



AGENDA
PLANNING AND ZONING COMMISSION SPECIAL MEETING
CITY OF CREVE COEUR, MISSOURI
THURSDAY, DECEMBER 15, 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

None

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**

NEW BUSINESS

WORK AGENDA

DEPARTMENT REPORTS

1. Director of Community Development
2. City Attorney

ADJOURNMENT

Posted: _____

Jason W. Jaggi
Director of Community Development



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: December 15, 2016

Subject: Comprehensive Plan Update, 4th Public Hearing
Project Number: 16-028

Memo Prepared by: Jason W. Jaggi, AICP, Director of Community Development
December 12, 2016

Attachments: 1. Memorandum of Revisions prepared by H3 Studio
2. Comments Received

The content for this meeting will focus on the revisions made to Chapter 4, Plan Recommendations, as a result of the last two public hearings held by the Planning and Zoning Commission. In addition, at the request of several commercial property owners, Planning staff and the City Administrator held a meeting on December 6th to discuss the recommendations for the commercial corridors. Attached to this staff memorandum are three letters from the business community, including the Creve Coeur-Olivette Chamber of Commerce, expressing concerns with some elements of the Plan.

As a result of all of the input received over the past month and a half in association with the discussion of Chapter 4, the consultant, in cooperation with staff, has prepared a Memorandum of Revisions dated December 12, 2016, which is attached to this memorandum. Staff is of the opinion that many of the concerns expressed have been taken into account and are reflected into the attached Memorandum of Revisions. With that being said, there are likely topics of discussion that remain. The central issues that the Commission should discuss at the meeting as they relate to the plan recommendations, to which comments have been received, are summarized as follows:

- The appropriateness of the recommendations to support the concept of a Central Business District (CBD) located generally east of I-270, west of Craig Road and north of Old Ballas Road.
- The appropriateness of the recommendations to support a Town Center (Community Center) within the CBD focused on North New Ballas to the west, Olive Blvd. to the North, Old Ballas to the east and south. Alternate to this area for future Town Center development would be generally within the Creve Coeur Executive Office Park.
- The recommendations for commercial districts outside the CBD and Community Center areas in regard to preferred placement of parking, buildings, and desired site features. This is particularly true for the East Olive corridor which has been a significant planning topic for many years.

Staff and the planning consultant would like to review these topics with the Commission in light of the comments received and revisions made as shown in the Memorandum of Revisions. Further revisions and clarifications have been made to other sections of Chapter 4 based on comments from the Commission and members of the public through the process. These items will also be reviewed with the Commission.

Following discussion and direction on Chapter 4, the planning consultant will review the content of Chapter 5 which is the Implementation Plan. This chapter of the plan identifies how the plan is to be used for implementation; early action strategies, the role of the Capital Improvement Plan for implementation purposes, and an Implementation Matrix which organizes the recommendations by category and prioritization.

At the conclusion of the meeting, staff requests discussion on the final steps necessary to finalize the document for adoption by the Commission at a future meeting date.

Memorandum of Revisions

Chapter 4 – Creve Coeur 2030 Comprehensive Plan Update
Prepared for the City of Creve Coeur by H3 Studio

December 12, 2016

This memo outlines the revisions requested by the City of Creve Coeur Planning & Zoning Commission on Chapter 4 of the Creve Coeur 2030 Comprehensive Plan Update, as received at Public Hearing #2 on November 7, 2016 and at Public Hearing #3 on November 21, 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 57, Paragraph 3:

Existing:

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.

Revised:

The Civic district **a community place or overlay district** 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.

Page 58, Paragraph 1

Existing:

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.

Revised:

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 matches the adjacent frontages on that commercial street.

Page 59, Paragraph 2

Existing

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.

Revised

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, **multi-family housing**, and other community amenities. The Mixed-Use Innovation Campus district is intended to accommodate the development of—and is coterminous with—the SLEDP **Plant Science and Agricultural Technology District.**

Page 59:

A new description for “Central Business District” will be added, with a map clearly identifying its boundaries. The description shall read as follows:

IX.A. Central Business District (CBD)

Including both the entirety of the Community Center (CC) place type district, as well as a portion of the Mixed-Use place type district, the Central Business District matches the boundaries of the City’s 2005 Central Business Land Use Plan and includes City Place, Creve Coeur Executive Office Park, Dierbergs West Oak Square, and the core Downtown sub-area. Functioning as an overlay to Mixed-Use place type district, the Central Business District is designed to create an intense, urban thoroughfare setting along Olive Boulevard on large development parcels.

Page 62, Paragraph 1:

Existing:

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);

Revised:

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. **IX.A: Central Business District (CBD) Overlay boundary;**
4. X: Community Center District (CC); and
5. XI: Mixed-Use Innovation Campus District (MUIC);

Page 62, Paragraph 3:

Existing:

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.

Revised:

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

Page 72, Paragraph 2, Bullet Point #3

Existing:

Shared-use parking lots, located toward the centers of lots and/or blocks; parking lots fronting onto primary streets should be discouraged; and

Revised:

Shared-use parking lots, located toward the centers of lots and/or blocks or **parking lots fronting onto primary streets in conjunction with maximum building setbacks;** and

Page 76, CBD Overlay District Recommendations, Bullet Point #2

Existing:

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.

Revised:

Establish a **maximum front setback and designated landscape/public amenity zone along Primary Streets. Encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.**

Page 76, CBD Overlay District Recommendations, Bullet Point #3

Existing:

Parking should primarily be located in shared facilities, behind buildings; discourage parking fronting onto primary streets.

Revised:

Allow for limited parking along primary street frontages, and encourage parking in shared facilities, located behind **or on the sides of** buildings.

Page 76, CC District Recommendations, Bullet Point #2

Existing:

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.

Revised:

Buildings should **generally** be 3- to 6-stories tall, with **defined, limited front setbacks** and no site coverage limit, as outlined in the Draft Downtown Form-Based Code Overlay District.

Page 77, Signage Recommendations, Bullet Point #2

Existing:

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.

Revised:

In the Central Business District (CBD), wall signage is preferred; however consideration should be given to allow monument signs for multi-tenant, multi-use developments on larger properties at the primary entrance to the shared parking facility.

Page 77, Signage Recommendations, Bullet Point #3

Remove bullet point #3, reading: "Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street."

Page 77, Lot Development Standards

Remove bullet points #4 through #6 and replace with the following single bullet point:

- Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.

Page 77, Lot Development Standards

Add the following bullet point:

- Update the 2006 Downtown design guidelines for the Community Center (CC) District and develop design guidelines for the remainder of the Central Business District (CBD) to achieve the desired character of the place type.

Page 78

Revise figure 4.4 to show the western boundary of the Downtown District at N. New Ballas Road.

Page 81

Remove figures, descriptions, and references to Scenarios 3-A and 3-B, as directed by the Planning & Zoning Commission on November 21, 2016.

Page 87, Lot Development Standards

Remove bullet points #4 through #6 and replace with the following single bullet point:

- Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.

Page 87, Lot Development Standards

Add the following bullet point:

- Develop design guidelines to achieve the desired character of the place type.

Page 92, Frontage Recommendations – Primary Streets

Remove bullet point #1, reading “No limitation on ground floor uses.”

Page 92, Frontage Recommendations – Primary Streets, Bullet Point #4

Existing:

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.

Revised:

Parking can be located in front of buildings, but **parking to the side or rear of buildings and in shared facilities, through the use of cross-access easements, is encouraged.**

Page 92, Frontage Recommendations – Primary Streets

Delete bullet point #4, which reads: “Establish a landscape/pedestrian zone along Olive Boulevard and discourage parking within this zone.”

Page 92, Frontage Recommendations – Secondary Streets

Remove bullet point #1, reading “No limitation on ground floor uses.”

Page 92, Signage Recommendations – Primary & Secondary Streets, Bullet Point #2

Existing

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.

Revised

Allow smaller monument signs on Primary Streets for developments meeting a minimum size and give consideration to increased sign area for multi-tenant monument signs. Monument signs on secondary streets should be discouraged. Secondary and service streets should allow for small, ground-mounted directional signs.

Page 92, Signage Recommendations, Bullet Point #3

Remove bullet point #3, reading: “Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street.”

Page 93, Lot Development Standards

Remove bullet points #1 through #3 and replace with the following single bullet point:

- Establish pedestrian facility requirements to encourage walkable access, including 1) the provision of walkways between buildings and the public sidewalk; 2) walkways that provide

pedestrian cross-access between neighboring lots; and 3) walkways connecting parking facilities to buildings.

Page 93, Lot Development Standards

Remove bullet points #6 through #8 and replace with the following single bullet point:

- Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.

Page 93, Lot Development Standards

Add the following bullet point:

- Develop design guidelines to achieve the desired character of the place type.

Page 94

Change the section title and all subsequent references from “The Plant Sciences Innovation District” to “The Plant Science and Agricultural Technology District.”

Page 94, Paragraph 4

Existing

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.

Revised

The **Plant Science and Agricultural Technology District** 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.

Page 97, Signage Recommendations – Primary & Secondary Streets, Bullet Point #2

Existing

Allow the use of monument (ground) signs on all developments and establish maximum height and area requirements for such signs.

Revised

In the Mixed-Use Innovation Campus (MUIC) place type, wall signage is preferred; however consideration should be given to allow monument signs for multi-tenant, multi-use developments on larger properties at the primary entrance to the shared parking facility.

Page 98, Lot Development Standards

Remove bullet points #4 through #6 and replace with the following single bullet point:

- Support sustainable and low impact site development practices such as permeable pavement, bio-retention, native landscaping, and energy efficient lighting through the use of zoning incentives such as site or density bonuses.

Page 98, Lot Development Standards

Add the following bullet point:

- Develop design guidelines to achieve the desired character of the place type.

Page 102, Signage Recommendations, Bullet Point #2

Existing

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.

Revised

Allow the use of monument (ground) signs on all developments and establish maximum height and area requirements for such signs.

Page 102, Signage Recommendations, Bullet Point #3

Remove bullet point #3, reading: "Monument (ground) signs should never be permitted to be located between a building facade and Primary or Secondary Street."

Page 103, Street and Connectivity Standards

Existing

- 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).

Proposed

- Provide street and public realm facility enhancements according to street type classifications (refer to pages **116-117**).
- Develop bicycle facilities, pedestrian, and multi-use pathways (refer to pages **114-115**).

Page 106

Existing

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.

Proposed

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. **The minimum size for Civic sites is recommended to be three (3) acres.**

Page 108, Lot Development Standards, Bullet Point #1

Existing

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.

Proposed

Establish Primary Street and Secondary Street **setbacks that are compatible with neighboring residential and commercial place type districts; setbacks** should be developed separately for each **civic and institutional** place type, to reflect each place type’s articulated Vision.

Page 108, Lot Development Standards, Bullet Point #3

Existing

When lots directly abut other lots of a different Community Place Type, a landscape buffer, measured horizontally from the lot boundary, should be provided.

Proposed

When lots directly abut other lots of a different **residential** Community Place Type, a landscape buffer, measured horizontally from the lot boundary, should be provided.

Page 108, Tree Coverage Standards, Bullet Point #1

Existing

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.

Proposed

Establish tree planting and coverage standards for **lots subject to redevelopment, including the provision of street trees along Primary and Secondary Streets.**

Page 108, Green Space Preservation, Bullet Point #1

Existing

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.

Proposed

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; **buildings shall be prohibited from this landscape zone.**

Page 112, Paragraph 2

Existing

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 and outline of specific and feasible future projects to kick-start future planning and implementation efforts.

Proposed

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 and outline of specific and feasible future projects to kick-start future planning and implementation efforts.

These recommendations have been developed in close coordination with the Parks and Historic Preservation Committee, and should be regularly reviewed by Committee moving forward.

Page 112, Paragraph 3

Existing

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.

Proposed

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—**as well as four (4) important historic structures—Lake School (Lake School Park), Clester Cabin (Conway Park), Hackmann Log Cabin (Conway Park), and Tappmeyer House (Millennium Park)—located in the City's parks. Creve Coeur's parks and historic structures** should be preserved and enhanced through facilities improvements to serve user's needs.

Page 112, Paragraph 4, Bullet Point #19

Replace "Solomon Schechter Day School" with "Saul Mirowitz Jewish Community School".

Page 113, Paragraph 1

Existing

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.

Proposed

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, recreation areas, **shopping districts, and other community amenities** 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.

Page 116, Paragraph 3

Existing

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.

Proposed

As presented herein, **these recommendations do** not suggest or require the wholesale reconstruction of identified streets. Rather, **they establish** principles for facility types and levels of service for all users, to guide improvements as needed when street **repair, reconstruction, or improvements required by redevelopment projects** 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.

Page 116, Paragraph 4

Existing

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.

Proposed

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 **118**;
2. Avenue (Type I & II) typology recommendations are presented on page **118**;
3. Commercial Street Type I typology recommendations are presented on page **118**;
4. **Commercial**/Mixed-Use Street Type II typology recommendations are presented on page **119**;
5. **Commercial**/Mixed-Use Street Type III typology recommendations are presented on page **119**;
6. Road typology recommendations are presented on page **119**;

7. Neighborhood Street typology recommendations are presented on page 120; and
8. Residential Street typology recommendations are presented on page 120.

Page 119

Change “4. Mixed-Use Street Type II” to “4. Commercial/Mixed-Use Street Type II”; change “4. Mixed-Use Street Type III” to “Commercial/Mixed-Use Street Type II”.

Page 122, Paragraph 2

Existing

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.

Proposed

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. **These recommendations should be reviewed on a regular basis by the Art Committee, Planning & Zoning Commission, and City Council, as appropriate, to gather sufficient public input and make updates or adjustments as required.**

Page 123, Paragraph 2

Existing

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.

Proposed

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.
- **Zoning incentives to encourage installation of public art as part of the redevelopment of properties.**

Page 125, Paragraphs 1 and 2

Replace “Jewish Community Foundation” with “Jewish Federation of St. Louis Millstone Campus”.

Page 125

Add the following paragraph:

This annexation area comprises approximately half of the area of unincorporated St. Louis County that is located between Creve Coeur and Maryland Heights, to the north. Extending this annexation area farther north is another potential option. While this Plan proposed a smaller area, this Plan would not oppose a larger annexation area if there were reasons to do so in the future.



Chamber Of Commerce

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December 5, 2016

Ms. Beth Kistner, Chair
Planning & Zoning Commission
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, Missouri 63141

RE: *Creve Coeur 2030 Comprehensive Plan*

Dear Ms. Kistner:

Several of our members, including both commercial property owners and developers, have expressed great concern with respect to portions of the current comprehensive plan draft. These members have substantial interests in the City and long-standing perspectives and, like our board, are eager to see our City grow and prosper. As a board and an advocate for the business community in our City, we have heard their concerns and believe they should be fully heard and considered before any final approval of the comprehensive plan.

In that regard, we would respectfully request that a final vote on the comprehensive plan be deferred for at least sixty days, particularly as we are in the holiday season. This would allow sufficient time for our members to express their concerns and provide their insight and suggestions based upon their considerable knowledge and expertise. As the comprehensive plan also includes numerous recommended zoning changes, we view this as particularly important especially considering some frustrations of some of our members with ordinance interpretations in the past.

Your consideration would be greatly appreciated.

Sincerely,

David Peterson
President, Creve Coeur-Olivette Chamber of Commerce

cc: Barry Glantz, Mayor
Jason Jaggi, Director of Community Development
Mark Perkins, City Administrator
Steve Bisch, Chamber Vice President of Governmental Relations
Stephen L. Kling, Jr., Chamber Legal Counsel

December 12, 2016

Planning and Zoning Commission
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

Re: Comprehensive Plan Update

Ladies and Gentlemen:

We, the undersigned, owners of a large number of commercial properties within the City, have participated in the process of updating the Comprehensive Plan and provided the consultant with suggestions which we believe are practical and necessary for the implementation of the Plan. Unfortunately, of these suggestions few have been included in the subsequent revisions. Should the City want a plan that has an opportunity to succeed, we believe the Commission would benefit from taking a step back and consider the issues outlined below before adopting the Plan. We recognize that the City may view our suggestions with a cautious eye, but we hope you will conclude that our intentions and suggestions serve the City's interests.

- The 2002 Comprehensive Plan addressed the "East Olive Corridor" and recommended a green line park with pedestrian facilities to connect business areas at each end of the corridor. To date, little or no new or re-development has occurred. The 2016 Plan acknowledges that the "revitalization of East Olive has continued to falter due to the challenges of shallow lot depths, direct adjacency to established residential neighborhoods and frontages on to Olive Boulevard." "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." You were provided with an example of the property at 11004 Olive (southwest corner of Olive and Graeser) where a current 8,000 s.f. retail building could only be replaced by a structure of 7,200 s.f. Assuming the existing rent is \$15.00 per s.f., and the new building could generate \$20.00 per s.f., the differential revenue would be \$24,000.00 per year:

$$8,000 \text{ s.f.} \times \$15.00 = \$120,000.00$$

$$7,200 \text{ s.f.} \times \$20.00 = \$144,000.00$$

No one would suggest that an investor would spend \$1,000,000.00 (the cost of demolition and construction of a new structure) to gain \$24,000.00. The Plan should address a workable solution if Creve Coeur is sincere in seeing this area redeveloped.

Additionally, the Plan recommends that the majority of the parking for retail projects be located in the rear or side of buildings.

This is a major concern for property owners and we believe it is for the City as well given its reliance on sales and utility tax revenue.

> The overwhelming majority (99% +/-) of consumers arrive at our shopping center via automobile.

> Requiring parking in the rear and/or side of the building presents both a convenience and a security challenge to the consuming public, especially given the Plan also recommends store entrances face the street.

> Realistically, residents living on Spoede/Graeser/Mosley and Ballas, the feeder streets to Olive as well as the myriad streets north of Olive in unincorporated St. Louis County do not/will not, in any kind of meaningful numbers, walk from their homes shop, purchase and return home carrying their purchases. The Plan posits that building retail closer to the street will promote greater pedestrian activity and presumably consumption. For that logic to hold, one must believe that a consumer who is pre-disposed to walking to shop at Krumenacher Pharmacy and lives at the corner of Graeser and Chalet Court would be discouraged from doing so by virtue of the parking field being located in the front of that shopping center. In fact for that resident, who has a 1 mile walk roundtrip, Krumenacher is more pedestrian friendly situated at the south end of the property.

As for retail properties along the north side of Olive, the logic would have to hold that the resident living on Chalet Court, who is willing to walk the 1 mile roundtrip, to dine at Noodles or shop at Walgreens, would be less willing to do so by virtue of the fact that they are required to walk an additional 60' (2 rows of parking and a drive lane) to do so. We do not believe that is a logical presumption.

- The 2002 Comprehensive Plan outlines a vision for a “Town Center and urges the creation of a master plan or a redevelopment plan . . . that addresses the mix of uses, financing, planning and management, pedestrian accommodations, traffic circulation and parking and urban design elements.” Other than Kings Landing, we are not aware of any plan that resulted or of any other development within the designated area. The document goes on to suggest creative financing techniques such as tax increment financing and tax incentives. It further states, “The City should determine its role in the Town Center redevelopment project. Issues such as . . . acquisition and assemblage of parcels . . . construction of public infrastructure (such as a parking garage).” The 2016 Plan designates the area as the “Downtown Creve Coeur Sub-Area” and moves the “Town Center” to Creve Coeur Executive Park. The proposed plan does not address the issues addressed in the 2002 Plan such as assistance in land assemblage, etc. The Downtown Creve Coeur Area includes more than thirty (30) separate parcels and we know of no developer who would undertake such a project without the full support of the City and the availability of public subsidy, in some form, which some of us would not support.
- The proposed plan for the “Central Business District” is encouraging high density, multi-story buildings with parking that is located in shared facilities behind buildings and discouraging parking that fronts onto primary streets. It is our professional opinion that should there be a large vacant tract of land as existed when Cityplace was developed, some of these concepts may work (keep in mind that the retail in Cityplace has parking in front). However, it must be recognized that as mentioned previously, there are multiple owners within the district with improvements on their properties that have substantial

value. Without uses that have the ability to pay high rents which will ultimately lead to a positive financial return for owners, there is no logical motivation to take the risk of new development. Retailers today demand convenience, visibility and ease of ingress and egress. Parking structures and buildings with no or limited parking along frontage streets in a suburban setting are not acceptable conditions to retailers.

- Throughout the proposed Plan there are examples of developments in the St. Louis area that are used to support elements of the Plan. The Boulevard in Richmond Heights and Station Plaza in Kirkwood are shown as best practices for Downtown Creve Coeur. Both projects received considerable public assistance: eminent domain, TIF, TDD, etc. While The Boulevard appears successful, expansion is now in the hands of a third investor as the original developer exited the project several years ago. Station Plaza benefits from much different demographics than Downtown Creve Coeur. Resident population within one (1) mile is fifty percent (50%) greater and adjacent streets (including Lindbergh Boulevard /Kirkwood Road) are two (2) lane thoroughfares fed by a grid system of high density/small lot residential streets as distinguished from large lot neighborhoods with cul de sacs. If the City is unwilling to consider public support (and we are not advocating for public support), it is unfair to individual property owners to burden their property with zoning restrictions that adversely affect their property and is counter-productive to the City's goal of redevelopment in certain areas.
- The 2016 Plan suggests there may be a market for +/-240,000 s.f. of retail in Creve Coeur by 2021. As we indicated in our comments at a previous meeting, retail as we know it has changed dramatically in the last decade. Sales are dominated by "big box" retailers and the internet to the detriment of "mom and pop" businesses. These mom and pop retailers were the heart of retail sales in Creve Coeur. Our properties now are populated by service industries (financial institutions, stock brokers, medical, insurance, etc.). This does not bode well for sales tax revenue in the City, further we are not aware of sites which are large enough to accommodate a substantial amount of retail within the City at this time. As you are no doubt aware, Schnucks has been seeking a site within the City for a state-of-the-art 60,000 s.f. store to replace their current location at Spode and Olive. To date, they have not found a suitable site.
- While we are not promoting the use of public financial subsidies within Creve Coeur, and most of us oppose it, it is a fact that every new significant project proposed in the metropolitan area recently is predicated on some form of public financial incentive and assistance. Centene, The Boulevard Phase II, Ballpark Village, The Foundry, The Armory, Cortex and more are all looking for tax abatement, TIF's, TDD's, tax credits, etc. If the City is committing to the implementation of the Comprehensive Plan, other incentives must be identified to solve these challenges. We are hopeful that the Planning and Zoning Commission will receive the above as our sincere interest in collaborating with the City to improve the current situation and increase the value of all properties. We believe there are development/zoning incentives available that will benefit all parties without relying on the City's financial assistance.

We look forward to working with you to modify the existing proposal to support a healthy commercial real estate base which in turn will serve its residents with goods and services it seeks and generate the sales and utility taxes the City relies on to provide its residents the services it has grown accustomed to receiving.

GERSHMAN COMMERCIAL REAL ESTATE

WESTGATE CENTRE, LLC

FORSYTH VENTURE PROPERTIES

CREVE COEUR PLAZA ASSOCIATES

WOLFF PROPERTIES

10923 OLIVE PARTNERS, LLC



Jason Jaggi <jjaggi@crevecoeurmo.gov>

RE: Retail Parking Distribution

1 message

David Hutkin <dhutkin@hutkin.com>

Wed, Dec 7, 2016 at 3:19 PM

To: "Jason Jaggi (jjaggi@crevecoeurmo.gov)" <jjaggi@crevecoeurmo.gov>

Cc: "mperkins@crevecoeurmo.gov" <mperkins@crevecoeurmo.gov>, "bglantz@crevecoeurmo.gov" <bglantz@crevecoeurmo.gov>

Good afternoon Jason,

Thank you again for your time yesterday. I greatly appreciate that you have consistently made yourself available to meet with members of the commercial property owners and listen to our concerns. I believe a mutually beneficial outcome will result if we continue to share ideas and concerns and work toward finding positive solutions to the challenges we and the City face.

To the extent my redeveloped property at 10901-10925 Olive Blvd, was discussed during a recent Planning and Zoning Commission hearing as an example of parking in the rear and side of a retail development I want to clarify "for the record" the circumstances and pre-existing conditions of that property and how it has morphed into what exists there today.

The property was originally developed as a 9,560 square foot Piccadilly cafeteria on 3.29 acres (not very dense) that was oriented to the east with its main parking field east of the building and it's main entry on the east wall of its building. Thus, it's largest parking field was directly opposite it's main entry and was along Olive Blvd stretching from the current east façade of the 10923 Olive building to the eastern boundary of the property line that it shares with the Westchase Apartments. As such it had front field parking that was very visible along Olive, convenient and readily accessible by its customers.

When we acquired the property from Plaza Motors after their request to convert the site to a Lexus dealership was denied by the City (thank you very much!) we put a plan together that addressed the need for the site to have more leasable (greater density) and functional area. The only area that allowed for that was the area to the east of the former Piccadilly (Piccadilly's primary parking area). We reached an agreement with Southwest Bank (which was owned by M&I Bank which is now

Attachment: DHutkin Email Comment 12-7-16 (2204 : #16-028 Comp Plan Adoption)

owned by BMO Harris Bank) to locate their branch and drive through at the site. We also reached an agreement with Outback Steakhouse, Inc. to locate their Carrabba's Italian Grill concept within a portion of the former Piccadilly building (on the condition we right sized their space to 5600 square feet and added more parking to their side of the property (north of the building) which we accommodated by demolishing approximately 2100 square feet of the northern portion of the building.

The only reason the new layout and parking distribution was acceptable to Carrabba's is because they defaulted to keeping their main entry facing east (the same as Piccadilly had). That decision was not arrived at easily. They wrestled internally long and arduously with whether not having their main entry facing Olive was a fatal flaw of the building. The tenants in the newly developed BMO/Fro-Yo building required front field parking and of course the bank's drive throughs/queue pre-empted any parking in the rear of that building .

Fast forward to today. After attempting for a year but failing to find a suitable restaurant operator to fill in behind the failed Bandana's restaurant, we settled on leasing the space to Total Access Urgent Care. Clearly, they do not need nor do they use much of the abundant parking the property provides (as a restaurant building that building provided a parking ratio of in excess of 15:1000 which when Carrabba's was operating in the space, we needed every one of those spaces).

If we were building "from scratch" today, we would not be willing to develop the building as it is currently situated. With only a single row of parking in the front of the building, we would not be confident in our ability to find tenants that would accept a parking format that places the majority or even a significant amount of it's parking to the side and/or rear of the building.

Please provide this explanation to the members of the Planning and Zoning Commission and thank you again for all the time you have devoted to listening to our concerns.

Of course, as always, please feel free to call me with any questions.

Thank you.

David

David S. Hutkin

Hutkin Properties Group, LLC

10829 Olive Boulevard

Suite 200

St. Louis, Missouri 63141

Telephone: 314-872-9140

Fax: 314-872-9001

Email: dhutkin@hutkin.com

Website: www.hutkin.com

Attachment: DHutkin Email Comment 12-7-16 (2204 : #16-028 Comp Plan Adoption)

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, NOVEMBER 21, 2016

6:30 P.M.

PUBLIC HEARING

APPLICATION 16-028

COMPREHENSIVE PLAN UPDATE ADOPTION

THOSE IN ATTENDANCE:

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

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314)974-1199

1 CHAIRMAN KISTNER: Good evening, Everyone.
2 We're going to open up our meeting of
3 November 21st, Planning and Zoning Commission.

4 We'll start with our roll call.

5 Mr. Carney?

6 MR. CARNEY: Present.

7 CHAIRMAN KISTNER: Ms. Hall?

8 MS. HALL: Present.

9 CHAIRMAN KISTNER: Mr. Magruder?

10 MR. MAGRUDER: Present.

11 CHAIRMAN KISTNER: Mr. Rovak?

12 MR. ROVAK: Present.

13 CHAIRMAN KISTNER: Ms. Silverman?

14 MS. SILVERMAN: Present.

15 CHAIRMAN KISTNER: Mr. Schuh?

16 MR. SCHUH: Present.

17 CHAIRMAN KISTNER: Our City Attorney, Carl
18 Lumley?

19 MR. LUMLEY: Present.

20 CHAIRMAN KISTNER: Our Director of Community
21 Development, Jason Jaggi?

22 MR. JAGGI: Present.

23 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

24 MS. KELLY: Present.

25 CHAIRMAN KISTNER: And Planning

1 Assistant/Recording Secretary, Jessica Stutte?

2 MS. STUTTE: Present.

3 CHAIRMAN KISTNER: Start with our acceptance of
4 the agenda.

5 Do we have a motion?

6 MR. ROVAK: Move to accept.

7 MR. CARNEY: Second.

8 CHAIRMAN KISTNER: Second by Mr. Carney.

9 All in favor say aye.

10 (All responded aye.)

11 CHAIRMAN KISTNER: Chair votes aye.

12 We have minutes from the November 7th Planning
13 and Zoning Commission draft meeting minutes, just one set.

14 Everyone had a chance to look at them?

15 MR. SCHUH: I move we adopt the minutes as
16 submitted.

17 CHAIRMAN KISTNER: Moved by Mr. Schuh.

18 MS. SILVERMAN: I second.

19 CHAIRMAN KISTNER: Seconded by Ms. Silverman.

20 All in favor?

21 (All responded aye.)

22 CHAIRMAN KISTNER: Chair votes aye.

23 We have an opportunity now for public comment
24 for anyone who's in the audience who wishes to speak to a
25 matter that's not on the agenda tonight.

1 Okay. Seeing none.

2 Tonight we've got -- we're going to start with
3 our -- our continuation of our public hearing on the
4 Comprehensive Plan.

5 We've allotted one to one and a half hour
6 maximum to resume our consideration of that.

7 We're going to start with -- we're going to go
8 through Chapter -- we're going to finish going through
9 Chapter 4. We got about halfway through last time. We'll
10 finish that. If we're still good on time, we may get into
11 Chapter 5. But our goal is to definitely get into
12 Chapter -- get through Chapter 4, and then we will
13 continue on with the other regular agenda items for the
14 evening.

15 So with that, I'm going to open up -- or resume
16 Public Hearing Application 16-028, Comprehensive Plan
17 Update Adoption.

18 If there's anybody who's going to be speaking
19 tonight on that matter, if you could come forward to be
20 sworn in.

21 I know we have a couple speaker cards on this,
22 so if you are here, Judy Campbell, Neal Breitweiser, and
23 are planning to speak, if you could come forward to be
24 sworn in.

25 (The speakers were sworn in by the court

1 reporter.)

2 CHAIRMAN KISTNER: And you're not -- we're going
3 to -- we're going to let our presentation start, and then
4 we'll begin with the public comment part of it. But I
5 wanted to get everybody sworn in --

6 MS. CAMPBELL: Oh, okay.

7 CHAIRMAN KISTNER: Okay. Sorry. Thanks.

8 MR. TIMOTHY BREIHAN: Great. Thank you all.

9 My name is Tim Breihan, principal with H3
10 Studio.

11 Tonight is the third public hearing of a revised
12 anticipated four public hearings.

13 And tonight we'll, basically, present the
14 balance of Chapter 4, and if we can have time, get into
15 Chapter 5.

16 And then looking at concluding the public
17 hearing process with a fourth meeting tentatively
18 scheduled for November -- or for December 15th.

19 So continuing on with Chapter 4. The first --
20 the first item that I wanted to touch on tonight was an
21 item that we began to discuss last time, and there was a
22 general decision to postpone further discussion on it
23 until after the November 8th election, which is the
24 scenarios surrounding the Creve Coeur Municipal Golf
25 Course, this is pages 80 and 81 in the plan document.

1 As you recall, we developed, through the --
2 through the planning process, four scenarios for the golf
3 course, all of which are designed to achieve the following
4 statement of future use that was directed -- that we were
5 directed to utilize by Planning and Zoning Commission,
6 which states that if the golf course were not to continue
7 to be used as a golf course, all property should be
8 maintained as a public asset providing public
9 accessibility and use.

10 And so the scenarios that we developed.

11 Scenario One, keep the municipal golf course as
12 is, and undertake improvements to the facility over time.

13 Scenario Two, redevelop the entire golf course
14 property as a new central city park and improve and expand
15 the Dielmann Complex.

16 Scenario 3A, redevelop the entire golf course
17 property as a new central city park and construct a new
18 government center and/or police station in the park along
19 Olde Cabin Road.

20 And Scenario 3B, a variation of that, which
21 would, again, redevelop the entire golf course property as
22 a new central city park, but construct a new government
23 center and/or police station facing the park along Olde
24 Cabin Road on -- to the north.

25 Now, obviously, during the November 8th general

1 election, the ballot initiative for the new police station
2 and improvements to this facility was approved.

3 So the question that we have tonight is should
4 Scenarios 3A and 3B continue to be included in the plan
5 as future -- some longer-term future use, or given the
6 direction for improvements to this facility and the new
7 police station on this property, should those scenarios be
8 removed from the plan.

9 CHAIRMAN KISTNER: This is a good time to pause
10 and have that discussion then.

11 You have any thoughts?

12 It seems to me that 3A and 3B are no longer
13 relevant.

14 MR. MAGRUDER: Well, 3B that has the police
15 station across the street and that's going to --

16 CHAIRMAN KISTNER: Both 3A and 3B included some
17 version of police station, government center.

18 I think the -- the Council, as well as the Task
19 Force working on it, had recommended that those two stay
20 together.

21 We know now that the police station plan on this
22 site here is going to move forward, so.

23 MR. MAGRUDER: I would recommend removing 3A and
24 B. I don't think they're valid any longer.

25 MS. SILVERMAN: I would concur.

1 MR. ROVAK: I had one question, particularly on
2 3B. I could see where we'd drop 3A altogether.

3 How far along is the planning and design effort,
4 which I understand is just getting started, on the
5 renovations and then the new police center? Because I
6 guess some of that, and the possibility of whether we keep
7 that option open, depending on as the -- at least as the
8 initial design begins and estimates are start to be
9 made -- or actually engineering estimates, that that
10 allows us to keep this option open until that's precluded
11 that we find that it is definitely economically viable,
12 but that the -- that the cost -- the anticipated costs
13 don't overreach or go beyond where we're looking, and at
14 that point, I would say that would be the time to drop 3B.

15 I'm not sure this early in the design process if
16 we want to drop 3B.

17 But that would be my only caveat. 3A, I think
18 for sure to drop. 3B, I wonder if we should hold that
19 option open until we got to that.

20 CHAIRMAN KISTNER: So just to -- I have a
21 question for you, and then probably one for Jason.

22 What difference do you see between 3A and 3B
23 that cause you to suggest that one compared to 3A?

24 MR. ROVAK: I guess because it's not within
25 this, because it's on a facing property, which might be

1 acquired, that that may turn out to be as or more
2 economically feasible than the redevelopment of this site.

3 I don't know that that's the case. But it's the
4 fact that I don't know that that's the case, and I don't
5 know what the real site evaluation costs are going to be.
6 That's why I would want to keep the option open to have
7 another site possibility, whether it's really here or we,
8 again, that all leads to this still becoming a central
9 city and available for the use of all residents, but still
10 allow the possibility of an alternate site to this one.

11 CHAIRMAN KISTNER: So, Jason, as far as how far
12 along are we with planning and costs, engineering and
13 design?

14 MR. JAGGI: Sure. And I'd be happy to try to
15 shed some light on that question.

16 So the Council and the Task Force involved over
17 the past year or two with a needs assessment analysis.
18 And that was a needs assessment for the -- for primarily
19 the police station.

20 The question that was -- that was submitted to
21 the voters during the past election involved the
22 construction of a new police station on this property, as
23 well as improvements to for accessibility and site
24 improvements associated with the government center. But
25 that is the extent of what the question was put to the

1 voters.

2 It did not involve a expending any funds out of
3 those bond proceeds to do anything else to this building
4 except for relatively minor improvements related to
5 accessibility, and then some site changes that would have
6 to be involved with it.

7 So with that question, I think this Commission
8 thought it was good to pause on this question until that
9 was sorted out. I believe it has been sorted out. The
10 voters voted in favor of keeping the police station here,
11 and that's the direction that City Council and
12 administration will be moving towards.

13 So I think the opportunity for a police station
14 to be anywhere else but on this site, that opportunity has
15 pretty well passed us.

16 Now, the question becomes do we want to look at
17 the golf -- or I'm sorry -- the government center as
18 another option. I would say that option is a little less
19 certain, but also pretty well-defined that -- that all
20 intents and purposes the City Council wants to stay here,
21 and that's what they're planning on.

22 Question for the Commission is whether you want
23 to still go in a different direction in terms of your
24 longterm plan. But there is a little bit -- there would
25 be a disconnect between that and what the current City

1 Council is planning to do.

2 CHAIRMAN KISTNER: Any other thoughts?

3 MR. CARNEY: My only other thought is that would
4 be some land acquisition access involved in, I think in
5 especially 3B, and I doubt if that would be part of the
6 bond issue that was discussed.

7 So I think that -- that kind of leaves that moot
8 at this point. It would be maybe government center way
9 down the road, but I'd be inclined to take 3A and B off at
10 this point.

11 CHAIRMAN KISTNER: So one -- one thought be
12 keeping one and two doesn't preclude 3B from -- from ever
13 coming up in the future.

14 MR. ROVAK: Okay.

15 MR. JAGGI: I would also agree with that
16 statement.

17 In fact, we had an alternative for the town
18 center concept kind of being in that area as an
19 alternative, and with that you would certainly support a
20 city hall if the chance would ever come about that that
21 would be a possibility over there.

22 It's not foreseen at this time, but who knows
23 what the future may hold. So you could potentially still
24 keep that option open in the big picture --

25 MR. ROVAK: Okay.

1 MR. JAGGI: -- if you want to move in that
2 direction.

3 MR. ROVAK: Thank you.

4 CHAIRMAN KISTNER: So is there a consensus to
5 remove 3A and 3B? Any objection to that?

6 MS. SILVERMAN: No.

7 CHAIRMAN KISTNER: Okay.

8 MR. TIMOTHY BREIHAN: Thank you.

9 One -- one other issue, sort of a carryover from
10 last time that I did just want to mention, so it's on the
11 record.

12 In the presentation of the recommendations for
13 the West Olive Corridor, which are found on pages 86 and
14 87, during the presentation I had mistakenly portrayed the
15 signage recommendations for that section. Mr. Lumley
16 corrected that. And I just wanted to make mention of that
17 fact again; that the -- that there -- there was no
18 proposed or no recommended restriction on the use of
19 monument signs in that Community Place Type.

20 That was something that came up in the public
21 comments, and Mr. Lumley had corrected that, that the
22 presentation was incorrect, so I just wanted to make
23 mention of that.

24 So moving on where we left off from last time
25 was the discussion of the Lindbergh Boulevard Corridor.

1 And the -- Lindbergh Boulevard, this -- this
2 particular section, from -- from earlier iterations of the
3 plan, it had formerly been included with the West Olive
4 Corridor, mainly due to the similarity of the lot sizes
5 and lot depth. However, in the draft plan, this has been
6 pulled out as a separate geographical area, and has been
7 reclassified from the Neighborhood Commercial Community
8 Place Type to the Mixed-Use Community Place Type, which in
9 discussion with staff, we felt was a more accurate
10 representation, both of its current use, as well as its
11 envisioned future use.

12 The vision for Lindbergh Boulevard is to create
13 a visually distinctive mixed-use and office corridor that
14 provides enhanced bicycle and pedestrian infrastructure
15 from approved city-wide activity and supports adjacent
16 institutions and future development, which is a -- a
17 reference really to its -- its adjacency to both the
18 Monsanto -- the existing Monsanto campus, as well as the
19 future Plant Sciences Innovations District planning area.

20 And so the goal here is really to allow for some
21 incremental changeover of land uses in this area, while
22 still acknowledging that this is going to be predominantly
23 an auto oriented and generally sort of office dominated
24 area, because it doesn't have the accessibility to really
25 function as a -- as a primary retail district, but also to

1 allow multifamily housing and some other uses to filter in
2 over time.

3 Some of the -- in terms of some of the key
4 recommendations. For primary street frontages, it's
5 recommended that there really be no limitation on ground
6 floor uses.

7 There should -- the area should encourage
8 uniform setbacks on neighboring lots to establish a
9 consistent location; encouraging parking behind buildings,
10 but allowing it in front of buildings; establishing a
11 landscape/pedestrian zone along Lindbergh Boulevard and
12 developing consistent landscaping standards.

13 Likewise, on secondary streets, no limitation on
14 uses; encouraging those uniform setbacks, and allowing
15 cross-access between properties and utilizing secondary
16 streets for access to reduce curb cuts on Lindbergh
17 Boulevard, improve site access and improve traffic flow.

18 These are all things which will help to
19 facilitate the transition and -- and the development of
20 some uses like Multifamily Residential that are currently
21 difficult to implement in this area.

22 Again, for -- for signage recommendations, these
23 are very similar to what is proposed, actually in the
24 Neighborhood Commercial District, as opposed to the
25 Mixed-Use District, with some limitations on -- on

1 monument signs.

2 And in terms of lot development standards,
3 establishing guidelines for pedestrian connectivity;
4 allowing pervious pavement that does not count towards
5 site coverage, as incentives for stormwater and tree
6 coverage best practices; incentivizing low-voltage LED
7 site lighting, and encouraging reflective white roofing,
8 vegetated roofing systems.

9 So, in other words, sort of the -- the
10 sustainability best practices that we're recommending in
11 all of the Commercial or Non-Residential Districts.

12 So any questions or comments on the Lindbergh
13 Boulevard recommendations?

14 MR. ROVAK: I have one.

15 The use of -- and maybe I didn't bring this up
16 last time -- the term "incentivize", without really --
17 and, obviously, at a master plan level, it's hard to pin
18 that down, but --

19 MR. TIMOTHY BREIHAN: Uh-huh.

20 MR. ROVAK: -- I wonder if we don't mean
21 encourage rather than incentivize. I mean the economics,
22 there's a lot of reasons that LED lighting, for instance,
23 is very beneficial --

24 MR. TIMOTHY BREIHAN: Sure.

25 MR. ROVAK: -- but to the owners, as well as

1 to --

2 MR. TIMOTHY BREIHAN: Uh-huh.

3 MR. ROVAK: -- the city in general.

4 And I wonder if we're leading ourselves into
5 something that we may not really need to do with that term
6 "incentivize" rather than encourage.

7 CHAIRMAN KISTNER: Well, so I totally get where
8 you're coming from.

9 If that turned into a site bonus, if it was -- I
10 mean that would be an incentive of sorts.

11 MR. ROVAK: Okay. Okay. I guess I'm --

12 CHAIRMAN KISTNER: Non-monetary.

13 MR. ROVAK: -- more worried about the rabbit
14 hole of, you know, monetary bonuses --

15 CHAIRMAN KISTNER: Right.

16 MR. TIMOTHY BREIHAN: Sure.

17 MR. ROVAK: -- breaks and things like that.
18 That, yes, if we're looking at that type of incentive.

19 MR. TIMOTHY BREIHAN: Yeah, and in the -- in the
20 recommendation, and, again, this is -- this is true --
21 this recommendation appears in all of the Commercial
22 Districts.

23 MR. ROVAK: Right, and I was remiss in not
24 asking that before.

25 MR. TIMOTHY BREIHAN: Yeah, no, and it -- it --

1 we were -- we were trying to be clear in that it was a,
2 basically, a regulatory incentive as opposed to financial
3 incentive, stating that incentivized low-voltage LED site
4 lighting by allowing increase in pervious surface coverage
5 up to a specified minimum.

6 So, again, if that -- if that's not clear --
7 sufficiently clear, I'm --

8 MR. ROVAK: Oh, no, I'm good with that.

9 MR. TIMOTHY BREIHAN: -- happy to kind of revise
10 the language.

11 MR. ROVAK: Right.

12 MR. TIMOTHY BREIHAN: Okay.

13 MR. ROVAK: Maybe I read that too fast. Because
14 I was looking -- jumping to the next paragraph, where we
15 talk about a vegetated roofing systems --

16 MR. TIMOTHY BREIHAN: Yeah.

17 MR. ROVAK: -- those things, which, obviously,
18 off site -- off site extra pervious -- impervious
19 coverage.

20 MR. TIMOTHY BREIHAN: Yeah.

21 MR. ROVAK: So, I guess I'm okay with that.

22 I wonder if they can still be separated? I mean
23 incentivized in terms of -- there might be other site
24 bonuses that are allowed, rather than tying it to the
25 impervious coverage, which there I would see that being

1 that allowing by giving credit --

2 CHAIRMAN KISTNER: Right. Why -- why just that
3 one?

4 MR. ROVAK: Yeah, and we have, in other words,
5 there's vegetated roofs, there's many, many --

6 MR. TIMOTHY BREIHAN: Right.

7 MR. ROVAK: -- VMPs that are very good and will
8 off-site pervious use.

9 I'd like -- I'm not sure that I want to see
10 those two meshed together.

11 MR. TIMOTHY BREIHAN: So the -- I mean the logic
12 behind the -- the difference, the incentivize for the site
13 lighting and encourage for some of the other -- other
14 ones --

15 MR. ROVAK: Uh-huh.

16 MR. TIMOTHY BREIHAN: -- was based on some
17 internal discussion regarding really the long-term
18 maintenance impact.

19 So one of the challenges that was brought up
20 from the city's perspective was that with -- particularly
21 with green roofs and with the pervious pavement, there is
22 an ongoing --

23 MR. ROVAK: Oh, yeah.

24 MR. TIMOTHY BREIHAN: -- maintenance requirement
25 that -- that -- that really determines their efficacy --

1 MR. ROVAK: Uh-huh.

2 MR. TIMOTHY BREIHAN: -- whereas, the site
3 lighting is really more of a one-time --

4 MR. ROVAK: Okay.

5 MR. TIMOTHY BREIHAN: -- capital investment.

6 But I mean it -- it's a -- it's a challenge that
7 I think is -- we've acknowledged and had some internal
8 discussions with city staff about -- about should, you
9 know, should be allowing coverage bonuses and things like
10 that.

11 MR. ROVAK: I think I see that. And as long as
12 we're not -- as long as we're not putting numbers to this
13 at this point --

14 MR. TIMOTHY BREIHAN: Right.

15 MR. ROVAK: -- that would be for down the road
16 to actually put numbers to that (inaudible) incentivizing
17 kind of, I'm okay with it.

18 CHAIRMAN KISTNER: Well, also is it -- is it
19 limiting the incentive to just allowing an increase of
20 pervious site coverage? Might there be other tradeoffs
21 that would be considered?

22 MR. TIMOTHY BREIHAN: And -- and we could
23 certainly say, you know, I mean we could make it more --
24 we could make that --

25 CHAIRMAN KISTNER: Like for example?

1 MR. TIMOTHY BREIHAN: Yeah. Exactly. Make the
2 recommendation a little more broad, and then list that as
3 an example.

4 MR. ROVAK: We're seeing the economy of LEDs
5 go -- move so quickly --

6 MR. TIMOTHY BREIHAN: Uh-huh.

7 MR. ROVAK: -- even in terms of their first
8 cost.

9 MR. TIMOTHY BREIHAN: Sure.

10 MR. ROVAK: That would we end up being saddled
11 with the necessity to incentivize to give up on
12 pervious -- impervious restrictions, when actually the
13 marketplace would have already passed us by, and anybody
14 would already be using LEDs for their own economics, but
15 now having this --

16 CHAIRMAN KISTNER: Right.

17 MR. ROVAK: -- you know, ability to try to get
18 us to give up on the questions about impervious coverage,
19 when they would have been doing it anyway, just --

20 MR. TIMOTHY BREIHAN: Uh-huh.

21 MR. ROVAK: -- just kind of like, you know, like
22 the TIFF is but for, well, we might be in that situation,
23 I guess that's -- that's another --

24 CHAIRMAN KISTNER: Good point.

25 MR. TIMOTHY BREIHAN: So one possible approach

1 is that -- that the recommendation that relates to the LED
2 site lighting, we could change that to an encourage
3 recommendation.

4 MR. ROVAK: Right.

5 MR. TIMOTHY BREIHAN: And then we could add a
6 more general recommendation that just says something to
7 the effect of consider regulatory incentives for --

8 MR. ROVAK: Right.

9 MR. TIMOTHY BREIHAN: -- green building best
10 practices or something like that.

11 MR. ROVAK: And they could be anything. Right.

12 MR. TIMOTHY BREIHAN: Right, and then it could
13 be open.

14 MR. ROVAK: It could be other things.

15 MR. JAGGI: Yeah.

16 MR. TIMOTHY BREIHAN: Then it could be open
17 to --

18 MR. ROVAK: Okay.

19 MR. JAGGI: I think Mr. -- Mr. Breihan's
20 suggestion, I think what we're all talking about is
21 sustainable development practices and finding a way to
22 incentivize or encourage those, and there's different
23 zoning mechanisms --

24 MR. ROVAK: Right.

25 MR. JAGGI: -- that we could do differently than

1 what we have now.

2 We have a site coverage bonus, but it doesn't
3 incentivize anything other than site features. It doesn't
4 really speak to sustainable development practices.

5 So we could build that in as another way to, you
6 know, increase site coverage, for example.

7 So that -- I think that's what we're talking
8 about when we say incentivize, but it's the whole package
9 of sustainable development practices where we could
10 encourage.

11 MR. ROVAK: All right. Thank you.

12 CHAIRMAN KISTNER: I think we all agree.

13 One other question.

14 So in the -- I know for a long time in the
15 capital improvement plan there's -- there's been, kind of
16 on the wish list side of it, contributing to Lindbergh
17 streetscaping.

18 MR. JAGGI: Yes.

19 CHAIRMAN KISTNER: Not just the pedestrian
20 portion, but even and possibly seeking out grants,
21 whatever.

22 MR. JAGGI: Right.

23 CHAIRMAN KISTNER: Does that belong in here,
24 because right now there really is just the reference to
25 the sidewalk portion?

1 MR. JAGGI: Uh-huh. Yeah. I think that's
2 covered a little bit under the streets frontage
3 recommendations where we have consistent landscaping
4 standards along Lindbergh.

5 It does speak to that somewhat. It doesn't
6 specifically call out, you know, city obtaining grant
7 funds to make those improvements ourselves. It's more of
8 a development standard, where as developments come in, we
9 would ask them to do that.

10 But I don't know if that's in line with what
11 you're thinking or not.

12 CHAIRMAN KISTNER: I guess because it says along
13 Lindbergh --

14 MR. JAGGI: Yeah.

15 CHAIRMAN KISTNER: -- it suggests just the
16 sidewalk portion itself, and there's certainly a, I think,
17 a hope, a goal of something, of Creve Coeur being able to
18 participate in something broader than just that.

19 So I don't know if there's a little bit more
20 global wording that would --

21 MR. TIMOTHY BREIHAN: So some of those -- so
22 that -- the -- the -- the public realm aspect of it is
23 really covered in the streets recommendations, which are
24 part of the over -- the citywide systems subsection of the
25 plan, which we'll be getting to shortly.

1 Whereas, the districts really deal with -- with
2 lot development standards and lot development as it sort
3 of interfaces with the public realm, so --

4 CHAIRMAN KISTNER: That makes sense.

5 MR. TIMOTHY BREIHAN: -- so perhaps what we
6 could do is just maybe make slightly more reference to
7 that in the lot development standards, so that it's --
8 that anyone who's reading that section will know to look
9 to that -- to the -- the section on the streets
10 recommendations for the public realm counterpart.

11 CHAIRMAN KISTNER: Okay. Thank you.

12 MR. TIMOTHY BREIHAN: Do -- do you want to take
13 public comment on this section or --

14 CHAIRMAN KISTNER: Thank you for the reminder.

15 MR. TIMOTHY BREIHAN: Sure.

16 CHAIRMAN KISTNER: So as we've been doing, as we
17 get to the end of a particular section, we ask if there's
18 anybody who wishes to speak to about particular section.

19 And as long as we're asking, are there people
20 here who are -- want to speak to prior sections of the
21 plan?

22 Mr. Breitweiser.

23 MR. BREITWEISER: Thank you.

24 Neal Breitweiser, 847 Deaver Lane.

25 Not exactly sure what page we're on, but I think

1 I'm speaking to the map and page 88 regarding the East
2 Olive Corridor.

3 I'm speaking today as a trustee representing
4 Olive Crest First Addition, otherwise known as Deaver
5 Lane.

6 The Olive Crest Subdivision also includes the
7 homes along the south side of Olive between the First
8 Community Credit Union, traveling along eastward to the
9 commercial development at Spoede and Olive.

10 We have participated in the public workshops
11 regarding the revision of the Comprehensive Plan, provided
12 input, emailed P&Z and participated in the group sessions.

13 Every juncture representatives from our
14 subdivision have provided input stating the drafts
15 presented in the workshops were in direct conflict with
16 our subdivision restrictions on file with the St. Louis
17 County Recorder of Deeds.

18 While we appreciate the fact the draft proposal
19 does not include commercial designation within our
20 subdivision, we would like you to be aware of the language
21 in our restrictions prohibiting multifamily dwellings.
22 Only allowing for single-family homes throughout the
23 subdivision.

24 Speaking from the restrictions themselves,
25 quote, for the use and benefit of the present and future

1 properties which become subject to this agreement and/or
2 which abut, front or adjoin Deaver Lane.

3 Deaver Lane is intended to be and shall be
4 protected as a single-family residential roadway and
5 access for the property. It is acknowledged that
6 non-single family residential use of Deaver Lane would be
7 detrimentally and substantially adversely affect the
8 value, use and enjoyment of the properties.

9 It is for this reason we object to the draft
10 proposal, specifically the designation of Olive frontage
11 properties in our subdivision as "suburban multifamily
12 neighborhood".

13 Thank you.

14 CHAIRMAN KISTNER: Thank you.

15 And, Whitney, do you have a copy of this? We'd
16 like to make sure this is noted for the record in an email
17 of Monday, November 21st, from Mr. Breitweiser.

18 MR. JAGGI: Yes, we received Mr. -- I received
19 Mr. Breitweiser's email comments just before the meeting.
20 That was distributed to each member, and we will include
21 it in the comments received.

22 CHAIRMAN KISTNER: Any additional comment on
23 previous or the Lindbergh Boulevard section?

24 Okay.

25 MR. TIMOTHY BREIHAN: Thank you.

1 So moving to the next section. This deals with
2 the Campus and Institutional District recommendations.

3 Within -- within the Campus and Institutional
4 Districts there are basically two -- two place types that
5 are included.

6 The first is the Civic Place Type. And this --
7 the vision statement for the Civic Place Type states that
8 it is a Community Place Type or overlay for various
9 institutional uses, including schools, churches, religious
10 facilities and public facilities comprised of a single
11 primary building with optional ancillary or outbuildings
12 on a single lot.

13 Civic sites have no minimum site area and can be
14 located in a variety of surrounding context.

15 The Campus Place Type, the vision statement
16 reads that Campus Place Types are large multibuilding
17 office structures, institutional facilities, research
18 buildings, educational and healthcare facilities deeply
19 set back from site edges and surrounded by beautiful
20 landscape buffers. Campuses, by definition, consist of
21 multiple primary buildings on a single site. The minimum
22 size for campuses is recommended to be 10 acres.

23 Now, there is one change that we have looked at.
24 Since earlier iterations of the plan, we had both a Campus
25 Urban and a Campus Suburban Place Type.

1 The Campus Urban Place Type was geared towards
2 properties along Olive Boulevard, including in earlier
3 versions, the Plant Sciences District, as well as the BJC
4 West Campus.

5 The Plant Sciences District was pulled out as
6 its own place type, as we discussed last time.

7 And based upon the -- the planned redevelopment
8 of the -- of the BJC West Campus, it was -- it was
9 determined that the Campus Urban was really no longer a --
10 a relevant or viable recommendation, therefore, those were
11 combined into a Single Campus Place Type.

12 And the -- the Civic Place Type has remained
13 relatively consistent throughout, and, again, really deals
14 with -- with smaller -- smaller institutional uses.

15 Lot development standards for these two place
16 types, and, again, this is -- I just want to go over a
17 couple of the key ones here. There are -- there are some
18 others that are common to other nonresidential place
19 types.

20 But lot development standards include
21 establishing primary street and secondary street build-to
22 lines to provide a consistent relationship between the
23 first tier building and the street.

24 What this basically means is that particularly
25 in the campus developments where you have multiple primary

1 buildings on a lot, the -- the regulations are really
2 concerned with the outer row or outer tier of buildings,
3 those that are directly adjacent to streets.

4 And that the interiors of lots should be allowed
5 to be relatively unregulated to -- to allow for a variety
6 of configurations.

7 The recommendation further states that build-to
8 lines should be developed separately for each Residential
9 Place Type to reflect each place type's articulated
10 vision.

11 This deals with the way in which these -- these
12 campus sites sort of work as overlays to other districts,
13 particularly Residential Districts.

14 Next recommendation, provide a maximum for the
15 amount of pervious pavement that does not count toward
16 site coverage.

17 And the third, when -- when lots directly abut
18 other lots with a different Community Place Type, a
19 landscape buffer, measured horizontally from the lot
20 boundary, should be provided.

21 Other key recommendations within this include
22 green space preservation.

23 The first stating that, when located in
24 primarily residential areas, establish a green edge
25 landscape zone, again, measured horizontally from the lot

1 boundary, along all street frontages to maintain
2 compatibility with surrounding development character.

3 And then establish a minimum percentage of green
4 space to be preserved on site.

5 So, again, these recommendations are designed to
6 allow for flexibility in the development of -- of large
7 institutional properties, of which there are quite a few
8 in Creve Coeur, and -- and they are important -- important
9 landowners and important components of your city.

10 But we want to ensure that the development of
11 those campuses does not result in negative impacts on
12 surrounding areas, particularly residential, and fits in
13 with the residential character.

14 So are there any questions on the Campus and
15 Institutional Place Type recommendations?

16 MR. ROVAK: I just had one.

17 And maybe it's a typo. But when you get into
18 lot development standards right at the beginning --

19 MR. TIMOTHY BREIHAN: Uh-huh.

20 MR. ROVAK: -- establish primary street and
21 secondary street build-to lines, and that's where you
22 discuss the first tier --

23 MR. TIMOTHY BREIHAN: Uh-huh.

24 MR. ROVAK: -- and develop separately for each,
25 is that word "residential" belong in there, for each?

1 MR. TIMOTHY BREIHAN: You know what, as I look
2 at that, that is a typo. It should state for each -- for
3 each civic -- or for each Civic and Institutional Place
4 Type, yes.

5 MR. ROVAK: Thank you.

6 MR. TIMOTHY BREIHAN: Thank you.

7 CHAIRMAN KISTNER: Any other questions?

8 Is there anybody in the audience here who would
9 like to speak to this section?

10 Okay.

11 MR. TIMOTHY BREIHAN: Thank you.

12 Next we'll move to the City-wide Systems.

13 And, again, this -- this section comprises four
14 separate City-wide Systems recommendations; parks,
15 recreation, open space recommendations; bicycle and
16 pedestrian connectivity recommendations; streets
17 recommendations and public arts recommendations, and we'll
18 go through each of those separately.

19 Parks, recreation and open space
20 recommendations. The -- the key objective behind these is
21 to connect all of Creve Coeur's park -- parks and schools
22 with an interconnected network of off-street paths and
23 greenways.

24 And there are recommended -- there are
25 recommendations for those -- those connections, which are

1 provided on the map on page 113 of the plan.

2 And these -- these recommendations are designed
3 to build upon some of the overall recommendations in the
4 city's current pedestrian plan.

5 But also to provide some more -- some more
6 specific potential alignments based on availability of --
7 of connections and sort of planning best practices.

8 And they include the network of open space and
9 green corridors that currently exist, primary recreation
10 areas that currently exist, multiuse and then the
11 development of multiuse pathways for both bicycle and
12 pedestrian traffic, neighborhood walks, which would be
13 pedestrian pathways between subdivisions or neighborhoods
14 and greenway trails, which would be off-street bicycle and
15 pedestrian connections.

16 I think it's important to note, and we'll talk
17 specifically about some of the recommended facility types
18 in the next section, but it's important to note in -- in
19 this -- in this -- in these series of recommendations that
20 the alignments that are proposed are -- are simply
21 suggested -- suggested and recommended alignments only.

22 We understand that in virtually all cases these
23 are alignments that would need to occur on privately owned
24 property, be that property that's controlled by -- by
25 Ameren or property that is -- that is wholly owned by

1 various subdivision trustees in the form of common ground,
2 and, therefore, that any of these recommendations would
3 need to be fully coordinated and done with the full
4 cooperation of those property owners.

5 So we're not in any way suggesting in the -- in
6 the Comprehensive Plan that the city undertake any sort of
7 eminent domain or other takings in order to develop these.

8 But the reason that the specific alignments are
9 provided within the plan is really to give the city a
10 starting point for the development of some of these
11 facilities.

12 One of the challenges and criticisms of the
13 current plan is that there are certain recommendations
14 that are -- that are provided, but they really have no
15 sort of geographic basis, and so we want to at least give
16 a geographic baseline for consideration moving forward.

17 So any -- any questions on the overall parks,
18 recreation and open space recommendations?

19 MR. SCHUH: Wonder if there would be any value
20 in adding, and other public venues, attractions to the --
21 what we're connecting?

22 MR. TIMOTHY BREIHAN: Sure. Yeah. I think
23 there could be. To acknowledge that there's, obviously,
24 other sort of non-publicly owned or publically operated
25 areas that we want to connect to, yes.

1 CHAIRMAN KISTNER: I mean a town center would be
2 an obvious one that we would want too.

3 MR. TIMOTHY BREIHAN: Right.

4 CHAIRMAN KISTNER: Okay. Any other questions,
5 comments?

6 From the audience, anybody who would like to
7 comment or say something about this section?

8 If you -- anybody who does, you need to come up.
9 I know you've been sworn in.

10 MS. CAMPBELL: Right. I think I want to --

11 CHAIRMAN KISTNER: Hang on. Wait until you get
12 to the microphone because we're transcribing this hearing.

13 MS. CAMPBELL: Okay.

14 CHAIRMAN KISTNER: Please come forward.

15 MS. CAMPBELL: Oh.

16 CHAIRMAN KISTNER: No, I just want you to come
17 in and state your name for the record and address.

18 MS. CAMPBELL: Judy Campbell, 314 Lyonnais.

19 I think this pertain to parks and recreation,
20 and also the issue between the town center park as opposed
21 to the golf course, so this is all connected in, but you
22 didn't have discussion right after that, so I waited.

23 Creve Coeur's deficient in the amount of green
24 space it currently has for a city of its size.

25 Many people realize that if we lose the golf

1 course, we could lose the green space that's developed for
2 residential and commercial development.

3 Most people would prefer to have a town center
4 park that maintains as much green space as possible.

5 As Creve Coeur grows it would be -- as Creve
6 Coeur grows with the Danforth Innovation Hub Districts --
7 District, it would be beneficial to have a large park area
8 in which residents of different ages and abilities can
9 have a place to walk, bike and move about on wide
10 sidewalks.

11 If we have the town center park it could become
12 an activity and driven -- an attraction driven site, which
13 could include possibly recreational, a driving range, a
14 miniature golf course, bike paths, the farmers market and
15 several specialty shops. It could have both casual
16 dining, both inside and out, possibly even an ice cream
17 and snow cone stand to support it and -- support it.

18 There could be a multiuse building that could be
19 housed to stall -- house to -- house stalls for vendors,
20 future possibles could be held in this building or in
21 close proximity. The town center park could have water
22 features, gardens, artwork and benches.

23 For those activities and other possible events
24 it should have a large public garage rather than large
25 surface lots, less impervious surfaces, which would result

1 in less storm water management concern.

2 It could draw a lot of people, which would bring
3 about -- bring about more life and energy into Creve
4 Coeur. The town center would become a destination place,
5 a place for all people to enjoy.

6 CHAIRMAN KISTNER: Thank you very much.

7 MS. CAMPBELL: Thank you.

8 CHAIRMAN KISTNER: I don't think -- have you
9 been sworn in?

10 MR. McCOY: No, I haven't been sworn in yet.

11 (Dave McCoy was sworn in by the court reporter.)

12 MR. McCOY: Yeah, I'm Dave McCoy. Live at 831
13 Montmartre Court in Ward IV. And I'm on the Parks,
14 Recreations and Historic Preservation Committee.

15 And I was just looking in the -- in the plan and
16 there didn't seem like the historic preservation aspect
17 was really highlighted at all.

18 I think there was one statement in there related
19 to historic preservation. I was just wondering if that
20 was something that could be exploited a little bit more in
21 a few paragraphs or something in some areas.

22 CHAIRMAN KISTNER: It's been a couple of
23 meetings since we talked about the historic section. I
24 think we asked for places to be specifically identified.

25 MR. JAGGI: We did. Yeah, we covered that at

1 the meeting before.

2 MR. McCOY: Oh, okay.

3 MR. JAGGI: Yeah --

4 MR. McCOY: The last meeting?

5 MR. JAGGI: -- and I can certainly share the --
6 share the language with you, I don't have it right in
7 front of me.

8 MR. McCOY: Oh, okay.

9 MR. JAGGI: But, yeah, we did. That was one of
10 the strategies that was used, along with our objectives
11 related -- relative to parks and historic sites.

12 MS. SILVERMAN: I believe it was at meeting one,
13 so not the last meeting, but the meeting before that.

14 MR. McCOY: Oh, the one before. Okay.

15 And then I guess the other comment I had was
16 when I looked at the, for example, on the arts section, it
17 was mentioned there that the -- coordinates with the City
18 Arts Committee.

19 And I didn't see the same language in the Parks
20 and Recreations area where they coordinate with the Parks
21 and Recreations Committee.

22 Cause I think, just based on my experience of
23 being on the committee, I think there's things that happen
24 in the parks that probably could be coordinated a little
25 bit better with that committee, so I think it would be

1 good to have the same --

2 CHAIRMAN KISTNER: Language.

3 MR. MCCOY: -- kind of wording in that paragraph
4 also.

5 CHAIRMAN KISTNER: That makes sense.

6 MR. MAGRUDER: Yeah. Uh-huh.

7 MS. SILVERMAN: Very wise.

8 MR. MCCOY: Okay. That's all I have.

9 CHAIRMAN KISTNER: Thank you very much.

10 MR. MAGRUDER: Good. Thank you.

11 CHAIRMAN KISTNER: Anyone else on this section?
12 Okay.

13 MR. JAGGI: I would just also add, Mr. McCoy,
14 your email inquiry was also included in the packet and is
15 part of the record this evening about the town center
16 concept.

17 MR. MCCOY: Okay.

18 MR. TIMOTHY BREIHAN: Thank you.

19 So the next -- the next section, the city-wide
20 systems. I apologize there's a typo on this slide. It
21 should read "Bicycle and Pedestrian Connectivity
22 Recommendations" at the top.

23 But the objective of these is to improve the
24 walkability and bikeability of Creve Coeur and provide an
25 equity of mobility for all residents.

1 And facilities within this system are designed
2 at an interval approximately one-half mile.

3 This is to, basically, ensure that -- that all
4 households within the city are no more than a quarter of a
5 mile from a designated bicycle or pedestrian route.

6 The -- the recommendations for a bicycle and
7 pedestrian connectivity build upon the regional
8 recommendations that are outlined in the -- in the
9 St. Louis Gateway Bike Plan, which have some key
10 facilities which run through Creve Coeur, including
11 facilities on Conway Road, Olive Boulevard and -- and
12 Ladue Road.

13 And so building on those, this plan proposes
14 some -- some other smaller connections within the city to
15 access those regional routes, as well as to provide better
16 intra-city connectivity.

17 It's based around the following facility types.

18 Bike lanes, which would be dedicated striped
19 lane on each side of the road. Those are primarily
20 envisioned for Olive Boulevard, which is the
21 recommendation of the Gateway Bike Plan, as well as the
22 section of Conway Road between North New Ballas and North
23 Outer 40.

24 Shared lanes, which are the -- the purple lines
25 that you see on the map. These would be designated for

1 roads that -- that either have -- that either have a
2 little bit of excess lane capacity, but don't have the
3 physical space for a -- a designated separate facility.

4 Paved shoulders. These are the lines that you
5 see in blue, and those are areas where there are existing
6 shoulders that can be utilized as -- as designated areas.

7 Bike routes. The dashed lines, this is
8 predominantly along -- along Spoele Road where there
9 really is no other way of -- of accommodating bikes.

10 And then pathways, which would be, basically,
11 parallel -- pathways that are parallel to the road, so a
12 wide sidewalk condition.

13 Pedestrian walks. The small pedestrian
14 connections between subdivisions and greenway trails,
15 which are the dashed green lines, and those -- those are
16 consistent with the recommendations in the Parks,
17 Recreation, Open Space recommendations.

18 Again, as with the parks recommendation --
19 Parks, Recreation, Open Space Recommendations, it's
20 understood that many of these improvements, particularly
21 the off-street improvements, would require coordination
22 with existing property owners, and so the same caveat
23 would apply to these recommendations as well.

24 But, again, many of these recommendations are --
25 are parts of -- are part of other regional planning

1 efforts, and there are grant opportunities and other
2 funding opportunities to pursue in terms of implementation
3 of these.

4 And so having these recommendations as part of
5 the Comprehensive Plan will allow the city to be more --
6 more competitive when applying for implementation grant
7 funding.

8 So any questions as it pertains to the bicycle
9 and pedestrian connectivity recommendations?

10 MR. MAGRUDER: Which designations Ladue Road?

11 MR. TIMOTHY BREIHAN: Ladue Road is designated
12 as a pedestrian pathway, which, basically, is because it
13 already -- there's a significant portion that already has
14 an improved sidewalk, basically, from -- from Mason to,
15 effectively, to 270. And that -- and there are also
16 sidewalks along portions of it east of 270, so creating a
17 continuous sidewalk along that.

18 MR. MAGRUDER: I often see a lot of bicyclists
19 on there, that's why I was asking.

20 MR. TIMOTHY BREIHAN: Yeah.

21 And one of the challenges is that, you know,
22 currently that -- that sidewalk, while it is wide as far
23 as a sidewalk goes, I think its maximum width is -- is
24 5 feet in places, which is too narrow to technically be
25 classified as a multiuse path.

1 However, revising the city ordinance that
2 prohibits bicycles on sidewalks in residential areas, for
3 instance, would -- would technically open that to -- to
4 bicycle traffic as well.

5 CHAIRMAN KISTNER: Is there anyone in the
6 audience who would like to speak to this portion of the
7 draft plan?

8 If you could be sworn in, please. Were you
9 sworn in at the beginning?

10 MR. HARRIS: No, I wasn't.

11 CHAIRMAN KISTNER: Okay.

12 (Hal Harris was sworn in by the court reporter.)

13 MR. HARRIS: I'm Hal Harris. I live at 20 -- at
14 16 Country Lane. And I just wanted to make a comment
15 about your last suggestion.

16 I'm a bicycle commuter, and I -- I bike on the
17 streets at -- which is where bicycles belong. And I don't
18 think that it's safe. Bicycling on the sidewalk that's
19 shared with pedestrians, perhaps people pushing baby carts
20 and things like that, or passing other bicycles on a -- on
21 a fairly narrow sidewalk is not a good idea.

22 It -- I mean despite the fact that bicycles are
23 a lot lighter than automobiles, you can still have very
24 serious accidents. And so I think the idea of trying to
25 share fairly narrow area with bicycles and pedestrians is

1 not good.

2 I -- I would much rather see the streets labeled
3 appropriately with signage so that automobiles know that
4 bicycles have the legal right to use the entire lane if
5 necessary, and automobiles are expected to pass a bicycle
6 just like they would any other slow-moving vehicle.

7 That's all I want to say.

8 CHAIRMAN KISTNER: Thank you very much.

9 All right. Ready to continue?

10 MS. SILVERMAN: Just one comment.

11 CHAIRMAN KISTNER: Oh, I'm sorry.

12 MS. SILVERMAN: On page 112 where it says
13 Solomon Schechter Day School, I believe that's Saul
14 Mirowitz.

15 MR. TIMOTHY BREIHAN: I'm sorry?

16 MS. SILVERMAN: Solomon Schechter Day School, I
17 don't think exists anymore. I think it's Mirowitz Day
18 School.

19 MR. TIMOTHY BREIHAN: Okay. Thank you.

20 And just to that last comment, I did just want
21 to point out that the way in which Ladue Road is currently
22 classified in the plan is as a pedestrian walk, and that
23 was so not as a multiuse path.

24 So that was specifically because the sidewalk is
25 technically not wide enough.

1 So I do think that the -- the question of
2 that -- the future of that, you know, whether or not to
3 either allow it as a multiuse path or to look at
4 potentially expanding it as a multiuse path, but in the
5 recommendations of the plan, we are specifically calling
6 it out as -- as a pedestrian walk.

7 And I'm aware that a lot of cyclists use the --
8 use Ladue Road and ride on the street, so, but -- but, you
9 know, having -- acknowledging that improved pedestrian
10 connectivity along there, I think is an important part of
11 the overall -- overall network.

12 Moving on to the streets recommendations.

13 The objective with the streets recommendations
14 is to develop complete streets. That is streets with
15 facilities for all users and all modes of transportation
16 incrementally as street improvements are made.

17 These recommendations correspond directly
18 with -- with the objective that we talked about at the
19 first meeting to utilize complete streets principles when
20 conducting major improvements and consider the adoption of
21 a city-wide complete streets policy.

22 What we've done in these recommendations is
23 we've identified key streets where -- where improvements
24 would be most beneficial. And so we have not taken -- we
25 have not taken an approach of trying to propose

1 improvements for every street in the city, for example,
2 acknowledging that some streets have just been -- have
3 been recently completed and that there are right-of-way
4 limitations.

5 But we, basically, looked at a series of
6 qualitative streets typologies; a Boulevard typology,
7 Avenue Type I and Type II, Commercial Street Type I,
8 Mixed-Use Street Type II, Mixed-Use Street Type III, Road,
9 Neighborhood Street and Residential Street, and these are
10 all presented on pages 118 through 120 of the plan
11 document.

12 I'm not going to go through each of them in
13 detail tonight, but the idea is that with each street
14 typology, there are, basically, keyed to both the
15 existing -- the existing street type and its functional
16 classification, as well as the Community Place Type
17 District in which the streets are located.

18 And the idea is to provide some -- some
19 recommendations in the plan for facility enhancements that
20 would, again, achieve those complete streets principles,
21 be that sidewalk improvements, the provision of bicycle
22 facilities, streetscape and public realm enhancements,
23 parallel parking, all -- all, basically, maintaining the
24 existing level, vehicular level of services present.

25 So I'd be happy to answer any specific questions

1 about specific street typologies or questions about the
2 overall network as a whole.

3 CHAIRMAN KISTNER: So just, pick as an example,
4 for this question, there's a boulevard portion that runs
5 between -- starts somewhere between Spoede and Graeser,
6 runs west to, looks like, just about Craig Road. It's a
7 boulevard designation. Calls for a center median or
8 optional center bioswale.

9 MR. TIMOTHY BREIHAN: That -- that's -- that's
10 the Avenue Type II, and I apologize if the color --

11 CHAIRMAN KISTNER: Oh, the color's not --

12 MR. TIMOTHY BREIHAN: -- coding. So we can
13 definitely -- if that's not coming through clearly on the
14 map, we'll -- we'll -- we'll revise that to make that
15 clear, but.

16 CHAIRMAN KISTNER: Okay, no, that makes much
17 more sense --

18 MR. TIMOTHY BREIHAN: Okay.

19 CHAIRMAN KISTNER: -- because I didn't see how
20 that was ever going to become --

21 MR. TIMOTHY BREIHAN: Sure. Sure.

22 CHAIRMAN KISTNER: Yeah, the color designations
23 are difficult to read.

24 So you said that's an Avenue Type I or Avenue
25 Type II?

1 MR. TIMOTHY BREIHAN: That's Avenue Type II,
2 yeah, and the difference between -- basically, the
3 difference between Avenue Type I and Type II is the
4 difference between the -- sort of the -- the West Olive
5 Corridor, which is Avenue Type I and the East Olive
6 Corridor, which is Avenue Type II, so looking at a -- at
7 Avenue Type II being -- being slightly -- slightly
8 narrower and accommodating a greater frequency of curb
9 cuts based on adjacent development.

10 Yeah, generically speaking, the Boulevard Type
11 is reserved for -- for Lindbergh Boulevard.

12 Olive is a mix of Avenue Type I, Avenue Type II
13 and Commercial Street Type I, which is the -- the core in
14 the Central Business District.

15 Then are -- there's Mixed-Use Street Type --
16 Type II and Mixed-Use Street Type III, which are the
17 dark -- the darker red streets that would be sort of the
18 secondary streets within those key business districts.

19 Road are sort of residential through streets,
20 again, predominately Mason Road in this. And the
21 neighborhood street and residential street.

22 Neighborhood Street being the through street up
23 here at -- I'm drawing a blank on it, I apologize -- and
24 then Residential Streets being -- being these.

25 So, basically, moving just sort of increasingly

1 low density and suburban characters as you move through.

2 CHAIRMAN KISTNER: Yes.

3 MR. ROVAK: Yeah, I think you've done a good job
4 on specifically incorporating various VMPs into some of
5 the street profiles.

6 I think in the narrative paragraph or portion of
7 the narrative paragraph, really ought to be incorporated
8 into that, because of two extremes. There are types --
9 there are times and types where sometimes unachievable --

10 MR. TIMOTHY BREIHAN: Uh-huh.

11 MR. ROVAK: -- but as often as not, it -- it may
12 be achievable even in a street type that is not one of
13 those which was shown specifically to have.

14 MR. TIMOTHY BREIHAN: Sure.

15 MR. ROVAK: But acknowledging the fact that
16 under many permanent situations now a renovation of a
17 street, sometimes even if it's only an overlay, it doesn't
18 require very much to trigger requirements for --

19 MR. TIMOTHY BREIHAN: Sure.

20 MR. ROVAK: -- various types of VMPs along with
21 the rehabilitation of that street.

22 MR. TIMOTHY BREIHAN: Right.

23 MR. ROVAK: Even if that wasn't the intent, and
24 I think -- so that acknowledging that and saying that, you
25 know, when possible, where possible --

1 MR. TIMOTHY BREIHAN: Uh-huh.

2 MR. ROVAK: -- I think that a general narrative
3 in the text portion before you get into the profiles --

4 MR. TIMOTHY BREIHAN: Uh-huh.

5 MR. ROVAK: -- probably would -- would be a good
6 idea, I think --

7 MR. TIMOTHY BREIHAN: Sure.

8 MR. ROVAK: -- as an indication of that.

9 MR. TIMOTHY BREIHAN: Sure. Thank you.

10 MR. JAGGI: To add to the discussion, if I
11 could, just so the Commission's aware of some of the
12 current issues that are being discussed at the City
13 Council level, and also our City's Public Works
14 Department, is MoDOT, and I guess the Federal Highway
15 Administration and perhaps East/West Gateway, their trend
16 has been to take a very strict view on providing
17 multimodal accommodations for street, roadways.

18 So when we have -- if the city's going out for
19 just a -- an overlay repair of a street, the threshold is
20 really being interpreted to be very low that, okay, now
21 you have to start looking at all the sidewalks, and if you
22 have sidewalks that are there and are not up to
23 100 percent today's standard, you better be prepared to go
24 in and make those changes.

25 MR. ROVAK: You can't do just one thing.

1 MR. JAGGI: Yeah. I know just the practical
2 side of this is it's becoming a budgetary issue to some
3 degree because that -- that has to be built into the scope
4 of work when it comes to street maintenance.

5 But I think this plan speaks to, you know, a
6 broader goal over time is to trying to make some streets
7 multimodal and designating others as being they're just
8 residential streets and there's limited rights-of-way to
9 be able to make some of those improvements.

10 MR. ROVAK: And I think that's --

11 MR. JAGGI: Yeah.

12 MR. ROVAK: -- the acknowledgment of that in
13 the --

14 MR. JAGGI: Okay.

15 MR. ROVAK: -- in the narrative is as important
16 as the work that went into the very specific incorporation
17 of those.

18 MR. TIMOTHY BREIHAN: Sure.

19 MR. ROVAK: The specifics on the certain street
20 profiles.

21 MR. JAGGI: Sure.

22 MR. ROVAK: I mean -- yeah, sections.

23 CHAIRMAN KISTNER: Anybody who -- from the
24 audience who wishes to comment on this section?

25 You're already sworn in, so if you would just

1 give your name and address again.

2 MR. HARRIS: I'm -- this is Hal Harris again.

3 I -- I just had a question about traffic calming
4 strategies.

5 I know that there are some of those in play
6 already in Creve Coeur. I think Chasselle in the west
7 part of the city off of Ladue Road.

8 That strategy, as far as I can tell, has been
9 very successful. It slows the traffic, but not without
10 really interfering with it. It gets the traffic down to a
11 speed that you can -- you can design those things to get
12 the traffic down to the speed you want without making
13 everybody stop to -- to go over almost a curb.

14 And I just wondered, there are also some traffic
15 circles in -- in the city. I wonder if there is a general
16 plan for what kinds of strategies might be useful in a
17 more broad and a strategic way in the city. I didn't see
18 that in this plan, and it's -- it's not really about a
19 specific street, but about a strategy for the city as a
20 whole.

21 CHAIRMAN KISTNER: Thank you.

22 And if you're able to address that.

23 MR. TIMOTHY BREIHAN: Sure.

24 And thank you for the comment.

25 I know that in terms of the, you know, early on

1 we had objectives that dealt with -- with local requests
2 for traffic calming measures from subdivisions.

3 But I do think that that's something that can
4 be -- that some general -- general principles can be added
5 in to address, you know, sort of how you would handle that
6 in commercial areas, how you would handle it in
7 residential areas.

8 And we can -- we'll work with the staff to -- to
9 see what the best approach for incorporating that will be.

10 MR. JAGGI: And we do, if you can recall one of
11 our earlier discussions, this question came up as a
12 recommendation to have traffic calming strategies and
13 policies.

14 And we found out that our Public Works
15 Department actually already had that in place, and they
16 have for several years. And the feedback that we got from
17 that department was that it's working pretty well, and we
18 already have the policy in place for consideration of
19 traffic calming measures when we get those requests from
20 the residents.

21 So I think based on that, we kind of left it
22 alone, saying, okay, it's already here, it's not anything
23 we need to -- to be concerned about.

24 CHAIRMAN KISTNER: Maybe a reference to the fact
25 that they are --

1 MR. ROVAK: Maybe acknowledging, yeah.

2 MR. JAGGI: Yeah, maybe acknowledging that
3 they're in place and it's working well, maybe that's how
4 we can build --

5 MR. ROVAK: Yeah.

6 MR. JAGGI: -- build that into this, uh-huh.

7 CHAIRMAN KISTNER: Great.

8 Before we need to move on, I just want to do a
9 time check.

10 We're at an hour and ten minutes. We have -- is
11 it two sections to go just to finish 4?

12 MR. TIMOTHY BREIHAN: There are two sections in
13 Chapter 4, yes.

14 CHAIRMAN KISTNER: Okay. So let's have that as
15 our goal.

16 MR. TIMOTHY BREIHAN: Yes. Hopefully they
17 should be fairly easy.

18 So the -- the fourth and final of the city-wide
19 systems are Public Art Recommendations.

20 The objective is to coordinate the types and
21 locations of art citywide to promote a coherent and
22 recognizable identity for the city.

23 Again, this is tying back to the general
24 recommendations in -- in goal and Objective No. 1 dealing
25 with placemaking community identity.

1 There are basically four components. City
2 gateways, which are indicated at -- by the yellow arrows,
3 sort of at key entrance points to the city, both at the
4 city boundaries, as well as entrances from Interstate 270
5 and from Lindbergh Boulevard.

6 Parks and public space. And the -- the
7 opportunities for enhancement or new public art
8 installations and signature landscapes in those amenities.

9 The development of signature streetscapes along
10 the key streets and roads that are highlighted in red.

11 Again, this -- this ties into some of the
12 general recommendations from both the parks, recreation
13 and open space recommendations, as well as the streets
14 recommendations, but, basically, highlighting these --
15 these key streets with -- with signature streetscape
16 elements. And that could be anything as simple as -- as
17 banners on commercial streets to particular landscaping
18 strategies, lighting strategies, as streets are -- are
19 enhanced over time.

20 And then, finally, programming and partnerships.
21 And this really builds upon some of the -- the existing
22 efforts of the city's Arts Committee.

23 Looking at -- at expanding their existing art on
24 loan program, for instance, potentially developing a
25 percent for art program for commercial and mixed-use

1 developments, for public art, involvement of local artists
2 in -- in developing various improvements, and then
3 developing a public performing arts program, particularly
4 to help activate some of the city's public spaces in -- in
5 the warmer months, and looking at expanded partnerships
6 with local arts organizations.

7 Again, many of these programming and partnership
8 recommendations are acknowledgments of efforts that are
9 currently underway by the Arts Committee, but -- but we
10 think sort of a coordination and enhancement of those
11 efforts would -- would be beneficial to achieving some of
12 the overall objectives of the Comp Plan update.

13 Yes, sir.

14 MR. SCHUH: If I could just go back real quick
15 to the -- the last section concerning the designation of
16 the -- of the streets. I --

17 MR. TIMOTHY BREIHAN: Sure.

18 MR. SCHUH: And I would just preface this by
19 saying that I don't -- I don't so much have a specific
20 question. I -- and I don't so much want to articulate a
21 specific position, but I took part two years ago in a
22 subdivision meeting concerning what was going to happen to
23 a main road that ran through our subdivision.

24 I live in Country Forest. Falaise runs right
25 through the middle of it. It's a hilly, windy road that,

1 frankly, as a parent of young children, is it makes it
2 difficult to get out of the neighborhood without some sort
3 of sidewalk or somewhere to walk.

4 And I'm not -- I'm not here to articulate an
5 argument in favor of putting sidewalks, a bike lane or
6 anything like that.

7 MR. TIMOTHY BREIHAN: Uh-huh.

8 MR. SCHUH: But I just wonder if -- if maybe you
9 can answer this, has any -- has -- what factors have gone
10 into determining how to -- what -- what made the yellow
11 line yellow on -- on the example I'm looking at is Falaise
12 running through there --

13 MR. TIMOTHY BREIHAN: Uh-huh.

14 MR. SCHUH: -- and have -- has thought gone into
15 how that will affect the type of families who will -- who
16 will move -- want to move in, how that will affect
17 property values of the demographic that we would hope or
18 not hope to attract in that particular neighborhood?

19 MR. TIMOTHY BREIHAN: Sure.

20 So -- so, particularly, as it relates to the --
21 the neighborhood street and the residential street
22 classifications, the example that you're speaking of is
23 the residential street classification. We were really
24 trying to look at -- at, basically, through streets
25 that -- that served larger subdivisions or served a larger

1 number of non-through streets for enhancements to,
2 basically, improve walkability and bikeability longterm.

3 And -- and the goal behind that is exactly what
4 you articulated, which is that in many of these
5 subdivisions it's difficult to get out of them or to get
6 to adjacent subdivisions without having a long route that
7 might not be particularly walkable.

8 And the recommendations -- and the streets
9 recommendations work in concert with the bicycle and
10 pedestrian, the parks, recreation, open space to,
11 hopefully, provide a greater inter-connectivity of
12 different types of mobility options, be that car traffic,
13 be it bicycles, pedestrians, et cetera.

14 And so, for instance, the -- the neighborhood
15 walks idea, the small pedestrian connections that link
16 cul-de-sacs, which is something would, obviously, have to
17 be done in close cooperation with the adjacent property
18 owners, would be another example of that.

19 But -- but as a -- as a -- as a general
20 principle in enhancing the number of connectivity options,
21 particularly in some of the larger subdivision
22 developments, particularly west of 270 where there is
23 generally poorer street inter-connectivity, is -- is one
24 of the -- one of the major goals of the plan. And that
25 was something that came up through the -- the public

1 engagement process.

2 Does that answer your question?

3 MR. SCHUH: It does.

4 MR. TIMOTHY BREIHAN: Not really.

5 MR. SCHUH: I -- I mean generally it does. I --

6 MR. TIMOTHY BREIHAN: Sure.

7 MR. SCHUH: -- if you -- I'd be curious to hear
8 what you would -- you would recommend, cause ultimately
9 we're putting it on the neighborhoods what -- what they
10 prefer, when, to some extent, there may be a public
11 interest, the city may have an interest in providing a
12 place that a certain demographic may want to move into,
13 and I'm not saying that my neighborhood is that -- is that
14 place. I'm just saying --

15 MR. TIMOTHY BREIHAN: Sure.

16 MR. SCHUH: -- I wonder what you would recommend
17 in terms of how the type of street designation affects --
18 affects the demographics that would be -- that it would
19 affect.

20 MR. TIMOTHY BREIHAN: Sure. And I -- I mean
21 from our -- I guess from our experience, it may be -- it
22 may be less about the -- it may be less about the -- the
23 designation of a specific street and more about the -- the
24 level of connectivity that a -- that a district or a
25 neighborhood provides to adjacent amenities.

1 So -- so our sense would be that -- that if you
2 have -- if you have a neighborhood that is -- that offers
3 a variety of connectivity options to both a park and an
4 elementary school, for example, that's going to increase
5 its attractiveness to someone with a family, with kids,
6 that might be making regular use of those amenities.

7 And so one of -- one of the things that we've --
8 that we've -- one of the constraints that we've
9 worked within -- or not necessarily constraints, but
10 existing context is the fact that there are a variety of
11 different subdivision neighborhood types in Creve Coeur,
12 and the way in which parks and schools and some of those
13 other amenities are located makes certain areas inherently
14 more geared towards that type of improvement --

15 MR. SCHUH: Sure.

16 MR. TIMOTHY BREIHAN: -- versus others.

17 And so the -- the recommendation, sort of using
18 the existing context as a guide, were developed, in some
19 ways enhance some of those -- some of those
20 characteristics.

21 You know, obviously, one of the challenges if
22 there isn't a school that's, you know, within a
23 comfortable walking distance, it's going to be hard to
24 provide sort of easy access from certain neighborhoods,
25 but we wanted to -- we wanted to look at developing sort

1 of an overall network of streets and other mobility
2 connectivity options that was as well distributed
3 throughout the city as -- as could be, kind of within --
4 within the existing context of the city that's basically
5 built out, so.

6 MR. SCHUH: Yeah, no, I appreciate the -- the
7 comments.

8 MR. TIMOTHY BREIHAN: Okay.

9 MR. SCHUH: Thank you.

10 CHAIRMAN KISTNER: Are there any other comments
11 about the art section, public art?

12 From the audience, any comments about the public
13 art recommendations? Okay.

14 Last section.

15 MR. TIMOTHY BREIHAN: Thank you.

16 So the last section of Chapter 4 is -- is
17 Annexation Potential.

18 And this is something that -- that we -- that we
19 were asked to consider, and we felt was important to
20 consider given -- given the way in which annexation in
21 St. Louis County works.

22 And the fact that -- that in order for
23 annexation activities to proceed, a municipality has to
24 submit an annexation plan to the St. Louis County Boundary
25 Commission, and that that plan has to be on file, and that

1 those are updated on a five-year basis.

2 And so in order to, basically, preserve future
3 options for annexation, we felt that -- that having --
4 having updated recommendations in the Comp Plan, and then
5 subsequently -- subsequent to adoption getting those
6 submitted to the county was an important step.

7 The area that has been identified in the plan as
8 a -- as a likely annexation area is, basically, this
9 portion north of the city here.

10 If you -- if you, basically, take the northern
11 boundary of the city on its -- on its extreme east corner
12 and then continue it west along the existing Ameren
13 right-of-way, that, basically, forms the northern
14 boundary.

15 It's a -- it's a portion of unincorporated
16 St. Louis County. It does not extend all the way to the
17 southern boundary of Maryland Heights, but it's a portion
18 of that area.

19 And that area comprises about 2300 acres or
20 about three and -- three and two-thirds square miles.
21 There's an estimated 4300 existing housing units in that
22 area.

23 And so in the plan we've -- we've identified
24 some -- some benefits and challenges to that -- to that
25 annexation.

1 Benefits would include an increase to the
2 St. Louis County sales tax pool allocation due to an
3 increase in households; increased property tax revenue;
4 diversification of housing stock through the annexation
5 of -- of, basically, smaller homes that would be suited
6 for a younger population demographic, which is the segment
7 that Creve Coeur currently lacks; direct connection to the
8 regional Centennial Greenway, which is planned to be
9 located in that right-of-way; increased control over the
10 development of the Olive Boulevard Corridor, because you
11 would have control of properties on both sides, and a
12 more, what we would consider to be a more logical urban
13 development pattern where your major commercial corridor,
14 Olive, is located in the middle of the city rather than on
15 the edge.

16 Challenges, of course, to this would include an
17 increase in city administrative costs, including building
18 inspection and code enforcement activities; an increase in
19 the cost of police services; an increase in resident
20 service cost, particularly trash pickup; increased capital
21 improvement costs over time, which is really dictated by
22 the current conditions of existing infrastructure,
23 particularly streets. It was notated that Creve Coeur
24 maintains its streets to a higher standard than St. Louis
25 County, and, finally, we acknowledge that there is some

1 local opposition to annexation, both within the current
2 boundaries of the city, as well as within the proposed
3 annexation area.

4 So, again, we -- we felt that it is -- that it's
5 important to -- to include this potential area in the plan
6 for future consideration, and to keep this option open to
7 the city should they pursue it.

8 We felt that it was important to sort of be
9 neutral in terms of both the benefits and challenges of
10 the annexation.

11 And so that really is what comprises our
12 approach to the annexation potential in the Comp Plan.

13 So any questions on that?

14 CHAIRMAN KISTNER: Any questions?

15 MR. CARNEY: Just how did we come up with the
16 line that you chose, is it because it's the Ameren
17 division, or why not go to the Maryland Heights line?

18 MR. TIMOTHY BREIHAN: We -- basically, we -- we
19 looked at sort of identifying a -- a logical physical --
20 physical boundary or physical barrier, and the
21 Ameren annex -- or the Ameren right-of-way provided that.

22 There was also -- there was also some
23 consideration, and it came up in both in conversations and
24 discussion with city staff, as well as in discussion with
25 the -- with the public through the process, that -- that

1 there might need to be some cooperation with -- with
2 Maryland Heights in the event that we're also looking at
3 the potential annexation, and so the Ameren right-of-way
4 seemed to provide a logical, sort of physical line and
5 division between the two cities.

6 That's not to say that -- that considering
7 annexation all the way to their southern boundary is not
8 also a viable approach.

9 But we also felt that -- that this -- the amount
10 of area and the amount of households that is included in
11 this area, the area that's been identified in the plan,
12 seem to make a little more sense just in terms of the
13 appropriate scale of annexation that should be considered.

14 MR. CARNEY: I know it's very preliminary, but
15 just from a policing standpoint, so for just to have a
16 small sliver that's in either city there, problematic,
17 but --

18 MR. TIMOTHY BREIHAN: Right.

19 MR. CARNEY: -- understand what you're talking
20 about.

21 MR. SCHUH: Are there any subdivisions that are
22 split in two at this point?

23 MR. TIMOTHY BREIHAN: I don't -- I don't believe
24 there are.

25 MS. SILVERMAN: That's along Villa Dorado or is

1 that Ameren?

2 MR. TIMOTHY BREIHAN: Yes.

3 MS. SILVERMAN: Yeah, I don't believe there
4 are -- I don't believe there are any subdivision
5 splitting.

6 CHAIRMAN KISTNER: Any other questions or
7 comments?

8 MS. SILVERMAN: Just one other comment.

9 On page 125, just from a kind of a typo --

10 MR. TIMOTHY BREIHAN: Uh-huh.

11 MS. SILVERMAN: -- the Jewish Community
12 Foundation campus, which I believe is the Millstone
13 Campus.

14 MR. TIMOTHY BREIHAN: Yes.

15 MS. SILVERMAN: So that would colloquially, if
16 there's -- I've never heard it referred to that way.

17 MR. TIMOTHY BREIHAN: Okay.

18 MS. SILVERMAN: It's either the Jewish Community
19 Center campus or the Jewish Federation campus.

20 MR. TIMOTHY BREIHAN: Okay. Make that update.

21 CHAIRMAN KISTNER: Any comments from anybody in
22 the audience on this annexation section?

23 If not, does staff have any closing words
24 tonight?

25 Our hearing will stay open. We're not finished

1 yet.

2 MR. JAGGI: Yeah, we've gotten through all of
3 Chapter 4 tonight. So we only have one chapter left.

4 I did send out an email, along with the agenda,
5 asking the Commissioners to check your calendars.

6 I -- we will, obviously, need at least one more
7 meeting to maybe -- for Tim and I to present some of these
8 adjustments that we've talked about tonight, as well as
9 the -- the last meeting, to make some of those refinements
10 to the plan, so we will need another meeting to do that.

11 But we're asking if December 15th, which is a
12 Thursday, at 6:30, if that's available for the Commission
13 to have a special meeting.

14 I think we'll have a fairly large agenda on the
15 next regular meeting. I think we just need that undivided
16 attention to kind of focus on just this plan to work
17 through any final revisions that may be necessary.

18 CHAIRMAN KISTNER: And at the end of the meeting
19 we can discuss that and see if everybody's in agreement.

20 MR. JAGGI: Yeah. Sounds good.

21 But this is all -- all for tonight --

22 CHAIRMAN KISTNER: Okay.

23 MR. JAGGI: -- for the Comp Plan.

24 CHAIRMAN KISTNER: Everyone who's here for that,
25 thank you very much for coming on this matter.

1 And we will finish this hearing for tonight. It
2 stays open and it will continue at the next meeting.

3 And we will take just a -- like 30 second break,
4 and then we'll go right into our first item of Unfinished
5 Business.

6 MR. JAGGI: Mr. Lumley, do we need to move for
7 five-minute recess? Is that what we're talking about
8 or --

9 MR. LUMLEY: Whatever the Commission --

10 CHAIRMAN KISTNER: Oh, do we need -- I wasn't
11 even proposing a recess.

12 MR. JAGGI: Okay.

13 CHAIRMAN KISTNER: Do we need one?

14 MR. JAGGI: It may not be a bad idea --

15 CHAIRMAN KISTNER: Okay.

16 MR. JAGGI: -- since we haven't got into the
17 business agenda yet.

18 CHAIRMAN KISTNER: All right. Five minute
19 recess or less.

20 So do we have a motion for that? Oh, we don't
21 need a motion.

22 MR. LUMLEY: There's no objection.

23 CHAIRMAN KISTNER: Okay. All right. Just a
24 couple minutes.

25 (The public hearing ended at 7:56 p.m.)

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

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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
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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 Spoede 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

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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 (2204 : #16-028 Comp Plan Adoption)

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Heather Silverman	Commissioner
Mural Hall	Commissioner
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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

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02

CREVE COEUR TODAY

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #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):

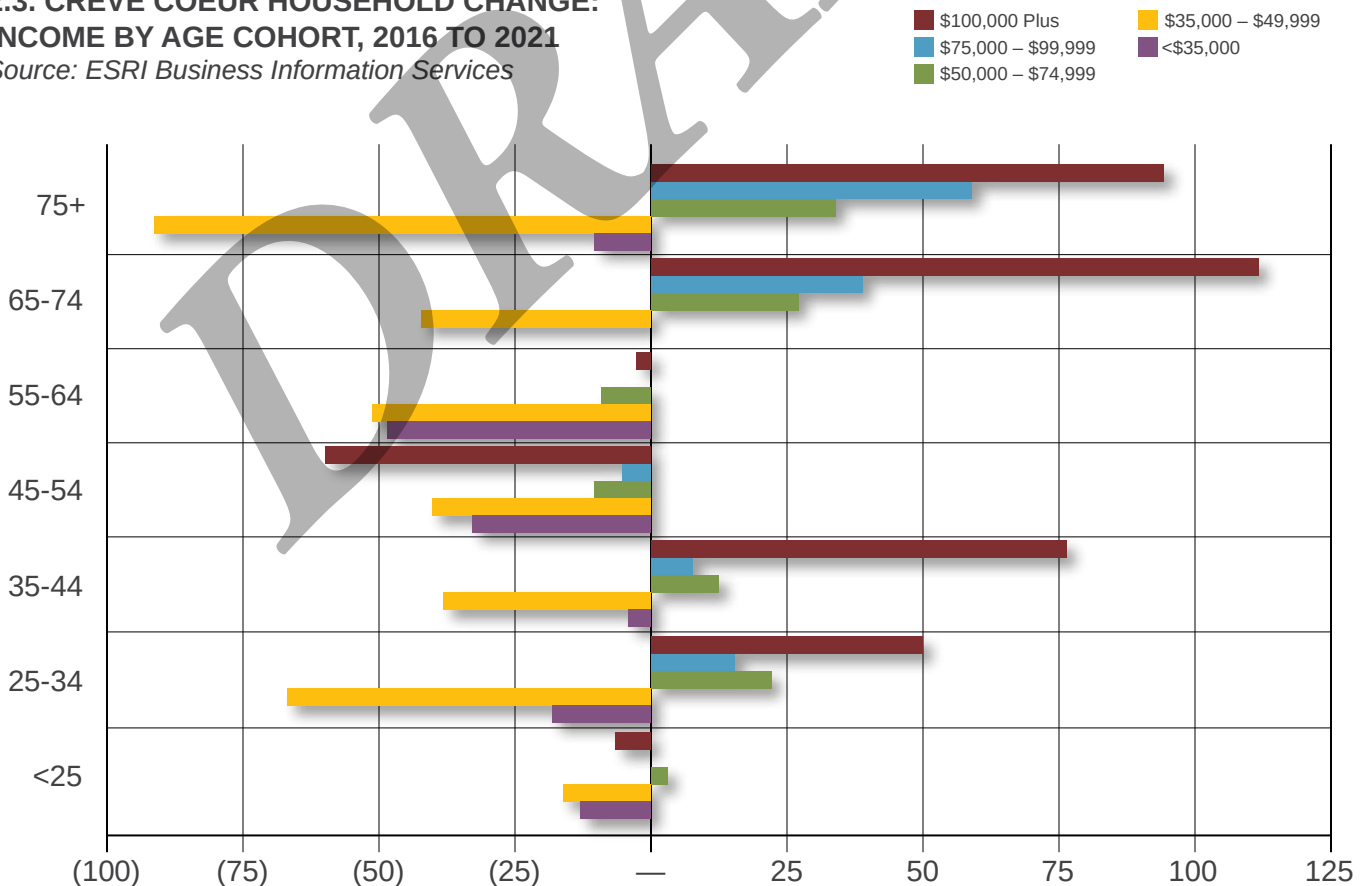
- » All household growth is in household incomes of \$50,000 and greater
- » Households under 25 years and between 45-64 years of age are declining
- » Households 45-64 years of age comprise 50% of household losses
- » Households from 25 to 44 years of age are increasing, but only at upper incomes
-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



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.



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.

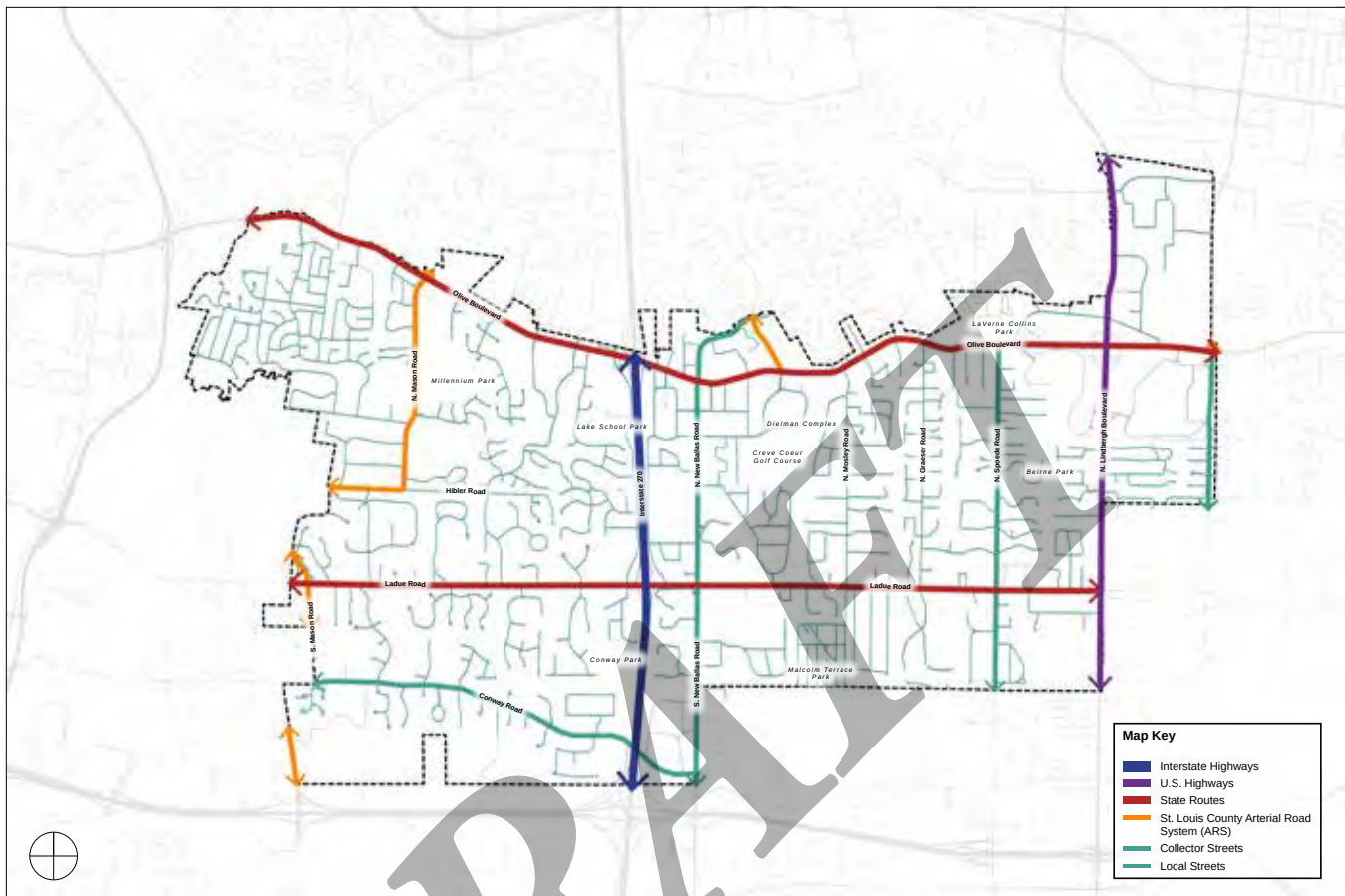
The amount of traffic on Olive Boulevard can be explained in terms of vehicle origin and destination. In addition to Creve Coeur residents' use of Olive Boulevard, a significant amount of vehicular traffic on Olive originates from external sources. Numerous vehicles originate from outside the City in 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.

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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.

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04

PLAN RECOMMENDATIONS

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #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 Antonio with various planning districts color-coded. A large, semi-transparent watermark of the state of Texas is overlaid on 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



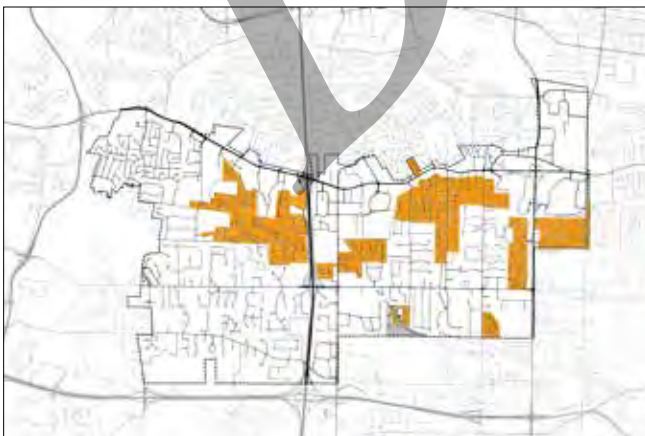
I. Countryside Estate (CR)

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**.



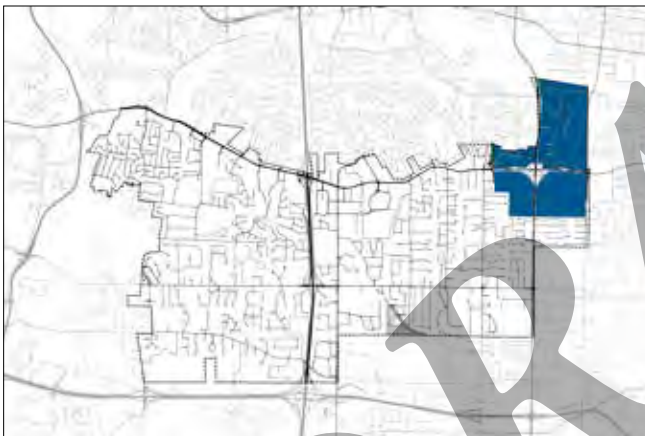
IX. Mixed-Use District (MU)

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

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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

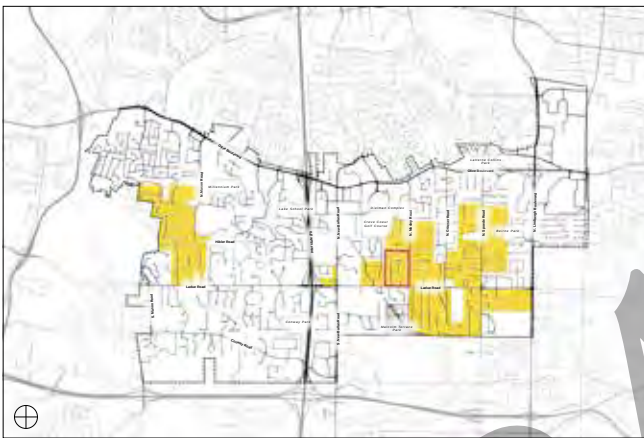


EXISTING PLACE TYPE CHARACTER IMAGE

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.



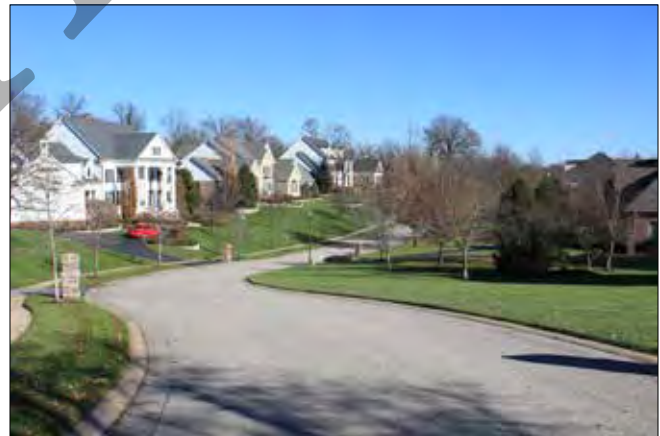
PLACE TYPE KEY MAP



EXISTING PLACE TYPE CHARACTER IMAGE



EXAMPLE PLACE TYPE NEIGHBORHOOD



EXISTING PLACE TYPE CHARACTER IMAGE

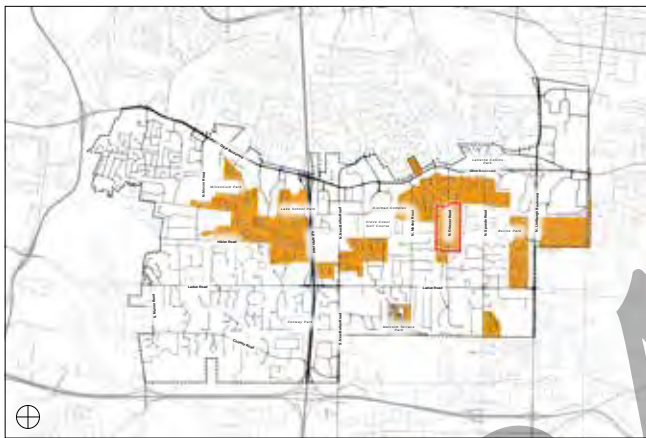


EXISTING PLACE TYPE CHARACTER IMAGE

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

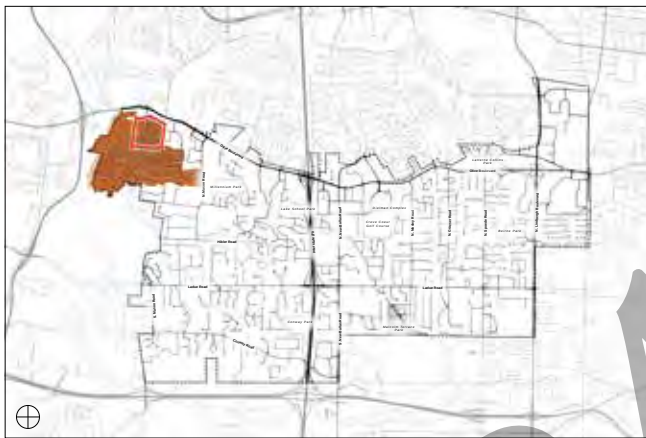


EXISTING PLACE TYPE CHARACTER IMAGE

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

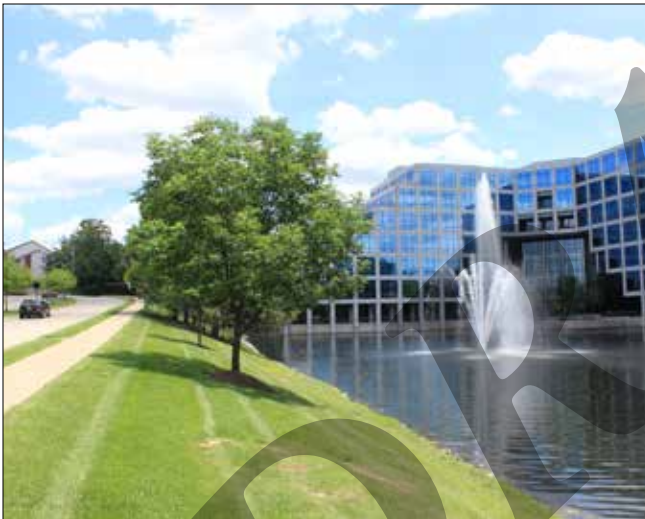
Existing Conditions Character Images



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.

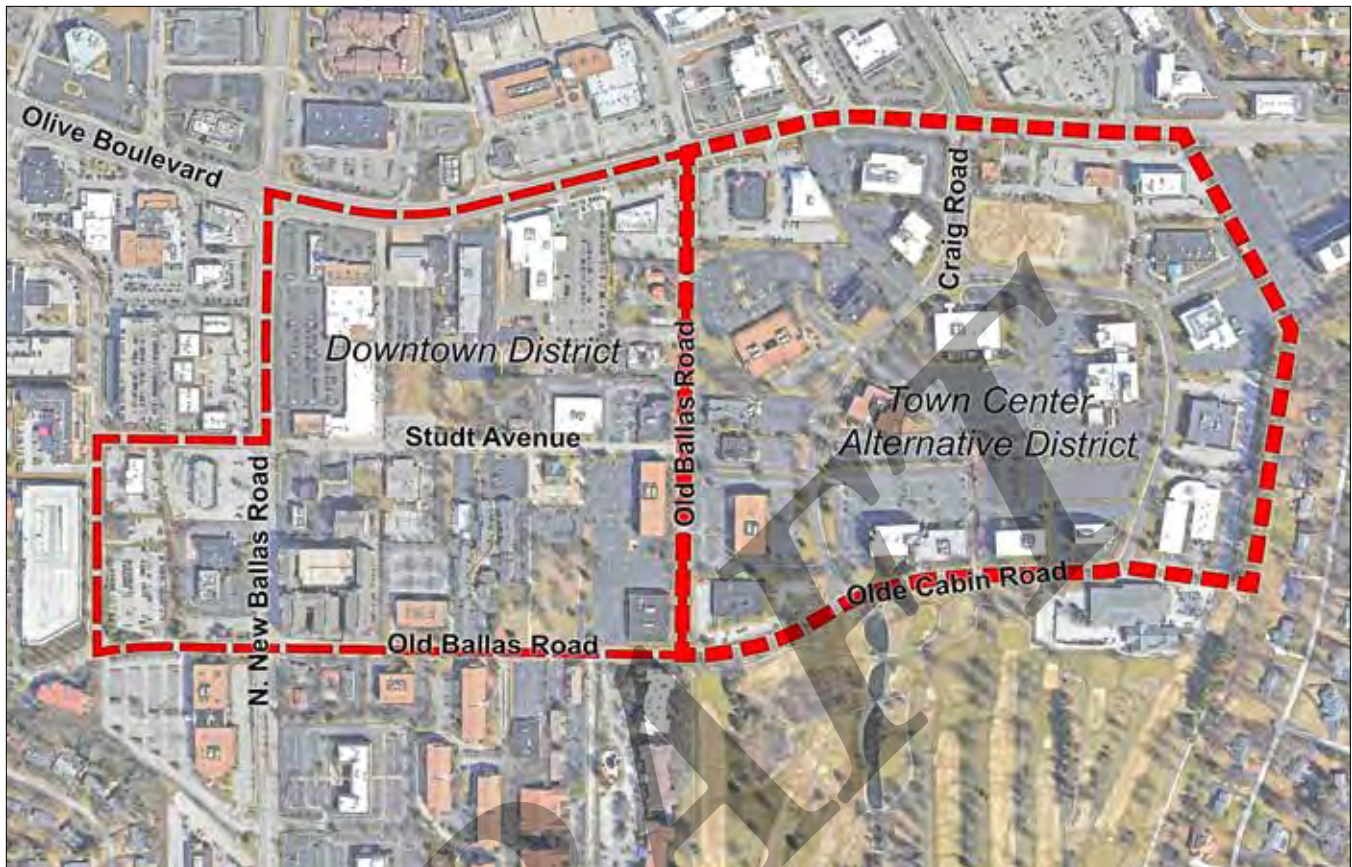
TREE COVERAGE STANDARDS

- » 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

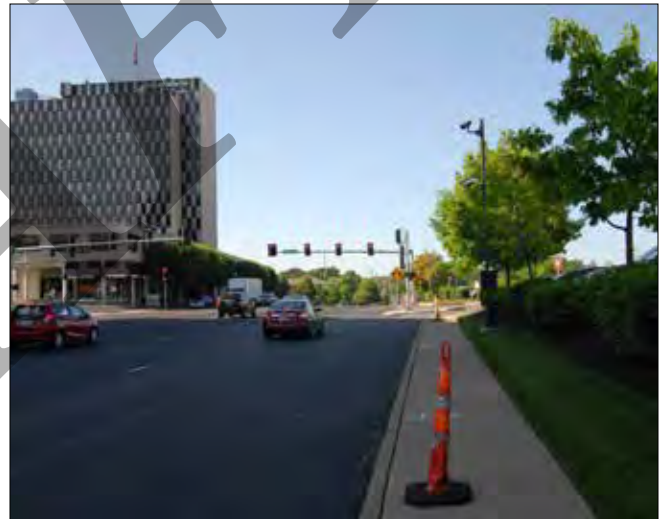
Vision & Best Practices Character Images



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

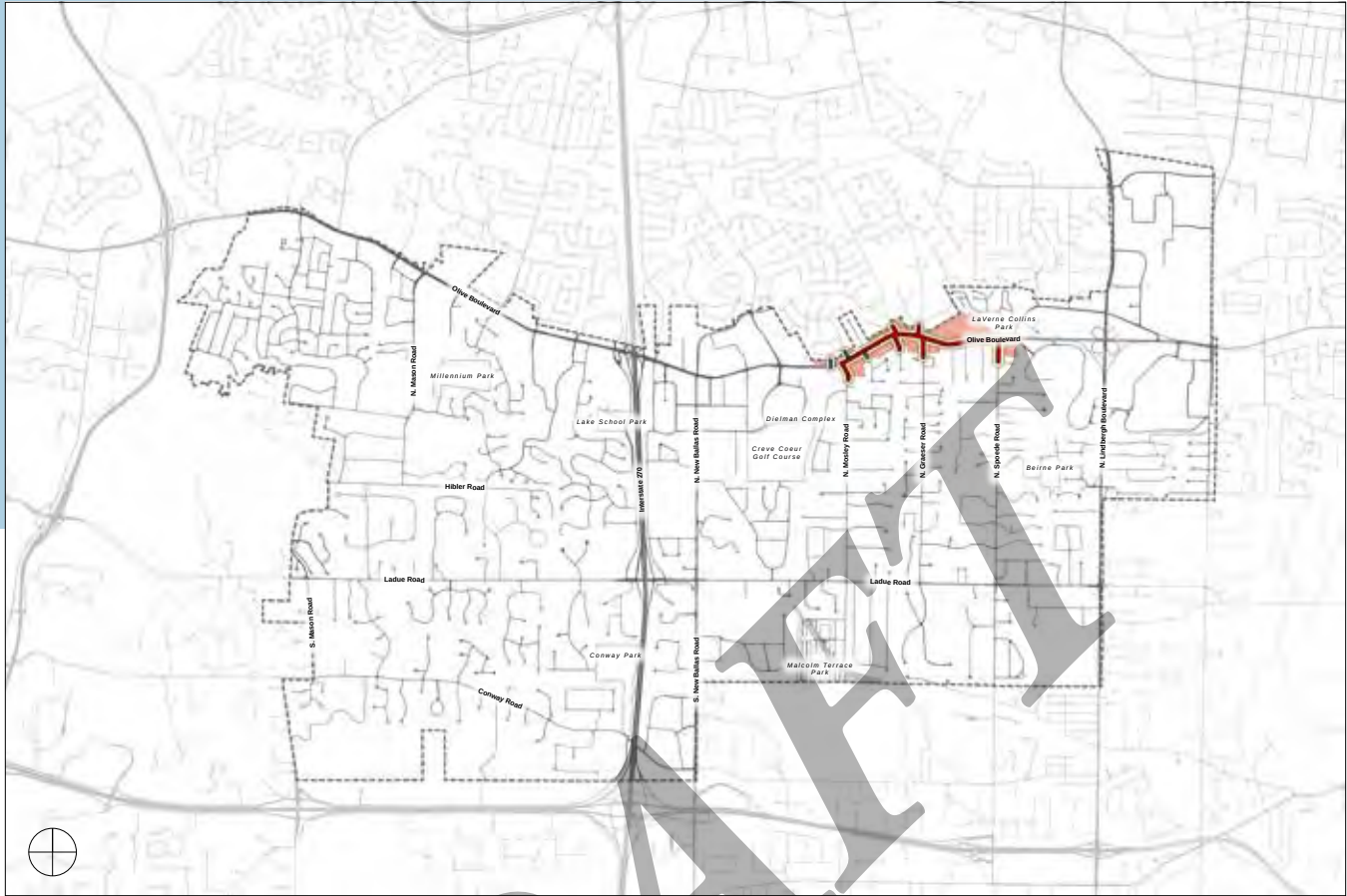
The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, and attached townhomes and low-density multi-family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods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

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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.



- 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.

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City-Wide Systems

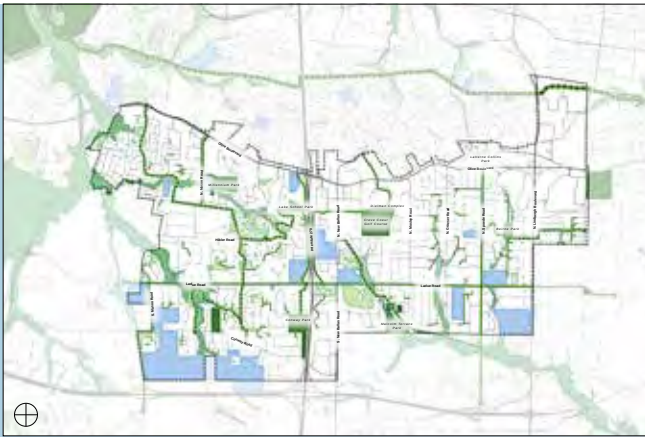
While much of Creve Coeur's identity and physical character results from private land development, the City has numerous interconnected networks of public infrastructure. City-Wide Systems recommendations include Creve Coeur's parks, streets, and public facilities.

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.



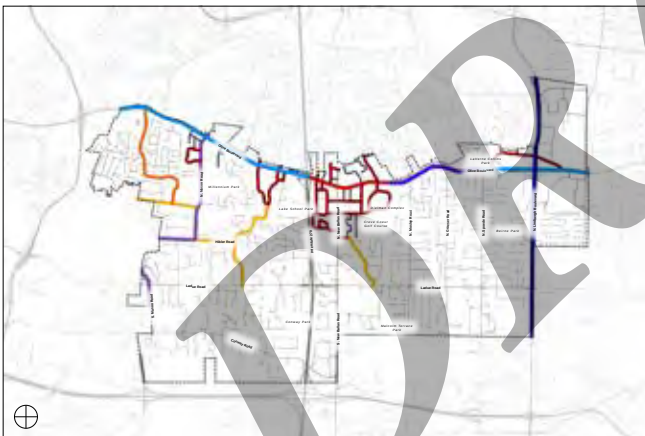
a. Parks, Recreation & Open Space Recommendations

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

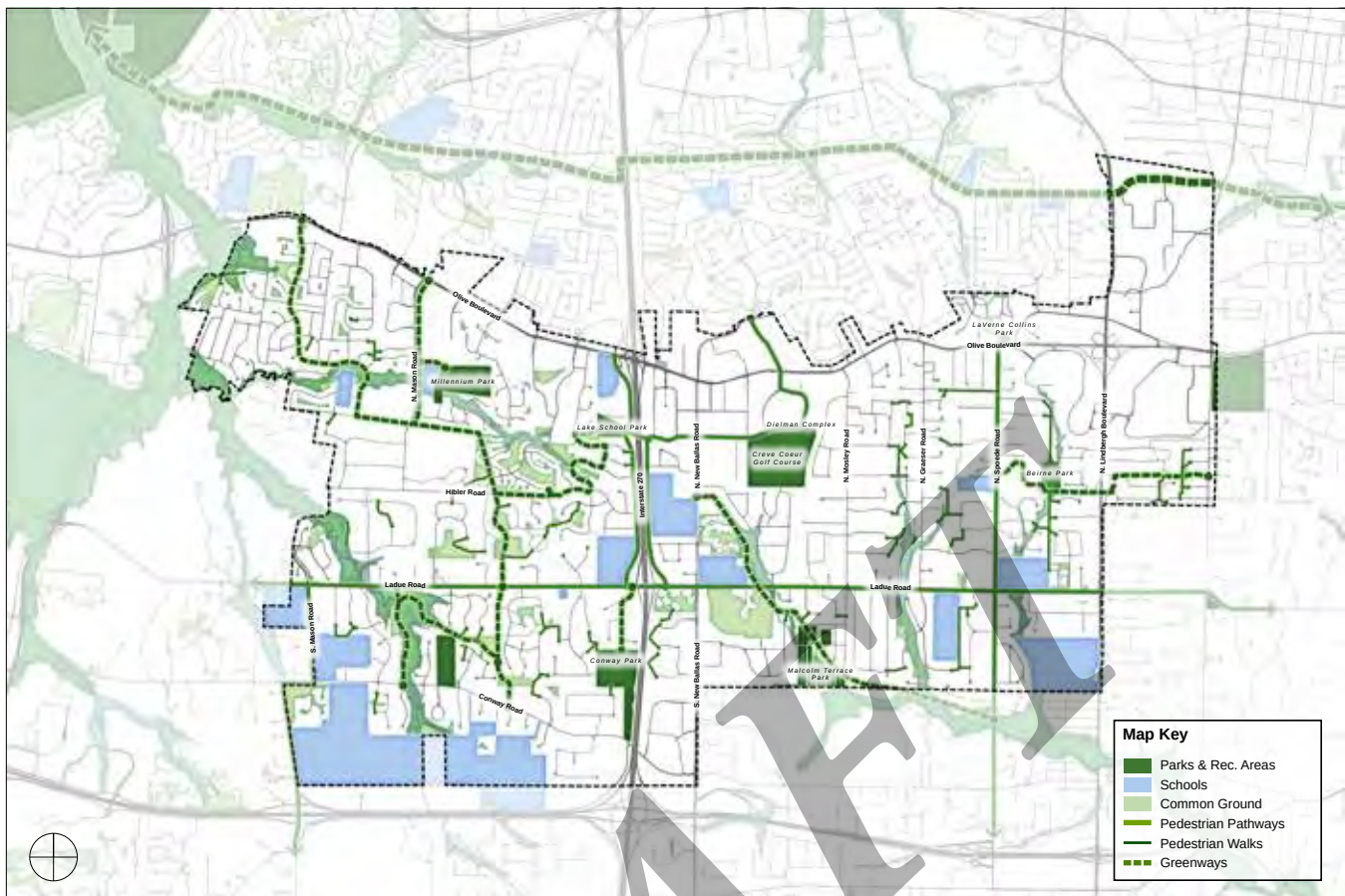
these institutions for residents. The City should also consider the future purchase of any of these sites—should they become available for sale—for park expansion.

- » 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

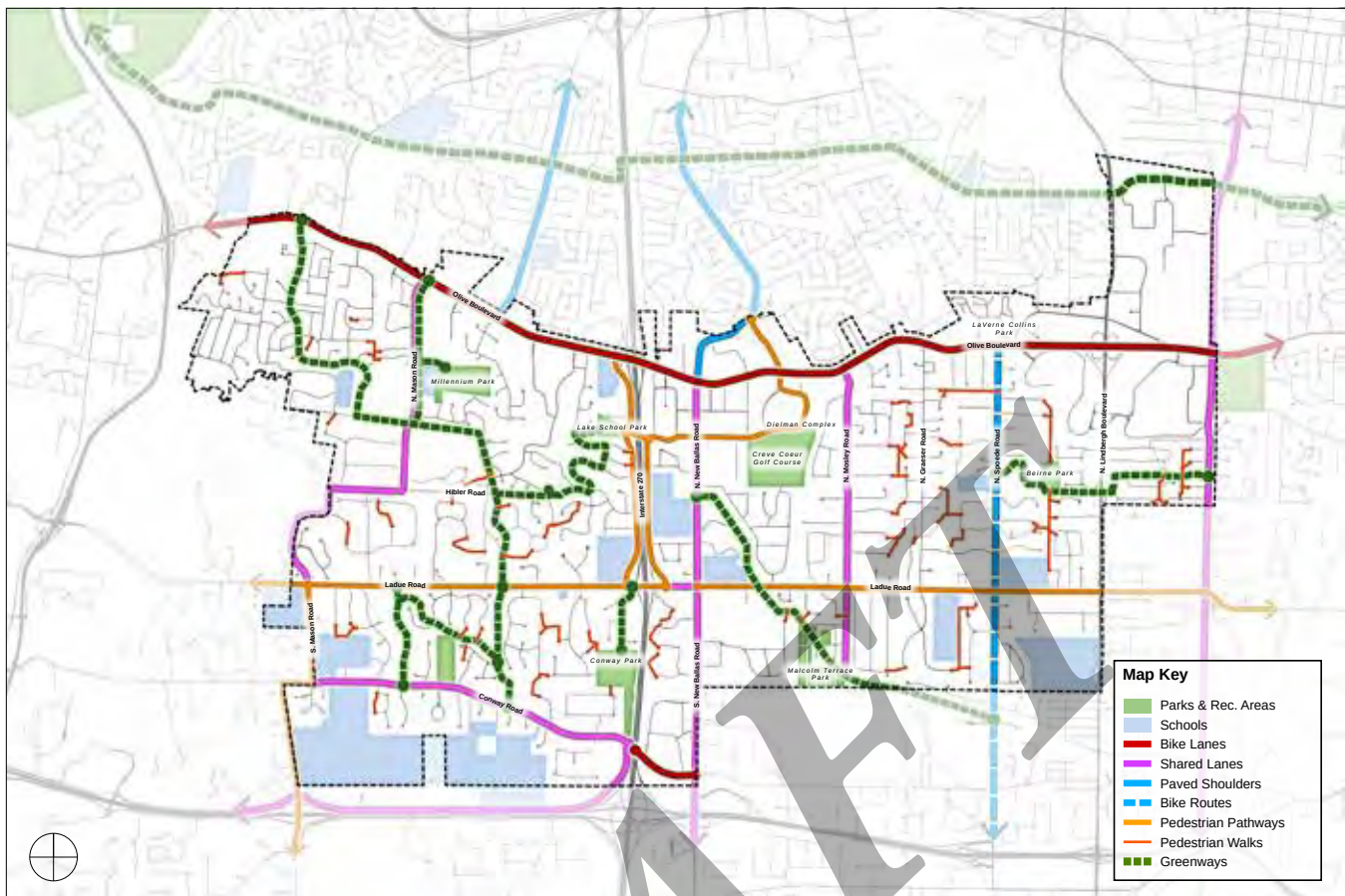
PAVED SHOULDERS

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)
- » Spoeede 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

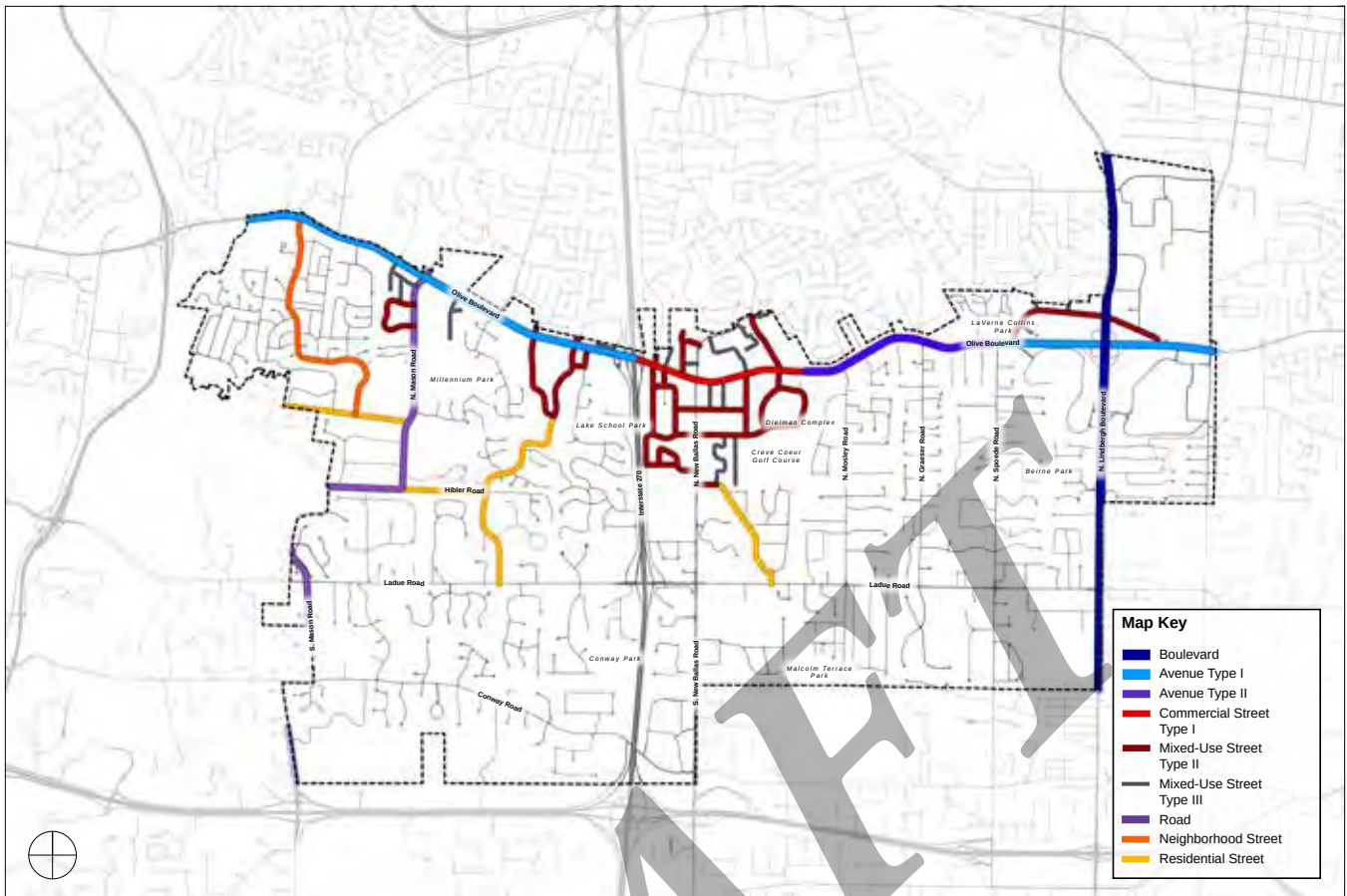
The Creve Coeur 2030 Streets Plan is a qualitative improvement plan for the major streets within Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods.

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.

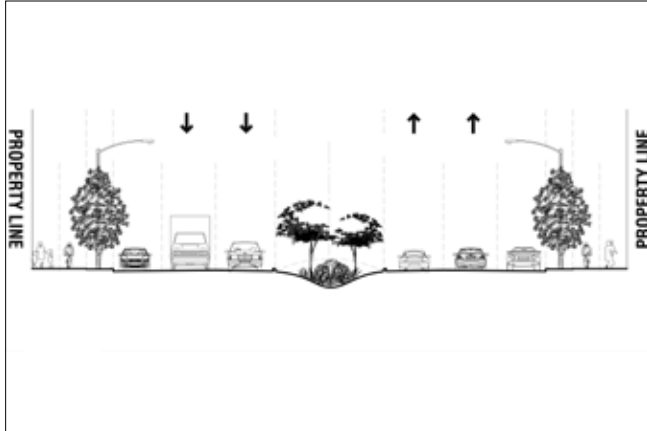
Streets Plan recommendations are presented according to eight (8) street typologies, as shown in **Figure 4.12** and detailed on the following pages:

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.



4.12. STREETS RECOMMENDATIONS

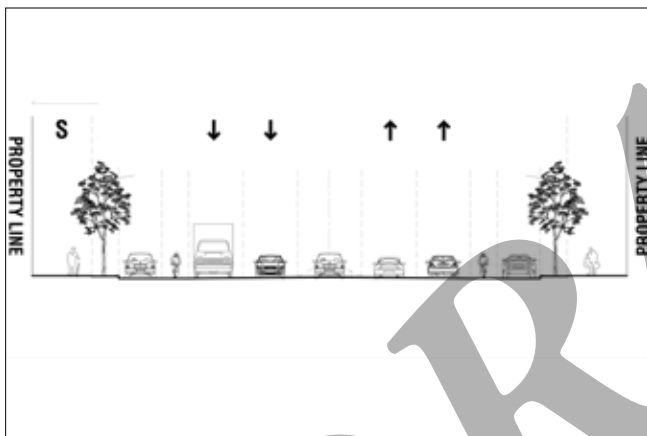
Street Typologies



1. Boulevard

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

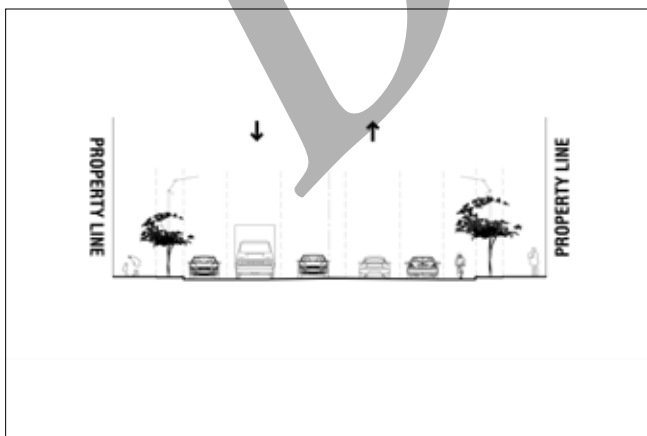
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Center Median (Optional Center Bioswale)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



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:

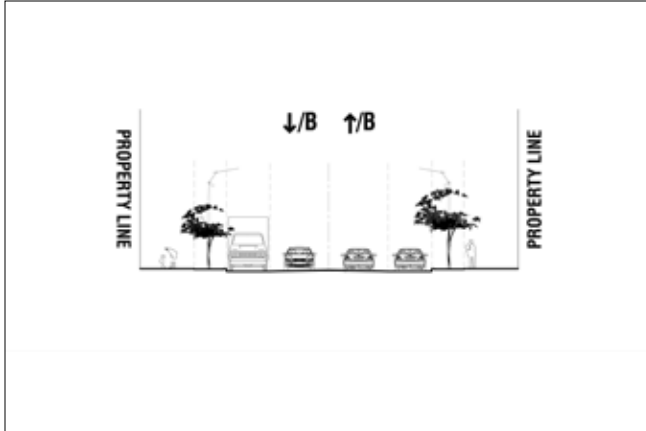
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



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:

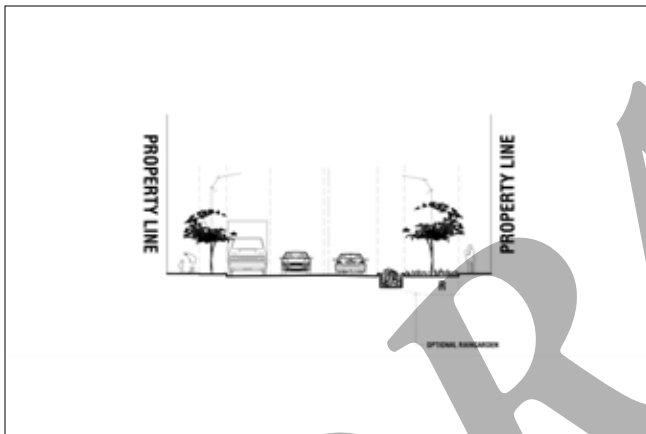
- » 4 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



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:

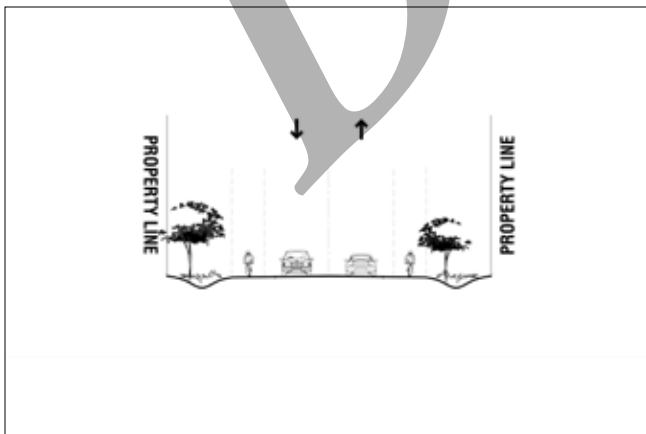
- » 2 Travel Lanes
- » Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



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)

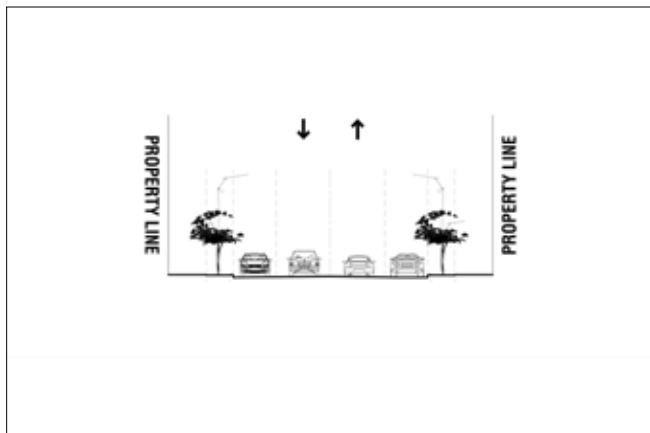


6. Road

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)

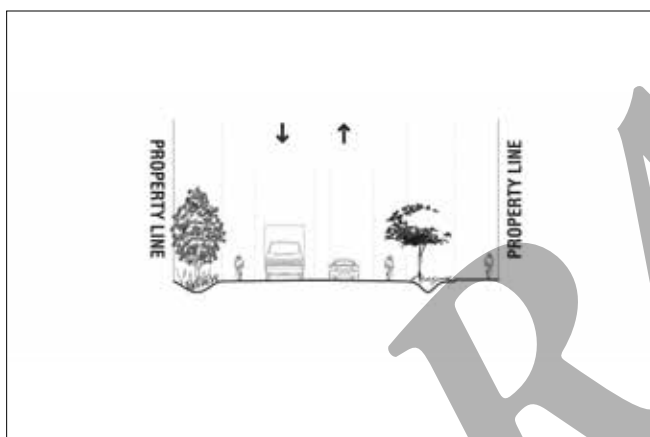
Street Typologies



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

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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

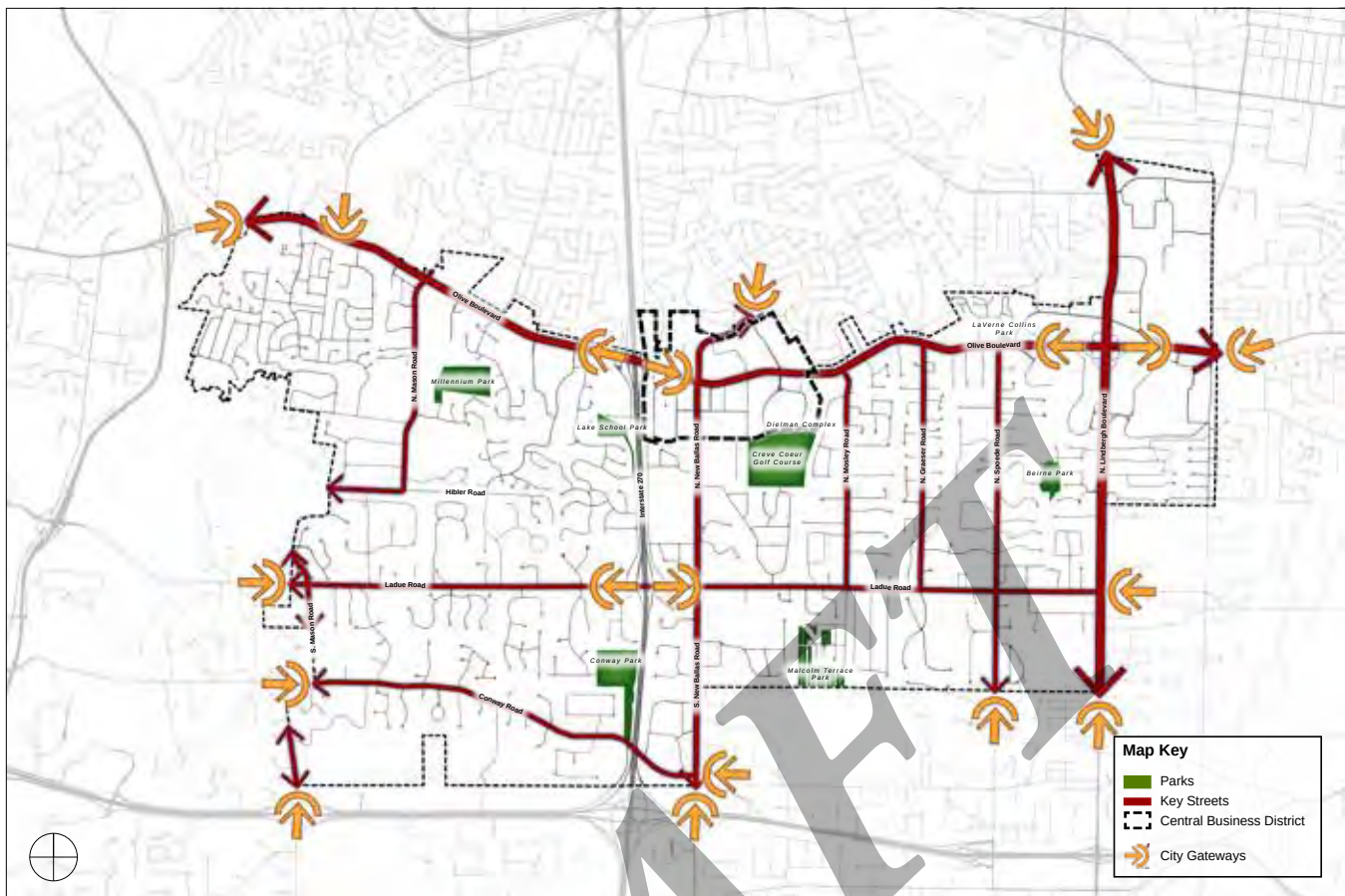
Like many communities in St. Louis County, the boundaries of Creve Coeur are generally not readily-recognizable. Implementing signature gateways on key streets is an important component in establishing the identity of Creve Coeur. Gateways are recommended to be located at:

- » 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 STREETSCAPES

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.

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IMPLEMENTATION PLAN

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #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
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- 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

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- Long-Term Implementation Action (10+ Years)

4. Community Amenities & Facilities

	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
4.1 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.											

6. Transportation, Connectivity & Mobility

	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
6.1 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

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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
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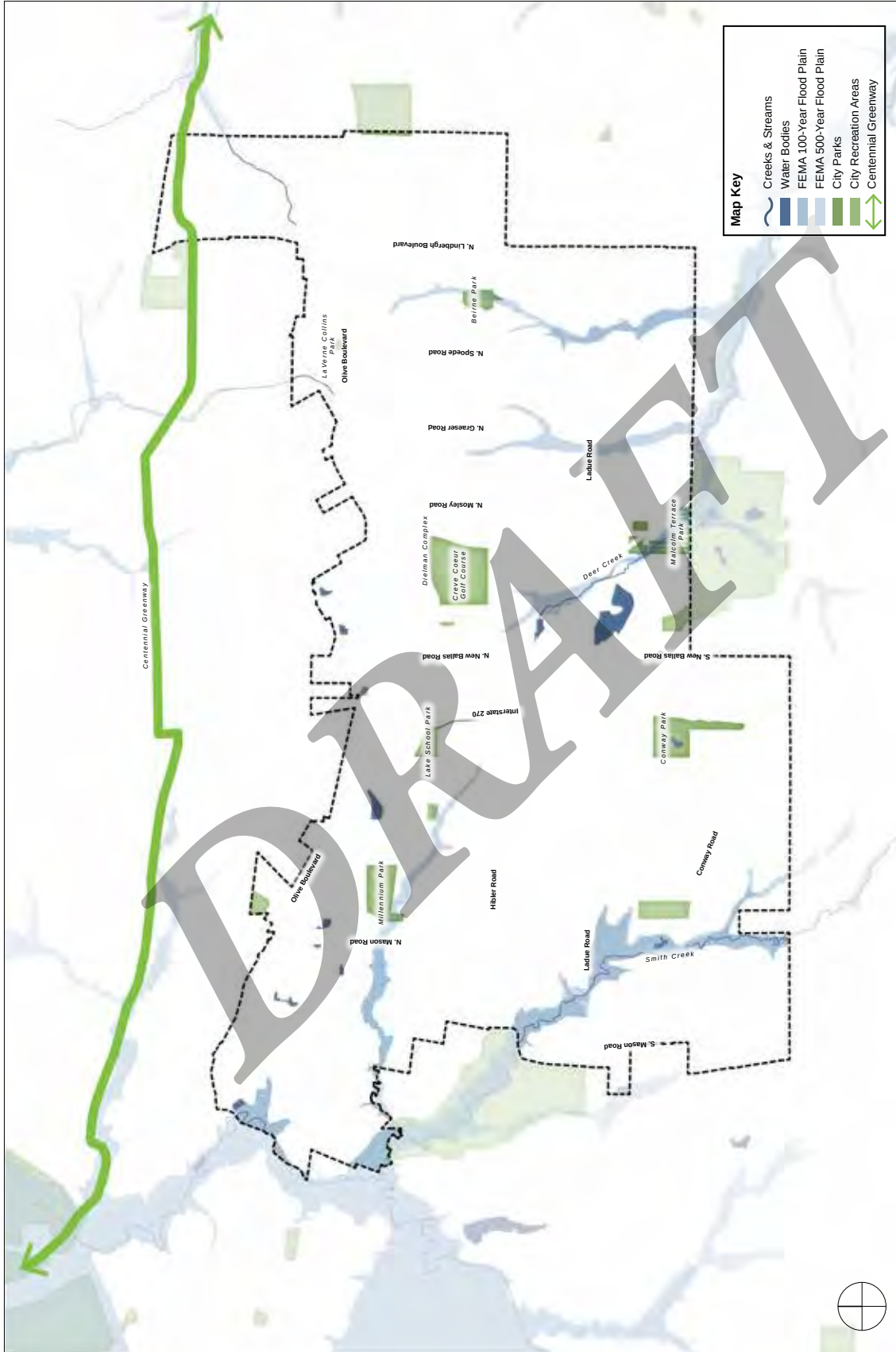
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APPENDIX A: PLAN MAPS

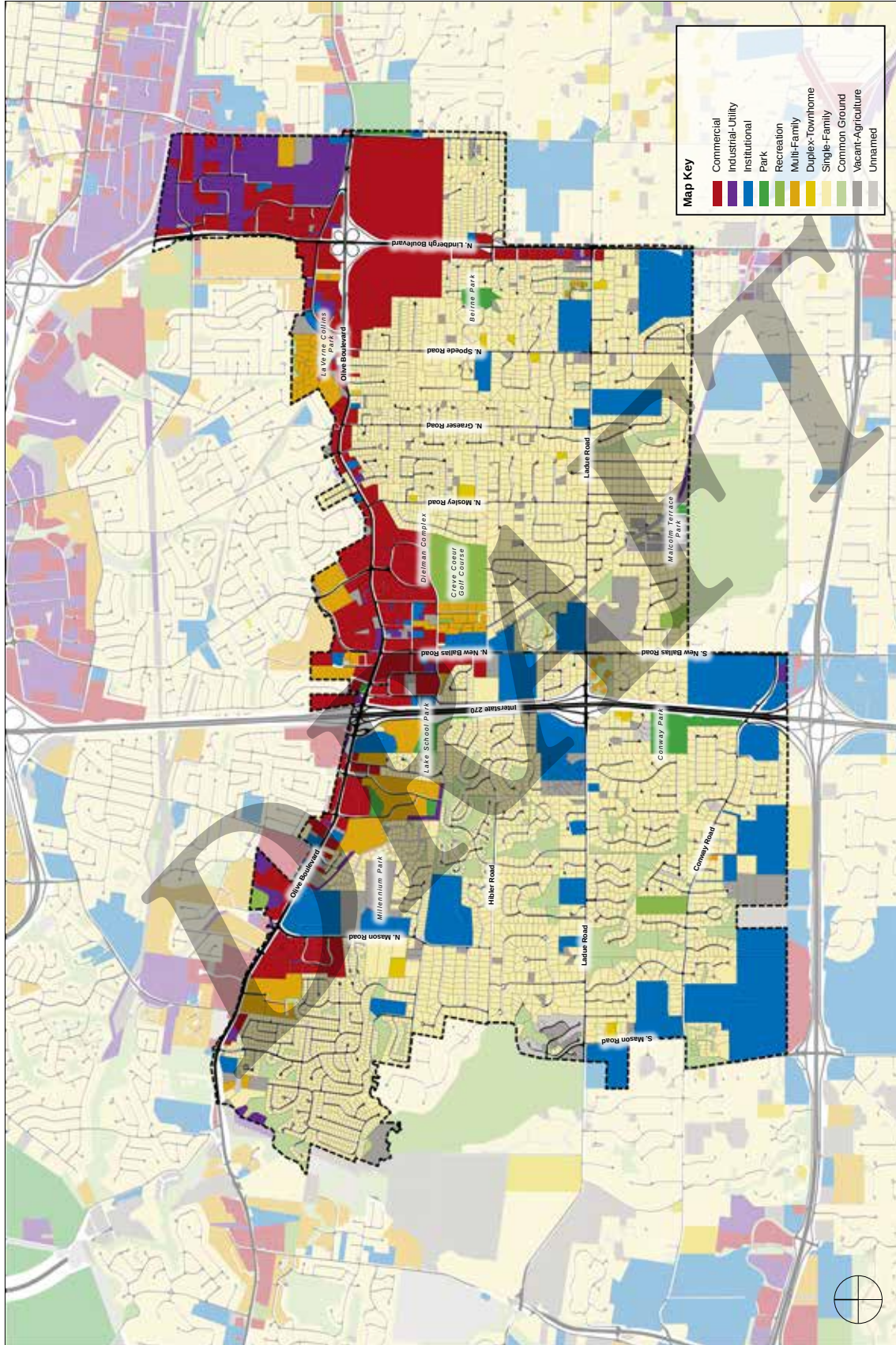
Appendix A | 146



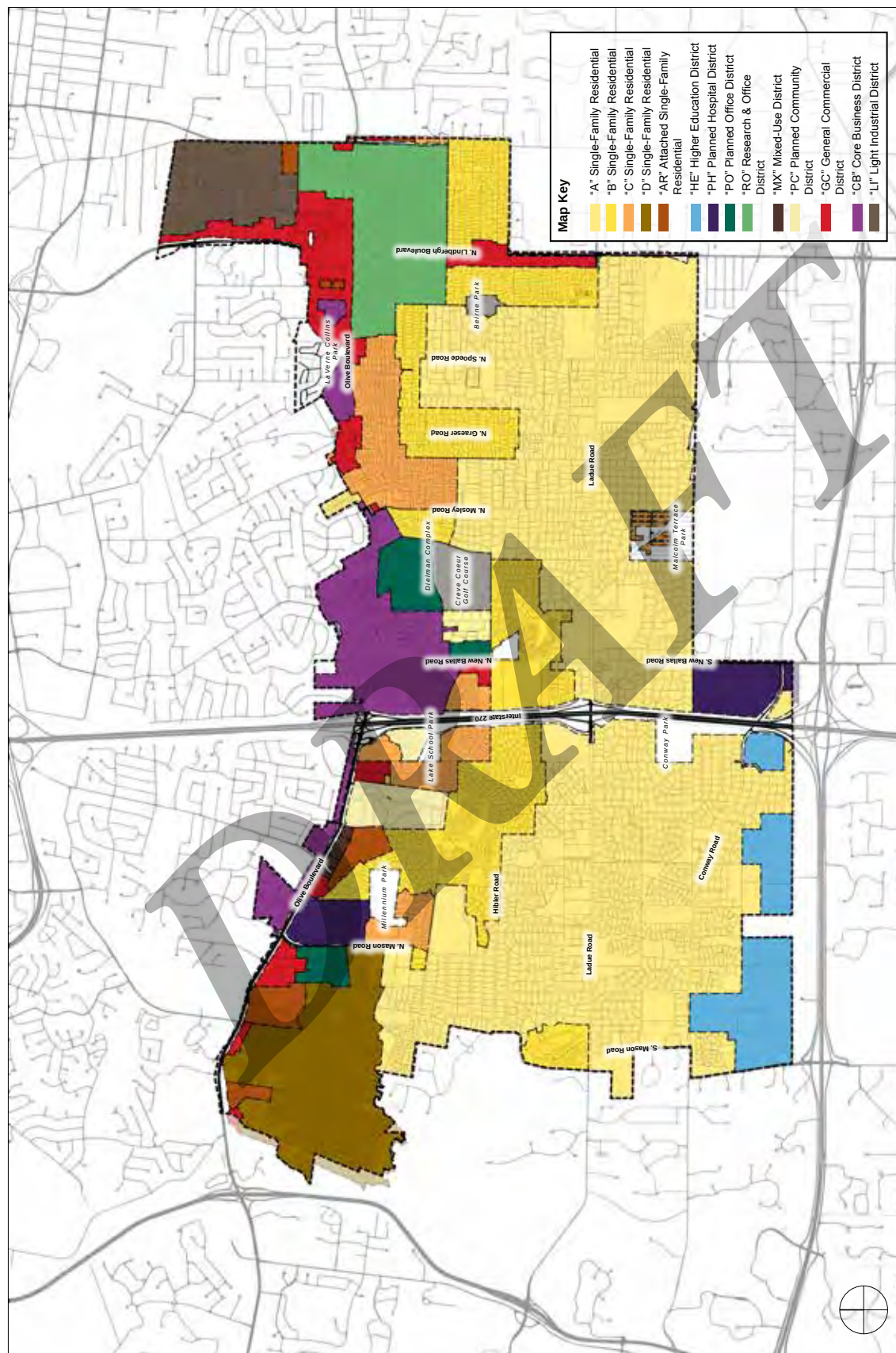


A.2. EXISTING PARKS & GREENWAYS

Plan Maps



A.3. EXISTING LAND-USE CLASSIFICATION



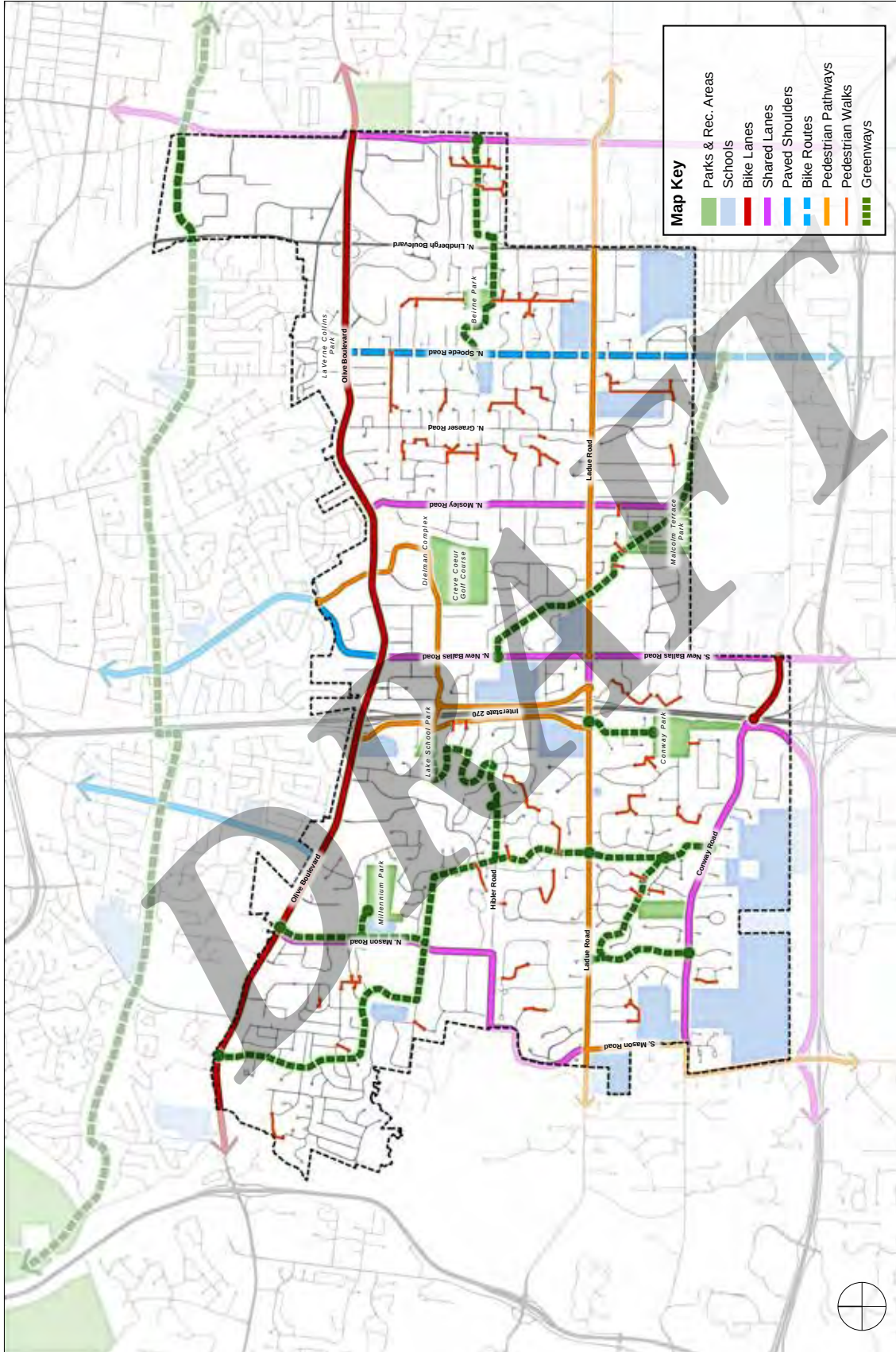
A.4. EXISTING ZONING DISTRICTS

Appendix A | 150



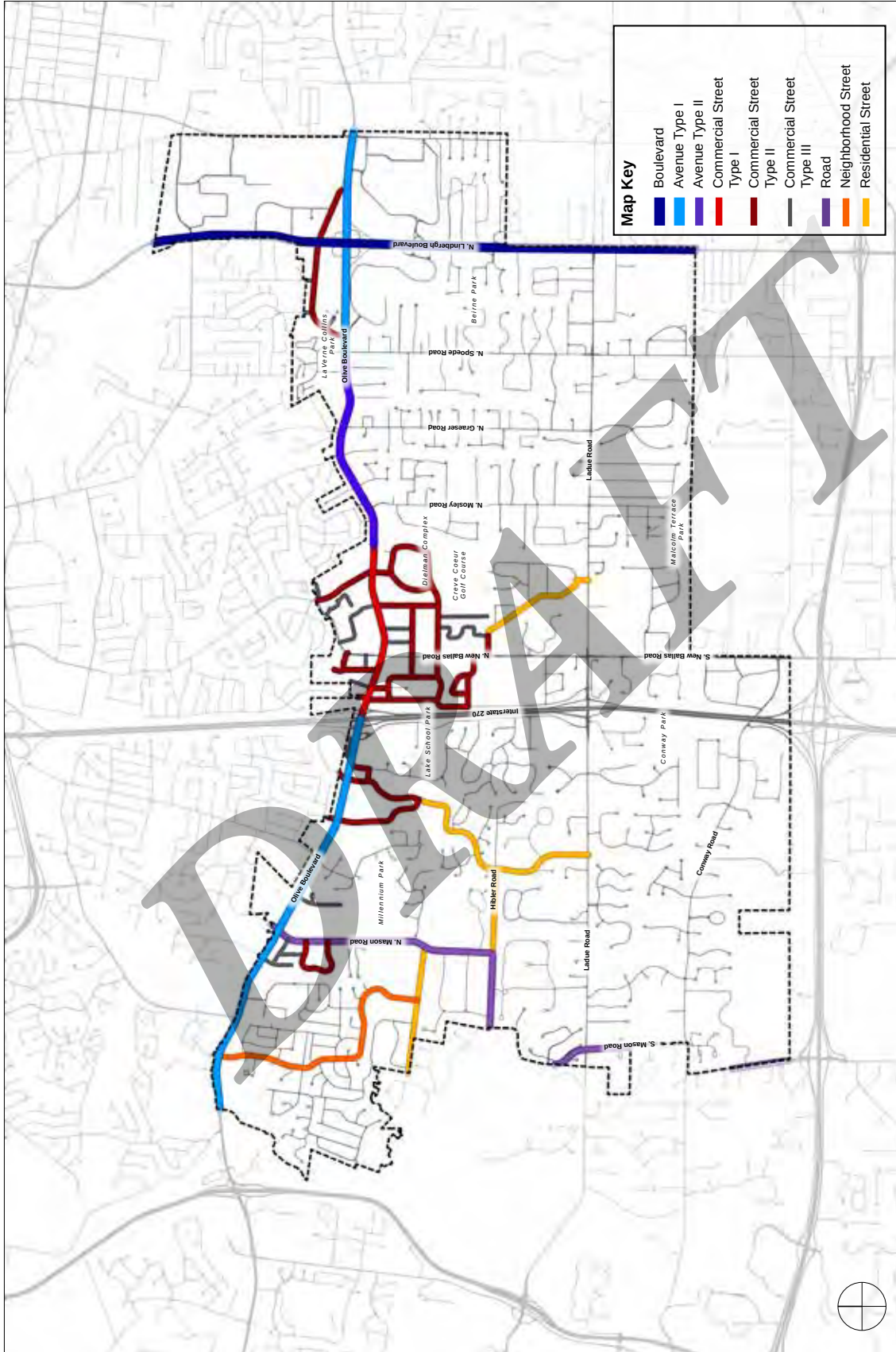


Plan Maps



A.7. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #16-028 Comp Plan Adoption)

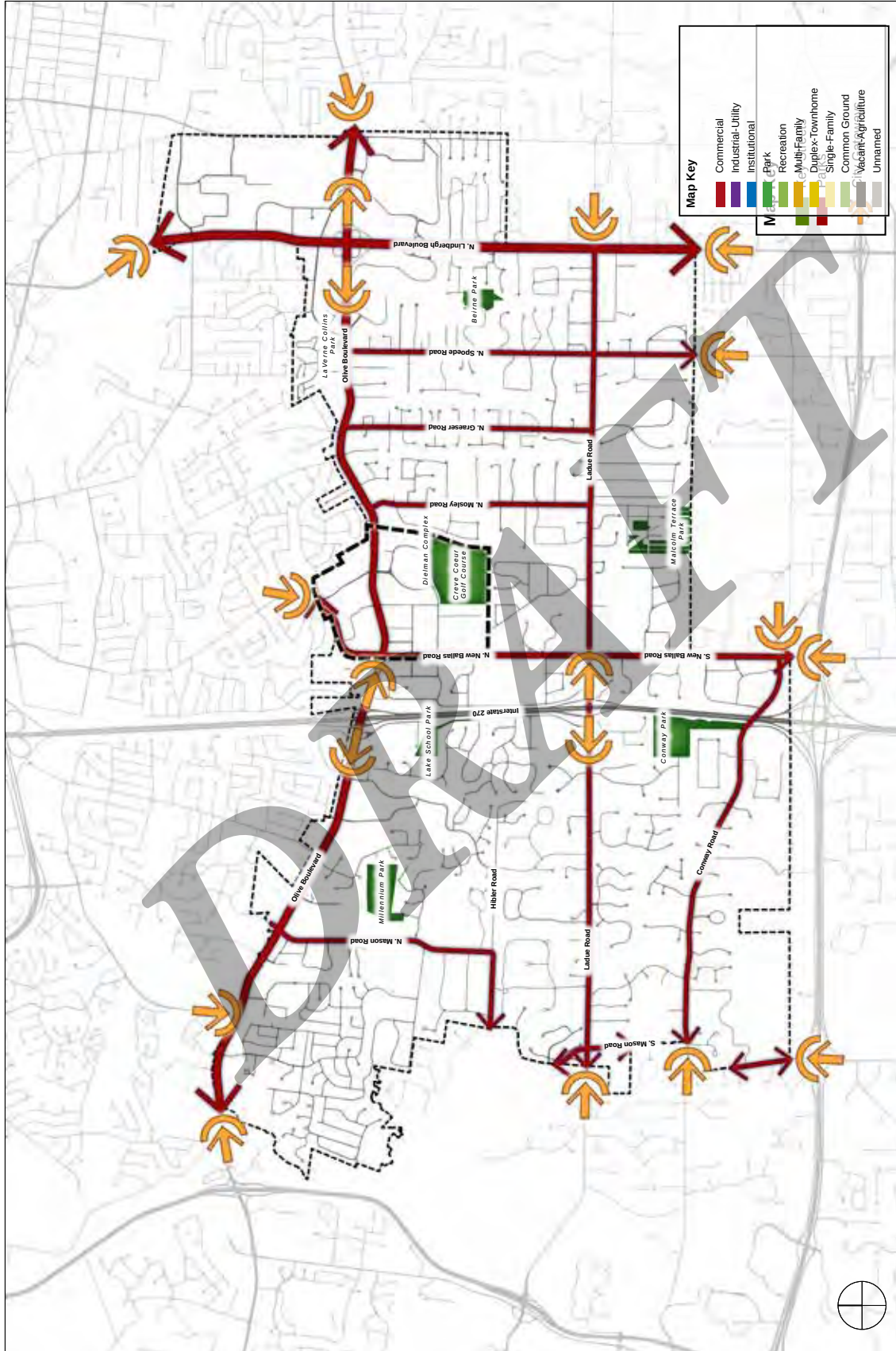


A.8. STREETS RECOMMENDATIONS

W X I N U A D D V I S C T

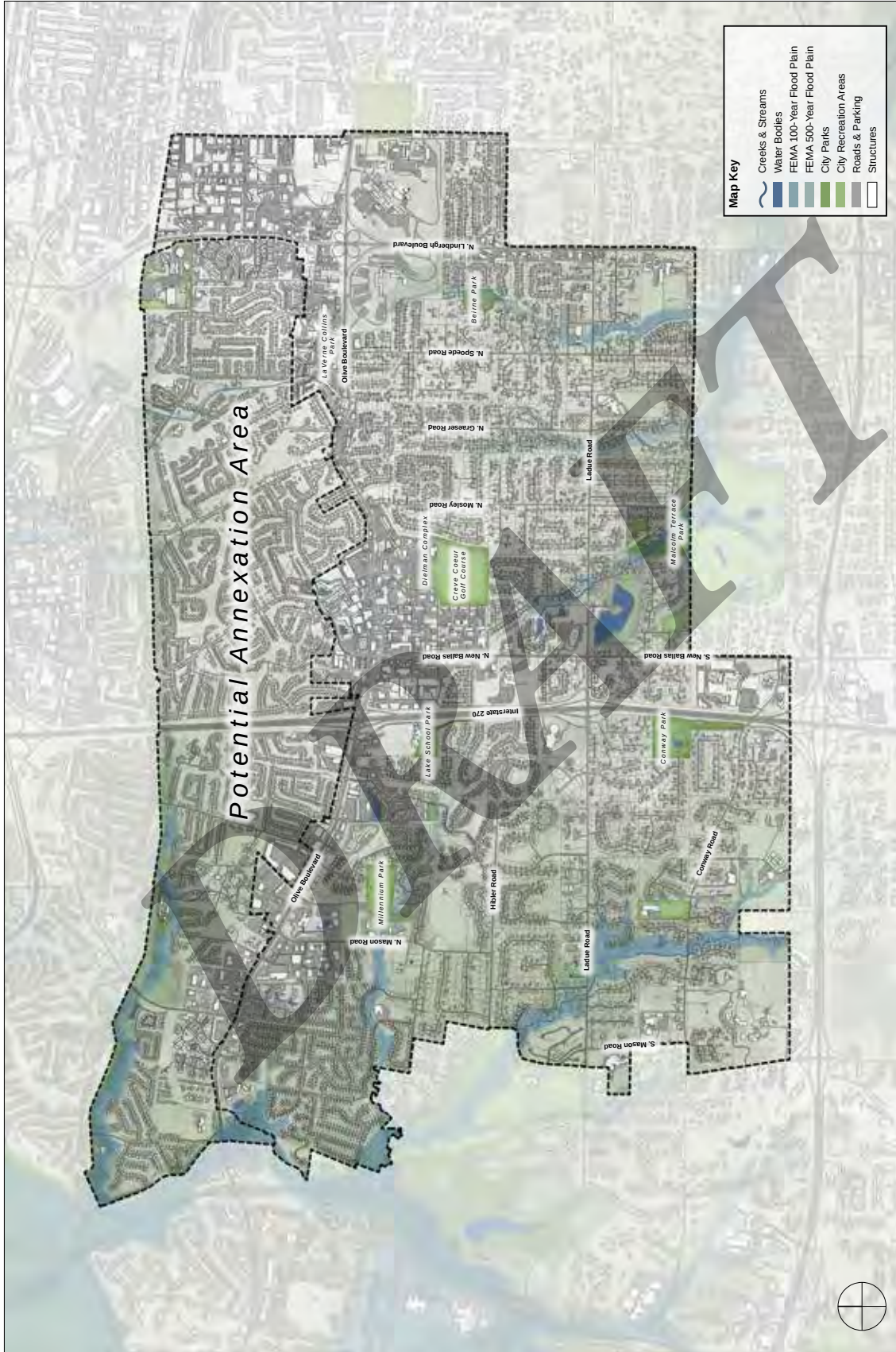
Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #16-028 Comp Plan Adoption)

Plan Maps



A.9. PUBLIC ART, GATEWAYS & WAYFINDING RECOMMENDATIONS

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #16-028 Comp Plan Adoption)



A.10. POTENTIAL ANNEXATION AREA

W X I N U A D D V I C C T

Attachment: CreveCoeur2030_DRAFT_2016-09-19 (2204 : #16-028 Comp Plan Adoption)

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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.



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,

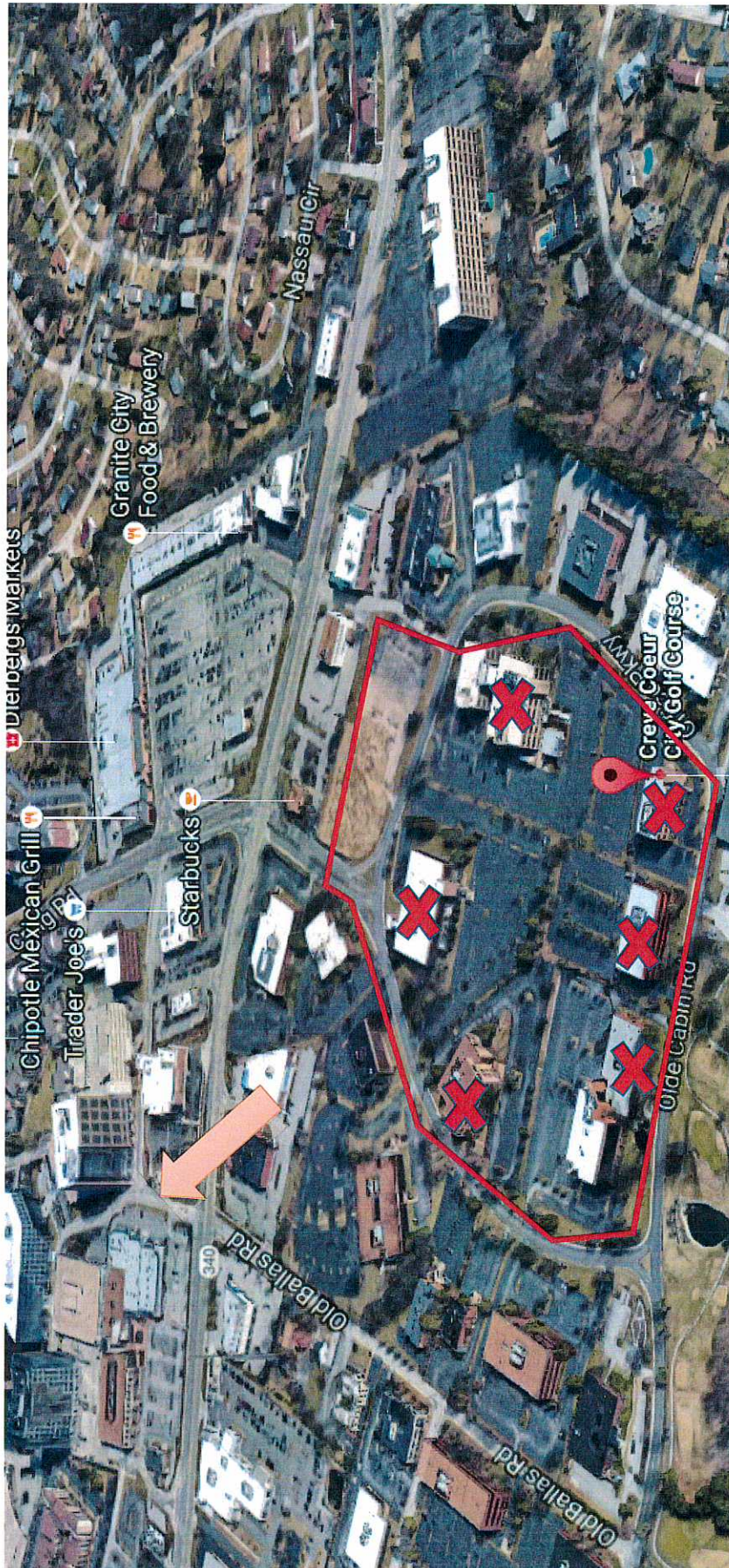
Just wanted to run something by you that came to mind at the P&Z meeting last Monday. When we were looking at the area just north of the golf course I was surprised how much parking space there was (see attachment). I was wondering why we couldn't relocate many of those businesses across the street, 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 (2204 : #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 dark ink that reads 'Tom Stern'. The signature is fluid and cursive, with the first and last names being clearly legible.

Thomas Stern

Executive Chairman



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 Spoele 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 (2204 : #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:

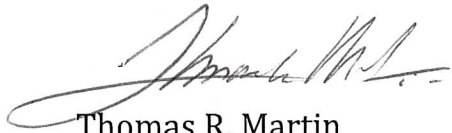
1. The plan could be ***destructive to property values***,
2. The Plan could be ***harmful to the economic vitality*** of the District and economically harmful to the City, and
3. The character and ***nature of this location is significantly different*** and distinct from the developments that it sees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

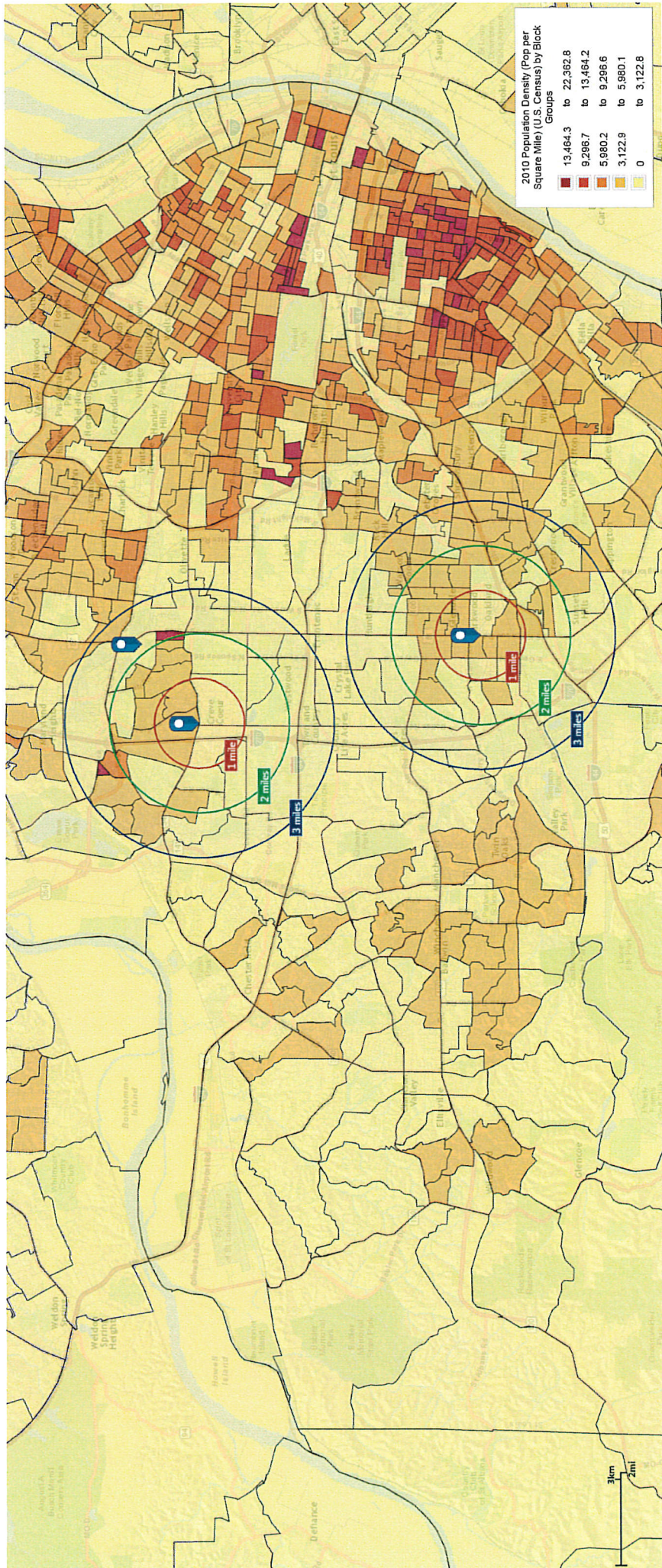
2000 Total Housing Units	4,038	13,268	26,485
2000 Owner Occupied Housing Units	2,580	9,125	16,642
2000 Renter Occupied Housing Units	1,143	3,492	8,530
2000 Vacant Housing Units	315	651	1,313
2010 Total Housing Units	4,473	14,233	27,758
2010 Owner Occupied Housing Units	2,513	9,239	16,506
2010 Renter 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

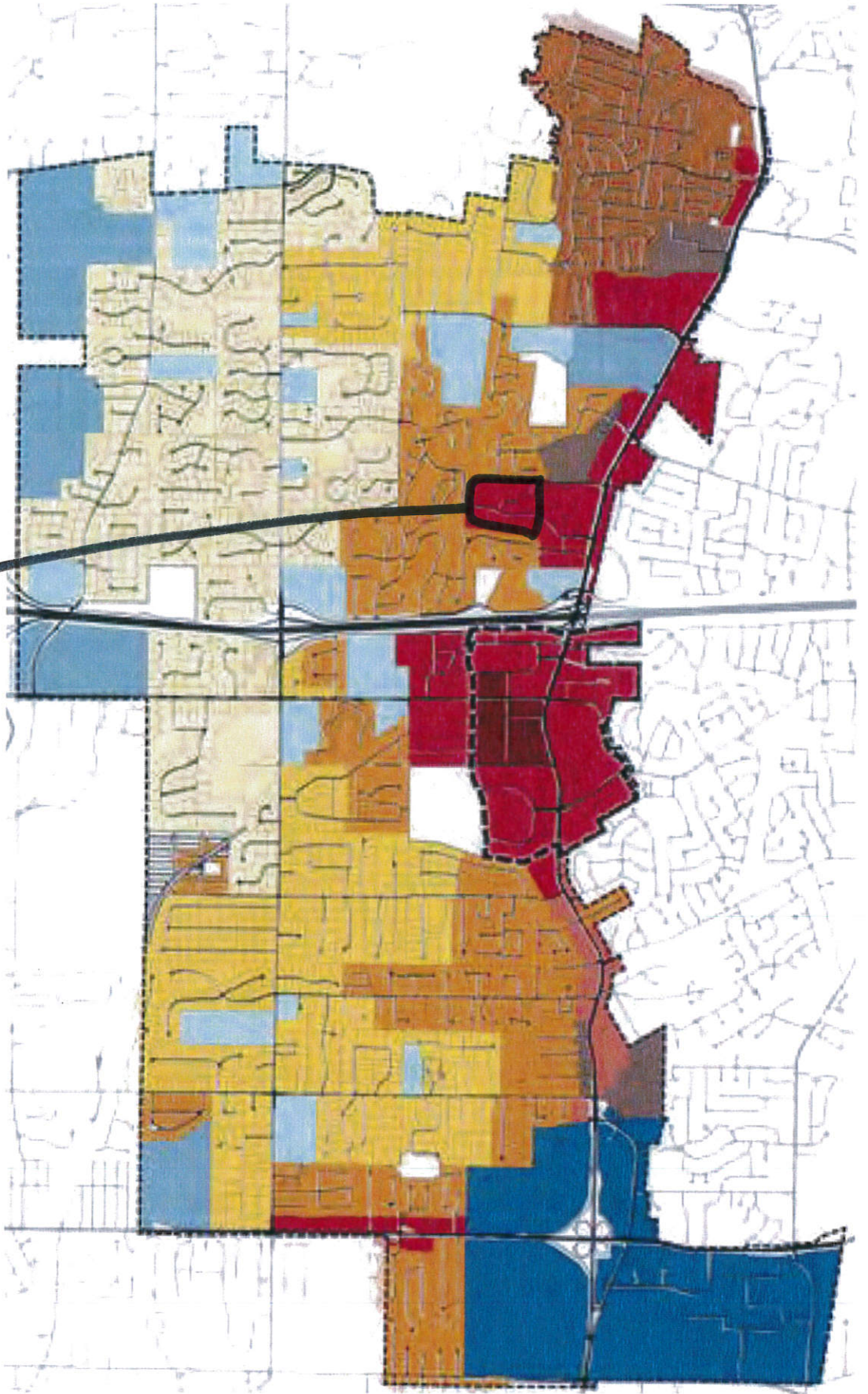
Currently, 57.6% of the 27,938 housing units in the area are owner occupied; 33.8%, renter occupied; and 8.6% are vacant. Currently, in the U.S., 55.4% of the housing units in the area are owner occupied; 32.9% are renter occupied; and 11.7% are vacant. In 2010, there were 27,758 housing units in the 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 (2204 : #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

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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
[314-872-2504](tel:314-872-2504)

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

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.)
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STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

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. 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