility). Establish maximum height and area requirements for such signs.
- » Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street.

LOT DEVELOPMENT STANDARDS

- » Establish guidelines for pedestrian connectivity between parking facilities and buildings.
- » Allow pervious pavement that does not count toward site coverage, up to a specified maximum, as incentives for stormwater and tree coverage best practices.
- » Incentivize low-voltage LED site lighting (including parking lot lighting) by allowing an increase in pervious surface coverage, up to a specified minimum.
- » Encourage reflective white roofing and green (vegetated) roofing system, and count green roofs as on-site stormwater detention.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (refer to pages 104-108).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (refer to pages 102-103).

STORMWATER & RUNOFF MITIGATION

- » Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today.

TREE COVERAGE STANDARDS

- » Establish minimum tree coverage requirements for commercial surface parking lots.
- » Establish tree planting and coverage standards for non-residential lots subject to redevelopment.

GREEN SPACE PRESERVATION

- » Establish a minimum percentage of green space to be preserved on site.

8.

Campus & Institutional Districts

Creve Coeur is home to numerous research, community service, and healthcare institutions; major primary and secondary schools; a university; synagogues and churches; and the headquarters of major global corporations.

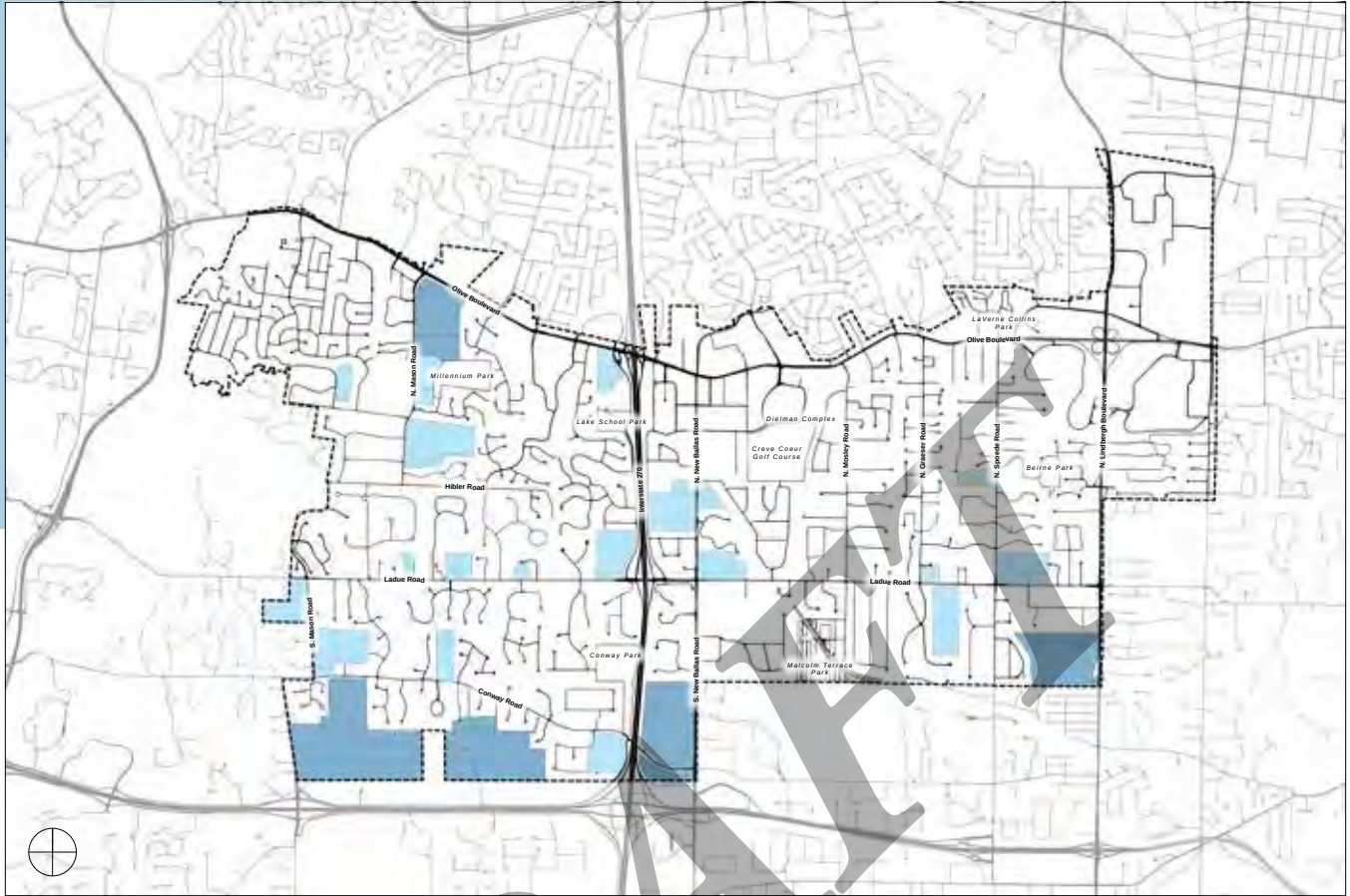
Under the City's current zoning, civic and institutional land uses are addressed as conditional uses within other zoning districts. Due to the Creve Coeur's land use patterns, many of these uses fall within residential areas. This has occasionally resulting in conflicts with neighbors over parking, hours of use, and other issues.

This variety of campuses within the city is a major community asset and employment contributor. It plays a significant role in the physical character of the City. In order to ensure that future growth of these stakeholders contributes positively to the physical character of Creve Coeur, the Creve Coeur 2030 Plan's recommendations establish Campus and Civic community place type districts. These districts consist of physical development recommendations to guide the public street frontages of the development, while allowing for maximum flexibility on the interior of the site.

These districts are also intended to protect established, existing residential neighborhoods from potential negative impacts of non-residential land uses. Furthermore, these districts could be developed as overlay districts to preserve the underlying base district zoning and ensure that, if the civic or institutional use ever vacates the site, that the site reverts to the surrounding zoning.

While the recommendations for campus and institutional districts presented herein apply to both of Creve Coeur's civic and campus place types, implementation of these recommendations should be particular to the characteristics of each individual place type. This entails calibrating the individual recommendations to both the existing build character as well as the desired future vision of each place type district.

This process is fundamental to "placemaking" and is necessary for successful implementation of the Plan. The Vision for each residential community place type is provided on the pages 106-107, and Plan recommendations are detailed on page 108. Recommendations apply to new development, new subdivisions, teardowns and infills, and significant expansions of existing buildings.



4.9. CAMPUS & INSTITUTIONAL PLACE TYPE DISTRICTS

- VI - Civic (CV)
- VII - Campus (CP)

Campus & Institutional Place Type Districts

VI. *Civic (CV)*

The Vision for the *Civic* district is a community place type or overlay for various institutional uses—including schools, churches, religious facilities, and public facilities—comprised of a single primary building with optional ancillary or out-buildings on a single lot. Civic sites have no minimum site area and can be located in a variety of surrounding contexts.



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Campus & Institutional Place Type Districts

VII. Campus (CP)

The Vision for the *Campus* district is intended for the development of large, multi-building office structures, institutional facilities, research buildings, educational, and healthcare facilities, deeply set back from site edges and surrounded by beautiful landscape buffers. Campuses, by definition, consist of multiple primary building on a single site. The minimum size for Campuses is recommended to be 10 acres.



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE



EXISTING PLACE TYPE CHARACTER IMAGE

Recommendations for Civic & Institutional Place Types

LOT DEVELOPMENT STANDARDS

- » Establish Primary Street and Secondary Street build-to lines to provide a consistent relationship between the “first tier” building and the street; build-to lines should be developed separately for each residential place type, to reflect each place type’s articulated Vision.
- » Provide a maximum for the amount of pervious pavement that does not count toward site coverage.
- » When lots directly abut other lots of a different Community Place Type, a landscape buffer, measured horizontally from the lot boundary, should be provided.

STORMWATER & RUNOFF MITIGATION

- » Provide regulatory incentives for increased stormwater detention/recharge (green infrastructure) on private lots.

TREE COVERAGE STANDARDS

- » Establish tree planting and coverage standards for private lots subject to redevelopment, common ground, and street trees in the redevelopment of single lots, multiple lots, and subdivisions.

GREEN SPACE PRESERVATION

- » When located in primarily residential areas, establish a “green edge” landscape zone, measured horizontally from the lot boundary, along all street frontages to maintain compatibility with surrounding development character.
- » Establish a minimum percentage of green space to be preserved on site.

Page Intentionally Left Blank

DRAFT

9

City-Wide Systems

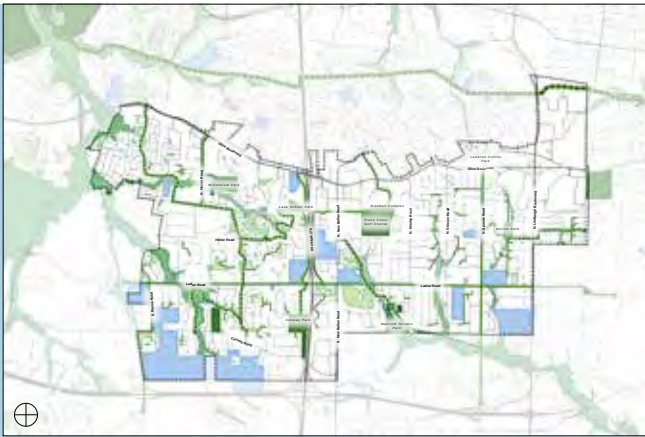
While much of Creve Coeur's identity and physical character results from private land development, the City has numerous interconnected networks of public infrastructure. City-Wide Systems recommendations include Creve Coeur's parks, streets, and public facilities.

The City-Wide Systems recommendations presented herein address the community's Vision and goals to improve the identity, vibrancy, and livability of Creve Coeur. Furthermore, these recommendations build on and articulate many of the principles expressed in the 2002 Comprehensive Plan. Unlike the 2002 Plan, however, which provided relatively general recommendations, the Creve Coeur 2030 Plan provides specific locations, alignments, and facility types for Creve Coeur's infrastructure improvements. As a long-term Plan, it is important to remember that these recommendations are not set in stone. Rather, they provide and outline of specific and feasible future projects to kick-start future planning and implementation efforts.

Finally, because these recommendations apply to city-wide networks that connect both to neighboring cities and the region as a whole, they have been developed to coordinate and capitalize on regional planning efforts. These recommendations, therefore, further the implementation of regional plans while providing greater levels of service to Creve Coeur's neighborhoods, amenities, and residents.

City-Wide Systems recommendations are summarized on the facing page and presented in detail on the following pages:

- » **Parks, Recreation & Open Space** recommendations are presented on pages 112-113;
- » **Bicycle & Pedestrian** recommendations are presented on pages 114-115;
- » Creve Coeur's **Streets** recommendations are presented on pages 116-120; and
- » Creve Coeur's **Public Art** recommendations are presented on pages 121-122.



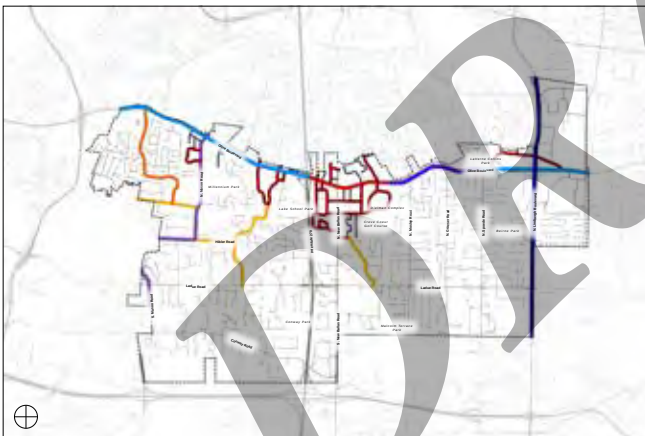
a. Parks, Recreation & Open Space Recommendations

The Parks, Recreation & Open Space recommendations are comprised of an interconnected network of City parks, recreation areas, open space, pedestrian pathways, and multi-use greenway trails. This network links neighborhoods and parks to Creve Coeur's schools, commercial district, and neighboring assets and amenities.



b. Bicycle & Pedestrian Connectivity Recommendations

The Bicycle & Pedestrian Connectivity recommendations are comprised of designated bicycle and pedestrian facilities that link to the regional Gateway Bike Plan initiative of Great Rivers Greenway. Facilities are designed at a City-wide interval of approximately one-half (1/2) mile to ensure that all households are less than 1/4 mile from a designated route.



c. Streets Recommendations

The Streets recommendations outline qualitative improvements for the major streets within Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods. The purpose of this plan is encourage the development of Complete Streets—streets with facilities for all users and modes of transportation—incrementally as street improvements are made.



d. Public Art Recommendations

Creve Coeur's Public Art recommendations coordinate the efforts of the City's Arts Committee, Parks and Recreation Department, Public Works Department, and other boards and committees to enhance Creve Coeur's physical appearance and community identity through public art installations, gateways, horticulture, and other aesthetic improvements.

9.a

Parks, Recreation & Open Space Recommendations

The Parks, Recreation & Open Space Plans addresses an interconnected network of City parks, recreation areas, open space, pedestrian pathways, and multi-use greenway trails to link neighborhoods to Creve Coeur's parks, schools, and commercial districts.

These recommendations seek to preserve Creve Coeur's parks and open space and develop a system of connective trails and pathways to provide recreation and mobility options for all residents (refer to Figure 4.10). As a long-term Plan, these recommendations are not set in stone. Rather, they provide an outline of specific and feasible future projects to kick-start future planning and implementation efforts.

PARKS

Creve Coeur has seven (7) parks— Beirne Park; Conway Park; Creve Coeur Golf Course / Dielmann Complex; Lake School Park; Laverne Collins Park; Millennium Park; and Malcolm Terrace Park. These should be preserved and enhanced through facilities improvements to serve user's needs.

SCHOOLS & RECREATION AREAS

There are numerous schools and recreational areas in and around Creve Coeur. The City should pursue options for shared-use agreements with

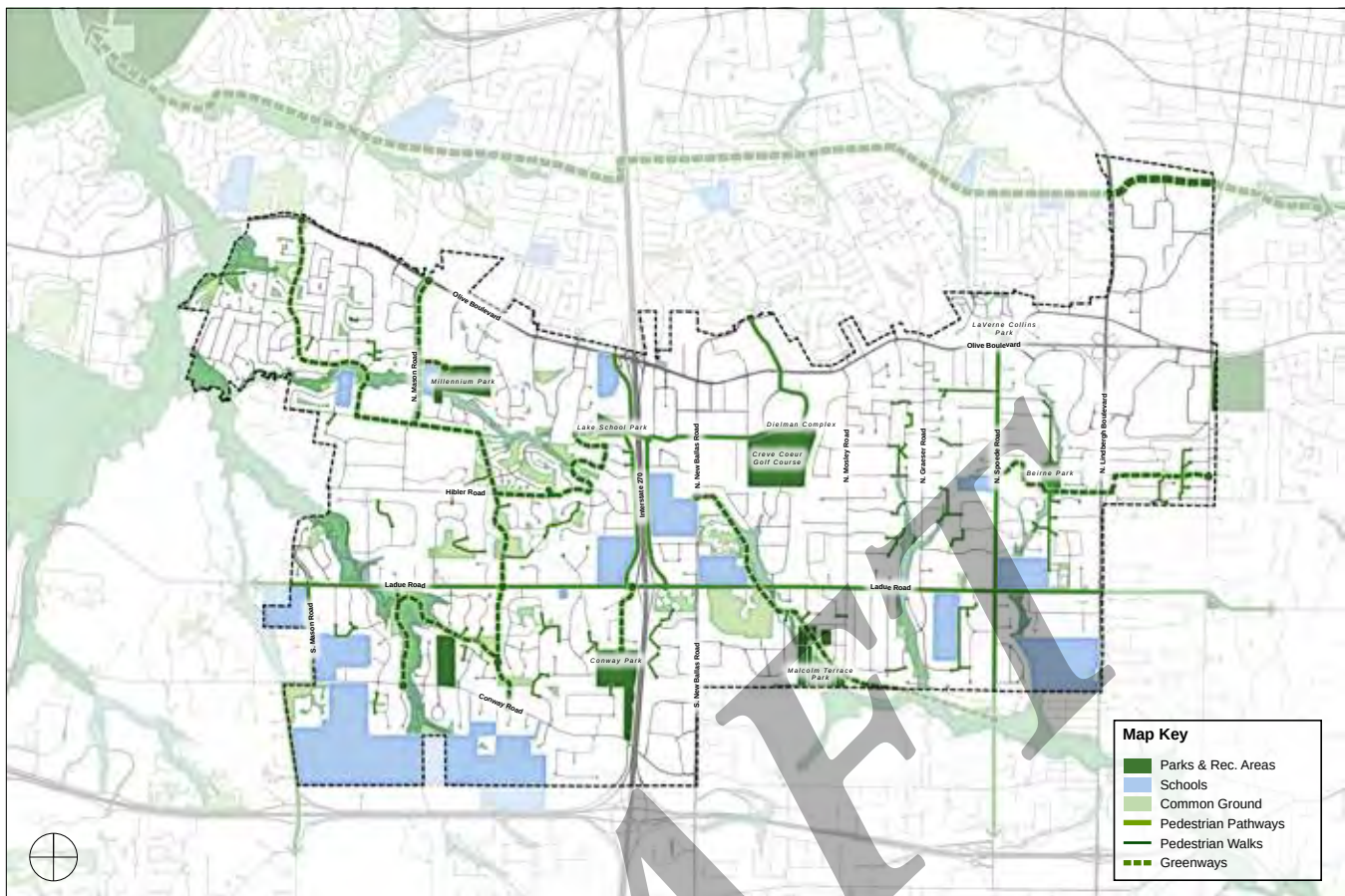
these institutions for residents. The City should also consider the future purchase of any of these sites—should they become available for sale—for park expansion.

- » Bellevue Elementary
- » Creve Coeur Racquet Club
- » Chaminade College Preparatory School
- » Christian Brothers College High School*
- » Countryside Montessori
- » Craig Elementary School*
- » DeSmet Jesuit High School
- » Fern Ridge High School*
- » Hope Montessori Academy
- » Kirk Day School*
- » Ladue School District 5th Grade Center
- » Missouri Baptist University
- » Our Lady of the Pillar School
- » Parkway North High School*
- » Parkway Northeast Middle School
- » Ross Elementary School*
- » Rossman School
- » Shaare Emeth School
- » Solomon Schechter Day School
- » Spoede School
- » St. Monica School
- » St. Richard School
- » Temple Israel School
- » Whitfield School

*These schools are not located in Creve Coeur's corporate boundaries, but are directly adjacent to Creve Coeur.

OPEN SPACE & COMMON GROUND

Many Creve Coeur subdivisions feature common ground tracts. These should be preserved, as they are a major component of the City's green character.



4.10. PARKS, RECREATION & OPEN SPACE RECOMMENDATIONS

PATHWAYS & GREENWAYS

The Creve Coeur 2030 Plan recommends the creation of an extensive greenway and pathway network for bicycle and pedestrian connectivity. The purpose of this network is multi-fold. (1) First, it connects Creve Coeur's parks, schools, and recreation areas to create a network of active and passive recreation amenities. (2) Second, it provides a variety of off-street and on-street connections to promote cycling and walking as viable transportation options. (3) Finally, it provides additional connectivity options where the existing street network exhibits gaps, lack of connectivity, and other barriers to personal mobility. This promotes an equity of mobility for all Creve Coeur residents, regardless of age, income, or ability.

Pathways and greenway facility types are described in greater detail in the following section. As illustrated, these connections are conceptual ideas only. Future implementation will determine specific locations and involve agreements with adjacent property owners.

9.b

*Bicycle & Pedestrian
Connectivity Recommendations*

The Bicycle & Pedestrian Connectivity Plan addresses a system of designated bicycle and pedestrian facilities that link to the regional Great Rivers Greenway Gateway Bike Plan.

These recommendations seek to improve the walkability and bikeability of Creve Coeur—one of residents' top priorities—and provide an equity of mobility for all residents, regardless of age, income, or ability. Facilities are designed at an interval of approximately one-half (1/2) mile to ensure that all households are less than 1/4 mile from a designated route (refer to Figure 4.11).

BIKE LANES

As specified in the Gateway Bike Plan, dedicated on-street bike lanes are recommended for the following roads:

- » Olive Boulevard
- » Conway Road (between N. New Ballas Road & N. Outer 40 Road)

SHARED LANES

Shared lanes include specialized lane markings (known as “sharrows”) with signage indicating that bicyclists may use the full lane. This facility type is designated for roads with lower traffic volumes where bike lanes are not feasible due to dimensional constraints. On four (4) lane roads, shared lanes are confined to the outside lanes.

Shared lane streets include:

- » Mason Road
- » Conway Road
- » N. Outer 40 Road
- » N. New Ballas Road
- » N. Warson Road

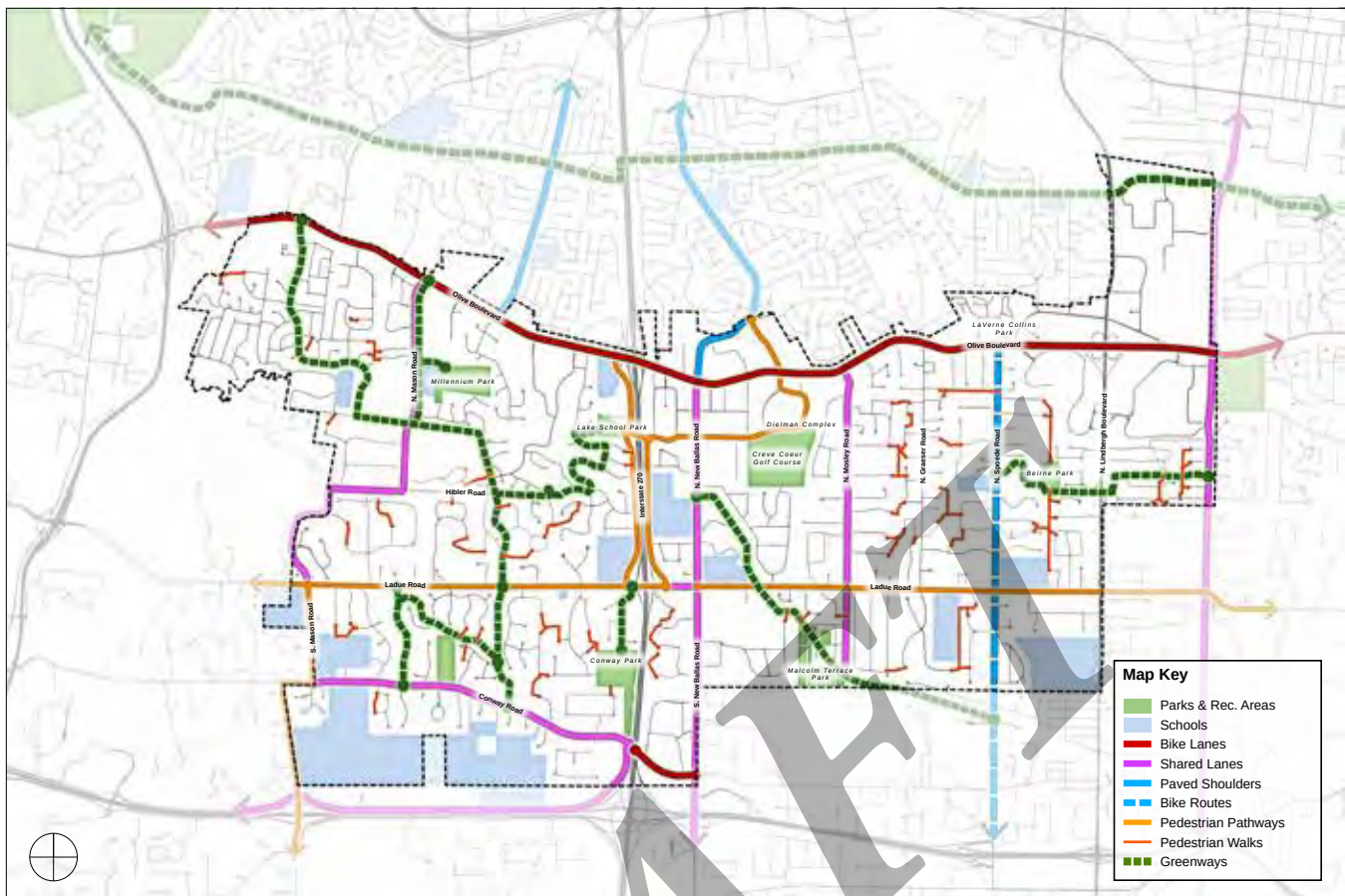
PAVED SHOULDERS

Where possible due to available road configuration or right-of-way (ROW) width, paved shoulders offer designated space for both bicycles and pedestrians while still allowing for occasional street-side parking and other vehicular uses. Streets recommended for paved shoulders include:

- » N. New Ballas Road (between Olive Boulevard & Craig Road)
- » Craig Road (north of N. New Ballas Road)
- » Ross Road

BIKE ROUTES

Bike routes are designated streets, typically with lower traffic volumes, that don't support other facility types due to topography, visibility, or dimensional requirements. They are a compromise facility type designed to improve bicycle network connectivity within physical constraints. One (1) bike route is recommended, on Spode Road.



4.11. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

PATHWAYS

As described above in the *Parks, Recreation & Open Space Plan*, Creve Coeur should complete and expand its network of primary pedestrian sidewalks/pathways on key streets. These include:

- » Ladue Road (Complete)
- » Mason Road (south of Ladue Road)
- » Spoede Road (Complete)
- » Countryside Montessori
- » Coeur DeVille Drive
- » Emerson Road (south of Old Ballas Road)
- » Old Ballas / Old Cabin / Office Parkway / Craig Road
- » I-270 Pedestrian Overpass (between Emerson Road & Coeur DeVille Road @ Old Ballas Road)

PEDESTRIAN WALKS

As described above in the *Parks, Recreation & Open Space* recommendation, Creve Coeur should facilitate the development of pedestrian walks to connect key streets, parks, and amenities. Suggested locations are shown on Figure 4.9. However, these walks will require negotiation

with and the full support of neighboring property owners. Therefore, these suggested locations represent logical connection points only, and in no way represent or recommend takings on the part of the City.

GREENWAY TRAILS

As described above in the *Parks, Recreation & Open Space Plan*, this Plan recommends the development of off-street, multi-use greenway trails to connect key streets, districts, and community amenities. These greenways utilize a mix of parallel roadway paths, existing utility rights-of-way ROWs and stream buffers, and connections through subdivision common ground. As with the pedestrian walks above, these greenways will require negotiation with and the full support of neighboring property owners. Therefore, these suggested locations represent logical connection points only, and in no way represent or recommend takings on the part of the City.

9.C

Streets Recommendations

The Creve Coeur 2030 Streets Plan is a qualitative improvement plan for the major streets within Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods.

These recommendations encourage the development of Complete Streets—streets with facilities for all users and modes of transportation—incrementally as street improvements are made. While the *Parks, Recreation & Open Space Plan* and the *Bicycle & Pedestrian Connectivity Plan*, presented on the preceding pages, outline specific City-wide connectivity improvements, the Streets Plan provides for safe and effective intra-neighborhood connectivity for pedestrians, bikes, mobility device users, and vehicles alike.

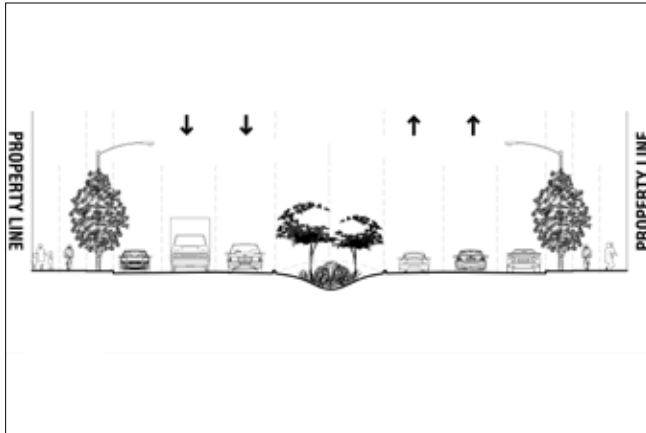
As presented herein, the Streets Plan does not suggest or require the wholesale reconstruction of identified streets. Rather, the Streets Plan provide recommendations and principles for facility types and levels of service for all users, to guide improvements as needed when street repair and/or reconstruction occurs. Additionally, these recommendations and principles should be viewed as guidelines to be adapted to specific existing conditions, including ROW width, pavement width, and adjacent development. No reduction of existing vehicular levels of service (LOS) is recommended, and enhanced LOS is desired.

Streets Plan recommendations are presented according to eight (8) street typologies, as shown in **Figure 4.12** and detailed on the following pages:

1. **Boulevard** typology recommendations are presented on page 108;
2. **Avenue (Type I & II)** typology recommendations are presented on page 108;
3. **Commercial Street Type I** typology recommendations are presented on page 108;
4. **Mixed-Use Street Type II** typology recommendations are presented on page 109;
5. **Mixed-Use Street Type III** typology recommendations are presented on page 109;
6. **Road** typology recommendations are presented on page 109;
7. **Neighborhood Street** typology recommendations are presented on page 110; and
8. **Residential Street** typology recommendations are presented on page 110.



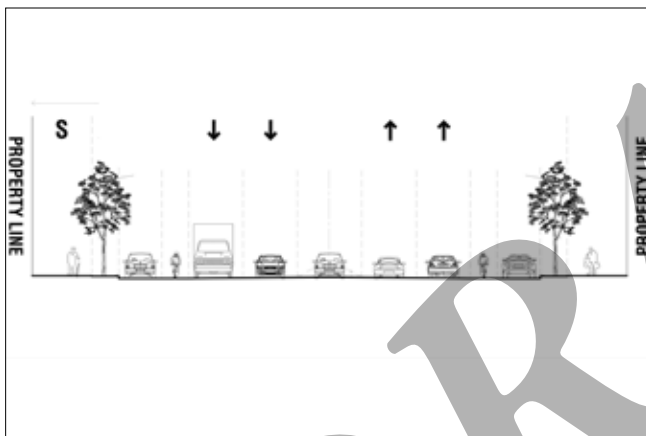
Street Typologies



1. Boulevard

The Boulevard typology is intended for high-volume vehicular thoroughfares, namely Lindbergh Boulevard. Features include:

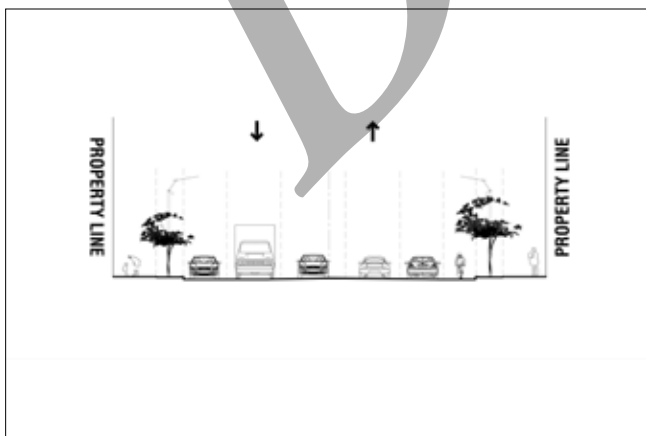
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Center Median (Optional Center Bioswale)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



2. Avenue (Type I & II)

The Avenue typologies are intended for high-volume commercial corridors supporting vehicular traffic and large-scale commercial development. This includes the East and West Olive corridors. Features include:

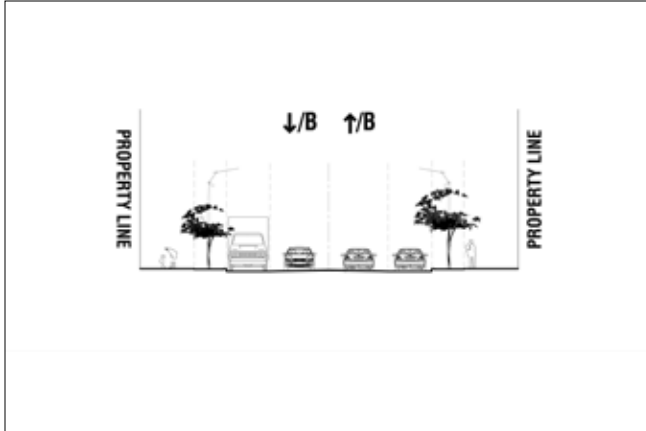
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



3. Commercial Street Type I

Commercial Street Type I is intended for major commercial streets in the Central Business District, namely Olive Boulevard. Features include:

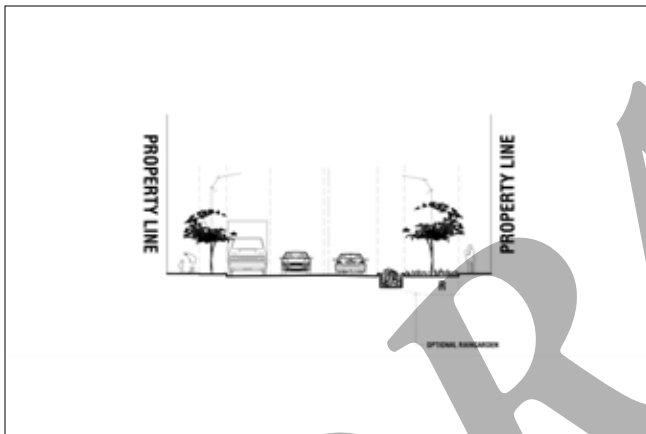
- » 4 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



4. Mixed-Use Street Type II

Commercial Street Type II is intended for walkable secondary commercial streets in the Central Business District and Mixed-Use commercial and office districts. Features include:

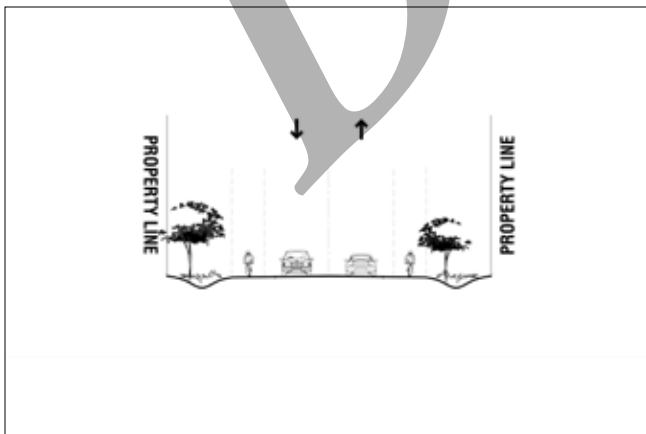
- » 2 Travel Lanes
- » Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



5. Mixed-Use Street Type III

Commercial Street Type III is intended for walkable tertiary and service streets in the Central Business District and Mixed-Use commercial and office districts. Features include:

- » 2 Travel Lanes
- » Optional Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees
- » Optional Bioswale (One or Both Sides)

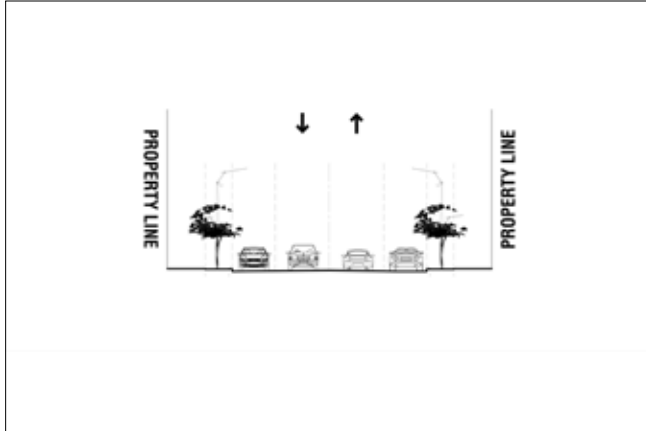


6. Road

The Road typology is intended for residential, two-lane through roads, namely Mason Road. Features include:

- » 2 Travel Lanes
- » Optional Bike Lane or Paved Shoulder
- » Optional Bioswale or Drainageway (One or Both Sides)

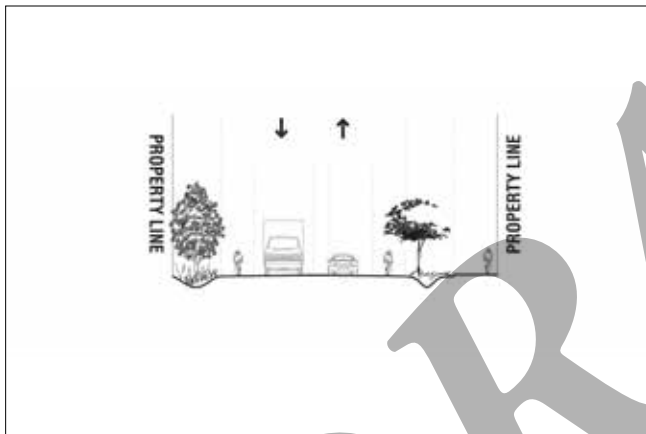
Street Typologies



7. Neighborhood Street

The Neighborhood Street typology is intended for residential, two-lane through streets with sidewalks in the Suburban Neighborhood Type 2 (SR-2) place type district. Features include:

- » 2 Travel Lanes
- » Optional Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



8. Residential Street

The Residential Street typology is intended for residential, two-lane through streets in the Estate Neighborhood Type 1 (ER-1), Estate Neighborhood Type 2 (ER-2), and Countryside Estate (CR) place type district. Features include:

- » 2 Travel Lanes
- » Optional Bike Lane or Paved Shoulder
- » Pedestrian Sidewalk (One Side)
- » Optional Bioswale or Drainageway (One or Both Sides)
- » Optional Street Trees

Page Intentionally Left Blank

DRAFT

9.d

Public Art Recommendations

Creve Coeur's Public Art recommendations coordinates the efforts of the City's Arts Committee, Parks and Recreation Department, Public Works Department, and other boards and committees to enhance Creve Coeur's physical appearance and community identity through public art installations, gateways, horticulture, and other aesthetic improvements.

The public art recommendations of this Plan build upon and expand a variety of existing and ongoing initiatives of the City of Creve Coeur. Because the City's Arts Committee is tasked with developing specific public art installation, the Public Art recommendations coordinate the types and locations of art city-wide to promote a coherent and recognizable identity for the City.

CITY GATEWAYS

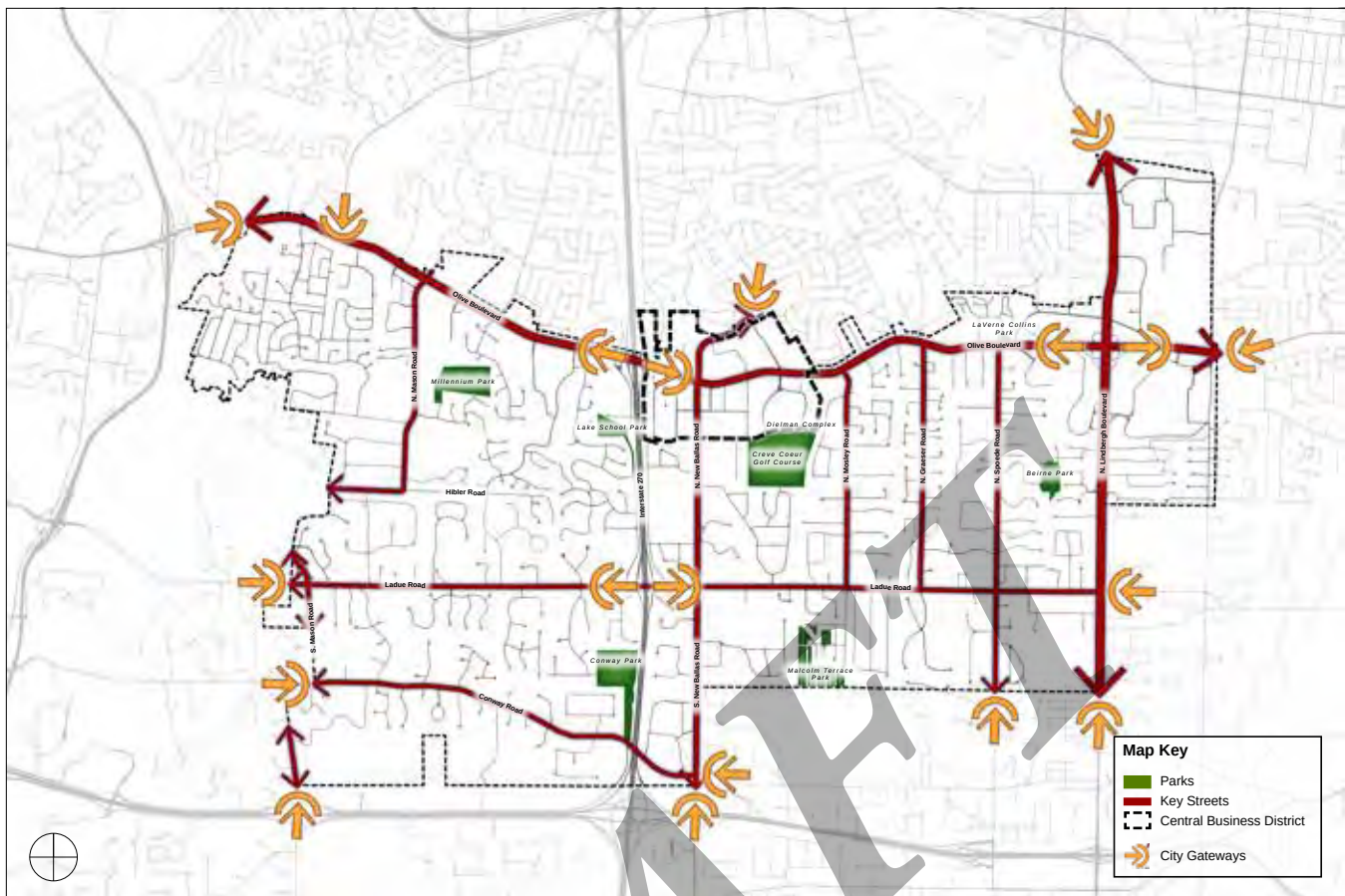
Like many communities in St. Louis County, the boundaries of Creve Coeur are generally not readily-recognizable. Implementing signature gateways on key streets is an important component in establishing the identity of Creve Coeur. Gateways are recommended to be located at:

- » Olive Boulevard @ east and west City limits
- » Olive Boulevard @ I-270 (complete)
- » Olive Boulevard @ N. Lindbergh Boulevard
- » Ladue Road @ east and west City limits
- » Ladue Road @ I-270
- » Conway Road @ east and west City limits
- » Lindbergh Boulevard @ north and south City limits
- » N. New Ballas Road @ north and south City limits
- » Mason Road @ south City limits
- » Spoeede Road @ south City limits
- » Fee Fee Road @ Olive Boulevard

PARKS AND PUBLIC SPACE

Creve Coeur should develop and enhance public art installations and signature landscapes in all City parks—including an expansion of the Arts Committee's program of developing a standard public art platform for the installation of rotating art exhibits.

In addition to City parks, Creve Coeur should establish a "public arts district" comprising Creve Coeur's central business district for the enhancement of the public realm.



4.13. PUBLIC ART, GATEWAYS & WAYFINDING RECOMMENDATIONS

SIGNATURE STREETSAPES

Creve Coeur should develop and enhance signature streetscapes on key city streets. Streetscape amenities will work in concert with city gateways to establish an identifiable physical identity for travelers through and visitors to Creve Coeur.

Streetscape amenities should include signature light fixtures; banners; bus shelters; street trees; planters; and ground landscaping and horticulture. Key streets for improvements include:

- » Olive Boulevard
- » Ladue Road
- » Conway Road
- » N. New Ballas Road
- » Mosely Road
- » Graeser Road
- » Spoede Road
- » Lindbergh Boulevard

PROGRAMS AND PARTNERSHIPS

The City, in cooperation with the Arts Committee, Parks and Recreation Department; Public Works Department; and Horticulture, Environment, and Beautification Committee, should continue existing and develop new public art and beautification initiatives. These should include, but not be limited to:

- » An “art on loan” program of revolving outdoor and indoor art exhibits or installations, to be installed in public facilities and public spaces.
- » A “percent for art” program for commercial and mixed-use development, to fund the installation of permanent public art features.
- » Involving local artists in the design and creation of public realm fixtures; “street furniture”; and City branding, wayfinding, and signage.
- » Establishing an ongoing public performing and visual arts program, including concerts, plays, film festivals, and community movie nights.
- » Partnerships with local arts organizations, including COCA and the Regional Arts Commission, to host events in Creve Coeur.

10.

Annexation Potential

North of the Creve Coeur corporate boundary is an isolated pocket of unincorporated St. Louis County, located between Creve Coeur and Maryland Heights to the north. Should the City wish, this is one of the few remaining opportunities for annexation and expansion for Creve Coeur.

Annexation provides both key benefits as well as challenges to Creve Coeur. Benefits include:

- » An increase in St. Louis County sales tax pool allocation, due to an increase in households;
- » Increased property tax revenue;
- » Diversification of housing stock (particularly smaller homes suited for younger population demographics—the segment that Creve Coeur currently lacks) through the annexation of existing neighborhoods;
- » Direct connection to the regional Centennial Greenway;
- » Increased control over the development of the Olive Boulevard corridor, due to both the north and south sides of Olive being located under the same jurisdiction; and

- » A more logical urban development pattern with Olive Boulevard—Creve Coeur's major commercial corridor—located in the middle, rather than on the edge of, Creve Coeur.

These benefits are not without particular challenges, however, including:

- » An increase in City administrative costs, including building inspection and code enforcement activities;
- » An increase in the cost of police services;
- » An increase in resident service costs, particularly trash pickup;
- » Increased capital improvement costs over time, dictated by the current conditions of existing infrastructure in the annexation area; and
- » Local opposition to annexation, both within the current boundaries of Creve Coeur and within the proposed annexation area.

In order for any annexation activities to proceed, a municipality must submit an annexation plan to the St. Louis County Boundary Commission. If a proposed annexation is not on file with the Boundary Commission, annexation of that area (or a portion of that area) cannot occur. Boundary Commission proposals are updated on a five (5) year basis. Therefore, to preserve options, it is beneficial to continue to submit such a proposal to St. Louis County.



This annexation area comprises 2,348 acres (approximately 3.67 square miles) and approximately 4,300 housing units. Additionally, this area includes the Jewish Community Foundation campus as well as Craig Elementary School, Ross Elementary School, and Fern Ridge High School. It is the recommendation of this Plan that, regardless of whether annexation is pursued, this annexation area be filed with the St. Louis County Boundary Commission in order to allow for potential annexation in the future.

DRAFT

DRAFT

05

IMPLEMENTATION PLAN

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)

Implementation Principles

A critical element of any effective Comprehensive Plan is successful implementation. The Creve Coeur 2030 Comprehensive Plan Update is a 20-year, community-based vision for the City of Creve Coeur, and builds upon Creve Coeur's fundamental shift in planning that occurred with the adoption of the 2002 Comprehensive Plan. At the same time, Creve Coeur 2030 has been developed to address key challenges with the 2002 Comprehensive Plan, especially as they relate to implementation.

The 2002 Comprehensive Plan articulated five (5) major implementation goals:

1. Manage traffic and enhance movement, especially on Olive Boulevard;
2. Creating a town center;
3. Connecting neighborhoods and parks;
4. Enhancing community character and the quality of development, and;
5. Building on the Life Sciences node in the Commerce Center to enhance economic development and improve the existing Lindbergh-Warson Industrial Park.

With the exception of managing traffic on Olive Boulevard and the development of the Plant Sciences innovation district (a separate initiative of the St. Louis Economic Development Partnership), these goals have largely not been achieved. This is due to a number of factors, including:

1. The national economic downturn of 2008;
2. A Comprehensive Plan which is highly-prescriptive;
3. The Plan's reliance on property acquisition and large-scale development projects for implementation (e.g. creating a town center); and
4. A lack of existing City-controlled mechanisms for implementation.

This is not intended as a criticism of either the City of Creve Coeur or the 2002 Comprehensive Plan. On the contrary, Creve Coeur is one of the most successful municipalities in the region, with a strong employment base, major retail amenities, high and stable property values, high median incomes, low property taxes, and high standards for municipal services. Likewise, the 2002 Comprehensive Plan has served the City well over the past 14 years. Nevertheless, the Creve Coeur 2030 Plan incorporates lessons learned from the past to enhance the "actionability" of the Comprehensive Plan and set the City up for greater levels of success.

The Creve Coeur 2030 Implementation Plan is based upon the following principles:

- » **Facilitate Incremental Action:** The City's primary control over future land use and development is through the regulatory environment—specifically, the Code of Ordinances. As part of implementation, Creve Coeur should update its Zoning Code and other ordinances to reflect the Vision of the Plan and allow—by right—for development that incrementally builds toward that Vision.

This means that major community development initiatives like the town center will not necessarily rely on a single large development, as is currently the case, in order to occur. Rather, incremental redevelopment over time will build toward the full implementation of the town center on a lot-by-lot, project-by-project basis.

- » **Provide Specific Direction:** The Comprehensive Plan needs to provide geographically-specific recommendations for capital improvements, zoning and regulatory districts, and new amenities and infrastructure. This provides needed direction to future City staff, commissioners, and elected officials to streamline the implementation of the projects over the Plan's 10- to 15-year lifespan.
- » **Maintain Flexibility:** At the same time, the Comprehensive Plan cannot be too prescriptive (one of the challenges and criticisms of the 2002 Plan). If it were, the City would risk setting itself up for failure by “biting off more than it can chew”, putting in place processes that cannot be sustained and adhered to long-term, and/or relying on activities over which the City has no direct control. A successful

Comprehensive Plan clearly: 1) outlines and the City's activities; 2) prioritizes initiatives that are both achievable and leverage other activities and investments for maximum positive impact; and 3) builds in a level of flexibility to allow for unforeseen circumstances, both positive and negative.

- » **Diversification of Funding:** While the primary public funding source of Plan implementation will be from the City's funds, the Comprehensive Plan should leverage City funding with grant opportunities and other partnerships. Many of the initiatives and recommendations of the Creve Coeur 2030 Plan have been developed to overlap with activities of regional and statewide partners, including Great Rivers Greenway, the East-West Gateway Council of Governments, and MoDOT. This will help to ensure eligibility for existing and future funding opportunities.
- » **Evaluate Success:** Actively reviewing and evaluating the relevance and efficacy of the Plan is important to long-term, successful implementation. The 2002 Comprehensive Plan calls for an annual review of the Plan by the Planning and Zoning Commission (including public engagement), with a five-year reassessment of the entire document. This recommendation proved to be too prescriptive and onerous, and as a result was never undertaken. However, an ongoing outcome management process is recommended and important for successful implementation.

Early Action Items

Identification and successful completion of several early action items will be key to setting the stage for on-going implementation. First, it will establish essential regulatory frameworks for continued, ongoing implementation efforts. Second, it will initiate several key catalytic projects to leverage future investment. Lastly, it will build critical momentum and excitement about the City's future.

In order to successfully begin implementation of the Creve Coeur 2030 Plan, the following eight (8) early action items should be completed by the City of Creve Coeur:

1. **Complete the City's new police station and enhancements to the Government Center:** The City of Creve Coeur has planned for two (2) major public facility capital improvement projects: 1) the construction of a new police station building on the northwest corner of the property at 300 N. New Ballas Road, and 2) the rehabilitation of the Creve Coeur Government Center. These projects should be fully funded and completed and implementation priorities of this Comprehensive Plan.
2. **Develop and adopt a Stormwater Ordinance for lots less than one (1) acre in area:** Currently, stormwater runoff resulting from land disturbance one (1) acre and greater in size is regulated by Metropolitan Sewer District (MSD) under the U.S. Environmental Protection Agency's (EPA's) MS4 (Small Municipality Stormwater) regulations. These regulations require that any net increase in stormwater runoff resulting from development or redevelopment be detained and recharged on site. These regulations do not apply to land disturbance of less than one (1) acre. In Creve Coeur, disturbances of less than one

acre has resulted in similar stormwater runoff issues that MS4 is designed to mitigate.

In order to address this issue, the City's Planning and Community Development and Public Works Departments have been working with the City's Stormwater Committee to develop a local stormwater ordinance. Completion and adoption of this ordinance will have a positive effect on land use, development, and environmental protection in Creve Coeur. The Creve Coeur 2030 Plan recommends that this ordinance be finalized and adopted as soon as possible.

3. **Develop and adopt updates to the City's Zoning Ordinance for residential districts:** Creve Coeur has faced numerous issues with teardowns and redevelopment of infill lots in existing residential neighborhoods. As presented herein, this is due primarily to the current zoning regulations for residential zoning districts in the City's Zoning Ordinance.

As detailed on page 71 in recommendations for residential neighborhoods, a variety of development standards for residential neighborhoods should be adopted. These standards should be written as updates to the current City Zoning Ordinance for residential districts and subsequently adopted by the Planning and Zoning Commission and City Council.

4. **Adopt the Plant Sciences Innovation District master plan and facilitate development of the project:** The regional Plant Sciences Innovation District initiative of the St. Louis Economic Development Partnership (SLEDP) is likely Creve Coeur's and the region's largest economic development project and job creator for the next 20 years. Upon completion of the SLEDP Master Plan, the

City of Creve Coeur should consider adoption of the Master Plan as an addendum to this Comprehensive Plan. Thereafter, the City should actively facilitate the implementation of the Master Plan and physical development of the Plant Sciences Innovation District.

5. Complete and adopt substantial revisions to Creve Coeur’s regulatory ordinances:

As detailed herein, the Community Place Type Districts have been developed and are intended to serve as the basis for a wholesale, City-wide Zoning Ordinance revision. While this is a major undertaking, completing this revision will bring the new Comprehensive Plan and Zoning Ordinance into complete coordination and will ensure that the two documents will work together as intended.

This Comprehensive Plan recommends that the following regulatory ordinances be revised and/or created and adopted:

- » City of Creve Coeur Zoning Ordinance (to be revised per the Community Place Type Districts and recommendations outlined herein);
- » Downtown Form-Based Code (to be completed from the existing draft to guide the development of the Downtown Creve Coeur—the core of the Central Business District); and
- » Sustainability Ordinance (to be developed in conjunction with the Energy and Environment; Horticulture, Ecology, and Beautification; and Stormwater Committees with Public Works and Planning and Community Development Department staff.)

Creation and adoption of these ordinances will require additional community engagement to be completed by the City, including public workshops and a public hearing process.

- 6. Support implementation of the Gateway Bike Plan in Creve Coeur by completing key facility deployments:** As presented on pages 102-103 in the Bicycle and Pedestrian Connectivity Plan, there are a number of bicycle and pedestrian facility improvements recommended for Creve Coeur. These recommendations address key priorities identified by the residents of Creve Coeur, and many of these recommendations align with the regional recommendations of the Gateway Bike Plan. Several of these facilities are identified as implementation priorities:

» **Bike Lanes**

- Olive Boulevard, from east City limits to west City limits; and
- Conway Road, from N. New Ballas Road to N. Outer 40 Road.

» **Shared Lanes (“Sharrows” and signage)**

- Mason Road, from south City limits to Olive Boulevard;
- N. New Ballas Road, from south City limits to Craig Road (outside lanes only); and
- Conway Road, from N. Outer 40 Road to west City limits.

» **Designated Bike Routes (signage and enforcement)**

- Spode Road, from south City limits to Olive Boulevard

7. Construct greenways to improve pedestrian and bicycle connectivity and provide enhanced recreational opportunities: Similar to Early Action Item #6, the Parks, Recreation, and Open Space Plan (presented on pages 100-101) contains recommendations for numerous off-street greenways throughout Creve Coeur. Two (2) of these greenways are identified as implementation priorities:

» **“Deer Creek Greenway”:** Connecting Malcolm Terrace Park to N. New Ballas Road, this greenway crosses Ladue Road and roughly follows Deer Creek along the historic railroad right-of-way (ROW) now owned by Union Electric Company, including the following parcels:

- 337 Carlyle Lake Drive
- 11535 Ladue Road
- 400 S. Mosely Road
- 11380 St. Paul Street
- 66 Villa Coublay Drive

» **“Western Greenway”:** Connecting Conway Road to Olive Boulevard west of I-270, this greenway would follow the existing Ameren utility easement and cross the Conway Downs, Ladue Downs, Country Forest, and Lac Du Bois subdivisions. Despite the presence of this utility easement, however, all property under consideration for this greenway is under private ownership, and utilizing any easement for a greenway would necessitate negotiating use and obtaining support from all private property owners. Nevertheless, the Western Greenway represents an important north-south connection in a part of Creve Coeur that currently lacks north-south walkability. Therefore, pursuit of this project should be prioritized.

8. Establish an ongoing outcome reporting and management system to track progress: While the ongoing evaluation process specified in the 2002 Comprehensive Plan was too prescriptive and intensive to be successful, tracking progress of the Comprehensive Plan is an important part of successful implementation. In order to achieve this, Creve Coeur should develop and establish an Outcome Measurement Reporting system to track implementation progress. The City should also consider developing a web-based, Community Dashboard to publish outcome measurement reports. This system should also include a five (5) year assessment interval, with the potential to update tracking measures, targets, and/or benchmarks to reflect current implementation status.

Successful completion of these early action items will achieve important milestones in the implementation of the Creve Coeur 2030 Comprehensive Plan Update. Furthermore, these actions will begin to address key issues identified by the Creve Coeur community, mostly utilizing resources (including City staff capacity) that are already available.

Capital Improvement Plan

The Capital Improvement Plan (CIP) is intended to ensure that policymakers are responsible to the residents and businesses of Creve Coeur with respect to the expenditure of City funds for capital improvements. The goals of the CIP are to provide planned replacement and repair of deteriorating infrastructure and to add new facilities that enhance the quality of life in Creve Coeur. A Capital Improvement Plan is a tool to assess the long-term capital needs of a city and to establish funding of high-priority projects in a timely and cost-effective fashion.

The CIP lists projects, describes them, offers cost estimates, and outlines the funding method to be utilized. Projects in the CIP were identified by citizens and business representatives, standing committees of the City, and operating departments. A multi-month process is established to solicit project ideas, gather information, ascertain public input, and prepare the CIP document. The Planning and Zoning Commission's responsibility is an integral element of the CIP process. Prior to forwarding a recommendation to the Creve Coeur City Council, the Commission reviews the document and suggests project prioritization. The City Council is the governing body responsible for final prioritization and adoption of the CIP.

The Capital Improvement Plan spans a five-year period. It is intended that in each subsequent fiscal year a new CIP will be prepared that updates the first four years of the plan, adds a fifth year to the plan, and integrates the capital projects and acquisitions for the then current fiscal year in the City's annual budget.

Revenues are comprised of reserves (fund balance) of the Capital Improvement Fund, revenues from the City's capital improvement sales tax, revenue bonds, certificates of participation, grants, and other intergovernmental revenue, and other funding sources, as opportunities occur in the future.

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.

Implementation Matrix

As detailed herein, implementation of the Creve Coeur 2030 Comprehensive Plan Update will be driven by 72 measurable community development *Strategies*, organized according to seven (7) community Goals and Objectives. These Strategies address the 10 Community Issues and Priorities, detailed on page 13.

The Implementation Matrix, presented on the following pages, describes the interrelation of the Community Issues and Priorities with the Strategies. Collective impact of the Creve Coeur 2030 Comprehensive Plan Recommendations is illustrated by the Primary and Secondary Contributing Strategies for each Issue and Priority. The Matrix also indicates the recommended timeframe in which each Strategy is to be completed. Implementation of these Strategies will be achieved, in part, by the *Plan Recommendations* detailed in Chapter 4.

IMPLEMENTATION MATRIX KEY

- | | |
|---|--|
|  Primary Action & Effect |  Short-Term Implementation Action (0-5 Years) |
|  Secondary Action & Effect |  Medium-Term Implementation Action (5-10 Years) |
|  Indirect Effect |  Long-Term Implementation Action (10+ Years) |

Implementation Matrix

		1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
1. Placemaking & Community Identity												
1.1	Create mixed-use, walkable districts.											
1.2	Improve Creve Coeur's walkability and bikeability.											
1.3	Improve the City's streetscapes and continue public realm enhancements.											
1.4	Celebrate the community with identifiable gateways and public art.											
1.5	Preserve high-quality existing neighborhoods and community assets.											
1.6	Ensure cultural, arts, and entertainment opportunities throughout the community.											
1.7	Update the City's zoning code to facilitate and promote development that matches the community's vision for Creve Coeur.											
1.8	Ensure that adjacent non-residential and residential development is compatible with each other.											
1.9	Improve the quality of new development by revising architectural design guidelines and establishing lot development standards, including illustrations of desired development patterns.											
1.10	Preserve Creve Coeur's historic properties.											
1.11	Provide an increased number of community events and programs											
1.12	Develop a "central gathering place" that is the heart of the community.											

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
2. Residential Development & Preservation											
2.1 Increase housing options to attract changing market demographics—including seniors, young professionals, and families.											
2.2 Guide the rebuilding of outdated housing stock in selected areas to improve housing diversity and maintain a competitive residential market.											
2.3 Continue to provide opportunities for a greater diversity of housing options throughout the City.											
2.4 Improve neighborhood walkability and connectivity.											
2.5 Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.											
2.6 Update Creve Coeur's building code to promote green building best practices and adopt the latest International Energy Conservation Code.											
2.7 Review the Zoning Code and land development regulations to ensure new infill residential construction takes into account existing conditions to minimize the impacts of new construction.											

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Secondary Action & Effect
- Indirect Effect
- Short-Term Implementation Action (0-5 Years)
- Medium-Term Implementation Action (5-10 Years)
- Long-Term Implementation Action (10+ Years)

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
2. Residential Development & Preservation (Continued)											
2.8 Establish a limit for the amount of pervious pavement that does not count toward site coverage for											
2.9 Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.											
2.10 Protect residential areas from negative encroachment of non-residential uses.											
3. Economic Growth & Community Services											
3.1 Ensure future economic growth is responsive to the changing economy and captures the "place-making dividend".											
3.2 Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences.											
3.3 Transform the Olive Boulevard corridor with a Central Business District and supporting mixed-use districts.											
3.4 Improve regional transportation to Olive Boulevard.											
3.5 Embrace public/private partnerships for redevelopment.											
3.6 Work with the business community to develop recommendations for broadband, electrical, and other infrastructure as it impacts economic development.											
3.7 Guide regional retail and services to the Community Center District area.											

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
3. Economic Growth & Community Services (Continued)											
3.8 Preserve the long-term economic strength of Creve Coeur by actively working with the St. Louis Economic Development Partnership and St. Louis County to establish the Plant Science Innovation District; promote its implementation; and support the District's long-term sustainability.	●	○	●	○	○	○	○	●	●	●	●
3.9 Foster development of a town center, which would include the design and construction of a public gathering place or places.	●	○	●	○	○	○	○	●	●	○	●
3.10 Become an active and integral participant with the St. Louis Regional Chamber and other organizations to promote Creve Coeur's interests in regional and statewide economic development.	●	○	●	○	○	○	○	○	○	●	●

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Secondary Action & Effect
- Indirect Effect
- Short-Term Implementation Action (0-5 Years)
- Medium-Term Implementation Action (5-10 Years)
- Long-Term Implementation Action (10+ Years)

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
4. Community Amenities & Facilities											
4.1 Improve City facilities, including the police department headquarters, Government Center, and the Dielmann Complex.											
4.2 Continue to improve the quality and responsiveness of City services, including recycling, limb and leaf pickup, and maintenance of medians and public landscaping.											
4.3 Continue to actively develop and implement the Capital Improvement Program that addresses the needs and desires of the community.											
4.4 Continue the City's strong level of police services.											
4.5 Actively engage with utility providers, fire protection districts, neighboring governments, and other community service providers to ensure that Creve Coeur continues to be served by high-quality, efficient, and effective community services.											
4.6 Maintain existing and develop new reciprocal agreements to share facilities with surrounding municipalities.											

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
5. Parks, Open Space & Environment											
5.1 Actively pursue the integration of trails and bikeways in to the landscape and create a comprehensive community wide network of off-street and on-street pedestrian connections.											
5.2 Require new development or redevelopment to include public amenities such as pedestrian connections, bicycle facilities, public sitting/gathering areas, and open space, as appropriate.											
5.3 Regularly assess the recreation needs of residents and enhance park facilities as necessary to ensure that those needs are met.											
5.4 Explore the development of a central urban park or plaza, community recreation center, youth center, library, or community center.											
5.5 Identify and designate parcels for possible future purchase by the City and redevelopment as public park space.											
5.6 Expand the use of cooperative agreements with local schools and private recreational amenities to provide access to recreational facilities for City residents.											
5.7 Enhance Creve Coeur's existing parks and open spaces to establish greater plant and wildlife diversity.											
5.8 Mitigate flooding and waterway impacts from adjacent development and improve water quality.											

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
6. Transportation, Connectivity & Mobility											
6.1 Encourage creation of a comprehensive network of pedestrian and bicycle infrastructure and facilities to become a premier walkable and bikeable community											
6.2 Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors.											
6.3 Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.											
6.4 Manage traffic impacts in residential neighborhoods.											
6.5 Improve connectivity in the Western half of the City with new bike and pedestrian facilities											
6.6 Promote vehicular cross-access between commercial parking lots.											
6.7 Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.											
6.8 Utilize Complete Streets principles when conducting major roadway improvements; consider adoption of a City-wide Complete Streets policy.											

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- Long-Term Implementation Action (10+ Years)

Implementation Matrix

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
6. Transportation, Connectivity & Mobility (Continued)											
6.9 Develop procedures to address requests for local traffic calming.											
6.10 Increase local connectivity to the Great Rivers Greenway District's (GRG) regional "River Ring" greenway network; endorse, enhance, and facilitate implementation of GRG projects in Creve Coeur.											
6.12 Enhance the safety of bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.											
7. Community Sustainability & Resilience											
7.1 Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.											
7.2 Achieve a sustainable jobs/housing balance within Creve Coeur.											
7.3 Establish a regular schedule for future updates of the Climate Action Plan with new benchmarks, a new planning horizon with updated strategies, and updated targets.											
7.4 Develop a Community Resilience Plan to provide for enhanced emergency service access, alternative transportation options, and energy security in the event of natural disasters and social unrest.											

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
7. Community Sustainability & Resilience (Continued)											
7.5 Expand the use of renewable energy in City-owned public facilities and promote renewable energy use for all Creve Coeur residents.	○	○	●		○	○	○	●	○	●	●
7.6 Establish city-wide targets for the ratio both public-accessible and private open space.	○	●	●	●	○	○	○	●	○	●	●
7.7 Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality.	○	●	●	○	○	○	○	○	○	○	●
7.8 Establish a storm water level-of-service and prioritize the problems identified in the City's storm water study based on those criteria and accelerate the implementation of the City's Storm Water Master Plan to deal with the prioritized storm water problems.	○	●	●	○	○	○	○	○	○	●	●
7.9 Update the City's landscape guidelines to encourage the use of Missouri native plantings and discourage planting of known invasive species.	○	○	●	●	○	○	○	●	○	●	●
7.10 Review regional sustainability initiatives and work with regional groups to enhance Creve Coeur's sustainability efforts.	○	○	●	○	○	○	○	○	○	●	●

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
- Secondary Action & Effect
- Medium-Term Implementation Action (5-10 Years)
- Indirect Effect
- Long-Term Implementation Action (10+ Years)

DRAFT

DRAFT

A

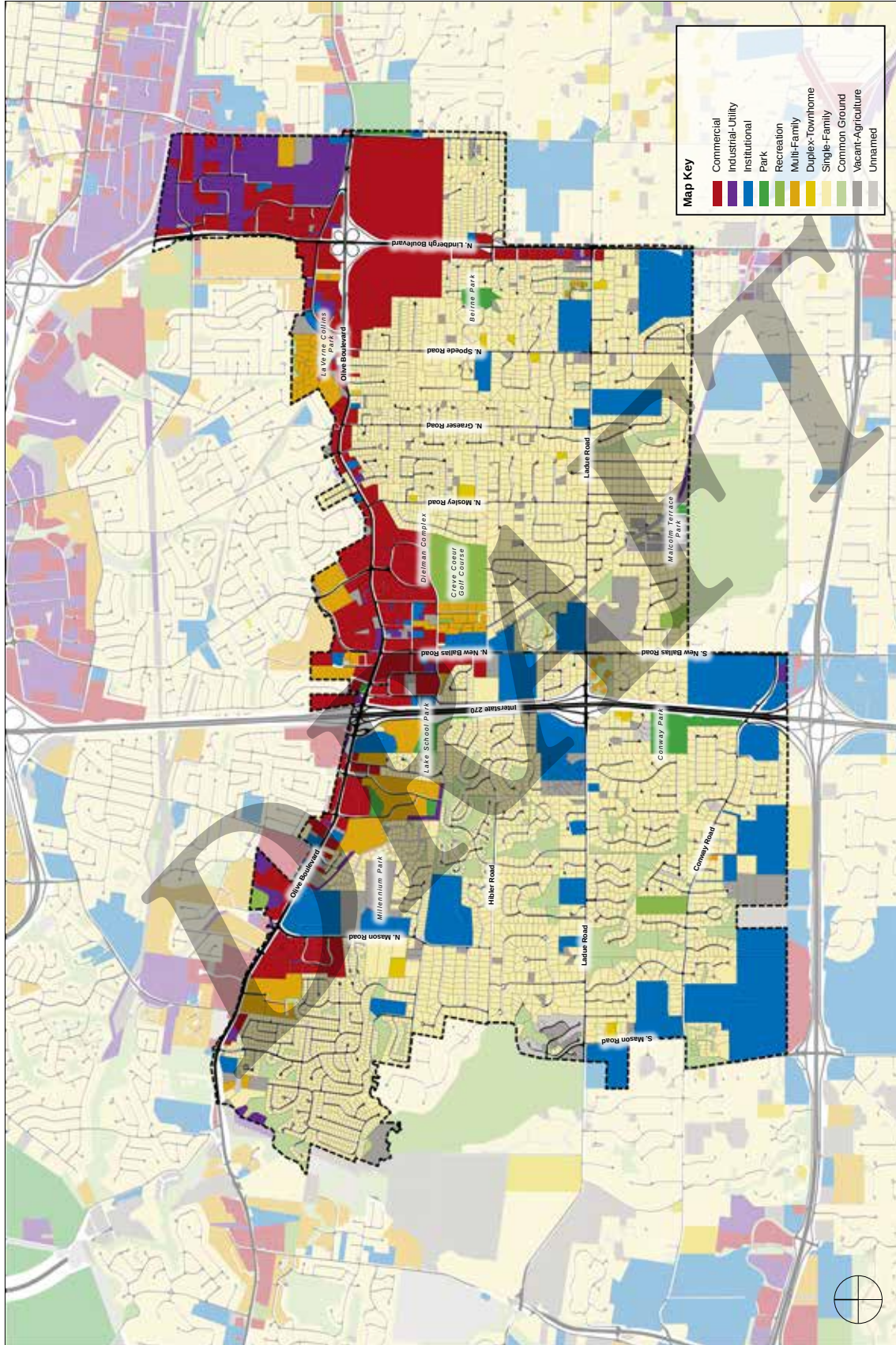
APPENDIX A: PLAN MAPS

Appendix A | 146

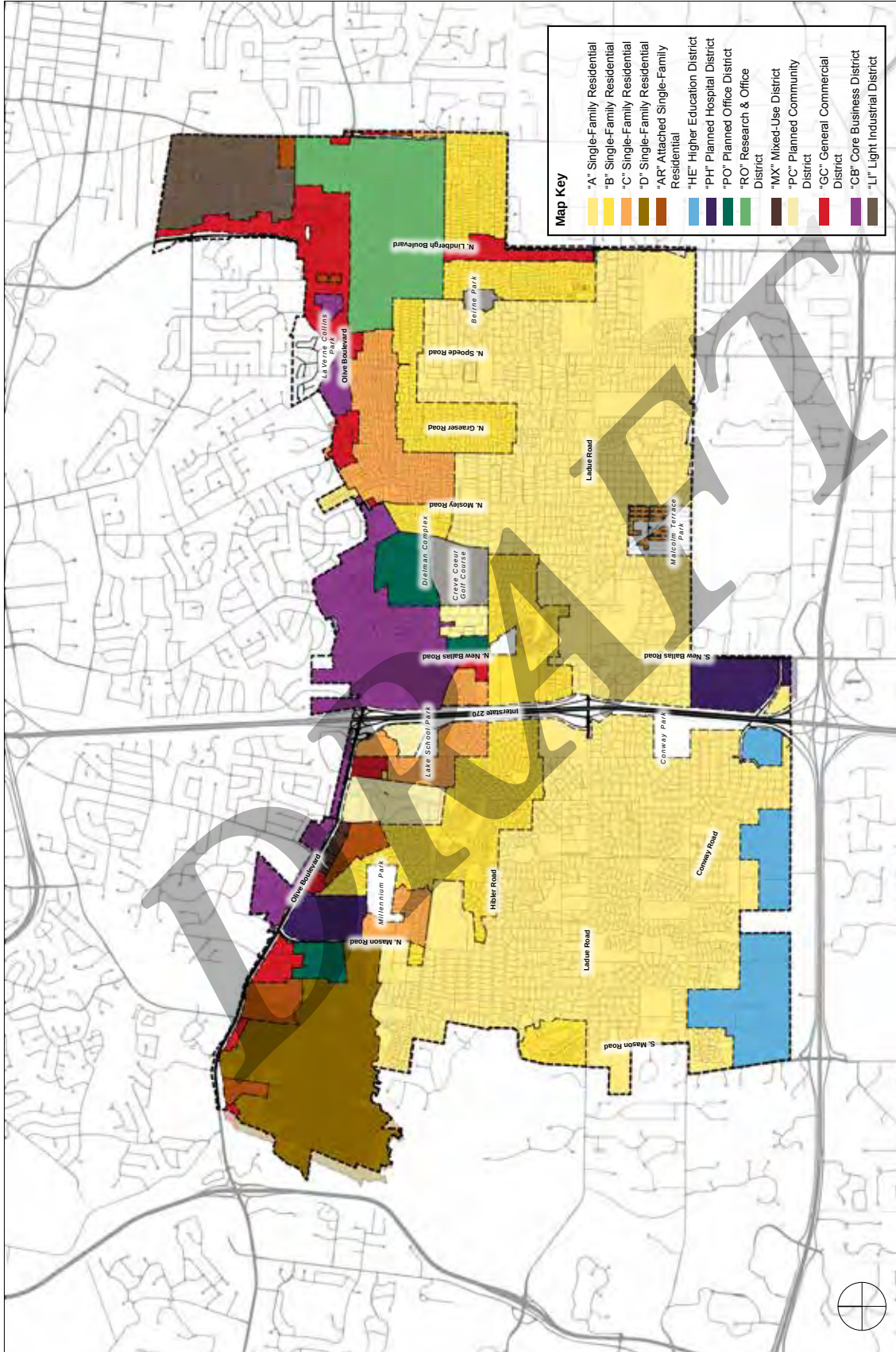




Plan Maps



A.3. EXISTING LAND-USE CLASSIFICATION



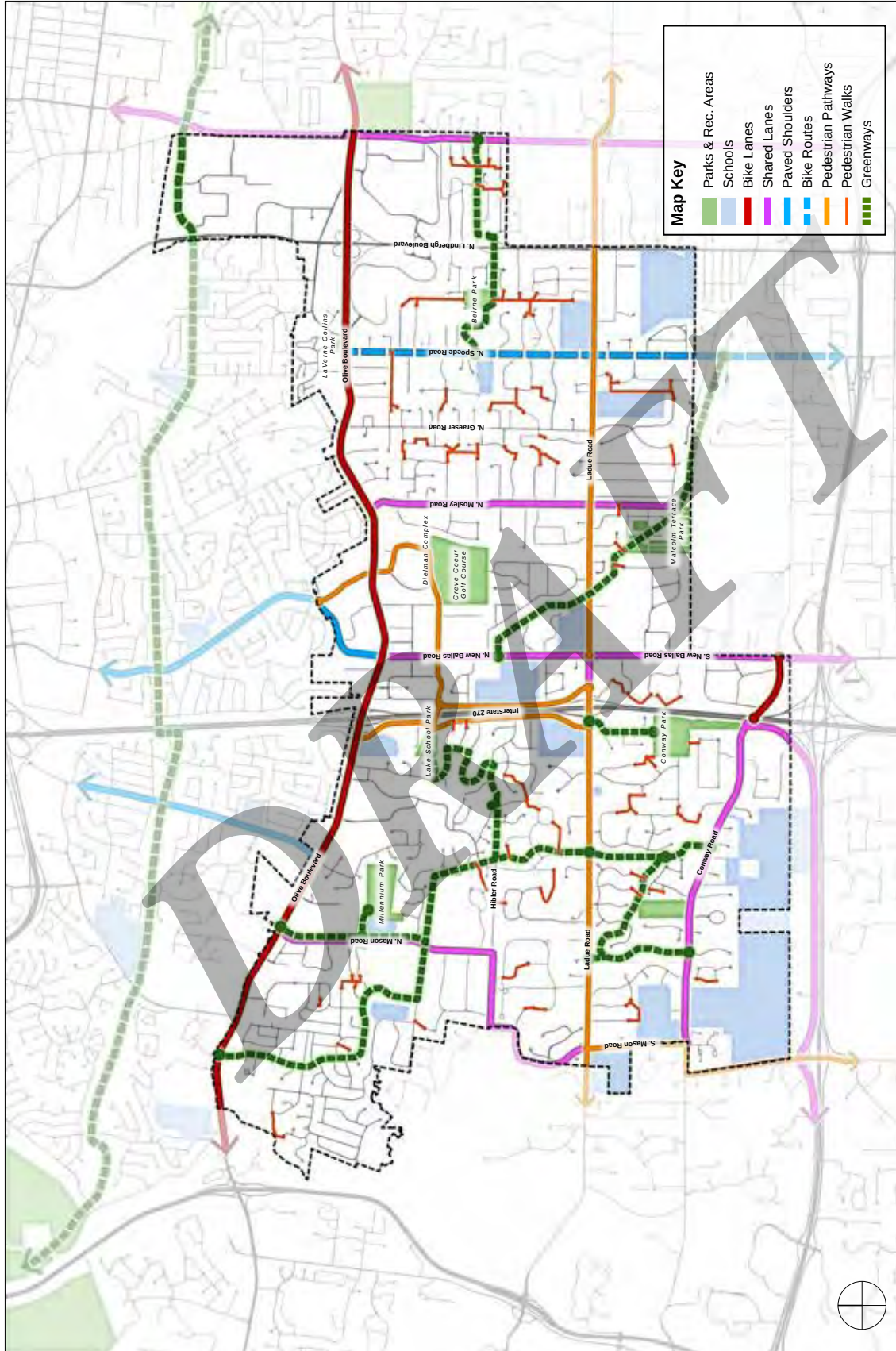
A.4. EXISTING ZONING DISTRICTS

APPENDIX A

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)



Plan Maps

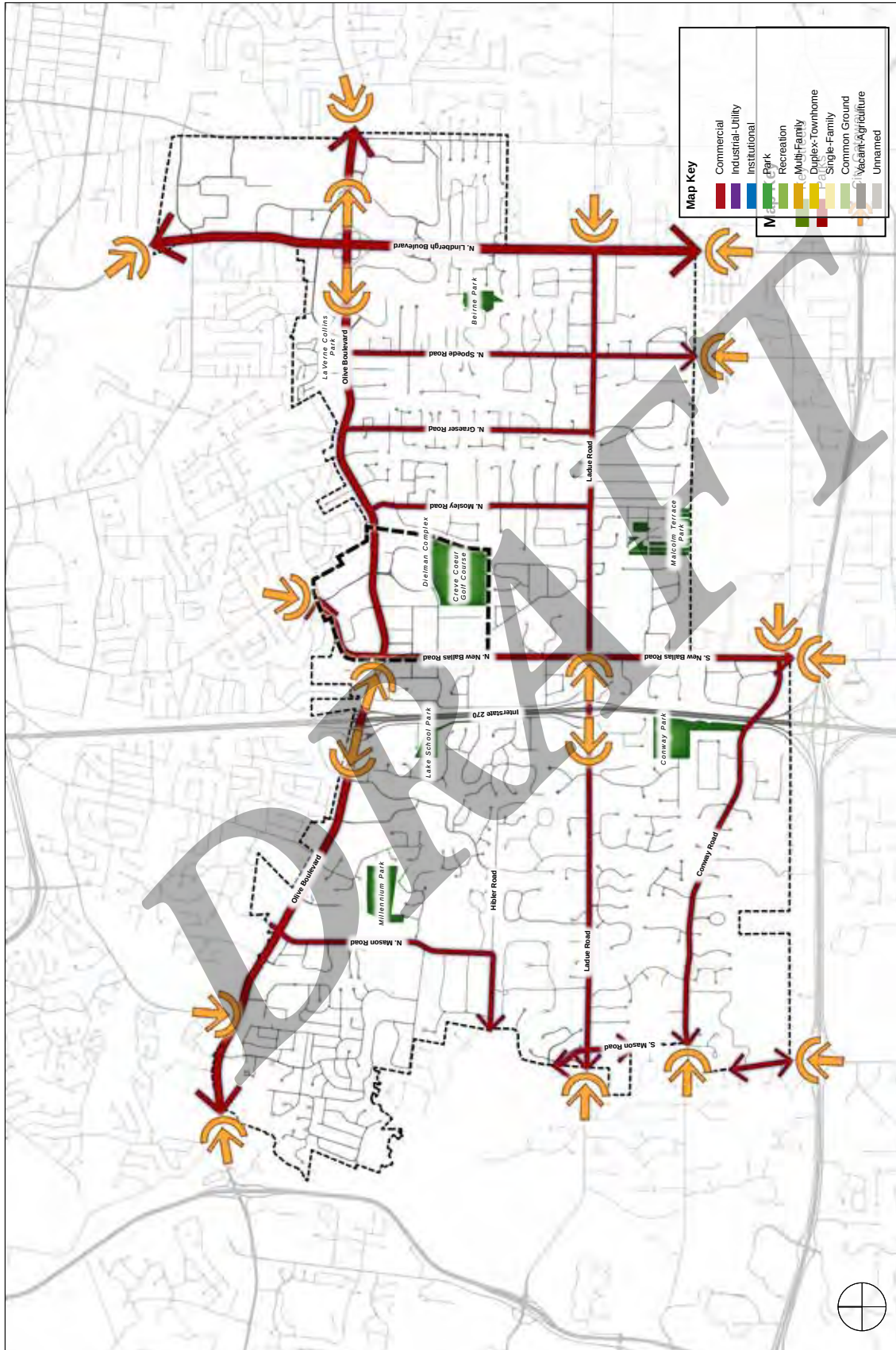




153 | Appendix A

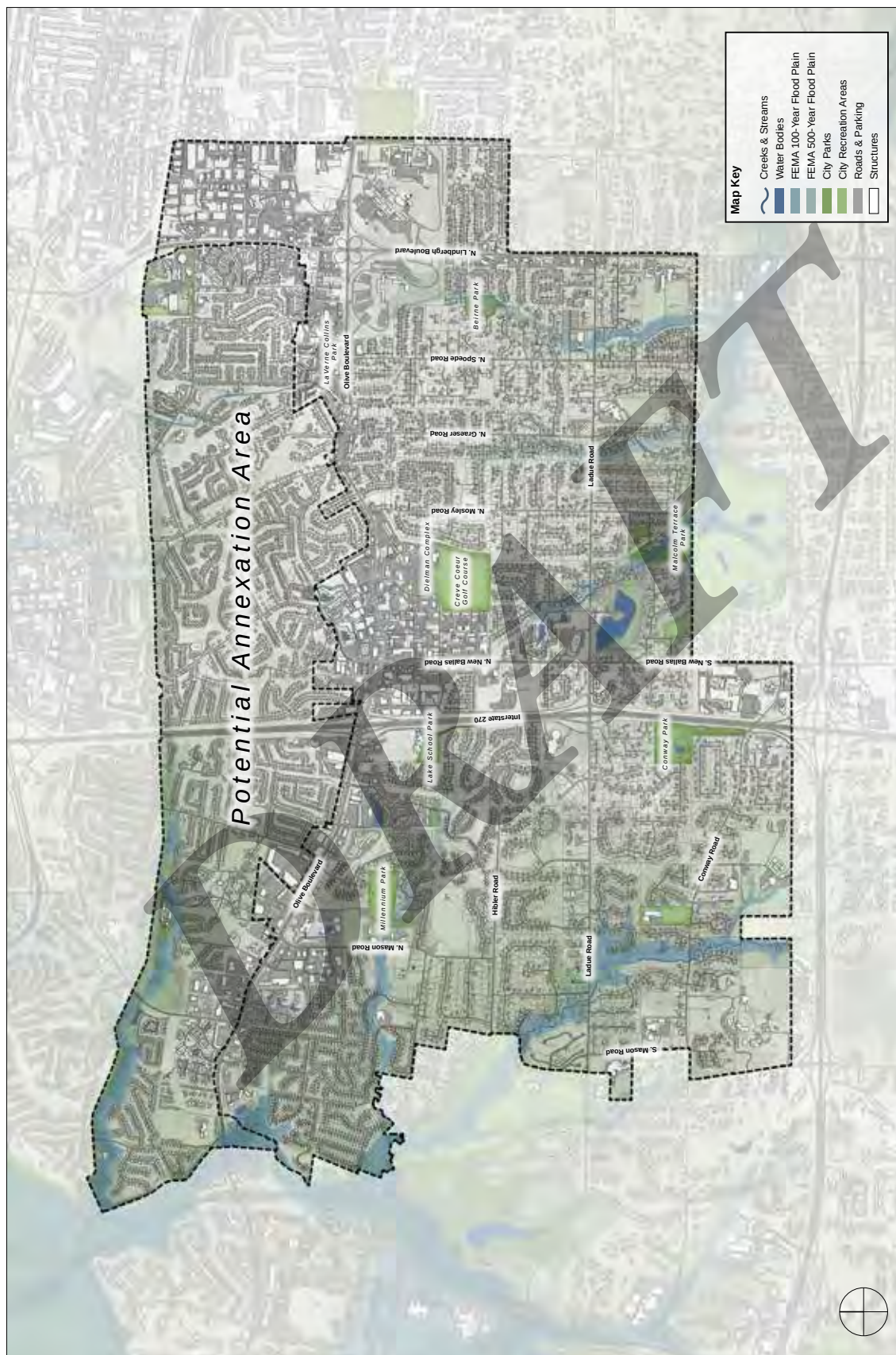
Packet Pg. 164

Plan Maps



A.9. PUBLIC ART, GATEWAYS & WAYFINDING RECOMMENDATIONS

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2161 : #16-028 Comp Plan Adoption)



A.10. POTENTIAL ANNEXATION AREA

DRAFT

DRAFT





Jason Jaggi <jjaggi@crevecoeurmo.gov>

City Plan

1 message

David McCoy <dmc831@gmail.com>

Fri, Nov 11, 2016 at 9:58 PM

To: jjaggi@ci.creve-coeur.mo.us

Hi Jason,

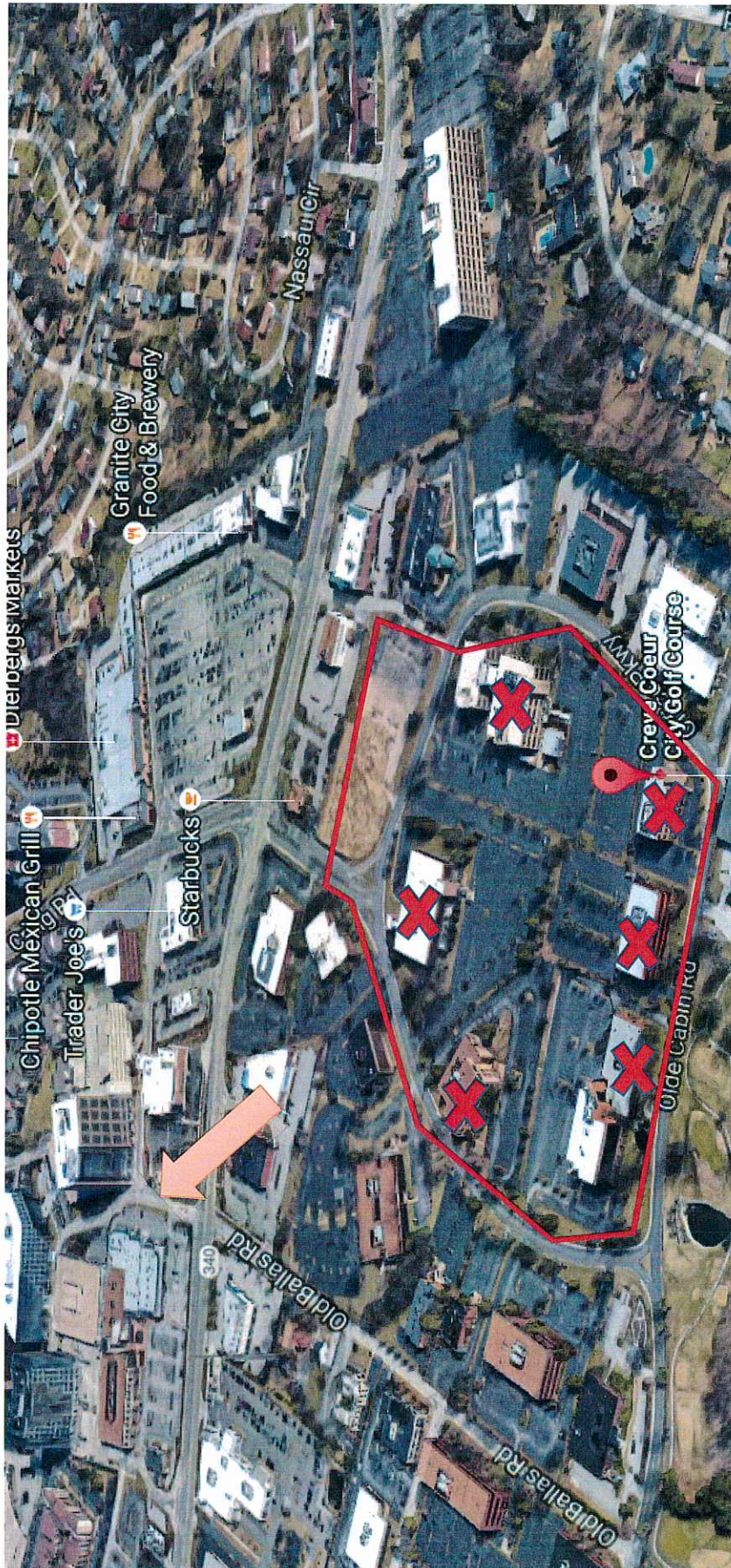
Just wanted to run something by you that came to mind at the P&Z meeting last Monday. When we were looking at the area just north of the golf course I was surprised how much parking space there was (see attachment). I was wondering why we couldn't relocate many of those businesses across the street, even into vacant space in City Place and we could use the space left for the downtown. We may need to build a few parking garages to make up for the lost parking spaces but these garages would also accommodate evening visitors to the downtown area. It would be even better if we could have underground parking, but either way if we were able to connect the parking in City Place to the area in the downtown by either overhead bridges or tunnels. I'd like to get your thoughts on whether it is worth presenting this idea at the next review.

Dave

**CityPlan1.pptx**

1219K

Attachment: Public Comment Received 11-11-16 (2161 : #16-028 Comp Plan Adoption)





150 N. Meramec Ave., Suite 500 • St. Louis, Missouri 63105 • Tel: (314) 862-9400

Planning & Zoning Commission

City of Creve Coeur

300 N. New Ballas Rad

Creve Coeur, MO 63141

RE: Comprehensive Plan Update

Ladies and Gentlemen:

We have reviewed the proposed plan update after having participated in the planning process. While some of our concerns are noted in the current draft, we believe there are significant areas that need improved or modified.

Community issues and priorities #1 (p. 13) is business preservation: "maintaining a strong economic base is crucial for the long-range success of the City. Creve Coeur should address outdated and underutilized commercial development . . ."

"This plan presents goals, strategies, and recommendations for the city, which are reasonable, feasible, and important to the welfare of the entire community." (p. 9) "Businesses make up less than 20% of the City's land area yet . . . comprised 67% of the City's general revenue in 2015". The commercial activity along Olive Blvd. is the reason why Creve Coeur is able to provide top-quality municipal services while maintaining relatively modest property tax rates (p. 28).

"There is a great opportunity to improve the appearance and functionality of existing commercial areas". (p. 28) "With a scarcity of land, pressures to meet the demand will be realized through redevelopment or the intensified use of existing developed property." (p. 32)

"Revitalization of East Olive has continued to falter due to the challenges of shallow lot depths, direct adjacency to established residential neighborhoods, and frontages onto Olive Blvd. . . . current zoning regulations have made the redevelopment of existing commercial buildings financially infeasible. This is due to current parking and landscaping requirements which often dictate that an existing building must be rebuilt with a smaller square footage to meet requirements." (p. 88)

While the plan makes these observations, there are no suggestions for solving the problem. There should be recommendations to ease parking, landscaping, water detention, and setbacks that would allow property owners to at least replicate the buildings that currently exist. There need to be incentives offered that encourage redevelopment or reuse; especially in today's retail environment where "big box" and internet sales dominate.



150 N. Meramec Ave., Suite 500 • St. Louis, Missouri 63105 • Tel: (314) 862-9400

Many commercial property owners have expressed the desire to improve their properties with new improvements, but have no reason to do so if it is at their financial detriment.

Very Truly Yours

Gershman Commercial Real Estate

A handwritten signature in black ink that reads 'Tom Stern'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Thomas Stern

Executive Chairman

Attachment: Tom Stern Letter CCCP2030 handed out at the 11-7-2016 Public Hearing (2161 : #16-028 Comp Plan Adoption)



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 #16-028 FOR THE REVIEW AND ADOPTION OF THE DRAFT COMPREHENSIVE PLAN UPDATE, *CREVE COEUR 2030*

FOR THE MEETING OF: November 7, 2016

LOCATION: City-wide

REQUEST: An application for review and approval of the draft Comprehensive Plan Update for the City of Creve Coeur, *Creve Coeur 2030*, prepared by H3 Studio based upon multiple public workshops and various stakeholder sessions, to provide guidance on future development throughout the City for the next 15-20 years.

ADDITIONAL INFORMATION: The Planning and Zoning Commission is in the process of reviewing the proposed draft plan for approval and adoption at a series of three (3) public hearings. The first public hearing was held on October 20, 2016. This staff report is written for the November 7, 2016 meeting which will focus on Sections 4-5.

APPLICANT: Jason Jaggi
 Director of Community Development
 City of Creve Coeur
 300 North New Ballas Road
 Creve Coeur, MO 63141

REPORT PREPARED BY:

Jason W. Jaggi, AICP, Director of Community Development

ATTACHMENTS: 1. Draft Comprehensive Plan, *Creve Coeur 2030*, prepared by H3 Studio dated September 2016
 2. Memorandum of Revisions from the October 20, 2016 meeting prepared by H3 Studio
 3. Citizen comments received

State Regulations:

- The comprehensive plan is a critical basis for local zoning regulations. It is exclusively developed and adopted by the planning commission. (89.340-89.370)
- Zoning regulations must be made in accordance with a comprehensive plan. (89.040). The plan is considered to only be a guide and not enforceable independent of the zoning ordinance.

Zoning Code References

- Section 405.1030:
 Planning and Zoning
 Commission

BACKGROUND

The Planning and Zoning Commission held a public hearing to review the Draft Comprehensive Plan and solicit input from the public at a Special Meeting on Thursday, October 20, 2016. The Commission focused on Chapters 1-3 during this meeting which was led by the City's planning consultant, H3 Studio. The Commission continued the public hearing to the November 7, 2016 meeting, where Chapters 4 and 5 will be reviewed.

Attached to this staff report is a memorandum from H3 Studio detailing the changes that were made to the draft as requested by the Commission for Chapters 1-3. The consultant and staff will review the changes with the Commission at the beginning of the meeting for acceptance.

Also attached to this report are the comments that have been received since the last meeting. Included are the comments from Messrs. Martin and Hilton that were distributed to the Commission at the October 20th meeting. These comments will be reviewed by staff and the consultant at the meeting.

SUMMARY OF CHAPTERS 4 AND 5

Chapter 4 provides the recommendations and is a key element of the Plan. This chapter provides an overview of the Community Place Types which serve as the framework for the plan recommendations. Rather than focus on specific uses with an attendant future land use map, this approach emphasizes the physical character of different parts of the City to create a more cohesive vision. The plan identifies 11 Community Place Type districts based on existing conditions and desired character.

Below is a brief overview of the plan recommendations found in Chapters 4 and 5:

Residential Place Types

There are four (4) single family and multi-family residential place types based upon lot density and other physical characteristics such as common ground areas and connectivity. The key recommendations for the residential place types are to provide enhanced connectivity, and to require additional development standards for replacement housing to provide greater compatibility with the surrounding neighborhood.

Downtown and Central Business District

The Community Center District focuses on the central core of the City. The planning policies for Creve Coeur have long held a desire to develop the area around North New Ballas and Olive Boulevard as the Central Business District which would allow increased densities and require new developments to adhere to a more urban layout. The feedback received from the public workshops continue to support this concept and the market study found in Chapter 2 suggests that cities with walkable, suburban- type downtowns remain attractive to prospective businesses and residents. Feedback received from the development and business community suggests that significant challenges remain in order to bring these concepts to fruition. With this in mind, this plan largely carries these concepts forward; however, it acknowledges that this area will likely develop incrementally over time, rather than a single development. Envisioned in this plan is a traditional downtown bounded by Olive, to the north, North New Ballas to the west, Old Ballas to the south and west surrounded by a Central Business District area that favors increased density and walkability but not in the same form as a traditional Main Street downtown. The plan also suggests an alternative traditional downtown area which would incorporate the Creve Coeur Executive Office park. The golf course scenarios are included should there be a desire to re-

purpose the use of this City owned property in the future. The Commission should review some of these alternatives to determine if they are still viable given the direction of City Council with the planned new police station and renovations to the existing Government Center.

Staff and the consultant will brief the Commission on some the suggested adjustments to the boundaries of the Community Center and Central Business districts at the meeting.

Frontage Plan

The plan includes a mixed-use and commercial frontage concept plan. The frontage plan creates a street hierarchy and sets forth development policies based upon the function and character of commercial streets.

West Olive and Large Commercial Property Recommendations

This section provides the vision and offers recommendations primarily for the West Olive corridor. Key recommendations include the development of specific landscape standards along Olive Boulevard for consistency, provide for outdoor amenities as a component of development and walkability.

East Olive Corridor

This section focuses on the East Olive Corridor which has been the subject of much discussion in the past and has been a significant discussion point with the development of this plan. As presented, this plan identifies the challenges in this area and offers several recommendations to provide a cohesive character in support of high quality, lower density commercial and non-single family residential development.

Plant Sciences Innovation District

This section outlines the vision for this area within the northeast corner of the City to evolve over time to support the expansion of the plant science and technology industries. The area is conterminous with the boundaries of the more-detailed Plant Science and Technology Innovation master plan this is currently underway. The recommendations of this plan are largely consistent with those of objectives that are evolving from the master planning process. When complete, the Plant Science Master plan will need to be adopted by the Planning and Zoning Commission as formal land use policy document.

Lindbergh Boulevard

The Lindbergh Boulevard corridor has challenges are similar to the East Olive corridor; however, there are unique factors and specific recommendations for the Lindbergh Corridor that are discussed in this section.

Campus and Institutional Districts

This section recognizes the many institutional uses that are present in Creve Coeur and the unique challenges they present, especially from a neighborhood compatibility perspective. The key recommendations focus on the acknowledgement that these institutions have unique needs which are different from the single family neighborhoods in which many of them are adjacent to while maintaining reasonable protections from these residential uses.

City-wide Systems

The plan supports a bike-friendly and well-connected City which serve as the basis for City-wide parks, transportation and public art amenities. The plan identifies a general street typology, and concept plans for connectivity throughout the City in form of on-street bikeways and off-street trails. The support for these concepts has been mixed throughout the planning process, particularly as they relate to the anticipated impact on individual properties to carry out these recommendations. It is important to note that the concept plans that are presented in the Comprehensive Plan serve to illustrate an option to achieve greater connectivity throughout the City and are based largely on existing policy documents such as the Creve Coeur Pedestrian Plan. As part of an implementation strategy, the City would need to develop more detailed analysis, which would include additional public input prior to proceeding with any actual construction.

Annexation Potential

As part of the planning process, the consultant evaluated the compatibility of annexing the unincorporated area to the north of the City limits. The Plan provides the rationale for undertaking such an evaluation and also specifically states that much further analysis would be needed, including the willingness of property owners to want to annex into the City.

Implementation Plan

Chapter 5 focuses on the implementation of the strategies and recommendations of the plan as outlined in prior chapters. A key feature of this section is an implementation matrix which unites the various implementation measures with the broader objectives of the plan with the projected timeframe for achieving implementation.

SUMMARY AND CONCLUSION

The two chapters that will be the focus of the meeting represent a significant portion of plan which should be reviewed in detail by the Commission. As was the case at the first meeting, the consultant will review the changes made to Chapters 1-3 that were requested by the Commission at the first public hearing meeting. From there, the consultant will provide an overview of Chapters 4 and 5 for review and comment by the public and the Commission.

ACTION AND MOTION

A draft resolution for adoption of the plan will be prepared at the conclusion of the public hearings and upon final review as directed by the Commission. Since no action will be taken at this meeting, the Commission should continue the public hearing to the November 21, 2016 meeting. The following would be an example motion for this application:

“I move to continue the public hearing on the update to the City’s Comprehensive Plan Application #16-028 to the November 21, 2016, meeting of the Planning and Zoning Commission.”

Memorandum of Revisions

Chapters 1, 2, and 3 – Creve Coeur 2030 Comprehensive Plan Update
Prepared for the City of Creve Coeur by H3 Studio

November 4, 2016

This memo outlines the revisions requested by the City of Creve Coeur Planning & Zoning Commission on Chapters 1, 2, and 3 of the Creve Coeur 2030 Comprehensive Plan Update, as received at Public Hearing #1 on October 20, 2016.

Revisions are referenced by Page number and Paragraph number. The existing text is provided for reference, followed by the revised text. Specific additions and/or revisions to the text are indicated in **bold, underline** text.

Chapter 1 – Introduction & Background

Page 12, Paragraph 6:

Existing:

Follow-Up Stakeholder Focus Group Meetings: During development of the Draft Comprehensive Plan Update, the planning consultant conducted nine (9) follow-up Stakeholder Focus Group Meetings with key stakeholder groups, including elected officials, property owners, the Planning & Zoning Commission, and citizen committee members. The purpose of these meetings was to collect thematic input from stakeholders on particular aspects of the Plan.

Revised:

Follow-Up Stakeholder Focus Group Meetings: During development of the Draft Comprehensive Plan Update, the planning consultant conducted nine (9) follow-up Stakeholder Focus Group Meetings with key stakeholder groups, including elected officials, property owners, the Planning & Zoning Commission, and citizen committee members. **Conducted between April and June, 2016, the** purpose of these meetings was to collect thematic input from stakeholders on particular aspects of the Plan.

Page 12, Paragraph 7

Existing:

Over 170 Creve Coeur residents and over 40 non-resident stakeholders participated in this process, through over 250 individual points of contact. The key Community Issues and Priorities presented below were identified and prioritized by the community and are addressed in the Creve Coeur 2030 Plan.

Revised:

Over 170 Creve Coeur residents and over 40 non-resident stakeholders participated in this process, through over 250 individual points of contact. The key Community Issues and Priorities presented **on the facing page** were identified and prioritized by the community and are addressed in the Creve Coeur 2030 Plan. **The order in which these Issues and Priorities are presented does not represent order of importance.**

Page 13:

The numbers on the ten (10) *Key Community Issues and Priorities* will be removed.

Page 14, Paragraph 5:

Existing:

4. Implementation: The Implementation Plan recommends implementation priorities—including Capital Improvement Plan (CIP) priorities, describes key Early Action Items, and summarizes the various project initiatives in a comprehensive Implementation Action Matrix. (Refer to pages 125-141.)

Revised:

4. Implementation: The Implementation Plan recommends implementation priorities—including Capital Improvement Plan (CIP) priorities—describes key Early Action Items, and summarizes the various project initiatives in a comprehensive Implementation Action Matrix. (Refer to pages 125-141.)

Page 14, Footnote:

The footnote located on page 14 will be moved to page 15.

Chapter 2 – Creve Coeur Today

Page 19, Paragraph 1:

Existing:

Because Census data is current only to 2014, 2014 and 2019 were used as benchmark years for trending the Census and ESRI out to 2030 to compare with State of Missouri projections. State projections vary from Census estimates in that they show population decline while current Census estimates show an increase. Trending ESRI estimates versus the Census for Creve Coeur shows insignificant differences for the city with population growth of only a few hundred people over the time period.

Revised:

Because Census data is current only to 2014, 2014 and 2019 were used as benchmark years for trending the Census out to 2030 to compare with State of Missouri projections. State projections vary from Census estimates in that they show population decline while current Census estimates show an increase.

Page 19:

Remove the row “City of Creve Coeur ESRI Data (Trended from 2019)” from table Figure 2.2.

Page 21, Block Quote:

Existing:

Creating housing & neighborhood opportunities for young people is essential to maintaining future economic viability.

Revised:

Creating housing & neighborhood opportunities for young people under age 35 is essential to maintaining future economic viability.

Page 21, Paragraph 3:

Existing:

Current retail development, however, is now focusing on walkable aggregations of retail that do not depend on department store anchors, but rather include entertainment; restaurants, pubs, and coffee shops; outdoor plazas with fountains and art; and main street types of retail in a main street format. If these uses are included in a city center with added, proximal residential, either free-standing or in mixed use, the destination will have people out and about at all hours and feel more vibrant and attractive than the competing offerings in the region.

Revised:

Current retail development, however, is now focusing on walkable aggregations of retail that do not depend on department store anchors, but rather include entertainment; restaurants, pubs, and coffee shops; outdoor plazas with fountains and art; and main street types of retail in a main street format. If these uses are included in a city center with added, proximal residential, either free-standing or in mixed use, the destination will have people out and about at all hours and feel more vibrant and attractive than the competing offerings in the region.

Page 25, Paragraph 5:

Existing:

The purpose of this planning initiative is to establish a new bio-technology district and redevelopment entity. In the same manner as the CORTEX district in the City of St. Louis, this redevelopment entity will guide future investment, construction, and tenanting of major bioscience and ag-tech research and development institutions and companies. While official employment projections for the district have not released, the 250 acre CORTEX development is projected to create or attract approximately 10,000 new jobs. Using CORTEX as a precedent, it is reasonable to assume that the 575-acre Plant Sciences Innovation Hub could create an equal number of new jobs within the City of Creve Coeur. This will further drive the market for new housing, community-supportive retail and services, and community amenities over the term of this Comprehensive Plan Update.

Revised:

The purpose of this planning initiative is to establish a new bio-technology district and redevelopment entity. In the same manner as the CORTEX district in the City of St. Louis, this redevelopment entity will guide future investment, construction, and tenanting of major bioscience and ag-tech research and development institutions and companies. While official employment projections for the district have not been released, the 250 acre CORTEX development is projected to create or attract approximately 10,000 new jobs. Using CORTEX as a precedent, it is reasonable to assume that the 575-acre Plant Sciences Innovation Hub could create an equal number of new jobs within the City of Creve Coeur. This will further drive the market for new housing, community-supportive retail and services, and community amenities over the term of this Comprehensive Plan Update.

Page 40, Paragraph 2:

Existing:

There are four trends that also should be considered in creating a master land use plan: (1) the preferences of millennials and baby boomers; (2) the trend toward vibrant suburban sub-centers on the part of firms with millennial employees and on the part of development professionals and investors

seeking higher leasing rates and lower vacancy; (3) the ability for a very large number firms to locate without regard to proximity to resources or other traditional factors, fueled by the growing trend of industrial use to actually be “idea factories” with concentrations of STEM workers rather than heavy industrial employment; and (4) the growing preference for urban environments on the part of younger workers. Taken together, these trends indicate that virtually any jurisdiction that can satisfy the lifestyle requirements of future employees and appeal to the employers who use technological resources rather than natural resources, can attract new residents and businesses, and also retain workforce. The traditional methods of viewing potential for change through the lens of regional or local trends is no longer sufficient to indicate future potential for pro-active cities.

Revised:

There are four trends that also should be considered in creating a master land use plan: (1) the preferences of millennials and baby boomers; (2) the trend toward vibrant suburban sub-centers on the part of firms with millennial employees and on the part of development professionals and investors seeking higher leasing rates and lower vacancy; (3) the ability for a very large number of firms to locate without regard to proximity to resources or other traditional factors, fueled by the growing trend of industrial use to actually be “idea factories” with concentrations of STEM workers rather than heavy industrial employment; and (4) the growing preference for urban environments on the part of younger workers. Taken together, these trends indicate that virtually any jurisdiction that can satisfy the lifestyle requirements of future employees and appeal to the employers who use technological resources rather than natural resources, can attract new residents and businesses, and also retain workforce. The traditional methods of viewing potential for change through the lens of regional or local trends is no longer sufficient to indicate future potential for pro-active cities.

Page 41, Paragraph 3:

Existing:

However, future growth in Creve Coeur is projected to be essentially flat. This is due to multiple factors, including: 1) a lack of easily-developable land; 2) limited diversity of existing housing stock (that does not necessarily respond to changing market demographics); 3) aging and overbuilt office space; 4) a lack of an identifiable heart of Creve Coeur (when we think of Creve Coeur, do we think of the same thing?); and 5) a flat growth rate for the St. Louis region as a whole. In order to continue to evolve, prosper, and maintain its regional identity, Creve Coeur must enhance its competitive position in the region as the premier community in which to live, work, and play.

Revised:

However, future growth in Creve Coeur is projected to be essentially flat. This is due to multiple factors, including: 1) a lack of easily-developable land; 2) limited diversity of existing housing stock (that does not necessarily respond to changing market demographics); 3) aging and overbuilt office space; 4) a lack of **a commonly understood and identifiable heart of Creve Coeur**; and 5) a flat growth rate for the St. Louis region as a whole. In order to continue to evolve, prosper, and maintain its regional identity, Creve Coeur must enhance its competitive position in the region as the premier community in which to live, work, and play.

Chapter 3 – Objectives & Strategies

Page 45:

Add a footnote to read: “18/7—18 hours a day, seven days a week—refers to community vibrance and activity in a 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.”

Page 45, Strategy 1.10:

Existing:

Preserve Creve Coeur’s historic properties.

Revised:

Promote the City’s historically-significant structures through educational awareness programs and encourage their preservation.

Page 46, Strategy 2.1:

Existing:

Increase housing options to attract changing market demographics—including seniors, young professionals, and families.

Revised:

Provide opportunities for a greater diversity of housing options throughout the City to attract changing market demographics—including seniors, young professionals, and families.

Page 46, Strategy 2.3:

Delete existing Strategy 2.3; renumber remaining strategies as necessary.

Page 47, Strategy 3.4:

Existing:

Improve regional transportation to Olive Boulevard.

Revised:

Collaborate with regional transportation agencies, including Metro (Bi-State Development Agency) to improve regional transportation and mobility on Olive Boulevard.

Page 48, Strategy 4.2:

Existing:

Continue to improve the quality and responsiveness of City services, including recycling, limb and leaf pickup, and maintenance of medians and public landscaping.

Revised:

Continue to improve the quality and responsiveness of City services, including recycling; **limb, leaf, and trash pickup**; and maintenance of medians and public landscaping.

Page 48, Strategy 4.4:

Existing:

Continue the City's strong level of police services.

Revised:

Continue the City's strong level of police **and other municipal** services.

Page 50, Strategy 6.9:

Delete Strategy 6.9, as the City has traffic calming procedures in place.

Page 50, Strategy 6.11:

Move Strategy 6.11 to after 6.1, and renumber strategy 6.11 ad 6.2. Renumber the remaining strategies as necessary.

Page 51, Strategy 7.6:

Existing:

Establish city-wide targets for the ratio both public-accessible and private open space.

Revised:

Establish city-wide targets for the ratio **of** both public-accessible and private open space, **taking into account nearby recreation areas outside of the City limits.**

Page 51, Strategy 7.7:

Existing:

Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality.

Revised:

Address high-priority storm water and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality **using stormwater and green infrastructure best management practices (BMPs) includings bioswales, rain gardens, and native landscape restoration.**

Richard M. Kutta

24 Colonial Hills Parkway

Creve Coeur MO 63141

richardkutta@earthlink.net

October 27, 2016

Mr. Jason Jaggi, Director
of Community Development
Planning Department
300 N. New Ballas Road
Creve Coeur MO 63141

Re: Draft Comprehensive Plan Comments

Dear Sir:

Please consider the following comments for incorporation during finalization of the referenced draft plan.

Accessibility [Strategy 1.2]:

Census data shows Creve Coeur is ageing in place, many residents have lived here 30-50 years. The strategic plan should define policy for accommodating and encouraging older residents to live independently in their homes. Creve Coeur is marginally accessible. While city buildings have made required ADA accommodations, they were add-ons and aren't integral with the building purpose. The policy should recognize the need for periodic improvement of all City-owned facilities and parks that welcomes and encourages year-around accessible use by all residents.

Community Centre District (CC) [Strategy 3.9]:

The Town Centre redevelopment is unlikely to occur without a plan to move it towards fruition. Presently the land is privately held and under-utilized. Developing the envisioned Town Center won't happen without a plan and a sponsor. The City could be the sponsor and work actively to secure a planning grant for the area to incorporate a mix of community center, retail, offices, community garden "parklets," shared parking and medium density planned community residential housing. Ideally, Creve Coeur Plaza could be redeveloped and integrated into the Town Center to be readily accessible and walkable from residences and amenities. Once the area is defined, zoning modifications are needed to favor the City Center concept. Streets must be relocated and redesigned to suit the plan. One possibility for the residential may be privately-owned community residences as an Elder Intentional Community, to encourage transitioning residents from individual houses.

East Olive Corridor [Recommendation pp 86-87]:

The draft recommendations need an execution plan. The south side of Olive in the East Olive Corridor between North Mosley and Spoede Roads has been mostly static and under-utilized for 20 years. Lots are for sale but apparently uneconomical because of shallow depth, steep slopes away from the Olive street ridge and restrictive development covenants. The depth of the zoning

district should be increased to not less than 250-300 ft south of the Olive Street ROW to improve redevelopment feasibility. The additional depth will prepare buildable sites at or near street level while enabling cross-accessways, shared parking and storm water management among adjacent properties. A row of diagonal front parking such as employed by The Highlands @ Forest Park may meet the in/out needs of retail uses.

Sustainability [Early Action item 3]:

Creve Coeur already exhibits a positive awareness of the need to mitigate warming-induced climate change. Doing so is consistent with the City's prominence in the Plant Sciences Innovation District. Maintaining a policy of continually adopting the most current International Energy Efficiency Code is strongly endorsed, as are planning practices that encourage green building and reduced carbon footprint. City facilities should participate in Energy Star benchmarking and annual reporting of utility consumption as part of the operating budget. Zoning requirements that encourage car-free transit should be should be fostered, as should building practices that facilitate cost-effective solar installations on public and private facilities and solar-powered electric vehicle charging stations.

Capital Improvement Plan [pg 123]:

The statement, "establish funding of high-priority projects" would be accurate if there were a systematic process for determining priorities from residents. The present process is to invite written comments and entertain public statements at a public hearing, neither of which generate meaningful participation, which has been interpreted as a lack of public interest. The periodic opinion survey deals with programs but not projects and thus offers little guidance. A neutral web-based survey vehicle is needed annually to assess resident opinions and priorities for CAP inclusion prior to preparing a draft budget. Council would benefit greatly from statistically valid data informing them about important questions like Town Center, Dielman Center, Golf Course, community center and Police Building. Annual surveys are needed because projects are discarded after being passed over.

Annexation Potential [pp 124-125]:

The concept is well stated; I believe benefits outweigh costs. For me, the benefit of diversifying housing stock to accommodate the younger families that we are presently losing should receive more emphasis. Creve Coeur presently has no place for our children. Also, we are presently unable to realize economies of scale. We are presently too small to warrant expenditures on facilities such as converting city vehicles to clean natural gas or building a community center. The proposed new Police Building will accommodate additional personnel. The Early Action Plan should include filing the prerequisite plan with the St. Louis County Boundary Commission.

Thank you for your consideration and effort in updating the Comprehensive Plan.

Sincerely,



Richard Kutta, PE



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Concerns re updated Comp Plan limitations

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Fri, Nov 4, 2016 at 10:20 AM

----- Forwarded message -----

From: **Judy Campbell** <jacampbell314@gmail.com>

Date: Fri, Oct 21, 2016 at 10:49 AM

Subject: Re: Concerns re updated Comp Plan limitations

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Cc: mperkins@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov, Deborah Ryan <dryan@crevecoeurmo.gov>

Good morning Jason,

I am very pleased to see that H3 Studio has addressed the limitations of the previous drafts of the Comp Plan. I and others (EEC, residents who signed the petition in May, neighbors, and friends) believe Strategy 7.5 will support sustainability for our environmentally friendly community in the future. It is also reassuring that our Planning and Zoning Commissioners recognize the importance of recycling, energy efficient products, and renewable energy for Creve Coeur at large.

Thank you and have a good weekend.

Sincerely,

Judy Campbell

On Fri, Oct 21, 2016 at 9:34 AM, Jason Jaggi <jjaggi@crevecoeurmo.gov> wrote:

Judy,

Please see attached revision to Strategy 7.5 that staff prepared in consultation with H3 Studio. This revision expands on the areas of sustainability to promote energy efficient products and recycling throughout the City. I believe this addresses your comments.

The revision was presented to P&Z last night and they did not object to the change. Mr. Harris was in attendance last night and spoke on your behalf and he indicated that the proposed change was also acceptable.

Attachment: Follow-up email from JCampbell 10-21-2016 (2161 : #16-028 Comp Plan Adoption)

The next public hearing at P&Z will be Monday, November 7th at 6:30 pm in the Council Chamber. The Plan Recommendations (Chapter 4) will be the focus of this meeting.

Thank you.

On Mon, Oct 17, 2016 at 10:03 AM, Jason Jaggi <jjaggi@crevecoeurmo.gov> wrote:

Judy,

Good morning. I will discuss your suggested revisions with the planning consultant and will follow up with you on any recommended changes. For informational purposes, the City's trash contract covers all owner-occupied residential units (condos) but does not cover rental residential properties such as apartments or commercial businesses.

Thanks for taking the time to review the document.

--Jason

[Quoted text hidden]

[Quoted text hidden]

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.

--
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

October 21, 2016

Mayor and City Council
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, Missouri 63141

RE: Creve Coeur 2030 Comprehensive Plan - DRAFT

Concern for the Plan

As Owners and Managers of the 7 acres land and neighborhood shopping center known as Creve Coeur Plaza, located at the corner of Ballas Road and Olive Street Road, and a member of the community for the past 40 years we continue to express our concern with the Comprehensive Plan. Our review of the current draft of the Comprehensive Plan as develop by the Consultant H2 to the City of Creve Coeur raises significant questions about the viability of such a plan and the danger it could pose to property owners and the City.

At this time we have concerns about the following items:

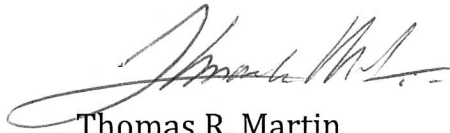
1. The plan could be ***destructive to property values***,
2. The Plan could be ***harmful to the economic vitality*** of the District and economically harmful to the City, and
3. The character and ***nature of this location is significantly different*** and distinct from the developments that it sees as a model such as Kirkwood Commons.

It is our hope that the City will NOT adopt this plan at this time until further consideration is given to certain aspects of the plan including, but not limited to: moving the buildings to the front of the property lots, shared parking in the rear of developments, and other requirements for density levels that may encourage or restrict the types of market demand that this location may yield.

For further clarification we have attached the current demographic information that shows how this location is starkly different from the development in Kirkwood that is mentioned as a model for this area.

Please consider our request.

Respectfully submitted,



Thomas R. Martin



Paul Hilton



Executive Summary

X:-90.406071 Y:38.579533
Rings: 1, 2, 3 mile radii

Prepared by Esri
Latitude: 38.57953
Longitude: -90.40607

	1 mile	2 miles	3 miles
Population			
2000 Population	11,600	40,203	74,037
2010 Population	11,885	40,119	73,525
2016 Population	11,995	40,812	74,395
2021 Population	12,069	41,264	75,017
2000-2010 Annual Rate	0.24%	-0.02%	-0.07%
2010-2016 Annual Rate	0.15%	0.27%	0.19%
2016-2021 Annual Rate	0.12%	0.22%	0.17%
2016 Male Population	44.7%	46.5%	47.2%
2016 Female Population	55.3%	53.5%	52.8%
2016 Median Age	44.4	43.7	44.2

In the identified area, the current year population is 74,395. In 2010, the Census count in the area was 73,525. The rate of change since 2010 was 0.19% annually. The five-year projection for the population in the area is 75,017 representing a change of 0.17% annually from 2016 to 2021. Currently, the population is 47.2% male and 52.8% female.

Median Age

The median age in this area is 44.4, compared to U.S. median age of 38.0.

Race and Ethnicity

2016 White Alone	85.1%	89.6%	89.7%
2016 Black Alone	10.7%	5.9%	5.4%
2016 American Indian/Alaska Native Alone	0.2%	0.1%	0.1%
2016 Asian Alone	1.7%	1.9%	2.4%
2016 Pacific Islander Alone	0.0%	0.0%	0.0%
2016 Other Race	0.5%	0.5%	0.5%
2016 Two or More Races	1.9%	1.9%	1.9%
2016 Hispanic Origin (Any Race)	2.3%	2.2%	2.2%

Persons of Hispanic origin represent 2.2% of the population in the identified area compared to 17.9% of the U.S. population. Persons of Hispanic Origin may be of any race. The Diversity Index, which measures the probability that two people from the same area will be from different race/ethnic groups, is 22.6 in the identified area, compared to 63.5 for the U.S. as a whole.

Households

2000 Households	5,139	16,668	30,226
2010 Households	5,320	16,702	30,155
2016 Total Households	5,362	16,936	30,431
2021 Total Households	5,396	17,101	30,650
2000-2010 Annual Rate	0.35%	0.02%	-0.02%
2010-2016 Annual Rate	0.13%	0.22%	0.15%
2016-2021 Annual Rate	0.13%	0.19%	0.14%
2016 Average Household Size	2.20	2.37	2.41

The household count in this area has changed from 30,155 in 2010 to 30,431 in the current year, a change of 0.15% annually. The five-year projection of households is 30,650, a change of 0.14% annually from the current year total. Average household size is currently 2.41, compared to 2.41 in the year 2010. The number of families in the current year is 20,257 in the specified area.

Data Note: Income is expressed in current dollars

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

October 20, 2016



Executive Summary

X:-90.406071 Y:38.579533

Rings: 1, 2, 3 mile radii

Prepared by Esri

Latitude: 38.57953

Longitude: -90.40607

	1 mile	2 miles	3 miles
Median Household Income			
2016 Median Household Income	\$67,810	\$79,671	\$81,844
2021 Median Household Income	\$76,213	\$88,166	\$91,243
2016-2021 Annual Rate	2.36%	2.05%	2.20%
Average Household Income			
2016 Average Household Income	\$100,528	\$114,554	\$118,738
2021 Average Household Income	\$109,404	\$125,109	\$129,343
2016-2021 Annual Rate	1.71%	1.78%	1.73%
Per Capita Income			
2016 Per Capita Income	\$45,069	\$47,488	\$48,736
2021 Per Capita Income	\$49,003	\$51,774	\$53,005
2016-2021 Annual Rate	1.69%	1.74%	1.69%

Households by Income

Current median household income is \$81,844 in the area, compared to \$54,149 for all U.S. households. Median household income is projected to be \$91,243 in five years, compared to \$59,476 for all U.S. households

Current average household income is \$118,738 in this area, compared to \$77,008 for all U.S. households. Average household income is projected to be \$129,343 in five years, compared to \$84,021 for all U.S. households

Current per capita income is \$48,736 in the area, compared to the U.S. per capita income of \$29,472. The per capita income is projected to be \$53,005 in five years, compared to \$32,025 for all U.S. households

Housing

2000 Total Housing Units	5,416	17,263	31,265
2000 Owner Occupied Housing Units	3,680	14,019	25,692
2000 Renter Occupied Housing Units	1,459	2,649	4,534
2000 Vacant Housing Units	277	595	1,039
2010 Total Housing Units	5,813	17,838	32,083
2010 Owner Occupied Housing Units	3,740	13,847	25,537
2010 Renter Occupied Housing Units	1,580	2,855	4,618
2010 Vacant Housing Units	493	1,136	1,928
2016 Total Housing Units	5,894	18,179	32,522
2016 Owner Occupied Housing Units	3,663	13,820	25,398
2016 Renter Occupied Housing Units	1,699	3,116	5,034
2016 Vacant Housing Units	532	1,243	2,091
2021 Total Housing Units	5,959	18,434	32,898
2021 Owner Occupied Housing Units	3,681	13,938	25,546
2021 Renter Occupied Housing Units	1,715	3,163	5,104
2021 Vacant Housing Units	563	1,333	2,248

Currently, 78.1% of the 32,522 housing units in the area are owner occupied; 15.5%, renter occupied; and 6.4% are vacant. Currently, in the U.S., 55.4% of the housing units in the area are owner occupied; 32.9% are renter occupied; and 11.7% are vacant. In 2010, there were 32,083 housing units in the area - 79.6% owner occupied, 14.4% renter occupied, and 6.0% vacant. The annual rate of change in housing units since 2010 is 0.61%. Median home value in the area is \$280,615, compared to a median home value of \$198,891 for the U.S. In five years, median value is projected to change by 0.64% annually to \$289,767.

Data Note: Income is expressed in current dollars

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

October 20, 2016



Executive Summary

11756 Olive Blvd, Creve Coeur, Missouri, 63141
Rings: 1, 2, 3 mile radii

Prepared by Esri
Latitude: 38.67048
Longitude: -90.44240

	1 mile	2 miles	3 miles
Population			
2000 Population	8,068	29,330	56,703
2010 Population	8,620	29,797	57,362
2016 Population	8,503	29,712	57,425
2021 Population	8,464	29,743	57,585
2000-2010 Annual Rate	0.66%	0.16%	0.12%
2010-2016 Annual Rate	-0.22%	-0.05%	0.02%
2016-2021 Annual Rate	-0.09%	0.02%	0.06%
2016 Male Population	47.7%	47.6%	47.8%
2016 Female Population	52.3%	52.4%	52.2%
2016 Median Age	43.8	45.7	43.0

In the identified area, the current year population is 57,425. In 2010, the Census count in the area was 57,362. The rate of change since 2010 was 0.02% annually. The five-year projection for the population in the area is 57,585 representing a change of 0.06% annually from 2016 to 2021. Currently, the population is 47.8% male and 52.2% female.

Median Age

The median age in this area is 43.8, compared to U.S. median age of 38.0.

Race and Ethnicity

2016 White Alone	74.0%	75.7%	72.6%
2016 Black Alone	10.3%	10.5%	11.1%
2016 American Indian/Alaska Native Alone	0.2%	0.2%	0.2%
2016 Asian Alone	12.2%	10.3%	12.1%
2016 Pacific Islander Alone	0.0%	0.0%	0.0%
2016 Other Race	0.6%	0.7%	1.3%
2016 Two or More Races	2.6%	2.5%	2.6%
2016 Hispanic Origin (Any Race)	2.9%	3.1%	3.8%

Persons of Hispanic origin represent 3.8% of the population in the identified area compared to 17.9% of the U.S. population. Persons of Hispanic Origin may be of any race. The Diversity Index, which measures the probability that two people from the same area will be from different race/ethnic groups, is 48.7 in the identified area, compared to 63.5 for the U.S. as a whole.

Households

2000 Households	3,723	12,617	25,172
2010 Households	4,049	13,135	25,558
2016 Total Households	3,986	13,089	25,526
2021 Total Households	3,962	13,091	25,568
2000-2010 Annual Rate	0.84%	0.40%	0.15%
2010-2016 Annual Rate	-0.25%	-0.06%	-0.02%
2016-2021 Annual Rate	-0.12%	0.00%	0.03%
2016 Average Household Size	2.09	2.22	2.21

The household count in this area has changed from 25,558 in 2010 to 25,526 in the current year, a change of -0.02% annually. The five-year projection of households is 25,568, a change of 0.03% annually from the current year total. Average household size is currently 2.21, compared to 2.21 in the year 2010. The number of families in the current year is 14,967 in the specified area.

Data Note: Income is expressed in current dollars

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

October 20, 2016



Executive Summary

11756 Olive Blvd, Creve Coeur, Missouri, 63141
Rings: 1, 2, 3 mile radii

Prepared by Esri
Latitude: 38.67048
Longitude: -90.44240

	1 mile	2 miles	3 miles
Median Household Income			
2016 Median Household Income	\$79,701	\$78,761	\$74,452
2021 Median Household Income	\$85,844	\$86,619	\$82,193
2016-2021 Annual Rate	1.50%	1.92%	2.00%
Average Household Income			
2016 Average Household Income	\$112,878	\$114,996	\$112,286
2021 Average Household Income	\$123,321	\$125,630	\$122,331
2016-2021 Annual Rate	1.79%	1.78%	1.73%
Per Capita Income			
2016 Per Capita Income	\$50,898	\$50,613	\$50,154
2021 Per Capita Income	\$55,551	\$55,221	\$54,551
2016-2021 Annual Rate	1.76%	1.76%	1.69%

Households by Income

Current median household income is \$74,452 in the area, compared to \$54,149 for all U.S. households. Median household income is projected to be \$82,193 in five years, compared to \$59,476 for all U.S. households

Current average household income is \$112,286 in this area, compared to \$77,008 for all U.S. households. Average household income is projected to be \$122,331 in five years, compared to \$84,021 for all U.S. households

Current per capita income is \$50,154 in the area, compared to the U.S. per capita income of \$29,472. The per capita income is projected to be \$54,551 in five years, compared to \$32,025 for all U.S. households

Housing

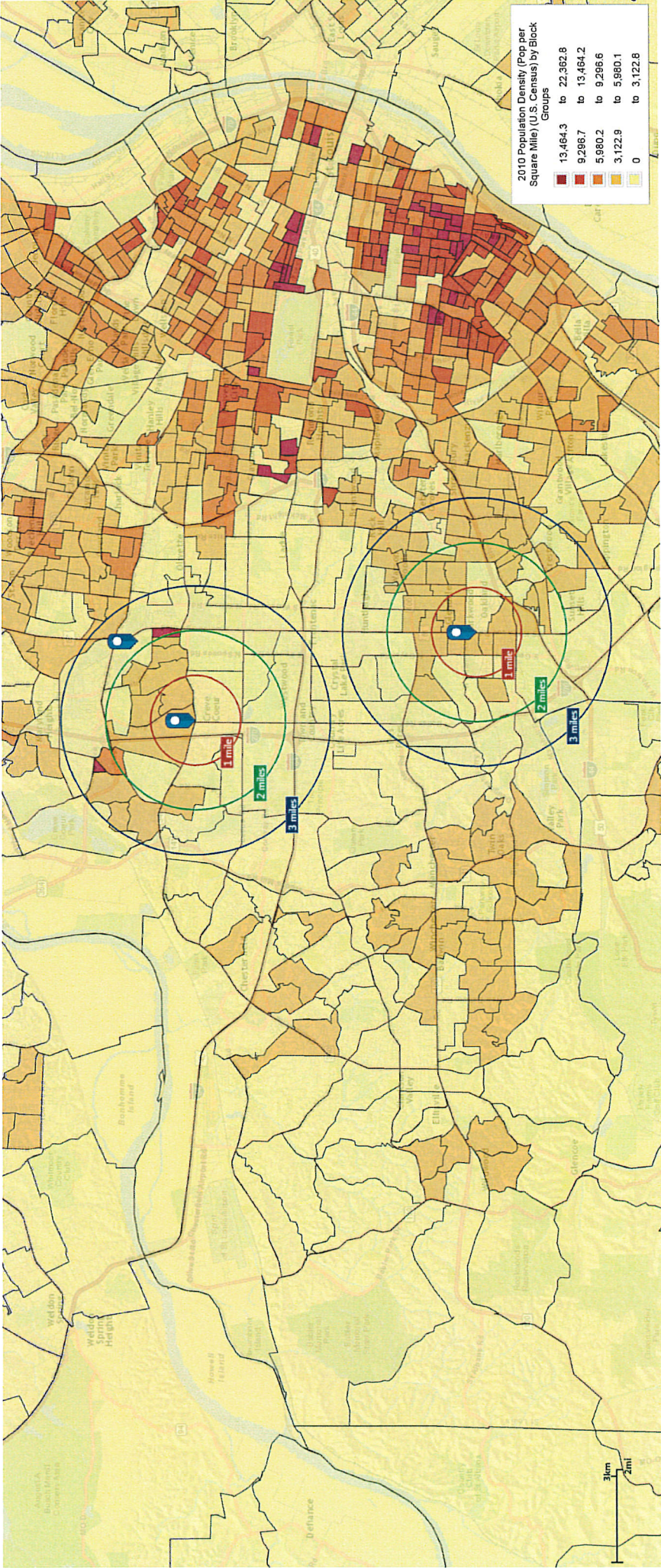
2000 Total Housing Units	4,038	13,268	26,485
2000 Owner Occupied Housing Units	2,580	9,125	16,642
2000 Renter Occupied Housing Units	1,143	3,492	8,530
2000 Vacant Housing Units	315	651	1,313
2010 Total Housing Units	4,473	14,233	27,758
2010 Owner Occupied Housing Units	2,513	9,239	16,506
2010 Renter Occupied Housing Units	1,536	3,896	9,052
2010 Vacant Housing Units	424	1,098	2,200
2016 Total Housing Units	4,473	14,300	27,938
2016 Owner Occupied Housing Units	2,394	8,991	16,080
2016 Renter Occupied Housing Units	1,593	4,098	9,446
2016 Vacant Housing Units	487	1,211	2,412
2021 Total Housing Units	4,488	14,387	28,122
2021 Owner Occupied Housing Units	2,370	8,989	16,070
2021 Renter Occupied Housing Units	1,592	4,103	9,498
2021 Vacant Housing Units	526	1,296	2,554

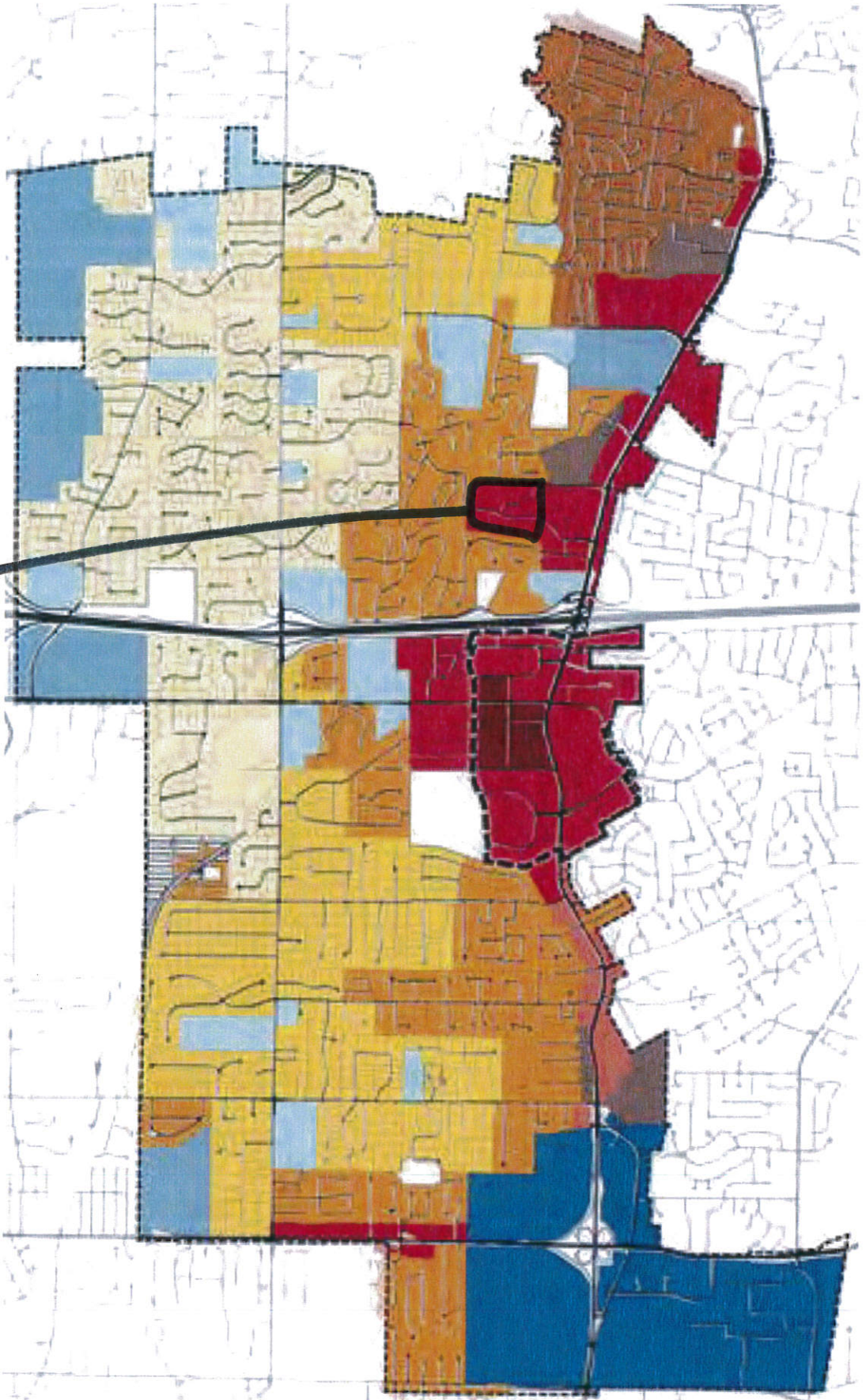
Currently, 57.6% of the 27,938 housing units in the area are owner occupied; 33.8%, renter occupied; and 8.6% are vacant. Currently, in the U.S., 55.4% of the housing units in the area are owner occupied; 32.9% are renter occupied; and 11.7% are vacant. In 2010, there were 27,758 housing units in the area - 59.5% owner occupied, 32.6% renter occupied, and 7.9% vacant. The annual rate of change in housing units since 2010 is 0.29%. Median home value in the area is \$256,871, compared to a median home value of \$198,891 for the U.S. In five years, median value is projected to change by 1.02% annually to \$270,181.

Data Note: Income is expressed in current dollars

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography.

October 20, 2016





Suburban Multi-Family

SR-1

Submitted during Public Comment Hearing 10/20/2016 by William Gumbrecht - Wilmington, DE



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 #16-028 FOR THE REVIEW AND ADOPTION OF THE DRAFT COMPREHENSIVE PLAN UPDATE, *CREVE COEUR 2030*

FOR THE MEETING OF: October 20, 2016 (Special Meeting)

LOCATION: City-wide

REQUEST: An application for review and approval of the draft Comprehensive Plan Update for the City of Creve Coeur, *Creve Coeur 2030*, prepared by H3 Studio based upon multiple public workshops and various stakeholder sessions, to provide guidance on future development throughout the City for the next 15-20 years.

ADDITIONAL INFORMATION: The Planning and Zoning Commission will review the proposed draft plan for approval and adoption at a series of public hearings scheduled for Thursday, October 20th, 2016 to present an overview of the plan and focusing on Sections 1-3; Monday, November 7, 2016 focusing on Sections 4-5; and Monday, November 21, 2016 for final comments. A draft resolution will be prepared after review by the Commission upon conclusion of the public hearings. City Council action is not required.

APPLICANT: Jason Jaggi
 Director of Community Development
 City of Creve Coeur
 300 North New Ballas Road
 Creve Coeur, MO 63141

REPORT PREPARED BY:

Jason W. Jaggi, AICP, Director of Community Development

ATTACHMENT: Draft Comprehensive Plan, *Creve Coeur 2030*, Prepared by H3 Studio dated September 2016

State Regulations:

- The comprehensive plan is a critical basis for local zoning regulations. It is exclusively developed and adopted by the planning commission. (89.340-89.370)
- Zoning regulations must be made in accordance with a comprehensive plan. (89.040). The plan is considered to only be a guide and not enforceable independent of the zoning ordinance.

Zoning Code References

- Section 405.1030:
 Planning and Zoning
 Commission

BACKGROUND

In April 2015, the City Council approved a resolution to enter into a contract with H3 Studio and Urban Advisors, Ltd. for the preparation of an update to the City's Comprehensive Plan. The City's current Comprehensive Plan was adopted in 2002.

The Comprehensive Plan is a critical basis for local zoning regulations and is exclusively developed and adopted by the Planning Commission per state statute. The zoning regulations must be made in accordance with a Comprehensive Plan which serves as a guide for the physical development of the city. The Comprehensive Plan is therefore only a guide; while the zoning regulations are enforceable by law and serve to carry out the goals and objectives of the Comprehensive Plan.

PREPARATION OF THE DRAFT PLAN

The process to update the Comprehensive Plan began in July 2015. From September 2015 through June 2016, five (5) public workshops were held to receive input and feedback at key point in the development of the plan. In addition to the public workshops, a total of five (5) focus meetings were conducted by H3 Studio in the fall of 2015 consisting of City staff, elected officials, and commission members to identify key issues within community. A total of six (6) meetings were held in the fall of 2015 with citizen committee members and the business community. Follow up sessions were held with these stakeholder groups in the spring of 2016 to obtain feedback on draft recommendations. Two (2) work session meetings were held with the Planning and Zoning Commission in May 2016 to review the draft recommendations and obtain input. The current draft has been reviewed by planning staff, city administration staff, and the City attorney.

To promote citizen involvement in the development of the plan, a section of the City's website has been maintained throughout highlighting the progress of the planning process and providing content and results from all of the public workshops. Information cards were distributed at various meetings and were made available to the public at City facilities. The monthly resident newsletter featured an update on the planning process in nearly every edition since the kick-off of the plan update. An e-mail distribution list from prior attendees was utilized to promote the public workshops. Finally, the City utilized its various social media accounts to also provide regular updates on the progress of the plan.

The draft Comprehensive Plan was posted for review by the public on the City's website on September 20, 2016 and a copy has been available at the Government Center. The October newsletter also featured information on where the draft plan can be viewed and the public hearing schedule by the Commission. An e-mail by City staff to prior public meeting attendees was distributed announcing the draft plan has been completed and is available for review.

OVERVIEW OF THE COMPREHENSIVE PLAN

The Draft Comprehensive Plan is structured into five (5) chapters and a map appendix as follows:

- Introduction and Background
- Creve Coeur Today
- Objectives and Strategies
- Plan Recommendations
- Implementation Plan
- Map Appendix

The consultant will present an overview of the draft plan and present the first three (3) chapters of the draft plan at the first meeting. Below is a brief summary of Chapters 1 through 3:

- Chapter 1: Introduction and Background
The chapter details the purpose of the Comprehensive Plan and describes how the plan will be used. This Chapter also summarizes the public engagement process and identifies ten (10) key community issues and priorities. Seven (7) overall goals for the community are identified which serve as the foundation for the objectives, strategies and recommendations as found in the later chapters of the plan.
- Chapter 2: Creve Coeur Today
The chapter describes the socio-economic characteristics trends of Creve Coeur as well as a market analysis of the retail, office and employment sectors. This Chapter also describes the current trends within these commercial sectors and how they impact the development of the Comprehensive Plan. An analysis of current land use, zoning, open space, transportation, sustainability and economic development conditions are described.
- Chapter 3: Objectives and Strategies
This chapter offers seven (7) key objectives and 67 individual strategies. These objectives and strategies have been developed based upon citizen input throughout the process in order to achieve the vision of the community. The community vision statement that has been developed is as follows:

Creve Coeur's Community Vision

"Creve Coeur will continue to prosper as a premier livable and sustainable community by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets. Utilizing comprehensive place-making, Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain a regional leader as a green and environmentally friendly community."

SUMMARY AND CONCLUSION

The Draft Comprehensive Plan is the result of a 15-month planning process. Based upon prior discussions with the Commission, the Comprehensive Plan Update will be reviewed at a series of three (3) public hearings. Spreading the review process out over a period of three (3) meetings will provide for greater dialogue between the Commission, the consultant and staff as well as members of the public who are in attendance. Written comments that are submitted via the website or directly to staff will be included in the agenda packets prior to each meeting, or if received after the agenda packet is distributed, will be placed at each member's station.

ACTION AND MOTION

A draft resolution for adoption of the plan will be prepared at the conclusion of the public hearings and final review by the Commission. Since no action will be taken at this meeting, upon conclusion of the discussions for the evening the Commission should continue the public hearing to the November 7, 2016 meeting. The following would be an example motion for this application:

“I move to continue the public hearing on the update to the City’s Comprehensive Plan Application #16-028 to the November 7, 2016, meeting of the Planning and Zoning Commission.”



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Updated Comp Plan concerns

Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Oct 10, 2016 at 9:54 AM

----- Forwarded message -----

From: **Saunders, Scott** <Saunders_S@kids.wustl.edu>

Date: Thu, Oct 6, 2016 at 3:21 PM

Subject: Re: Updated Comp Plan concerns

To: Judy Campbell <jacampbell314@gmail.com>

Cc: "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>, "jjaggi@ci.creve-coeur.mo.us" <jjaggi@ci.creve-coeur.mo.us>

Hi Judy

I have not had the chance to review the document myself as yet...but I am passing your very thoughtful comments on to Mark and Jason as well.

Thanks,

Scott

From: Judy Campbell <jacampbell314@gmail.com>

Date: Thursday, October 6, 2016 at 2:45 PM

To: "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>

Subject: Updated Comp Plan concerns

Dear Councilmembers,

Attachment: Public Comment Received 10-10-2016 (2161 : #16-028 Comp Plan Adoption)

I received the final updated Comprehensive Plan (Comp Plan) on September 20 and was shocked to not find the Energy and Environment Committee (EEC) recommendations incorporated into the document. There is no mention of encouraging recycling, energy efficiency, or renewable energy for all residents (in apartments and condos), businesses, or organizations in the main sections of the document. There is mention for encouraging sustainable practices for the municipal government.

There is mention of the Climate Action Plan (CAP) under Creve Coeur Today but none of the above mentioned sustainable practices listed under Objectives and Strategies, Plan Recommendations or Implementation for CC at large. I understand that city administration has H3 Studio under contract but yet after many committee meetings and numerous emails there has not been any action taken regarding adding the recommendations to the document. Why is at? More importantly do you know if the CAP supersedes the Comp Plan?

I am quite at loss as to why the recommendations are not included but yet the responsibilities of the ECC are listed in the document. I and others would appreciate any assistance and clarification you can both provide.

Thank you.

Judy Campbell, resident and former CATF co-chair

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator ([314-872-2509](tel: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.

The materials in this email are private and may contain Protected Health Information. If you are not the intended recipient, be advised that any unauthorized use, disclosure, copying, distribution or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this email in error, please immediately notify the sender via telephone or return email.

--
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

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, NOVEMBER 7, 2016

6:30 P.M.

PUBLIC HEARING APPLICATION NO. 16-028

COMPREHENSIVE PLAN UPDATE ADOPTION

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chair
Mr. Tim Carney
Ms. Muriel Hall
Mr. Dan 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

CHAIRMAN KISTNER: Good evening, everyone.
We're going to open the Monday, November 7th,
2016 meeting for Planning and Zoning Commission.

We'll start with our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Aye.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Present.

CHAIRMAN KISTNER: Our City Attorney, Carl
Lumley?

MR. LUMLEY: Present.

CHAIRMAN KISTNER: Our Director of Community
Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And our Planning

Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

CHAIRMAN KISTNER: Before we open up our --
resume our hearing on the Comprehensive Plan, do we --
actually do I need to do first the --

MR. LUMLEY: Yeah.

CHAIRMAN KISTNER: Okay. We have approval of
minutes -- acceptance of agenda. Sorry.

MR. MAGRUDER: I so move.

MR. ROVAK: Second.

CHAIRMAN KISTNER: We have two meetings. This
is the meeting of --

MR. LUMLEY: We're still doing the agenda.

CHAIRMAN KISTNER: Oh. Any changes? All in
favor?

(All responded aye.)

CHAIRMAN KISTNER: All right. Chair votes aye.
I'm going to get it together.

We have two minutes to approve; the October 20,
2016 and the October 17th, 2016 minutes.

Have you all had a chance to look them over?

Do we have any changes?

Do we have a motion to approve?

MS. SILVERMAN: I so move.

MR. CARNEY: Second.

CHAIRMAN KISTNER: All right. All in favor?

(All responded aye.)

CHAIRMAN KISTNER: Aye. Chair votes aye.

Now, we have anybody in the audience who wishes to speak to something other than the Comprehensive Plan, now would be the time.

If not, we'll move into Unfinished Business.

We have a public hearing that's continuing, Application No. 16-028, Comprehensive Plan Update Adoption.

Anybody who wants to speak at this hearing should come up now to be sworn in. If you had a speaker card, come up now.

If you choose to do so later, you can always come back, but if you know you're going to speak, please stand up now.

(The speakers were sworn in by the court reporter.)

CHAIRMAN KISTNER: Okay. Thank you, all.

MR. TIMOTHY BREIHAN: Great. Thank you, everyone.

My name is Tim Breihan, principal with H3 Studios. We're here to continue the public hearing on the Creve Coeur Comprehensive Plan update.

So, just as a reminder, last time on

October 20th, we conducted the first portion of the public hearing, which covered Chapters 1, 2 and 3 of the Draft Comprehensive Plan update.

Based on feedback from the Commission and feedback from citizens, we have prepared a memorandum of revisions, which outlines all of the request revisions that will be included in the final adopted plan.

That was distributed with your packets on Friday, last week.

And so at this point, we'd like to do tonight, before we get into the discussion of Chapter 4, just open it up to -- for any questions or comments from the Commission on the revisions as they were outlined in the memo.

CHAIRMAN KISTNER: Anybody have any questions?

MR. TIMOTHY BREIHAN: Very good.

So with that then, we will proceed to tonight's content, Chapter 4, Plan Recommendations.

Again, as last time, this will follow the format of the -- of Chapter 4 in the document. And we will be breaking periodically through the presentation to take any questions or comments from the Commission.

So the -- the plan recommendations really build upon the goals and objectives that were outlined in Chapter 3 that we discussed last week. And these provide

more specific geographically based recommendations for how to achieve the goals and objectives articulated in the plan.

And these are broadly organized by the system of Community Placed Type Districts. I'll give a brief overview, cause we'll talk about these in more detail, but the Community Placed Type Districts, essentially, comprise the future land use plan of this Comp Plan update, and they are designed to -- to integrate land use, future land use recommendations in a framework that will serve -- that can potentially serve as the basis for future zoning code updates.

And so as far as that is concerned, they deal both with -- with recommended land use, but also each of the districts has a particular vision that's associated with it that was developed in conjunction with feedback from the community.

And those -- that -- that vision is -- is qualitative, so it describes the type of place, broadly speaking, that each of these districts will represent, and looks at issues of future development character, streetscape character and other physical development issues as they relate to the city.

There are eleven Place Type Districts in total. There are five Residential Place Type Districts, which

largely follow the -- the existing Residential Zoning Districts. There are two Civic and Campus Place Type Districts, which deal with special use, institutional land uses throughout the city, and then there are four Commercial Place Type Districts, which are focused primarily along Olive Boulevard and North Lindbergh Boulevard.

And, again, we'll -- we'll speak about these in a little more detail in just a minute.

A couple of key items that have been revised since the June 6th public workshop that will be -- that are reflected in the Draft Comprehensive Plan document and will be reflected in the presentation tonight.

First, the East Olive Corridor and Lindbergh Boulevard, which formerly had been combined into a Single Place Type District, the Neighborhood -- Neighborhood Commercial Place Type District, those have been split into two separate sections to reflect the different character, existing conditions of each of those areas.

And Lindbergh Boulevard has been reclassified in the Mixed-Use -- Mixed-Use District Place Type, which -- which was deemed to be more -- more in keeping in line with the current and future character of that area.

We're also looking at a distinction between the Central Business District and a smaller Downtown Area

boundaries, and recommendations for each of those areas. And that's consistent with the way in which the Creve Coeur Central Business District and Downtown Area Implementation Strategy, which was done in 2006, differentiates and defines those two areas.

Finally, we previously had two Campus Typologies; the Campus Suburban Typology and a Campus Urban Typology, and those have been combined into a Single Campus Place Type.

It was based on the fact that we, through the process, developed a separate place type for the Plant Sciences Innovation District, and also based on the redevelopment plans for the BJC West Campus.

It no longer made sense to have two campus place types, so -- so those were combined. And, again, we'll talk about -- talk about those in more detail as we go through.

So starting with the Residential Districts, and I'll go through this pretty quickly. This information is very familiar to everyone. But some of the key issues that residential neighborhoods in Creve Coeur currently face, much of the zoning permit site coverage ratios that are higher, sometimes significantly higher than the existing as-built conditions. The zoning currently has no regulations to preserve a consistent orientation of homes

to the street; there are inconsistencies in calculating building height for infill development; there's no limit on pervious pavement that can be excluded from lot coverage calculations, and, finally, there, because of the teardown and infill process that's currently going on, there -- there is a demonstrated market obsolescence of some homes in some neighborhoods in the city.

And so what that means is that under the current zoning code, the city will continue to face some of the issues that have currently -- that have been articulated with teardowns and infill development not being compatible with the character of the existing neighborhood, and sometimes causing stormwater runoff and other issues for neighboring property owners.

And so the recommendations for the Residential Districts have been designed to address those key issues.

We did a detailed analysis of the existing conditions of each of the proposed Residential Place Types, ranging from the countryside estate, which are large lots, largely built around areas of existing common ground; Estate Neighborhood -- Estate Neighborhood Type 2, large lots that typically don't have common ground, but will oftentimes have more space within the lots; Estate Neighborhood Type 1, smaller areas, much of this is -- is in the -- is east of 270. These are some of the

neighborhoods that are actually experiencing the greatest number of teardowns and infills currently; the Suburban Neighborhood Type 2, which really describes the areas on the extreme and eastern end of Olive, these are kind of the smallest and densest single-family neighborhoods within Creve Coeur, and then finally the Suburban Multi-Family Neighborhoods, which address a number of multi-family -- current multi-family developments.

And so for each of those Residential District -- for each of those Residential Districts, a series of recommendations have been developed, which are intended, through implementation, to actually be keyed to the existing conditions in the neighborhood.

So just to go through those quickly. And they're -- they, basically, fall into four categories, so beginning with lot development standards. It's the recommendation that per each Residential Place Type, that a front build-to lines be established in place of front setback lines for all lots, and these should be developed separately for each Place Type to reflect each Place Type's articulated vision.

This will help to ensure more consistent orientation of homes to the street, and help to preserve the existing characters of those neighborhoods.

It's recommended that there be a maximum amount

of pervious pavement that does not count toward site coverage. Existing grades and building heights should be utilized to determine the height allowances for residential infill construction. And it's recommended that floor area ratio limitations, which are the way in which the current zoning is keyed, would be -- would be eliminated and replaced with building height limits, which could be, again, more -- more carefully calibrated to match the existing conditions.

In terms of stormwater and runoff mitigation, one of the key issues, and this applies citywide, is the development of a local stormwater ordinance that would address land disturbances of less than 1 acre.

Currently, MSD regulations address land disturbances of greater than 1 acre, but -- but many of the -- of the runoff and water quality issues that Creve Coeur faces are on land disturbances of less than 1 acre.

Likewise, the plan recommends that there should be a regulatory incentives provided for increased stormwater detention and recharge. There should be tree planting and tree coverage standards for private lots subject to redevelopment, common ground and street trees in the redevelopment of single lots, multiple lots in subdivisions. And, finally, the plan recommends that there should be a minimum percentage of green space to be

preserved on site when sites are subject to redevelopment.

So, again, these are a series of recommendations that would apply consistently to all Residential Community Place Types, but the specifics of how those recommendations are written would be keyed specifically to each individual place type in order to preserve the existing character of the neighborhoods, and guide development in such a way that it does not result in negative impacts to existing homes and existing homeowners.

So are there any questions or comments for Residential Place Types?

MR. SCHUH: Yeah, sure.

The -- a few of the sections mentioned optional features such as street lighting, sidewalks.

MR. TIMOTHY BREIHAN: Uh-huh.

MR. SCHUH: What would be the -- the determination for whether those would go in or future plans would be for those to go in?

MR. TIMOTHY BREIHAN: Sure.

So, again, the -- the purpose of articulating those in the vision is to help to, basically, develop a vision that -- that -- that broadly matches what the existing characteristics of the neighborhoods are.

In terms of how those would be implemented, some

of that, quite honestly, would be subject to more specific regulations that would be developed in -- in the implementation of the plan, so updates to the zoning code, for example.

Some of these would also -- would also work in conjunction with broader recommendations for street improvements, for example.

But what -- what we really wanted to do was to ensure that within particular Community Place Type Districts that redevelopment or the -- either a larger redevelopments or re-platting as part of subdivision development or the individual teardown and rebuild of homes in existing neighborhoods, that there be some parameters established in the Comprehensive Plan -- presented in the Comprehensive Plan to serve as guidance for the city in approving development proposals to make sure that certain minimum standards would be met to help match those -- those place types.

So in terms of the specifics of how they would be -- of how those things would be implemented, that's kind of a step beyond the Comprehensive Plan. It really gets into kind of the implementation of the plan, the development of more detailed regulatory ordinances.

MR. JAGGI: And if I could maybe just even go a little bit further than that relative to your question.

I mean what we're really dealing with here in Creve Coeur is we have a built-out community, and then we have only very small parcels of land that are yet to be developed, and that's quickly running out.

So we're more geared towards a lot of these recommendations in terms of implementation would be to tweak our ordinance to allow new homes to be built, because they're going to happen whether we control them or not, it's going to happen.

And I don't think we're necessarily talking about architectural controls at this point, but mostly how we develop these sites and how we maintain some of the existing, you know, grading on these sites, how we look at height to make sure they're not towering above neighboring homes. Things of these type of character issues is what we're talking about in terms of the recommendations of the Comprehensive Plan.

CHAIRMAN KISTNER: And to that point, the -- the recommendation under lot development standards to utilize existing grades and building heights to determine the height, so that would all be in the implementation phase of it, but the idea would be to not necessarily fix them where they are, but that they -- there would be some relation to existing grades and existing building heights?

MR. JAGGI: That's correct, yes.

CHAIRMAN KISTNER: Any other questions?

MR. ROVAK: Well, I just have a -- maybe it's really kind of administrative question.

Just two narrative -- too small to be called presentations -- but as you opened in this, the Community Place Types, and there was some opening remarks that you've just given, and those which you are now giving in the Residential District Recommendations.

MR. TIMOTHY BREIHAN: Yeah.

MR. ROVAK: Which, I think provides a very good segue and a rationale for what is in here, and I think it might be useful to have that.

I -- maybe I blew right by it as I was looking in here, or I was drilling down into the individuals already, but I think the rationale that you gave on both of that, and now on this, I'd like to see in some way in here, unless I'm just, like I say, I may have overlooked it in the document itself.

I see some that it's not structured like you have it, and I feel like your presentation was maybe more easily swallowed --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- and understood than what I've seen here. It's kind of a bridge.

MR. TIMOTHY BREIHAN: Right. So -- so the --

the -- so as it pertains specifically to the Residential Neighborhood recommendations on page 64 of the document, that's where the information that I just summarized, some of the key issues, are presented. That's at the -- at the beginning of the Residential Neighborhood recommendations subsection.

MR. ROVAK: Yeah, I was looking at that.

MR. TIMOTHY BREIHAN: Yeah.

MR. ROVAK: Right. And I guess I was just trying to get these two --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- correlated, so to speak. Cause I find myself already in the woods in the document, and that was more succinct and --

MR. LUMLEY: That's page 71.

MR. ROVAK: Okay. Well --

MR. TIMOTHY BREIHAN: Correct, yeah.

MR. ROVAK: Right.

MR. CARNEY: I had a question. Community Center District, the difference --

MR. ROVAK: Okay. Thank you.

MR. CARNEY: I'm sorry, are you still --

MR. ROVAK: No, asked and answered. Thank you.

MR. CARNEY: The Community Center District and the Mixed-Used District pretty similar. It looks to me

like the difference would be kind of like some city parks and some enhancements to that particular portion of that?

MR. TIMOTHY BREIHAN: So we're going to get into that -- we're going to get into that next.

MR. CARNEY: Okay. Okay.

MR. TIMOTHY BREIHAN: So are there any other questions or comments on the Residential Place Types recommendations before we move on?

CHAIRMAN KISTNER: Is there anyone in the audience? I -- we didn't talk about this beforehand, but I think it probably makes sense to talk about these as we go through.

Mr. Klearman. Were you sworn in?

MR. KLEARMAN: I'm sorry, I didn't hear you.
Oh.

CHAIRMAN KISTNER: If you have a question -- if you have a comment about the Residential Districts --

MR. KLEARMAN: Yeah.

CHAIRMAN KISTNER: Okay. Then you would need to be sworn in.

(Mr. Mel Klearman was sworn in by the court reporter.)

MR. KLEARMAN: I just have one --

CHAIRMAN KISTNER: Start with your name and address for the record.

MR. KLEARMAN: Oh, Mel Klearman, 739 Bergerac Drive.

I just have one question, as far as testimony from city officials or fire district officials or police officials, and that's emergency response time on our streets.

I live in Bellerive Estates. It's a 50-foot wide road right-of-way. The street pavement is 26 feet wide. And when a -- neighbors will give a party and park cars -- park on both sides, that doesn't leave much room for a fire engine to get through, if -- if there is room, or a police car, whatever.

Recently contacted the Creve Coeur Fire Protection District. They came before the Council. It's a shame that some members of the Planning & Zoning were present -- weren't presented or invited, because it was a very interesting meeting.

But in future development of residential areas, I -- their testimony from Monarch Fire District and the Creve Coeur Fire District should be present before you finalize your Comprehensive Plan, is all I want to say.

Thank you.

CHAIRMAN KISTNER: Thank you. Thank you very much.

MR. MCCOY: I just have a comment.

CHAIRMAN KISTNER: If you do -- were you sworn in? Were you sworn in?

MR. MCCOY: No.

(Mr. David McCoy was sworn in by the court reporter.)

MR. MCCOY: I'm Dave McCoy, I'm 831 Montmartre Court in Bellerive Estates. And I'm in the Parks and Recs Committee.

I was just wondering on here where -- I know everybody likes to have a cul-de-sac, but I think one of the issues that we talked about at one time was how do we --

CHAIRMAN KISTNER: Make sure you stay by the microphone.

MR. MCCOY: -- how do we allow these cul de sacs to connect to other areas, so that we have trails through the subdivisions or through the residential districts.

And I -- I don't remember reading that in the -- in the study, but it might be something that needs to be on here to say, as we lay out the residential areas, that we allow for three ways between the different streets, you know, so people can walk through from one neighborhood to another without having to go all the way around.

MR. SCHUH: Section 9 -- Chapter 9 references that.

MS. SILVERMAN: Yeah. There is something that talks about making sure that there's connectivity.

MR. JAGGI: And we will cover that later this evening, if you have time to stay.

MR. MCCOY: I just wonder if it shouldn't be in this section, cause sometimes when it's in another section, it's like, okay, it's there, but it's -- people forget about it.

MS. SILVERMAN: Well, even in here it says, you know, "Develop bicycle facilities, pedestrian and multi-use pathways, refer to pages 102, 103".

MR. MCCOY: Yeah, no, I'm just thinking in this --

CHAIRMAN KISTNER: You would like to see it in this section?

MR. MCCOY: In that section with the rec, so it doesn't get lost.

CHAIRMAN KISTNER: We'll take that point. Thank you very --

MR. LUMLEY: Actually that point -- that street and connectivity standards, which is on page 71, isn't on that slide, so --

MS. SILVERMAN: Right, it's not there.

MR. LUMLEY: But it is in the report.

CHAIRMAN KISTNER: It's in the plan, it's not on

this particular set of recommendations.

MR. TIMOTHY BREIHAN: Yeah, the -- the -- the -- in the interest of -- of time, some -- these slides represent some of the kind of what we considered to be some of the key recommendations as they relate to development.

Some of the other recommendations, which appear in the plan, and would certainly be intended to be adopted as part of the final plan, just don't show up on some of these slides, just in the interest of brevity, so.

So are there any other questions or comments before we move on to the Central Business District?

CHAIRMAN KISTNER: Okay. Proceed.

MR. TIMOTHY BREIHAN: So the -- the vision for Creve Coeur's Downtown and Central Business District is to create a vibrant walkable amenity rich Mixed-Use Commercial Center for the community surrounded by -- surrounding a high intensity downtown core.

The Central Business District is intended to be a regional destination, and it will provide a central gathering place for community events and serve as the identifiable heart of Creve Coeur.

This -- these recommendations address a number of the key priorities that were -- I brought up the process and some of the goals and objectives of the plan

as they pertain to community identity particularly.

This really kicks off the discussion of a variety of Commercial and Mixed-Use Districts. And those Commercial and Mixed-Use Districts are -- the recommendations are organized according to a Commercial and Mixed-Use District frontage plan.

So I want to give just a quick introduction to that before proceeding to some of the specific recommendations.

But, effectively, the way that it's organized is that there are four Commercial and Mixed-Use Community Place Type Districts. There's the Neighborhood Commercial District, the Mixed-Use District, the Community Center District and the Mixed-Use Innovation Campus District, each of which has an articulated vision for future development.

And then within those districts, there are three street functional classifications.

And so the recommendations for guiding development in these areas is really based upon how development relates to streets based on those functional classifications.

So just to illustrate with a -- with an example, looking at a section of the Central Business District, which is currently classified as the Mixed-Use District

and is adjacent to downtown, as you can see here, this would be the CityPlace development and the office park to the south of Olive. Olive running through the middle.

The existing conditions as they are today and have -- have evolved based on the current zoning code, the frontage recommendations would begin to put in place regulations about how new infill development, incremental infill development would begin to address the streets through setbacks, build-to lines and recommendations for the location of parking and other service amenities.

And so the goal is that over time these areas would begin to transition from a condition where you have a large lot, typically with parking in front and buildings located towards the back or in the center of the lot, to a condition where buildings are increasingly located around the perimeter, sharing parking facilities in the middle.

And, again, these -- the specifics of how these recommendations apply to each of the Community Place Type Districts varies depending on their existing character and their envisioned future use. But the idea being that, overall, the goal here is to begin to establish a consistent and identifiable identity for the main thoroughfares and corridors within -- within the city, and provide a predictability and regularity of development, and ensure that the development on adjacent parcels that

might be under different ownership works -- works sort of in -- in cooperation and begins to incrementally build to that vision.

Within the Creve Coeur Downtown and Central Business District areas --

CHAIRMAN KISTNER: Excuse me one second.

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: I had a question. On that page that you're summarizing --

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: -- on page 62 --

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: -- has a statement that allows for a maximum of twelve frontage characteristics. I didn't really understand maximum. I mean there really would be, if you have -- well, implementation, you'd have all twelve, wouldn't you?

MR. TIMOTHY BREIHAN: Yes, and -- yeah, and, in fact, that statement, I think could be -- could be removed, if it's deemed to be confusing, but, yeah, the idea being that there are different combinations of -- of street classifications and Place Type District characteristics.

CHAIRMAN KISTNER: So it allows for twelve frontage --

MR. TIMOTHY BREIHAN: Sort of --

CHAIRMAN KISTNER: -- frontage or --

MR. TIMOTHY BREIHAN: -- frontage types, yes.

CHAIRMAN KISTNER: -- characteristics?

MR. TIMOTHY BREIHAN: So -- so speaking specifically about the Downtown and Central Business District areas. There are a variety of existing conditions that currently exist in this area ranging from sort of some high density office development, but in a somewhat suburban model in CityPlace to some more walkable street oriented development, King's Landing and others.

And the vision that was articulated through the public engagement process drew on examples, including the Station Plaza in Kirkwood, some development in -- in Brentwood and Richmond Heights, the Boulevard, and, basically, a desire to see, within this district, a greater degree of walkability, shared parking, community outdoor amenities supported by retail and dining and -- and other -- other types of businesses that would help to support a vibrant -- a vibrant community character moving forward.

And within this, we're also looking at the -- and there has been some -- some discussion about the boundaries of these districts, so this is one area where there has been some -- some fairly significant revision

compared to what was presented back on June 6th, and so we'd like to get the Commission's feedback on that tonight.

Currently, the Community Center District, which is really a subset of the Central Business District boundary, is this red boundary here. It's basically from Old Ballas Road on the east to New Ballas Road with a -- with a little piece that jogs over behind the Plaza Motors development, and then from Olive south to Old Ballas where it turns into Olde Cabin.

This -- this district is consistent with what was presented as the downtown boundary in the Creve Coeur CB Downtown Implementation Strategy from 2006.

However, since then there's been draft worked on on a form-based code for this area, and the form-based code boundary is this black boundary here, which does not go west of North New Ballas Road, as you can see.

And so one of the questions for the Commission is, as we move forward with the plan, what -- what is the desired boundary for this area.

And another question is, what if a town center development becomes economically feasible on an adjacent site. So while this area, basically, between North New Ballas Road and Old Ballas Road has historically been -- been conceived of as the downtown through various planning

efforts, it's -- there's also a feasibility of a town center development occurring on the office park site to the east.

And so in the plan -- in the current draft plan we, basically, made recommendations that if -- if an economically viable proposal for areas adjacent to kind of the identified Downtown District were to come up, that the development of a form-based code or other more specific regulatory recommendations could be extended to those areas to help ensure that -- that these things develop in a coordinated manner.

So we wanted to get some feedback from you all tonight on those issues, particularly -- particularly the boundary of downtown, and what really is sort of the -- the best functional definition of Downtown Creve Coeur, and whether or not it makes sense to include any areas west of North New Ballas Road.

CHAIRMAN KISTNER: Any thoughts?

MR. CARNEY: Well, that -- that was one I was bringing up. I was asking the question, and I'm more concerned with the residential aspect of the office park and what we call the Mixed-Use versus the City Center, which is outlined in black. They seem like a very similar type of a area right now.

MR. TIMOTHY BREIHAN: Uh-huh.

MR. CARNEY: The only difference really, from reading this, is that maybe the streetscapes, the landscaping and maybe some public amenities, the parks, would be different.

MR. TIMOTHY BREIHAN: Correct. And so -- so, yeah, we will get into the recommendations in just a moment.

But you're absolutely right, the -- the difference between sort of the broader Central Business District boundary, which would be inclusive of a lot of the -- the office development, it would be inclusive of CityPlace, these other areas, that would be a generally less intensive type of urban environment. Whereas, this smaller core, whatever kind of the final boundary is, whether it goes west of New Ballas Road or not, would really be kind of your more traditional downtown where you had, you know, storefront-type businesses oriented to the sidewalk, more intensive Mixed-Use development, greater -- a greater density, although not necessarily greater height of buildings, but generally more dense, more intense development.

MR. CARNEY: And what -- it says multi-family residential. Would you consider that to be townhomes? Condos? Highrise apartments? What would you -- would they all fall into that or --

MR. TIMOTHY BREIHAN: I think it could take a variety of forms, certainly.

I think, you know, in this -- in this area, the recommendations are that maximum building heights would be -- would be five to six stories, so it's not -- I mean it really isn't a highrise-type of situation, but, yes, it could be -- it could be attached townhomes, it could be multi-unit buildings with a single lobby entrance or something like that.

MR. CARNEY: Okay. Thanks.

CHAIRMAN KISTNER: On the subject of the, sort of that western extension --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- the part west of --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- excuse me -- Ballas, I mean given the development that's occurred to date, that seems like a unnecessary, sort of a -- an add-on that doesn't make a lot of sense.

Obviously, if, you know, a development occurred extensively in those other two regions --

MR. TIMOTHY BREIHAN: Right.

CHAIRMAN KISTNER: -- perhaps that might move west. But what are really the -- I guess I can't think of any real reason to include that -- that western --

MR. TIMOTHY BREIHAN: Yeah, I mean the -- the -- the primary -- I think the primary logic would be to try and get a two-sided street condition along Ballas, along New Ballas.

The problem is that when you get, basically, when you get north of Studt Avenue, you're -- that's sort of precluded by the -- the low likelihood of Plaza ever redeveloping.

So in some ways it kind of becomes a moot point because you're only dealing with a section, and you're not actually getting all the way to Olive.

And -- and I would tend to agree with the sentiment that should maybe be a little more focused to maximize the impact in an area where it's -- it's going to be most feasible and have kind of the most positive -- positive impact.

CHAIRMAN KISTNER: Plus a road like Ballas, there isn't going to be a lot of crossing back and forth. It's not --

MR. TIMOTHY BREIHAN: Correct.

CHAIRMAN KISTNER: -- going to be a pedestrian crossing, so --

MR. TIMOTHY BREIHAN: Correct.

CHAIRMAN KISTNER: -- I can't see any reason.

MR. MAGRUDER: What's in there right now?

MR. TIMOTHY BREIHAN: There's a -- there's some kind of small strip developments with -- just have a couple retail stores. There's some -- I think there actually may be some support uses for Plaza back there, some parking areas and things like that, but there's not -- there's not -- it's fairly low -- low intensity kind of commercial development.

MR. JAGGI: I think it's -- if I could just add a comment to that.

I think it's important that we all understand, from a very basic conceptual standpoint, of what this plan is talking about, and that being that we have a larger Central Business District area, which is shown on that kind of dashed line, so that's our most intense Commercial Mixed-Use area where we -- we would look to have housing mixed in, which, to some degree, we already have, and then our most intense commercial uses, our highest level of activity would be centered in this area. Okay.

Within that we would have a -- a core downtown area that would be more of a Main Street type feel; that's the vision. Now that's a very longterm vision. But the fact being that within that area, we do have some cases of obsolescence of property that is not functioning very well within the core downtown area. So we still think there's some potential for that to occur in the future.

But it would take -- either it can happen incrementally over time, which this plan has been designed to be flexible in that regard, where as new projects are proposed, we would steer them more of a downtown model. Or if a master developer or some larger project were to come in and kind of spearhead this and really kickstart it, obviously, we would be prepared for that.

But, you know, any reason that the city would have to really determine what level of involvement we would like to have in that to really move it forward. That is the question that is still before us as to how -- how we want to try to do that. If there's a mood for that at all.

But I just want the Commission and members of the public to understand that's the basic concept here with the Central Business District versus the Downtown.

And I know we may have some members in the audience that want to comment on that. But we've had some planning studies that have been done over the past year that also kind of point somewhat in this direction, but it's been a little muddled in terms of what's what.

This plan seeks to clarify that; what's the distinction between the two. So, you know, you have hotels, you have kind of all the -- all the traditional uses of a downtown within the bigger CBD, but then we have

a really -- an intense dense core, but it's not necessarily, you know, the highrises and so forth. It's more of the Main Street-type feel where we'd have a central civic gathering place, and we'd be very careful about how that were to be developed, if we ever had the opportunity.

So I just wanted to kind of state that for everyone to let you know conceptually big picture what we're looking at here.

MR. TIMOTHY BREIHAN: So another -- another subset of -- of the Central Business District discussion is the -- the Creve Coeur Municipal Golf Course.

So the 2002 Comprehensive Plan calls for a partial redevelopment of the northwest corner of the golf course, which is described to be a public park with a plaza, to serve as an anchor for the Central Business District.

I think, you know, given some of the planning studies and the focus on the downtown core, that the location of that within the -- within the golf course doesn't make a lot of sense, but -- but the current Comprehensive Plan does call for a partial redevelopment of that -- of that property.

And for this Comp Plan update, to date we have developed scenarios at the -- at the direction of Planning

and Zoning Commission regarding the future of the golf course.

So these have been presented. These are -- currently have not been revised or changed since the June 6th public meeting.

I do want to reiterate that -- that -- that you all, the Planning and Zoning Commission, developed the following statement regarding the future use of the golf course, which states that if the golf course were not to continue to be used as a golf course, the whole property should be maintained as a public asset providing public accessibility and use.

A statement that would preclude the partial or full development of that property for some sort of private or for profit use.

And so we've developed, again, four -- four scenarios looking at the potential future use of that.

And, Jason, if you wanted to -- want to take over from here on this issue.

MR. JAGGI: Yeah, thanks, Tim.

As you recall, this was discussed with the Commission, I believe, back in May about trying to kind of set -- set the parameters for how scenarios for how the golf course, in the event that it were to ever change from its current use, which is -- which is functioning as a

municipal golf course.

Since that time, as you all are aware, we've had -- the Council has moved in the direction where they placed a proposition on the ballot that will be there tomorrow, and that could kind of set maybe a different direction or possibly the elimination of two of these four options.

And I think it's important and it's timely for this Commission to discuss whether it's still something you desire to have in this plan to discuss the -- the concept of a government center or a police -- even perhaps a police station being over there. Because it's very -- it seems highly unlikely that that would happen, based on the direction that Council's taking.

That's not to say that -- you're an independent body and you can choose to -- what you want to in terms of a longterm plan. But I think it's something that the committee needs to talk about this evening, whether it makes sense to still move forward with some of these ideas, and maybe you just wait until the next meeting, and we'll know after the proposition, and that'll tell you for sure.

But I just want to keep this kind of in your mind and in your thought process as we move forward because I don't think we want to get in the situation

where, you know, we're going to have a Comprehensive Plan that maybe speaks differently to something that's just not going to happen.

But if you feel strongly about it, you know, these things can remain because you are separate from the Council. But I just wanted to try to link the two together for you this evening.

CHAIRMAN KISTNER: Would you all agree that we defer discussion of this until after the election tomorrow?

MR. MAGRUDER: Sure.

MR. TIMOTHY BREIHAN: Okay. Great.

So now we'll talk about some of the specific recommendations as they pertain to particularly the differences between the Central Business District, which is within the Mixed-Use Community Place Type and the -- and Downtown Creve Coeur within the -- which is within the Community Center Community Place Type.

The Central Business District recommendations for primary streets would be to promote active ground floor uses, establishing a front build-to line in place of existing lot -- or setbacks to encourage consistent location of buildings, locating parking in primarily in shared facilities behind building -- behind buildings, developing consistent landscaping standards along Olive,

encouraging public site amenities, and requiring certain levels of pedestrian activity between the street parking facilities and buildings.

So that would be for the Central Business District as a whole.

And we get into the Downtown District, the more intensive urban core of that Central Business District.

The recommendations would be to require active ground floor uses and storefront commercial buildings that have a direct relationship to the street and the sidewalk.

Looking at buildings -- building heights of three to six stories to kind of maintain that Main Street feel. And putting a fairly restrictive 10-foot setback with no site coverage limits.

These are items which have been outlined in the draft downtown form-based overlay district for this area.

Establishing front build-to lines in place of lot frontages. And, again, locating parking in shared structures behind buildings, development consistent landscape standards and requiring the development of public site amenities.

So in this area within the Downtown District that you would be to allow greater site coverage, more -- more consistent building height, so they're not necessarily highrises, sort of walkable commercial

sidewalks, and those types of development patterns would really encourage the development of shared parking facilities to help promote walkability in the district.

Looking at the -- at kind of the Downtown Central Business District as a whole.

On secondary streets there would be a greater variety of ground floor uses with a -- with recommendations to still guide, develop, to take a more consistent orientation to the street.

Signage recommendations are a big issue that have come up in the commercial areas.

The plan recommends that building signs should be allowed and encouraged on all buildings. Monument or ground signs should never be permitted to be located between a primary building facade and the street. And that the ground signs themselves should be restricted to larger commercial developments with five or more tenants needing a minimum site area, and located only at a primary entrance.

And then lot development standards would include completion and adoption of a downtown form-based code or overlay district to guide development, updating specific downtown architectural design guidelines to ensure high quality among these buildings, and establishing site coverage limits for surface parking lots, and discouraging

the expansion of existing surface parking lots, again, to encourage centralized parking facilities to help promote walkability in the district in general.

And, again, this is -- this is only sort of an excerpt of the full set of recommendations for the -- for the district, which are found on pages 76 and 77.

So any -- any questions or comments on -- on this subject?

CHAIRMAN KISTNER: Mr. Rovak.

MR. ROVAK: I have one, and really isn't -- it's not a problem, I guess, it's really the general tone.

Everything has been very general and very much in the way of adopting guidance.

The last one that was just spoken of, commercial developments, and with citing numbers, five or more commercial tenants, one monument, one -- this is much more specific in its tone in -- in -- in its recommendation than almost everything we've seen --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- thus far.

Is it -- is it premature to be that specific at this point? And that's kind of -- I don't know, maybe a rhetorical question, or maybe it's something you can address, because it's -- it's completely counter to the tone of everything so far in that specificity.

MR. TIMOTHY BREIHAN: Sure. And that's a -- I think that's a good comment. Something that I agree with.

I know that in sort of working through the recommendations with staff, the issue of signage has come up a number of times, and it seems to be one of the -- and a more -- more immediate issues that the city is dealing with in terms of development proposals.

And, Jason, I don't know if you want to -- if you want to add anything?

MR. JAGGI: No, I think -- I think Mr. Rovak makes a very good point.

MR. TIMOTHY BREIHAN: Yeah.

MR. JAGGI: This probably, now that I look at it again, I think you're right, I think it's probably little too specific.

But -- but, again, with the concept, with the higher level nature of the Comp Plan, what we're talking about here is -- is trying to calibrate our standards to fit more of a Central Business District.

MR. ROVAK: Uh-huh.

MR. JAGGI: And it goes back to the whole concept here of a place type. And we have a place type, we're trying to make some distinctions between our central core versus the Olive and other areas that maybe shouldn't have the same standards.

And right now we don't do a very -- we don't do as nice clean job as we'd like to. So regarding that, yeah, I think we can be a little more general about that and maybe get into the more details at another time when we look at.

MR. MAGRUDER: Good.

MS. SILVERMAN: I think it would be nice if it talked about the signs more in terms of general feeling that you're trying to accomplish, rather than the specifics of the tenants. Because I don't know that that hits the point that you were just making.

MR. JAGGI: That's true.

MS. SILVERMAN: I think that would be better.

MR. JAGGI: And the sign ordinances are such that they're -- they're challenging because it's tough to -- to get everything 100 percent right on a sign code.

MS. SILVERMAN: Right.

MR. JAGGI: So, yeah, I agree, I think we should probably go back to them and reword that not to be quite as specific and save that for another day.

MR. TIMOTHY BREIHAN: Sure.

MR. MAGRUDER: Good.

MR. TIMOTHY BREIHAN: I agree.

MR. ROVAK: And one other comment. And, actually, I'm very supportive of, for instance, a build-to

rather than a setback.

All of this I'm very much in favor of.

But I wonder if we need some additional, and I don't know if it would be within the document or outside of the document, some additional rationale, because, you know, the previous meeting, we heard some fairly strongly worded comments from some fairly significant large property owners, if you will, commercial, who were very much opposed.

And I don't know if, again, if it's, you know, if it's -- it would for the consultant or for the staff, but I think if we can make the case by similar developments or similar, I don't want to say restrictions, but maybe to encouragement of this type of thing in other communities, and make a case that it has been very successful and has not driven out or frightened away the commercial developers. Because they seen -- that was the tone I got from their comments last time.

I wasn't convinced that they were right, but I was convinced that that's how they saw it, and they were very concerned.

And I'd like to see in what context, whether from the staff or from the consultant, that we can, again, draw examples and show this is not something to be frightened of, and it has been successful, assuming that

it has, and I -- I know I buy into it, but I don't want to --

MR. JAGGI: I would say every city is unique.

There are unique situations that can't -- you can't just duplicate what one city does --

MR. ROVAK: Right.

MR. JAGGI: -- and say the exact same thing can be done here.

MR. ROVAK: Sure.

MR. JAGGI: There's too many dynamics going on from community to community.

But in terms of examples of these types of developments that have occurred, we could come up, very easily, with a list of -- of developments around the country.

Now, do we have a lot of them in the St. Louis metro area, no, we do not. We have a few. And we have -- mostly we have some developments where they already have existing downtowns, and these are, you know, they're infill projects or they're redevelopment projects that are a little easier to do because they're -- they're within a downtown context that already exists.

That's the unique challenge I would say that we have. But in terms of what's our Central Business District, what's the downtown core, a lot of those pieces

are already in place. We have a lot of the uses. We have a lot of that already kind of here. It's just kind of nurturing that and bringing it forward a little more, as we get new development.

That's my -- that's my recommendation and take on it.

I know there's some other viewpoints. We heard those at the last meeting. There are challenges to trying to move forward with some of these concepts because it's -- it's development that's a little bit different, that's not as common here as it is in other places.

But in terms of users, if you look at a lot of the retailers we have right now, if you go in other cities and other municipalities, they're in an environment that is -- that is uniquely urban.

The Trader Joe's, you know, they're -- a lot of these retailers that we have, they're in walkable suburban-type neighborhood districts. And our market study has suggested that that's kind of what people like to have. They like that sense of place. They like that -- the feeling of being someplace rather than just a generic type of development.

So it's challenging trying to get there, but that's what this plan is talking about, is building those elements to attract people because they like the

environment in which they're in.

So we can definitely do that, Mr. Rovak. We can give you some examples.

MR. ROVAK: Yeah, it's like preaching to the choir --

MR. JAGGI: Yeah.

MR. ROVAK: -- but like I say, I do buy into this, and I support it. But I want to make sure that we reached out to those who show those concerns, and, you know, they are very active in development and in commercial leasing.

MR. JAGGI: Yeah.

MR. ROVAK: And making sure, you know, doing what we can to make sure that they're comfortable with it because --

MR. JAGGI: And I do know we have some members of the audience that will probably give you some opinions as well.

And, you know, we want to -- we want to get all these concepts to, you know, to be -- to be doable and whatnot, and we want them to try to be accepted. But, you know, that's how we see it in the plan. Some of these concepts have been tested before. There's been some challenges with them. But it is a longterm plan as well so.

MR. ROVAK: Yeah. Thank you.

CHAIRMAN KISTNER: To that point, and actually it's -- yesterday I actually had the unusual circumstance, I shopped at Trader Joe's twice, one in Chicago and one in St. Louis at Creve Coeur. And the Chicago one was a go to the front line, and you, you know, parking in the interior. It was -- you know, and it was great. Very easy, in and out. And I came back and did my regular weekly shopping here, which I always do, and it just -- it's very different. You can see how it can work the other way.

One question I have is the build-to, so how should we be thinking about Olive Boulevard compared to other streets? So, for example, if we had a town center area where the build-to line could be on the interior, so not -- not looking so much at the Olive Boulevard, which is pretty challenging when you've got a six lane --

MR. TIMOTHY BREIHAN: Right.

CHAIRMAN KISTNER: -- in some places, state highway. And should we be thinking separately between Olive Boulevard and other places where that build-to line might be easier to --

MR. TIMOTHY BREIHAN: And so the -- the class -- the functional classification of streets within each of those districts is designed to address the differences

between, for example, an arterial road like Olive, to what would actually function as more of a walkable Main Street within -- within the area.

And, obviously, the specifics of that have not been articulated in the Comp Plan, those need to be articulated in the subsequent zoning form-based code.

But -- but you're absolutely right, the idea would not be to try to make Olive Boulevard a walkable Main Street necessarily because the status of it as a state highway, and its existing built characteristic would preclude a lot of that.

However, there are opportunities to improve the consistency and the visual appearance of -- of the Olive corridor even if it's primarily experienced by people in cars driving through.

So -- so it really depends on how the -- on how the build-to line or setback line regulations and landscaping requirements and other things like that are employed for each of these frontage types. And those can be keyed by -- by -- and would be envisioned to be keyed to particular streets.

MS. KELLY: If I could also add to that.

Our current zoning regulations in the Core Business District requires a maximum setback of 80 feet along Olive and 15 feet along any other street.

So it is in keeping with the prior downtown plan, as well as --

CHAIRMAN KISTNER: They're different.

MS. KELLY: Yeah.

MR. JAGGI: In terms of your -- and I would also add to that, is that in terms of how do we envision Olive, I think we envision Olive, the whole length of the city, very differently, depending on where you are on Olive.

If you're in the core Central Business District area, we're calling it, it's going to resemble, in terms of a vision, an urban thoroughfare. We had some conversations about that internally, but that seems to be kind of a term that -- we don't think it's the walkable Main Street-type environment. It's just too busy for that. It's not to be -- I mean here's Olive with all that traffic.

But an urban thoroughfare, if you can visualize that, and I hope we're doing a good job of trying to explain that. But, you know, you would have kind of a dense environment, you know, you would have some of the landscaping and trees along the roadway, but it's not the main street. That needs to be on a side street that would have less traffic, that would have a little more intimate-type character, if you will.

So those are -- these are some of the

distinctions.

CHAIRMAN KISTNER: Okay. Thank you.

MR. TIMOTHY BREIHAN: So that concludes the Central Business District and Downtown.

Do we want to open it up for --

CHAIRMAN KISTNER: And I'd like to ask -- and I do have a couple speaker cards. I don't know who's here for what areas, but if there's anybody who would like to speak on this topic of Downtown and Central Business District.

Okay. Would you like to come first?

Have you been sworn in?

MS. CAMPBELL: No, I have not.

CHAIRMAN KISTNER: Okay.

(Ms. Judy Campbell was sworn in by the court reporter.)

MS. CAMPBELL: Judy Campbell, 314 Lyonnais.

CHAIRMAN KISTNER: Can you come forward a little bit.

MS. CAMPBELL: Okay. That's okay. That's fine.

Is there any thought of trying to direct it to make like a triangle? In other words, from the downtown to the Central -- Central Business District to the city core, wherever that may be? Where there -- you know, they can somehow -- you can go from one section to the

next section, as far as making it plans to be able to do this before you -- I just didn't know.

CHAIRMAN KISTNER: I'm not sure what you mean by a triangle. It's sort of a rectangle the way it's envisioned.

MS. CAMPBELL: Well -- well, everything seems to be on the east side of Olive -- on the east side of 270. So over here you have --

MS. SILVERMAN: I see what you're saying.

MS. CAMPBELL: Yeah. Over here you have the City Plaza and the downtown. And then over here you're going to have the Central Business Core closer to the golf course. And then where could we put like a community center or the heart of the city?

In other words, is there a way to connect things? Everything seems to be on the west side of 270, and they're all --

CHAIRMAN KISTNER: East. You mean east.

MS. CAMPBELL: East side of 270, yes.

CHAIRMAN KISTNER: Okay.

MS. CAMPBELL: But these all are kind of lined up not too far from one another.

CHAIRMAN KISTNER: Good point. 270 is a fairly significant -- it's hard to connect those two.

MS. CAMPBELL: Right, no, but I mean -- I mean

if you think of CityPlace and you think of Olive, and then you think over here is the Central Business District, that's not that far away. And then if you go off slightly to the east, and you might have a city core or a town center, you know, they're -- they're not that far apart.

I'm just thinking ahead that if you -- if, you know, everybody was thinking along the lines of creating things, type of a road system that would connect and a walkability.

CHAIRMAN KISTNER: So are you thinking more about north and south of Olive or east and west of 270?

MS. CAMPBELL: All -- all east of 270.

CHAIRMAN KISTNER: Oh, okay.

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: I'm sorry, I was thinking you were --

MS. CAMPBELL: And then north and south.

In other words, CityPlace, and then south of --

CHAIRMAN KISTNER: Right.

MS. CAMPBELL: -- CityPlace would be the Central Business District, and then slightly to the east would be the heart.

CHAIRMAN KISTNER: Got it.

MS. CAMPBELL: Yes.

CHAIRMAN KISTNER: Now I've got your triangle.

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: Okay.

MS. CAMPBELL: It's not equal.

CHAIRMAN KISTNER: Yeah.

MS. CAMPBELL: Yeah. I mean as far as -- what is the vacancy rate for the Central Business District?

CHAIRMAN KISTNER: And there is -- I'm not --

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: -- really in a position to --

MS. CAMPBELL: Right, right. But I'm saying that, you know, there was some talk about doing some things with the Central Business District. I just wondered if the vacancy rate was high or low in that area. Just a thought.

Anyway, thank you.

CHAIRMAN KISTNER: Thank you. Okay.

Yes.

MR. HILTON: I have not been sworn in.

(Mr. Paul Hilton was sworn in by the court reporter.)

MR. HILTON: My name is Paul Hilton. My home address is 16 Mosley Acres. I -- I'm also an owner of the Creve Coeur Plaza Shopping Center.

Couple of things I'd like to say tonight.

First of all, little bit of my background, I've

been in the commercial real estate business for thirty years. And in that thirty-year period, my focus has always been on selling commercial real estate. I've sold many, many properties along Olive in Creve Coeur, in Creve Coeur Executive Park. I can go on and on and on. I can tell you every one.

So I tell you that only because what I'm about to say comes from experience of, you know, what people expect, what people look at, et cetera.

I'm very much in support of the Comprehensive Plan. Very much in support of upgrading what is going on on Olive right now. It's kind of a mishmosh, little bit of this, little bit of that. A cohesive plan makes a lot of sense.

Where we have concerns, and it was mentioned earlier, and I forget who mentioned it, is about the setback requirements for the shopping center.

We have heard tonight that Kirkwood Station as a reference of what people are looking for. You know, places people can walk to.

We submitted a letter last -- last meeting that had some statistics attached to it. But just to reiterate.

The population from Kirkwood Station, 1 mile ring, is 40 percent greater than it is from Creve Coeur

Plaza, 1 mile ring.

To get to Kirkwood Plaza -- or Kirkwood Station, you go across -- the worst you have to go across is Lindbergh, and it's two lanes in that argue. The rest of it is primarily residential streets.

To get to Creve Coeur Plaza you got to cross Olive, you got to cross Ballas, you have to cross 270, you have to walk past five car dealerships. It's not a walking environment.

So we have to really be cognizant and encourage you to be cognizant of the fact that for people to come to Creve Coeur Plaza to shop, they have to drive there. They're not going to, you know, push their stroller up Olive and get there. So that's -- that's point number one.

The other area people point to is Wildwood Town Center. Is -- if that's been in some of the statistics, some of the pictures, if you're familiar with Wildwood Town Center, it's where Wildwood has their city hall. It's exactly what is being depicted here. It's a walking environment, two-story, you have a hotel, you have all these amenities.

I was involved with selling pieces of that. The developer baled on the project after receiving significant tax money from the city. They baled on the project

because financially it made no sense for him. Sold it off in pieces, stopped the development, never finished the development. Put the parking in the center. They put the parking in the back. It just -- it hasn't worked.

And I can cite -- for as many of these projects that have been successful, I can show you as many that have not been successful.

I can also tell you that most of these have been done with significant tax dollars from the city. And I'm assuming, maybe I'm wrong, that the city doesn't have a huge appetite to assist developers with redevelopment projects.

I can go on and on and on, I won't take everybody's time. I'll be happy to, you know, answer any questions.

But one thing I'm here to encourage you is to remain openminded and flexible to this plan. Right now it's very, very specific about requirements. Three to six-story buildings. You're talking, you know, residential right up against the fire station. Who wants to live there.

Office. I can give you the fifty reasons why office doesn't make any sense. The traffic it generates, et cetera.

And so what I'd like to encourage you is this

plan is very specific with what is required in this Central Business District. Please remain openminded. It's, you know, it is the core of the city. Love to see it improved substantially.

But I think what is being proposed right now is not answer. Wasn't the answer in 2006. Not the answer right now.

CHAIRMAN KISTNER: Just a question.

MR. HILTON: Sure.

CHAIRMAN KISTNER: What would you like to see?

MR. HILTON: You know, we have not -- we have talked about engaging an architect to come up with a plan to meet some of their -- you know, to make it more of a appealing atmosphere.

Let's face it, retail is dead. Right? I mean the days of the small shop retailers are nonexistent. If you look what's in retail centers today, you have -- you have, you know, hair salons, nail salons, you know, medical uses and restaurant uses, and lots of restaurant uses.

And in our center in particular, if you look at the successful tenants in our center, they're all related around food.

And so while we don't have a specific plan, and we had talked about hiring an architect, but we don't want

to do that because if the requirement is going to build three to six-story buildings with parking and office on top, we just don't want to spend the money to do it.

Here we see a very high-end development with nice area patio areas for people to have dinner, have a drink, you know, things such of that nature, that's what we see as -- as an alternate. Maybe even a drive-through. I know it's not in the ordinance, but portions of the property could be used -- used for that. They generate a lot of tax dollars. They satisfy a lot of the demands for the people of the city.

CHAIRMAN KISTNER: Okay. Thank you very much.

MR. HILTON: Thank you.

MR. SCHUH: Quick question.

MR. HILTON: Sure.

MR. SCHUH: Where you mentioned that the town center concept --

MR. HILTON: Uh-huh.

MR. SCHUH: -- has been tested, it's worked well in some places, not in others.

MR. HILTON: Uh-huh.

MR. SCHUH: Other than the tax -- the tax situation --

MR. HILTON: Right.

MR. SCHUH: -- that's being offered, could you

just share some of the situations where it's -- some of the factors where it has worked and where it hasn't, and what you think applies here in Creve Coeur that doesn't permit -- you know, what applies here that would be favorable to working and what -- what applies here that wouldn't be favorable.

MR. HILTON: So the ones -- and I'm trying to remember the name of the development that's in Kansas City that is more of a town center development.

MR. JAGGI: Zona Rosa?

MR. HILTON: Pardon?

MR. JAGGI: Zona Rosa?

MR. HILTON: No, there's -- maybe that's one, but there's another one.

MR. JAGGI: By the airport?

MR. HILTON: No, no, this one's --

MR. JAGGI: Leawood Town Center?

MR. HILTON: Leawood Town Center.

So Leawood Town Center is a great development. Huge success. Big rents. The difference is it was developed on raw land, so you're not starting, you know, with a center that, you know, has a lot of -- like our center, has a lot of value as it sits, so you can't just tear it down and assume you're starting at land value. You have to take into consideration what is there. That

development's coming from scratch.

It is had a -- the whole area was planned from the beginning, so there's lots of synergy, walking paths and, again, access to that center, which make it a success.

Unfortunately, because we're an older community, a lot of those avenues are not available to us.

You know, could you, if Monsanto were to move out to Chesterfield, which is the rumor, take that whole development and turn that into a beautiful large-scale walking, yes, it's on the edge of our city, but you, in essence, have a large tract of land, you can make -- you can do a lot of synergy, you know, create a lot of synergy with what's on there, that would work. Is that --

MR. SCHUH: No, I appreciate that.

MR. JAGGI: In terms of -- if I can ask a question.

In terms of demographics, it's been noted in the report that we have a strong daytime population of approximately 50,000 people during the day. That seems to be very different from even Kirkwood and definitely different than Wildwood.

MR. HILTON: Right.

MR. JAGGI: Where you mentioned there is some demographic and market differences to Creve Coeur, does

that change the dynamic for a development here, because you certainly have the income to support a lot of this type of development here.

You do have a fair amount of rooftops in the area, and, certainly, this one speaks to increasing the density, and offering more housing in our commercial districts.

Largely, most any commercial district, we would say yes to a housing project, if it made sense, and if it was the right type of housing development. That all contributes to rooftops and income.

So what's the difference between that and Wildwood and Kirkwood in terms of the market studies, based on your experience?

MR. HILTON: Well, the daytime population is what, you know, helps the restaurant. The reason our restaurants and restaurants in a lot of the centers is so successful is that what's important to restaurants is that you have a daytime and an evening population.

Because if you have just one, you think about it, it makes sense, you're only serving people at one time slot, so it's really hard to make money, significant money, if you're a restaurant operator.

So that is -- is a huge advantage. And that's why, you know, people are, you know, keep asking for

drive-through restaurants because people want food because that's what the daytime wants, and that's what some of the evening want.

I'm sorry, what was the second part of the question?

MR. JAGGI: No, I think it was just trying to compare other types of projects in other cities locally that -- or there's some differences and characteristics.

MR. HILTON: Yeah, another one is the Galleria. So that is currently under contract to be sold. The prior -- Prudential owns the current -- not the Galleria, but the --

MR. JAGGI: Boulevard.

MR. HILTON: Boulevard, across from the Galleria. So that's owned by Prudential.

And so, believe it or not, it has not performed like Prudential wanted it to do.

They have owned that land that is adjacent to The Boulevard for many, many years, and Pace Properties, for those who are familiar with that firm, a very well-respected development firm, owned it before selling it to Prudential.

No one could make it work, even with significant tax dollars. There is now a developer out of Chicago who has it under contract. He has a, what I believe to be a

grocery store chain that's going to anchor part of that, and he's going to give it a shot and try to make it work.

It hasn't worked. It didn't work in Wildwood Town -- this is my opinion, this is just opinion, not fact. It hasn't worked -- didn't work in Wildwood Town Center; it didn't work at The Boulevard because there's not enough synergies to create enough opportunity for people to have things to do.

So if there's, you know, if you look at The Boulevard, there's a handful of restaurants, there's a handful of, you know, retailers there that have come and gone, by the way. There's just not enough there for people to park in their garage, spend time walking around. It needs to be a much more of a large-scale development to make it -- make that work.

And I would say, you know, Wildwood hurts from that, from the fact it's not large-scale, and also from the fact it's really more -- there's not enough density in that area to support Wildwood Town Center.

MR. JAGGI: Thank you.

MR. MAGRUDER: I have a question.

MR. HILTON: Yes, sir.

MR. MAGRUDER: Comprehensive Plan, let's go back there.

MR. HILTON: Yes, sir.

MR. MAGRUDER: I'm not clear what changes you're recommending to the plan.

MR. HILTON: Well, I'm not recommending specific changes, other than I am really opposed to having buildings pushed up against the streets and having the garages -- you know, parking garages are very expensive to operate, very expensive to build, and, you know, and people want convenience, you know, I could keep you guys here all night.

But the most -- the highest rents that are achieved in a retail center are the ones where you have good visibility of the main street and good in and out access.

We have rents in our center that range from \$30 a foot, that fit those descriptions, to \$7 a foot, that meet those descriptions. So there's a huge, you know, difference between those.

So what I'm -- what I'm here to say is, please don't restrict us to the concept of pushing the buildings all the way to the street. And please keep this Comprehensive Plan a lot more general than it currently exists, so that we do have flexibility to propose something that is much more higher scale than -- than what is there today, and that is financially feasible to pull off, because, otherwise, we're going to be stuck,

unfortunately.

CHAIRMAN KISTNER: And when you say -- when you talk about build-to, are you speaking specifically to Olive and Ballas --

MR. HILTON: Uh-huh.

CHAIRMAN KISTNER: -- or any street?

MR. HILTON: Well, I --

CHAIRMAN KISTNER: In that district.

MR. HILTON: I -- you know, I'm specifically speaking about Olive and Ballas because of my center. But I would tell you that, and I think you're going to hear from others tonight, but pushing the buildings up against the street is just -- is not a good solution.

You know, you look at the Knolls development that Steve Knolls did where his Imo's Pizza is on Olive across from Mosley, you know, he struggles to maintain tenants, and there's some other reasons, there's, you know, it's not a great location, et cetera.

But you look at CityPlace, how it's set off on the road, and you look at the rents that are achieved on the CityPlace section where Creve Coeur Camera used to be, there's ones that have great visibility to Olive, parking in front, those are getting your highest rents out of any -- any of his retail there. Because retailers have options. They don't, you know, there's not as many

retailers today. If they don't like what they see, they'll go to the next community because they're not just looking, you know, their world is not just us, unfortunately, it's anywhere, so if they don't get what they want, they're not going to come here.

CHAIRMAN KISTNER: Thank you very much.

MR. HILTON: Thank you for your time.

MR. MAGRUDER: Appreciate it.

MR. ROVAK: Well, I was just going -- and maybe this is rhetorical, but I'll offer it anyway.

In your mind, is the difference between parking in front -- is it parking in front versus structured parking, or do you consider also parking in front versus parking in an interior? In other words, ringed by buildings facing and close to the streets, but adequate surface parking behind them --

MR. HILTON: So --

MR. ROVAK: -- rather than just structured parking, which we know how that is.

MR. HILTON: Right, so I'll cite another example of the -- so Town and Country Crossing, the Whole Foods. If you're familiar with that center at Clayton and 141 area.

So they have property -- they have the -- the center -- the retail on portions of that center that are

built up against Clayton Road.

So there has been constant turnover of tenants in that. And you might ask why. And there -- it creates challenge -- there's a couple things that are a problem. People want simplicity. People want, you know, in today's society, it's going to be quick and it has to be easy. And having to navigate around and -- and park in the middle and then walk around to the front of stores is not easy.

The other thing, it creates a lot of logistical issues with, and I know the city is big on this, with trash and deliveries.

There's a lot of little things that retailers don't like about having your building pushed up against the street because how do you -- think about, how do you get any significant deliveries. They're either going to the middle of that parking lot with all the cars or they're having to truck it around to the back of the sites. None of which are convenient. You know, where do you go with your trash? There's a lot of little nuances associated with doing that that -- that create problems.

MR. ROVAK: Thank you.

CHAIRMAN KISTNER: Thanks very much.

MR. HILTON: Thank you.

MR. TIMOTHY BREIHAN: All right. So if there

are no other comments on the Business District section, we'll move on to the West Olive and Large Commercial Property Recommendations.

So this section deals primarily, again, with the Mixed-Use Community Place Type. And the vision for West Olive is to create a visually distinctively and regionally recognized commercial corridor that improves walkable and bikeable access to retail and services business for the day-to-day use of Creve Coeur's residents and workers.

However, it's important to note, as articulated in the plan, that these -- that this geographical area of Olive and these recommendations are really designed to maintain very high levels of -- of vehicular access, because we see that even over the medium to longterm, these -- these areas will continue to be served primarily by people arriving by car.

Before we get into some of the recommendations, I did want to mention that there has been a -- a proposed revision that we've made since the -- the public hearing on October 20th, and that was based on some -- a specific comment that was received about the section along Cross Creek Drive, what is currently a multi-family residential development or condominiums.

You can see in the original plan, this -- this whole block here, which was developed as a -- as a

mixed-use plan or development was -- was included in the Mixed-Use Place Type.

However, there was some concern about the -- what implications that might have for future redevelopment of that multi-family residential area.

Upon reviewing it with -- with staff, it was deemed that -- that changing that area to the Suburban Multi-Family Residential District really would -- would still be keeping within the overall vision for the place type, particularly because there's no -- no sort of likely redevelopment potential for that area anyway.

And so we do want to offer that -- that change as a revision to the overall Community Place Types maps.

MR. JAGGI: Before we go on from that, Tim.

MR. TIMOTHY BREIHAN: Yeah.

MR. JAGGI: That -- that was a comment that was provided at the last meeting.

It was originally developed, like Tim said, as a Planned Development, so it had various use components that was the design of that development from the very beginning to have a retail on the frontage, office use in the middle of the site, then the lake and then the apartments. So it was a Planned Development with all those types of uses.

The Place Type map kind of mapped it all as a mixed-use area, which would suggest that any and all types

of commercial activity would be acceptable that far in off of Olive.

And so we did go back and look at that and thought, well, maybe that's not -- it's not really portraying an accurate picture.

MR. TIMOTHY BREIHAN: Right.

MR. JAGGI: And actually if this stays Suburban Multi-Family, that's a good transition between the commercial and residences single-family to date, so I just want to provide that context as to why we made the change and went back. It was a comment that was made as well, so kind of felt like this was the right thing to do.

MR. MAGRUDER: I drove through there, and it fits what you've done.

MR. JAGGI: The reason why we hadn't shown this mixed-use to begin with, cause it is a mixed-use development, that's what it is, but it makes sense to split out a little bit in this way as we have.

MR. TIMOTHY BREIHAN: Yeah.

So, again, in this -- in this area currently there are a variety of types of development on large properties.

And moving forward, you know, the vision for this, again, would be to provide somewhat more consistent orientation of buildings to Olive, and improving the

overall visual character of Olive Boulevard through landscaping and other -- other public realm improvements.

But, again, really maintaining high levels of -- of automobile access and parking while bringing in improved pedestrian access from Olive from public transit and -- and -- and to and from adjacent neighborhoods.

This area is longterm, as I said, I just wanted to reiterate again, envisioned to be a primarily auto-accessed type of commercial -- commercial area.

So in terms of the recommendations for West Olive along primary street frontages, the plan recommends to promote active and office ground floor uses and encourage uniform setbacks on neighboring lots to establish consistent location, orientation of building facade frontages to the primary streets.

Parking, would be recommended that it could be located in front of buildings, but parking, either behind buildings and/or in shared facilities would be encouraged.

However, with that being said, it is recommended that large areas of surface parking be broken up with outdoor public space amenities or landscaping to sort of prevent or discourage just large expanses of parking, and many of the developments incorporate those -- those types of features today.

Establishing a landscape and pedestrian zone

along Olive Boulevard and encourage or -- and -- sorry, discourage parking within the zone, so ensure that they are, again, similar to a consistent relationship with buildings to the street; encourage that there's also a consistent landscaping zone along Olive, which would -- which would include landscaping standards and other -- and other pedestrian amenities.

And then including public site amenities, including outdoor dining plazas, and other -- and other amenities within -- within these developments.

Along secondary street frontages, again, the idea would be that there would -- that uses would be much more flexible. Residential uses should also be allowed as ground floor uses. And along secondary streets, side lot and rear lot parking frontages would be -- would be permitted, as you sort of move from the main corridor to streets that are -- that are geared more towards access and connection to neighboring residential areas.

Again, the signage recommendations, which are largely in line with what we presented, and so the same comment about the specificity of that would pertain here.

And then in terms of lot development standards, establishing guidelines for pedestrian connectivity between parking facilities and buildings, establishing requirements for pedestrian facilities between the

buildings and the public sidewalk, promoting cross-access between adjacent sites to reduce curb cuts on primary streets, particularly Olive, and then allowing various sustainability in other development best practices, including pervious pavement, incentivizing low-voltage site lighting, encouraging energy efficient roofing materials, and counting green roofs as on-site stormwater detention, would all help to generally improve the performance of buildings within these large commercial developments.

So any questions on the West Olive recommendations?

CHAIRMAN KISTNER: One question about the encouraging the reflective white roofing --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- also the incentivizing low-voltage LED. Why would those be only here and not on other --

MR. TIMOTHY BREIHAN: So we do -- we do include those --

CHAIRMAN KISTNER: Actually not on the previous.

MR. TIMOTHY BREIHAN: So -- so just, and, again, this is one of the -- one of the issues of just the -- the trying to be brief in the presentation tonight, but those recommendations are consistent across all of the

Commercial Place Types as -- as outlined in the plan document, so on pages 76 and 77, in the Central Business District recommendations, we have those -- those recommendations for --

CHAIRMAN KISTNER: Right. You're right. Sorry.

MR. TIMOTHY BREIHAN: It's actually on page 77, lot developments standard. Likewise, in the East Olive Corridor.

But I wanted to highlight those here, mainly because these sites are so much larger, and they do tend to have larger building footprints.

But, no, those would be recommendations that would be consistent on -- on commercial developments.

CHAIRMAN KISTNER: Questions on this section before we ask the public on it?

Is there any comment from the public on this section?

Have you been sworn in?

MS. SCHABERG: I have been.

My name is Abby Schaberg, with Jenkins & Kling, P.C. with offices 150 North Meramec Avenue, Suite 400, St. Louis, Missouri 63105.

I just wanted to get up and say, thank you for carefully considering my comments from the last meeting.

I would like to add though to what Jason and the

consultant said about the Questover Subdivisions' residents feeling that Mixed-Use is inappropriate for that area, that, again -- I'm having trouble articulating -- the Westgate Apartments, I guess, is what they might be called. We don't think that a Mixed-Use designation for that parcel is appropriate.

So I just wanted to say, thank you for your time, consideration for that and staff's as well.

I wasn't planning on speaking about this, but I also do represent some commercial property owners in Creve Coeur. And I haven't seen the suggestion that no monument signs should be permitted between the facade and the primary or secondary street, so I haven't had very much time to speak with my clients about it, or give -- been able to give much thought to it. But I can guarantee that they wouldn't be happy to see something like that.

Those signs are extremely important for their tenants to gain visibility and attract customers.

And I would like to add on those on Mr. Rovak's comments that I think recommendations such as that are a little too specific for something as general as, you know, the future of the city for the next twenty years.

So I just wanted to get that on the record. And thank you for your time and consideration.

CHAIRMAN KISTNER: Thank you.

MR. MAGRUDER: Thank you.

CHAIRMAN KISTNER: Is there anyone else that wants to speak about this section of the plan -- draft plan?

MR. LUMLEY: I had a question.

I don't think those sign recommendations are in the West Olive section.

CHAIRMAN KISTNER: They're not.

MR. TIMOTHY BREIHAN: So --

MR. LUMLEY: On page 86, I don't see any of those. I don't know if that was just inadvertently carried over from the prior -- I mean they are in the prior --

MR. TIMOTHY BREIHAN: You know what, you're absolutely right. That -- that is a mistake in the presentation. I apologize for that.

MR. LUMLEY: Okay.

MR. TIMOTHY BREIHAN: The -- you're absolutely correct.

The signage recommendations on page 87 for the West Olive Corridor are -- are less restrictive based on the -- the larger character.

I apologize for that mistake in the presentation of any misrepresentation of that.

MR. JAGGI: Thank you. Cause I was getting

confused as well. Something's not adding up here.

CHAIRMAN KISTNER: Yeah.

MR. JAGGI: And, actually, the text, this slide, yeah, there's an error there.

Actually it says, you know, the use of a ground sign --

CHAIRMAN KISTNER: Right.

MR. JAGGI: -- on all developments shall be permitted.

CHAIRMAN KISTNER: Right.

MR. JAGGI: So, again, going back to, this is a different area of Olive, and it's -- it's got automobile orientation to it for more of a corridor that monument signs and things like that would be acceptable, so, as Tim indicated, sorry, we didn't catch that earlier.

MR. TIMOTHY BREIHAN: So if there's no -- no other comments, move on to the East Olive Corridor.

So this is -- this is clearly a challenging area and it has been for a long time.

And the vision statement for East Olive, which really is -- is a relatively short stretch of Olive, roughly between Mosley and Spoeede Road, sort of connecting the Central Business District to the new Plant Sciences District, is to create a walkable corridor destination, retail, boutiques, neighborhood services, small-scale

restaurants and attached townhomes and low density multi-family homes.

Development should encourage walkability between neighboring lots while accommodating car access and easy parking.

So one of the key challenges here, as has been articulated numerous times in the past, is the fact that these lots are small. They're shallow. And so, therefore, there's -- it's -- it's increasingly challenging to get developments of scale and accommodate the required parking within some of the lot constraints. And that's a condition that has been exacerbated over time as more restrictive parking regulations and landscape requirements, which, of course, are not bad things, but -- but they do have unintended consequences.

So the overall goal with the East Olive Corridor recommendation is to sort of better calibrate and coordinate development standards for these lots in a way that maximizes the impact of parking and landscape recommendations while at the same time sort of maximizing the buildable area of the site.

Some -- some vision character images that have come up through the public engagement process for these would include some retail developments along -- along Clayton Road and Ladue, which are, you know, typically

have a very high -- high quality of architectural design and detail. They have a consistent sort of second tier pedestrian zone that's set back from the street, and they offer some parking in front with additional parking either on the side or in the back. And these types of developments also tend to provide good access to adjacent residential areas from walkability standpoints that people can live nearby can easily walk and access these developments.

Also looking at townhome developments and other non-commercial uses to create a Mixed-Use corridor along East Olive.

And I'm going to go through the recommendations and then show some examples of how this might work, some visual examples.

But in terms of primary street frontages, again, we would recommend that there be no -- no limitation on ground floor uses within this corridor, but that there -- that we would encourage uniform setbacks on neighboring lots, so that there is a consistent location of the primary building facade along the primary street.

We believe that some parking should be located or could be located in front of buildings, but the majority of parking should be located behind or on sides of buildings and shared facilities. And when parking is

located in front of a building, that there be, again, a consistent zone of pedestrian amenities, including the sidewalk, landscaping, trees and pedestrian lighting that should be provided along the front facade of the building to create kind of a second tier private sidewalk, so that it's easy to walk from storefront to storefront, and in fact, even lot to lot, to access these parks or the park ones have easy pedestrian access. And this is one of -- this characteristics of many of the example developments that the community brought up as we were looking at this.

And then, again, in terms of secondary street frontages, allowing a greater flexibility with the understanding that many of the service aspects of the site, including sidewalk parking, and that would be -- could be accessed from the secondary streets.

East Olive, because it is lower density and because the buildings would be located more -- more consistently to the street, we would envision having more restrictive signage recommendations along here, including a greater restriction on ground signs, and a -- and a -- and a preference towards building signs.

And, again, we will -- we will look at the way in which those recommendations are worded to ensure that they're not too specific.

And in terms of lot development standards,

again, establishing requirements for pedestrian facilities between buildings, establishing requirements for cross-lot facilities to ensure that there is walkable access between lots, establishing guidelines for pedestrian connectivity from parking facilities and buildings, promoting cross-lot access to minimize curb cuts on Olive, and then establishing standards for buffers between neighboring commercial districts and adjacent residential district lots. Make sure that their negative impacts are mitigated or minimized to the extent possible.

So the -- now, this -- this is just a sort of one possible example of how these things could -- could begin to be developed, so this is the existing conditions of some example lots at Olive Boulevard and Mary Meadows Lane as they exist today.

I mean, as you can see, there is inconsistency in terms of where parking is located, where buildings are located. You have some -- some consistent facade alignments, but -- but very little pedestrian connectivity provided between lots. Parking is located, some cases, in front of buildings, some cases it's split between front and back, sometimes it's primarily in front.

So these recommendations, for example, would -- would seek to establish a consistent setback line along Olive, so that you have consistent alignment of facades

from neighboring lots. And also to set consistent side setback lines, as well as residential buffers between the commercial lots and existing residential areas.

And then in terms of the building development, again, within that -- within that setback, there would be a variety of ways in which parking and other site amenities could be handled, but the key is that we would want to establish a consistent pedestrian zone along -- along the front.

In this particular illustration, the buildings are located fairly close to Olive, allowing for either a double-loaded parking lot or sort of a secondary street with parallel parking and some outdoor site amenities in front of buildings. But that setback could -- could vary.

The -- the key really is to ensure that we have some consistent -- sort of that consistent second tier of walkability along those buildings, and to ensure that -- that from lot to lot that second tier of walkable zone connects, so that it's easy for -- for people patronizing these businesses to be able to walk from -- from building to building and lot to lot.

So, again, any questions on -- questions or comments on East Olive Corridor recommendations?

MR. CARNEY: I have one question.

The lot sizes on those lots, there's quite a bit

of variance --

MR. TIMOTHY BREIHAN: Yes.

MR. CARNEY: -- how deep they are.

So if you have a fairly small lot, you may not have room for a sidewalk, parking in the front and parking in the back and a buffer for residential.

MR. TIMOTHY BREIHAN: Correct.

MR. CARNEY: Have we looked at taking that back a set certain amount of feet, so that that next adjacent lot could be used for commercial property owners interested in that?

MR. TIMOTHY BREIHAN: Right. So -- so, again, some of the dimensional specifics are kind of beyond the scope of the Comprehensive Plan and would need to be considered when developing a future zoning code updates or revisions.

But you're absolutely right. The idea would be to, looking at a variety of lot configurations, and, again, it's not to say that there has to be a -- a rigid, you know, 60-foot or 50-foot or 80-foot, whatever the case may be, setback. But that -- that with -- with adjacent lots, you try to maximize the degree to which the building facades are aligning along Olive to be able to maximize that pedestrian zone.

And -- and I think, as, you know, there -- there

are many lots that would, you know, support kind of a fairly standard dimensional relationship where it would need to be adjusted based on specific lot condition, but the principle is really to kind of maintain that pedestrian zone and maintain that line.

MR. CARNEY: The other question is, do you perceive the businesses sharing that parking, or would each, you know, each person just get their little spot?

I mean it seems to me it would almost work better if we had a rear parking lot that it was more of a public parking.

MR. TIMOTHY BREIHAN: Right. And -- and that's -- that is one of the -- one of the intended benefits of -- of a -- of these recommendations, is that there would be a greater opportunity for shared parking, and that would be promoted through the setback requirements, but also through promoting cross-lot access. So that -- so that each parcel is not required to have a curb cut and a parking lot that only serves its building.

And -- and that gets back to one of the -- the major issues that we heard from a lot of commercial property owners along this section of Olive, which is that parking requirements, which have gotten more restrictive in terms of number of spaces required and landscaping requirements and other things, have reduced the buildable

areas of these lots.

So there's a -- there is a condition where it's not financially feasible for someone to teardown and rebuild a development because it would have to be built smaller than what's currently allowed.

We -- we understand that that's an issue, and so -- but by the same token, we also understand that -- that there needs to be some consistency in terms of visual character and also the accessibility.

So this system is designed to -- to help address both of those issues simultaneously.

MR. MAGRUDER: Your example was on the south side --

MR. TIMOTHY BREIHAN: Yes.

MR. MAGRUDER: -- and the north side of the lots are even more narrow, and be difficult for -- so what you're suggesting, I think, is that you have a consistent distance from the street to any buildings you put in, even on the north side?

MR. TIMOTHY BREIHAN: Yes. And, again, it's not to say that there -- that there can't be adjustment to that based on particular lot condition.

Likewise, some of the permitted, and actually encouraged uses along the section, would be for -- for small scale office development and for attached

residential buildings and things like that, which would have less -- less restrictive parking, or could have less restrictive parking requirements.

So perhaps some of those uses would be suited for certain lots and -- and larger lots would be more suitable for commercial development.

CHAIRMAN KISTNER: One of the --

MR. MAGRUDER: One of the issues on the north side is that the boundary of Creve Coeur is narrow, but there are properties behind that that could be purchased and how would we -- then what we have here wouldn't be consistent with a property that was expanding in size because somebody purchased in St. Louis County.

MR. TIMOTHY BREIHAN: Right. And that -- that gets to a broader issue of some annexation potential, which we will talk about in a little bit.

But you're absolutely correct, that is a -- that is a problem that's been mentioned, and even in the absence of annexation, you know, clearly there -- there are challenges in terms of if you're purchasing, consolidating into a property that --

MR. MAGRUDER: Uh-huh.

MR. TIMOTHY BREIHAN: -- falls outside the property.

MR. MAGRUDER: So then the plan doesn't --

suddenly doesn't fit that piece of property?

MR. TIMOTHY BREIHAN: Potentially.

MR. MAGRUDER: Thank you.

MR. JAGGI: Mr. Magruder's kind of given an example, and it's unfortunate that we don't have an aerial that we can point to tonight, but an example of maybe of what we're talking about, Noodles & Company, that that center with Froyo, I think that's a pretty good -- pretty good example of what's built, that -- it's very consistent with what we're talking about here, East Olive corridors that we have.

We do have parking allowed in the front. We gotten a lot of feedback from some of the business -- business members and property owners in that area in terms of the retail environment.

I think that works as a pretty good model. You've got -- you've got two separate buildings, but you've got shared parking. You've got pretty decent connections to these buildings. You've some green space in front along Olive.

So that particular development, I think, fits pretty well with what we're talking about.

And then as you move further west, you've got the Walgreens, which is a newer development. But there's -- there's a fair amount of consistency there with

the building placement and with the parking locations, so forth, and it all seems to work pretty good, with the exception, I would say, that those sites are probably over parked.

So we don't want to -- and that's one of the other comments that we've gotten, is that, you know, when you throw into the mix all of the city's zoning requirements right now with development, especially on Olive, East Olive, something has to give.

So if we have -- if we have these great deep buffers from residential areas, and then we want some of the -- the nice landscaping along Olive, we want all this stuff, right, which we do, well, we don't have the room to accommodate all that.

So it's either a situation where you're going to force, you know, you have to acquire residential property, which in some cases, to your point, may be doable if a buyer is willing -- or a property owner is willing to sell, but in other cases, it would be off the table.

That's a -- that's an example, I think, Tim, that's kind of what we're talking about in terms of -- of buildable area and whatnot.

In terms of single-lot development, I would point you to the Goddard School on the south side as a single-lot development that works pretty well. It's got

nice landscaping on the front. It's got some parking along the frontage as well, and then a lot of it's off to side.

So it's just trying to bring about a consistent character to that part of Olive, but recognizing that there are a lot of development challenges to deal with over there.

And then also allowing some -- some different types of residential that may work in that area in the form of attached townhomes or something that would also be very appropriate for that part of the corridor.

What our plan says now in 2002, it calls for, you know, accepting that there's residential properties there that have commercial uses in them, and that's actually a strategy to do that.

This plan, you know, allows that. Wouldn't necessarily say that can't continue, but in terms of a strategy, that's almost like an interim strategy for those properties. There's a better calling for them down the road.

And so our plan doesn't speak to that as a recommended strategy, that that be our goal.

MR. MAGRUDER: I agree.

MS. SILVERMAN: I think that what you spoke to in terms of that pedestrian zone is really critical on

East Olive.

I know especially when we refer back to last meeting talking about needing to make sure that we're encouraging young people to move in to Creve Coeur, especially because of the kind of the proximity to the Plant Sciences District that we're talking about, and while we can certainly develop, you know, condos and apartments there, this will be the housing that we're looking at.

And knowing that that's what people want. I mean one of the biggest I hear from my peers in terms of moving into Creve Coeur is that feeling of landlocked.

Even if there are things that could be walked to, it doesn't feel like particularly want to.

And I think some of the images I looked at, or the examples in terms of looking at them, the Market at McKnight, I don't know that we've got the depth anywhere along East Olive to make something like that happen. But I think more of, you know, if you think about Maryland and Ladue where kind of what they did where that Wild Oats --

MR. JAGGI: Uh-huh.

MS. SILVERMAN: -- was, there's -- there's a minimal amount of kind of landscaping, but it's still very attractive with the -- with the lot and that pedestrian zone.

MR. JAGGI: You're referring to the Ladue Marketplace, that development?

MS. SILVERMAN: Yes.

MR. JAGGI: Okay. Yeah, that is a good example. Yeah.

MS. SILVERMAN: I mean I --

MR. JAGGI: Uh-huh.

MS. SILVERMAN: -- think something like that could really work along there.

You've got the Marketplace on Clayton Road across the street, what's happening there, I think that's a great example of taking these 1950s old strip malls and the way that they've been redone to really work for -- for today.

CHAIRMAN KISTNER: Mr. Rovak.

MR. ROVAK: Yeah.

Actually, what I've got to say is -- longterm, is unimportant.

I'm very much in favor of what you've said about the green roofs and counting them. And I would encourage that.

I only want to put my comment on record, so I wouldn't later contact staff and it appear to be an off-record or a back channel or something, so that's why I'll make this very picky comment.

Count green roofs as on-site stormwater detention. And there's some very technical distinctions that have to be made, certain types of on-site detention for, basically, flood control versus detention that serves water quality, they address different requirements.

So I only want to -- I only want to put that on record. It doesn't -- I don't think anybody really would be concerned about it. And I'm in agreement with what you want to do here.

Just want to make that distinction so, again, that I can say that on record and not worry that I'm trying to make a back channel communication at some other point.

Thank you.

MR. TIMOTHY BREIHAN: Okay. Thank you.

CHAIRMAN KISTNER: According to the recommendation about establish a landscape pedestrian zone along Olive Boulevard and discourage parking within the zone.

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: I just want to bring that up in reference to the current plan's green line park, because that was a -- was a very difficult recommendation in the previous plan that sounded good on paper, but just did not work, again, the narrow lots that we're talking

about.

And so this is not very specific, so I'm not exactly sure, you know, what that might be, but when you put that on top of the recommendation for the -- the consistent -- the landscaped pedestrian zone up alongside the building, it gets to the comment that we were -- what we were just discussing, that you can't have everything on these --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- narrow lots, so I just want to kind of put that caution in there.

MR. TIMOTHY BREIHAN: Sure.

CHAIRMAN KISTNER: And that one particular reminded me very much of the green line --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- park that just, you know, never was feasible, so I want to be clear.

MS. SILVERMAN: I would agree, and I think when we're looking at other examples that -- that work on these narrow lots and other municipalities locally, you kind of have a very narrow landscape and then parking and then it's a clear pedestrian zone that's not necessarily landscaped, but it's nicely done and wide enough to make it --

CHAIRMAN KISTNER: Planters or something.

MS. SILVERMAN: Or something.

I think the idea that you're going to have this whole -- that whole idea is not going to work out, you know, I think you're going to see -- continue to see less redevelopment as we have been.

MR. JAGGI: I think the intent here, and correct me if I'm wrong, Tim, but I think the intent here is to have landscaped frontages, not to the full extent of a green line park.

It would -- it's just really to have landscaped frontages along Olive that would include a public sidewalk, because I believe, by law, you're supposed to have one of those.

So if we're trying to look at this concept with a -- with a secondary -- second tier sidewalk, I believe, you know, that's -- we're talking about a frontage and activated space in front of a building, that's a little bit separate from the parking areas, you know, where you can have amenities and so forth. That's not the same as a public sidewalk along a street frontage, so that's why we spoke to it that way. But I don't think it would be anything, at least not what we're talking about and what's been presented over the last several months, would be anywhere near the level of some green line park that's in our current plan.

CHAIRMAN KISTNER: Well, it's just the words "discourage parking within this zone" --

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: -- leads me to think that it's bigger than just a sidewalk --

MR. JAGGI: Okay.

CHAIRMAN KISTNER: -- with a landscape so.

MR. JAGGI: Well, we don't want this to be defined, this landscape frontage.

And I would agree with Ms. Silverman, that it doesn't need to be a very deep frontage necessarily, because then -- then we're back in the same situation where now we don't have room for things. But some type of frontage along -- along Olive, I think is -- otherwise we're going to have parking right up against the street, and, you know, that's very unpleasant to look at so.

MS. SILVERMAN: Some of the sidewalk is trees and planters.

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: So how does that -- the recommendation about establishing the landscape pedestrian zone along Olive discouraging parking with it, and then the next one, develop consistent landscaping standards along Olive.

MR. JAGGI: Uh-huh.

CHAIRMAN KISTNER: Because that one, to me, speaks to more what would fit here. That there would be consistent landscaping standards, streetlights, street trees, lighting, pedestrian amenities. I don't know what that one -- that first one actually means that suggests something closer to that green line park --

MR. JAGGI: Okay.

CHAIRMAN KISTNER: -- that didn't really work so.

MR. TIMOTHY BREIHAN: So I think the -- just -- and I don't mean to interrupt, but the intent for that would be, and it's also important to note that between the different districts or the different sections of Olive, that the dimension of that could certainly change.

So when you're in the West Olive Corridor where the lots are much larger, and you're dealing with parking lots that are typically going to be in front of the buildings, the desire would be that you would have a wider landscaped zone.

Whereas, in the East Olive Corridor, as has been mentioned by -- by several folks tonight, you know, it could just be a fairly narrow tree lawn or, you know, planting bed with a sidewalk behind it.

But that the landscape zone sort of speaks to the dimensional zone. And the landscape standards

would -- would -- would speak to the -- kind of the qualitative -- qualitative standards for what goes in that in terms of the trees, the lighting, pedestrian amenities, street furniture, things like that.

CHAIRMAN KISTNER: I think I understand that, but I would just maybe suggest you take a look at --

MR. TIMOTHY BREIHAN: Sure. Sure.

CHAIRMAN KISTNER: -- specifically for East Olive where it is --

MR. TIMOTHY BREIHAN: Change the language, yeah.

CHAIRMAN KISTNER: -- where it is very narrow and just, you know, look at the requirements, and make sure that we're not --

MR. TIMOTHY BREIHAN: Yeah, and I think -- I mean my sense would be that given the -- given the fact that there are the existing dimensional limitations of the lot, that we could potentially be more specific in this -- in this one, and just specifically mention that it's -- that it's a planting strip of the sidewalk or something like that, as opposed to this more general description of the zone, which -- which I -- I can -- I can see the -- the potential for confusion about how that would suggest something more than just kind of the street -- the street -- public street, right.

CHAIRMAN KISTNER: Thank you.

And you're going to -- somewhere on these signage recommendations --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- primary and secondary streets --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- it's going to be taken out?

I'm losing track.

Do we have public comment on this section?

All right. So I --

MR. JAFFE: I haven't been sworn in yet, cause I wasn't going to speak.

(Mr. Martin Jaffe sworn in by the court reporter.)

MR. JAFFE: My name is Martin Jaffe, and I live at 12173 Winrock.

I only have a couple comments.

I just heard in the presentation just before this about shared parking. I don't know very much about commercial zoning and commercial developments because I'm primarily a residential builder and developer.

But we happen to own many apartments, which we share parking lots, and we've had these for over twenty years, and all the plans in the beginning are really

great. Everybody agrees to do everything. The lawyers draw up the documents. It's all agreed upon how everything's going to be paid for, and it usually works out for a short time. Then all of a sudden you get somebody who says, no, I'm not going to pay. No, I'm not going to pay. So you end up with a lot of lawsuits and a lot of problems.

So my experience in shared parking has really been disastrous over the years. It's cost us a lot of money and a lot of problems with our tenants.

The other thing I want to say is, I don't know that I have a lot of opinions about what's been said about these various areas, but I just hope that the Planning Commission takes into consideration that this plan, this Comprehensive Plan, is going to be a guideline for a long time.

And I don't think any of us are smart enough to know what the next five years are going to be, much less next couple of years, so I hope we leave a lot flexibility for the developers with good guidelines for them, but let them be the -- the ones who bring the plan to you and don't tie their hands too badly.

Thank you.

CHAIRMAN KISTNER: Thank you.

MS. SILVERMAN: Thank you.

MR. STERN: I'm Tom Stern, 233 Brookdale Court.
I'm a 32-year resident of Creve Coeur.

CHAIRMAN KISTNER: Were you sworn in before?

MR. STERN: Yes.

CHAIRMAN KISTNER: Okay.

MR. STERN: As with Paul Hilton, I'm a 50-year commercial real estate broker with Gershman Commercial Real Estate. Our firm manages approximately 200,000 square feet of office and retail properties in the City of Creve Coeur.

We've reviewed the proposed plan and participated in the planning process.

The number one priority under community issues and priorities is business preservation and maintaining a strong economic base. Twenty percent of the city's land produces 67 percent of the revenue.

And it's our belief that what's entailed in the Comprehensive Plan, at this point, will not help in maintaining that, but rather take the amount of revenue that the city will generate from its business properties and increase the burden on residences.

There's a great opportunity to improve things, particularly along East Olive, and has been mentioned here, we're dealing with lots that are shallow and properties that were built.

I'd like to speak specifically about a property that we manage on the southwest corner of Olive and Graeser. It's an 8,000 square foot shopping center that was built in 1963. And as was the case with Creve Coeur Plaza, which was seeing construction started in the '60s, over the past sixty years, we've seen a lot of changes in the Planning and Zoning ordinances of the city.

Our concern is that there's nothing in the plan, and there was nothing in the plan from 2002 and 2006 that would allow a property opener to redevelop their property and have it being financially viable.

We've asked an architect that we work with to design a building for us on that site that would meet the current requirements, and I have here copies for you.

This is a site of just over 1 acre. The current improvements are an 8,000 square foot strip shopping center.

As you can see from -- from this drawing, in order to comply with the current zoning, we'd have to replace that building with a new building of 7,200 square feet. And there's a note that the architect is concerned that even with that size building, they might have difficulty complying with the green space requirement of 37 percent.

So there's no incentive in the Comprehensive

Plan or in anything that has been talked about that would encourage property owners to redo their properties with new development.

If you can't replicate the kind of income that you're getting, even given the fact that it would be extensive additional investment that would be required.

So we'd certainly like to see something in the plan that would at least allow property owners to replicate the size of buildings that they have now, or even to expand them as an incentive to be able to redevelop those properties.

As was mentioned, the situation exists that these lots are quite narrow, and abut residential properties, particularly on the south side.

Many of those residences were built after the commercial properties were developed. But redevelopment will be impacted by those residences and the required setbacks. No problem with that, but that should be taken into account when you require parking, when you require landscaping, when you look at water detention.

We have great concerns with regard to the build-to street requirement. Paul mentioned a number of the concerns and a number of the areas that have had issues with that.

One that wasn't mentioned was the fact that

those stores are required to have two front doors; one on the street for pedestrians, and one for those who would use the parking lot, if it were to be located in the rear.

It causes tremendous problems as far as store layout, as where to put storage, bathrooms. There's security issues when you have two front doors. It really is not something that we would recommend.

Lastly, I'd like to call your attention to the retail marketplace as it exists today.

Jason talked about retail being Trader Joe's. That's a grocery store. I don't consider that retail in the terms of a shoe store, a men's clothing shop, a dress shop.

We manage the Westgate Centre, which is in the West Olive Corridor. When that center was built there were ten retail tenants. Today there are two.

We do a lot of property management in the City of Clayton. Clayton has, for the last thirty years, Jason, required retail on the first floor of any new development, and if you go through and look at the new buildings, you'll see lots of restaurants, you'll see financial institutions, but you will not see any soft good retailers. You'll see some -- some jewelry stores.

But our retail environment today is big box retailers and the internet. So the small retailer is not

a target market for East Olive, for the development or redevelopment of our properties. And the city needs to take that into account and the plan needs to be flexible enough to allow that.

CHAIRMAN KISTNER: What would you -- what kind of tenant would you see on your property if you had the flexibility that you're looking for?

MR. STERN: Well, as I say, we're not necessarily seeing retail tenants. You are seeing restaurants. You seen a restaurant -- there -- there was discussion had of the property to the east of Walgreens, and the fact that there's parking in the rear and there's shared parking. Those two buildings were developed by the same developer, by the way. But you've had a national restaurant chain that's gone out, followed by Bandanna's, who went out, and you now have a urgent care sitting there.

So it's service kinds of uses that are going to be there. There are going to be restaurants, medical users, Edward Jones, State Farm, financial institutions, but the dress shop and the men's clothing store really don't exist except in rare instances.

CHAIRMAN KISTNER: So the tenants you would want to redevelop for are the services?

MR. STERN: They would necessarily have to be

unless the City sees fit to open zoning to things like restaurants that provide drive-throughs and whatnot, which, as Paul alluded to, is something that a great number of our daytime population would like.

CHAIRMAN KISTNER: Okay. Any questions for Mr. Stern?

Thank you very much.

MR. STERN: Thank you.

MS. SILVERMAN: A quick question.

Would there be -- I mean I know that, you know, if I think about in Clayton where you're talking about there's also a fair number of retailers that are marketing specialty things; dogs, kids, things that apply to the residents around the area.

MR. STERN: I think you'd find that the exception rather than the rule.

If you go down Forsyth Boulevard, you will not find many retailers. You'll see Lola & Penelope's, who caters to pets; you'll see some jewelry stores, a shoemaker.

MS. SILVERMAN: Right, you see Urban Sprouts and there's another toy store and --

MR. STERN: Well, now you're talking about Maryland, and that's a rule then to itself. That one block.

MS. SILVERMAN: Right, but I mean it's within the same area.

MR. STERN: Okay. I --

MS. SILVERMAN: I just -- I think that -- I do think that there is a market for those residents for things like that. But I wouldn't want that to be kind of x'd out of our entire plan.

MR. STERN: We would certainly embrace any retailer that wanted to be a tenant.

I'm just reflecting on what our experience has been over the last number of years. And if you look at the population of any of the properties along Olive, you're not going to see a lot of retail tenants.

I would like to make one other comment. And, Tim, if you could show the Olive and Mary Meadows.

The parking in the rear on the property on the west end side is the Masonic Lodge. So their use is totally different than the other tenants, who are retail or service in nature and whose parking is in the front. So parking in the rear is not for everyone. It can work for specialized kinds of uses.

I do have copies of my remarks, which I'll leave.

Thank you.

MR. JAGGI: Just a point of clarification.

I do want to mention that this -- this plan does not -- does not prohibit parking along the frontage. That's not what's being contemplated in this part of the city. In other areas of the city, yes, that would -- that would be counter to the goals. But in this area, it's recognized that there -- there is a value and it's fitting to have some parking in the front or side or even perhaps the rear. But I don't think it's -- it's demanded that it be in the rear only.

So I just wanted to make that point. That was some feedback that we did receive earlier on, that that was just going a little bit too far for this part of town, and we recognize that.

But the point of having some consistency with where we're going to put parking, where we're going to put our buildings and so forth, that is what we're trying to get after here.

And shared parking, just a comment on that. That can be very difficult to do. Property owners have to encumber those rights upon both properties, and that doesn't always happen, and we haven't been very successful in forcing that to happen. But when it does happen, it can work pretty well.

But, nonetheless, cross-access between properties does seem to be fairly easy to -- to get and

that accomplishes, basically, the same type of thing because if you park in one spot and you go to the next, it's achieving the same thing, it's just an ownership issue, so I just wanted to comment on that too.

MR. SCHUH: And just so it's clear on the record, I know that at one point there was a reference to public parking. There's no contemplation of the city --

MR. JAGGI: No, I wouldn't -- I wouldn't envision public parking to be a demand or a good fit in this part of town, right, I would agree with that.

MR. SCHUH: Okay.

MR. TIMOTHY BREIHAN: Great. Thank you.

So now we'll move along to the Plant Sciences and Innovation District recommendations.

So the Plant Sciences and Innovation District was an area that was -- it was a New Place Type. It was added somewhat late in the process, but prior to the June 6th public meeting.

And the purpose of this was really to provide a specific place type to support the outcomes of the -- of the Plant Sciences Master Plan that's currently being conducted for -- for this area.

The vision is to create a sustainable hub for cutting-edge research jobs, communities and amenities that encourages innovation, collaboration and entrepreneurship

in a vibrant, mixed-use environment. And the recommendations are designed to support that vision.

And -- and I'll touch upon a few of these, but, again, the major takeaway for this -- for the recommendations of this place type are to ensure that certain -- certain best practices for site sustainability and -- and other -- other development characteristics that are priorities of the City of Creve Coeur and Creve Coeur residents are met in the future implementation of the Plant Sciences District Master Plan.

So this -- these recommendations are, again, designed to -- to allow for that plan to be -- to be adopted and implemented over time while ensuring that certain development characteristics are met.

Those would include, again, a variety of -- of in a mix of uses, ensuring a walkable vibrant environment with -- with centralized parking, shared parking facilities, variety of lot development standards that touch on different areas of building performance and sustainability, as have already been discussed.

But, again, one of the -- one of the key characteristics of this district to keep in mind is that improvements to this area over time, development of this area over time, will largely be -- be implemented as large-scale development projects by a single developer or

a small group of developers that specialize in life science -- life science districts.

So these recommendations are, again, a way of incorporating those -- those basic principles of that Plant Sciences Master Plan into the Comprehensive Plan update and allow for the adoption of that.

So are there any -- any questions or comments on -- on this piece?

Okay.

Should we go ahead and move on to the --

(Chairman Kistner left the room.)

MR. LUMLEY: Gene, you're in charge.

MR. CARNEY: I'd just like to make one --

MR. TIMOTHY BREIHAN: Yeah.

MR. CARNEY: I've been to some of the Plant Science Center presentations, and they are really not specific about what they want to do with that --

MR. TIMOTHY BREIHAN: Yes.

MR. CARNEY: -- so I assume what they're doing is going to be the big determinant on what happens in that area?

MR. TIMOTHY BREIHAN: Yes. Yeah, absolutely.

And, again, this -- you know, this plan was, obviously, being developed concurrently with their planning process.

We -- this plan is designed to take some of their -- their key principles, establish a district for that master plan in which that master plan can be developed, and set some -- some standards for lot development priorities that are -- that are key priorities of the city and the city's residents, but it's not to be prescriptive about what their specific development is going to be doing, simply because it's been developed through a -- an intensive and detailed planning process for that area specifically.

MR. ROVAK: Questions?

Public comment.

The Chair is back.

(Chairman Kistner is back in the room.)

CHAIRMAN KISTNER: Thank you.

MR. ROVAK: No.

CHAIRMAN KISTNER: I don't know where we are.

MR. ROVAK: We were ready for public comment on the Life Sciences -- Plant Science Innovation Center.

CHAIRMAN KISTNER: Do we have anybody who wants to speak to that?

(Ms. Campbell is speaking from the audience, but inaudible.)

CHAIRMAN KISTNER: Well, I'm sorry, if you want to speak, you'll have to come up to the --

MS. CAMPBELL: Oh, that's okay.

MR. TIMOTHY BREIHAN: Okay. So moving to the next --

CHAIRMAN KISTNER: Well, so before we move on --

MR. TIMOTHY BREIHAN: Yeah.

CHAIRMAN KISTNER: -- I think it's a good time to do one of two things, either take a short break, or talk about how far we're going to get tonight, and whether we might want to choose to break here and continue at a future meeting.

MR. JAGGI: We still actually -- we have a fair amount still to cover.

CHAIRMAN KISTNER: I -- I thought so.

MR. JAGGI: I think we can get through it tonight, but it's nine o'clock.

The other challenge before us is the next meeting on the 21st, we do have a fair amount of applications on that meeting, which were not expected, so we may be looking at a situation where we may have to go into the first meeting in December, just to get through all of it, but I'm okay with that.

I think Tim is probably fine with that as well.

But it's really up to the Commission whether you want to try to just get through the rest of it tonight.

CHAIRMAN KISTNER: I don't want to start putting

less attention --

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: -- and energy into it because it's getting late.

I would rather extend it to another meeting and -- and be fresh as we go through.

MR. JAGGI: I think that's a good idea.

CHAIRMAN KISTNER: This is the meat of it. This is --

MR. JAGGI: I think what we can do, Tim, and let me know what you think, I think we can kind of pick up the rest of this on the 21st, and seek to cover the rest of that.

The last Chapter 5, which is kind of the implementation, I think we could probably get through that fairly quickly, and whether we can do it at the next meeting, I'm not quite sure, because we do have four applications in front of us. But if that has to carry over to one more meeting before we wrap everything up, I don't think that's a large issue --

MR. TIMOTHY BREIHAN: So just to --

MR. JAGGI: -- at all.

MR. TIMOTHY BREIHAN: So just to let you know what content we still need to go through.

We have the recommendations for Lindbergh

Boulevard, which I think will -- will bear some discussion.

We have the Campus and Institutional Districts, which will be little more straightforward.

And then we have the Citywide Systems, which comprises the parks or recreation, open space recommendations, the bike and ped recommendations, streets and public art.

And then that will -- that will conclude Chapter 4.

So I would -- I would venture to say that it's probably another thirty to forty minutes of content with -- including public comment, you know, what we would sort of anticipate.

As Jason was mentioning, for the -- for Chapter 5, what we really want to do is sort of touch on the -- the key implementation principles, and then talk about the early action items.

That chapter also contains sort of a detailed prioritization of all of the key recommendations, which I don't feel is probably necessary to go through, but the early action items and those identified items are important.

I would -- I would image that that's probably another ten to fifteen minutes of time. So I think that

we could -- we could probably present and get public comment on the balance of the document in about forty-five minutes, which, depending on the agenda at the meeting on the 21st, might be possible to get through all of.

MR. JAGGI: I think it would be possible. I'm just concerned with the items that are on the next agenda.

MR. TIMOTHY BREIHAN: Sure.

MR. JAGGI: So I think, realistically, I think we can get through the rest of this chapter next -- on the 21st. That would probably be about it.

CHAIRMAN KISTNER: And then pick up the implementation plan in December.

MR. JAGGI: Along with the applications we'll have.

Yeah, and then pick up Chapter 5, any remaining items, what have you, and then we could possibly, if the Commission is comfortable and direct staff to do so, we'd prepare a draft resolution toward accomplishment. We can do all that first meeting of December, which is December 5th, I believe, so.

CHAIRMAN KISTNER: Is everyone in agreement with that.

MR. MAGRUDER: Yes.

I have a question.

If we have concerns over something that was

presented tonight, but we haven't talked about this chapter amongst ourselves, you know, at this level, when do we do that?

CHAIRMAN KISTNER: Well, I thought we were doing it sort of as we were going through.

MR. MAGRUDER: Okay.

CHAIRMAN KISTNER: But we're also going to have a time, you know, as the whole report comes back --

MR. MAGRUDER: Okay.

CHAIRMAN KISTNER: -- to pick up any outstanding concerns.

MR. MAGRUDER: Okay.

MR. SCHUH: Just -- just one quick thing on the last meeting. Would that require any sort of public notice for the last --

MR. JAGGI: We've already done a public notice, and these are formal public hearings, so we're covered with that.

We might be able -- we could continue the public hearing to the 5th, and that would be very appropriate to do, I think, and close the public hearing when we're ready for adoption.

Mr. Lumley, I don't know if you have any other thoughts, but that maybe be the best way to go.

But, you know, I don't think any of us are here

to rush this thing through. I mean if it's taking a little bit more time like it has tonight, then that's what happens, so. I think we're moving along at a good clip and a good pace. And I don't think there's going to be --

CHAIRMAN KISTNER: And we're taking time.

MR. JAGGI: And we're taking the time, yeah, and I think when you reflect a little bit, and I've heard some comments tonight that Tim and I will go back and kind of tweak some things a little bit to clarify some of the content, and then we can talk about that on the 21st.

But I do think we need to plan that we're going to be going beyond the 21st.

CHAIRMAN KISTNER: Okay.

All right. Then let's see, we have to have a motion to continue this -- or do we -- we have a motion to continue the public hearing?

MR. ROVAK: So moved.

CHAIRMAN KISTNER: Okay. Mr. Rovak.

And a second from --

MR. MAGRUDER: Second.

CHAIRMAN KISTNER: -- Mr. Magruder.

All in favor?

(All responded aye.)

CHAIRMAN KISTNER: Chair votes aye.

That'll -- well, that'll finish the public

hearing for tonight, but it continues.

(The public hearing ended at 8:58 p.m.)

CERTIFICATE

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.

Deborah K. McLaughlin

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

CHAIRMAN KISTNER: [133]

MR. CARNEY: [17]
2/5 3/24 16/18 16/21
16/23 17/4 27/18 27/25
28/21 29/9 81/23 82/2
82/7 83/5 109/12
109/14 109/18

MR. HILTON: [28]
52/17 52/20 56/8 56/10
57/12 57/14 57/17
57/20 57/23 58/6 58/10
58/12 58/15 58/17
59/22 60/14 61/8 61/13
62/21 62/24 63/2 64/4
64/6 64/8 65/6 65/16
65/19 66/23

MR. JAFFE: [2] 97/11
97/15

MR. JAGGI: [61] 2/21
13/23 14/24 20/2 31/7
34/19 40/9 40/12 40/20
41/11 41/13 41/17 43/2
43/6 43/9 45/5 45/11
45/15 48/4 58/9 58/11
58/14 58/16 59/15
59/23 61/5 61/12 62/19
68/13 68/15 69/6 69/14
75/24 76/2 76/7 76/10
86/3 89/20 89/25 90/3
90/6 93/5 94/2 94/5
94/7 94/18 94/24 95/6
105/24 107/7 111/10
111/13 112/1 112/6
112/9 112/21 114/4
114/7 114/12 115/15
116/5

MR. KLEARMAN: [4]
17/13 17/17 17/22
17/25

MR. LUMLEY: [13]
2/18 3/5 3/12 16/14
20/19 20/23 24/7 24/10
24/12 75/4 75/9 75/16
109/11

MR. MAGRUDER: [24]
2/9 3/8 30/24 36/10
41/5 41/21 62/20 62/22
62/25 65/7 69/12 74/25
84/11 84/14 85/7 85/21
85/24 86/2 88/22
114/22 115/5 115/8
115/11 116/19

MR. MCCOY: [6] 19/2
19/5 19/14 20/4 20/11
20/15

MR. ROVAK: [30]
2/11 3/9 15/1 15/9
15/22 16/6 16/8 16/11
16/15 16/17 16/20
16/22 39/9 39/19 40/19
41/23 43/5 43/8 45/3
45/6 45/12 45/25 65/8
65/17 66/21 90/15
110/10 110/15 110/17
116/16

MR. SCHUH: [13]

2/15 12/12 12/16 19/23
57/13 57/15 57/18
57/21 57/24 59/14
107/4 107/10 115/12

MR. STERN: [10]
98/25 99/3 99/5 103/7
103/24 104/7 104/14
104/22 105/2 105/7

MR. TIMOTHY BREIHAN: [82] 4/19
5/15 12/15 12/19 15/8
15/21 15/24 16/7 16/10
16/16 17/2 17/5 21/1
21/13 24/6 24/9 24/11
24/17 24/25 25/2 25/4
27/24 28/4 28/25 29/12
29/14 29/21 29/25
30/19 30/22 30/25 33/9
36/11 39/18 39/25
40/11 41/20 41/22
46/17 46/22 49/2 66/24
68/14 69/5 69/18 72/14
72/18 72/21 73/5 75/8
75/13 75/17 76/15 82/1
82/6 82/11 83/11 84/13
84/19 85/13 85/22 86/1
91/14 91/19 92/8 92/11
92/14 95/9 96/6 96/9
96/13 97/2 97/5 107/11
109/13 109/17 109/21
111/1 111/4 112/20
112/22 114/6

MS. CAMPBELL: [19]
49/12 49/16 49/19 50/5
50/9 50/18 50/20 50/24
51/11 51/13 51/16
51/19 51/23 51/25 52/2
52/4 52/7 52/9 110/25

MS. HALL: [1] 2/7
MS. KELLY: [3] 2/23
47/21 48/3

MS. SCHABERG: [1]
73/18

MS. SILVERMAN: [22]
2/13 3/23 19/25 20/8
20/22 41/6 41/12 41/16
50/8 88/23 89/21 90/2
90/5 90/7 92/17 92/25
94/16 98/24 104/8
104/20 104/25 105/3

MS. STUTTE: [1] 3/1

\$

\$30 [1] 63/14
\$7 [1] 63/15

'

'60s [1] 100/5

0

028 [2] 1/8 4/9

1

10-foot [1] 37/13
100 [1] 41/16
102 [1] 20/11
103 [1] 20/11
1199 [1] 1/23

12173 [1] 97/17
141 [1] 65/22
15 [1] 47/25
150 [1] 73/21
16 [1] 52/22
16-028 [2] 1/8 4/9
17th [1] 3/20
1950s [1] 90/12
1963 [1] 100/4

2

20 [1] 3/19
200,000 [1] 99/8
2002 [3] 33/13 88/12
100/9
2006 [4] 8/4 26/13 56/6
100/9
2016 [4] 1/4 2/3 3/20
3/20
20th [2] 5/1 67/20
21st [6] 111/17 112/12
114/4 114/10 116/10
116/12
233 [1] 99/1
26 feet [1] 18/8
270 [8] 9/25 50/7 50/16
50/19 50/23 51/11
51/12 54/7

3

300 [1] 1/3
314 [3] 1/22 1/23 49/17
32-year [1] 99/2
37 percent [1] 100/24

4

40 percent [1] 53/25
400 [1] 73/21
4772 [1] 1/22

5

50,000 [1] 59/20
50-foot [2] 18/7 82/20
50-year [1] 99/6
5th [2] 114/20 115/20

6

60-foot [1] 82/20
62 [1] 24/11
63105 [1] 73/22
63128 [1] 1/23
64 [1] 16/2
67 percent [1] 99/16
6:30 [1] 1/5
6th [4] 7/11 26/1 34/5
107/18

7

7,200 square [1]
100/20
71 [2] 16/15 20/21
739 [1] 18/1
76 [2] 39/6 73/2
77 [3] 39/6 73/2 73/6
7th [1] 2/2

8

8,000 square [2] 100/3
100/16

80 [1] 47/24
80-foot [1] 82/20
831 [1] 19/6
86 [1] 75/10
87 [1] 75/20
8:58 [1] 117/2

9

974-1199 [1] 1/23

A

a sidewalk [1] 94/5
Abby [1] 73/20
able [6] 50/1 74/15
81/20 82/23 101/10
115/19
about [82] 6/6 7/8 8/16
8/16 14/11 14/16 17/10
17/11 17/17 19/11 20/2
20/8 23/7 25/6 25/23
31/12 33/5 34/22 35/18
36/4 36/13 40/18 41/3
41/8 44/24 46/13 48/12
51/11 52/11 53/7 53/16
55/18 56/12 56/25
60/20 64/3 64/10 66/14
66/15 67/21 68/3 71/21
72/13 74/1 74/9 74/14
75/3 85/16 86/7 86/10
86/22 87/21 88/4 89/3
89/6 89/19 90/19 91/8
91/17 92/1 93/16 93/22
94/21 96/22 97/20
97/20 98/12 98/12
100/1 101/1 102/10
104/11 104/11 104/23
109/17 110/7 111/8
113/17 114/2 114/10
115/1 116/10
above [1] 14/14
absence [1] 85/19
absolutely [7] 28/8
47/7 75/15 75/18 82/17
85/17 109/22
abut [1] 101/13
acceptable [2] 69/1
76/14
acceptance [1] 3/8
accepted [1] 45/21
accepting [1] 88/13
access [17] 59/4 63/13
67/8 67/13 70/4 70/5
71/17 72/1 77/4 78/6
78/8 79/7 79/8 80/3
80/6 83/17 106/24
accessed [2] 70/9
79/15
accessibility [2] 34/12
84/9
accommodate [2]
77/10 87/14
accommodating [1]
77/4
accomplish [1] 41/9
accomplishes [1]
107/1
accomplishment [1]
114/18

according [2] 22/5
91/16
account [2] 101/19
103/3
accurate [2] 69/5
117/15
achieve [1] 6/2
achieved [2] 63/11
64/20

achieving [1] 107/3
acquire [1] 87/16
acre [4] 11/13 11/15
11/17 100/15
Acres [1] 52/22
across [6] 54/3 54/3
61/14 64/16 72/25
90/11
action [2] 113/18
113/22
activated [1] 93/17
active [4] 36/20 37/8
45/10 70/12
activity [3] 31/18 37/2
69/1
actually [20] 3/5 10/1
10/12 20/20 30/11 31/4
41/25 46/2 46/3 47/2
69/7 72/21 73/6 76/3
76/5 84/23 88/15 90/17
95/5 111/11
actually do [1] 3/5
add [7] 29/18 31/8
40/9 47/22 48/6 73/25
74/19
add-on [1] 29/18
added [1] 107/17
adding [1] 76/1
additional [4] 42/3
42/5 78/4 101/6
address [12] 9/16 10/7
11/13 11/14 17/25
21/23 23/8 39/24 46/25
52/22 84/10 91/5
adequate [1] 65/15
adjacent [11] 23/1
23/25 26/22 27/6 61/18
70/6 72/2 78/6 80/8
82/9 82/21
adjusted [1] 83/3
adjustment [1] 84/21
administrative [1]
15/3
adopted [3] 5/7 21/8
108/13
adopting [1] 39/13
adoption [5] 1/9 4/10
38/21 109/6 115/22
advantage [1] 60/24
aerial [1] 86/5
after [5] 35/21 36/9
54/24 101/15 106/17
again [45] 5/19 7/8
8/15 11/8 12/2 12/21
23/17 34/16 37/18 39/1
39/4 40/14 40/16 42/10
42/23 59/4 67/4 69/20
69/24 70/3 70/8 71/3
71/11 71/19 72/22 74/3

A again... [19] 76/11 78/16 79/1 79/11 79/22 80/1 81/5 81/22 82/12 82/19 84/20 91/10 91/25 108/4 108/11 108/15 108/21 109/3 109/23 against [6] 55/20 63/5 64/12 66/1 66/14 94/15 agenda [4] 3/8 3/13 114/3 114/6 agree [9] 30/12 36/8 40/2 41/18 41/23 88/23 92/18 94/10 107/10 agreed [1] 98/2 agreement [2] 91/8 114/21 agrees [1] 98/1 ahead [2] 51/6 109/10 airport [1] 58/15 aligning [1] 82/23 alignment [1] 80/25 alignments [1] 80/19 all [63] 3/14 3/16 3/17 3/21 4/1 4/1 4/2 4/19 5/6 10/19 12/3 14/21 18/21 19/23 24/16 27/12 28/25 30/11 31/10 32/13 32/24 32/24 34/7 35/2 36/8 38/13 42/2 45/19 48/15 50/17 50/21 51/12 51/12 52/25 54/21 56/22 60/10 63/9 63/20 66/17 66/25 68/23 68/24 68/25 72/8 72/25 76/8 87/2 87/7 87/12 87/14 97/11 97/25 98/2 98/4 111/21 112/22 113/20 114/4 114/19 116/14 116/22 116/23 allow [9] 14/7 19/15 19/21 37/23 100/10 101/8 103/4 108/12 109/6 allowances [1] 11/3 allowed [4] 38/13 71/13 84/5 86/12 allowing [4] 72/3 79/12 81/11 88/8 allows [3] 24/13 24/24 88/16 alluded [1] 104/3 almost [3] 39/18 83/9 88/18 along [46] 7/6 30/3 30/3 36/25 47/25 47/25 48/21 51/7 53/4 67/21 70/11 71/1 71/5 71/11 71/14 77/24 77/24 78/11 78/21 79/4 79/19 80/24 81/8 81/9 81/17 82/23 83/22 84/24 86/20 87/12 88/2 89/18 90/9 91/18 93/11 93/20 94/14 94/14 94/22 94/24 99/23 105/12	106/2 107/13 114/13 116/3 along Cross [1] 67/21 alongside [1] 92/5 already [9] 15/15 16/13 31/16 43/18 43/22 44/1 44/2 108/20 115/16 also [30] 6/14 7/24 8/12 13/5 13/5 25/22 27/1 32/20 47/22 48/5 52/22 55/8 62/17 65/13 71/4 71/13 72/16 74/10 78/6 78/10 81/1 83/17 84/7 84/9 88/8 88/10 95/12 104/12 113/19 115/7 alternate [1] 57/7 although [1] 28/19 always [4] 4/14 46/9 53/3 106/21 am [1] 63/4 amenities [17] 23/10 25/18 28/3 37/1 37/21 54/22 70/21 71/7 71/8 71/10 79/2 81/7 81/13 93/19 95/4 96/3 107/24 amenity [1] 21/16 among [1] 38/24 amongst [1] 115/2 amount [8] 10/25 60/4 82/9 86/25 89/23 99/19 111/12 111/17 analysis [1] 9/17 anchor [2] 33/16 62/1 and -- and [1] 108/7 and other [1] 70/2 and they're [1] 50/17 and/or [1] 70/18 annexation [2] 85/15 85/19 another [15] 19/23 20/6 26/21 33/10 33/10 41/4 41/20 50/22 58/14 61/9 65/20 104/22 112/5 113/12 113/25 answer [4] 55/14 56/6 56/6 56/6 answered [1] 16/23 anticipate [1] 113/14 any [45] 3/14 3/22 5/12 5/15 5/21 12/11 15/1 17/6 21/11 27/16 27/18 29/25 30/24 32/8 39/7 39/7 47/25 49/21 55/14 55/23 60/8 64/6 64/24 64/24 66/16 68/25 72/11 73/16 75/10 75/24 81/22 84/18 98/17 102/19 102/22 104/5 105/8 105/12 109/7 109/7 114/15 115/10 115/14 115/23 115/25 anybody [6] 4/4 4/11 5/15 49/8 91/7 110/20 anyone [2] 17/9 75/2 anything [3] 40/9	93/22 101/1 anyway [3] 52/15 65/10 68/11 anywhere [3] 65/4 89/17 93/24 apart [1] 51/5 apartments [5] 28/24 68/22 74/4 89/8 97/23 apologize [2] 75/16 75/23 appealing [1] 56/14 appear [2] 21/7 90/23 appearance [1] 47/13 appetite [1] 55/11 APPLICATION [2] 1/8 4/9 applications [3] 111/18 112/18 114/13 applies [4] 11/11 58/3 58/4 58/5 apply [3] 12/3 23/18 104/13 appreciate [2] 59/15 65/8 appropriate [3] 74/6 88/11 115/20 approval [1] 3/7 approve [2] 3/19 3/23 approving [1] 13/16 approximately [2] 59/20 99/8 architect [4] 56/12 56/25 100/12 100/21 architectural [3] 14/11 38/23 78/1 are [139] area [56] 7/23 7/25 8/3 11/5 25/8 25/24 26/15 26/20 26/23 27/24 29/3 30/14 31/13 31/15 31/18 31/20 31/22 31/24 37/16 37/22 38/18 43/17 46/15 47/3 48/10 52/13 54/16 57/5 59/2 60/5 62/19 65/23 67/11 68/5 68/7 68/11 68/25 69/20 70/7 70/9 74/3 76/12 76/18 77/21 86/14 87/22 88/9 104/14 105/2 106/5 107/16 107/22 108/23 108/24 109/21 110/10 areas [34] 7/19 8/1 8/5 9/20 9/24 10/3 18/18 19/16 19/20 22/20 23/11 24/5 25/7 27/6 27/10 27/16 28/12 31/5 38/11 40/24 49/8 57/5 67/15 70/20 71/18 78/7 81/3 84/1 87/11 93/18 98/13 101/23 106/4 108/19 argue [1] 54/4 around [10] 9/20 19/23 23/15 43/14 56/23 62/13 66/7 66/8 66/18 104/14 arriving [1] 67/16	art [1] 113/8 arterial [1] 47/1 articulated [9] 6/2 9/10 10/21 22/15 25/12 47/5 47/6 67/10 77/7 articulating [2] 12/21 74/3 as [122] as-built [1] 8/24 ask [4] 49/6 59/16 66/3 73/15 asked [2] 16/23 100/12 asking [2] 27/20 60/25 aspect [1] 27/21 aspects [1] 79/13 asset [1] 34/11 assist [1] 55/11 Assistant [2] 1/17 3/1 Assistant/Recording [2] 1/17 3/1 associated [2] 6/15 66/21 assume [2] 58/24 109/19 assuming [2] 42/25 55/10 at [75] 4/11 5/10 6/21 7/24 14/11 14/13 16/4 16/4 16/7 19/11 22/24 25/22 32/13 33/9 33/25 33/25 34/17 37/11 38/4 38/4 38/18 39/21 40/13 41/4 41/5 44/8 44/12 46/4 46/5 46/16 53/9 56/21 58/24 60/21 62/6 62/9 64/14 64/19 64/20 65/22 68/17 69/3 77/20 78/10 79/10 79/22 80/14 82/8 82/18 89/9 89/15 89/16 89/16 91/12 92/19 93/14 93/22 94/16 96/6 96/12 97/17 99/18 101/8 101/20 102/20 105/11 107/6 111/9 111/19 112/16 112/22 114/3 115/2 116/3 117/2 atmosphere [1] 56/14 attached [5] 29/7 53/22 77/1 84/25 88/10 ATTENDANCE [1] 1/11 attention [2] 102/8 112/1 Attorney [2] 1/15 2/17 attract [2] 44/25 74/18 attractive [1] 89/24 audience [5] 4/4 17/10 32/18 45/17 110/22 auto [1] 70/9 auto-accessed [1] 70/9 automobile [2] 70/4 76/12 available [1] 59/7 Avenue [2] 30/6 73/21 avenues [1] 59/7	aware [1] 35/2 away [2] 42/16 aye [8] 2/8 3/16 3/17 4/2 4/3 4/3 116/23 116/24 B back [29] 4/15 23/14 26/1 30/18 31/4 34/22 40/21 41/19 46/8 55/4 62/23 66/18 69/3 69/11 76/11 78/3 78/5 80/22 82/6 82/8 83/20 89/2 90/24 91/12 94/12 110/13 110/14 115/8 116/8 background [1] 52/25 bad [1] 77/14 badly [1] 98/22 balance [1] 114/2 baled [2] 54/24 54/25 BALLAS [16] 1/3 26/7 26/7 26/9 26/17 26/24 26/24 27/17 28/15 29/16 30/3 30/4 30/17 54/7 64/4 64/10 ballot [1] 35/4 Bandanna's [1] 103/15 base [1] 99/15 based [19] 5/4 6/1 8/10 8/12 22/20 22/21 23/5 26/15 26/15 27/8 35/13 37/16 38/21 47/6 60/14 67/20 75/21 83/3 84/22 basic [3] 31/11 32/15 109/4 basically [9] 10/15 12/22 25/16 26/6 26/23 27/5 30/5 91/4 107/1 basis [1] 6/11 bathrooms [1] 102/5 be [253] bear [1] 113/1 beautiful [1] 59/10 because [48] 9/4 14/8 18/16 30/10 35/12 35/25 36/5 39/24 41/10 41/15 42/5 42/17 43/21 44/9 44/25 45/15 47/9 53/7 55/1 57/1 59/6 60/1 60/20 61/1 61/1 62/6 63/25 64/10 64/24 65/2 66/15 67/14 68/10 73/10 79/16 79/17 84/4 85/13 89/5 91/23 93/12 94/12 95/1 97/21 107/2 110/8 112/3 112/17 becomes [2] 26/22 30/9 bed [1] 95/23 been [58] 7/10 7/15 7/17 7/20 8/8 9/10 9/16 10/11 25/23 25/25 26/14 26/24 26/25 32/2 32/19 32/21 34/3 34/4 37/15 39/12 42/15
---	--	---	--	--

B been... [37] 42/25 45/23 45/23 47/5 49/12 52/18 53/1 53/3 54/17 55/6 55/7 55/8 57/19 59/18 66/2 67/18 73/18 73/19 74/14 76/19 77/6 77/12 85/18 90/13 93/5 93/23 95/20 97/12 98/9 98/12 99/23 101/1 105/11 106/21 108/20 109/15 110/8 before [19] 3/3 5/11 17/8 18/14 18/20 21/12 22/8 32/11 45/23 50/2 61/21 67/17 68/14 73/15 97/19 99/3 111/4 111/16 112/19 beforehand [1] 17/10 begin [6] 23/6 23/8 23/12 23/21 69/16 80/13 beginning [5] 10/16 16/5 59/3 68/20 97/25 begins [1] 24/2 behind [9] 26/8 36/24 36/24 37/19 65/16 70/17 78/24 85/10 95/23 being [16] 9/11 23/20 24/21 31/12 31/22 35/12 44/21 54/20 56/5 57/25 70/19 100/11 102/10 106/3 107/21 109/24 belief [1] 99/17 believe [7] 34/22 61/16 61/25 78/22 93/12 93/15 114/20 Bellerive [2] 18/7 19/7 benefits [1] 83/14 Bergerac [1] 18/1 best [4] 27/15 72/4 108/6 115/24 Beth [1] 1/12 better [4] 41/13 77/17 83/10 88/19 between [29] 7/24 19/21 26/23 28/9 32/23 36/15 37/2 38/15 40/23 46/20 47/1 60/12 63/17 65/11 69/8 71/24 71/25 72/2 74/12 76/22 77/3 80/2 80/3 80/7 80/20 80/21 81/2 95/12 106/24 beyond [3] 13/21 82/13 116/12 bicycle [1] 20/10 big [6] 33/8 38/10 58/20 66/11 102/24 109/20 bigger [2] 32/25 94/5 biggest [1] 89/11 bike [1] 113/7 bikeable [1] 67/8 bit [14] 13/25 44/10 49/19 52/25 53/12	53/13 69/18 81/25 85/16 93/18 106/12 116/2 116/7 116/9 BJC [1] 8/13 black [2] 26/16 27/23 blew [1] 15/13 block [2] 67/25 104/25 body [1] 35/16 both [5] 6/14 15/15 18/10 84/11 106/20 both of [1] 84/11 Boulevard [20] 7/6 7/7 7/15 7/20 25/15 46/13 46/16 46/21 47/8 61/13 61/14 61/19 62/6 62/10 70/1 71/1 80/14 91/18 104/17 113/1 boundaries [2] 8/1 25/24 boundary [10] 26/6 26/6 26/12 26/16 26/16 26/20 27/14 28/10 28/14 85/9 boutiques [1] 76/25 box [1] 102/24 break [2] 111/7 111/9 breaking [1] 5/21 Breihan [1] 4/22 Brentwood [1] 25/15 brevity [1] 21/10 bridge [1] 15/24 brief [2] 6/5 72/24 bring [3] 88/4 91/21 98/21 bringing [3] 27/20 44/3 70/4 broader [3] 13/6 28/9 85/15 broadly [3] 6/4 6/19 12/23 broken [1] 70/20 broker [1] 99/7 Brookdale [1] 99/1 brought [2] 21/24 79/10 buffer [1] 82/6 buffers [3] 80/7 81/2 87/11 build [15] 5/23 10/18 23/9 24/2 36/21 37/17 41/25 46/12 46/15 46/21 47/17 57/1 63/7 64/3 101/22 build-to [11] 10/18 23/9 36/21 37/17 41/25 46/12 46/15 46/21 47/17 64/3 101/22 buildable [3] 77/21 83/25 87/22 builder [1] 97/22 building [32] 9/2 11/2 11/7 14/20 14/24 29/4 36/24 37/11 37/24 38/12 38/15 44/24 66/14 70/14 73/11 78/21 79/1 79/4 79/21 81/4 81/20 81/21 82/22 83/19 87/1 92/6 93/17	100/13 100/20 100/20 100/22 108/19 buildings [44] 23/13 23/15 28/20 29/8 36/23 36/24 37/3 37/9 37/11 37/19 38/13 38/24 55/19 57/2 63/5 63/19 64/12 65/15 69/25 70/17 70/18 71/4 71/24 72/1 72/9 78/23 78/25 79/17 80/2 80/5 80/17 80/21 81/10 81/14 81/17 84/18 85/1 86/17 86/19 95/18 101/9 102/21 103/13 106/16 built [12] 8/24 9/20 14/2 14/7 47/10 66/1 84/4 86/9 99/25 100/4 101/15 102/15 built-out [1] 14/2 burden [1] 99/21 business [42] 4/7 7/25 8/3 21/12 21/15 21/19 22/24 24/5 25/6 26/5 28/9 31/13 32/16 33/11 33/16 36/15 36/19 37/4 37/7 38/5 40/19 43/24 47/24 48/9 49/4 49/9 49/23 50/12 51/2 51/21 52/6 52/12 53/1 56/2 67/1 67/8 73/2 76/23 86/13 86/14 99/14 99/20 businesses [4] 25/19 28/17 81/20 83/7 busy [1] 48/14 but [156] buy [2] 43/1 45/7 buyer [1] 87/18 C Cabin [1] 26/10 calculating [1] 9/1 calculations [1] 9/4 calibrate [2] 40/18 77/17 calibrated [1] 11/8 call [4] 2/4 27/22 33/22 102/8 called [2] 15/4 74/5 calling [2] 48/10 88/19 calls [2] 33/13 88/12 came [2] 18/14 46/8 Camera [1] 64/21 Campbell [3] 49/15 49/17 110/22 campus [9] 7/2 8/6 8/7 8/7 8/9 8/13 8/14 22/14 113/3 can [58] 4/14 6/11 9/3 19/22 23/1 26/17 32/1 35/16 36/5 39/23 41/3 42/12 42/23 43/7 45/2 45/2 45/14 46/10 46/10 47/19 48/17 49/18 49/25 49/25 53/5 53/5 53/20 55/5 55/6 55/8 55/13 55/22 59/12	59/13 59/16 67/24 74/15 78/8 78/8 80/16 86/6 89/7 91/11 93/19 96/21 96/21 100/18 105/20 106/19 106/23 110/3 111/14 112/10 112/11 112/16 114/9 114/18 116/10 can cite [1] 55/5 can't [9] 29/24 30/24 43/4 43/5 58/23 84/21 88/17 92/7 101/4 car [4] 18/12 54/8 67/16 77/4 card [1] 4/13 cards [1] 49/7 care [1] 103/16 careful [1] 33/4 carefully [2] 11/8 73/24 Carl [2] 1/15 2/17 Carney [2] 1/12 2/5 carried [1] 75/12 carry [1] 112/18 cars [3] 18/10 47/15 66/17 case [4] 42/12 42/15 82/20 100/4 cases [5] 31/22 80/20 80/21 87/17 87/19 catch [1] 76/15 categories [1] 10/15 caters [1] 104/19 cause [6] 6/6 16/12 20/6 69/16 75/25 97/12 causes [1] 102/4 causing [1] 9/13 caution [1] 92/11 CB [1] 26/13 CBD [1] 32/25 CCR [6] 1/22 1/22 117/18 117/18 117/19 117/19 center [43] 16/19 16/24 21/17 22/13 23/14 26/4 26/21 27/2 27/22 35/11 36/18 46/14 50/14 51/5 52/23 53/17 54/17 54/19 55/3 56/21 56/22 57/17 58/9 58/17 58/18 58/19 58/22 58/23 59/4 62/6 62/19 63/11 63/14 64/10 65/22 65/25 65/25 86/8 100/3 100/17 102/15 109/16 110/19 centered [1] 31/18 centers [2] 56/17 60/17 central [37] 7/25 8/3 21/12 21/15 21/19 21/20 22/24 24/4 25/6 26/5 28/9 31/13 32/16 33/4 33/11 33/16 36/15 36/19 37/4 37/7 38/5 40/19 40/23 43/24 48/9 49/4 49/9 49/23 49/23	50/12 51/2 51/20 52/6 52/12 56/2 73/1 centralized [2] 39/2 108/17 Centre [1] 102/14 certain [8] 13/17 37/1 82/9 85/5 91/3 108/6 108/6 108/14 certainly [8] 21/8 29/2 60/2 60/5 89/7 95/14 101/7 105/8 CERTIFICATE [1] 117/4 Certified [3] 117/10 117/11 117/11 certify [1] 117/12 cetera [3] 53/9 55/24 64/18 chain [2] 62/1 103/15 Chair [5] 1/12 3/17 4/3 110/13 116/24 Chairman [2] 109/11 110/14 challenge [3] 43/23 66/4 111/16 challenges [5] 44/8 45/24 77/6 85/20 88/6 challenging [5] 41/15 44/23 46/17 76/18 77/10 chance [1] 3/21 change [6] 34/24 60/1 68/12 69/10 95/14 96/10 changed [1] 34/4 changes [5] 3/14 3/22 63/1 63/4 100/6 changing [1] 68/7 channel [2] 90/24 91/12 chapter [12] 5/11 5/18 5/20 5/25 19/24 112/14 113/9 113/15 113/19 114/9 114/15 115/2 Chapters [1] 5/2 character [15] 6/21 6/22 7/18 7/23 9/12 12/7 14/15 23/19 25/20 48/24 70/1 75/22 77/22 84/9 88/5 characteristic [1] 47/10 characteristics [9] 12/24 24/14 24/23 25/4 61/8 79/9 108/7 108/14 108/22 characters [1] 10/24 charge [1] 109/12 Chesterfield [1] 59/9 Chicago [3] 46/4 46/5 61/24 choir [1] 45/5 choose [3] 4/14 35/16 111/9 circumstance [1] 46/3 cite [2] 55/5 65/20 cities [2] 44/13 61/7 citing [1] 39/15
---	---	---	---	---

C				6.1.m
citizens [1] 5/5	8/15	compatible [1] 9/11	82/15	47/14 67/7 71/16 73/8
city [44] 1/2 1/15 1/16	come [16] 4/12 4/13	completely [1] 39/24	considering [1] 73/24	75/21 76/13 76/16
2/17 2/23 6/23 7/4 9/7	4/15 27/7 32/6 38/11	completion [1] 38/21	consistency [4] 47/13	76/24 77/16 78/11
9/9 13/16 17/1 18/4	40/4 43/13 49/11 49/18	comply [1] 100/19	84/8 86/25 106/14	78/18 81/23 88/11
23/23 27/22 32/8 40/6	54/11 56/12 62/11 65/5	complying [1] 100/23	consistent [33] 8/2	95/15 95/20 102/15
43/3 43/5 48/7 49/23	77/23 110/25	components [1] 68/19	8/25 10/22 23/22 26/11	corridors [2] 23/23
50/11 50/14 51/4 54/19	comes [2] 53/8 115/8	COMPREHENSIVE	36/22 36/25 37/19	86/10
54/25 55/9 55/10 56/3	comfortable [2] 45/14	[23] 1/9 3/4 4/5 4/9	37/24 38/9 69/24 70/14	cost [1] 98/9
57/11 58/8 59/11 66/11	114/17	4/24 5/3 7/12 13/14	71/3 71/5 72/25 73/13	could [42] 11/8 13/24
74/22 99/9 99/20 100/7	coming [1] 59/1	13/15 13/21 14/17	78/2 78/20 79/2 80/18	24/19 24/19 27/9 29/1
102/17 103/2 104/1	comment [22] 17/17	18/21 33/13 33/22 36/1	80/24 80/25 81/1 81/8	29/7 29/7 29/7 31/8
106/4 106/4 107/7	18/25 31/9 32/18 40/2	53/10 62/23 63/21	81/16 81/16 84/17	35/5 43/13 46/15 47/22
108/8 110/6	41/24 67/21 68/16	82/14 98/15 99/18	85/12 86/9 88/4 92/5	50/13 57/9 57/25 59/8
city's [3] 87/7 99/15	69/11 71/21 73/16	100/25 109/5	94/23 95/3	61/23 63/8 70/16 78/23
110/6	90/22 90/25 92/6 97/10	comprise [1] 6/7	consistently [2] 12/3	79/15 80/12 80/12 81/7
CityPlace [8] 23/2	105/14 106/18 107/4	comprises [1] 113/6	79/18	81/14 81/14 82/10 85/2
25/10 28/12 51/1 51/18	110/12 110/18 113/13	conceived [1] 26/25	consolidating [1]	85/10 89/13 90/9 95/14
51/20 64/19 64/21	114/2	concept [7] 32/15	85/21	95/22 96/17 105/15
citywide [2] 11/11	comments [17] 5/12	35/11 40/16 40/22	constant [1] 66/2	112/15 114/1 114/1
113/5	5/22 12/11 17/7 21/11	57/17 63/19 93/14	constraints [1] 77/11	114/16 115/19
civic [2] 7/2 33/4	39/7 42/7 42/18 67/1	concepts [3] 44/9	construction [2] 11/4	Council [3] 18/14 35/3
clarification [1]	73/24 74/20 76/17	45/20 45/23	100/5	36/6
105/25	81/23 87/6 97/18 109/7	conceptual [1] 31/11	consultant [3] 42/11	Council's [1] 35/14
clarify [2] 32/22 116/9	116/8	conceptually [1] 33/8	42/23 74/1	count [2] 11/1 91/1
class [1] 46/23	commercial [45] 7/5	concern [2] 68/3 100/8	contact [1] 90/23	counter [2] 39/24
classification [1]	7/17 21/17 22/3 22/4	concerned [6] 6/13	contacted [1] 18/13	106/5
46/24	22/5 22/11 22/12 31/7	27/21 42/21 91/8	contains [1] 113/19	counting [2] 72/7
classifications [3]	31/14 31/17 37/9 37/25	100/21 114/6	contemplated [1]	90/20
22/18 22/22 24/22	38/11 38/17 39/14	concerns [6] 45/9	106/3	country [2] 43/15
classified [1] 22/25	39/16 42/8 42/17 45/11	53/15 101/21 101/23	contemplation [1]	65/21
Clayton [7] 65/22 66/1	53/1 53/3 60/6 60/8	114/25 115/11	107/7	countryside [1] 9/19
77/25 90/10 102/18	67/2 67/7 69/1 69/9	conclude [1] 113/9	content [4] 5/18	County [2] 85/13
102/18 104/11	70/9 70/9 72/9 73/1	concludes [1] 49/3	112/24 113/12 116/10	117/7
clean [1] 41/2	73/13 74/10 78/11 81/3	concurrently [1]	context [3] 42/22	couple [7] 7/10 31/3
clear [4] 63/1 92/17	82/10 83/21 85/6 88/14	109/24	43/22 69/10	49/7 52/24 66/4 97/18
92/22 107/5	97/21 97/21 99/7 99/7	condition [7] 23/12	continue [10] 4/23 9/9	98/19
clearly [2] 76/18 85/19	101/16	23/15 30/3 77/12 83/3	34/10 67/15 88/17 93/4	course [11] 33/12
clients [1] 74/14	commercial [1] 80/8	84/2 84/22	111/9 115/19 116/15	33/15 33/20 34/2 34/9
clip [1] 116/3	COMMISSION [14] 1/1	conditions [8] 7/19	116/16	34/9 34/10 34/24 35/1
close [3] 65/15 81/11	2/3 5/4 5/13 5/22 26/18	8/24 9/18 10/13 11/9	continues [1] 117/1	50/13 77/14
115/21	32/14 34/1 34/7 34/22	23/4 25/8 80/13	continuing [1] 4/8	court [11] 1/21 4/17
closer [2] 50/12 95/6	35/9 98/14 111/23	condominiums [1]	contract [2] 61/10	17/21 19/4 19/7 49/15
clothing [2] 102/12	114/17	67/23	61/25	52/19 97/14 99/1
103/21	Commission's [1]	condos [2] 28/24 89/7	contributes [1] 60/11	117/10 117/11
code [11] 6/11 9/9	26/2	conducted [2] 5/1	control [2] 14/8 91/4	cover [3] 20/3 111/12
13/3 23/5 26/15 26/16	committee [2] 19/8	107/22	controls [1] 14/11	112/12
27/8 38/21 41/16 47/6	35/18	configurations [1]	convenience [1] 63/8	coverage [7] 8/22 9/4
82/15	common [4] 9/20 9/22	82/18	convenient [1] 66/19	11/2 11/21 37/14 37/23
COEUR [34] 1/2 4/24	11/22 44/11	confused [1] 76/1	conversations [1]	38/25
8/3 8/21 10/6 11/17	communication [1]	confusing [1] 24/20	48/12	covered [2] 5/2 115/17
14/2 18/13 18/20 21/22	91/12	confusion [1] 96/22	convinced [2] 42/19	create [9] 21/16 59/13
24/4 26/12 27/15 33/12	communities [2]	conjunction [2] 6/16	42/20	62/7 66/21 67/6 76/24
36/17 46/5 52/23 53/4	42/15 107/24	13/6	cooperation [1] 24/2	78/11 79/5 107/23
53/5 53/25 54/6 54/12	community [32] 1/16	connect [4] 19/16	coordinate [1] 77/18	creates [2] 66/4 66/10
58/3 59/25 64/21 74/11	2/20 6/5 6/7 6/17 12/3	50/15 50/24 51/8	coordinated [1] 27/11	creates challenge [1]
85/9 89/4 89/12 99/2	13/9 14/2 15/5 16/19	connecting [1] 76/22	copies [2] 100/14	66/4
99/10 100/4 108/8	16/24 21/17 21/21 22/1	connection [1] 71/18	105/22	creating [1] 51/7
108/8	22/11 22/13 23/18	connections [1] 86/19	core [15] 21/18 28/14	Creek [1] 67/22
Coeur's [2] 21/15 67/9	25/17 25/20 26/4 36/16	connectivity [5] 20/2	31/19 31/24 33/1 33/19	CREVE [36] 1/2 4/24
cognizant [2] 54/10	36/18 36/18 43/11	20/21 71/23 80/4 80/19	37/7 40/24 43/25 47/23	8/2 8/21 10/6 11/16
54/11	43/11 50/13 59/6 65/2	connects [1] 81/19	48/9 49/24 50/12 51/4	14/2 18/13 18/20 21/15
cohesive [1] 53/13	67/5 68/13 79/10 99/13	consequences [1]	56/3	21/22 24/4 26/12 27/15
collaboration [1]	Comp [4] 6/8 33/24	77/15	corner [2] 33/14 100/2	33/12 36/17 46/5 52/23
107/25	40/17 47/5	consider [3] 28/23	correct [9] 14/25	53/4 53/4 53/25 54/6
combinations [1]	Company [1] 86/7	65/13 102/11	16/17 28/5 30/20 30/23	54/12 58/3 59/25 64/21
24/21	compare [1] 61/7	consideration [4]	75/19 82/7 85/17 93/6	67/9 74/10 85/9 89/4
combined [3] 7/15 8/8	compared [2] 26/1	58/25 74/8 74/24 98/14	correlated [1] 16/12	89/12 99/2 99/10 100/4
	46/13	considered [2] 21/4	corridor [17] 7/14	108/8 108/8

C critical [1] 88/25 cross [9] 54/6 54/7 54/7 67/21 72/1 80/2 80/5 83/17 106/24 cross-access [2] 72/1 106/24 cross-lot [3] 80/2 80/5 83/17 crossing [3] 30/18 30/22 65/21 CSR [3] 1/22 117/18 117/19 cul [2] 19/10 19/15 cul-de-sac [1] 19/10 curb [3] 72/2 80/6 83/19 current [15] 7/23 9/8 10/8 11/6 23/5 27/4 33/21 34/25 47/23 61/11 91/22 93/25 100/14 100/15 100/19 currently [16] 8/21 8/24 9/5 9/10 10/2 11/14 22/25 25/8 26/4 34/4 61/10 63/21 67/22 69/20 84/5 107/21 customers [1] 74/18 cut [1] 83/19 cuts [2] 72/2 80/6 cutting [1] 107/24 cutting-edge [1] 107/24	definitely [2] 45/2 59/21 definition [1] 27/15 degree [3] 25/17 31/16 82/22 deliveries [2] 66/12 66/16 demand [1] 107/9 demande [1] 106/8 demands [1] 57/10 demographic [1] 59/25 demographics [1] 59/18 demonstrated [1] 9/6 dense [3] 28/20 33/1 48/20 densest [1] 10/5 density [6] 25/9 28/19 60/6 62/18 77/1 79/16 depending [3] 23/19 48/8 114/3 depends [1] 47/16 depicted [1] 54/20 depth [1] 89/17 described [1] 33/15 describes [2] 6/19 10/3 description [1] 96/20 descriptions [2] 63/15 63/16 design [4] 38/23 68/20 78/1 100/13 designation [1] 74/5 designed [9] 6/9 9/16 32/2 46/25 67/12 84/10 108/2 108/12 110/1 desire [3] 25/16 35/10 95/18 desired [1] 26/20 destination [2] 21/20 76/24 detail [4] 6/6 7/9 8/16 78/2 detailed [4] 9/17 13/23 110/9 113/19 details [1] 41/4 detection [6] 11/20 72/8 91/2 91/3 91/4 101/20 determinant [1] 109/20 determination [1] 12/18 determine [3] 11/3 14/20 32/9 develop [7] 12/22 14/12 20/10 27/10 38/8 89/7 94/23 developed [19] 6/16 8/11 10/11 10/19 13/2 14/4 33/5 33/25 34/7 34/16 58/21 67/25 68/18 80/13 101/16 103/13 109/24 110/4 110/8 developer [6] 32/5 54/24 61/24 97/22	103/14 108/25 developers [4] 42/17 55/11 98/20 109/1 developing [2] 36/25 82/15 development [94] 1/16 2/21 6/21 6/22 9/2 9/11 10/16 11/12 12/8 13/12 13/16 13/23 14/19 18/18 21/6 22/16 22/20 22/21 23/2 23/7 23/8 23/24 23/25 25/9 25/11 25/14 26/9 26/22 27/2 27/8 28/11 28/18 28/21 29/17 29/20 31/7 34/14 37/19 37/20 38/1 38/2 38/20 38/22 40/7 44/4 44/10 44/22 45/10 55/2 55/3 57/4 58/8 58/9 58/19 59/10 60/1 60/3 60/10 61/21 62/14 64/14 67/23 68/1 68/19 68/20 68/23 69/17 69/21 71/22 72/4 77/3 77/18 79/25 81/4 84/4 84/25 85/6 86/21 86/24 87/8 87/23 87/25 88/6 90/2 101/3 102/20 103/1 108/7 108/14 108/18 108/23 108/25 110/5 110/7 development's [1] 59/1 developments [21] 10/8 31/2 38/17 39/15 42/13 43/13 43/14 43/18 70/23 71/10 72/10 73/7 73/13 76/8 77/10 77/24 78/6 78/9 78/10 79/9 97/21 did [8] 9/17 46/8 64/15 67/18 69/3 89/20 91/25 106/11 didn't [9] 17/10 17/14 24/14 50/2 62/3 62/5 62/6 76/15 95/8 difference [8] 16/20 17/1 28/1 28/9 58/20 60/12 63/17 65/11 differences [4] 36/15 46/25 59/25 61/8 different [18] 7/18 19/21 24/1 24/21 28/4 35/5 44/10 46/10 48/3 59/21 59/22 76/12 88/8 91/5 95/13 95/13 105/18 108/19 different sections [1] 95/13 differentiates [1] 8/5 differently [2] 36/2 48/8 difficult [3] 84/16 91/23 106/19 difficulty [1] 100/23 dimension [1] 95/14 dimensional [4] 82/13 83/2 95/25 96/16	dining [2] 25/18 71/9 dinner [1] 57/5 direct [3] 37/10 49/21 114/17 direction [5] 32/20 33/25 35/3 35/6 35/14 Director [2] 1/16 2/20 disastrous [1] 98/9 discourage [4] 70/22 71/2 91/18 94/2 discouraging [2] 38/25 94/22 discuss [2] 35/9 35/10 discussed [3] 5/25 34/21 108/20 discussing [1] 92/7 discussion [7] 5/11 22/2 25/23 33/11 36/9 103/11 113/2 distance [1] 84/18 distinction [3] 7/24 32/23 91/10 distinctions [3] 40/23 49/1 91/2 distinctively [1] 67/6 distributed [1] 5/8 district [76] 7/16 7/17 7/21 7/25 8/3 8/12 10/9 15/8 16/20 16/24 16/25 18/4 18/14 18/19 18/20 21/12 21/15 21/19 22/6 22/13 22/13 22/14 22/14 22/24 22/25 24/5 24/22 25/7 25/16 26/4 26/5 26/11 27/7 28/10 31/13 32/16 33/11 33/17 36/15 36/19 37/5 37/6 37/7 37/16 37/22 38/3 38/5 38/22 39/3 39/6 40/19 43/25 47/24 48/9 49/4 49/10 49/23 51/2 51/21 52/6 52/12 56/2 60/8 64/8 67/1 68/8 73/3 76/23 76/24 80/8 89/6 107/14 107/15 108/10 108/22 110/2 districts [28] 6/5 6/7 6/15 6/20 6/24 6/25 7/2 7/3 7/5 8/18 9/16 10/10 13/10 17/17 19/17 22/3 22/4 22/12 22/17 23/19 25/24 44/18 46/25 60/7 80/8 95/13 109/2 113/3 disturbances [3] 11/13 11/15 11/17 do [73] 3/4 3/5 3/5 3/22 3/23 4/14 5/10 13/8 19/1 19/11 19/15 31/22 32/12 34/6 41/1 41/1 43/16 43/17 43/21 45/2 45/7 45/16 46/9 48/6 49/5 49/7 50/1 57/1 57/3 59/13 60/4 61/17 62/8 63/22 65/13 66/15 66/15 66/19 68/12 69/12 72/19 72/19 73/10 74/10	77/15 83/6 86/12 87/13 88/15 91/9 97/1 102/17 105/4 105/22 106/1 106/19 109/17 110/20 111/7 111/17 112/10 112/16 112/17 113/16 114/17 114/19 115/3 115/3 115/21 116/11 116/15 117/12 doable [2] 45/20 87/17 document [9] 5/20 7/12 15/18 16/2 16/13 42/4 42/5 73/2 114/2 documents [1] 98/2 does [11] 11/1 12/8 26/16 33/22 43/5 59/25 94/20 106/1 106/2 106/22 106/25 doesn't [14] 18/10 20/17 29/19 33/21 55/10 55/23 58/3 85/25 86/1 88/21 89/14 91/7 94/11 106/21 dogs [1] 104/13 doing [8] 3/13 45/13 48/18 52/11 66/21 109/19 110/8 115/4 dollars [3] 55/9 57/10 61/24 don't [52] 9/22 14/10 19/18 21/9 35/25 39/22 40/8 41/1 41/1 41/10 42/4 42/10 42/13 43/1 48/13 49/7 56/24 56/25 57/3 63/19 64/25 65/1 65/4 66/14 74/5 75/6 75/10 75/11 86/5 87/5 87/13 89/17 91/7 93/21 94/8 94/13 95/4 95/11 97/20 98/11 98/17 98/22 102/11 103/22 106/8 110/17 111/25 112/20 113/21 115/23 115/25 116/4 done [7] 8/4 32/19 43/8 55/9 69/14 92/23 115/16 doors [2] 102/1 102/6 double [1] 81/12 double-loaded [1] 81/12 down [4] 15/14 58/24 88/19 104/17 downtown [34] 7/25 8/3 21/15 21/18 23/1 24/4 25/6 26/12 26/13 26/25 27/7 27/14 27/15 28/16 31/19 31/24 32/4 32/16 32/25 33/19 36/17 37/6 37/16 37/22 38/4 38/21 38/23 43/22 43/25 48/1 49/4 49/9 49/22 50/11 downtowns [1] 43/19 draft [7] 5/2 7/12 26/14 27/4 37/16 75/3 114/18 draw [2] 42/24 98/2 drawing [1] 100/18
--	---	---	--	---

D dress [2] 102/12 103/21 drew [1] 25/13 drilling [1] 15/14 drink [1] 57/6 drive [7] 1/22 18/2 54/12 57/7 61/1 67/22 104/2 drive-through [2] 57/7 61/1 drive-throughs [1] 104/2 driven [1] 42/16 driving [1] 47/15 drove [1] 69/13 duplicate [1] 43/5 during [1] 59/20 dynamic [1] 60/1 dynamics [1] 43/10	encourage [13] 36/22 38/2 39/2 54/10 55/16 55/25 70/13 71/1 71/4 77/3 78/19 90/20 101/2 encourage or [1] 71/1 encouraged [3] 38/13 70/18 84/24 encouragement [1] 42/14 encourages [1] 107/25 encouraging [4] 37/1 72/6 72/14 89/4 encumber [1] 106/20 end [4] 10/4 57/4 98/6 105/17 ended [1] 117/2 energy [2] 72/6 112/3 engagement [2] 25/13 77/23 engaging [1] 56/12 engine [1] 18/11 enhancements [1] 17/2 enough [7] 62/7 62/7 62/12 62/18 92/23 98/17 103/4 ensure [11] 10/22 13/9 23/25 27/10 38/23 71/2 79/23 80/3 81/15 81/17 108/5 ensuring [2] 108/13 108/16 entailed [1] 99/17 entire [1] 105/7 entrance [2] 29/8 38/19 entrepreneurship [1] 107/25 environment [11] 28/13 44/14 45/1 48/14 48/20 54/9 54/21 86/15 102/24 108/1 108/16 envision [4] 48/6 48/7 79/18 107/9 envisioned [4] 23/20 47/20 50/5 70/8 equal [1] 52/3 error [1] 76/4 especially [3] 87/8 89/2 89/5 essence [1] 59/12 essentially [1] 6/7 establish [6] 23/21 70/14 80/24 81/8 91/17 110/2 established [2] 10/18 13/14 establishing [11] 36/21 37/17 38/24 70/25 71/23 71/24 80/1 80/2 80/4 80/7 94/21 estate [8] 9/19 9/21 9/21 9/23 53/1 53/3 99/7 99/8 Estates [2] 18/7 19/7 et [3] 53/9 55/24 64/18 even [17] 13/24 20/9	35/11 47/14 57/7 59/21 61/23 67/14 79/7 84/16 84/18 85/18 89/13 100/22 101/5 101/10 106/7 evening [6] 2/1 20/4 35/18 36/7 60/19 61/3 event [1] 34/24 events [1] 21/21 ever [3] 30/7 33/5 34/24 every [2] 43/3 53/6 everybody [3] 19/10 51/7 98/1 everyone's [1] 55/14 everyone [6] 2/1 4/21 8/20 33/8 105/20 114/21 everything [9] 39/12 39/18 39/25 41/16 50/6 50/16 92/7 98/1 112/19 everything on [1] 92/7 everything's [1] 98/3 evolved [1] 23/5 exacerbated [1] 77/12 exact [1] 43/7 exactly [2] 54/20 92/3 example [17] 13/4 13/7 22/23 46/14 47/1 65/20 79/9 80/12 80/14 80/23 84/12 86/5 86/6 86/9 87/20 90/4 90/12 examples [8] 25/13 42/24 43/12 45/3 78/14 78/15 89/16 92/19 except [1] 103/22 exception [2] 87/3 104/16 excerpt [1] 39/5 excluded [1] 9/3 excuse [2] 24/6 29/16 Executive [1] 53/5 exist [3] 25/8 80/15 103/22 existing [29] 7/1 7/19 8/24 9/12 9/17 9/20 10/13 10/24 11/2 11/9 12/7 12/9 12/9 12/24 13/13 14/13 14/20 14/24 14/24 23/4 23/19 25/7 36/22 39/1 43/19 47/10 80/13 81/3 96/16 exists [4] 43/22 63/22 101/12 102/9 expand [1] 101/10 expanding [1] 85/12 expanses [1] 70/22 expansion [1] 39/1 expect [1] 53/9 expected [1] 111/18 expensive [2] 63/6 63/7 experience [4] 53/8 60/14 98/8 105/10 experienced [1] 47/14 experiencing [1] 10/1 explain [1] 48/19 extend [1] 112/5	extended [1] 27/9 extension [1] 29/12 extensive [1] 101/6 extensively [1] 29/21 extent [2] 80/10 93/8 extreme [1] 10/4 extremely [1] 74/17 F facade [6] 38/15 70/15 74/12 78/21 79/4 80/18 facades [2] 80/25 82/23 face [3] 8/22 9/9 56/15 faces [1] 11/17 facilities [14] 20/10 23/16 36/24 37/3 38/3 39/2 70/18 71/24 71/25 78/25 80/1 80/3 80/5 108/18 facing [1] 65/15 fact [13] 8/10 24/19 31/22 54/11 62/5 62/17 62/18 77/7 79/7 96/15 101/5 101/25 103/12 factors [1] 58/2 fair [5] 60/4 86/25 104/12 111/11 111/17 fairly [12] 25/25 31/6 37/13 42/6 42/7 50/23 81/11 82/4 83/2 95/22 106/25 112/16 fall [2] 10/15 28/25 falls [1] 85/23 familiar [4] 8/20 54/18 61/20 65/22 family [11] 10/5 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 69/9 77/2 far [13] 6/13 18/3 39/20 39/25 50/1 50/22 51/3 51/5 52/5 69/1 102/4 106/12 111/8 Farm [1] 103/20 favor [5] 3/15 4/1 42/2 90/19 116/22 favorable [2] 58/5 58/6 feasibility [1] 27/1 feasible [5] 26/22 30/15 63/24 84/3 92/17 features [2] 12/15 70/24 feedback [7] 5/4 5/5 6/16 26/2 27/12 86/13 106/11 feel [7] 15/20 31/20 33/3 36/4 37/13 89/14 113/21 feeling [4] 41/8 44/21 74/2 89/12 feet [6] 18/8 47/24 47/25 82/9 99/9 100/21 felt [1] 69/12 few [3] 12/14 43/17 108/3 fifteen [1] 113/25 fifty [1] 55/22	final [3] 5/7 21/9 28/14 finalize [1] 18/1 finally [4] 8/6 9/4 10/6 11/24 financial [2] 102/22 103/20 financially [4] 55/1 63/24 84/3 100/11 find [3] 16/13 104/15 104/18 fine [2] 49/20 111/22 finish [1] 116/25 finished [1] 55/2 fire [6] 18/4 18/11 18/13 18/19 18/20 55/20 firm [3] 61/20 61/21 99/8 first [9] 3/5 5/1 7/14 49/11 52/25 95/5 102/19 111/20 114/19 fit [6] 40/19 63/15 86/1 95/2 104/1 107/9 fits [2] 69/14 86/21 fitting [1] 106/6 five [7] 6/25 29/5 38/17 39/15 54/8 98/18 114/2 fix [1] 14/22 flexibility [4] 63/22 79/12 98/19 103/7 flexible [4] 32/3 55/17 71/13 103/3 flood [1] 91/4 floor [8] 11/5 36/21 37/9 38/7 70/12 71/14 78/18 102/19 focus [2] 33/19 53/2 focused [2] 7/5 30/13 folks [1] 95/21 follow [2] 5/19 7/1 followed [1] 103/15 following [1] 34/8 food [2] 56/23 61/1 Foods [1] 65/21 foot [9] 18/7 37/13 63/15 63/15 82/20 82/20 82/20 100/3 100/16 footprints [1] 73/11 force [1] 87/16 forcing [1] 106/22 forget [2] 20/8 53/16 form [7] 26/15 26/15 27/8 37/16 38/21 47/6 88/10 form-based [6] 26/15 26/15 27/8 37/16 38/21 47/6 format [1] 115/17 format [1] 5/19 formerly [1] 7/15 forms [1] 29/2 Forsyth [1] 104/17 forth [5] 30/18 33/2 87/2 93/19 106/16 forty [2] 113/12 114/2 forty-five [1] 114/2 forward [9] 25/21
---	--	---	---	---

F forward... [8] 26/19 32/10 35/19 35/24 44/3 44/9 49/18 69/23 found [1] 39/6 four [7] 7/4 10/15 22/11 34/16 34/16 35/6 112/17 framework [1] 6/10 fresh [1] 112/6 Friday [1] 5/9 frightened [2] 42/16 42/25 front [32] 10/18 10/18 23/13 36/21 37/17 46/6 64/23 65/12 65/12 65/13 66/8 70/17 78/4 78/23 79/1 79/4 80/21 80/21 80/22 81/9 81/14 82/5 86/12 86/20 88/1 93/17 95/17 102/1 102/6 105/19 106/7 112/18 frontage [15] 22/6 23/6 24/14 24/25 25/2 25/3 47/19 68/21 88/2 93/16 93/20 94/9 94/11 94/14 106/2 frontage or [1] 25/2 frontages [9] 37/18 70/11 70/15 71/11 71/15 78/16 79/12 93/8 93/11 Froyo [1] 86/8 full [3] 34/14 39/5 93/8 function [1] 47/2 functional [4] 22/18 22/21 27/15 46/24 functioning [2] 31/23 34/25 furniture [1] 96/4 further [2] 13/25 86/23 future [18] 6/8 6/9 6/11 6/21 7/23 12/18 18/18 22/15 23/20 31/25 34/1 34/8 34/17 68/4 74/22 82/15 108/9 111/10	generates [1] 55/23 generic [1] 44/22 geographical [1] 67/11 geographically [1] 6/1 Gershman [1] 99/7 get [41] 3/18 5/11 16/10 17/3 17/4 18/11 20/17 26/2 27/12 28/6 30/3 30/5 30/6 35/25 37/6 41/4 41/16 44/4 44/23 45/19 54/2 54/6 54/14 65/4 66/16 67/17 73/23 74/23 77/10 83/8 98/4 106/17 106/25 111/8 111/14 111/20 111/24 112/15 114/1 114/4 114/9 gets [4] 13/22 83/20 85/15 92/6 getting [5] 30/11 64/23 75/25 101/5 112/4 give [10] 6/5 18/9 22/7 45/3 45/17 55/22 62/2 74/14 74/15 87/9 given [7] 15/7 29/17 33/18 86/4 96/15 96/15 101/5 giving [1] 15/7 go [34] 8/16 8/19 10/14 12/18 12/19 13/24 17/12 19/23 26/17 41/19 44/13 46/5 49/25 51/3 53/5 54/3 54/3 55/13 62/23 65/2 66/20 68/14 69/3 78/13 102/20 104/17 107/2 109/10 111/19 112/6 112/24 113/21 115/24 116/8 goal [4] 23/11 23/21 77/16 88/22 goals [4] 5/24 6/2 21/25 106/5 Goddard [1] 87/24 goes [3] 28/15 40/21 96/2 going [57] 2/2 3/18 4/15 9/5 14/8 14/9 17/3 17/4 30/14 30/18 30/21 36/1 36/3 43/10 48/10 50/12 53/11 54/13 57/1 62/1 62/2 63/25 64/11 65/5 65/9 66/6 66/16 76/11 78/13 87/15 93/2 93/3 93/4 94/15 95/17 97/1 97/7 97/13 98/3 98/5 98/6 98/15 98/18 103/18 103/19 105/13 106/12 106/15 106/15 109/20 110/8 111/8 115/5 115/7 116/4 116/11 116/12 golf [10] 33/12 33/14 33/20 34/1 34/8 34/9 34/10 34/24 35/1 50/12 gone [2] 62/12 103/15 good [27] 2/1 5/16	15/10 40/2 40/11 41/6 41/22 48/18 50/23 63/12 63/12 64/13 69/8 78/6 86/8 86/9 86/16 87/2 90/4 91/24 98/20 102/22 107/9 111/6 112/7 116/3 116/4 got [17] 42/18 46/17 51/23 51/25 54/6 54/7 76/12 86/17 86/17 86/18 86/18 86/23 87/25 88/1 89/17 90/10 90/17 gotten [3] 83/23 86/13 87/6 government [1] 35/11 grades [3] 11/2 14/20 14/24 grading [1] 14/13 Graeser [1] 100/3 great [13] 4/20 36/12 46/7 58/19 64/18 64/22 87/10 90/12 98/1 99/22 101/21 104/3 107/12 greater [11] 11/15 25/17 28/18 28/19 28/19 37/23 38/6 53/25 79/12 79/20 83/15 greatest [1] 10/1 green [11] 11/25 72/7 86/19 90/20 91/1 91/22 92/14 93/9 93/24 95/6 100/23 grocery [2] 62/1 102/11 ground [13] 9/21 9/22 11/22 36/20 37/9 38/7 38/14 38/16 70/12 71/14 76/5 78/18 79/20 group [1] 109/1 guarantee [1] 74/15 guess [4] 16/9 29/24 39/11 74/4 guidance [2] 13/15 39/13 guide [3] 12/7 38/8 38/22 guideline [1] 98/15 guidelines [4] 38/23 71/23 80/4 98/20 guiding [1] 22/19 guys [1] 63/8	handled [1] 81/7 hands [1] 98/22 happen [10] 14/8 14/9 32/1 35/13 36/3 89/18 97/23 106/21 106/22 106/22 happening [1] 90/11 happens [2] 109/20 116/3 happy [2] 55/14 74/16 hard [2] 50/24 60/22 has [42] 6/15 7/20 8/24 22/15 24/13 25/23 25/25 26/24 32/2 35/3 39/12 40/4 42/15 42/16 42/25 43/1 44/19 53/2 54/19 57/19 58/2 58/22 58/23 61/16 61/25 61/25 66/2 66/6 67/18 76/19 77/6 77/12 82/19 87/9 95/20 98/8 99/23 101/1 102/18 105/10 112/18 116/2 hasn't [4] 55/4 58/2 62/3 62/5 have [214] haven't [5] 74/11 74/13 97/12 106/21 115/1 having [9] 19/23 63/4 63/5 66/7 66/14 66/18 74/3 79/18 106/14 he [2] 61/25 64/16 he's [1] 62/2 hear [3] 17/14 64/11 89/11 heard [6] 42/6 44/7 53/18 83/21 97/19 116/7 hearing [14] 1/8 3/4 4/8 4/11 4/23 5/2 67/19 115/20 115/21 116/16 117/1 117/2 117/13 117/15 hearings [1] 115/17 heart [3] 21/22 50/14 51/22 Heather [1] 1/14 height [7] 9/2 11/3 11/7 14/14 14/21 28/19 37/24 heights [6] 11/2 14/20 14/24 25/15 29/4 37/11 help [11] 10/22 10/23 12/22 13/17 25/19 27/10 38/3 39/2 72/8 84/10 99/18 helps [1] 60/16 here [56] 4/23 14/1 15/11 15/14 15/17 15/24 19/9 19/20 20/9 23/1 23/21 26/6 26/16 32/15 33/9 34/19 40/18 40/22 43/8 44/2 44/11 46/9 49/7 50/8 50/10 50/11 51/2 54/20 55/16 57/4 58/3 58/4 58/5 60/1 60/3 63/9 63/18	65/5 67/25 71/21 72/17 73/9 76/1 77/6 85/11 86/10 91/9 93/6 93/7 95/2 99/24 100/14 106/17 111/9 115/25 here's [1] 48/15 hereby [1] 117/12 high [9] 21/18 25/9 38/23 52/13 57/4 67/13 70/3 78/1 78/1 high-end [1] 57/4 higher [4] 8/23 8/23 40/17 63/23 highest [3] 31/17 63/10 64/23 highlight [1] 73/9 highly [1] 35/13 highrise [2] 28/24 29/6 highrise-type [1] 29/6 highrises [2] 33/2 37/25 highway [2] 46/20 47/10 Hilton [3] 52/19 52/21 99/6 him [1] 55/1 hiring [1] 56/25 his [2] 64/15 64/24 historically [1] 26/24 hits [1] 41/11 home [1] 52/21 homeowners [1] 12/10 homes [8] 8/25 9/7 10/23 12/9 13/13 14/7 14/15 77/2 honestly [1] 13/1 hope [3] 48/18 98/13 98/19 hotel [1] 54/21 hotels [1] 32/24 housing [5] 31/15 60/6 60/9 60/10 89/8 how [37] 6/1 12/4 12/25 13/19 13/20 14/11 14/12 14/13 19/11 19/15 22/20 23/7 23/17 32/11 32/12 33/5 34/23 34/23 42/20 45/22 46/10 46/12 47/16 47/16 48/6 64/19 65/19 66/15 66/15 78/14 80/12 82/3 85/11 94/20 96/22 98/2 111/8 However [5] 26/14 47/12 67/10 68/3 70/19 hub [1] 107/23 huge [4] 55/11 58/20 60/24 63/16 huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 hurts [1] 62/16
G gain [1] 74/18 Galleria [3] 61/9 61/12 61/15 garage [1] 62/13 garages [2] 63/6 63/6 Gatesbury [1] 1/22 gathering [2] 21/21 33/4 gave [1] 15/15 geared [2] 14/5 71/17 Gene [2] 1/14 109/12 general [8] 39/3 39/11 39/12 41/3 41/8 63/21 74/21 96/20 generally [3] 28/12 28/20 72/8 generate [2] 57/9 99/20	generates [1] 55/23 generic [1] 44/22 geographical [1] 67/11 geographically [1] 6/1 Gershman [1] 99/7 get [41] 3/18 5/11 16/10 17/3 17/4 18/11 20/17 26/2 27/12 28/6 30/3 30/5 30/6 35/25 37/6 41/4 41/16 44/4 44/23 45/19 54/2 54/6 54/14 65/4 66/16 67/17 73/23 74/23 77/10 83/8 98/4 106/17 106/25 111/8 111/14 111/20 111/24 112/15 114/1 114/4 114/9 gets [4] 13/22 83/20 85/15 92/6 getting [5] 30/11 64/23 75/25 101/5 112/4 give [10] 6/5 18/9 22/7 45/3 45/17 55/22 62/2 74/14 74/15 87/9 given [7] 15/7 29/17 33/18 86/4 96/15 96/15 101/5 giving [1] 15/7 go [34] 8/16 8/19 10/14 12/18 12/19 13/24 17/12 19/23 26/17 41/19 44/13 46/5 49/25 51/3 53/5 54/3 54/3 55/13 62/23 65/2 66/20 68/14 69/3 78/13 102/20 104/17 107/2 109/10 111/19 112/6 112/24 113/21 115/24 116/8 goal [4] 23/11 23/21 77/16 88/22 goals [4] 5/24 6/2 21/25 106/5 Goddard [1] 87/24 goes [3] 28/15 40/21 96/2 going [57] 2/2 3/18 4/15 9/5 14/8 14/9 17/3 17/4 30/14 30/18 30/21 36/1 36/3 43/10 48/10 50/12 53/11 54/13 57/1 62/1 62/2 63/25 64/11 65/5 65/9 66/6 66/16 76/11 78/13 87/15 93/2 93/3 93/4 94/15 95/17 97/1 97/7 97/13 98/3 98/5 98/6 98/15 98/18 103/18 103/19 105/13 106/12 106/15 106/15 109/20 110/8 111/8 115/5 115/7 116/4 116/11 116/12 golf [10] 33/12 33/14 33/20 34/1 34/8 34/9 34/10 34/24 35/1 50/12 gone [2] 62/12 103/15 good [27] 2/1 5/16	H H3 [1] 4/22 had [25] 3/21 4/12 7/15 8/6 16/19 24/8 28/17 32/18 33/5 35/3 46/3 46/14 48/11 53/22 56/25 59/2 68/19 74/13 75/5 83/10 97/24 101/23 103/6 103/11 103/14 hadn't [1] 69/15 hair [1] 56/18 hall [3] 1/13 2/7 54/19 handful [2] 62/10 62/11	handled [1] 81/7 hands [1] 98/22 happen [10] 14/8 14/9 32/1 35/13 36/3 89/18 97/23 106/21 106/22 106/22 happening [1] 90/11 happens [2] 109/20 116/3 happy [2] 55/14 74/16 hard [2] 50/24 60/22 has [42] 6/15 7/20 8/24 22/15 24/13 25/23 25/25 26/24 32/2 35/3 39/12 40/4 42/15 42/16 42/25 43/1 44/19 53/2 54/19 57/19 58/2 58/22 58/23 61/16 61/25 61/25 66/2 66/6 67/18 76/19 77/6 77/12 82/19 87/9 95/20 98/8 99/23 101/1 102/18 105/10 112/18 116/2 hasn't [4] 55/4 58/2 62/3 62/5 have [214] haven't [5] 74/11 74/13 97/12 106/21 115/1 having [9] 19/23 63/4 63/5 66/7 66/14 66/18 74/3 79/18 106/14 he [2] 61/25 64/16 he's [1] 62/2 hear [3] 17/14 64/11 89/11 heard [6] 42/6 44/7 53/18 83/21 97/19 116/7 hearing [14] 1/8 3/4 4/8 4/11 4/23 5/2 67/19 115/20 115/21 116/16 117/1 117/2 117/13 117/15 hearings [1] 115/17 heart [3] 21/22 50/14 51/22 Heather [1] 1/14 height [7] 9/2 11/3 11/7 14/14 14/21 28/19 37/24 heights [6] 11/2 14/20 14/24 25/15 29/4 37/11 help [11] 10/22 10/23 12/22 13/17 25/19 27/10 38/3 39/2 72/8 84/10 99/18 helps [1] 60/16 here [56] 4/23 14/1 15/11 15/14 15/17 15/24 19/9 19/20 20/9 23/1 23/21 26/6 26/16 32/15 33/9 34/19 40/18 40/22 43/8 44/2 44/11 46/9 49/7 50/8 50/10 50/11 51/2 54/20 55/16 57/4 58/3 58/4 58/5 60/1 60/3 63/9 63/18	65/5 67/25 71/21 72/17 73/9 76/1 77/6 85/11 86/10 91/9 93/6 93/7 95/2 99/24 100/14 106/17 111/9 115/25 here's [1] 48/15 hereby [1] 117/12 high [9] 21/18 25/9 38/23 52/13 57/4 67/13 70/3 78/1 78/1 high-end [1] 57/4 higher [4] 8/23 8/23 40/17 63/23 highest [3] 31/17 63/10 64/23 highlight [1] 73/9 highly [1] 35/13 highrise [2] 28/24 29/6 highrise-type [1] 29/6 highrises [2] 33/2 37/25 highway [2] 46/20 47/10 Hilton [3] 52/19 52/21 99/6 him [1] 55/1 hiring [1] 56/25 his [2] 64/15 64/24 historically [1] 26/24 hits [1] 41/11 home [1] 52/21 homeowners [1] 12/10 homes [8] 8/25 9/7 10/23 12/9 13/13 14/7 14/15 77/2 honestly [1] 13/1 hope [3] 48/18 98/13 98/19 hotel [1] 54/21 hotels [1] 32/24 housing [5] 31/15 60/6 60/9 60/10 89/8 how [37] 6/1 12/4 12/25 13/19 13/20 14/11 14/12 14/13 19/11 19/15 22/20 23/7 23/17 32/11 32/12 33/5 34/23 34/23 42/20 45/22 46/10 46/12 47/16 47/16 48/6 64/19 65/19 66/15 66/15 78/14 80/12 82/3 85/11 94/20 96/22 98/2 111/8 However [5] 26/14 47/12 67/10 68/3 70/19 hub [1] 107/23 huge [4] 55/11 58/20 60/24 63/16 huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 hurts [1] 62/16

I I'd... [5] 52/24 55/25 100/1 102/8 109/13 I'll [8] 6/5 8/19 55/14 65/10 65/20 90/25 105/22 108/3 I'm [48] 3/18 15/17 16/22 17/14 19/6 19/6 19/7 20/12 27/20 41/25 42/2 50/3 51/6 51/15 52/7 52/10 52/22 53/7 53/10 55/9 55/10 55/16 58/7 61/4 63/1 63/3 63/18 63/18 64/9 74/3 78/13 90/19 91/8 91/11 92/2 93/7 97/9 97/21 98/5 98/5 99/1 99/2 99/6 105/10 110/24 111/21 112/17 114/5 I've [7] 15/23 51/25 52/25 53/3 90/17 109/15 116/7 idea [9] 14/22 23/20 24/21 47/7 71/12 82/17 93/2 93/3 112/7 ideas [1] 35/20 identifiable [2] 21/22 23/22 identified [2] 27/7 113/22 identity [2] 22/1 23/22 if [94] 4/7 4/12 4/14 4/15 13/24 17/16 17/16 18/11 18/11 19/1 20/4 20/5 24/16 24/20 26/21 27/5 27/5 29/20 31/8 32/5 32/12 33/5 34/9 34/18 36/4 40/8 40/8 41/7 42/3 42/4 42/8 42/10 42/10 42/11 42/12 44/12 44/13 46/14 47/14 47/22 48/9 48/17 48/24 49/8 51/1 51/3 51/6 51/6 52/13 54/17 54/18 56/16 56/21 57/1 59/8 59/16 60/9 60/9 60/20 60/23 62/9 62/9 65/1 65/4 65/22 66/25 69/7 75/11 76/16 82/4 83/10 85/20 87/10 87/10 87/17 89/13 89/19 93/7 93/14 101/4 102/3 102/20 103/6 104/11 104/17 105/11 105/15 107/2 110/24 112/18 114/16 114/25 115/23 116/1 IL [3] 1/22 117/18 117/19 IL-CSR [3] 1/22 117/18 117/19 Illinois [1] 117/10 illustrate [1] 22/23 illustration [1] 81/10 image [1] 113/24 images [2] 77/22 89/15 immediate [1] 40/6	Imo's [1] 64/15 impact [3] 30/14 30/16 77/19 impacted [1] 101/17 impacts [2] 12/9 80/9 implementation [12] 8/4 10/12 13/3 13/22 14/6 14/21 24/16 26/13 108/9 112/15 113/17 114/12 implemented [4] 12/25 13/20 108/13 108/24 implications [1] 68/4 important [7] 31/10 35/8 60/18 67/10 74/17 95/12 113/23 improve [3] 47/12 72/8 99/22 improved [2] 56/4 70/5 improvements [4] 13/7 70/2 100/16 108/23 improves [1] 67/7 improving [1] 69/25 in [380] inadvertently [1] 75/11 inappropriate [1] 74/2 inaudible [1] 110/23 Inc [1] 1/21 incentive [2] 100/25 101/10 incentives [1] 11/19 incitizing [2] 72/5 72/16 include [8] 27/16 29/25 38/20 71/6 72/19 77/24 93/11 108/15 included [2] 5/7 68/1 including [8] 25/13 71/8 71/9 72/5 79/2 79/14 79/19 113/13 inclusive [2] 28/10 28/11 income [3] 60/2 60/11 101/4 inconsistencies [1] 9/1 inconsistency [1] 80/16 incorporate [1] 70/23 incorporating [1] 109/4 increase [1] 99/21 increased [1] 11/19 increasing [1] 60/5 increasingly [2] 23/15 77/9 incremental [1] 23/7 incrementally [2] 24/2 32/2 independent [1] 35/15 indicated [1] 76/15 individual [2] 12/6 13/12 individuals [1] 15/14	infill [7] 9/2 9/5 9/11 11/4 23/7 23/8 43/20 infills [1] 10/2 information [2] 8/19 16/3 innovation [6] 8/12 22/14 107/14 107/15 107/25 110/19 instance [1] 41/25 instances [1] 103/22 institutional [2] 7/3 113/3 institutions [2] 102/22 103/20 integrate [1] 6/9 intended [4] 10/11 21/8 21/19 83/13 intense [4] 28/20 31/14 31/17 33/1 intensity [2] 21/18 31/6 intensive [4] 28/13 28/18 37/7 110/9 intent [3] 93/6 93/7 95/11 interest [2] 21/3 21/10 interested [1] 82/11 interesting [1] 18/17 interim [1] 88/18 interior [3] 46/7 46/15 65/14 internally [1] 48/12 internet [1] 102/25 interrupt [1] 95/11 intimate [1] 48/24 intimate-type [1] 48/24 into [29] 4/7 5/11 7/15 7/17 8/8 10/15 13/22 15/14 17/3 17/4 26/10 28/6 28/25 37/6 41/4 43/1 45/7 58/25 59/10 67/17 85/21 87/7 89/12 98/14 101/19 103/3 109/5 111/20 112/3 introduction [1] 22/7 investment [1] 101/6 invited [1] 18/16 involved [1] 54/23 involvement [1] 32/9 is [238] isn't [4] 20/21 29/6 30/18 39/10 issue [7] 34/19 38/10 40/4 84/6 85/15 107/4 112/20 issues [21] 6/21 6/23 8/20 9/10 9/13 9/16 11/11 11/16 14/15 16/4 19/11 27/13 40/6 66/11 72/23 83/21 84/11 85/8 99/13 101/24 102/6 it [196] it is [1] 96/9 it's [133] items [7] 7/10 37/15 113/18 113/22 113/22 114/6 114/16	its [6] 34/25 39/17 39/17 47/10 83/19 99/20 itself [2] 15/18 104/24 J Jaffe [2] 97/14 97/16 Jaggi [2] 1/16 2/21 Jason [8] 1/16 2/21 34/18 40/8 73/25 102/10 102/19 113/15 Jenkins [1] 73/20 Jessica [2] 1/17 3/1 jewelry [2] 102/23 104/19 job [2] 41/2 48/18 jobs [1] 107/24 Joe's [3] 44/16 46/4 102/10 jogs [1] 26/8 Jones [1] 103/20 Judy [2] 49/15 49/17 June [4] 7/11 26/1 34/5 107/17 June 6th [3] 7/11 26/1 34/5 just [104] 4/25 5/11 7/9 10/14 13/24 15/2 15/4 15/7 15/17 16/3 16/9 17/23 18/3 18/25 19/9 20/5 20/12 21/9 21/10 22/7 22/23 28/6 31/2 31/8 32/14 33/7 35/20 35/23 36/2 36/6 39/14 41/11 43/5 44/2 44/21 46/9 48/14 50/2 51/6 52/12 52/14 53/22 55/4 56/8 57/3 58/1 58/23 60/20 61/6 62/4 62/12 64/13 65/2 65/3 65/9 65/18 69/9 70/7 70/22 72/22 72/23 73/23 74/7 74/23 75/11 80/11 83/8 88/4 91/10 91/21 91/24 92/7 92/10 92/16 93/10 94/1 94/5 95/10 95/22 96/6 96/12 96/18 96/23 97/19 97/19 98/13 100/15 105/4 105/10 105/25 106/10 106/12 106/18 107/3 107/4 107/5 109/13 111/20 111/24 112/21 112/23 114/6 115/13 115/13 just to [1] 112/21 K Kansas [2] 58/8 117/11 keep [5] 35/23 60/25 63/8 63/20 108/22 keeping [3] 7/22 48/1 68/9 Kelly [2] 1/16 2/23 key [15] 7/10 8/20 9/16 11/11 16/4 21/5 21/24 77/6 81/7 81/15 108/21	110/2 110/5 113/17 113/20 keyed [5] 10/12 11/6 12/5 47/20 47/20 kicks [1] 22/2 kickstart [1] 32/6 kids [1] 104/13 kind [53] 10/4 13/21 13/22 15/3 15/24 17/1 21/4 27/6 28/14 28/16 30/9 30/15 31/2 31/7 31/14 32/6 32/20 32/24 33/7 34/22 35/5 35/23 37/12 38/4 39/22 44/2 44/2 44/19 48/13 48/19 50/21 53/12 68/24 69/12 79/5 82/13 83/1 83/4 86/4 87/21 89/5 89/20 89/23 92/11 92/20 96/1 96/23 101/4 103/5 105/6 112/11 112/14 116/8 kinds [2] 103/18 105/21 King's [1] 25/11 Kirkwood [7] 25/14 53/18 53/24 54/2 54/2 59/21 60/13 Kistner [3] 1/12 109/11 110/14 Klearman [3] 17/13 17/21 18/1 Kling [1] 73/20 Knolls [2] 64/14 64/15 know [126] knowing [1] 89/10 KS [3] 1/22 117/18 117/19 KS-CCR [3] 1/22 117/18 117/19 L Ladue [3] 77/25 89/20 90/1 lake [1] 68/22 land [14] 6/8 6/9 6/9 6/14 7/3 11/13 11/14 11/17 14/3 58/21 58/24 59/12 61/18 99/15 Landing [1] 25/11 landlocked [1] 89/12 landscape [11] 37/20 70/25 77/13 77/19 91/17 92/21 94/7 94/9 94/21 95/24 95/25 landscaped [5] 92/5 92/23 93/8 93/10 95/19 landscaping [16] 28/3 36/25 47/18 48/21 70/2 70/21 71/5 71/6 79/3 83/24 87/12 88/1 89/23 94/23 95/3 101/20 lane [2] 46/17 80/15 lanes [1] 54/4 language [1] 96/10 large [15] 9/20 9/22 23/13 42/7 59/10 59/12 62/14 62/17 67/2 69/21
--	--	--	--	---

L large... [5] 70/20 70/22 72/9 108/25 112/20 large-scale [4] 59/10 62/14 62/17 108/25 largely [5] 7/1 9/20 60/8 71/20 108/24 larger [9] 13/10 31/12 32/5 38/17 73/10 73/11 75/22 85/5 95/16 last [18] 4/25 5/9 5/19 5/25 39/14 42/18 44/8 53/21 53/21 68/17 73/24 89/2 93/23 102/18 105/11 112/14 115/14 115/15 Lastly [1] 102/8 late [2] 107/17 112/4 later [4] 4/14 20/3 90/23 117/13 law [1] 93/12 lawn [1] 95/22 lawsuits [1] 98/6 lawyers [1] 98/1 lay [1] 19/20 layout [1] 102/5 leads [1] 94/4 leasing [1] 45/11 least [2] 93/22 101/8 leave [3] 18/10 98/19 105/23 Leawood [3] 58/17 58/18 58/19 LED [1] 72/17 left [1] 109/11 length [1] 48/7 less [11] 11/13 11/17 28/13 48/23 75/21 85/2 85/2 85/2 93/4 98/18 112/1 let [4] 33/8 98/20 112/10 112/23 let's [3] 56/15 62/23 116/14 letter [1] 53/21 level [5] 31/17 32/9 40/17 93/24 115/2 levels [3] 37/2 67/13 70/3 life [3] 109/1 109/2 110/19 lighting [5] 12/15 72/6 79/3 95/4 96/3 like [60] 5/10 15/16 15/17 15/19 15/20 17/1 17/1 20/7 20/14 26/2 27/23 29/9 29/18 30/17 31/5 32/10 41/2 42/22 44/19 44/20 44/20 44/25 45/4 45/7 47/1 47/18 49/6 49/8 49/11 49/22 50/13 52/24 55/25 56/10 58/22 61/17 65/1 66/14 68/18 69/12 73/25 74/16 74/19 76/14 85/1 88/18 89/14 89/18 90/8 96/4 96/20 100/1 101/7	102/8 104/1 104/4 105/6 105/14 109/13 116/2 likelihood [1] 30/7 likely [1] 68/10 likes [1] 19/10 Likewise [3] 11/18 73/7 84/23 limit [1] 9/2 limitation [1] 78/17 limitations [2] 11/5 96/16 limits [3] 11/7 37/14 38/25 Lindbergh [5] 7/6 7/14 7/20 54/4 112/25 line [16] 7/22 31/14 36/21 46/6 46/15 46/21 47/17 47/17 71/20 80/24 83/5 91/22 92/14 93/9 93/24 95/6 lined [1] 50/21 lines [6] 10/18 10/19 23/9 37/17 51/7 81/2 link [1] 36/6 list [1] 43/14 little [28] 7/9 13/25 26/8 30/13 32/21 40/14 41/3 43/21 44/3 44/10 48/23 49/18 52/25 53/12 53/13 66/13 66/20 69/18 74/21 80/19 83/8 85/16 93/17 106/12 113/4 116/2 116/7 116/9 live [4] 18/7 55/21 78/8 97/16 loaded [1] 81/12 lobby [1] 29/8 local [1] 11/12 locally [2] 61/7 92/20 located [15] 23/14 23/15 38/14 38/18 70/17 78/22 78/23 78/24 79/1 79/17 80/17 80/18 80/20 81/11 102/3 locating [2] 36/23 37/18 location [6] 23/10 33/20 36/23 64/18 70/14 78/20 locations [1] 87/1 Lodge [1] 105/17 logic [1] 30/2 logistical [1] 66/10 Lola [1] 104/18 long [2] 76/19 98/15 longer [1] 8/14 longterm [6] 31/21 35/17 45/24 67/14 70/7 90/17 look [22] 3/21 14/13 31/15 40/13 41/5 44/12 53/9 56/17 56/21 62/9 64/14 64/19 64/20 69/3 79/22 93/14 94/16 96/6 96/12 101/20 102/20	105/11 look at [1] 96/6 looked [2] 82/8 89/15 looking [20] 7/24 15/13 16/7 22/24 25/22 33/9 34/17 37/11 38/4 46/16 53/19 65/3 78/10 79/10 82/18 89/9 89/16 92/19 103/7 111/19 looks [2] 6/21 16/25 losing [1] 97/9 lost [1] 20/17 lot [79] 9/3 10/16 14/5 14/19 23/13 23/14 28/10 29/19 30/18 33/21 36/22 37/18 38/20 43/16 43/25 44/1 44/2 44/12 44/16 47/11 53/13 57/10 57/10 58/22 58/23 59/7 59/13 59/13 60/2 60/17 63/21 66/10 66/13 66/17 66/20 71/14 71/15 71/22 73/7 77/11 79/7 79/7 79/25 80/2 80/5 81/12 81/18 81/18 81/21 81/21 81/25 82/4 82/10 82/18 83/3 83/10 83/17 83/19 83/21 84/22 86/13 87/23 87/25 88/2 88/6 89/24 96/17 98/6 98/7 98/9 98/10 98/12 98/19 100/6 102/3 102/17 105/13 108/18 110/4 lots [38] 9/20 9/22 9/23 10/19 11/21 11/23 11/23 38/25 39/1 56/19 59/3 70/13 77/4 77/8 77/18 78/20 80/4 80/9 80/14 80/20 81/1 81/3 81/25 82/22 83/1 84/1 84/15 85/5 85/5 91/25 92/10 92/20 95/16 95/17 97/24 99/24 101/13 102/21 Louis [6] 1/23 43/16 46/5 73/22 85/13 117/7 Love [1] 56/3 low [7] 30/7 31/6 31/6 52/13 72/5 72/17 77/1 low-voltage [2] 72/5 72/17 lower [1] 79/16 Lumley [3] 1/15 2/18 115/23 Lyonnais [1] 49/17 M made [8] 8/14 27/5 55/1 60/9 67/19 69/10 69/11 91/3 Magruder [3] 1/13 2/9 116/21 Magruder's [1] 86/4 main [10] 23/22 31/20 33/3 37/12 47/2 47/9 48/14 48/22 63/12	71/16 mainly [1] 73/9 maintain [6] 14/12 37/12 64/16 67/13 83/4 83/5 maintained [1] 34/11 maintaining [3] 70/3 99/14 99/19 major [2] 83/21 108/4 majority [1] 78/24 make [32] 13/16 14/14 19/13 29/19 33/21 40/23 42/12 42/15 45/8 45/14 47/8 49/22 55/23 56/13 59/4 59/12 60/22 61/23 62/2 62/15 62/15 80/9 89/3 89/18 90/25 91/10 91/12 92/23 96/12 105/14 106/10 109/13 make one [1] 109/13 makes [7] 17/11 27/16 35/19 40/11 53/13 60/21 69/17 making [4] 20/2 41/11 45/13 50/1 malls [1] 90/12 manage [2] 100/2 102/14 management [1] 102/17 manages [1] 99/8 manner [1] 27/11 many [16] 11/15 43/10 53/4 53/4 55/5 55/6 61/19 61/19 64/25 70/23 79/9 79/13 83/1 97/23 101/15 104/18 map [1] 68/24 mapped [1] 68/24 maps [1] 68/13 market [7] 9/6 44/18 59/25 60/13 89/16 103/1 105/5 marketing [1] 104/12 marketplace [3] 90/2 90/10 102/9 Martin [2] 97/14 97/16 Mary [2] 80/14 105/15 Maryland [2] 89/19 104/24 Masonic [1] 105/17 master [6] 32/5 107/21 108/10 109/5 110/3 110/3 match [2] 11/9 13/18 matches [1] 12/23 materials [1] 72/7 Matthew [1] 1/15 maximize [3] 30/14 82/22 82/23 maximizes [1] 77/19 maximizing [1] 77/20 maximum [5] 10/25 24/14 24/15 29/4 47/24 may [11] 15/17 31/4 32/17 34/22 49/24 82/4 82/21 87/17 88/9	111/19 111/19 maybe [23] 13/15 13/15 15/20 28/2 28/3 30/13 35/5 35/20 36/2 39/22 39/23 40/24 41/4 42/14 55/10 57/7 58/13 65/9 69/4 86/6 96/6 115/24 MCCOY [3] 18/25 19/4 19/6 McKnight [1] 89/17 McLaughlin [4] 1/21 1/22 117/9 117/19 me [9] 16/25 24/6 29/16 83/9 92/14 93/7 94/4 95/1 112/11 Meadows [2] 80/14 105/15 mean [22] 14/1 24/15 29/5 29/17 30/1 48/15 50/3 50/18 50/25 50/25 52/5 56/15 75/12 80/16 83/9 89/11 90/6 95/11 96/15 104/10 105/1 116/1 means [2] 9/8 95/5 meat [1] 112/8 medical [2] 56/19 103/19 medium [1] 67/14 meet [3] 56/13 63/16 100/13 meeting [23] 1/1 2/3 3/12 18/17 34/5 35/20 42/6 44/8 53/21 68/17 73/24 89/3 107/18 111/10 111/17 111/18 111/20 112/5 112/17 112/19 114/3 114/19 115/14 meetings [1] 3/11 Mel [2] 17/21 18/1 members [5] 18/15 32/14 32/17 45/16 86/14 memo [1] 5/14 memorandum [1] 5/5 men's [2] 102/12 103/21 mention [3] 67/18 96/18 106/1 mentioned [11] 12/14 53/15 53/16 57/16 59/24 85/18 95/21 99/23 101/12 101/22 101/25 mentioning [1] 113/15 Meramec [1] 73/21 met [3] 13/17 108/9 108/14 metro [1] 43/17 microphone [1] 19/14 middle [5] 23/3 23/16 66/8 66/17 68/21 might [15] 15/12 19/19 24/1 29/23 46/22 51/4 66/3 68/4 74/4 78/14 92/3 100/22 111/9
--	--	---	---	---

M might... [2] 114/4 115/19 mile [2] 53/24 54/1 mind [3] 35/24 65/11 108/22 minimal [1] 89/23 minimize [1] 80/6 minimized [1] 80/10 minimum [3] 11/25 13/17 38/18 minute [1] 7/9 minutes [6] 3/8 3/19 3/20 113/12 113/25 114/3 mishmash [1] 53/12 misrepresentation [1] 75/24 MISSOURI [4] 1/2 73/22 117/5 117/10 mistake [2] 75/15 75/23 mitigated [1] 80/9 mitigation [1] 11/10 mix [2] 87/7 108/16 mixed [26] 7/21 7/21 16/25 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 27/22 28/18 31/15 31/16 36/16 67/5 68/1 68/2 68/25 69/16 69/16 74/2 74/5 78/11 108/1 mixed-use [24] 7/21 7/21 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 27/22 28/18 31/15 36/16 67/5 68/1 68/2 68/25 69/16 69/16 74/2 74/5 78/11 108/1 Mixed-Used [1] 16/25 MO [4] 1/22 1/23 117/18 117/19 MO-CCR [3] 1/22 117/18 117/19 model [3] 25/10 32/4 86/16 moment [1] 28/7 Monarch [1] 18/19 MONDAY [2] 1/4 2/2 money [5] 54/25 57/3 60/22 60/23 98/10 Monsanto [1] 59/8 months [1] 93/23 Montmartre [1] 19/6 monument [4] 38/13 39/16 74/11 76/13 mood [1] 32/12 moot [1] 30/9 more [70] 6/1 6/6 7/9 7/22 7/22 8/16 9/23 10/22 11/8 11/8 13/1 13/23 14/5 15/20 16/14 25/10 27/8 27/20 28/16 28/18 28/20 28/20 30/13 31/20 32/4 33/3 37/6 37/23 37/24 38/8 38/17 39/15 39/16 40/6	40/6 40/19 41/3 41/4 41/8 44/3 47/2 48/23 51/10 56/13 58/9 60/6 62/14 62/18 63/21 63/23 69/24 71/13 71/17 76/13 77/13 79/17 79/17 79/18 83/10 83/23 84/16 85/5 89/19 95/2 96/17 96/20 96/23 112/19 113/4 116/2 Mosley [3] 52/22 64/16 76/22 most [7] 30/15 30/15 31/14 31/17 55/8 60/8 63/10 mostly [2] 14/11 43/18 motion [3] 3/23 116/15 116/15 Motors [1] 26/8 move [20] 3/9 3/24 4/7 17/8 21/12 26/19 29/23 32/10 35/19 35/24 44/9 59/8 67/2 71/16 76/17 86/23 89/4 107/13 109/10 111/4 moved [2] 35/3 116/17 moving [5] 25/20 69/23 89/12 111/2 116/3 Mr [15] 1/12 1/13 1/14 1/15 1/15 1/16 2/15 17/21 18/25 19/4 40/10 52/19 74/19 97/14 116/18 Mr. [11] 2/5 2/9 2/11 17/13 39/9 45/2 86/4 90/15 104/6 115/23 116/21 Mr. Carney [1] 2/5 Mr. Klearman [1] 17/13 Mr. Lumley [1] 115/23 Mr. Magruder [2] 2/9 116/21 Mr. Magruder's [1] 86/4 Mr. Rovak [4] 2/11 39/9 45/2 90/15 Mr. Stern [1] 104/6 Ms [7] 1/12 1/13 1/14 1/16 1/17 49/15 110/22 Ms. [3] 2/7 2/13 94/10 Ms. Hall [1] 2/7 Ms. Silverman [2] 2/13 94/10 MSD [1] 11/14 much [26] 8/22 9/24 18/10 18/24 39/12 39/16 42/2 42/9 46/16 53/10 53/11 57/12 62/14 63/23 65/6 66/23 71/12 73/10 74/13 74/15 90/19 92/14 95/16 97/20 98/18 104/7 muddled [1] 32/21 multi [11] 10/7 10/8	10/8 20/11 28/22 29/8 67/22 68/5 68/8 69/8 77/2 multi-family [9] 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 77/2 multi-unit [1] 29/8 multi-use [1] 20/11 multiple [1] 11/23 municipal [2] 33/12 35/1 municipalities [2] 44/14 92/20 Muriel [1] 1/13 my [19] 4/22 44/5 44/5 46/8 52/21 52/21 52/25 53/2 62/4 64/10 73/20 73/24 74/14 89/11 90/22 96/15 97/16 98/8 105/22 myself [1] 16/13 N nail [1] 56/18 name [6] 4/22 17/24 52/21 58/8 73/20 97/16 narrative [1] 15/4 narrow [9] 84/16 85/9 91/25 92/10 92/20 92/21 95/22 96/11 101/13 national [1] 103/14 nature [3] 40/17 57/6 105/19 navigate [1] 66/7 near [1] 93/24 nearby [1] 78/8 necessarily [11] 14/10 14/22 28/19 33/2 37/25 47/9 88/17 92/22 94/11 103/9 103/25 necessary [1] 113/21 need [9] 3/5 17/19 42/3 47/5 82/14 83/3 94/11 112/24 116/11 needing [2] 38/18 89/3 needs [7] 19/19 35/18 48/22 62/14 84/8 103/2 103/3 negative [2] 12/9 80/9 neighborhood [14] 7/16 7/16 9/12 9/21 9/21 9/24 10/3 10/13 16/2 16/5 19/22 22/12 44/18 76/25 neighborhoods [10] 8/21 9/7 10/1 10/5 10/7 10/24 12/7 12/24 13/13 70/6 neighboring [8] 9/14 14/14 70/13 71/18 77/4 78/19 80/7 81/1 neighbors [1] 18/9 never [3] 38/14 55/2 92/17 new [17] 1/3 14/7 23/7 26/7 26/17 26/23 27/17 28/15 30/4 32/3 44/4	76/23 100/20 101/3 102/19 102/20 107/16 newer [1] 86/24 next [15] 17/4 35/20 50/1 65/2 74/22 82/9 94/23 98/18 98/19 107/2 111/3 111/16 112/16 114/6 114/9 nice [5] 41/2 41/7 57/5 87/12 88/1 nicely [1] 92/23 night [1] 63/9 nine [1] 111/15 nine o'clock [1] 111/15 no [36] 1/8 4/9 8/14 8/24 9/2 16/23 19/3 20/12 37/14 40/10 43/17 49/13 50/25 55/1 58/13 58/16 58/16 59/15 61/6 61/23 67/1 68/10 68/10 73/12 74/11 76/16 76/16 78/17 78/17 98/5 98/5 100/25 101/18 107/7 107/8 110/16 no -- no [1] 68/10 non [1] 78/11 non-commercial [1] 78/11 None [1] 66/19 nonetheless [1] 106/24 nonexistent [1] 56/16 Noodles [1] 86/7 north [12] 1/3 7/6 26/17 26/23 27/17 30/6 51/11 51/17 73/21 84/15 84/19 85/8 northwest [1] 33/14 not [113] 4/7 9/11 11/1 12/8 14/9 14/14 14/22 15/19 20/23 20/25 26/16 27/16 28/15 28/19 29/5 30/10 30/19 31/6 31/6 31/23 33/1 34/4 34/9 35/15 36/2 37/24 39/11 41/19 42/16 42/24 43/17 44/11 46/16 46/16 47/4 47/8 48/15 48/21 49/13 50/3 50/22 51/3 51/5 52/3 52/7 52/18 54/8 54/13 55/7 56/6 56/6 56/11 57/8 57/20 58/21 59/7 61/11 61/16 61/16 62/5 62/7 62/12 62/17 62/18 63/1 63/3 64/13 64/18 64/25 65/2 65/3 65/5 66/9 69/4 69/4 72/17 72/21 75/8 76/1 77/14 79/24 82/4 82/19 83/18 84/3 84/20 91/11 91/25 92/2 92/2 92/22 93/3 93/8 93/19 93/22 96/13 98/5 98/5 99/18 102/7 102/22 102/25 103/8 104/17 105/13	105/20 106/2 106/2 106/3 109/16 111/18 112/17 note [3] 67/10 95/12 100/21 noted [1] 59/18 nothing [2] 100/8 100/9 notice [2] 115/15 115/16 NOVEMBER [2] 1/4 2/2 November 7th [1] 2/2 now [29] 4/4 4/6 4/12 4/13 4/16 15/7 15/16 27/24 30/25 31/21 36/13 40/13 41/1 43/16 44/13 51/25 53/12 55/17 56/5 56/7 61/24 80/11 87/8 88/12 94/13 101/9 103/16 104/23 107/13 nuances [1] 66/20 number [12] 10/2 10/7 21/23 40/5 54/14 83/24 99/13 101/22 101/23 104/4 104/12 105/11 numbers [1] 39/15 numerous [1] 77/7 nurturing [1] 44/3 O o'clock [1] 111/15 Oats [1] 89/20 objectives [3] 5/24 6/2 21/25 obsolescence [2] 9/6 31/23 obviously [4] 29/20 32/7 47/4 109/24 occur [1] 31/25 occurred [3] 29/17 29/20 43/13 occurring [1] 27/2 October [4] 3/19 3/20 5/1 67/20 October 17th [1] 3/20 October 20 [1] 3/19 October 20th [2] 5/1 67/20 of Olive [1] 50/7 off [9] 22/2 51/3 55/1 63/25 64/19 69/1 87/19 88/2 90/24 off-record [1] 90/24 offer [3] 65/10 68/12 78/4 offered [1] 57/25 offering [1] 60/6 office [12] 23/2 25/9 27/2 27/21 28/11 55/22 55/23 57/2 68/21 70/12 84/25 99/9 offices [1] 73/21 officials [3] 18/4 18/4 18/5 oftentimes [1] 9/23 Oh [5] 3/14 17/15 18/1
---	--	---	--	--

O Oh... [2] 51/13 111/1 old [4] 26/7 26/9 26/24 90/12 Olde [1] 26/10 older [1] 59/6 Olive [83] 7/6 7/14 10/4 23/3 23/3 26/9 30/11 36/25 40/24 46/13 46/16 46/21 47/1 47/8 47/13 47/25 48/6 48/7 48/8 48/15 50/7 51/1 51/11 53/4 53/12 54/7 54/14 64/4 64/10 64/15 64/22 67/2 67/6 67/12 69/2 69/25 70/1 70/5 70/11 71/1 71/5 72/3 72/11 73/7 75/7 75/21 76/12 76/17 76/20 76/21 77/16 78/12 79/16 80/6 80/14 80/25 81/11 81/23 82/23 83/22 86/10 86/20 87/9 87/9 87/12 88/5 89/1 89/18 91/18 93/11 94/14 94/22 94/24 95/13 95/15 95/20 96/9 99/23 100/2 102/15 103/1 105/12 105/15 on [181] on-site [3] 72/7 91/1 91/3 one [68] 11/11 17/23 18/3 19/10 19/11 19/22 24/6 25/24 26/18 27/19 39/10 39/14 39/16 39/16 40/5 41/24 43/5 46/4 46/4 46/5 46/12 49/25 50/22 53/6 54/15 55/16 58/13 58/14 60/5 60/20 60/21 61/9 61/23 72/13 72/23 72/23 77/6 79/8 80/12 81/24 83/13 83/13 83/20 85/7 85/8 87/5 89/11 92/13 93/13 94/23 95/1 95/5 95/5 96/18 99/13 101/25 102/1 102/2 104/24 105/14 107/2 107/6 108/21 108/21 109/13 111/7 112/19 115/13 one's [1] 58/16 ones [5] 58/7 63/11 64/22 79/8 98/21 only [14] 14/3 28/1 30/10 38/18 39/4 53/7 60/21 72/17 83/19 90/22 91/6 91/6 97/18 106/9 open [6] 2/2 3/3 5/11 49/5 104/1 113/6 opened [1] 15/5 opener [1] 100/10 opening [1] 15/6 openminded [2] 55/17 56/2 operate [1] 63/7	operator [1] 60/23 opinion [2] 62/4 62/4 opinions [2] 45/17 98/12 opportunities [1] 47/12 opportunity [4] 33/6 62/7 83/15 99/22 opposed [3] 42/9 63/4 96/20 optional [1] 12/14 options [2] 35/7 64/25 or [96] 5/12 5/22 12/11 12/18 13/10 13/11 13/12 14/8 15/14 17/7 18/4 18/4 18/12 18/16 19/17 21/11 23/14 25/2 27/8 27/16 28/15 28/25 29/8 32/5 32/5 34/4 34/13 34/15 35/6 35/11 36/22 38/13 38/17 38/21 39/7 39/15 39/23 42/4 42/11 42/13 42/16 42/23 43/20 47/17 50/14 51/4 51/11 52/13 54/2 61/8 61/16 64/6 65/13 66/17 67/23 68/1 70/18 70/21 70/22 71/1 74/13 74/14 78/5 78/23 78/24 79/7 80/10 81/12 81/22 82/15 82/20 82/20 83/7 85/2 87/18 88/10 89/15 90/24 90/24 92/25 93/1 95/13 95/22 96/19 101/1 101/9 103/1 105/19 106/7 106/7 107/9 108/25 109/7 111/7 113/6 116/15 or do [1] 65/13 or there's [1] 61/8 order [2] 12/6 100/19 ordinance [3] 11/12 14/7 57/8 ordinances [3] 13/23 41/14 100/7 organized [3] 6/4 22/5 22/10 orientation [6] 8/25 10/23 38/9 69/25 70/14 76/13 oriented [2] 25/11 28/17 original [1] 67/24 originally [1] 68/18 other [64] 4/5 6/22 9/13 15/1 17/6 19/16 21/7 21/11 23/10 25/19 25/19 27/8 28/12 29/21 40/24 41/24 42/14 44/7 44/11 44/13 44/14 46/11 46/14 46/21 47/18 47/25 49/22 50/15 51/18 54/16 57/22 61/7 61/7 63/4 64/17 65/14 66/10 67/1 70/2 70/2 71/6 71/7 71/9 71/9 72/4 72/18	76/17 78/10 81/6 83/6 83/25 87/6 87/19 91/12 92/19 92/20 98/11 105/14 105/18 106/4 108/7 108/7 111/16 115/23 others [3] 25/11 57/20 64/12 otherwise [2] 63/25 94/14 our [37] 2/4 2/17 2/20 2/25 3/3 3/4 14/7 18/5 31/14 31/17 31/17 40/18 40/23 43/24 44/18 47/23 56/21 56/22 58/22 59/11 60/6 60/16 63/14 88/12 88/21 88/22 93/25 98/10 99/8 99/17 100/8 102/24 103/2 104/4 105/7 105/10 106/16 ourselves [1] 115/2 out [17] 14/2 14/4 19/20 42/16 45/9 46/8 59/9 61/24 63/12 64/23 69/18 93/3 97/8 98/4 103/15 103/16 105/7 outcomes [1] 107/20 outdoor [4] 25/18 70/21 71/9 81/13 outlined [5] 5/13 5/24 27/23 37/15 73/1 outlines [1] 5/6 outside [2] 42/4 85/23 outstanding [1] 115/10 over [27] 3/21 23/11 26/8 32/2 32/19 34/19 35/12 50/8 50/10 50/11 51/2 67/14 75/12 77/12 87/3 88/7 93/23 97/24 98/9 100/6 100/15 105/11 108/13 108/23 108/24 112/19 114/25 over from [1] 75/12 overall [5] 23/21 68/9 68/13 70/1 77/16 overlay [2] 37/16 38/22 overlooked [1] 15/17 overview [1] 6/6 own [1] 97/23 owned [3] 61/15 61/18 61/21 owner [2] 52/22 87/18 owners [9] 9/14 42/8 74/10 82/10 83/22 86/14 101/2 101/8 106/19 ownership [2] 24/1 107/3 owns [1] 61/11 P P.C [1] 73/21 p.m [2] 1/5 117/2 pace [2] 61/19 116/4 packets [1] 5/8	page [8] 16/2 16/15 20/21 24/8 24/11 73/6 75/10 75/20 pages [3] 20/11 39/6 73/2 paid [1] 98/3 paper [1] 91/24 parallel [1] 81/13 parameters [2] 13/14 34/23 parcel [2] 74/6 83/18 parcels [2] 14/3 23/25 Pardon [1] 58/11 park [16] 18/9 18/10 23/2 27/2 27/21 33/15 53/5 62/13 66/7 79/7 91/22 92/16 93/9 93/24 95/6 107/2 parked [1] 87/4 parking [89] 23/10 23/13 23/16 25/17 31/5 36/23 37/2 37/18 38/2 38/25 39/1 39/2 46/6 55/3 55/4 57/2 63/6 64/22 65/11 65/12 65/13 65/13 65/14 65/16 65/19 66/17 70/4 70/16 70/17 70/20 70/22 71/2 71/15 71/24 77/5 77/11 77/13 77/19 78/4 78/4 78/22 78/24 78/25 79/14 80/5 80/17 80/20 81/6 81/12 81/13 82/5 82/5 83/7 83/10 83/11 83/15 83/19 83/23 85/2 85/3 86/12 86/18 87/1 88/1 91/18 92/21 93/18 94/2 94/15 94/22 95/16 97/20 97/24 98/8 101/19 102/3 103/12 103/13 105/16 105/19 105/20 106/2 106/7 106/15 106/18 107/7 107/9 108/17 108/17 parks [5] 17/1 19/7 28/3 79/7 113/6 part [10] 13/11 21/9 29/14 61/4 62/1 88/5 88/11 106/3 106/12 107/10 partial [3] 33/14 33/22 34/13 participated [1] 99/12 particular [10] 6/15 13/9 17/2 21/1 47/21 56/21 81/10 84/22 86/21 92/13 particularly [9] 22/1 27/13 27/13 36/14 68/10 72/3 89/14 99/23 101/14 party [1] 18/9 past [4] 32/19 54/8 77/7 100/6 paths [1] 59/3 pathways [1] 20/11 patio [1] 57/5	patronizing [1] 81/19 patterns [1] 3/1 Paul [5] 52/19 52/21 99/6 101/22 104/3 pavement [4] 9/3 11/1 18/8 72/5 pay [2] 98/5 98/6 ped [1] 113/7 pedestrian [26] 20/10 30/21 37/2 70/5 70/25 71/7 71/23 71/25 78/3 79/2 79/3 79/8 80/1 80/4 80/19 81/8 82/24 83/5 88/25 89/24 91/17 92/5 92/22 94/21 95/4 96/3 pedestrians [1] 102/2 peers [1] 89/11 Penelope's [1] 104/18 people [27] 19/22 20/7 44/19 44/25 47/14 53/8 53/9 53/19 53/20 54/11 54/16 57/5 57/11 59/20 60/21 60/25 61/1 62/8 62/13 63/8 66/5 66/5 67/16 78/7 81/19 89/4 89/10 per [1] 10/17 perceive [1] 83/7 percent [5] 41/16 53/25 99/15 99/16 100/24 percentage [1] 11/25 performance [2] 72/9 108/19 performed [1] 61/16 perhaps [4] 29/23 35/11 85/4 106/7 perimeter [1] 23/16 period [1] 53/2 periodically [1] 5/21 permit [2] 8/22 58/4 permitted [5] 38/14 71/16 74/12 76/9 84/23 person [1] 83/8 pertain [3] 22/1 36/14 71/21 pertains [1] 16/1 pervious [3] 9/3 11/1 72/5 pets [1] 104/19 phase [1] 14/21 physical [1] 6/22 pick [4] 112/11 114/11 114/15 115/10 picky [1] 90/25 picture [2] 33/8 69/5 pictures [1] 54/18 piece [3] 26/8 86/1 109/8 pieces [3] 43/25 54/23 55/2 Pizza [1] 64/15 place [46] 6/19 6/24 6/25 7/2 7/5 7/16 7/17 7/21 8/9 8/11 8/14 9/18 10/17 10/18 10/20 10/20 12/4 12/6 12/12
---	--	--	--	---

P place... [27] 13/9 13/18 15/6 17/7 21/21 22/12 23/6 23/18 24/22 33/4 36/16 36/18 36/21 37/17 40/22 40/22 44/1 44/20 67/5 68/2 68/9 68/13 68/24 73/1 107/16 107/20 108/5 placed [3] 6/5 6/7 35/4 placement [1] 87/1 places [5] 44/11 46/19 46/21 53/20 57/20 plan [92] 1/9 3/4 4/5 4/9 4/24 5/3 5/7 5/18 5/23 6/3 6/8 6/8 7/12 11/18 11/24 13/3 13/14 13/15 13/21 13/22 14/17 18/21 20/25 21/8 21/9 21/25 22/6 26/19 27/4 27/4 31/11 32/2 32/22 33/13 33/22 33/24 35/10 35/17 36/1 38/12 40/17 44/24 45/22 45/24 47/5 48/2 53/11 53/13 55/17 56/1 56/12 56/24 62/23 63/2 63/21 67/11 67/24 68/1 70/11 73/1 75/3 75/4 82/14 85/25 88/12 88/16 88/21 91/24 93/25 98/14 98/15 98/21 99/11 99/18 100/8 100/9 101/1 101/8 103/3 105/7 106/1 107/21 108/10 108/12 109/5 109/5 109/23 110/1 110/3 110/3 114/12 116/11 plan's [1] 91/22 planned [3] 59/2 68/19 68/23 Planner [2] 1/16 2/23 planning [17] 1/1 1/17 2/3 2/25 18/15 26/25 32/19 33/18 33/25 34/7 74/9 98/13 99/12 100/7 109/25 110/9 117/12 plans [4] 8/13 12/19 50/1 97/25 Plant [10] 8/11 76/23 89/6 107/13 107/15 107/21 108/10 109/5 109/15 110/19 planters [2] 92/25 94/18 planting [3] 11/21 95/23 96/19 plating [1] 13/11 plaza [12] 25/14 26/8 30/7 31/4 33/16 50/11 52/23 54/1 54/2 54/6 54/12 100/5 plazas [1] 71/9 please [4] 4/15 56/2 63/18 63/20 Plus [1] 30/17 point [23] 5/10 14/11	14/18 20/18 20/20 30/9 32/20 39/22 40/11 41/11 46/2 50/23 54/14 54/16 86/6 87/17 87/24 91/13 99/18 105/25 106/10 106/14 107/6 police [4] 18/4 18/12 35/11 35/12 population [6] 53/24 59/19 60/15 60/19 104/4 105/12 portion [2] 5/1 17/2 portions [2] 57/8 65/25 portraying [1] 69/5 position [1] 52/9 positive [2] 30/15 30/16 possible [4] 80/10 80/12 114/4 114/5 possibly [2] 35/6 114/16 potential [5] 31/25 34/17 68/11 85/15 96/22 potentially [3] 6/11 86/2 96/17 practices [2] 72/4 108/6 preaching [1] 45/4 preclude [2] 34/13 47/11 precluded [1] 30/7 predictability [1] 23/24 preference [1] 79/21 premature [1] 39/21 prepare [1] 114/18 prepared [2] 5/5 32/7 prescriptive [1] 110/7 present [12] 2/6 2/10 2/12 2/14 2/16 2/19 2/22 2/24 3/2 18/16 18/20 114/1 presentation [7] 5/21 7/13 15/20 72/24 75/16 75/23 97/19 presentations [2] 15/5 109/16 presented [9] 13/15 16/4 18/16 26/1 26/12 34/3 71/20 93/23 115/1 preservation [1] 99/14 preserve [3] 8/25 10/23 12/6 preserved [1] 12/1 pretty [11] 8/19 16/25 46/17 86/8 86/8 86/16 86/18 86/22 87/2 87/25 106/23 prevent [1] 70/22 previous [3] 42/6 72/21 91/24 previously [1] 8/6 primarily [9] 7/6 36/23 47/14 54/5 67/4 67/15 70/8 80/22 97/22 primary [13] 30/2 30/2	36/20 38/15 38/18 70/11 70/15 72/2 74/13 78/16 78/21 78/21 97/4 principal [1] 4/22 principle [1] 83/4 principles [3] 109/4 110/2 113/17 prior [5] 48/1 61/11 75/12 75/13 107/17 priorities [5] 21/24 99/14 108/8 110/5 110/5 prioritization [1] 113/20 priority [1] 99/13 private [3] 11/21 34/14 79/5 probably [13] 17/11 40/13 40/14 41/19 45/17 87/3 111/22 112/15 113/12 113/21 113/24 114/1 114/10 problem [5] 30/5 39/11 66/5 85/18 101/18 problems [4] 66/21 98/7 98/10 102/4 proceed [2] 5/17 21/13 proceeding [1] 22/8 process [10] 8/11 9/5 21/25 25/13 35/24 77/23 99/12 107/17 109/25 110/9 produces [1] 99/16 Professional [1] 117/9 profit [1] 34/15 prohibit [1] 106/2 project [4] 32/5 54/24 54/25 60/9 projects [7] 32/3 43/20 43/20 55/5 55/12 61/7 108/25 promote [4] 36/20 38/3 39/2 70/12 promoted [1] 83/16 promoting [3] 72/1 80/5 83/17 properties [17] 53/4 61/19 69/22 85/10 88/13 88/19 99/9 99/20 99/25 101/2 101/11 101/14 101/16 103/2 105/12 106/20 106/25 property [29] 9/14 31/23 33/23 34/10 34/14 42/8 57/9 65/24 67/3 74/10 82/10 83/22 85/12 85/21 85/24 86/1 86/14 87/16 87/18 100/1 100/10 100/10 101/2 101/8 102/17 103/6 103/11 105/16 106/19 proposal [1] 27/6 proposals [2] 13/16 40/7 propose [1] 63/22 proposed [5] 9/18	32/4 56/5 67/18 99/11 proposition [2] 35/4 35/21 Protection [1] 18/14 provide [8] 5/25 21/20 23/24 69/10 69/24 78/6 104/2 107/19 provided [4] 11/19 68/17 79/4 80/20 provides [1] 15/10 providing [1] 34/11 proximity [1] 89/5 Prudential [4] 61/11 61/15 61/17 61/22 public [46] 1/8 4/8 4/23 5/1 7/11 25/13 28/3 32/15 33/15 34/5 34/11 34/11 37/1 37/21 67/19 70/2 70/5 70/21 71/8 72/1 73/15 73/16 77/23 83/11 93/11 93/20 96/24 97/10 107/7 107/9 107/18 110/12 110/18 113/8 113/13 114/1 115/14 115/16 115/17 115/19 115/21 116/16 116/25 117/2 117/13 117/15 pull [1] 63/24 purchased [2] 85/10 85/13 purchasing [1] 85/20 purpose [2] 12/21 107/19 push [1] 54/13 pushed [2] 63/5 66/14 pushing [2] 63/19 64/12 put [12] 23/6 50/13 55/3 55/3 84/18 90/22 91/6 92/4 92/11 102/5 106/15 106/15 putting [2] 37/13 111/25 Q qualitative [3] 6/19 96/2 96/2 quality [4] 11/16 38/24 78/1 91/5 question [22] 13/25 15/3 16/19 17/16 18/3 24/8 26/21 27/20 32/11 39/23 46/12 56/8 57/14 59/17 61/5 62/21 72/13 75/5 81/24 83/6 104/9 114/24 questions [17] 5/12 5/15 5/22 12/11 15/1 17/7 21/11 26/18 39/7 55/15 72/11 73/14 81/22 81/22 104/5 109/7 110/11 questions on [1] 81/22 Questover [1] 74/1 quick [5] 22/7 57/14 66/6 104/9 115/13	quickly [4] 8/19 10/14 14/4 112/16 quite [5] 13/1 41/19 81/25 101/13 112/17 R range [1] 63/14 ranging [2] 9/19 25/8 rare [1] 103/22 rate [2] 52/6 52/13 rather [7] 41/9 42/1 44/21 65/18 99/19 104/16 112/5 ratio [1] 11/5 rationale [3] 15/11 15/15 42/5 ratios [1] 8/22 raw [1] 58/21 re [1] 13/11 re-plating [1] 13/11 reached [1] 45/9 reading [2] 19/18 28/2 ready [2] 110/18 115/21 real [5] 29/25 53/1 53/3 99/7 99/8 realistically [1] 114/8 really [50] 5/23 10/3 13/8 13/21 14/1 15/3 22/2 22/20 24/15 24/15 26/5 27/14 28/1 28/16 29/6 29/24 32/6 32/9 32/10 33/1 38/2 39/10 39/11 47/16 52/9 54/10 60/22 62/18 63/4 67/12 68/8 69/4 70/3 76/21 81/15 83/4 88/25 90/9 90/13 91/7 93/10 95/8 97/25 98/8 102/6 103/21 107/19 109/16 111/23 113/16 realm [1] 70/2 rear [8] 71/15 83/10 102/3 103/12 105/16 105/20 106/8 106/9 reason [5] 29/25 30/24 32/8 60/16 69/15 reasons [2] 55/22 64/17 rebuild [2] 13/12 84/4 rec [1] 20/16 recall [1] 34/21 receive [1] 106/11 received [1] 67/21 receiving [1] 54/24 Recently [1] 18/13 recharge [1] 11/20 reclassified [1] 7/20 recognize [1] 106/13 recognized [2] 67/7 106/6 recognizing [1] 88/5 recommend [2] 78/17 102/7 recommendation [9] 10/17 14/19 39/17 44/5 77/17 91/17 91/23 92/4 94/21
---	---	--	---	--

R recommendations [67] 5/18 5/23 6/1 6/10 8/1 9/15 10/11 12/2 12/5 13/6 14/6 14/16 15/8 16/2 16/5 17/8 21/1 21/5 21/7 21/23 22/5 22/9 22/19 23/6 23/9 23/18 27/5 27/9 28/6 29/4 36/14 36/19 37/8 38/8 38/10 39/5 40/4 67/3 67/12 67/17 70/10 71/19 72/12 72/25 73/3 73/4 73/12 74/20 75/6 75/20 77/20 78/13 79/19 79/23 80/23 81/23 83/14 97/2 107/14 108/2 108/5 108/11 109/3 112/25 113/7 113/7 113/20 recommended [6] 6/14 10/25 11/4 70/16 70/19 88/22 recommending [2] 63/2 63/3 recommends [4] 11/18 11/24 38/12 70/11 record [7] 17/25 74/23 90/22 90/24 91/7 91/11 107/6 Recording [2] 1/17 3/1 recreation [1] 113/6 Recs [1] 19/7 rectangle [1] 50/4 red [1] 26/6 redevelop [3] 100/10 101/11 103/24 redeveloping [1] 30/8 redevelopment [14] 8/13 11/22 11/23 12/1 13/10 33/14 33/22 43/20 55/11 68/4 68/11 93/5 101/16 103/2 redevelopments [1] 13/11 redo [1] 101/2 redone [1] 90/13 reduce [1] 72/2 reduced [2] 83/25 117/14 refer [2] 20/11 89/2 reference [3] 53/19 91/22 107/6 references [1] 19/24 referring [1] 90/1 reflect [3] 7/18 10/20 116/7 reflected [2] 7/12 7/13 reflecting [1] 105/10 reflective [1] 72/14 regard [2] 32/3 101/21 regarding [3] 34/1 34/8 41/2 regional [1] 21/20 regionally [1] 67/6 regions [1] 29/21 Registered [1] 117/9	regular [1] 46/8 regularity [1] 23/24 regulations [7] 8/25 11/14 13/2 23/7 47/17 47/23 77/13 regulatory [3] 11/19 13/23 27/9 reiterate [3] 34/6 53/23 70/8 relate [2] 6/23 21/5 related [1] 56/22 relates [1] 22/21 relation [1] 14/24 relationship [3] 37/10 71/3 83/2 relative [1] 13/25 relatively [1] 76/21 remain [3] 36/5 55/17 56/2 remaining [1] 114/15 remarks [2] 15/6 105/22 remember [2] 19/18 58/8 reminded [1] 92/14 reminder [1] 4/25 removed [1] 24/20 rents [5] 58/20 63/10 63/14 64/20 64/23 replace [1] 100/20 replaced [1] 11/7 replicate [2] 101/4 101/9 report [3] 20/24 59/19 115/8 reported [1] 117/12 reporter [10] 4/18 17/22 19/5 49/16 52/20 97/15 117/10 117/10 117/11 117/12 Reporting [1] 1/21 represent [3] 6/20 21/4 74/10 request [1] 5/6 require [4] 37/8 101/19 101/19 115/14 required [8] 56/1 77/11 83/18 83/24 101/6 101/17 102/1 102/19 requirement [3] 57/1 100/23 101/22 requirements [15] 47/18 53/17 55/18 71/25 77/14 80/1 80/2 83/17 83/23 83/25 85/3 87/8 91/5 96/12 100/14 requires [1] 47/24 requiring [2] 37/1 37/20 research [1] 107/24 resemble [1] 48/10 residences [4] 69/9 99/21 101/15 101/17 resident [1] 99/2 residential [41] 6/25 7/1 8/18 8/21 9/15 9/18 10/9 10/10 10/17 11/4	12/3 12/12 15/8 16/1 16/5 17/7 17/17 18/18 19/17 19/20 27/21 28/23 54/5 55/20 67/22 68/5 68/8 71/13 71/18 78/7 80/8 81/2 81/3 82/6 85/1 87/11 87/16 88/9 88/13 97/22 101/13 residents [6] 67/9 74/2 104/14 105/5 108/9 110/6 resolution [1] 114/18 respected [1] 61/21 responded [3] 3/16 4/2 116/23 response [1] 18/5 rest [5] 54/4 111/24 112/12 112/12 114/9 restaurant [6] 56/19 56/19 60/16 60/23 103/10 103/15 restaurants [10] 60/17 60/17 60/18 61/1 62/10 77/1 102/21 103/10 103/19 104/2 restrict [1] 63/19 restricted [1] 38/16 restriction [1] 79/20 restrictions [1] 42/13 restrictive [7] 37/13 75/21 77/13 79/19 83/23 85/2 85/3 result [1] 12/8 resume [1] 3/4 retail [22] 25/18 31/3 56/15 56/17 63/11 64/24 65/25 67/8 68/21 76/25 77/24 86/15 99/9 102/9 102/10 102/11 102/16 102/19 102/24 103/9 105/13 105/18 retailer [2] 102/25 105/9 retailers [11] 44/13 44/17 56/16 62/11 64/24 65/1 66/13 102/23 102/25 104/12 104/18 revenue [2] 99/16 99/19 reviewed [1] 99/11 reviewing [1] 68/6 revised [2] 7/10 34/4 revision [3] 25/25 67/19 68/13 revisions [4] 5/6 5/6 5/13 82/16 reword [1] 41/19 rhetorical [2] 39/23 65/10 rich [1] 21/16 Richmond [1] 25/15 right [56] 3/17 4/1 15/13 15/25 16/9 16/18 18/8 20/23 27/24 28/8 29/22 30/25 40/14 41/1 41/16 41/17 42/19 43/6	44/13 46/18 47/7 50/25 51/19 52/10 52/10 53/12 55/17 55/20 56/5 56/7 56/15 57/24 59/23 60/10 65/20 66/25 69/6 69/12 73/5 73/5 75/15 76/7 76/10 82/12 82/17 83/12 85/14 87/8 87/13 94/15 96/24 97/11 104/21 105/1 107/10 116/14 right-of-way [1] 18/8 rights [1] 106/20 rigid [1] 82/19 ring [2] 53/25 54/1 ringed [1] 65/14 road [18] 1/3 18/8 26/7 26/7 26/17 26/24 26/24 27/17 28/15 30/17 47/1 51/8 64/20 66/1 76/22 77/25 88/20 90/10 roadway [1] 48/21 roll [1] 2/4 roofing [2] 72/6 72/14 roofs [3] 72/7 90/20 91/1 rooftops [2] 60/4 60/11 room [7] 18/10 18/11 82/5 87/13 94/13 109/11 110/14 Rosa [2] 58/10 58/12 roughly [1] 76/22 Rovak [7] 1/14 2/11 39/9 40/10 45/2 90/15 116/18 Rovak's [1] 74/19 RPR [3] 1/22 117/18 117/19 rule [2] 104/16 104/24 rumor [1] 59/9 running [2] 14/4 23/3 runoff [3] 9/13 11/10 11/16 rush [1] 116/1 S sac [1] 19/10 sacs [1] 19/15 said [6] 68/18 70/7 70/19 74/1 90/19 98/12 salons [2] 56/18 56/18 same [11] 40/25 43/7 71/20 77/20 84/7 93/19 94/12 103/14 105/2 107/1 107/3 satisfy [1] 57/10 save [1] 41/20 saw [1] 42/20 say [26] 15/17 18/21 19/20 35/15 42/13 43/3 43/7 43/23 45/7 52/24 53/8 60/9 62/16 63/18 64/2 73/23 74/7 82/19 84/21 87/3 88/17 90/17 91/11 98/11 103/8 113/11 saying [2] 50/9 52/10	says [5] 20/9 28/22 76/5 88/12 98/1 scale [8] 59/10 62/14 62/17 63/23 76/25 77/10 84/25 108/25 scenarios [3] 33/25 34/17 34/23 Schaberg [1] 73/20 School [1] 87/24 Schuh [2] 1/15 2/15 science [4] 109/2 109/2 109/16 110/19 Sciences [9] 8/12 76/23 89/6 107/13 107/15 107/21 108/10 109/5 110/19 scope [1] 82/14 scratch [1] 59/1 second [11] 3/10 3/25 24/6 61/4 78/2 79/5 81/16 81/18 93/15 116/19 116/20 secondary [9] 38/6 71/11 71/14 74/13 79/11 79/15 81/12 93/15 97/4 Secretary [2] 1/17 3/1 section [20] 19/24 20/6 20/7 20/15 20/16 22/24 30/10 49/25 50/1 64/21 67/1 67/4 67/21 73/14 73/17 75/3 75/7 83/22 84/24 97/10 sections [3] 7/18 12/14 95/13 security [1] 102/6 see [36] 15/16 15/19 20/14 23/1 25/16 26/17 30/24 42/22 45/22 46/10 50/9 56/3 56/10 57/4 57/7 65/1 67/14 67/24 74/16 75/10 80/16 93/4 93/4 96/21 100/18 101/7 102/21 102/21 102/22 102/23 103/6 104/18 104/19 104/21 105/13 116/14 seeing [3] 100/5 103/9 103/9 seek [2] 80/24 112/12 seeks [1] 32/22 seem [2] 27/23 106/25 seems [9] 29/18 35/13 40/5 48/12 50/6 50/16 59/20 83/9 87/2 seen [6] 15/24 39/18 42/17 74/11 100/6 103/10 sees [1] 104/1 segue [1] 15/11 sell [1] 87/19 selling [3] 53/3 54/23 61/21 sense [14] 8/14 17/11 27/16 29/19 33/21 35/19 44/20 53/14 55/1 55/23 60/9 60/21 69/17 96/15
--	---	--	---	--

S	sided [1] 30/3	31/2 56/16 76/25 77/8	special [1] 7/3	steer [1] 32/4
sentiment [1] 30/13	sides [2] 18/10 78/24	82/4 84/25 102/25	specialize [1] 109/1	stenographical [1] 117/13
separate [5] 7/18 8/11	sidewalk [14] 28/18	109/1	specialized [1] 105/21	step [1] 13/21
36/5 86/17 93/18	37/10 72/1 79/3 79/5	small-scale [1] 76/25	specialty [1] 104/13	Stern [2] 99/1 104/6
separately [2] 10/20	79/14 82/5 93/12 93/15	smaller [4] 7/25 9/24	specific [23] 6/1 13/1	Steve [1] 64/15
46/20	93/20 94/5 94/17 95/23	28/14 84/5	22/8 27/8 36/13 38/22	still [12] 3/13 16/22
series [2] 10/10 12/2	96/19	smallest [1] 10/5	39/17 39/21 40/15	31/24 32/11 35/9 35/19
serve [5] 6/10 6/11	sidewalks [2] 12/15	smart [1] 98/17	41/20 55/18 56/1 56/24	38/8 68/9 89/23 111/11
13/15 21/21 33/16	38/1	so [222]	63/3 67/20 74/21 79/24	111/12 112/24
served [1] 67/15	sign [4] 41/14 41/16	society [1] 66/6	83/3 92/2 96/17 107/20	stopped [1] 55/2
serves [2] 83/19 91/4	75/6 76/6	soft [1] 102/22	109/17 110/7	storage [1] 102/5
service [4] 23/10	signage [6] 38/10 40/4	sold [3] 53/3 55/1	specifically [9] 12/5	store [6] 62/1 102/4
79/13 103/18 105/19	71/19 75/20 79/19 97/2	61/10	16/1 25/6 64/3 64/9	102/11 102/12 103/21
services [4] 1/21 67/8	significant [8] 25/25	solution [1] 64/13	96/8 96/18 100/1	104/22
76/25 103/24	42/7 50/24 54/24 55/9	some [129]	110/10	storefront [4] 28/17
serving [1] 60/21	60/22 61/23 66/16	somebody [2] 85/13	specificity [2] 39/25	37/9 79/6 79/6
set [10] 21/1 34/23	significantly [1] 8/23	98/5	71/21	storefront-type [1]
34/23 35/5 39/5 64/19	signs [9] 38/12 38/14	somehow [1] 49/25	specifics [6] 12/4	28/17
78/3 81/1 82/9 110/4	38/16 41/8 74/12 74/17	someone [1] 84/3	13/19 23/17 41/10 47/4	stores [5] 31/3 66/8
setback [12] 10/19	76/14 79/20 79/21	someplace [1] 44/21	82/13	102/1 102/23 104/19
37/13 42/1 47/17 47/24	Silverman [3] 1/14	something [27] 4/5	spend [2] 57/3 62/13	stories [2] 29/5 37/12
53/17 80/24 81/2 81/5	2/13 94/10	19/19 20/1 29/9 35/9	split [3] 7/17 69/18	stormwater [6] 9/13
81/14 82/21 83/16	similar [5] 16/25 27/23	35/17 36/2 39/23 40/2	80/21	11/10 11/12 11/20 72/7
setbacks [5] 23/9	42/12 42/13 71/3	42/24 63/23 74/16	Spoede [1] 76/22	91/1
36/22 70/13 78/19	simplicity [1] 66/5	74/21 87/9 88/10 89/18	spoke [2] 88/24 93/21	story [3] 54/21 55/19
101/18	simply [1] 110/8	90/8 90/24 92/25 93/1	spoken [1] 39/14	57/2
several [2] 93/23	simultaneously [1]	95/6 96/19 96/23 101/7	spot [2] 83/8 107/2	straightforward [1]
95/21	84/11	102/7 104/3 114/25	Sprouts [1] 104/21	113/4
shall [1] 76/8	since [5] 7/11 26/14	Something's [1] 76/1	square [4] 99/9 100/3	strategy [6] 8/4 26/13
shallow [2] 77/8 99/24	34/4 35/2 67/19	sometimes [4] 8/23	100/16 100/20	88/15 88/18 88/18
shame [1] 18/15	single [9] 7/15 8/8	9/13 20/6 80/22	SS [1] 117/6	88/22
share [2] 58/1 97/24	10/5 11/23 29/8 69/9	somewhat [4] 25/10	St [2] 1/23 117/7	street [50] 9/1 10/23
shared [13] 25/17	87/23 87/25 108/25	32/20 69/24 107/17	St. [4] 43/16 46/5	11/22 12/15 13/6 18/8
36/24 37/18 38/2 70/18	single-family [2] 10/5	somewhere [1] 97/1	73/22 85/13	20/20 22/18 24/22
78/25 83/15 86/18	69/9	sorry [9] 3/8 16/22	St. Louis [4] 43/16	25/11 30/3 31/20 33/3
97/20 98/8 103/13	single-lot [2] 87/23	17/14 51/15 61/4 71/1	46/5 73/22 85/13	37/2 37/10 37/12 38/9
106/18 108/17	87/25	73/5 76/15 110/24	staff [6] 40/4 42/11	38/15 47/2 47/9 47/25
sharing [2] 23/16 83/7	sir [2] 62/22 62/25	sort [29] 24/1 25/1	42/23 68/6 90/23	48/14 48/22 48/22
shoe [1] 102/12	site [24] 8/22 11/1	25/9 27/14 28/9 29/11	114/17	63/12 63/20 64/6 64/13
shoemaker [1] 104/20	12/1 26/23 27/2 37/1	29/18 30/6 34/14 37/25	staff's [1] 74/8	66/15 70/11 71/4 71/11
shop [5] 54/12 56/16	37/14 37/21 37/23	39/4 40/3 50/4 68/10	stand [1] 4/16	74/13 78/3 78/16 78/21
102/12 102/13 103/21	38/18 38/24 68/22 71/8	70/21 71/16 76/22	standard [2] 73/7 83/2	79/11 79/18 81/12
shopped [1] 46/4	72/6 72/7 77/21 79/14	77/17 77/20 78/2 80/11	standards [21] 10/16	84/18 90/11 93/20
shopping [5] 46/9	81/6 81/13 91/1 91/3	81/12 81/16 95/24	11/21 13/17 14/19	94/15 95/3 96/4 96/23
52/23 53/17 100/3	100/13 100/15 108/6	113/14 113/16 113/19	20/21 36/25 37/20	96/24 96/24 101/22
100/16	sites [7] 12/1 14/12	115/5 115/14	38/20 40/18 40/25 71/6	102/2
short [3] 76/21 98/4	14/13 66/19 72/2 73/10	Sort of [1] 25/1	71/22 77/18 79/25 80/7	Street-type [2] 33/3
111/7	87/3	sounded [1] 91/24	94/23 95/3 95/25 96/2	48/14
Shorthand [1] 117/11	sits [1] 58/23	south [8] 23/3 26/9	108/18 110/4	streetlights [1] 95/3
shot [1] 62/2	sitting [1] 103/16	51/11 51/17 51/18	standpoint [1] 31/11	streets [19] 18/6 19/21
should [23] 4/12 10/19	situation [7] 29/6	84/12 87/24 101/14	standpoints [1] 78/7	22/21 23/8 36/20 38/6
11/2 11/18 11/20 11/25	35/25 57/23 87/15	southwest [1] 100/2	start [3] 2/4 17/24	46/14 46/24 47/21 54/5
18/20 30/13 34/11	94/12 101/12 111/19	space [7] 9/23 11/25	111/25	63/5 65/15 70/15 71/14
38/12 38/14 38/16	situations [2] 43/4	70/21 86/19 93/17	started [1] 100/5	71/17 72/3 79/15 97/5
41/18 46/13 46/20	58/1	100/23 113/6	starting [3] 8/18 58/21	113/7
71/13 74/12 77/3 78/22	six [5] 29/5 37/12	spaces [1] 83/24	58/24	streetscape [1] 6/22
78/24 79/4 101/18	46/17 55/19 57/2	speak [14] 4/5 4/11	state [5] 33/7 46/19	streetscapes [1] 28/2
109/10	six-story [2] 55/19	4/15 7/8 16/12 49/9	47/10 103/20 117/5	stretch [1] 76/21
shouldn't [2] 20/5	57/2	74/14 75/3 88/21 96/1	statement [5] 24/13	strip [4] 31/2 90/12
40/24	sixty [1] 100/6	97/13 100/1 110/21	24/19 34/8 34/13 76/20	96/19 100/16
show [6] 21/9 42/24	size [3] 85/12 100/22	110/25	states [1] 34/9	stroller [1] 54/13
45/9 55/6 78/14 105/15	101/9	speaker [2] 4/12 49/7	station [6] 25/14 35/12	strong [2] 59/19 99/15
shown [2] 31/13 69/15	sizes [1] 81/25	speakers [1] 4/17	53/18 53/24 54/2 55/20	strongly [2] 36/4 42/6
side [17] 48/22 50/7	slide [2] 20/22 76/3	speaking [6] 6/20 25/5	statistics [2] 53/22	structured [3] 15/19
50/7 50/16 50/19 71/14	slides [2] 21/3 21/10	64/3 64/10 74/9 110/22	54/17	65/12 65/18
78/5 81/1 84/13 84/15	slightly [2] 51/3 51/21	speaks [4] 36/2 60/5	status [1] 47/9	structures [1] 37/19
84/19 85/9 87/24 88/3	slot [1] 60/22	95/2 95/24	stay [2] 19/13 20/4	struggles [1] 64/16
101/14 105/17 106/7	small [10] 14/3 15/4	spearhead [1] 32/6	stays [1] 69/7	

Attachment: P&Z 110716 Transcripts (2161 : #16-028 Comp Plan Adoption)

Packet Pg. 335

S stuck [1] 63/25 studies [3] 32/19 33/19 60/13 Studios [1] 4/23 Studt [1] 30/6 study [2] 19/19 44/19 stuff [1] 87/13 Stutte [2] 1/17 3/1 subdivision [1] 13/11 subdivisions [2] 11/24 19/17 Subdivisions' [1] 74/1 subject [5] 11/22 12/1 13/1 29/11 39/8 submitted [1] 53/21 subsection [1] 16/6 subsequent [1] 47/6 subset [2] 26/5 33/11 substantially [1] 56/4 suburban [7] 8/7 10/2 10/6 25/10 44/18 68/7 69/7 suburban-type [1] 44/18 success [2] 58/20 59/5 successful [7] 42/16 42/25 55/6 55/7 56/22 60/18 106/21 succinct [1] 16/14 such [5] 12/8 12/15 41/14 57/6 74/20 sudden [1] 98/4 suddenly [1] 86/1 suggest [3] 68/25 96/6 96/22 suggested [1] 44/19 suggesting [1] 84/17 suggestion [1] 74/11 suggests [1] 95/5 suitable [1] 85/6 Suite [1] 73/21 suited [1] 85/4 summarized [1] 16/3 summarizing [1] 24/9 support [10] 25/20 31/4 45/8 53/10 53/11 60/2 62/19 83/1 107/20 108/2 supported [1] 25/18 supportive [1] 41/25 supposed [1] 93/12 sure [29] 12/13 12/20 13/17 14/14 15/22 16/11 19/13 20/2 35/22 36/11 39/19 40/1 41/21 43/9 45/8 45/13 45/14 50/3 56/9 57/15 80/9 89/3 92/3 92/12 96/7 96/7 96/13 112/17 114/7 surface [4] 38/25 39/1 65/16 70/20 surrounded [1] 21/17 surrounding [1] 21/18 sustainability [3] 72/4 108/6 108/20	sustainable [1] 107/23 swallowed [1] 15/21 sworn [16] 4/12 4/17 17/13 17/20 17/21 19/1 19/2 19/4 49/12 49/15 52/18 52/19 73/18 97/12 97/14 99/3 synergies [1] 62/7 synergy [3] 59/3 59/13 59/13 system [3] 6/4 51/8 84/10 Systems [1] 113/5 T table [1] 87/19 take [15] 5/21 20/18 29/1 32/1 34/18 38/8 44/5 55/13 58/25 59/9 96/6 99/19 103/3 110/1 111/7 takeaway [1] 108/4 taken [2] 97/7 101/18 takes [1] 98/14 taking [6] 35/14 82/8 90/12 116/1 116/5 116/6 talk [13] 6/6 8/16 8/16 17/10 17/11 35/18 36/13 52/11 64/3 85/16 111/8 113/17 116/10 talked [7] 19/11 41/8 56/12 56/25 101/1 102/10 115/1 talking [17] 14/10 14/16 31/12 40/17 44/24 55/19 86/7 86/10 86/22 87/21 89/3 89/6 91/25 93/16 93/22 104/11 104/23 talks [1] 20/2 target [1] 103/1 tax [6] 54/25 55/9 57/10 57/22 57/22 61/24 tear [1] 58/24 teardown [3] 9/5 13/12 84/3 teardowns [2] 9/11 10/2 technical [1] 91/2 tell [5] 35/21 53/6 53/7 55/8 64/11 ten [2] 102/16 113/25 tenant [2] 103/6 105/9 tenants [13] 38/17 39/16 41/10 56/22 64/17 66/2 74/18 98/10 102/16 103/9 103/23 105/13 105/18 tend [3] 30/12 73/10 78/6 term [1] 48/13 terms [37] 11/10 12/25 13/19 14/6 14/16 32/21 35/16 40/7 41/8 43/12 43/24 44/12 48/5 48/6 48/10 59/16 59/18	60/13 70/10 71/22 78/16 79/11 79/25 80/17 81/4 83/24 84/8 85/20 86/14 87/21 87/23 88/17 88/25 89/11 89/16 96/3 102/12 tested [2] 45/23 57/19 testimony [2] 18/3 18/19 text [1] 76/3 than [24] 4/5 8/23 11/13 11/15 11/17 13/25 15/23 39/18 41/9 42/1 44/21 53/25 57/22 59/22 63/4 63/21 63/23 63/23 65/18 84/5 94/5 96/23 104/16 105/18 thank [37] 4/19 4/20 16/21 16/23 18/22 18/23 18/23 20/18 46/1 49/2 52/15 52/16 57/12 57/13 62/20 65/6 65/7 66/22 66/24 73/23 74/7 74/24 74/25 75/1 75/25 86/3 91/14 91/15 96/25 98/23 98/24 98/25 104/7 104/8 105/24 107/12 110/15 thanks [3] 29/10 34/20 66/23 that [658] that -- that [1] 29/25 that point [1] 20/18 that'll [3] 35/21 116/25 116/25 that's [82] 4/8 6/15 8/2 9/5 13/20 14/4 14/25 16/3 16/4 16/15 18/5 29/17 30/6 31/14 31/20 31/21 32/15 35/15 36/2 39/22 40/1 40/2 41/12 42/20 43/23 44/5 44/5 44/10 44/11 44/19 44/24 45/22 49/20 49/20 51/3 54/14 54/14 54/17 57/6 57/25 58/8 58/13 60/24 61/2 61/2 61/15 62/1 69/4 69/8 69/17 77/12 78/3 83/13 84/6 85/18 86/8 87/5 87/20 87/20 87/21 88/14 88/18 89/10 90/11 90/24 92/22 93/16 93/17 93/19 93/20 93/24 94/16 102/11 103/15 104/24 106/3 107/21 111/1 112/7 112/20 113/24 116/2 the 21st [1] 116/12 the report [1] 20/24 their [20] 18/19 23/19 23/20 42/18 54/13 54/19 56/13 62/13 65/3 74/17 80/9 83/8 98/22 100/10 101/2 105/17 109/24 110/2 110/2	110/7 them [16] 3/21 14/8 14/22 32/4 41/19 43/16 45/21 45/24 65/16 88/14 88/19 89/16 90/20 98/20 98/21 101/10 themselves [1] 38/16 then [50] 5/17 7/4 10/6 14/2 17/19 22/17 26/9 26/14 31/16 32/25 38/20 50/11 50/13 51/1 51/3 51/17 51/18 51/21 66/8 68/22 68/22 71/8 71/22 72/3 78/14 79/11 80/6 81/4 85/11 85/25 86/23 87/11 88/2 88/8 92/21 92/21 94/12 94/12 94/22 98/4 104/24 113/5 113/9 113/17 114/11 114/15 114/16 116/2 116/10 116/14 then south [1] 51/18 there [112] 6/24 6/25 7/2 7/4 9/1 9/4 9/6 9/6 10/25 11/18 11/20 11/25 12/11 13/13 14/23 15/6 17/6 17/9 18/11 20/1 20/7 20/23 21/11 22/11 22/17 24/15 24/21 25/7 25/23 25/25 30/18 30/25 31/3 31/4 35/4 35/12 38/6 43/4 44/8 44/23 47/12 49/21 49/24 50/15 52/7 52/11 54/12 54/14 55/21 58/25 59/14 59/24 61/24 62/11 62/12 62/24 63/24 64/24 66/2 66/3 66/25 67/18 68/3 69/13 69/21 71/12 73/16 75/2 76/4 78/17 78/18 78/20 79/1 80/3 80/16 81/5 82/19 82/25 82/25 83/15 84/2 84/8 84/21 84/21 85/10 85/19 85/19 86/25 88/6 88/7 88/14 89/8 89/13 90/9 90/11 92/11 95/2 96/16 100/9 102/15 102/16 103/10 103/10 103/17 103/19 103/19 104/10 105/5 106/6 106/6 107/6 109/7 there's [59] 9/2 20/2 22/12 26/14 27/1 31/1 31/1 31/3 31/5 31/6 31/24 32/12 43/10 44/7 45/23 49/8 58/13 58/14 59/3 61/8 62/7 62/9 62/10 62/10 62/12 62/18 63/16 64/17 64/17 64/22 64/25 66/4 66/13 66/20 68/10 71/4 76/4 76/16 77/9 81/25 84/2 86/25 86/25 88/13 88/19 89/22 89/22 91/2	99/22 100/8 100/21 100/25 102/5 therefore [1] 77/9 these [77] 5/25 6/4 6/6 6/20 7/8 9/25 10/4 10/19 12/2 13/5 14/5 14/12 14/13 14/15 16/10 17/11 19/15 21/3 21/10 21/23 22/20 23/11 23/17 23/17 25/24 27/10 28/12 34/3 34/3 35/6 35/19 36/5 37/15 38/24 43/12 43/19 44/9 44/17 45/20 45/22 47/19 48/25 50/21 54/22 55/5 55/8 67/11 67/12 67/15 67/15 71/10 72/9 73/10 77/8 77/18 77/23 78/5 78/8 79/7 80/12 80/23 81/20 83/14 84/1 86/19 87/10 90/12 92/8 92/19 97/1 97/24 98/13 101/13 108/3 108/11 109/3 115/17 they [56] 5/13 6/9 6/13 6/23 10/15 13/19 14/23 14/23 18/14 21/5 22/1 23/4 27/23 28/25 35/3 36/14 42/17 42/19 42/20 42/20 43/18 44/20 44/20 44/25 45/10 49/25 54/12 54/25 55/3 57/9 57/10 61/18 64/25 65/1 65/1 65/4 65/5 65/24 65/24 71/2 73/10 74/4 74/16 75/12 77/15 78/2 78/3 80/15 82/3 89/20 91/5 100/22 101/9 103/25 109/16 109/17 they can [1] 49/25 they'll [1] 65/2 they're [29] 10/15 14/8 14/14 37/24 41/15 41/15 43/19 43/20 43/21 43/21 44/14 44/16 44/17 45/1 45/14 48/3 50/17 51/5 51/5 54/13 56/22 65/2 65/5 66/16 66/18 75/8 77/8 79/24 109/19 they've [1] 90/13 thing [10] 42/14 43/7 55/16 66/10 69/12 98/11 107/1 107/3 115/13 116/1 things [29] 13/20 14/15 27/10 31/5 36/5 47/18 50/16 51/8 52/12 52/24 57/6 62/8 66/4 66/13 76/14 77/14 80/12 83/25 85/1 89/13 94/13 96/4 99/22 104/1 104/13 104/13 105/6 111/7 116/9
--	--	--	---	---

T think [93] 14/10 15/10 15/11 15/15 17/11 19/10 24/19 29/1 29/3 29/24 30/2 31/3 31/8 31/10 31/24 33/18 35/8 35/17 35/25 40/2 40/10 40/10 40/14 40/14 41/3 41/7 41/13 41/18 42/12 48/7 48/13 51/1 51/1 51/2 56/5 58/3 60/20 61/6 64/11 66/15 74/5 74/20 75/6 82/25 84/17 86/8 86/16 86/21 87/20 88/24 89/15 89/19 89/19 90/8 90/11 91/7 92/18 93/2 93/4 93/6 93/7 93/21 94/4 94/14 95/10 96/5 96/14 98/17 104/11 104/15 105/4 105/5 106/8 111/6 111/14 111/22 112/7 112/10 112/11 112/11 112/15 112/20 113/1 113/25 114/5 114/8 114/8 115/21 115/25 116/3 116/4 116/7 116/11 thinking [7] 20/12 46/13 46/20 51/6 51/7 51/10 51/15 thinking in [1] 20/12 thirty [4] 53/1 53/2 102/18 113/12 thirty-year [1] 53/2 this [158] thoroughfare [2] 48/11 48/17 thoroughfares [1] 23/23 those [80] 1/11 6/18 7/17 7/19 8/1 8/5 8/8 8/15 8/16 9/16 10/9 10/10 10/14 10/24 12/4 12/18 12/19 12/22 12/25 13/18 13/18 13/20 15/7 22/3 22/17 22/21 27/9 27/13 29/21 38/1 43/25 44/8 44/24 45/9 45/9 46/25 47/5 47/19 48/25 50/24 59/7 61/20 63/15 63/16 63/17 64/23 68/23 70/23 70/23 72/17 72/20 72/24 73/3 73/3 73/9 73/12 74/17 74/19 75/6 75/11 79/23 81/17 81/25 84/11 85/4 87/3 88/18 93/13 101/11 101/15 101/17 102/1 102/2 103/13 105/5 106/20 108/15 109/4 109/4 113/22 though [1] 73/25 thought [7] 35/24 49/21 52/14 69/4 74/15 111/13 115/4 thoughts [2] 27/18	115/24 three [5] 19/21 22/17 37/12 55/18 57/2 through [38] 5/21 8/10 8/17 8/19 10/12 10/14 17/12 18/11 19/16 19/17 19/22 23/3 23/9 25/12 26/25 40/3 47/15 57/7 61/1 69/13 70/1 77/23 78/13 83/16 83/17 102/20 110/9 111/14 111/20 111/24 112/6 112/15 112/24 113/21 114/4 114/9 115/5 116/1 throughout [1] 7/4 throughs [1] 104/2 throw [1] 87/7 thus [1] 39/20 tie [1] 98/22 tier [5] 78/2 79/5 81/16 81/18 93/15 Tim [12] 1/12 4/22 34/20 68/14 68/18 76/14 87/20 93/7 105/15 111/22 112/10 116/8 time [33] 4/6 4/25 5/19 18/5 19/11 20/4 21/3 23/11 32/2 35/2 41/4 42/18 55/14 60/21 62/13 65/7 74/8 74/14 74/24 76/19 77/12 77/20 98/4 98/16 108/13 108/23 108/24 111/6 113/25 115/8 116/2 116/5 116/6 time was [1] 19/11 timely [1] 35/8 times [2] 40/5 77/7 today [10] 23/4 56/17 63/24 65/1 70/24 80/15 90/14 102/9 102/16 102/24 today's [1] 66/6 together [2] 3/18 36/7 token [1] 84/7 Tom [1] 99/1 tomorrow [2] 35/5 36/10 tone [4] 39/11 39/17 39/25 42/18 tonight [17] 5/10 7/13 26/3 27/13 52/24 53/18 64/12 72/24 86/6 95/21 111/8 111/15 111/24 115/1 116/2 116/8 117/1 tonight's [1] 5/17 too [10] 15/4 40/15 43/10 48/14 50/22 74/21 79/24 98/22 106/12 107/4 top [2] 57/3 92/4 topic [1] 49/9 total [1] 6/24 totally [1] 105/18 touch [3] 108/3 108/19	113/16 tough [1] 41/15 toward [2] 11/1 114/18 towards [4] 14/5 23/14 71/17 79/21 towering [1] 14/14 town [17] 26/21 27/1 46/14 51/4 54/16 54/19 57/16 58/9 58/17 58/18 58/19 62/4 62/6 62/19 65/21 106/12 107/10 townhome [1] 78/10 townhomes [4] 28/23 29/7 77/1 88/10 toy [1] 104/22 track [1] 97/9 tract [1] 59/12 Trader [3] 44/16 46/4 102/10 traditional [2] 28/16 32/24 traffic [3] 48/16 48/23 55/23 trails [1] 19/16 transcript [1] 117/15 transit [1] 70/5 transition [2] 23/12 69/8 trash [2] 66/12 66/20 tree [3] 11/20 11/21 95/22 trees [6] 11/22 48/21 79/3 94/17 95/4 96/3 tremendous [1] 102/4 triangle [3] 49/22 50/4 51/25 trouble [1] 74/3 truck [1] 66/18 true [2] 41/12 117/14 try [8] 30/2 32/12 36/6 45/21 47/8 62/2 82/22 111/24 trying [16] 16/10 34/22 40/18 40/23 41/9 44/8 44/23 48/18 49/21 58/7 61/6 72/24 88/4 91/12 93/14 106/16 turn [1] 59/10 turnover [1] 66/2 turns [1] 26/10 tweak [2] 14/7 116/9 twelve [3] 24/14 24/17 24/24 twenty [3] 74/22 97/24 99/15 Twenty percent [1] 99/15 twice [1] 46/4 two [23] 3/11 3/19 7/2 7/18 8/5 8/6 8/14 15/4 16/10 29/21 30/3 32/23 35/6 36/6 50/24 54/4 54/21 86/17 102/1 102/6 102/16 103/13 111/7 two-sided [1] 30/3 two-story [1] 54/21 type [51] 6/5 6/7 6/19	6/24 6/25 7/2 7/5 7/16 7/17 7/21 8/9 8/11 9/21 9/24 10/3 10/17 10/20 12/6 13/9 14/15 22/12 23/18 24/22 27/24 28/13 28/17 29/6 31/20 33/3 36/16 36/18 40/22 40/22 42/14 44/18 44/22 48/14 48/24 51/8 60/3 60/10 67/5 68/2 68/10 68/24 70/9 94/13 107/1 107/16 107/20 108/5 Type's [1] 10/21 types [22] 8/15 9/19 12/4 12/12 13/18 15/6 17/7 25/3 25/19 38/1 43/12 47/19 61/7 68/13 68/23 68/25 69/21 70/23 73/1 78/5 88/9 91/3 typewriting [1] 117/14 typically [4] 9/22 23/13 77/25 95/17 Typologies [1] 8/7 Typology [2] 8/7 8/8 U Uh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 Uh-huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 under [6] 9/8 14/19 24/1 61/10 61/25 99/13 understand [6] 24/15 31/10 32/15 84/6 84/7 96/5 understanding [1] 79/13 understood [1] 15/23 Unfinished [1] 4/7 unfortunate [1] 86/5 unfortunately [3] 59/6 64/1 65/4 uniform [2] 70/13 78/19 unimportant [1] 90/18 unintended [1] 77/15 unique [3] 43/3 43/4 43/23 uniquely [1] 44/15 unit [1] 29/8 unless [2] 15/17 104/1 unlikely [1] 35/13 unnecessary [1] 29/18 unpleasant [1] 94/16 until [2] 35/20 36/9 unusual [1] 46/3 up [38] 3/3 4/12 4/13 4/16 5/12 21/9 21/24 27/7 27/20 38/11 40/5 43/13 49/5 50/22 54/13	55/20 56/12 63/5 64/12 66/1 66/14 70/1 76/1 77/23 79/10 91/21 92/5 94/15 98/2 98/6 110/25 111/23 112/11 112/19 114/11 114/15 115/10 update [7] 1/9 4/9 4/24 5/3 6/8 33/24 109/6 updates [3] 6/12 13/3 82/15 updating [1] 38/22 upgrading [1] 53/11 upon [6] 5/24 22/20 68/6 98/2 106/20 108/3 urban [7] 8/8 28/13 37/7 44/15 48/11 48/17 104/21 urgent [1] 103/16 us [10] 32/11 59/7 63/19 65/3 98/9 98/17 100/13 111/16 112/18 115/25 use [42] 6/8 6/9 6/10 6/14 7/3 7/21 7/21 20/11 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 23/20 27/22 28/18 31/15 34/8 34/12 34/15 34/17 34/25 36/16 67/5 67/9 68/1 68/2 68/19 68/21 68/25 69/16 69/16 74/2 74/5 76/5 78/11 102/3 105/17 108/1 used [6] 16/25 34/10 57/9 57/9 64/21 82/10 useful [1] 15/12 users [2] 44/12 103/20 uses [24] 7/4 31/4 31/17 32/25 36/21 37/9 38/7 44/1 56/19 56/19 56/20 68/23 70/12 71/12 71/13 71/14 78/11 78/18 84/24 85/4 88/14 103/18 105/21 108/16 usually [1] 98/3 utilize [1] 14/19 utilized [1] 11/3 V vacancy [2] 52/6 52/13 value [3] 58/23 58/24 106/6 variance [1] 82/1 varies [1] 23/19 variety [9] 22/3 25/7 29/2 38/7 69/21 81/6 82/18 108/15 108/18 various [4] 26/25 68/19 72/3 98/13 vary [1] 81/14 vehicular [1] 67/13 venture [1] 113/11 versus [6] 27/22 32/16 40/24 65/12 65/13 91/4 very [63] 5/16 8/20
---	---	--	---	--

V very... [61] 14/3 15/10 18/17 18/23 20/19 27/23 31/11 31/21 31/23 33/4 35/12 39/12 39/12 40/11 41/1 41/25 42/2 42/8 42/15 42/21 43/13 45/10 46/7 46/10 48/8 53/10 53/11 55/18 55/18 56/1 57/4 57/12 59/21 61/20 63/6 63/7 65/6 66/23 67/13 68/20 74/13 78/1 80/19 86/9 88/11 89/23 90/19 90/25 91/2 91/23 92/2 92/14 92/21 94/11 94/16 96/11 97/20 104/7 106/19 106/21 115/20 viable [2] 27/6 100/11 vibrant [5] 21/16 25/20 25/20 108/1 108/16 viewpoints [1] 44/7 visibility [3] 63/12 64/22 74/18 vision [19] 6/15 6/18 10/21 12/22 12/23 21/14 22/15 24/3 25/12 31/21 31/21 48/11 67/5 68/9 69/23 76/20 77/22 107/23 108/2 visual [4] 47/13 70/1 78/15 84/8 visualize [1] 48/17 visually [1] 67/6 voltage [2] 72/5 72/17 votes [3] 3/17 4/3 116/24	92/17 94/8 98/11 103/23 105/6 106/1 109/17 110/24 111/9 111/24 111/25 113/16 want to [2] 40/8 45/19 wanted [14] 13/8 27/12 33/7 34/18 36/6 61/17 70/7 73/9 73/23 74/7 74/23 105/9 106/10 107/4 wants [5] 4/11 55/20 61/2 75/3 110/20 was [88] 5/8 6/16 7/22 8/4 8/10 13/8 15/6 15/13 15/14 15/20 16/7 16/9 16/14 17/21 18/16 19/4 19/9 19/11 25/12 26/1 26/12 27/19 27/19 27/20 34/21 39/14 42/17 42/20 46/5 46/7 46/7 49/15 51/7 51/15 52/11 52/13 52/19 53/15 54/23 58/20 59/2 60/10 61/4 61/6 65/9 67/20 67/21 67/25 68/1 68/1 68/3 68/6 68/16 68/16 68/18 68/20 68/23 69/11 69/11 69/12 75/11 75/25 83/10 84/12 85/12 89/22 91/23 91/23 92/17 100/4 100/4 100/5 100/9 101/12 101/25 102/15 103/10 106/10 106/12 107/6 107/16 107/16 107/16 107/16 107/19 109/23 113/15 114/25 wasn't [5] 42/19 56/6 74/9 97/13 101/25 water [3] 11/16 91/5 101/20 way [22] 8/2 11/5 12/8 15/16 18/8 19/23 22/10 30/11 39/13 46/11 50/4 50/15 62/12 63/20 69/18 77/18 79/22 90/13 93/21 103/14 109/3 115/24 ways [3] 19/21 30/9 81/6 we [232] we'd [8] 5/10 26/2 33/3 33/4 41/2 100/19 101/7 114/17 we'll [12] 2/4 4/7 6/6 7/8 7/8 8/15 20/18 35/21 36/13 67/2 107/13 114/13 we're [47] 2/2 3/13 4/23 7/24 14/1 14/5 14/10 14/16 17/3 17/4 25/22 33/9 36/1 40/17 40/23 48/10 48/18 59/6 63/25 86/7 86/10 86/22 87/21 89/3 89/6 89/8 91/25 92/19 93/14 93/16 93/22 94/12	94/15 96/13 99/24 103/8 106/15 106/15 106/16 111/8 115/7 115/17 115/21 116/3 116/5 116/6 116/11 we've [12] 32/18 34/16 35/2 39/18 67/19 87/6 89/17 97/24 99/11 100/6 100/12 115/16 week [2] 5/9 5/25 weekly [1] 46/9 well [36] 15/2 16/16 20/9 24/16 27/19 31/23 45/18 45/24 48/2 50/6 50/6 57/19 60/15 61/21 63/3 64/7 65/9 69/4 69/11 74/8 76/1 81/2 86/22 87/13 87/25 88/2 94/1 94/8 103/8 104/23 106/23 110/24 111/4 111/22 115/4 116/25 well-respected [1] 61/21 went [2] 69/11 103/16 were [34] 4/17 5/13 5/24 8/15 17/13 18/15 19/1 19/2 21/24 27/7 32/5 33/5 34/9 34/24 41/11 42/8 42/19 42/20 51/16 59/8 79/10 92/6 92/7 99/3 99/25 101/15 101/16 102/3 102/16 103/13 110/18 111/18 115/4 115/5 weren't [1] 18/16 west [18] 8/13 26/17 27/17 28/15 29/14 29/24 50/16 51/11 67/2 67/5 70/10 72/11 75/7 75/21 86/23 95/15 102/15 105/17 western [2] 29/12 29/25 Westgate [2] 74/4 102/14 what [106] 9/8 12/17 12/23 13/8 13/8 14/1 14/15 15/11 15/23 21/4 26/1 26/11 26/19 26/19 26/21 27/14 27/22 28/22 28/24 29/24 31/11 32/9 32/21 33/8 35/16 40/17 42/22 43/5 44/19 44/24 45/14 47/1 49/8 50/3 50/9 52/5 53/7 53/8 53/9 53/11 53/19 54/20 55/25 56/1 56/5 56/10 57/6 58/3 58/4 58/5 58/5 58/25 60/16 61/2 61/2 61/4 61/25 63/1 63/18 63/18 63/23 65/1 65/4 67/22 68/4 69/14 69/17 71/20 73/25 74/4 75/14 84/16 85/11 86/7 86/10 86/22 87/21 88/12 88/24 89/10 89/20 90/17 90/19 91/8 92/3 92/6	93/22 95/2 95/4 96/2 98/18 103/5 103/5 105/10 106/16 109/17 109/19 109/20 110/7 112/10 112/11 112/24 113/13 113/16 114/16 116/2 what's [16] 30/25 32/21 32/22 43/24 43/25 56/17 59/14 60/12 60/18 84/5 86/9 90/11 93/22 98/12 99/17 106/3 whatever [3] 18/12 28/14 82/20 whatnot [3] 45/21 87/22 104/2 when [25] 12/1 18/9 20/6 30/5 30/6 41/4 46/17 64/2 64/2 78/25 82/15 87/6 89/2 92/3 92/18 95/15 101/19 101/19 101/20 102/6 102/15 106/22 115/2 115/21 116/7 where [49] 14/23 16/3 19/9 23/12 23/15 25/24 26/9 28/16 30/14 31/15 32/3 33/3 35/3 36/1 43/18 46/15 46/21 48/8 49/24 50/13 53/15 54/19 57/16 58/1 58/2 58/2 59/24 63/11 64/15 64/21 66/19 80/17 80/17 83/2 84/2 87/15 89/20 89/20 93/18 94/13 95/15 96/9 96/11 102/5 104/11 106/15 106/15 110/17 111/19 Whereas [2] 28/13 95/20 wherever [1] 49/24 whether [10] 12/18 14/8 27/16 28/15 35/9 35/18 42/22 111/8 111/23 112/16 which [79] 5/2 5/6 6/25 7/3 7/5 7/15 7/21 7/22 8/2 8/4 9/19 10/3 10/7 10/11 11/5 11/6 11/7 15/7 15/10 20/21 21/7 22/15 22/25 26/4 26/16 27/23 28/10 31/13 31/16 32/2 33/15 34/9 34/25 34/25 36/15 36/17 37/15 39/6 45/1 46/9 46/16 59/4 59/9 65/19 66/19 67/25 68/25 71/5 71/6 71/19 76/20 77/14 77/25 79/23 81/6 82/22 83/22 83/23 85/1 85/16 86/24 87/13 87/17 96/21 96/21 97/23 100/5 102/14 104/3 105/22 110/3 111/18 112/14 113/1 113/4 113/5 113/20 114/3 114/19	while [7] 26/22 56/24 70/4 77/4 77/2 108/13 white [1] 72/14 Whitney [2] 1/16 2/23 who [16] 4/4 4/11 42/8 45/9 49/8 53/16 55/20 61/20 61/24 98/5 98/21 102/2 103/16 104/18 105/18 110/20 who's [1] 49/7 whole [12] 34/10 37/5 38/5 40/21 48/7 59/2 59/9 65/21 67/25 93/3 93/3 115/8 whose [1] 105/19 why [8] 55/22 60/25 66/3 69/10 69/15 72/17 90/24 93/20 wide [3] 18/8 18/9 92/23 wider [1] 95/18 Wild [1] 89/20 Wildwood [9] 54/16 54/18 54/19 59/22 60/13 62/4 62/5 62/16 62/19 Wildwood Town [1] 62/4 will [36] 5/7 5/17 5/19 5/20 6/10 6/20 7/11 7/13 9/9 9/23 10/22 18/9 20/3 21/20 28/6 35/4 42/8 45/17 48/24 67/15 79/22 79/22 85/16 89/8 99/18 99/20 101/17 102/22 104/17 108/24 113/1 113/1 113/4 113/9 113/9 116/8 willing [2] 87/18 87/18 Winrock [1] 97/17 wishes [1] 4/4 within [36] 9/23 10/6 13/9 22/17 23/23 23/23 24/4 25/16 25/22 31/19 31/22 31/24 32/25 33/20 33/20 36/16 36/17 36/17 37/22 42/4 43/21 46/24 47/3 47/3 68/9 71/2 71/10 71/10 72/9 77/11 78/18 81/5 81/5 91/18 94/2 105/1 within the [1] 33/20 without [1] 19/23 won't [1] 55/13 wonder [2] 20/5 42/3 wondered [1] 52/13 wondering [1] 19/9 woods [1] 16/13 worded [2] 42/7 79/23 words [5] 49/22 50/15 51/18 65/14 94/1 work [22] 13/5 46/10 59/14 61/23 62/2 62/3 62/5 62/6 62/15 78/14 83/9 87/2 88/9 90/9 90/13 91/25 92/19 93/3
---	---	--	--	--

W work... [4] 95/8 100/12 105/20 106/23 worked [6] 26/14 55/4 57/19 58/2 62/3 62/5 workers [1] 67/9 working [2] 40/3 58/5 works [5] 24/1 24/1 86/16 87/25 98/3 workshop [1] 7/11 world [1] 65/3 worry [1] 91/11 worst [1] 54/3 would [187] wouldn't [9] 24/17 58/6 74/16 85/11 88/16 90/23 105/6 107/8 107/8 wrap [1] 112/19 written [1] 12/5 wrong [2] 55/10 93/7	85/20 87/15 90/1 93/2 93/4 93/12 95/15 95/16 97/1 101/5 103/7 104/11 104/23 105/13 109/12 you've [12] 15/7 46/17 69/14 86/17 86/17 86/18 86/18 86/19 86/23 90/10 90/19 103/14 young [1] 89/4 your [22] 5/8 13/25 15/20 17/24 18/21 28/16 35/23 35/24 48/5 51/25 60/14 64/23 65/7 65/11 66/14 66/20 74/7 74/24 84/12 87/17 102/8 103/6			6.1.m
X x'd [1] 105/7 Y yeah [47] 3/6 12/13 15/9 16/7 16/8 16/17 17/18 20/1 20/12 21/2 24/18 24/20 28/6 30/1 34/20 40/12 41/3 41/18 45/4 45/6 45/12 46/1 48/4 50/10 51/14 52/1 52/4 52/5 52/8 61/9 68/15 69/19 76/2 76/4 90/4 90/5 90/16 94/3 94/19 96/10 96/14 109/14 109/22 111/5 112/2 114/15 116/6 year [4] 32/19 53/2 99/2 99/6 years [10] 53/2 61/19 74/22 97/25 98/9 98/18 98/19 100/6 102/18 105/11 yes [26] 14/25 24/7 24/10 24/12 24/18 25/3 29/6 29/15 50/19 51/24 52/17 59/11 60/9 62/22 62/25 82/2 84/14 84/20 90/3 97/3 97/6 99/4 106/4 109/18 109/22 114/23 yesterday [1] 46/3 yet [2] 14/3 97/12 you [325] you'd [2] 24/16 104/15 you'll [6] 102/21 102/21 102/23 104/18 104/19 110/25 you're [43] 4/15 24/9 28/8 30/6 30/10 30/10 35/15 40/14 41/9 47/7 48/9 50/9 50/11 54/18 55/19 58/21 58/24 60/21 60/23 63/1 64/11 65/22 73/5 75/14 75/18 82/17 84/17 85/17	Z Zona [2] 58/10 58/12 zone [21] 70/25 71/2 71/5 78/3 79/2 81/8 81/18 82/24 83/5 88/25 89/25 91/17 91/19 92/5 92/22 94/2 94/22 95/19 95/24 95/25 96/21 zoning [22] 1/1 2/3 6/11 7/1 8/22 8/24 9/9 11/6 13/3 18/15 23/5 34/1 34/7 47/6 47/23 82/15 87/7 97/21 100/7 100/19 104/1 117/13			Attachment: P&Z 110716 Transcripts (2161 : #16-028 Comp Plan Adoption) Packet Pg. 339

SPECIAL MEETING
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
300 NORTH NEW BALLAS ROAD
THURSDAY, OCTOBER 20, 2016
6:30 P.M.

PUBLIC HEARING APPLICATION NO. 16-028
COMPREHENSIVE PLAN UPDATE ADOPTION

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chair
Mr. Tim Carney
Ms. Muriel Hall
Mr. Dan Magruder
Mr. Gene Rovak
Ms. Heather Silverman
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) 487-2259

1 CHAIRMAN KISTNER: Okay. Going to call the
2 meeting to order.

3 Good evening. This is a special meeting of the
4 Planning & Zoning Commission, Thursday, October 20th,
5 2016.

6 Primary purpose here is to have our first
7 hearing for the Comprehensive Plan.

8 We'll start with a roll call.

9 Mr. Carney?

10 MR. CARNEY: Present.

11 CHAIRMAN KISTNER: Ms. Hall is absent, but I
12 think she's going to be coming.

13 Mr. Magruder?

14 MR. MAGRUDER: Present.

15 CHAIRMAN KISTNER: Mr. Rovak?

16 MR. ROVAK: Present.

17 CHAIRMAN KISTNER: Ms. Silverman?

18 MS. SILVERMAN: Present.

19 CHAIRMAN KISTNER: Mr. Schuh is absent.

20 City Attorney, Carl Lumley?

21 MR. LUMLEY: Present.

22 CHAIRMAN KISTNER: Our Director of Community
23 Development, Mr. Jaggi?

24 MR. JAGGI: Present.

25 CHAIRMAN KISTNER: Our City Planner, Whitney

1 Kelly?

2 MS. KELLY: Present.

3 CHAIRMAN KISTNER: And our Planning
4 Assistant/Recording Secretary, Jessica Stutte?

5 MS. STUTTE: Present.

6 CHAIRMAN KISTNER: We have our agenda in front
7 of us.

8 Do we have a motion to approve the agenda?

9 MR. MAGRUDER: I so move.

10 MR. CARNEY: Second.

11 CHAIRMAN KISTNER: Okay. We have a motion from
12 Mr. Magruder, second from Mr. Carney.

13 All in favor?

14 (All responded aye.)

15 CHAIRMAN KISTNER: Chair votes aye.

16 We have no minutes to approve.

17 If there's anybody in the audience who would
18 like to speak to a matter that's not on the agenda, now is
19 the time you can come forward.

20 Seeing none.

21 We will start by opening our public hearing.

22 We have -- there's going to be three public
23 hearings -- meetings -- or one public hearing, three
24 meetings, scheduled for the review and adoption of the
25 Comprehensive Plan.

1 Tonight we're going to cover the three -- the
2 first three draft chapters tonight.

3 The Introduction and Background, Review of Creve
4 Coeur Today and The Objectives and Strategy.

5 We're going to begin with a presentation from
6 our consultant, Tim Brieihan, from H3 Studios. He's going
7 to highlight each of the three chapters. There's going to
8 be opportunities for discussion by the Commission and then
9 comments by members of the public after each section.

10 Anyone who knows they want to speak, we ask that
11 you'll turn in cards -- speaker cards, either now or when
12 it's your turn to come up to the podium, where you state
13 your name and address for the record.

14 We did have one comment by a resident that was
15 submitted prior to -- to staff prior to the meeting, and I
16 think the consultant and staff are going to be prepared to
17 respond to that one during -- during our presentation.

18 Because this is a public hearing though,
19 everyone who does want to speak tonight, if you can come
20 forward now to be sworn in. You can just stand where you
21 are, and our recorder will swear you in.

22 (Speakers were sworn in by the court reporter.)

23 CHAIRMAN KISTNER: And anyone who decides later
24 they want to speak, you can still do that and be sworn in
25 at that time.

1 So with that, we'll turn it over to you, Tim, to
2 start with your presentation.

3 Good evening.

4 MR. TIMOTHY BREIHAN: Great. Good evening.
5 Thank you so much.

6 So, as Ms. Kistner just outlined, this is the
7 first of three scheduled public hearings, tonight,
8 October 20th. The Public Hearing No. 2 is scheduled for
9 the meeting on November 7th, and Public Hearing No. 3, the
10 meeting on November 21st.

11 Tonight we will be looking at Chapters 1, 2 and
12 3 of the Comprehensive Plan. And I'll be providing a -- a
13 brief summary overview of the content of those chapters
14 with a particular highlight on elements that have evolved
15 or been revised through staff review in the development of
16 the plan since the last public meeting in June.

17 So getting right into it, starting with Chapter
18 1, which is the Introduction and Background to the Plan.

19 The introduction and plan objective. This plan
20 is -- really acknowledges that Creve Coeur is one of the
21 preeminent communities in the St. Louis region, and that
22 the city is a mature city, and really has few kind of
23 remaining development opportunities that -- that don't
24 involve some sort of redevelopment of existing property.

25 The 2002 Comprehensive Plan, to which this

1 process is an update, really refocused development
2 attention on livability, quality of life and the
3 redevelopment of older underutilized properties within the
4 city. And this plan, the Creve Coeur 2030 Plan, builds
5 upon the current plan with a focus on neighborhood
6 preservation, business district revitalization and
7 improved livability.

8 And in a little bit of a departure from the
9 current 2002 Comprehensive Plan, this plan was
10 specifically created to provide particular recommendations
11 and action items that would help the city to facilitate
12 ongoing incremental revitalization, reinvestment and
13 implementation of the plan.

14 The plan is really written to achieve a vision
15 statement that was developed by H3 Studio and the city
16 staff in -- in -- in consultation with the public through
17 the public engagement process, and it states that the city
18 will continue to prosper as a premier livable and
19 sustainable community by preserving and capitalizing on
20 new development opportunities for residential, business,
21 environmental and civic assets, and it will do that by
22 utilizing comprehensive placemaking to enhance its unique
23 and recognizable physical identity, its healthy and
24 vibrant neighborhoods and remain a regional leader as a
25 green and environmentally friendly community in the

1 region.

2 CHAIRMAN KISTNER: Excuse me just one second --

3 MR. TIMOTHY BREIHAN: Yes.

4 CHAIRMAN KISTNER: -- Tim, I want to note for
5 the record that Mrs. Hall is now here.

6 MS. HALL: Here.

7 MR. TIMOTHY BREIHAN: So the purpose of this
8 plan, it's going to serve as a tool for communicating the
9 city's land use policy.

10 It's designed to coordinate individual decisions
11 into a consistent set of actions that harmoniously shape
12 the city's growth and redevelopment over time.

13 As a -- as an adopted Comprehensive Plan update,
14 it will supercede all land use plans that have previously
15 been adopted by the city, and -- and many of the key
16 recommendations that are still relevant from those plans
17 have been incorporated into this document.

18 And, finally, it should be used as a guide to
19 update and inform administration of the city's existing
20 planning tools, some of which are -- are listed here and
21 enumerated in the plan document.

22 The plan was developed according to a robust
23 community engagement planning process, which was
24 structured around five key community engagement
25 activities.

1 So the core of those activities were the public
2 workshops. There were five public workshops that were
3 conducted in conjunction with the Planning & Zoning
4 Commission.

5 We conducted also a series of city staff and
6 elected official focus groups, as well as resident and
7 stakeholder focus groups. These were conducted in
8 November of 2015.

9 There were five city staff and elected official
10 focus groups and six stakeholder focus groups. The
11 purpose of those was to collect directed input from the
12 stakeholder groups to help assess the success of the 2002
13 Comp Plan and understand issues the city currently faces.

14 We also conducted four client group work
15 sessions with the city staff representatives at key points
16 during the development of the plan.

17 And, finally, in -- in -- in April and May of
18 this year, we conducted a series of follow-up stakeholder
19 focus group meetings, nine in total. The purpose of which
20 was to meet with focus groups that we had met with back in
21 November to collect schematic input on the development of
22 the draft plan.

23 The plan document is basically structured around
24 the following key sections.

25 So Creve Coeur today, which is Chapter 2 of the

1 document, provides an overview of the existing conditions
2 in the city, as well as national trends and projected
3 demographic changes over time.

4 Plan Objectives and Strategies, Chapter 3,
5 include specific initiatives for public facilities,
6 physical improvements and regulatory recommendations to
7 achieve the plan vision, and that's structured around the
8 seven goals that were identified and developed through the
9 process.

10 The plan recommendations, Chapter 4, are
11 geographically based land use goals, placement initiatives
12 and -- and recommendations for city-wide systems.

13 And, finally, Implementation, Chapter 5,
14 includes early action items and an implementation action
15 matrix that sets out the priorities for implementation of
16 the various initiatives in the plan.

17 And then, finally, those are supported by an
18 appendix, which, basically, provides maps and other --
19 other tools used in the process.

20 The -- the conclusion to the introduction to the
21 plan is a summary of the key community issues and
22 priorities.

23 These were identified during the planning
24 process, and they were developed, really, as an update to
25 the community priorities that are presented in the 2002

1 plan.

2 The order that these are presented in in the
3 document in no way reflects any ranking or prioritization,
4 but they include business preservation, protection of
5 residential areas and neighborhoods, community
6 sustainability, parks, trails and greenways, a walkable
7 and bikeable community, traffic congestion, housing and
8 community diversity, community identity, community
9 facilities, amenities and services and effective
10 implementation.

11 And so addressing these key issues and
12 priorities is really how the -- the vision for the plan
13 and the recommendations that we'll talk about tonight and
14 in subsequent meetings, were developed.

15 So that concludes the summary overview of
16 Chapter 1.

17 Are there any questions from the Commission
18 Members on that content?

19 CHAIRMAN KISTNER: One thing about those issues
20 and priorities. I think for purposes of the -- the final
21 plan, that it might make sense not to have those numbered.

22 MR. TIMOTHY BREIHAN: Sure.

23 CHAIRMAN KISTNER: And suggest through them that
24 they are in a particular order, so some other --

25 MR. TIMOTHY BREIHAN: Okay.

1 CHAIRMAN KISTNER: -- method of --

2 MR. TIMOTHY BREIHAN: Absolutely.

3 CHAIRMAN KISTNER: -- having them there.

4 On the creating the plan section, there are
5 dates for some of those early ones in November --

6 MR. TIMOTHY BREIHAN: Uh-huh.

7 CHAIRMAN KISTNER: -- of 2015, and the work
8 really did -- the additional sessions, the plan groups,
9 work sessions and the follow-ups, stakeholder interviews,
10 which did continue on through the -- I think you said
11 April of 2016 on the stakeholder focus groups --

12 MR. TIMOTHY BREIHAN: Yes.

13 CHAIRMAN KISTNER: -- adding a date --

14 MR. TIMOTHY BREIHAN: Sure.

15 CHAIRMAN KISTNER: -- just to show sort of a
16 continuity that it was --

17 MR. TIMOTHY BREIHAN: Absolutely.

18 CHAIRMAN KISTNER: -- not just November 15, and
19 then we were done.

20 MR. TIMOTHY BREIHAN: Absolutely.

21 CHAIRMAN KISTNER: Those are just a few things I
22 had seen.

23 Anybody else on the Commission have any
24 questions?

25 I have speaker cards, and I don't know if people

1 who have provided them have specific issues that they want
2 to speak to.

3 If there's anything in this first section that
4 anybody would like to comment or question on, you're
5 welcome to, or we can wait until we get through the three
6 sections and then ask for your comments then.

7 MR. TIMOTHY BREIHAN: Very good. Thank you.

8 So moving on to Chapter 2. Again, Chapter 2
9 really provides an overview of the existing conditions in
10 the city today, as well as some -- a key national trends
11 and -- and a demographic projections that we've take into
12 account in developing the plan and its recommendations.

13 A lot of this data was -- in fact, all of this
14 data was presented at various times during the public
15 meeting process, so what I want to do tonight is to just
16 provide a summary overview of some key points that I think
17 will be particularly relevant to the discussion of the
18 objectives and strategies in Chapter 3.

19 So we started with demographic trends, and two
20 of the key take-aways are the fact that current
21 projections for the city really show a fairly flat growth
22 rate over the next five years of only about .3 percent.

23 But there is household growth, and, in fact, all
24 household growth that's projected to occur is going to be
25 in incomes over -- household incomes over \$50,000 per

1 year.

2 So what we tend to see is that high -- high
3 income households are -- are gaining within the city. And
4 also corresponding with that are households of ages 65 and
5 older.

6 Looking at -- at retail supply and demand in the
7 city, it's -- it's interesting to note that with only
8 basically 7600 households, we recognize that the city
9 can't support a traditional retail power center, but that
10 there is retail leakage currently and unmet retail demand.
11 Retail leakage being citizens who travel to other
12 communities to purchase goods or services. And the retail
13 demand that's been identified, the unmet retail demand,
14 could support approximately 240,000 square feet of new
15 retail development.

16 One of the things we'll mention momentarily
17 though is the fact that that -- that development should
18 occur in a way that really maximizes user experience and
19 doesn't just provide a good or service.

20 In terms of employment, Creve Coeur has a very
21 robust jobs base of over 53,000 jobs as of 2015.

22 But over 96 percent of the people who work in
23 Creve Coeur live outside of the city limits, which results
24 in approximately 115,000 daily car trips into and out of
25 the city.

1 And when we look at -- at the potential for
2 future job growth, the Plant Sciences and Innovation hub
3 is probably not only the biggest potential generator
4 within the city, but also one of the biggest potential
5 generators in the region over the next fifteen to twenty
6 years.

7 Looking at the cortex example as a precedent.
8 Full development of that -- of that district over the next
9 twenty years could mean easily 10,000 new jobs, based on
10 what cortex is attracting currently.

11 And that goes to a point about placemaking
12 community character, which is that businesses in Creve
13 Coeur make up less than 20 percent of the city's land
14 area, but they compromise over two-thirds of the city's
15 revenues through business taxes and other revenues.

16 And so that's important to consider moving
17 forward, that -- that preserving and maintaining a healthy
18 business community is really important to the overall
19 health of the city, including the health of residential
20 neighborhoods.

21 We did a detailed land use and zoning analysis
22 of the city's current zoning code.

23 Currently the city has fourteen zoning
24 districts. Along Olive Boulevard alone, there are eleven
25 separate zoning districts at the present. And one of the

1 things that we found is comparing the existing built
2 density among -- among zoning districts to what is
3 permitted under the current zoning code, we see that there
4 -- that -- that densities of between 10 percent and 60
5 percent greater than what's currently built out are
6 actually permitted.

7 Another way of saying that is that the city is
8 currently built out at -- at up to two-thirds of what's
9 actually permitted under the zoning code.

10 So when we think about residential protection,
11 when we think about the ability to revitalize commercial
12 areas, the -- the question that comes up is how do we
13 better calibrate the zoning code to reflect the existing
14 character of the community or to achieve the vision for
15 the future of the community that's desired among the
16 residents, because the current zoning code doesn't really
17 do that.

18 The city has several -- has seven existing
19 well-established parks, but in terms of park acreage per
20 resident, it's a little under park. There's only five --
21 roughly five and a half acres per 1,000 residents, which
22 is a little better than half of what the recommended
23 standard is. But there is a lot of private -- privately
24 owned open space, which really supplements those public
25 parks.

1 One of the biggest challenges and opportunities
2 moving forward is looking for ways to connect those open
3 space assets, so that people can better access them, and
4 that there's really a system of parks, trails, greenways,
5 pedestrian and bike amenities throughout the city that
6 begin to link these -- these assets and amenities
7 together.

8 And in terms of transportation and movement, the
9 city has an established road network, and we really don't
10 see many opportunities for changing that over time. A lot
11 of the improvements to transportation and movement are
12 going to come through small, sort of incremental
13 improvements to streetscapes or traffic management
14 initiatives to help improve flow and mitigate congestion.

15 Again, re-enforcing the fact that this -- that
16 Creve Coeur is a mature and largely built-out community.

17 The city, over the last nine years, has really
18 been a leader in the region in terms of sustainability and
19 resilience, beginning with the Mayor's Plan of Protection
20 Agreement, and the first greenhouse gas inventory that was
21 done in 2008.

22 The city has followed that by a number of
23 sustainability ordinances for environmental purchasing
24 preferences, the 25 by 20 energy benchmarking pledge. The
25 city development, a Phase I Climate Action Plan in 2010;

1 developed and adopted, in just this year in June, the
2 Phase II Climate Action Plan, and that makes Creve Coeur
3 the first, and currently the only municipality in the
4 St. Louis region to have both a Phase I and Phase II
5 Climate Action Plan.

6 Those are initiatives that the city should --
7 should rightfully be proud of and should be built upon in
8 this -- in this plan.

9 When we look -- when we look at national trends,
10 and we look at -- look at sort of the future for -- for
11 development potential in the city, we see a couple of
12 interesting things.

13 Going back to the demographic questions, the
14 city has really two potential growth demographics;
15 millennials and baby boomers. This is not unique to Creve
16 Coeur, but they are two demographics that the city is not
17 projected to gain a lot of, so there is -- there is an
18 opportunity there.

19 And there are major overlaps in lifestyle
20 preferences for those two groups, including walkable and
21 bikeable communities, amenities within walking distance of
22 home, access to transit, access to nature and recreation
23 and a strong sense of community.

24 So we see these preferences as areas that the
25 city can, hopefully, capitalize on moving forward to help

1 attract a more, and maintain a more age diverse
2 population, which is going to be important for the overall
3 economic health.

4 And when we look at economic development
5 opportunities for national trends, include again, the
6 preferences of millennial and baby boomers, the
7 preferences of businesses to increasingly locate in
8 amenity-rich suburban centers. The fact that businesses
9 are really no longer tied to kind of traditional
10 infrastructure or utility locations because of technology
11 and because of the fact that they're increasingly being
12 conceived of as innovation hubs and things like that, and
13 the fact that there is a growing preference for urban
14 environments on the part of younger workers. These are
15 the exact types of workers that will be attracted to
16 developments like the Plant Sciences Innovation District.

17 So in conclusion, Creve Coeur is a -- is a
18 maturing city. It's largely built out, and it's located
19 in a part of the region that is also largely built out.
20 So opportunities for redevelopment would really consist of
21 the -- the redevelopment and replacement of aging retail
22 office and housing stock.

23 Creve Coeur has a number of community assets,
24 including established parks, regionally renowned schools,
25 major retail amenities, a robust employment base and

1 stable property values. These are all things that
2 contribute to its regional reputation.

3 The city's growth projected over the next ten to
4 fifteen years is effectively flat, and most of the
5 projected gains today are in households over the age of
6 65.

7 And so in order to continue to prosper, we
8 believe that the city must enhance its competitive
9 position in the region as the premier community in which
10 to live, work and play to continue to attract new
11 residents and really maintain sustainable jobs, housing,
12 economic base over time.

13 So that concludes the summary overview of
14 Chapter 2.

15 Any questions?

16 CHAIRMAN KISTNER: Have any questions?

17 MR. MAGRUDER: I don't. Huh-uh.

18 CHAIRMAN KISTNER: I have one really picky
19 comment.

20 MR. TIMOTHY BREIHAN: Uh-huh.

21 CHAIRMAN KISTNER: In the beginning when you
22 have two tables, one with the ESRI business information
23 services, which has total population --

24 MR. TIMOTHY BREIHAN: Yes.

25 CHAIRMAN KISTNER: -- and then the -- the census

1 bureau --

2 MR. TIMOTHY BREIHAN: Yes.

3 CHAIRMAN KISTNER: -- and the text quotes the
4 census bureau population, and it's different than what's
5 from the ESRI, and I --

6 MR. TIMOTHY BREIHAN: Uh-huh.

7 CHAIRMAN KISTNER: -- I think it's a little
8 distracting to have the -- the two numbers there --

9 MR. TIMOTHY BREIHAN: Okay.

10 CHAIRMAN KISTNER: -- and would just suggest
11 that you find a way to either clarify or choose one or the
12 other. I just -- when future readers look at it, it --
13 I -- I don't see the distraction.

14 MR. TIMOTHY BREIHAN: Okay. Yeah, and the --
15 and the -- the numbers are --

16 CHAIRMAN KISTNER: They're --

17 MR. TIMOTHY BREIHAN: -- relatively close.

18 CHAIRMAN KISTNER: Exactly.

19 MR. TIMOTHY BREIHAN: So, yeah, absolutely.

20 CHAIRMAN KISTNER: In a way, that's why it was
21 even more distracting.

22 MR. TIMOTHY BREIHAN: Right. Right.

23 CHAIRMAN KISTNER: On this particular section,
24 is there anyone from the audience who would like to
25 comment? Okay.

1 MS. SILVERMAN: I've got a question.

2 CHAIRMAN KISTNER: Oh. Uh-huh.

3 MS. SILVERMAN: On 21 -- on page 21, it's
4 creating housing and neighborhood opportunities for young
5 people is essential to maintaining future economic
6 viability. Are we just -- how are we defining young
7 people? Is that millineals or --

8 MR. TIMOTHY BREIHAN: It's -- it's -- it would
9 be primarily millineals, both -- basically, both, sort of
10 households under the age of 25, so, in other words, people
11 who are getting out of college and just starting their
12 career, as well as kind of the -- the 25 to 35 age range
13 of people who would generally be starting families.

14 Those are two areas, particularly the under 25,
15 and I -- both of those would fall into kind of broader
16 millennial category --

17 MS. SILVERMAN: Right.

18 MR. TIMOTHY BREIHAN: -- but those are two areas
19 where the city is not currently projected to see gains.
20 And, in fact, it's projected to see losses in terms of
21 population.

22 MS. SILVERMAN: So are we looking at less at age
23 and more at space and lifestyle, like young singles and
24 young families or --

25 MR. TIMOTHY BREIHAN: I think -- I think it's

1 some of both.

2 MS. SILVERMAN: Okay.

3 MR. TIMOTHY BREIHAN: And I think that the --
4 when you look at some of the other employment
5 opportunities, particularly around the Plant Sciences
6 Innovation District, those employment opportunities are
7 going to be drawing from both of those age -- age groups,
8 but we wanted to stay sort of under -- under the age of
9 35, generally.

10 MR. CARNEY: I had a question related to that.

11 I assume that non-family households are singles
12 or is there --

13 MR. TIMOTHY BREIHAN: Yeah, typically. Yeah.

14 MR. CARNEY: Okay.

15 And is our average household size 2.26, so it's
16 fairly small household size --

17 MR. TIMOTHY BREIHAN: Uh-huh.

18 MR. CARNEY: -- according to demographics,
19 but --

20 CHAIRMAN KISTNER: The empty-nesters tend to
21 dominate that now.

22 MR. CARNEY: Okay.

23 MR. TIMOTHY BREIHAN: Yeah.

24 MR. CARNEY: Thanks.

25 CHAIRMAN KISTNER: Okay.

1 MR. TIMOTHY BREIHAN: Thank you.

2 So we'll move on to Chapter 3, Objectives &
3 Strategies.

4 So the way that this -- I just -- by way of
5 introduction before we get into the content, this chapter
6 is -- or this section of the presentation is effectively
7 organized per Chapter 3 in the report, specifically pages
8 45 through 51 where the goal statement -- where the goal,
9 the objective statement and the strategies are all
10 enumerated.

11 Because there are a lot of strategies to go
12 through, 67 individual strategies, in fact, what I want to
13 do tonight is I want to highlight those where there have
14 been some revisions or updates made since the conclusion
15 of the public meeting process in June.

16 However, they're all available, if -- if -- if
17 you or if residents have specific questions or comments,
18 we can certainly go back and reference those, but I don't
19 want to sort of go through them all one by one, just in
20 the interest of time.

21 So, again, the plan is broadly organized
22 according to seven key goals, each with an objective
23 statement and a number of strategies that support it, and
24 these are really designed to address the key community
25 issues and priorities that came up through the planning

1 process, as well as to fulfill the vision that was
2 developed in conjunction with the community.

3 So Goal No. 1 is Placemaking & Community
4 Identity. The objective statement says that Creve Coeur
5 will enhance its unique regional identity and develop an
6 18/7 community experience to become an even better place
7 to live, shop, work and play.

8 And that is supported by twelve individual
9 strategies, and I'm not going to go through them one by
10 one. But -- but these strategies in -- in Objective 1
11 have -- have not been updated or modified since -- since
12 the public meeting on June 6th.

13 Goal No. 2, Residential Development &
14 Preservation. The objective statement reads that Creve
15 Coeur will preserve and evolve its high-quality
16 residential development and stable property values while
17 enhancing the diversity of housing types and improving the
18 walkability and accessibility of neighborhoods.

19 Again, this objective is supported by ten
20 specific strategies, which also have remained,
21 essentially, unchanged or unmodified since the June 6th
22 public meeting.

23 Goal No. 3, Economic Growth & Community
24 Services. The objective statement reads that Creve Coeur
25 will capitalize on new job growth and commercial

1 development opportunities to strengthen its position as a
2 major regional business center and provide necessary
3 neighborhood services for the community.

4 Again, as with the first two, this objective is
5 supported by ten strategies, which have not changed since
6 the June 6th public meeting.

7 Goal No. 4, Community Amenities & Facilities.
8 The objective statement reads that Creve Coeur will
9 enhance existing public facilities and provide a variety
10 of new, high-quality public amenities and community
11 facilities that meet the needs and desires of all Creve
12 Coeur residents.

13 Now this section and the strategies that are --
14 that are articulated here have been revised somewhat since
15 the public meeting, and I'll explain the major revision.

16 So in working through this with -- with city
17 staff and getting their input, as well as input from the
18 Planning Commission -- Planning & Zoning Commission, it
19 was -- it was felt that some of the strategies were
20 redundant or duplicative of each other, and there were
21 also some strategies which had, in part, carried over from
22 the 2002 plan, but dealt with either services or other
23 entities which are separate from the city, and, therefore,
24 outside of the city's control.

25 An example of that would be the fire protection

1 districts or the provision of water service, for example,
2 both of which are provided by other entities and not under
3 the control of Creve Coeur.

4 And so what we did, in order to really
5 streamline and clarify this -- this section, some of the
6 redundant strategies were either eliminated or combined,
7 and other strategies, including Strategy 4.5, were --
8 were -- were re-worded to basically give more -- basically
9 put them within the purview of the city and remove things
10 that are not under the city's control.

11 So, again, if there are any questions about
12 specific strategies, we can speak about those.

13 But I'll go ahead and move on to Goal No. 5,
14 Parks, Open Space & Environment.

15 The objective statement here reads that Creve
16 Coeur will utilize its physical geography and diverse
17 landscapes to remain a regionally-recognized green
18 community and increase the amount of accessible public
19 parks and open space for preservation and recreation.

20 There are eight strategies identified, two of
21 which have been substantially revised since the June 6th
22 public meeting.

23 The first is Strategy 5.3. This deals with the
24 idea of -- of working to continually enhance park
25 facilities as necessary to ensure that the needs of

1 residents are met. What was not articulated in the
2 statement before was how those needs were being assessed.
3 And so this strategy was revised to state that the city
4 should engage in regular assessments of the recreation
5 needs of Creve Coeur residents and enhance park facilities
6 as necessary.

7 So clarifying both the assessment process, as
8 well as the need to keep the facilities up-to-date.

9 Likewise, Strategy 5.5, which talks about the --
10 the fact that the city should, over time, look for
11 opportunities and -- and utilize opportunities to expand
12 existing city-owned parks and green space.

13 Originally this strategy had identified some
14 specific parcels, namely, the Creve Coeur Racket Club on
15 Conway Road. It was felt that that specific reference to
16 a single property owner was not appropriate, and so that
17 was removed, and the statement was made more of a general
18 principle.

19 But, otherwise, those -- those strategies are --
20 are largely unchanged with the exception of what I just
21 mentioned from the June 6th public meeting.

22 Goal No. 6. Transportation, Connectivity &
23 Mobility. The objective statement reads that Creve Coeur
24 will utilize development and partnerships with other
25 jurisdictions to better manage automobile traffic; reduce

1 traffic congestion; and improve transit, walkability and
2 bikeability.

3 Again, there are eleven strategies articulated
4 under this objective. All but one of them are essentially
5 unchanged from the June 6th public meeting.

6 Strategy 6.8 was significantly modified, and it
7 stated previously that the city should look at updated
8 design and engineering standards for roadways, but it was
9 not -- it was brought to our attention through review with
10 city staff that -- that the -- that those updated
11 standards are not specified.

12 And so the strategy was re-worded to state that
13 the city should utilize Complete Streets Principles, which
14 is a -- a nationally recognized set of principles, when
15 conducting major improvements to existing roadways to
16 enhance bicycle and pedestrian accommodations, and also
17 that moving forward the city should consider adoption of a
18 City-wide Complete Streets policy.

19 So, again, it was -- it was some additional
20 clarification and an additional action item that were
21 added to that strategy to clarify its intent.

22 And then, finally, Goal No. 7. Community
23 Sustainability & Resilience. This has probably had the
24 most -- the most revision since the June 6th public
25 meeting, based on primarily some developments in -- in

1 sustainability-related matters that have occurred in the
2 city.

3 The objective statement reads that Creve Coeur
4 will lead the region in integrating community
5 sustainability with on-going revitalization.

6 So key updates to this include Strategy 7.3,
7 which previously referenced adoption of the Phase II
8 Climate Action Plan. That has been adopted, and so the
9 statement was -- was re-worded to state that the city
10 should establish a regular schedule for future updates to
11 the Climate Action Plan with new benchmarks, a new
12 planning horizon, updated strategies and updated targets.

13 Strategy 7.5 was a strategy that was added based
14 upon input from the follow-up stakeholder focus group
15 session with the Energy Environment Committee dealing with
16 promoting the use of renewable energy for all Creve Coeur
17 residents and expanding the use of renewable energy in
18 city-owned public facilities.

19 During the public -- public viewing and public
20 comment period of the draft plan document, a -- a written
21 comment was submitted to the city by a citizen that --
22 that wished to expand the scope of that strategy, and so
23 working with staff, we have made a proposed revision,
24 which you can see here on the screen, which includes --
25 which adds the use of energy efficient products and

1 recycling for all Creve Coeur residents and businesses.

2 So the strategy now reads, "Expand the use of
3 renewable energy in City-owned public facilities and
4 promote renewable energy use, the use of energy efficient
5 products and recycling for all Creve Coeur residents and
6 businesses".

7 And we felt that the recommendation that was
8 included in that written comment was a -- a beneficial
9 clarification to the document.

10 Finally, Strategy 7.7 and 7.8. These deal with
11 stormwater and erosion problems related to public
12 infrastructure, as well as -- as well as issues of the
13 city's stormwater ordinance and the city's stormwater
14 master plan.

15 And in -- in the past draft of the plan, these
16 two strategies prioritized stormwater issues and erosion
17 problems, as defined by MSD, and it was felt from city
18 staff's perspective that the problems really should --
19 should be as defined by the City of Creve Coeur. And so
20 that's -- the reference to MSD was removed from those
21 strategies to make them a little bit more broad --
22 broad-reaching, and also not to tie the recommendation to
23 something that was coming from, again, a third -- a
24 third-party agency.

25 So that, at this point, concludes the

1 presentation of the content of Chapter 3, and concludes
2 the summary overview presentation for this evening.

3 So we have all of the information from the plan
4 available on the slides.

5 Be happy to take any questions on the strategies
6 that have been revised that I presented, or on any other
7 strategies that you might have questions or comments on.

8 CHAIRMAN KISTNER: Commission Members, anybody
9 ready with questions?

10 I have a list.

11 MS. HALL: I have a question.

12 CHAIRMAN KISTNER: Go ahead.

13 MS. HALL: Okay. So under the Economic Growth &
14 Community Services, Strategy 3.4. I don't have my
15 glasses. To improve regional transportation to Olive
16 Boulevard.

17 MR. TIMOTHY BREIHAN: Yeah.

18 MS. HALL: So what would be our plan there?

19 MR. TIMOTHY BREIHAN: So that would include --
20 it would include primarily things like providing
21 enhanced -- enhanced or additional transit stops for metro
22 bus, bus stops, things like that.

23 It could also include things like advocating
24 with -- or with or to metro for increased or expanded
25 transit service along the corridor.

1 MS. HALL: Okay.

2 CHAIRMAN KISTNER: It seems like an example
3 similar to something you mentioned earlier, where we don't
4 have a whole lot of control --

5 MR. TIMOTHY BREIHAN: Sure.

6 CHAIRMAN KISTNER: -- over that, and, perhaps,
7 re-wording it to be more about working collaboratively
8 to --

9 MR. TIMOTHY BREIHAN: Okay.

10 CHAIRMAN KISTNER: -- enhance that kind of
11 thing.

12 MR. TIMOTHY BREIHAN: Sure. Absolutely.

13 MR. JAGGI: I think that, having looked at this
14 strategy again, I think that that's a good point that's
15 been raised --

16 MR. TIMOTHY BREIHAN: Yeah.

17 MR. JAGGI: -- too. I think we need to add a
18 little bit more to that statement, it's kind of open and
19 ambiguous, so --

20 MR. TIMOTHY BREIHAN: Uh-huh.

21 MS. HALL: Thank you.

22 MR. JAGGI: -- I think we can definitely make
23 that change.

24 MS. HALL: Okay.

25 CHAIRMAN KISTNER: Anybody else?

1 I'll go then with the -- on the first one,
2 the -- the definition of the Placemaking & Community
3 Identity mentions 18/7.

4 MR. TIMOTHY BREIHAN: Yes.

5 CHAIRMAN KISTNER: Is that a version of 24/7?

6 MR. TIMOTHY BREIHAN: It -- it is. And we
7 provided, in the document on -- in the introduction,
8 Chapter 1, we did provide a footnote referencing that,
9 that it refers to, basically, eighteen hours a day, seven
10 days a week. This is on -- on page 14. And it stated
11 that it refers to community vibrance and activity in a
12 less-intense, suburban context. So it differs from 24/7,
13 which would suggest a higher level of activity than would
14 be appropriate in a suburban community like Creve Coeur.

15 So, as you now mention that, I see that
16 there's -- that that -- that reference note should
17 probably be -- be repeated on page -- pages 44 and 45 just
18 to clarify that statement.

19 CHAIRMAN KISTNER: I think that would help.

20 Strategy 1.10: Preserve Creve Coeur's historic
21 properties.

22 MR. TIMOTHY BREIHAN: Yes.

23 CHAIRMAN KISTNER: Are those listed in --
24 somewhere else? I mean other than the Tappmeyer House and
25 a recognized -- one subdivision, I don't know whether we

1 have other designated spaces.

2 MR. TIMOTHY BREIHAN: Those -- those would
3 be the -- those would be the -- the ones that this
4 strategy was really referring to.

5 So it may be beneficial if -- if -- if the
6 Commission wishes, that we would, perhaps, mention both of
7 those by name, but also state, and -- and other historic
8 properties that may be designated in the future or
9 something like that.

10 CHAIRMAN KISTNER: Happens in Conway Park.

11 MR. TIMOTHY BREIHAN: Yeah.

12 MR. JAGGI: With -- with that comment, just a
13 point of clarification, we -- we can certainly promote and
14 advocate for the historic properties to remain, although
15 we don't have total control at this time to preserve them
16 in a true absolute sense, because we don't have a local
17 ordinance that regulates historic districts or historic
18 properties.

19 So I did -- I think it's a worthwhile strategy,
20 but we don't have the full authority to -- to regulate
21 that because we don't have a local ordinance that governs
22 a historic district or historic property, so I just wanted
23 to make that point known for the Commission.

24 CHAIRMAN KISTNER: I agree. So, perhaps, maybe
25 talk about some --

1 MR. JAGGI: So -- so the one neighborhood that
2 we have is on the National Register, and that's primarily
3 a designation of -- of recognition by the -- by the
4 federal government. It does not have any sort of
5 regulatory teeth to it, so anybody that were to purchase a
6 property in that neighborhood, even though it's listed on
7 the National Register, there's nothing the city could do
8 to prevent its demolition or removal or alteration.

9 Now, there may be covenants or restrictions that
10 are private that are associated with the subdivision,
11 which is outside of the purview of the city. But in terms
12 of regulatory sense, without a local ordinance to specify
13 how that can happen, it just doesn't exist today so.

14 CHAIRMAN KISTNER: And because we -- we don't
15 have a lot of historic properties --

16 MR. JAGGI: Right.

17 CHAIRMAN KISTNER: -- I think that's -- that
18 needs a little bit more specificity because we're --

19 MR. JAGGI: Yeah, it does.

20 CHAIRMAN KISTNER: -- we're not --

21 MR. JAGGI: Now, we do have some churches that
22 are historic.

23 We do have -- we have some institutional
24 properties that I do believe are historic and are widely
25 considered throughout the region as historically

1 architecturally significant from a historic perspective
2 because they're architecturally significant. We have a
3 fair amount of those.

4 So it -- this does -- this does kind of broaden
5 that, but at the same time, we don't have the regulatory
6 ability right now to say you can't change, demolish or
7 alter these structures.

8 MR. MAGRUDER: How is the structure determined
9 to be historic?

10 MR. JAGGI: There are --

11 MR. MAGRUDER: Can you comment on that?

12 MR. JAGGI: Yeah, there are qualifying criteria
13 through the National Park Service.

14 Through the National Park Service runs the
15 National Register of Historic Places and Districts. And
16 there are -- there is criteria. And the state -- State
17 Historic Preservation Office called the SHPO is the state
18 agency of the National Park Service that certifies
19 buildings, whether they're historic or not.

20 So there's -- there's processes. There's
21 qualifying -- there's criteria that's in place to
22 determine whether it's historic or not. And there has to
23 be survey work by a qualified architectural historian to
24 actually survey and research the history and architectural
25 significance, and then that gets turned in to the state.

1 And then if the federal government agrees with
2 it, then they are -- then they're designated either a
3 historic landmark, which is an individual building or
4 property, or a historic district, which is a collection of
5 historic buildings, such as the residential neighborhood
6 that we have here in Creve Coeur.

7 MR. MAGRUDER: So someone has to apply
8 through --

9 MR. JAGGI: Yes.

10 MR. MAGRUDER: -- that process?

11 MR. JAGGI: Yes, it has to be initiated either
12 -- yeah, it has to be initiated --

13 MR. MAGRUDER: That's what I thought. Okay.

14 MR. JAGGI: -- yeah, the government won't just
15 go out and do it on its own typically. It has to be
16 initiated.

17 Now, St. Louis County has a person named Leslie
18 Hamilton. He worked for the County Parks Department. He
19 has been really the champion of historic districts
20 throughout St. Louis County, and -- and works for the
21 county, and actually goes out and knows all the historic
22 properties, and he submits nominations for -- for the
23 register on his own. Yeah, somebody has to initiate the
24 activity.

25 MR. MAGRUDER: Thank you.

1 MR. JAGGI: You're welcome.

2 CHAIRMAN KISTNER: I'm -- I'm all in favor of
3 being, you know, of recognizing and preserving historic
4 areas, but knowing that we don't really have any
5 legislative or regulatory construct for doing that, I'm
6 just a little bit worried about a -- a false statement
7 like that --

8 MR. JAGGI: Right.

9 CHAIRMAN KISTNER: -- what that means.

10 MR. JAGGI: Yeah.

11 MS. SILVERMAN: I'm not sure that this is
12 within -- listening to the discussion of what we're --
13 kind of our goal is, I don't know that it's appropriately
14 here on the page. I mean this is much stronger than what
15 I'm hearing.

16 CHAIRMAN KISTNER: Maybe you can look at some
17 wording.

18 MR. JAGGI: Yeah, maybe we can -- we can look
19 back at it, Tim and I and Whitney, we can go back and
20 re-look at that statement. You know, certainly, we do
21 have some historic properties that are under the city's
22 control.

23 We do have, you know, the Tappmeyer House,
24 obviously that's -- that's the one that we would want to
25 preserve, but that's -- that's in a park, and it's

1 probably not going anywhere any time soon.

2 So we'll re-look at that, and bring it back at
3 the next meeting, see if you all agree with the change.

4 CHAIRMAN KISTNER: Strategy 2.1 and 2.3, are
5 they different? They -- they seem very similar. They
6 both talk about greater diversity of housing options.
7 They just seem a little bit redundant.

8 MR. TIMOTHY BREIHAN: Yeah, I think -- I think
9 that's -- I think that's a fair assessment. I think
10 those -- those could both probably be -- that the -- the
11 nuance of both of those could be consolidated into one
12 strategy.

13 CHAIRMAN KISTNER: Okay.

14 Strategy 4 -- 4.2 --

15 MR. TIMOTHY BREIHAN: Uh-huh.

16 CHAIRMAN KISTNER: -- talks about the services,
17 including recycling, limb and leaf pick-up, maintenance of
18 medians, public landscaping, could we add trash services
19 to that? That's always --

20 MR. JAGGI: Which one was this to?

21 MR. TIMOTHY BREIHAN: 4.2.

22 CHAIRMAN KISTNER: 4.2.

23 MR. JAGGI: 4.2, okay.

24 CHAIRMAN KISTNER: Also in 4.4, which is
25 continue the city's strong level of police services, I

1 would like to add to that something to the effect of
2 administrative operations, because I think it's really the
3 two together that are so foundational, fundamental to
4 the --

5 MR. TIMOTHY BREIHAN: Sure. Absolutely.

6 CHAIRMAN KISTNER: -- strength of the city.

7 MR. MAGRUDER: That's a good idea.

8 MR. ROVAK: I had a question on that.

9 Administrative. Police, you know, is a specific
10 service.

11 CHAIRMAN KISTNER: Uh-huh.

12 MR. ROVAK: Administrative, does that require
13 further breaking down into things like public works or
14 other --

15 CHAIRMAN KISTNER: I just thought all --

16 MR. ROVAK: -- or do we just -- we have police
17 and everything else.

18 CHAIRMAN KISTNER: That was my thought.

19 MR. ROVAK: I mean I don't know that that's bad,
20 but I just want to make sure that -- that we know that's
21 what we're -- what we're looking at here.

22 MR. JAGGI: Well, if we wanted to make it
23 broader, we could say, continue the city's strong level of
24 municipal services.

25 CHAIRMAN KISTNER: I like culling out police.

1 MR. JAGGI: Okay. Yeah.

2 CHAIRMAN KISTNER: I mean I think that's
3 appropriate.

4 MS. SILVERMAN: I like municipal services better
5 than administrative, but I mean that -- I don't know if
6 that includes your Parks Department and things like --

7 CHAIRMAN KISTNER: Well, and I was thinking the
8 operations of it. That it's the administration. It's the
9 police and the administration of all these other services.

10 MR. ROVAK: I think there are some things that
11 are administered; there are some things that are provided
12 in kind. I don't know if we're getting too deep into the
13 weeds to cull that out, but I think there is an important
14 distinction where we -- where we do some things and some
15 things are just -- the administration contracts those
16 out --

17 CHAIRMAN KISTNER: Sure.

18 MR. ROVAK: -- to other parties.

19 I don't know. I'm just kind of throwing that
20 out to see if do we need to make a distinction, or is
21 that -- is that too much fine tuning.

22 MR. JAGGI: Well, my thought is, you know, I
23 think the City of Creve Coeur is well known throughout the
24 region for providing a high level of municipal services.

25 MR. ROVAK: Uh-huh.

1 MR. JAGGI: Those services that we provide
2 are -- are at a very high level, and that's the
3 expectation that the community has set upon its
4 government. So in that regard, if we wanted to broaden
5 it, I think that would be a good -- good way to do so.

6 If you wanted to specifically cull out the
7 police department, which also, obviously, maintains a very
8 high and well-deserved reputation in the region, we could
9 keep it separate, or we could add one to maybe address the
10 full cadre of municipal services too. We could -- we
11 could add one, if you want.

12 CHAIRMAN KISTNER: Leave that to you to --

13 MR. JAGGI: Okay.

14 CHAIRMAN KISTNER: -- to wordsmith and to make
15 sure we capture the --

16 MR. MAGRUDER: Or you could just simply say
17 police, other municipal services all in one sentence.

18 MR. JAGGI: Yeah.

19 But 4.5 does kind of seek to, to Mr. Rovak's
20 question, does seek to try to split that out a little bit,
21 that, you know --

22 CHAIRMAN KISTNER: Right.

23 MR. JAGGI: -- we don't control all of the
24 services that are delivered to the residents and
25 businesses. We only have -- you know, we have some, but

1 not all, so.

2 CHAIRMAN KISTNER: Moving on.

3 Strategy 6.1 is very similar to Strategy 5.1
4 having to do with the comprehensive network of pedestrian
5 and bicycle infrastructure.

6 Don't know whether that was intentional that
7 strategies connect to more than one thing.

8 MR. TIMOTHY BREIHAN: I -- I -- it was -- it
9 was -- it was intentional, and the -- the intent behind it
10 was that we wanted to, and -- and we'll see this next time
11 in the recommendations for both, kind of the parks and
12 open space network, as well as the transportation network.

13 But we -- we wanted to be explicit that when
14 conceiving of these bicycle and pedestrian improvements,
15 that they're both -- that they should both have a
16 recreational function, as well as a transportation
17 mobility function, so it -- so it was intentional in
18 that -- in that regard.

19 CHAIRMAN KISTNER: Okay.

20 MS. SILVERMAN: I think relating back to the
21 goals, it's two different strategies -- well, they sound
22 similar in relation to the goal that they're under, they
23 are different.

24 MR. ROVAK: Continuing to pick on that then, and
25 I can see the reason for them both existing in these

1 sections, but in that case, would the integration into a
2 community-wide network, that portion of 5.1, really be
3 more in 6.1?

4 MR. TIMOTHY BREIHAN: It --

5 MR. ROVAK: Leaving -- leaving them both, that I
6 see, want to provide recreation and what it provides, but
7 if we talk about integrating it into a network, then that
8 looks like that's more of the connectivity that --

9 MR. TIMOTHY BREIHAN: Yeah --

10 MR. ROVAK: -- talking about.

11 MR. TIMOTHY BREIHAN: -- and in 5.1 that the
12 network was really -- was really dealing with the network
13 of parks and open space and -- and linear connections
14 between them, as opposed to a transportation network, for
15 instance, so -- so and --

16 MR. ROVAK: Okay.

17 MR. TIMOTHY BREIHAN: -- so 5.1 is really about
18 looking at the existing parks and open space amenities and
19 then connecting those into a parks and open space network.

20 Whereas, 6.1 was about ensuring that there are
21 alternative mobility or transportation options with
22 bicycle pedestrian facilities.

23 MR. CARNEY: I'd like to see something in 6.1
24 that talks about the safety to pedestrians. Because that,
25 to me, I think there's some very dangerous intersections

1 by walk in Creve Coeur, and I think there's things you
2 could do to encourage safe passage, so maybe that's a
3 difference between 6.1 and 5.1 is just to protect people
4 from the passenger cars.

5 MR. TIMOTHY BREIHAN: Right.

6 Now, Strategy 6.11 states, to enhance the safety
7 of existing bicycle and pediatrician facilities, including
8 safe pedestrian crossings of major roads.

9 MR. CARNEY: Okay.

10 MR. TIMOTHY BREIHAN: Would -- would it be more
11 desirable to integrate that into --

12 MR. CARNEY: I think maybe -- maybe you could
13 put that all into one -- one strategy.

14 MR. TIMOTHY BREIHAN: Okay. Yeah, we could
15 certainly look at -- look at that.

16 MR. JAGGI: One thing we need to be careful is
17 making these strategies, you know, paragraphs --

18 CHAIRMAN KISTNER: I don't mind culling off
19 safety by itself, just to draw attention to it.

20 MR. TIMOTHY BREIHAN: Yeah, I think it's a big
21 issue.

22 CHAIRMAN KISTNER: Getting lost, so.

23 MR. TIMOTHY BREIHAN: Well, and, you know, it
24 could simply be, because, again, these -- these strategies
25 are not -- are not ranked in any particular priority

1 order, so maybe it's simply a matter for the clarity of
2 the document moving -- making that Strategy 6.2, so that
3 it follows directly after the creation of the network.

4 MR. JAGGI: I think that's a good change. That
5 seems a little out of place maybe --

6 CHAIRMAN KISTNER: Yeah.

7 MR. JAGGI: -- per Tim's comment.

8 CHAIRMAN KISTNER: Strategy 6.9, develop
9 procedures to address requests for local traffic calming.

10 I thought we had those. I thought they had been
11 developed a decade ago by our Traffic Committee.

12 If -- if that's not the case, fine, but I don't
13 want to cull out the need to develop those if -- if
14 they're already in place.

15 MR. JAGGI: And maybe there are. We have not
16 been made aware of that, if they exist. It was reviewed
17 internally, this document, but we can follow-up on that.

18 CHAIRMAN KISTNER: You need to hear from --
19 if -- Mark, if you have an answer to that, you have to be
20 sworn in, otherwise, you can just speak after --

21 MR. JAGGI: Yeah. We -- I --

22 CHAIRMAN KISTNER: You'll look into that.

23 MR. JAGGI: You know, there are standards for --
24 for traffic calming. There are procedures. I -- I know
25 we've implemented traffic calming measures.

1 CHAIRMAN KISTNER: I actually thought the
2 Traffic Committee about ten years ago --

3 MR. JAGGI: Okay.

4 CHAIRMAN KISTNER: -- had, you know, had
5 developed a full set --

6 MR. JAGGI: Uh-uh.

7 CHAIRMAN KISTNER: -- and it was a process that
8 you could apply to the Traffic Committee to be reviewed
9 and, you know, there was a whole set.

10 MR. MAGRUDER: When I -- when I was chair of the
11 Police Committee, we were looking at that at the time. I
12 don't know what's gone, but there is something in place.

13 MS. SILVERMAN: So would it be more appropriate
14 to (inaudible) procedures?

15 CHAIRMAN KISTNER: I think find out whether
16 they're still --

17 MS. SILVERMAN: Active.

18 CHAIRMAN KISTNER: Right.

19 MR. MAGRUDER: Exactly.

20 CHAIRMAN KISTNER: If they're still there or
21 not.

22 MR. TIMOTHY BREIHAN: Okay.

23 CHAIRMAN KISTNER: Is there anyone in the --

24 MR. CARNEY: I have one more question.

25 CHAIRMAN KISTNER: Okay.

1 MR. CARNEY: On sustainability, Strategy 7.6,
2 establish city-wide targets for the ratio both
3 public-accessible and private. What are -- what are we
4 talking about there, the ratio of the -- the amount that
5 we have per resident or the sustainability?

6 MR. TIMOTHY BREIHAN: So -- so it -- honestly,
7 the ratio can take a variety of forms. And I -- and we --
8 we weren't -- we intentionally did not want to be overly
9 specific about that.

10 But it could, for example, include a -- a
11 desired per capita or ratio per resident. It would also
12 be recommended, for instance, that in the -- that there be
13 a -- a per -- per development or even per -- per land acre
14 ratio or guideline that's established when reviewing
15 re-plats or new subdivision plans or things like that.

16 But I think it could -- it could take a variety
17 of forms. It could actually take multiple, multiple forms
18 moving forward, and we intentionally didn't want to be too
19 specific with the understanding that there probably needed
20 to be some additional discussion and input on the
21 development of that as a -- as an implementation activity.

22 MR. JAGGI: Okay. I would also just comment on
23 that too.

24 Is, you know, we have already -- the plan
25 already states that we're a little under our ratio from a

1 national standard, from a National Recreation & Parks
2 Association, however, if we were to look at that in terms
3 of implementation on what is our desired ratio, knowing
4 that we're a relatively small community, and there is
5 access to a regional park, Creve Coeur Lake Park, nearby,
6 or Queeny Park, you know, there are parks that are outside
7 of our boundary, but are enjoyed by the residents and, you
8 know, maybe we -- maybe it just doesn't make sense for us
9 to be at that high target.

10 MR. TIMOTHY BREIHAN: Right.

11 MR. JAGGI: That's an example of what -- what's
12 our -- what's our ratio that we feel comfortable with,
13 but --

14 MR. TIMOTHY BREIHAN: Right.

15 MR. JAGGI: -- in terms of a national standard,
16 just looking internally to our boundaries, we're a little
17 low on park space per capita, per -- per population basis.

18 CHAIRMAN KISTNER: Right.

19 MR. ROVAK: One other thing.

20 And I mean I can see where maybe it's included
21 in here, but maybe too subtly and too nuance. I had
22 brought this up in one of our much earlier meetings. I
23 thought maybe it would get a little bit more attention.

24 Looking at 7.7 and --

25 MR. TIMOTHY BREIHAN: Uh-huh.

1 MR. ROVAK: -- maybe to a lesser extent, 7.8 and
2 7.9 --

3 MR. TIMOTHY BREIHAN: Uh-huh.

4 MR. ROVAK: -- but all I -- I see in the -- in
5 the last several two phrases, proactively mitigate
6 stormwater runoff and improve water quality.

7 I don't think we need to use catchwords like
8 "low impact development" or "best management practices",
9 but I think -- I think that needs somewhat -- to be
10 somewhat strengthened.

11 MR. TIMOTHY BREIHAN: Okay.

12 MR. ROVAK: Some of those on staff know what the
13 city went through a few years ago trying to put into
14 practice an ordinance that involved rain gardens --

15 MR. TIMOTHY BREIHAN: Sure.

16 MR. ROVAK: -- and there was -- there was some
17 bad advice given along the way that came in here.

18 So even though I and several other people
19 supported it, there was a lot of pushback, and the city
20 was -- had to kind of give away and give away and give
21 away until finally there was nothing left to really
22 implement.

23 MR. TIMOTHY BREIHAN: Uh-huh.

24 MR. ROVAK: But a Comprehensive Plan is -- is
25 there in order to provide the impetus and the logic

1 rationale for ordinances that come later --

2 MR. TIMOTHY BREIHAN: Agree.

3 MR. ROVAK: -- regulations and ordinances. And
4 I think something a little bit stronger, and I don't have
5 the words right now, unless we were going to say low
6 impact or best management practice, but something that
7 jumps out a little bit more than that half line,
8 proactively mitigates stormwater runoff and improves water
9 quality.

10 MR. TIMOTHY BREIHAN: Sure.

11 MR. ROVAK: I would say at least through
12 recognized practices or accepted engineering design.

13 I mean something needs to be put there that
14 would then give a little bit of backbone and impetus later
15 on when we do come up to try to make that happen.

16 MR. TIMOTHY BREIHAN: Right.

17 So, for example, Strategy 2.5 under Residential
18 Development & Preservation states, incentivize stormwater
19 and green infrastructure best management practices for
20 existing homeowners; new developments and infill
21 development; and significant additions to existing homes.

22 So some of that language could be incorporated,
23 just be a little more specific about what we're talking
24 about.

25 MR. ROVAK: Yeah, I mean that is good that

1 you're -- that's strictly incentivizing --

2 MR. TIMOTHY BREIHAN: Right.

3 MR. ROVAK: -- and that doesn't give you the --

4 MR. TIMOTHY BREIHAN: Correct.

5 MR. ROVAK: -- when you --

6 MR. TIMOTHY BREIHAN: Correct.

7 MR. ROVAK: -- work something into a development
8 ordinance later --

9 MR. TIMOTHY BREIHAN: Correct.

10 MR. ROVAK: -- so, but, yes, along that line --

11 MR. TIMOTHY BREIHAN: Okay.

12 MR. ROVAK: -- something in here --

13 MR. TIMOTHY BREIHAN: Uh-huh.

14 MR. ROVAK: -- I would certainly like to see
15 that.

16 CHAIRMAN KISTNER: Any other questions or
17 comments from the Commission?

18 For the people from the public who have come to
19 speak, now is your opportunity.

20 I think I'll just start with the cards that I
21 have.

22 Toby Marfine. And if you've been sworn in, just
23 come up and give your name and address.

24 TOBY MARFINE: My name is Toby Marfine. My
25 address, for the purposes of the meeting tonight, is Creve

1 Coeur Plaza, which is at the corner of Olive and Ballas.
2 My residential address is 10 Ladue Manor, not far away.

3 But I'm here tonight just to say a few things
4 about the process we're in. And for those of you who I do
5 not know, I'm one of the owners and I've been one of the
6 managers of Creve Coeur Plaza at the corner of Ballas and
7 Olive, of the shopping center. I'm with my business
8 partner, Paul Hilton, of Cushman & Wakefield.

9 And both Paul and I have spent the last 25 years
10 in the real estate services business. We are not
11 developers by day, we are a real estate services
12 providers, more brokers, managers and this is -- is a
13 property that we are owners in, and it's something that we
14 are, obviously, very interested in seeing how it
15 progresses with the city.

16 And I just wanted to make a few comments. It's
17 great you guys have taken this initiative, and we've had
18 some meetings with -- with Jason and Mark over the years,
19 and we want to be part of the conversation as this goes
20 on.

21 We think we're a critical part -- we're a
22 critical node in your city, and we applaud that you're
23 looking forward, because, clearly, the city's changing,
24 the demographics are changing, and the way people are
25 going to do business in the future is going to change, and

1 the way that corner is used is in transition now.

2 And as you can see from the improvements that
3 are there, it's an older structure. It's built in the
4 early '70s. We've always struggled to lease that part of
5 that center, as many of the older retail shopping centers
6 that are in the city, and it's going to continue to be a
7 struggle, and we think it can continue to be even a
8 greater struggle as time goes on.

9 So this is a great time to be talking about
10 redevelopment. So this forward-looking document that
11 you're putting together, we think is excellent in many
12 respects, and we're glad that the city's taking the time
13 now to do some planning and get everybody on the same
14 page.

15 Paul and I were here earlier in the summer. We
16 made some comments at the meeting. We made some comments
17 to Jason and to Mark. We've made some comments to the
18 Mayor privately. But I thought this would be a good time
19 to let the Council know sort of where -- how we feel about
20 things, and this is an ongoing conversation that we hope
21 to be part of, and we hope to redevelop our property one
22 day.

23 And we hope it to be a great fit with what the
24 city would like to see there, with what the market will
25 demand, and what we would like to, one day, maybe give to

1 our children as something that they can benefit from.

2 And I've got a short letter that I'm not going
3 to read, but I'd like to pass along, to turn it in at the
4 end of the session.

5 And I'd just like to be very concise. There are
6 only a couple things I'd like to make a comment on.

7 I think the consultant's gone through a
8 painstaking process in getting everybody involved and
9 getting lots of input on everybody. Then I was sitting
10 there thinking this is almost like the tables are turned.
11 You know, normally we come in here and ask for a bunch of
12 things and --

13 CHAIRMAN KISTNER: Speak to the microphone.

14 TOBY MARFINE: -- now you guys are coming in
15 here asking for a bunch of things.

16 And really asking your stakeholders --

17 CHAIRMAN KISTNER: Mr. Marfine, speak to your
18 microphone.

19 TOBY MARFINE: -- to listen to you.

20 And so he's done a good job, and you guys have
21 done a lot of work, and I recognize that, so you can see
22 what it's like to be on the other side of the table.

23 One of the things that we feel like is very
24 important to note for the group is that this plan
25 encourages retail to be pushed to the front of the lot

1 lines.

2 And we feel like this is a highly unusual
3 stipulation or restriction to place on retail. Retail is
4 going through an amazing transformation right now. And if
5 you just google retail, you'll see the top ten reasons
6 that retail is changing, all of them relate to online or
7 mobile applications. And traditional retail is going
8 through a huge change right now.

9 Moving, we think, the -- the -- the buildings to
10 the front of the lot is a restriction that could be
11 damaging in the future to all of your retail in this
12 Central Business District.

13 So we'd like you to look very closely at that
14 when you go forward, as you adopt this plan, as you adopt
15 zoning regulations in the future, we'd like you to do a
16 little more research on what you really think that that's
17 going to do to your retailer. So that's number one.

18 Number two. We feel like if you place these
19 additional restrictions on retailers, so it's -- if you
20 look around your city, you don't have a power center, you
21 have neighborhood retail, and it's all aging, and it's all
22 going to have to be transformed, be careful about placing
23 those restrictions on these retailers, as retail goes
24 through this transition. We think it's an unknown. We
25 don't know where it's going. But we think we all have to

1 be flexible.

2 And, finally, the third thing that I note in
3 this short letter that we've written to the city, is that
4 the demographics are also changing, and that's why this
5 forward-looking document is important, because you are
6 going to have a different city in twenty years. A lot of
7 us aren't going to be here. And I hope the millennials
8 are here. I hope the Plant Science Center is -- is doing
9 wonderful things. It's a tremendous asset for the city.
10 And the change that is going on across the street,
11 obviously, will impact the city for years to come with
12 Monsanto being bought now by an international company.

13 But the demographics of our city are not the
14 same demographics that are enjoyed by places like
15 Kirkwood, for instance, where Kirkwood Station exists, and
16 this is a type of a development that has been referenced
17 in many of your work sessions, as an urban, work, play,
18 live experience.

19 And we believe that Creve Coeur has many
20 wonderful traits, but it does not have that similar
21 demographic. It doesn't have a similar residential
22 character, and it does not have the similar walkability
23 and street feature of those cities.

24 So included in the letter, we've just put some
25 demographics that we look at when we do projects every

1 day, that is Cushman & Wakefield, it's a large service
2 company in St. Louis, now with the old Turley Martin, and
3 we'd like you to take a look at the demographics the way
4 we look at them. And we've compared what those
5 demographics are in Kirkwood at Kirkwood Station Plaza,
6 and the demographics that you can see at that corner.

7 So that really concludes my remarks. We
8 appreciate the chance to be part of the conversation. We
9 love the city. We love our property there. We want to
10 see it thrive. We want to see the city transform in a
11 wonderful way to be ready for tomorrow. And we look
12 forward to working with you in the future.

13 Thank you.

14 CHAIRMAN KISTNER: Thank you very much.

15 MR. MAGRUDER: Thank you.

16 CHAIRMAN KISTNER: Hal Harris.

17 HAL HARRIS: Hi. I'm Hal Harris. I live at 16
18 Country Fair Lane, and -- Ward I.

19 And I'm here mainly because my friend, Judy
20 Campbell, who was the co-chair of the Climate Action Task
21 Force, asked me to come in here and pound the table for
22 her.

23 And, unfortunately, I'm not going to be able to
24 do that very well because Strategy Item 7.5 was recently
25 added to the -- to the plan, and -- I think as a result of

1 conversations between her and Jason Jaggi. And I'm very
2 pleased to see that many of the ideas that she wanted me
3 to -- to make sure were brought to the attention of
4 Planning & Zoning are already there. So that's --
5 that's -- that's a very good thing.

6 She, naturally -- she is a very strong
7 environmentalist, and she is concerned about the -- the
8 prominence or a lack of prominence for recycling in -- in
9 the -- in the plan. She wants to make sure that doesn't
10 fall through the cracks. And especially recycling outside
11 of the things that we have direct control over, like city
12 properties. But we also have -- we have rental properties
13 and -- and -- and businesses in the area where we don't
14 really control the recycling. We don't do the recycling.

15 But she wants to make sure that that
16 responsibility for that doesn't fall through the cracks.
17 And she wants to make sure that it is referred to the
18 Energy Environment -- Environment Committee, on which I
19 serve, as would be a natural locus for that.

20 So, really, I want to first congratulate you for
21 including her. I mean it shows you what one citizen can
22 do. Her -- her notes really translated directly into a
23 part of the plan, and many of the ideas that I've
24 expressed also, and especially in respect to bicycling and
25 bicycle safety and programs related to bicycle

1 transportation, have also been included in other parts of
2 the plan.

3 So thank you very much.

4 CHAIRMAN KISTNER: Thank you very much for your
5 participation, and please thank Judy also for us.

6 HAL HARRIS: She'll be at the other two
7 meetings, I'm sure.

8 CHAIRMAN KISTNER: Okay. Good. Thank you.

9 Abby Schaberg.

10 ABBY SCHABERG: Good evening. My name is Abby
11 Schaberg, Jenkins & Kling, P.C., with offices at 150 North
12 Meramec, Suite 400, St. Louis, Missouri 63105.

13 I'm here on behalf of the Questover
14 Subdivisions; Questover -- Manors at Questover and
15 Questover Crossing.

16 I have a very specific thing to address that I
17 think may speak more to what's going to be presented at
18 the next meeting, but I'll go ahead and address it tonight
19 in hopes that you all can incorporate some -- my requests.

20 Specifically, there is a multi-family --
21 existing multi-family apartments or townhomes. It's south
22 of, I believe, it's the Westgate Shopping Centre, east of
23 the Questover Subdivision, and that's why I brought this,
24 because I knew I wouldn't be able to describe it very
25 well. So I'll give you all --

1 MR. MAGRUDER: Thank you.

2 CHAIRMAN KISTNER: And is there a particular
3 page or a section of the plan that you're addressing?

4 ABBY SCHABERG: Probably not till Chapter 4.

5 CHAIRMAN KISTNER: Understand. But maybe just
6 so we can relate it to something specific in here.

7 ABBY SCHABERG: I would have to look. And I
8 brought it with me, but I'll have to page through it and
9 let you know.

10 CHAIRMAN KISTNER: Okay.

11 ABBY SCHABERG: Or, you know, I'll be at the
12 next meeting too, and I'll be happy to --

13 CHAIRMAN KISTNER: Okay.

14 ABBY SCHABERG: -- be more specific then as
15 well.

16 Did you guys --

17 VOICE: Yes, please. Thank you.

18 ABBY SCHABERG: So I'll try to keep my comments
19 brief.

20 The Comprehensive Plan is currently showing that
21 this -- the property that I squared off for you is
22 designated as mixed-use.

23 I would just like to point out that -- that we
24 would request that this be redesignated as a suburban
25 multi-family SR-1 designation. There's only a few

1 properties that are currently shown as that designation in
2 the Comprehensive Plan right now.

3 We believe that that designation would be much
4 more consistent with how the property's currently built
5 out, and how it's currently zoned.

6 We also want to point out that this piece of
7 property is bounded on three sides by what's the new
8 designation will be Estate Neighborhood One, but in the
9 event -- it's single-family residential right now.

10 We believe that a multi-family designation is
11 more appropriate because it'll help buffer these
12 neighborhoods from potential commercial redevelopment that
13 would be allowed by a mixed-use designation. And it would
14 be just more consistent with that area of Creve Coeur.

15 And kind of to preface my comments tonight, I
16 wanted to point out that Questover Subdivisions have a
17 history of litigation with Creve Coeur in connection with
18 probably a lot of things, but specifically proposed
19 redevelopment adjacent to neighborhoods that the residents
20 felt was inconsistent and incompatible with their homes.

21 So my comments tonight, I'm kind of here -- I'm
22 kind of here to possibly prevent repeating history in that
23 regard.

24 So to conclude, we would request that you
25 consider my comments here tonight and, hopefully, we would

1 like to see a change to the designation to the suburban
2 multi-family SR-1 designation.

3 And if you'd like, I can try to page through
4 that now to find specific page --

5 CHAIRMAN KISTNER: That's okay.

6 ABBY SCHABERG: -- or I can do that later.

7 CHAIRMAN KISTNER: No, that's okay.

8 ABBY SCHABERG: Thank you.

9 CHAIRMAN KISTNER: Are there any questions from
10 the Commission?

11 MR. JAGGI: Chair, I do -- I would say that we
12 are going to get into this topic. I think it does come in
13 Chapter 4.

14 ABBY SCHABERG: Yeah, I --

15 MR. JAGGI: We're going to get into that
16 tomorrow -- or not tomorrow -- the next public hearing --

17 CHAIRMAN KISTNER: Sure.

18 MR. JAGGI: -- meeting date.

19 We can certainly explain some of that since
20 you're here this evening, if you'd like, or we can just
21 kind of get into that in the bigger picture and how that
22 came about at the next meeting, it's --it's up to you.

23 ABBY SCHABERG: Yeah, I don't want to waste
24 anybody's time here tonight forcing something that you're
25 going to talk about next meeting, so.

1 CHAIRMAN KISTNER: Might make more sense when
2 we're in --

3 ABBY SCHABERG: Yeah.

4 CHAIRMAN KISTNER: -- discussion in that
5 context.

6 ABBY SCHABERG: Yeah, when I got here tonight, I
7 figured I'd be speaking a little prematurely, but I
8 thought I'd pass it along.

9 CHAIRMAN KISTNER: Okay. As long as you're able
10 to -- to come back at the next one --

11 ABBY SCHABERG: Yeah.

12 CHAIRMAN KISTNER: -- I think that'll work well.

13 MR. JAGGI: Okay.

14 CHAIRMAN KISTNER: Thank you.

15 MR. TIMOTHY BREIHAN: Ms. Kistner, I just wanted
16 to let you know that in terms of the reference, page
17 number reference, the document of the map that was
18 provided, it's the Community Place Type Districts
19 composite map, which is provided on page 55, as well as on
20 page 150, in Appendix A, and it's provided in other
21 locations as well, but.

22 ABBY SCHABERG: Okay. That's helpful. Thank
23 you.

24 MR. TIMOTHY BREIHAN: Uh-huh.

25 CHAIRMAN KISTNER: Is there anybody else in the

1 audience who would like to speak even if you have not
2 turned in a speaker card?

3 If you could come up and be sworn in first.

4 TIM PLUNKETT: Okay.

5 (Speaker sworn in by the court reporter.)

6 CHAIRMAN KISTNER: And if you could start with
7 your name and address.

8 TIM PLUNKETT: Sure. Tim Plunkett, 9841 Country
9 Shire, Ward I.

10 I did not have bionic eyes. Is there a way to
11 get copy of what all the strategies that were printed?

12 CHAIRMAN KISTNER: Absolutely. It's on the
13 website.

14 TIM PLUNKETT: Well -- okay. That was my
15 question. And the address?

16 MR. JAGGI: I -- I'll follow-up with you, and I
17 can give you my contact information --

18 TIM PLUNKETT: That's fine.

19 MR. JAGGI: -- walk you through where that is on
20 the website --

21 TIM PLUNKETT: Just -- it was -- unless you had
22 a hard copy, you were --

23 CHAIRMAN KISTNER: Right.

24 TIM PLUNKETT: -- lost.

25 MR. JAGGI: We can -- we can make arrangements

1 to provide one with you or I can show you where --

2 TIM PLUNKETT: That's fine. Thought would be --
3 I was just asking the question. Thank you.

4 MS. KELLY: Sir, you are welcome to take my
5 copy.

6 MR. MAGRUDER: That's quick.

7 CHAIRMAN KISTNER: Should have asked sooner.

8 TIM PLUNKETT: Thank you.

9 CHAIRMAN KISTNER: All right.

10 Are there any other final comments, questions?

11 This is very productive.

12 Tim, good presentation. I think we're off to a
13 good start.

14 Anything else before we start our wrap-up?

15 So the -- this public hearing is going to resume
16 at the regular P&Z meeting, the next one on Monday,
17 November 7th. That's a big day, just before Election Day.

18 That'll be at 6:30 here in the Council Chamber,
19 and the focus will be on the -- the plan recommendations,
20 so all of Chapter 4, which is sort of a big meaty chapter,
21 so we will take the entire time for Chapter 4.

22 Want to thank everybody for coming.

23 And see if we have a motion to adjourn.

24 MR. MAGRUDER: I will make -- I move to continue
25 the public hearing on the update of the City's

1 Comprehensive Plan, Application No. 16-028 to the
2 November 7, 2016 meeting Planning & Zoning Commission.

3 CHAIRMAN KISTNER: Can you tack on a motion to
4 adjourn with it?

5 MR. MAGRUDER: And I'll -- and adjourn.

6 CHAIRMAN KISTNER: Okay.

7 A second?

8 MR. ROVAK: Second.

9 CHAIRMAN KISTNER: Second from Mr. Rovak.

10 All in favor?

11 (All responded aye.)

12 CHAIRMAN KISTNER: Chair votes aye, and meeting
13 is ended.

14 (The meeting was adjourned at 7:50 p.m.)
15
16
17
18
19
20
21
22
23
24
25

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I 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.

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

ABBY SCHABERG: [14] 60/9 61/3 61/6 61/10 61/13 61/17 63/5 63/7 63/13 63/22 64/2 64/5 64/10 64/21 CHAIRMAN KISTNER: [117] HAL HARRIS: [2] 58/16 60/5 MR. CARNEY: [12] 2/9 3/9 22/9 22/13 22/17 22/21 22/23 44/22 45/8 45/11 47/23 47/25 MR. JAGGI: [45] 2/23 32/12 32/16 32/21 34/11 34/25 35/15 35/18 35/20 36/9 36/11 37/8 37/10 37/13 37/25 38/7 38/9 38/17 39/19 39/22 40/21 40/25 41/21 41/25 42/12 42/17 42/22 45/15 46/3 46/6 46/14 46/20 46/22 47/2 47/5 48/21 49/10 49/14 63/10 63/14 63/17 64/12 65/15 65/18 65/24 MR. LUMLEY: [1] 2/20 MR. MAGRUDER: [18] 2/13 3/8 19/16 36/7 36/10 37/6 37/9 37/12 37/24 40/6 42/15 47/9 47/18 58/14 60/25 66/5 66/23 67/4 MR. ROVAK: [28] 2/15 40/7 40/11 40/15 40/18 41/9 41/17 41/24 43/23 44/4 44/9 44/15 49/18 49/25 50/3 50/11 50/15 50/23 51/2 51/10 51/24 52/2 52/4 52/6 52/9 52/11 52/13 67/7 MR. TIMOTHY BREIHAN: [75] MS. HALL: [7] 7/5 31/10 31/12 31/17 31/25 32/20 32/23 MS. KELLY: [2] 3/1 66/3 MS. SILVERMAN: [11] 2/17 20/25 21/2 21/16 21/21 22/1 38/10 41/3 43/19 47/12 47/16 MS. STUTTE: [1] 3/4 TIM PLUNKETT: [7] 65/7 65/13 65/17 65/20 65/23 66/1 66/7 TOBY MARFINE: [3] 52/23 55/13 55/18 VOICE: [1] 61/16 \$ \$50,000 [1] 12/25	'70s [1] 54/4 --it's [1] 63/22 .3 [1] 12/22 .3 percent [1] 12/22 0 028 [2] 1/9 67/1 1 1,000 [1] 15/21 1.10 [1] 33/20 10 [1] 53/2 10 percent [1] 15/4 10,000 [1] 14/9 115,000 [1] 13/24 14 [1] 33/10 15 [1] 11/18 150 [2] 60/11 64/20 16 [1] 58/17 16-028 [2] 1/9 67/1 18/7 [2] 24/6 33/3 2 2.1 [1] 39/4 2.26 [1] 22/15 2.3 [1] 39/4 2.5 [1] 51/17 20 [2] 1/5 16/24 20 percent [1] 14/13 2002 [5] 5/25 6/9 8/12 9/25 25/22 2008 [1] 16/21 2010 [1] 16/25 2015 [3] 8/8 11/7 13/21 2016 [4] 1/5 2/5 11/11 67/2 2030 [1] 6/4 20th [2] 2/4 5/8 21 [2] 21/3 21/3 21st [1] 5/10 2259 [1] 1/23 24/7 [2] 33/5 33/12 240,000 [1] 13/14 25 [5] 16/24 21/10 21/12 21/14 53/9 3 3.4 [1] 31/14 300 [1] 1/4 314 [2] 1/22 1/23 35 [2] 21/12 22/9 4 4.2 [4] 39/14 39/21 39/22 39/23 4.4 [1] 39/24 4.5 [2] 26/7 42/19 400 [1] 60/12 44 [1] 33/17 45 [2] 23/8 33/17 4772 [1] 1/22 487-2259 [1] 1/23	5 5.1 [5] 43/3 44/2 44/11 44/17 45/3 5.3 [1] 26/23 5.5 [1] 27/9 51 [1] 23/8 53,000 [1] 13/21 55 [1] 64/19 6 6.1 [5] 43/3 44/3 44/20 44/23 45/3 6.11 [1] 45/6 6.2 [1] 46/2 6.8 [1] 28/6 6.9 [1] 46/8 60 [1] 15/4 63105 [1] 60/12 63128 [1] 1/23 65 [2] 13/4 19/6 67 [1] 23/12 6:30 [2] 1/6 66/18 6th [7] 24/12 24/21 25/6 26/21 27/21 28/5 28/24 7 7.3 [1] 29/6 7.5 [2] 29/13 58/24 7.6 [1] 48/1 7.7 [1] 30/10 7.7 and [1] 49/24 7.8 [2] 30/10 50/1 7.9 [1] 50/2 7600 [1] 13/8 7:50 [1] 67/14 7th [2] 5/9 66/17 9 96 percent [1] 13/22 9841 [1] 65/8 A Abby [2] 60/9 60/10 ability [2] 15/11 36/6 able [3] 58/23 60/24 64/9 about [31] 10/13 10/19 12/22 14/11 15/10 15/11 26/11 26/12 27/9 32/7 34/25 38/6 39/6 39/16 44/7 44/10 44/17 44/20 44/24 47/2 48/4 48/9 51/23 51/24 53/4 54/9 54/19 56/22 59/7 63/22 63/25 absent [2] 2/11 2/19 absolute [1] 34/16 absolutely [7] 11/2 11/17 11/20 20/19 32/12 40/5 65/12 accepted [1] 51/12 access [4] 16/3 17/22 17/22 49/5 accessibility [1] 24/18 accessible [2] 26/18 48/3 accommodations [1]	28/16 according [3] 7/22 22/18 23/22 account [1] 12/12 accurate [1] 68/10 achieve [3] 6/14 9/7 15/14 acknowledges [1] 5/20 acre [1] 48/13 acreage [1] 15/19 acres [1] 15/21 across [1] 57/10 action [10] 6/11 9/14 9/14 16/25 17/2 17/5 28/20 29/8 29/11 58/20 actions [1] 7/11 Active [1] 47/17 activities [2] 7/25 8/1 activity [4] 33/11 33/13 37/24 48/21 actually [6] 15/6 15/9 36/24 37/21 47/1 48/17 add [5] 32/17 39/18 40/1 42/9 42/11 added [3] 28/21 29/13 58/25 adding [1] 11/13 additional [6] 11/8 28/19 28/20 31/21 48/20 56/19 additions [1] 51/21 address [11] 4/13 23/24 42/9 46/9 52/23 52/25 53/2 60/16 60/18 65/7 65/15 addressing [2] 10/11 61/3 adds [1] 29/25 adjacent [1] 62/19 adjourn [3] 66/23 67/4 67/5 adjourned [1] 67/14 administered [1] 41/11 administration [4] 7/19 41/8 41/9 41/15 administrative [4] 40/2 40/9 40/12 41/5 adopt [2] 56/14 56/14 adopted [4] 7/13 7/15 17/1 29/8 adoption [4] 1/10 3/24 28/17 29/7 advice [1] 50/17 advocate [1] 34/14 advocating [1] 31/23 after [3] 4/9 46/3 46/20 again [12] 12/8 16/15 18/5 23/21 24/19 25/4 26/11 28/3 28/19 30/23 32/14 45/24 age [8] 18/1 19/5 21/10 21/12 21/22 22/7 22/7 22/8 agency [2] 30/24 36/18 agenda [3] 3/6 3/8	3/18 ages [1] 13/4 aging [2] 18/21 56/21 ago [3] 46/11 47/2 50/13 agree [3] 34/24 39/3 51/2 Agreement [1] 16/20 agrees [1] 37/1 ahead [3] 26/13 31/12 60/18 all [37] 3/13 3/14 7/14 12/13 12/23 19/1 23/9 23/16 23/19 25/11 28/4 29/16 30/1 30/5 31/3 37/21 38/2 39/3 40/15 41/9 42/17 42/23 43/1 45/13 50/4 56/6 56/11 56/21 56/21 56/25 60/19 60/25 65/11 66/9 66/20 67/10 67/11 all I [1] 50/4 allowed [1] 62/13 almost [1] 55/10 alone [1] 14/24 along [6] 14/24 31/25 50/17 52/10 55/3 64/8 already [4] 46/14 48/24 48/25 59/4 also [21] 8/5 8/14 13/4 14/4 18/19 24/20 25/21 28/16 30/22 31/23 34/7 39/24 42/7 48/11 48/22 57/4 59/12 59/24 60/1 60/5 62/6 alter [1] 36/7 alteration [1] 35/8 alternative [1] 44/21 although [1] 34/14 always [2] 39/19 54/4 amazing [1] 56/4 ambiguous [1] 32/19 amenities [8] 10/9 16/5 16/6 17/21 18/25 25/7 25/10 44/18 amenity [1] 18/8 amenity-rich [1] 18/8 among [3] 15/2 15/2 15/15 amount [3] 26/18 36/3 48/4 analysis [1] 14/21 and other [1] 9/18 Another [1] 15/7 answer [1] 46/19 any [15] 10/3 10/17 11/23 19/15 19/16 26/11 31/5 31/6 35/4 38/4 39/1 45/25 52/16 63/9 66/10 anybody [7] 3/17 11/23 12/4 31/8 32/25 35/5 64/25 anybody's [1] 63/24 anyone [4] 4/10 4/23 20/24 47/23 anything [2] 12/3 66/14
---	--	---	--	---

A anywhere [1] 39/1 apartments [1] 60/21 appendix [2] 9/18 64/20 applaud [1] 53/22 APPLICATION [2] 1/9 67/1 applications [1] 56/7 apply [2] 37/7 47/8 appreciate [1] 58/8 appropriate [5] 27/16 33/14 41/3 47/13 62/11 appropriately [1] 38/13 approve [2] 3/8 3/16 approximately [2] 13/14 13/24 April [2] 8/17 11/11 April of [1] 11/11 architectural [2] 36/23 36/24 architecturally [2] 36/1 36/2 are [108] area [3] 14/14 59/13 62/14 areas [6] 10/5 15/12 17/24 21/14 21/18 38/4 aren't [1] 57/7 around [5] 7/24 8/23 9/7 22/5 56/20 arrangements [1] 65/25 articulated [3] 25/14 27/1 28/3 as [67] 5/6 6/18 6/24 7/8 7/13 7/13 7/18 8/6 8/6 9/2 9/2 9/24 12/10 12/10 13/21 14/7 17/24 18/12 19/9 21/12 21/12 24/1 24/1 25/1 25/4 25/17 25/17 26/25 27/6 27/7 27/8 30/12 30/12 30/12 30/12 30/17 30/19 33/15 35/25 37/5 43/12 43/12 43/16 43/16 44/14 48/21 48/21 53/19 54/2 54/5 54/8 55/1 56/14 56/14 56/23 57/17 58/25 59/19 61/14 61/22 61/24 62/1 64/9 64/9 64/19 64/19 64/21 as a [1] 48/21 ask [3] 4/10 12/6 55/11 asked [2] 58/21 66/7 asking [3] 55/15 55/16 66/3 assess [1] 8/12 assessed [1] 27/2 assessment [2] 27/7 39/9 assessments [1] 27/4 asset [1] 57/9 assets [4] 6/21 16/3 16/6 18/23 Assistant [2] 1/17 3/4	Assistant/Recording [2] 1/17 3/4 associated [1] 35/10 Association [1] 49/2 assume [1] 22/11 at [63] 4/25 5/11 8/15 12/14 13/6 13/6 14/1 14/1 14/7 14/25 15/8 15/8 17/9 17/10 17/10 18/4 20/12 21/22 21/22 21/23 22/4 28/7 30/25 32/13 34/15 36/5 38/16 38/19 38/20 39/2 39/2 40/21 42/2 44/18 45/15 45/15 47/11 47/11 49/2 49/9 49/24 51/11 53/1 53/6 54/16 55/3 56/13 57/25 58/3 58/4 58/5 58/6 58/17 60/6 60/11 60/14 60/17 61/11 63/22 64/10 66/16 66/18 67/14 ATTENDANCE [1] 1/12 attention [5] 6/2 28/9 45/19 49/23 59/3 Attorney [2] 1/16 2/20 attract [2] 18/1 19/10 attracted [1] 18/15 attracting [1] 14/10 audience [3] 3/17 20/24 65/1 authority [1] 34/20 automobile [1] 27/25 available [2] 23/16 31/4 average [1] 22/15 aware [1] 46/16 away [4] 50/20 50/20 50/21 53/2 aways [1] 12/20 aye [4] 3/14 3/15 67/11 67/12 B baby [2] 17/15 18/6 back [8] 8/20 17/13 23/18 38/19 38/19 39/2 43/20 64/10 backbone [1] 51/14 Background [2] 4/3 5/18 bad [2] 40/19 50/17 BALLAS [3] 1/4 53/1 53/6 base [3] 13/21 18/25 19/12 based [4] 9/11 14/9 28/25 29/13 basically [7] 8/23 9/18 13/8 21/9 26/8 26/8 33/9 basis [1] 49/17 be [92] be the [1] 34/3 because [19] 4/18 15/16 18/10 18/11 23/11 34/16 34/21	35/14 35/18 36/2 40/2 44/24 45/24 53/23 57/5 58/19 58/24 60/24 62/11 because we're [1] 35/18 become [1] 24/6 been [19] 5/15 7/15 7/17 13/13 16/18 23/14 24/11 25/14 26/21 29/8 31/6 32/15 37/19 46/10 46/16 52/22 53/5 57/16 60/1 before [4] 23/5 27/2 66/14 66/17 begin [2] 4/5 16/6 beginning [2] 16/19 19/21 behalf [1] 60/13 behind [1] 43/9 being [5] 13/11 18/11 27/2 38/3 57/12 believe [6] 19/8 35/24 57/19 60/22 62/3 62/10 benchmarking [1] 16/24 benchmarks [1] 29/11 beneficial [2] 30/8 34/5 benefit [1] 55/1 best [3] 50/8 51/6 51/19 Beth [1] 1/13 better [6] 15/13 15/22 16/3 24/6 27/25 41/4 44/14 45/3 59/1 bicycle [7] 28/16 43/5 43/14 44/22 45/7 59/25 59/25 bicycling [1] 59/24 big [3] 45/20 66/17 66/20 bigger [1] 63/21 biggest [3] 14/3 14/4 16/1 bike [1] 16/5 bikeability [1] 28/2 bikeable [2] 10/7 17/21 bionic [1] 65/10 bit [11] 6/8 30/21 32/18 35/18 38/6 39/7 42/20 49/23 51/4 51/7 51/14 boomers [2] 17/15 18/6 both [19] 17/4 21/9 21/9 21/15 22/1 22/7 26/2 27/7 34/6 39/6 39/10 39/11 43/11 43/15 43/15 43/25 44/5 48/2 53/9 bought [1] 57/12 Boulevard [2] 14/24 31/16 boundaries [1] 49/16 boundary [1] 49/7	bounded [1] 62/7 breaking [1] 40/13 brief [2] 5/13 61/19 Briehan [1] 4/6 bring [1] 39/2 broad [2] 30/21 30/22 broad-reaching [1] 30/22 broaden [2] 36/4 42/4 broader [2] 21/15 40/23 broadly [1] 23/21 brokers [1] 53/12 brought [5] 28/9 49/22 59/3 60/23 61/8 buffer [1] 62/11 building [1] 37/3 buildings [3] 36/19 37/5 56/9 builds [1] 6/4 built [9] 15/1 15/5 15/8 16/16 17/7 18/18 18/19 54/3 62/4 built-out [1] 16/16 bunch [2] 55/11 55/15 bureau [2] 20/1 20/4 bus [2] 31/22 31/22 business [11] 6/6 6/20 10/4 14/15 14/18 19/22 25/2 53/7 53/10 53/25 56/12 businesses [7] 14/12 18/7 18/8 30/1 30/6 42/25 59/13 but [63] 2/11 10/4 12/23 13/9 13/22 14/4 14/14 15/19 15/23 17/16 21/18 22/8 22/19 23/18 24/10 24/10 25/22 26/13 27/19 28/4 28/8 34/7 34/20 35/11 36/5 38/4 38/25 40/20 41/5 41/13 42/19 42/25 43/13 44/1 44/6 46/12 46/17 47/12 48/10 48/16 49/7 49/13 49/21 50/4 50/9 50/24 51/6 52/10 53/3 54/18 55/3 56/25 57/13 57/20 59/12 59/15 60/18 61/5 61/8 62/8 62/18 64/7 64/21 C cadre [1] 42/10 calibrate [1] 15/13 call [2] 2/1 2/8 called [1] 36/17 calming [3] 46/9 46/24 46/25 came [3] 23/25 50/17 63/22 Campbell [1] 58/20 can [40] 3/19 4/19 4/20 4/24 12/5 16/3 17/25 23/18 26/12 29/24 32/22 34/13 35/13 36/11 38/16	38/18 38/18 38/19 43/25 46/17 46/17 49/20 54/2 54/7 55/1 55/21 58/6 59/21 60/19 61/6 63/3 63/6 63/19 63/20 65/17 65/25 65/25 66/1 67/3 can't [2] 13/9 36/6 capita [2] 48/11 49/17 capitalize [2] 17/25 24/25 capitalizing [1] 6/19 capture [1] 42/15 car [1] 13/24 card [1] 65/2 cards [4] 4/11 4/11 11/25 52/20 career [1] 21/12 careful [2] 45/16 56/22 Carl [2] 1/16 2/20 Carney [3] 1/13 2/9 3/12 carried [1] 25/21 cars [1] 45/4 case [2] 44/1 46/12 catchwords [1] 50/7 category [1] 21/16 CCR [6] 1/22 1/22 68/13 68/13 68/14 68/14 census [2] 19/25 20/4 center [6] 13/9 25/2 53/7 54/5 56/20 57/8 centers [2] 18/8 54/5 Central [1] 56/12 Centre [1] 60/22 certainly [6] 23/18 34/13 38/20 45/15 52/14 63/19 Certified [3] 68/5 68/6 68/6 certifies [1] 36/18 certify [1] 68/7 chair [6] 1/13 3/15 47/10 58/20 63/11 67/12 challenges [1] 16/1 Chamber [1] 66/18 champion [1] 37/19 chance [1] 58/8 change [8] 32/23 36/6 39/3 46/4 53/25 56/8 57/10 63/1 changed [1] 25/5 changes [1] 9/3 changing [5] 16/10 53/23 53/24 56/6 57/4 chapter [20] 5/17 8/25 9/4 9/10 9/13 10/16 12/8 12/8 12/18 19/14 23/2 23/5 23/7 31/1 33/8 61/4 63/13 66/20 66/20 66/21 chapters [4] 4/2 4/7 5/11 5/13 character [3] 14/12 15/14 57/22 children [1] 55/1
---	---	---	---	---

C choose [1] 20/11 churches [1] 35/21 cities [1] 57/23 citizen [2] 29/21 59/21 citizens [1] 13/11 city [81] city's [17] 7/9 7/12 7/19 14/13 14/14 14/22 19/3 25/24 26/10 30/13 30/13 38/21 39/25 40/23 53/23 54/12 66/25 city-owned [3] 27/12 29/18 30/3 city-wide [3] 9/12 28/18 48/2 civic [1] 6/21 clarification [3] 28/20 30/9 34/13 clarify [4] 20/11 26/5 28/21 33/18 clarifying [1] 27/7 clarity [1] 46/1 clearly [1] 53/23 client [1] 8/14 Climate [6] 16/25 17/2 17/5 29/8 29/11 58/20 close [1] 20/17 closely [1] 56/13 Club [1] 27/14 co [1] 58/20 co-chair [1] 58/20 code [5] 14/22 15/3 15/9 15/13 15/16 COEUR [38] 1/3 4/4 5/20 6/4 8/25 13/20 13/23 14/13 16/16 17/2 17/16 18/17 18/23 24/4 24/15 24/24 25/8 25/12 26/3 26/16 27/5 27/14 27/23 29/3 29/16 30/1 30/5 30/19 33/14 37/6 41/23 45/1 49/5 53/1 53/6 57/19 62/14 62/17 Coeur's [1] 33/20 collaboratively [1] 32/7 collect [2] 8/11 8/21 collection [1] 37/4 college [1] 21/11 combined [1] 26/6 come [14] 3/19 4/12 4/19 16/12 51/1 51/15 52/18 52/23 55/11 57/11 58/21 63/12 64/10 65/3 comes [1] 15/12 comfortable [1] 49/12 coming [4] 2/12 30/23 55/14 66/22 comment [12] 4/14 12/4 19/19 20/25 29/20 29/21 30/8 34/12 36/11 46/7 48/22 55/6 comments [14] 4/9 12/6 23/17 31/7 52/17 53/16 54/16 54/16	54/17 61/18 62/15 62/21 62/25 66/10 commercial [3] 15/11 24/25 62/12 COMMISSION [14] 1/2 2/4 4/8 8/4 10/17 11/23 25/18 25/18 31/8 34/6 34/23 52/17 63/10 67/2 Committee [6] 29/15 46/11 47/2 47/8 47/11 59/18 communicating [1] 7/8 communities [3] 5/21 13/12 17/21 community [40] 1/16 2/22 6/19 6/25 7/23 7/24 9/21 9/25 10/5 10/7 10/8 10/8 10/8 14/12 14/18 15/14 15/15 16/16 17/23 18/23 19/9 23/24 24/2 24/3 24/6 24/23 25/3 25/7 25/10 26/18 28/22 29/4 31/14 33/2 33/11 33/14 42/3 44/2 49/4 64/18 community-wide [1] 44/2 Comp [1] 8/13 company [2] 57/12 58/2 compared [1] 58/4 comparing [1] 15/1 competitive [1] 19/8 Complete [2] 28/13 28/18 composite [1] 64/19 comprehensive [13] 1/10 2/7 3/25 5/12 5/25 6/9 6/22 7/13 43/4 50/24 61/20 62/2 67/1 compromise [1] 14/14 conceived [1] 18/12 conceiving [1] 43/14 concerned [1] 59/7 concise [1] 55/5 conclude [1] 62/24 concludes [5] 10/15 19/13 30/25 31/1 58/7 conclusion [3] 9/20 18/17 23/14 conditions [2] 9/1 12/9 conducted [5] 8/3 8/5 8/7 8/14 8/18 conducting [1] 28/15 congestion [3] 10/7 16/14 28/1 congratulate [1] 59/20 conjunction [2] 8/3 24/2 connect [2] 16/2 43/7 connecting [1] 44/19 connection [1] 62/17 connections [1] 44/13 connectivity [2] 27/22 44/8	consider [3] 14/16 28/17 62/25 considered [1] 35/25 consist [1] 18/20 consistent [3] 7/11 62/4 62/14 consolidated [1] 39/11 construct [1] 38/5 consultant [2] 4/6 4/16 consultant's [1] 55/7 consultation [1] 6/16 contact [1] 65/17 content [4] 5/13 10/18 23/5 31/1 context [2] 33/12 64/5 continually [1] 26/24 continue [9] 6/18 11/10 19/7 19/10 39/25 40/23 54/6 54/7 66/24 Continuing [1] 43/24 continuity [1] 11/16 contracts [1] 41/15 contribute [1] 19/2 control [9] 25/24 26/3 26/10 32/4 34/15 38/22 42/23 59/11 59/14 conversation [3] 53/19 54/20 58/8 conversations [1] 59/1 Conway [2] 27/15 34/10 coordinate [1] 7/10 copy [3] 65/11 65/22 66/5 core [1] 8/1 corner [4] 53/1 53/6 54/1 58/6 Correct [3] 52/4 52/6 52/9 corresponding [1] 13/4 corridor [1] 31/25 cortex [2] 14/7 14/10 could [26] 13/14 14/9 31/23 35/7 39/10 39/11 39/18 40/23 42/8 42/9 42/10 42/11 42/16 45/2 45/12 45/14 45/24 47/8 48/10 48/16 48/16 48/17 51/22 56/10 65/3 65/6 could -- it [1] 48/16 Council [2] 54/19 66/18 Country [2] 58/18 65/8 county [5] 37/17 37/18 37/20 37/21 68/2 couple [2] 17/11 55/6 court [5] 1/21 4/22 65/5 68/5 68/6 covenants [1] 35/9 cover [1] 4/1 cracks [2] 59/10 59/16 created [1] 6/10 creating [2] 11/4 21/4	creation [1] 46/3 CREVE [39] 1/3 4/3 5/20 6/4 8/25 13/20 13/23 14/12 16/16 17/2 17/15 18/17 18/23 24/4 24/14 24/24 25/8 25/11 26/3 26/15 27/5 27/14 27/23 29/3 29/16 30/1 30/5 30/19 33/14 33/20 37/6 41/23 45/1 49/5 52/25 53/6 57/19 62/14 62/17 criteria [3] 36/12 36/16 36/21 critical [2] 53/21 53/22 Crossing [1] 60/15 crossings [1] 45/8 CSR [3] 1/22 68/13 68/14 cull [3] 41/13 42/6 46/13 culling [2] 40/25 45/18 current [6] 6/5 6/9 12/20 14/22 15/3 15/16 currently [12] 8/13 13/10 14/10 14/23 15/5 15/8 17/3 21/19 61/20 62/1 62/4 62/5 Cushman [2] 53/8 58/1 D daily [1] 13/24 damaging [1] 56/11 Dan [1] 1/14 dangerous [1] 44/25 data [2] 12/13 12/14 date [3] 11/13 27/8 63/18 dates [1] 11/5 day [7] 33/9 53/11 54/22 54/25 58/1 66/17 66/17 days [1] 33/10 deal [1] 30/10 dealing [2] 29/15 44/12 deals [1] 26/23 dealt [1] 25/22 Deborah [3] 1/22 68/4 68/14 decade [1] 46/11 decides [1] 4/23 decisions [1] 7/10 deep [1] 41/12 defined [2] 30/17 30/19 defining [1] 21/6 definitely [1] 32/22 definition [1] 33/2 delivered [1] 42/24 demand [5] 13/6 13/10 13/13 13/13 54/25 demographic [5] 9/3 12/11 12/19 17/13 57/21 demographics [11] 17/14 17/16 22/18	53/24 57/4 57/13 57/14 57/25 58/3 58/12 demolish [1] 36/6 demolition [1] 35/8 densities [1] 15/4 density [1] 15/2 department [3] 37/18 41/6 42/7 departure [1] 6/8 describe [1] 60/24 deserved [1] 42/8 design [2] 28/8 51/12 designated [4] 34/1 34/8 37/2 61/22 designation [9] 35/3 61/25 62/1 62/3 62/8 62/10 62/13 63/1 63/2 designed [2] 7/10 23/24 desirable [1] 45/11 desired [3] 15/15 48/11 49/3 desires [1] 25/11 detailed [1] 14/21 determine [1] 36/22 determined [1] 36/8 develop [3] 24/5 46/8 46/13 developed [9] 6/15 7/22 9/8 9/24 10/14 17/1 24/2 46/11 47/5 developers [1] 53/11 developing [1] 12/12 development [25] 1/16 2/23 5/15 5/23 6/1 6/20 8/16 8/21 13/15 13/17 14/8 16/25 17/11 18/4 24/13 24/16 25/1 27/24 48/13 48/21 50/8 51/18 51/21 52/7 57/16 developments [3] 18/16 28/25 51/20 did [10] 4/14 11/8 11/10 14/21 26/4 33/8 34/19 48/8 61/16 65/10 didn't [1] 48/18 difference [1] 45/3 different [5] 20/4 39/5 43/21 43/23 57/6 differs [1] 33/12 direct [1] 59/11 directed [1] 8/11 directly [2] 46/3 59/22 Director [2] 1/16 2/22 discussion [5] 4/8 12/17 38/12 48/20 64/4 distance [1] 17/21 distinction [2] 41/14 41/20 distracting [2] 20/8 20/21 distraction [1] 20/13 district [7] 6/6 14/8 18/16 22/6 34/22 37/4 56/12 districts [8] 14/24 14/25 15/2 26/1 34/17 36/15 37/19 64/18
---	---	---	---	--

D diverse [2] 18/1 26/16 diversity [3] 10/8 24/17 39/6 do [33] 3/8 4/24 6/21 12/15 15/12 15/17 23/13 35/7 35/21 35/23 35/24 37/15 38/20 38/23 40/16 41/14 41/20 42/5 43/4 45/2 51/15 53/4 53/25 54/13 56/15 56/17 57/25 58/24 59/14 59/22 63/6 63/11 68/7 document [13] 7/17 7/21 8/23 9/1 10/3 29/20 30/9 33/7 46/2 46/17 54/10 57/5 64/17 does [11] 4/19 35/4 35/19 36/4 36/4 40/12 42/19 42/20 57/20 57/22 63/12 doesn't [8] 13/19 15/16 35/13 49/8 52/3 57/21 59/9 59/16 doing [2] 38/5 57/8 dominate [1] 22/21 don't [33] 5/23 11/25 16/9 19/17 20/13 23/18 31/14 32/3 33/25 34/15 34/16 34/20 34/21 35/14 36/5 38/4 38/13 40/19 41/5 41/12 41/19 42/23 43/6 45/18 46/12 47/12 50/7 51/4 56/20 56/25 59/13 59/14 63/23 done [4] 11/19 16/21 55/20 55/21 down [1] 40/13 draft [4] 4/2 8/22 29/20 30/15 draw [1] 45/19 drawing [1] 22/7 Drive [1] 1/22 duplicative [1] 25/20 during [6] 4/17 4/17 8/16 9/23 12/14 29/19	either [6] 4/11 20/11 25/22 26/6 37/2 37/11 elected [2] 8/6 8/9 Election [1] 66/17 elements [1] 5/14 eleven [2] 14/24 28/3 eliminated [1] 26/6 else [6] 11/23 32/25 33/24 40/17 64/25 66/14 employment [4] 13/20 18/25 22/4 22/6 empty [1] 22/20 empty-nesters [1] 22/20 encourage [1] 45/2 encourages [1] 55/25 end [1] 55/4 ended [1] 67/13 energy [9] 16/24 29/15 29/16 29/17 29/25 30/3 30/4 30/4 59/18 enforcing [1] 16/15 engage [1] 27/4 engagement [3] 6/17 7/23 7/24 engineering [2] 28/8 51/12 enhance [9] 6/22 19/8 24/5 25/9 26/24 27/5 28/16 32/10 45/6 enhance that [1] 32/10 enhanced [2] 31/21 31/21 enhancing [1] 24/17 enjoyed [2] 49/7 57/14 ensure [1] 26/25 ensuring [1] 44/20 entire [1] 66/21 entities [2] 25/23 26/2 enumerated [2] 7/21 23/10 Environment [4] 26/14 29/15 59/18 59/18 environmental [2] 6/21 16/23 environmentalist [1] 59/7 environmentally [1] 6/25 environments [1] 18/14 erosion [2] 30/11 30/16 especially [2] 59/10 59/24 ESRI [2] 19/22 20/5 essential [1] 21/5 essentially [2] 24/21 28/4 establish [2] 29/10 48/2 established [4] 15/19 16/9 18/24 48/14 estate [3] 53/10 53/11 62/8 even [7] 20/21 24/6	35/6 48/13 50/18 54/7 65/1 evening [6] 2/3 5/3 5/4 31/2 60/10 63/20 event [1] 62/9 every [1] 57/25 everybody [4] 54/13 55/8 55/9 66/22 everyone [1] 4/19 everything [1] 40/17 evolve [1] 24/15 evolved [1] 5/14 exact [1] 18/15 Exactly [2] 20/18 47/19 example [7] 14/7 25/25 26/1 32/2 48/10 49/11 51/17 excellent [1] 54/11 exception [1] 27/20 Excuse [1] 7/2 exist [2] 35/13 46/16 existing [16] 5/24 7/19 9/1 12/9 15/1 15/13 15/18 25/9 27/12 28/15 43/25 44/18 45/7 51/20 51/21 60/21 exists [1] 57/15 expand [3] 27/11 29/22 30/2 expanded [1] 31/24 expanding [1] 29/17 expectation [1] 42/3 experience [3] 13/18 24/6 57/18 explain [2] 25/15 63/19 explicit [1] 43/13 expressed [1] 59/24 extent [1] 50/1 eyes [1] 65/10 F faces [1] 8/13 facilitate [1] 6/11 facilities [12] 9/5 10/9 25/7 25/9 25/11 26/25 27/5 27/8 29/18 30/3 44/22 45/7 fact [11] 12/13 12/20 12/23 13/17 16/15 18/8 18/11 18/13 21/20 23/12 27/10 fair [3] 36/3 39/9 58/18 fairly [2] 12/21 22/16 fall [3] 21/15 59/10 59/16 false [1] 38/6 families [2] 21/13 21/24 family [7] 22/11 60/20 60/21 61/25 62/9 62/10 63/2 far [1] 53/2 favor [3] 3/13 38/2 67/10 feature [1] 57/23 federal [2] 35/4 37/1	feel [5] 49/12 54/19 55/23 56/2 56/18 feet [1] 13/14 felt [5] 25/19 27/15 30/7 30/17 62/20 few [6] 5/22 11/21 50/13 53/3 53/16 61/25 fifteen [2] 14/5 19/4 figured [1] 64/7 final [2] 10/20 66/10 finally [8] 7/18 8/17 9/13 9/17 28/22 30/10 50/21 57/2 find [3] 20/11 47/15 63/4 fine [4] 41/21 46/12 65/18 66/2 fire [1] 25/25 first [11] 2/6 4/2 5/7 12/3 16/20 17/3 25/4 26/23 33/1 59/20 65/3 fit [1] 54/23 five [6] 7/24 8/2 8/9 12/22 15/20 15/21 flat [2] 12/21 19/4 flexible [1] 57/1 flow [1] 16/14 focus [10] 6/5 8/6 8/7 8/10 8/10 8/19 8/20 11/11 29/14 66/19 follow [5] 8/18 11/9 29/14 46/17 65/16 follow-up [4] 8/18 29/14 46/17 65/16 follow-ups [1] 11/9 followed [1] 16/22 following [1] 8/24 follows [1] 46/3 footnote [1] 33/8 Force [1] 58/21 forcing [1] 63/24 forms [3] 48/7 48/17 48/17 forward [12] 3/19 4/20 14/17 16/2 17/25 28/17 48/18 53/23 54/10 56/14 57/5 58/12 forward-looking [2] 54/10 57/5 found [1] 15/1 foundational [1] 40/3 four [1] 8/14 fourteen [1] 14/23 friend [1] 58/19 friendly [1] 6/25 front [3] 3/6 55/25 56/10 fulfill [1] 24/1 full [4] 14/8 34/20 42/10 47/5 function [2] 43/16 43/17 fundamental [1] 40/3 further [1] 40/13 future [11] 14/2 15/15 17/10 20/12 21/5 29/10 34/8 53/25 56/11 56/15 58/12	G gain [1] 17/17 gaining [1] 13/3 gains [2] 19/5 21/19 gardens [1] 50/14 gas [1] 16/20 Gatesbury [1] 1/22 Gene [1] 1/15 general [1] 27/17 generally [2] 21/13 22/9 generator [1] 14/3 generators [1] 14/5 geographically [1] 9/11 geography [1] 26/16 get [8] 12/5 23/5 49/23 54/13 63/12 63/15 63/21 65/11 gets [1] 36/25 getting [7] 5/17 21/11 25/17 41/12 45/22 55/8 55/9 give [10] 26/8 50/20 50/20 50/20 51/14 52/3 52/23 54/25 60/25 65/17 given [1] 50/17 glad [1] 54/12 glasses [1] 31/15 go [11] 23/11 23/18 23/19 24/9 26/13 31/12 33/1 37/15 38/19 56/14 60/18 goal [11] 23/8 23/8 24/3 24/13 24/23 25/7 26/13 27/22 28/22 38/13 43/22 goals [4] 9/8 9/11 23/22 43/21 goes [5] 14/11 37/21 53/19 54/8 56/23 going [36] 2/1 2/12 3/22 4/1 4/5 4/6 4/7 4/16 7/8 12/24 16/12 17/13 18/2 22/7 24/9 29/5 39/1 51/5 53/25 53/25 54/6 55/2 56/4 56/7 56/17 56/22 56/25 57/6 57/7 57/10 58/23 60/17 63/12 63/15 63/25 66/15 gone [2] 47/12 55/7 good [18] 2/3 5/3 5/4 12/7 13/19 32/14 40/7 42/5 42/5 46/4 51/25 54/18 55/20 59/5 60/8 60/10 66/12 66/13 goods [1] 13/12 google [1] 56/5 got [3] 21/1 55/2 64/6 37/1 37/14 42/4 governs [1] 34/21 great [4] 5/4 53/17 54/9 54/23 greater [3] 15/5 39/6 54/8
--	---	---	---	---

G green [4] 6/25 26/17 27/12 51/19 greenhouse [1] 16/20 greenways [2] 10/6 16/4 group [4] 8/14 8/19 29/14 55/24 groups [10] 8/6 8/7 8/10 8/10 8/12 8/20 11/8 11/11 17/20 22/7 growing [1] 18/13 growth [10] 7/12 12/21 12/23 12/24 14/2 17/14 19/3 24/23 24/25 31/13 guide [1] 7/18 guideline [1] 48/14 guys [4] 53/17 55/14 55/20 61/16	her [5] 58/22 59/1 59/21 59/22 59/22 here [30] 2/6 7/5 7/6 7/20 25/14 26/15 29/24 37/6 38/14 40/21 49/21 50/17 52/12 53/3 54/15 55/11 55/15 57/7 57/8 58/19 58/21 60/13 61/6 62/21 62/22 62/25 63/20 63/24 64/6 66/18 hereby [1] 68/7 Hi [1] 58/17 high [8] 13/2 13/2 24/15 25/10 41/24 42/2 42/8 49/9 high-quality [2] 24/15 25/10 higher [1] 33/13 highlight [3] 4/7 5/14 23/13 highly [1] 56/2 Hilton [1] 53/8 his [1] 37/23 historian [1] 36/23 historic [23] 33/20 34/7 34/14 34/17 34/17 34/22 34/22 35/15 35/22 35/24 36/1 36/9 36/15 36/17 36/19 36/22 37/3 37/4 37/5 37/19 37/21 38/3 38/21 historically [1] 35/25 history [3] 36/24 62/17 62/22 home [1] 17/22 homeowners [1] 51/20 homes [2] 51/21 62/20 honestly [1] 48/6 hope [5] 54/20 54/21 54/23 57/7 57/8 hopefully [2] 17/25 62/25 hopes [1] 60/19 horizon [1] 29/12 hours [1] 33/9 House [2] 33/24 38/23 household [5] 12/23 12/24 12/25 22/15 22/16 households [6] 13/3 13/4 13/8 19/5 21/10 22/11 housing [6] 10/7 18/22 19/11 21/4 24/17 39/6 how [11] 10/12 15/12 21/6 27/2 35/13 36/8 53/14 54/19 62/4 62/5 63/21 however [2] 23/16 49/2 hub [1] 14/2 hubs [1] 18/12 huge [1] 56/8 huh [15] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 49/25 50/3 50/23	52/13 64/24 Huh-uh [1] 19/17 I I'd [6] 44/23 55/3 55/5 55/6 64/7 64/8 I'll [13] 5/12 25/15 26/13 33/1 52/20 60/18 60/25 61/8 61/11 61/12 61/18 65/16 67/5 I'm [19] 24/9 38/2 38/2 38/5 38/11 38/15 41/19 53/3 53/5 53/7 55/2 58/17 58/19 58/23 59/1 60/7 60/13 62/21 62/21 I've [4] 21/1 53/5 55/2 59/23 idea [2] 26/24 40/7 ideas [2] 59/2 59/23 identified [5] 9/8 9/23 13/13 26/20 27/13 identity [5] 6/23 10/8 24/4 24/5 33/3 if [41] 3/17 4/19 11/25 12/3 23/16 23/16 23/16 23/17 26/11 34/5 34/5 34/5 37/1 39/3 40/22 41/5 41/12 41/20 42/4 42/6 42/11 44/7 46/12 46/12 46/13 46/13 46/16 46/19 46/19 47/20 49/2 52/22 56/4 56/18 56/19 63/3 63/20 65/1 65/3 65/6 66/23 IL [3] 17/2 17/4 29/7 IL [3] 1/22 68/13 68/14 IL-CSR [3] 1/22 68/13 68/14 Illinois [1] 68/5 impact [3] 50/8 51/6 57/11 impetus [2] 50/25 51/14 implement [1] 50/22 implementation [7] 6/13 9/13 9/14 9/15 10/10 48/21 49/3 implemented [1] 46/25 important [6] 14/16 14/18 18/2 41/13 55/24 57/5 improve [4] 16/14 28/1 31/15 50/6 improved [1] 6/7 improvements [6] 9/6 16/11 16/13 28/15 43/14 54/2 improves [1] 51/8 improving [1] 24/17 in [193] inaudible [1] 47/14 Inc [1] 1/21 incentivize [1] 51/18 incentivizing [1] 52/1 include [8] 9/5 10/4 18/5 29/6 31/19 31/20 31/23 48/10	included [4] 30/8 49/20 57/24 60/1 includes [3] 9/14 29/24 41/6 including [7] 14/19 17/20 18/24 26/7 39/17 45/7 59/21 income [1] 13/3 incomes [2] 12/25 12/25 incompatible [1] 62/20 inconsistent [1] 62/20 incorporate [1] 60/19 incorporated [2] 7/17 51/22 increase [1] 26/18 increased [1] 31/24 increasingly [2] 18/7 18/11 incremental [2] 6/12 16/12 individual [4] 7/10 23/12 24/8 37/3 infill [1] 51/20 inform [1] 7/19 information [3] 19/22 31/3 65/17 infrastructure [4] 18/10 30/12 43/5 51/19 initiate [1] 37/23 initiated [3] 37/11 37/12 37/16 initiated either [1] 37/11 initiative [1] 53/17 initiatives [5] 9/5 9/11 9/16 16/14 17/6 innovation [4] 14/2 18/12 18/16 22/6 input [7] 8/11 8/21 25/17 25/17 29/14 48/20 55/9 instance [3] 44/15 48/12 57/15 institutional [1] 35/23 integrate [1] 45/11 integrating [2] 29/4 44/7 integration [1] 44/1 intense [1] 33/12 intent [2] 28/21 43/9 intentional [3] 43/6 43/9 43/17 intentionally [2] 48/8 48/18 interest [1] 23/20 interested [1] 53/14 interesting [2] 13/7 17/12 internally [2] 46/17 49/16 international [1] 57/12 intersections [1] 44/25 interviews [1] 11/9 into [22] 5/17 7/11 7/17 12/11 13/24 21/15	23/5 39/11 40/13 41/12 44/1 44/7 44/1 introduction [6] 4/3 5/18 5/19 9/20 23/5 33/7 inventory [1] 16/20 involve [1] 5/24 involved [2] 50/14 55/8 is [144] issue [1] 45/21 issues [8] 8/13 9/21 10/11 10/19 12/1 23/25 30/12 30/16 it [94] it'll [1] 62/11 it's [51] 4/12 7/8 7/10 13/7 13/7 15/20 18/18 18/18 20/4 20/7 21/3 21/8 21/8 21/20 21/25 22/15 32/18 34/19 35/6 36/22 38/13 38/25 40/2 41/8 41/8 43/21 45/20 46/1 49/20 53/13 53/16 54/3 54/3 54/6 55/22 56/19 56/21 56/21 56/24 56/25 57/9 58/1 60/21 60/22 62/5 62/9 63/22 63/22 64/18 64/20 65/12 item [2] 28/20 58/24 items [2] 6/11 9/14 its [13] 6/22 6/23 12/12 19/2 19/8 24/5 24/15 25/1 26/16 28/21 35/8 37/15 42/3 itself [1] 45/19
H H3 [2] 4/6 6/15 had [15] 8/20 11/22 22/10 25/21 27/13 28/23 40/8 46/10 46/10 47/4 47/4 49/21 50/20 53/17 65/21 Hal [2] 58/16 58/17 half [3] 15/21 15/22 51/7 Hall [3] 1/14 2/11 7/5 Hamilton [1] 37/18 happen [2] 35/13 51/15 Happens [1] 34/10 happy [2] 31/5 61/12 hard [1] 65/22 harmoniously [1] 7/11 Harris [2] 58/16 58/17 has [24] 5/22 13/20 14/23 15/18 15/18 16/9 16/17 16/22 17/14 18/23 19/23 28/23 29/8 36/22 37/7 37/11 37/12 37/15 37/17 37/19 37/23 42/3 57/16 57/19 have [90] have -- you [1] 42/25 having [3] 11/3 32/13 43/4 he [3] 37/18 37/18 37/22 he's [2] 4/6 55/20 health [3] 14/19 14/19 18/3 healthy [2] 6/23 14/17 hear [1] 46/18 hearing [13] 1/9 2/7 3/21 3/23 4/18 5/8 5/9 38/15 63/16 66/15 66/25 68/8 68/10 hearings [2] 3/23 5/7 Heather [1] 1/15 help [6] 6/11 8/12 16/14 17/25 33/19 62/11 helpful [1] 64/22	her [5] 58/22 59/1 59/21 59/22 59/22 here [30] 2/6 7/5 7/6 7/20 25/14 26/15 29/24 37/6 38/14 40/21 49/21 50/17 52/12 53/3 54/15 55/11 55/15 57/7 57/8 58/19 58/21 60/13 61/6 62/21 62/22 62/25 63/20 63/24 64/6 66/18 hereby [1] 68/7 Hi [1] 58/17 high [8] 13/2 13/2 24/15 25/10 41/24 42/2 42/8 49/9 high-quality [2] 24/15 25/10 higher [1] 33/13 highlight [3] 4/7 5/14 23/13 highly [1] 56/2 Hilton [1] 53/8 his [1] 37/23 historian [1] 36/23 historic [23] 33/20 34/7 34/14 34/17 34/17 34/22 34/22 35/15 35/22 35/24 36/1 36/9 36/15 36/17 36/19 36/22 37/3 37/4 37/5 37/19 37/21 38/3 38/21 historically [1] 35/25 history [3] 36/24 62/17 62/22 home [1] 17/22 homeowners [1] 51/20 homes [2] 51/21 62/20 honestly [1] 48/6 hope [5] 54/20 54/21 54/23 57/7 57/8 hopefully [2] 17/25 62/25 hopes [1] 60/19 horizon [1] 29/12 hours [1] 33/9 House [2] 33/24 38/23 household [5] 12/23 12/24 12/25 22/15 22/16 households [6] 13/3 13/4 13/8 19/5 21/10 22/11 housing [6] 10/7 18/22 19/11 21/4 24/17 39/6 how [11] 10/12 15/12 21/6 27/2 35/13 36/8 53/14 54/19 62/4 62/5 63/21 however [2] 23/16 49/2 hub [1] 14/2 hubs [1] 18/12 huge [1] 56/8 huh [15] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 49/25 50/3 50/23	52/13 64/24 Huh-uh [1] 19/17 I I'd [6] 44/23 55/3 55/5 55/6 64/7 64/8 I'll [13] 5/12 25/15 26/13 33/1 52/20 60/18 60/25 61/8 61/11 61/12 61/18 65/16 67/5 I'm [19] 24/9 38/2 38/2 38/5 38/11 38/15 41/19 53/3 53/5 53/7 55/2 58/17 58/19 58/23 59/1 60/7 60/13 62/21 62/21 I've [4] 21/1 53/5 55/2 59/23 idea [2] 26/24 40/7 ideas [2] 59/2 59/23 identified [5] 9/8 9/23 13/13 26/20 27/13 identity [5] 6/23 10/8 24/4 24/5 33/3 if [41] 3/17 4/19 11/25 12/3 23/16 23/16 23/16 23/17 26/11 34/5 34/5 34/5 37/1 39/3 40/22 41/5 41/12 41/20 42/4 42/6 42/11 44/7 46/12 46/12 46/13 46/13 46/16 46/19 46/19 47/20 49/2 52/22 56/4 56/18 56/19 63/3 63/20 65/1 65/3 65/6 66/23 IL [3] 17/2 17/4 29/7 IL [3] 1/22 68/13 68/14 IL-CSR [3] 1/22 68/13 68/14 Illinois [1] 68/5 impact [3] 50/8 51/6 57/11 impetus [2] 50/25 51/14 implement [1] 50/22 implementation [7] 6/13 9/13 9/14 9/15 10/10 48/21 49/3 implemented [1] 46/25 important [6] 14/16 14/18 18/2 41/13 55/24 57/5 improve [4] 16/14 28/1 31/15 50/6 improved [1] 6/7 improvements [6] 9/6 16/11 16/13 28/15 43/14 54/2 improves [1] 51/8 improving [1] 24/17 in [193] inaudible [1] 47/14 Inc [1] 1/21 incentivize [1] 51/18 incentivizing [1] 52/1 include [8] 9/5 10/4 18/5 29/6 31/19 31/20 31/23 48/10	included [4] 30/8 49/20 57/24 60/1 includes [3] 9/14 29/24 41/6 including [7] 14/19 17/20 18/24 26/7 39/17 45/7 59/21 income [1] 13/3 incomes [2] 12/25 12/25 incompatible [1] 62/20 inconsistent [1] 62/20 incorporate [1] 60/19 incorporated [2] 7/17 51/22 increase [1] 26/18 increased [1] 31/24 increasingly [2] 18/7 18/11 incremental [2] 6/12 16/12 individual [4] 7/10 23/12 24/8 37/3 infill [1] 51/20 inform [1] 7/19 information [3] 19/22 31/3 65/17 infrastructure [4] 18/10 30/12 43/5 51/19 initiate [1] 37/23 initiated [3] 37/11 37/12 37/16 initiated either [1] 37/11 initiative [1] 53/17 initiatives [5] 9/5 9/11 9/16 16/14 17/6 innovation [4] 14/2 18/12 18/16 22/6 input [7] 8/11 8/21 25/17 25/17 29/14 48/20 55/9 instance [3] 44/15 48/12 57/15 institutional [1] 35/23 integrate [1] 45/11 integrating [2] 29/4 44/7 integration [1] 44/1 intense [1] 33/12 intent [2] 28/21 43/9 intentional [3] 43/6 43/9 43/17 intentionally [2] 48/8 48/18 interest [1] 23/20 interested [1] 53/14 interesting [2] 13/7 17/12 internally [2] 46/17 49/16 international [1] 57/12 intersections [1] 44/25 interviews [1] 11/9 into [22] 5/17 7/11 7/17 12/11 13/24 21/15	23/5 39/11 40/13 41/12 44/1 44/7 44/1 introduction [6] 4/3 5/18 5/19 9/20 23/5 33/7 inventory [1] 16/20 involve [1] 5/24 involved [2] 50/14 55/8 is [144] issue [1] 45/21 issues [8] 8/13 9/21 10/11 10/19 12/1 23/25 30/12 30/16 it [94] it'll [1] 62/11 it's [51] 4/12 7/8 7/10 13/7 13/7 15/20 18/18 18/18 20/4 20/7 21/3 21/8 21/8 21/20 21/25 22/15 32/18 34/19 35/6 36/22 38/13 38/25 40/2 41/8 41/8 43/21 45/20 46/1 49/20 53/13 53/16 54/3 54/3 54/6 55/22 56/19 56/21 56/21 56/24 56/25 57/9 58/1 60/21 60/22 62/5 62/9 63/22 63/22 64/18 64/20 65/12 item [2] 28/20 58/24 items [2] 6/11 9/14 its [13] 6/22 6/23 12/12 19/2 19/8 24/5 24/15 25/1 26/16 28/21 35/8 37/15 42/3 itself [1] 45/19 J Jaggi [3] 1/16 2/23 59/1 Jason [4] 1/16 53/18 54/17 59/1 Jenkins [1] 60/11 Jessica [2] 1/17 3/4 job [3] 14/2 24/25 55/20 jobs [4] 13/21 13/21 14/9 19/11 Judy [2] 58/19 60/5 jumps [1] 51/7 June [10] 5/16 17/1 23/15 24/12 24/21 25/6 26/21 27/21 28/5 28/24 June 6th [7] 24/12 24/21 25/6 26/21 27/21 28/5 28/24 jurisdictions [1] 27/25 just [51] 4/20 5/6 7/2 11/15 11/18 11/21 12/15 13/19 17/1 20/10 20/12 21/6 21/11 23/4 23/19 27/20 33/17 34/12 34/22 35/13 37/14 38/6 39/7 40/15

J just... [27] 40/16 40/20 41/15 41/19 42/16 45/3 45/19 46/20 48/22 49/8 49/16 51/23 52/20 52/22 53/3 53/16 55/5 56/5 57/24 61/5 61/23 62/14 63/20 64/15 65/21 66/3 66/17	leader [2] 6/24 16/18 leaf [1] 39/17 leakage [2] 13/10 13/11 lease [1] 54/4 least [1] 51/11 Leave [1] 42/12 leaving [2] 44/5 44/5 left [1] 50/21 legislative [1] 38/5 Leslie [1] 37/17 less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	market [1] 54/24 Martin [1] 58/2 master [1] 30/14 matrix [1] 9/15 matter [2] 3/18 46/1 matters [1] 29/1 mature [2] 5/22 16/16 maturing [1] 18/18 maximizes [1] 13/18 may [5] 8/17 34/5 34/8 35/9 60/17 maybe [18] 34/24 38/16 38/18 42/9 45/2 45/12 45/12 46/1 46/5 46/15 49/8 49/8 49/20 49/21 49/23 50/1 54/25 61/5 Mayor [1] 54/18 Mayor's [1] 16/19 McLaughlin [4] 1/21 1/22 68/4 68/14 me [5] 7/2 44/25 58/21 59/2 61/8 mean [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21 means [1] 38/9 measures [1] 46/25 meaty [1] 66/20 medians [1] 39/18 meet [2] 8/20 25/11 meeting [30] 1/1 1/2 2/2 2/3 4/15 5/9 5/10 5/16 12/15 23/15 24/12 24/22 25/6 25/15 26/22 27/21 28/5 28/25 39/3 52/25 54/16 60/18 61/12 63/18 63/22 63/25 66/16 67/2 67/12 67/14 meetings [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7 members [3] 4/9 10/18 31/8 mention [3] 13/16 33/15 34/6 mentioned [2] 27/21 32/3 mentions [1] 33/3 Meramec [1] 60/12 met [2] 8/20 27/1 method [1] 11/1 method of [1] 11/1 metro [2] 31/21 31/24 microphone [2] 55/13 55/18 might [3] 10/21 31/7 64/1 millennial [2] 18/6 21/16 millennials [2] 17/15 57/7 millineals [2] 21/7 21/9 mind [1] 45/18 minutes [1] 3/16	MISSOURI [4] 1/3 60/12 68/1 68/1 mitigate [2] 16/14 50/5 mitigates [1] 51/8 mixed [2] 61/22 62/13 mixed-use [2] 61/22 62/13 MO [4] 1/22 1/23 68/13 68/14 MO-CCR [3] 1/22 68/13 68/14 mobile [1] 56/7 mobility [3] 27/23 43/17 44/21 modified [2] 24/11 28/6 momentarily [1] 13/16 Monday [1] 66/16 Monsanto [1] 57/12 more [27] 18/1 18/1 20/21 21/23 26/8 27/17 30/21 32/7 32/18 35/18 43/7 44/3 44/8 45/10 47/13 47/24 49/23 51/7 51/23 53/12 56/16 60/17 61/14 62/4 62/11 62/14 64/1 most [3] 19/4 28/24 28/24 motion [4] 3/8 3/11 66/23 67/3 move [4] 3/9 23/2 26/13 66/24 movement [2] 16/8 16/11 moving [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9 Mr [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9 Mr. [6] 2/9 2/13 2/15 2/19 3/12 42/19 Mr. Carney [1] 2/9 Mr. Magruder [2] 2/13 3/12 Mr. Rovak [1] 2/15 Mr. Rovak's [1] 42/19 Mr. Schuh [1] 2/19 Mrs. [1] 7/5 Mrs. Hall [1] 7/5 Ms [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15 Ms. [2] 2/17 5/6 Ms. Kistner [1] 5/6 Ms. Silverman [1] 2/17 MSD [2] 30/17 30/20 much [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3 multi [5] 60/20 60/21 61/25 62/10 63/2 multi-family [5] 60/20 60/21 61/25 62/10 63/2 multiple [2] 48/17 48/17 municipal [5] 40/24	
K Kansas [1] 68/6 keep [3] 27/8 42/9 61/18 Kelly [2] 1/17 3/1 key [12] 7/15 7/24 8/15 8/24 9/21 10/11 12/10 12/16 12/20 23/22 23/24 29/6 kind [17] 5/22 18/9 21/12 21/15 32/10 32/18 36/4 38/13 41/12 41/19 42/19 43/11 50/20 62/15 62/21 62/22 63/21 Kirkwood [4] 57/15 57/15 58/5 58/5 Kistner [3] 1/13 5/6 64/15 Kling [1] 60/11 knew [1] 60/24 know [34] 11/25 33/25 38/3 38/13 38/20 38/23 40/9 40/19 40/20 41/5 41/12 41/19 41/22 42/21 42/25 43/6 45/17 45/23 46/23 46/24 47/4 47/9 47/12 48/24 49/6 49/8 50/12 53/5 54/19 55/11 56/25 61/9 61/11 64/16 knowing [2] 38/4 49/3 known [2] 34/23 41/23 knows [2] 4/10 37/21 KS [3] 1/22 68/13 68/14 KS-CCR [3] 1/22 68/13 68/14	less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	made [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17 Magruder [3] 1/14 2/13 3/12 mainly [1] 58/19 maintain [2] 18/1 19/11 maintaining [2] 14/17 21/5 maintains [1] 42/7 maintenance [1] 39/17 major [6] 17/19 18/25 25/2 25/15 28/15 45/8 make [20] 10/21 14/13 30/21 32/22 34/23 40/20 40/22 41/20 42/14 49/8 51/15 53/16 55/6 59/3 59/9 59/15 59/17 64/1 65/25 66/24 makes [1] 17/2 making [2] 45/17 46/2 manage [1] 27/25 management [4] 16/13 50/8 51/6 51/19 managers [2] 53/6 53/12 Manor [1] 53/2 Manors [1] 60/14 many [8] 7/15 16/10 54/5 54/11 57/17 57/19 59/2 59/23 map [2] 64/17 64/19 maps [1] 9/18 Marfine [3] 52/22 52/24 55/17 Mark [3] 46/19 53/18 54/17	may [5] 8/17 34/5 34/8 35/9 60/17 maybe [18] 34/24 38/16 38/18 42/9 45/2 45/12 45/12 46/1 46/5 46/15 49/8 49/8 49/20 49/21 49/23 50/1 54/25 61/5 Mayor [1] 54/18 Mayor's [1] 16/19 McLaughlin [4] 1/21 1/22 68/4 68/14 me [5] 7/2 44/25 58/21 59/2 61/8 mean [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21 means [1] 38/9 measures [1] 46/25 meaty [1] 66/20 medians [1] 39/18 meet [2] 8/20 25/11 meeting [30] 1/1 1/2 2/2 2/3 4/15 5/9 5/10 5/16 12/15 23/15 24/12 24/22 25/6 25/15 26/22 27/21 28/5 28/25 39/3 52/25 54/16 60/18 61/12 63/18 63/22 63/25 66/16 67/2 67/12 67/14 meetings [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7 members [3] 4/9 10/18 31/8 mention [3] 13/16 33/15 34/6 mentioned [2] 27/21 32/3 mentions [1] 33/3 Meramec [1] 60/12 met [2] 8/20 27/1 method [1] 11/1 method of [1] 11/1 metro [2] 31/21 31/24 microphone [2] 55/13 55/18 might [3] 10/21 31/7 64/1 millennial [2] 18/6 21/16 millennials [2] 17/15 57/7 millineals [2] 21/7 21/9 mind [1] 45/18 minutes [1] 3/16	MISSOURI [4] 1/3 60/12 68/1 68/1 mitigate [2] 16/14 50/5 mitigates [1] 51/8 mixed [2] 61/22 62/13 mixed-use [2] 61/22 62/13 MO [4] 1/22 1/23 68/13 68/14 MO-CCR [3] 1/22 68/13 68/14 mobile [1] 56/7 mobility [3] 27/23 43/17 44/21 modified [2] 24/11 28/6 momentarily [1] 13/16 Monday [1] 66/16 Monsanto [1] 57/12 more [27] 18/1 18/1 20/21 21/23 26/8 27/17 30/21 32/7 32/18 35/18 43/7 44/3 44/8 45/10 47/13 47/24 49/23 51/7 51/23 53/12 56/16 60/17 61/14 62/4 62/11 62/14 64/1 most [3] 19/4 28/24 28/24 motion [4] 3/8 3/11 66/23 67/3 move [4] 3/9 23/2 26/13 66/24 movement [2] 16/8 16/11 moving [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9 Mr [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9 Mr. [6] 2/9 2/13 2/15 2/19 3/12 42/19 Mr. Carney [1] 2/9 Mr. Magruder [2] 2/13 3/12 Mr. Rovak [1] 2/15 Mr. Rovak's [1] 42/19 Mr. Schuh [1] 2/19 Mrs. [1] 7/5 Mrs. Hall [1] 7/5 Ms [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15 Ms. [2] 2/17 5/6 Ms. Kistner [1] 5/6 Ms. Silverman [1] 2/17 MSD [2] 30/17 30/20 much [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3 multi [5] 60/20 60/21 61/25 62/10 63/2 multi-family [5] 60/20 60/21 61/25 62/10 63/2 multiple [2] 48/17 48/17 municipal [5] 40/24
L lack [1] 59/8 Ladue [1] 53/2 Lake [1] 49/5 land [6] 7/9 7/14 9/11 14/13 14/21 48/13 landmark [1] 37/3 landscapes [1] 26/17 landscaping [1] 39/18 Lane [1] 58/18 language [1] 51/22 large [1] 58/1 largely [4] 16/16 18/18 18/19 27/20 last [4] 5/16 16/17 50/5 53/9 later [6] 4/23 51/1 51/14 52/8 63/6 68/8 lead [1] 29/4	less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	made [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17 Magruder [3] 1/14 2/13 3/12 mainly [1] 58/19 maintain [2] 18/1 19/11 maintaining [2] 14/17 21/5 maintains [1] 42/7 maintenance [1] 39/17 major [6] 17/19 18/25 25/2 25/15 28/15 45/8 make [20] 10/21 14/13 30/21 32/22 34/23 40/20 40/22 41/20 42/14 49/8 51/15 53/16 55/6 59/3 59/9 59/15 59/17 64/1 65/25 66/24 makes [1] 17/2 making [2] 45/17 46/2 manage [1] 27/25 management [4] 16/13 50/8 51/6 51/1		

M municipal... [4] 41/4 41/24 42/10 42/17 municipality [1] 17/3 Muriel [1] 1/14 must [1] 19/8 my [18] 31/14 40/18 41/22 52/24 52/24 53/2 53/7 58/7 58/19 60/10 60/19 61/18 62/15 62/21 62/25 65/14 65/17 66/4	not [42] 3/18 10/21 11/18 14/3 17/15 17/16 21/19 24/9 24/11 25/5 26/2 26/10 27/1 27/16 28/9 28/11 30/22 35/4 35/20 36/19 36/22 38/11 39/1 43/1 45/25 45/25 46/12 46/15 47/21 48/8 53/2 53/5 53/10 55/2 57/13 57/20 57/22 58/23 61/4 63/16 65/1 65/10 note [5] 7/4 13/7 33/16 55/24 57/2 notes [1] 59/22 nothing [2] 35/7 50/21 November [8] 5/9 5/10 8/8 8/21 11/5 11/18 66/17 67/2 November 15 [1] 11/18 November 21st [1] 5/10 November 7 [1] 67/2 November 7th [1] 66/17 now [25] 3/18 4/11 4/20 7/5 22/21 25/13 30/2 33/15 35/9 35/21 36/6 37/17 45/6 51/5 52/19 54/1 54/13 55/14 56/4 56/8 57/12 58/2 62/2 62/9 63/4 nuance [2] 39/11 49/21 number [6] 16/22 18/23 23/23 56/17 56/18 64/17 numbered [1] 10/21 numbers [2] 20/8 20/15	53/1 53/7 on [77] on-going [1] 29/5 one [45] 3/23 4/14 4/17 5/20 7/2 10/19 13/16 14/4 14/25 16/1 19/18 19/22 20/11 23/19 23/19 24/9 24/10 28/4 33/1 33/25 35/1 38/24 39/11 39/20 42/9 42/11 42/17 43/7 45/13 45/13 45/16 47/24 49/19 49/22 53/5 53/5 54/21 54/25 55/23 56/17 59/21 62/8 64/10 66/1 66/16 ones [2] 11/5 34/3 ongoing [2] 6/12 54/20 online [1] 56/6 only [8] 12/22 13/7 14/3 15/20 17/3 42/25 55/6 61/25 open [9] 15/24 16/2 26/14 26/19 32/18 43/12 44/13 44/18 44/19 opening [1] 3/21 operations [2] 40/2 41/8 opportunities [13] 4/8 5/23 6/20 16/1 16/10 18/5 18/20 21/4 22/5 22/6 25/1 27/11 27/11 opportunity [2] 17/18 52/19 opposed [1] 44/14 options [2] 39/6 44/21 or [72] order [7] 2/2 10/2 10/24 19/7 26/4 46/1 50/25 ordinance [6] 30/13 34/17 34/21 35/12 50/14 52/8 ordinances [3] 16/23 51/1 51/3 organized [2] 23/7 23/21 Originally [1] 27/13 other [29] 9/18 9/19 10/24 13/11 14/15 20/12 21/10 22/4 25/20 25/22 26/2 26/7 27/24 31/6 33/24 34/1 34/7 40/14 41/9 41/18 42/17 49/19 50/18 52/16 55/22 60/1 60/6 64/20 66/10 otherwise [2] 27/19 46/20 our [26] 2/6 2/22 2/25 3/3 3/6 3/21 4/6 4/17 4/21 22/15 28/9 31/18 38/13 46/11 48/25 49/3 49/7 49/12 49/12 49/16 49/22 54/21 55/1 57/13 58/9 66/14	out [24] 9/15 13/24 15/5 15/8 16/16 18/18 18/19 21/11 37/15 37/21 40/25 41/13 41/16 41/20 42/6 42/20 46/5 46/13 47/15 51/7 61/23 62/5 62/6 62/16 outlined [1] 5/6 outside [5] 13/23 25/24 35/11 49/6 59/10 over [21] 5/1 7/12 9/3 12/22 12/25 12/25 13/21 13/22 14/5 14/8 14/14 16/10 16/17 19/3 19/5 19/12 25/21 27/10 32/6 53/18 59/11 overall [2] 14/18 18/2 overlaps [1] 17/19 overly [1] 48/8 overview [7] 5/13 9/1 10/15 12/9 12/16 19/13 31/2 own [2] 37/15 37/23 owned [4] 15/24 27/12 29/18 30/3 owner [1] 27/16 owners [2] 53/5 53/13	pedestrian [6] 16/5 28/16 43/4 43/4 45/8 pedestrians [1] 44/24 pediatrician [1] 45/7 people [11] 11/25 13/22 16/3 21/5 21/7 21/10 21/13 45/3 50/18 52/18 53/24 per [15] 12/25 15/19 15/21 23/7 46/7 48/5 48/11 48/11 48/13 48/13 48/13 48/13 49/17 49/17 49/17 percent [5] 12/22 13/22 14/13 15/4 15/5 perhaps [3] 32/6 34/6 34/24 period [1] 29/20 permitted [3] 15/3 15/6 15/9 person [1] 37/17 perspective [2] 30/18 36/1 Phase [5] 16/25 17/2 17/4 17/4 29/7 phrases [1] 50/5 physical [3] 6/23 9/6 26/16 pick [2] 39/17 43/24 pick-up [1] 39/17 picky [1] 19/18 picture [1] 63/21 piece [1] 62/6 place [8] 24/6 36/21 46/5 46/14 47/12 56/3 56/18 64/18 placemaking [4] 6/22 14/11 24/3 33/2 placement [1] 9/11 places [2] 36/15 57/14 placing [1] 56/22 plan [62] 1/10 2/7 3/25 5/12 5/16 5/18 5/19 5/19 5/25 6/4 6/4 6/5 6/9 6/9 6/13 6/14 7/8 7/13 7/21 7/22 8/13 8/16 8/22 8/23 9/4 9/7 9/10 9/16 9/21 10/1 10/12 10/21 11/4 11/8 12/12 16/19 16/25 17/2 17/5 17/8 23/21 25/22 29/8 29/11 29/20 30/14 30/15 31/3 31/18 48/24 50/24 55/24 56/14 58/25 59/9 59/23 60/2 61/3 61/20 62/2 66/19 67/1 Planner [2] 1/17 2/25 planning [16] 1/2 1/17 2/4 3/3 7/20 7/23 8/3 9/23 23/25 25/18 25/18 29/12 54/13 59/4 67/2 68/7 plans [3] 7/14 7/16 48/15 Plant [4] 14/2 18/16 22/5 57/8
--	---	--	---	--

P plats [1] 48/15 play [3] 19/10 24/7 57/17 Plaza [3] 53/1 53/6 58/5 please [2] 60/5 61/17 pleased [1] 59/2 pledge [1] 16/24 PLUNKETT [2] 65/4 65/8 podium [1] 4/12 point [8] 14/11 30/25 32/14 34/13 34/23 61/23 62/6 62/16 points [2] 8/15 12/16 police [8] 39/25 40/9 40/16 40/25 41/9 42/7 42/17 47/11 policy [2] 7/9 28/18 population [5] 18/2 19/23 20/4 21/21 49/17 portion [1] 44/2 position [2] 19/9 25/1 possibly [1] 62/22 potential [6] 14/1 14/3 14/4 17/11 17/14 62/12 pound [1] 58/21 power [2] 13/9 56/20 practice [2] 50/14 51/6 practices [3] 50/8 51/12 51/19 precedent [1] 14/7 preeminent [1] 5/21 preface [1] 62/15 preference [1] 18/13 preferences [5] 16/24 17/20 17/24 18/6 18/7 prematurely [1] 64/7 premier [2] 6/18 19/9 prepared [1] 4/16 present [9] 2/10 2/14 2/16 2/18 2/21 2/24 3/2 3/5 14/25 presentation [7] 4/5 4/17 5/2 23/6 31/1 31/2 66/12 presented [5] 9/25 10/2 12/14 31/6 60/17 preservation [6] 6/6 10/4 24/14 26/19 36/17 51/18 preserve [4] 24/15 33/20 34/15 38/25 preserving [3] 6/19 14/17 38/3 prevent [2] 35/8 62/22 previously [3] 7/14 28/7 29/7 primarily [4] 21/9 28/25 31/20 35/2 Primary [1] 2/6 principle [1] 27/18 principles [2] 28/13 28/14 printed [1] 65/11 prior [2] 4/15 4/15 priorities [6] 9/15 9/22	9/25 10/12 10/20 23/25 prioritization [1] 10/3 prioritized [1] 30/16 priority [1] 45/25 private [3] 15/23 35/10 48/3 privately [2] 15/23 54/18 proactively [2] 50/5 51/8 probably [8] 14/3 28/23 33/17 39/1 39/10 48/19 61/4 62/18 problems [3] 30/11 30/17 30/18 procedures [3] 46/9 46/24 47/14 process [14] 6/1 6/17 7/23 9/9 9/19 9/24 12/15 23/15 24/1 27/7 37/10 47/7 53/4 55/8 processes [1] 36/20 productive [1] 66/11 products [2] 29/25 30/5 Professional [1] 68/4 programs [1] 59/25 progresses [1] 53/15 projected [7] 9/2 12/24 17/17 19/3 19/5 21/19 21/20 projections [2] 12/11 12/21 projects [1] 57/25 prominence [2] 59/8 59/8 prominence or [1] 59/8 promote [2] 30/4 34/13 promoting [1] 29/16 properties [12] 6/3 33/21 34/8 34/14 34/18 35/15 35/24 37/22 38/21 59/12 59/12 62/1 property [12] 5/24 19/1 24/16 27/16 34/22 35/6 37/4 53/13 54/21 58/9 61/21 62/7 property's [1] 62/4 proposed [2] 29/23 62/18 prosper [2] 6/18 19/7 protect [1] 45/3 protection [4] 10/4 15/10 16/19 25/25 proud [1] 17/7 provide [10] 6/10 12/16 13/19 25/2 25/9 33/8 42/1 44/6 50/25 66/1 provided [7] 12/1 26/2 33/7 41/11 64/18 64/19 64/20 providers [1] 53/12 provides [4] 9/1 9/18 12/9 44/6 providing [3] 5/12	31/20 41/24 provision [1] 26/1 public [44] 1/9 3/21 3/22 3/23 4/9 4/18 5/7 5/8 5/9 5/16 6/16 6/17 8/1 8/2 9/5 12/14 15/24 23/15 24/12 24/22 25/6 25/9 25/10 25/15 26/18 26/22 27/21 28/5 28/24 29/18 29/19 29/19 29/19 30/3 30/11 39/18 40/13 48/3 52/18 63/16 66/15 66/25 68/8 68/10 public-accessible [1] 48/3 purchase [2] 13/12 35/5 purchasing [1] 16/23 purpose [4] 2/6 7/7 8/11 8/19 purposes [2] 10/20 52/25 purview [2] 26/9 35/11 pushback [1] 50/19 pushed [1] 55/25 put [5] 26/9 45/13 50/13 51/13 57/24 putting [1] 54/11 Q qualified [1] 36/23 qualifying [2] 36/12 36/21 quality [5] 6/2 24/15 25/10 50/6 51/9 Queenly [1] 49/6 question [10] 12/4 15/12 21/1 22/10 31/11 40/8 42/20 47/24 65/15 66/3 questions [13] 10/17 11/24 17/13 19/15 19/16 23/17 26/11 31/5 31/7 31/9 52/16 63/9 66/10 Questover [6] 60/13 60/14 60/14 60/15 60/23 62/16 quick [1] 66/6 quotes [1] 20/3 R Racket [1] 27/14 rain [1] 50/14 raised [1] 32/15 range [1] 21/12 ranked [1] 45/25 ranking [1] 10/3 rate [1] 12/22 ratio [8] 48/2 48/4 48/7 48/11 48/14 48/25 49/3 49/12 rationale [1] 51/1 re [8] 16/15 26/8 28/12 29/9 32/7 38/20 39/2 48/15 re-enforcing [1] 16/15 re-look [2] 38/20 39/2	re-plats [1] 48/15 re-worded [3] 26/8 28/12 29/9 re-wording [1] 32/7 reaching [1] 30/22 read [1] 55/3 readers [1] 20/12 reads [7] 24/14 24/24 25/8 26/15 27/23 29/3 30/2 ready [2] 31/9 58/11 real [2] 53/10 53/11 really [39] 5/20 5/22 6/1 6/14 9/24 10/12 11/8 12/9 12/21 13/18 14/18 15/16 15/24 16/4 16/9 16/17 17/14 18/9 18/20 19/11 19/18 23/24 26/4 30/18 34/4 37/19 38/4 40/2 44/2 44/12 44/12 44/17 50/21 55/16 56/16 58/7 59/14 59/20 59/22 reason [1] 43/25 reasons [1] 56/5 recently [1] 58/24 recognition [1] 35/3 recognizable [1] 6/23 recognize [2] 13/8 55/21 recognized [4] 26/17 28/14 33/25 51/12 recognizing [1] 38/3 recommendation [2] 30/7 30/22 recommendations [9] 6/10 7/16 9/6 9/10 9/12 10/13 12/12 43/11 66/19 recommended [2] 15/22 48/12 record [2] 4/13 7/5 recorder [1] 4/21 Recording [2] 1/17 3/4 recreation [5] 17/22 26/19 27/4 44/6 49/1 recreational [1] 43/16 recycling [7] 30/1 30/5 39/17 59/8 59/10 59/14 59/14 redesignated [1] 61/24 redevelop [1] 54/21 redevelopment [8] 5/24 6/3 7/12 18/20 18/21 54/10 62/12 62/19 reduce [1] 27/25 reduced [1] 68/9 redundant [3] 25/20 26/6 39/7 reference [6] 23/18 27/15 30/20 33/16 64/16 64/17 referenced [2] 29/7 57/16 referencing [1] 33/8 referred [1] 59/17	referring [1] 34/4 refers [2] 33/9 reflect [1] 15/13 reflects [1] 10/3 refocused [1] 6/1 regard [3] 42/4 43/18 62/23 region [11] 5/21 7/1 14/5 16/18 17/4 18/19 19/9 29/4 35/25 41/24 42/8 regional [6] 6/24 19/2 24/5 25/2 31/15 49/5 regionally [2] 18/24 26/17 regionally-recognized [1] 26/17 register [4] 35/2 35/7 36/15 37/23 Registered [1] 68/4 regular [3] 27/4 29/10 66/16 regulate [1] 34/20 regulates [1] 34/17 regulations [2] 51/3 56/15 regulatory [5] 9/6 35/5 35/12 36/5 38/5 reinvestment [1] 6/12 relate [2] 56/6 61/6 related [4] 22/10 29/1 30/11 59/25 relating [1] 43/20 relation [1] 43/22 relatively [2] 20/17 49/4 relevant [2] 7/16 12/17 remain [3] 6/24 26/17 34/14 remained [1] 24/20 remaining [1] 5/23 remarks [1] 58/7 removal [1] 35/8 remove [1] 26/9 removed [2] 27/17 30/20 renewable [4] 29/16 29/17 30/3 30/4 renowned [1] 18/24 rental [1] 59/12 repeated [1] 33/17 repeating [1] 62/22 replacement [1] 18/21 report [1] 23/7 reported [1] 68/7 reporter [6] 4/22 65/5 68/5 68/5 68/6 68/7 Reporting [1] 1/21 representatives [1] 8/15 reputation [2] 19/2 42/8 request [2] 61/24 62/24 requests [2] 46/9 60/19 require [1] 40/12 research [2] 36/24
--	---	---	--	---

R research... [1] 56/16 resident [5] 4/14 8/6 15/20 48/5 48/11 residential [11] 6/20 10/5 14/19 15/10 24/13 24/16 37/5 51/17 53/2 57/21 62/9 residents [13] 15/16 15/21 19/11 23/17 25/12 27/1 27/5 29/17 30/1 30/5 42/24 49/7 62/19 resilience [2] 16/19 28/23 respect [1] 59/24 respects [1] 54/12 respond [1] 4/17 responded [2] 3/14 67/11 responsibility [1] 59/16 restriction [2] 56/3 56/10 restrictions [3] 35/9 56/19 56/23 result [1] 58/25 results [1] 13/23 resume [1] 66/15 retail [20] 13/6 13/9 13/10 13/10 13/11 13/12 13/13 13/15 18/21 18/25 54/5 55/25 56/3 56/3 56/5 56/6 56/7 56/11 56/21 56/23 retailer [1] 56/17 retailers [2] 56/19 56/23 revenues [2] 14/15 14/15 review [4] 3/24 4/3 5/15 28/9 reviewed [2] 46/16 47/8 reviewing [1] 48/14 revised [5] 5/15 25/14 26/21 27/3 31/6 revision [3] 25/15 28/24 29/23 revisions [1] 23/14 revitalization [3] 6/6 6/12 29/5 revitalize [1] 15/11 rich [1] 18/8 right [22] 5/17 20/22 20/22 21/17 35/16 36/6 38/8 42/22 45/5 47/18 49/10 49/14 49/18 51/5 51/16 52/2 56/4 56/8 62/2 62/9 65/23 66/9 rightfully [1] 17/7 road [3] 1/4 16/9 27/15 roads [1] 45/8 roadways [2] 28/8 28/15 robust [3] 7/22 13/21 18/25 roll [1] 2/8	roughly [1] 15/21 Rovak [3] 1/15 2/15 67/9 Rovak's [1] 42/19 RPR [3] 1/22 68/13 68/14 runoff [2] 50/6 51/8 runs [1] 36/14 S safe [2] 45/2 45/8 safety [4] 44/24 45/6 45/19 59/25 said [1] 11/10 same [3] 36/5 54/13 57/14 say [7] 36/6 40/23 42/16 51/5 51/11 53/3 63/11 saying [1] 15/7 says [1] 24/4 Schaberg [2] 60/9 60/11 schedule [1] 29/10 scheduled [3] 3/24 5/7 5/8 schematic [1] 8/21 schools [1] 18/24 Schuh [1] 2/19 Science [1] 57/8 Sciences [3] 14/2 18/16 22/5 scope [1] 29/22 screen [1] 29/24 second [6] 3/10 3/12 7/2 67/7 67/8 67/9 Secretary [2] 1/17 3/4 section [8] 4/9 11/4 12/3 20/23 23/6 25/13 26/5 61/3 sections [3] 8/24 12/6 44/1 see [29] 13/2 15/3 16/10 17/11 17/24 20/13 21/19 21/20 29/24 33/15 39/3 41/20 43/10 43/25 44/6 44/23 49/20 50/4 52/14 54/2 54/24 55/21 56/5 58/6 58/10 58/10 59/2 63/1 66/23 seeing [2] 3/20 53/14 seek [2] 42/19 42/20 seem [2] 39/5 39/7 seems [2] 32/2 46/5 seen [1] 11/22 sense [6] 10/21 17/23 34/16 35/12 49/8 64/1 sentence [1] 42/17 separate [3] 14/25 25/23 42/9 series [2] 8/5 8/18 serve [2] 7/8 59/19 service [8] 13/19 26/1 31/25 36/13 36/14 36/18 40/10 58/1 services [21] 1/21 10/9 13/12 19/23 24/24	25/3 25/22 31/14 39/16 39/18 39/25 40/24 41/4 41/9 41/24 42/1 42/10 42/17 42/24 53/10 53/11 session [2] 29/15 55/4 sessions [4] 8/15 11/8 11/9 57/17 set [5] 7/11 28/14 42/3 47/5 47/9 sets [1] 9/15 seven [4] 9/8 15/18 23/22 33/9 several [3] 15/18 50/5 50/18 shape [1] 7/11 she [7] 59/2 59/6 59/6 59/7 59/9 59/15 59/17 She'll [1] 60/6 she's [1] 2/12 Shire [1] 65/9 shop [1] 24/7 shopping [3] 53/7 54/5 60/22 short [2] 55/2 57/3 Shorthand [1] 68/6 should [16] 7/18 13/17 17/6 17/7 17/7 27/4 27/10 28/7 28/13 28/17 29/10 30/18 30/19 33/16 43/15 66/7 show [3] 11/15 12/21 66/1 showing [1] 61/20 shown [1] 62/1 shows [1] 59/21 SHPO [1] 36/17 side [1] 55/22 sides [1] 62/7 significance [1] 36/25 significant [3] 36/1 36/2 51/21 significantly [1] 28/6 Silverman [2] 1/15 2/17 similar [7] 32/3 39/5 43/3 43/22 57/20 57/21 57/22 simply [3] 42/16 45/24 46/1 since [10] 5/16 23/14 24/11 24/11 24/21 25/5 25/14 26/21 28/24 63/19 single [2] 27/16 62/9 single-family [1] 62/9 singles [2] 21/23 22/11 Sir [1] 66/4 sitting [1] 55/9 six [1] 8/10 size [2] 22/15 22/16 slides [1] 31/4 small [3] 16/12 22/16 49/4 so [106] so and [1] 44/15 some [38] 5/24 7/20	10/24 11/5 12/10 12/16 22/1 22/4 23/14 25/19 25/21 26/5 27/13 28/19 28/25 34/25 35/21 35/23 38/16 38/21 41/10 41/11 41/14 41/14 42/25 44/25 48/20 50/12 50/16 51/22 53/18 54/13 54/16 54/16 54/17 57/24 60/19 63/19 somebody [1] 37/23 someone [1] 37/7 something [15] 30/23 32/3 34/9 40/1 44/23 47/12 51/4 51/6 51/13 52/7 52/12 53/13 55/1 61/6 63/24 somewhat [3] 25/14 50/9 50/10 somewhere [1] 33/24 soon [1] 39/1 sooner [1] 66/7 sort [10] 5/24 11/15 16/12 17/10 21/9 22/8 23/19 35/4 54/19 66/20 sound [1] 43/21 south [1] 60/21 space [11] 15/24 16/3 21/23 26/14 26/19 27/12 43/12 44/13 44/18 44/19 49/17 spaces [1] 34/1 speak [12] 3/18 4/10 4/19 4/24 12/2 26/12 46/20 52/19 55/13 55/17 60/17 65/1 speaker [4] 4/11 11/25 65/2 65/5 Speakers [1] 4/22 speaking [1] 64/7 special [2] 1/1 2/3 specific [15] 9/5 12/1 23/17 24/20 26/12 27/14 27/15 40/9 48/9 48/19 51/23 60/16 61/6 61/14 63/4 specifically [5] 6/10 23/7 42/6 60/20 62/18 specificity [1] 35/18 specified [1] 28/11 specify [1] 35/12 spent [1] 53/9 split [1] 42/20 square [1] 13/14 squared [1] 61/21 SR [2] 61/25 63/2 SR-1 [2] 61/25 63/2 SS [1] 68/1 St [3] 1/23 37/17 68/2 St. [5] 5/21 17/4 37/20 58/2 60/12 St. Louis [5] 5/21 17/4 37/20 58/2 60/12 stable [2] 19/1 24/16 staff [11] 4/15 4/16 5/15 6/16 8/5 8/9 8/15 25/17 28/10 29/23	50/12 staff's [1] 30/1 stakeholder [7] 8/7 8/10 8/12 8/18 11/9 11/11 29/14 stakeholders [1] 55/16 stand [1] 4/20 standard [3] 15/23 49/1 49/15 standards [3] 28/8 28/11 46/23 start [7] 2/8 3/21 5/2 52/20 65/6 66/13 66/14 started [1] 12/19 starting [3] 5/17 21/11 21/13 state [10] 4/12 27/3 28/12 29/9 34/7 36/16 36/16 36/17 36/25 68/1 stated [2] 28/7 33/10 statement [18] 6/15 23/8 23/9 23/23 24/4 24/14 24/24 25/8 26/15 27/2 27/17 27/23 29/3 29/9 32/18 33/18 38/6 38/20 states [4] 6/17 45/6 48/25 51/18 Station [2] 57/15 58/5 stay [1] 22/8 stenographically [1] 68/8 still [4] 4/24 7/16 47/16 47/20 stipulation [1] 56/3 stock [1] 18/22 stops [2] 31/21 31/22 stormwater [7] 30/11 30/13 30/13 30/16 50/6 51/8 51/18 strategies [30] 9/4 12/18 23/3 23/9 23/11 23/12 23/23 24/9 24/10 24/20 25/5 25/13 25/19 25/21 26/6 26/7 26/12 26/20 27/19 28/3 29/12 30/16 30/21 31/5 31/7 43/7 43/21 45/17 45/24 65/11 strategy [32] 4/4 26/7 26/23 27/3 27/9 27/13 28/6 28/12 28/21 29/6 29/13 29/13 29/22 30/2 30/10 31/14 32/14 33/20 34/4 34/19 39/4 39/12 39/14 43/3 43/3 45/6 45/13 46/2 46/8 48/1 51/17 58/24 streamline [1] 26/5 street [2] 57/10 57/23 Streets [2] 28/13 28/18 streetscapes [1] 16/13 strength [1] 40/6 strengthen [1] 25/1 strengthened [1] 50/10
--	--	--	---	---

S strictly [1] 52/1 strong [4] 17/23 39/25 40/23 59/6 stronger [2] 38/14 51/4 structure [2] 36/8 54/3 structured [3] 7/24 8/23 9/7 structures [1] 36/7 struggle [2] 54/7 54/8 struggled [1] 54/4 Studio [1] 6/15 Studios [1] 4/6 Stutte [2] 1/17 3/4 subdivision [4] 33/25 35/10 48/15 60/23 Subdivisions [2] 60/14 62/16 submits [1] 37/22 submitted [2] 4/15 29/21 subsequent [1] 10/14 substantially [1] 26/21 subtly [1] 49/21 suburban [5] 18/8 33/12 33/14 61/24 63/1 success [1] 8/12 such [1] 37/5 suggest [3] 10/23 20/10 33/13 Suite [1] 60/12 summary [6] 5/13 9/21 10/15 12/16 19/13 31/2 summer [1] 54/15 supercede [1] 7/14 supplements [1] 15/24 supply [1] 13/6 support [3] 13/9 13/14 23/23 supported [5] 9/17 24/8 24/19 25/5 50/19 sure [18] 10/22 11/14 32/5 32/12 38/11 40/5 40/20 41/17 42/15 50/15 51/10 59/3 59/9 59/15 59/17 60/7 63/17 65/8 survey [2] 36/23 36/24 sustainability [8] 10/6 16/18 16/23 28/23 29/1 29/5 48/1 48/5 sustainability-related [1] 29/1 sustainable [2] 6/19 19/11 swear [1] 4/21 sworn [7] 4/20 4/22 4/24 46/20 52/22 65/3 65/5 system [1] 16/4 systems [1] 9/12 T table [2] 55/22 58/21 tables [2] 19/22 55/10 tack [1] 67/3	take [9] 12/11 12/20 31/5 48/7 48/16 48/17 58/3 66/4 66/21 take-aways [1] 12/20 taken [1] 53/17 taking [1] 54/12 talk [5] 10/13 34/25 39/6 44/7 63/25 talking [4] 44/10 48/4 51/23 54/9 talks [3] 27/9 39/16 44/24 Tappmeyer [2] 33/24 38/23 target [1] 49/9 targets [2] 29/12 48/2 Task [1] 58/20 taxes [1] 14/15 technology [1] 18/10 teeth [1] 35/5 ten [5] 19/3 24/19 25/5 47/2 56/5 tend [2] 13/2 22/20 terms [9] 13/20 15/19 16/8 16/18 21/20 35/11 49/2 49/15 64/16 text [1] 20/3 than [10] 14/13 15/5 15/22 20/4 33/13 33/24 38/14 41/5 43/7 51/7 thank [20] 5/5 12/7 23/1 32/21 37/25 58/13 58/14 58/15 60/3 60/4 60/5 60/8 61/1 61/17 63/8 64/14 64/22 66/3 66/8 66/22 Thanks [1] 22/24 that [354] that that's [1] 32/14 that there [1] 15/3 that'll [2] 64/12 66/18 that's [47] 3/18 9/7 12/24 13/13 14/16 15/15 20/20 30/20 32/14 32/14 35/2 35/17 36/21 37/13 38/24 38/24 38/25 38/25 39/9 39/9 39/19 40/7 40/19 40/20 41/2 42/2 44/8 45/2 46/4 46/12 48/14 49/11 52/1 56/16 56/17 57/4 59/4 59/5 59/5 60/23 63/5 63/7 64/22 65/18 66/2 66/6 66/17 the creation [1] 46/3 their [3] 21/11 25/17 62/20 them [15] 10/23 11/3 12/1 16/3 23/19 24/9 26/9 28/4 30/21 34/15 43/25 44/5 44/14 56/6 58/4 then [18] 4/8 9/17 11/19 12/6 12/6 19/25 28/22 33/1 36/25 37/1 37/2 37/2 43/24 44/7 44/19 51/14 55/9 61/14 there [65] 8/2 8/9	10/17 11/3 11/4 12/23 13/10 14/24 15/3 15/23 17/17 17/17 17/18 17/19 18/13 20/8 20/24 22/12 23/11 23/13 25/20 26/11 26/20 28/3 31/18 35/9 36/10 36/12 36/16 36/16 36/22 41/10 41/11 41/13 44/20 46/15 46/23 46/24 47/9 47/12 47/20 47/23 48/4 48/12 48/19 49/4 49/6 50/16 50/16 50/19 50/21 50/25 51/13 54/3 54/24 55/5 55/10 58/9 59/4 60/20 61/2 63/9 64/25 65/10 66/10 there's [15] 3/17 3/22 4/7 12/3 15/20 16/4 33/16 35/7 36/20 36/20 36/20 36/21 44/25 45/1 61/25 therefore [1] 25/23 these [23] 8/7 9/23 10/2 10/11 16/6 16/6 17/24 18/14 19/1 23/24 24/10 30/10 30/15 36/7 41/9 43/14 43/25 45/17 45/24 45/24 56/18 56/23 62/11 they [20] 4/10 4/24 9/24 10/4 10/24 12/1 14/14 17/16 37/2 39/5 39/5 39/5 39/5 39/7 43/15 43/21 43/22 46/10 46/16 55/1 they're [11] 18/11 20/16 23/16 36/2 36/19 37/2 43/15 43/22 46/14 47/16 47/20 thing [8] 10/19 32/11 43/7 45/16 49/19 57/2 59/5 60/16 things [27] 11/21 13/16 15/1 17/12 18/12 19/1 26/9 31/20 31/22 31/23 40/13 41/6 41/10 41/11 41/14 41/15 45/1 48/15 53/3 54/20 55/6 55/12 55/15 55/23 57/9 59/11 62/18 things and [1] 55/12 think [54] 2/12 4/16 10/20 11/10 12/16 15/10 15/11 20/7 21/25 21/25 22/3 32/13 32/14 32/17 32/22 33/19 34/19 35/17 39/8 39/8 39/9 39/9 40/2 41/2 41/10 41/13 41/23 42/5 43/20 44/25 45/1 45/12 45/20 46/4 47/15 48/16 50/7 50/9 50/9 51/4 52/20 53/21 54/7 54/11 55/7 56/9 56/16 56/24 56/25 58/25 60/17 63/12 64/12 66/12	thinking [2] 41/7 55/10 third [3] 30/23 30/24 57/2 third-party [1] 30/24 thirds [2] 14/14 15/8 this [73] those [46] 1/12 5/13 7/16 8/1 8/11 9/17 10/19 10/21 11/5 11/21 15/24 16/2 17/6 17/20 21/14 21/15 21/18 22/6 22/7 23/13 23/18 26/12 27/2 27/19 27/19 28/10 30/20 33/23 34/2 34/2 34/3 34/7 36/3 39/10 39/10 39/11 41/15 42/1 44/19 46/10 46/13 50/12 53/4 56/23 57/23 58/4 though [4] 4/18 13/17 35/6 50/18 thought [11] 37/13 40/15 40/18 41/22 46/10 46/10 47/1 49/23 54/18 64/8 66/2 three [8] 3/22 3/23 4/1 4/2 4/7 5/7 12/5 62/7 thrive [1] 58/10 through [29] 5/15 6/16 9/8 10/23 11/10 12/5 14/15 16/12 23/8 23/12 23/19 23/25 24/9 25/16 28/9 36/13 36/14 37/8 50/13 51/11 55/7 56/4 56/8 56/24 59/10 59/16 61/8 63/3 65/19 throughout [4] 16/5 35/25 37/20 41/23 throwing [1] 41/19 THURSDAY [2] 1/5 2/4 tie [1] 30/22 tied [1] 18/9 till [1] 61/4 Tim [8] 1/13 4/6 5/1 7/4 38/19 65/4 65/8 66/12 Tim's [1] 46/7 time [19] 3/19 4/25 7/12 9/3 16/10 19/12 23/20 27/10 34/15 36/5 39/1 43/10 47/11 54/8 54/9 54/12 54/18 63/24 66/21 times [1] 12/14 Toby [2] 52/22 52/24 today [5] 4/4 8/25 12/10 19/5 35/13 together [3] 16/7 40/3 54/11 tomorrow [3] 58/11 63/16 63/16 tonight [16] 4/1 4/2 4/19 5/7 5/11 10/13 12/15 23/13 52/25 53/3 60/18 62/15 62/21 62/25 63/24 64/6 too [9] 32/17 41/12 41/21 42/10 48/18	48/23 49/21 49/21 61/12 tool [1] 7/8 tools [2] 7/20 9/19 top [1] 56/5 topic [1] 63/12 total [3] 8/19 19/23 34/15 townhomes [1] 60/21 traditional [3] 13/9 18/9 56/7 traffic [10] 10/7 16/13 27/25 28/1 46/9 46/11 46/24 46/25 47/2 47/8 trails [2] 10/6 16/4 traits [1] 57/20 transcript [1] 68/10 transform [1] 58/10 transformation [1] 56/4 transformed [1] 56/22 transit [4] 17/22 28/1 31/21 31/25 transition [2] 54/1 56/24 translated [1] 59/22 transportation [9] 16/8 16/11 27/22 31/15 43/12 43/16 44/14 44/21 60/1 trash [1] 39/18 travel [1] 13/11 tremendous [1] 57/9 trends [5] 9/2 12/10 12/19 17/9 18/5 trips [1] 13/24 true [2] 34/16 68/9 try [4] 42/20 51/15 61/18 63/3 trying [1] 50/13 tuning [1] 41/21 Turley [1] 58/2 turn [4] 4/11 4/12 5/1 55/3 turned [3] 36/25 55/10 65/2 twelve [1] 24/8 twenty [3] 14/5 14/9 57/6 two [18] 12/19 14/14 15/8 17/14 17/16 17/20 19/22 20/8 21/14 21/18 25/4 26/20 30/16 40/3 43/21 50/5 56/18 60/6 two-thirds [2] 14/14 15/8 type [2] 57/16 64/18 types [2] 18/15 24/17 typewriting [1] 68/9 typically [2] 22/13 37/15 U uh [17] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 47/6 47/6 49/25 50/3 50/23 52/13 64/24
---	--	--	--	--

U Uh-huh [14] 11/6 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 49/25 50/3 50/23 52/13 64/24 Uh-uh [1] 47/6 unchanged [3] 24/21 27/20 28/5 under [15] 15/3 15/9 15/20 21/10 21/14 22/8 22/8 26/2 26/10 28/4 31/13 38/21 43/22 48/25 51/17 understand [2] 8/13 61/5 understanding [1] 48/19 underutilized [1] 6/3 unfortunately [1] 58/23 unique [3] 6/22 17/15 24/5 unknown [1] 56/24 unless [2] 51/5 65/21 unmet [2] 13/10 13/13 unmodified [1] 24/21 until [2] 12/5 50/21 unusual [1] 56/2 up [17] 4/12 8/18 14/13 15/8 15/12 23/25 27/8 29/14 39/17 46/17 49/22 51/15 52/23 63/22 65/3 65/16 66/14 up-to-date [1] 27/8 update [6] 1/10 6/1 7/13 7/19 9/24 66/25 updated [5] 24/11 28/7 28/10 29/12 29/12 updates [3] 23/14 29/6 29/10 upon [4] 6/5 17/7 29/14 42/3 ups [1] 11/9 urban [2] 18/13 57/17 us [4] 3/7 49/8 57/7 60/5 use [13] 7/9 7/14 9/11 14/21 29/16 29/17 29/25 30/2 30/4 30/4 50/7 61/22 62/13 used [3] 7/18 9/19 54/1 user [1] 13/18 utility [1] 18/10 utilize [4] 26/16 27/11 27/24 28/13 utilizing [1] 6/22	56/13 58/14 58/24 59/1 59/5 59/6 60/3 60/4 60/16 60/24 66/11 viability [1] 21/6 vibrance [1] 33/11 vibrant [1] 6/24 viewing [1] 29/19 vision [5] 6/14 9/7 10/12 15/14 24/1 votes [2] 3/15 67/12 W wait [1] 12/5 Wakefield [2] 53/8 58/1 walk [2] 45/1 65/19 walkability [3] 24/18 28/1 57/22 walkable [2] 10/6 17/20 walking [1] 17/21 want [23] 4/10 4/19 4/24 7/4 12/1 12/15 23/12 23/13 23/19 38/24 40/20 42/11 44/6 46/13 48/8 48/18 53/19 58/9 58/10 59/20 62/6 63/23 66/22 wanted [11] 22/8 34/22 40/22 42/4 42/6 43/10 43/13 53/16 59/2 62/16 64/15 wants [3] 59/9 59/15 59/17 Ward [2] 58/18 65/9 was [69] waste [1] 63/23 water [3] 26/1 50/6 51/8 way [14] 10/3 13/18 15/7 20/11 20/20 23/4 23/4 42/5 50/17 53/24 54/1 58/3 58/11 65/10 ways [1] 16/2 we [172] we capture [1] 42/15 we'd [3] 56/13 56/15 58/3 we'll [7] 2/8 5/1 10/13 13/16 23/2 39/2 43/10 we're [19] 4/1 4/5 35/18 35/20 38/12 40/21 40/21 41/12 48/25 49/4 49/16 51/23 53/4 53/21 53/21 54/12 63/15 64/2 66/12 we're in [1] 64/2 we've [8] 12/11 46/25 53/17 54/4 54/17 57/3 57/24 58/4 website [2] 65/13 65/20 weeds [1] 41/13 week [1] 33/10 welcome [3] 12/5 38/1 66/4 well [26] 8/6 9/2 12/10 15/19 21/12 24/1 25/17	27/8 30/12 30/12 40/22 41/7 41/22 41/23 42/8 43/12 43/16 43/21 45/23 58/24 60/25 61/15 64/12 64/19 64/21 65/14 well-deserved [1] 42/8 well-established [1] 15/19 went [1] 50/13 were [27] 4/22 8/1 8/2 8/2 8/7 8/9 9/8 9/23 9/24 10/14 11/19 25/19 25/20 26/6 26/7 26/8 26/8 27/2 28/20 35/5 47/11 49/2 51/5 54/15 59/3 65/11 65/22 weren't [1] 48/8 Westgate [1] 60/22 what [31] 12/15 13/2 14/10 15/2 15/22 23/12 26/4 27/1 27/20 31/18 37/13 38/9 38/12 38/14 40/21 40/21 44/6 48/3 48/3 49/3 49/11 50/12 51/23 54/23 54/24 54/25 55/22 56/16 58/4 59/21 65/11 what's [8] 15/5 15/8 20/4 47/12 49/11 49/12 60/17 62/7 when [21] 4/11 14/1 15/10 15/11 17/9 17/9 18/4 19/21 20/12 22/4 28/14 43/13 47/10 47/10 48/14 51/15 52/5 56/14 57/25 64/1 64/6 where [16] 4/12 4/20 21/19 23/8 23/8 23/13 32/3 41/14 41/14 49/20 54/19 56/25 57/15 59/13 65/19 66/1 Whereas [1] 44/20 whether [5] 33/25 36/19 36/22 43/6 47/15 which [38] 5/18 5/25 7/20 7/23 8/19 8/25 9/18 11/10 13/23 14/12 15/21 15/24 18/2 19/9 19/23 24/20 25/5 25/21 25/23 26/2 26/21 27/9 28/13 29/7 29/24 29/24 29/25 33/13 35/11 37/3 37/4 39/20 39/24 42/7 53/1 59/18 64/19 66/20 while [1] 24/16 Whitney [3] 1/17 2/25 38/19 who [14] 3/17 4/10 4/19 4/23 12/1 13/11 13/22 20/24 21/11 21/13 52/18 53/4 58/20 65/1 whole [2] 32/4 47/9 why [3] 20/20 57/4 60/23 wide [4] 9/12 28/18 44/2 48/2	widely [1] 35/24 will [21] 3/21 4/21 5/11 6/18 6/21 7/14 12/17 18/15 24/5 24/15 24/25 25/8 26/16 27/24 29/4 54/24 57/11 62/8 66/19 66/21 66/24 wished [1] 29/22 wishes [1] 34/6 within [6] 6/3 13/3 14/4 17/21 26/9 38/12 without [1] 35/12 won't [1] 37/14 wonderful [3] 57/9 57/20 58/11 worded [3] 26/8 28/12 29/9 wording [2] 32/7 38/17 words [2] 21/10 51/5 wordsmith [1] 42/14 work [12] 8/14 11/7 11/9 13/22 19/10 24/7 36/23 52/7 55/21 57/17 57/17 64/12 worked [1] 37/18 workers [2] 18/14 18/15 working [5] 25/16 26/24 29/23 32/7 58/12 works [2] 37/20 40/13 workshops [2] 8/2 8/2 worried [1] 38/6 worthwhile [1] 34/19 would [47] 3/17 6/11 12/4 18/20 20/10 20/24 21/8 21/13 21/15 25/25 31/18 31/19 31/20 33/13 33/13 33/19 34/2 34/3 34/6 38/24 40/1 42/5 44/1 45/10 45/10 47/13 48/11 48/22 49/23 51/11 51/14 52/14 54/18 54/24 54/25 59/19 61/7 61/23 61/24 62/3 62/13 62/13 62/24 62/25 63/11 65/1 66/2 wouldn't [1] 60/24 wrap [1] 66/14 wrap-up [1] 66/14 written [4] 6/14 29/20 30/8 57/3 Y yeah [29] 20/14 20/19 22/13 22/13 22/23 31/17 32/16 34/11 35/19 36/12 37/12 37/14 37/23 38/10 38/18 39/8 41/1 42/18 44/9 45/14 45/20 46/6 46/21 51/25 63/14 63/23 64/3 64/6 64/11 year [3] 8/18 13/1 17/1 years [11] 12/22 14/6 14/9 16/17 19/4 47/2 50/13 53/9 53/18 57/6	57/11 yes [10] 7/3 11/11 19/24 20/2 33/4 33/22 37/9 37/11 52/10 61/17 you [113] you the [1] 52/3 you'd [2] 63/3 63/20 you'll [3] 4/11 46/22 56/5 you're [9] 12/4 38/1 52/1 53/22 54/11 61/3 63/20 63/24 64/9 you've [1] 52/22 young [4] 21/4 21/6 21/23 21/24 younger [1] 18/14 your [16] 4/12 4/13 5/2 12/6 41/6 52/19 52/23 53/22 55/16 55/17 56/11 56/17 56/20 57/17 60/4 65/7 Z zoned [1] 62/5 zoning [17] 1/2 2/4 8/3 14/21 14/22 14/23 14/25 15/2 15/3 15/9 15/13 15/16 25/18 56/15 59/4 67/2 68/8
--	--	---	---	---



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
#16-023: MINOR SITE DEVELOPMENT PLAN APPROVAL FOR DAVITA
PARKING EXPANSION AT 400 N. LINDBERGH BLVD.**

FOR THE MEETING OF: Monday, November 21, 2016

LOCATION: 400 N. Lindbergh Boulevard at DaVita Dialysis Center.

REQUEST: The Applicant has submitted revised drawings eliminating the access onto Tealbrook Dr. and maintaining the existing double entrances along N. Lindbergh Boulevard. During the October 17th meeting, the application was continued for clarification regarding access onto Tealbrook Drive based upon a copy of the easement agreements with MoDOT submitted by the residents of Tealbrook Estates. MoDOT has determined that the right to allow adjacent property owners to access N. Tealbrook was not provided as part of the easement granted to MoDOT.

ADDITIONAL INFORMATION: The building on the site of 400 N. Lindbergh was constructed in 1965. Therefore, it has site related non-conformities that do not meet Creve Coeur's current zoning ordinance. A revised Landscape Plan has also been submitted that provides for new landscaping throughout the site and includes recommended native plants as suggested by the public comment received on September 27, 2016. City Council action is not required.

Key Issues:

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

Comp. Plan References

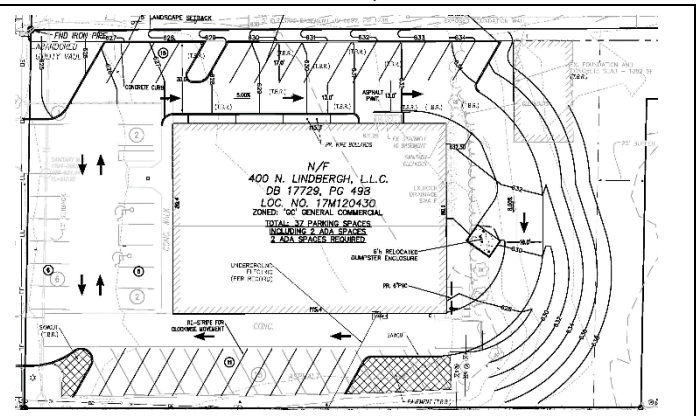
- Commerce Center Action Area
- Design Guidelines

Zoning Code References

- Section 405.360 "GC" General Commercial District
- Section 405.540 Landscaping
- Section 405.610 Non-Conformities
- Article VII Off-Street Parking and Lodging Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

PROPERTY OWNER: Keith Kitsis
10403 Baur Boulevard, Suite A
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock and Associates
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 11/14/2016
ATTACHMENTS: Applicant's Revised Materials Emailed on October 26, 2016

REVISED PLANS

The revised drawings are generally in keeping with the prior submittal with the exception of removing the exit-only access onto Tealbrook Drive, and maintaining the existing south and north entrances along N. Lindbergh Boulevard. One-way circulation is provided along the north side of the building, and a new 16-foot wide drive along the rear. The existing parking along the south will be restriped for the clockwise movement. The dumpster is also relocated behind the building. The layout provides for a total of 37 parking spaces. The new impervious surface created is 4,947 square feet, bringing the total site coverage up to 62.97%, where 63% is the maximum site coverage allowed.

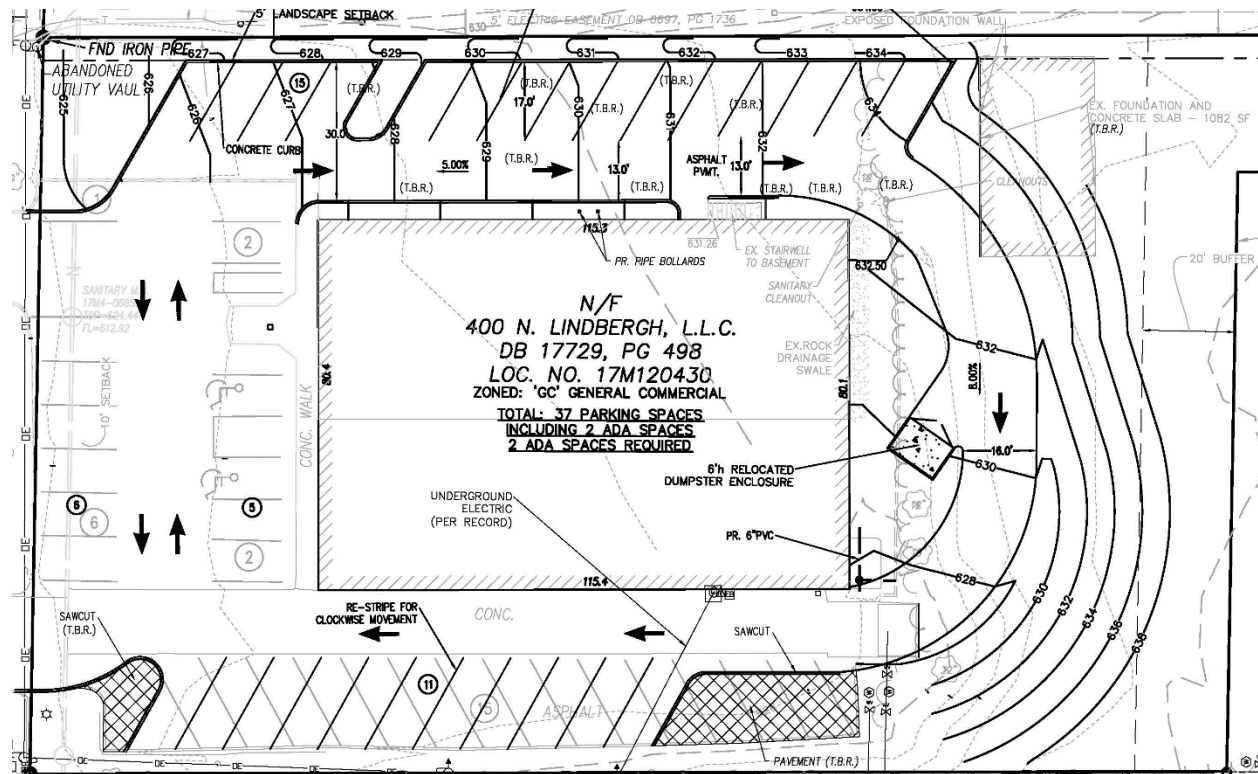


Figure 1: Close-up of the Revised Site Development Plan

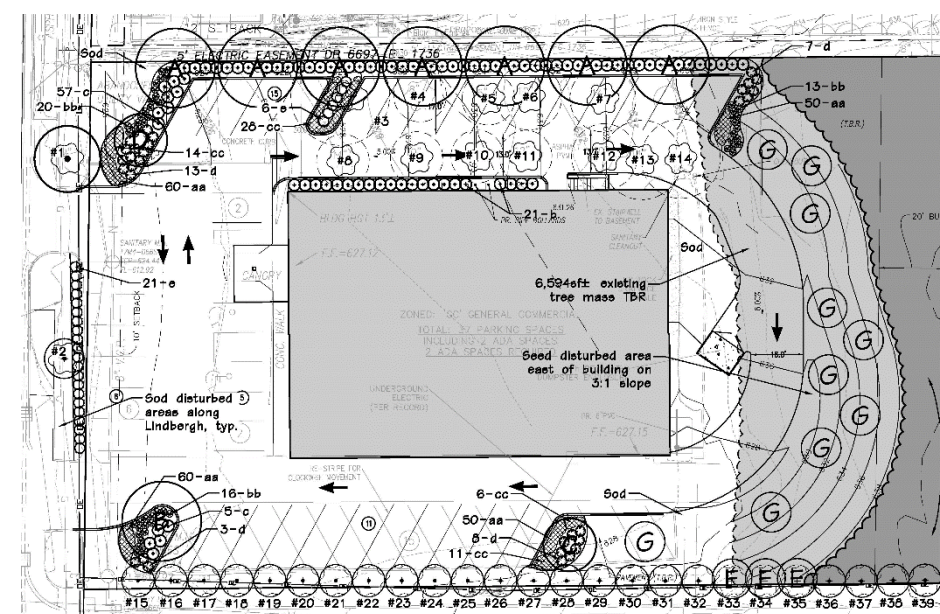


Figure 2: Close-up of the Revised Landscape Plan.

COMPREHENSIVE PLAN REVIEW

The subject property is located just east of the Commerce Center Action Area of the Comprehensive Plan, which focuses on the research industry. While the Comprehensive Plan does not specifically address the area south of Olive Boulevard along Lindbergh Boulevard, it does call for improving the quality of commercial development by upgrading the architectural quality of the building stock as businesses expand or redevelop and promote streetscape and transportation improvements (pages 70-71). The Applicant is proposing significant new landscaping that will improve the overall site.

ZONING REVIEW

Landscaping

As discussed in the previous Staff Reports, the City's Design Guidelines recommend that the landscape design be of high quality, accentuate the building and site, soften the effects of parking areas and enhance the quality of life of the City. The revised drawings address the concerns raised in the prior staff report as well as add some native plants as recommended in the public comment received, with the exception that the trees along the newly created access drive are not as filled in as in the prior drawing. Therefore, Staff recommends that a few additional evergreen trees be added along the rear of the property along the access drive for screening purposes where the spacing of the proposed trees is opened further.

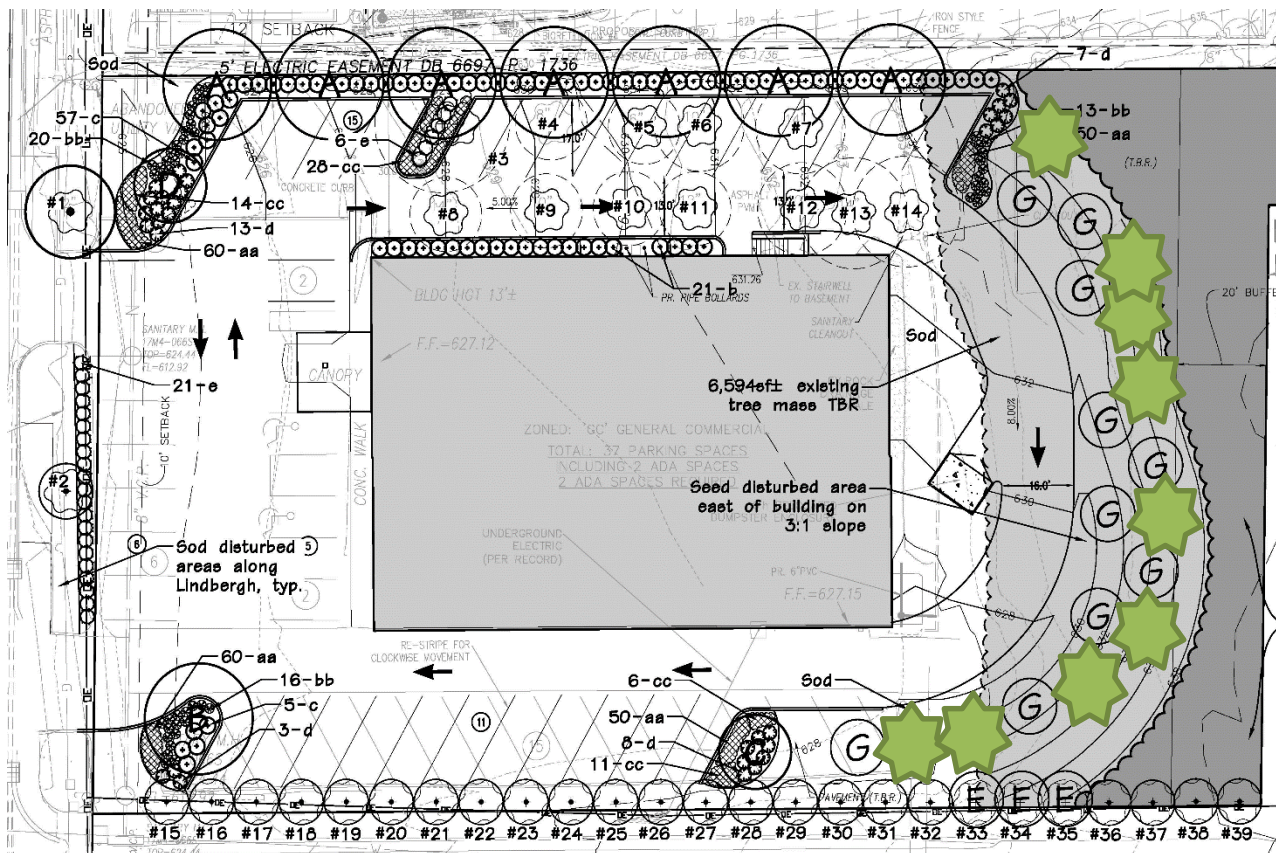


Figure 3: Close-up of Landscape Plan showing the area for additional evergreen plantings.

As with the prior discussions, a condition of approval includes providing for an underground irrigation system as required by Section 405.540.F Landscaping, as well as that the Applicant provide a copy of the maintenance agreement from MODOT for the landscaping along Lindbergh Boulevard.

Buffering and Screening

The revised drawings do show that the access lane behind the building will require grading into the 20 foot buffer yard approaching the property line at the southeast corner adjacent to the residence to the east. Section 405.360.4.d states that 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. Additionally, Section 405.540.F.2 of the City's Landscaping Ordinance requires that when off-street parking or loading area are located adjacent to a residential district or to any lot upon which there is a dwelling as a permitted use, there shall be a continuous opaque screen to prevent the direct light from automobile headlights being cast on adjacent residential properties. Such screening may consist of a wall, fence, or landscaped earth berm. The Applicants are relying on the existing vegetation as well as providing new trees in the area to meet with this requirement. However, the grading may require the removal of some of this screening. Therefore, the Commission should discuss whether a fence or other visual barrier is needed in addition to the proposed landscaped screen to meet with the requirements of this section.

Trash Enclosure

The trash enclosure has moved to the rear of the building, to further the site toward the Design Guidelines that recommend that such facilities should minimize the view and visual impact from the public right-of-way. The elevations of the relocated trash enclosure have not been provided. Therefore, Staff has included a condition of approval include that elevations of the trash enclosure with materials that are consistent with the main building be provided for the Zoning Administrator's approval.

Sidewalks

As discussed in the prior Staff Reports, Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and /or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk. However, as the Site is non-conforming, there is very little room to add additional sidewalks. Section 405.610.E.4. Site-Related Non-Conformities, provides that any non-residential lot with site-related non-conformities which is proposed to be expanded or enlarged by more than 5,000 square feet of impervious surface or 10% of its lot coverage, whichever is less, shall thereafter comply with all requirements of this Code including, but not limited to, off-street parking and loading, landscaping, stormwater and erosion control, floor area ratio and other applicable provisions. As the proposal is increasing site coverage below the 5,000 square foot threshold (4,944 square feet), and significantly improves the landscaping and site circulation on the property, Staff has not included a condition of approval for a new sidewalk from Lindbergh Boulevard to the main entrance. If the Commission wishes to have a sidewalk provided, a condition of approval will need to be included, and the authority of creating a sidewalk would need to be approved by MoDOT.

RECOMMENDATION AND CONCLUSION

Based on the above analysis, the request meets all of the requirements of the Comprehensive Plan and Zoning Ordinances to the same degree or greater than the current development with a few recommended revisions. If Commission members support the request, Staff recommends the following conditions as discussed above:

- The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Site Development

Plan” and “Landscape Plan” emailed to Staff on October 26, 2016 except as otherwise required by the Planning and Zoning Commission.

- The Landscape Plan shall be revised to provide for the additional evergreen trees along the new access drive to provide a continuous screen, for the Zoning Administrator’s approval, and as discussed in the Staff Report on Application #16-023.
- An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed.
- The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the relocated trash enclosure area, including elevations. The trash enclosure shall be built of materials that are consistent with the building, subject to the Zoning Administrator’s approval.
- Any exterior lighting shall be downcast and fully shielded in conformance with Section 405.680, Lighting, of the Zoning Code.
- The Applicant shall provide a copy of the MoDOT approval and maintenance agreement for work and landscaping completed in the right-of-way in conjunction with the submittal of the Site Improvement Permit to the City.

MOTION

The motion to approve the site development plans as shown in the Applicant’s materials will be in the form of approval, approval with conditions, denial or deferral. City Council action is not required for minor site development plans. The following is an example of an appropriate motion for this application:

“I move to approve the Site Development Plan and Landscape Plan for the parking expansion at 400 N. Lindbergh subject to the conditions listed in the staff report on Application #16-023, for the meeting of November 21, 2016” (Conditions may be added, eliminated, altered, and 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.

400 N. LINDBERGH LLC
SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNENBURG MAP = PG. 24 GRID T-18

SITE COVERAGE CALCULATIONS:

PER CITY OF CREVE COEUR MUNICIPAL CODE SECTION 405.360.E.3.B

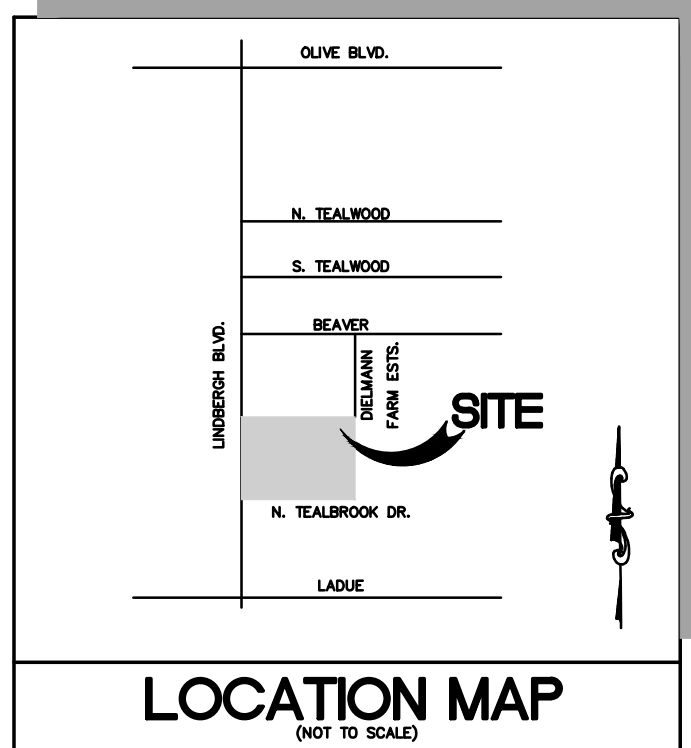
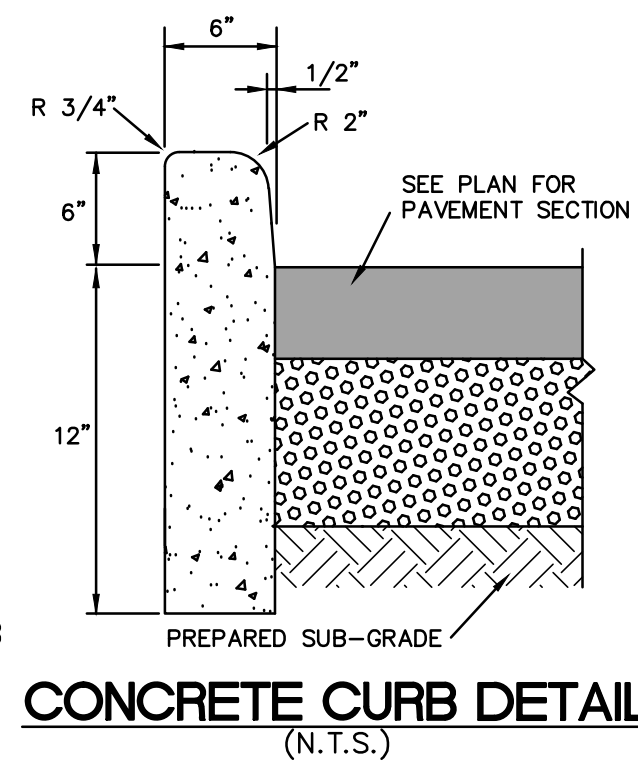
EXISTING CONDITIONS:

BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 12,635 SF
TOTAL COVERAGE = 21,950 SF

PROPOSED CONDITIONS:

BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 17,579 SF
TOTAL COVERAGE = 26,894 SF

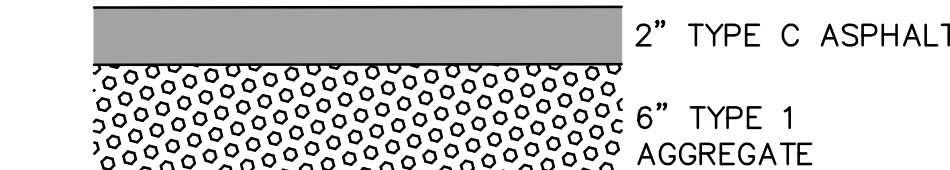
TOTAL ADDITIONAL COVERAGE = 4,944 SF
% COVERAGE = 26,894 / 42,716 = 62.96%
% COVERAGE = 62.96% < 63.00% MAX. ALLOWABLE



PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.



EXISTING CONTOURS	10'
PROPOSED CONTOURS	10'
EXISTING SANITARY SEWERS	10'
EXISTING STORM SEWERS	10'
PROPOSED SANITARY SEWERS	10'
PROPOSED STORM SEWERS	10'
EXISTING RIGHT-OF-WAY	10'
PROPOSED RIGHT-OF-WAY	10'
CENTERLINE	10'
EASEMENT	10'
NON-REINFORCED CONCRETE PAVEMENT	10'
REINFORCED CONCRETE PAVEMENT	10'
EXISTING SPOT ELEVATION	10'
PROPOSED SPOT ELEVATION	10'
SWALE	10'
TO BE REMOVED	10'
TO BE REMOVED & RELOCATED	10'
TO BE USED IN PLACE	10'
BACK OF CURB	10'
FACE OF CURB	10'
TRASH ENCLOSURE	10'
EXISTING LIGHT STANDARD	10'
GAS MAIN	10'
WATER MAIN	10'
UNDERGROUND TELEPHONE	10'
FIRE HYDRANT	10'
POWER POLE	10'
HAY BALE	10'
SILTATION CONTROL	10'

CITY OF CREVE COEUR NOTES

- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com

PREPARED BY:

Stock & Associates
Consulting Engineers, Inc.

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141

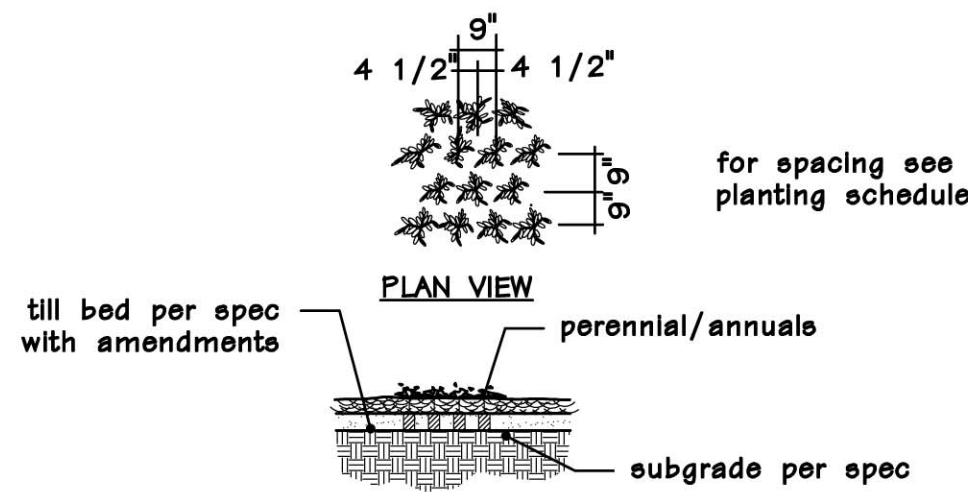


REVISIONS:		
1	City Comments	08/02/2016
2	City Comments	08/04/2016
3	City Comments	08/25/2016
4	City Comments	08/29/2016
5	Per City	09/27/2016
6	Per City	10/11/2016
7	City Revisions	10/24/2016

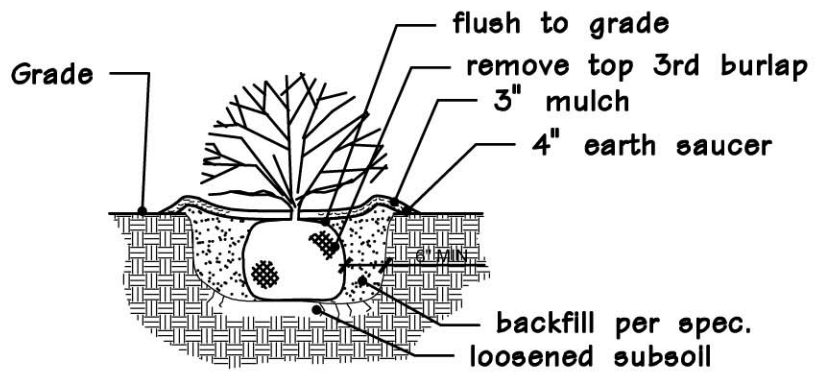
DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO.: 216-5834
W.S.D. P.#: P-XXXX-XX	BASE MAP #: 17M4
S.L.C. H&T #:	H&T S.U.P. #:

SHEET TITLE:
PRELIMINARY SITE PLAN

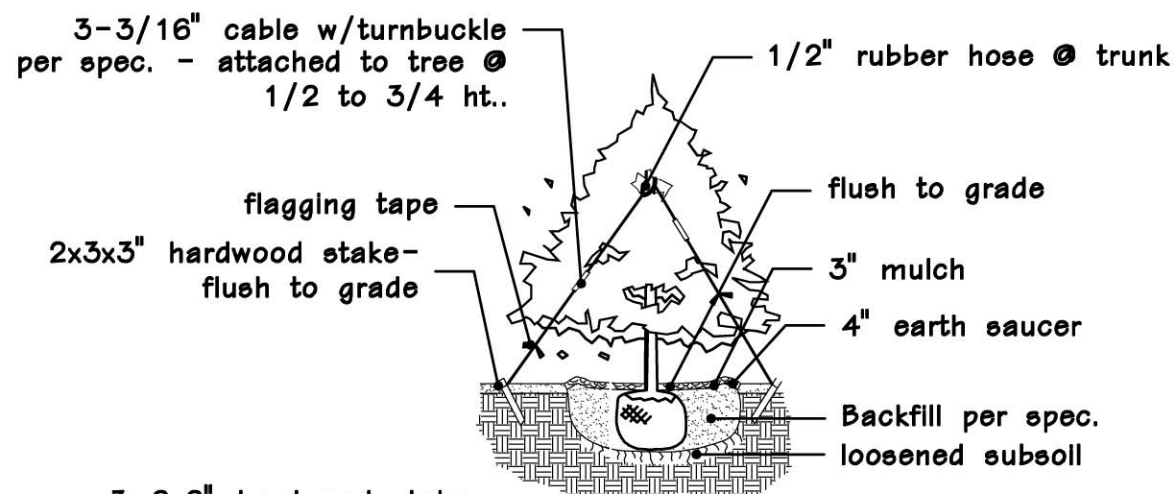
SHEET NO.:
C1



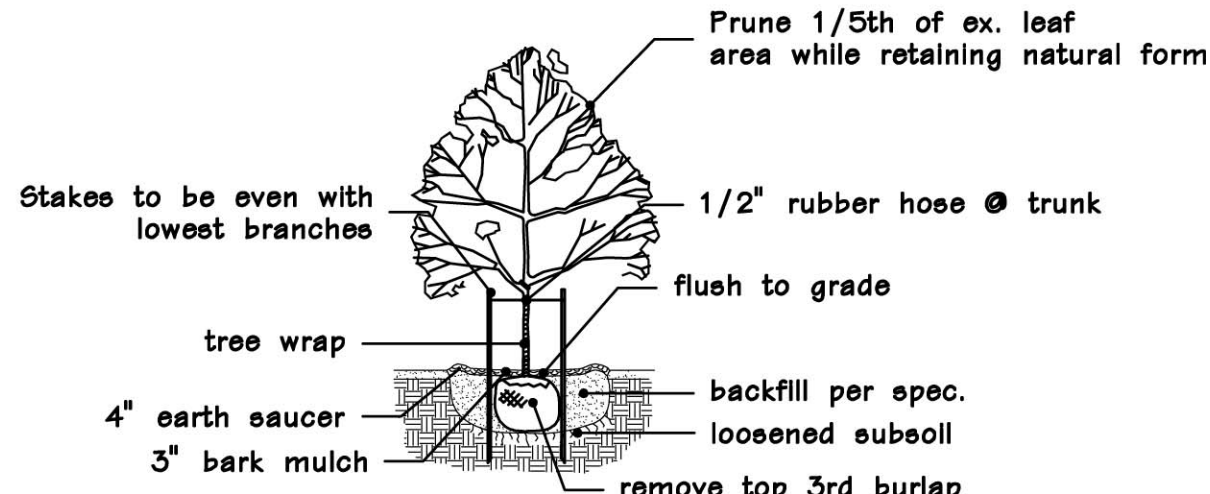
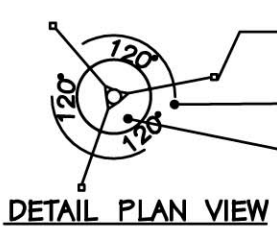
TYPICAL PERENNIAL PLANTING



TYPICAL SHRUB PLANTING



TYPICAL EVERGREEN PLANTING



CANOPY TREE PLANTING

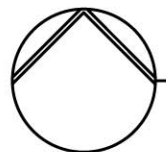
PLANTING SCHEDULE					
TREES					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	7	Taxodium distichum 'Mickleon'	Shawnee Brave Baldcypress	3' cal	B&B
B	1	Nyssa sylvatica 'Wildfire'	Wildfire Blackgum	3' cal	B&B
C	1	Cercis canadensis	Eastern Redbud	3' cal	B&B
D	1	Carpinus caroliniana	American Hornbeam	3' cal	B&B
E	3	Juniperus virginiana	Eastern Red Cedar	8' ht	B&B
G	10	Pinus strobus	Eastern White Pine	8' ht	B&B
SHRUBS AND LARGE GRASSES					
b	21	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24"	
c	62	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	
d	31	Itea virginica 'Sprich'	Little Henry Sweetaspire	24"	
e	27	Buxus sinica var. insularis 'Winter Gem'	Winter Gem Boxwood	24"	
PERENNIALS					
aa	220	Sedum ternatum	Three-Leaved Stonecrop	1 qt.	9" o.c.
bb	49	Sporobolus heterolepis	Prairie Dropseed	1 gal.	24" o.c.
cc	59	Liriope muscari 'Big Blue'	Big Blue Liriope	1 gal.	18" o.c.

- NOTES:
- ALL MULCH TO BE DOUBLE GROUND BARK MULCH.
 - SOD AS NOTED.
 - SEED AS NOTED.
 - SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
 - TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
 - BED EDGES TO BE SPADE CUT.

DaVita Parking Expansion - Tree Inventory 9-27-16				
No.	Tree Name	Size	Comment	Disposition
1	Norway Maple	10"		To Remain
2	Norway Maple	6"	Trimmed due to OE	To Remain
3	Silver Maple	18"		Remove
4	Silver Maple	8"		Remove
5	Silver Maple	8"		Remove
6	Silver Maple	10"		Remove
7	Silver Maple	14"		Remove
8	Silver Maple	14"		Remove
9	Silver Maple	14"		Remove
10	Silver Maple	12"		Remove
11	Silver Maple	12"		Remove
12	Silver Maple	10"		Remove
13	Silver Maple	14"		Remove
14	Silver Maple	12"		Remove
15	Cedar	10"		To Remain
16	Cedar	10"		To Remain
17	Cedar	10"		To Remain
18	Cedar	10"		To Remain
19	Cedar	10"		To Remain
20	Cedar	10"		To Remain
21	Cedar	10"		To Remain
22	Cedar	10"		To Remain
23	Cedar	10"		To Remain
24	Cedar	10"		To Remain
25	Cedar	10"		To Remain
26	Cedar	10"		To Remain
27	Cedar	10"		To Remain
28	Cedar	10"		To Remain
29	Cedar	10"		To Remain
30	Cedar	10"		To Remain
31	Cedar	10"		To Remain
32	Cedar	10"		To Remain
33	Cedar	10"		Remove
34	Cedar	10"		Remove
35	Cedar	10"		Remove
36	Cedar	10"		To Remain
37	Cedar	10"		To Remain
38	Cedar	10"		To Remain
39	Cedar	10"		To Remain

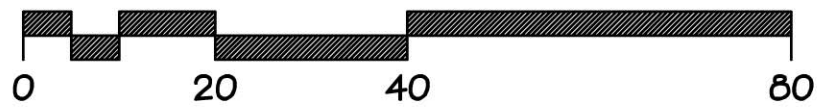
EXISTING TREE LEGEND:

- EXISTING TREE TBR
- EXISTING TREE TO REMAIN
- EXISTING TREE MASS TBR
- EXISTING TREE MASS TO REMAIN



LANDSCAPE PLAN

SCALE 1"=20'



Jerald Saunders, Landscape Architect
MO License # UA-007

Consultants:

400 N. Lindbergh L.L.C.

400 N. Lindbergh Blvd - Creve Coeur, Missouri

SITE DEVELOPMENT PLANS FOR

Revisions:

Date	Description	No.
9/27/16	Plan Revision	1
10/14/16	Plan Revision	2

Drawn: LWH
Checked: JAS

loomisAssociates

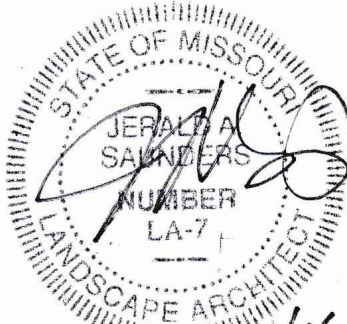
landscape architects/planners
707 Spirit 40 Park Drive, Suite 105
Chesterfield, Missouri 63005-1094
P: 636.534.1100
F: 636.534.1101
E: info@loomisassociates.com

Loomis Associates Inc.
Missouri State Certificate of Authority # LAC #0000191

Sheet Title: Landscape Plan

Sheet No: L-1

Date: 08/25/16
Job #: 613.055



Jerald Saunders, Landscape Architect
MO License # UA-007

Consultants:

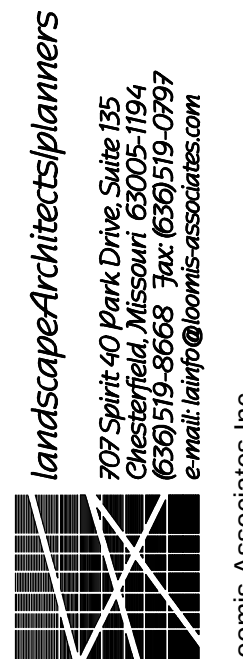
SITE DEVELOPMENT PLANS FOR
400 N. Lindbergh L.L.C.
400 N. Lindbergh Blvd - Creve Coeur, Missouri

Revisions:

Date	Description	No.
9/27/16	Plan Revision	1
10/14/16	Plan Revision	2
10/26/16	Plan Revision	3

Drawn: **LWH**
Checked: **JAS**

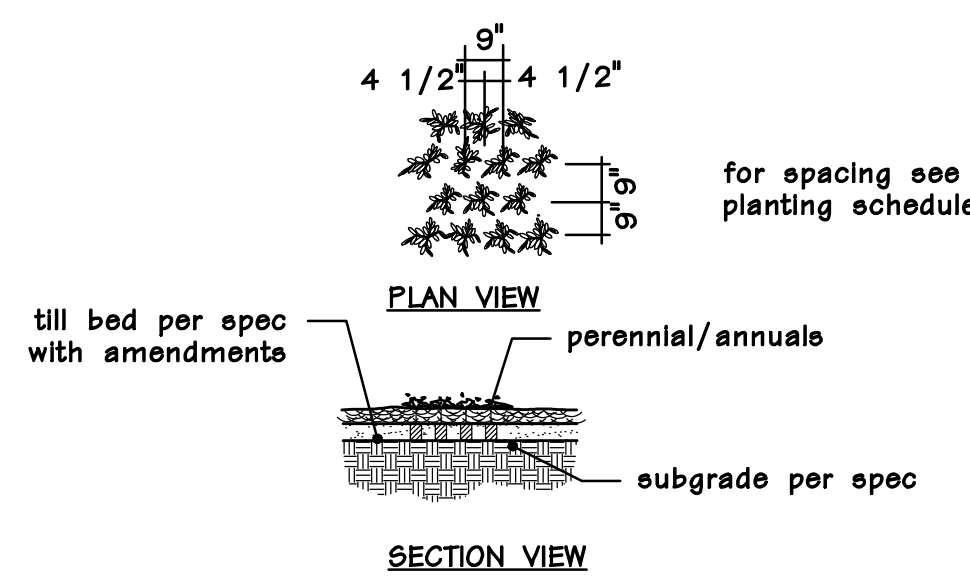
loomisAssociates



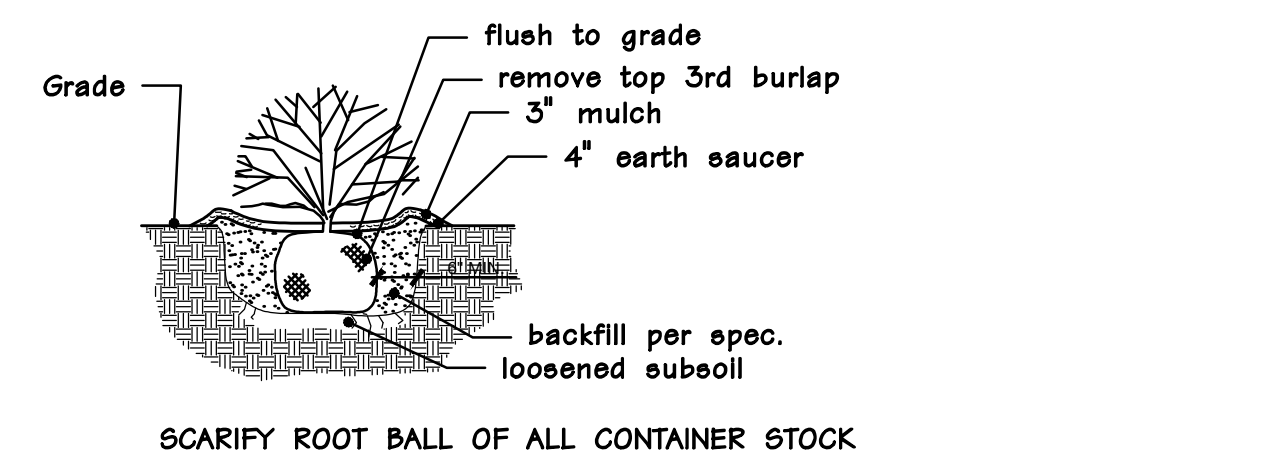
Sheet Title: **Landscape Plan**

Sheet No: **L-1**

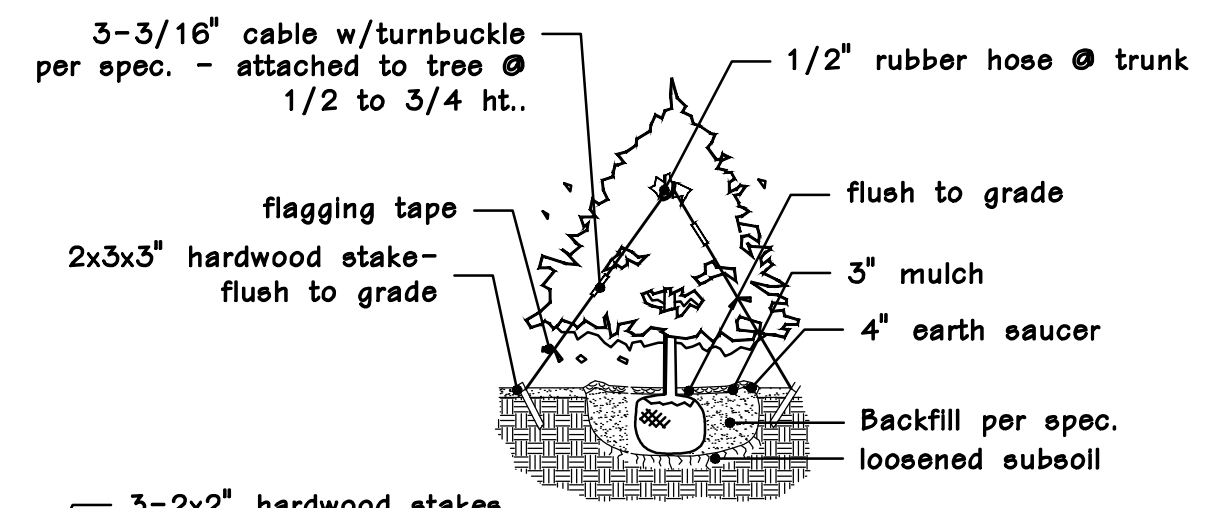
Date: **08/25/16**
Job #: **813.055**



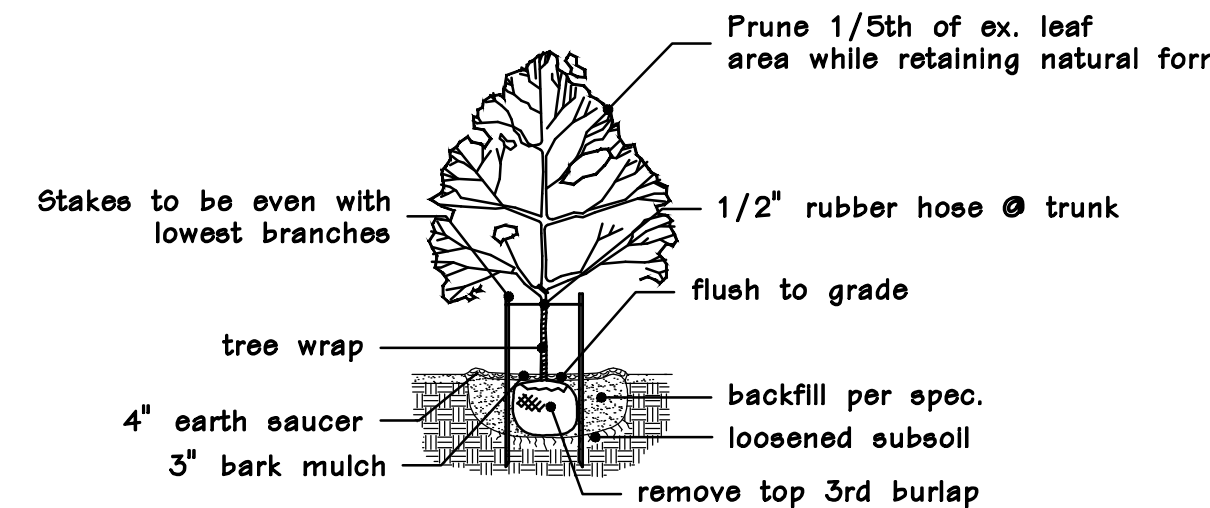
TYPICAL PERENNIAL PLANTING



TYPICAL SHRUB PLANTING



TYPICAL EVERGREEN PLANTING



CANOPY TREE PLANTING

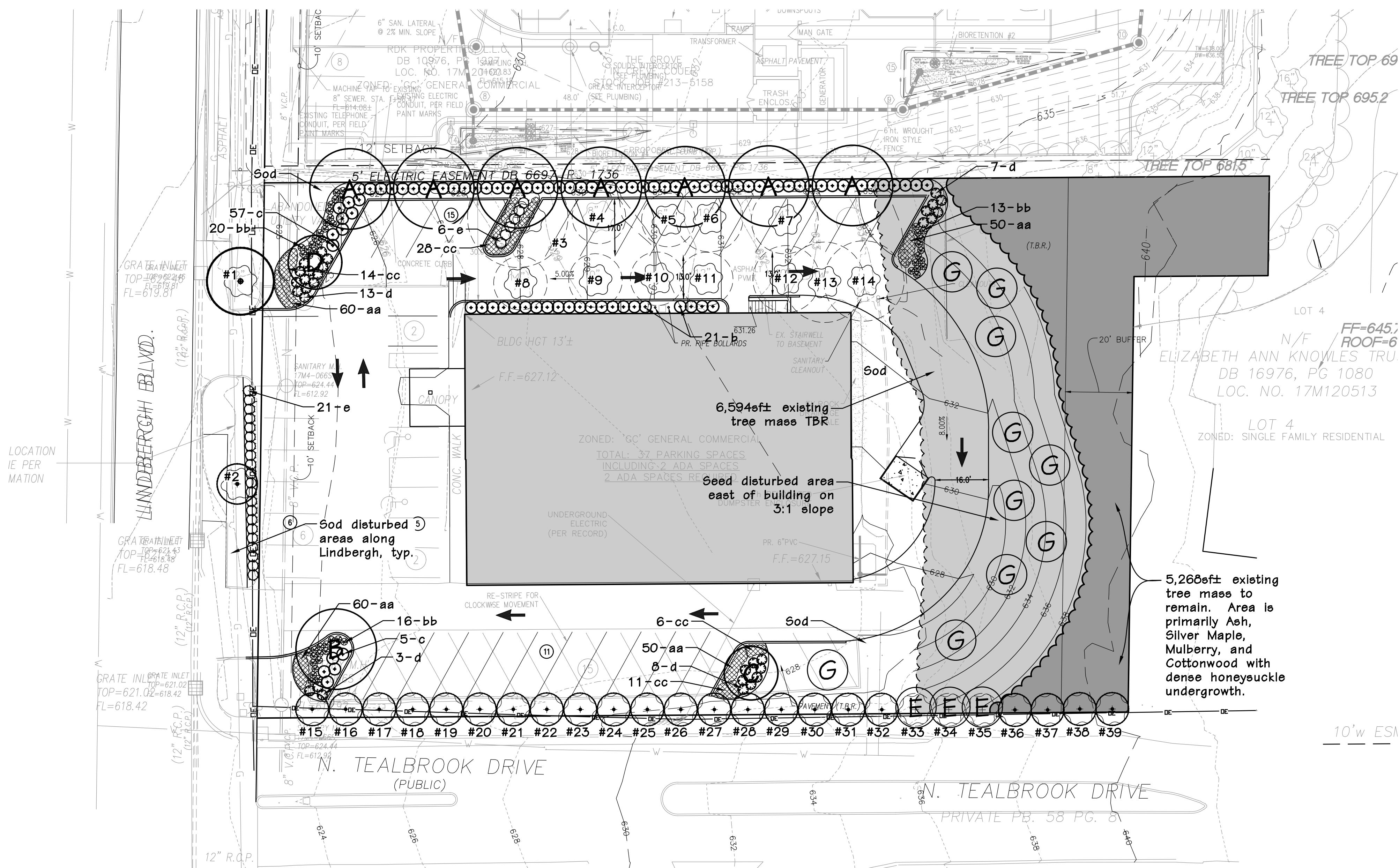
PLANTING SCHEDULE					
TREES					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	7	Taxodium distichum 'Mickleton'	Shawnee Brave Baldcypress	3" cal	B&B
B	1	Nyssa sylvatica 'Wildfire'	Wildfire Blackgum	3" cal	B&B
C	1	Cercis canadensis	Eastern Redbud	3" cal	B&B
D	1	Carpinus caroliniana	American Hornbeam	3" cal	B&B
E	3	Juniperus virginiana	Eastern Red Cedar	8' ht	B&B
G	10	Pinus strobus	Eastern White Pine	8' ht	B&B
SHRUBS AND LARGE GRASSES					
b	21	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24"	
c	62	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	
d	31	Itea virginica 'Sprich'	Little Henry Sweetaspire	24"	
e	27	Buxus sinica var. insularis 'Winter Gem'	Winter Gem Boxwood	24"	
PERENNIALS					
aa	220	Sedum ternatum	Three-Leaved Stonecrop	1 qt.	9" o.c.
bb	49	Sporobolus heterolepis	Prairie Dropseed	1 gal.	24" o.c.
cc	59	Liriope muscari 'Big Blue'	Big Blue Liriope	1 gal.	18" o.c.

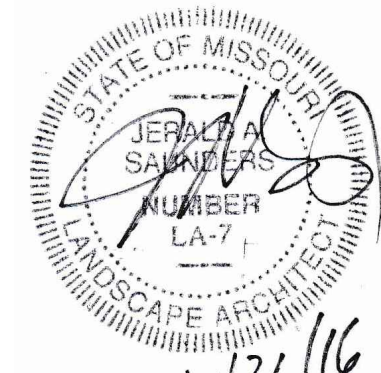
- NOTES:
- ALL MULCH TO BE DOUBLE GROUND BARK MULCH.
 - SOD AS NOTED.
 - SEED AS NOTED.
 - SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
 - TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
 - BED EDGES TO BE SPADE CUT.

DaVita Parking Expansion - Tree Inventory 9-27-16				
No.	Tree Name	Size	Comment	Disposition
1	Norway Maple	10"		To Remain
2	Norway Maple	6"	Trimmed due to OE	To Remain
3	Silver Maple	18"		Remove
4	Silver Maple	8"		Remove
5	Silver Maple	8"		Remove
6	Silver Maple	10"		Remove
7	Silver Maple	14"		Remove
8	Silver Maple	14"		Remove
9	Silver Maple	14"		Remove
10	Silver Maple	12"		Remove
11	Silver Maple	12"		Remove
12	Silver Maple	10"		Remove
13	Silver Maple	14"		Remove
14	Silver Maple	12"		Remove
15	Cedar	10"		To Remain
16	Cedar	10"		To Remain
17	Cedar	10"		To Remain
18	Cedar	10"		To Remain
19	Cedar	10"		To Remain
20	Cedar	10"		To Remain
21	Cedar	10"		To Remain
22	Cedar	10"		To Remain
23	Cedar	10"		To Remain
24	Cedar	10"		To Remain
25	Cedar	10"		To Remain
26	Cedar	10"		To Remain
27	Cedar	10"		To Remain
28	Cedar	10"		To Remain
29	Cedar	10"		To Remain
30	Cedar	10"		To Remain
31	Cedar	10"		To Remain
32	Cedar	10"		To Remain
33	Cedar	10"		Remove
34	Cedar	10"		Remove
35	Cedar	10"		Remove
36	Cedar	10"		To Remain
37	Cedar	10"		To Remain
38	Cedar	10"		To Remain
39	Cedar	10"		To Remain

EXISTING TREE LEGEND:

- EXISTING TREE TBR
- EXISTING TREE TO REMAIN
- EXISTING TREE MASS TBR
- EXISTING TREE MASS TO REMAIN





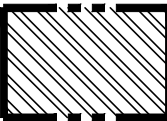
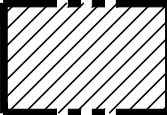
Jerald Saunders, Landscape Architect
MO License # LA-007

Consultants:

SITE DEVELOPMENT PLANS FOR
400 N. Lindbergh L.L.C.

400 N. Lindbergh Blvd - Creve Coeur, Missouri

IRRIGATION KEY:

-  SOD AREAS: 100% COVERAGE WITH
4" POP-UP SPRAY HEADS
-  SHRUB BEDS: 100% COVERAGE WITH
12" POP-UP SPRAY HEADS

IRRIGATION NOTES:

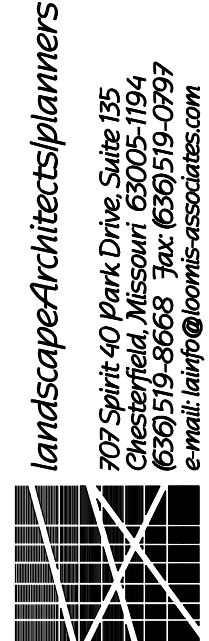
- 1) Contractor to provide a design/build irrigation system. The contractor is responsible for the design and performance of the system, based on this plan and the specifications. Submit drawings of irrigation system and cut sheets of all irrigation equipment to Landscape Architect for approval prior to start of work.
- 2) Show all sleeve locations on shop drawing for review by Landscape Architect.
- 3) Irrigation contractor to supply and install backflow preventer (sized as required). Irrigation contractor to coordinate stub-out location within landscape area for connection to system.
- 4) Irrigation contractor shall be responsible to obtain all permits required by state, city, and local authorities.
- 5) Civil and utility information shown for reference only. See civil drawings and field locate utilities prior to start of work.
- 6) Irrigation contractor is responsible for coordination with Plumbing and Electrical Contractors.
- 7) Irrigation contractor shall coordinate watering requirements with landscape contractor to insure proper level of water is provided.
- 8) Contractor to coordinate location of mainline tap with Owner.
- 9) No spraying across pavement (Roadways and Sidewalks)

Revisions:

Date	Description	No.
10/26/16	Plan Revision	1

Drawn: LWH
Checked: JAS

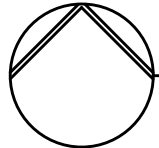
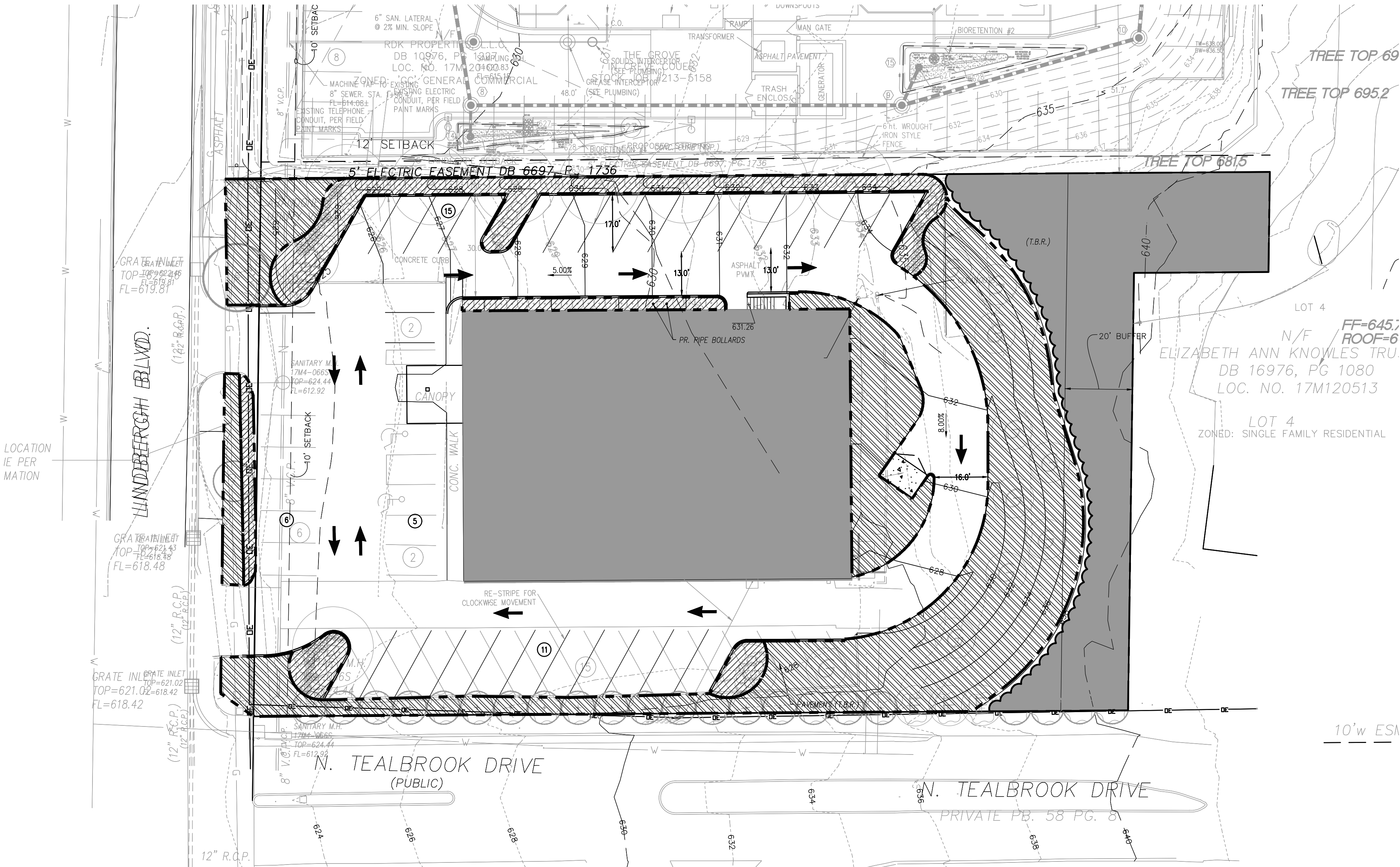
loomisAssociates



Sheet Title: **Watering Diagram**

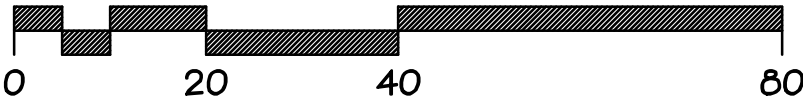
Sheet No: **WD-1**

Date: 08/25/16
Job #: 813.055



WATERING DIAGRAM

SCALE 1"=20'





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
#16-023: MINOR SITE DEVELOPMENT PLAN APPROVAL FOR DAVITA
PARKING EXPANSION AT 400 N. LINDBERGH BLVD.**

FOR THE MEETING OF: Monday, October 17, 2016

LOCATION: 400 N. Lindbergh Boulevard at DaVita Dialysis Center.

REQUEST: Keith Kitsis, property owner, has submitted an application for additional parking at 400 N. Lindbergh Boulevard. During the September 6th meeting, the application was continued for additional review. The Applicant has submitted a revised drawing to show the fire and delivery truck movement around the building, adjusting the access lane behind the building to allow for such movement, and moving the exit only onto N. Tealbrook Drive further west due to emergency vehicle movement and overhead utilities on the site.

ADDITIONAL INFORMATION: The building on the site of 400 N. Lindbergh was constructed in 1965. Therefore, it has site related non-conformities that do not meet Creve Coeur's current zoning ordinance. A revised Landscape Plan has also been submitted that provides for new landscaping throughout the site and includes recommended native plants as suggested by the public comment received on September 27, 2016. City Council action is not required.

Key Issues:

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

Comp. Plan References

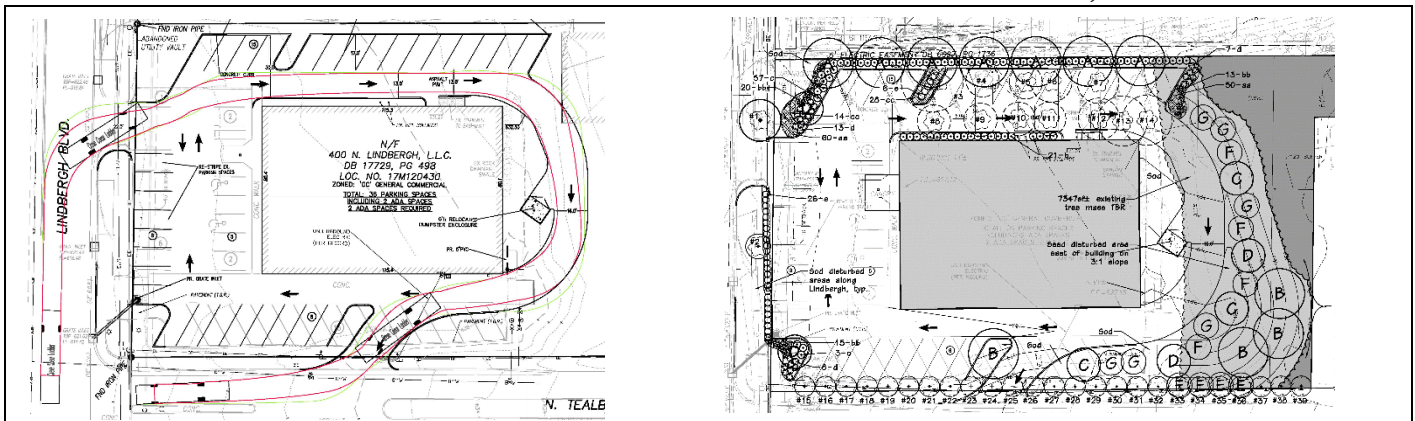
- Commerce Center Action Area
- Design Guidelines

Zoning Code References

- Section 405.360 "GC" General Commercial District
- Section 405.540 Landscaping
- Section 405.610 Non-Conformities
- Article VII Off-Street Parking and Lodging Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

PROPERTY OWNER: Keith Kitsis
10403 Baur Boulevard, Suite A
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock and Associates
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 10/14/2016
ATTACHMENTS: Applicant's Revised Site Plan emailed October 13, 2016, and Revised Landscape Plan emailed October 14, 2016 and Traffic Information emailed on September 27, 2016
Public Comments

REVISED PLANS

The Applicant has submitted revised drawings to address concerns regarding site circulation and landscaping that were discussed during the September 6th meeting. The proposal now includes eliminating the southern entrance along Lindbergh Boulevard, and creating a new exit only onto Tealbrook Drive. Angled parking along the north side of the building and a new 16-foot wide, one-way access drive along the rear, and relocating the dumpster behind the building are now proposed. MoDOT has reviewed and provided initial approval of the new exit only, as well as providing for low landscaping along Lindbergh Boulevard to provide for headlight screening within MoDOT right-of-way. The layout provides for a total of 36 parking spaces. The new impervious surface created is 4,947 square feet, bringing the total site coverage up to 62.97%, where 63% is the maximum site coverage allowed.

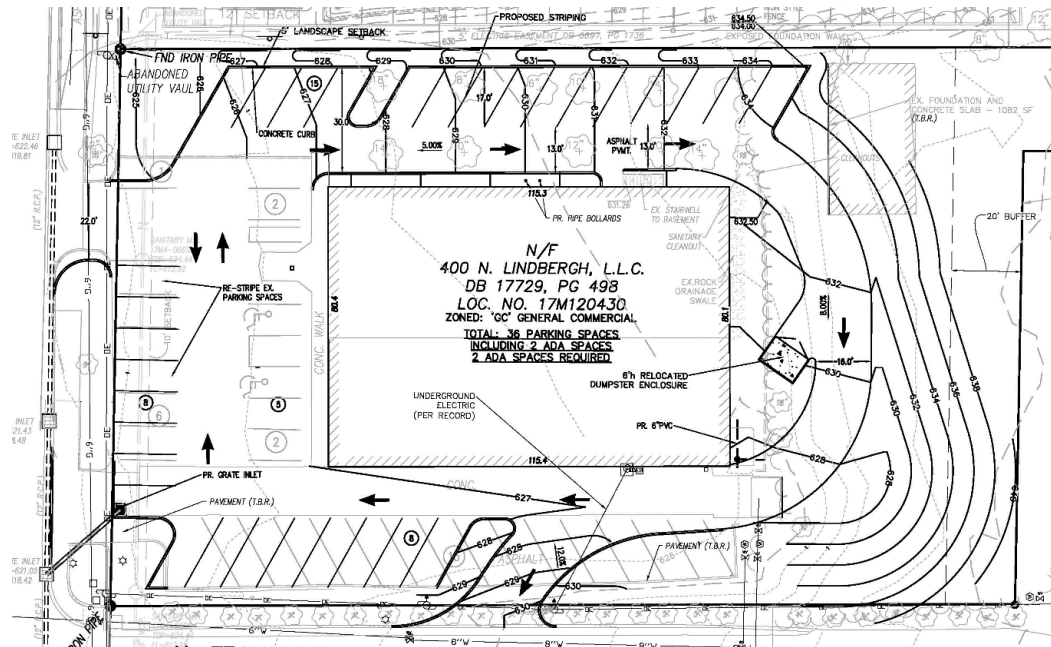


Figure 1: Close-up of the Revised Site Development Plan

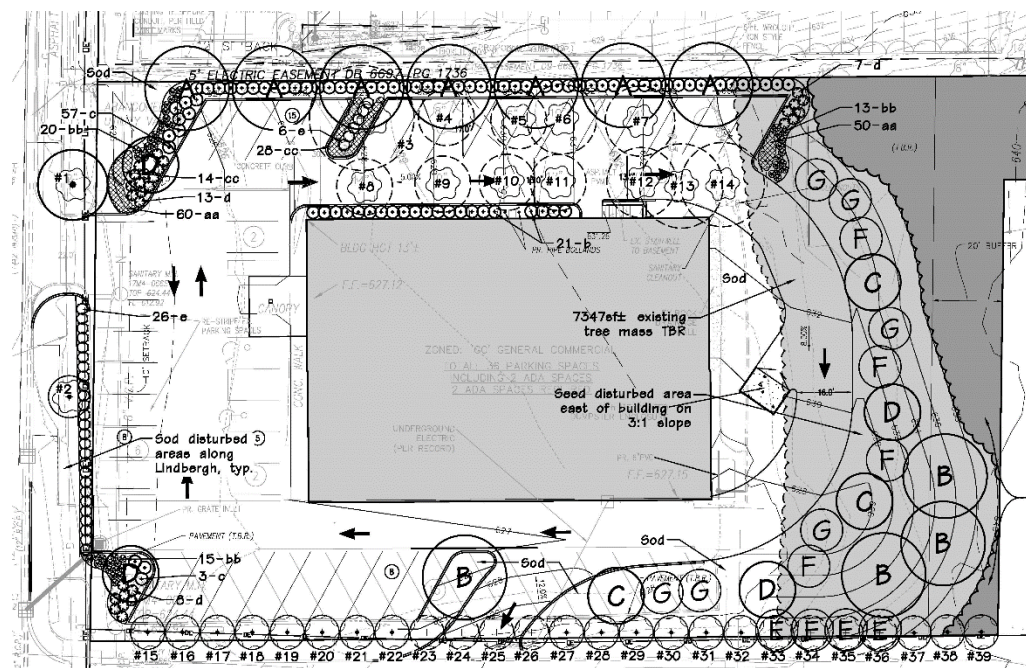


Figure 2: Close-up of the Revised Landscape Plan.

As requested by the Commission at the September 6th meeting, the Applicant has also provided information of the operations of the use on the property for traffic purposes:

- Supply delivery, 40' Tractor Trailer 1x/week
- UPS 1x/week
- Fed Ex (can be a TT if order is large enough) 2x/week
- Trash 6x/week

Employees:

- MWF (busier days) 5:00 am to 1:00 pm 11-12 ee's; after 5:00 pm 4 ee's
- TTHSAT (slower days) 5:00 am to 1:00 pm 7-8 ee's; all treatment finished by 3:00 pm

Patients:

- Due to the nature of the medical services performed at this facility patients come on a regular basis. They arrive at staggered times so that the staff can attend to them. They are 21 treatment areas.
- MWF 18 patients 5 – 7:00 am; 2 or 3 use public transportation; after 5:00 pm 7-8 patients.
- TTHSAT 5:30 am – 8:45 am 14 patients, most are transport patients-meaning they don't drive. They are finished by 3:00 pm

COMPREHENSIVE PLAN REVIEW

The subject property is located just east of the Commerce Center Action Area of the Comprehensive Plan, which focuses on the research industry. While the Comprehensive Plan does not specifically address the area south of Olive Boulevard along Lindbergh Boulevard, it does call for improving the quality of commercial development by upgrading the architectural quality of the building stock as businesses expand or redevelop and ensure that redevelopment plans include the “green line” park (page 70). The properties in this area are hindered in redevelopment efforts the restricted access of Lindbergh Boulevard and the limited availability of cross access between parcels to signalized intersections.

The draft of the Comprehensive Plan Update, *Creve Coeur 2030*, currently under review discusses that the current conditions within this area limits the viability of many of the properties due to the shallow lot depths, challenging topographic conditions that limit cross-lot access and Lindbergh Boulevard as a divided highway. The lack of easy access to adjacent parcels has limited the viability of retail businesses and restaurants (p 100). The draft Plan Update, recommends allowing cross-access between properties and utilization of secondary streets for secondary access; to reduce curb cuts on Lindbergh Boulevard: improve site access; and improve traffic flow to support the continued economic viability of parcels fronting Lindbergh Boulevard (p. 102). Creating the access onto Tealbrook allows greater viability of the property by allowing access to the signalized intersection, as well as for emergency vehicles needing to travel south on Lindbergh Boulevard, in a similar configuration as that across the street per the image below:

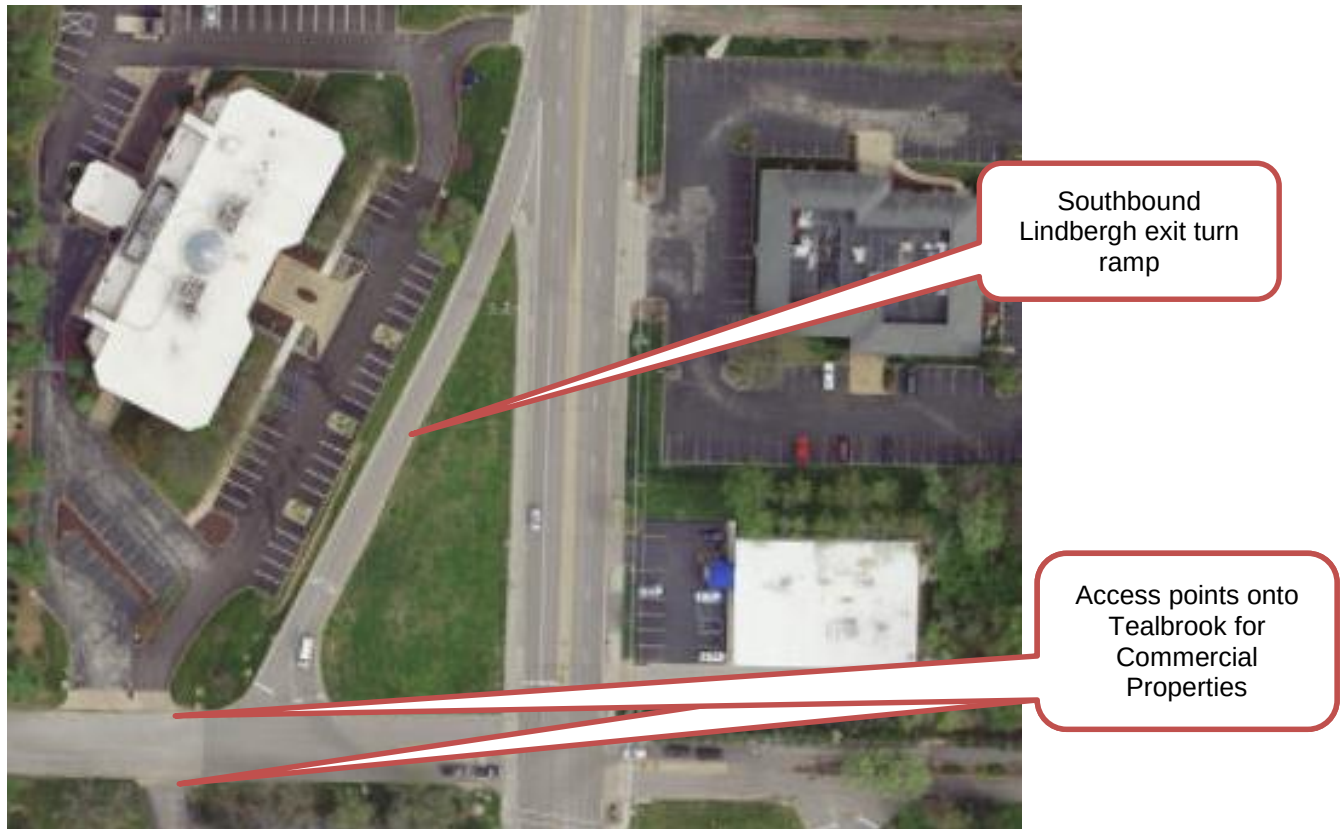


Figure 3: Ariel view of the secondary access across Lindbergh Boulevard.

Therefore, as far as this request can, the proposal furthers the goals of the Comprehensive Plan, as well as the draft Creve Coeur 2030 plan under review.

ZONING REVIEW

Landscaping

As discussed in the previous Staff Report, the City's Design Guidelines recommend that the landscape design be of high quality, accentuate the building and site, soften the effects of parking areas and enhance the quality of life of the City. The revised drawings addressed the concerns raised in the prior staff report as well as add some native plants as recommended in the public comment received. However, it is not clear from the drawings that an underground irrigation system has been provided as required by Section 405.540.F Landscaping below in order to maintain the landscaping. Therefore a condition of approval includes providing for an underground irrigation system, as well as that the Applicant provide a copy of the maintenance agreement from MODOT for the landscaping along Lindbergh Boulevard.

Buffering and Screening

The revised drawings do show that the access lane behind the building will require grading into the 20 foot buffer yard approaching the property line at the southeast corner adjacent to the residence to the east. Section 405.360.4.d states that 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. Additionally, Section 405.540.F.2 of the City's Landscaping Ordinance requires that when off-street parking or loading area are located adjacent to a residential district or to any lot upon which there is a dwelling as a permitted use, there shall be a continuous opaque screen for to prevent the direct light from automobile headlights being cast on adjacent residential properties. Such screening may consist of a wall, fence, or landscaped earth berm. The Applicants are relying on the existing vegetation as well as

providing new trees in the area to meet with this requirement. However, the grading may require the removal of some of this screening. Therefore, the Commission should discuss whether a fence or other visual barrier is needed in addition to the proposed landscaped screen to meet with the requirements of this section.

Additionally, Staff recommends that a few additional plants be provided to the south parking island that is consistent with that proposed along the north side of the building to create a consistent design theme throughout the site in furtherance of the City's Design Guidelines. Therefore, a condition of approval includes providing for this additional planting for the Zoning Administrator's approval.

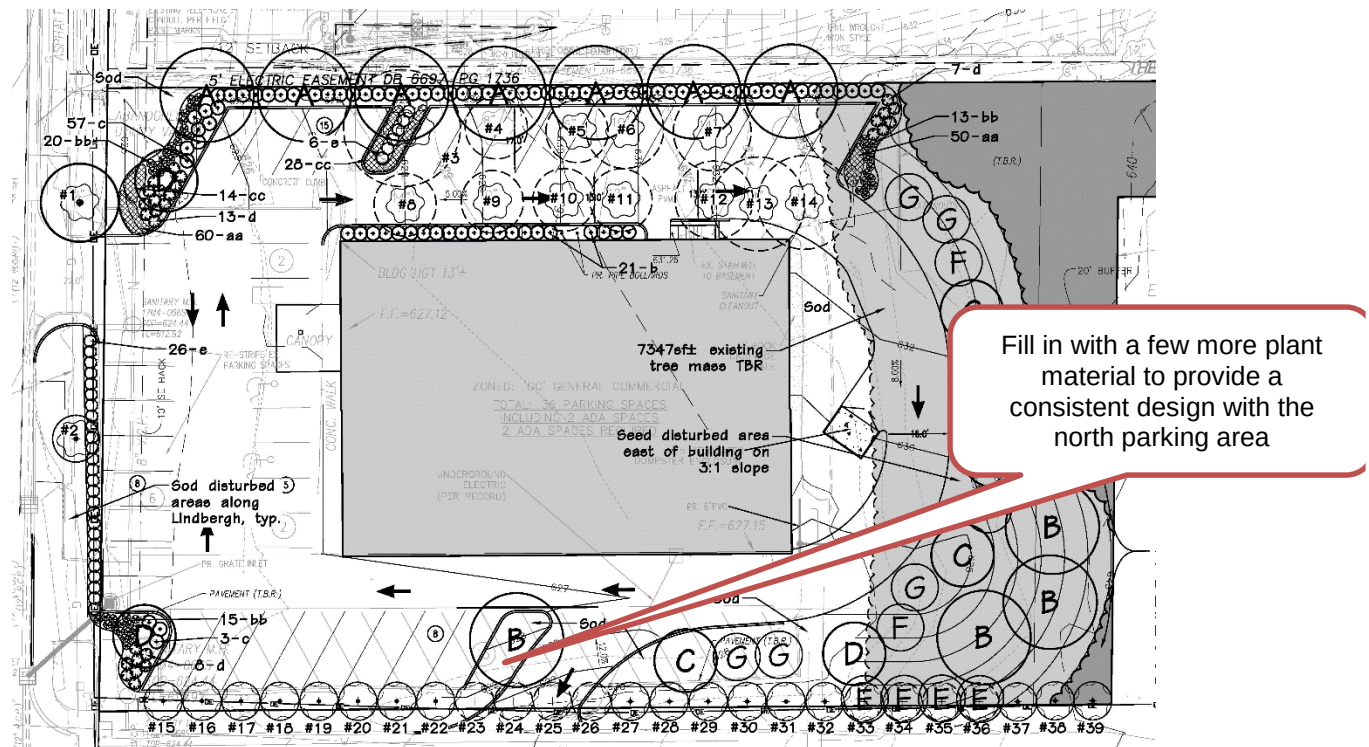


Figure 4: Close-up of Landscape Plan showing the area for additional evergreen plantings.

Trash Enclosure

The trash enclosure has moved to the rear of the building, to further the site toward the Design Guidelines that recommend that such facilities should minimize the view and visual impact. The elevations of the relocated trash enclosure have not been provided. Therefore Staff has included a condition of approval include that elevations of the trash enclosure, with materials that are consistent with the main building, be provided for the Zoning Administrator's approval.

Sidewalks

As discussed in the prior Staff Report, Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and /or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk. However, as the Site is non-conforming, there is very little room to add additional sidewalks. Section 405.610.E.4. Site-Related Non-Conformities, provides that any non-residential lot with site-related non-conformities which is proposed to be expanded or enlarged by more than 5,000 square feet of impervious surface or 10% of its lot coverage, whichever is less, shall thereafter comply with all requirements of this Code including, but not limited to, off-street parking and loading, landscaping, stormwater and erosion control,

floor area ratio and other applicable provisions. As the proposal is increasing site coverage below the 5,000 square foot threshold by 4,947 square feet, eliminates the southern entrance along Lindbergh Boulevard, and significantly improves the landscaping and site circulation on the property, Staff has not included a condition of approval for a new sidewalk from Lindbergh Boulevard to the main entrance. If the Commission wishes to have a sidewalk provided, a condition of approval will need to be included, and the authority of creating a sidewalk would need to be approved by MoDOT

RECOMMENDATION AND CONCLUSION

Based on the above analysis, the request meets all of the requirements of the Comprehensive Plan and Zoning Ordinances to the same degree or greater than the current development with a few recommended revisions. If Commission members support the request, Staff recommends the following conditions as discussed above:

- The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the “Site Development Plan” emailed to Staff on October 13, 2016 and “Landscape Plan” emailed on October 14, 2016 except as otherwise required by the Planning and Zoning Commission.
- The Landscape Plan shall be revised to provide for the additional plantings within the island along the south side of the building to create a consistent design throughout the site in furtherance of the City’s Design Guidelines for the Zoning Administrator’s approval, and as discussed in the Staff Report on Application #16-023.
- An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed.
- The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the relocated trash enclosure area. The trash enclosure shall be built of materials that are consistent with the building, subject to the Zoning Administrator’s approval.
- Any exterior lighting shall be downcast and fully shielded in conformance with Section 405.680, Lighting, of the Zoning Code.
- The Applicant shall provide a copy of the MoDOT approval and maintenance agreement for work and landscaping completed in the right-of-way in conjunction with the submittal of the Site Improvement Permit to the City.

MOTION

The motion to approve the site development plans as shown in the Applicant’s materials will be in the form of approval, approval with conditions, denial or deferral. The following is an example of an appropriate motion for this application:

“I move to approve the Site Development Plan and Landscape Plan for the parking expansion at 400 N. Lindbergh subject to the conditions listed in the staff report on Application #16-023, for the meeting of October 17, 2016” (Conditions may be added, eliminated, altered, and 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.

400 N. LINDBERGH LLC SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

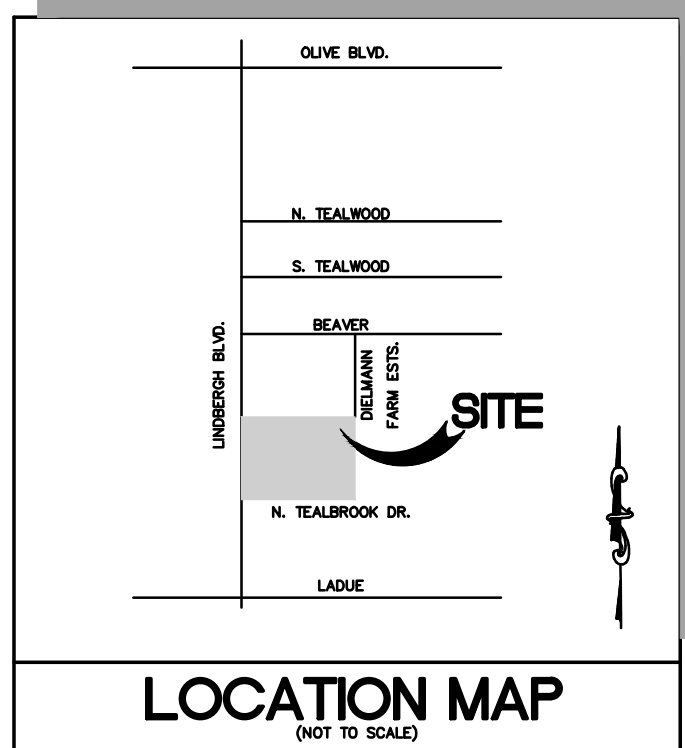
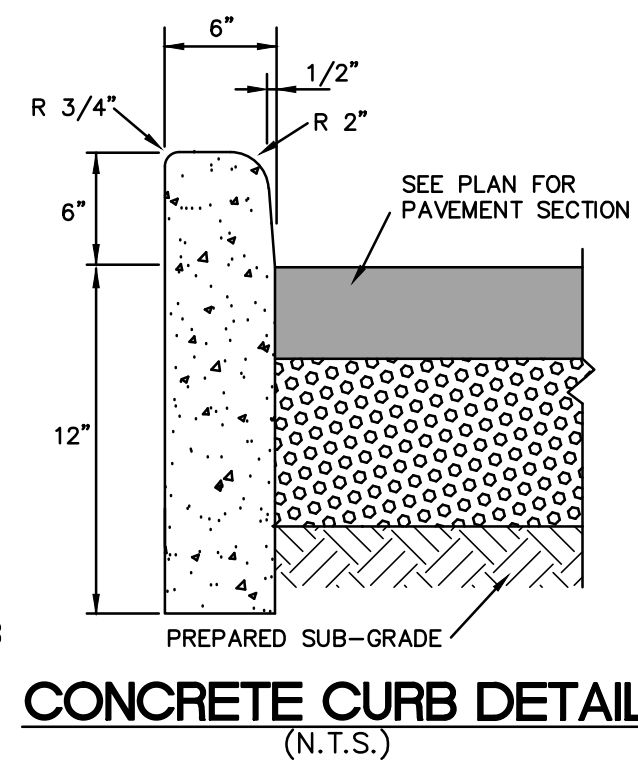
SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNENBURG MAP = PG. 24 GRID T-18

SITE COVERAGE CALCULATIONS:

PER CITY OF CREVE COEUR MUNICIPAL CODE SECTION 405.360.E.3.B

EXISTING CONDITIONS:
BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 12,635 SF
TOTAL COVERAGE = 21,950 SF

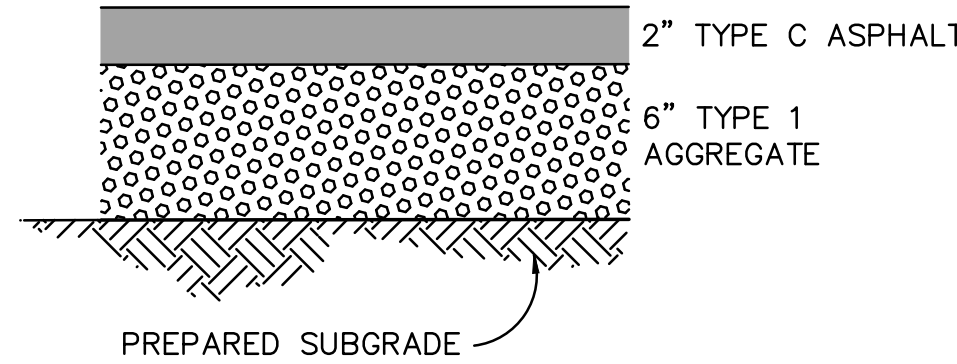
PROPOSED CONDITIONS:
BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 17,582 SF
TOTAL COVERAGE = 26,897 SF
TOTAL ADDITIONAL COVERAGE = 4,947 SF
% COVERAGE = 26,897 / 42,716 = 62.97%
% COVERAGE = 62.97% < 63.00% MAX. ALLOWABLE



PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.



ASPHALT PAVEMENT DETAIL-LIGHT DUTY

(n.t.s.)

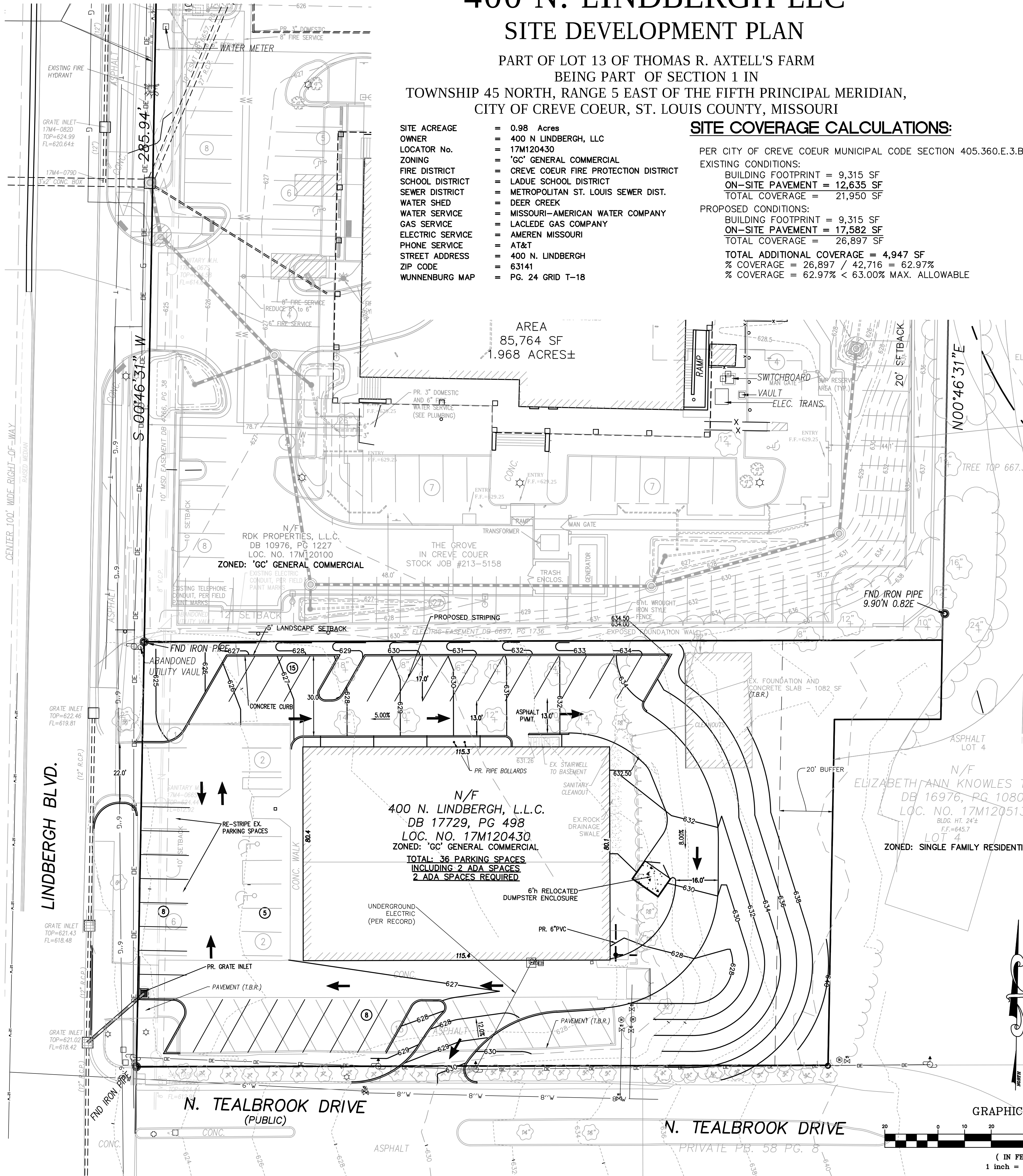
EXISTING CONTOURS	10'
PROPOSED CONTOURS	10'
EXISTING SANITARY SEWERS	10'
EXISTING STORM SEWERS	10'
PROPOSED SANITARY SEWERS	10'
PROPOSED STORM SEWERS	10'
EXISTING RIGHT-OF-WAY	10'
PROPOSED RIGHT-OF-WAY	10'
CENTERLINE	10'
EASEMENT	10'
NON-REINFORCED CONCRETE PAVEMENT	10'
REINFORCED CONCRETE PAVEMENT	10'
EXISTING SPOT ELEVATION	10'
PROPOSED SPOT ELEVATION	10'
SWALE	10'
TO BE REMOVED	10'
TO BE REMOVED & RELOCATED	10'
TO BE USED IN PLACE	10'
BACK OF CURB	10'
FACE OF CURB	10'
TRASH ENCLOSURE	10'
EXISTING LIGHT STANDARD	10'
GAS MAIN	10'
WATER MAIN	10'
UNDERGROUND TELEPHONE	10'
FIRE HYDRANT	10'
POWER POLE	10'
HAY BALE	10'
SILTATION CONTROL	10'

CITY OF CREVE COEUR NOTES

- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

PREPARED BY:

Stock & Associates
Consulting Engineers, Inc.

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

1	City Comments	08/02/2016
2	City Comments	08/04/2016
3	City Comments	08/25/2016
4	City Comments	08/29/2016
5	Per City	09/27/2016
6	Per City	10/11/2016

DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO: 216-5834
W.S.D. P.# P-XXXX-XX	BASE MAP # 17M4
S.L.C. H&T #	H&T S.U.P. #

W.D.N.R. #
MO-XXXXXXX

SHEET TITLE:

PRELIMINARY SITE
PLAN

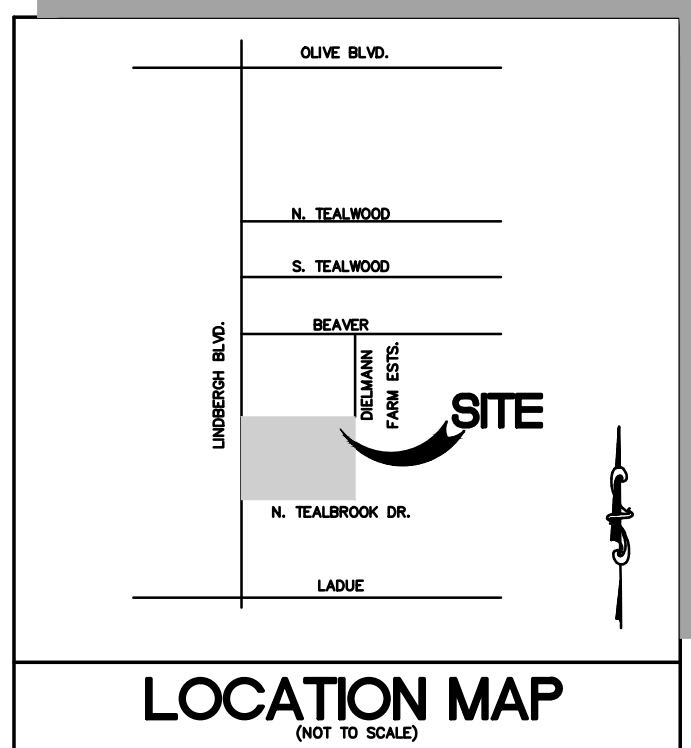
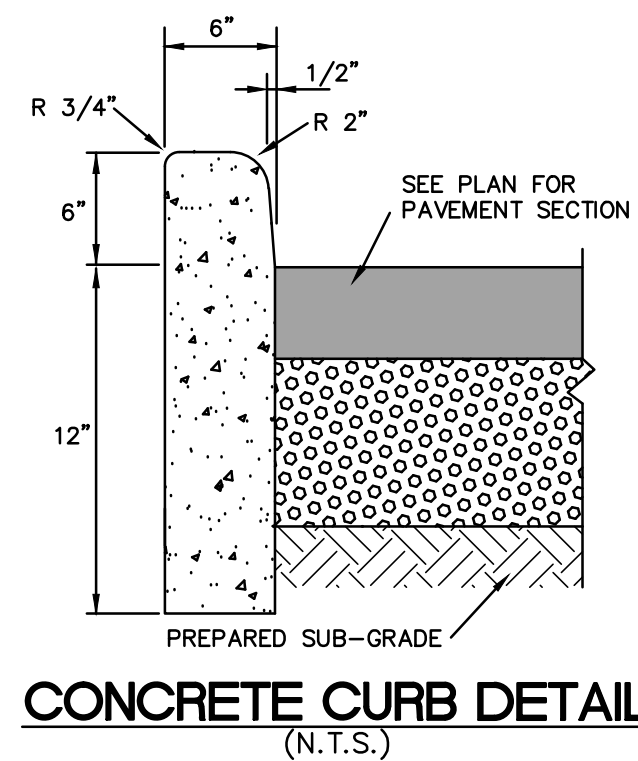
SHEET NO.:

C1

400 N. LINDBERGH LLC
SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

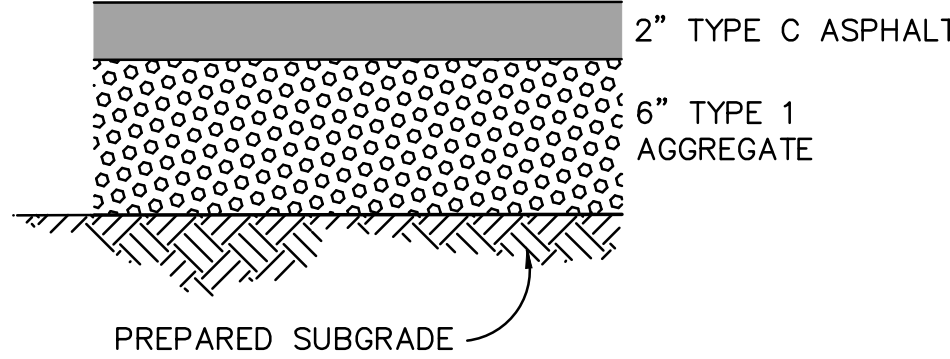
SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNENBURG MAP = PG. 24 GRID T-18



PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.



ASPHALT PAVEMENT DETAIL-LIGHT DUTY

(n.t.s.)

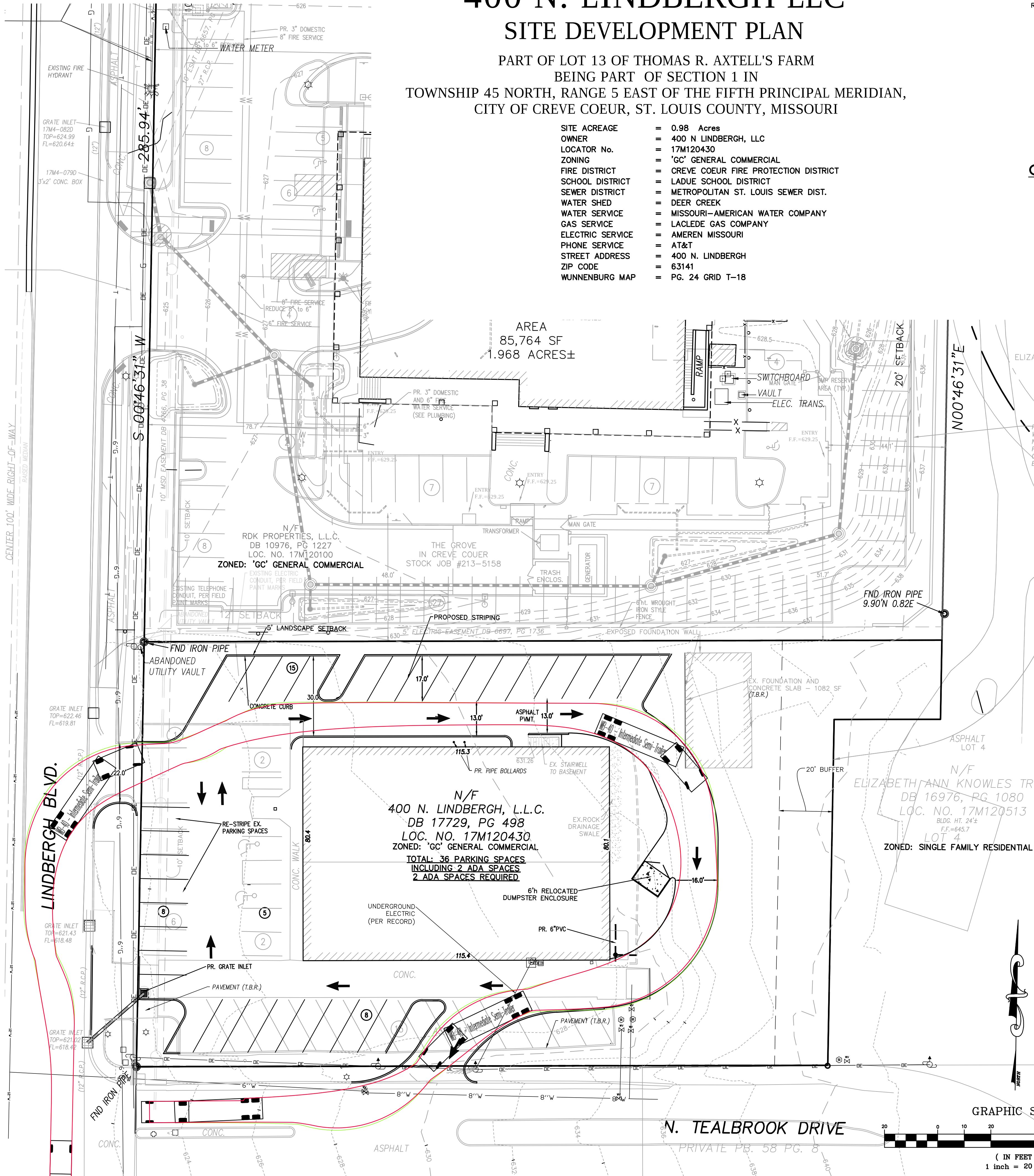
EXISTING CONTOURS	---
PROPOSED CONTOURS	---
EXISTING SANITARY SEWERS	---
EXISTING STORM SEWERS	---
PROPOSED SANITARY SEWERS	---
PROPOSED STORM SEWERS	---
EXISTING RIGHT-OF-WAY	---
PROPOSED RIGHT-OF-WAY	---
CENTERLINE	---
EASEMENT	---
NON-REINFORCED CONCRETE PAVEMENT	---
REINFORCED CONCRETE PAVEMENT	---
EXISTING SPOT ELEVATION	---
PROPOSED SPOT ELEVATION	---
SWALE	---
TO BE REMOVED	---
TO BE REMOVED & RELOCATED	---
TO BE USED IN PLACE	---
BACK OF CURB	---
FACE OF CURB	---
TRASH ENCLOSURE	---
EXISTING LIGHT STANDARD	---
GAS MAIN	---
WATER MAIN	---
UNDERGROUND TELEPHONE	---
FIRE HYDRANT	---
POWER POLE	---
HAY BALE	---
SILTATION CONTROL	---

CITY OF CREVE COEUR NOTES

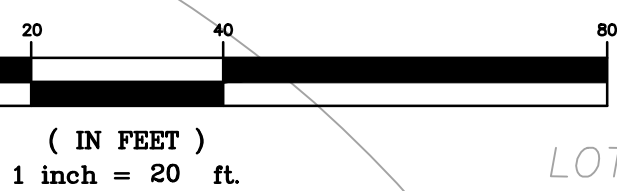
- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com



GRAPHIC SCALE



PREPARED BY:

Stock & Associates
Consulting Engineers, Inc.

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

1	City Comments	08/02/2016
2	City Comments	08/04/2016
3	City Comments	08/25/2016
4	City Comments	08/29/2016
5	Per City	09/27/2016
6	Per City	10/11/2016

DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO.: 216-5834
W.S.D. P.#: P-XXXX-XX	BASE MAP #: 17M4
S.L.C. H&T #:	H&T S.U.P. #:

W.D.N.R. #:
MO-XXXXXXX

SHEET TITLE:

WB-40 TRUCK
ROUTING

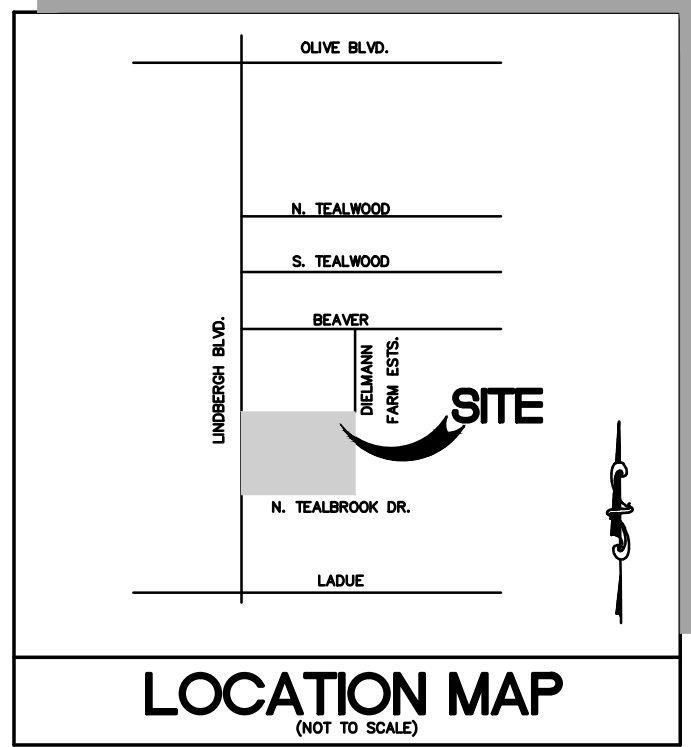
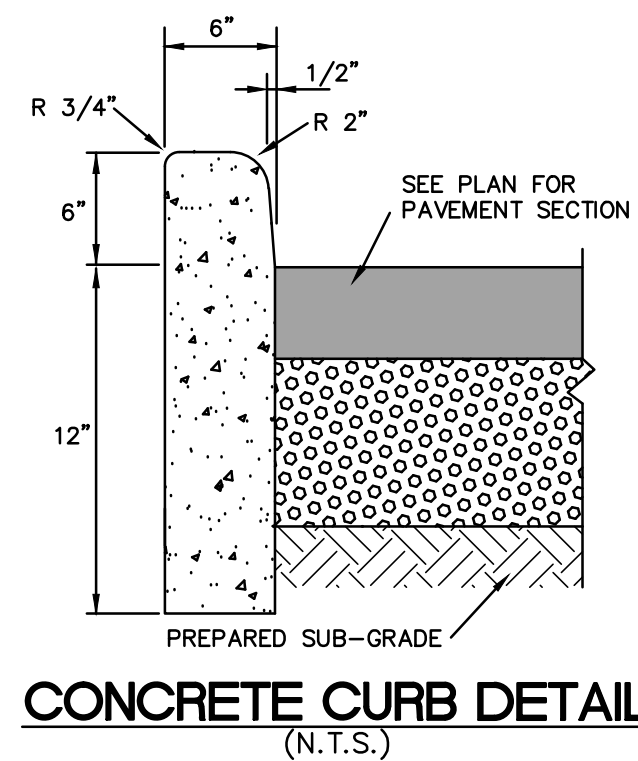
SHEET NO.:

C3

400 N. LINDBERGH LLC
SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

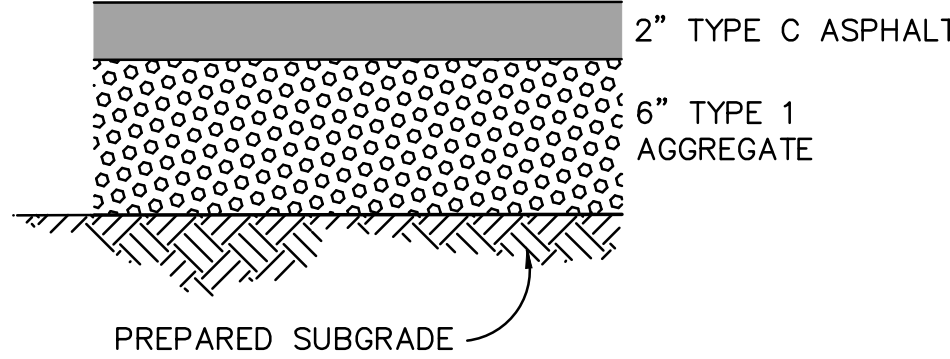
SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNENBURG MAP = PG. 24 GRID T-18



PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.



ASPHALT PAVEMENT DETAIL-LIGHT DUTY

(n.t.s.)

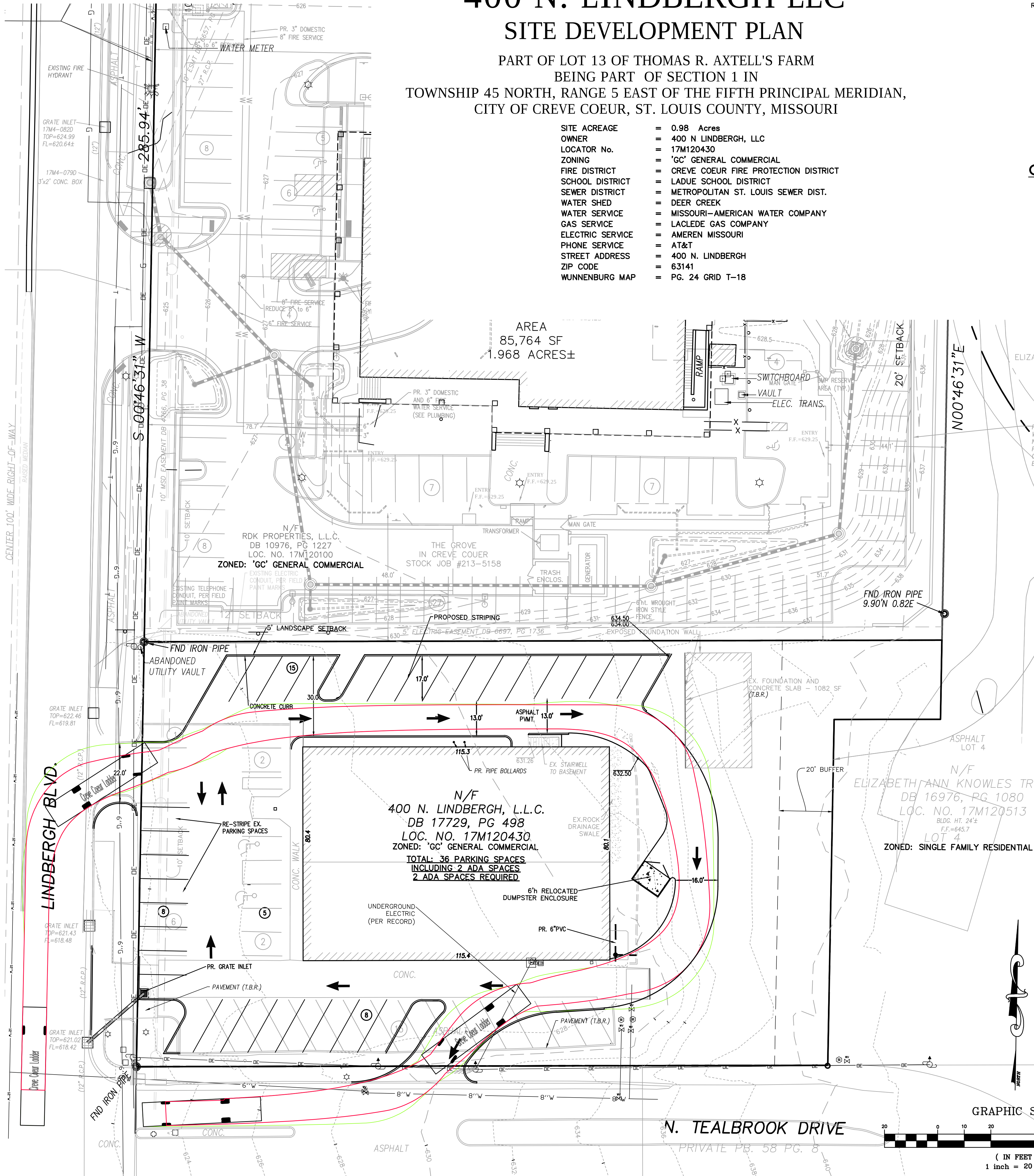
EXISTING CONTOURS	---
PROPOSED CONTOURS	---
EXISTING SANITARY SEWERS	---
EXISTING STORM SEWERS	---
PROPOSED SANITARY SEWERS	---
PROPOSED STORM SEWERS	---
EXISTING RIGHT-OF-WAY	---
PROPOSED RIGHT-OF-WAY	---
CENTERLINE	---
EASEMENT	---
NON-REINFORCED CONCRETE PAVEMENT	---
REINFORCED CONCRETE PAVEMENT	---
EXISTING SPOT ELEVATION	---
PROPOSED SPOT ELEVATION	---
SWALE	---
TO BE REMOVED	---
TO BE REMOVED & RELOCATED	---
TO BE USED IN PLACE	---
BACK OF CURB	---
FACE OF CURB	---
TRASH ENCLOSURE	---
EXISTING LIGHT STANDARD	---
GAS MAIN	---
WATER MAIN	---
UNDERGROUND TELEPHONE	---
FIRE HYDRANT	---
POWER POLE	---
HAY BALE	---
SILTATION CONTROL	---

CITY OF CREVE COEUR NOTES

- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com



PREPARED BY:

Stock & Associates
Consulting Engineers, Inc.

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:		
1	City Comments	08/02/2016
2	City Comments	08/04/2016
3	City Comments	08/25/2016
4	City Comments	08/29/2016
5	Per City	09/27/2016
6	Per City	10/11/2016

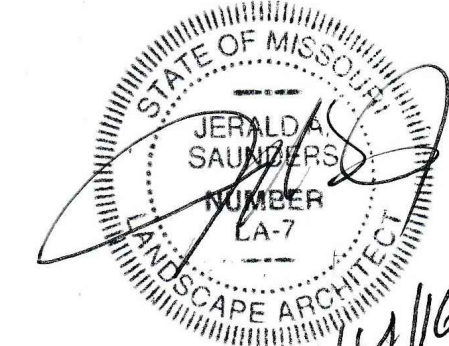
DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO.: 216-5834
W.S.D. P. # P-XXXX-XX	BASE MAP # 17M4
S.L.C. H&T #	H&T S.U.P. #

SHEET TITLE:

FIRE TRUCK
ROUTING

SHEET NO.:

C2



Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

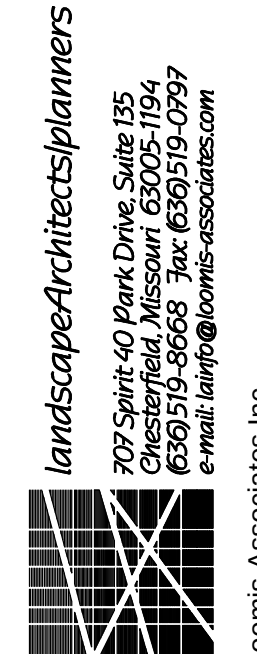
SITE DEVELOPMENT PLANS FOR
400 N. Lindbergh L.L.C.
400 N. Lindbergh Blvd - Creve Coeur, Missouri

Revisions:

Date	Description	No.
9/27/16	Plan Revision	1
10/14/16	Plan Revision	2

Drawn: **LWH**
Checked: **JAS**

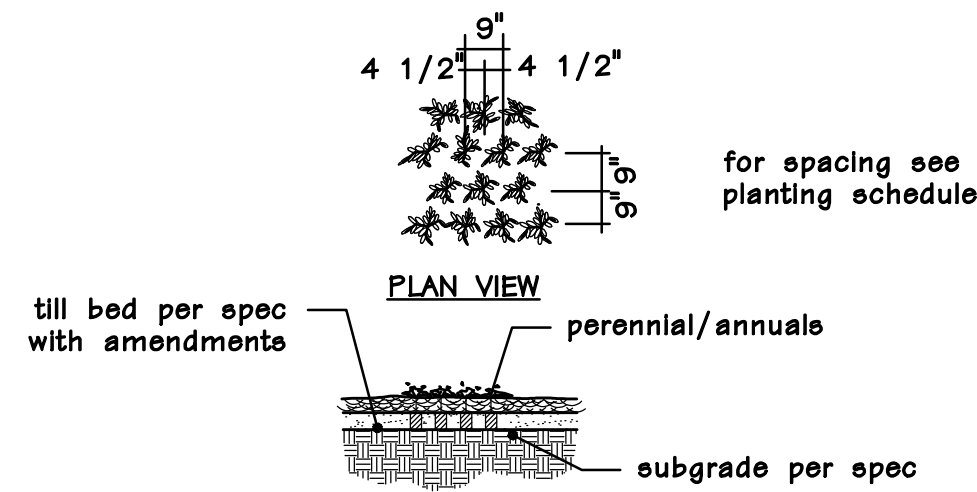
loomisAssociates



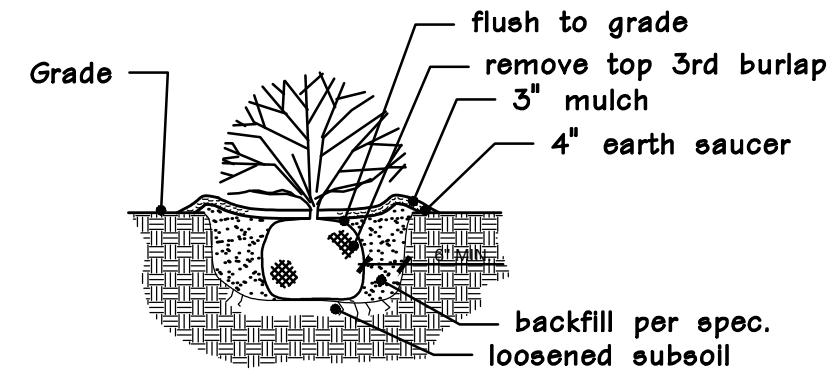
Sheet Title: **Landscape Plan**

Sheet No: **L-1**

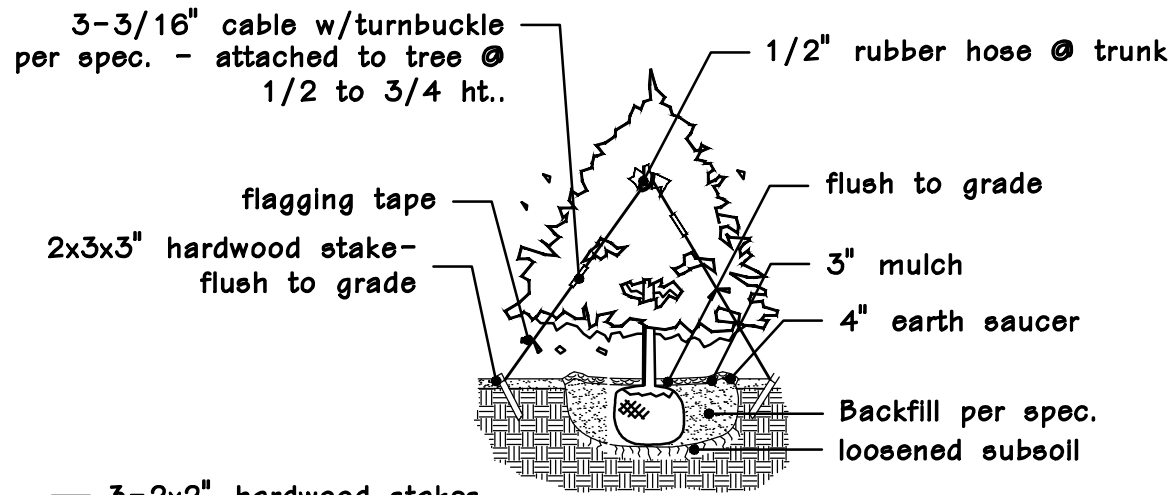
Date: **08/25/16**
Job #: **813.055**



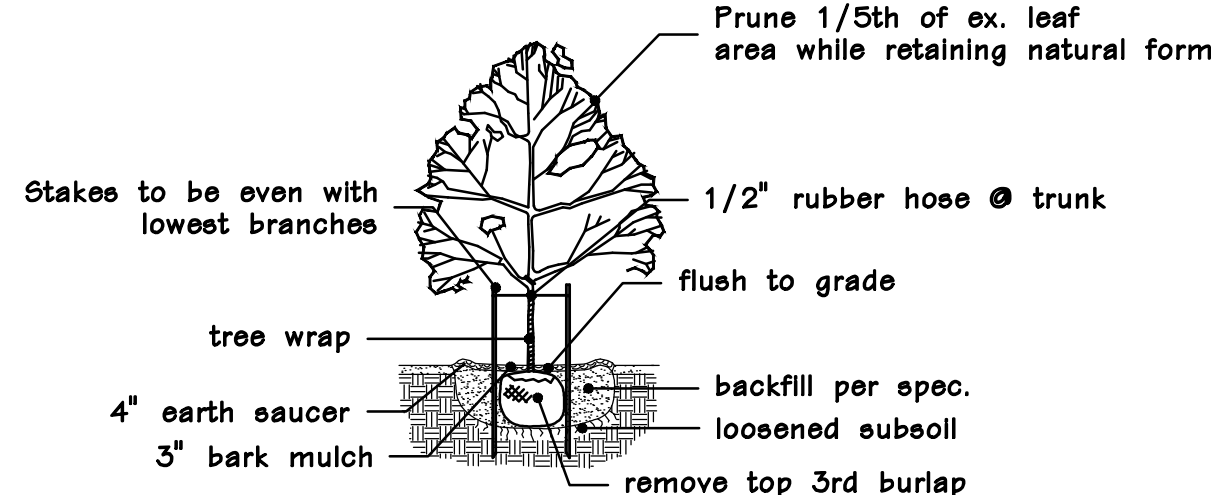
TYPICAL PERENNIAL PLANTING



TYPICAL SHRUB PLANTING



TYPICAL EVERGREEN PLANTING



CANOPY TREE PLANTING

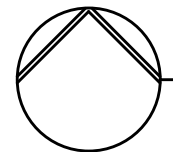
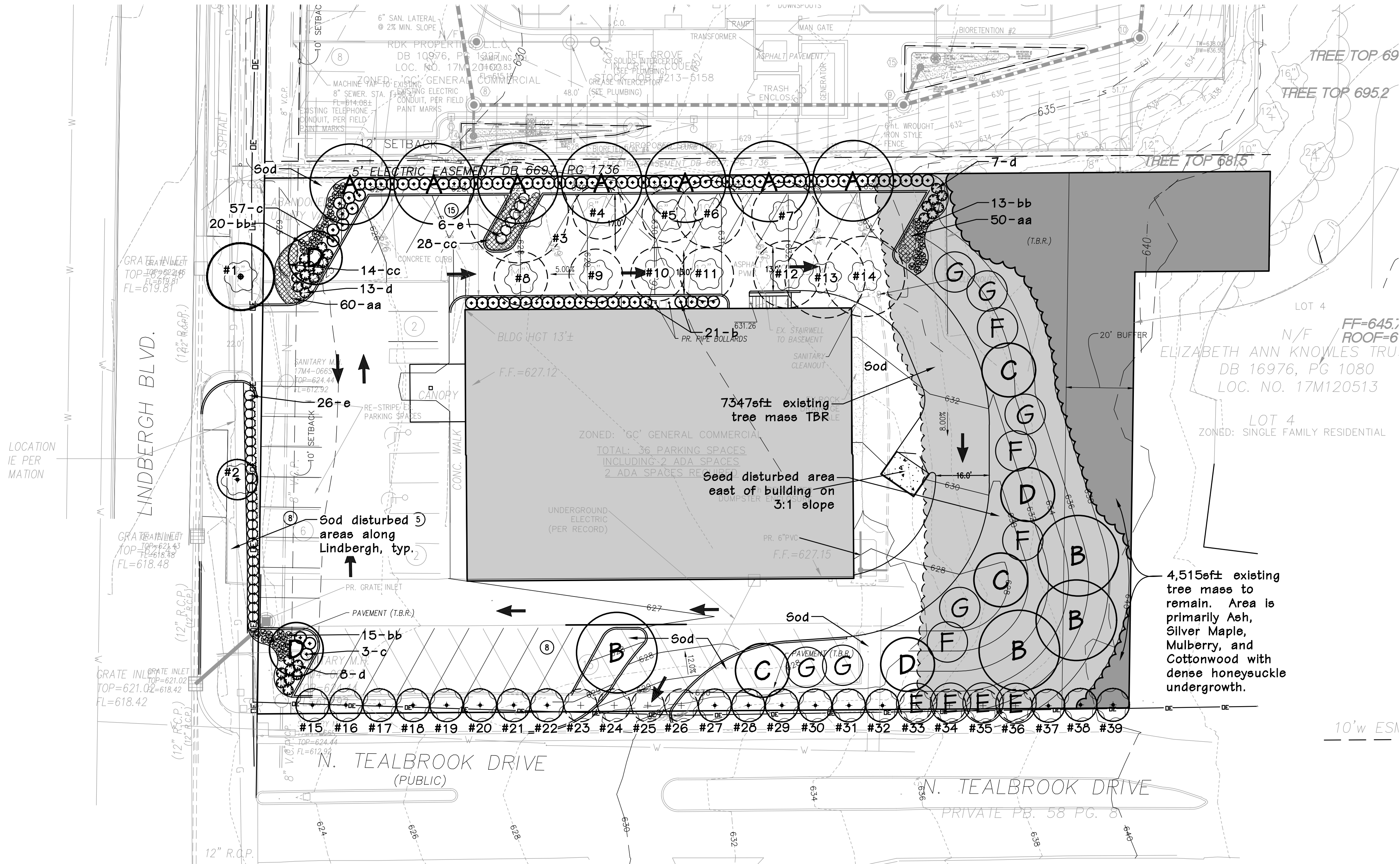
PLANTING SCHEDULE					
TREES					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
A	7	Taxodium distichum 'Mickleston'	Shawnee Brave Baldcypress	3" cal	B&B
B	4	Nyssa sylvatica 'Wildfire'	Wildfire Blackgum	3" cal	B&B
C	3	Cercis canadensis	Eastern Redbud	3" cal	B&B
D	4	Carpinus caroliniana	American Hornbeam	3" cal	B&B
E	4	Juniperus virginiana	Eastern Red Cedar	8" ht	B&B
F	4	Picea abies	Norway Spruce	8" ht	B&B
G	6	Pinus strobus	Eastern White Pine	8" ht	B&B
SHRUBS AND LARGE GRASSES					
b	21	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	24"	
c	60	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	
d	26	Itea virginica 'Sprich'	Little Henry Sweetaspire	24"	
e	32	Buxus sinica var. insularis 'Winter Gem'	Winter Gem Boxwood	24"	
PERENNIALS					
aa	110	Sedum ternatum	Three-Leaved Stonecrop	1 qt.	9" o.c.
bb	46	Sporobolus heterolepis	Prairie Dropseed	1 gal.	24" o.c.
cc	42	Liriope muscari 'Big Blue'	Big Blue Liriope	1 gal.	18" o.c.

- NOTES:
1. ALL MULCH TO BE DOUBLE GROUND BARK MULCH.
 2. SOD AS NOTED.
 3. SEED AS NOTED.
 4. SOIL MIX IN ALL SHRUB BEDS AT 8" DEPTH.
 5. TOPSOIL IN ALL DISTURBED LAWN AREAS AT 6" DEPTH.
 6. BED EDGES TO BE SPADE CUT.

DaVita Parking Expansion - Tree Inventory 9-27-16				
No.	Tree Name	Size	Comment	Disposition
1	Norway Maple	10"		To Remain
2	Norway Maple	6"	Trimmed due to OE	To Remain
3	Silver Maple	18"		Remove
4	Silver Maple	8"		Remove
5	Silver Maple	8"		Remove
6	Silver Maple	10"		Remove
7	Silver Maple	14"		Remove
8	Silver Maple	14"		Remove
9	Silver Maple	14"		Remove
10	Silver Maple	12"		Remove
11	Silver Maple	12"		Remove
12	Silver Maple	10"		Remove
13	Silver Maple	14"		Remove
14	Silver Maple	12"		Remove
15	Cedar	10"		To Remain
16	Cedar	10"		To Remain
17	Cedar	10"		To Remain
18	Cedar	10"		To Remain
19	Cedar	10"		To Remain
20	Cedar	10"		To Remain
21	Cedar	10"		To Remain
22	Cedar	10"		To Remain
23	Cedar	10"		Remove
24	Cedar	10"		Remove
25	Cedar	10"		Remove
26	Cedar	10"		Remove
27	Cedar	10"		To Remain
28	Cedar	10"		To Remain
29	Cedar	10"		To Remain
30	Cedar	10"		To Remain
31	Cedar	10"		To Remain
32	Cedar	10"		To Remain
33	Cedar	10"		Remove
34	Cedar	10"		Remove
35	Cedar	10"		Remove
36	Cedar	10"		Remove
37	Cedar	10"		To Remain
38	Cedar	10"		To Remain
39	Cedar	10"		To Remain

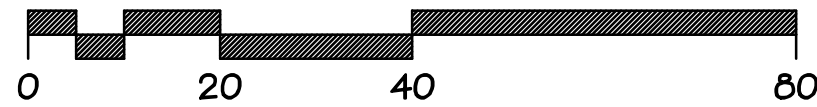
EXISTING TREE LEGEND:

- EXISTING TREE TBR
- EXISTING TREE TO REMAIN
- EXISTING TREE MASS TBR
- EXISTING TREE MASS TO REMAIN



LANDSCAPE PLAN

SCALE 1"=20'



5834.

Zach Stutz

From: Keith Kitsis <keithk@crazybowlsandwraps.com>
Sent: Wednesday, September 07, 2016 10:01 AM
To: George Stock; John Willems; Zach Stutz
Cc: Craig@L3corp.net
Subject: Traffic flow DaVita

Hi George,

First, I'd like to thank John for coming with me last night and helping to take some of the bullets that were shot at us last night!

I spoke with Sandy at DaVita this morning. She gave me some traffic data by type and a frequency per week:

- Supply delivery, 40' Tractor Trailer 1x/week
- UPS 1x/week
- Fed Ex (can be a TT if order is large enough) 2x/week
- Trash 6x/week

Employees:

- MWF (busier days) 5:00 am to 1:00 pm 11-12 ee's; after 5:00 pm 4 ee's
- TTHSAT (slower days) 5:00 am to 1:00 pm 7-8 ee's; all treatment finished by 3:00 pm

Patients:

- Due to the nature of the medical services performed at this facility patients come on a regular basis. They arrive at staggered times so that the staff can attend to them. They are 21 treatment areas.
- MWF 18 patients 5 – 7:00 am; 2 or 3 use public transportation; after 5:00 pm 7-8 patients.
- TTHSAT 5:30 am – 8:45 am 14 patients, most are transport patients-meaning they don't drive. They are finished by 3:00 pm

Let me know if there is anything else I need to do.

Keith

Keith Kitsis | Founder

10403 Baur Blvd Suite A

St. Louis MO 63132

314-785-9727

www.CrazyBowlsandWraps.com

[Type text]

September 26, 2016

Creve Coeur City Council, Jason Jaggi, and Whitney Kelly,

The DaVita Landscape Plan is an opportunity to integrate the desires of Creve Coeur residents for a greener and more sustainable environment, that were consistently voiced during the Comprehensive Plan sessions. I understand the new Plan is not in place and Zoning Ordinances modified to incorporate its tenets. However, the City Council can adopt the spirit under the current Comprehensive Plan and ordinances.

I was saddened when I looked at the DaVita Plan's removal of 16 native trees – 11 mature Silver Maples (10-18" trunks), and 5 mature Eastern Cedar (10" trunks) – plus 3,250 sq. ft. "tree mass" comprised of native Cottonwoods, Ash, Mulberry and invasive non-native honeysuckle. In place of the long-standing native trees, are proposed

- 24 trees – 3 are native redbuds, 21 are alien (non-native) species
- 94 shrubs – 0 are native species, 94 are alien species
- 50 perennials – 0 are native species, 50 are alien species

I truly believe the landscape architect, if asked, can prepare a landscape plan better than this for our environment. For too many years Creve Coeur and other municipalities accepted landscapes, that in the end, created what is referred to as an ecological desert. That is, we decorated our yards and commercial space with ornamental, non-native plants and acres of lawns that were eye-candy; just like icing on a cake, it looked pretty but provided no nutritional value. Birds and the butterfly larvae (i.e. caterpillars) they depend upon to raise their young are all but gone. This is a direct result of our actions; that is replacing native plants with ornamentals. Most native butterflies only lay eggs and the resulting caterpillars only eat specific native plants. If the plants disappear, the butterflies disappear, then the birds disappear. They have no food to eat; it is an ecological desert.

For a minute, take a look at the numbers (from academic research by Doug Tallamy), Maple species support the life cycle of 287 types of native butterflies and Poplar/Cottonwood species support 358. These are being replaced in the current landscape plan with Ginkgos that support 4 and forsythias supporting 1. They are proposing European Hornbeam, when an American Hornbeam (supports 66 butterfly species) is not only a native species, but also a Missouri Botanical Garden Plant of Merit.

Plus, being a nonprofit, DaVita can obtain native trees and shrubs from Forest Releaf (www.moreleaf.org) at no cost – FREE. This alone makes the business case for using native plants at the DaVita location.

I included a list of alternative native plants with similar characteristics to the non-natives proposed (see attached). This is not an exhaustive list, but provided as a sample.

Let's look forward to blue birds once again in our backyards. The City Council can do this one landscape at a time. If you plant it, they will come.

Regards,

Deni Dickler
Creve Coeur Resident
Missouri Master Gardener
Habitat Advisor, St. Louis Audubon

Attachment: Public Comment received 9-26-2016 (2162 : #16-023: 400 N. Lindbergh Minor SDP)

Sample Native Plant Alternatives

QTY	PROPOSED NON-NATIVE PLANTINGS		SAMPLE NATIVE ALTERNATIVES	
	SCIENTIFIC NAME	COMMON NAME	SCIENTIFIC NAME	COMMON NAME
	TREES		TREES	
9	<i>Carpinus betulus</i> Fastigiata	Pyramidal European Hornbeam	<i>Betula nigra</i>	River Birch
3	<i>Ginkgo biloba</i> Princeton Sentry	Princeton Sentry Ginkgo	<i>Nyssa sylvatica</i>	Black Gum (Black Tupelo)
3	<i>Cercis Canadensis</i> (NATIVE)	Eastern Redbud	<i>Cercis Canadensis</i>	Eastern Redbud
9	<i>Picea abies</i>	Norway Spruce	<i>Ilex opaca</i>	American Holly
	SHRUBS		SHRUBS	
8	<i>Taxus x media</i> Hicksii	Hicks Upright Yew	<i>Rhus aromatica</i>	Aromatic Sumac
13	<i>Azalea x Girard's</i> Fushsia	Girard's Fuschia Azalea	<i>Hydrangea arborescens</i>	Smooth Hydrangea
55	<i>Ilex x meserveae</i> Mesdob/Mesog	China Boy/China Girl Holly	<i>Rhus</i> sp. (e.g. <i>R. copallinum</i> , <i>glabra</i> , <i>typhina</i>)	Sumac sp. (e.g. Winged, Smooth, Staghorn Sumac)
18	<i>Forsythia</i> Courtasol	Gold Tide Forsythia	<i>Schizachyrium scoparium</i> – or – <i>Sporobolus heterolepsis</i>	Little Bluestem – or – Prairie Dropseed (Native Grasses)
	PERENNIALS		PERENNIALS	
50	<i>Sedum spurium</i> Voodoo	Voodoo Sedum	Various including: <i>Allium</i> sp., <i>Dalea gattingeri</i> , <i>Dalea</i> <i>purpurea</i> , <i>Coreopsis palmate</i> , <i>Sisyrinchium campestre</i> , <i>Manfreda virginica</i>	Various including: Wild Onion sp., Purple Tassels, Purple Prairie Clover, Prairie Coreopsis, Prairie Blue-eyed Grass, False Aloe

Note: St. Louis area native plants are adapted to our unique climate (hot humid summers, temperature extremes - including quick fluctuations, clay soil, wet to dry soil conditions and more) and support native wildlife. No non-native plants provide equal characteristics and habitat.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Application to Planning and Zoning Commission #16-023: Minor site development plan approval for Davita Parking expansion and Access to Tealwood Dr at 400 N. Lindbergh.

2 messages

Amy Knopf <aknopf@swbell.net>

Tue, Sep 6, 2016 at 9:27 AM

Reply-To: Amy Knopf <aknopf@swbell.net>

To: "wkelly@ci.creve-coeur.mo.us" <wkelly@ci.creve-coeur.mo.us>

We are unable to attend the meeting on Tuesday, September 6 and are sending this note for consideration. Our family resides on N. Tealbrook Dr.

First, We would like to point out that the letter sent to residents has misidentified the street that the Davita Dialysis Center would like to build an exit lane on. The street shown is N. Tealbrook Dr. It is not Tealwood. (I also believe you may have an error on the email address listed on the letter as my original note bounced back.)

We are concerned that this project will have an impact on the safety of our street. We are fine with the additional parking spaces. However, we are opposed to adding an exit onto N. Tealbrook Dr. and believe the entrance and exits onto Lindbergh should remain as is. If necessary the drive around the center could become a one-way lane in order to accomplish this.

The building already has two entrances onto Lindbergh Blvd., which should suffice for the size of the building. Many of the other businesses in this area along Lindbergh only have one entrance. We have concerns about the safety and traffic flow if an exit lane is added onto N. Tealbrook Dr. We would request that a traffic study and stoplight analysis be done before this decision is made.

This is already a dangerous intersection without the addition of another lane of traffic merging into the narrow lane exiting westbound onto N. Tealbrook Dr. Cars regularly run the stop sign on the U-turn ramp merging into westbound traffic onto N. Tealbrook Dr. in order to try to make a green stoplight. This is dangerous for both cars heading westbound on N. Tealbrook Dr. and pedestrians trying to walk to the corner since there is no sidewalk. While walking to my daughter's bus stop on Lindbergh we have experienced cars running right through the stop sign that don't even pause to see her or allow her to cross. The addition of another lane of traffic merging would add danger from both sides of the street.

This will also create a hazard with cars merging from both directions onto westbound N. Tealbrook Dr. simultaneously - as cars come off the U-turn ramp onto westbound N. Tealbrook directly across from cars exiting Davita.

Attachment: Public Comment received 9-6-2016 (2162 : #16-023: 400 N. Lindbergh Minor SDP)

As residents of the street, we would request that the entrances and exits into and out of Davita remain on Lindbergh when the new parking spaces are added and that there be no exit onto N. Tealbrook Dr.

Thank you for taking the time to review this letter.

Amy & Randy Knopf

Whitney Kelly <wkelly@crevecoeurmo.gov>
To: Amy Knopf <aknopf@swbell.net>

Tue, Sep 6, 2016 at 10:00 AM

Thank you for your comment. I will pass it to the Planning and Zoning Commission during tonight's meeting.

Please note new email address: wkelly@crevecoeurmo.gov

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
www.creve-coeur.org
[Quoted text hidden]

Attachment: Public Comment received 9-6-2016 (2162 : #16-023: 400 N. Lindbergh Minor SDP)



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
#16-023: MINOR SITE DEVELOPMENT PLAN APPROVAL FOR DAVITA
PARKING EXPANSION AT 400 N. LINDBERGH BLVD.**

FOR THE MEETING OF: Tuesday, September 6, 2016

LOCATION: 400 N. Lindbergh Boulevard at DaVita Dialysis Center.

REQUEST: Keith Kitsis, property owner, has submitted an application for additional parking at 400 N. Lindbergh Boulevard. During the August 15th meeting, the application was continued for additional review based upon concerns of traffic flow on the site. The Applicant has submitted a revised drawing to include an access lane behind the building, eliminating the south entrance along Lindbergh Boulevard, and creating a new right turn exit only onto Tealwood Drive for better site circulation, with access to the lighted intersection at Lindbergh Boulevard and Tealwood Drive.

ADDITIONAL INFORMATION: The building on the site of 400 N. Lindbergh was constructed in 1965. Therefore, it has site related non-conformities that do not meet Creve Coeur's current zoning ordinance. A revised public notice was sent to the surrounding properties indicating the change to the proposal and the new proposed access onto Tealwood Drive within the MoDOT right-of-way. MoDOT has provided initial approval, subject to final plans submittal. A revised Landscape Plan has also been submitted that provides for new landscaping throughout the site. City Council action is not required.

Key Issues:

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

Comp. Plan References

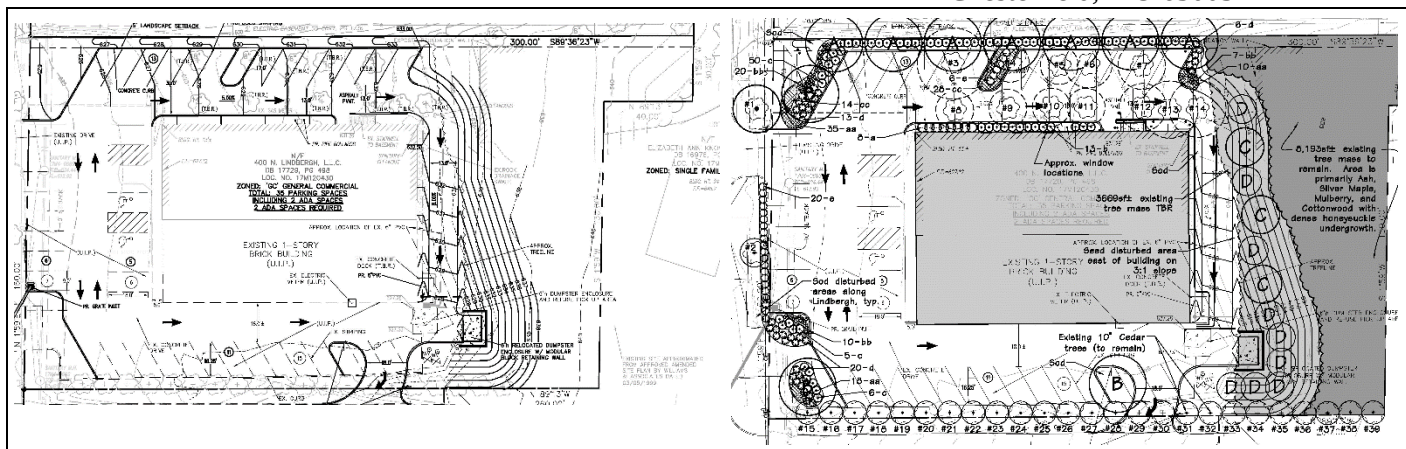
- Commerce Center Action Area
- Design Guidelines

Zoning Code References

- Section 405.360 "GC" General Commercial District
- Section 405.540 Landscaping
- Section 405.610 Non-Conformities
- Article VII Off-Street Parking and Lodging Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

PROPERTY OWNER: Keith Kitsis
10403 Baur Boulevard, Suite A
St. Louis, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock and Associates
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY:

DATE:

ATTACHMENTS:

Whitney Kelly, AICP, City Planner

8/31/2016

Applicant's Revised Site Plan emailed August 29, and Revised Landscape Plan emailed August 31, 2016

REVISED PLANS

The Applicant has submitted revised drawings to address concerns regarding site circulation and landscaping that were discussed during the August 15th meeting. The proposal now includes eliminating the southern entrance along Lindbergh Boulevard, and creating a new exit only onto Tealwood Drive. Angled parking along the north side of the building and a new 13-foot wide, one-way access drive along the rear, and relocating the dumpster are now proposed. MoDOT has reviewed and provided initial approval of the new exit only, as well as providing for low landscaping along Lindbergh Boulevard to provide for headlight screening within MoDOT right-of-way. The layout provides for a total of 35 parking spaces. The new impervious surface created is 4,938 square feet, bringing the total site coverage up to 60.41%, where 63% is the maximum site coverage allowed.

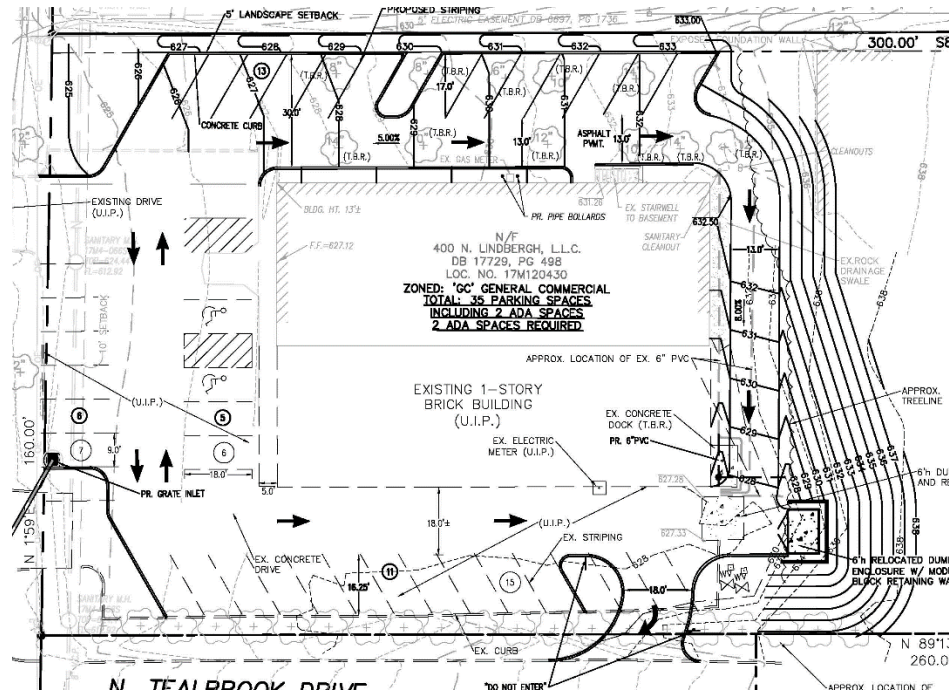


Figure 1: Close-up of the Revised Site Development Plan

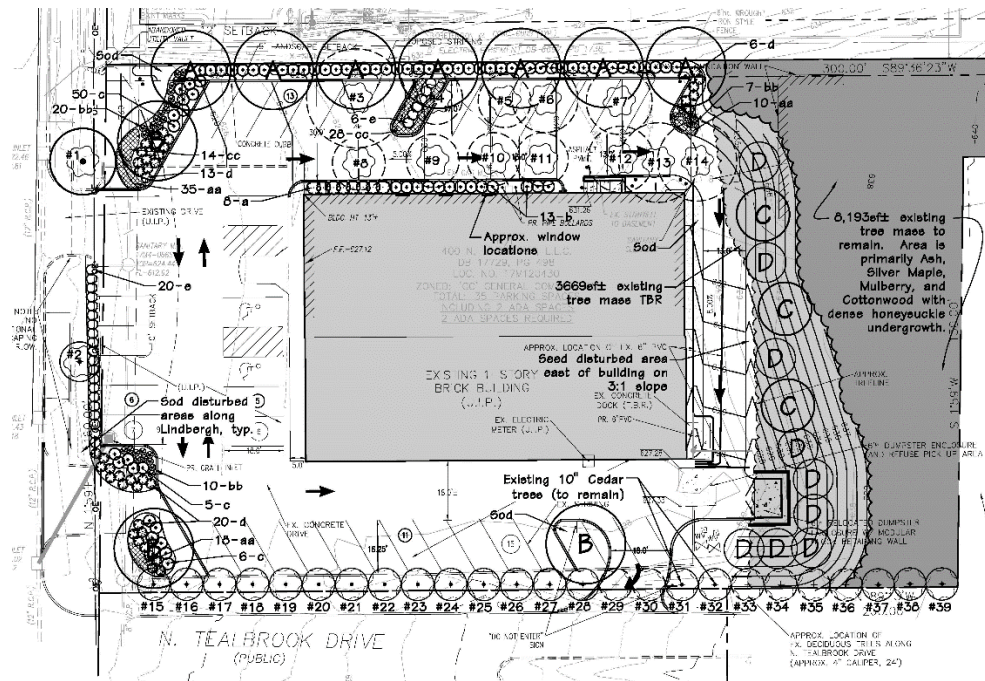


Figure 2: Close-up of the Revised Landscape Plan.

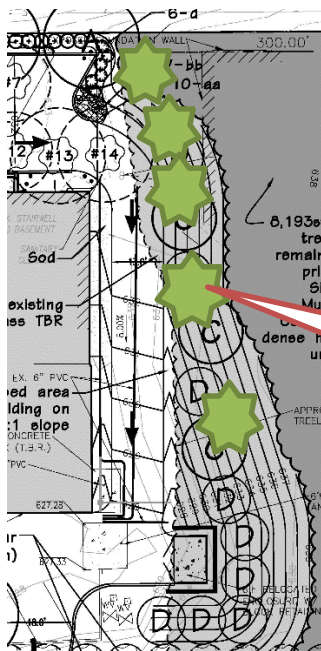
DISCUSSION

As discussed in the previous Staff Report, the City's Design Guidelines recommend that the landscape design be of high quality, accentuate the building and site, soften the effects of parking areas and enhance the quality of life of the City. Setbacks should be landscaped in order to act as a buffer between buildings, between the building and the street, and to create a more pleasing view to and from the building. Landscape plans should provide for screening of unfavorable views and accentuate significant views. Section G (Parking) of Chapter 5 of the City's Design Guidelines states that parking design should minimize glare, reflection and the visual impact of a large number of cars. As the site has pre-existing non-conformities, the proposed revised drawings represent a significant improvement on the site, where additional landscaping has been added where feasible to meet with the goals and objectives of the Design Guidelines, and the Zoning Regulations. However, it is not clear from the drawings that an underground irrigation system has been provided as required by Section 405.540.F Landscaping below in order to maintain the landscaping. Therefore a condition of approval includes providing for an underground irrigation system

Section 405.540 Landscaping

F. Design Standards For Landscape Plans

10. All landscaping shall be permanently maintained in good condition with at least the same quality and quantity of landscaping as initially approved. In order to present a healthy, neat and orderly appearance, all landscaped areas including interior parking lot islands and grass areas shall be provided with adequate irrigation for the maintenance of grass, shrubs, ground covering and other landscaping. An underground irrigation system shall be installed, operated and maintained to meet the intent of this Section. Such systems shall be required for all new developments and redevelopments projects. For sites proposing additions and/or expansions, an underground irrigation system shall be installed, operated and maintained to meet the intent of this Section, where physically practical and reasonable, as determined by the Planning and Zoning Commission



Additionally, Staff recommends that a few additional evergreen trees be added along the rear of the building for screening purposes where the spacing of the proposed trees are opened further than that to the south. Further, the code requires that all trees have a minimum 3 inch caliper, where the drawings indicate one of the type of trees is a 2 inch caliper. Therefore a condition of approval includes a revised Landscape Plan for additional evergreen planting and to meet with all of the requirements of Section 405.540 of the Zoning Ordinance.

Fill in with a few more evergreen trees to provide a continuous screen that is consistent with the plantings screening the trash enclosure

Figure 3: Close-up of Landscape Plan showing the area for additional evergreen plantings.

Trash Enclosure

The elevations of the relocated trash enclosure have not been provided. Therefore Staff has included a condition of approval include that elevations of the trash enclosure, with materials that are consistent with the main building, be provided for the Zoning Administrator's approval.

Sidewalks

Section 405.730 Sidewalks requires that all non-residential developments requiring site concept plan and /or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk. However, as the Site is non-

conforming, there is very little room to add additional sidewalks. Section 405.610.E.4. Site-Related Non-Conformities, provides that any non-residential lot with site-related non-conformities which is proposed to be expanded or enlarged by more than 5,000 square feet of impervious surface or 10% of its lot coverage, whichever is less, shall thereafter comply with all requirements of this Code including, but not limited to, off-street parking and loading, landscaping, stormwater and erosion control, floor area ratio and other applicable provisions. As the proposal is increasing site coverage below the 5,000 square foot threshold by 4,938 square feet, eliminates the southern entrance along Olive, and significantly improves the landscaping and site circulation on the property, Staff has not included a condition of approval for a new sidewalk from Lindbergh Boulevard to the main entrance. If the Commission wishes to have a sidewalk provided, a condition of approval will need to be included.

Buffer Area

The property is zoned GC General Commercial where Section 405.360 of Zoning Code requires a landscaped buffer area when adjacent to a residential property, per the following:

Section 405.360. "GC" General Commercial District.

E. Dimensional Regulations.

4. Yard and setback requirements.

d. Buffer yards. Notwithstanding the provisions of Sections 405.360(E)(4)(b) and 405.360(E)(4)(c) above, any tract or site abutting or adjoining a single-family residential zoning district shall provide a buffer yard of twenty (20) feet on all sides that abut the single-family district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of forty (40) feet, for each acre of the subject property over two (2) acres in area. All acreage shall be rounded up to the next whole number for buffer yard calculation purposes. 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.

Approximately 50 feet of buffer area has been provided. In addition, to the above and the discussion the Landscape section discussed above, the City's Parking Regulations Design Standards also requires that all parking areas with associated drive aisles, and loading areas adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, a solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means. The Applicant is proposing utilizing existing landscaping, and a mix of new Eastern Redbud and Norway Spruce Trees. However, as mentioned earlier, Staff has included a recommendation for approval additional evergreen trees to provide a continuous landscaped screen.

RECOMMENDATION AND CONCLUSION

Based on the above analysis, the request meets all of the requirements of the Comprehensive Plan and Zoning Ordinances to the same degree or greater than the current development with a few recommended revisions. If Commission members generally support the request, Staff recommends the following conditions as discussed above:

- The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the "Site Development Plan" emailed to Staff on August 29, 2016 and "Landscape Plan" emailed on August 31, 2016 except as otherwise required by the Planning and Zoning Commission.
- The Landscape Plan shall be revised to provide for the additional evergreen trees along the new access drive to provide a continuous screen, and that all trees are a minimum of 3 inch caliper to meet with Section 405.540 Landscaping and with Design Guidelines for the Zoning Administrator's approval, and as discussed in the Staff Report on Application #16-023.
- An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed.

- The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the relocated trash enclosure area. The trash enclosure shall be built of materials that are consistent with the building, subject to the Zoning Administrator's approval.
- Any exterior lighting shall be downcast and fully shielded in conformance with Section 405.680, Lighting, of the Zoning Code.
- The Applicant shall provide a copy of the MoDOT approval for work and landscaping completed in the right-of-way in conjunction with the submittal of the Site Improvement Permit to the City.

MOTION

The motion to approve the site development plans as shown in the Applicant's materials will be in the form of approval, approval with conditions, denial or deferral. The following is an example of an appropriate motion for this application:

"I move to approve the Site Development Plan and Landscape Plan for the parking expansion at 400 N. Lindbergh subject to the conditions listed in the staff report on Application #16-023, for the meeting of September 6, 2016" (Conditions may be added, eliminated, altered, and 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.

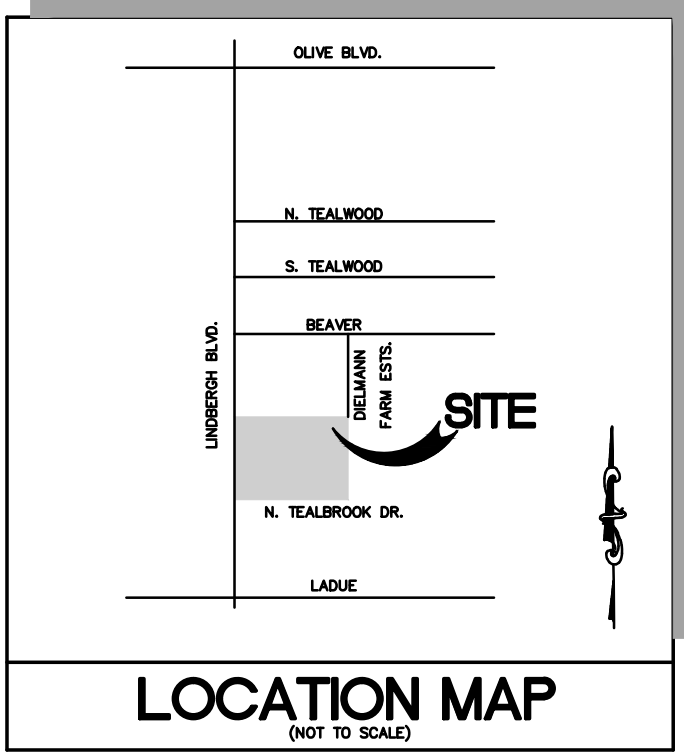
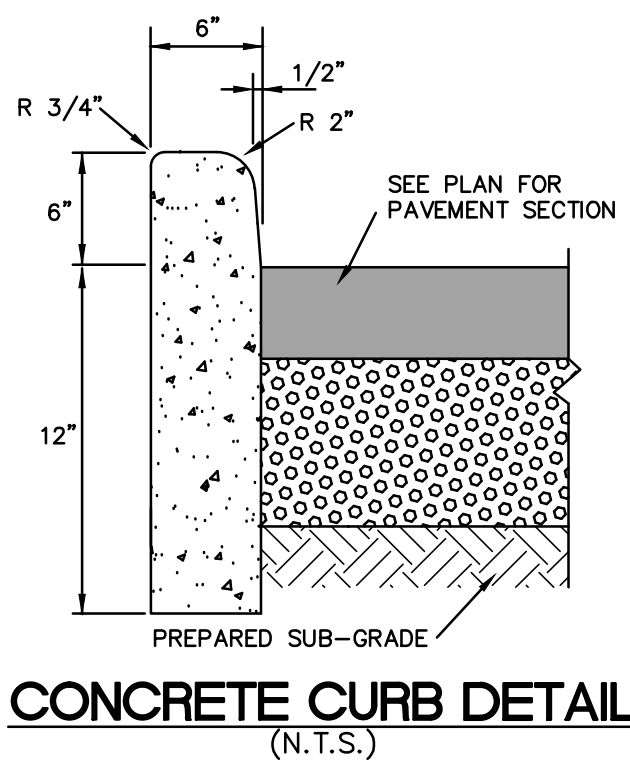
400 N. LINDBERGH LLC SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

SITE COVERAGE CALCULATIONS:

PER CITY OF CREVE COEUR MUNICIPAL CODE SECTION 405.360.E.3.B
EXISTING CONDITIONS:
BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 11,553 SF
TOTAL COVERAGE = 20,868 SF
PROPOSED CONDITIONS:
BUILDING FOOTPRINT = 9,315 SF
ON-SITE PAVEMENT = 16,491 SF
TOTAL COVERAGE = 25,806 SF
TOTAL ADDITIONAL COVERAGE = 4,938 SF
% COVERAGE = 25,806 / 42,716 = 60.41%
% COVERAGE = 60.41% < 63.00% MAX. ALLOWABLE

SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNEBURG MAP = PG. 24 GRID T-18



PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.

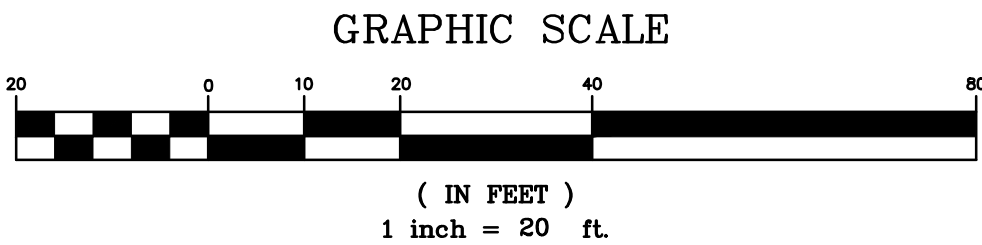
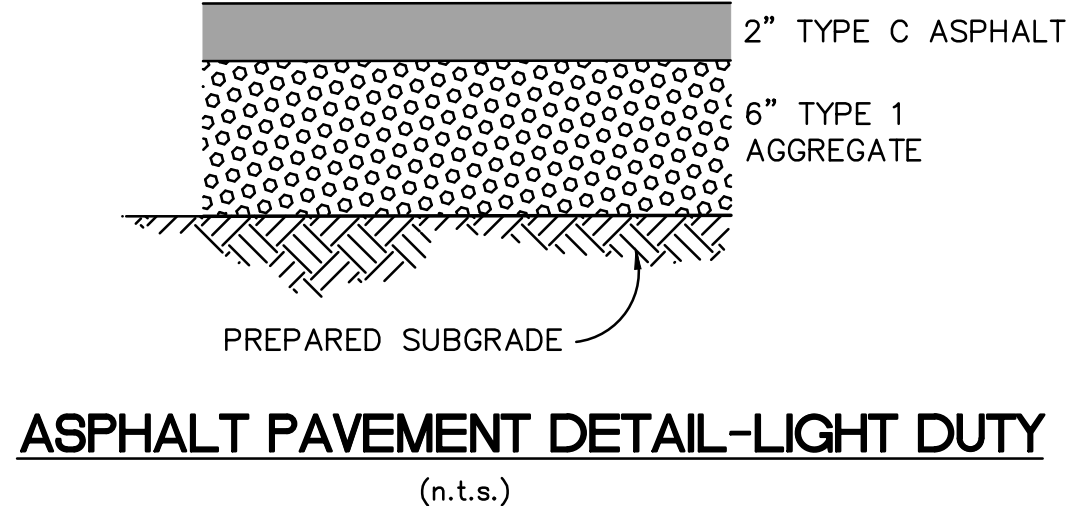
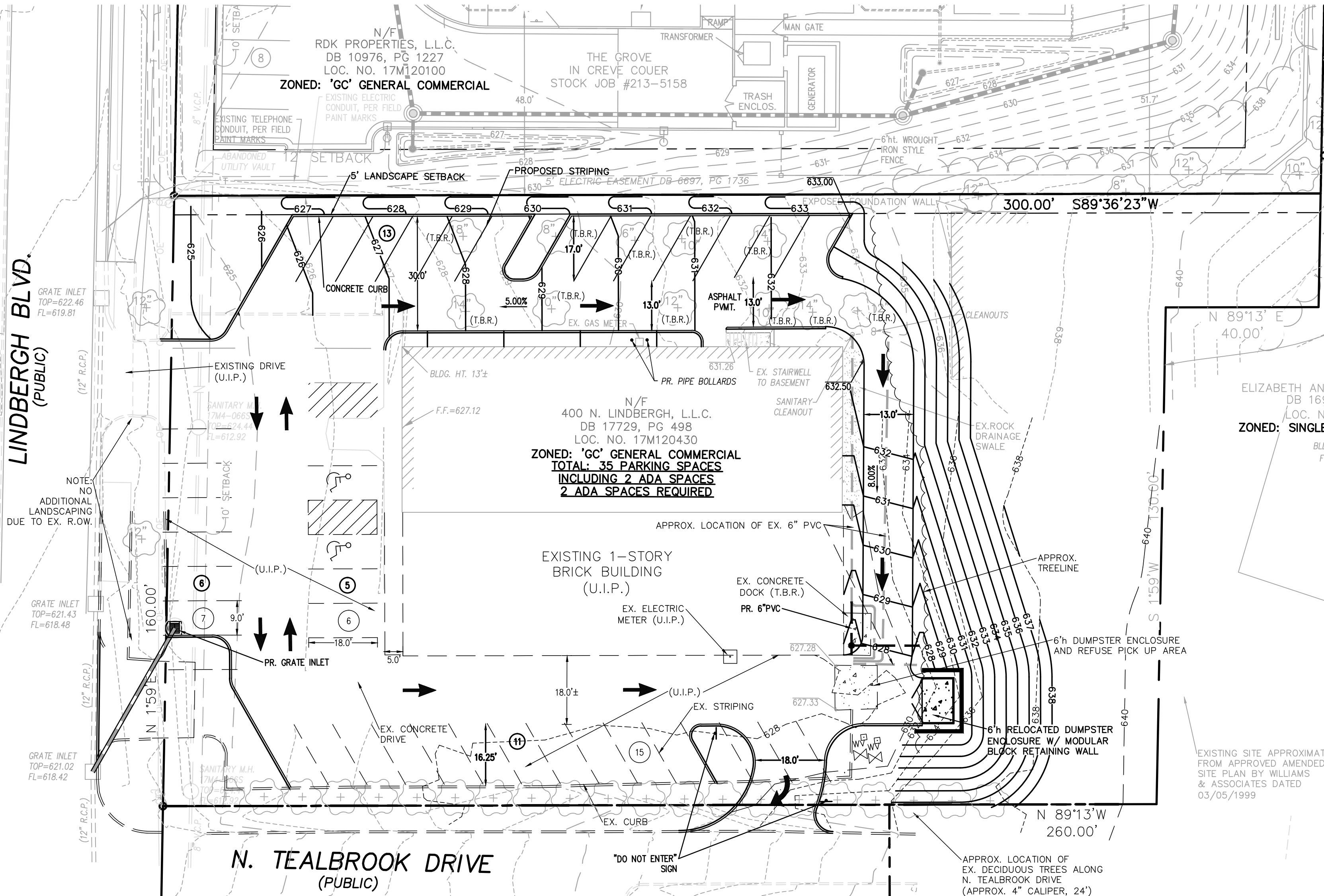
EXISTING CONTOURS	---
PROPOSED CONTOURS	---
EXISTING SANITARY SEWERS	---
EXISTING STORM SEWERS	---
PROPOSED SANITARY SEWERS	---
PROPOSED STORM SEWERS	---
EXISTING RIGHT-OF-WAY	---
PROPOSED RIGHT-OF-WAY	---
CENTERLINE	---
EASEMENT	---
NON-REINFORCED CONCRETE PAVEMENT	---
REINFORCED CONCRETE PAVEMENT	---
EXISTING SPOT ELEVATION	---
PROPOSED SPOT ELEVATION	---
SWALE	---
TO BE REMOVED	---
TO BE REMOVED & RELOCATED	---
TO BE USED IN PLACE	---
BACK OF CURB	---
FACE OF CURB	---
TRASH ENCLOSURE	---
EXISTING LIGHT STANDARD	---
GAS MAIN	---
WATER MAIN	---
UNDERGROUND TELEPHONE	---
FIRE HYDRANT	---
POWER POLE	---
HAY BALE	---
SILTATION CONTROL	---

CITY OF CREVE COEUR NOTES

- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com



PREPARED BY:

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.



REVISIONS:		
1	City Comments	08/02/2016
2	City Comments	08/04/2016
3	City Comments	08/25/2016
4	City Comments	08/29/2016

DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO.: 216-5834
W.S.D. P. # P-XXXX-XX	BASE MAP # 17M4
S.L.C. H&T #	H&T S.U.P. #

W.D.N.R. # MO-XXXXXXX	
--------------------------	--

SHEET TITLE: SITE DEVELOPMENT PLAN

SHEET NO.:
C1

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141



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
#16-023: MINOR SITE DEVELOPMENT PLAN APPROVAL FOR DAVITA
PARKING EXPANSION AT 400 N. LINDBERGH BLVD.**

FOR THE MEETING OF: Monday, August 15, 2016

LOCATION: 400 N. Lindbergh Boulevard at DaVita Dialysis Center.

REQUEST: Keith Kitsis, property owner, has submitted an application for 4,937 sq. ft. of additional parking at 400 N. Lindbergh Boulevard. Section 405.1080 provides that any proposed alteration of more than 500, but less than 5,000 sq. ft. of new impervious surface requires Planning and Zoning Commission approval of a minor site development plan. The subject property is located on the east side of N. Lindbergh Boulevard. The property is zoned GC-General Commercial District.

ADDITIONAL INFORMATION: The building on the site of 400 N. Lindbergh was constructed in 1965. Therefore, it has site related non-conformities that do not meet Creve Coeur's current zoning ordinance. The property owner is looking to expand the parking to allow an additional 6 parallel parking spaces on the north side of the building, bringing the total amount of parking spaces for the site to 35 parking spaces. The owner has also submitted a landscape plan to address screening requirements.

Key Issues:

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

Comp. Plan References

- Commerce Center Action Area
- Design Guidelines

Zoning Code References

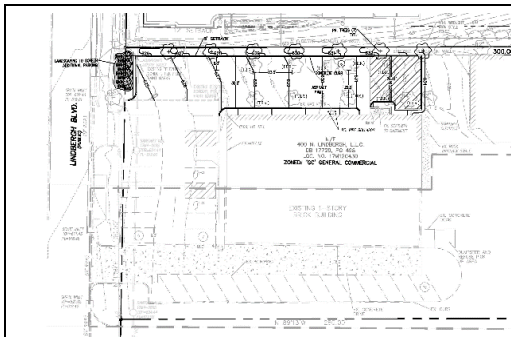
- Section 405.360 "GC" General Commercial District
- Article VII Off-Street Parking and Lodging Regulations
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

**PROPERTY
OWNER:**

Keith Kitsis
10403 Baur Boulevard, Suite A
St. Louis, MO 63141

**APPLICANT'S
REPRESENTATIVE:**

George Stock
Stock and Associates
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY:

Cameron Casey, Planning Intern

DATE:

8/11/2016

ATTACHMENTS:

Applicant's Materials submitted on August 5, 2016

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	The Grove Assisted Living Facility	GC General Commercial District	N/A
South	Single family residential	B Single Family Residential District	Tealbrook Dr.
East	Single family residential	B Single Family Residential District	N/A
West	Commercial	GC General Commercial District	N. Lindbergh Blvd.

DISCUSSION

All site development plans are reviewed and approved by the Planning & Zoning Commission, per the following:

SECTION 405.1080:

Purpose and Intent. The purpose of the site concept, site development plan and minor site plan approval procedures is to enable the City to consider potential impacts upon the area in the vicinity of the property, to ensure consistency with good planning practice and to ensure high standards of site design for the general welfare of the City and its residents.

The Applicant is seeking approval for a parking expansion at the site of 400 N. Lindbergh to provide for six new parallel parking spaces. The additional coverage will increase the total site coverage to 59.97%. Landscaping of the new area for screening has been included along N. Lindbergh Boulevard, and relocating the trees that are to be removed to the end of the turn-around area:

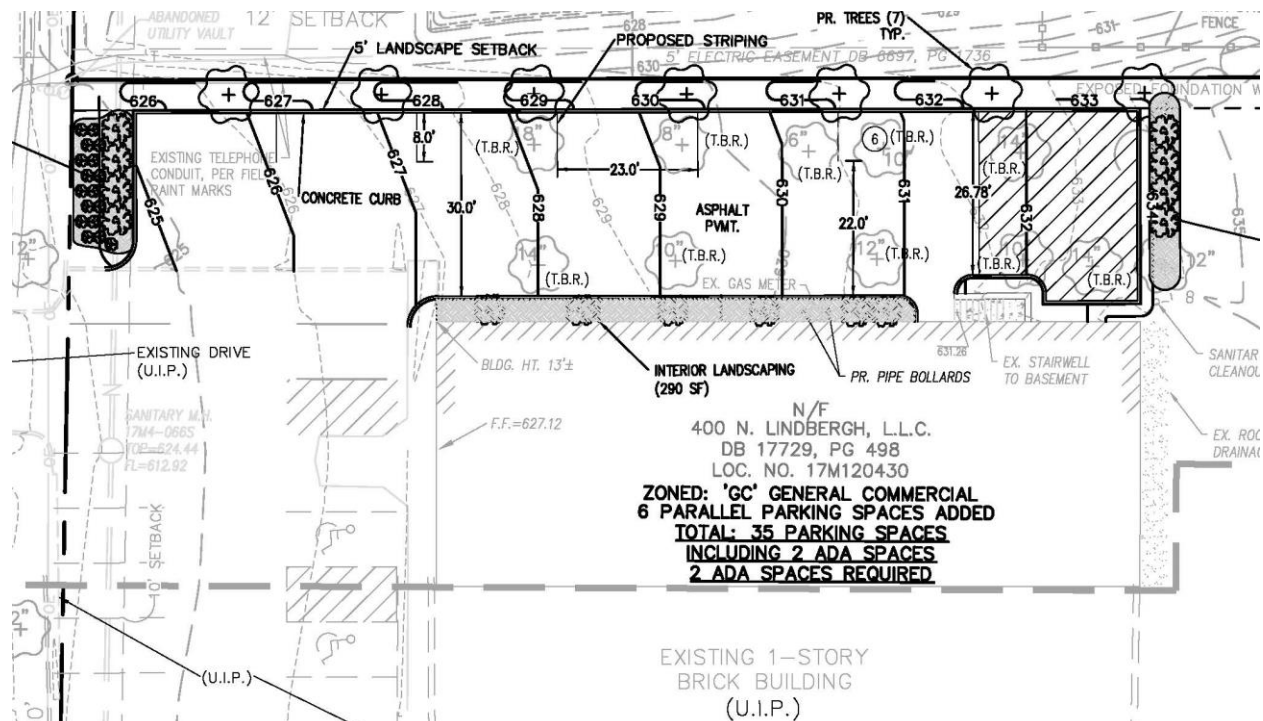


Figure 1: Close-up of the Site Development Plan

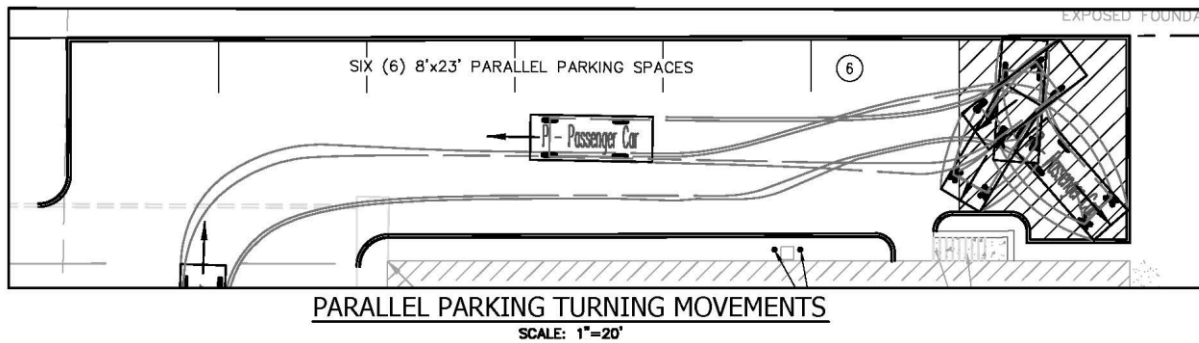


Figure 2: Close-up of the Site Development Plan showing the turning movements to get out of the parking area.

COMPREHENSIVE PLAN REVIEW

The subject property is located just east of the Commerce Center Action Area of the Comprehensive Plan, which focuses on the research industry. While the Comprehensive Plan does not specifically address the area south of Olive Boulevard along Lindbergh Boulevard, it does call for improving the quality of commercial development by upgrading the architectural quality of the building stock as businesses expand or redevelop (page 70).

Design Guidelines

The City's Design Guidelines recommend that the landscape design be of high quality, accentuate the building and site, soften the effects of parking areas and enhance the quality of life of the City. Setbacks should be landscaped in order to act as a buffer between buildings, between the building and the street, and to create a more pleasing view to and from the building. Landscape plans should provide for screening of unfavorable views and accentuate significant views. Section G (Parking) of Chapter 5 of the City's Design Guidelines states that parking design should minimize glare, reflection and the visual impact of a large number of cars. Decorative elements, such as fences and walls, wall extensions, plantings or topographic features should be utilized to screen parking and loading areas. Additionally the Design Guidelines discuss locating parking areas to the side or rear of buildings, limiting visual impact of large number of cars and decorative elements such as fences, plantings, or topographic features should be utilized to screen parking and loading areas. Further the Design Guidelines recommend that parking area, traffic-ways and parking structures are to be enhanced with landscaped spaces containing trees, tree groupings and shrubbery or other landscape enhancements.

The site is already difficult to navigate with limited turnaround ability on the south end of the building. Staff has a concern that the proposed addition parking layout that requires a 5 point turn only exacerbates the problem further on this site. Staff has suggested exploring cross-access with the property to the north and shared parking as well as eliminating the southernmost entrance to provide for additional parking along Lindbergh, as alternatives. Another alternative would be to provide an access drive around the rear of the building which would allow vehicles to exit the site without turning around and reworking the existing parking lot layout to bring into closer conformance with the landscaping requirements. While, this option would require additional tree removal and would impact the resident to the east and also create site coverage limitations that would have to be addressed, the circulation would be markedly improved. The Commission members should discuss these options with the applicant during the meeting.

ZONING REVIEW

Landscaping:

Section 405.540 Landscaping of the Zoning Ordinances requires a minimum of 10 square feet of interior landscaping for each 350 square feet of parking spaces and driving aisles, and shall be in one or more areas to minimize the size of parking areas, and there shall be at least one shade tree for each landscaped area, and a minimum of two shade trees, within and up to, every 100 linear feet of parking for each

parking row. Such trees shall be spaced evenly around the perimeter, and the ends of parking rows abutting a circulation aisle shall be defined by interior landscaped areas whenever feasible. The applicant provided for some deciduous shrubs at the west corners of the parking lot, and relocating several of the 12' mature trees that are to be removed to the ending of the turnaround aisle. Staff recommends that a condition of approval include adding additional evergreen for sufficient headlight screening along Lindbergh Boulevard, and along the east of the new parking area to meet with the intent of the Landscaping requirements.

Parking:

The proposed parking will increase the number of spaces on site to 36, where approximately 32 spaces are required for this office building.

In addition to the landscape section, Section 405.810(A)(5) of the Off-Street Parking and Loading Regulations requires that all parking adjoining a residential use or public right-of-way, except for those associated with single-family and two-family residences, shall be screened from view by an earth berm, solid wall, decorative fence, evergreen planting of equivalent visual density or other effective means of a minimum of 18 inches, and an average of three feet in height. [Section 405.540(F)(7) also requires that no landscaped hedge shall be less than two feet in height and two feet in spread at time of installation.] As the site is pre-existing non-conforming, the required minimum 10 foot setback along Lindbergh Boulevard, is not present. However, MoDOT has allowed for landscaping within the right-of-way in other locations. Therefore, Staff has included a condition of approval that a landscaped hedge be provided along Lindbergh Boulevard, as well as additional evergreen plantings at the end of the turnaround be provided to meet with the intent of this Section.

RECOMMENDATION AND CONCLUSION

Staff believes that the proposed layout is problematic requiring vehicles to turnaround using a multi-point turning movement to exit the site. A similar condition exists on the south side of the building within the existing parking lot. Staff would prefer the inclusion of an access drive behind the building to address the existing and proposed circulation issues on this site. With these concerns present, staff would recommend that the application be continued to the next meeting to allow the applicant to revise the proposal.

However, if the members of the Planning Commission believe that the proposed parking expansion as designed is in conformance with the goals and objectives of the City's Design Guidelines, and in compliance with the City of Creve Coeur's Zoning Ordinance, the approval should be subject to the following condition:

1. The Landscape Plan shall be amended to provide additional landscaping along Lindbergh Boulevard, to meet with the requirements of Section 405.540 Landscaping and Section 405.810 Off-Street Parking and Loading Regulations.

MOTION

The following is an example of an appropriate motion for approving this application:

"I move to approve the site development plan for the parking expansion at 400 N. Lindbergh subject to the conditions listed in the staff report on Application #16-023, for the meeting of August 15, 2016" (Conditions may be added, eliminated, altered, and modified by preceding motion)

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO



-  Property Lines
-  DaVita St. Louis West Dialysis Center, 400 N. Lindbergh Blvd



Attachment: 16-023 Staff Report.8-15-2016 (2162 : #16-023: 400 N. Lindbergh Minor SDP)

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date: 6/28/2016



Description: View of proposed parking space to the north of 400 N. Lindbergh LLC.



Description: View of currently existing parking lot at 400 N. Lindbergh LLC (looking south from east edge of property).

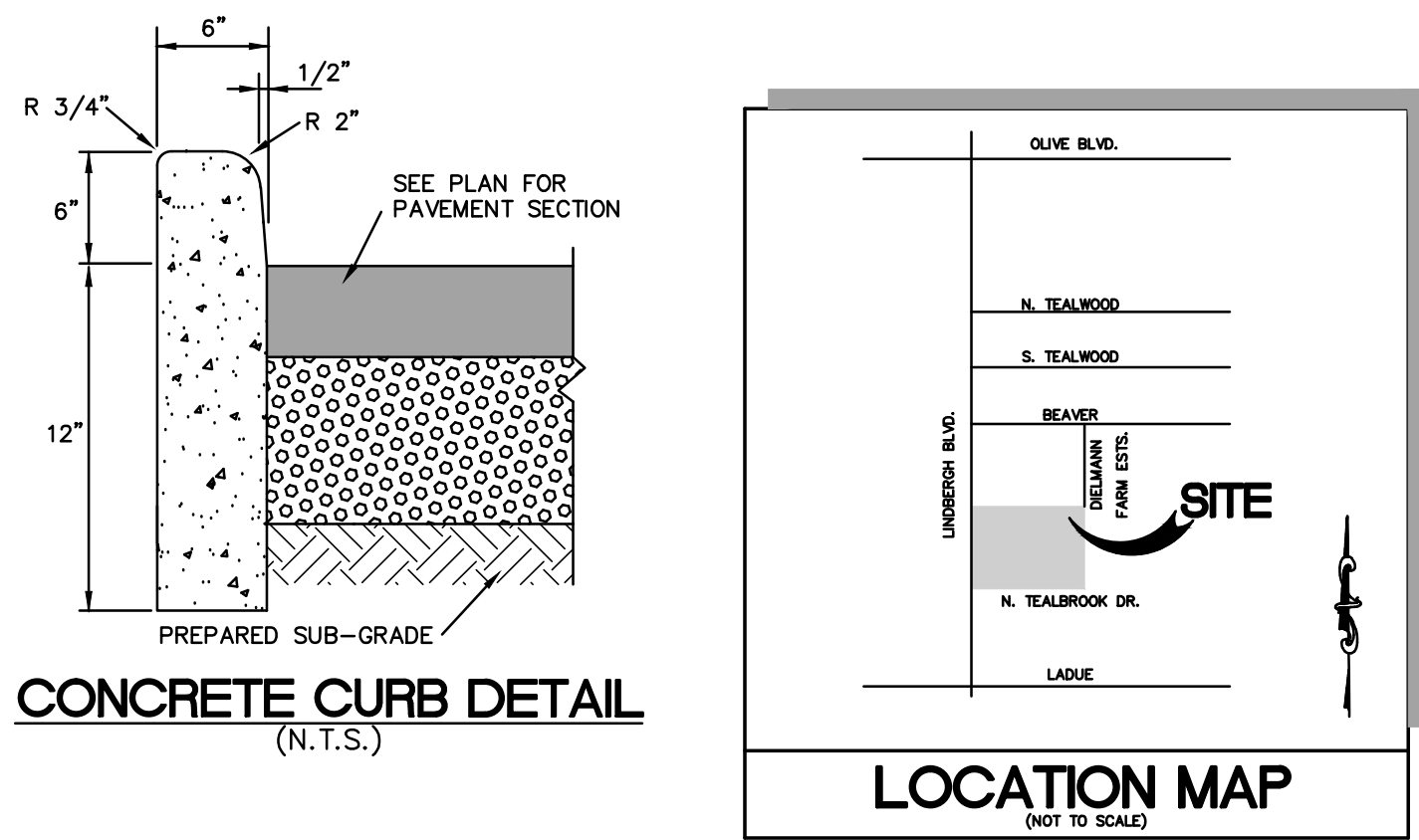
400 N. LINDBERGH LLC
SITE DEVELOPMENT PLAN

PART OF LOT 13 OF THOMAS R. AXTELL'S FARM
BEING PART OF SECTION 1 IN
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN,
CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

SITE COVERAGE CALCULATIONS:

PER CITY OF CREVE COEUR MUNICIPAL CODE SECTION 405.360.E.3.B
EXISTING CONDITIONS:
BUILDING FOOTPRINT = 9,227 SF
ON-SITE PAVEMENT = 11,307 SF
TOTAL COVERAGE = 20,534 SF
PROPOSED CONDITIONS:
BUILDING FOOTPRINT = 9,227 SF
ON-SITE PAVEMENT = 16,142 SF
TOTAL COVERAGE = 25,369 SF
TOTAL ADDITIONAL COVERAGE = 4,835 SF
% COVERAGE = 25,616 / 42,716 = 59.97%
% COVERAGE = 59.97% < 63.00% MAX. ALLOWABLE

SITE ACREAGE = 0.98 Acres
OWNER = 400 N LINDBERGH, LLC
LOCATOR No. = 17M120430
ZONING = 'GC' GENERAL COMMERCIAL
FIRE DISTRICT = CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT = LADUE SCHOOL DISTRICT
SEWER DISTRICT = METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED = DEER CREEK
WATER SERVICE = MISSOURI-AMERICAN WATER COMPANY
GAS SERVICE = LACLEDE GAS COMPANY
ELECTRIC SERVICE = AMEREN MISSOURI
PHONE SERVICE = AT&T
STREET ADDRESS = 400 N. LINDBERGH
ZIP CODE = 63141
WUNNEBURG MAP = PG. 24 GRID T-18



EARTHWORK NOTES

BULK CUT= 137 ± CUBIC YARDS
BULK FILL= 7 ± CUBIC YARDS
NET = 130 (CUT) ± CUBIC YARDS
ASSUMPTIONS:
- NO TOPSOIL
- 8" FOR PAVEMENT AREA SUBGRADE

THE FILL VOLUME SHOWN ABOVE WAS INCREASED BY 15 % TO ACCOUNT FOR COMPACTION DURING CONSTRUCTION.

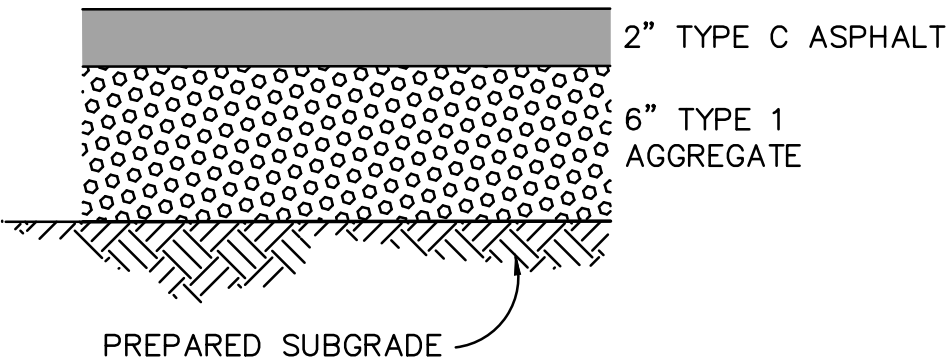
THE ENGINEER HAS CALCULATED THE ABOVE QUANTITIES OF EARTHWORK TO BE REGARDED AS AN ESTIMATE OF THE BULK MOVEMENT OR REDISTRIBUTION OF SOILS ON THIS PROJECT. AS AN ESTIMATE, THESE QUANTITIES ARE INTENDED FOR GENERAL USE, AND THE ENGINEER ASSUMES NO LIABILITY FOR COST OVERRUNS DUE TO EXCESS EXCAVATED MATERIALS OR SHORTAGES OF FILL.
THE QUANTITIES ESTIMATED FOR EACH OF THE IMPROVEMENT ITEMS LISTED ABOVE ARE BASED UPON THE HORIZONTAL AND VERTICAL LOCATION OF THE IMPROVEMENTS AS PROPOSED ON THE SITE ENGINEERING PLANS PREPARED BY STOCK AND ASSOCIATES CONSULTING ENGINEERS.

THE ENGINEER'S EARTHWORK ESTIMATE DOES NOT INCLUDE ANY OF THE FOLLOWING ITEMS REQUIRING EARTHWORK THAT MAY BE NECESSARY FOR COMPLETION OF THE PROJECT: MISCELLANEOUS UNDERGROUND CONDUITS, INCLUDING SEWER LINES AND WATER MAINS, STANDARD MANHOLES, PROCESS OR TRANSFER PIPING, ELECTRICAL OR TELEPHONE CONDUITS, BASES FOR LIGHT STANDARDS, BUILDING FOOTINGS AND FOUNDATIONS, ETC.

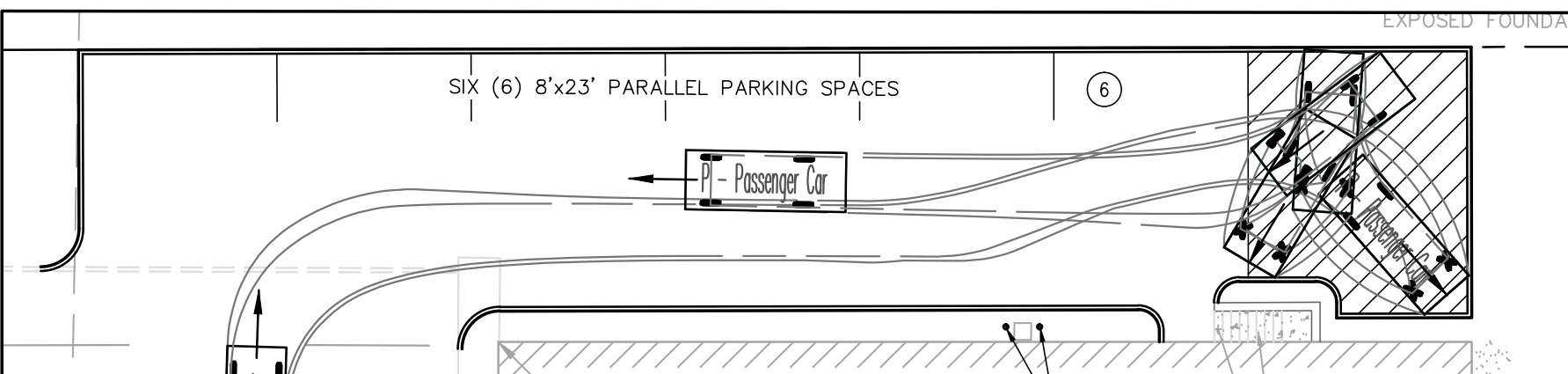
THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACTUAL SIZE OF THE FIELD EXCAVATIONS MADE FOR THE INSTALLATION OF UNDERGROUND STRUCTURES, AND AS SUCH, THE ACTUAL QUANTITIES OF EARTHWORK FROM SUCH ITEMS MAY VARY FROM THE ESTIMATE SHOWN ABOVE.
THE ENGINEER ASSUMES NO RESPONSIBILITY FOR COSTS INCURRED DUE TO UNSUITABLE MATERIAL WHICH MUST BE REMOVED FROM SITE.

THE ABOVE QUANTITIES ARE AN ESTIMATE AND SHOULD BE CONSIDERED AS SUCH. IT IS THE GRADING CONTRACTOR'S RESPONSIBILITY TO PREPARE A QUANTITY TAKEOFF AND NOTE ANY DISCREPANCIES TO THE ENGINEER.

ASPHALT PAVEMENT DETAIL-LIGHT DUTY
(n.t.s.)



PARALLEL PARKING TURNING MOVEMENTS
SCALE: 1"=20'



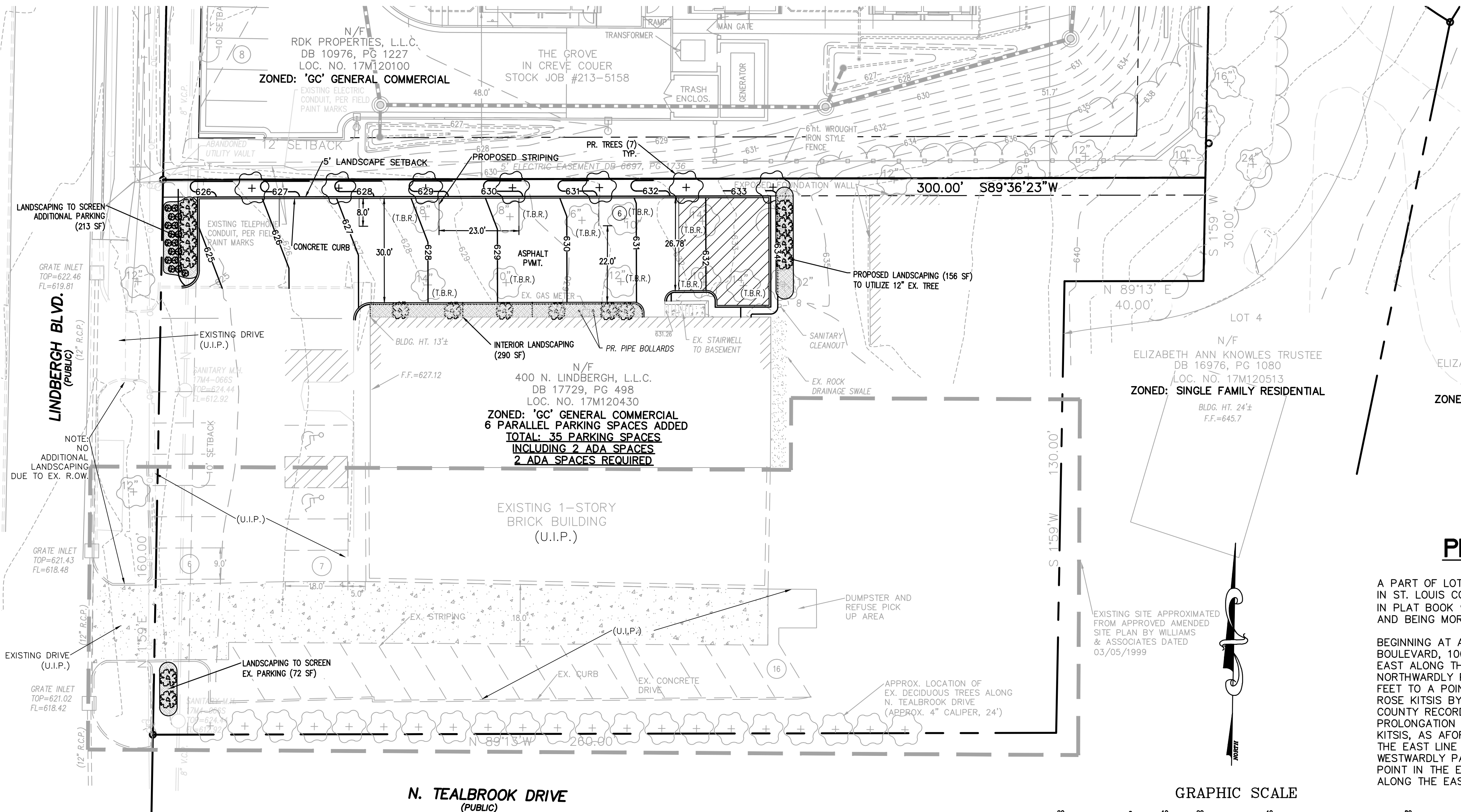
CITY OF CREVE COEUR NOTES

- EXCAVATIONS IN THE PUBLIC RIGHT-OF-WAY, FOR ANY REASON RELATED TO THIS JOB SITE, WILL REQUIRE AN EXCAVATION PERMIT.
- ALL SIGNS SHALL CONFORM TO THE CITY OF CREVE COEUR SIGN ORDINANCE REQUIREMENTS. SIGN LOCATIONS AND SIZES CANNOT BE APPROVED WITH THE SITE IMPROVEMENT PLANS. A SEPARATE APPLICATION MUST BE MADE TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT.
- ALL UTILITIES SHALL BE LOCATED UNDERGROUND.
- THE GENERAL CONTRACTOR MUST BE ON FILE WITH THE MISSOURI ONE CALL SYSTEM 1-800-344-7583.
- THE SITE IMPROVEMENT PLANS APPROVED BY THE CITY OF CREVE COEUR DOES NOT ALLOW THE REMOVAL OR CONSTRUCTION OF ANY SANITARY OR STORM SEWER LINES WITHOUT THE PRIOR APPROVAL OR CONSENT OF MSD.
- THE CONTRACTOR SHALL RESTORE OFFSITE CONSTRUCTION AREAS TO AN EQUAL OR BETTER CONDITION THAT EXISTED PRIOR TO THE COMMENCEMENT OF WORK.
- ALL FILLED PLACES UNDER PROPOSED STORM AND SANITARY SEWER LINES AND/OR PAVED AREAS SHALL BE COMPACTED TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OF 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SEALED COPY OF ALL RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL EXCAVATIONS, GRADING, OR FILLING SHALL HAVE A FINISHED GRADE NOT TO EXCEED A 3:1 SLOPE (33%). STEEPER GRADES MAY BE APPROVED BY THE DESIGNATED OFFICIAL IF THE EXCAVATION IS THROUGH ROCK OR THE EXCAVATION OR THE FILL IS ADEQUATELY PROTECTED (A DESIGNED HEAD WALL OR TOE WALL MAY BE REQUIRED). RETAINING WALLS THAT EXCEED A HEIGHT OF FOUR (4) FEET SHALL REQUIRE THE CONSTRUCTION OF SAFETY GUARDS AS IDENTIFIED IN THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES AND MUST BE APPROVED BY THE CITY BUILDING DEPARTMENT. PERMANENT SAFETY GUARDS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE SECTION(S) OF THE ADOPTED BOCA CODES.
- PROVISIONS SHALL BE MADE TO ACCOMMODATE THE INCREASED RUNOFF CAUSED BY CHANGED SOIL AND SURFACE CONDITIONS DURING AND AFTER GRADING. UNVEGETATED OPEN CHANNELS SHALL BE DESIGNED SO THAT THE GRADIENTS RESULT IN VELOCITIES OF 2 FPS (FEET PER SECOND) OR LESS. OPEN CHANNELS WITH VELOCITIES MORE THAN 2 FPS AND LESS THAN 5 FPS SHALL BE ESTABLISHED IN PERMANENT VEGETATION BY USE OF COMMERCIAL EROSION CONTROL BLANKETS OR LINED WITH ROCK RIPRAP OR CONCRETE OR OTHER SUITABLE MATERIALS AS APPROVED BY THE DESIGNATED OFFICIAL. DETENTION BASINS, DIVERSIONS, OR OTHER APPROPRIATE STRUCTURES SHALL BE CONSTRUCTED TO PREVENT VELOCITIES ABOVE 5 FPS.
- ALL FILLED PLACES IN PROPOSED ROADS SHALL BE COMPACTED FROM THE BOTTOM OF THE FILL UP TO 90% MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED AASHTO T-180 COMPACTION TEST OR 95% OF MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AASHTO T-99. A SOILS ENGINEER SHALL VERIFY ALL TESTS CONCURRENT WITH GRADING AND BACKFILLING OPERATIONS. A SEALED COPY OF THE RESULT REPORTS SHALL BE GIVEN TO THE CITY OF CREVE COEUR CONSTRUCTION INSPECTOR.
- ALL PUBLIC ROADS MUST BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES. FAILURE TO DO SO WILL BE CAUSE FOR THE CITY TO SUSPEND WORK.
- BURNING ON SITE WILL ONLY BE ALLOWED IF APPROVED BY EPA, ST. LOUIS COUNTY, AND THE CITY OF CREVE COEUR.
- DISPOSAL OF MATERIAL ON-SITE WILL ONLY BE ALLOWED AS DIRECTED BY THE OWNER AND GEOTECHNICAL ENGINEER AND APPROVED BY THE CITY OF CREVE COEUR PUBLIC WORKS DEPARTMENT.
- CONTRACTOR SHALL COORDINATE THE DISCONNECTION, SEALING AND/OR REMOVAL OF UTILITIES WITH THE RESPECTIVE UTILITY COMPANY.

PREPARED FOR:

Keith Kitsis
10403 Baur Blvd. Suite A
St. Louis, MO 63132
(314) 503-4660
keithk@crazybowlsandwraps.com

N. TEALBROOK DRIVE
(PUBLIC)



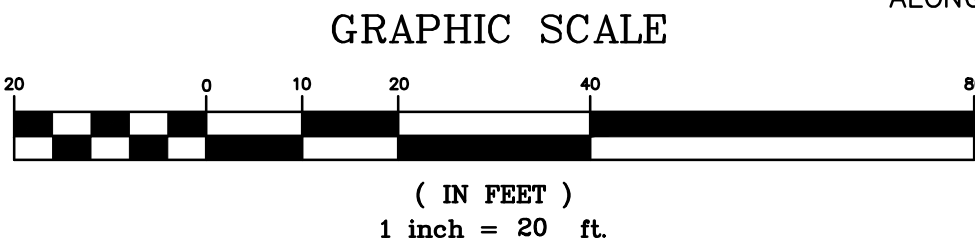
LANDSCAPE LEGEND

- CERCIS CANADENSIS - EASTERN REDBUD (7) 3" CAL.
 - SYRINGA PUBESCENS SUBSP. PATULA - MISS KIM LILAC (16) 24"
 - BUDDLEJA LO & BEHOLD "BLUE CHIP" - BLUE CHIP BUTTERFLY BUSH (18) 3 GAL.
- **PROVIDE 3' OF MULCH AROUND ALL TREES
**730 SF OF MULCH FOR LANDSCAPED AREA
**PROVIDE SOD, SEED, OR MULCH IN ALL OTHER DISTURBED AREAS

PROPERTY DESCRIPTION

A PART OF LOT 13 OF THOMAS R. AXTELL'S FARM SUBDIVISION, A SUBDIVISION IN ST. LOUIS COUNTY, MISSOURI, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 9 PAGE 38 OF THE ST. LOUIS CITY (FORMER COUNTY) RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE EAST LINE OF LINDBERGH BOULEVARD, 100 FEET WIDE, AND THE SOUTH LINE OF SAID LOT 13, THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13, 260 FEET TO A POINT, THENCE NORTHWARDLY PARALLEL WITH THE EAST LINE OF LINDBERGH BOULEVARD, 130 FEET TO A POINT BEING THE NORTHEAST CORNER OF A TRACT CONVEYED TO ROSE KITSIS BY DEED RECORDED IN BOOK 4314 PAGE 432 OF THE ST. LOUIS COUNTY RECORDS, THENCE IN AN EASTERLY DIRECTION ALONG THE DIRECT PROLONGATION EASTWARDLY OF THE NORTH LINE OF TRACT CONVEYED TO ROSE KITSIS, AS AFORESAID, 40 FEET TO A POINT, THENCE NORTH AND PARALLEL TO THE EAST LINE OF LINDBERGH BOULEVARD, 30 FEET TO A POINT, THENCE WESTWARDLY PARALLEL TO THE NORTH LINE OF SAID LOT 13, 300 FEET TO A POINT IN THE EAST LINE OF LINDBERGH BOULEVARD AND THENCE SOUTHWARDLY ALONG THE EAST LINE OF LINDBERGH BOULEVARD, 160 FEET TO THE BEGINNING.



PREPARED BY:

Stock & Associates
Consulting Engineers, Inc.

SITE DEVELOPMENT PLANS FOR:
400 N. LINDBERGH L.L.C.

400 N. LINDBERGH BOULEVARD
CREVE COEUR, MISSOURI 63141



GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000996

REVISIONS:

- | | | |
|---|---------------|------------|
| 1 | City Comments | 08/02/2016 |
| 1 | City Comments | 08/04/2016 |

DRAWN BY: Z.P.S.	CHECKED BY: G.M.S.
DATE: 07/11/16	JOB NO.: 216-5834
W.S.D. P. # P-XXXX-XX	BASE MAP # 17M4
S.L.C. H&T #	H&T S.U.P. #

SHEET TITLE:
SHEET NO.:
SHEET TITLE:
SHEET NO.:

SITE
DEVELOPMENT
PLAN

C1



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
#16-029 BARNES JEWISH WEST COUNTY HOSPITAL SITE CONCEPT PLAN FOR
REPLACEMENT HOSPITAL, MEDICAL OFFICE BUILDINGS, AND PARKING
STRUCTURE.

FOR THE MEETING OF: November 21, 2016

LOCATION: 12634 Olive Boulevard. Zoned PH Planned Hospital District

REQUEST: George Stock, of Stock and Associates, on behalf of Barnes West County Hospital, has submitted an application on behalf of Barnes West County Hospital, at 12634 Olive Boulevard, Creve Coeur, MO, 63141, for a new Site Concept Plan for the campus that will include a new replacement hospital, new medical office buildings, and parking structure.

ADDITIONAL INFORMATION: The BJC West County Hospital campus is a 54 acre site located south of Olive Boulevard and east of Mason Road. Existing uses on the site include the main hospital building, and four medical office buildings. A Site Concept Plan was approved by the City Council in 1999. The site concept plan was amended in 2004 to allow an addition to the hospital's emergency room. In 2004, a Site Development Plan was approved for that addition to the hospital's emergency room. In 2008, the Planning and Zoning Commission approved a Minor Site Development Plan for two new additions to the Siteman Cancer Center building. In 2014, a new Site Concept Plan was approved to allow a hospice care center. In August 2016, an amended Site Concept Plan was approved to allow modifications and expansions to the parking lots on the hospital campus. Upon approval of the latest Site Concept Plan, Site Development Plan approval is required prior to any construction of the proposed buildings and those plans will be submitted at a later date.

Key Issues:

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

Comp. Plan References

- West Olive Corridor

Zoning Code References

- Section 405.310 "PH" Planned Hospital District
- Section 405.1080: Site Concept, Site Development And Minor Site Plan Approval

APPLICANT: Trisha Lollo, President
Barnes West County Hospital
12634 Olive Boulevard
Creve Coeur, MO 63141

APPLICANT'S George Stock
REPRESENTATIVE: Stock & Assoc. Consulting
Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005



REPORT PREPARED BY: Jason W. Jaggi, AICP, Director of Community Development

DATE: 11/17/2016

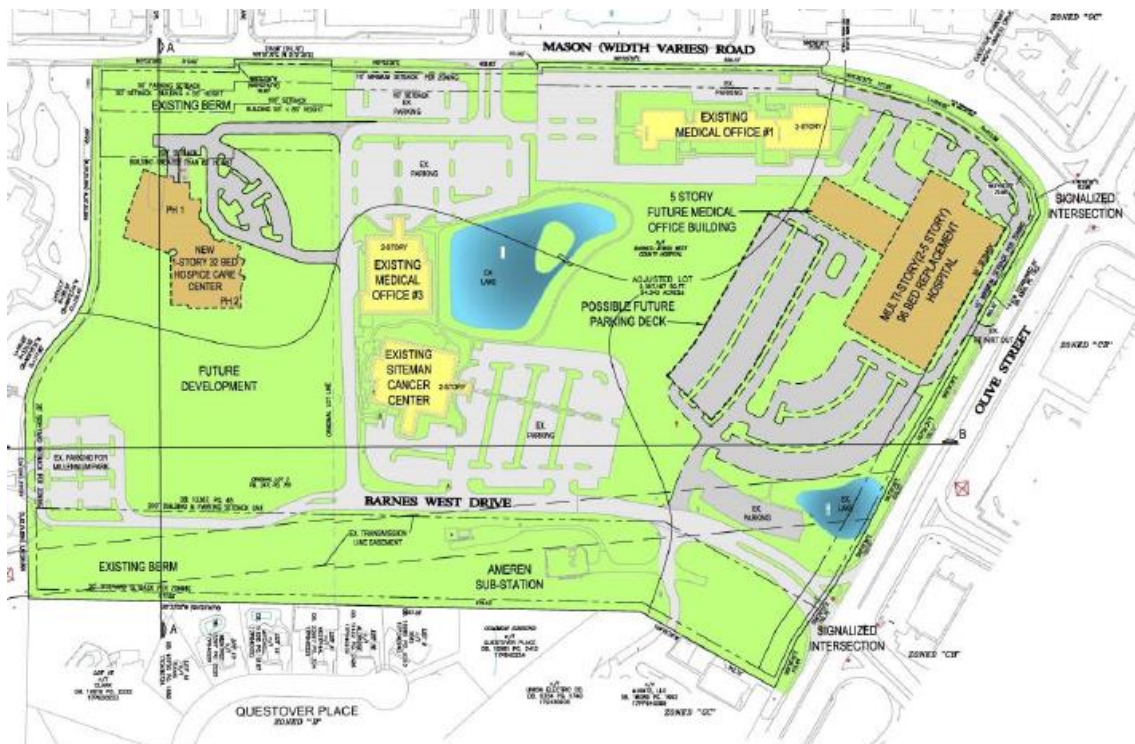
ATTACHMENTS: Applicant's Materials submitted November 7, 2016.
Perspective renderings of campus plan submitted by applicant November 8, 2016
Approved November 2014 Site Concept Plan

Letter from Ms. Trish Lollo to surrounding residential property owners inviting them to attend a meeting on 11/15/16 to review the hospital's plans for the campus.
Draft Ordinance

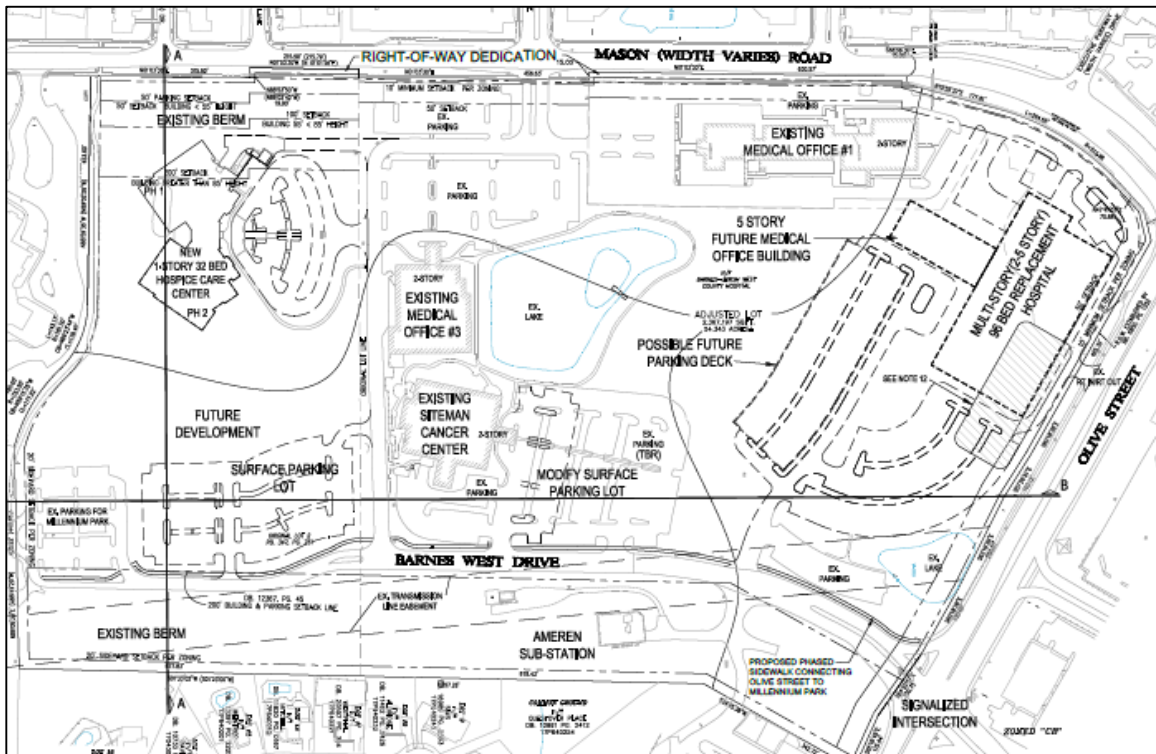
BACKGROUND AND PROPOSAL

The Barnes-Jewish West County Hospital campus consists of 54.34 acres and is zoned PH Planned Hospital District. Site concept and site development plan approval by the Planning and Zoning Commission and the City Council are required for the total area comprised by the "PH" Planned Hospital District. At this time, the applicant is requesting review and approval of the Site Concept Plan only. A Site Development Plan application will be submitted for Planning and Zoning Commission and City Council approval at a later date, prior to any construction of the improvements.

The proposed Site Concept Plan includes significant changes to the Barnes-Jewish West County Hospital campus compared to the 2014 plan and is proposed to be completed in four phases. The approved 2014 Site Concept Plan called for a 2-5 story replacement hospital to be placed forward of the existing hospital along Olive Boulevard with a 5-story medical office building located behind the hospital. A possible future parking deck to serve the new hospital and medical office building was shown to be located in the approximate location of the existing hospital building. Finally, a new one-story 32-bed hospice care center was located in the rear of the campus and is currently under construction. The three medical office buildings were to remain. Below is an image of the 2014 Site Concept Plan:



Earlier this year, the Site Concept Plan was amended to provide new surface parking and to allow modifications to two existing parking lots on the hospital campus as shown:



The changes to the campus entail a 6-story replacement hospital with demolition of the existing building, the construction of four (4), 4-5 story medical office buildings, building expansions for the existing Siteman Cancer Building, Medical Office Building #3, and a new proposed 2-3 level parking garage along Mason Road. Also proposed is a large surface parking lot accessible from Olive Boulevard to serve the new hospital. The two existing lakes and surrounding walking paths would be removed under the new plan.

Below is a close-up of the proposed new developments for the campus:



LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office, Retail, Restaurant	CB Core Business District	Olive Boulevard
South	School, Park	C Single Family Residential	N/A
East	Office, Retail Residential	GC General Commercial District AR Attached Single Family & B Single Family Residential Districts	N/A
West	Retail, Restaurant Office Residential	GC General Commercial District PO Planned Office District D Single Family Residential District	Mason Road

COMPREHENSIVE PLAN REVIEW

The subject property is located within the West Olive Corridor Action Area that has a vision to include a high-quality, contained business area that connects with and co-exists in a compatible fashion with the adjacent single-family neighborhoods. Open spaces and pedestrian facilities will be increased with pedestrian connections between residential and commercial areas. The Subject Property is specifically addressed as Key Property 4, where it is envisioned to continue to develop and expand as a hospital campus, where special attention should be given to any negative impacts associated with site development, building design and materials, landscaping access, signage, parking lot locations and lighting, as well as other impacts.

The Residential Preservation and Economic Development Section of the West Olive Corridor includes a goal of protecting single-family residential areas from intrusions of non-residential uses. Further, the Comprehensive Plan recommends that all new development or redevelopment of non-residential uses comply with the City's Design Guidelines, orient buildings toward Olive Boulevard in a consistent fashion, with parking encouraged to the sides or rear of the buildings, and require that new buildings adjacent to residential areas be compatible with regard to building scale, massing, and materials. (p. 61-62).

The most intense uses of the site will remain located within the center of the campus. The replacement hospital and attached medical office building represent the most intense portion of the development of the campus with six stories (approximately 89-feet in height) planned for the hospital and five stories for the attached medical office building. The hospital building will be oriented to Olive Boulevard with the parking for the replacement hospital located in place of the existing structure. This results in a large area of surface parking between the new hospital and Olive Boulevard. Phase 2 of the campus improvement plan provides for the placement of a 5-story medical office building situated at the corner of Olive and Mason where the parking would then be placed along the side and rear of that future building. With that being said, the concept plan results in a more significant amount of surface parking along Olive Boulevard. This parking configuration was discussed with the applicant, and in response, the intention as shown on the plan is to provide space to screen the parking lot through the application of extensive landscaping and berming along Olive. In addition, the concept plan indicates additional landscaped areas are to be provided adjacent to and within the parking lot to improve the aesthetics and break up the areas of surface parking. Further, the Comprehensive Plan does call for a "green line" park along Olive Boulevard. Accordingly, adequate landscaping along Olive Boulevard will be needed to meet with the intent of the landscaping requirements and the "green line park" of the current Comprehensive Plan. The concept plan appears to provide approximately 30-feet of width along Olive Boulevard for landscaping enhancements.

Staff would note the constraints of this site include a transmission line easement that restricts placement of any buildings on the east side of the site along Olive Boulevard and the practical challenges associated with constructing a replacement hospital on the same site while continuing to operate the existing hospital facility. The change in the placement of the hospital toward the middle of the site will be discussed by the applicant. Greater review of a landscape plan for the hospital will come with future site development plans.

The existing parcel for the hospital campus has an inconsistent right-of-way along Mason Road, where little room for street trees are provided. A prior condition of approval of the concept plan in 2014 included a dedication of a consistent right-of-way prior to further to provide adequate width for sidewalks and landscaping to meet with Section 405.540 Landscaping, including street trees, along Mason Road. The dedications along Mason Road are shown on the submitted concept plan. A 2-3 level parking structure is shown on the Mason Road frontage in place of the existing surface parking lot as part of a third phase. As currently shown, that parking structure will have a setback in excess of 50-feet which should provide sufficient room for landscape and screening enhancements, far beyond what exists in this area today. Nonetheless, aesthetic concerns associated with the positioning of a parking structure adjacent to the roadway will need to be carefully reviewed as part of the site development plan review.

DESIGN GUIDELINES ANALYSIS

A full review of each phase against the Design Guidelines will be required in association with a Site Development Plan application. These details will include landscaping, screening, building design, and site and pedestrian amenities. At this stage of review, the Commission should look at the overall concept plan and provide any direction to the applicant in regard to the overall placement of buildings and parking areas.

At the request of staff, the applicant has provided a Pedestrian Plan (Sheet C-300) to show the basic concept for pedestrian connections between buildings and parking areas on the campus.

ZONING REVIEW

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. The applicant is required to submit site development plans for each phase of the concept plan. The individual site plans will provide more detailed information including architectural elevations, landscape plans, and specific information on building use, bulk, and placement. The site concept plan review is limited to the review of the location and general size of buildings on the site, land use, access, coverage of buildings and parking areas, topography and drainage.

The purpose of the PH District states that the district shall provide, by site concept and site development plan approval by the Planning and Zoning Commission and City Council, for the orderly planned development of major health care facilities consisting of hospitals, clinics, medical offices, extended care facilities and residences for medical center employees, research facilities, laboratories and other related ancillary or support facilities.

As described previously, the proposed site concept indicates four new buildings: the multi-floor replacement hospital near the center of the site; and attached multi-story medical office building and three additional multi-story medical office buildings terminating at the northwest corner of the site. A 2-3 level parking structure will be placed along Mason Road. The proposed total build-out shows that the site coverage will be 49.7%, where the maximum site coverage is 63%. The proposed Medical Office Building #7 will be built at the 50-foot setback line from Olive Boulevard and Mason Road, while the hospital building will be placed interior to the site. The maximum Floor Area Ratio (FAR) for the entire campus allowed is 0.45, and the current concept plan indicates a FAR of 0.33. Thus, the proposed development meets with the intent as well as all of the regulations of the district. Upon full build-out the

proposed off-street parking for the campus will be 2,640 spaces. Detention for the entire campus is provided utilizing the existing detention basin adjacent to Millennium Park as shown on Sheet C-100.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. Overall, staff finds that the site concept plan meets the requirements of the zoning code as established for the PH Planned Hospital District. While staff does not foresee any negative impacts with the plan in consideration of the adjacent residential areas, there is a point of discussion regarding the location of large areas of parking along street frontages. As previously discussed, the Design Guidelines encourage, but do not require, parking to be located to the side or rear of buildings. If parking is placed along the street frontage, then significant landscape screening should be requested during site development plan review. The Commission may want to provide overall direction to the applicant based upon the applicant's reasoning for locating the parking along the perimeter. Any significant comments that would affect the overall layout of parking, buildings, and landscape buffers, as proposed, should be discussed with the applicant prior to forwarding a recommendation to the City Council.

Below is a summary of the Staff recommended conditions of approval that have been included in the attached draft ordinance for the Site Concept Plan, most of which have been carried over from the prior approval:

- Site development plan approval to be approved by the City Council upon recommendation by the Planning and Zoning Commission is required for all future development of the site depicted on the Site Concept Plan, in accordance with Section 405.1080 of the Zoning Ordinance.
- Subject to approval by St. Louis County Department of Highways and Traffic, all applicable site development plans shall include the dedication of land to the public to form a consistent right-of-way along Mason Road with adequate width for sidewalks and landscaping to meet with Section 405.540 Landscaping, including street trees.
- All site development plans shall provide adequate landscaping along Olive Boulevard to meet with the intent of the landscaping requirements and the "green line park" goal of the Comprehensive Plan. Any landscaping to be located within the Olive Boulevard right-of-way will require prior approval from the Missouri Department of Transportation.
- Significant landscape treatments in combination with the design of the parking structure along Mason Road should be provided as part of that phase to be reviewed in conjunction with the site development plan.
- Future site development plans should depict pedestrian and site amenities as appropriate to each phase.

ACTION

If the Planning and Zoning Commission believes that the submitted concept plan sufficiently addresses the overall programming of the site in advance of a more detailed site development plan review for each phase prior to construction, then a recommendation should be made to the City Council.

The following is an example of an appropriate motion for a recommendation on the site concept plan:

"I move to recommend approval of the Site Concept Plan for the Barnes Jewish West County Hospital campus, subject to the conditions contained in the draft ordinance attached to the staff report on Application #16-029 presented at the meeting of November 21, 2016." (Conditions may be added, eliminated, or modified by preceding motion.)

If the Commission believes the application should be continued until the subsequent meeting to provide members an opportunity to review any requested changes, then the following motion would be appropriate:

“I move to continue discussion of Application #16-0329 to the meeting of December 5, 2016, to allow the applicant time to amend the proposal as requested by the Planning and Zoning Commission.”

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 4: SITE PHOTOGRAPHS

Photo Date:10/14/2014



Description: Google Maps View looking west along Olive Boulevard. The existing medical campus frontage is visible on the left.



Description: Google Map View looking south on Mason Road. The medical office building and surface parking lot is shown on the left.

3rd Amended Site Concept Plan Barnes-Jewish West County Hospital

A tract of land being part of Lot 3 of the John Hazel Estate, as conveyed to Barnes Jewish West County Hospital by instrument recorded in Book 8847, Page 11645 and Barnes Jewish West County Hospital by instrument recorded in Book 12367, Page 13 and Lot 2 of Barnes Jewish West County Hospital according to the plat thereof as recorded in Plat Book 12367, Page 5 all of the St. Louis County Records located in U.S. Survey 1923, Township 45 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri

MASON MEADOWS SUBD.
ZONED "D"

BORDEAUX SUBD.
ZONED "D"

BELLERIVE EXECUTIVE PARK
ZONED "P0"

ZONED "CC"

SIGNALIZED
INTERSECTION

ZONED "CB"

LEGAL DESCRIPTION

A tract of land being part of Lot 3 of the John Hazel Estate, as conveyed to Barnes Jewish West County Hospital (I.k.a. Barnes West County Hospital) by instrument recorded in Book 8847, Page 11645 and Barnes Jewish West County Hospital by instrument recorded in Book 12367, Page 13 and Lot 2 of Barnes Jewish West County Hospital according to the plat thereof as recorded in Plat Book 12367, Page 5 all of the St. Louis County Records located in U.S. Survey 1923, Township 45 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the northeastern corner of above said Barnes West County Hospital tract, said point also being located on the southwestern right-of-way line of Olive Boulevard, variable width, said point also being the northwestern corner of a tract of land as conveyed to Moritz, LLC by instrument recorded in Book 16089, page 1992 of above said records; thence along the east line of said Barnes West County Hospital tract, South 29 degrees 45 minutes 38 seconds West, 342.72 feet and South 01 degrees 33 minutes 02 seconds West, 679.43 feet to the northeast corner of above said Lot 2; thence along the east line of Lot 2, South 01 degrees 33 minutes 02 seconds West, (South 01 degrees 23 minutes 00 seconds West), 677.83 feet to the southeast corner of said Lot 2; thence along the southern lines of said Lot 2 the following courses and distances: South 89 degrees 06 minutes 38 seconds West, 439.62 feet (South 88 degrees 49 minutes 29 seconds West, 440.46 feet) to the beginning of a curve to the right having a radius of 333.50 feet; along said curve with an arc length of 180.00 feet and a chord which bears North 59 degrees 15 minutes 35 seconds West, 177.82 feet to a point of reverse curvature to the left having a radius of 181.50 feet; along said curve with an arc length of 143.17 feet, and a chord which bears North 66 degrees 23 minutes 44 seconds West, 159.49 feet to a point of tangency and North 88 degrees 58 minutes 36 seconds West, (North 89 degrees 02 minutes 56 seconds West), 453.60 feet to the eastern right-of-way line of Mason Road, variable width; thence along said right-of-way line the following courses and distances: North 01 degrees 03 minutes 38 seconds East, 315.92 feet; North 88 degrees 53 minutes 50 seconds West, (North 89 degrees 02 minutes 42 seconds West), 19.90 feet; North 01 degrees 03 minutes 30 seconds East, 215.58 feet; (North 01 degrees 01 minutes 26 seconds East, 215.79 feet); South 89 degrees 53 minutes 59 seconds East, 14.70 feet; North 01 degrees 03 minutes 30 seconds East, 456.63 feet; North 88 degrees 55 minutes 58 seconds West, 15.00 feet; North 01 degrees 03 minutes 30 seconds East, 630.57 feet; South 88 degrees 56 minutes 30 seconds East, 15.00 feet; North 15 degrees 35 minutes 37 seconds East, 177.81 feet to the beginning of a curve to the right having a radius of 512.36 feet; along said curve with an arc length of 294.65 feet and a chord which bears North 31 degrees 13 minutes 24 seconds East, 290.62 feet; North 47 degrees 41 minutes 07 seconds East, 70.88 feet and North 75 degrees 46 minutes 06 seconds East, 63.86 feet to the southwestern right-of-way line of above said olive Boulevard; thence along said right-of-way line the following courses and distances: South 80 degrees 18 minutes 35 seconds East, 465.30 feet; South 57 degrees 26 minutes 53 seconds East, 100.12 feet; South 63 degrees 10 minutes 20 seconds East, 200.25 feet; South 60 degrees 18 minutes 36 seconds East, 150.00 feet; South 54 degrees 35 minutes 57 seconds East, 150.75 feet and South 65 degrees 16 minutes 45 seconds East, 115.44 feet to the Point of Beginning and containing 2,367,197 square feet or 54,343 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on September 16, 2014.

Existing Campus Site Plan

SCALE: 1"=100'

MSD P# 17-02
BASE MAP # 17-P2
MOR # 17-02
STCLO # 17-02

Barnes-Jewish West County Hospital

12634 Olive Street Road
BJC Project No. 14C0018010

3rd Amended Site Concept Plan

BARNES JEWISH
West County Hospital
BJC Healthcare

No.	Issue Description:	Date:
01	Issue Date	10/10/2016
02	City Comments	11/07/2016

No.	Revision Description:	Date:

Drawn by: J.E.F. Reviewed by: G.M.S.
A/E Project Number: 2012-5013.7 Issue Date: 10/10/2016
Facility Notes No:

Existing Campus
Site Plan

Sheet Number
C-100

Packet Pg. 469

CHRISTNER

ARCHITECTS | DESIGNERS | PLANNERS | LANDSCAPE ARCHITECTS

100 N. MERAMEC AVE., SUITE 400 | ST. LOUIS, MISSOURI 63105
TEL. 314.725.2807 | FAX 314.725.2808 | CHRISTNERINC.COM
CERTIFICATE OF AUTHORITY: 00062

Stock & Associates
Consulting Engineers, Inc.

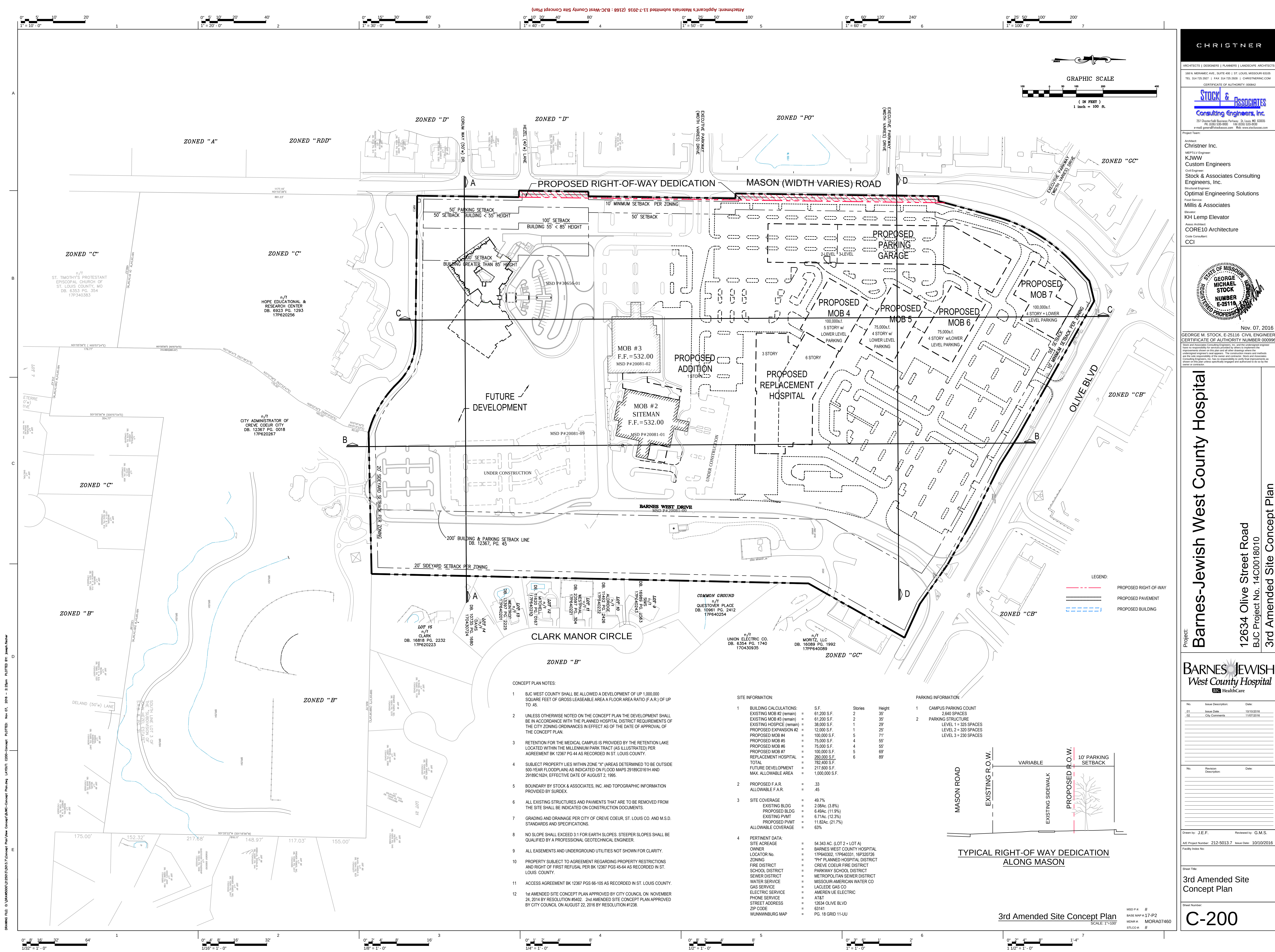
2510 Chesterfield Business Parkway, St. Louis, MO 63105
PH: (314) 350-8800 FAX: (314) 350-8800
e-mail: general@stockclass.com Web: www.stockclass.com

Project Team:
Architect: Christner Inc.
MEP/ELECTRICAL: KJWW Custom Engineers
Civil Engineer: Stock & Associates Consulting Engineers, Inc.
Structural Engineer: Optimal Engineering Solutions
Food Service: Mills & Associates
Kitchen: KH Lemp Elevator
Assoc. Architect: CORE10 Architecture
Code Consultant: CCI

STATE OF MISSOURI
GEORGE M. STOCK
NUMBER E-25116
CIVIL ENGINEER

Nov. 07, 2016
GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000996

Stock and Associates Consulting Engineers, Inc., and the undersigned engineer have no responsibility for services provided by others to prepare the drawings shown on this plan unless specifically engaged and authorized to do so by the undersigned engineer.



CHRISTNER

ARCHITECTS | DESIGNERS | PLANNERS | LANDSCAPE ARCHITECTS
1001 N. MERAMEC AVE., SUITE 400 | ST. LOUIS, MISSOURI 63105
TEL. 314.725.2807 | FAX 314.725.2808 | CHRISTNERINC.COM
CERTIFICATE OF AUTHORITY: 000842**Stock & Associates**
Consulting Engineers, Inc.
251 Chesterfield Business Parkway, St. Louis, MO 63015
PH: (314) 550-4800 | FAX: (314) 550-4801
e-mail: general@stockclass.com Web: www.stockclass.comProject Team:
Architect: Christner Inc.
MEPLV Engineer: KJWW
Custom Engineers
Civil Engineer: Stock & Associates Consulting Engineers, Inc.
Structural Engineer: Optimal Engineering Solutions
Food Service: Mills & Associates
Kitchen Equipment: KH Lemp Elevator
Assoc. Architect: CORE10 Architecture
Code Consultant: CCINov. 07, 2016
GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000996

Stock and Associates Consulting Engineers, Inc. and the undersigned engineer have no responsibility for services provided to others to expedite the process of review and approval of this plan and all other drawings when the undersigned engineer's seal appears. The contractor means and methods are the sole responsibility of the owner and contractor. Stock and Associates are not responsible for any errors or omissions on this plan unless specifically engaged and authorized to do so by the owner or contractor.

Project: Barnes-Jewish West County Hospital

12634 Olive Street Road
BJC Project No. 14C0018010

3rd Amended Site Concept Plan

BARNES JEWISH
West County Hospital
BJS HealthCareNo. Issue Description: Date:
01 Issue Date: 10/10/2016
02 City Comments: 11/07/2016

No. Revision Description: Date:

Drawn by: J.E.F. Reviewed by: G.M.S.
AJE Project Number: 212-5013.7 Issue Date: 10/10/2016
Facility Notes No.:Sheet Title:
3rd Amended Site Concept Plan

Sheet Number:

C-200



MSD P 狀: #
BASE MAP 狀: 17-P2
MDNR 狀: MORA07460
STLCO 狀: #

Nov. 07, 2016

GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000998

Stock and Associates Consulting Engineers, Inc. and the undersigned engineer have no responsibility for services provided by others to implement the improvements shown on this plan and all other drawings where the undersigned engineer's seal appears. The construction means and methods are the sole responsibility of the owner and contractor. Stock and Associates Consulting Engineers, Inc. has no responsibility to verify final improvements as shown on this plan unless specifically engaged and authorized to do so by the owner or contractor.

Project: Barnes-Jewish West County Hospital 12634 Olive Street Road BJC Project No. 14C0018010 3rd Amended Site Concept Plan

BARNES JEWISH
West County Hospital
BJC HealthCare

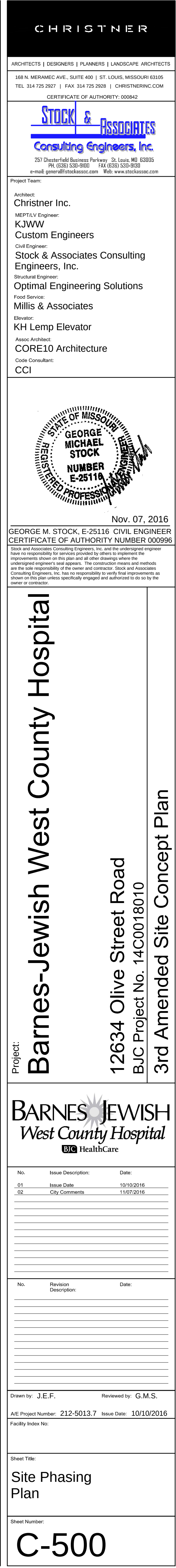
[illegible][illegible]

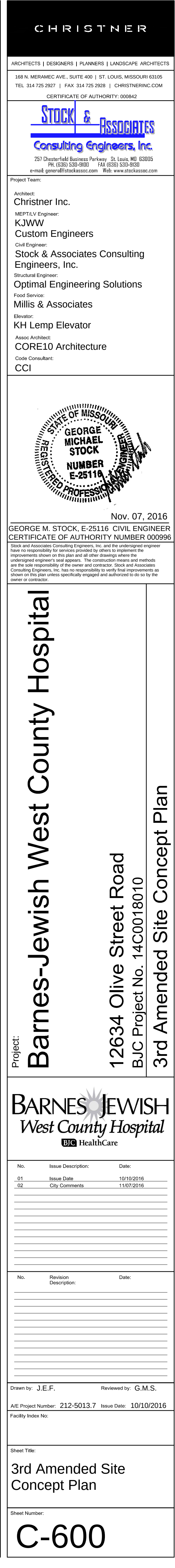
Drawn by: J.E.F.	Reviewed by: G.M.S.
A/E Project Number: 212-5013.7	Issue Date: 10/10/2016
Facility Index No:	

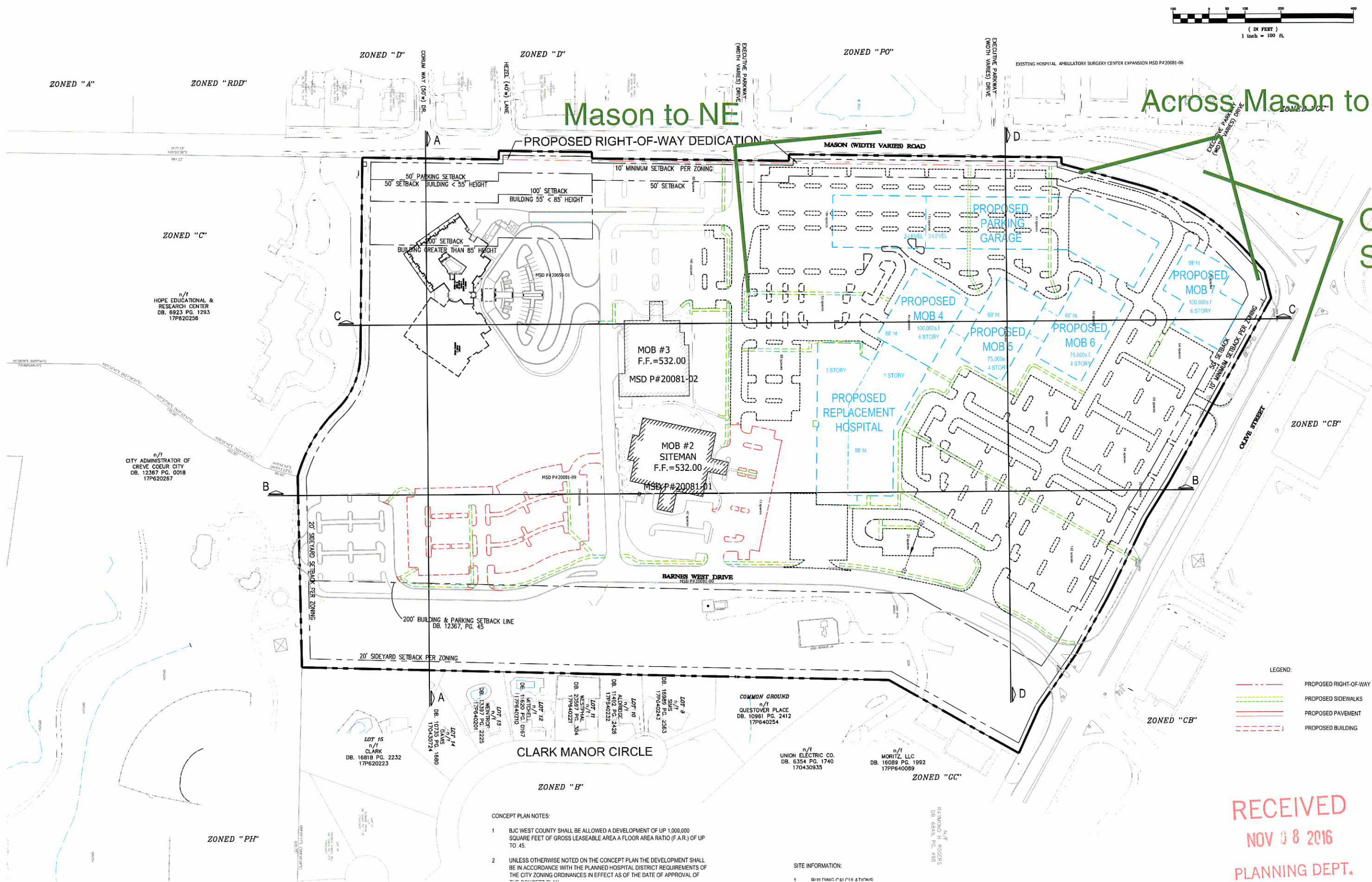
Sheet Title:

Site Sections

Sheet Number:
C-400







Mason to NE

Across Mason to east

Olive to SE

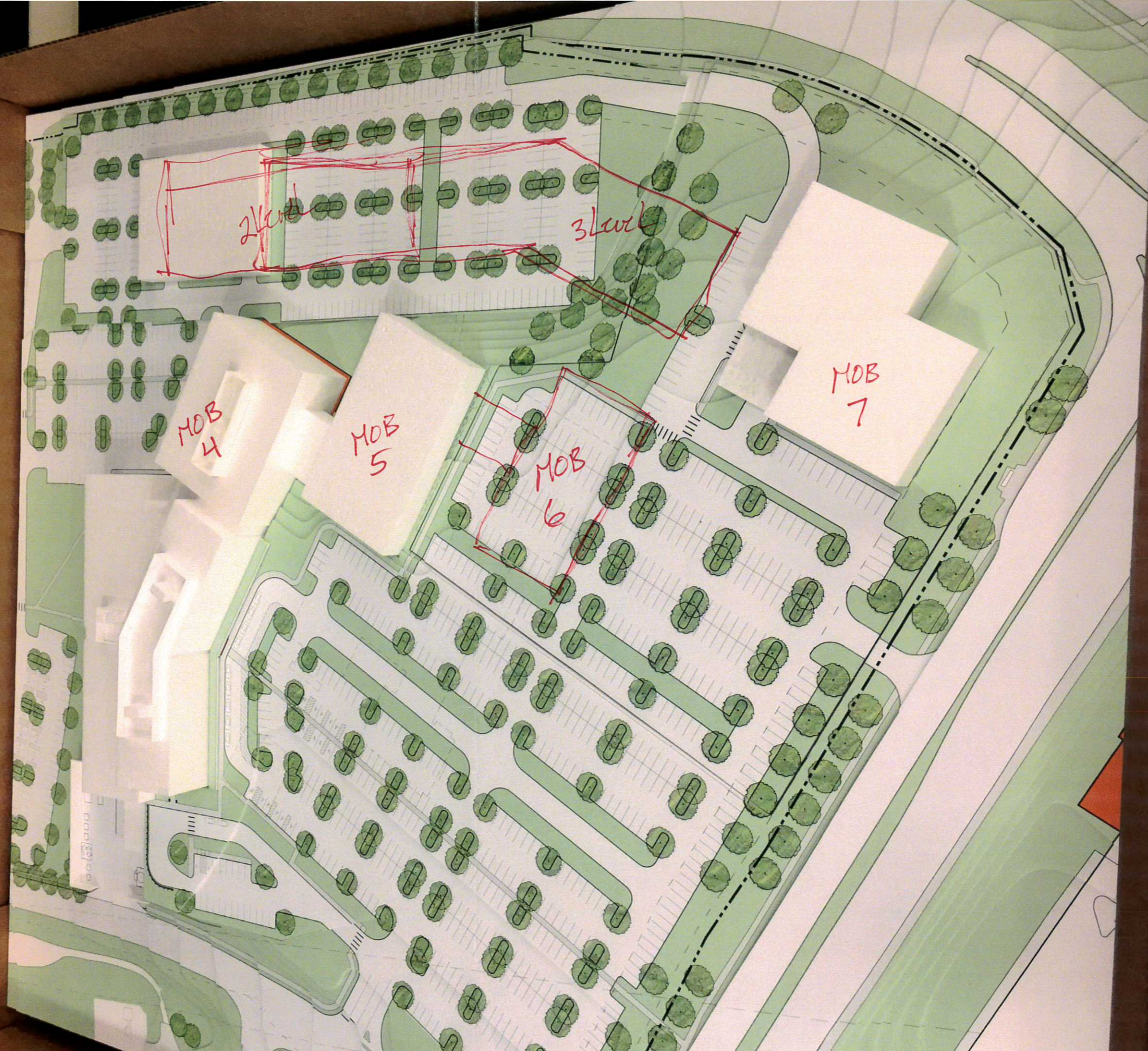
RECEIVED
NOV 08 2016
PLANNING DEPT.

- CONCEPT PLAN NOTES:
1. BJC WEST COUNTY SHALL BE ALLOWED A DEVELOPMENT OF UP TO 1,000,000 SQUARE FEET OF GROSS LEASEABLE AREA A FLOOR AREA RATIO (F.A.R.) OF UP TO 45.
 2. UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN THE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE PLANNED HOSPITAL DISTRICT REQUIREMENTS OF THE CITY ZONING ORDINANCES IN EFFECT AS OF THE DATE OF APPROVAL OF THE CONCEPT PLAN.

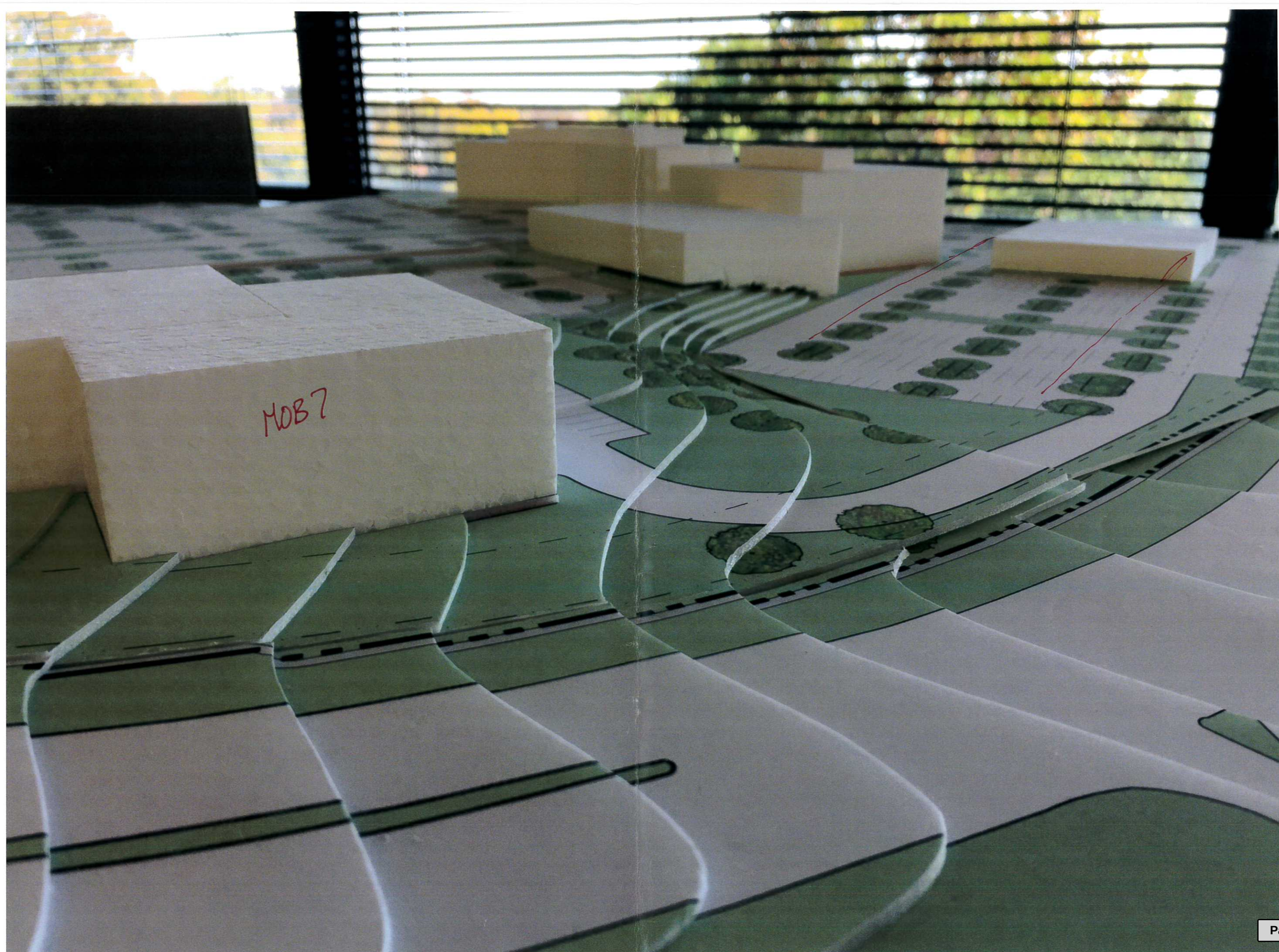
SITE INFORMATION:
1. BUILDING CALCULATIONS

Project Title: BJC West County Site Concept Plan
Architect: Chris
MEP/PE: KJW
Civil: Stoc
Struct: Eng
Other: Olin
Flood Serv: Millis
Elevation: KH Li
Assess: Av
Code: COR
CCI

BA W

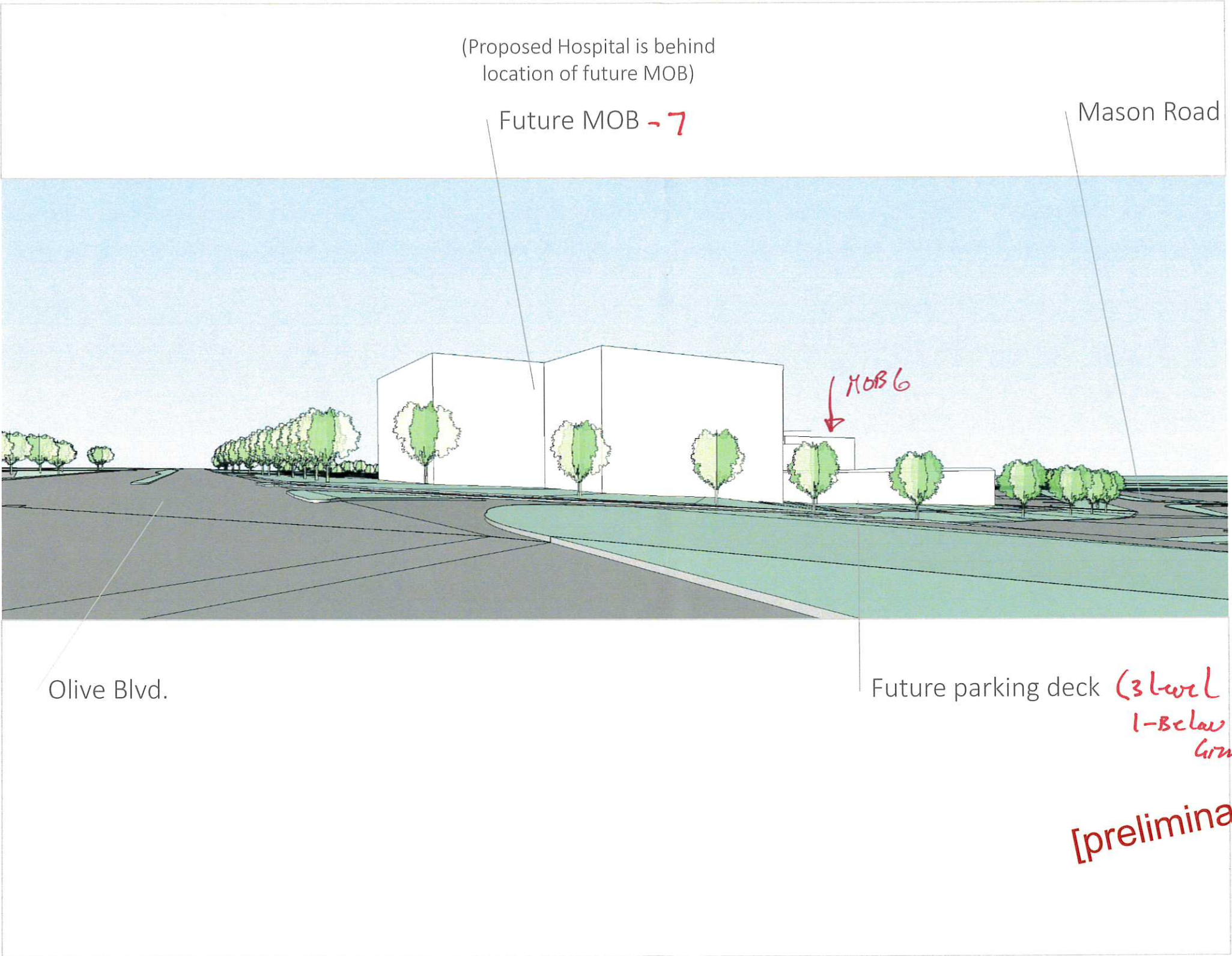


RECEIVED
NOV 18 2016
PLANNING DEPT.
Attachment: Perspective renderings of campus plan submitted by applicant 11-8,-2016 (2168 : BJC-West County Site Concept Plan)

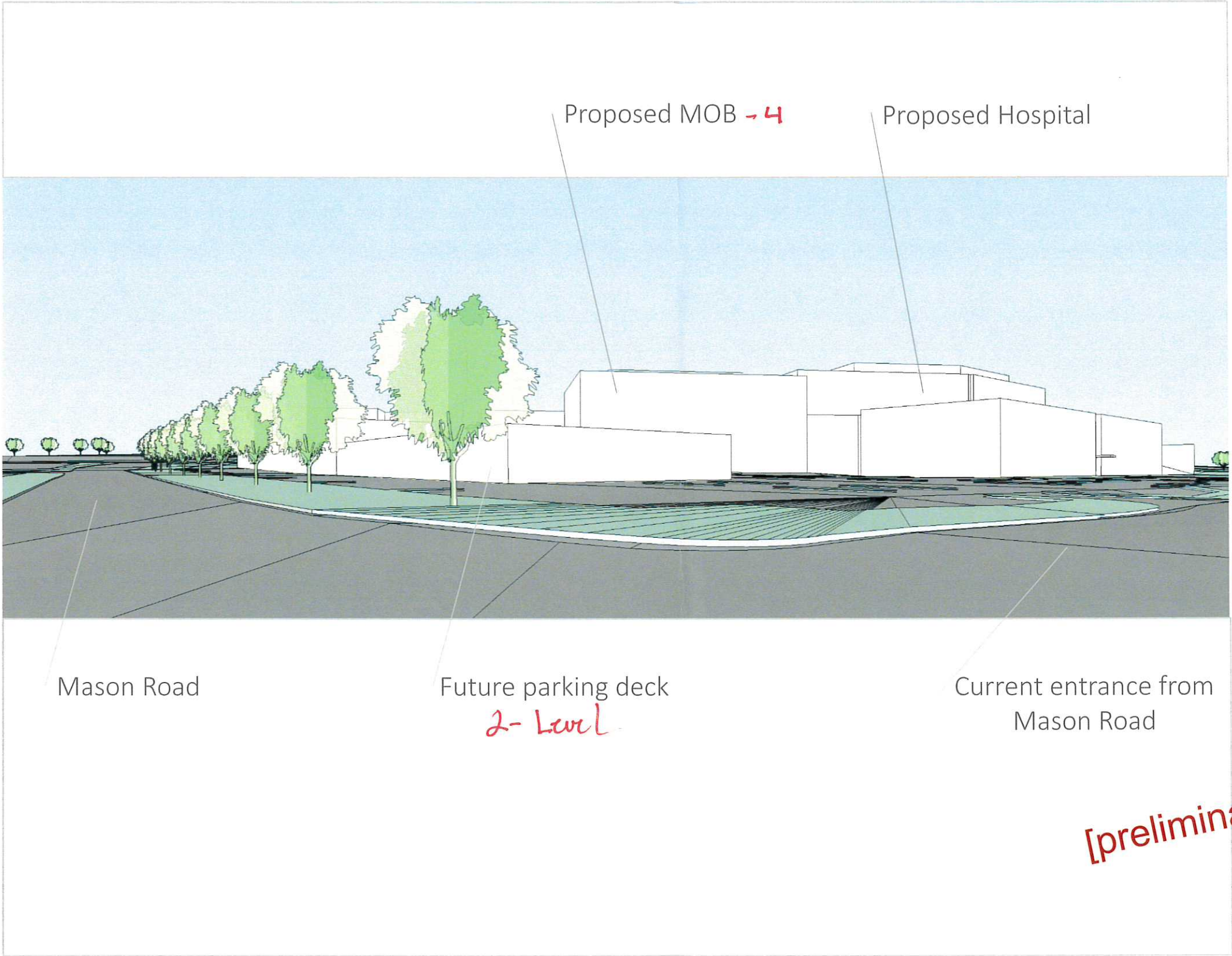


RECEIVED
NOV 18 2016

Attachment: Perspective renderings of campus plan submitted by applicant 11-8,-2016 (2168 : BJC-West County Site Concept Plan)



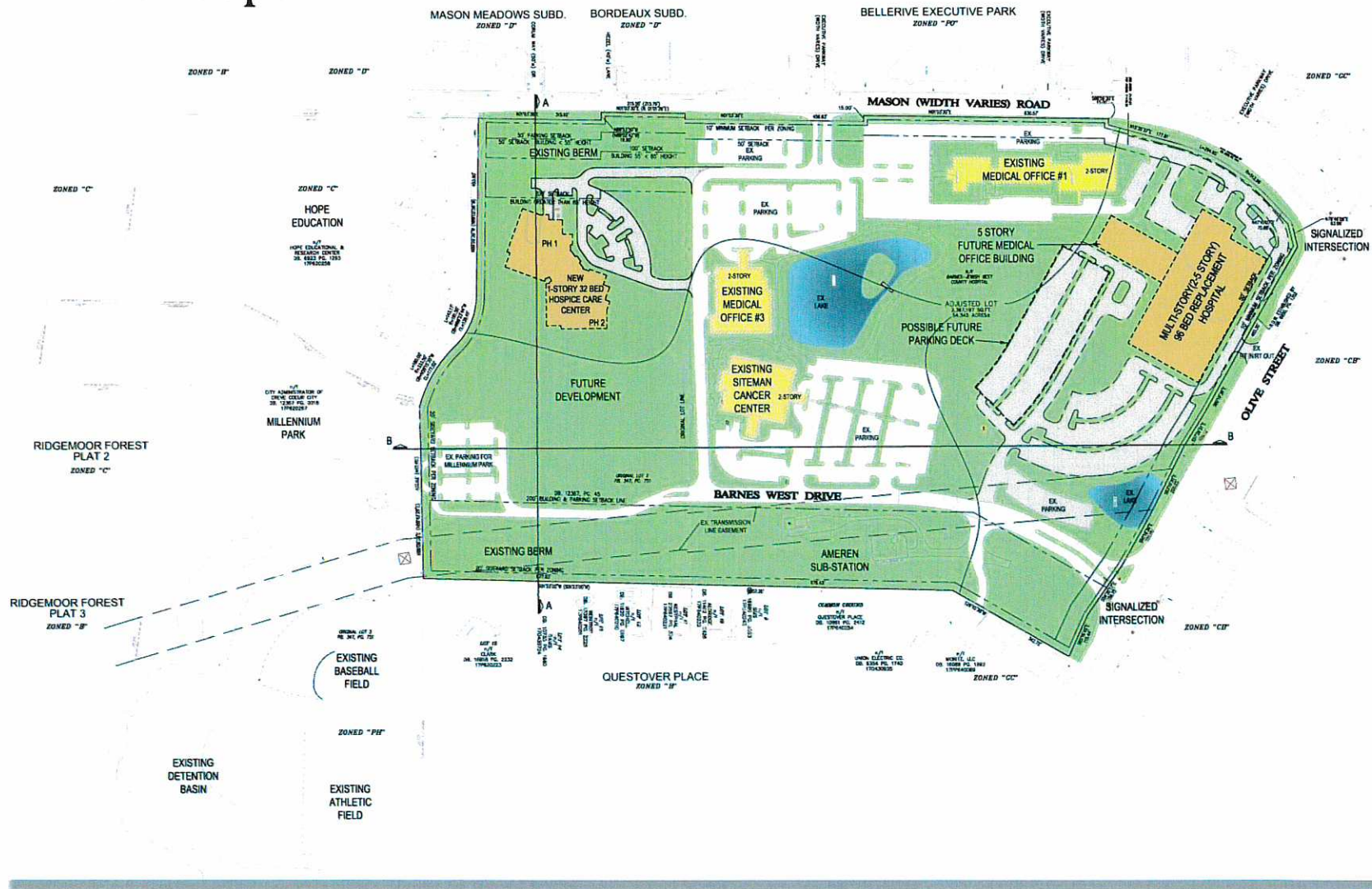
RECEIVED
NOV 08 2016
PLANNING DEPT.



[preliminary]

RECEIVED
NOV 08 2016
PLANNING DEPT.

Site Concept Plan



DRAFT

November 2, 2016

Dear Neighbor,

We'd like to invite you to a meeting to provide an update on our proposed new hospital on the Barnes-Jewish West County Hospital campus. As neighbors living near the hospital, we value your engagement.

The meeting will be held November 15 at 6:30 p.m. in Conference Room D of the hospital. The conference room is located next to the cafeteria in the lower level of the main hospital building at 12634 Olive Blvd.

Following the meeting with neighbors, we will present this third amended site concept plan to the Creve Coeur Planning & Zoning Commission at City Hall, Monday, November 21 at 6:30.

We hope you are able to attend to see our updated site development plan and concepts. We look forward to sharing our plans and answering your questions.

Sincerely,

Trish Lollo, President

Barnes-Jewish Hospital

Attachment: Neighbor Meeting 111516 (2168 : BJC-West County Site Concept Plan)

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE APPROVING A NEW SITE CONCEPT PLAN FOR THE
BARNES JEWISH WEST COUNTY HOSPITAL CAMPUS ON THE PROPERTY
ADDRESSED AS 12634 OLIVE BOULEVARD.**

WHEREAS, Section 405.310 (D) of the Municipal Code states that any site concept plans and development and/or redevelopment plans for properties within “PH” Planned Hospital district require Planning and Zoning Commission and City Council review and approval; and

WHEREAS, an application was made by George Stock, Stock & Associates, on behalf of Barnes-Jewish West County Hospital, for a new Site Concept Plan for the Barnes-Jewish, West County Hospital campus, which includes a replacement hospital, medical office buildings and parking structure as provided by Section 405.1080.D., Site Concept Plans; of the Zoning Ordinance; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, November 21, 2016, beginning at 6:30 p.m., or immediately following the close of the previous agenda item, on said application for the concept plan as provided by Section 405.1070(D)(2); 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 ____ vote, recommended approval of the new site concept plan, subject to conditions, at its meeting on November 21, 2016; 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 approving the concept plan for 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.

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

Section 1: SITE CONCEPT PLAN

1. The Site Concept Plan for Barnes Jewish West County Hospital is hereby approved as depicted on the “Site Concept Plan” prepared by Stock and Associates, and dated November 7, 2016, in conjunction with Planning and Zoning Application #16-029, which property is more specifically described as follows:

A tract of land being part of Lot 3 of the John Hazel Estate, as conveyed to Barnes Jewish West County Hospital (f.k.a. Barnes West County Hospital) by instrument recorded in Book 8647, Page 11645 and Barnes Jewish West County Hospital by instrument recorded

BILL NO. _____

ORDINANCE NO. _____

in Book 12367, Page 13 and Lot 2 of Barnes-Jewish West County Hospital according to the plat thereof as recorded in Plat Book 12367, Page 5 all of the St. Louis County Records located in U.S. Survey 1923, Township 45 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the northeastern corner of above said Barnes West County Hospital tract, said point also being located on the southwestern right-of-way line of Olive Boulevard, variable width, said point also being the northwestern corner of a tract of land as conveyed to Moritz, LLC by instrument recorded in Book 16089, page 1992 of above said records; thence along the east line of said Barnes West County Hospital tract, South 29 degrees 45 minutes 38 seconds West, 342.72 feet and South 01 degrees 33 minutes 02 seconds West, 679.43 feet to the northeast corner of above said Lot 2; thence along the east line of Lot 2, South 01 degrees 33 minutes 02 seconds West, (South 01 degrees 23 minutes 00 seconds West), 677.83 feet to the southeast corner of said Lot 2; thence along the southern lines of said Lot 2 the following courses and distances: South 89 degrees 06 minutes 38 seconds West, 439.62 feet (South 88 degrees 49 minutes 29 seconds West, 440.46 feet) to the beginning of a curve to the right having a radius of 333.50 feet; along said curve with an arc length of 180.00 feet and a chord which bears North 59 degrees 15 minutes 35 seconds West, 177.82 feet to a point of reverse curvature to the left having a radius of 181.50 feet; along said curve with an arc length of 143.17 feet, and a chord which bears North 66 degrees 23 minutes 44 seconds West, 139.49 feet to a point of tangency and North 88 degrees 59 minutes 36 seconds West, (North 89 degrees 02 minutes 56 seconds West), 453.60 feet to the eastern right-of-way line of Mason Road, variable width; thence along said right-of-way line the following courses and distances: North 01 degrees 03 minutes 38 seconds East, 315.92 feet; North 88 degrees 53 minutes 50 seconds West, (North 89 degrees 02 minutes 42 seconds West), 19.90 feet; North 01 degrees 03 minutes 30 seconds East, 215.58 feet, (North 01 degrees 01 minutes 26 seconds East, 215.79 feet); South 89 degrees 53 minutes 59 seconds East, 14.70 feet; North 01 degrees 03 minutes 30 seconds East, 456.63 feet; North 88 degrees 55 minutes 58 seconds West, 15.00 feet; North 01 degrees 03 minutes 30 seconds East, 630.57 feet; South 88 degrees 56 minutes 30 seconds East, 15.00 feet; North 15 degrees 35 minutes 37 seconds East, 177.81 feet to the beginning of a curve to the right having a radius of 512.96 feet; along said curve with an arc length of 294.65 feet and a chord which bears North 31 degrees 13 minutes 24 seconds East, 290.62 feet; North 47 degrees 41 minutes 07 seconds East, 70.88 feet and North 76 degrees 46 minutes 06 seconds East, 63.96 feet to the southwestern right-of-way line of above said olive Boulevard; thence along said right-of-way line the following courses and distances: South 60 degrees 18 minutes 35 seconds East, 485.30 feet; South 57 degrees 26 minutes 51 seconds East, 100.12 feet; South 63 degrees 10 minutes 20 seconds East, 200.25 feet; South 60 degrees 18 minutes 36 seconds East, 150.00 feet; South 54 degrees 35 minutes 57 seconds East, 150.75 feet and South 65 degrees 16 minutes 45 seconds East, 115.44 feet to the Point of Beginning and containing 2,367,197 square feet or 54.343 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on September 16, 2014.

2. The approval of said Site Concept Plan is subject to the following conditions:
 - a. Site development plan approval to be approved by the City Council upon recommendation by the Planning and Zoning Commission is required for all future development of the site depicted on the Site Concept Plan, in accordance with Section 405.1080 of the Zoning Ordinance.

BILL NO. _____

ORDINANCE NO. _____

- b. Subject to approval by St. Louis County Department of Highways and Traffic, all applicable site development plans shall include the dedication of land to the public to form a consistent right-of-way along Mason Road with adequate width for sidewalks and landscaping to meet with Section 405.540 Landscaping, including street trees.
- c. All site development plans shall provide adequate landscaping along Olive Boulevard to meet with the intent of the landscaping requirements and the "green line park" goal of the Comprehensive Plan. Any landscaping to be located within the Olive Boulevard right-of-way will require prior approval from the Missouri Department of Transportation.
- d. Significant landscape treatments in combination with the design of the parking structure along Mason Road should be provided as part of that phase to be reviewed in conjunction with the site development plan.
- e. Future site development plans should depict pedestrian and site amenities as appropriate to each phase.

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

ADOPTED THIS ____ DAY OF _____, 2016.

ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2016.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



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
#16-030 FOR A CONDITIONAL USE PERMIT AND SITE DEVELOPMENT PLAN
FOR A PANDA EXPRESS RESTAURANT, WITH DRIVE-THRU SERVICE AT
10453 OLIVE BOULEVARD WITHIN
CREVE COEUR PAVILION SHOPPING CENTER**

FOR THE MEETING OF: Monday, November 21, 2016

LOCATION: 10453 Olive Boulevard, within the Creve Coeur Pavilion Shopping Center at the northwest corner of Olive Boulevard and Pavilion Drive.

REQUEST: Eric Abeln, Architect for Heights Venture, has submitted an application for a new Panda Express drive-thru restaurant located on the 10453 Olive Boulevard lot within the Creve Coeur Pavilion Shopping Center on the site near the former Macaroni Grill Restaurant. The subject property is zoned CB, Core Business District. All Limited-Service Restaurants (NAICS 722513), with Drive-thru Services (NAICS 722) are permitted as a conditional use with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission.

ADDITIONAL INFORMATION: On November 10, 2014, City Council authorized the text amendment to amend the ordinance governing drive-thru restaurants in the City. For larger commercial areas, not directly abutting a residential use, one free standing drive-thru restaurant is allowed on combined development sites over three acres, with certain conditions. The Creve Coeur Pavilion Center is 13.34 acres. It was originally developed in phases in 1999-2001, with pre-existing non-conforming site coverage of 76%. The proposed drive-thru restaurant would be located on a 1.88 acre lot within the center and the development would lower the overall site coverage to 73%. Staff has not prepared a draft Ordinance at this time, as this is the first proposal for a free-standing drive-thru restaurant under the new ordinance, and there are a few discussion items.

Key Issues:

- Integration with the surrounding uses.
- Implementation of the goals of the Comprehensive Plan.
- Consistency with the required findings for a conditional use permit.

Comp. Plan References

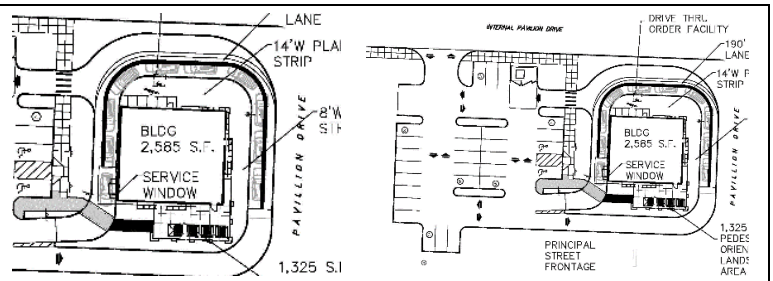
- Community Health and Connectivity
- Design Guidelines
- Pedestrian Plan

Zoning Code References

- Section 405.210: Regulation of Uses
- Section 405.370: CB-Core Business District
- Section 405.470 Conditional Uses
- Section 405.820 Required Off-Street Parking Spaces

APPLICANTS: Eric J. Abeln, AIA, NCARB
Project Architect, Senior Associate
Heights Venture Architecture + Design
1111 North Loop West, Suite 800
Houston, Texas 77008

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



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 11/16/2016

ATTACHMENTS: Applicant's Materials received November 10, 2016

Lighting Plan submitted October 17, 2016

Sound Study submitted October 17, 2016

Revised Traffic Impact Study from CBB submitted November 16, 2016,

MoDOT's letter of concurrence

City's Traffic Engineer Review Memo

PROPOSAL

The applicants are seeking approval of a 2,585 square foot restaurant with 58 indoor seats and 16 outdoor seats, at the northwest corner of Olive Boulevard and Pavilion Drive above the existing retaining wall. Just east of the proposed building on the lot is an underground stormwater detention basin, and the vacant area that was once the Macaroni Grill Restaurant. The proposal includes the same brick material as the brick found throughout the center, along with the Nichiha "Cedar" fiber cement boards, black metal coping, and fence detail, and limestone water table at the bottom of the structure. The order board would be located at the rear of the building and pick-up window along the west elevation. The proposed drive-thru lane extends around the building, however, the minimum distance of 190 feet as required by the Zoning Ordinance ends before crossing in front of the structure.

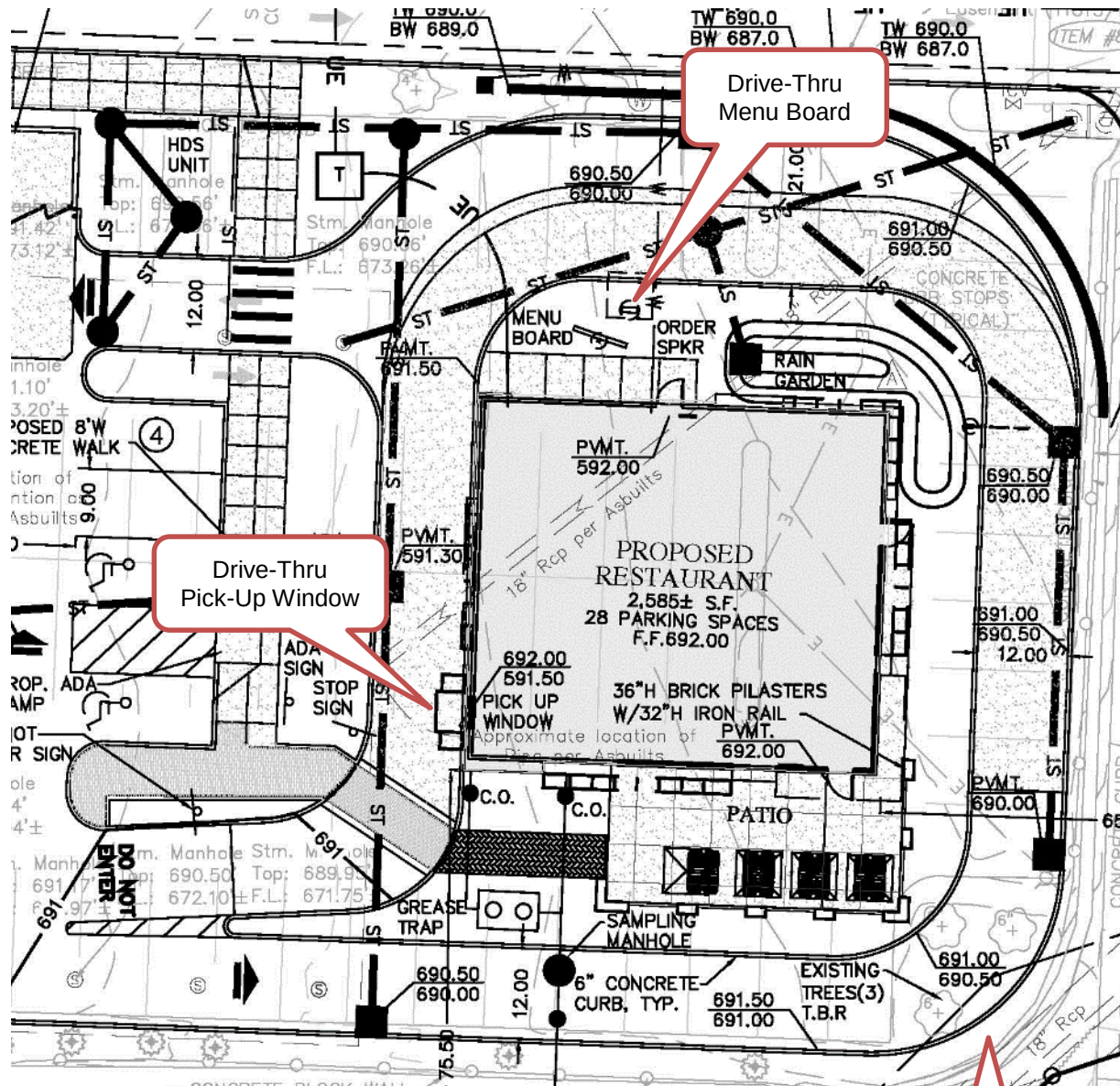


Figure 1: Close-up of the site development plan

Designated
Stacking Lane



Figure 2: Close-up of the West Elevation



Figure 3: Close-up of the South Elevation.



Figure 4: Close-up of the East Elevation



Figure 5: Close-up of the North Elevation

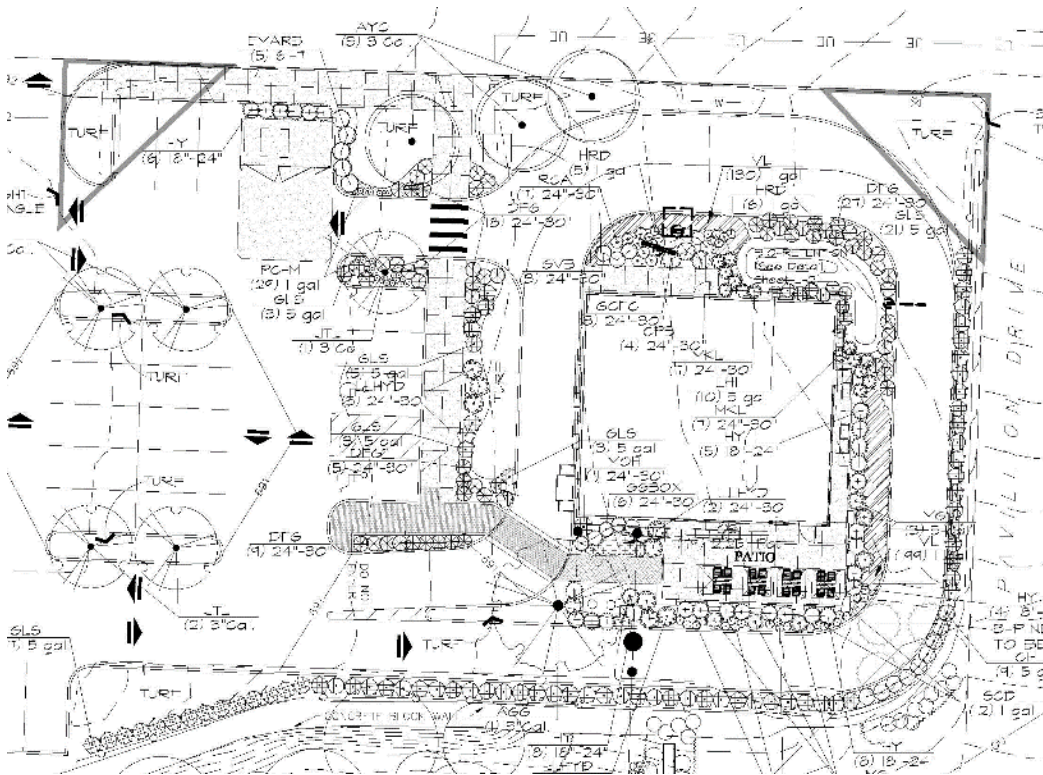


Figure 6: Close-up of the proposed Landscape Plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Retail/Office:	GC-General Commercial	Old Olive Street Road
South	Monsanto	RO-Research and Office Park District	Olive Boulevard
East	Office	CB-Core Business District	Pavilion Drive
West	Retail	GC-General Commercial	Old Olive Street Road

COMPREHENSIVE PLAN REVIEW

Background

In the 2011 discussion of a proposed text amendment regarding the regulations for drive-thru restaurants, it was pointed out that the Comprehensive Plan outlines several goals and strategies regarding community health and connectivity to the surrounding neighborhoods by: providing pedestrian amenities; creating a “green-line” park along Olive Boulevard; and improving community image and identity by maintaining the compatibility of existing commercial development areas with the surrounding single-family neighborhoods through quality of development that creates a “sense of place” and maintains the City’s strong low-density residential image and character. Drive-thru restaurants were noted to be in direct opposition to the promotion of pedestrian activity and are inconsistent with the surrounding neighborhoods. The need to include a looping traffic lane for a drive-thru causes auto-oriented developments to functionally divide themselves from neighborhoods and surrounding commercial developments. Further, the high level of moving vehicles on the site poses conflicts with pedestrian activity along the commercial corridors, and within the site. The regulations were again reviewed in 2013 and 2014, in an effort to address the conflict of the type of development, with the need for convenience of the drive-thru restaurant. In 2014, the City adopted new regulations with the intent to offset the typical drive-thru layout, by providing as much pedestrian activity as possible, hiding the drive-thru services, and stacking lane within to a more internal area, behind the building as much as feasibly possible.

Proposal’s Compatibility with the Comprehensive Plan

The subject property is located within the Commerce Center Action Area that calls for retail shops, restaurants, and personal service businesses, particularly those providing services to the business and workers in the area, especially in a small scale, pedestrian friendly environment that is intended to serve the growing life science and biotechnology industry in the area, where the proposed use is infilling a vacant lot within an existing shopping center.

The Applicant has located the building to within 80 feet of the front setback along Olive Boulevard, and as close to Pavilion Drive as possible to allow for the stacking lane of the use, and has included pedestrian outdoor dining in front of the building, in keeping with the recommendation of the current Comprehensive Plan. However, the drive aisle in front of the patio seating could be in opposition to Plan recommendations. The applicants contend that the proposed site features including a landscaped buffer and fencing provide sufficient screening of the vehicles and therefore, achieve consistency with the intent of the current Comprehensive Plan. Whether or not the project is in general conformance with the Comprehensive Plan and fulfills the intent of the City’s Zoning Regulations is the up to the Commission and City Council.

DESIGN GUIDELINES

Site Layout -Pedestrian and Vehicular Circulation

The City’s Design Guidelines make recommendations regarding the site plan and use of drive-through elements, including being sensitive to the existing site features, and providing for a high quality, pedestrian-scale and walkable area, and at intersections, crosswalks, and main building entries, a change in sidewalk color, texture, or material should emphasize the location, be a minimum of 10 feet in front of retail businesses that include pedestrian amenities, and the “Use” Section for Restaurants recommends that outdoor seating areas, play equipment and perimeter fencing should be compatible and of an attractive design that is integrated with the main buildings architecture (p.11). The Design Guidelines, Pedestrian and Vehicular Circulation Section (Page 6), recommends that circulation patterns should be safe, clearly defined and

directed, and that circulation systems should be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic. Pedestrian circulation should take precedence over vehicular circulation, and provide for direct access from the street and from parking areas to the principal structure. In order to emphasize conflict points and improve pedestrian safety and visibility, the use of textured or tinted materials for pedestrian crossings should be utilized where pedestrian circulation paths cross a vehicular route. Further, the sidewalk throughout the Shopping Center is eight feet wide to meet with the Zoning Regulations below, but in the area indicated it is showing a six foot wide sidewalk to the outdoor dining area. Staff recommends that the pedestrian connection should be consistent throughout the entire development.

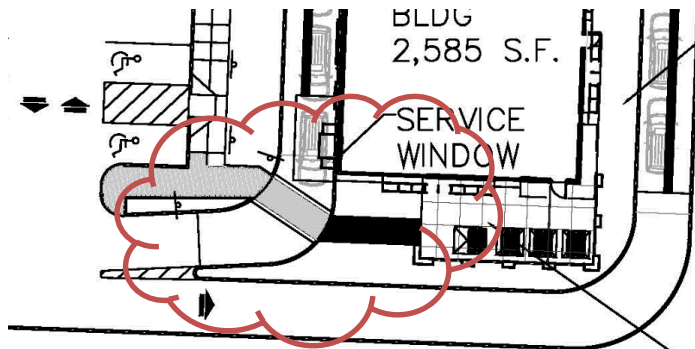


Figure 7: Close-up of the Zoning Compliance Exhibit Drawing with the potential conflict question before the Commission with the potential conflict area in red.

Staff has expressed a concern to the applicant regarding the conflict created between the vehicles exiting from the pick-up window, vehicles going through the drive-thru lane, and pedestrians entering the restaurant, indicated in red on the left. The City's Consulting Traffic Engineer reviewed this area in particular and provided recommendations in order to mitigate this conflict that include the crosswalk be constructed with brick pavers or stamped and/or colored concrete to accentuate this pedestrian conflict area or

provide a "Stop Bar" pavement marking. The applicants have agreed to utilize a raised hump for the pedestrian cross-walk, as well as signage, to reinforce the slow progression of vehicular traffic, and the red concrete, patterned pavement that is consistent with the rest of the Center will be utilized, in furtherance of the Design Guidelines. The Commission should discuss whether these are sufficient to meet with the intent of the Comprehensive Plan and Design Guidelines.

Generally speaking, comfortable and pleasing outdoor dining spaces that promote pedestrian connections are further away from passing vehicles. At existing shopping center developments, the only location for outdoor dining activities is often along drive aisles. During the prior discussions on the text amendment, it was the intent to separate the outdoor, pedestrian elements as far away from the drive-thru elements as possible. The applicants have provided for sufficient landscaping as required by the Zoning Regulations, and the outdoor dining areas are buffered by a low fence, with brick columns, and landscaping, per the image below:

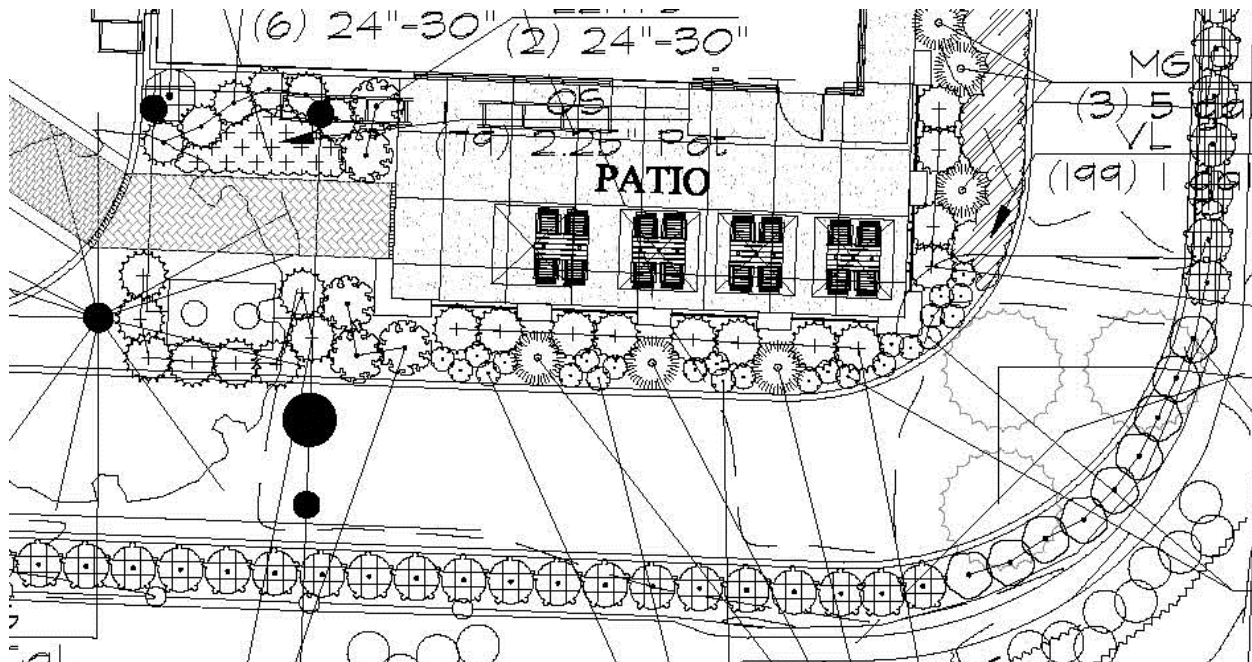


Figure 8: Close-up of the Applicant's Landscape Plan surrounding the outdoor dining area and drive-thru service lane.

Staff requested that the elements of the proposal be discussed with the Applicant during the meeting to determine whether the conflicts have been mitigated appropriately, and the intent of the ordinance has been met.

Building Design

The City's Design Guidelines recommend the use of natural "green" building materials, with preferred building materials including stone, brick, aluminum and glass, and that materials selected should require minimum maintenance and EIFS [Staff notes that stucco is often used as another term as EIFS, and therefore considers it in the same manner] should be used as a way to accentuate an architectural element and should be limited to areas not subject to damage or abuse. Architectural consistency of colors and materials are to be provided between all elevations, while each elevation should not look alike, an overall architectural continuity is strongly encouraged, and inconsistent adornment and frequent changes in material should be avoided (p. 9-10). The primary building entrance should be clearly defined and to provide a sense of entry it should be oriented to the street and provide protection from the elements, such as recesses, roof overhangs, projecting canopies or other similar features. Varied and interesting building facades are key to creating a "pedestrian oriented" place. Rear and side facades should be designed with similar architectural detailing and material to be compatible with the principal facades of the building. Solid, blank wall and other "dead" or dull spaces at the street level should be avoided. Visually interesting building facades and activities should be maintained and or/or established to engage pedestrian interest (p. 5). Specific for restaurants, franchise or corporate style architecture is strongly discouraged. Freestanding restaurant buildings within a shopping center should be designed to be consistent with the "theme" or design of the center (p.11). Chapter 3 of the Design Guidelines provides specific recommendations regarding certain uses. Drive-thru elements are to be architecturally integrated into the building rather than appearing to be applied or "stuck-on to the building, and are not to be located on the primary street frontage.

The Applicant has included the use of materials to be consistent with the rest of the Shopping Center while creating a unique identity for this use. However, Staff has a concern regarding

use of EIFS/Stucco in place of windows, and the rear elevation that is inconsistent with the other elevations. Further the west elevation, that will be the most visible for pedestrians within the center and entering into the building, generally lacks interest, where the materials have been offset to some degree to break up the blank space, and where the brick focal element along the main entrance could provide for greater offset sufficient enough to create a shadow line, and/or provide other pedestrian elements to create additional interest. The members of the Commission should discuss these design elements with the applicant.



Figure 9: Southwest Corner Elevation



Figure 10: Northeast Corner Elevation

Landscape Design

The Design Guidelines encourage high quality landscape designs that minimize the appearance of the parking lot, accentuate the building and site, and aide vehicular and pedestrian circulation. Landscaping should provide for consistency in design thought a development, while also allowing for distinction of site elements and the relationship to the building. Overall the Landscape Plan is consistent with the Design Guidelines, and the Applicant's limited use of a corporate element of Mexican Pebbles as a ground cover, as well as the use of plant material is consistent with the rest of the Shopping Center. Staff has requested an updated Landscape Plan for the entire Creve Coeur Pavilion Center; however the landscape plan has not been provided.

The landscaping along Olive Boulevard is a pre-existing condition, and therefore not reviewed under this proposal.

ZONING REVIEW

All food services and drinking places with drive-thru facilities are permitted with conditions in all commercial zoning districts within the city. The proposed site is within the Creve Coeur Pavilion Center Development, where a portion of the development is zoned GC-General Commercial and CB-Core Business District, with the proposed restaurant located within the CB-District portion. The maximum site coverage for properties in the CB District is 63%, or 70% in consideration of outstanding public features or amenities. Creve Coeur Pavilion has pre-existing non-conforming site coverage of 76%. The proposal will decrease the overall site coverage from 76% to 73%.

Section 405.360(E)(4) *Yard and setback requirements provides for a maximum setback of 15 feet for 50% of the building along any street right-of-way other than Olive Boulevard. And a maximum setback of 80 feet for 50% of the building for any parcel fronting Olive Boulevard, per the regulations below:*

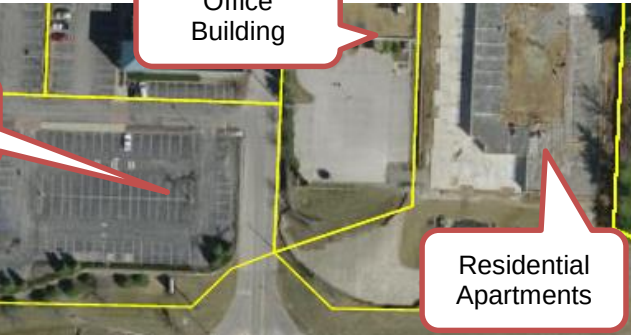
4. *Yard and setback requirements.*

- a. (1) *Maximum front yard. A minimum of fifty percent (50%) of the building elevation parallel to the street right-of-way shall be located a maximum of fifteen (15) feet from the right-of-way established by the adopted site development plan for the "CB" Core Business District. In the event that the planned right-of-way is greater than the present right-of-way, the required setback shall be measured from a line located a distance equal to one-half (½) the width of the planned right-of-way from the centerline of the present right-of-way. The provisions of Section 405.240 shall prevail where applicable on major streets or highways. In every instance, the first ten (10) feet of the front yard setback from the right-of-way, excluding the building placement, shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals.*
- (2) *Maximum front yard for parcels fronting Olive Boulevard. A building or structure shall be located a maximum of eighty (80) feet from established right-of-way. The provisions of Section 405.240 shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way, excluding building placement, shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals.*

Frontage is defined as LOT FRONTAGE: The length of the property line of any lot along any street it borders (Section 405.120 Definition Of Terms). Distinction between public and private street is not provided. Sheet C02 indicates a setback from Pavilion Drive at approximately 65.8 feet from the east property line. However Pavilion Drive serves as an entrance/internal drive, similarly to Ravenwood Drive that serves the development, and therefore the maximum setback regulation of 15 feet should not be applied. The Site Plan indicates that the building is 75.5 feet from the south property line at the furthest distance in compliance with the Zoning Regulation. Similarly, the side and rear yard setback of 10 feet does not apply as this would be applied to the overall development. All of the other district regulations have been met.

Conditional Use

Section 405.470, Conditional Uses provides further requirements for certain uses throughout the city. In particular, the recently adopted Ordinance No. 5400 provided specific regulations regarding drive-thru facilities for all restaurants, coffee shops, beverage bars, and the like. Below is a table of the requirements and the analysis of the proposed site plan.

Ordinance Requirement	Proposed Development
<i>Section 405.470. Conditional Uses.</i> 14. Food services and drinking places — (NAICS 722). Shall be located on sites of not less than two (2) acres ...	The Panda Express is a Limited-Service Restaurant, NAICS 722513.
d. Drive-thru services on sites in the "MX," "GC," "CB," "PO," "PC," and "LI" Districts that only about non-residential uses are subject to the following:	The subject property is zoned CB, and is separated from residential structures by the Pavilion Drive and the office building to the east, per the image below:  Figure 11: Detail of the aerial photo
(1) Drive-thru facilities shall be limited to one (1) restaurant with no more than two (2) service windows, two (2) order facilities and two (2) designated stacking lanes in a coordinated development located on one (1) or more lots totaling three (3) or more acres, with shared access and two (2) or more buildings, one (1) of which shall have a continuous structure frontage of at least two hundred (200) feet. Such frontage may include one (1) passageway or arcade (not open on the sides). All buildings shall be designed with similar use of materials and design elements such that the buildings are aesthetically complementary to each other.	This is the first application for a drive-thru facility within Creve Coeur Pavilion. Therefore, if approved, it would preclude any other drive-thru food services and drinking places within the Center. The subject property is a 1.88 acre lot within the 13.34 acre Creve Coeur Pavilion Shopping Center that has 5 different buildings. The AMC Building is approximately 283 feet in length. The Applicant has incorporated materials to aesthetically complement the other structures. However, given the pre-existing nature of the other buildings, and the more modern design required by Panda Express, the Planning and Zoning Commission will have to determine if the overall design is in keeping with the character of the Center.
(2) The drive-thru order facility and service window shall only be on or adjacent to a wall not facing a street, unless otherwise approved.	The service window is located on the west elevation that faces the parking lot and the order facility is behind the building. Staff considers the drive to the north to be an internal drive to the shopping center and not a street.
(3) The drive-thru restaurant shall have pedestrian-oriented landscape adjacent to the building equivalent in area to fifty percent (50%) of the gross floor area of the entire restaurant use (area under roof).	The restaurant is 2,585 square feet of gross floor area. 50% is 1,292.5 square feet. The drawings indicate that 1,325 square feet is provided, which includes the front outdoor dining space.
(4) If the drive-thru restaurant is freestanding, an eight-foot-wide planted	An 8-foot wide landscaped area is provided along the east elevation and 14 feet along the north elevation

landscape strip shall be adjacent to at least two (2) other sides of the building, exclusive of the pedestrian area.	between the stacking lane and the building.
(5) If the drive-thru restaurant is freestanding, it shall have no less than two thousand five hundred (2,500) square feet of gross floor area (area under roof) and a minimum of fifty-five (55) indoor seats for customers.	The proposal is 2,585 square feet of gross floor area, with 58 indoor seats and 16 outdoor seats.
(6) Any service areas, including, but not limited to, trash receptacles, compactors, transformers, outdoor cooking or refrigeration equipment and utility connections, must be fully enclosed. Such enclosures shall appear as a part of the restaurant building to the maximum extent as found to be practicable by the City.	The trash facility is located away from the building along the north parking area and the exit of the bypass lane. The materials are consistent with the building materials with solid metal gates.
(7) The designated stacking lane shall be no less than one-hundred ninety (190) feet long [approximately ten (10) cars], excluding the space being served by the window, which shall be no less than nine (9) feet wide by nineteen (19) feet long. The lane shall, at a minimum, provide for vehicular escape prior to the point of the facility order board, which escape route can be shared with the general parking lot circulation.	The stacking lane provides for the minimum number of cars just short of crossing in front of the building, and where the Applicant's traffic study indicates that the vehicular storage of the land provides for approx. 305 feet, before impacting the circulation of the parking lot. A by-pass lane has been provided just short of the order facility, behind the building. Whether or not this meets with the intent of the ordinance given the overall length of the lane and that vehicles must travel across the front and east sides of the building, before being able to jump out of line, should be reviewed by the Planning and Zoning Commission and City Council.
(8) The entrance to the designated stacking lane shall be no less than fifty (50) feet from the nearest point on the property line across the nearest vehicular entrance.	The entrance to the designated stacking lane is along the south property line at the front of the building.
(9) The designated stacking lane shall not cross between the building and principal street frontage.	The applicant has shown on the drawing that the designated stacking lane is the portion of the lane which meets the minimum distance required and ends just short of crossing in front of the building, per the image below. Further, the site features provide for sufficient buffering (see attached response narrative). Staff finds that as the remainder of the drive aisle serves no other purpose and will be signed for the drive-thru facilities, that the intent of the ordinance is subject to interpretation and further discussion. Staff requests that the Planning and Zoning Commission review this particular aspect and provide further direction to the applicant and staff.
(10) A traffic study shall be submitted by the applicant that demonstrates, to the	See the applicant's Traffic Impact Study attached, the City's Consulting Traffic Engineer evaluation re

satisfaction of the City, that the required drive-thru facilities shall not interfere with site circulation or be hazardous to motorists or pedestrians entering, exiting or passing by the site.	and the letter of concurrence from MoDOT.
(11) The order facility shall utilize automatic volume control which adjusts outbound volume based on the outdoor ambient noise level.	The applicant will be utilizing an automatic volume control, and the draft ordinance can reinforce this by including a condition of approval for the use of such.
(12) An acoustical study shall be submitted demonstrating that the order facility and service windows will not increase ambient sound levels at the property lines above the average Monday to Friday midday level.	See the applicant's Sound Study Report from McClure Engineering dated October 11, 2016 that indicates that the use should have a negligible impact on the ambient sound in the area.

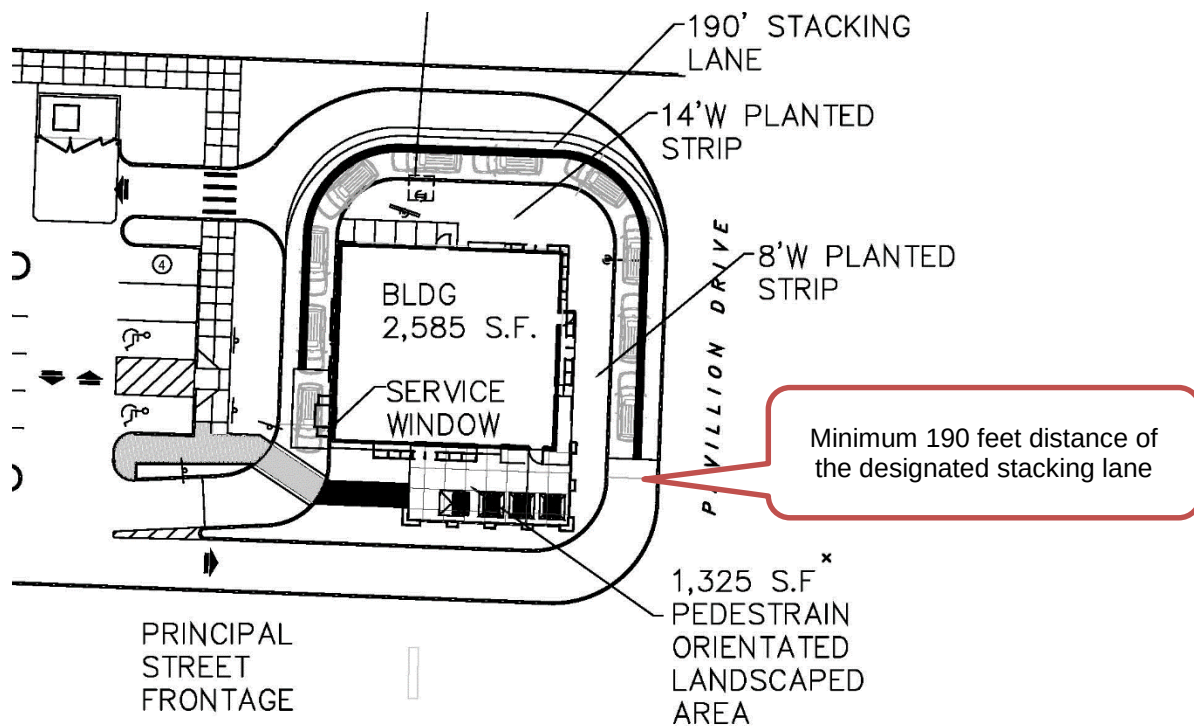


Figure 13: Detail of the Zoning Compliance Exhibit

Landscaping

Section 405.540 of the Landscaping regulations requires that all trees shall be a minimum of three (3) inch caliper size providing clear headroom of at least six (6) feet, and that all hedges shall not be less than two (2) feet in height and two (2) feet in spread at time of installation; however, no hedge or wall or berm shall exceed three (3) feet in height within ten (10) feet of any driveway opening. The individual plants used in the development of such a hedge shall be placed so as to be not more than thirty (30) inches on center. Additionally, Section 405.810 Screening and Landscaping for parking facilities requires vehicle headlight screening that is a minimum of eighteen (18) inches in height and an average of three (3) feet in height at the time of planting. As Creve Coeur Pavilion received approval for the landscaping along Olive Boulevard, and the proposal is on the upper portion of the existing retaining wall, the proposal meets with the requirements of the Ordinance.

Lighting

The Applicant's photometric plan from October 17, 2016 indicates that lighting will be less than one foot candle at the property line (ranging from 0.0 on the west to 0.1-0.5 along the north and south property lines), except at the southwest corner of the site, where the photometric indicate a 1.1 and 1.3, as shown below.

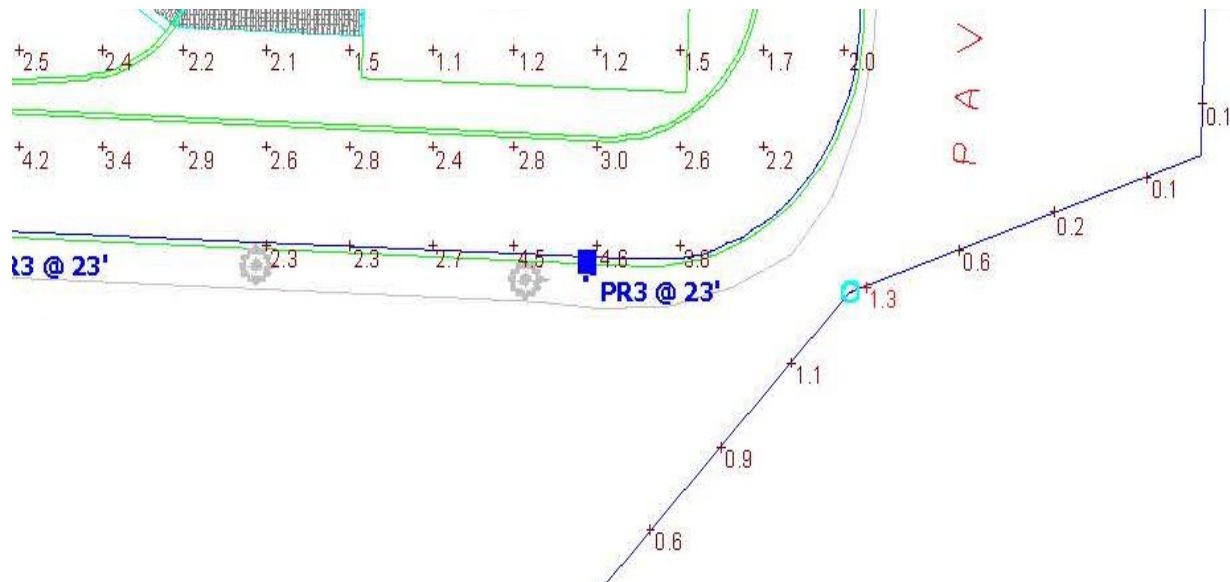


Figure 14: Close-up of the Applicant's Photometric plan from October 17, 2016 showing illumination at the southeast property line.

The light fixtures will be consistent with the overall Center, which meets with the illumination requirements below. Section 405.680 states lighting shall not be cast upon an adjacent property or right-of-way nor shall glare be emitted from an illuminant source. Given the elevation and site features of the retaining wall, and that it is along Olive Boulevard, the Planning and Zoning Commission should make such a determination that this illumination may be acceptable. Any new lighting for the drive-thru facilities, including that of the order board, should comply with Section 405.680 that all lighting shall be downcast and fully shielded. Staff recommends a condition of approval for this and existing lighting.

SECTION 405.810: DESIGN AND MAINTENANCE STANDARDS

4. *Lighting. Any off-street parking or loading area used between 6:00 P.M. and 6:00 A.M. shall contain a system of lighting to provide an adequate standard of at least one (1) foot-candle of illumination over the area of the parking area to be used. All lighting shall be arranged to deflect, shade and focus lights away from adjacent properties, shall be designed so as not to create more than one (1) foot-candle of illumination at any property boundary abutting a residential zoning district and shall comply with all provisions of Section 405.680. Any land use which utilizes an off-street parking or loading area between 6:00 P.M. and 6:00 A.M. an average of less than four (4) days per month may be exempted from this requirement by the Planning and Zoning Commission.*

Sidewalks

The proposal includes new eight foot wide pedestrian connections within the Shopping Center, and a separated six foot sidewalk from the outdoor dining space to the drive-thru exit lane, in compliance with the regulations below:

Section 405.730 Sidewalks

A. The following standards shall apply to all internal sidewalks in non-residential developments within the City of Creve Coeur:

1. Sidewalks shall be safe, clearly defined and direct:

a. Sidewalks shall be buffered from the street, vehicular traffic and parking areas by a minimum three (3) foot greenspace or landscape area.

b. All non-residential developments requiring site concept plan and/or site development plan approval must provide safe, clearly defined and direct access between buildings and from the principal building's entrance to the public sidewalk.

c. Sidewalks shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation and the placement of sidewalks shall take precedence over vehicular circulation. In order to emphasize conflict points and improve pedestrian safety and visibility, the use of textured or tinted materials for pedestrian crossings shall be utilized where pedestrian circulation paths cross a vehicular route as determined by the Planning and Zoning Commission.

2. The minimum width of internal sidewalks in non-residential developments shall be at least six (6) feet or eight (8) feet if used as a curb stop.

However, staff recommends that the sidewalks remain a consistent width, particularly in front of the building in furtherance of the Comprehensive Plan and Design Guidelines discussed earlier. Additionally, a sidewalk has not been provided along Olive Boulevard and Pavilion Drive, due to the pre-existing, site constraints with the retaining wall, and the lack of walkability along this area of Olive Boulevard.

Parking

Parking regulations for restaurants are discussed under Section 405.820(F)(5) Required Off-Street Parking Spaces. The Applicant has indicated that a total of 1014 parking spaces are provided for the entire Creve Coeur Pavilion Center. Below is the table of uses and the required number of parking spaces that was completed in 2014 for a Kim Cheese Restaurant CUP that includes the updated information for this application:

Tenant	Use	Size (sq. ft.)	Parking Regulations	# of spaces
St. Louis Bread Co.*	Restaurant	4,563 (+ 156 maximum occupancy)	1/3 seats in C.U.P., + 1/250 sq. ft.	64
Big Frog T-shirts	Retail	1,059	4/1000 sq. ft.	5
Great Clips	Hair Salon	968	4/1000 sq. ft.	4
Sensory Solutions	Office	4,554	4/1000 sq. ft.	19
IFG Advisors	Office	2,375	4/1000 sq. ft.	10
Vacant	Office	2,018	4/1000 sq. ft.	8
AMC Theater	Theater	39,799 (2,130 seats)	1 space per 6 seats	355
Vacant (Former Sweet Tomatoes*)	Restaurant	7,433	1/3 seats in C.U.P., + 1/250 sq. ft.	143
Ideal Image	Office	2,543	4/1000 sq. ft.	11

Victor Ho Nails & Spa	Nail Salon	1,900	4/1000 sq. ft.	8
Moe's Southwest Grill	Restaurant	4,133 (+90 indoor seats)	1/3 seats in C.U.P., + 1/250 sq. ft.	47
Kim Cheese**	Restaurant	2,925 (+65 indoor seats)	1/3 seats in C.U.P. + 1/250 sq. ft.	34
Stir Crazy Cafe	Restaurant	5,930 (+235 for the restaurant, +32 outdoor seats)	1/3 seats in C.U.P., 1/8 outdoor seats, + 1/250 sq. ft.	108
California Pizza Kitchen*	Restaurant	5,169	1/3 seats in C.U.P., + 1/250 sq. ft.	80
Panda Express**	Restaurant	2,525 (+58 indoor seats, +16 outdoor seats)	1/3 seats in C.U.P., + 1/250 sq. ft.	33
Sub-total:				929
Minus 15% Reduction				139.35
Total # of Parking Spaces Required:				790
Total Available On-site:				1014

Note: * Original CUP issued prior to 2000 did not include seating count. The number provided here is based upon a prior analysis.
 ** Pending Application

Prior to mid-2000, restaurant parking was based square on footage of the space at 1 per 50 square feet, plus 1 space per 8 outdoor seats. For those restaurants indicated by an * above, seating information is based on the maximum occupancy load of the original CUP when provided. For example, St. Louis Bread Company, Ordinance # 2106 indicated a maximum occupancy of 156, where seating could be indoor or out, provided that the total number of seats did not exceed the maximum occupancy. For those where the City does not have a record of the existing number of seating, a prior analysis from a request in 2005 included a total number of parking spaces for each use. However, Staff cannot verify how this number was created. Additionally, since the closure of the Sweet Tomato's Restaurant, Ideal Image expanded into a portion of the former space. A rent roll providing the square footage of the current uses within the center has not been provided, however, the parking rate for minimal change would not have an impact on the parking calculations as both square footages is 4 spaces/1000 square feet of floor area. Based upon observation of the site, it has plenty of parking available and it is reasonable to assume that the numbers represents more than enough parking for each use. Therefore, as indicated in the above table, a total of 790 parking spaces are required, with 1014 spaces available on-site. Thus, a surplus of 224 spaces is available on site.

RECOMMENDATION AND ACTION

Staff and the applicant have conferred frequently on this application in preparation for review by the Commission. This request represents the first freestanding drive-thru restaurant application since the text amendment was adopted in 2014. Staff finds that there are several discussion items the Commission members should review and provide direction to the Applicant, and therefore a draft ordinance has not been prepared at this time.

These key items for review in relationship to the conditional use standards for drive-thru restaurants and the Design Guidelines include:

- The drive-thru elements and pedestrian connections and amenities.

- The architectural details and use of EIFS/Stucco on the building, particularly the north and east elevations.
- The drive-thru stacking lane configuration between the building and Olive Boulevard.

After discussion with the applicant, if the Planning and Zoning Commission finds that the Application is in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council with any changes discussed and made by separate actions. Staff will then prepare a draft ordinance for City Council based upon the Commission's decision.

MOTION

The following is an example of an appropriate motion for this application:

"I move to continue Application #16-030 for a Conditional Use Permit for an eating and drinking establishment, with drive-thru facilities for Panda Express located within Creve Coeur Pavilion Shopping Center until the December 5th meeting to allow for the Applicant to revise the drawings based upon the discussion and direction from the Commission" (conditions may be added, eliminated, or modified by preceding motion).

Should the Commission wish to move the project forward to City Council for review, the following is an example of an appropriate motion:

"I move to recommend approval of Application #16-030 for a Conditional Use Permit for an eating and drinking establishment, with drive-thru facilities for Panda Express at 10453 Olive Boulevard within the Creve Coeur Pavilion Shopping Center and direct Staff to prepare a draft ordinance based upon the discussion from the meeting of November 21st, including all conditions recommended in Staff's report and the usual conditions for restaurants" (specific conditions discussed and approved by preceding motion).

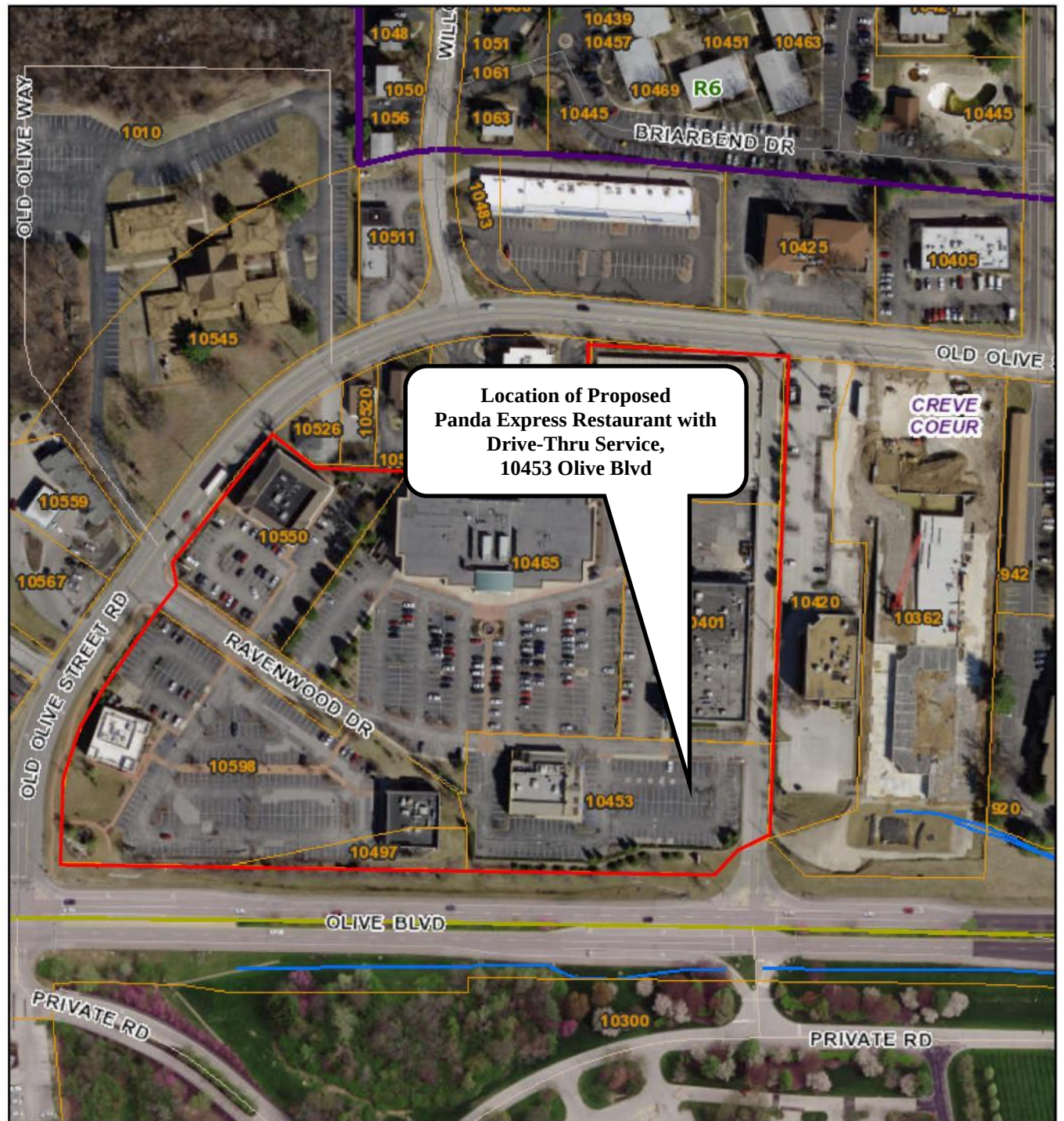
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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

APPENDIX 2: ZONING CODE

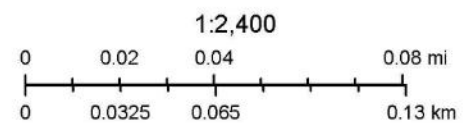
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO



November 1, 2016

— User drawn lines



APPENDIX 4: SITE PHOTOGRAPHS

Photo Date:11-18-2016



Description: View from the southeast corner of the existing parking lot looking north west at the adjacent retail building and AMC theater.



Description: View looking west toward the Stir Crazy building.



Description: View looking northeast toward the adjacent Office building and residential development.

	Description: View looking northwest from the Olive Boulevard and Pavilion Drive intersection at the existing retaining wall.
	Description: View looking west along Olive Boulevard.
	Description: View looking west along the south property line at Pavilion Drive.

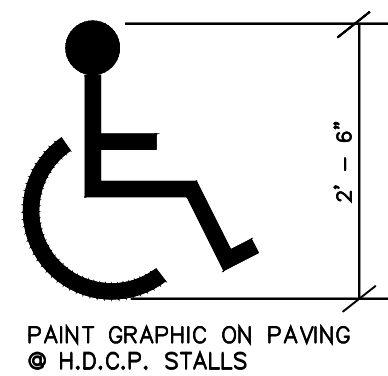
SITE DEVELOPMENT PLAN

for a PANDA EXPRESS

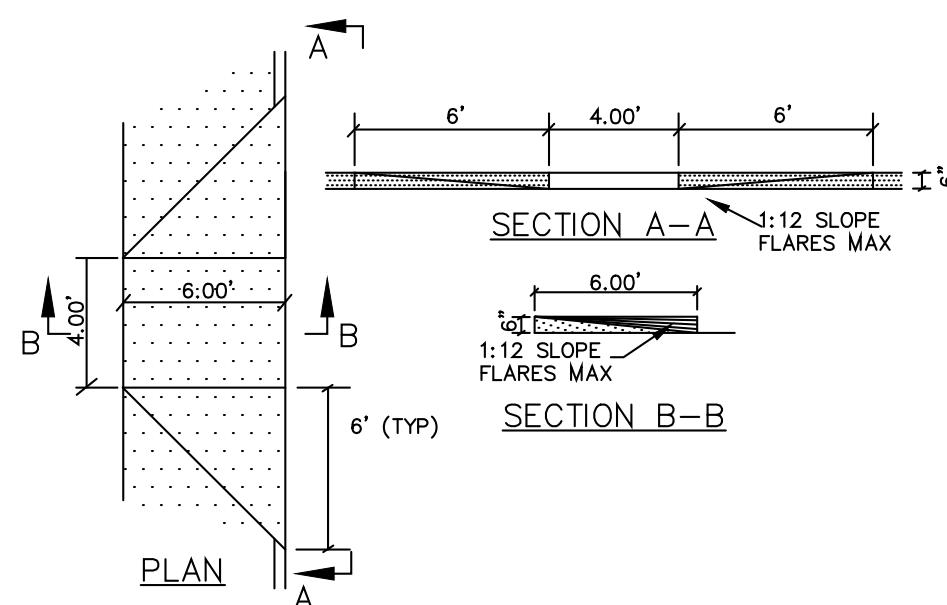
PAVILION NUMBER 1
CITY OF CREVE COEUR
ST. LOUIS COUNTY, MISSOURI

LEGEND

EXISTING CONTOURS	433
PROPOSED CONTOURS	433
EXISTING STORM SEWER	
PROPOSED STORM SEWER	
EXISTING SANITARY SEWER	
PROPOSED SANITARY SEWER	
RIGHT-OF-WAY	
EASEMENT	
CENTERLINE	
EXISTING TREE	
EXISTING SPOT ELEVATION	433.28
PROPOSED SPOT ELEVATION	
SWALE	
TO BE REMOVED	
TO BE REMOVED & RELOCATED	
TO BE USED IN PLACE	
ADJUST TO GRADE	
BACK OF CURB	
FACE OF CURB	
WATER MAIN	
GAS MAIN	
UNDERGROUND TELEPHONE	
OVERHEAD WIRE	
UNDERGROUND ELECTRIC	
SILTATION CONTROL	
FIRE HYDRANT	
POWER POLE	
WATER VALVE	
LIGHT STANDARD	



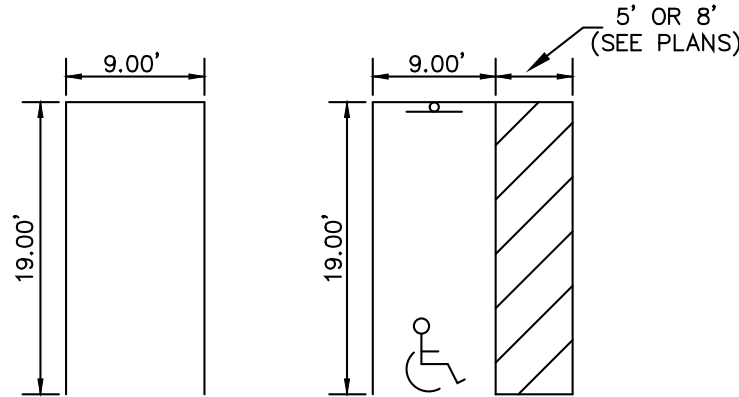
HANDICAP SIGN



HANDICAP RAMP DETAIL

STORMWATER RUNOFF CALCULATIONS (25 Yr. / 20 Min. STORM)

TOTAL SITE AREA	= 1.88± ac.
EXISTING RUNOFF CALCULATIONS	
PAVED: 1.35 ac. x 4.16 c.f.s./ac.	= 5.62 c.f.s.
PERVIOUS: 0.53 ac. x 2.00 c.f.s./ac.	= 1.06 c.f.s.
	1.88 ac. = 6.68 c.f.s.
PROPOSED RUNOFF CALCULATIONS	
BUILDING: 0.06 ac. x 4.16 c.f.s./ac.	= 0.25 c.f.s.
PAVEMENT: 1.04 ac. x 4.16 c.f.s./ac.	= 4.32 c.f.s.
PERVIOUS: 0.78 ac. x 2.00 c.f.s./ac.	= 1.56 c.f.s.
	0.69 ac. = 6.11 c.f.s.
DIFFERENTIAL RUNOFF:	
6.11 c.f.s. - 6.68 c.f.s.	= -0.77 c.f.s.



TYPICAL PARKING STALLS

NOTE:

The underground utilities have been plotted from available sources and their locations must be considered approximate only. The verification of the actual locations of all underground utilities, either shown or not shown on this drawing, shall be the responsibility of the contractor and shall be located prior to grading or construction of improvements.

MISSOURI ONE CALL TICKET NUMBER 161463106

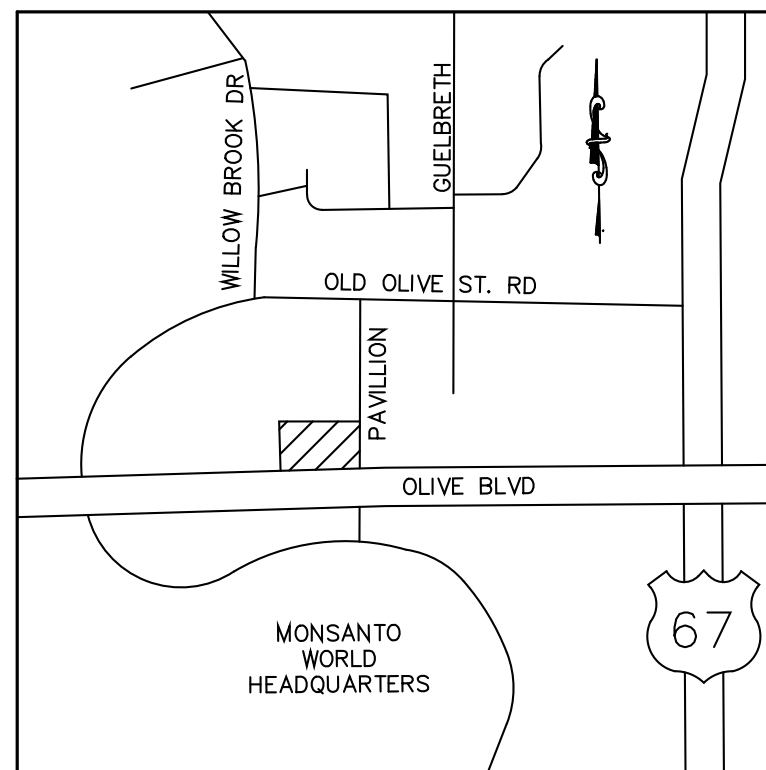
Prepared For:

Heights Venture
Architecture + Design
1111 North Loop West, Suite 800
Houston, Texas 77008
Office: 713.869.1103

PREPARED BY:

CEDC
CIVIL ENGINEERING
DESIGN CONSULTANTS

11402 Gravois Road
Suite 100
Saint Louis, Missouri 63126
314.729.1400
Fax: 314.729.1404
www.cedc.net



LOCATION MAP

PROPERTY DATA

OWNER	= CORNERSTONE RETAIL FUND I L L C
ADDRESS	= 10453 OLIVE BLVD. CREVE COEUR, MO 63141
LOCATOR NUMBER	= 17M430502
ZONING	= CB CORE BUSINESS
AREA (TOTAL)	= 81,917± s.f. or 1.88± ACRES
WATER SHED	= DEER CREEK
FIRE DISTRICT	= CREVE COEUR
SCHOOL DISTRICT	= PARKWAY SCHOOL DISTRICT
ELECTRIC SERVICE	= AMERENUE

LAND DESCRIPTION

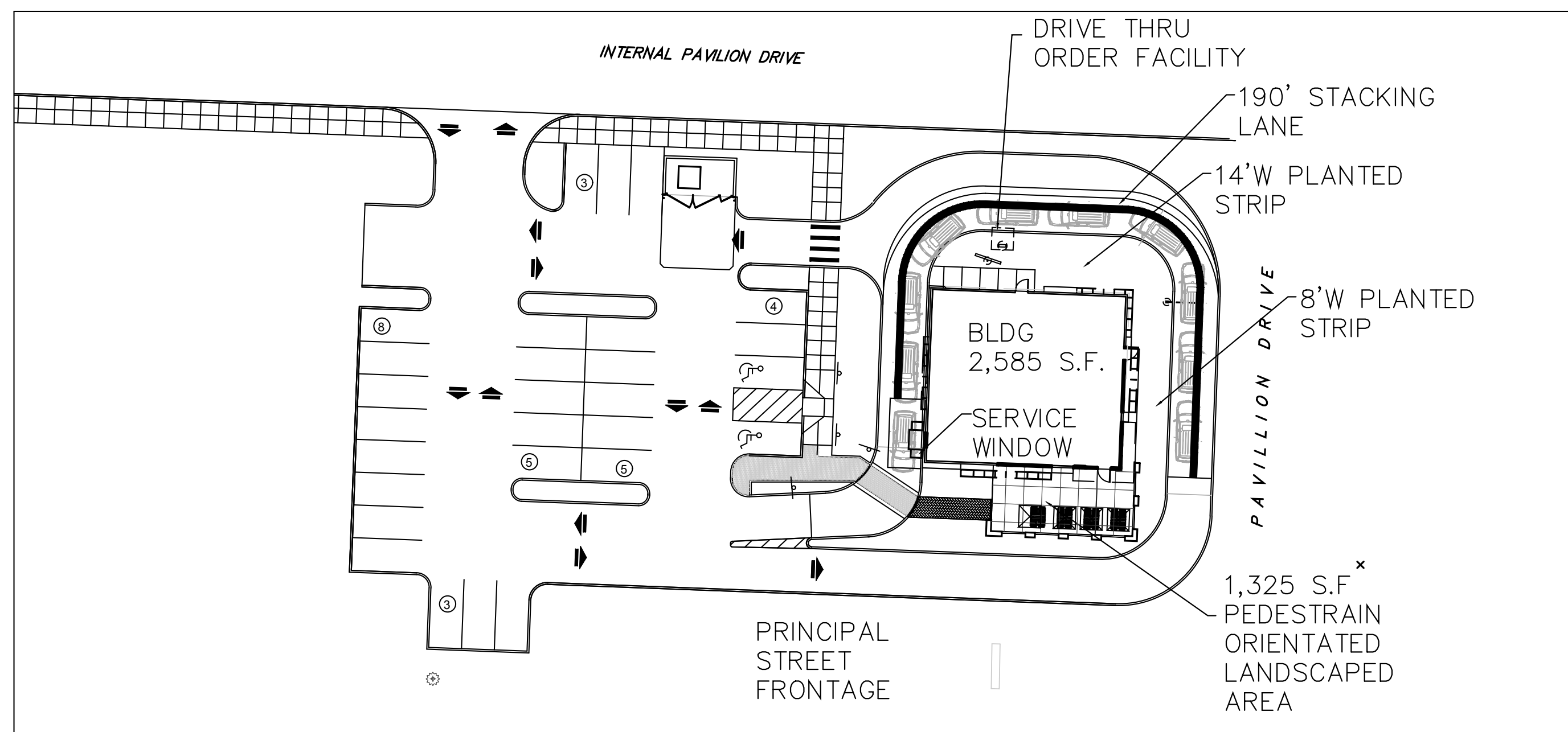
Lot 3 of Pavilion Subdivision No. 1, according to the plat thereof recorded in Plat Book 350, Page(s) 195 through 197 of the St. Louis County Records.

BENCHMARKS

St. Louis County Benchmark 13-294, NGVD29 Elev = 674.91 F.TUS
Found "sq" on top of the north side of the round concrete base of a traffic signal on a traffic island situated northeast of the intersection of Olive Boulevard with Pavilion Drive, and southwest of the right turn lane from westbound Olive Boulevard onto northbound Pavilion Drive.

FLOOD ZONE

By graphic plotting only, this property does not lie within any special flood zone areas according to the flood insurance rate map panel number 29189C0191K and community number 290344 (City of Creve Coeur) which bears an effective date of February 4, 2015. The property lies within unshaded zone x (areas determined to be outside 500 year flood plain).



ZONING COMPLIANCE EXHIBIT

GENERAL NOTES

- ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED. THE CONTRACTOR SHALL BE ON RECORD WITH THE MISSOURI ONE CALL SYSTEM. ALL PROPOSED UTILITIES SHALL BE UNDERGROUND.
- ALL ELEVATIONS ARE BASED ON BENCHMARK SHOWN.
- BOUNDARY AND TOPOGRAPHIC SURVEY BY MARLER SURVEYING COMPANY.
- ALL ON-SITE MATERIALS AND METHODS OF CONSTRUCTION TO MEET THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF CREVE COEUR, MODOOT AND M.S.D.
- ALL GRADED AREAS SHALL BE PROTECTED FROM EROSION CONTROL DEVICES AND/OR SEEDING AND MULCHING AS REQUIRED BY THE CITY OF CREVE COEUR AND MODOOT.
- PRIOR TO BEGINNING ANY WORK ON THE SITE, THE SUBCONTRACTOR SHALL CONTACT THE GENERAL CONTRACTOR FOR SPECIFIC INSTRUCTIONS RELEVANT TO THE SEQUENCING OF WORK.
- GRADING CONTRACTOR SHALL INSTALL SILTATION CONTROL PRIOR TO STARTING THE GRADING. ADDITIONAL SILTATION CONTROL DEVICES SHALL BE INSTALLED AS DIRECTED BY THE CITY OF CREVE COEUR.
- ALL FILLS AND BACKFILLS SHALL BE MADE OF SELECTED EARTH MATERIALS, FREE FROM BROKEN MASONRY, ROCK, FROZEN EARTH, RUBBISH, ORGANIC MATERIAL AND DEBRIS.
- GRADING CONTRACTOR SHALL KEEP EXISTING ROADWAYS CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- PROPOSED CONTOURS SHOWN ARE FINISHED ELEVATIONS ON PAVED AREAS.
- ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE CITY OF CREVE COEUR, AND M.S.D.
- SIDEWALKS ALONG THE ACCESSIBLE ROUTE SHALL NOT HAVE A SLOPE EXCEEDING 1'V:20'H. SLOPES GREATER THAN 1'V:20'H MUST BE DESIGNED AS A RAMP. SIDEWALKS TO BE CONSTRUCTED TO ST. LOUIS COUNTY ADA STANDARDS.
- SIDEWALKS, CURB RAMPS, RAMPS AND ACCESSIBLE PARKING SPACES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT APPROVED "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES" (ADAAG) ALONG WITH THE REQUIRED GRADES, CONSTRUCTION MATERIALS, SPECIFICATIONS AND SIGNAGE. IF ANY CONFLICT OCCURS BETWEEN THE ADAAG GUIDELINES AND THE INFORMATION ON THE PLANS, THE ADAAG GUIDELINES SHALL TAKE PRECEDENCE AND THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER PRIOR TO ANY CONSTRUCTION.
- NO GRADE SHALL EXCEED 3(H):1(V) UNLESS JUSTIFIED BY GEOTECHNICAL REPORT THAT HAS BEEN APPROVED BY THE CITY OF CREVE COEUR.
- STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
- ALL LANDSCAPED AREAS TO BE FILLED WITH A MINIMUM OF 6" OF TOPSOIL.
- ALL LANDSCAPED AREAS DISTURBED BY OFF-SITE WORK SHALL BE IMMEDIATELY SEEDING OR SODDED, AS DIRECTED BY THE CITY OF CREVE COEUR UPON COMPLETION OF WORK IN THE AREA AFFECTED.
- ADEQUATE TEMPORARY OFF-STREET PARKING FOR CONSTRUCTION EMPLOYEES SHALL BE PROVIDED. PARKING ON NON-SURFACED AREAS SHALL BE PROHIBITED IN ORDER TO ELIMINATE THE CONDITION WHEREBY MUD FROM CONSTRUCTION AND EMPLOYEES' VEHICLES IS TRACKED ONTO THE PAVEMENT CAUSING HAZARDOUS ROADWAY AND DRIVEWAY CONDITIONS.
- ALL SEWER CONSTRUCTION AND MATERIALS TO BE IN ACCORDANCE WITH THE METROPOLITAN ST. LOUIS SEWER DISTRICT STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWER AND DRAINAGE FACILITIES. (LATEST EDITION).
- STRUCTURE SETBACKS (PER CORE BUSINESS ZONING)
FRONT 80 FT. MAX.
- PARKING SETBACKS
FRONT 10 FT. (SECT. 405.240)
- PARKING CALCULATIONS (PER ZONING SECTION 405.820)
PARKING REQUIREMENTS FOR RETAIL
General retail establishments (general merchandise, food, apparel and accessories and miscellaneous retail stores)
Four (4) parking spaces per one thousand (1,000) square feet of floor area: 2,600/1,000 * 4 = 11 spaces
PLUS 1/3 seats indoor: 58/3 = 20 spaces
PLUS 1/8 seats outdoor seats = 16/8 = 2 spaces
TOTAL = 33 SPACES REQUIRED
PARKING PROVIDED ON SITE = 28 SPACES (INCLUDES 2 ADA STALLS)
(1014 PROVIDED WITHIN SHOPPING CENTER)
- NO ON-SITE ILLUMINATION SOURCE SHALL BE SO SITUATED THAT LIGHT IS CAST DIRECTLY ON ADJOINING PROPERTIES OR ROADWAYS. ILLUMINATION LEVELS SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF CREVE COEUR. THE SITE LIGHTING STANDARDS AND LOCATIONS SHALL BE REVIEWED AND APPROVED PER THE REQUIREMENTS OF THE CITY OF CREVE COEUR. LIGHTING DESIGN SUBJECT TO FINAL DESIGN OF LIGHTING ENGINEER.
- LANDSCAPING SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF CREVE COEUR.
- ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO THE CITY OF CREVE COEUR
- SIGNAGE PROPOSED FOR THIS SITE SHALL BE IN COMPLIANCE WITH THE ORDINANCES OF THE CITY OF CREVE COEUR.
- DENSITY CALCULATIONS (REFERENCE SECTION 405.370(E)(3b)(1))
MAXIMUM SITE COVERAGE: SIXTY-THREE PERCENT (63%). THE PLANNING AND ZONING COMMISSION MAY, IN ITS DISCRETION, ALLOW THE PERMITTED COVERAGE TO BE INCREASED AS A BONUS BY AN ADDITIONAL FACTOR (NOT TO EXCEED A TOTAL OF SEVENTY PERCENT (70%) SITE COVERAGE) IN CONSIDERATION OF SPECIAL OR OUTSTANDING LANDSCAPE AND SITE PLANNING FEATURES AS DEMONSTRATED BY A SITE DEVELOPMENT PLAN SUBMITTED IN ACCORDANCE WITH SECTION 405.1080

SITE COVERAGE: SEE SHEET C3 FOR SITE COVERAGE CALCULATIONS
- FLOOR AREA RATIO (F.A.R.) (REFERENCE SECTION 405.370(E)(c))
MAXIMUM FLOOR AREA RATIO = 1.0
2,600 s.f. BUILDING = 0.03
81,917 s.f. SITE AREA
- INTERIOR PARKING LANDSCAPING CALCULATIONS
PER Section 405.540(F)(3): IN ADDITION TO ANY LANDSCAPED FRONT, BACK OR SIDE YARD AREAS REQUIRED BY THIS OR ANY OTHER SECTION, A MINIMUM OF TEN (10) SQUARE FEET OF INTERIOR LANDSCAPED AREA SHALL BE PROVIDED WITHIN THE PARKING LOT FOR EACH THREE HUNDRED FIFTY (350) SQUARE FEET OF PAVED AREA WITHIN THE PARKING LOT INCLUDING PARKING SPACES AND DRIVING AISLES.

A. INTERIOR PAVED AREA (PARKING AND DRIVE AISLES) = 32,399 S.F. (INCLUDES EXIST. P.V.M.T. ON WEST SIDE OF PROPERTY (DOES NOT INCLUDE PAVILION DRIVE))
B. INTERIOR LANDSCAPED AREA REQUIRED = 16,140 S.F./350 X 10 = 461 S.F.
C. INTERIOR LANDSCAPE AREA PROVIDED = 1,930 s.f.
- AN UNDERGROUND IRRIGATION SYSTEM SHALL BE INSTALLED AS REQUIRED PER SEC. 405.540(10).
- PARKING LOT LIGHTING SHALL BE DOWNCAST AND FULLY SHIELDED IN CONFORMANCE WITH SECTION 405.680, LIGHTING OF THE ZONING CODE.
- ALL SIGNS AND BANNERS SHALL BE IN CONFORMANCE WITH ARTICLE VII, SIGN REGULATIONS OF THE ZONING CODE. THE RELOCATION AND REPLACEMENT OF ALL SIGNS SHALL REQUIRE A PERMIT PER ARTICLE VII, SIGN REGULATIONS. ANY NON-CONFORMING SIGN AREAS MUST BE DOCUMENTED PRIOR TO THE REMOVAL AND REPLACEMENT OF THE SIGN.
- THE TRASH ENCLOSURE SHALL BE BUILT OF MATERIALS THAT ARE CONSISTENT WITH THE BUILDING, SUBJECT TO THE ZONING ADMINISTRATOR'S APPROVAL.



PANDA RESTAURANT GROUP INC.

1683 Walnut Grove Ave.
Rosemead, California
91770

Telephone: 626.799.9898
Facsimile: 626.372.8288

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:

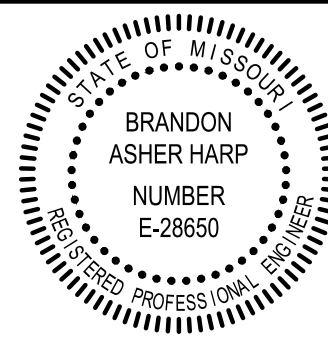
ISSUE DATE:

CUP SUBMITTAL	10-14-16
CITY SUBMITTAL	11-10-16

DRAWN BY: PM

PANDA PROJECT # S8-17-D4999

CEDC # 1596



BRANDON A. HARP, P.E. E-28650
PROFESSIONAL ENGINEER
CEDC LICENSE NO.: 2003004674

CEDC
CIVIL ENGINEERING
DESIGN CONSULTANTS
11402 Gravois Road, Suite 100
Saint Louis, Missouri 63126
314.729.1400

PANDA EXPRESS

10453 Olive Blvd
Creve Coeur, MO. 63141

FREE STANDING DT

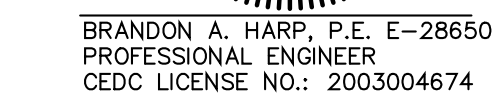
WARM & WELCOME - Custom

SITE
DEVELOPMENT
PLAN
C01

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

CUP SUBMITTAL	10-14-1
CITY SUBMITTAL	11-10-1

PANDA PROJECT #: S8-17-D4999
CEDC #: 1596



PANDA EXPRESS

SITE DEVELOPMENT PLAN C02

STATE OF MISSOURI
BRANDON A. HARP
ASHER HARP
NUMBER
E-28650
REGISTERED PROFESSIONAL ENGINEER

BRANDON A. HARP, P.E. E-28650
PROFESSIONAL ENGINEER
CEDC LICENSE NO.: 2003004674

11402 Gravois Road
Suite 100
Saint Louis, Missouri 63126
314.729.1400
Fax: 314.729.1404
www.cedc.net

CEDC
CIVIL ENGINEERING
DESIGN CONSULTANTS

Site Coverage and Parking for
CREVE COEUR PAVILION
10453 OLIVE BOULEVARD
CREVE COEUR, MISSOURI, 63141

Proj. # 1596

No. Description Date
CITY SUBMITTAL 11-10-16

SITE COVERAGE
AND PARKING FOR
CREVE COEUR
PAVILION

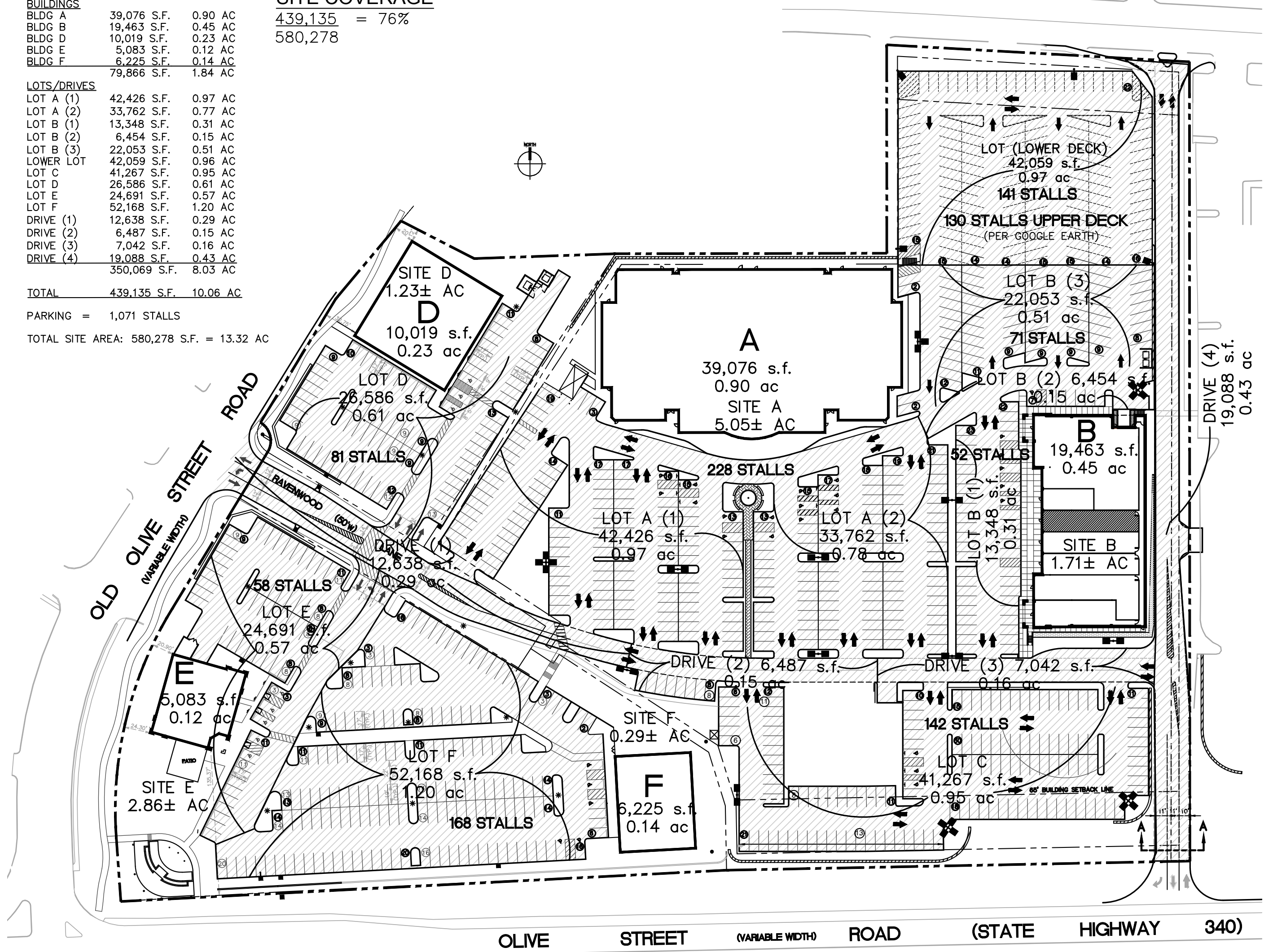
DRAWING NO.

C03

EXISTING CONDITIONS

BUILDINGS		
BLDG A	39,076 S.F.	0.90 AC
BLDG B	19,463 S.F.	0.45 AC
BLDG D	10,019 S.F.	0.23 AC
BLDG E	5,083 S.F.	0.12 AC
BLDG F	6,225 S.F.	0.14 AC
TOTAL		
439,135 S.F. 10.06 AC		
LOTS/DRIVES		
LOT A (1)	42,426 S.F.	0.97 AC
LOT A (2)	33,762 S.F.	0.77 AC
LOT B (1)	13,348 S.F.	0.31 AC
LOT B (2)	6,454 S.F.	0.15 AC
LOT B (3)	22,053 S.F.	0.51 AC
LOWER LOT	42,059 S.F.	0.96 AC
LOT C	41,267 S.F.	0.95 AC
LOT D	28,586 S.F.	0.61 AC
LOT E	24,691 S.F.	0.57 AC
LOT F	52,168 S.F.	1.20 AC
DRIVE (1)	12,638 S.F.	0.29 AC
DRIVE (2)	6,487 S.F.	0.15 AC
DRIVE (3)	7,042 S.F.	0.16 AC
DRIVE (4)	19,088 S.F.	0.43 AC
TOTAL		
350,069 S.F. 8.03 AC		
PARKING		
= 1,071 STALLS		
TOTAL SITE AREA: 580,278 S.F. = 13.32 AC		

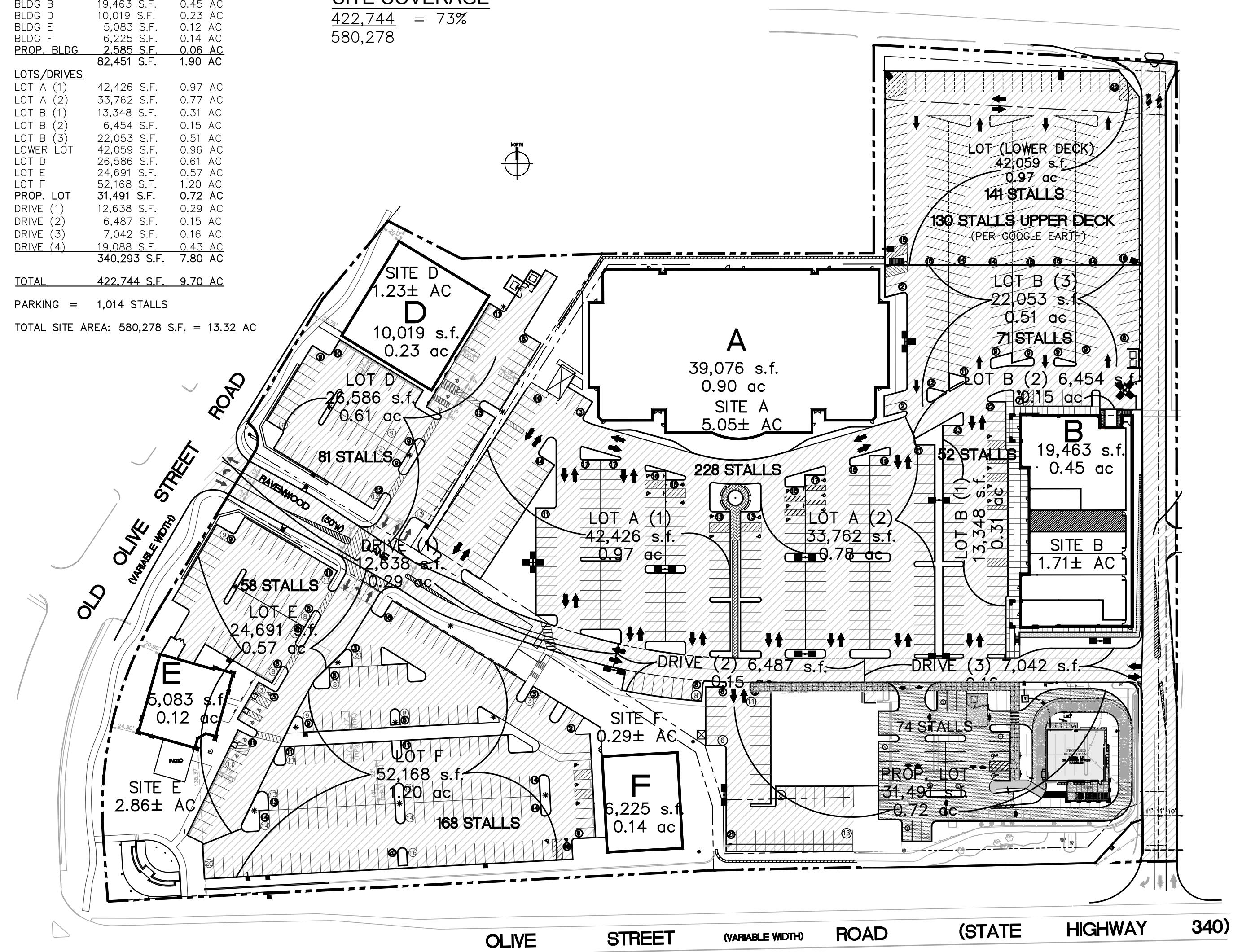
SITE COVERAGE
439,135 = 76%
580,278

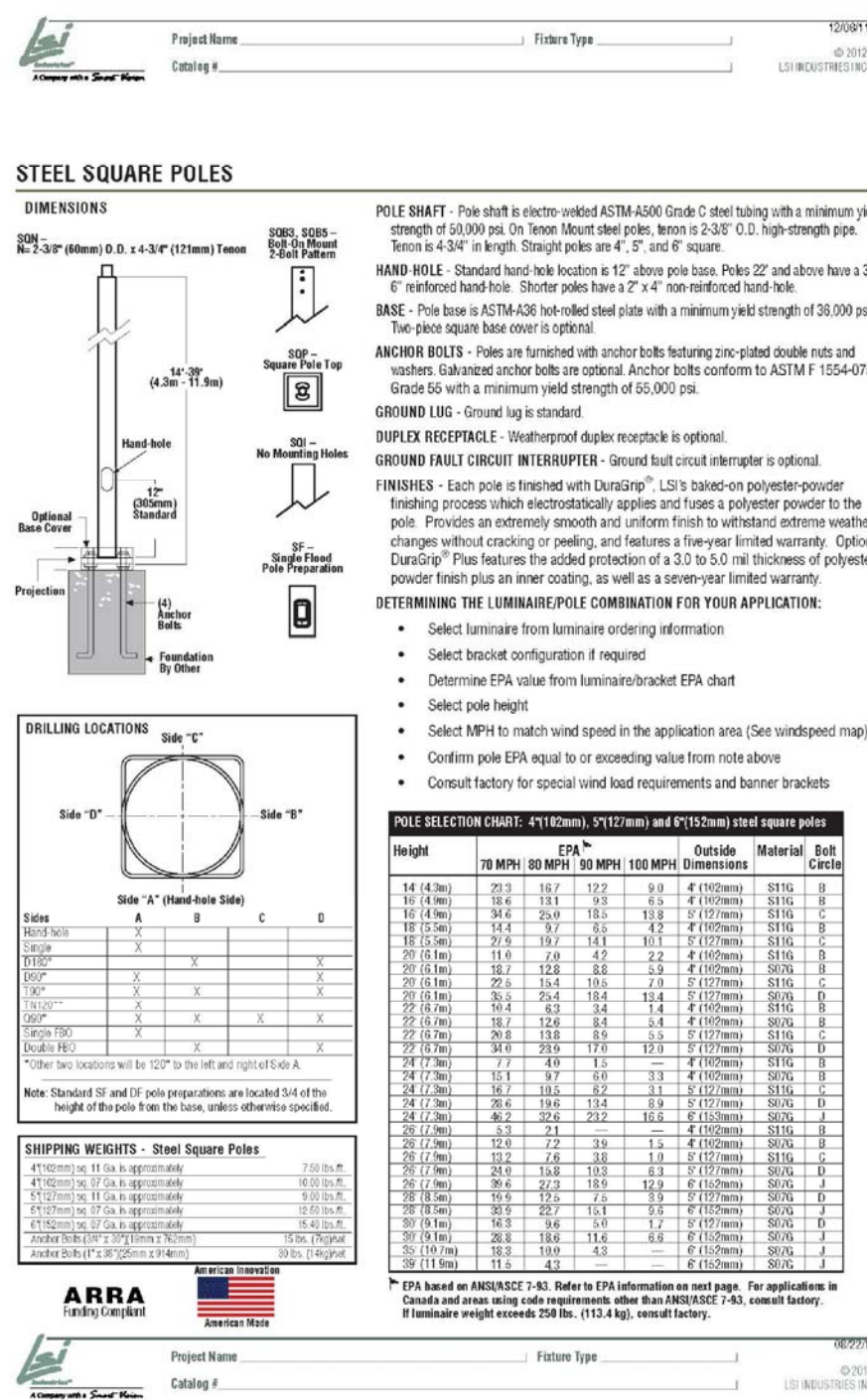


PROPOSED CONDITIONS

BUILDINGS		
BLDG A	39,076 S.F.	0.90 AC
BLDG B	19,463 S.F.	0.45 AC
BLDG D	10,019 S.F.	0.23 AC
BLDG E	5,083 S.F.	0.12 AC
BLDG F	6,225 S.F.	0.14 AC
PROP. BLDG	2,585 S.F.	0.06 AC
TOTAL		
422,744 S.F. 9.70 AC		
LOTS/DRIVES		
LOT A (1)	42,426 S.F.	0.97 AC
LOT A (2)	33,762 S.F.	0.77 AC
LOT B (1)	13,348 S.F.	0.31 AC
LOT B (2)	6,454 S.F.	0.15 AC
LOT B (3)	22,053 S.F.	0.51 AC
LOWER LOT	42,059 S.F.	0.96 AC
LOT D	28,586 S.F.	0.61 AC
LOT E	24,691 S.F.	0.57 AC
LOT F	52,168 S.F.	1.20 AC
PROP. LOT	31,491 S.F.	0.72 AC
DRIVE (1)	12,638 S.F.	0.29 AC
DRIVE (2)	6,487 S.F.	0.15 AC
DRIVE (3)	7,042 S.F.	0.16 AC
DRIVE (4)	19,088 S.F.	0.43 AC
TOTAL		
340,293 S.F. 7.80 AC		
PARKING		
= 1,014 STALLS		
TOTAL SITE AREA: 580,278 S.F. = 13.32 AC		

SITE COVERAGE
422,744 = 73%
580,278





Schedule										
Symbol	Label	Qty	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	LLF	Wattage
	PR3	7	LITHONIA LIGHTING	KVS3-400M-R3	Single Head Lithonia Lighting KVS3 Series 400w Metal Halide Area Unit w/Type R3 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.1) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	145
	PR5	1	LITHONIA LIGHTING	KVS3-400M-R5	Single Head Lithonia Lighting KVS3 Series 400w Metal Halide Area Unit w/Type R5 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.1) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	145
	PR25	1	LITHONIA LIGHTING	KVS3-400M-R5	Double Head Lithonia Lighting KVS3 Series 400w Metal Halide Area Unit w/Type R5 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.2) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	290



WARM & WELCOME - Custom

PHOTOMETRIC SITE PLAN

1
A-100P

EQUIPMENT SCHEDULE

PLUMBING										ELECTRICAL										DESCRIPTION									
FS INDIRECT CONNECTION TO FLOOR SINK										D DIRECT CONNECTION										O OWNER(PANDA EXPRESS, INC.)									
D DIRECT CONNECTION										C CONVENIENT OUTLET										GC GENERAL CONTRACTOR									
RIH ROUGH IN HEIGHT (TO CENTER OF CONNECTION)										FSO FLOOR STUB OUT										EC ELECTRICAL CONTRACTOR									
DC DROPPED CORD										KEC KITCHEN EQUIPMENT COMPANY										S SERVING AREA									
																				K KITCHEN									
																				(E) EXISTING									

INSTALLED AND FURNISHED BY, G.C. UNLESS NOTED OTHERWISE

NO	MANUFACTURER	MFG#	COLOR	FINISH	NOTES
(W-1)	STO	3-PART STUCCO SYSTEM	SW 6148 WOOL SKEIN	FINE	BUILDING BODY
(W-3)	STO	3-PART STUCCO SYSTEM	SW 7069 IRON ORE	FINE	TOWER CORNICE
(B-1)	INTERSTATE	2-1/4" NORMAN FACE BRICK	MOUNTAIN RED	-	BUILDING TOWER, BUILDING BODY
(CD-1)	NICHHA	VINTAGE WOOD	CEDAR		FIBER CEMENT RAINSCREEN SYSTEM
(P114)	SHERWIN-WILLIAMS	SW 7069	IRON ORE	A100 SATIN, LATEX	ALUM. AWNINGS/CANOPY (PRE-FINISHED)
(ST-1S)	ARRISCRAFT	-	LIMESTONE	-	STONE CAP
(ST-1)	ARRISCRAFT	8X24	LIMESTONE	-SPLIT MODULAR	WAINSCOT
(F-1)	SUNBRELLA	-	LOGO RED*	-	PATIO UMBRELLAS



SOUTHWEST CORNER	1
------------------	---

Scale= NTS | A-200



SOUTHEAST CORNER	1
------------------	---

Scale= NTS | A-200



WEST ELEVATION	2
----------------	---

Scale= 1/4" = 1'-0" **A-200**



SOUTH ELEVATION	1
-----------------	---

Scale= 1/4" = 1'-0" A-200



PANDA RESTAURANT GROUP INC.

1683 Walnut Grove Ave.
Rosemead, California
91770

Telephone: 626.799.9899
Facsimile: 626.372.8288

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:

[illegible]

ISSUE DATE:

CUP SUBMITTAL	10-14-16
CUP SUBMITTAL	11-10-16

DRAWN BY: PM

PANDA PROJECT #: S8-17-D4999

ARCH PROJECT #: 16075-003

Heights Venture
ARCHITECTURE ♦ DESIGN

HOUSTON	DALLAS
1111 North Loop West, Suite 800	5717 Legacy Drive, Suite 2400
Houston, Texas 77008	Plano, Texas. 75024
713 869 1103 V	972 490 7292 V

PANDA EXPRESS

10453 Olive Blvd
Creve Coeur, MO. 63141

FREE STANDING D₂O

WARM & WELCOME - Custom

A-200

EXTERIOR ELEVATIONS

PROTOTYPE#WARM & WE

INSTALLED AND FURNISHED BY, G.C. UNLESS NOTED OTHERWISE

NO	MANUFACTURER	MFG#	COLOR	FINISH	NOTES
(W-1)	STO	3-PART STUCCO SYSTEM	SW 6148 WOOL SKEIN	FINE	BUILDING BODY
(W-3)	STO	3-PART STUCCO SYSTEM	SW 7069 IRON ORE	FINE	TOWER CORNICE
(B-1)	INTERSTATE	2-1/4" NORMAN FACE BRICK	MOUNTAIN RED	-	BUILDING TOWER, BUILDING BODY
(CD-1)	NICHIIHA	VINTAGE WOOD	CEDAR		FIBER CEMENT RAINSCREEN SYSTEM
(P114)	SHERWIN-WILLIAMS	SW 7069	IRON ORE	A100 SATIN, LATEX	ALUM. AWNINGS/CANOPY (PRE-FINISHED)
(ST-1S)	ARRISCRAFT	-	LIMESTONE	-	STONE CAP
(ST-1)	ARRISCRAFT	8X24	LIMESTONE	-SPLIT MODULAR	WAINSCOT
(F-1)	SUNBRELLA	-	LOGO RED*	-	PATIO UMBRELLAS



NORTHEAST CORNER	4
------------------	---

Scale= NTS

A-201



NORTHWEST CORNER	3
------------------	---

Scale: NTS

A-201



EAST ELEVATION	2
----------------	---

Scale= 1/4" = 1'-0"

A-201



NORTH ELEVATION	1
-----------------	---

Scale= 1/4" = 1'-0"

A-201



PANDA RESTAURANT GROUP INC.

1683 Walnut Grove Ave.
Rosemead, California
91770

Telephone: 626.799.9890
Facsimile: 626.372.8288

All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:

[illegible]

ISSUE DATE

	CUP SUBMITTAL	10-14-16
	CUP SUBMITTAL	11-10-16

DRAWN BY: PM

PANDA PROJECT #: S8-17-D4999

ARCH PROJECT #: 16075-003

Heights Venture
ARCHITECTURE ✦ DESIGN

HOUSTON	DALLAS
1111 North Loop West, Suite 800	5717 Legacy Drive, Suite 240
Houston, Texas 77008	Plano, Texas. 75024
713 869 1103 V	972 490 7292 V

PANDA EXPRESS

10453 Olive Blvd
Creve Coeur, MO. 63141

FREE STANDING D₂O

WARM & WELCOME - Custom

A-201

EXTERIOR ELEVATIONS

Scale= NTS | A-407

Scale= 1/4" = 1'-0" | **A-407**

Scale= 3/8" = 1'-0" | **A-407**

Scale= 1" = 1'-0" | A-407

Scale= 3" = 1'-0" | A-407

Scale= 1/4" = 1'-0" **A-407**

11-09-16

Conditional Use Permit / Site Development Plan for Proposed Panda Express

Response Narrative

10453 Olive Blvd, Creve Coeur, MO 63141

Site Plan Review

1. Overall Site Coverage percentage to include the entire Pavilion Shopping Center will be provided.
2. Pavilion Drive is a private road specifically to serve as access into Pavilion Shopping Center and is not under the jurisdiction of the City of Creve Coeur or MDOT as documented in ALTA survey dated 06-20-16 as well as the Traffic Study of the proposed development dated 10-12-16. As such, building setback requirements associated with Rights of Way on Public streets would not apply. Additionally, the setback requirements along Ravenwood Lane would also not apply as this is an interior, private development access road for cross access within the Shopping Center at the proposed Panda Express development.
3. North and Western setback dimensions shall be removed, refer to comment #2
4. Vehicles in the stacking lane of 190 feet shall be shown – for clarification, Section 405.470-14(d)(7) governs drive-thru facilities abutting non-residential uses in CB/GC zoning and applies to this proposed development.
5. The Designated Stacking Lane does not cross between the building and the principle street frontage.
 - a. The principle street frontage is Olive Blvd.
 - b. The designated stacking lane is defined in Section 405.470-14(d)(7) as being “no less than 190’ long...and shall provide for escape prior to the point of the facility order board.” Section 405.120 Definition of Terms does not offer any additional clarification or definition of “Designated Stacking Lane” or “Stacking Lane,” therefore, the description and prescription of the “Designated Stacking Lane” in Section 405.470-14(d)(7) is defined as being a minimum of 190’ long excluding the vehicle at the service window.
 - c. Our proposal is aligned with this definition, and assert that the “Designated Stacking Lane” is 190’ plus the 19’ vehicle space at the service window. The “Designated Stacking Lane” terminates at a point in line with the building façade facing Olive Blvd, and does not extend beyond the building façade facing Olive Blvd nor does the Designated Stacking Lane cross in front of the building along Olive Blvd.
 - d. The traffic study dated 10-16-16 states that “approx. 305 feet [of vehicular storage is provided] before potentially impacting the circulation in the Panda Express parking field.” The intent of the approximate additional 115’ of drive-lane from the parking field circulation leading to the Designated Stacking Lane is to prevent the potential negative impact of vehicles accessing the Designated Stacking Lane with the parking lot circulation. This is achieved by extending the Eastbound vehicular drive-lane to connect with the Designated Stacking Lane entrance, located 190’ from the 19’ vehicular length of the service window. The additional 115’ one-way drive-lane isolates the vehicular traffic driving towards the Designated Stacking Lane entrance from the parking lot circulation.
 - i. This configuration is conceptually equivalent to vehicles exiting the Designated Stacking Lane after the drive-thru service window – the Westbound traffic.



Additionally, this configuration is conceptually equivalent to the two-way drive aisle in the parking field, parallel to Olive Blvd.

- e. Regarding Intent of the Drive-Thru Ordinance: We interpret the intent of Section 405.470-14(d)(9) preventing the Designated Stacking Lane from crossing between the building and the principle street frontage is to shield from view the idling vehicles waiting in the Designated Stacking Lane from the view of the principle street.
 - i. As stated earlier, the Designated Sacking Lane terminates before crossing in front of the building at Olive Blvd and thereby achieves the requirement outright.
 - ii. The provision of 11 total vehicles in the Designated Stacking Lane allows ample capacity for Guests to access the Drive-thru without backing up and idling into the access drive-lane that extends from the parking lot circulation and leads to the entrance of the Designated Stacking Lane. The Operational Standard of free-standing drive-thru Panda Express Restaurants of similar size targets a Designated Stacking Lane of only 8 vehicles or 9 vehicles maximum before impacting drive-lanes or site circulation. The anticipation of vehicles idling in the Eastbound drive-lane prior to entering the Designated Stacking Lane is low.
 - iii. This site has several unique characteristics that reinforce and accomplish the intent of screening all vehicles from view of the principle street, Olive Blvd.
 1. The parking lot pavement of the site at the corner is approximately 20' higher than Olive Blvd. Due to the extreme elevation of the site, the drive-lanes and vehicles in the drive-lanes are inherently screened from view from Olive Blvd.
 2. The top of the retaining wall will be planted with shrubs, to match and accentuate the existing condition of shrubs, along Pavilion Drive and Olive Blvd, further screening any vehicles in the drive-lanes parallel to Olive Blvd.
 3. There is a decorative iron fence that will remain along the top of the retaining wall – the fence is approx. 48" high with vertical pickets at 4" o.c.
 4. The Location of the building at the Southeast corner of the Lot is largely dictated by an existing condition serving the Overall Shopping Center. There exists an underground rain water storage system consisting of reinforced concrete voids. The building construction cannot occur over this underground storage system as it will not support the building structure.
 5. To meet the Maximum front yard of a parcel fronting Olive Blvd, the building must be located within approximately 40' of the existing retaining wall, and cannot extend much further North. This retaining wall becomes a limiting factor, as the property South of the retaining wall, up to the ROW line of Olive Blvd, is essentially useless for development and use for the building and site circulation – the ground elevation is 15' or more below the parking lot elevation. Therefore, the addition of parking spaces along the Eastbound access drive is not possible and must remain a one-way drive aisle.

6. The exiting traffic of the drive-thru service window exits from a full stop position. We have incorporated several features to further enhance the pedestrian experience and alert the vehicular traffic, as well as pedestrian traffic, that vehicles exiting the drive-thru will cross a pedestrian path.
 - a. As noted, only exiting traffic from the Designated Stacking Lane crosses the pedestrian path. The Eastbound traffic traveling towards the entrance of the designated stacking lane is completely out of the pedestrian flow to the building entrance. This extension of the Eastbound drive-lane, south of the Patio and building entrance facilitates this full separation.
 - b. Stop signs prior to the pedestrian crossing are provided along the drive-thru lane.
 - c. A raised hump designating the pedestrian path reinforces a slow progression of vehicular traffic through the crossing.
 - d. Red, patterned pavement designating the pedestrian flow from the continued Shopping Center Path to the Panda Express Restaurant Patio and Entrance visually identifies a crossing of pedestrians and reinforces the path a pedestrian should take when walking from the Panda Express parking lot or from the Shopping Center from the North.
 - e. The Pedestrian path angles to the Southeast from the Parking Lot and Shopping Center Pedestrian path to increase the sightlines of vehicles as well as pedestrians prior to entering into the crossing. Westbound pedestrians are visible sooner, and can identify vehicles exiting the Designated Stacking Lane service window well before a potential conflict occurs.
 - f. Low plantings are provide on the sides of sidewalks and pedestrian paths to prevent pedestrians from deviating from the Designated Pedestrian path and walking in or inadvertently crossing the exiting drive-thru traffic.

Design Guideline Review:

7. The following design elements meet with Streetscape/Pedestrian Circulation
 - a. The pedestrian flow from the existing North Retail building is continued in direct line from the sidewalk of the existing Retail Building, across the existing colored and textured pedestrian crossing along Ravenwood Lane, to a new 8' sidewalk that runs East/West and parallel to Ravenwood Ln. Access to the Panda Express continues South from this connection and 8' sidewalk to a designated pedestrian crossing leading directly to the Outdoor Patio area, and main building entrance.
 - b. A raised hump designating the pedestrian path crossing at the exiting drive-thru traffic reinforces a slow progression of vehicular traffic through the crossing and identifies the crossing as a pedestrian crossing.
 - c. Red, patterned pavement designating the pedestrian flow from the continued Shopping Center Path to the Panda Express Restaurant Patio and Entrance visually identifies a crossing of pedestrians and reinforces the path a pedestrian should take when walking from the Panda Express parking lot or from the Shopping Center from the North.
 - d. Low plantings are provide on the sides of sidewalks and pedestrian paths within the Panda Express site area to prevent pedestrians from deviating from the Designated Pedestrian path and walking in or inadvertently crossing the exiting drive-thru traffic.
 - e. Additional detail of the materials and furniture of the Patio Area will be provided.



8. Exterior Material Selection:

- a. The use of Nichiha fiber cement panels is utilizing a high quality and durable material. The manufacturer offers a 50-year warranty on product manufacturing defects and a 15-year warranty on defects in the panel finish. The board is manufactured from pressed, stamped, and autoclaved mix of Portland Cement, fly ash, silica, recycled rejects, and wood fiber bundles: 80% of the ingredients are also found in brick, or architectural cast concrete products. The product is listed as having a surface burning characteristic of a flame spread value of 0 and smoke development value of 5 and is listed as Fire Resistant and Ignition Resistant. The use of the Nichiha rain-screen system is in concept the same system as a cavity brick wall: moisture vapor is anticipated to pass through the "screen", drain behind the "screen" in an air gap, and either exit the "screen" to the exterior via evaporation or weeps at the bottom of the "screen"
 - b. Exterior Elevations have been re-designed to increase visual interest while maintaining both building and shopping center vocabulary.
9. Exterior Elevations have been re-designed to increase visual interest while maintaining both building and shopping center vocabulary.
10. Restaurant Design:
- a. The materials and colors of the building are consistent with the existing materials and colors of the existing shopping center. The addition of the Nichiha element is an incorporation of Panda Express' current exterior design concept. The building could be repurposed to any other restaurant and still be a high quality designed building, and there is no design element that is trademarked or associated specifically with Chinese cuisine. An example of an unacceptable franchise architecture would be parapet crenulations on White Castle restaurants. The proposed Panda Express does not have an example of this type of corporate or franchise character.
 - b. Refer to items 5, 6, 7 above
 - c. Any fencing or railing will be compatible with existing design and proposed design
 - d. Trash enclosure will be red brick to match the center's primary masonry material.
11. Cut sheet of the site lighting pole will be provided to match existing Center conditions.

Landscape Plan Review:

12. An overall Landscape plan will be provided separately from this CUP submittal and by others, with the understanding that we have already worked to match existing plant types with the existing Shopping Center.
13. Plantings in the proposed development will be consistent with the overall Center plantings. Additional details of the Patio area will be provided. We have eliminated the use of Mexican Pebbles despite this being a Client preference and Cultural Design Element. The use of bark mulch that matches existing shopping center mulch.
14. Trees and shrubs will comply
15. Acknowledged that signage is under separate permit and review process.

Alternative Compliance Narrative for Nichiha Fiber Cement boards in lieu of Masonry

We propose for your consideration the use of Nichiha brand “Vintage Wood” Fiber Cement Boards as an alternate exterior cladding material to masonry construction. The Nichiha exterior cladding system is a rain-screen system, meaning the visible exterior material, the Nichiha “Vintage Wood” material, has an air-space, or gap, between the back of the board and the weatherproofed building substrate. This gap allows any moisture that finds its way behind the “Vintage Wood” material, to drain to the bottom of the assembly, and migrate out of the wall and away from the building. Additionally, the air gap allows air movement behind the wall drying said moisture. This method of construction is the same concept used in face brick and masonry construction – the brick is held off of the building substrate to provide an air gap between the back of the brick and the building.

Panda Express uses the Nichiha “Vintage Wood” material as part of their overriding Chinese heritage and natural material design concepts. The use of wood is a warm, and welcoming, material, but it’s application as an exterior material, used as real wood planks, does not align with Panda Express’ high quality standards of guest experience, cuisine, and design, nor does it meet with the City’s “durable” and “high quality” standards. Therefore, the Nichiha “Vintage Wood” material facilitates the warm and welcoming wood design concept while providing for a durable, long lasting, and high quality finish, or look. Nichiha warranties the color of the wood finish for 15 years, and additionally warranties the board product for 50 years. The duration of these warranties are right in line with an expected masonry product longevity.

We feel that the intention of the Ordinance, to provide a durable, high-quality material that has clean lines, and an ordered assemblage similar to masonry construction is satisfied with the limited use of Nichiha “Vintage Wood” Fiber Cement boards.

End of Narrative.

Attachment: Revised Materials submitted 11-10-2016 (2178 : 16-030 Panda Express CUP, SDP)



Fiber Cement Board
Nichiha "Cedar"

Stone
"Arriscraft 8x24 Limestone"

Face Brick
Interstate "Mountain Red"

Storefront & Metal Coping
"Black"

Paint
"SW 7069 Iron Ore"

Stucco
"SW 6148 Wool Skein"

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 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.
- 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 1-800-DIG-RITE in Missouri).
- 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 paint 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 tags, 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.

PRUNING:

- Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaves and/or broken or 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 in planting beds 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.
- Mexican Pebbles shall be installed where indicated on plan. Miraflo fabric shall be used beneath all gravel mulch beds.
- 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.

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.

MISC. MATERIAL:

- Provide stakes and deadmen of sound, new hardwood, free of knotholes and defects.
- Tree wrap tape shall be 4" minimum, designed to prevent borer damage and winter freezing. Additionally, only 3-ply tying material shall be used.

TURF:

- All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (500# per acre) and bluegrass (10# 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 grade, 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:

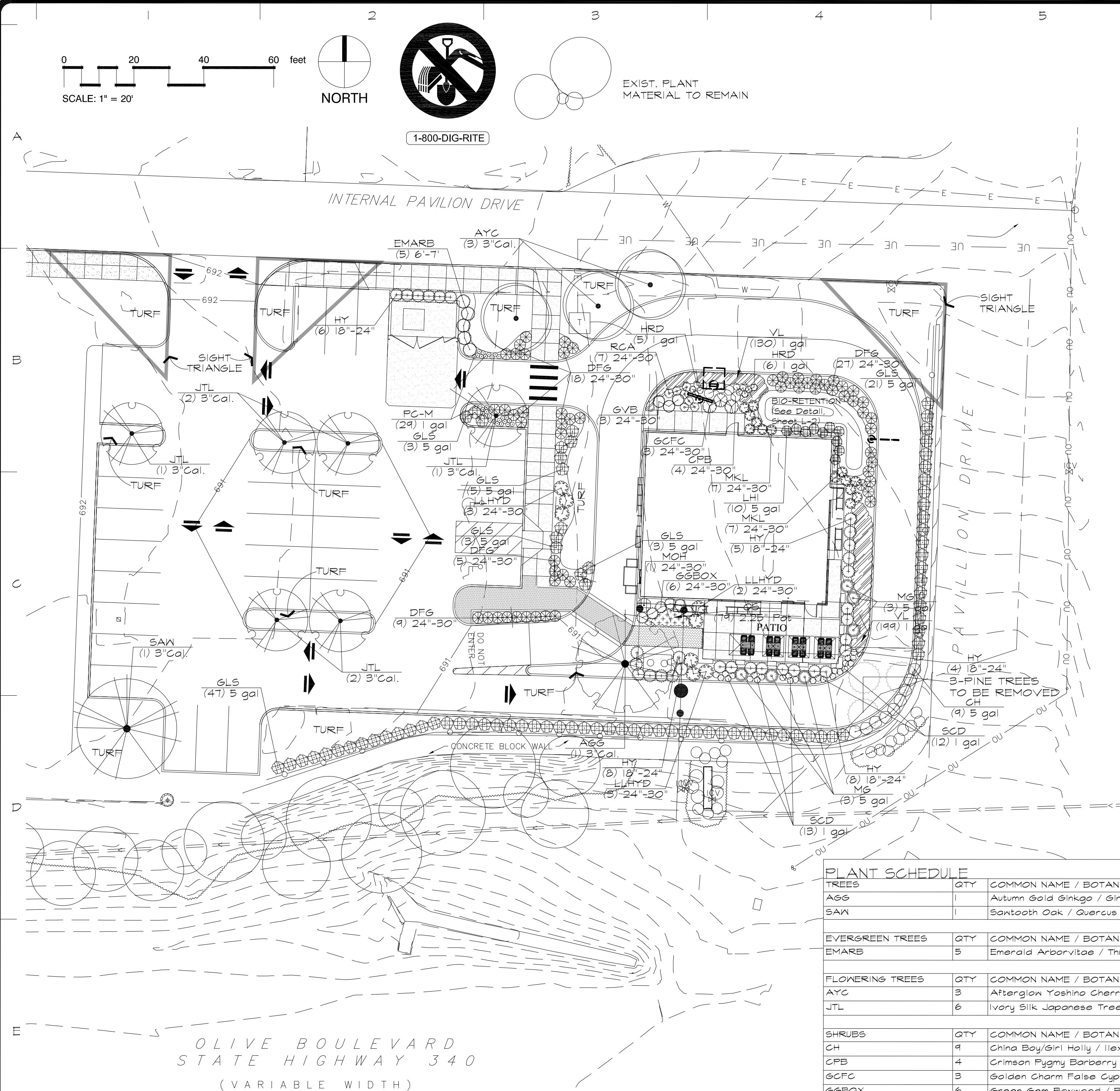
- All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
- Any plant material found to be defective shall be removed and replaced within 30 days of notification 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 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.

PLANTING PLAN FOR THE PROPOSED
Panda Express
 CREVE COEUR, MISSOURI

DRAWN
 R. HARKINS
 CHECKED
 RHM
 DATE
 10/17/16
 SCALE
 1"=20'-0"
 JOB NO.
 2016-174
 SHEET

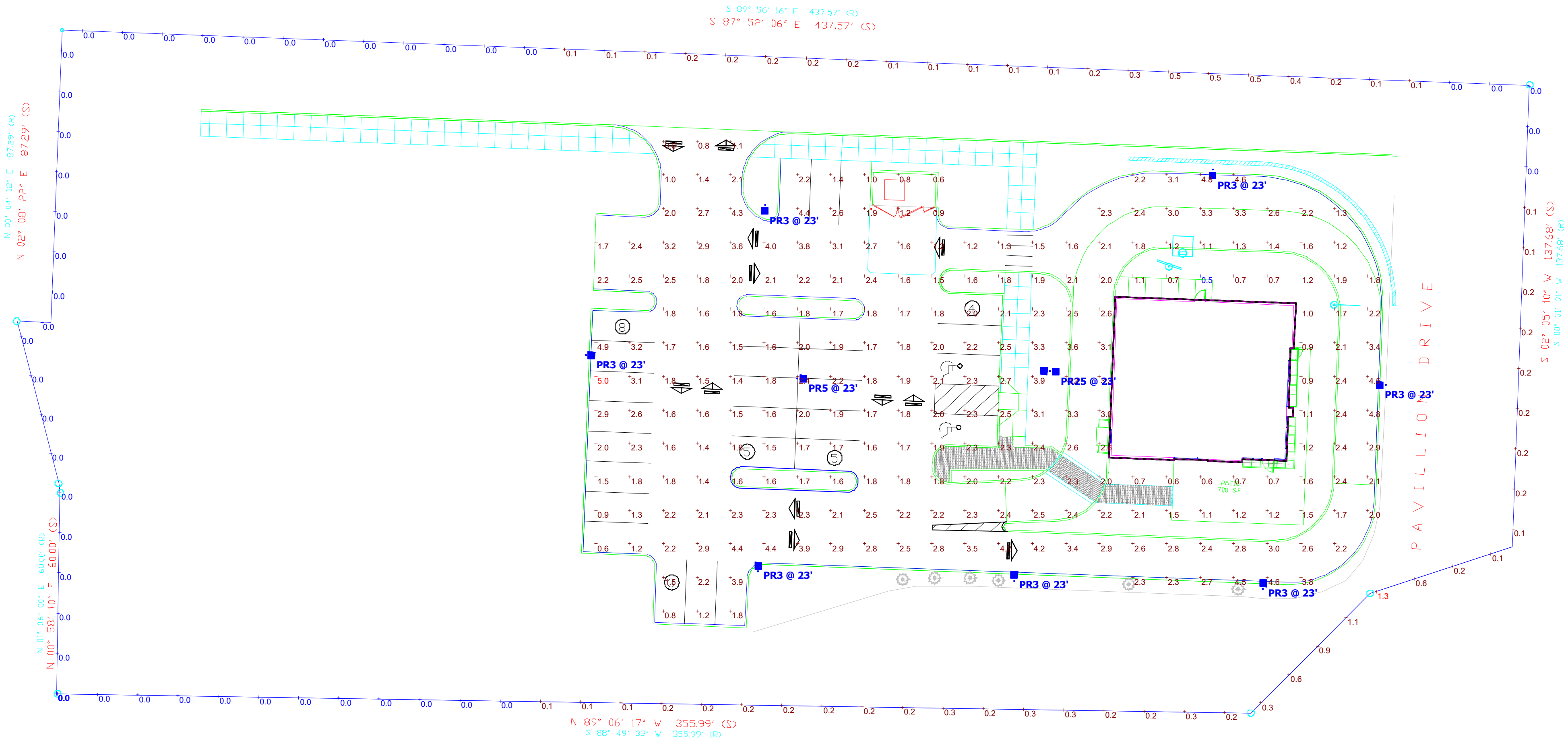
L-1

OF TWO SHEETS





- ALL NATIVE GRASS PLUGS ARE TO BE A MINIMUM 4.5" DEEP X 2" DIAMETER
- CONTRACTOR TO PROVIDE SIGNED AND SEALED SHOP DRAWINGS TO BE APPROVED BY THE PROJECT ENGINEER AND MSD. CONTACT MSD AT 314/335-2072.
- DURING CONSTRUCTION, THE BIO-RETENTION AREAS MAY TRAP SEDIMENT. FINAL CONSTRUCTION AND PLANTING OF THE BIO-RETENTION AREAS SHALL BE COMPLETED AFTER SILT AND DEBRIS IS REMOVED.
- HEAVY EQUIPMENT SHALL BE KEPT OFF OF THE SOIL MIX DURING CONSTRUCTION OPERATIONS TO AVOID COMPACTING. FOOT TRAFFIC AND PRE-SOAKING TO AID NATURAL COMPACTION IS ALLOWED.
- SOIL PH SHALL FALL IN THE RANGE OF 5.5 AND 7.
- SEE CIVIL DRAWINGS FOR CROSS-SECTIONAL DETAILS OF MULCH AND SOIL MAKEUP.



Plan View

Scale - 1" = 23'

Statistics

Description	Symbol	Avg	Max	Min	Max / Min	Avg / Min
Parking Lot Light Levels	+	2.2 fc	5.0 fc	0.5 fc	10.0:1	4.4:1
Property Line Light Levels	+	0.1 fc	1.3 fc	0.0 fc	N/A	N/A

Schedule

Symbol	Label	Qty	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	LLF	Wattage
	PR3	7	LITHONIA LIGHTING	KVS3-400M-R3	Single Head Lithonia Ligting KVS3 Series 400w Metal Halide Area Unit w/Type R3 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.1) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	145
	PR5	1	LITHONIA LIGHTING	KVS3-400M-R5	Single Head Lithonia Ligting KVS3 Series 400w Metal Halide Area Unit w/Type R5 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.1) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	145
	PR25	1	LITHONIA LIGHTING	KVS3-400M-R5	Double Head Lithonia Ligting KVS3 Series 400w Metal Halide Area Unit w/Type R5 Distribution (Retrofit Lunera Lamp) 20ft. Pole Height w/3ft. Estimated Base	(Qty.2) SN-H-E39-400W/320W-4000-G2	1	12300	0.95	290

McCLURE ENGINEERING

October 11, 2016

Via email: eric.abeln@hva.cc

Mr. Eric Abeln
Heights Venture
1111 North Loop West, Suite 800
Houston, Texas 77008

Re: Panda Express
Proposed Drive Thru Sound Study
McClure Project: 104168.000

Dear Mr. Abeln:

McClure has reviewed the property line distance information and the typical sound pressure levels emitted from the proposed Panda Express order station. Appropriate acoustical models have been assembled using manufacture data to find the acoustical impact this speaker system will have on the surrounding area. Based on this information and measured sound levels at the east property line, the sound level from the speaker system will be below the Creve Coeur Zoning Ordinance No. 5400 sound control code for both day and night operation and will have negligible impact on the ambient sound in the area. The technology within the order station compensates for the ambient sound resulting in sound levels similar to two people having a conversation in the parking lot.

Calculations

The proposed site plan provided by Heights Venture September 29, 2016 indicates the approximate distance from the closest point on the west property line to the order station to be about 60'. The attached sound data provided by order station manufacturer, HME Electronics, includes maximum sound levels as well as sound levels with the AVC activated. The worst case is calculated to be 52 dBA at the property line and less than 49 dBA at the apartment complex located at Pavilion Drive. This is based on a maximum output of 86.5 dBA at 1' from the order station. The order station will employ AVC and typically operates at only 60 dBA at 1' from the order station when the ambient sound level is low. **Based on the manufacturer's data the sound level contribution from the order station with the AVC activated is calculated to be 22 dBA at the property line and 18 dBA at the apartment building. These levels are far below any typical ambient sound.** While the sound levels will typically be somewhere in between 60 and 84 dBA at 1' from the order station, the data and calculations show the order station remains as quiet as possible based on the ambient sound of the area. Sound maps are in Appendix A.

Attachment: Applicant' sound study Panda Express Report submitted 10-17-2016 (2178 : 16-030 Panda Express CUP, SDP)

Mr. Eric Abeln
 October 11, 2016
 Page 2 of 7

The Creve Coeur sound code (Ordinance No. 5400) states that the sound level will not exceed 60 dBA at the property line. The sound emitted by the order station is at least 15 dB below this criterion at the property line at all times.

The test station for the manufacturer's data was 8' in front of a reflective building as is the same for this site condition. We have conducted our own tests to verify the operation of the AVC system. We have also included calculations for both the worst case sound levels as well as typical levels with the AVC system.

Background Sound Level Measurements

Noise Monitoring Data and Results

A Larson Davis Model 720 Sound Level Meters (SLM) was used for the sound measurements. The SLMs recorded and stored the following A-weighted quantities for each one-hour increment of the measurement period: (1) energy equivalent sound level [Leq], (2) the maximum sound level [Lmax], (3) the sound level exceeded 10% of the time [L10] and (4) the sound level exceeded 90% of the time [L90]. All measurements were A-weighted per ANSI S1.4 and were designated as decibels (dBA).

All the data has been plotted into 24-hour charts, one chart for each day, and can be found in Appendices B attached. Figure 1 is the site map showing monitor location. These charts also summarize the energy equivalent sound levels (Leq) for each day (7:00 AM to 10:00 PM) and night (10:00 PM to 7:00 AM). The entire set of monitoring data collected are charted in Figure 2.



Mr. Eric Abeln
 October 11, 2016
 Page 3 of 7

Table 1: L/D 720 - 24-Hour Ldn, Day and Night Leq for each day

Date	(Ldn₂₄) dBA	(Lday) dBA	(Lnite) dBA
Friday, September 23, 2016	n/a*	50.6	49.2
Saturday, September 24, 2016	61.0	57.6	53.7
Sunday, September 25, 2016	60.9	56.4	54.1
Monday, September 26, 2016	62.4	59.3	55.1
Tuesday, September 27, 2016	62.1	59.8	54.4
Wednesday, September 28, 2016	60.8	59.6	52.3
Thursday, September 29, 2016	n/a	56.7	52.2

*n/a – Not a complete 24 hours set of data

Sound level monitor was setup in the center of the proposed site for Panda Express parking lot on the east side of the site. The monitor was placed approximately 215 feet from the Vanguard Heights apartments to the monitor location for seven (7) days.

The monitors measured all sounds, including but not limited to sound from aircraft overflights, the nearby roadways, nature sounds (insects) and rooftop mechanical equipment. However, the majority of the sound is from road noise from Olive Boulevard. This is reflected in part of the noise patterns shown in the data. The sound levels were very consistent over the noise monitoring period.

All the sound in the area of our study is considered background noise. Background noise at the site was determined by monitoring A-weighted sound levels at the site for a period of seven (7) days. The average one-hour daytime Leq data was used to establish the current background sound levels for this site. The nominal Leq day-time and night-time background sound level in the area ranged from 60 dBA during the day-time hours and as low 48 in the late night hours 12 and 5 am).

The data was very consistent which can be seen in the Table 1 and Figure 2. Each graph represents the environmental noise throughout the monitoring period. On several days during the monitoring period, the dBA levels were comparable between the days.

Mr. Eric Abeln
 October 11, 2016
 Page 4 of 7

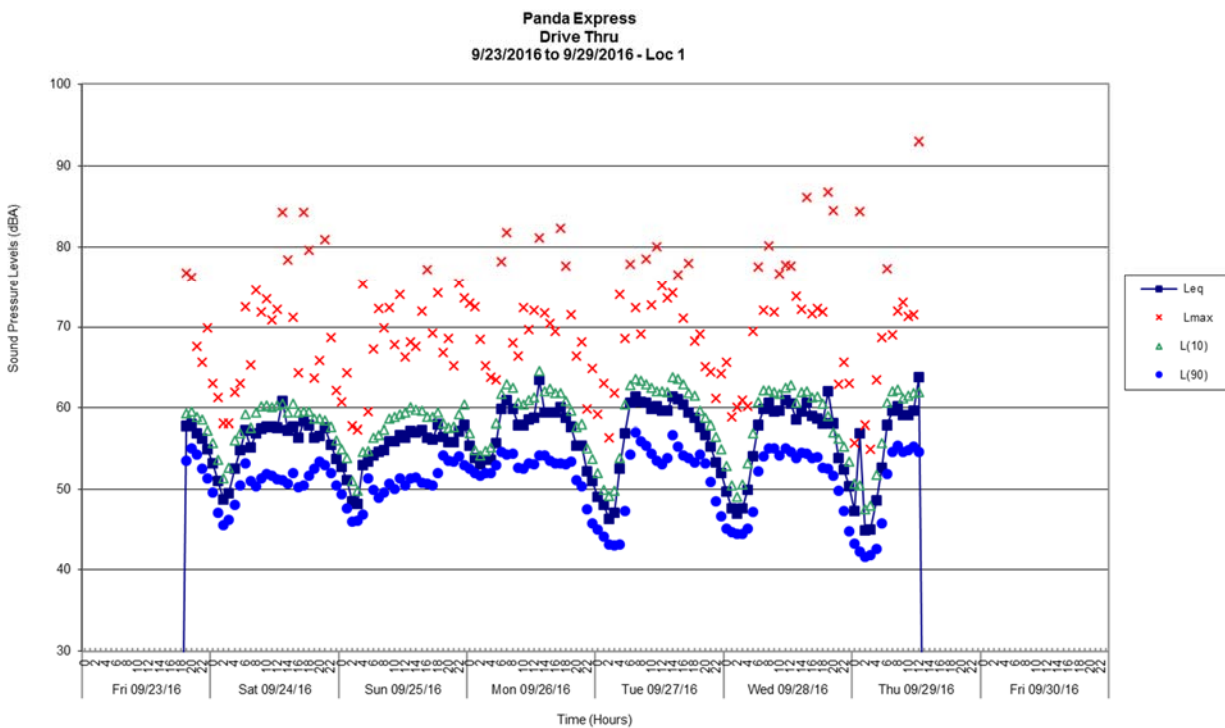


Figure 2 – On Site Sound Data

Conclusions

The background sound level is controlled by traffic sound based on site observations and measured data rather than the ordering station. From our measurements, data indicated the Automatic Volume Control (AVC) functions well since the ordering station level blends in with the traffic and other ambient sounds.

The calculated sound levels at the east property line will be far below the 60 dBA Creve Coeur sound code and will not have any insignificant impact on the ambient sound in the area. The technology within the order station compensates for the ambient sound resulting in sound levels similar to two people having a conversation in the parking lot. The property line and the apartments will experience sound levels from the order station to be less than 45 dBA, sound levels typical of a quiet office or urban environment. As a reference, conversational speech levels are typically 55 to 65 dBA.

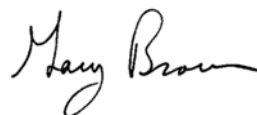
Mr. Eric Abeln
October 11, 2016
Page 5 of 7

Recommendations

The sound from the ordering station and drive-thru is less than the Creve Coeur sound code requires and is below typical ambient traffic sound for this area. No further remediation is required.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Gary Brown". The signature is fluid and cursive, with the first name "Gary" and last name "Brown" clearly distinguishable.

Gary Brown, ASA, INCE

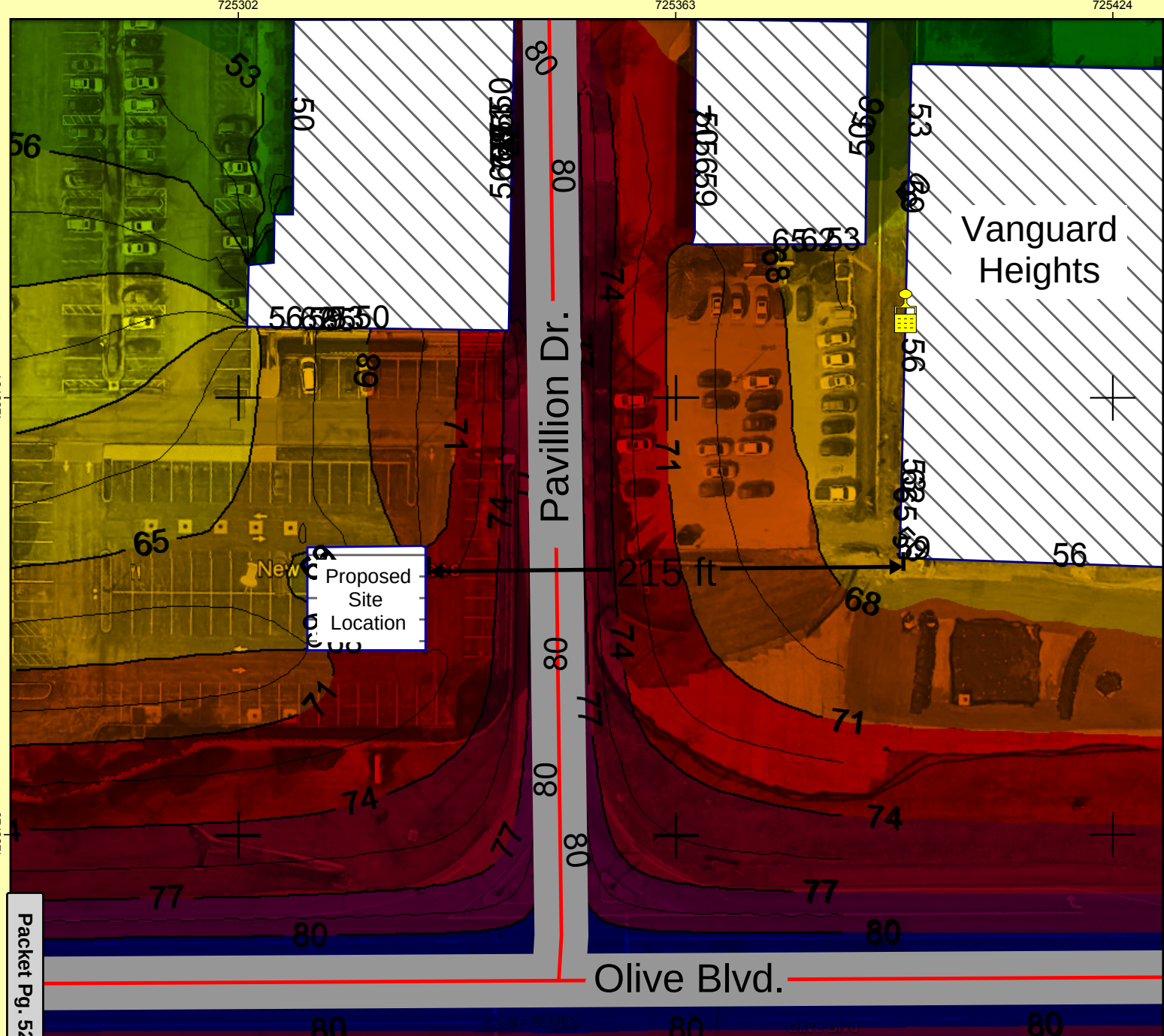
GPB:tbm
cc: Brandon Harp bharp@cedc.net

Attachments

Attachment: Applicant' sound study Panda Express Report submitted 10-17-2016 (2178 : 16-030 Panda Express CUP, SDP)

Mr. Eric Abeln
October 11, 2016
Page 6 of 7

Appendix A Sound Maps



Customer:

Project: Panda Express Creve Coeur
Project-No. 104168.000

Map

1

Roads No Speaker
Result number 2
Calculation in 1.5 m above ground

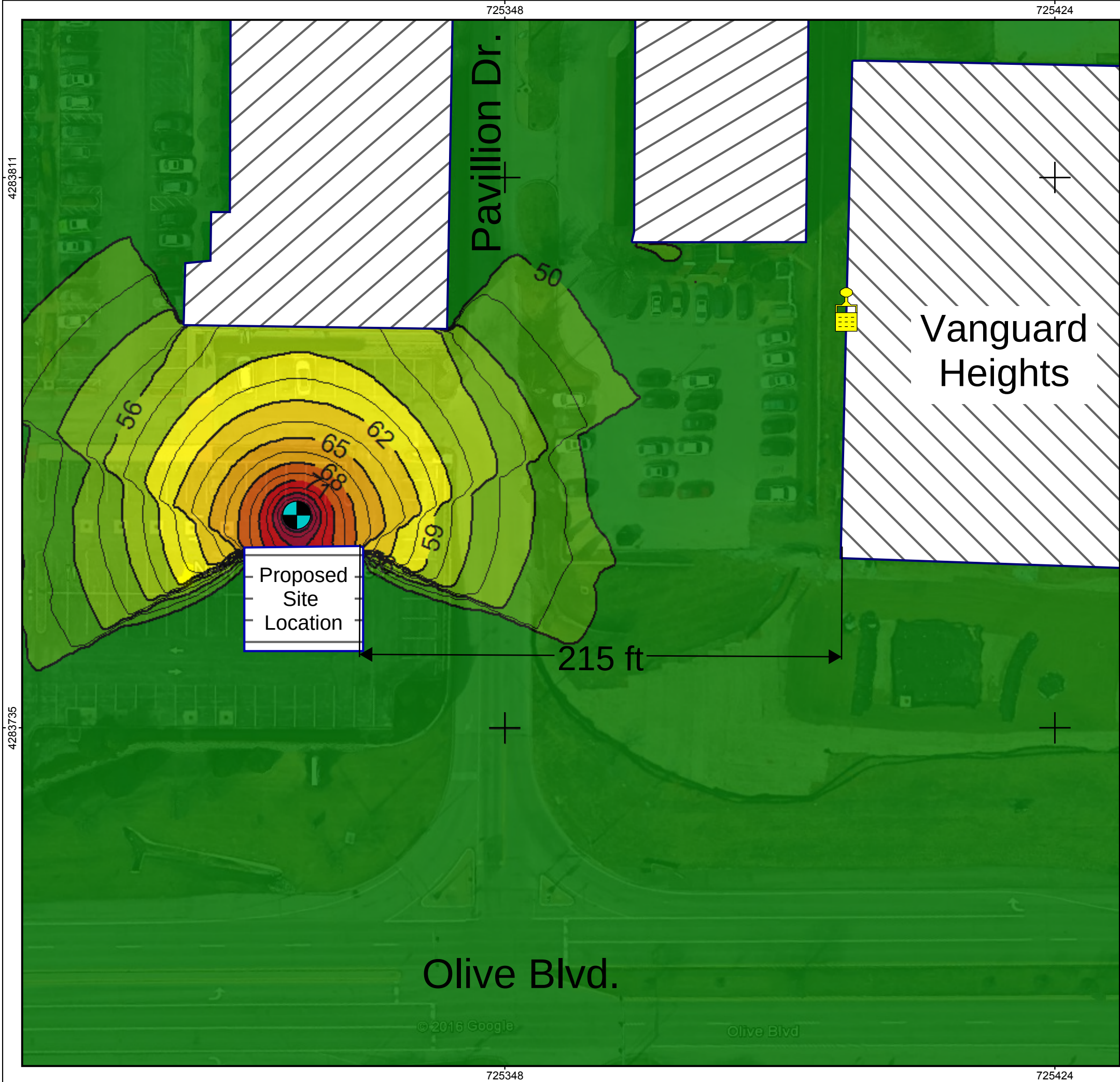
Project engineer: Sam Jamison
Created: 10/7/2016
Processed with SoundPLAN 7.4, Update 3/27/2015

Levels Ldn in dB(A)		Signs and symbols	
	< 50		Road axis
	50 - 53		Emission line
	53 - 56		Surface
	56 - 59		Main building
	59 - 62		Auxiliary building
	62 - 65		Point receiver
	65 - 68		
	68 - 71		
	71 - 74		
	74 - 77		
	77 - 80		
	>= 80		

Length scale 1:792

0 5 10 20 30 40 m

7.2.d



Customer:

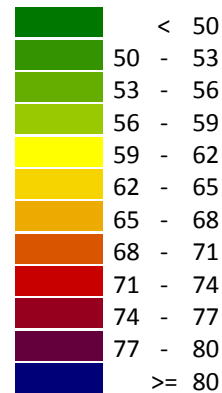
Project: Panda Express Creve Coeur
Project-No. 104168.000

Map
1

Non-Volume Controlled No Roads
Calculation in 1.5 m above ground

Project engineer: Sam Jamison
Created: 10/7/2016
Processed with SoundPLAN 7.4, Update 3/27/2015

Levels Ldn
in dB(A)

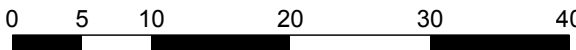


Signs and symbols

- Main building
- Auxiliary building
- Point receiver
- Source



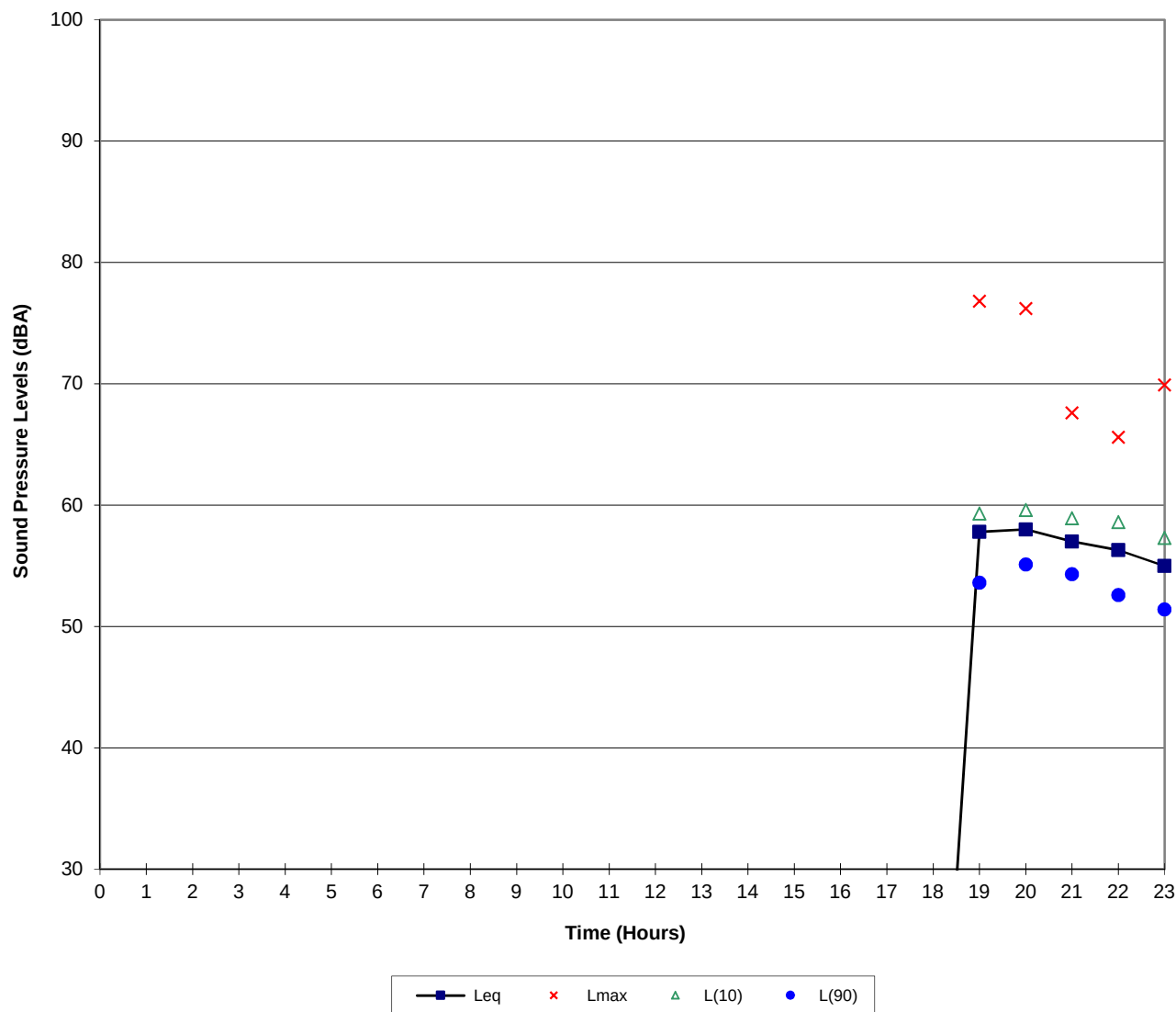
Length scale 1:543



McCLURE ENGINEERING

Mr. Eric Abeln
October 11, 2016
Page 7 of 7

Appendix B
24 Hour Data Plots



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

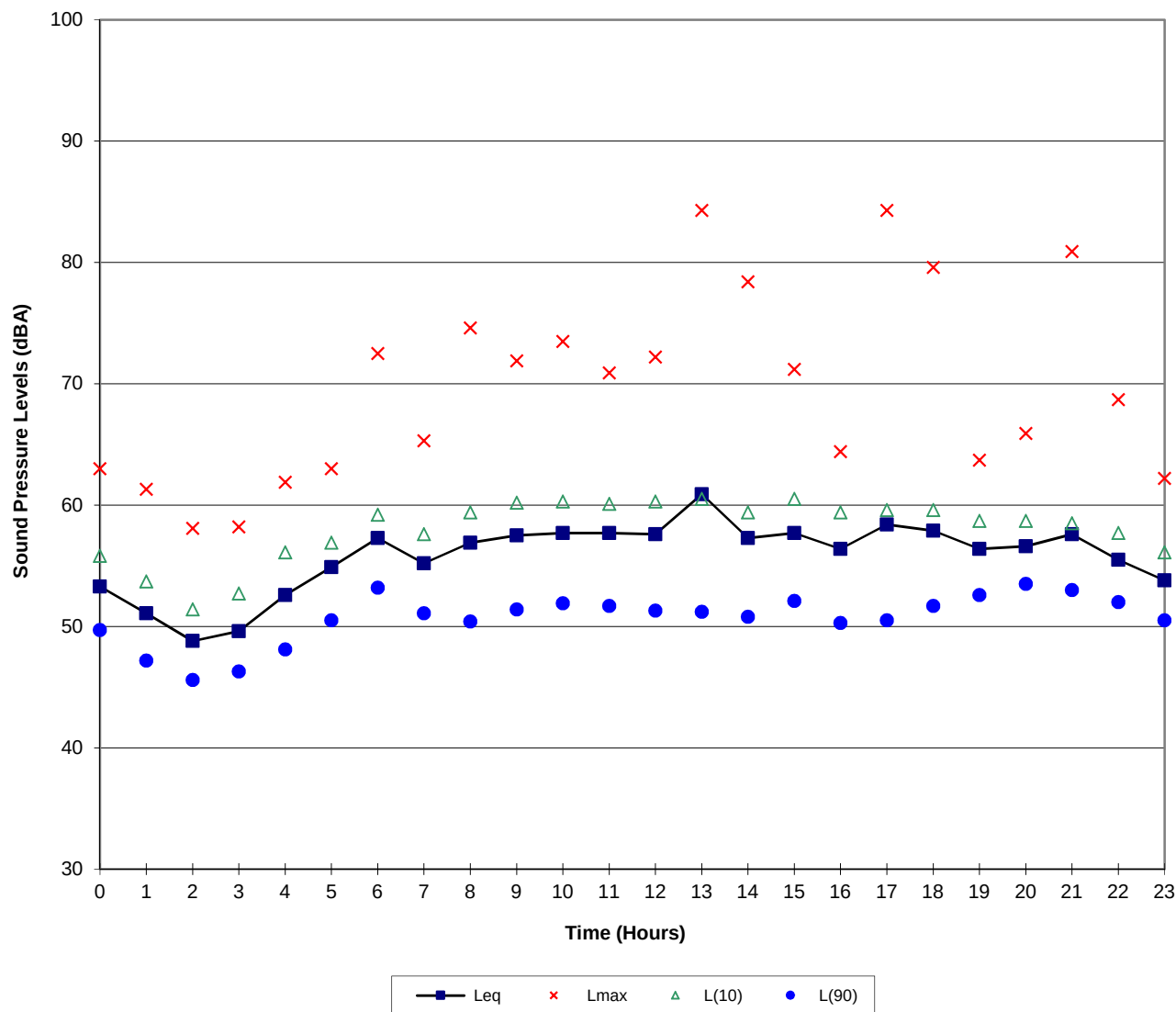
Loc 1

L/D 720 -

Friday September 23, 2016

Leq(n)	49.2 dBA
Leq(d)	50.6 dBA
Ldn(24)	55.8 dBA

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

Loc 1

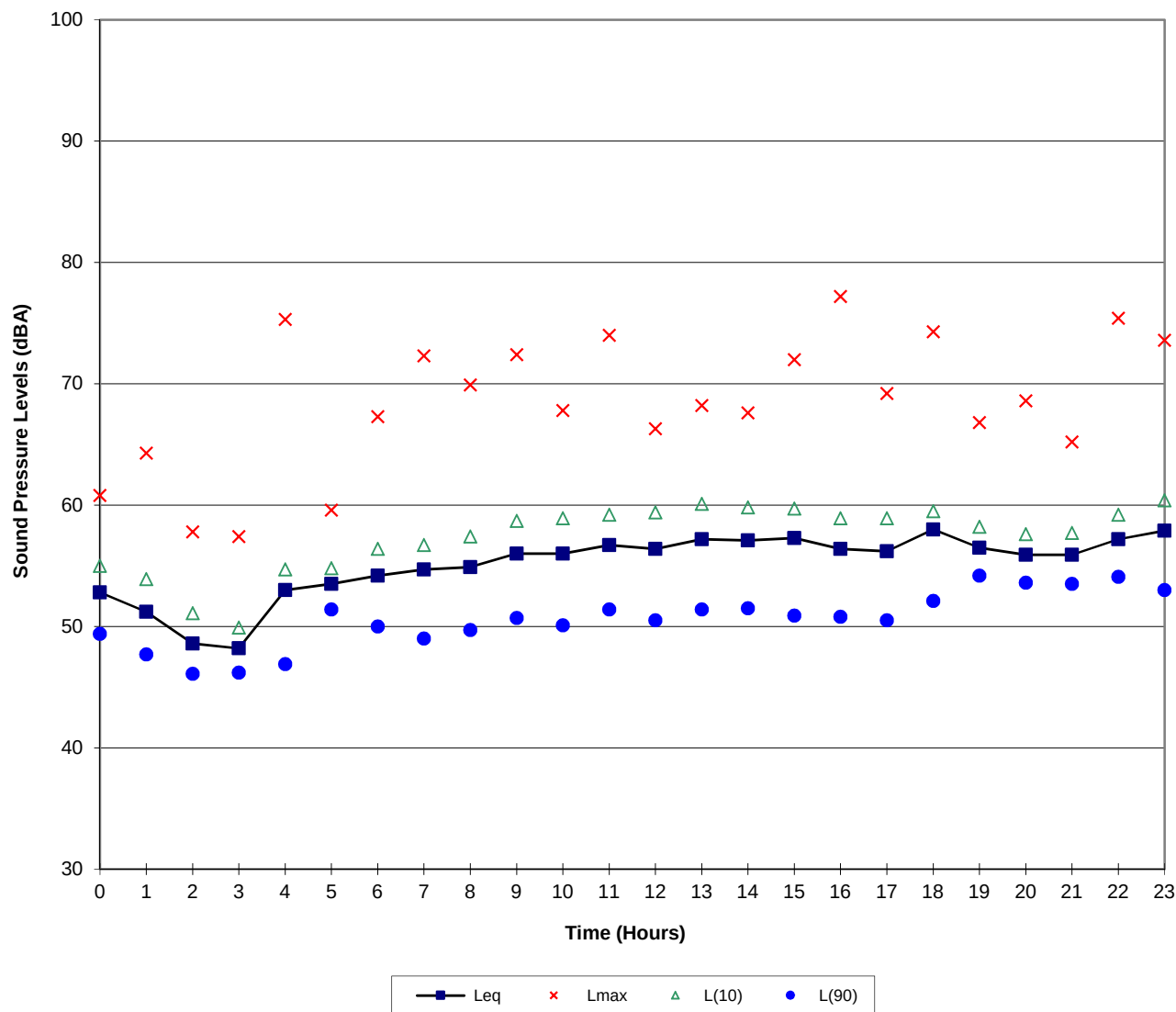
L/D 720 -

Saturday September 24, 2016

Leq(n) 53.7 dBA
Leq(d) 57.6 dBA
Ldn(24) 61.0 dBA

Rain and Thunderstorm

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

Loc 1

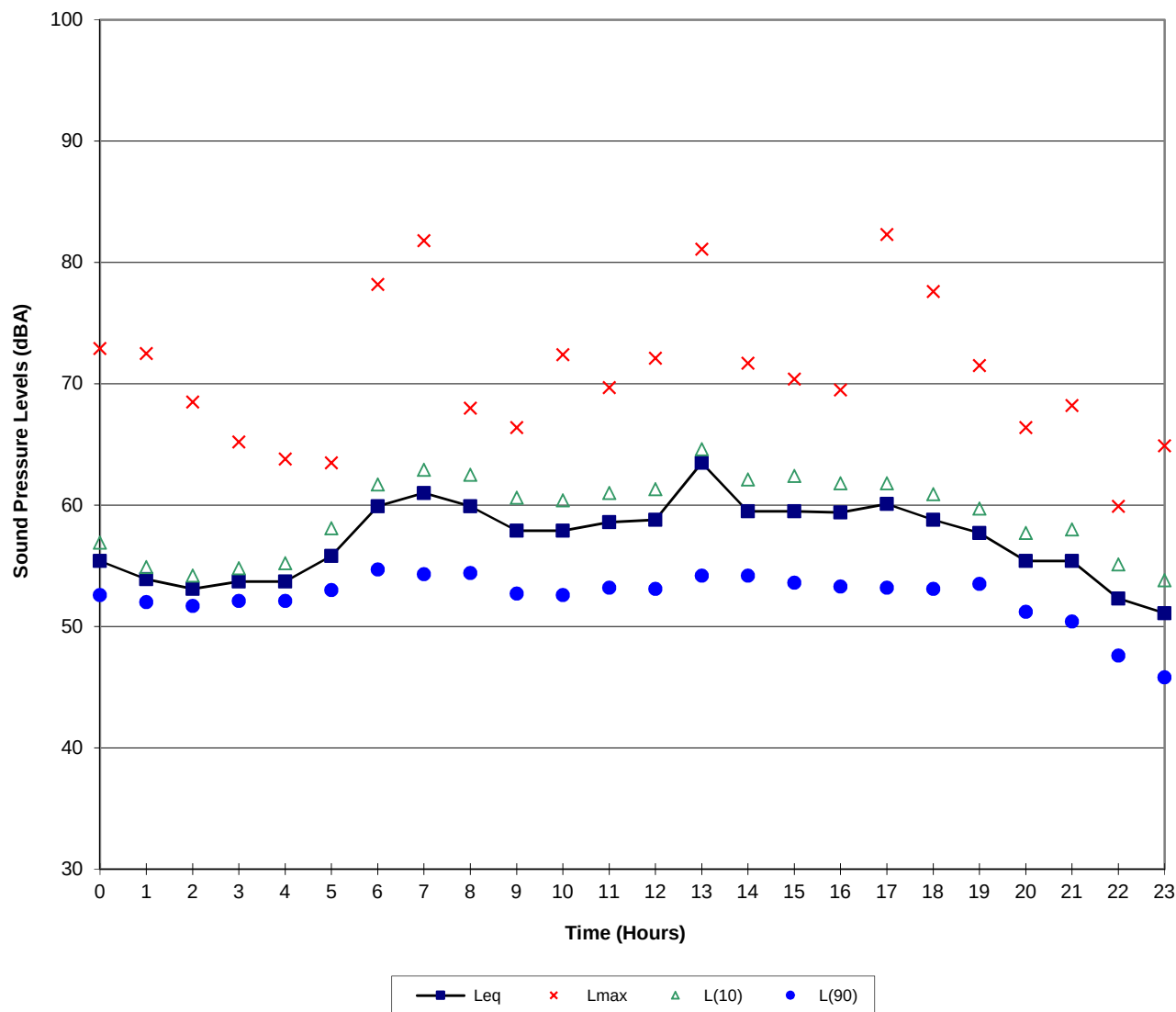
L/D 720 -

Sunday September 25, 2016

Leq(n) 54.1 dBA
Leq(d) 56.4 dBA
Ldn(24) 60.9 dBA

Rain and Thunderstorm

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

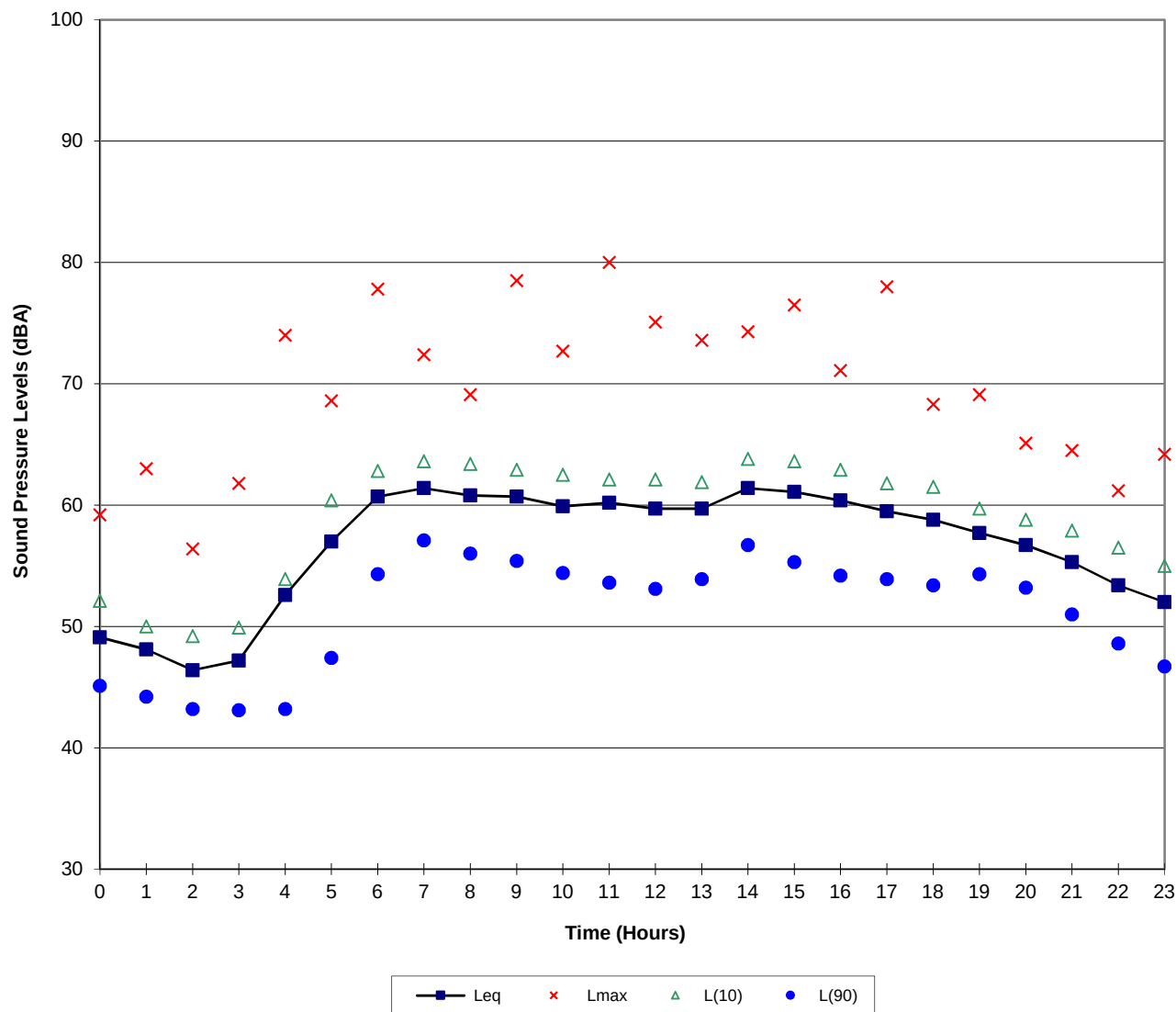
Loc 1

L/D 720 -

Monday September 26, 2016

Leq(n) 55.1 dBA
Leq(d) 59.3 dBA
Ldn(24) 62.4 dBA

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

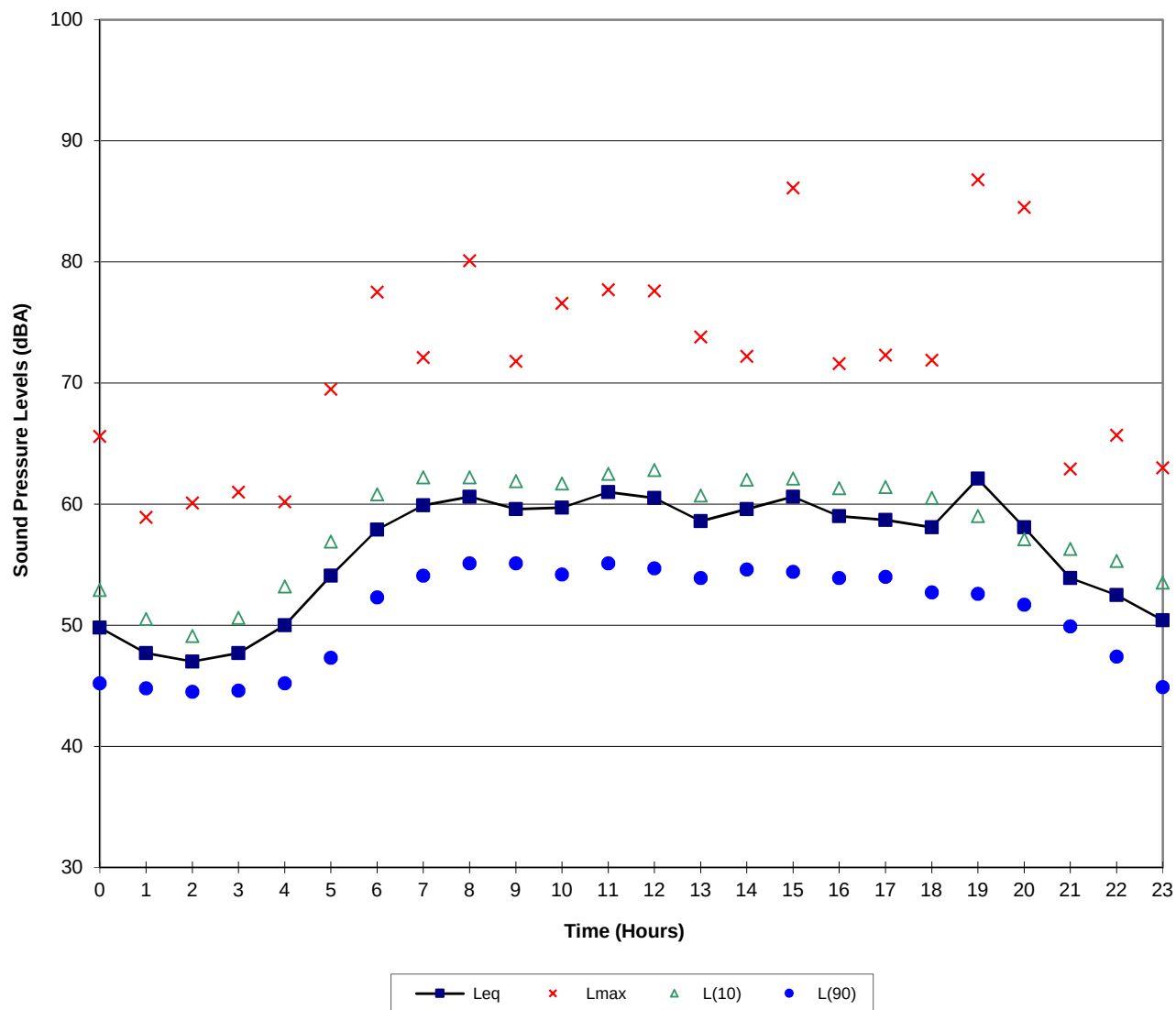
Loc 1

L/D 720 -

Tuesday September 27, 2016

Leq(n)	54.4 dBA
Leq(d)	59.8 dBA
Ldn(24)	62.1 dBA

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

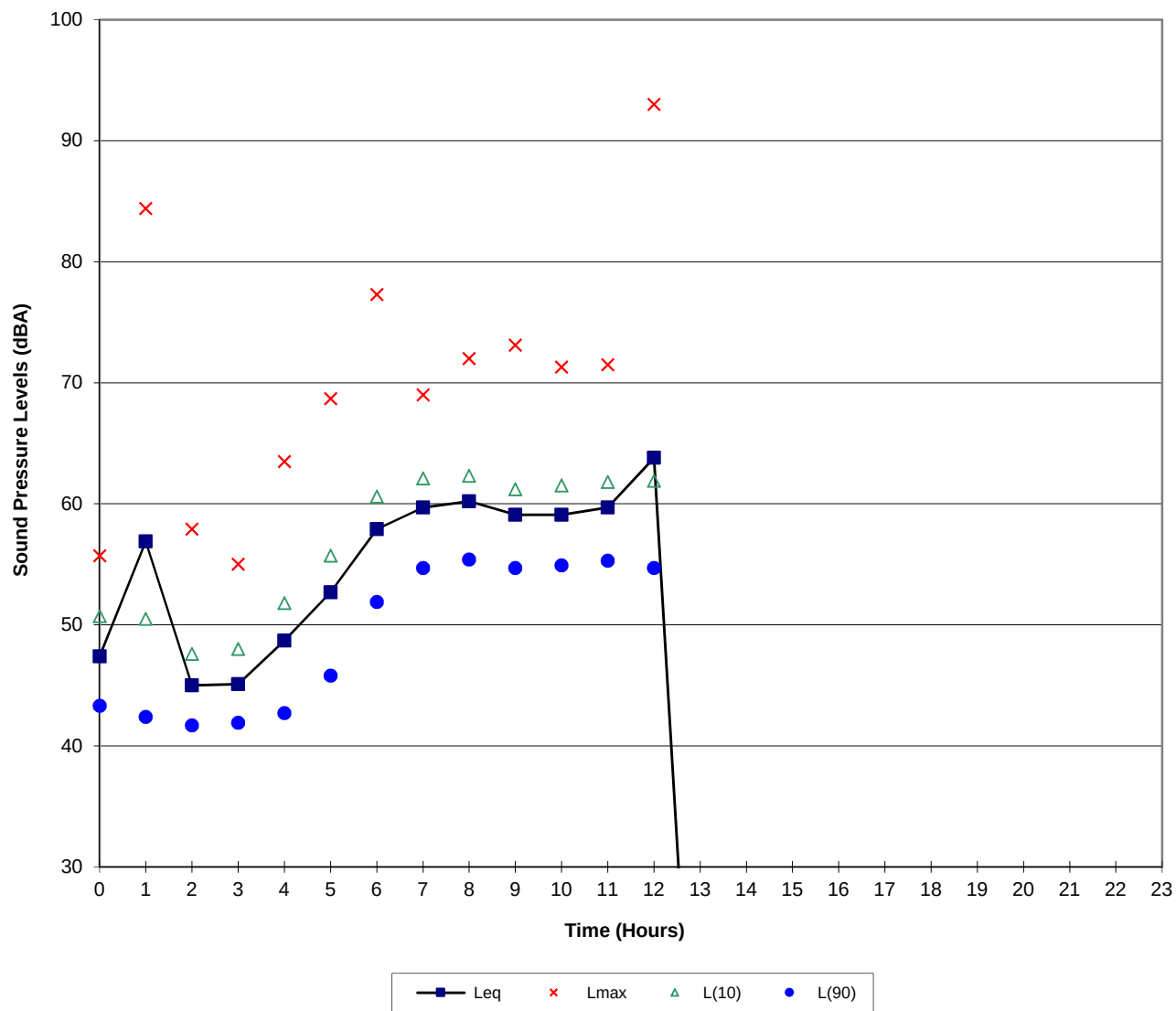
Loc 1

L/D 720 -

Wednesday September 28, 2016

Leq(n) 52.3 dBA
Leq(d) 59.6 dBA
Ldn(24) 60.8 dBA

McClure/EDI Acoustics
St. Louis, Missouri



**Panda Express
Drive Thru
9/23/2016 to 9/29/2016**

Loc 1

L/D 720 -

Thursday September 29, 2016

Leq(n) 52.2 dBA
Leq(d) 56.7 dBA
Ldn(24) 59.6 dBA

McClure/EDI Acoustics
St. Louis, Missouri

October 12, 2016
Revised November 16, 2016

Mr. Robert Holton
Heights Venture Architecture Design
5717 Legacy Drive, Suite 240
Plano, Texas 5024

RE: Traffic Impact Study
Proposed Panda Express – Creve Coeur Pavillion
Creve Coeur, Missouri
CBB Job Number 89-2016

Dear Mr. Holton:

As requested, CBB has prepared the following study to address the potential traffic impacts associated with a proposed Panda Express development located in the Creve Coeur Pavillion center generally located on the north side of Olive Boulevard between Pavillion Drive and Old Olive Street Road in Creve Coeur, Missouri. **Figure 1** illustrates the general location of the proposed site relative to the surrounding area.

It is our understanding that a 2,6000 square foot (SF) Panda Express with Drive-Thru is proposed on the east parking lot area of the previous Macaroni Grill. The west side of the lot, which included the old restaurant building is now vacant. Access to the Panda Express would be provided via one shared curb cut to Ravenwood Lane, approximately 220 feet west of Pavillion Drive. **Exhibit 1** illustrates the preliminary site plan provided by your civil engineer.

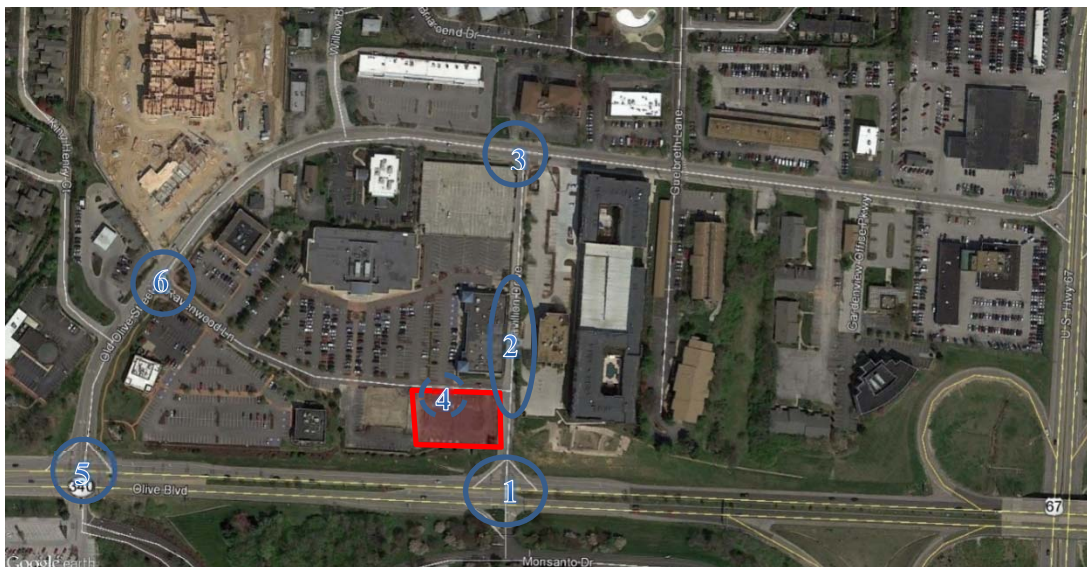
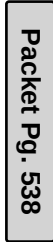


Figure 1 – Site Location Map



7.2.e



This study was prepared in accordance with parameters discussed with the City of Creve Coeur and the Missouri Department of Transportation (MoDOT). The purpose of this traffic impact study was to estimate the number of trips that would be generated by the proposed development; evaluate the impact of those trips on the proposed access and adjacent roadways; and determine the ability of motorists to safely enter and exit the site. As necessary, roadway improvements and/or traffic control modifications have been recommended to mitigate the impact of the proposed development. The focus of our analysis was the weekday midday peak hour and the PM peak hour of a typical weekday. It should be noted that the proposed Panda Express will not be open during the AM peak hour; therefore, no impact is expected in the morning.

Existing Conditions

In order to identify the traffic impacts associated with the proposed development, it was first necessary to quantify the existing roadway, traffic and operating conditions. To that end, an operational analysis of existing traffic volumes on the surrounding road system was performed.

Existing Roadways

Olive Boulevard (Missouri Route 340) is a primary, east-west arterial that provides a regional connection between St. Louis City and Western St. Louis County. Olive Boulevard generally consists of a five-lane section (two thru lanes in each direction plus left-turn lanes at the signalized intersections). A raised median divides eastbound and westbound traffic from west of Spode Road to east of Lindbergh Boulevard. The posted speed limit is 40 miles per hour (mph) east of Old Olive Street Road and 35 mph to the west. Separate westbound right-turn lanes are provided along Olive Boulevard at Old Olive Street Road and Pavillion Drive. Westbound left-turn access is not provided from Olive Boulevard into the Monsanto campus at the Pavillion Drive signal.

Pavillion Drive is a private two-lane north-south roadway connecting Old Olive Street Road with Olive Boulevard. Pavillion Drive has four commercial entrances serving parking lots and an office building. Pavillion Drive intersects Olive Boulevard at a signalized intersection opposite an access to the Monsanto World Headquarters Campus. Southbound Pavillion Drive is required to stop at Ravenwood Lane while northbound is free flow from Olive Boulevard to Old Olive Street Road. It should be noted that the southbound STOP sign at Pavillion Drive and Ravenwood Drive does not meet the Manual of Uniform Traffic Control Devices (MUTCD) standards. The sign is square in shape with a small octagon stop sign painted and therefore can only be recognized as similar to a true STOP sign by southbound traffic. It was noted during the data collection that this seemed to cause confusion to northbound drivers as to who has the right-of-way at the intersection.



It is recommended that a typical octagonal stop sign (MUTCD R1-1) be installed whose shape (silhouette) could be observed from the rear by northbound traffic and help better define the right-of-way through the intersection. Similarly, the eastbound approach of Ravenwood Lane at Pavillion Drive also has the square stop sign that should be replaced with a standard octagonal stop sign. Furthermore, we also recommend “Oncoming traffic does not stop” sign for the southbound approach and “Traffic from right does not stop” for the eastbound approach to clearly convey that northbound traffic does not stop.

Olive Boulevard at Pavillion Drive is a signalized intersection with Monsanto’s west campus access as the southern leg. The southbound through movement is restricted by an island on the commercial entrance. Eastbound Olive Boulevard has two through lanes, a separate left-turn lane and a separate right-turn lane. Westbound Olive Boulevard has two through lanes with a separate right turn lane. No westbound left-turn movement is allowed at this intersection. The traffic signals along Olive Boulevard are part of a coordinated system. The eastbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing, while the northbound and southbound approaches operate under split-phasing.

Old Olive Street Road is an urban collector that provides connections between Olive Boulevard and Lindbergh Boulevard as well as local access to adjacent commercial properties. Old Olive Street Road serves the southbound Lindbergh Boulevard to westbound Olive Boulevard movement in lieu of a direct ramp at the partial cloverleaf interchange. At Pavillion Drive, Old Olive Street Road is marked with three lanes (one lane in each direction plus a two-way left-turn lane). Pavillion Drive is required to STOP at the approach to Old Olive Street Road. Old Olive Street Road provides two southbound lanes (one through lane and a shared left-turn/through lane) and two northbound lanes (a through lane and a separate northbound right-turn lane) at the intersection with Ravenwood Lane. Old Olive Street Road has a posted speed is 30 mph. Old Olive Street Road is referenced as an east-west road at Pavilion Drive and a north-south Road at Olive Boulevard and Ravenwood Lane.

Olive Boulevard at Old Olive Street Road/Schnucks is a signalized intersection with a Schnucks store and an access Monsanto’s west campus on the southern leg. The southbound approach provides a left-turn lane, and a long channelized through/right-turn lane. Eastbound Olive Boulevard has a separate left-turn lane (back to back with the Spoede signal), two through lanes and a separate right-turn lane. Westbound Olive Boulevard has one westbound left-turn lane, two through lanes and a separate right turn lane. The northbound approach has a separate left-turn lane and a shared through/right-turn lane. The traffic signals is part of the coordinated system and the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing, while the northbound and southbound approaches operate under permissive phasing.

Ravenwood Lane is a two-lane internal road to the Creve Coeur Pavillion site that serves as the backbone street for the development. Ravenwood Lane is required to STOP at the



approaches Pavillion Drive and Old Olive Street Road. The Ravenwood Lane approach widens to provide separate left and right-turn lanes at Old Olive Street Road on the west end.

Bicycle Issues

In 2010, Great Rivers Greenway (GRG) developed the St. Louis Bike Plan for the entire St. Louis region. This plan identified locations and appropriate types of bicycle facilities to connect the region. The St. Louis Bike Plan identified bicycle facilities on Olive Boulevard, but no bike facilities were recommended along Old Olive Street Road or Pavillion Drive, as shown in **Figure 2**. Olive Boulevard is recommended to have dedicated bike lanes (shown in dark blue) but there are currently no programmed funds or designs for that recommendation. For more details, see <http://greatriversgreenway.org/about-us/projects-in-partnership/gateway-bike-plan/>

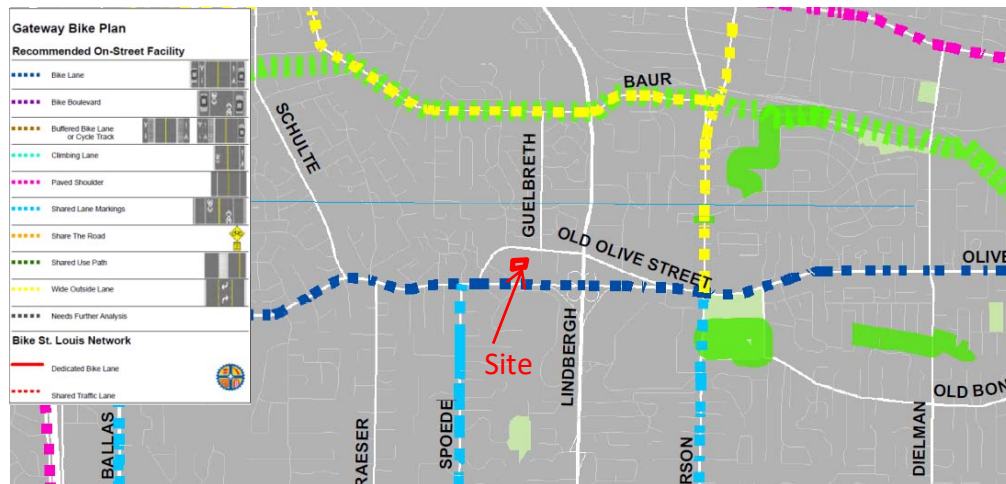


Figure 2 – STL Bike Plan

Transit Information

The site is in close proximity to two Metro bus routes (91 and 49), as seen in **Figure 3**. Three bus stops are located somewhat close to the site, with one stop located on Olive Boulevard, between the Pavillion Drive signal and the Old Olive Street Road signal, one on the northwest corner of Old Olive Street Road at Willow Brook Drive and the other stop located on Old Olive Street Road, east of Pavillion Drive. Pedestrian facilities (sidewalks) are present along the east side of Pavillion Drive, between the office building and Old Olive Street Road and along both sides of Ravenwood Lane from Old Olive Street Road to the first internal intersection, where the north side ends and turns north to the building that includes St. Louis Bread Company. Sidewalks continue along the south side of Ravenwood Lane from the first internal intersection to near the old Macaroni Grill site.

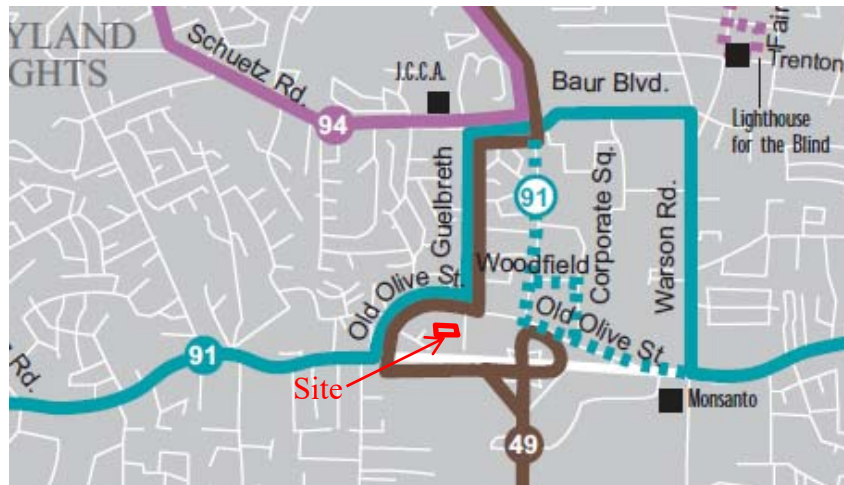


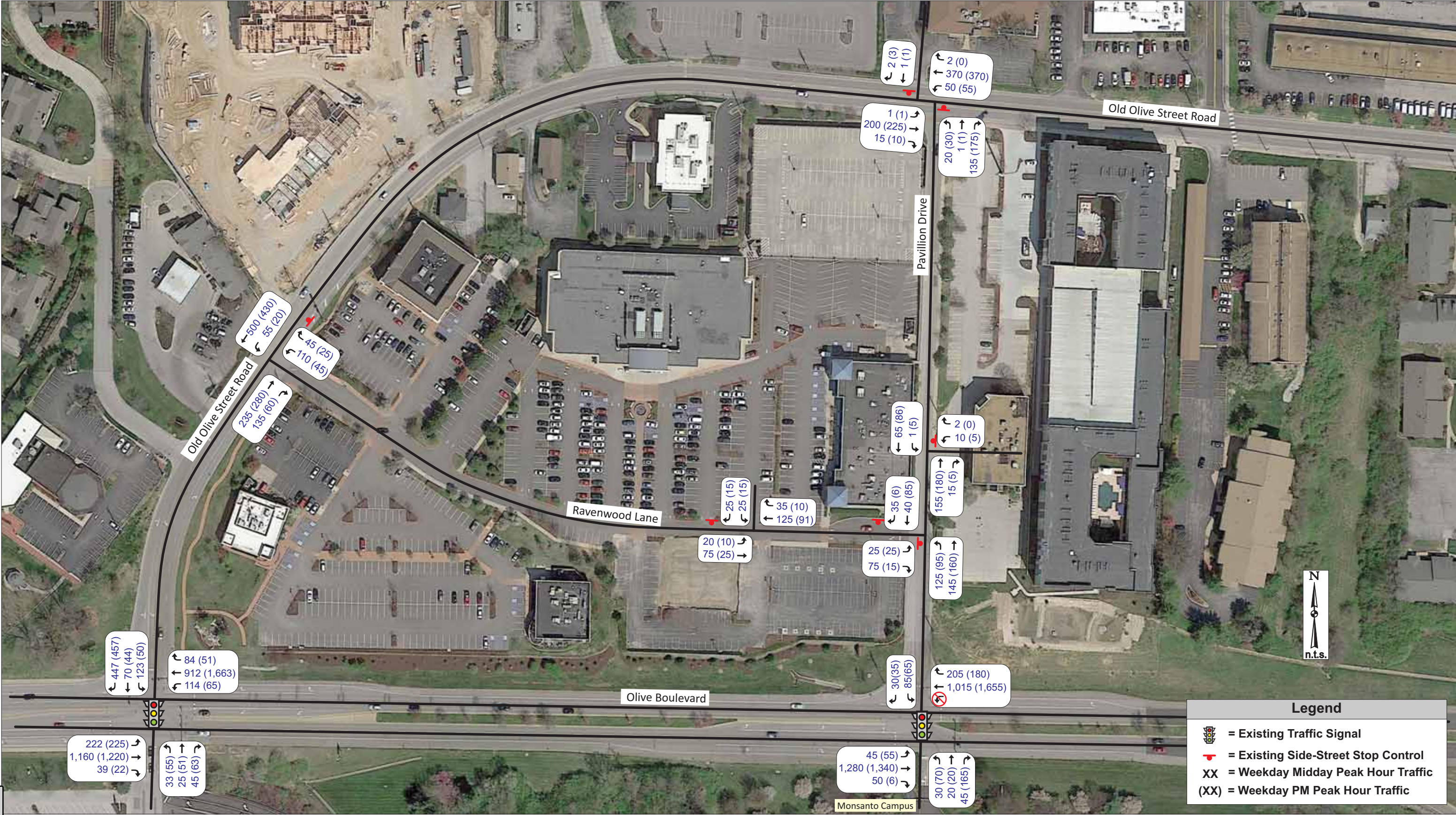
Figure 3 – Transit Routes in Study Area

Existing Traffic Volumes

Manual turning movement counts were completed in 2016 at the intersection of Olive Boulevard with Pavillion Drive and Old Olive Street Road at Ravenwood Lane during the weekday midday peak period (11:00 AM to 1:00 PM), and the weekday PM peak period (4:00 to 6:00 PM) while local schools were in session. Manual turning movement counts were also collected at the intersections of Pavillion Drive with Ravenwood Lane, the office building and Old Olive Street Road during the weekday midday peak period. Historical traffic counts performed along Pavillion Drive at Ravenwood Lane, office building and Old Olive Street Road were referenced from the previous traffic impact study for the recently constructed Vanguard Heights Apartments during the weekday PM peak hour and historical counts performed at Olive Boulevard and Old Olive Street Road during the midday and PM peak were utilized.

This current traffic data revealed the peak hours of 12:00 to 1:00 PM for the midday peak hour and 4:30 to 5:30 PM for the PM peak hour. The existing peak hour traffic volumes are summarized in **Exhibit 2**.

At the intersection of Olive Boulevard with Pavillion Drive, the eastbound left-turns are light at 45 to 55 vehicles per hour (vph) during the midday and PM peak hours, respectively. The southbound left-turns range from 65 to 85 vph during the peak hours, and the southbound right-turns range from 30 to 35 vph during the peak hours. The westbound right-turns are moderate with 180 to 205 vph, while the eastbound right-turns are light with 50 vph during the midday peak hour and less than 10 vph during the PM peak hour. The northbound approach is light during the midday peak hour with less than 45 vph for any movement, but exiting volumes increase during the PM peak hour with 70 left-turn, 20 throughs and 165 right-turns. The east-west throughs range from 1,000 vph to 1,655 vph each with the midday peak volumes weighted slightly eastbound and the PM peak volumes weighted slightly westbound.



hibit 2: Existing Traffic Volumes



At the intersection of Olive Boulevard with Old Olive Street Road, the eastbound left-turns are moderate to heavy near 225 vph during both peak hours, while the eastbound right-turn is light with less than 40 vph during the peak hours. The southbound left-turns range from 50 to 125 vph, and the southbound throughs range from 45 to 70 vph and the southbound right-turns range from 445 to 460 vph during the peak hours. The westbound right-turns are light with 50 to 85 vph while the westbound left-turn is light to moderate with 115 vph during the midday peak hour and 65 vph during the PM peak hour. The northbound approach is light during both the midday and PM peak hour with less than 55 vph for any movement. The east-west throughs range from 915 vph to 1,665 vph each with the midday peak volumes weighted slightly eastbound and the PM peak volumes weighted westbound.

The current volumes at Pavillion Drive and Ravenwood Lane are light to moderate with 160 vph or less for any one movement. The traffic volumes at the intersection of Old Olive Street Road at Pavillion Drive are also light to moderate, with the east-west throughs ranging from 150 to 370 vph, and the turns to and from Pavilion Drive are light (less than 55 vph), except for the northbound right-turns during the PM peak hour, which reach 175 vph. The traffic volumes at the intersection of Old Olive Street Road at Ravenwood Lane are moderate with the Old Olive Street Road throughs ranging from 235 to 500 vph, and the turns to and from Ravenwood Lane are light (less than 60 vph), except for the northbound right-turns and westbound left-turn during the midday peak hour, which reach 135 vph.

Planned Developments in the Study Area

Vanguard Heights Apartments

It is our understanding that the approved Vanguard Heights Apartments project east of Pavilion Drive is built, but is not currently fully occupied. As a result, the site-generated trips from the Vanguard Apartments study, completed by CBB dated March 18, 2013, are included as **Exhibit 3** - Vanguard Site Generated Traffic. Since the midday peak hour traffic was not estimated for that previous traffic study, it was conservatively assumed that the midday traffic would be half of the PM peak hour traffic.

The Vue at Creve Coeur Apartments

We further understand that the approved The Vue Apartments at Creve Coeur project (aka old Hamilton Church site) on the north side of Old Olive Street Road, west of Willow Brook Drive is currently under construction, but is not yet completed or occupied. As a result, the site-generated trips from that traffic study, completed by CBB dated November 4, 2013, are included as **Exhibit 4** – The Vue Apartments Site-Generated Traffic. Since the midday peak hour traffic was not estimated for that previous traffic study, it was conservatively assumed that the midday traffic would be half of the PM peak hour traffic.



hibit 3: Site-Generated Traffic Volumes - The Vanguard Heights Apartments at Creve Coeur
(Built, but Not Fully Occupied)



Exhibit 4: Site-Generated Traffic Volumes - The Vue Apartments at Creve Coeur
(Approved, but Not Yet Completed or Occupied)



Baseline Traffic Volumes

The site-generated trips for the Vanguard Heights apartments (Exhibit 3) and the site-generated trips for The Vue at Creve Coeur apartments (Exhibit 4) were aggregated with the Existing Traffic Volumes (Exhibit 2), resulting in **Exhibit 5** Baseline Traffic Volumes (2016) used as the basis of this current study.

Baseline Operating Conditions

The baseline operating conditions for the study area intersections were evaluated using SYNCHRO 8, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis includes measures of effectiveness generated by the SYNCHRO software. SYNCHRO 9 is a newer release of the SYNCHRO program, but it is our understanding that the St. Louis MoDOT District still uses Synchro 8. The changes between the versions are minimal and not expected to change the results.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions in urban and suburban areas. **Table 1** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
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

It should be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban regions compared to rural areas. Based on the character of this area, we believe that LOS D would be an appropriate target for overall peak period traffic operations. Each of the study intersections was evaluated using the methodologies described above. The results of the SYNCHRO evaluations are summarized in **Table 2**.



hibit 5: Baseline Traffic Volumes (Existing Traffic Plus Two Apartment Buildings' Traffic)



As can be seen, the signalized intersection of Olive Boulevard with Pavillion Drive operates at an overall LOS C or better, but the northbound Monsanto Approach and southbound Pavillion Drive approach to Olive Boulevard operate at less than desirable levels during the PM peak hour. The current system cycle length is 140 seconds for the weekday PM peak, thus, vehicles on Pavillion Drive and Monsanto approach that arrive during the first half of the red time phase for their approach would have to wait anywhere from 103 to 120 seconds for the next green indication.

As shown in Table 1, delays of 55 to 80 seconds result in LOS E, and delays in excess of 80 seconds result in LOS F. Thus, the poor levels of service on Pavilion Drive/Monsanto approach are not a function of the lack of capacity on the side street but rather the long green time allocated to Olive Boulevard for progression of heavy commuter through traffic an Olive Boulevard. The queues associated with these movements are generally moderate and cleared each cycle.

Table 2: Baseline Operating Conditions

<i>Traffic Movement</i>	<i>Weekday Midday Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Olive Boulevard at Pavillion Drive (Signalized) *		
Eastbound – Approach	A (2.0) 85' TH	A (6.0) 150' LT
Westbound – Approach	B (15.2) 395' TH	C (26.0) 835' TH
Northbound – Approach	C (33.3) 85' LT/TH	E (58.3) 160' RT
Southbound – Approach	D (45.5) 140' LT	E (64.1) 200' LT
Overall	B (11.4)	C (22.0)
Olive Boulevard at Old Olive Street Road/Schnucks (Signalized) *		
Eastbound – Approach	A (8.8) 95' TH	B (16.7) 335' LT
Westbound – Approach	A (3.0) 60' LT	A (5.8) 100' TH
Northbound – Approach	C (28.6) 65' TH/RT	D (53.6) 145' TH/RT
Southbound – Approach	D (38.0) 255' RT	F (154.7) 600' RT
Overall	B (13.2)	C (33.2)
Pavillion Drive at Ravenwood Lane (unsignalized) *		
Eastbound – Approach	B (10.7) <25'	B (12.8) <25'
Southbound – Approach	A (8.1) <25'	B (10.9) <25'
Pavillion Drive at Office Building (unsignalized) *		
Westbound – Approach	B (10.4) <25'	B (11.5) <25'
Pavillion Drive at Old Olive Street Road (unsignalized) *		
Eastbound – Left-Turn	A (8.2) <25' LT	A (8.2) <25' LT
Westbound – Left-Turn	A (7.9) <25' LT	A (8.0) <25' LT
Northbound – Approach	B (14.6) 40'	C (21.2) 85'
Southbound – Approach	B (12.7) <25'	B (12.6) <25'
Ravenwood Lane at Old Olive Street Road (unsignalized) *		
Westbound – Approach	C (17.1) 35' LT	B (13.8) <25' LT
Southbound – Approach	A (1.0) <25'	A (0.4) <25'

X (xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

* 95th percentile queue reported in feet for the critical movement on each approach



The synchro analysis indicates that the southbound approach of Old Olive Street Road at Olive Boulevard operates with less than desirable (long) delays during the peak hours since the southbound right-turn volume is heavy and allotted a relatively small amount of green time in contrast with relatively long cycle lengths. The analysis software artificially increases the delays and degrades the LOS for the southbound approach and significantly overestimates the southbound queues. Currently, the channelized island allows right-turn vehicles to maneuver around approximately three or four vehicles (approximately 100 feet) in the field, which is not properly accounted for by the analysis software. As a result, a short separate southbound right-turn lane was assumed in the Synchro analysis files.

Even with this modification, the southbound queue lengths were still overestimated during the midday and PM peak hours as compared to observed queue lengths on the field. Generally, the southbound right-turn vehicles can avoid the southbound left-turn and through queues during the midday and PM peaks, but the heavy westbound throughs along Olive Boulevard limit the ability to make a southbound right-turn-on-red during the PM peak hour.

The weekday midday queues for the southbound right turn were observed to be lower than those estimated by Synchro. This is primarily due to the fact that adequate gaps are more abundant in westbound Olive Boulevard during the midday peak hour. As a result, the weekday midday time frame is not considered to be problematic.

The westbound left-turns on Olive Boulevard at Spoede Road and the eastbound left-turns on Olive Boulevard at Old Olive Street Road were observed queuing out of the existing left-turn bay and blocking the through lane frequently during the PM peak hour. This is due to the short back-to-back left-turn lane configuration between the Spoede Road and Old Olive Street Road signalized intersections.

The following long-term improvements should be considered (by others) based on the **existing deficiencies** identified from our analysis and observations related to base and current traffic conditions. Widen Olive Boulevard to replace the back-to-back left-turn lanes with side-by-side left-turn lanes between Spoede Road and Old Olive Street Road & Schnucks/Monsanto. The roadway improvement is expected to be very expensive and require utility relocations and/or right-of-way acquisition. The mechanism required to implement mitigation such as this may potentially require multiple agencies and/or major redevelopment.

In addition, the lengthening of the southbound right-turn lane (to provide additional storage in the southbound through lane) would provide some benefits such that right-turn vehicles could avoid the end of the through queue, but the limited gaps along Olive Boulevard would minimize the ability to reduce the right-turn queue lengths since the right-turns are generally able to avoid the through queues with the exception of a few cycles during the AM peak hour. Therefore, there may be limited benefits of that improvement, as it could go underutilized.



The unsignalized intersections along Pavillion Drive (at Ravenwood Lane, office driveway and Old Olive Street Road) as well as Old Olive Street Road at Ravenwood Lane operate at highly desirable levels (LOS C or better for all approaches).

Proposed Development

Once the base traffic volumes within the study area were established, it was then necessary to consider the traffic associated with the proposed Panda Express development. This section of the report presents the traffic generation forecasts for the area road system associated with the re-occupancy of the site.

It is our understanding that a 2,600 square foot Panda Express restaurant with drive-through window service is proposed. Access is proposed via one main driveway on Ravenwood Lane approximately 220 feet west of Pavillion Drive which will be shared in the future by the adjacent development pad to the west. A schematic of the site plan provided was shown previously in **Exhibit 1**.

Site Access Plan

The proposed site plan has one full access driveway proposed to Ravenwood Drive approximately 230 feet west of Pavillion Drive, which is as far away from Pavillion Drive as practicable. The internal layout and circulation is good from a traffic circulation perspective, and the drive-thru and drive-thru escape lane are designed to minimize interference with site circulation as well as hazards to motorists or pedestrians entering exiting, or passing the site.

The Panda Express will provide more than the minimum 190 feet of drive-thru storage (10 vehicles required by the City of Creve Coeur ordinances) and, in fact, will provide approximately 305 feet before potentially impacting the circulation in the Panda Express parking field. Therefore, the stacking provided is expected to be more than sufficient to accommodate the anticipated demands.

Trip Generation of Proposed Use

As a primary step in the analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed restaurant would generate during the peak hours. These forecasts were based upon information provided in Trip Generation Manual, Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the trip generating characteristics of various land uses.

The average trip rate was used for Land Use: 934 – Fast Food Restaurant w/ Drive-Thru. Since ITE does not provide specific trip generation estimates for the midday peak hour of a fast-food restaurant, the AM peak hour generator rate (the higher of the a.m. and p.m. peak hour



of generator rates) was applied. The peak hour of adjacent street traffic (one hour between 4 and 6 p.m.) was utilized for the PM peak hour.

Since the proposed fast food restaurant would share access to the Creve Coeur Pavillion center, it is reasonable to believe that there would be some common trips between the center and the restaurant. However, in an attempt to be conservative, no common trip reductions were applied to the proposed restaurant trips.

It should be noted that not all of these trips would represent *new* traffic on the adjacent roadways. Specifically, a significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard and/or Old Olive Street Road as part of another trip; i.e., “pass-by” trips. Based upon statistical information provided in the “Trip Generation Handbook, A Recommended Practice”, also published by ITE, the pass-by trip percentage of 50% was applied to the fast-food restaurant. These pass-by trips would create turning movements at the signalized intersection and driveways serving the site, but they would not represent new traffic on the adjacent roadways (Olive Boulevard). As shown in **Table 3**, the Panda Express is expected to generate a total of approximately 70 and 45 “new” trips during the weekday midday and PM peak hours, respectively.

Table 3: Trip Generation Estimate for Proposed Panda Express

Land Use (ITE 934)	Size	Daily Trips	Midday Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Fast-Food Restaurant w/Drive-Through Window	2,600 SF	1,290	70	70	140	45	40	85
Pass-By Trips (50%)			35	35	70	20	20	40
New Trips			35	35	70	25	20	45

Trip Distribution

The traffic generated by the proposed Panda Express was assigned to the adjoining roadway system based on existing and projected traffic patterns, as well as the proximity of other similar uses and the proposed access points for the site. The anticipated directional distribution during the peak hours for the *new* trips accessing the site was assumed to be as follows:

- 35% to/from the West on Olive Boulevard via Pavilion Drive
- 10% to/from the West on Olive Boulevard via Ravenwood Lane and Old Olive Street Road;
- 40% to/from the East on Olive Boulevard via Pavillion Drive; and
- 15% to/from the East on Old Olive Street Road (east of Pavilion).

The pass-by trips would be assigned according to the existing traffic patterns on Olive Boulevard during each peak hour.



Exhibit 6 illustrates the site-generated traffic assignment for the Panda Express at the study intersections. As can be seen, the increase at Pavilion Drive at Ravenwood Lane is expected to be 60 to 65 vph oriented to Olive Boulevard during the midday peak hour and 30 to 35 vph oriented to Olive Boulevard during the PM peak hour. These trips equate to approximately one vehicle per minute on average during the midday peak hour or one vehicle every two minutes on average during the PM peak hour.

2016 Build Conditions

2016 Build Traffic Volumes

The traffic generated by the proposed Panda Express (Exhibit 6) was aggregated with the Baseline Traffic Volumes (Exhibit 5) to reflect the Forecasted Traffic Volumes. **Exhibit 7** reflects the 2016 Build Traffic Volumes.

2016 Build Operating Conditions

The 2016 Build Traffic Volumes were reanalyzed using the same methodology applied to the baseline conditions in an effort to identify any impacts of the proposed development. **Table 4** summarizes the levels of service and average delays at the study intersections during both peak hours with the 2016 Build Traffic Volumes.



hibit 6: Total Site-Generated Traffic Volumes - Proposed Panda Express



hibit 7: 2016 Build Traffic Volumes (with Proposed Panda Express)



Table 4: Build Operating Conditions

<i>Traffic Movement</i>	<i>Weekday Midday Peak Hour</i>	<i>Weekday PM Peak Hour</i>
Olive Boulevard at Pavillion Drive (Signalized) *		
Eastbound – Approach	A (2.2) 85' TH	A (7.2) 185' LT
Westbound – Approach	B (16.3) 390' TH	C (25.8) 825' TH
Northbound – Approach	C (33.3) 85' LT/TH	E (58.3) 160' RT
Southbound – Approach	D (46.5) 185' LT	E (70.8) 240' LT
Overall	B (12.2)	C (23.0)
Olive Boulevard at Old Olive Street Road/Schnucks (Signalized) *		
Eastbound – Approach	A (9.0) 95' TH	B (17.1) 340' LT
Westbound – Approach	A (2.8) 60' LT	A (6.1) 110' TH
Northbound – Approach	C (28.6) 65' TH/RT	D (53.6) 145' TH/RT
Southbound – Approach	D (39.4) 265' RT	F (159.9) 645' RT
Overall	B (13.5)	C (34.2)
Pavillion Drive at Ravenwood Lane (unsignalized) *		
Eastbound – Approach	B (11.6) <25'	B (12.8) <25'
Southbound – Approach	A (8.5) <25'	B (12.2) <25'
Pavillion Drive at Office Building (unsignalized) *		
Westbound – Approach	B (10.5) <25'	B (11.6) <25'
Pavillion Drive at Old Olive Street Road (unsignalized) *		
Eastbound – Left-Turn	A (8.2) <25' LT	A (8.2) <25' LT
Westbound – Left-Turn	A (7.9) <25' LT	A (8.0) <25' LT
Northbound – Approach	B (14.8) 40'	C (21.7) 90'
Southbound – Approach	B (12.8) <25'	B (12.7) <25'
Ravenwood Lane at Panda Express (unsignalized)		
Eastbound – Approach	A (1.6) <25'	A (1.9) <25'
Westbound – Approach	A (2.4) <25'	A (2.2) <25'
Northbound – Approach	A (9.3) <25'	A (8.9) 85'
Southbound – Approach	B (11.9) <25'	B (10.0) <25'
Ravenwood Lane at Old Olive Street Road (unsignalized) *		
Westbound – Approach	C (17.4) 40' LT	B (14.0) <25' LT
Southbound – Approach	A (1.0) <25'	A (0.4) <25'

X (xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

* 95th percentile queue reported in feet for the critical movement on each approach

As can be seen in Table 4, the overall intersection operations are expected to remain at similar levels during the weekday midday and PM peak hours. This analysis assumes no changes in the signal timing at Olive Boulevard and Pavillion Drive which gives preference to the east-west movements on Olive Boulevard. Based on the Synchro evaluations, the overall change in delay is one second or less during the midday or PM Peak hour, and the southbound approach is expected to have an increase one second delay during the midday



peak hour and less than seven seconds during the PM peak hour. The volume to capacity (v/c) ratio for these conditions are less than 0.9 which indicates that construction of additional lanes is not necessary to improve the LOS and delay at the intersection.

However, given the good levels of service on Olive Boulevard (i.e. LOS C, or better during the PM peak hour), slight adjustments in the signal timings could be made to improve the level of service on Pavillion Drive during the PM peak hour, if approved by MoDOT.

The signals could be adjusted to re-allocate a few seconds of time to Pavillion Drive to better accommodate southbound Pavillion Drive and achieve improved operating conditions. Specifically, if four seconds of east-west green time were reassigned to southbound Pavillion Drive, the southbound approach would improve to LOS D with nearly a 16.5 second reduction in delay for the southbound approach as compared to the baseline conditions with minimal impact to east-west operations. **Table 5** summarizes the operating condition of Olive Boulevard at Pavillion Drive/Monsanto approach with the potential timing modifications.

Table 5: Build Operating Conditions with Timing Adjustment

<i>Traffic Movement</i>	<i>Weekday PM Peak Hour</i>
Olive Boulevard at Pavillion Drive (Signalized with timing adjustment) *	
Eastbound – Approach	A (7.7) 185' LT
Westbound – Approach	C (28.9) 890' TH
Northbound – Approach	E (58.3) 160' RT
Southbound – Approach	D (54.3) 190' LT
Overall	C (23.9)

X (xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

* 95th percentile queue reported in feet for the critical movement on each approach

When comparing Tables 2 and Table 4, the impacts of the proposed fast food restaurant, will have very limited impacts at the intersection of Olive Boulevard at Old Olive Street Road. This level of impact would not warrant road improvements at this location.



20-Year Conditions

Forecasted 20-Year No-Build Conditions (2036)

In order to assess the long-term traffic impacts of the proposed development, 20-year traffic projections were also analyzed. Specifically, traffic growth was assumed at a rate of 0.5% annually for 20 years (or 10.5% overall) along each of the roadways within the study area. The 20-year background growth was applied to the baseline traffic volumes to compare future traffic conditions assuming that the site remains as it currently stands vacant. Forecasted 20-Year No-Build Volumes (only background growth rate added) are shown in **Exhibit 8**.

As can be seen, the 20-Year No-Build traffic forecast represents an increase over the 2016 traffic forecast due to the background traffic growth. East-west through traffic volumes along Olive Boulevard are expected to increase by as much as 175 vph during the peak periods due to background growth.

Forecasted 20-Year Build Conditions (2036)

The 20-year No-Build Traffic Volumes (Exhibit 5) were aggregated with the Panda Express site generated trips (Exhibit 6) to create the 20-year Build Traffic Volumes shown in **Exhibit 9**. It should be noted that traffic oriented to/from the proposed development was not increased since full build-out of the site was assumed to take place during the opening year. In other words, site-generated traffic volumes would reach their peak during the opening year and therefore would not experience any appreciable growth, which is consistent with industry practice.

The anticipated operating conditions at the study intersections for the 20-Year No-Build and 20-year Build Traffic conditions are summarized in **Table 6**. As shown in the LOS Table, all of the study intersections would slightly degrade more in the 2036 No-Build Condition due to the increase in background traffic. As can be seen, the northbound and southbound approaches of Pavillion Drive/Monsanto would continue to operate at LOS E during the PM peak hour.

The east-west through lanes reach a volume-to-capacity ratio of 0.95, which indicates the east-west would approach capacity, and ultimately, a third lane would be necessary along Olive Boulevard to obtain acceptable levels in the long-term conditions. It should be reiterated that the 20-year design scenarios are included to provide a general idea of future conditions as a planning tool and should not dictate physical improvements for construction under permit where background traffic growth is the critical element. Due to capacity constraints upstream or downstream, resulting congestion and the build-out of the surrounding area, the future traffic projections may not be realized unless major capacity improvements are built.



hibit 8: 20 Year No-Build Traffic Volumes



hibit 9: 20 Year Build Traffic Volumes (with Panda Express)



Table 6: 20-Year Operating Conditions

Traffic Movement	Weekday Midday Peak Hour		Weekday PM Peak Hour		
	20-Year No Build	20-Year Build	20-Year No Build	20-Year Build	20-Year Build ¹
Olive Boulevard at Pavillion Drive (Signalized) *					
Eastbound – Approach	A (2.1) 85' TH	A (2.5) 85' TH	A (6.1) 170' LT	A (7.4) 205' LT	A (7.4) 205' LT
Westbound – Approach	B (17.3) 455' TH	B (17.7) 450' TH	D (35.9) 1105' TH	D (35.3) 1,095' TH	D (35.3) 1,095' TH
Northbound – Approach	C (33.3) 85' LT/TH	C (33.3) 85' LT/TH	E (58.3) 160' RT	E (58.3) 160' RT	E (58.3) 160' RT
Southbound – Approach	D (46.9) 155' LT	D (48.8) 195' LT	E (68.8) 225' LT	E (79.9) 260' LT	E (79.9) 260' LT
Overall	B (11.8)	B (13.0)	C (27.0)	C (28.1)	C (28.1)
Olive Boulevard at Old Olive Street Road/Schnucks (Signalized) *					
Eastbound – Approach	B (10.7) 125' TH	B (11.0) 125' TH	B (15.6) 280' LT	B (15.9) 290' LT	
Westbound – Approach	A (3.5) 100' LT	A (3.8) 100' LT	B (10.6) 125' TH	B (11.7) 135' TH	
Northbound – Approach	C (28.7) 65' TH/RT	C (28.7) 65' TH/RT	D (53.3) 145' TH/RT	D (53.3) 145' TH/RT	
Southbound – Approach	D (40.6) 275' RT	D (41.9) 290' RT	F (165.6) 650' RT	F (171.2) 660' RT	
Overall	B (14.4)	B (14.8)	C (34.9)	D (36.2)	
Pavillion Drive at Ravenwood Lane (unsignalized) *					
Eastbound – Approach	B (11.4) <25'	B (12.5) <25'	B (14.0) <25'	B (14.0) <25'	
Southbound – Approach	B (11.5) <25'	B (14.2) <25'	B (11.8) <25'	B (13.4) <25'	
Pavillion Drive at Office Building (unsignalized) *					
Westbound – Approach	B (10.7) <25'	B (10.8) <25'	B (12.1) <25'	B (12.2) <25'	
Pavillion Drive at Old Olive Street Road (unsignalized) *					
Eastbound – Left-Turn	A (8.3) <25' LT	A (8.3) <25' LT	A (8.3) <25' LT	A (8.3) <25' LT	
Westbound – Left-Turn	A (8.0) <25' LT	A (8.0) <25' LT	A (8.1) <25' LT	A (8.1) <25' LT	
Northbound – Approach	C (16.8) 50'	C (17.0) 55'	D (27.5) 120'	D (28.5) 125'	
Southbound – Approach	B (13.4) <25'	B (13.5) <25'	B (13.3) <25'	B (13.4) <25'	
Ravenwood Lane at Panda Express (unsignalized)					
Eastbound – Approach	A (1.6) <25'	A (1.5) <25'	A (1.9) <25'	A (1.7) <25'	
Westbound – Approach		A (2.3) <25'		A (2.1) <25'	
Northbound – Approach		A (9.4) <25'		A (8.9) 85'	
Southbound – Approach	B (10.3) <25'	B (12.2) <25'	A (9.4) <25'	B (10.1) <25'	
Ravenwood Lane at Old Olive Street Road (unsignalized) *					
Westbound – Left-Turn	C (17.8) 40' LT	C (18.1) 45' LT	B (14.3) <25' LT	C (14.6) <25' LT	
Southbound – Approach	A (1.0) <25'	A (1.0) <25'	A (0.4) <25'	A (0.4) <25'	

X (xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

* 95th percentile queue reported for the critical movement on each approach

¹ Signal timing shift

Under the build condition, the overall intersection operations are expected to remain at similar overall levels with minimal changes in delay during the weekday midday and PM peak hours. Without signal timing adjustments, the overall delay is expected to increase less than 1.2 seconds during the midday or PM peak hour, and less than two seconds for the southbound approach during the midday peak hour and approximately 11 seconds during the PM peak hour.



If approved by MoDOT, four seconds of green time could be re-allocated from east-west to the southbound Pavillion Drive during the PM peak hour. The southbound approach delays would improve to borderline LOS D/E conditions with a 12 second reduction in delay for the southbound approach when compared to the 20-Year No Build conditions with minimal impact to east-west operations.

Build-Out of Adjacent Pad Site

There is a similarly sized vacant pad directly to the west of the proposed Panda Express that could also be developed. Based on the size of the adjacent site, it is estimated that a 6,000 SF retail building could be built. In order to understand the potential impact of the adjacent site, traffic was estimated and evaluated. Trip generation for a 6,000 SF specialty retail site was estimated based on the regression equation using the ITE data as summarized below in **Table 7**. It is reasonable to believe that there would be some common trips between the existing shopping center and the specialty retail pad as well as pass-by trips from Olive Boulevard. However, in an attempt to be conservative and keep our evaluations simple, no common or pass-by reductions were applied.

Table 7: Trip Generation Estimate for Adjacent Pad

Land Use	Size	Daily Trips	Midday Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Specialty Retail	6,000 SF	294	10	15	25	15	20	35

These trips were assigned to the adjacent roadway system in a similar fashion as the fast-food restaurant. **Exhibit 10** illustrates the site-generated trips for the adjacent site at the study intersections.

2036 Full-Build-Out Traffic Volumes

The traffic generated by the future adjacent retail pad (Exhibit 10) was aggregated with the 20-Year Build Traffic Volumes (Exhibit 9) to reflect the 20-Year Full Build-Out Forecasted Traffic Volumes, see **Exhibit 11**.

2036 Full Build-Out Operating Conditions

The 2036 Full Build-Out Traffic Volumes were reanalyzed using the same methodology applied to the baseline conditions in an effort to identify any impacts of the proposed development. **Table 8** summarizes the levels of service and average delays at the study intersections during both peak hours with the 2036 Full Build-Out Traffic Volumes.

As can be seen in Table 8, the overall intersection operations are expected to remain at similar levels during the weekday midday and PM peak hours, and the southbound approach would only increase delays slightly. Again, to improve the southbound approach additional green time would be needed, pending MoDOT approval.



hibit 10: Site-Generated Traffic Volumes - Future Adjacent Pad Site



hibit 11: 20 Year Full Build-Out Traffic Volumes
(with Panda Express & Future Adjacent Pad Site)



Table 8: 20-Year Full Build-Out Operating Conditions

Traffic Movement	Weekday Midday Peak Hour	Weekday PM Peak Hour	
	20-Year Full Build-Out	20-Year Full Build-Out	20-Year Full Build-Out¹
Olive Boulevard at Pavillion Drive (Signalized) *			
Eastbound – Approach	A (2.6) 85' TH	A (7.9) 220' LT	A (6.6) 190' LT
Westbound – Approach	B (17.8) 450' TH	D (35.3) 1,095' TH	D (46.3) 1,170' TH
Northbound – Approach	C (33.3) 85' LT/TH	E (58.3) 160' RT	E (58.3) 160' RT
Southbound – Approach	D (48.9) 200' LT	F (85.0) 270' LT	E (57.8) 225' LT
Overall	B (13.2)	C (28.6)	C (32.2)
Olive Boulevard at Old Olive Street Road/Schnucks (Signalized) *			
Eastbound – Approach	B (11.2) 130' TH	B (15.9) 290' LT	
Westbound – Approach	A (3.9) 100' LT	B (11.7) 135' TH	
Northbound – Approach	C (28.7) 65' TH/RT	D (53.4) 145' TH/RT	
Southbound – Approach	D (42.5) 300' RT	F (175.7) 675' RT	
Overall	B (14.8)	D (37.0)	
Pavillion Drive at Ravenwood Lane (unsignalized) *			
Eastbound – Approach	B (12.7) <25'	B (14.5) <25'	
Southbound – Approach	B (14.8) <25'	B (14.1) <25'	
Pavillion Drive at Office Building (unsignalized) *			
Westbound – Approach	B (10.8) <25'	B (12.3) <25'	
Pavillion Drive at Old Olive Street Road (unsignalized) *			
Eastbound – Left-Turn	A (8.3) <25' LT	A (8.3) <25' LT	
Westbound – Left-Turn	A (8.0) <25' LT	A (8.1) <25' LT	
Northbound – Approach	C (17.0) 55'	D (29.5) 125'	
Southbound – Approach	B (13.5) <25'	B (13.5) <25'	
Ravenwood Lane at Panda Express (unsignalized)			
Eastbound – Approach	A (1.5) <25'	A (1.7) <25'	
Westbound – Approach	A (2.5) <25'	A (2.6) <25'	
Northbound – Approach	A (9.5) <25'	A (8.9) 85'	
Southbound – Approach	B (12.6) <25'	B (10.4) <25'	
Ravenwood Lane at Old Olive Street Road (unsignalized) *			
Westbound – Approach	C (18.5) 45' LT	B (14.6) <25' LT	
Southbound – Approach	A (1.0) <25'	A (0.4) <25'	

X (xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

* 95th percentile queue reported for the critical movement on each approach

¹ Signal timing shift

Observed Sight Distance

The existing building, retaining wall and vegetation in the northwest quadrant of Pavillion Drive and Ravenwood Drive may block the sight distance to the north for eastbound vehicles at this intersection. Therefore, the stop condition for both southbound and eastbound traffic is appropriate at this location, but these square signs should be replaced with conventional MUTCD R1-1 STOP signs. We also recommend “Oncoming traffic does not stop” sign for the southbound approach and “Traffic from right does not stop” for the eastbound approach to clearly convey that northbound traffic does not stop.

Attachment: Panda Express TIS 11-16-16 (2178 : 16-030 Panda Express CUP, SDP)



Trees and vegetation on the east and west side of Pavillion Drive, both between the existing office building entrance and Ravenwood Lane could block the ability to clearly see vehicles at the approach to Pavillion Drive. We recommend that the vegetation be trimmed back and maintained to provide a clear view between 3 and 10 feet above the adjacent pavement elevation. This “window” will allow good visibility for safe traffic flow.

Conclusions

Based upon the preceding discussion, the following may be concluded regarding the traffic impacts of the proposed Panda Express at the Pavillion in Creve Coeur, Missouri:

- The proposed development has little impact to Pavillion Drive and Ravenwood Drive, Pavillion Drive and the existing office entrance, Pavillion Drive and Old Olive Street Road, Old Olive Street Road at Ravenwood Lane and will result in acceptable delay and LOS at all of these intersections.
- The LOS and delay of the northbound and southbound approaches of Pavillion Drive and Old Olive Street Road at Olive Boulevard operate poorly in the baseline condition, Build, 2036 No-Build, 2036 Build conditions and 2036 Full Build-Out conditions. This is attributed to the existing signal timing giving preference to the east-west movements on Olive Boulevard.
 - o The volume to capacity (v/c) ratio for Pavillion Drive are less than 0.9 which indicates that construction of additional lanes is not necessary to improve the LOS and delays. If approved by the Missouri Department of Transportation, the signals could re-allocate a few seconds of green time to southbound Pavillion Drive to better accommodate Pavillion Drive traffic.
 - o The back-to-back left-turn lanes along Olive Boulevard between Spoede Road and Old Olive Street Road/Schnucks are problematic, and the left-turns frequently spill out of the turn bays in both directions during the p.m. peak hour. Side-by-side left-turn lanes or an alternative improvement are currently needed, but such an improvement is expected to be very costly and should not be the burden of any one development.
 - o The southbound right-turn queue on Old Olive Street Road has lengthy queues from the Olive Boulevard signal during the PM peak hour.
 - o The site trips are expected to extend the southbound Old Olive Street Road queue at Olive Boulevard by approximately 45 feet (one or two cars) in the peak hours.
- The sight distance obstructions noted above should be addressed to the most practical extent possible.



- The southbound and eastbound STOP sign at Pavillion Drive and Ravenwood Drive does not meet the Manual of Uniform Traffic Control Devices (MUTCD) standards. The STOP signs are square in shape with a small octagon stop sign painted. It was noted during the data collection that this seemed to cause confusion to the northbound traffic as to who has the right-of-way at the intersection. It is recommended that a typical octagonal STOP sign (R1-1) be installed whose shape could be observed from the rear to help better define the right-of-way through the intersection.
- We also recommend “Oncoming traffic does not stop” sign for the southbound approach and “Traffic from right does not stop” sign for the eastbound approach of the intersection of Pavillion Drive and Ravenwood Lane to more clearly define that northbound is free flow.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed Panda Express development in Creve Coeur, Missouri. Please contact me in our St. Louis office should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer



St. Louis District
Gregory J. Horn, District Engineer

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

November 9th, 2016

Brian Rensing, PE, PTOE
Associate – Transportation Engineer
CBB
12400 Olive Boulevard, Suite 430
St. Louis, MO 63141

Dear Brian,

This letter is being sent to inform you that MoDOT concurs with the findings of the recent Traffic Impact Study for the Proposed Panda Express in Creve Coeur Pavillion. Please let us know if you need anything else.

Sincerely,

Phil Pierson
Intermediate Traffic Studies Specialist
Missouri Department of Transportation – St. Louis District



Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

www.modot.org



creating remarkable solutions
for a higher quality of life

9801 Renner Boulevard
Lenexa, Kansas
66219-9745

913.492.0400
913.577.8200 fax

Office Locations
Lenexa, KS
Kansas City, MO
O'Fallon, MO
Chesterfield, MO
Omaha, NE
Rock Island, IL
Broomfield, CO
Dallas/Ft. Worth, TX

www.gbateam.com

MEMORANDUM

To: Jason W. Jaggi, AICP (City of Creve Coeur)
From: Amanda J. Anderson P.E., PTOE
David J. Mennenga, P.E., PTOE
Date: November 14, 2016
Subject: Proposed Panda Express – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report and site plans submitted in association with the proposed development of a Panda Express fast food restaurant with a drive-through lane, located in the southwest quadrant of the intersection of Pavillion Drive and Ravenwood Lane in Creve Coeur, Missouri. The traffic impact study report prepared by CBB Transportation was determined to be a very thorough evaluation of the existing traffic conditions, as well as for the expected future traffic operations with the development of this proposed Panda Express restaurant pad site.

The study followed generally accepted engineering practices by estimating the anticipated weekday mid-day and evening peak hour traffic volumes for a fast food restaurant with a drive-through lane, as described in the Institute of Transportation Engineers' (ITE) "Trip Generation Manual." Other assumptions made by the consultant are appropriate and resulted in a conservative approach to this traffic evaluation process.

Based upon the data available from ITE for similar land use types and the assumed "average" pass-by trip reduction of 50 percent, the proposed Panda Express restaurant would only be expected to create 70 "new" trips (i.e., 35 inbound trips, 35 outbound trips) during the mid-day peak traffic hour, and 45 "new" trips (i.e., 25 inbound trips, 20 outbound trips) during the evening peak hour. Due to the lack of information available from ITE for the mid-day peak hour for this land use, it is common practice and appropriate to use the A.M. "generator peak" trip generation estimate and pass-by trip reduction information.

The trip distribution pattern assumed in the study appears to be appropriate for this proposed Panda Express location, with the majority of the site-generated

Attachment: GBA response to TIS (2178 : 16-030 Panda Express CUP, SDP)

traffic expected to access the site via Pavillion Drive. The assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is also reasonable for this location, due to the limited potential for other new developments in the surrounding area.

Regarding the traffic impact study report itself, we do have the following comments regarding several erroneous statements or factual discrepancies contained therein:

- The report states that Version 8 of the Synchro analysis software was utilized for this traffic study. Although we would not expect significantly different analysis results, the consultant should consider using the most current version (Ver. 9) of Synchro for future studies submitted to the City.
- There is a minor discrepancy in the report regarding the approximate location of the Panda Express access driveway onto Ravenwood Lane, listed as 220 feet (Page 1) vs. 230 feet (Page 15) to the west of the Ravenwood Lane / Pavillion Drive intersection.
- All report exhibits are missing the existing STOP sign on southbound Pavillion Drive at the Ravenwood Lane intersection. However, this sign is described throughout the report as one that is in need of replacement with a standard MUTCD-compliant R1-1 STOP sign. The eastbound STOP sign is also recommended for replacement to improve driver recognition and compliance. We also agree with CBB's recommendation for supplemental plaques to be added at each of these existing STOP sign locations.
- On Page 16, the sentence summarizing the total new trip generation for the restaurant should read "Panda Express is expected to generate a total of approximately 70 and 45 "new" trips..."
- On Page 26, the sentence should read "...during both the peak hours with 2036 Full Build-Out Traffic Volumes."

We have also reviewed the site development plans for the proposed Panda Express restaurant with respect to the City's zoning ordinances for conditional land uses (Chapter 405, Section 470). The proposed restaurant size satisfies the specified 2,500 s.f. criterion for the minimum building size. While the restaurant's menu board and order speaker do face Ravenwood Lane, we believe the proposed layout meets the intent of the criterion to not allow the drive-through facilities to face the adjacent major streets like Olive Boulevard and Pavillion Drive. Finally, the provided vehicle storage length in the drive-through lane significantly exceeds the 190-foot ordinance vehicle storage requirement.

The on-site parking lot layout provides for a very straight-forward internal circulation pattern, including the one-way ingress point into the drive-through lane and the egress points from both the drive-through lane and the escape lane. Overall, we concur with the CBB Transportation report's conclusion that the on-site circulation, including the provision of an escape point in advance of the order board, is appropriately designed to minimize internal conflicts for both motorists and pedestrians.

One specific area of concern regarding vehicular conflicts with the on-site pedestrians is located at the southwestern corner of the restaurant building, where pedestrians will cross the exiting drive-through lane traffic from the parking lot to the front door of the building. The applicant's revised site development plan shows a STOP sign proposed on the right side of the drive-through lane for motorists exiting the pick-up window to mitigate this potential conflict. It would be appropriate for this crosswalk to be constructed with brick pavers or stamped and/or colored concrete to accentuate this potential pedestrian conflict area. In the absence of any enhanced construction materials, a typical 24" stop bar pavement marking should be provided to reinforce the vehicular stop position.

The submitted site plan includes a total of 28 parking spaces for the proposed Panda Express restaurant. Based upon a review of ITE's "Parking Generation" criterion for this type of fast food restaurant (with drive-through) land use, the average peak period parking demand rate of 9.98 vehicles per 1,000 s.f. of gross building area would indicate that about 26 parking spaces should be required. In order to fully cover the upper end of ITE's 95th-percentile confidence interval range (i.e., a rate of 11.27 vehicles per 1,000 s.f. of gross building area), a total of 29 parking spaces would instead need to be provided within the restaurant pad site. In this particular case, it is expected that the Panda Express restaurant would provide adequate parking levels through "shared parking" facilities with the adjacent land uses within the Creve Coeur Pavilion shopping center.

cc: MCE, file



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: November 21, 2016

Subject: Accepting Dedication of the Northern Portion of Ladue Court as a Public Street
Project Number: 16-032

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

This application involves the acceptance of right-of-way improvements for the northern portion of Ladue Court, together with sidewalks, cul-de-sac and streetlight, in connection with completion of the subdivision.

Background

A Residential Designed Development (RDD) with a preliminary subdivision plat was approved by the City Council in September 2004 for the development of attached residential villas served by driveways from the existing public street Ladue Court. The proposal at that time consisted of a 10-lot, 5 duplex development, called Villas at Ladue Court. The development proceeded with the construction of the detention basin and some of the common ground landscaping; however, only one of the duplexes was constructed. The bank subsequently foreclosed on the original developer and sought a new developer for the property. In 2010, the new developer requested and the Planning and Zoning Commission approved a modified plan to allow eight (8) new single family, detached houses on individual lots in addition to the existing single family home original to the street and the existing single duplex structure. The approved plat provided for an extension of Ladue Court to the north with a cul-de-sac turnaround to serve the new lots, all to be dedicated to the public upon completion.

At this time, all of the lots have been developed and all of the housing units are occupied. Upon completion of the homes in the subdivision approximately one year ago, the developer requested release of the monies which had been held in escrow pending completion of the subdivision improvements. A dispute ensued between the City and the developer regarding the developer's failure to complete the remaining subdivision improvements. After extensive negotiations, Staff and the City Attorney are recommending approval of an agreement with the developer, the successor to the bank, and the homeowners' association whereby improvements would be dedicated to the City and the remaining subdivision improvement escrow funds would be forfeited to the City. The escrow funds in the amount of \$31,712.20 will be used by the City to fund the necessary improvements to complete the sidewalks and new portion of the street as public right-of-way. Planning staff held two meetings with the Ladue Court homeowners' association to explain the situation and the plan by the City to provide the necessary repairs and to complete the improvements. As a result of this outreach, the Ladue Court Homeowner's Association has agreed to the terms by signing the attached settlement agreement.

Pavement/Right-of-Way Improvement Conditions

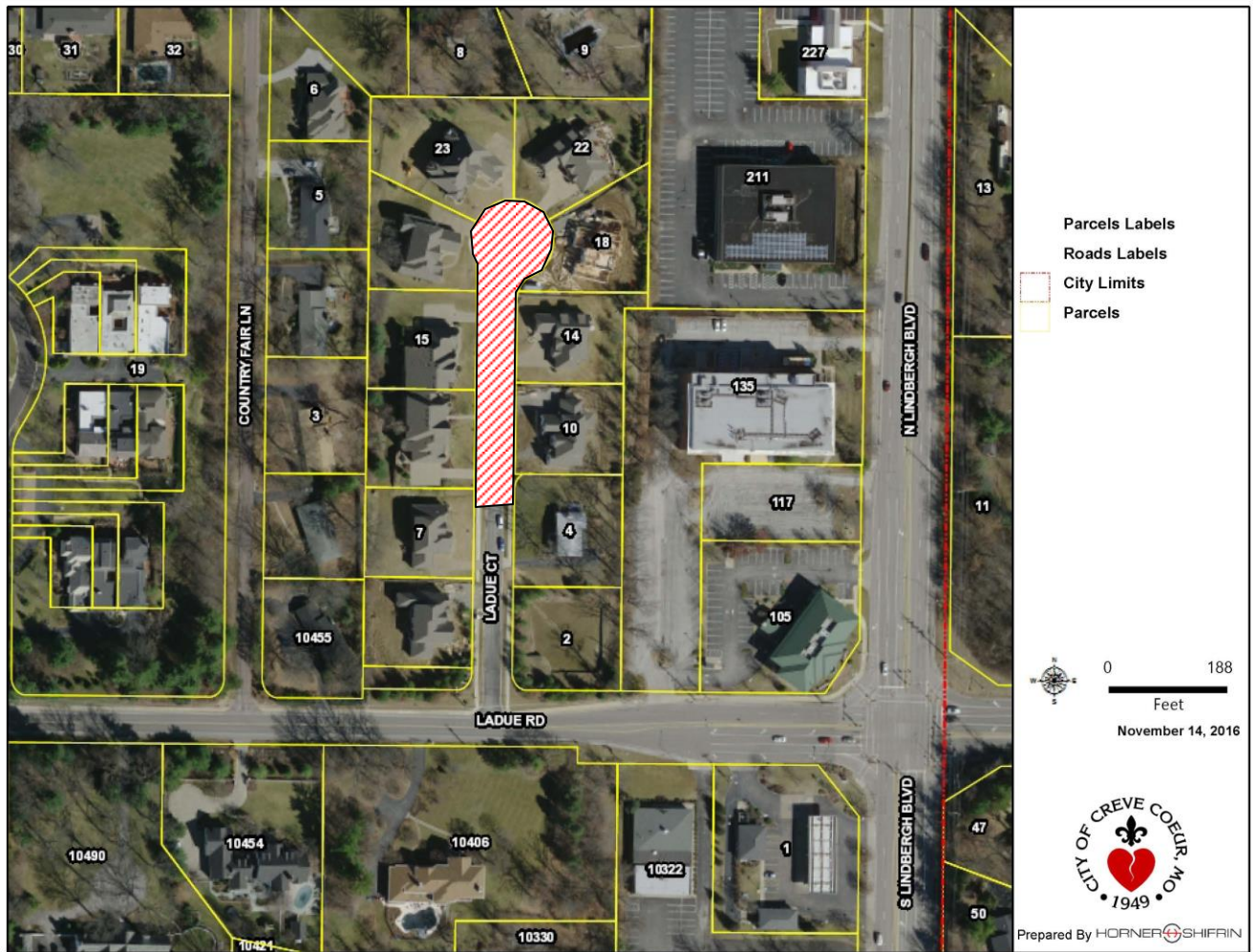
The common ground, detention basin, street pavement and curb and gutter are in place. The scope of work that the City will undertake includes installing sections of missing sidewalk, replacing/repairing as-built sidewalk sections that contain excessive cross-slope not in compliance with ADA standards, replacing damaged curbs in various areas, repairing sunken sections of the asphalt pavement, installing a two-foot wide concrete ring around the outer edges of the cul-de-sac island as called for on the improvement plans for emergency apparatus access, as well as other minor repairs and installation of an additional streetlight at Ladue Road. It should be noted that no cosmetic improvements by the City are part of the agreement such as the planting of street trees and landscaping of the cul-de-sac island. In the future, the HOA and individual property owners may landscape the island and may participate in the City's 50/50 street tree program should such amenities be desired.

Requested Action and Suggested Motion

In accordance with Section 89.380 RSMo, City staff seeks the Planning and Zoning Commission's consideration of the Agreement and acceptance of a portion of Ladue Court improvements as City right-of-way. The Commission should consider the request and provide a recommendation to the City Council.

Suggested Motion:

"I move to recommend approval to the Creve Coeur City Council of acceptance of the dedication of the northern portion of Ladue Court as a public street together with sidewalks and streetlight as outlined in the draft ordinance and settlement agreement attached to the staff memorandum for the meeting of November 21, 2016."



Approximate location of the portion of Ladue Court to be dedicated to the City as a public street.



View of the existing conditions looking north from Ladue Road. City will contract to fill-in missing sidewalk sections, repairs to curbing and areas of sidewalk that have excessive cross slope.



View of cul-de-sac island. Ladue Court HOA will provide landscaping of island. City will install perimeter paving around outer edge of island.

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE ACCEPTING DEDICATION OF
THE NORTHERN PORTION OF LADUE COURT AS A PUBLIC STREET.**

WHEREAS, the southern portion of Ladue Court is a public street and a private extension has been constructed running north into a cul-de-sac as shown on subdivision plat recorded at Plat Book 359, page 36 of the Recorder of Deeds Office of St. Louis County, Missouri (the "Plat"); and

WHEREAS, a dispute has arisen regarding the developer's failure to complete the subdivision improvements; and

WHEREAS, the Directors of the Homeowners Association of the subdivision have requested that the City accept the dedication of the northern portion of the street, with the cul-de-sac and the sidewalks and streetlight within the subdivision, so that the City can perform work thereon and subsequently maintain such improvements; and

WHEREAS, acceptance of this dedication was recommended by the Planning & Zoning Commission at their meeting held on _____, 2016; and

WHEREAS, a copy of this ordinance has been made available for public inspection prior to its adoption by the City Council and this bill having been read by title in open meeting two times before final passage; and

WHEREAS, the City Council has determined that it is in the best interests of the City to resolve the dispute by settlement and accept the dedication of the improvements;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI AS FOLLOWS:

SECTION 1: The Settlement Agreement between the City, Ladue Court of Creve Coeur Homeowners Association, Inc. and MU Investment Property, LLC attached hereto as **Exhibit A** is hereby approved. The City Administrator is authorized to execute the agreement and the City Clerk is authorized to attest thereto. The agreement as executed shall be in the form attached hereto as **Exhibit A** subject to final changes consistent with the provisions and intent of this Ordinance, and necessary, desirable, convenient or proper in order to carry out the matters herein authorized.

SECTION 2: Acceptance of the dedication of the northern portion of Ladue Court pursuant to the Settlement Agreement as a public street as shown on the Plat and related development plans, including the cul-de-sac, and sidewalks and streetlight of the subdivision, is hereby confirmed and approved, such that the entire length of said street shall be public. Such dedication includes the unimproved center of the cul-de-sac island, but the HOA shall remain responsible for maintenance of grass and any landscaping in such center area. HOA shall obtain City approval before installing any landscaping.

Attachment: Draft Ord accepting dedication of northern Ladue Ct 07122016 (2166 : Ladue Court Right-Of-Way Dedication)

SECTION 3: 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, the matters herein authorized, and the rights and duties of the City under the agreement.

SECTION 4: This ordinance shall become effective pursuant to Section 3.11(g) of the City Charter.

Passed this ____ day of _____ 2016.

Ellen Lawrence
President of City Council

Approved this ____ day of _____ 2016.

Barry Glantz
Mayor

Attest:

Deborah Ryan, MRCC
City Clerk

SETTLEMENT AGREEMENT

Settlement Agreement made as of the last date set forth below, by and among the City of Creve Coeur, Missouri (herein the "City"), Ladue Court of Creve Coeur Homeowners Association, Inc. (herein the "HOA"), MU Investment Property, LLC (herein "MU"), Cross Homes and Associates, Inc. ("CHA") and Ladue Court of Creve Coeur, LLC ("LCC") (City, HOA, MU, CHA and LCC each being a "Party" and together the "Parties") as follows:

WHEREAS, the HOA represents and warrants that it has authority and control over the Common Ground of the Ladue Court Villas subdivision as shown on the plat recorded in Plat Book 359, page 36 of the Recorder of Deeds Office of St. Louis County, Missouri (the "Plat") and as defined in Declaration of Covenants, Conditions and Restrictions for Ladue Court of Creve Coeur dated March 6, 2012 and recorded in Book 19889, page 850 of the Recorder of Deeds Office of St. Louis County, Missouri (the "Declaration"), which Common Ground by such definition includes the street and cul-de-sac and related improvements such as sidewalks and streetlight as shown on the Plat and related development plans on file with the City until accepted for public maintenance after public dedication; and

WHEREAS, pursuant to Article IV, Section 10(o) of the Declaration, the Board of Directors of the HOA has authority to dedicate the street, cul-de-sac, sidewalks, and streetlight to the City; and

WHEREAS, the duly elected Board of Directors of the HOA has approved such dedication of the street, cul-de-sac, sidewalks and streetlight to the City; and

WHEREAS, MU represents and warrants that it is the successor in interest to Truman Bank and its successor TruCorp regarding an escrow deposit with the City in the amount of \$31,712.20 regarding the development of the aforesaid subdivision (the "Escrow Funds"); and

WHEREAS, MU represents and warrants that, other than the City, it has the sole claim to said Escrow Funds and has not conveyed any interest therein to any person or entity; and

WHEREAS, a dispute has arisen regarding the completion of street, sidewalk and other subdivision improvements to the requirements of the City and the eligibility of such improvements for acceptance of dedication and future public maintenance (the "Dispute"); and

WHEREAS, the City has asserted claims against MU, CHA and/or LCC in the Dispute; and

WHEREAS, the Parties desire to resolve this Dispute;

NOW, THEREFORE, based on the foregoing recitals and representations which are part of this Settlement Agreement, and in consideration of the promises herein made and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. The HOA hereby dedicates and the City will promptly accept by ordinance the areas encompassing the currently private street, cul-de-sac and sidewalks of the subdivision and related streetlight as shown on the Plat and the related improvement plans on file with the City. Such dedication includes the unimproved center of the cul-de-sac island as shown on such Plat and plans, but the HOA shall remain responsible for

maintenance of grass and any landscaping in such center area. HOA shall obtain City approval before installing any landscaping and shall comply with Missouri One Call requirements before digging in the area.

2. HOA, CHA, LCC, and MU release and waive any and all claims to the Escrow Funds and MU will indemnify, defend and hold harmless the City and its officials and employees from any and all claims related thereto by any other person or entity.

3. MU confirms that it has recorded a deed conveying fee simple title to the common ground area of the subdivision platted as Lot 2 and known as 2 Ladue Court (locator no. 18M140633) to the HOA and has no further interest in the subdivision.

4. The City shall proceed in due course to complete the street, cul-de-sac and sidewalk improvements to its requirements as determined in its sole discretion. The City will not be installing any street trees or other landscaping as part of this process but the subdivision will remain eligible to participate in the City's Shared Cost Street Tree Program consistent with the terms and conditions offered to other subdivisions in the City. The City will install an additional public streetlight near the intersection of Ladue Court and Ladue Road.

5. Each Party agrees that from time to time they will execute and deliver such further documents and take any such other actions as another Party may reasonably request to carry out the purpose and intent of this Settlement Agreement. The Parties agree that they will not take any action that will prevent their performance of this Settlement Agreement in accordance with its terms. In the event of a dispute regarding this Settlement Agreement, in addition to all other available remedies, the prevailing

party shall be entitled to recover all reasonable costs, expenses and attorney's fees incurred in connection with the resolution of such dispute.

6. Except for the City's obligations under this Settlement Agreement, MU, CHA, LCC, and HOA each on behalf of itself, its owners, directors, officers, members, managers, contractors, developers, employees, agents, attorneys, representatives, successors, and assigns, and all affiliated entities and persons and entities claiming by, through or under it or them, releases and forever discharges the City and its elected and appointed officials, officers, employees, agents, attorneys, representatives, successors, and assigns, none of whom admit any liability but all expressly deny any liability, of and from any and all manner of action and causes of action, suits, debts, dues, accounts, bonds, covenants, contracts, agreements, judgments, claims, demands, damages, charges, and liabilities whatsoever, known or unknown, accrued or not yet accrued, fixed or contingent, asserted or which could have been asserted through and including the date of this Settlement Agreement, including but not limited to those arising from or related to the Dispute.

7. Except for the MU's obligations under this Settlement Agreement, HOA on behalf of itself, its owners, directors, officers, members, managers, contractors, developers, employees, agents, attorneys, representatives, successors, and assigns, and all affiliated entities and persons and entities claiming by, through or under it or them, releases and forever discharges MU, CHA, LCC and each of their respective owners, directors, officers, shareholders, members, managers, employees, agents, attorneys, representatives, successors, and assigns, none of whom admit any liability but all expressly deny any liability, of and from any and all manner of action and causes of

action, suits, debts, dues, accounts, bonds, covenants, contracts, agreements, judgments, claims, demands, damages, charges, and liabilities whatsoever, known or unknown, accrued or not yet accrued, fixed or contingent, asserted or which could have been asserted through and including the date of this Settlement Agreement, including but not limited to those arising from or related to the Dispute.

8. Except for the respective obligations of MU and HOA under this Settlement Agreement, the City on behalf of itself, its officers, employees, agents, attorneys, representatives, successors, and assigns, and all affiliated entities and persons and entities claiming by, through or under it or them, releases and forever discharges MU, CHA, LCC and the HOA and each of their respective owners, directors, officers, shareholders, members, managers, employees, agents, attorneys, representatives, successors, and assigns, none of whom admit any liability but all expressly deny any liability, of and from any and all manner of action and causes of action, suits, debts, dues, accounts, bonds, covenants, contracts, agreements, judgments, claims, demands, damages, charges, and liabilities whatsoever, known or unknown, accrued or not yet accrued, fixed or contingent, asserted or which could have been asserted through and including the date of this Settlement Agreement, including but not limited to those arising from or related to the Dispute.

9. This Settlement Agreement is the final and complete expression of the Parties' understanding regarding the resolution of the Dispute, superseding any and all prior oral and written understandings and agreements regarding such matters. The provisions of this Settlement Agreement cannot be waived or modified except in writing signed by an authorized representative of the Party to be charged therewith. This

Settlement Agreement has been prepared by the combined efforts of the Parties and their respective attorneys and each of the Parties to this Settlement Agreement acknowledges that they have had this Settlement Agreement reviewed by such of their attorneys and advisors as they deem necessary. The Parties hereto further acknowledge that they have: (i) independently investigated the facts to the extent, if any, as they deemed necessary or appropriate in order to make the decision to enter into this Settlement Agreement; (ii) made an independent determination to enter into this Settlement Agreement; (iii) not relied upon any statement of or information received from any other Party or from counsel for any other Party that is not expressly reflected herein in making such independent determination; and (iv) there have been no written or oral representations made to induce them to execute this Settlement Agreement that are not expressly reflected herein. The Parties shall bear any and all of their respective legal fees, costs and expenses incurred as a direct and/or indirect result of the Dispute and the negotiation of this Settlement Agreement.

10. The Parties and the undersigned individuals hereby warrant and represent that they have all requisite authority to enter into this Settlement Agreement.

11. The interpretation and performance of this Settlement Agreement, except as otherwise specifically provided, shall be governed by the internal laws of the State of Missouri (excluding its conflict of law rules). For all purposes, this Settlement Agreement shall be deemed to have been made in St. Louis County, Missouri.

12. This Settlement Agreement shall be binding upon and inure to the benefit of the Parties, their parent, subsidiary, and affiliated entities, elected and appointed officials, officers, owners, directors, members, managers, agents, attorneys, employees,

