



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
TUESDAY, FEBRUARY 21, 2017
6:30 PM

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

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

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

CALL TO ORDER

ROLL CALL

Ms. Beth Kistner (Chair)
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

1. January 17, 2017 Planning and Zoning Commission Draft Meeting Minutes
2. February 6, 2017 Planning and Zoning Commission Draft Meeting Minutes

PUBLIC COMMENT

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

UNFINISHED BUSINESS

1. Application #16-028: a Resolution of the Planning and Zoning Commission of the City of Creve Coeur, Missouri, Adopting the Creve Coeur 2030 Comprehensive Plan as the Official Land Use Plan of the City

The Commission has completed careful and comprehensive surveys and studies of current existing conditions and probable future growth of the City, including by engaging a consultant and, with their assistance and the guidance and support of the Department of Community Development, holding a series of public workshops, focus group meetings, and work sessions. The public hearings were conducted over the course of four meetings on October 20, 2016, November 7, 2016, November 21, 2016 and December 15, 2017, and revisions to the plan were incorporated.

2. Application #16-030: for a Conditional Use Permit and Site Development Plan for a Panda Express Restaurant, with Drive-Thru Service at 10453 Olive Boulevard Within Creve Coeur Pavilion Shopping Center

The Applicant has requested to table the application as they continue to work through the issues. Once they are ready to proceed, Staff will re-notice the project for review. A motion to table the item is needed.

3. Application #17-002: Boundary Adjustment and Site Development Plan Approval for Parking Lot Addition and Facade Improvements for the Property at 9974 Old Olive Street Road for Edwin Pepper Interiors

The Applicant has requested postponing the review of the project until the March 6th Planning and Zoning Commission Meeting date. A motion to continue the item until that time is needed.

4. Application #17-003: Site Development Plan Approval for Barnes Jewish West County Replacement Hospital, New Attached Medical Office Building, and Associated Parking

George Stock, of Stock and Associates, has submitted an application on behalf of Barnes West County Hospital, at 12634 Olive Boulevard, Creve Coeur, MO, 63141, for a site development plan on the BJC medical campus that will include a 260,000 square foot new replacement hospital; a 100,000 square foot, attached medical office building; and, associated parking.

NEW BUSINESS

None

WORK AGENDA

None

DEPARTMENT REPORTS

1. Director of Community Development
 - A. **Update: Plant Science and Technology Master Plan (39 North)**
 - B. **Cancellation of the July 3, 2017 Planning and Zoning Commission Meeting**
2. City Attorney

ADJOURNMENT

Posted: _____
Jason W. Jaggi
Director of Community Development



CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING MINUTES
TUESDAY, JANUARY 17, 2017
6:30 PM

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Tuesday, January 17, 2017, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair Beth Kistner called the meeting to order at 6:30 P.M.

MEMBERS PRESENT:

Ms. Beth Kistner (Chair)
Mr. Tim Carney
Mr. Don Magruder
Mr. Gene Rovak
Ms. Murial Hall
Ms. Heather Silverman
Mr. Matthew Schuh

OTHERS PRESENT: *Mr. Lee Curtis, City Attorney*
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Recording Secretary

ACCEPTANCE OF THE AGENDA

Ms. Silverman moved to accept the agenda, as submitted. Motion seconded and unanimously approved.

APPROVAL OF MINUTES

Mr. Carney moved to approve the minutes for December 19, 2016. Motion seconded and unanimously approved.

Mr. Rovak moved to approve the minutes for December 15, 2016. Motion seconded and unanimously approved.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

Application #16-030: for a Conditional Use Permit and Site Development Plan for a Panda Express Restaurant, with Drive-Thru Service at 10453 Olive Boulevard within Creve Coeur Pavillion Shopping Center

Mr. Magruder moved to postpone the item to February 21, 2017, Mr. Rovak seconded.

Mr. Magruder-aye Ms. Silverman-aye Mr. Rovak- aye Mr. Carney-aye

Ms. Hall-aye Chair, Ms. Kistner- aye

Mr. Schuh abstained from the vote.

NEW BUSINESS

Application # 17-001: Boundary Adjustment Plat between Mercy Hospital at 12120 Conway Road and Temple Emanuel at 12166 Conway Road

Ms. Kistner recused herself.

Mr. Schuh said his firm has a 3rd party case with Mercy. Based on the City Attorney's council he said he believed he could be impartial.

Mr. Curtis said he suggested Mr. Schuh disclose that information.

Applicant: George Stock
257 Chesterfield Parkway
Chesterfield Mo 63005

Mr. George Stock of Stock and Associates showed the plan and where the property lines would move.

Mr. Rovak asked if there was any discussion.

Ms. Silverman asked about access to Temple Emanuel.

Mr. Stock said at this time there would be no physical change to the drive.

Ms. Kelly said it didn't create any non-conformities and said staff recommended the feature of the cross access be a condition.

Mr. Carney moved to approve subject to the condition that a final drawing be prepared for signature and recording, and a cross access easement be provided. Mr. Magruder seconded.

Ms. Hall-aye Mr. Carney-aye Mr. Magruder-aye
Ms. Silverman-aye Mr. Schuh-aye Acting Chair, Mr. Rovak- aye
All in favor, motion passed.

Application #17-002: Boundary Adjustment and Site Development Plan Approval for Parking Lot Addition and Facade Improvements for the Property at 9974 Old Olive Street Road

Mr. Schuh moved to postpone the item to February 6, 2017, Mr. Rovak seconded.

Mr. Schuh-aye Ms. Hall-aye Mr. Carney-aye Mr. Rovak- aye
Ms. Silverman-aye Mr. Magruder-aye Chair, Ms. Kistner- aye

Application #17-003: Site Development Plan Approval for Barnes Jewish West County Replacement Hospital, New Attached Medical Office Building, and Associated Parking

Mr. Rovak moved to postpone the item to February 6, 2017, Mr. Schuh seconded.

Mr. Magruder-aye Ms. Silverman-aye Mr. Rovak- aye Mr. Carney-aye
Ms. Hall-aye Mr. Schuh-aye Chair, Ms. Kistner- aye

PUBLIC HEARING- Application #17-002: Text Amendments to the Zoning Ordinance Allowing Indoor Firearms, Pneumatic Gun and Archery Ranges as a Permitted Use in the LI=Light Industrial District and Establishing a Parking Standard for such Uses

Those who planned to speak were sworn in.

Jason Jaggi spoke to the Text Amendment as far as the requirements for indoor gun and archery club regulations. He said currently it is regulated under a NAICS 713990 with a range of recreational uses. He said currently indoor gun and archery clubs are excluded. He said they wanted to exempt gun and archery ranges and reassign them as a permitted use in the Light Industrial District.

He spoke to parking standards. One parking space per firing range stall, as well as one space for employees.

Mr. Carney asked about restrictions on firearm dealers in Creve Coeur.

Ms. Kelly said she believed it was not allowed at this time.

Mr. Carney asked if guns and ammunition sales were not allowed.

Mr. Rovak said he believed ammunition was allowed at most ranges.

Mr. Jaggi said he thought ammunition would be an accessory to the range.

Ms. Silverman said there are some ranges that don't sell guns and ammunition.

Mr. Magruder said the one he goes to does sell ammunition.

Mr. Jaggi said some ranges have classrooms as well as ammunition sales.

Mr. Magruder asked if the ordinance should include retail sales.

Mr. Jaggi asked if there is some hesitancy towards retail.

Mr. Schuh said sporting goods stores sometimes have archery ranges.

Mr. Jaggi said he believed sporting goods sales were exempted.

Ms. Kistner asked if a Conditional Use Permit would be a better route.

Mr. Jaggi said business licenses were the route they chose as it would ensure inspections by the building department and police prior to opening.

He said it would require an annual yearly permit, age requirements, and training, He said there are a lot of safeguards built in while protecting 2nd amendment right.

Mr. Curtis said the concerns were addressed by Mr. Jaggi.

Ms. Hall asked for confirmation that guns would be excluded from sales.

Ms. Kelly read from the code and said it excludes the sales of firearms and ammunition.

Mr. Jaggi said a sporting goods store would be allowed to sell ammunition, but a range would not.

Mr. Carney asked for confirmation a range could not sell guns or ammunition.

Mr. Jaggi said that was correct unless it became a sporting goods store.

Ms. Kistner suggested ammunition purchased not be permitted to leave the site.

Mr. Rovak said that would cause other problems in regulations.

Mr. Carney said gun ranges make their money selling ammunition.

Traci Pupillo, an attorney said her client Steve Lieber has submitted plans to the building department for a private in home range. She implored the committee to consider that this would be no different than an indoor pool in its regulation. She said Missouri law said it wouldn't constitute a public health or safety concern. She said she understands the concerns regarding commercial use, but not for private use. She said it may violate Section 537.294 and 21.750 of the Missouri Statutes.

Ms. Kistner said she wanted to make sure sound would not be an issue.

Mr. Jaggi said they had spoken to the City Attorney about sound. He mentioned that it is illegal for a gun to be discharged in the city if it isn't in defense for safety reasons. He said he thought there was more to this issue.

Ms. Silverman agreed.

Ms. Kistner asked regarding sales, was the Commission comfortable.

Mr. Schuh asked about discharging a weapon in the district. He then asked if archery should be separated from gun ranges.

Ms. Pupillo said the range was completely indoors.

Ms. Kelly reiterated this is a business issue. Mr. Lieber was having a issue with the law stating fire arms can't be discharged in the city.

Mr. Jaggi said it isn't so cut and dried. He said this Text Amendment was meant to clarify, not add exemptions. He said he had not seen any plans regarding Mr. Lieber's range. He said there is concern on a city-wide regulation scale.

Ms. Kistner said she thought more discussion needed to be had.

Mr. Jaggi recommended they table it to the next meeting. He said there were a lot of requirements and limitations regarding ranges. The city recognizes there are legal rights, but there does need to be regulation. He said indoor ranges would have building requirements to meet, which was built into the licensing portion.

Ms. Silverman asked how often it would get inspected.

Mr. Jaggi said it would be a one-time building approval inspection, then they would have to renew their license every year.

Mr. Schuh moved to continue the item to February 6, 2017, Mr. Carney seconded.

Mr. Magruder-aye Ms. Silverman-aye Mr. Rovak- aye Mr. Carney-aye

Ms. Hall-aye Mr. Schuh-aye Chair, Ms. Kistner- aye

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Jaggi said they are working on the comprehensive plan and it will be posted on the website by Friday January 20th.

He said staff had received a letter from commercial developers and read a portion.

Mr. Jaggi said there are a number of items on the agenda for February 3rd.

ADJOURNMENT

There being no further business to come before the Planning and Zoning Commission, upon motion being made and duly seconded, the meeting was adjourned at 7:20 P.M.

Beth Kistner, Chair

Jessica Stutte, Recording Secretary



**CITY OF CREVE COEUR
PLANNING & ZONING COMMISSION
MEETING MINUTES
MONDAY, FEBRUARY 6, 2017
6:30 PM**

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur, Missouri was held on Monday, February 6, 2017, at the Creve Coeur Government Center, 300 North New Ballas Road. Chair Beth Kistner called the meeting to order at 6:30 P.M.

MEMBERS PRESENT:

*Ms. Beth Kistner (Chair)
Mr. Tim Carney
Mr. Gene Rovak
Ms. Murial Hall
Ms. Heather Silverman (arrived at 7:35PM)
Mr. Matthew Schuh*

OTHERS PRESENT:

*Mr. Lee Curtis, Assistant City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Recording Secretary*

ACCEPTANCE OF THE AGENDA

Mr. Rovak moved to accept the agenda, as submitted. Motion seconded and unanimously approved.

APPROVAL OF MINUTES

None

PUBLIC COMMENT

None

NEW BUSINESS

1. Public Hearing-Application #17-006: for a Conditional Use Permit for a Symbowl Restaurant within City Place Retail at 11623 Olive Boulevard, Unit 1

All those speaking regarding the request were sworn in.

Mr. Greg Owens of Symbowl gave a brief explanation of the request.

Ms. Kelly said it was a simple request and there was a condition regarding outdoor seating. She said staff recommends approval.

Mr. Curtis entered the items for the exhibit and the public hearing was closed.

Mr. Rovak made a motion to approve, Mr. Schuh seconded.

Mr. Schuh-aye Ms. Hall-aye Mr. Carney-aye Mr. Rovak-aye
Chair, Ms. Kistner- aye

Motion passed.

2. Public Hearing: Application #17-007: Amendment to the Site Concept Plan and Site Development Plan Approval for Mercy Hospital Emergency Department Building Addition at 615 S New Ballas Road

Chair Kistner recused.

All those speaking regarding the request were sworn in.

Dennis Pruitt presented the plans for Mercy.

Mr. Carney asked if they would submit a landscape plan.

Ms. Kelly said because this is over 500 sq. feet it prompts P&Z review.

Mr. Jaggi said there would be further plans when a new site development plan is submitted.

Mr. Curtis offered the exhibits and the public hearing was closed

Mr. Carney made a motion to approve, Ms. Hall seconded.

Mr. Carney- aye Ms. Hall- aye Mr. Schuh- aye Acting Chair Mr. Rovak-aye

Motion passed.

UNFINISHED BUSINESS

3. Public Hearing-Application #16-028: a Resolution of the Planning and Zoning Commission of the City of Creve Coeur, Missouri, Adopting the Creve Coeur 2030 Comprehensive Plan as the Official Land Use Plan of the City

All those speaking regarding the request were sworn in.

Mr. Jaggi gave a history of the Comprehensive Plan process. He said the Final Draft was published January 20, 2017. He said some minor changes were made after to the posting on the City's website on January 20, 2017.

He emphasized a change to 17 properties in the Neighborhood Commercial district. He said they would not want to allow only multi-family in this area for consistency with the rest of the East Olive corridor.

He said the comprehensive plan does not rezone anything, it is a guide for future zoning recommendations.

Mr. Jaggi talked about the Commercial Districts and said the parking recommendations had been relaxed due to comment.

Ms. Rezny said she was unable to see the change because the resolution was too small. She said the change meant that a business could be there or a parking lot. She asked the Commission to postpone their vote.

Ms. Kistner asked if there were any deed restrictions.

Ms. Shu Mae Ni, a resident, said she was not made aware of the change and she would like a chance to discuss with the neighbors about the potential change.

Mr. Lohse, a resident, said the streets on Sona Lane were different from the west side of Ladue in that the East side is much shallower and even a singular business would heavily impact the neighborhood. He suggested an entrance at Sona to unify Olive and the neighborhood.

Mr. Jaggi said much thought and discussion had gone into this document and this portion. He explained the difference between the Comprehensive Plan and the Zoning code. He said there are a number of For Sale and For Lease signs along that portion of Olive. The comprehensive plan is designed to guide that area. He said the unified vision needed to be clarified. Mr. Jaggi said it was the discretion of the committee if they wanted to further discuss.

Mr. Carney said the lots are not deep and that would limit development. He pointed out there would need to be buffering for a business to move in.

Mr. Jaggi said the challenges are well articulated. He said significant protections would continue for the residents for change in use.

Ms. Kistner said she thought it was appropriate for that place type allowing commercial. She said she thought giving a little more time for the residents to review the change would be wise.

Ms. Kistner asked the Commission if there were any other concerns they had regarding the Comprehensive Plan. Ms. Kistner proposed they hold off on the vote.

(Ms. Silverman arrived 7:35 PM)

Mr. Jaggi asked the Commission if they had any other concerns regarding any portion of the plan.

Ms. Shu Mae Ni asked about the height of commercial buildings.

Mr. Jaggi said that area was a high point in topography and they would have to look at that when they get into zoning. He thought it would be a case by case

Mr. Rovak made a motion to continue to the next meeting Tuesday, February 21, 2017, seconded by Mr. Carney.

Mr. Schuh-aye	Ms. Hall-aye	Mr. Carney-aye	Mr. Rovak-aye
Ms. Silverman-aye	Chair, Ms. Kistner- aye		

Motion passed.

4. Application #17-002: Boundary Adjustment and Site Development Plan Approval for Parking Lot Addition and Facade Improvements for the Property at 9974 Old Olive Street Road

The Applicant has requested to postpone the matter to the February 21, 2017 Planning and Zoning Commission Meeting. A motion to continue the item until that time is necessary.

Mr. Schuh, made a motion to continue to the next meeting Tuesday, February 21, 2017, seconded by Mr. Carney.

Ms. Silverman-aye	Mr. Rovak-aye	Mr. Carney-aye	Ms. Hall-aye
Mr. Schuh-aye	Chair, Ms. Kistner- aye		

Motion passed.

5. Public Hearing- Application #17-003: Site Development Plan Approval for Barnes Jewish West County Replacement Hospital, New Attached Medical Office Building, and Associated Parking

All those speaking regarding the request were sworn in.

Mr. George Stock, of Stock and Associates reviewed the Site Concept Plan for the Commission. He presented the Site Development Plan. He said a lot of time had been spent on the Green Line Park along Olive. He continued showing the specifics of the plan. He showed the vehicular

circulation. Mr. Stock went over the Landscape Plan. He said the campus is 54 acres and what is being disturbed is about 18 acres. He said they do intend to plant trees and there is a small notation on the plans.

He showed the Green Line Park and the view of the hospital from Olive.

Mr. Stock spoke to the Questover Subdivision homes and the need for more pine and spruce trees to satisfy the residents. He said the sidewalk is outdated and will eventually be replaced and updated to meet code.

Ms. Kistner asked about the sidewalk to the west.

Mr. Stock said that would be a future sidewalk.

Mr. Schuh asked for clarification regarding the south sidewalk and asked if it would be drive-able.

Mr. Stock clarified and said that was not the case, but showed where a drive would be.

Mr. Stock showed where the sculpture would be moved. He pointed out other features of the campus.

He presented the Traffic Impact Study.

Tom Vanlandingham, architect for BJWC, presented the materials that would be used in the facade.

Ms. Kistner asked about the texture of the terra cotta.

Mr. Vanlandingham showed how and where it would be used. He said it would be smooth.

Ms. Silverman asked about the size.

Mr. Vanlandingham said they are large panels.

Ms. Kistner asked if there would be 2 colors.

Mr. Vanlandingham said there would be 2 colors of the terra cotta.

Mr. Vanlandingham continued presenting the medical Office and said it would be the main destination.

Ms. Kistner asked about the metal screening.

Mr. Vanlandingham showed where it would go and that in order to see it you would need to be at the right angle.

Ms. Kistner asked if they had a piece of that material and if they considered using something of a similar nature to what else was being used and asked if it was on both buildings.

Mr. Vanlandingham said it was a choice in preference and it would be used on both buildings.

Ms. Kistner asked about the staffs comment about architectural interest.

Mr. Vanlandingham said lighting plays a big role. He said that portion would disappear behind other buildings.

Ms. Kistner asked if those new buildings would be similar.

Mr. Vanlandingham said he would guess so, but didn't know at this point.

Mr. Carney asked how many workers would be on the site.

Mr. Vanlandingham said a fair number of people would be on site.

Mr. Carney said his concern is heavy traffic on Mason.

Mr. Stock said work would begin on the signal immediately. Mr. Stock said timing was important.

Ms. Hall asked how high the berm would be from Olive.

Mr. Stock said it would essentially obscure the bumpers in the low areas and hide the cars in the high areas.

Mr. Jaggi said a sincere effort had been made to screen the parking lot. He said the sidewalk was up to the discretion of the commission as to whether BJWC can hold off until the medical building is built. Mr. Jaggi spoke about the art piece and that it would come forward at a later date. He said the arts committee would have a role. He touched on the sidewalks. He said the public sidewalk along Olive meets current standards. He said the future sidewalk to Millenium Park would be a great addition.

He talked about a new Campus Sign Plan.

He said the traffic study indicates a commitment from BJC to have a solution and perhaps a little more information was needed.

Mr. Stock said BJC was committed and the solution would most likely be a signal and it would be part of Phase 1.

Mr. Jaggi continued speaking to the building design specifically along Olive. He also spoke to the impact of parking on the site. He said another concern was the screening found by the windows. He thought the elements could be tied together.

Mr. Curtis entered the exhibits and the public hearing was closed.

Ms. Kistner said staff had raised 6 points and went over them.

Ms. Silverman said she was concerned about the sidewalk on the western portion. She suggested a different material for the overhang. She suggested breaking up part of the western part of the building.

Ms. Kistner asked where the main entrance was located.

Mr. Stock said there was an employee entrance and a separate main entrance.

Ms. Kistner asked about the sidewalk and construction timing.

Mr. Stock said western area would most likely be in construction.

Ms. Kistner asked about the timeframe

Mr. Carney said the architecture doesn't bother him as he knows the site is going to change. The sidewalk isn't an issue either.

Ms. Kistner said she thought people would cut through the grass or lot to get to the building. She said she thought the elements could be broken up either by material or truer elevation.

Mr. Vanlandingham asked about truer elevation.

Ms. Silverman said she would like to see the color variation.

Mr. Rovak asked what the real question was. He asked if they wanted more texture or a clearer picture.

Mr. Vanlandingham said a closer up view would help clarify the texture.

Some discussion was held whether to give direction regarding the parking lot.

Mr. Schuh made a motion to continue and was seconded by Mr. Rovak

Ms. Silverman-aye Mr. Rovak- aye Mr. Carney-aye Ms. Hall- aye Mr. Schuh-aye
Chair, Ms. Kistner-aye

Motion passed.

6. Application #17-004: Text Amendments to the Zoning Ordinance Allowing Indoor Firearms, Pneumatic Gun and Archery Ranges as a Permitted Use in the LI-Light Industrial District and Establishing a Parking Standard for Such Uses.

Based upon further discussion with the City Attorney and questions raised at the prior Planning and Zoning Commission Meeting, the Director of Community Development is requesting to withdraw the proposed text amendment at this time.

The Commission approved.

WORK AGENDA

None

DEPARTMENT REPORTS

None

ADJOURNMENT

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

Beth Kistner, Chair

Jessica Stutte, Recording Secretary



MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: February 21, 2017

Subject: Comprehensive Plan Update
Project Number: 16-028

Memo Prepared by: Jason W. Jaggi, AICP, Director of Community Development
February 17, 2017

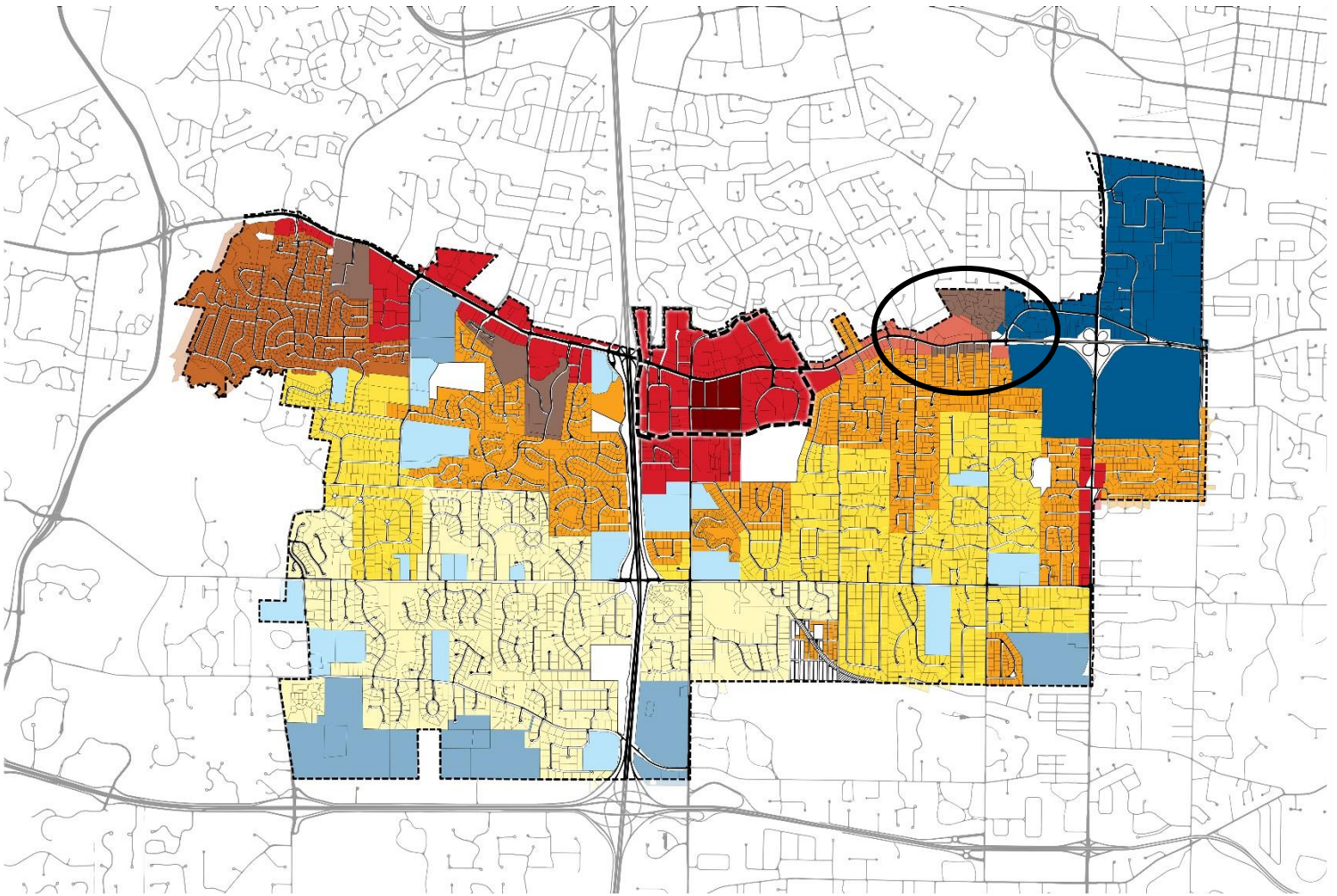
At the February 6, 2017, meeting, the Planning and Zoning Commission postponed the adoption of the Comprehensive Plan Update, *Creve Coeur 2030*, in response to comments received from residents who attended the meeting regarding the status of the East Olive Corridor recommendations. Specifically, the residents expressed concern with the update to the Community Place type map which calls for most of the Olive Boulevard frontage to be placed within the Neighborhood Commercial Placetype. Prior versions of the plan showed some of the properties on the south side of Olive Boulevard within the Suburban Multi-Family Neighborhood Place type. Several comments have been received from residents within this area of Creve Coeur and are included in the agenda packet for review by the Commission. Please refer to the staff report from the February 6, 2017, meeting for details on the revisions that were made to the Place Type map and the rationale for the suggested change. For reference, attached to this memorandum is the prior Community Place Type Map and the Proposed Community Place Type Map for the entire City.

It is important to note that the Comprehensive Plan does not constitute a rezoning and no changes to the zoning designation of any property would automatically occur as a result of this plan. Any changes to the zoning code would require a public hearing and review by the Planning and Zoning Commission with final approval by the City Council.

The Comprehensive Plan serves to guide future actions of the City and is used by the Planning and Zoning Commission to evaluate land use decisions, including changes to the City's ordinances. The task of developing the Plan is granted to local governments from state statute which assigns that authority to the Planning and Zoning Commission. With that framework in mind, the Comprehensive Plan includes a recommendation that the City review the zoning code and make any necessary adjustments to align with the recommendations contained in the Plan.

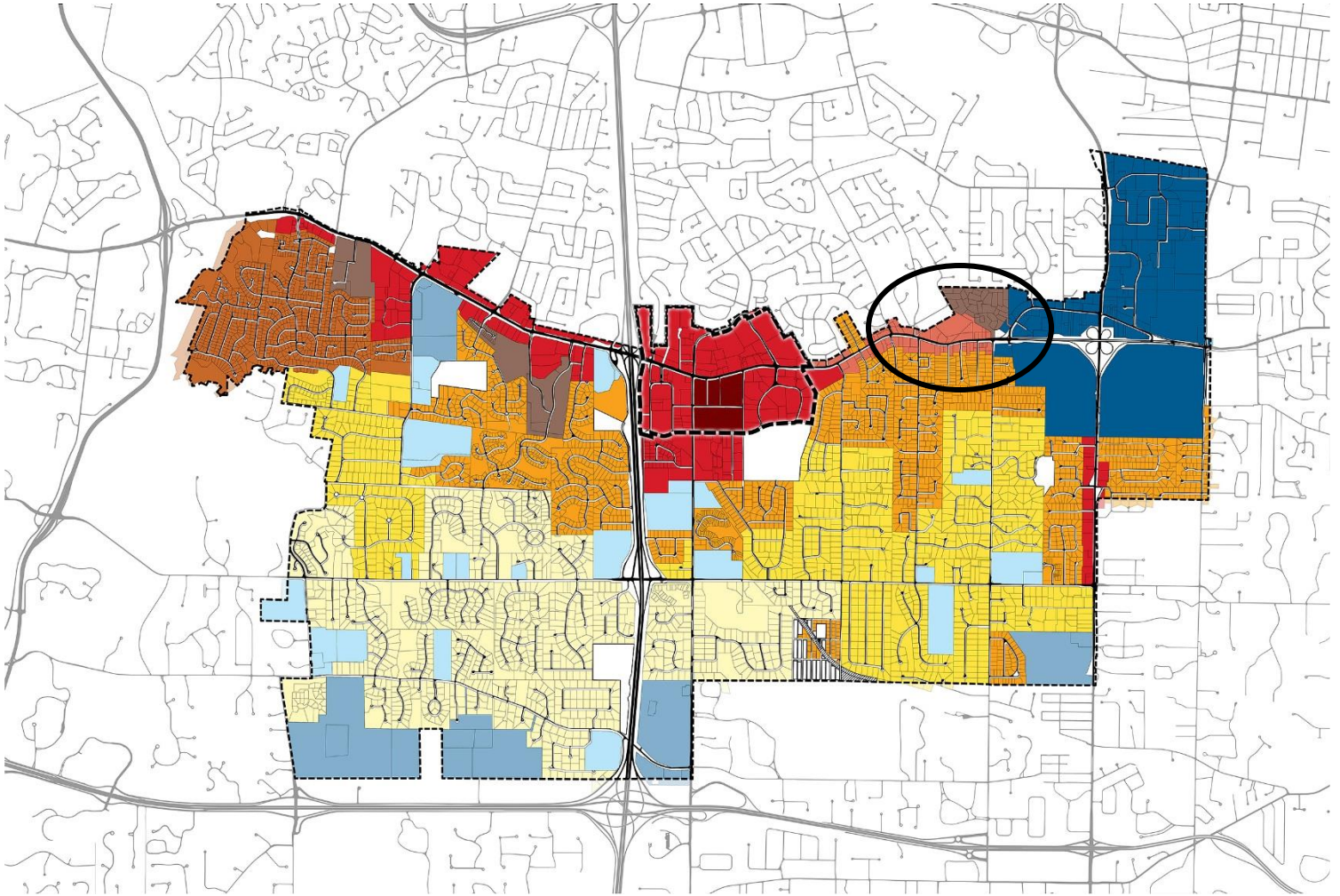
The Draft Final Plan that has been submitted for review incorporates minor changes based on input received. The changes are limited to correcting typographical errors and clarifying strategy 7.5 and including references in the Introductory section to include the City's strong position as a location for medical services, offices, and a growing plant science agtech industry. The specific edits are attached to this memorandum.

Prior Community Place Type Map



- 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)
- IX.A - Central Business District (CBD)
- X - Community Center District (CC)
- XI - Mixed-Use Innovation Campus District (MUIC)

Community Place Type Map (1-20-17)



- 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)
- IX.A - Central Business District (CBD)
- X - Community Center District (CC)
- XI - Mixed-Use Innovation Campus District (MUIC)

EDITS TO FINAL DRAFT SINCE FEBRUARY 6, 2017 MEETING

Page 8, Introduction Section, 1st Paragraph

Before

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 Science 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.

Revised

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 is home to a large office market and medical community of regional importance with two hospitals, Mercy Hospital and BJC West County Hospital, and numerous other medical establishments. A growing plant science and agtech business sector, including Monsanto and the Donald Danforth Plant Science Center employ people from all over the world. Together, Creve Coeur businesses 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.

Page 13, Key Issues and Priorities

Before

Community Identity: Creve Coeur does not have an identifiable downtown or central community gathering place.

Revised

Community Identity: Creve Coeur has a significant employment base and desirable neighborhoods yet lacks an identifiable downtown or central community gathering place to bring together residents and employees of local businesses.

Page 51, Objectives and StrategiesBefore

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

Revised

Strategy 7.5: Expand the use of renewable energy in City-owned public facilities and promote energy efficiency, renewable energy use, and recycling by all Creve Coeur residents, businesses, and organizations.

Page 145

Revise implementation item 7.5 to match above.

Typos:

Page 25, right column, line 8: “northwest” should be “northeast”. (This refers to the location of “39 North” within CC.)

Page 38, column 1, first bullet/arrow: First word should be “Providing” rather than “Proving”. (In the second bullet I would also suggest replacing the word “focus” with “goal”, but that’s just me.

Creve Coeur



The Heart of Community & Commerce



**COMPREHENSIVE PLAN UPDATE
FINAL DRAFT**
for the City of Creve Coeur, Missouri

February 2017

Acknowledgements

City of Creve Coeur

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Gene Rovak	Commissioner
Tim Carney	Commissioner
Heather Silverman	Commissioner
Mural Hall	Commissioner
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Economic Development Committee
Energy and Environment Committee
Horticulture, Ecology, and Beautification Committee
Parks and Historic Preservation Committee
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Jessica Stutte, Administrative Assistant to the Planning Division, for coordinating the scheduling, setup, and refreshments at Public Workshops; the Creve Coeur police officers who provided public safety at Public Workshops; the Government Center staff who set up and cleaned up the Multipurpose Room; and the residents, business owners, and stakeholders of Creve Coeur who provided their time, expertise, and input for the development of this Plan.

Table of Contents

01	Introduction & Background.....	7
02	Creve Coeur Today.....	17
03	Objectives & Strategies.....	43
04	Plan Recommendations.....	53
	<i>Community Place Types Overview.....</i>	54
	<i>Residential Neighborhood Recommendations.....</i>	64
	<i>Creve Coeur's Downtown & Central Business District.....</i>	72
	<i>West Olive & Large Commercial Property Recommendations.....</i>	82
	<i>East Olive Corridor Recommendations.....</i>	88
	<i>The Mixed-Use Innovation Campus District.....</i>	96
	<i>Lindbergh Boulevard.....</i>	102
	<i>Campus & Institutional Districts.....</i>	106
	<i>City-Wide Systems.....</i>	112
	<i>Annexation Potential.....</i>	126
05	Implementation Plan.....	129
	<i>Early Action Items.....</i>	132
	<i>Capital Improvement Plan.....</i>	134
	<i>Implementation Matrix.....</i>	136
A	Appendix: Plan Maps.....	147

Table of Contents – Figures & Illustrations

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

Table of Contents – Figures & Illustrations (continued)

Figure 4.7	Mixed-Use Innovation Campus District (MUIC) Frontage Plan...	97
Figure 4.8	Lindbergh Boulevard Frontage Plan.....	103
Figure 4.9	Campus & Institutional Place Type Districts.....	107
Figure 4.10	Parks, Recreation & Open Space Recommendations.....	115
Figure 4.11	Bicycle & Pedestrian Connectivity Recommendations.....	117
Figure 4.12	Streets Recommendations.....	119
Figure 4.13	Public Art, Gateways & Wayfinding Recommendations.....	125
Figure 4.14	Potential Annexation Area.....	127
Figure A.1	Plan Maps: Creve Coeur Base Map.....	148
Figure A.2	Plan Maps: Existing Parks & Greenways.....	149
Figure A.3	Plan Maps: Existing Land-Use Classifications.....	150
Figure A.4	Plan Maps: Existing Zoning Districts.....	151
Figure A.5	Plan Maps: Community Place Type Districts.....	152
Figure A.6	Plan Maps: Parks, Recreation & Open Space.....	153
Figure A.7	Plan Maps: Bicycle & Pedestrian Connectivity.....	154
Figure A.8	Plan Maps: Streets.....	155
Figure A.9	Plan Maps: Public Art, Gateways & Wayfinding.....	156
Figure A.10	Plan Maps: Potential Annexation Area.....	157

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.***

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 is home to a large office market and medical community of regional importance with two hospitals, Mercy Hospital and BJC West County Hospital, and numerous other medical establishments. A growing plant science and ag-tech business sector, including Monsanto and the Donald Danforth Plant Science Center employ people from all over the world. Together, Creve Coeur businesses 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.

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, *Creve Coeur 2030* provides specific recommendations, actions, and regulatory code updates to facilitate ongoing, incremental implementation.

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.

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 for 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. Conducted between April and June, 2016, 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 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.

Key Community Issues & Priorities

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.

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.

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.

Parks, Trails, and Greenways: Residents and visitors alike value the “green appearance” of Creve Coeur and want to see it preserved and expanded.

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.

Traffic Congestion: Traffic has continued to increase and cause frustration, particularly on Olive Boulevard.

Housing and Community Diversity: Support the development of varying housing types and community amenities that matches projected population growth and changes.

Community Identity: Creve Coeur has a significant employment base and desirable neighborhoods yet lacks an identifiable downtown or central community gathering place to bring together residents and employees of local businesses.

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.

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.

Creve Coeur's Goals

1.0: *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!

2.0: *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.

3.0: *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.

4.0: *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.

5.0: *Parks, Open Space & Environment*

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

6.0: *Transportation, Connectivity & Mobility*

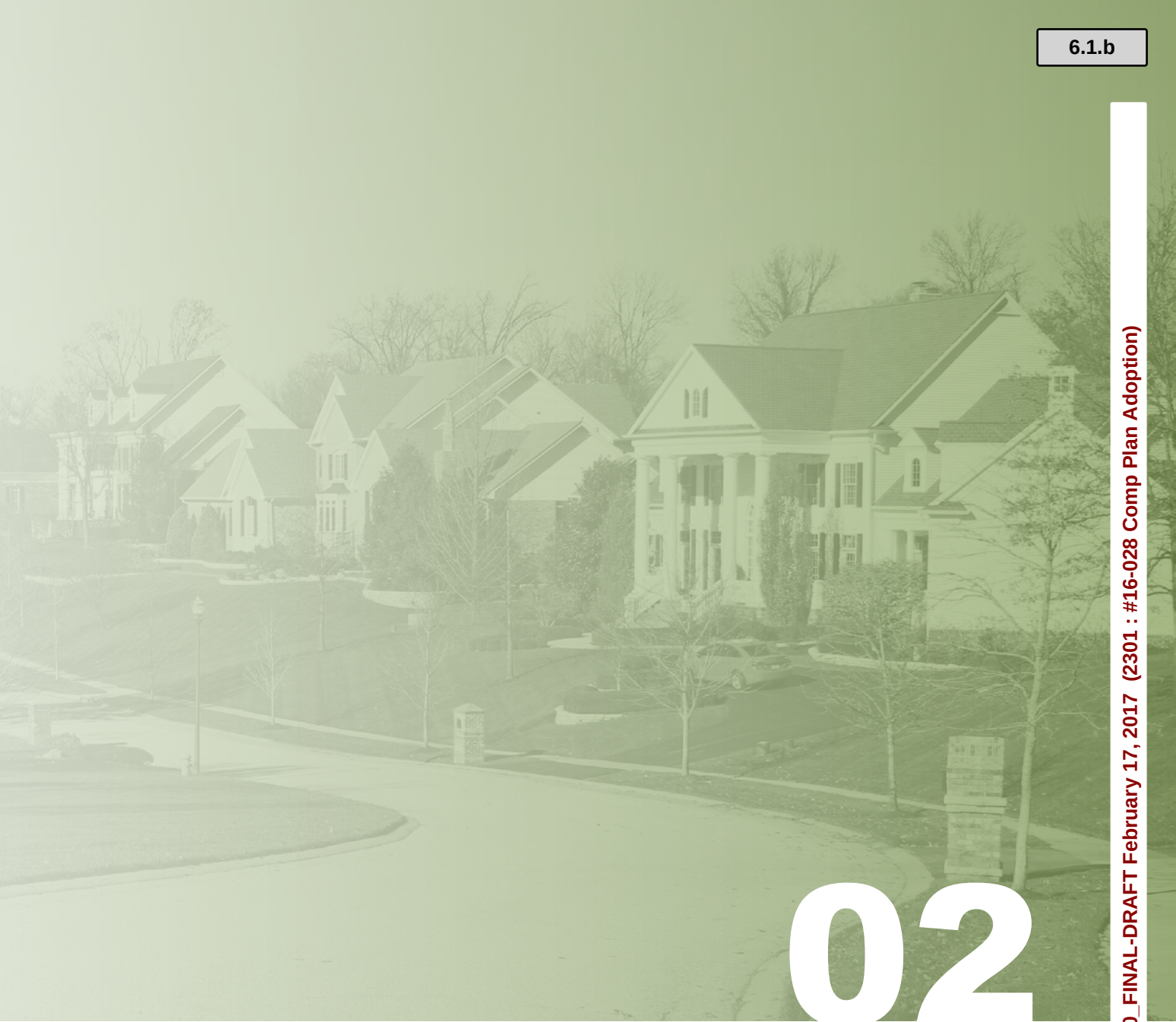
Creve Coeur will utilize development and partnerships with other jurisdictions to better manage automobile traffic, reduce traffic congestion and improve transit, walkability and bikeability.

7.0: *Community Sustainability, Health & Resilience*

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

* 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.





02

CREVE COEUR TODAY

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 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.

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

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):

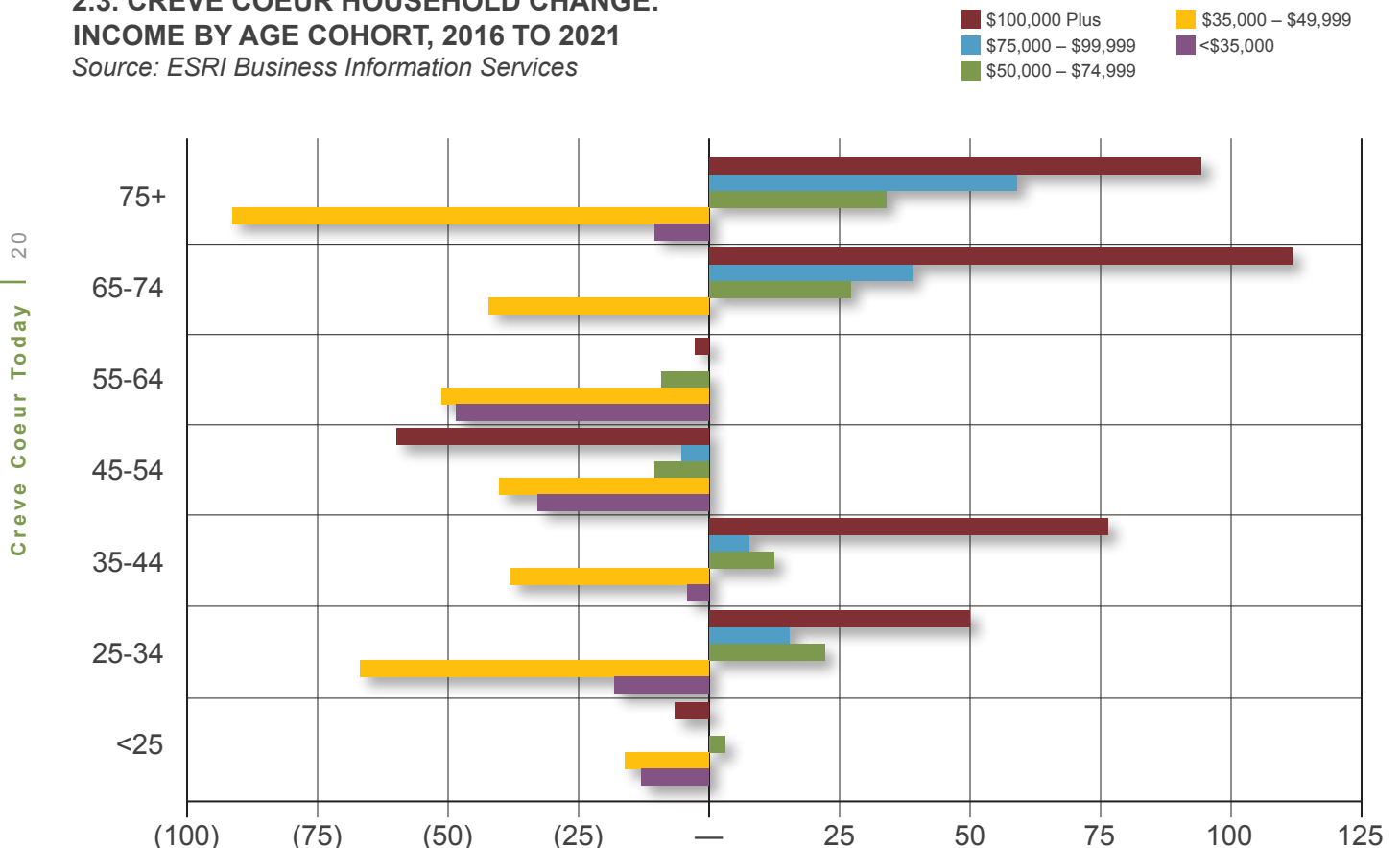
- » All household growth is in household incomes of \$50,000 and greater
- » Households under 25 years and between 45-64 years of age are declining
- » Households 45-64 years of age comprise 50% of household losses
- » Households from 25 to 44 years of age are increasing, but only at upper incomes
- » 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 under
age 35 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 under-served 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 39 North plant science and agricultural technology district project of the St. Louis Economic Development Partnership (SLEDP). Funded through a Department of Labor Grant, this planning initiative comprises 600 acres in the northeast 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 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 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 39 North plant science and agricultural technology district 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 to rather than by wholesale change, because it is already showing household preferences that are more urban than most of the region.

2.7. CREVE COEUR OFFICE MARKET – FIRST QUARTER 2016

Source: NAIDESCO

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

Vibrant Suburban Sub-centers

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

- » **Compact:** The center is coherent, bounded and dense (within its regional context), with commercial buildings of two stories or more.
- » **Mixed-Use:** Two or more uses can be found within multistory buildings, which typically feature retail space below residential and/or office space.
- » **Multiple-Use:** Different types of land uses (residential, commercial, industrial, and/or institutional) are located in close proximity to provide needed goods and services and generate activity throughout the day and evening.
- » **Walkable:** The urban design—including street patterns, intersection density, block lengths, street and sidewalk widths, building massing, setbacks, street-wall facades and parking—facilitates safe, convenient pedestrian movement.

- » **Connected:** Trips to and from the center typically are feasible by transit, either rail or bus, as well as by car; internal trips are feasible by walking or bicycling.
- » **Parking:** Metered street parking and parking structures accommodate private vehicles.
- » **Density:** Job density is high; a combination of workers, residents and visitors/ shoppers enlivens the center during the day and evening. High-density residential development is especially important to provide workforce housing and the purchasing power to support retail and personal services.
- » **Public Places:** Open space within the center is public and available for special events, people-watching, rest, and relaxation.
- » **Destination:** The center is an employment node with unique public venues that are popular places to socialize and conduct business.
- » **Discrete:** The center has edges and boundaries that capture and contain additional development and redevelopment over time.
- » **Critical Mass:** Additional development is a positive feature, because greater density usually increases vibrancy.

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

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

Placemaking: Community Character

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

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

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

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

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

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



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

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

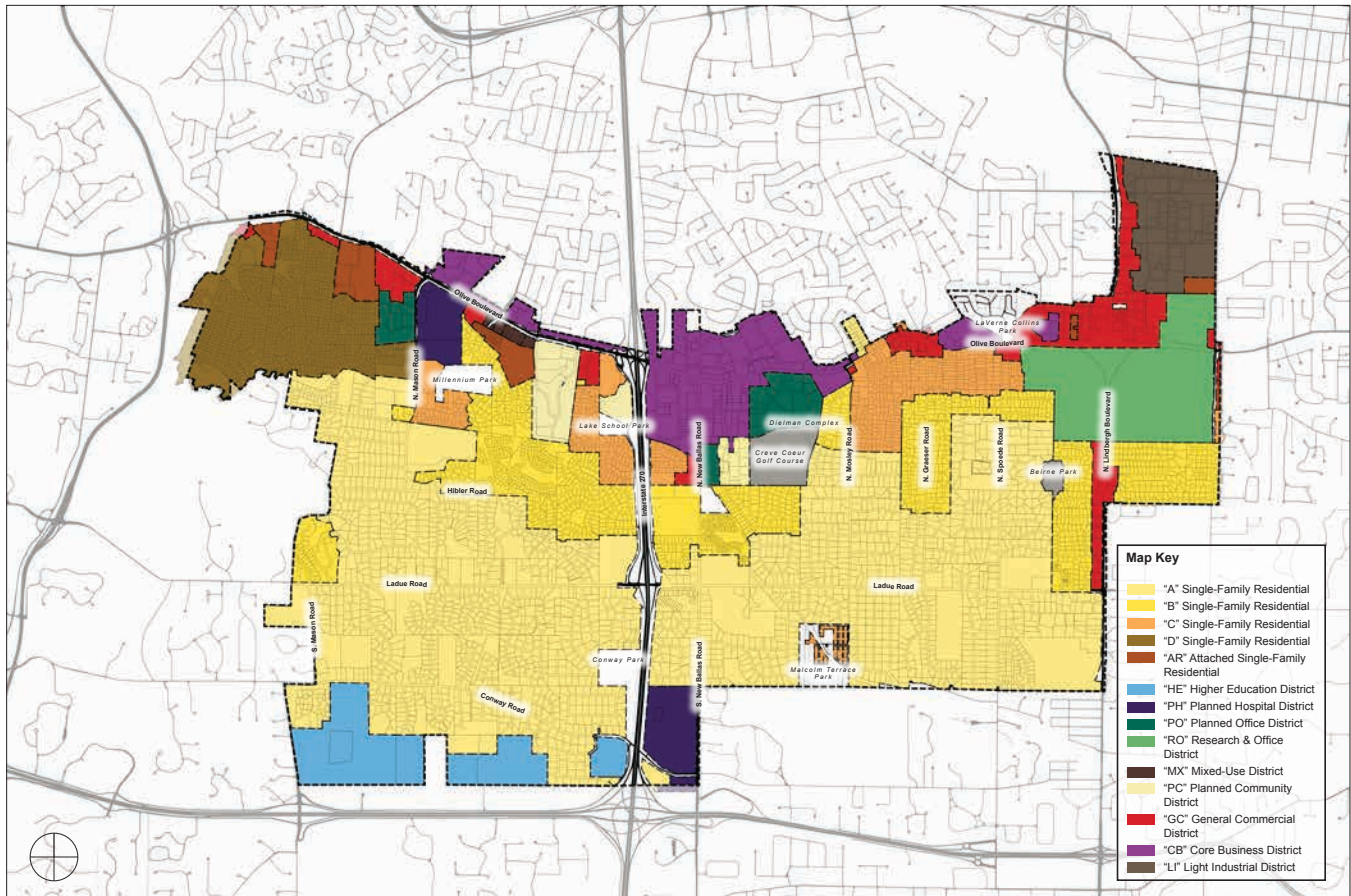


Land Use & Zoning

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

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

2.8. ZONING DISTRICTS



2.9. ZONING & LAND-USE CAPACITY ANALYSIS

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

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

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

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

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

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

Parks, Green Space & Environment

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

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

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

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

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

2.10. PARKS & GREENWAYS

Map Key

- Creeks & Streams
- Water Bodies
- FEMA 100-Year Flood Plain
- FEMA 500-Year Flood Plain
- City Parks
- City Recreation Areas
- Centennial Greenway

[illegible]

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.



SUMMER CONCERT IN MILLENNIUM PARK

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 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.

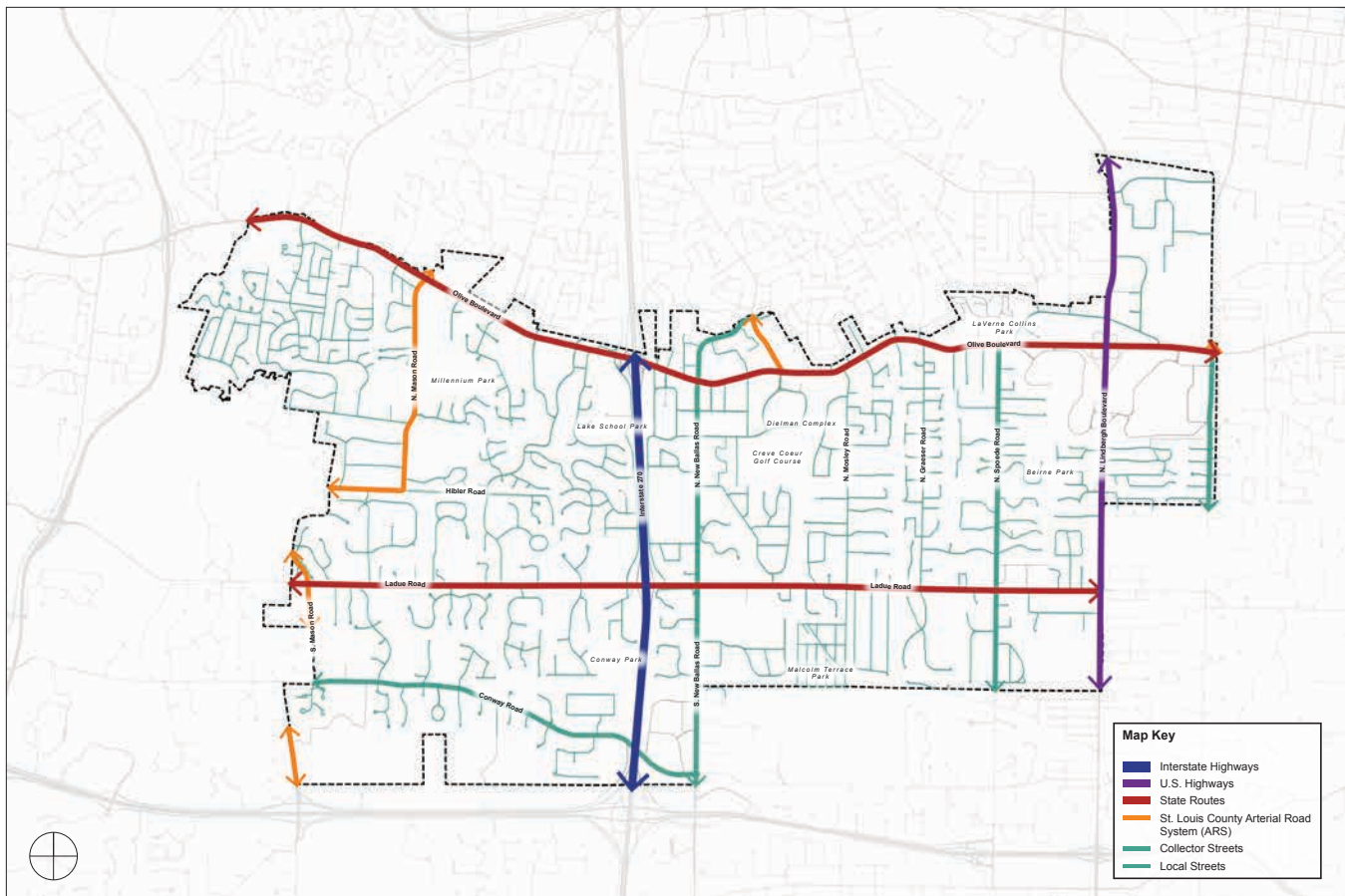
The amount of traffic on Olive Boulevard can be explained in terms of vehicle origin and destination. In addition to Creve Coeur residents' use of Olive Boulevard, a significant amount of vehicular traffic on Olive originates from external sources. Numerous vehicles originate from outside the City in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

- » Providing 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 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.

The Creve Coeur 2030 Comprehensive Plan update presents a holistic strategy to preserve and strengthen the characteristics of the City that give Creve Coeur its 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.



CREVE COEUR FARMERS MARKET





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

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.**

* 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.

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: Provide opportunities for a greater diversity of housing options throughout the City 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: Improve neighborhood walkability and connectivity.

Strategy 2.4: Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.

Strategy 2.5: 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 2.6: 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 2.7: Establish a limit for the amount of pervious pavement that does not count toward site coverage allowance for residentially-zoned properties.

Strategy 2.8: Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.

Strategy 2.9: 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: **Collaborate with regional transportation agencies, including Metro (Bi-State Development Agency) to improve regional transportation and mobility on 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 39 North plant science and agricultural technology 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, leaf, and trash 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 and other municipal 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: Enhance the safety of existing bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.

Strategy 6.3: Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors—regardless of age, income, or ability.

Strategy 6.4: Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.

Strategy 6.5: Manage traffic impacts in residential neighborhoods.

Strategy 6.6: Improve connectivity in the western half of the City by developing bicycle and pedestrian facilities to bridge gaps in the existing street network.

Strategy 6.7: 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 6.8: Improve coordination with East-West Gateway Council of Governments (EWGCOG) to increase the City's role in regional transportation planning and transportation initiatives.

Strategy 6.9: 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 6.10: 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.

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 energy efficiency, renewable energy use, and recycling by all Creve Coeur residents, businesses, and organizations.

Strategy 7.6: 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.

Strategy 7.7: 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) including bioswales, rain gardens, and native landscape restoration.

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.



04

PLAN RECOMMENDATIONS

1.

Community Place Types Overview

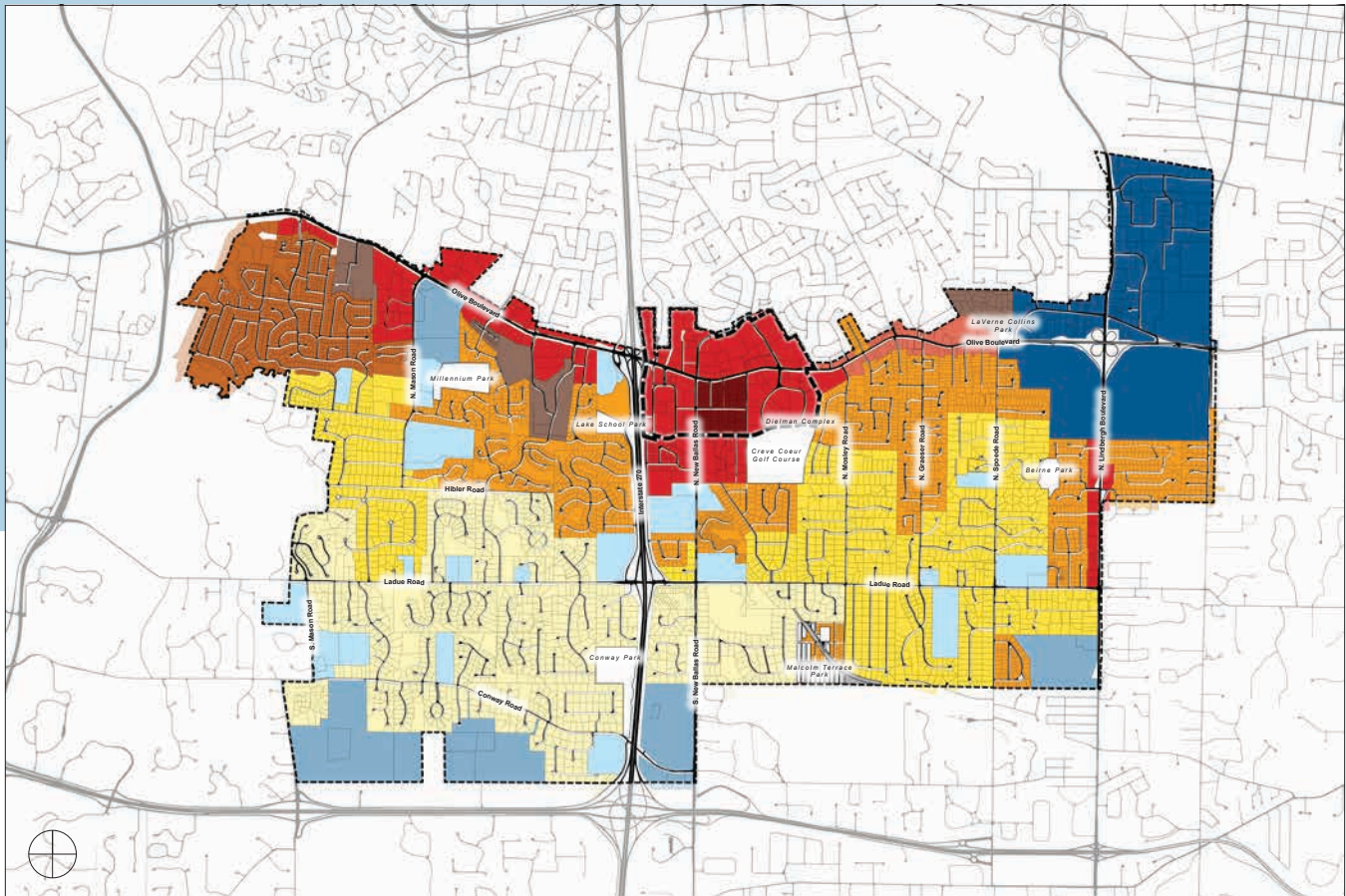
The geographic framework and future land use plan of the Creve Coeur 2030 Comprehensive Plan Update relies upon the Community Place Type Districts. Community Place Types utilize aspects of both zoning districts and a typical land use plan. They identify the existing physical character of development, 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:

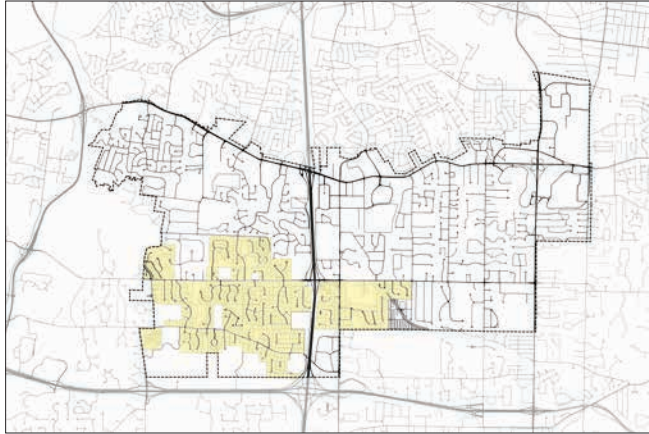
- » **Residential neighborhood recommendations** are presented on pages 64-71;
- » **Central Business District recommendations** (Community Center place type) are presented on pages 72-81;
- » **West Olive and large commercial site recommendations** (Mixed-Use place type) are presented on pages 82-87;
- » **East Olive recommendations** (Neighborhood Commercial place type) are presented on pages 88-94;
- » **Mixed-Use Innovation Campus District recommendations** are presented on pages 96-100;
- » **Lindbergh Boulevard commercial recommendations** are presented on pages 102-105; and
- » **Campus and Institutional District recommendations** are presented on pages 106-110.



4.1. COMMUNITY PLACE TYPE DISTRICTS

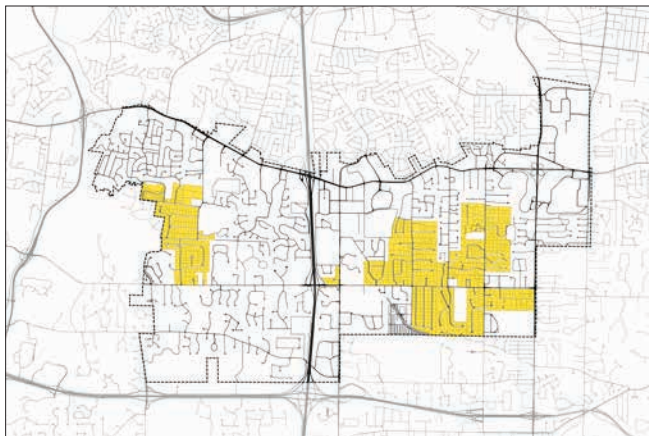
- I - Countryside Estate (CR)
- II - Estate Neighborhood 2 (ER-2)
- III - Estate Neighborhood 1 (ER-1)
- IV - Suburban Neighborhood 2 (SR-2)
- V - Suburban Multi-Family Neighborhood 1 (SR-1)
- VI - Civic (CV)
- VII - Campus (CP)
- VIII - Neighborhood Commercial District (NC)
- IX - Mixed-Use District (MU)
- IX.A - Central Business District (CBD)
- X - Community Center District (CC)
- XI - Mixed-Use Innovation Campus District (MUIC)

Community Place Types Overview



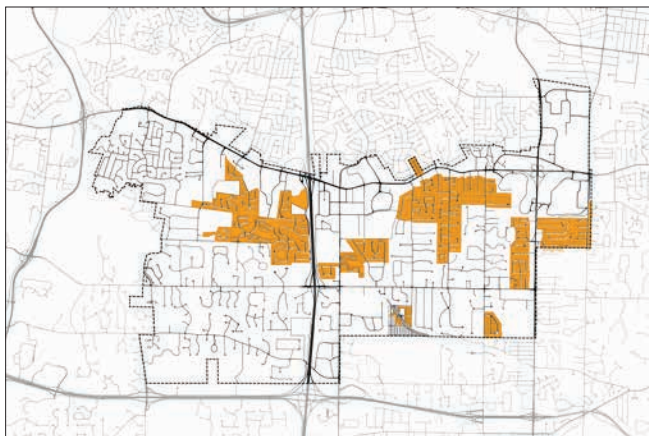
I. Countryside Estate (CR)

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.



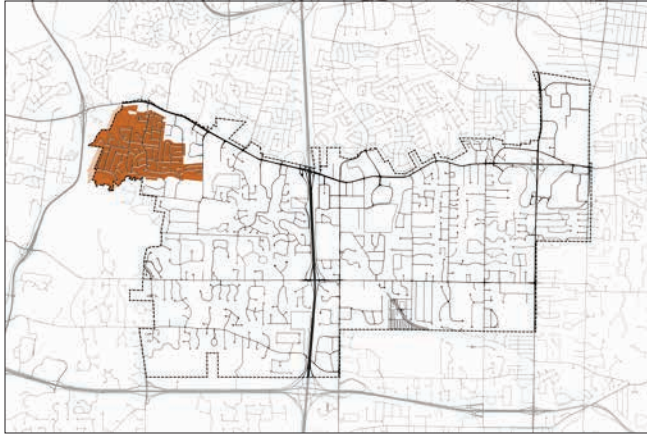
II. Estate Neighborhood 2 (ER-2)

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.



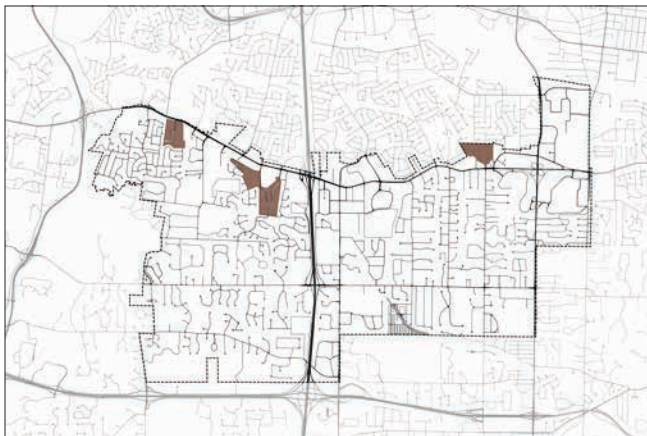
III. Estate Neighborhood 1 (ER-1)

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.



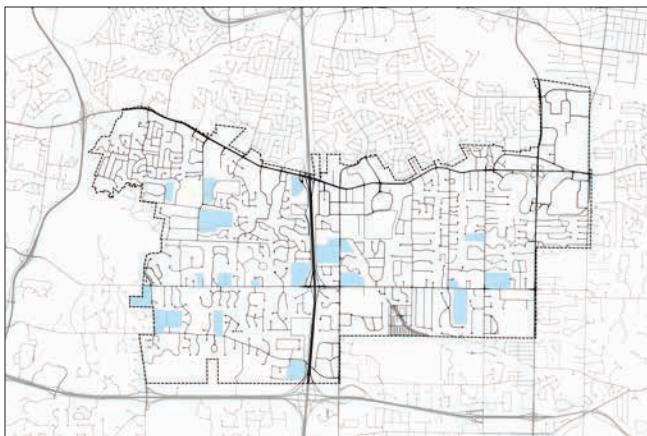
IV. Suburban Neighborhood 2 (SR-2)

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)

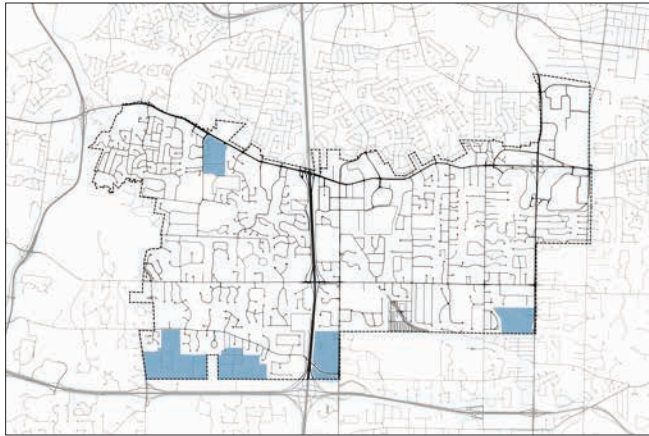
Suburban Neighborhood 1 describes attached multi-family residential neighborhoods—including multi-story apartment and condominium buildings and attached rowhouses or townhomes—built around an interconnected street grid or an internal vehicular circulation system with common parking areas. Suburban Multi-Family 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)

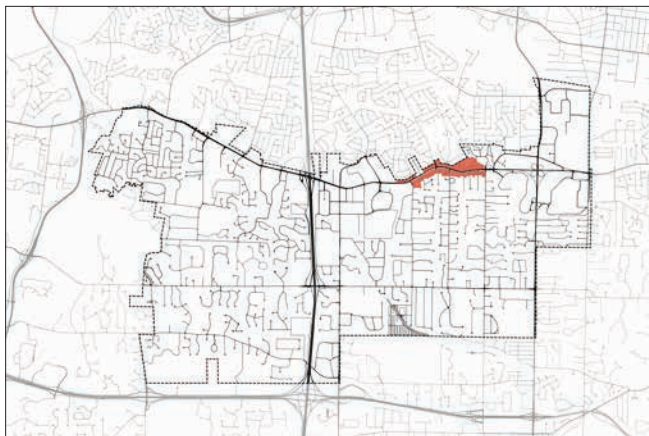
The Civic district a community place or overlay district intended for institutional uses—including schools, churches, religious facilities, and public facilities—comprised of a single primary building with optional ancillary buildings on a single lot.

Community Place Types Overview



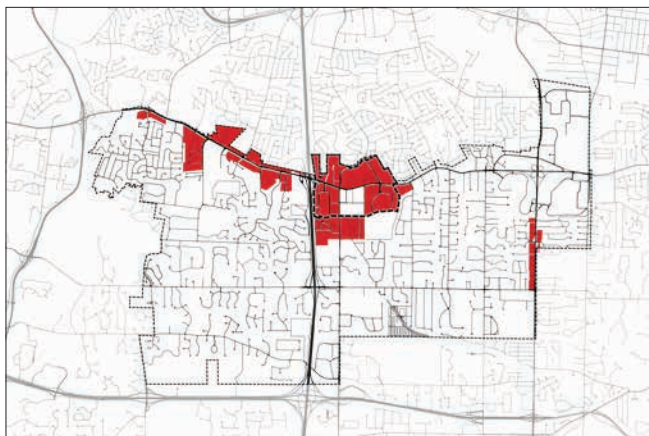
VII. Campus (CP)

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 pre-dominantly 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.



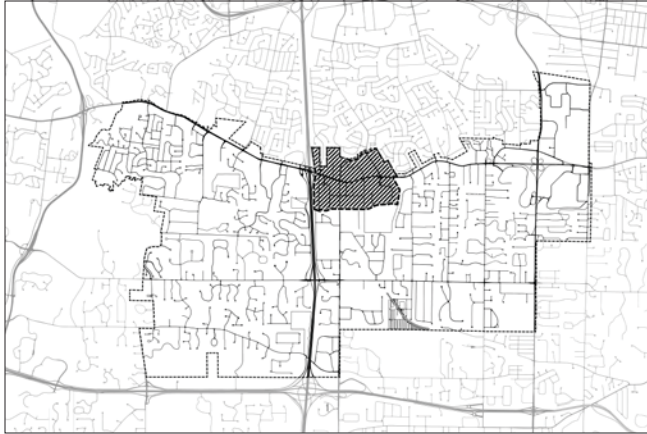
VIII. Neighborhood Commercial District (NC)

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.



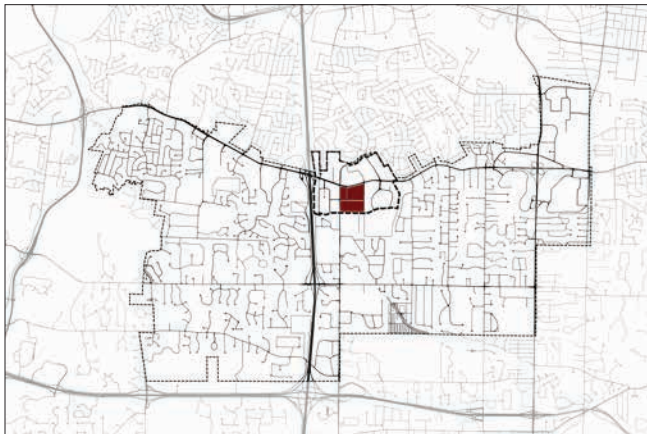
IX. Mixed-Use District (MU)

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.



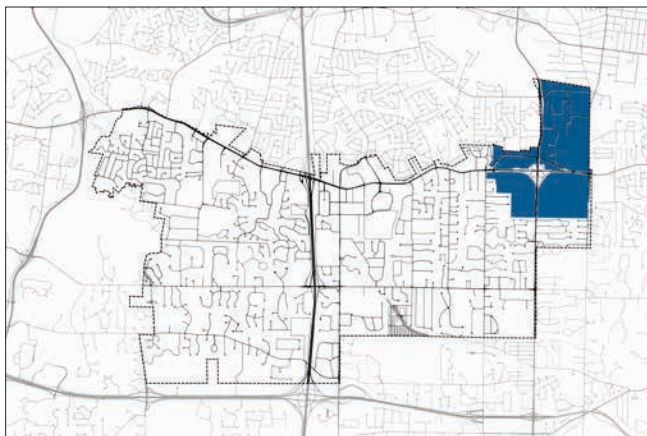
IX.A. Central Business District (CBD)

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.



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 District (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, 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 39 North plant science and agricultural technology district.

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 N. 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.

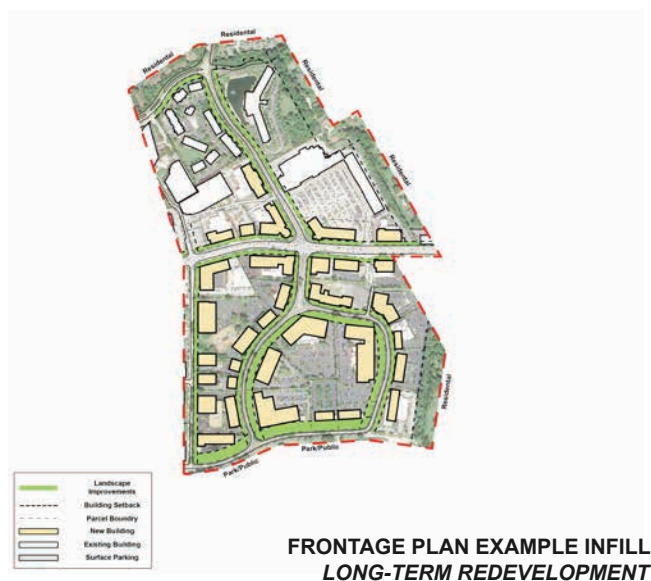
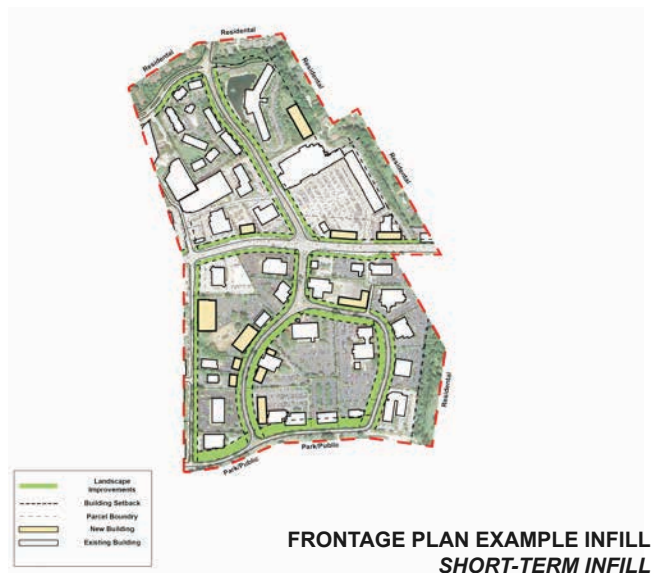
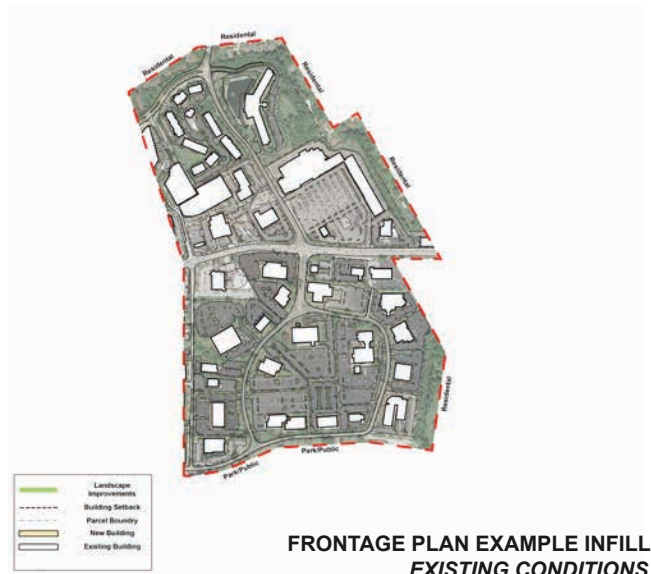
Frontage Plan recommendations are based around five (5) commercial and mixed-use Community Place Type Districts:

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);**

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 variety of specific frontage characteristics within the commercial and mixed-use districts, each defining a particular desired use and physical character. Illustrative examples of the way in which the Frontage Plan recommendations guide infill and new development are shown to the right. These images are examples only and do not necessarily represent the specific recommendations contained in this plan.



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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.

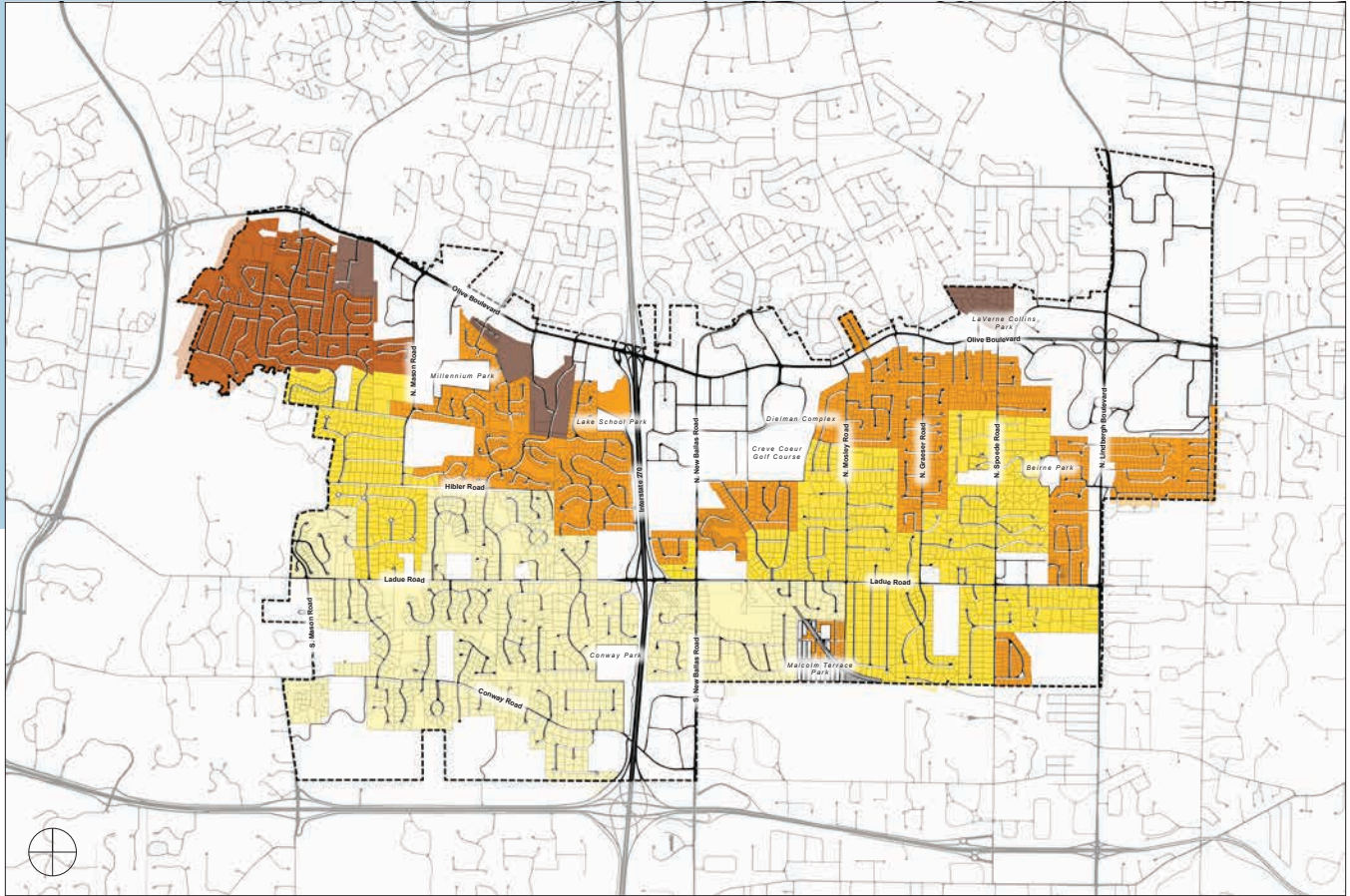
As detailed in Creve Coeur Today, the City's residential neighborhoods—while of excellent quality and maintaining high property values—face several challenges. These include:

- » 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.



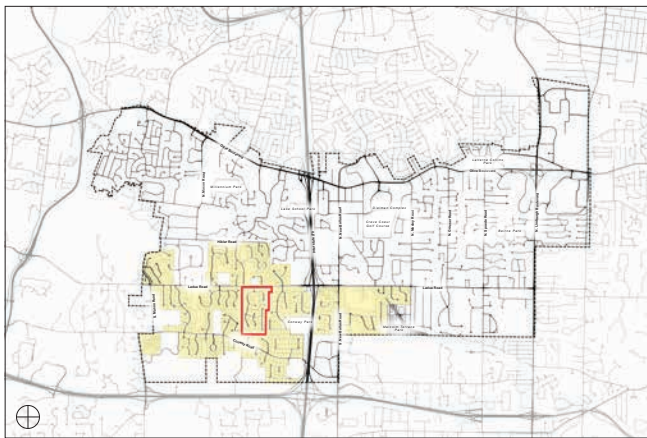
4.2. RESIDENTIAL PLACE TYPE DISTRICTS

- 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

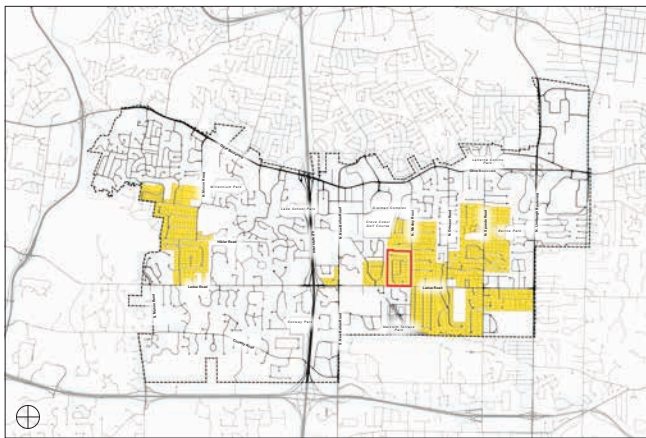


EXISTING PLACE TYPE CHARACTER IMAGE

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

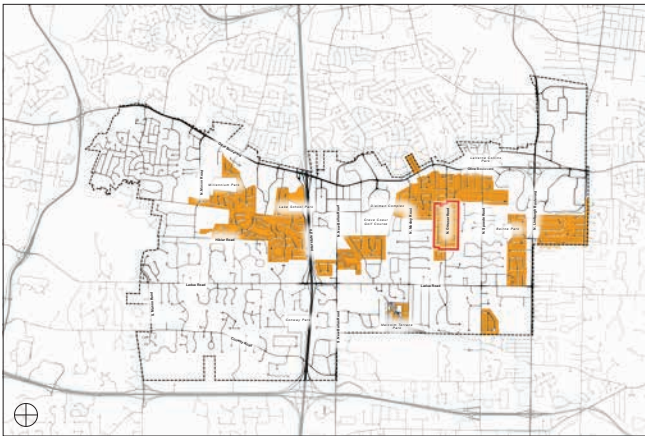


EXISTING PLACE TYPE CHARACTER IMAGE

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

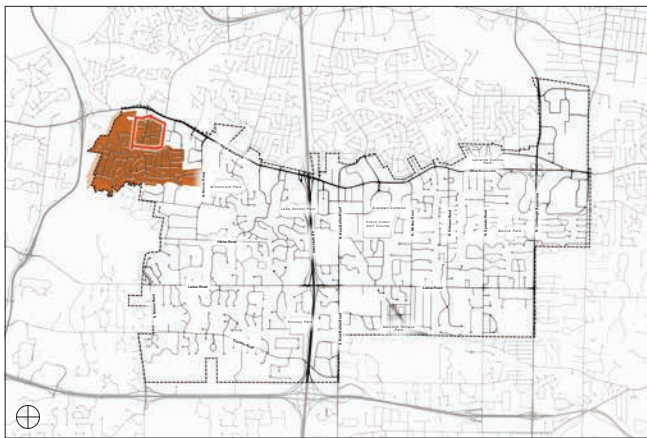


EXISTING PLACE TYPE CHARACTER IMAGE

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

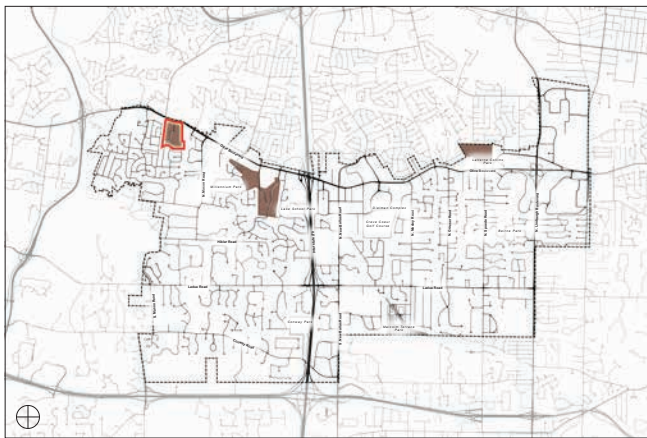


EXISTING PLACE TYPE CHARACTER IMAGE

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 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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 as the identifiable heart of Creve Coeur.

Creve Coeur's Central Business District (CBD) extends from approximately the City boundary on the north; Olde Cabin Road and Old Ballas Road 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 or parking lots fronting onto primary streets in conjunction with maximum building setbacks; 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 N. New Ballas Road to the west. This area includes the Creve Coeur Plaza strip center and King's Landing mixed-use development on N. 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



- The Central Business District recommendations on pages 76-77 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information. Further elaboration on Town Center concepts and development opportunities are provided on page 78.

- » Will Avenue
» Ham Avenue

Central Business District

Existing Conditions Character Images



KING'S LANDING



CITY PLACE



CITY PLACE



CREVE COEUR ASSISTED LIVING AND MEMORY CARE



630 THROUGH 652 EMERSON ROAD



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)



DOWNTOWN SOUTHLAKE, TEXAS



BRENTWOOD BOULEVARD

Recommendations for the Central Business District

CENTRAL BUSINESS DISTRICT (CBD) OVERLAY DISTRICT FRONTAGE RECOMMENDATIONS – PRIMARY STREETS

- » Promote active ground floor uses.
- » 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.
- » Allow for limited parking along primary street frontages, and encourage parking in shared facilities, located behind or on the sides of buildings.
- » 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 storefront commercial buildings.
- » 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.
- » 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, including 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

- » Flexible ground floor uses, including site and building service functions.
- » 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.
- » 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.

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.
- » 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.

- » 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.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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.

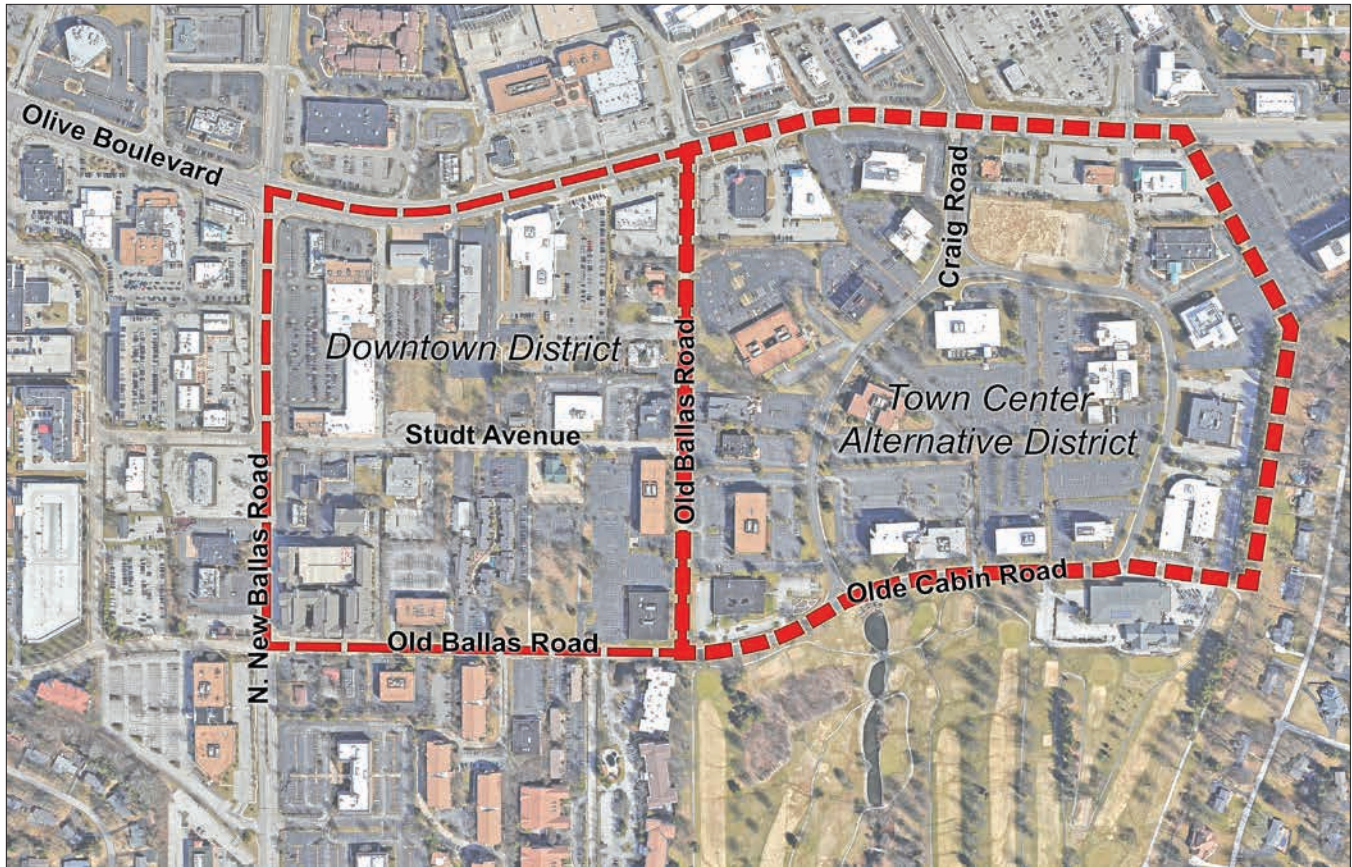
TREE COVERAGE STANDARDS

- » 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 illustrated in **Figure 4.4**. (The Downtown District is roughly coterminous with the boundaries of the Downtown Plan and Downtown Form-Based Code Overlay District, with the exception of parcels located west of N. New Ballas Road.) 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.

In the event the town center occurs in one of the identified locations and not the other, then the area not developed in accordance with the town center concepts as articulated in this plan should revert to the recommendations for the larger Central Business District (CBD).



SKATING AT THE CREVE COEUR ICE ARENA

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



SPLASH PAD AT MILLENNIUM PARK

4.

West Olive & Large Commercial Property Recommendations

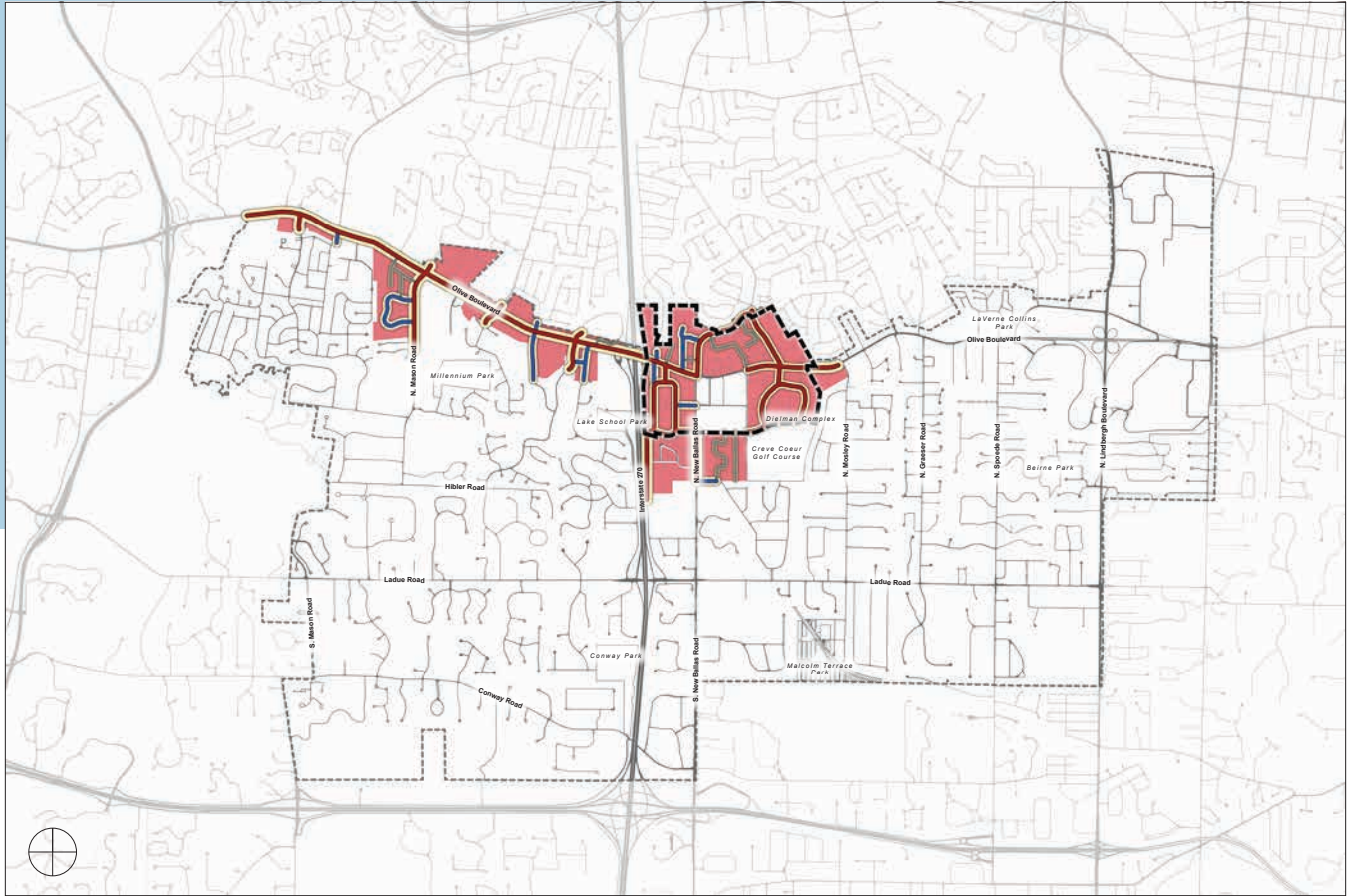
The Vision for West Olive is to create a visually-distinctive and regionally-recognized commercial corridor that improves walkable and bikeable access to retail and service businesses for the “day-to-day” use of Creve Coeur’s residents and workers.

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



SOUTHLAKE BOULEVARD (SOUTHLAKE, TEXAS)



BRENTWOOD BOULEVARD (BRENTWOOD, MISSOURI)



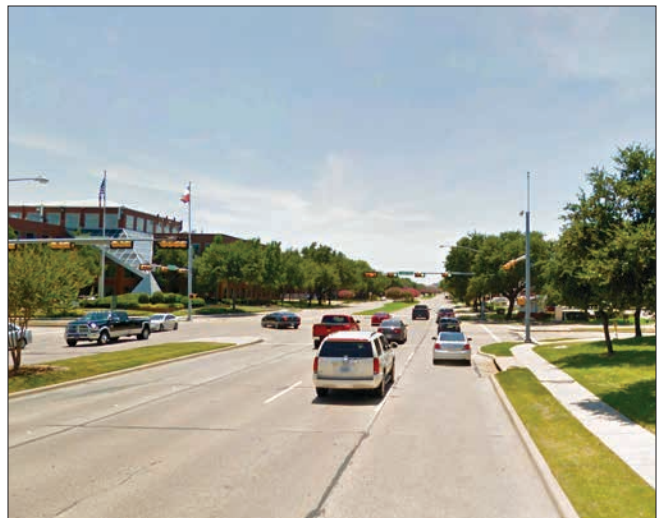
BRENTWOOD STATION (BRENTWOOD, MISSOURI)



SOUTHLAKE, TEXAS



HANLEY ROAD @ DALE AVENUE (BRENTWOOD, MISSOURI)



MCARTHUR BOULEVARD (IRVING, TEXAS)

Recommendations for West Olive & Large Commercial Properties

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

- » Flexible ground floor uses, including site and building service functions.
- » 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.
- » 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.
- » Develop design guidelines to achieve the desired character of the place type.

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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 93-94 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. Mosely Road
- » Graeser Road
- » N. Spoede Road

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

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



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



DEMUN POINTE (CLAYTON, MISSOURI)



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



STATION PLAZA (KIRKWOOD, MISSOURI)



MARKET AT MCKNIGHT (ROCK HILL, MISSOURI)

East Olive Corridor

Proposed Development Examples

The diagrams below illustrate the Plan concepts for redevelopment in the East Olive Corridor, including pedestrian and vehicular access, cross-lot connections, parking, buffering, and other recommendations contained herein. These diagrams are not site plans nor do they convey specific dimensional or regulatory requirements.

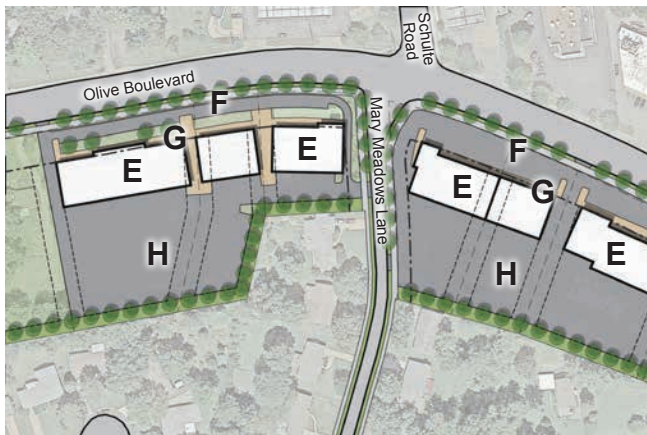


Existing Conditions



Proposed Consistent Setback and Buffer Zone Examples

- A. Existing Parcels
- B. Primary Street Consistent Setback Zone (dimension to be determined)
- C. Side Setback Zone (dimension to be determined)
- D. Buffer Zone (from adjacent residential properties; dimension to be determined)



New Building and Parking Configuration Examples

- E. Example New Buildings
- F. Example Frontage Shared Parking with cross-lot access and optional public space and landscape amenities
- G. Consistent "Second-Tier" Pedestrian Zone with cross-lot access
- H. Example Rear- and Side-Lot Shared Auxiliary Parking and service areas

LOT DEVELOPMENT STANDARDS

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

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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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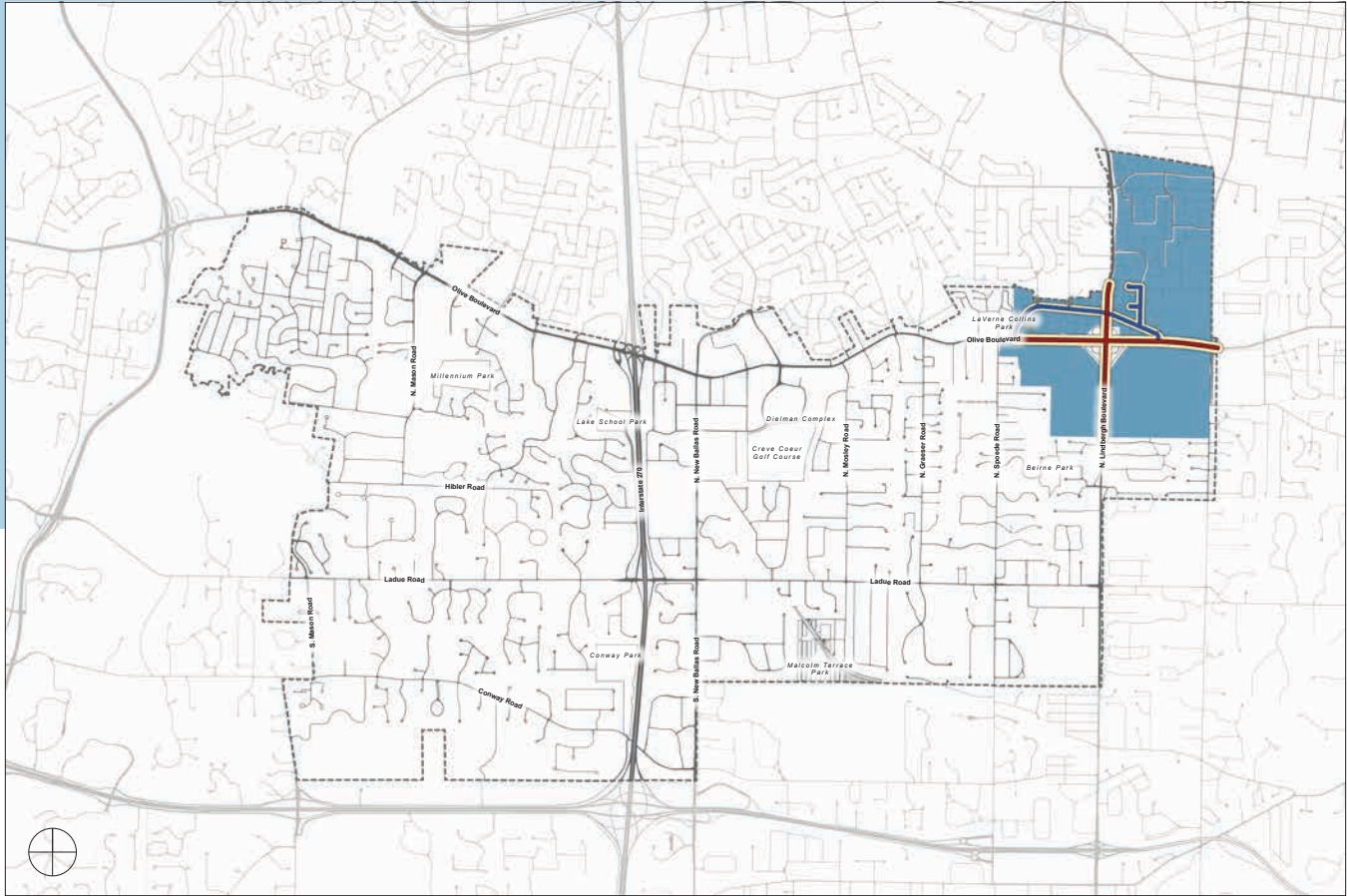
Mixed-Use Innovation Campus District

The Vision for the Mixed-Use Innovation Campus 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 39 North plant science and agricultural technology 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 39 North 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's Mixed-Use Innovation Campus District are designed to support the projections and anticipated outcomes of this initiative. Following completion of the 39 North master plan, it is recommended that the Master Plan be adopted by the City as an amendment to Creve Coeur 2030.

The Mixed-Use Innovation Campus District recommendations on pages 99-100 should apply as properties are redeveloped or undergo significant renovations. Refer to pages 61-62 for additional frontage plan information.



4.7. MIXED-USE INNOVATION CAMPUS DISTRICT (MUIC) FRONTAGE PLAN

- Primary Streets
- Secondary Streets
- Service Streets

PRIMARY STREETS

- » Olive Boulevard
- » N. Lindbergh Boulevard

SECONDARY STREETS

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

SERVICE STREETS

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

Mixed-Use Innovation Campus District

Vision & Best Practices Character Images



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK



DONALD DANFORTH PLANT SCIENCE CENTER



MIXED-USE DEVELOPMENT AT THE HIGHLANDS @ FOREST PARK

Recommendations for the Mixed-Use Innovation Campus 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

- » 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

- » Flexible ground floor uses, including site and building service functions.
- » 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.
- » In the Mixed-Use Innovation Campus District (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.

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

STREET & CONNECTIVITY STANDARDS

- » Provide street and public realm facility enhancements according to street type classifications (**refer to pages 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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 Mixed-Use Innovation Campus 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

- » A variety of 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 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

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

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 118-122**).
- » Develop bicycle facilities, pedestrian, and multi-use pathways (**refer to pages 116-117**).

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 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.

The 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 a minimum recommended size of three (3) acres 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 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.
- » 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 residential 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 lots subject to redevelopment, including the provision of street trees along Primary and Secondary Streets.

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; buildings shall be prohibited from this landscape zone.
- » Establish a minimum percentage of green space to be preserved on site.

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9.

City-Wide Systems

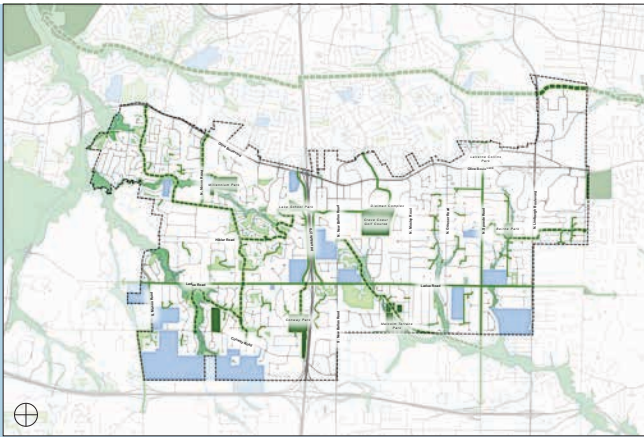
While much of Creve Coeur's identity and physical character results from private land development, the City has numerous interconnected networks of public infrastructure. City-Wide Systems recommendations include Creve Coeur's parks, streets, and public facilities.

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

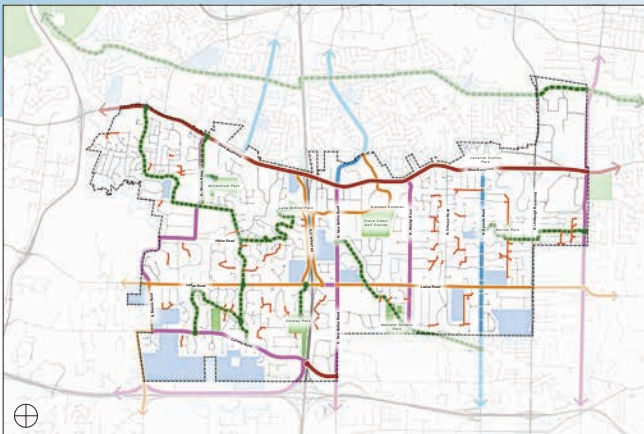
City-Wide Systems recommendations are summarized on the facing page and presented in detail on the following pages:

- » **Parks, Recreation & Open Space** recommendations are presented on pages 114-115;
- » **Bicycle & Pedestrian** recommendations are presented on pages 116-117;
- » Creve Coeur's **Streets** recommendations are presented on pages 118-122; and
- » Creve Coeur's **Public Art** recommendations are presented on pages 123-124.



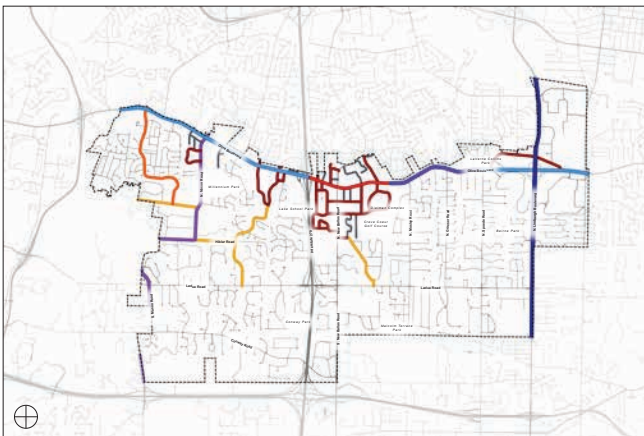
a. Parks, Recreation & Open Space Recommendations

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.



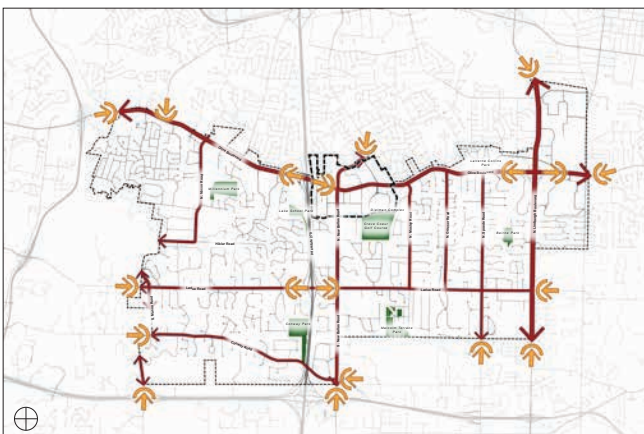
b. Bicycle & Pedestrian Connectivity Recommendations

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

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.

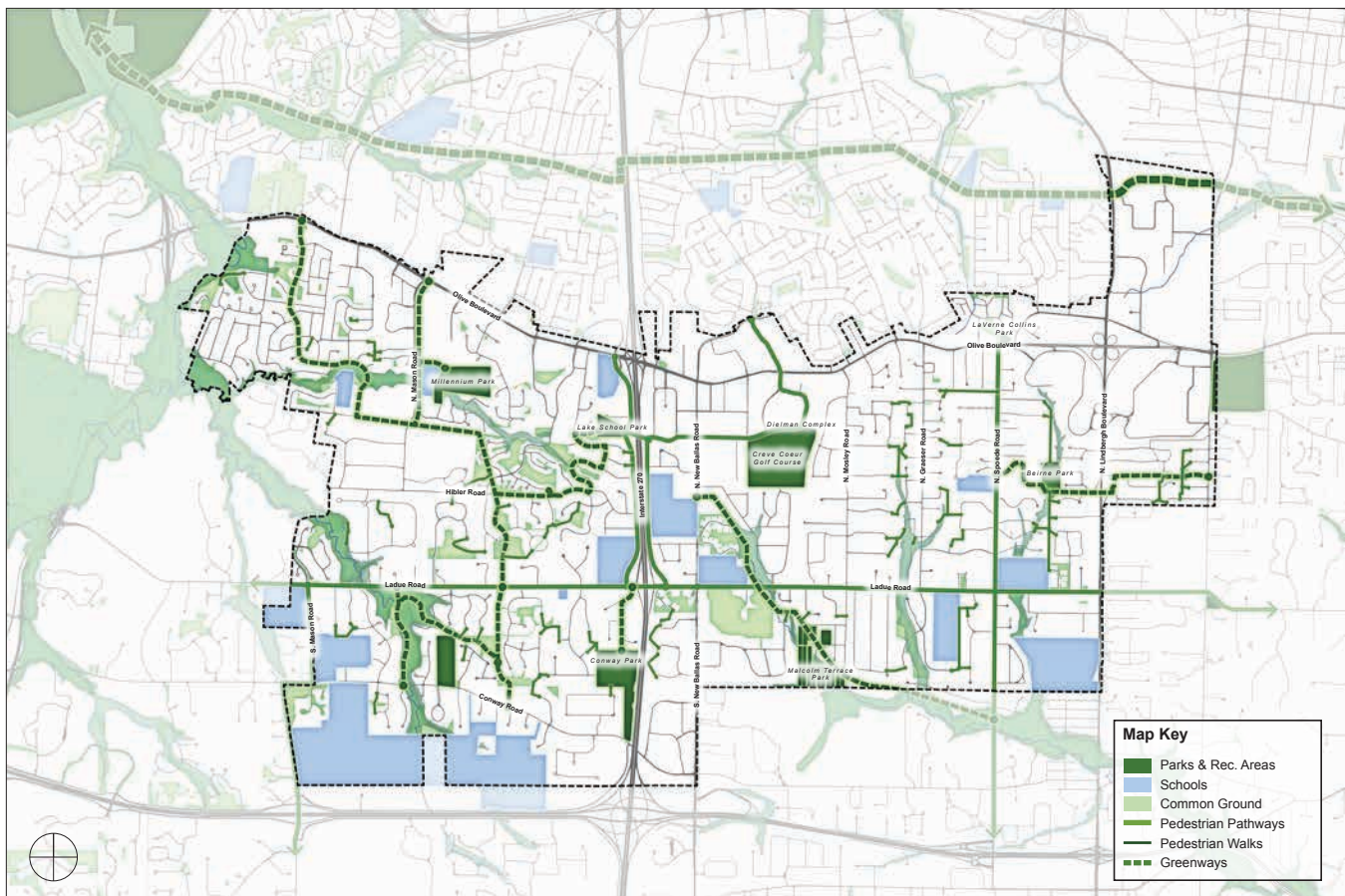
Schools and recreation areas serving Creve Coeur include:

- » 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
- » Saul Mirowitz Jewish Community School
- » Shaare Emeth School
- » Spoeede 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.

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—as well as four (4) important historic structures—Lake School (Lake School Park), Clester



4.10. PARKS, RECREATION & OPEN SPACE RECOMMENDATIONS

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.

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.

PATHWAYS & GREENWAYS

The Creve Coeur 2030 Plan recommends 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.

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 Recommendations address 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

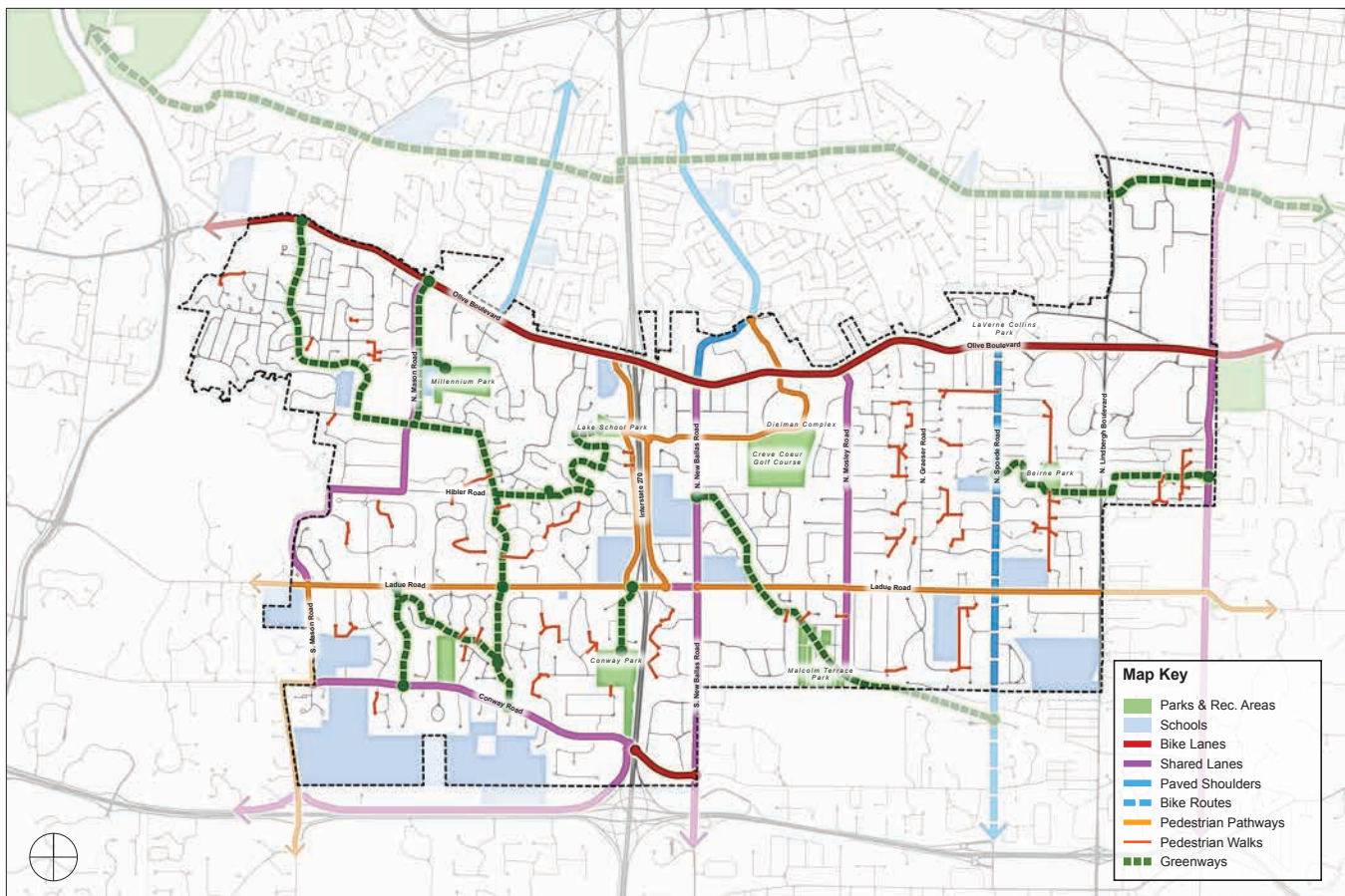
PAVED SHOULDERS

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)
- » Spoele 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 in the *Parks, Recreation & Open Space Recommendations*, 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 in the *Parks, Recreation & Open Space Recommendations*, these recommends include 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 Recommendations are qualitative improvements for the major streets in Creve Coeur's commercial and mixed-use districts, as well as key streets within the City's residential neighborhoods.

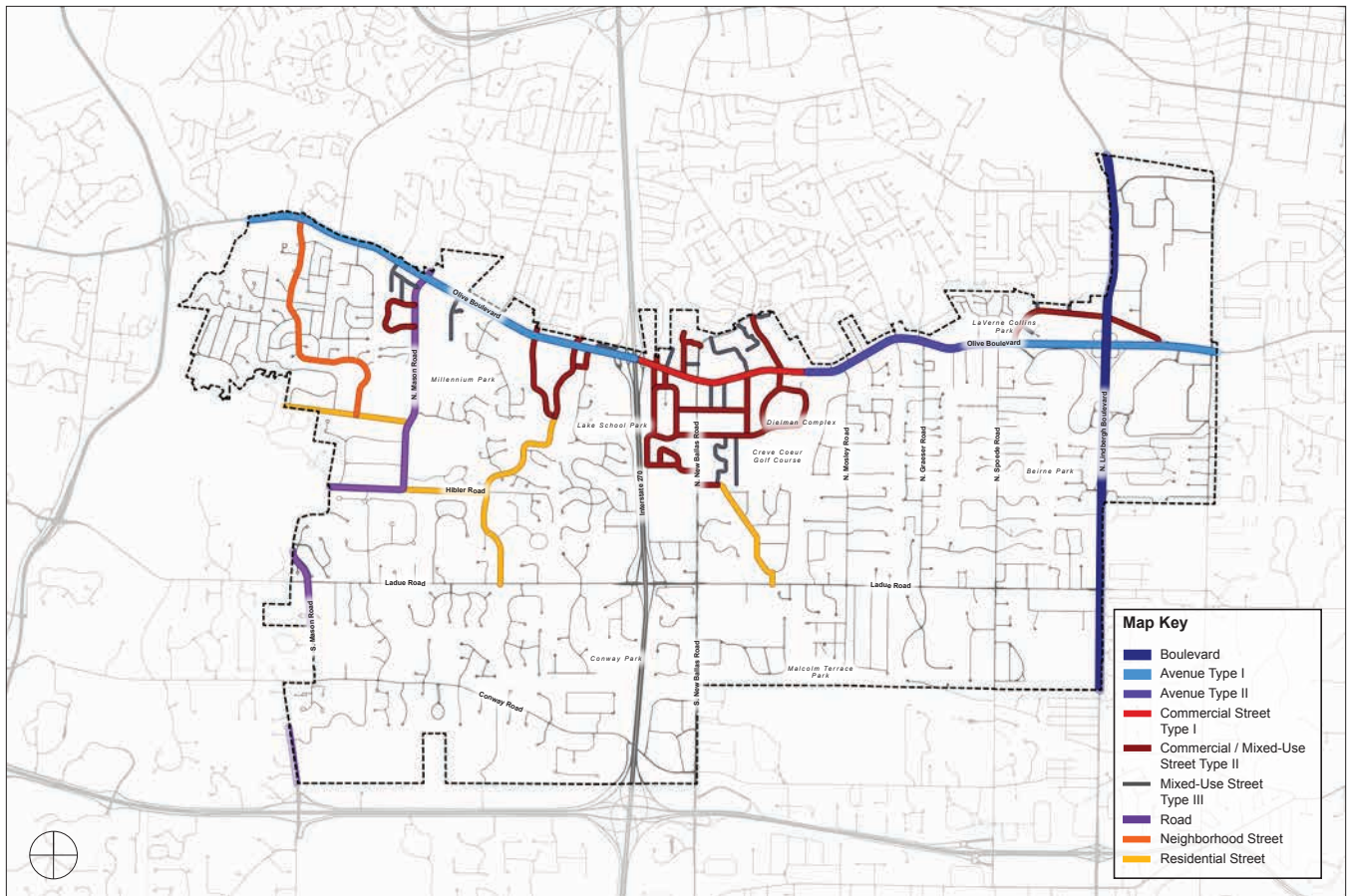
These recommendations encourage the development of Complete Streets—streets with facilities for all users and modes of transportation—incrementally as street improvements are made. While the *Parks, Recreation & Open Space Plan* and the *Bicycle & Pedestrian Connectivity Plan*, presented on the preceding 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, 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.

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 120;
2. **Avenue (Type I & II)** typology recommendations are presented on page 120;
3. **Commercial Street Type I** typology recommendations are presented on page 120;
4. **Commercial / Mixed-Use Street Type II** typology recommendations are presented on page 121;
5. **Mixed-Use Street Type III** typology recommendations are presented on page 121;
6. **Road** typology recommendations are presented on page 121;
7. **Neighborhood Street** typology recommendations are presented on page 122; and
8. **Residential Street** typology recommendations are presented on page 122.

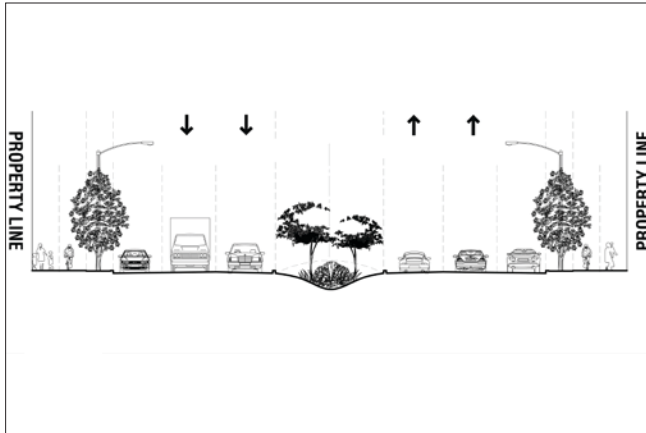


4.12. STREETS RECOMMENDATIONS



5 K RUN ON N. NEW BALLAS ROAD

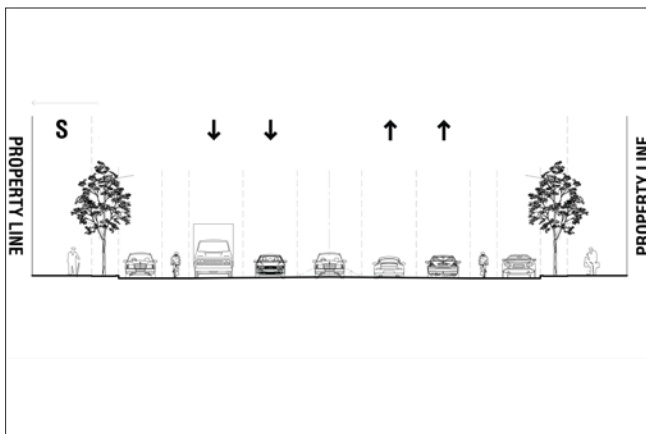
Street Typologies



1. Boulevard

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

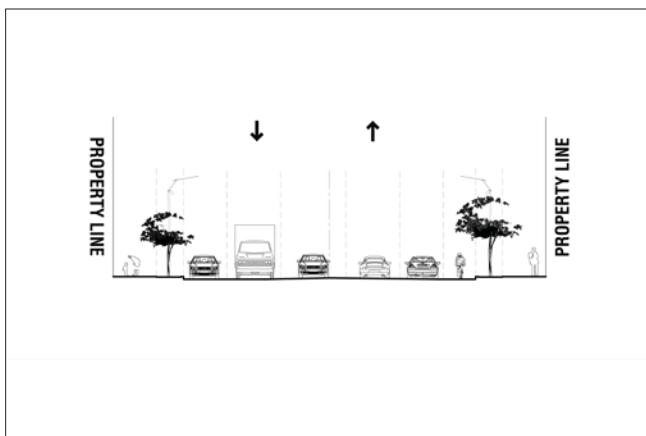
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Center Median (Optional Center Bioswale)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



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:

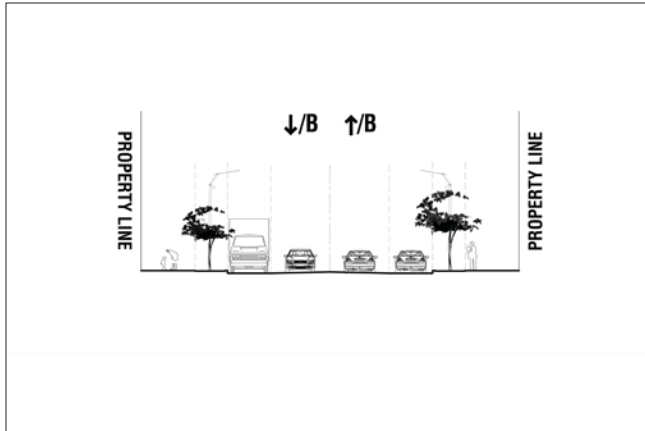
- » 4 to 6 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees



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:

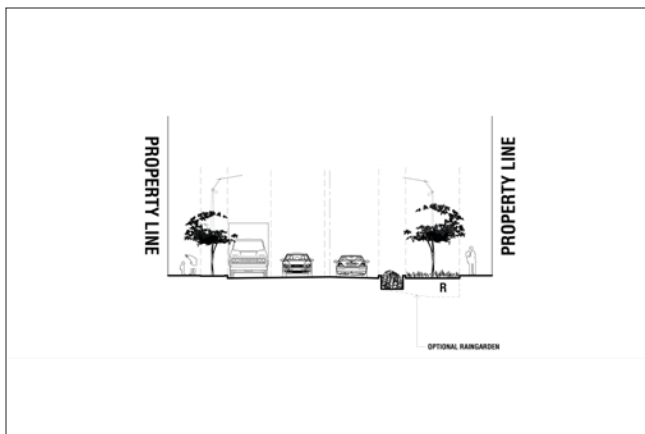
- » 4 Travel Lanes
- » Optional Parallel Parking Lane
- » Optional Center Turn Lane
- » Optional Bike Lanes (Both Sides)
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



4. Commercial / Mixed-Use Street Type II

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

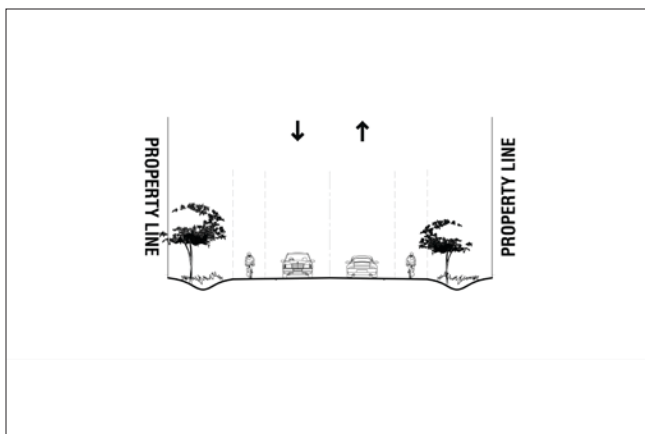
- » 2 Travel Lanes
- » Parallel Parking Lane
- » Pedestrian Sidewalks (Both Sides)
- » Street Lighting
- » Street Trees in Tree Wells



5. Mixed-Use Street Type III

Mixed-Use 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)

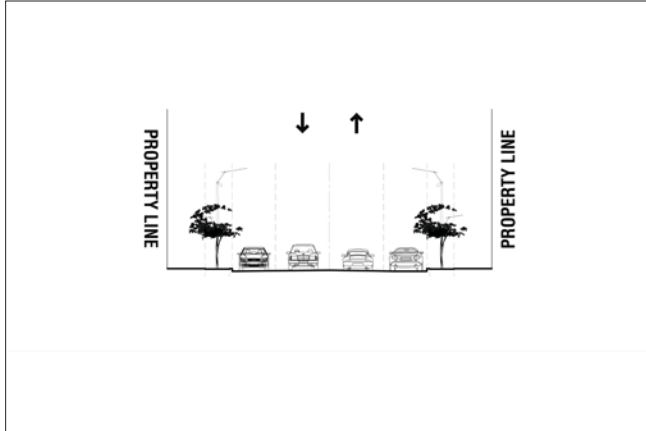


6. Road

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)

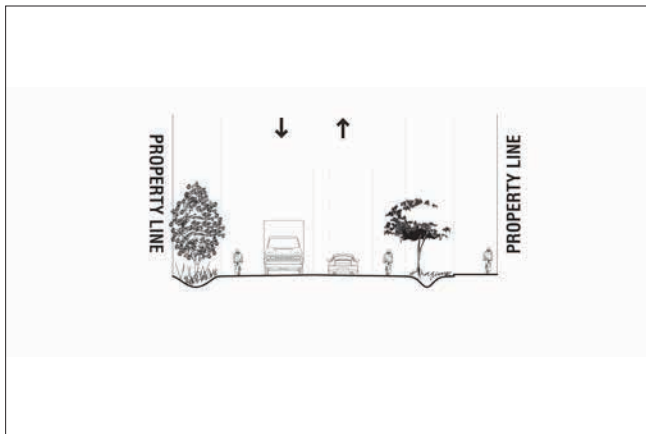
Street Typologies



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. 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.

CITY GATEWAYS

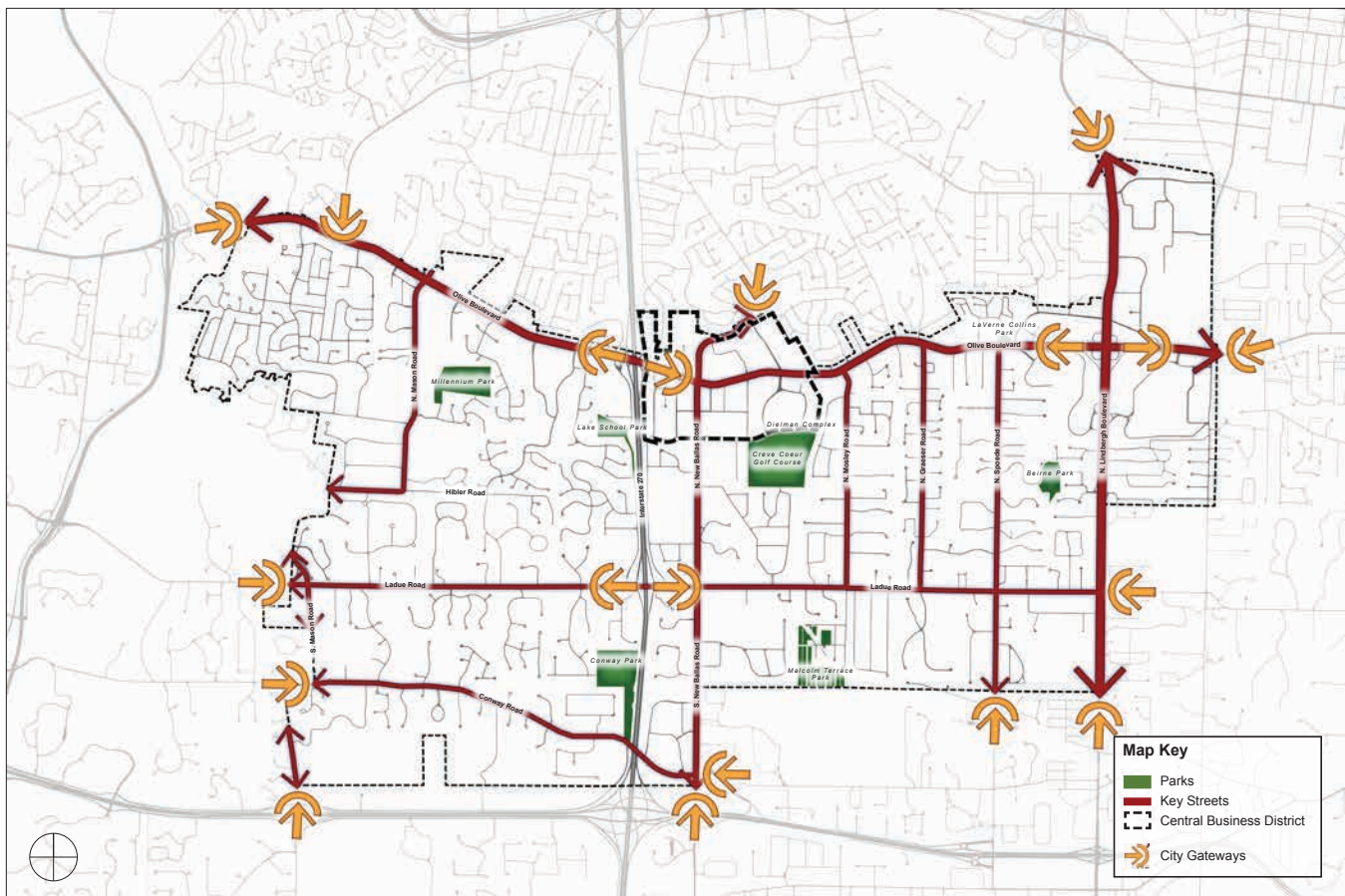
Like many communities in St. Louis County, the boundaries of Creve Coeur are generally not readily-recognizable. Implementing signature gateways on key streets is an important component in establishing the identity of Creve Coeur. Gateways are recommended to be located at:

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

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 Federation of St. Louis Millstone 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.

12 / 1 Plan Recommendations



05

IMPLEMENTATION PLAN

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 39 North plant science and agricultural technology district master plan (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. **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.
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 39 North plant science and agricultural technology district master plan and facilitate development of the project:

The regional 39 North plant science and agricultural technology 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-led 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 39 North plant science and agricultural technology 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. 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 as implementation priorities of this Comprehensive Plan.

7. Support implementation of the Gateway Bike Plan in Creve Coeur by completing key facility deployments:

As presented on pages 116-117 in the Bicycle and Pedestrian Connectivity Recommendations, 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)**

- Spoede Road, from south City limits to Olive Boulevard

8. 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 Recommendations (presented on pages 115-116) 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.

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 65 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	Promote the City's historically-significant structures through educational awareness programs and encourage their preservation.											
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 Provide opportunities for a greater diversity of housing options throughout the City 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 Improve neighborhood walkability and connectivity.											
2.4 Incentivize stormwater and green infrastructure best management practices (BMPs) for existing homeowners; new developments and infill development; and significant additions to existing homes.											
2.5 Update Creve Coeur's building code to promote green building best practices and adopt the latest International Energy Conservation Code.											
2.6 Review the Zoning Code and land development regulations to ensure new infill residential construction takes into account existing conditions to minimize the impacts of new construction.											

IMPLEMENTATION MATRIX KEY

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

	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
2. Residential Development & Preservation (Continued)											
2.7 Establish a limit for the amount of pervious pavement that does not count toward site coverage for											
2.8 Mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent.											
2.9 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 Collaborate with regional transportation agencies, including Metro (Bi-State Development Agency) to improve regional transportation and mobility on 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.											

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)											
3.7 Guide regional retail and services to the Community Center District area.	●	○	○	○	○	○	○	●	○	●	●
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 39 North plant science and agricultural technology district; promote its implementation; and support the district's long-term sustainability.	●	○	●	○	○	○	○	●	●	●	●
3.9 Foster development of a town center, which would include the design and construction of a public gathering place or places.	●	○	●	○	●	○	○	●	●	○	●
3.10 Become an active and integral participant with the St. Louis Regional Chamber and other organizations to promote Creve Coeur's interests in regional and statewide economic development.	●	○	●	○	○	○	○	○	○	●	●

IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-5 Years)
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	1. Business Preservation	2. Residential and Neighborhood Protection	3. Community Sustainability	4. Parks, Trails & Greenways	5. A Walkable and Bikable Community	6. Traffic Congestion	7. Housing and Community Diversity	8. Community Identity	9. Community Facilities and Amenities	10. Effective Implementation	IMPLEMENTATION TIMEFRAME
4. Community Amenities & Facilities											
4.1 Improve City facilities, including the police department headquarters, Government Center, and the Dielmann Complex.											
4.2 Continue to improve the quality and responsiveness of City services, including recycling; limb, leaf, and trash 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 and other municipal 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 cooperative and reciprocal agreements and partnerships to share community facilities with surrounding municipalities and public and private institutions.											

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 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.											
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 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.											
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 Enhance the safety of bicycle and pedestrian facilities, including safe pedestrian crossings of major roads.											
6.3 Improve access to public transit opportunities to ensure an equity of mobility for all residents and visitors.											
6.4 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 to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow, and provide access to secondary streets.											

IMPLEMENTATION MATRIX KEY

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

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)											
6.7 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.											
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.											
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 energy efficiency, renewable energy use, and recycling by all Creve Coeur residents, businesses, and organizations.											
7.6 Establish city-wide targets for the ratio both public-accessible and private open space, taking into account nearby recreation areas outside of the City limits.											
7.7 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											
7.8 Establish a storm water level-of-service and prioritize the problems identified in the City's storm water study based on those criteria and accelerate the implementation of the City's Storm Water Master Plan to deal with the prioritized storm water problems.											
7.9 Update the City's landscape guidelines to encourage the use of Missouri native plantings and discourage planting of known invasive species.											
7.10 Review regional sustainability initiatives and work with regional groups to enhance Creve Coeur's sustainability efforts.											

IMPLEMENTATION MATRIX KEY

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

A

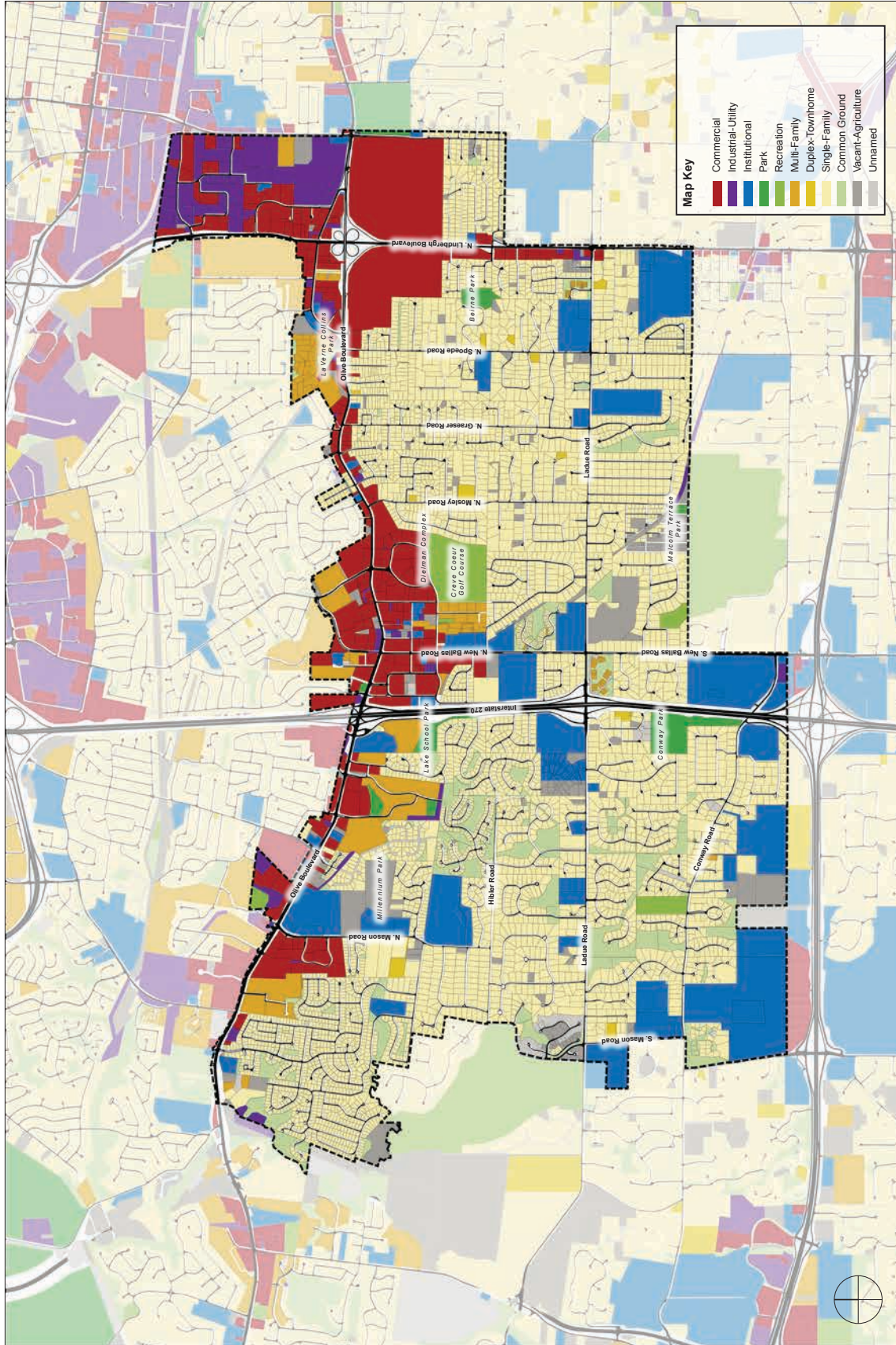
APPENDIX A: PLAN MAPS

Appendix A | 148



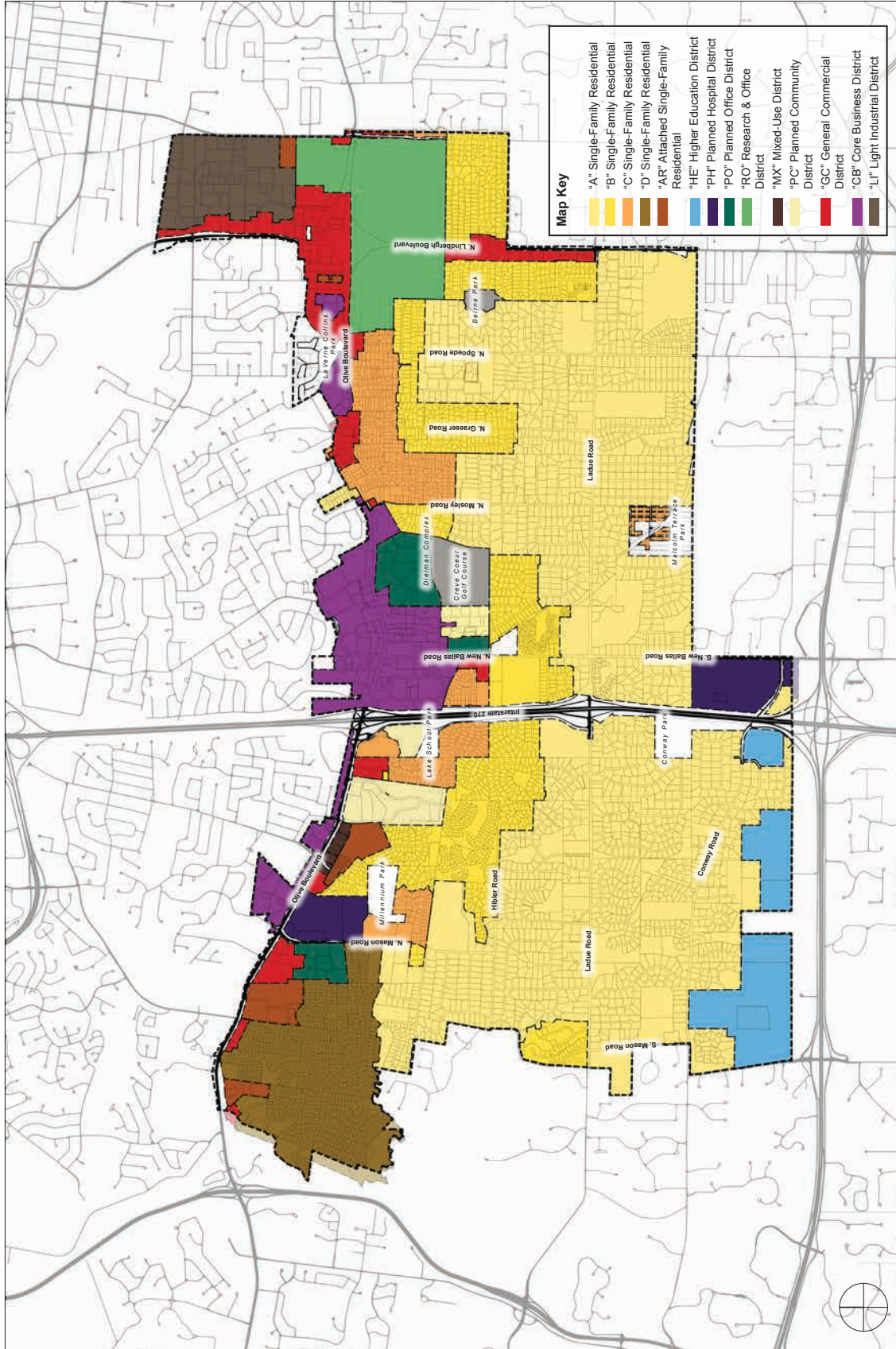


Plan Maps



A.3. EXISTING LAND-USE CLASSIFICATION

Attachment: CreveCoeur2030_FINAL-DRAFT February 17, 2017 (2301 : #16-028 Comp Plan Adoption)

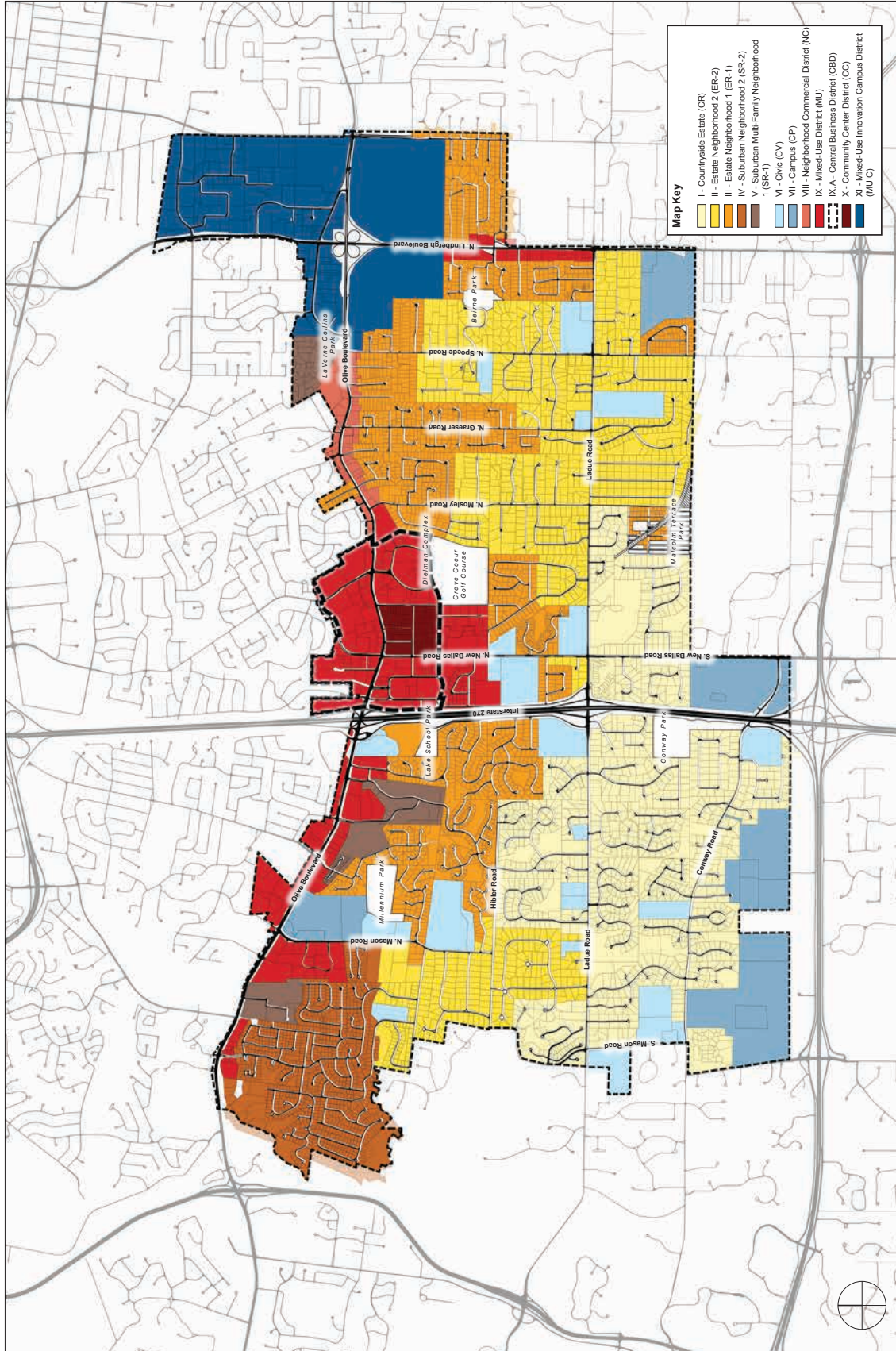


A.4. EXISTING ZONING DISTRICTS

Appendix A

Attachment: CreveCoeur2030_FINAL-DRAFT February 17, 2017 (2301 : #16-028 Comp Plan Adoption)

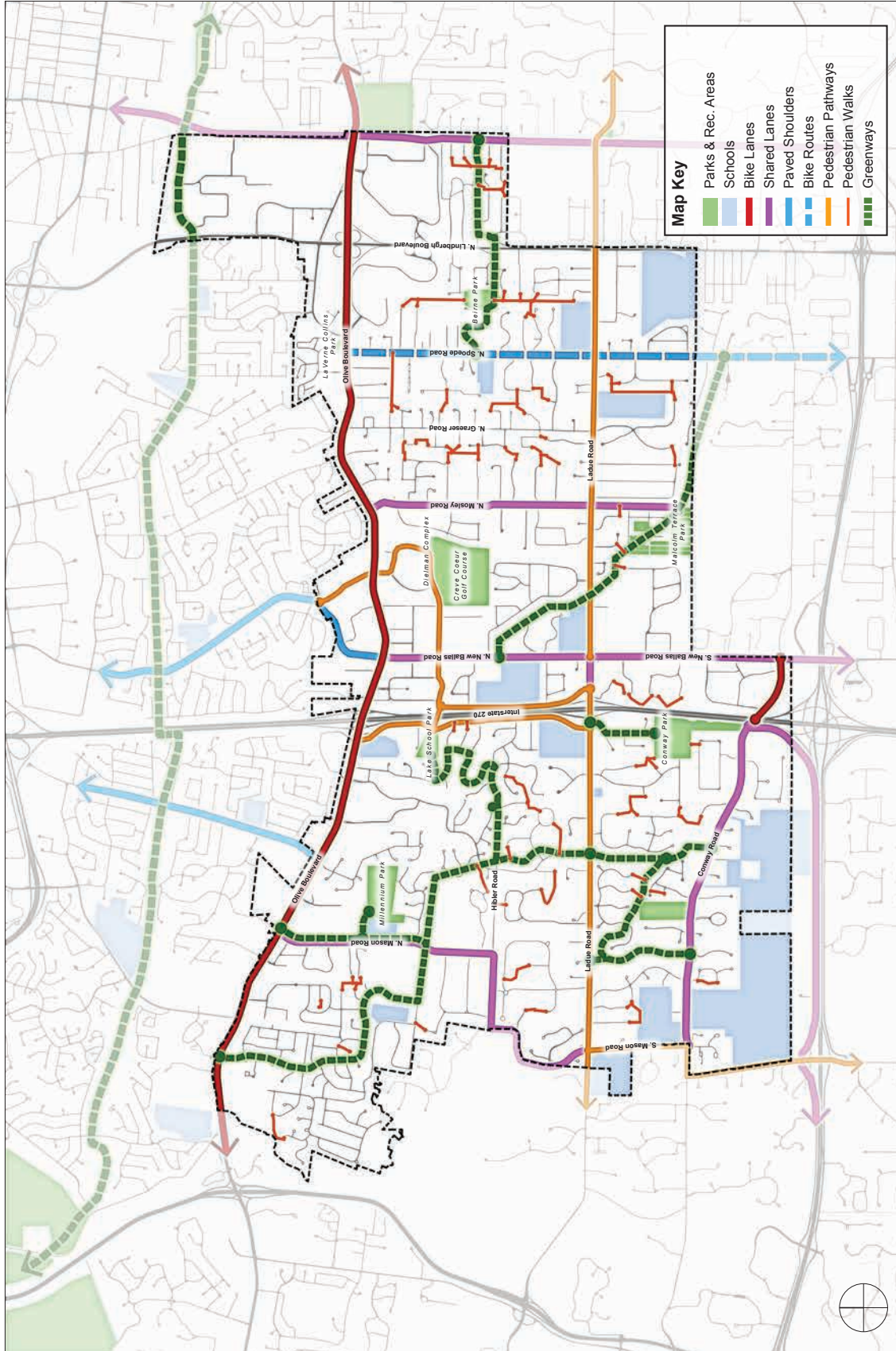
Plan Maps



A.5. COMMUNITY PLACE TYPE DISTRICTS



Plan Maps



A.7. BICYCLE & PEDESTRIAN CONNECTIVITY RECOMMENDATIONS

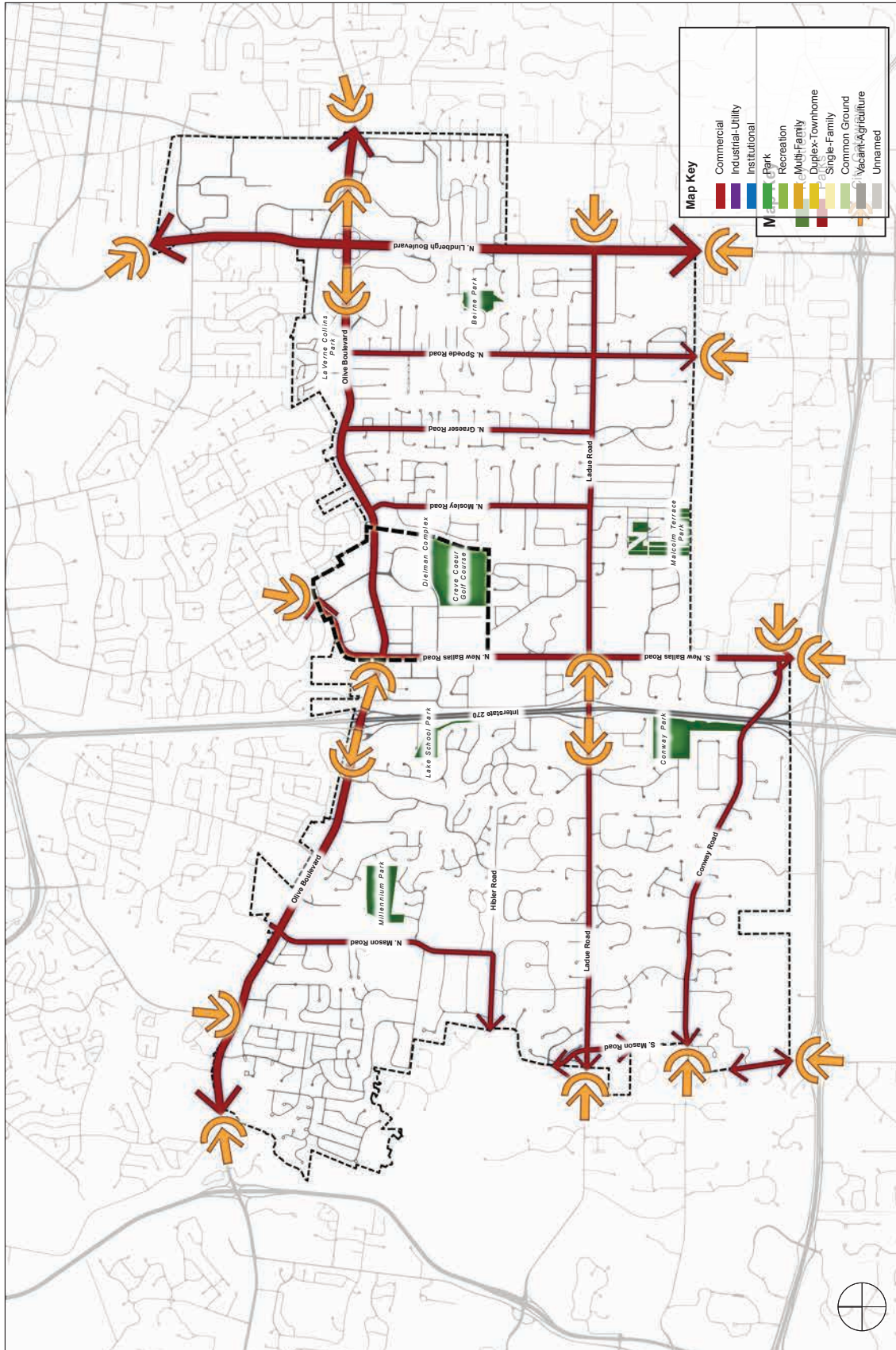
Attachment: CreveCoeur2030_FINAL-DRAFT February 17, 2017 (2301 : #16-028 Comp Plan Adoption)

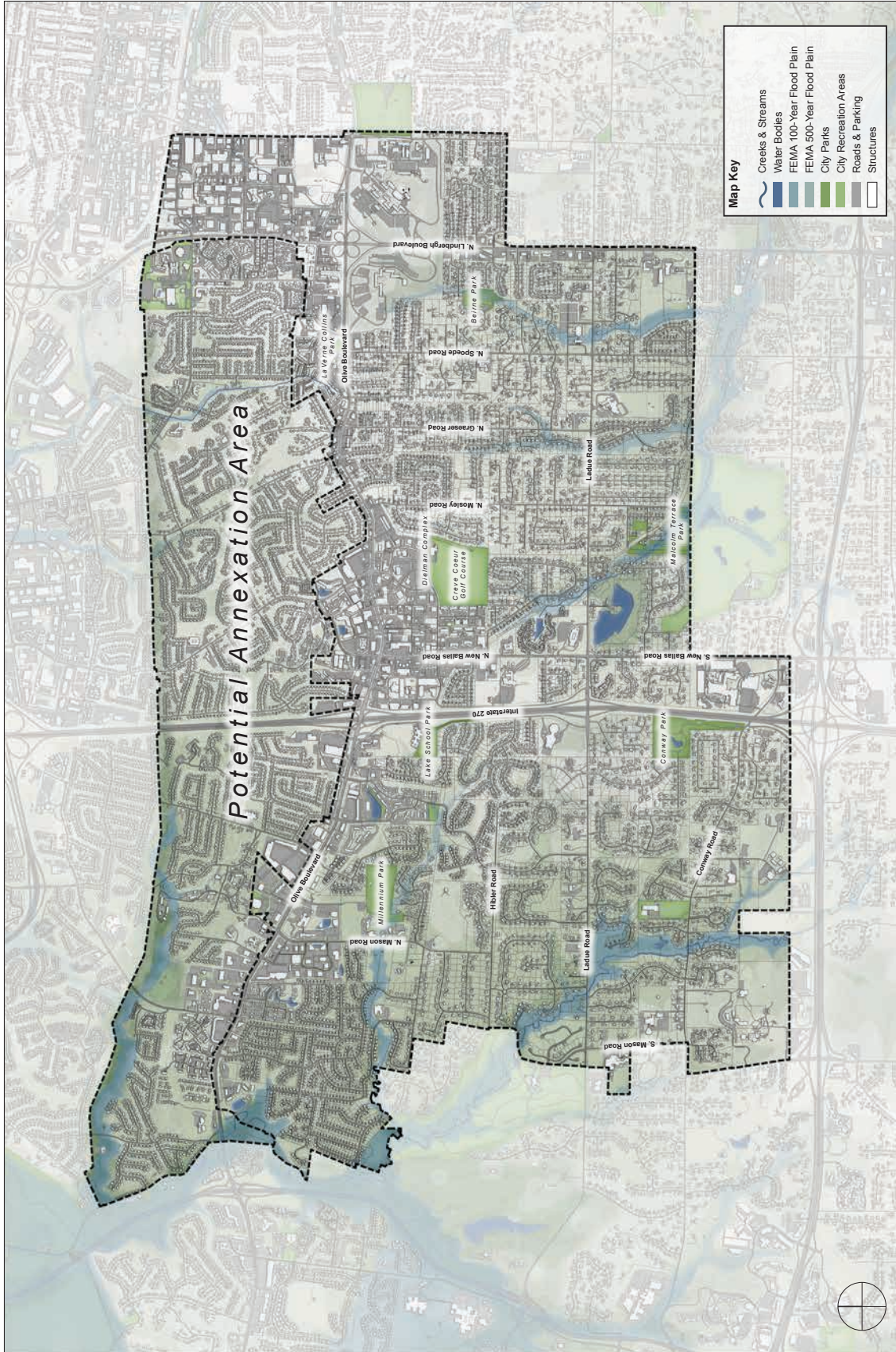


153 | Appenaix A

Packet Pg. 177

Plan Maps





A.10. POTENTIAL ANNEXATION AREA

Approved / CI

Attachment: CreveCoeur2030_FINAL-DRAFT February 17, 2017 (2301 : #16-028 Comp Plan Adoption)

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RESOLUTION 16-028

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CREVE COEUR, MISSOURI, ADOPTING THE CREVE COEUR 2030 COMPREHENSIVE PLAN AS THE OFFICIAL LAND USE PLAN OF THE CITY.

WHEREAS, Sections 89.340 et seq. direct the Creve Coeur Planning and Zoning Commission to make and adopt a plan for the physical development of the City; and

WHEREAS, the Commission adopted such a plan in April 2002; and

WHEREAS, the Commission has completed careful and comprehensive surveys and studies of current existing conditions and probable future growth of the City, including by engaging a consultant and, with their assistance and the guidance and support of the Department of Community Development, holding a series of public workshops, focus group meetings, and work sessions; and

WHEREAS, in the course of such proceedings the Commission has confirmed that the April 2002 Comprehensive Plan should be updated; and

WHEREAS, application 16-028 was submitted by the City of Creve Coeur Director of Community Development to make such an update; and,

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center over the course of four meetings on October 20, 2016, November 7, 2016, November 21, 2016 and December 15, 2017; and,

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

WHEREAS, all persons who presented themselves at said hearing and desiring to be heard were given an opportunity to be heard and a copy of the proposed comprehensive plan has been made available for public inspection prior to its consideration by the Commission; and,

WHEREAS, the Commission has determined that it is fully and sufficiently informed on the matter and that the plan has the general purpose of guiding and accomplishing a coordinated development of the City which will, in accordance with existing and future needs, best promote the general welfare as well as efficiency and economy in the process of development;

NOW, THEREFORE, be it resolved by the Planning and Zoning Commission of the City of Creve Coeur, Missouri, as follows:

Section 1: The Creve Coeur 2030 Comprehensive Plan dated February 2017 attached hereto as **Exhibit A**, including all maps, descriptive matter and other materials contained therein, is hereby adopted as the official land use plan for the City of Creve Coeur, Missouri, and shall therefore supersede any and all previously adopted land use plans developed for the City or any part or section thereof, including as further explained on page 10 of **Exhibit A**.

Section 2: The Commission shall commence with the task of implementing the new Comprehensive Plan as provided therein to the full extent of its authority.

Section 3: This Resolution shall become effective immediately upon adoption.

Section 4: The adopted Comprehensive Plan shall be kept on file in the Department of Community Development, which serves as the office of the Commission, and the Director shall cause a copy thereof to be certified to the City Council and City Clerk to be available in the Clerk's office for public inspection during normal office hours, and further the Director shall cause a certified copy thereof to be available in the office of the St. Louis County Recorder of Deeds, all in compliance with Section 89.360 RSMo.

ADOPTED BY VOTE OF _____ OF THE 7 MEMBERS OF THE COMMISSION ON THIS
 ____ DAY OF February, 2017

 ELIZABETH KISTNER
 CHAIR PERSON

 SECRETARY

ATTEST:

 DEBORAH RYAN, CITY CLERK, MPCC

Attachment: Comp Plan adoption Resolution 2-21-2017 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Request to amend the comprehensive plan for the city of Creve Coeur

1 message

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

Fri, Feb 17, 2017 at 8:55 AM

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

From: **Sarah Lohse** <sarahlohse@att.net>
Date: Fri, Feb 17, 2017 at 7:47 AM
Subject: Request to amend the comprehensive plan for the city of Creve Coeur
To: "jjaggi@ci.creve-coeur.mo.us" <jjaggi@ci.creve-coeur.mo.us>

Dear Mr. Jaggi,

It has recently come to my attention that the city of Creve Coeur has been developing a comprehensive plan to provide direction and structure for future decisions through 2030. Within the plan are details surrounding the East Olive Corridor and an intent to "unite the corridor" by proposing that the first few residences of Deaver, Sona and Larkin be rezoned residential/commercial at their next available purchase.

I am a resident of Sona Lane and I am formally requesting that the comprehensive plan be amended to reflect an intent to keep this area low density residential.

I am new to the neighborhood, having only been a resident for a little over a year, but my family moved from the city to Creve Coeur specifically so that our son could grow up in a residential area, on a cul de sac. I apologize for arriving late to the conversation about the comprehensive plan. I recognize that this project has been underway for some time. My husband and I are planning to become more involved in the community and have recently been appointed to the Creve Coeur Neighborhood watch.

As a neighborhood, we have started the process of creating a more formal community and are interested in becoming a subdivision. We want to partner with Creve Coeur to do the work that is needed to ensure that our residential area presents itself with the respectful expectations set forth by Creve Coeur. We want the entrances of our streets to look appealing. There are multiple new homes on my street and my husband and I have dedicated the last year to improving the interior and exterior of our home as well. We are committed to improving the presentation of the entrances to our individual streets as well as the areas along Olive connecting our streets.

I am pleased that Creve Coeur has taken the initiative to create a strategic direction for our community and I agree that the entrances of our residential streets present an opportunity for improvement but I am willing to do the work to ensure that our residential community is well integrated into Creve Coeur while remaining residential.

Please amend the comprehensive plan so that my son will not have to be concerned about additional traffic on our street. He loves to ride his tricycle and play t-ball on our cul de sac. We want the opportunity to live in a neighborhood within Creve Coeur and we will work to make it a source of pride for our community.

Attachment: Public Comment received 2-17-17 (2301 : #16-028 Comp Plan Adoption)

My warmest regards,
Sarah Lohse

--

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

Attachment: Public Comment received 2-17-17 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fw: Comp text

1 message

L R <lrezny@hotmail.com>

Thu, Feb 16, 2017 at 5:35 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, "wkelly@ci.creve-coeur.mo.us" <wkelly@ci.creve-coeur.mo.us>

I read part of the Comprehensive Plan and found some problems. I did not have time to write them up earlier

A) The two recently available down loads for the plan are not numbered the same, making page references possibly unreliable when communicating.

The one I got early last week

<http://www.creve-coeur.org/DocumentCenter/View/6444>

has 160 pages and the document reader page numbers match the number on the printed page

The one I got from the Agenda, the 1/27 version

<http://crevecoeurcitymo.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=3826&MeetingID=4606>

has 155 pages. Pages disappear as you go thru the document (for example there is no page 16) making the reader numbers and the printed numbers more and more out of sync.

B) Page 71 I have a hard time understanding Street tree coverage. Is it just me, the punctuation, or the words.

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.

C) page 119 map in the East Olive area, the colors as seen on-line make it unclear if Olive around Woodshire is Blvd or Ave Type II and the wording Olive obscures WHEN that changes to Ave Type I as you move East

D) Page 120 What is the difference between Ave type I and II? They share the same drawing and there is not textual reference to explain them.

F) How long is the plan envisioned to last? The Cover is 2030 which is 13 years and internal references say variously 20 yr on page 130 and 10-15 Pg 131

G) pg 131 Under 1) I don't understand the part about "and the City's activities", If I understand the intent for 2) correctly, would it be clearer to say ..that are both achievable and THAT leverage..

.... 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 posi-

Attachment: Public Comment 1 (2301 : #16-028 Comp Plan Adoption)

tive impact; and 3) builds in a level of flexibility to allow for unforeseen circumstances, both positive and negative

H) There is a list of recommendations on East Olive. Are these "shall" or "may" or something else? For example, on pg 94

"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."

If the recommendations are "shall" and these practices become more commonplace, the City will have to continue to give bonuses for what we hope would be a common practice in the future.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Comp Plan...a few more tweaks?

1 message

Judy Campbell <jacampbell314@gmail.com>

Thu, Feb 9, 2017 at 10:49 AM

To: Barry Glantz <bglantz@crevecoeurmo.gov>, Deborah Ryan <dryan@crevecoeurmo.gov>, Mark Perkins <mperkins@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>

Good morning,

After reviewing several sections of the final draft of the Comp Plan and checking for my specific areas of interest, I became aware of several omissions. As this process was started almost 18 months ago, it is easy to see how this might not have been considered an area that needed attention.

Most people in the St. Louis Metro area and residents of Creve Coeur identify our community by our excellent health care options (Mercy Hospital, BJC West County Hospital, Washington University School of Medicine physician and treatment services, and soon to open Evelyn's House (hospice). Perhaps that should be included in the Introduction of the Comp Plan. (BJC Health Care is the largest employer in the metro area.)

Also, in the Introduction you might considering mentioning 39 North Agrotech district after Monsanto and the Danforth Plant Science Center. These additions could easily be placed on the current page.

Perhaps, under Community Identity you could consider drawing the discrepancy between the city having excellent health care options and is becoming a regional leader as an agrotech district yet lacks a needed central gathering place for its residents.

Last, under Goal 7: Community Sustainability and Resilience, Strategy 7.5 please add "organizations" after businesses. Several residents (petitioners promoting sustainability May 2016) talked to me about why it was omitted and I had no logical reason but assumed it was an oversight but would be added. Promoting sustainability needs to be an inclusive strategy throughout all of Creve Coeur.

Thank you.

Judy Campbell

PS Please include this email in the packets of the P&Z Commissioners.

Attachment: Public Comment 2 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Deaver Sona Lanes

1 message

Ann Deddens <sarrisdeddens@gmail.com>

Mon, Feb 6, 2017 at 6:38 PM

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

Unfortunately we were notified less than five minutes ago regarding the meeting to make the lots at the top of Deaver and Sona Commercial properties.

According to deed restrictions, these lots are zoned residential, and are concern is the City of Creve Coeur has no knowledge or concern that they are disregarding our subdivision's deed restrictions.

If we had received respectable notice of this meeting, my husband and neighbors would have made sure to be in attendance to express our complete disagreement with rezoning the property commercial.

You will need to contact our subdivision trustees to discuss further the concerns of residents on Deaver Lane.

Thank you,

Ann Deddens
835 Deaver Lane

Attachment: Public Comment 3 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Zoning and Planning Meeting Tonight

1 message

Kim Heilweck <kheilwck@hazelwoodschoools.org>
To: "wkelly@ci.creve-coeur.mo.us" <wkelly@ci.creve-coeur.mo.us>

Mon, Feb 6, 2017 at 5:35 PM

To W. Kelly,

I am a resident of Larkin Avenue and just found out about the Planning and Zoning meeting tonight in regard to the rezoning commercial property on lots on Larkin Avenue, Deaver Lane, and Sona Lane. I think this is wrong that you have given such late notice on this meeting as I just found out about it 15 minutes ago.

I am very opposed to the lots on these streets being used for commercial property. I enjoy my more secluded street and prefer that it stay strictly residential. It is my understanding that this meeting was put together at the last minute and with little notice and we, the residents of these streets, were not informed in a way that we were able to attend the meeting.

One of the main reason I moved to Creve Coeur was because of lack of commercial real estate and strict zoning laws for residential properties. I am from St. Louis and know the area very well which is why I chose to live in an area like Creve Coeur.

I strongly urge you to delay the vote tonight so I may attend the meeting regarding this issue. I would appreciate a response to my email as to why we were not informed of this meeting as we, the residents living on these streets, should have more to say about how we feel about what types of properties that are built on these streets.

Sincerely,

Kim Heilweck

Resident of 839 Larkin Avenue

Attachment: Public Comment 4 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

about voting

1 message

Liwen Zheng <liwenzheng111111@gmail.com>

Mon, Feb 6, 2017 at 6:10 PM

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

Hi,

I can't come for voting, none notice, wait till next time.

Attachment: Public Comment 5 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Sona Ln

1 message

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

Mon, Feb 6, 2017 at 5:24 PM

Please save in the file.

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

From: **Jake Lohse** <jlohse66@gmail.com>
Date: Mon, Feb 6, 2017 at 5:19 PM
Subject: Sona Ln
To: wkelli@ci.creve-coeur.mo.us, jjaggi@ci.creve-coeur.mo.us

Planning and Zoning,
Please hold a vote on re-zoning homes on Sona Ln. As a resident of the street and Creve Coeur, I would like an opportunity to address the commission regarding 2 Sona Ln. I understand and agree with zoning of homes on Olive, but can not support re-zoning homes within our neighborhood at this time. I would like a reply with specific information regarding tonight's and future votes regarding the zoning of Sona Ln. Thank you.

Respectfully,
Jacob Lohse
7 Sona Ln
President Creve Coeur Neighborhood Watch
[314-518-6013](tel:314-518-6013)

--
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

Attachment: Public Comment 6 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

change in zoning classification of my property1 message

Christine Obermeier <cjobr26@sbcglobal.net>

Mon, Feb 6, 2017 at 5:25 PM

Reply-To: Christine Obermeier <cjobr26@sbcglobal.net>

To: "wkelly@ci.creve-coeur.mo.us" <wkelly@ci.creve-coeur.mo.us>

Cc: "jjaggi@ci.creve-coeur.mo.us" <jjaggi@ci.creve-coeur.mo.us>

I learned 15 minutes ago from a woman named Linda Rezny that the zoning classification of my property at #2 Sona Lane is or already has been changed to a status allowing for multi level housing on this spot due to a revision of the Comprehensive Plan. I was under the impression that this type of change could not be implemented without **direct** communication with the property owners affected by this zoning change. Please clarify this topic for me before I contemplate contacting my attorney regarding this situation. Thank you for your attention to my request. Sincerely, Christine Obermeier

Attachment: Public Comment 7 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: Changes to comp plan

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mon, Feb 6, 2017 at 3:10 PM

To: L R <lrezny@hotmail.com>

Cc: "nealbreit@aol.com" <nealbreit@aol.com>, "jjaggi@ci.creve-coeur.mo.us" <jjaggi@ci.creve-coeur.mo.us>, Larkin Alexandra Gada <gadabloved@yahoo.com>, "yihu2001@gmail.com" <yihu2001@gmail.com>, Sona Shannon Nolte <shannolte@gmail.com>, "eteriyuza@yahoo.com" <eteriyuza@yahoo.com>, Whitney Kelly <wkelly@crevecoeurmo.gov>

Ms. Rezny,

The staff report and the memorandum from the planning consultant provide the history and rationale for including several properties within the East Olive Corridor, Neighborhood Commercial Place Type. As stated in the Plan, the East Olive area is envisioned to become a corridor containing a mixture of smaller retail, neighborhood service businesses, small scale restaurants, and attached townhomes and low-density multi-family homes. The Plan also states that this area of Olive is to serve as a transitional area between more intense commercial districts to the east and west. These concepts have been discussed with the Commission at the public hearings which began in October.

The previously designated Place Type of Suburban Multi-Family Residential for only a small portion of the East Olive Corridor limiting potential uses to only a specific form of residential would not be consistent with the greater vision described above; thus describing the need for clarification in the Plan to return this area back to the Neighborhood Commercial Place Type as originally proposed. The vision for the corridor would include uses such as multi-family; however, other smaller scale uses would also be appropriate. Should there be any deed restrictions in place affecting properties in this corridor, this Plan would not have the authority to remove any such restrictions. Likewise, the Comprehensive Plan does not automatically rezone properties. As an implementation measure, the Plan calls for the City to evaluate the current zoning ordinances in place City-wide to calibrate with the vision and land use goals as articulated in the Plan. Any such rezonings in the future would require careful analysis by staff and review by P&Z and City Council with public hearings.

City staff did not notify individuals within 300 feet of any of the suggested Community Place Type Districts. The final draft was posted on 1-20-17 and e-mail notification was sent out to those individuals who attended prior meetings for which e-mail addresses were provided letting them know about the final draft and the Commission's review of this draft at tonight's meeting.

I hope this response provides answers to your questions. The public is welcome to attend the P&Z meeting tonight and provide comments to the Commission.

Thank you.

On Mon, Feb 6, 2017 at 5:48 AM, L R <lrezny@hotmail.com> wrote:

I just noticed the changes in the Creve Couer Comprehensive Plan concerning the Community Place Type for East Olive described in the Memorandum of Revisions

<http://crevecoeurcitymo.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=3847&MeetingID=4606>

and the Staff Report

<http://crevecoeurcitymo.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=3845&MeetingID=4606>

Neal, were you aware of these?

Attachment: Public Comment 8 (2301 : #16-028 Comp Plan Adoption)

Thinking about this brought up other related issues

Does assigning a property to a certain Community Place type mean that it is effectively rezoned or does it have to be rezoned later?

If it would need to be rezoned later, would that be easier to do since the property had already be put in a certain Community Place Type?

Were the residents of Sona and Larkin owing lots suggested to be in the Neighborhood Commercial District individually informed of this?

Were the other lot owners on Sona and Larkin individually informed, especially those with in 300 ft?

On-line the resolution of page 152 A.5 Community Place types is bad. It is not easy to see which lots are included in the Neighborhood Commercial District (NC)

Could you please call me in the morning before I leave at 10 am on Monday?

Linda Rezny [314-872-7699](tel:314-872-7699)

—
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

Attachment: Public Comment 8 (2301 : #16-028 Comp Plan Adoption)



Whitney Kelly <wkelly@crevecoeurmo.gov>

PnZ Commissioners: Voting and impact of changes very recently made in Comp Plan on East Olive

2 messages

L R <lrezny@hotmail.com>

Mon, Feb 6, 2017 at 2:47 PM

To: "jjaggi@ci.creve-coeur.mo.us" <jjaggi@ci.creve-coeur.mo.us>, "wkelly@ci.creve-coeur.mo.us" <wkelly@ci.creve-coeur.mo.us>

As Jason Jaggi wrote in the Staff Report, the the Community Place type for the lots off Olive in the East Olive Corridor were listed as Suburban Multi-Family for the last year. The Planning and Zoning Staff chose to change that to Neighborhood Commercial in January. This was changed on the Map, but the resolution of the map on-line makes it impossible to determine which lots are in which type. The change was not stated explicitly for the public until the Staff report and the Memorandum of Revisions were place in the on-line Agenda just before this weekend. The impacted parties, the residents of Deaver, Sona and Larkin, were not informed of the changes.

Obviously it may make a difference to the neighbors whether the lots could be used only for residential, even if it is multi-family, or for commercial.

It would be only fair to these Creve Coeur residents to inform them of these very recent changes and allow them to respond before voting to accept the Proposed Comprehensive Plan. I realize that this has been going on for a year and a half, but these changes are very recent and not well publicized. Isn't it better to know, after all this time and effort, that this is done fairly and correctly for all in the end. Delay the vote tonight, reschedule, inform the residents of these three streets and see what they would say.

Memorandum of Revisions

<http://crevecoeurcitymo.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=3847&MeetingID=4606>

and the Staff Report

<http://crevecoeurcitymo.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=3845&MeetingID=4606>

Thank you
Linda Rezny

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mon, Feb 6, 2017 at 3:20 PM

To: L R <lrezny@hotmail.com>

Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>

Ms. Rezny,
We will provide a copy of this e-mail for each of the Commissioners at this evening's meeting.

Thank you.

[Quoted text hidden]

—

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

Attachment: Public Comment 9 (2301 : #16-028 Comp Plan Adoption)



city of

CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION #16-028 FOR THE REVIEW AND ADOPTION OF THE DRAFT COMPREHENSIVE PLAN UPDATE, *CREVE COEUR 2030*

FOR THE MEETING OF: February 6, 2017

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, various stakeholder sessions, and public hearings to provide guidance on future development throughout the City for the next 15-20 years.

ADDITIONAL INFORMATION: The Planning and Zoning Commission closed the public hearing at the December 15, 2016 meeting and directed staff to prepare a final draft for review and draft resolution for possible adoption.

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. Final Draft Comprehensive Plan, *Creve Coeur 2030*, prepared by H3 Studio (revised January 27, 2017)
2. Memo of Revisions prepared by H3 Studio dated 1-14-17
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

Attachment: 16-028 Comprehensive Plan Update Staff Report 2-6-17 (2301 : #16-028 Comp Plan Adoption)

BACKGROUND

The Planning and Zoning Commission held four (4) public hearings from October 2016 through December 2016 to review the Draft Comprehensive Plan and solicit input from the public. The contents of the plan were reviewed in sections during each of the four (4) meetings with presentations by the City's planning consultant, H3 Studio, and by staff. At each meeting, comments from the public were heard and written communication received prior to each meeting was reviewed by the Commission. A number of residents and an engaged group of commercial property owners were in attendance at several of the meetings and provided input. After each meeting, the consultant prepared a Summary of Revisions memorandum which incorporated all changes requested by the Commission. Due to the size of the plan document and the manner in which the plan was reviewed, these memorandums were a key part of the review process by which changes were tracked to be incorporated into a final draft document.

At the conclusion of the December 15, 2016 review, the Commission closed the public hearing and directed staff to prepare a final draft and resolution for review and possible adoption by the Commission at the February 6, 2017 meeting.

A final draft of the Comprehensive Plan was completed and was posted on the City's website for review by the public on Friday, January 20, 2017. An e-mail notification was sent to those who were in attendance at previous public engagement meetings and provided the City with their e-mail addresses. Further, planning staff informed the staff liaisons of various City committees that the final draft has been posted for review.

SUMMARY OF REVISIONS INCORPORATED INTO 1-20-17 FINAL DRAFT

The January 20, 2017 final draft incorporates all of the revisions that were directed by the Commission as reflected in the Summary of Revisions memoranda prepared by H3 Studio along with other points of clarification.

It is important to note there are two changes that Staff has made involving the East Olive Corridor which appear in the final draft. These reclassifications to the Community Place Type map were not previously discussed. The changes involve placing several residential properties on the east end of Olive into the Neighborhood Commercial Place Type District that were previously shown as Type V Suburban Multi-Family. The change was made for consistency purposes along the East Olive Corridor.

In addition, two additional parcels were revised on the map for consistency purposes. The changes involve the parcel at 851 N. Spoele Road and 10650 Olive Boulevard (Schnucks property).

Please refer to the attached memorandum from H3 Studio for additional information regarding the above changes within the East Olive Corridor.

SUMMARY OF REVISIONS INCORPORATED SINCE 1-20-17 FINAL DRAFT (PREPARED ON 1-27-17)

Since the posting of the 1-20-17 final draft, staff has received other comments on the document. Revisions to the Creve Coeur 2030 Comprehensive Plan Update final draft document have been made in response to review and comments from the City Attorney. Revisions include minor reference corrections to ensure consistency throughout the document, as well as the modification of the Frontage Recommendation "no limitation on ground floor uses", as stated in the Central

Business District, West Olive, Mixed-Use Innovation Campus, and Lindbergh Boulevard recommendations (pages 76, 86, 99, and 104). Modification of the language of these Frontage Recommendations intends to clarify the concept and intent of the recommendation within each geographic area and for each Street Frontage Type. In addition, it was brought to staff's attention that the page numbers were in error on the Table of Contents page. The revised final draft, with a date of January 27, 2017 and attached hereto as the final draft incorporates these minor changes.

SUMMARY AND CONCLUSION

The final draft comprehensive plan document, *Creve Coeur 2030*, dated January 27, 2017, is the culmination of a lengthy process which involved significant public input and careful review by the Planning and Zoning Commission. Staff is of the opinion that the *Creve Coeur 2030* Comprehensive Plan Update provides a solid foundation to address the City's land use goals and objectives for the next 15-20 years.

ACTION AND MOTION

A draft resolution for adoption of the plan has been prepared. If the Commission believes the draft plan is complete, then a motion for approval of the plan would be required with an affirmative vote by the members of the Commission. The following would be an example motion for this application:

“I move to approve Resolution #16-028 adopting the *Creve Coeur 2030* Comprehensive Plan as the official land use plan of the City (conditions may be added, eliminated, or modified by preceding motion).

Memorandum of Revisions

Reclassification of Parcels in the East Olive Corridor
Prepared for the City of Creve Coeur by H3 Studio

January 14, 2017

Introduction

This Memorandum outlines the process by which a several parcels, located on or adjacent to Olive Boulevard, were classified and revised according to the Community Place Types system during the planning process for the Creve Coeur 2030 Comprehensive Plan Update, conducted between September 21, 2015 and today's date. The parcels in questions (heretofore referred to collectively as "the parcels"), are as follows:

- 10918 Olive Boulevard
- 10910 Olive Boulevard
- 863 Deaver Lane
- 866 Deaver Lane
- 18 Sona Lane
- 1 Sona Lane
- 2 Sona Lane
- 10842 Olive Boulevard
- 10838 Olive Boulevard
- 10830 Olive Boulevard
- 859 Larkin Avenue
- 862 Larkin Avenue
- 868 Larkin Avenue
- 10820 Olive Boulevard
- 10816 Olive Boulevard
- 10812 Olive Boulevard
- 10800 Olive Boulevard

The parcels are part of the Olive Crest Subdivision and located in the portion of Creve Coeur colloquially referred to as "the East Olive Corridor".

Background Information

The first draft of the Community Place Type classification classified these parcels as part of the Type IX Neighborhood Commercial (NC) Place Type District. As articulated in the Plan, the Vision for the "NC" Place Type District 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." This Place Type classification and description was initially presented to the public at Public Workshop #2 on Monday, December 7, 2015, and subsequently to a focus group meeting of subdivision trustees on January 13, 2016.

On both of these occasions, Olive Crest Subdivision resident Neal Breitweiser offered verbal feedback to the planning team that the parcels are encumbered by a deed restriction that prohibits business of any kind from operating within the boundaries of the Olive Crest Subdivision. Based upon this feedback, the parcels were reclassified as Type V Suburban Multi-Family Neighborhood 1 (SR-1). This change allows for an increase in residential density on the parcels, which is more appropriate and compatible with their location on Olive Boulevard, while prohibiting non-residential uses. This revision occurred along with other Community Place Type classifications and revisions and was first presented to the public at Public Workshop #3 on Monday, February 1, 2016. This revision remained in place for all subsequent public

workshops, stakeholder engagement sessions, and Planning & Zoning Commission presentations, as well as for all draft plan documents and Public Hearings.

Current Revision

In consultation with City staff, the Planning Team has prepared this memo to recommend that the parcels be reclassified as Type IX Neighborhood Commercial (NC) Place Type District. This reclassification provides for a consistent Place Type classification along the entire East Olive district. Furthermore, this reclassification is not in conflict with any deed restriction prohibiting business operation on these parcels. The “NC” Place Type District, as articulated in the plan, allows for and encourages attached townhomes and low-density multi-family homes as part of a mix of district uses. Therefore, the plan in no way suggests or requires that businesses be located along Olive Boulevard in the East Olive district. Should the deed restrictions in question be deemed enforceable and continue to remain on the parcels, these restrictions will simply further limit development on these parcels to residential uses only.

However, should—at some time in the future—these deed restrictions be disposed of, the “NC” Place Type will not encumber additional regulatory restrictions on these parcels because of a past deed restriction.

In addition, City staff identified two (2) additional parcels that are reclassified based on consistency with existing zoning and other planning efforts. First, the parcel 851 N. Spoede Road is reclassified from Type III Estate Neighborhood 1 (ER-1) Place Type District to Type IX Neighborhood Commercial (NC) Place Type District. This reclassification is based on the additional parcel’s current zoning (“GC” General Commercial) as well as its use as a multi-tenant professional office building. Second, the parcel 10650 Olive Boulevard (site of the Schnuck’s Markets store) is reclassified from Type IX Neighborhood Commercial (NC) Place Type District to Type XI Mixed-Use Innovation Campus (MUIC) Place Type District. This reclassification is based on the fact that 10650 Olive Boulevard is part of the SLEDP Plant Science and Agricultural Technology District (“39 North”) planning area.

The revisions described in the contents of this Memorandum are all incorporated into the current, final draft of the Creve Coeur 2030 Comprehensive Plan Update document.



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Strategic Plan

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mon, Jan 23, 2017 at 5:44 PM

To: Tim Breihan <breihan@h3studio.com>, Whitney Kelly <wkelly@crevecoeurmo.gov>

FYI.

Whitney, please save in the comments received folder for distribution to P&Z at the Feb. 6 meeting. Tim, can you check the page numbers in the TOC to see if they need to be revised as Mr. Kutta suggests?

Thanks.

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

From: **Richard Kutta** <richardkutta@earthlink.net>

Date: Mon, Jan 23, 2017 at 5:04 PM

Subject: Strategic Plan

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Hi Jason,

The page numbers given in the Table of Contents aren't correct. I marked up the first page, attached. The index of Figs & Illus also need review.

The proposed plan is a major improvement, well worth the effort and cost. I would have liked to see the south side of East Olive corridor recommend a deeper zoning district so the properties become economically useful, but maybe the north side examples will induce some change on south side. I understand the adjacent residential properties have restrictive covenants that prohibit commercial use, but there's no reason for the zoning district to conform to the covenants.

Dick

—
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.govwww.creve-coeur.org

TOC.pdf

26K

Attachment: Public Comment received 1-23-2017 (2301 : #16-028 Comp Plan Adoption)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: Comprehensive Plan Final Draft Available for Review

1 message

David McCoy <dmc831@gmail.com>

Sun, Jan 29, 2017 at 3:33 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Cc: Jason Valvero <jvalvero@crevecoeurmo.gov>, Ellen Lawrence <ellenblawrence@yahoo.com>

Hi Jason,

I did review the final draft and it looked like the comments I sent you in the e-mail 13th Dec got included however the additional comments I sent on the 15th that got approved by P&Z were not. The additional comments were related to the Programs and Partnerships that P&R runs in a similar manner to the programs listed on page 125 in the Arts section.

I will also mention that there seems to be some inconsistency with the number of parks. On page 133 it says: 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.

On page 114 it says

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

Fountain Park was included in the first group but not in the second.

I will also add the map on page 34 ref 2.11 Parks 5-Minute (1/4 Mile) Walking Radius is misleading because #1 it also shows Fountain Park and #2 the radii can really only be drawn from the entrances to the parks as you can't walk into most of the parks without going through the entrance. Also for example you can't walk across I-270 to get to the park from the east you have to go under the bridge. You can see this on the attached picture I created from Google maps. So the picture portrays a much rosier picture that really exists and this is reflected in the earlier statement that we also have only 5.4 acres per 1000 people. I'm not criticizing just pointing out misleading information that may give people a sense that we are in better shape than we are.

Thanks for all your support.

Dave

On Fri, Jan 20, 2017 at 4:42 PM, Jason Jaggi <jjaggi@crevecoeurmo.gov> wrote:

Good Afternoon,

As a previous attendee of meetings related to the update of Creve Coeur's Comprehensive Plan, we are writing to let you know that the Final Draft Comprehensive Plan document has been completed and is now available for review.

The final draft document, *Creve Coeur 2030*, can be viewed on the City's website at:

www.creve-coeur.org/CompPlan.

The Planning and Zoning Commission has conducted public hearings over the course of four meetings from October through December in their review of the draft Comprehensive Plan document. At the December 15, 2016 meeting, the Commission closed the public hearing and directed staff to prepare a Final Draft which incorporates all revisions from the public hearing process and to prepare a resolution which is required to formally adopt the plan. The Commission will review the Final Draft at the February 6, 2017 meeting.

The Planning and Zoning Commission meeting agenda packet will be available on the Agenda section of the City's web site: www.creve-coeur.org prior to the February 6 meeting date. All meetings of the Planning and Zoning Commission are open to the public and start at 6:30 p.m. in the Council Chamber of the Government Center, 300 North New Ballas Road, Creve Coeur MO 63141.

Thank you for your past involvement with the development of the plan.

—Jason

—

Attachment: Public Comment Received 1-29-17 (2301 : #16-028 Comp Plan Adoption)

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

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.



Park_Walking.pdf
35K

Attachment: Public Comment Received 1-29-17 (2301 : #16-028 Comp Plan Adoption)

Table of Contents

01	Introduction & Background.....	8 7
02	Creve Coeur Today.....	✓ 17
03	Objectives & Strategies.....	✓ 43
04	Plan Recommendations.....	✓ 53
	<i>Community Place Types Overview</i>	✓ 54
	<i>Residential Neighborhood Recommendations</i>	✓ 64
	<i>Creve Coeur's Downtown & Central Business District</i>	✓ 72
	<i>West Olive & Large Commercial Property Recommendations</i>	✓ 82
	<i>East Olive Corridor Recommendations</i>	✓ 88
	<i>The Mixed-Use Innovation Campus District</i>	84 96
	<i>Lindbergh Boulevard</i>	100 102
	<i>Campus & Institutional Districts</i>	104 106
	<i>City-Wide Systems</i>	110 112
	<i>Annexation Potential</i>	124 126
05	Implementation Plan.....	121 129
	<i>Early Action Items</i>	130 132
	<i>Capital Improvement Plan</i>	132 135
	<i>Implementation Matrix</i>	134 136
	Appendix: Plan Maps.....	145 147

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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A anywhere [1] 39/1 apartments [1] 60/21 appendix [2] 9/18 64/20 applaud [1] 53/22 APPLICATION [2] 1/9 67/1 applications [1] 56/7 apply [2] 37/7 47/8 appreciate [1] 58/8 appropriate [5] 27/16 33/14 41/3 47/13 62/11 appropriately [1] 38/13 approve [2] 3/8 3/16 approximately [2] 13/14 13/24 April [2] 8/17 11/11 April of [1] 11/11 architectural [2] 36/23 36/24 architecturally [2] 36/1 36/2 are [108] area [3] 14/14 59/13 62/14 areas [6] 10/5 15/12 17/24 21/14 21/18 38/4 aren't [1] 57/7 around [5] 7/24 8/23 9/7 22/5 56/20 arrangements [1] 65/25 articulated [3] 25/14 27/1 28/3 as [67] 5/6 6/18 6/24 7/8 7/13 7/13 7/18 8/6 8/6 9/2 9/2 9/24 12/10 12/10 13/21 14/7 17/24 18/12 19/9 21/12 21/12 24/1 24/1 25/1 25/4 25/17 25/17 26/25 27/6 27/7 27/8 30/12 30/12 30/12 30/12 30/17 30/19 33/15 35/25 37/5 43/12 43/12 43/16 43/16 44/14 48/21 48/21 53/19 54/2 54/5 54/8 55/1 56/14 56/14 56/23 57/17 58/25 59/19 61/14 61/22 61/24 62/1 64/9 64/9 64/19 64/19 64/21 as a [1] 48/21 ask [3] 4/10 12/6 55/11 asked [2] 58/21 66/7 asking [3] 55/15 55/16 66/3 assess [1] 8/12 assessed [1] 27/2 assessment [2] 27/7 39/9 assessments [1] 27/4 asset [1] 57/9 assets [4] 6/21 16/3 16/6 18/23 Assistant [2] 1/17 3/4	Assistant/Recording [2] 1/17 3/4 associated [1] 35/10 Association [1] 49/2 assume [1] 22/11 at [63] 4/25 5/11 8/15 12/14 13/6 13/6 14/1 14/1 14/7 14/25 15/8 15/8 17/9 17/10 17/10 18/4 20/12 21/22 21/22 21/23 22/4 28/7 30/25 32/13 34/15 36/5 38/16 38/19 38/20 39/2 39/2 40/21 42/2 44/18 45/15 45/15 47/11 47/11 49/2 49/9 49/24 51/11 53/1 53/6 54/16 55/3 56/13 57/25 58/3 58/4 58/5 58/6 58/17 60/6 60/11 60/14 60/17 61/11 63/22 64/10 66/16 66/18 67/14 ATTENDANCE [1] 1/12 attention [5] 6/2 28/9 45/19 49/23 59/3 Attorney [2] 1/16 2/20 attract [2] 18/1 19/10 attracted [1] 18/15 attracting [1] 14/10 audience [3] 3/17 20/24 65/1 authority [1] 34/20 automobile [1] 27/25 available [2] 23/16 31/4 average [1] 22/15 aware [1] 46/16 away [4] 50/20 50/20 50/21 53/2 aways [1] 12/20 aye [4] 3/14 3/15 67/11 67/12 B baby [2] 17/15 18/6 back [8] 8/20 17/13 23/18 38/19 38/19 39/2 43/20 64/10 backbone [1] 51/14 Background [2] 4/3 5/18 bad [2] 40/19 50/17 BALLAS [3] 1/4 53/1 53/6 base [3] 13/21 18/25 19/12 based [4] 9/11 14/9 28/25 29/13 basically [7] 8/23 9/18 13/8 21/9 26/8 26/8 33/9 basis [1] 49/17 be [92] be the [1] 34/3 because [19] 4/18 15/16 18/10 18/11 23/11 34/16 34/21	35/14 35/18 36/2 40/2 44/24 45/24 53/23 57/5 58/19 58/24 60/24 62/11 because we're [1] 35/18 become [1] 24/6 been [19] 5/15 7/15 7/17 13/13 16/18 23/14 24/11 25/14 26/21 29/8 31/6 32/15 37/19 46/10 46/16 52/22 53/5 57/16 60/1 before [4] 23/5 27/2 66/14 66/17 begin [2] 4/5 16/6 beginning [2] 16/19 19/21 behalf [1] 60/13 behind [1] 43/9 being [5] 13/11 18/11 27/2 38/3 57/12 believe [6] 19/8 35/24 57/19 60/22 62/3 62/10 benchmarking [1] 16/24 benchmarks [1] 29/11 beneficial [2] 30/8 34/5 benefit [1] 55/1 best [3] 50/8 51/6 51/19 Beth [1] 1/13 better [6] 15/13 15/22 16/3 24/6 27/25 41/4 between [4] 15/4 44/14 45/3 59/1 bicycle [7] 28/16 43/5 43/14 44/22 45/7 59/25 59/25 bicycling [1] 59/24 big [3] 45/20 66/17 66/20 bigger [1] 63/21 biggest [3] 14/3 14/4 16/1 bike [1] 16/5 bikeability [1] 28/2 bikeable [2] 10/7 17/21 bionic [1] 65/10 bit [11] 6/8 30/21 32/18 35/18 38/6 39/7 42/20 49/23 51/4 51/7 51/14 boomers [2] 17/15 18/6 both [19] 17/4 21/9 21/9 21/15 22/1 22/7 26/2 27/7 34/6 39/6 39/10 39/11 43/11 43/15 43/15 43/25 44/5 48/2 53/9 bought [1] 57/12 Boulevard [2] 14/24 31/16 boundaries [1] 49/16 boundary [1] 49/7	bounded [1] 62/7 breaking [1] 40/13 brief [2] 5/13 61/19 Briehan [1] 4/6 bring [1] 39/2 broad [2] 30/21 30/22 broad-reaching [1] 30/22 broaden [2] 36/4 42/4 broader [2] 21/15 40/23 broadly [1] 23/21 brokers [1] 53/12 brought [5] 28/9 49/22 59/3 60/23 61/8 buffer [1] 62/11 building [1] 37/3 buildings [3] 36/19 37/5 56/9 builds [1] 6/4 built [9] 15/1 15/5 15/8 16/16 17/7 18/18 18/19 54/3 62/4 built-out [1] 16/16 bunch [2] 55/11 55/15 bureau [2] 20/1 20/4 bus [2] 31/22 31/22 business [11] 6/6 6/20 10/4 14/15 14/18 19/22 25/2 53/7 53/10 53/25 56/12 businesses [7] 14/12 18/7 18/8 30/1 30/6 42/25 59/13 but [63] 2/11 10/4 12/23 13/9 13/22 14/4 14/14 15/19 15/23 17/16 21/18 22/8 22/19 23/18 24/10 24/10 25/22 26/13 27/19 28/4 28/8 34/7 34/20 35/11 36/5 38/4 38/25 40/20 41/5 41/13 42/19 42/25 43/13 44/1 44/6 46/12 46/17 47/12 48/10 48/16 49/7 49/13 49/21 50/4 50/9 50/24 51/6 52/10 53/3 54/18 55/3 56/25 57/13 57/20 59/12 59/15 60/18 61/5 61/8 62/8 62/18 64/7 64/21 C cadre [1] 42/10 calibrate [1] 15/13 call [2] 2/1 2/8 called [1] 36/17 calming [3] 46/9 46/24 46/25 came [3] 23/25 50/17 63/22 Campbell [1] 58/20 can [40] 3/19 4/19 4/20 4/24 12/5 16/3 17/25 23/18 26/12 29/24 32/22 34/13 35/13 36/11 38/16	38/18 38/18 38/19 43/25 46/17 46/17 49/20 54/2 54/7 55/1 55/21 58/6 59/21 60/19 61/6 63/3 63/6 63/19 63/20 65/17 65/25 65/25 66/1 67/3 can't [2] 13/9 36/6 capita [2] 48/11 49/17 capitalize [2] 17/25 24/25 capitalizing [1] 6/19 capture [1] 42/15 car [1] 13/24 card [1] 65/2 cards [4] 4/11 4/11 11/25 52/20 career [1] 21/12 careful [2] 45/16 56/22 Carl [2] 1/16 2/20 Carney [3] 1/13 2/9 3/12 carried [1] 25/21 cars [1] 45/4 case [2] 44/1 46/12 catchwords [1] 50/7 category [1] 21/16 CCR [6] 1/22 1/22 68/13 68/13 68/14 68/14 census [2] 19/25 20/4 center [6] 13/9 25/2 53/7 54/5 56/20 57/8 centers [2] 18/8 54/5 Central [1] 56/12 Centre [1] 60/22 certainly [6] 23/18 34/13 38/20 45/15 52/14 63/19 Certified [3] 68/5 68/6 68/6 certifies [1] 36/18 certify [1] 68/7 chair [6] 1/13 3/15 47/10 58/20 63/11 67/12 challenges [1] 16/1 Chamber [1] 66/18 champion [1] 37/19 chance [1] 58/8 change [8] 32/23 36/6 39/3 46/4 53/25 56/8 57/10 63/1 changed [1] 25/5 changes [1] 9/3 changing [5] 16/10 53/23 53/24 56/6 57/4 chapter [20] 5/17 8/25 9/4 9/10 9/13 10/16 12/8 12/8 12/18 19/14 23/2 23/5 23/7 31/1 33/8 61/4 63/13 66/20 66/20 66/21 chapters [4] 4/2 4/7 5/11 5/13 character [3] 14/12 15/14 57/22 children [1] 55/1
---	---	---	---	---

C choose [1] 20/11 churches [1] 35/21 cities [1] 57/23 citizen [2] 29/21 59/21 citizens [1] 13/11 city [81] city's [17] 7/9 7/12 7/19 14/13 14/14 14/22 19/3 25/24 26/10 30/13 30/13 38/21 39/25 40/23 53/23 54/12 66/25 city-owned [3] 27/12 29/18 30/3 city-wide [3] 9/12 28/18 48/2 civic [1] 6/21 clarification [3] 28/20 30/9 34/13 clarify [4] 20/11 26/5 28/21 33/18 clarifying [1] 27/7 clarity [1] 46/1 clearly [1] 53/23 client [1] 8/14 Climate [6] 16/25 17/2 17/5 29/8 29/11 58/20 close [1] 20/17 closely [1] 56/13 Club [1] 27/14 co [1] 58/20 co-chair [1] 58/20 code [5] 14/22 15/3 15/9 15/13 15/16 COEUR [38] 1/3 4/4 5/20 6/4 8/25 13/20 13/23 14/13 16/16 17/2 17/16 18/17 18/23 24/4 24/15 24/24 25/8 25/12 26/3 26/16 27/5 27/14 27/23 29/3 29/16 30/1 30/5 30/19 33/14 37/6 41/23 45/1 49/5 53/1 53/6 57/19 62/14 62/17 Coeur's [1] 33/20 collaboratively [1] 32/7 collect [2] 8/11 8/21 collection [1] 37/4 college [1] 21/11 combined [1] 26/6 come [14] 3/19 4/12 4/19 16/12 51/1 51/15 52/18 52/23 55/11 57/11 58/21 63/12 64/10 65/3 comes [1] 15/12 comfortable [1] 49/12 coming [4] 2/12 30/23 55/14 66/22 comment [12] 4/14 12/4 19/19 20/25 29/20 29/21 30/8 34/12 36/11 46/7 48/22 55/6 comments [14] 4/9 12/6 23/17 31/7 52/17 53/16 54/16 54/16	54/17 61/18 62/15 62/21 62/25 66/10 commercial [3] 15/11 24/25 62/12 COMMISSION [14] 1/2 2/4 4/8 8/4 10/17 11/23 25/18 25/18 31/8 34/6 34/23 52/17 63/10 67/2 Committee [6] 29/15 46/11 47/2 47/8 47/11 59/18 communicating [1] 7/8 communities [3] 5/21 13/12 17/21 community [40] 1/16 2/22 6/19 6/25 7/23 7/24 9/21 9/25 10/5 10/7 10/8 10/8 10/8 14/12 14/18 15/14 15/15 16/16 17/23 18/23 19/9 23/24 24/2 24/3 24/6 24/23 25/3 25/7 25/10 26/18 28/22 29/4 31/14 33/2 33/11 33/14 42/3 44/2 49/4 64/18 community-wide [1] 44/2 Comp [1] 8/13 company [2] 57/12 58/2 compared [1] 58/4 comparing [1] 15/1 competitive [1] 19/8 Complete [2] 28/13 28/18 composite [1] 64/19 comprehensive [13] 1/10 2/7 3/25 5/12 5/25 6/9 6/22 7/13 43/4 50/24 61/20 62/2 67/1 compromise [1] 14/14 conceived [1] 18/12 conceiving [1] 43/14 concerned [1] 59/7 concise [1] 55/5 conclude [1] 62/24 concludes [5] 10/15 19/13 30/25 31/1 58/7 conclusion [3] 9/20 18/17 23/14 conditions [2] 9/1 12/9 conducted [5] 8/3 8/5 8/7 8/14 8/18 conducting [1] 28/15 congestion [3] 10/7 16/14 28/1 congratulate [1] 59/20 conjunction [2] 8/3 24/2 connect [2] 16/2 43/7 connecting [1] 44/19 connection [1] 62/17 connections [1] 44/13 connectivity [2] 27/22 44/8	consider [3] 14/16 28/17 62/25 considered [1] 35/25 consist [1] 18/20 consistent [3] 7/11 62/4 62/14 consolidated [1] 39/11 construct [1] 38/5 consultant [2] 4/6 4/16 consultant's [1] 55/7 consultation [1] 6/16 contact [1] 65/17 content [4] 5/13 10/18 23/5 31/1 context [2] 33/12 64/5 continually [1] 26/24 continue [9] 6/18 11/10 19/7 19/10 39/25 40/23 54/6 54/7 66/24 Continuing [1] 43/24 continuity [1] 11/16 contracts [1] 41/15 contribute [1] 19/2 control [9] 25/24 26/3 26/10 32/4 34/15 38/22 42/23 59/11 59/14 conversation [3] 53/19 54/20 58/8 conversations [1] 59/1 Conway [2] 27/15 34/10 coordinate [1] 7/10 copy [3] 65/11 65/22 66/5 core [1] 8/1 corner [4] 53/1 53/6 54/1 58/6 Correct [3] 52/4 52/6 52/9 corresponding [1] 13/4 corridor [1] 31/25 cortex [2] 14/7 14/10 could [26] 13/14 14/9 31/23 35/7 39/10 39/11 39/18 40/23 42/8 42/9 42/10 42/11 42/16 45/2 45/12 45/14 45/24 47/8 48/10 48/16 48/16 48/17 51/22 56/10 65/3 65/6 could -- it [1] 48/16 Council [2] 54/19 66/18 Country [2] 58/18 65/8 county [5] 37/17 37/18 37/20 37/21 68/2 couple [2] 17/11 55/6 court [5] 1/21 4/22 65/5 68/5 68/6 covenants [1] 35/9 cover [1] 4/1 cracks [2] 59/10 59/16 created [1] 6/10 creating [2] 11/4 21/4	creation [1] 46/3 CREVE [39] 1/3 4/3 5/20 6/4 8/25 13/20 13/23 14/12 16/16 17/2 17/15 18/17 18/23 24/4 24/14 24/24 25/8 25/11 26/3 26/15 27/5 27/14 27/23 29/3 29/16 30/1 30/5 30/19 33/14 33/20 37/6 41/23 45/1 49/5 52/25 53/6 57/19 62/14 62/17 criteria [3] 36/12 36/16 36/21 critical [2] 53/21 53/22 Crossing [1] 60/15 crossings [1] 45/8 CSR [3] 1/22 68/13 68/14 cull [3] 41/13 42/6 46/13 culling [2] 40/25 45/18 current [6] 6/5 6/9 12/20 14/22 15/3 15/16 currently [12] 8/13 13/10 14/10 14/23 15/5 15/8 17/3 21/19 61/20 62/1 62/4 62/5 Cushman [2] 53/8 58/1 D daily [1] 13/24 damaging [1] 56/11 Dan [1] 1/14 dangerous [1] 44/25 data [2] 12/13 12/14 date [3] 11/13 27/8 63/18 dates [1] 11/5 day [7] 33/9 53/11 54/22 54/25 58/1 66/17 66/17 days [1] 33/10 deal [1] 30/10 dealing [2] 29/15 44/12 deals [1] 26/23 dealt [1] 25/22 Deborah [3] 1/22 68/4 68/14 decade [1] 46/11 decides [1] 4/23 decisions [1] 7/10 deep [1] 41/12 defined [2] 30/17 30/19 defining [1] 21/6 definitely [1] 32/22 definition [1] 33/2 delivered [1] 42/24 demand [5] 13/6 13/10 13/13 13/13 54/25 demographic [5] 9/3 12/11 12/19 17/13 57/21 demographics [11] 17/14 17/16 22/18	53/24 57/4 57/13 57/14 57/25 58/3 58/12 demolish [1] 36/6 demolition [1] 35/8 densities [1] 15/4 density [1] 15/2 department [3] 37/18 41/6 42/7 departure [1] 6/8 describe [1] 60/24 deserved [1] 42/8 design [2] 28/8 51/12 designated [4] 34/1 34/8 37/2 61/22 designation [9] 35/3 61/25 62/1 62/3 62/8 62/10 62/13 63/1 63/2 designed [2] 7/10 23/24 desirable [1] 45/11 desired [3] 15/15 48/11 49/3 desires [1] 25/11 detailed [1] 14/21 determine [1] 36/22 determined [1] 36/8 develop [3] 24/5 46/8 46/13 developed [9] 6/15 7/22 9/8 9/24 10/14 17/1 24/2 46/11 47/5 developers [1] 53/11 developing [1] 12/12 development [25] 1/16 2/23 5/15 5/23 6/1 6/20 8/16 8/21 13/15 13/17 14/8 16/25 17/11 18/4 24/13 24/16 25/1 27/24 48/13 48/21 50/8 51/18 51/21 52/7 57/16 developments [3] 18/16 28/25 51/20 did [10] 4/14 11/8 11/10 14/21 26/4 33/8 34/19 48/8 61/16 65/10 didn't [1] 48/18 difference [1] 45/3 different [5] 20/4 39/5 43/21 43/23 57/6 differs [1] 33/12 direct [1] 59/11 directed [1] 8/11 directly [2] 46/3 59/22 Director [2] 1/16 2/22 discussion [5] 4/8 12/17 38/12 48/20 64/4 distance [1] 17/21 distinction [2] 41/14 41/20 distracting [2] 20/8 20/21 distraction [1] 20/13 district [7] 6/6 14/8 18/16 22/6 34/22 37/4 56/12 districts [8] 14/24 14/25 15/2 26/1 34/17 36/15 37/19 64/18
---	---	---	---	--

D diverse [2] 18/1 26/16 diversity [3] 10/8 24/17 39/6 do [33] 3/8 4/24 6/21 12/15 15/12 15/17 23/13 35/7 35/21 35/23 35/24 37/15 38/20 38/23 40/16 41/14 41/20 42/5 43/4 45/2 51/15 53/4 53/25 54/13 56/15 56/17 57/25 58/24 59/14 59/22 63/6 63/11 68/7 document [13] 7/17 7/21 8/23 9/1 10/3 29/20 30/9 33/7 46/2 46/17 54/10 57/5 64/17 does [11] 4/19 35/4 35/19 36/4 36/4 40/12 42/19 42/20 57/20 57/22 63/12 doesn't [8] 13/19 15/16 35/13 49/8 52/3 57/21 59/9 59/16 doing [2] 38/5 57/8 dominate [1] 22/21 don't [33] 5/23 11/25 16/9 19/17 20/13 23/18 31/14 32/3 33/25 34/15 34/16 34/20 34/21 35/14 36/5 38/4 38/13 40/19 41/5 41/12 41/19 42/23 43/6 45/18 46/12 47/12 50/7 51/4 56/20 56/25 59/13 59/14 63/23 done [4] 11/19 16/21 55/20 55/21 down [1] 40/13 draft [4] 4/2 8/22 29/20 30/15 draw [1] 45/19 drawing [1] 22/7 Drive [1] 1/22 duplicative [1] 25/20 during [6] 4/17 4/17 8/16 9/23 12/14 29/19	either [6] 4/11 20/11 25/22 26/6 37/2 37/11 elected [2] 8/6 8/9 Election [1] 66/17 elements [1] 5/14 eleven [2] 14/24 28/3 eliminated [1] 26/6 else [6] 11/23 32/25 33/24 40/17 64/25 66/14 employment [4] 13/20 18/25 22/4 22/6 empty [1] 22/20 empty-nesters [1] 22/20 encourage [1] 45/2 encourages [1] 55/25 end [1] 55/4 ended [1] 67/13 energy [9] 16/24 29/15 29/16 29/17 29/25 30/3 30/4 30/4 59/18 enforcing [1] 16/15 engage [1] 27/4 engagement [3] 6/17 7/23 7/24 engineering [2] 28/8 51/12 enhance [9] 6/22 19/8 24/5 25/9 26/24 27/5 28/16 32/10 45/6 enhance that [1] 32/10 enhanced [2] 31/21 31/21 enhancing [1] 24/17 enjoyed [2] 49/7 57/14 ensure [1] 26/25 ensuring [1] 44/20 entire [1] 66/21 entities [2] 25/23 26/2 enumerated [2] 7/21 23/10 Environment [4] 26/14 29/15 59/18 59/18 environmental [2] 6/21 16/23 environmentalist [1] 59/7 environmentally [1] 6/25 environments [1] 18/14 erosion [2] 30/11 30/16 especially [2] 59/10 59/24 ESRI [2] 19/22 20/5 essential [1] 21/5 essentially [2] 24/21 28/4 establish [2] 29/10 48/2 established [4] 15/19 16/9 18/24 48/14 estate [3] 53/10 53/11 62/8 even [7] 20/21 24/6	35/6 48/13 50/18 54/7 65/1 evening [6] 2/3 5/3 5/4 31/2 60/10 63/20 event [1] 62/9 every [1] 57/25 everybody [4] 54/13 55/8 55/9 66/22 everyone [1] 4/19 everything [1] 40/17 evolve [1] 24/15 evolved [1] 5/14 exact [1] 18/15 Exactly [2] 20/18 47/19 example [7] 14/7 25/25 26/1 32/2 48/10 49/11 51/17 excellent [1] 54/11 exception [1] 27/20 Excuse [1] 7/2 exist [2] 35/13 46/16 existing [16] 5/24 7/19 9/1 12/9 15/1 15/13 15/18 25/9 27/12 28/15 43/25 44/18 45/7 51/20 51/21 60/21 exists [1] 57/15 expand [3] 27/11 29/22 30/2 expanded [1] 31/24 expanding [1] 29/17 expectation [1] 42/3 experience [3] 13/18 24/6 57/18 explain [2] 25/15 63/19 explicit [1] 43/13 expressed [1] 59/24 extent [1] 50/1 eyes [1] 65/10 F faces [1] 8/13 facilitate [1] 6/11 facilities [12] 9/5 10/9 25/7 25/9 25/11 26/25 27/5 27/8 29/18 30/3 44/22 45/7 fact [11] 12/13 12/20 12/23 13/17 16/15 18/8 18/11 18/13 21/20 23/12 27/10 fair [3] 36/3 39/9 58/18 fairly [2] 12/21 22/16 fall [3] 21/15 59/10 59/16 false [1] 38/6 families [2] 21/13 21/24 family [7] 22/11 60/20 60/21 61/25 62/9 62/10 63/2 far [1] 53/2 favor [3] 3/13 38/2 67/10 feature [1] 57/23 federal [2] 35/4 37/1	feel [5] 49/12 54/19 55/23 56/2 56/18 feet [1] 13/14 felt [1] 25/19 27/15 30/7 30/17 62/20 few [6] 5/22 11/21 50/13 53/3 53/16 61/25 fifteen [2] 14/5 19/4 figured [1] 64/7 final [2] 10/20 66/10 finally [8] 7/18 8/17 9/13 9/17 28/22 30/10 50/21 57/2 find [3] 20/11 47/15 63/4 fine [4] 41/21 46/12 65/18 66/2 fire [1] 25/25 first [11] 2/6 4/2 5/7 12/3 16/20 17/3 25/4 26/23 33/1 59/20 65/3 fit [1] 54/23 five [6] 7/24 8/2 8/9 12/22 15/20 15/21 flat [2] 12/21 19/4 flexible [1] 57/1 flow [1] 16/14 focus [10] 6/5 8/6 8/7 8/10 8/10 8/19 8/20 11/11 29/14 66/19 follow [5] 8/18 11/9 29/14 46/17 65/16 follow-up [4] 8/18 29/14 46/17 65/16 follow-ups [1] 11/9 followed [1] 16/22 following [1] 8/24 follows [1] 46/3 footnote [1] 33/8 Force [1] 58/21 forcing [1] 63/24 forms [3] 48/7 48/17 48/17 forward [12] 3/19 4/20 14/17 16/2 17/25 28/17 48/18 53/23 54/10 56/14 57/5 58/12 forward-looking [2] 54/10 57/5 found [1] 15/1 foundational [1] 40/3 four [1] 8/14 fourteen [1] 14/23 friend [1] 58/19 friendly [1] 6/25 front [3] 3/6 55/25 56/10 fulfill [1] 24/1 full [4] 14/8 34/20 42/10 47/5 function [2] 43/16 43/17 fundamental [1] 40/3 further [1] 40/13 future [11] 14/2 15/15 17/10 20/12 21/5 29/10 34/8 53/25 56/11 56/15 58/12	G gain [1] 17/17 gaining [1] 13/3 gains [2] 19/5 21/19 gardens [1] 50/14 gas [1] 16/20 Gatesbury [1] 1/22 Gene [1] 1/15 general [1] 27/17 generally [2] 21/13 22/9 generator [1] 14/3 generators [1] 14/5 geographically [1] 9/11 geography [1] 26/16 get [8] 12/5 23/5 49/23 54/13 63/12 63/15 63/21 65/11 gets [1] 36/25 getting [7] 5/17 21/11 25/17 41/12 45/22 55/8 55/9 give [10] 26/8 50/20 50/20 50/20 51/14 52/3 52/23 54/25 60/25 65/17 given [1] 50/17 glad [1] 54/12 glasses [1] 31/15 go [11] 23/11 23/18 23/19 24/9 26/13 31/12 33/1 37/15 38/19 56/14 60/18 goal [11] 23/8 23/8 24/3 24/13 24/23 25/7 26/13 27/22 28/22 38/13 43/22 goals [4] 9/8 9/11 23/22 43/21 goes [5] 14/11 37/21 53/19 54/8 56/23 going [36] 2/1 2/12 3/22 4/1 4/5 4/6 4/7 4/16 7/8 12/24 16/12 17/13 18/2 22/7 24/9 29/5 39/1 51/5 53/25 53/25 54/6 55/2 56/4 56/7 56/17 56/22 56/25 57/6 57/7 57/10 58/23 60/17 63/12 63/15 63/25 66/15 gone [2] 47/12 55/7 good [18] 2/3 5/3 5/4 12/7 13/19 32/14 40/7 42/5 42/5 46/4 51/25 54/18 55/20 59/5 60/8 60/10 66/12 66/13 goods [1] 13/12 google [1] 56/5 got [3] 21/1 55/2 64/6 37/1 37/14 42/4 governs [1] 34/21 great [4] 5/4 53/17 54/9 54/23 greater [3] 15/5 39/6 54/8
--	---	---	---	---

G green [4] 6/25 26/17 27/12 51/19 greenhouse [1] 16/20 greenways [2] 10/6 16/4 group [4] 8/14 8/19 29/14 55/24 groups [10] 8/6 8/7 8/10 8/10 8/12 8/20 11/8 11/11 17/20 22/7 growing [1] 18/13 growth [10] 7/12 12/21 12/23 12/24 14/2 17/14 19/3 24/23 24/25 31/13 guide [1] 7/18 guideline [1] 48/14 guys [4] 53/17 55/14 55/20 61/16	her [5] 58/22 59/1 59/21 59/22 59/22 here [30] 2/6 7/5 7/6 7/20 25/14 26/15 29/24 37/6 38/14 40/21 49/21 50/17 52/12 53/3 54/15 55/11 55/15 57/7 57/8 58/19 58/21 60/13 61/6 62/21 62/22 62/25 63/20 63/24 64/6 66/18 hereby [1] 68/7 Hi [1] 58/17 high [8] 13/2 13/2 24/15 25/10 41/24 42/2 42/8 49/9 high-quality [2] 24/15 25/10 higher [1] 33/13 highlight [3] 4/7 5/14 23/13 highly [1] 56/2 Hilton [1] 53/8 his [1] 37/23 historian [1] 36/23 historic [23] 33/20 34/7 34/14 34/17 34/17 34/22 34/22 35/15 35/22 35/24 36/1 36/9 36/15 36/17 36/19 36/22 37/3 37/4 37/5 37/19 37/21 38/3 38/21 historically [1] 35/25 history [3] 36/24 62/17 62/22 home [1] 17/22 homeowners [1] 51/20 homes [2] 51/21 62/20 honestly [1] 48/6 hope [5] 54/20 54/21 54/23 57/7 57/8 hopefully [2] 17/25 62/25 hopes [1] 60/19 horizon [1] 29/12 hours [1] 33/9 House [2] 33/24 38/23 household [5] 12/23 12/24 12/25 22/15 22/16 households [6] 13/3 13/4 13/8 19/5 21/10 22/11 housing [6] 10/7 18/22 19/11 21/4 24/17 39/6 how [11] 10/12 15/12 21/6 27/2 35/13 36/8 53/14 54/19 62/4 62/5 63/21 however [2] 23/16 49/2 hub [1] 14/2 hubs [1] 18/12 huge [1] 56/8 huh [15] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 49/25 50/3 50/23	52/13 64/24 Huh-uh [1] 19/17 I I'd [6] 44/23 55/3 55/5 55/6 64/7 64/8 I'll [13] 5/12 25/15 26/13 33/1 52/20 60/18 60/25 61/8 61/11 61/12 61/18 65/16 67/5 I'm [19] 24/9 38/2 38/2 38/5 38/11 38/15 41/19 53/3 53/5 53/7 55/2 58/17 58/19 58/23 59/1 60/7 60/13 62/21 62/21 I've [4] 21/1 53/5 55/2 59/23 idea [2] 26/24 40/7 ideas [2] 59/2 59/23 identified [5] 9/8 9/23 13/13 26/20 27/13 identity [5] 6/23 10/8 24/4 24/5 33/3 if [41] 3/17 4/19 11/25 12/3 23/16 23/16 23/16 23/17 26/11 34/5 34/5 34/5 37/1 39/3 40/22 41/5 41/12 41/20 42/4 42/6 42/11 44/7 46/12 46/12 46/13 46/13 46/16 46/19 46/19 47/20 49/2 52/22 56/4 56/18 56/19 63/3 63/20 65/1 65/3 65/6 66/23 IL [3] 17/2 17/4 29/7 IL [3] 1/22 68/13 68/14 IL-CSR [3] 1/22 68/13 68/14 Illinois [1] 68/5 impact [3] 50/8 51/6 57/11 impetus [2] 50/25 51/14 implement [1] 50/22 implementation [7] 6/13 9/13 9/14 9/15 10/10 48/21 49/3 implemented [1] 46/25 important [6] 14/16 14/18 18/2 41/13 55/24 57/5 improve [4] 16/14 28/1 31/15 50/6 improved [1] 6/7 improvements [6] 9/6 16/11 16/13 28/15 43/14 54/2 improves [1] 51/8 improving [1] 24/17 in [193] inaudible [1] 47/14 Inc [1] 1/21 incentivize [1] 51/18 incentivizing [1] 52/1 include [8] 9/5 10/4 18/5 29/6 31/19 31/20 31/23 48/10	included [4] 30/8 49/20 57/24 60/1 includes [3] 9/14 29/24 41/6 including [7] 14/19 17/20 18/24 26/7 39/17 45/7 59/21 income [1] 13/3 incomes [2] 12/25 12/25 incompatible [1] 62/20 inconsistent [1] 62/20 incorporate [1] 60/19 incorporated [2] 7/17 51/22 increase [1] 26/18 increased [1] 31/24 increasingly [2] 18/7 18/11 incremental [2] 6/12 16/12 individual [4] 7/10 23/12 24/8 37/3 infill [1] 51/20 inform [1] 7/19 information [3] 19/22 31/3 65/17 infrastructure [4] 18/10 30/12 43/5 51/19 initiate [1] 37/23 initiated [3] 37/11 37/12 37/16 initiated either [1] 37/11 initiative [1] 53/17 initiatives [5] 9/5 9/11 9/16 16/14 17/6 innovation [4] 14/2 18/12 18/16 22/6 input [7] 8/11 8/21 25/17 25/17 29/14 48/20 55/9 instance [3] 44/15 48/12 57/15 institutional [1] 35/23 integrate [1] 45/11 integrating [2] 29/4 44/7 integration [1] 44/1 intense [1] 33/12 intent [2] 28/21 43/9 intentional [3] 43/6 43/9 43/17 intentionally [2] 48/8 48/18 interest [1] 23/20 interested [1] 53/14 interesting [2] 13/7 17/12 internally [2] 46/17 49/16 international [1] 57/12 intersections [1] 44/25 interviews [1] 11/9 into [22] 5/17 7/11 7/17 12/11 13/24 21/15	23/5 39/11 40/13 41/12 44/1 44/7 44/1 introduction [6] 4/3 5/18 5/19 9/20 23/5 33/7 inventory [1] 16/20 involve [1] 5/24 involved [2] 50/14 55/8 is [144] issue [1] 45/21 issues [8] 8/13 9/21 10/11 10/19 12/1 23/25 30/12 30/16 it [94] it'll [1] 62/11 it's [51] 4/12 7/8 7/10 13/7 13/7 15/20 18/18 18/18 20/4 20/7 21/3 21/8 21/8 21/20 21/25 22/15 32/18 34/19 35/6 36/22 38/13 38/25 40/2 41/8 41/8 43/21 45/20 46/1 49/20 53/13 53/16 54/3 54/3 54/6 55/22 56/19 56/21 56/21 56/24 56/25 57/9 58/1 60/21 60/22 62/5 62/9 63/22 63/22 64/18 64/20 65/12 item [2] 28/20 58/24 items [2] 6/11 9/14 its [13] 6/22 6/23 12/12 19/2 19/8 24/5 24/15 25/1 26/16 28/21 35/8 37/15 42/3 itself [1] 45/19
H H3 [2] 4/6 6/15 had [15] 8/20 11/22 22/10 25/21 27/13 28/23 40/8 46/10 46/10 47/4 47/4 49/21 50/20 53/17 65/21 Hal [2] 58/16 58/17 half [3] 15/21 15/22 51/7 Hall [3] 1/14 2/11 7/5 Hamilton [1] 37/18 happen [2] 35/13 51/15 Happens [1] 34/10 happy [2] 31/5 61/12 hard [1] 65/22 harmoniously [1] 7/11 Harris [2] 58/16 58/17 has [24] 5/22 13/20 14/23 15/18 15/18 16/9 16/17 16/22 17/14 18/23 19/23 28/23 29/8 36/22 37/7 37/11 37/12 37/15 37/17 37/19 37/23 42/3 57/16 57/19 have [90] have -- you [1] 42/25 having [3] 11/3 32/13 43/4 he [3] 37/18 37/18 37/22 he's [2] 4/6 55/20 health [3] 14/19 14/19 18/3 healthy [2] 6/23 14/17 hear [1] 46/18 hearing [13] 1/9 2/7 3/21 3/23 4/18 5/8 5/9 38/15 63/16 66/15 66/25 68/8 68/10 hearings [2] 3/23 5/7 Heather [1] 1/15 help [6] 6/11 8/12 16/14 17/25 33/19 62/11 helpful [1] 64/22	her [5] 58/22 59/1 59/21 59/22 59/22 here [30] 2/6 7/5 7/6 7/20 25/14 26/15 29/24 37/6 38/14 40/21 49/21 50/17 52/12 53/3 54/15 55/11 55/15 57/7 57/8 58/19 58/21 60/13 61/6 62/21 62/22 62/25 63/20 63/24 64/6 66/18 hereby [1] 68/7 Hi [1] 58/17 high [8] 13/2 13/2 24/15 25/10 41/24 42/2 42/8 49/9 high-quality [2] 24/15 25/10 higher [1] 33/13 highlight [3] 4/7 5/14 23/13 highly [1] 56/2 Hilton [1] 53/8 his [1] 37/23 historian [1] 36/23 historic [23] 33/20 34/7 34/14 34/17 34/17 34/22 34/22 35/15 35/22 35/24 36/1 36/9 36/15 36/17 36/19 36/22 37/3 37/4 37/5 37/19 37/21 38/3 38/21 historically [1] 35/25 history [3] 36/24 62/17 62/22 home [1] 17/22 homeowners [1] 51/20 homes [2] 51/21 62/20 honestly [1] 48/6 hope [5] 54/20 54/21 54/23 57/7 57/8 hopefully [2] 17/25 62/25 hopes [1] 60/19 horizon [1] 29/12 hours [1] 33/9 House [2] 33/24 38/23 household [5] 12/23 12/24 12/25 22/15 22/16 households [6] 13/3 13/4 13/8 19/5 21/10 22/11 housing [6] 10/7 18/22 19/11 21/4 24/17 39/6 how [11] 10/12 15/12 21/6 27/2 35/13 36/8 53/14 54/19 62/4 62/5 63/21 however [2] 23/16 49/2 hub [1] 14/2 hubs [1] 18/12 huge [1] 56/8 huh [15] 11/6 19/17 19/20 20/6 21/2 22/17 32/20 39/15 40/11 41/25 49/25 50/3 50/23	52/13 64/24 Huh-uh [1] 19/17 I I'd [6] 44/23 55/3 55/5 55/6 64/7 64/8 I'll [13] 5/12 25/15 26/13 33/1 52/20 60/18 60/25 61/8 61/11 61/12 61/18 65/16 67/5 I'm [19] 24/9 38/2 38/2 38/5 38/11 38/15 41/19 53/3 53/5 53/7 55/2 58/17 58/19 58/23 59/1 60/7 60/13 62/21 62/21 I've [4] 21/1 53/5 55/2 59/23 idea [2] 26/24 40/7 ideas [2] 59/2 59/23 identified [5] 9/8 9/23 13/13 26/20 27/13 identity [5] 6/23 10/8 24/4 24/5 33/3 if [41] 3/17 4/19 11/25 12/3 23/16 23/16 23/16 23/17 26/11 34/5 34/5 34/5 37/1 39/3 40/22 41/5 41/12 41/20 42/4 42/6 42/11 44/7 46/12 46/12 46/13 46/13 46/16 46/19 46/19 47/20 49/2 52/22 56/4 56/18 56/19 63/3 63/20 65/1 65/3 65/6 66/23 IL [3] 17/2 17/4 29/7 IL [3] 1/22 68/13 68/14 IL-CSR [3] 1/22 68/13 68/14 Illinois [1] 68/5 impact [3] 50/8 51/6 57/11 impetus [2] 50/25 51/14 implement [1] 50/22 implementation [7] 6/13 9/13 9/14 9/15 10/10 48/21 49/3 implemented [1] 46/25 important [6] 14/16 14/18 18/2 41/13 55/24 57/5 improve [4] 16/14 28/1 31/15 50/6 improved [1] 6/7 improvements [6] 9/6 16/11 16/13 28/15 43/14 54/2 improves [1] 51/8 improving [1] 24/17 in [193] inaudible [1] 47/14 Inc [1] 1/21 incentivize [1] 51/18 incentivizing [1] 52/1 include [8] 9/5 10/4 18/5 29/6 31/19 31/20 31/23 48/10	included [4] 30/8 49/20 57/24 60/1 includes [3] 9/14 29/24 41/6 including [7] 14/19 17/20 18/24 26/7 39/17 45/7 59/21 income [1] 13/3 incomes [2] 12/25 12/25 incompatible [1] 62/20 inconsistent [1] 62/20 incorporate [1] 60/19 incorporated [2] 7/17 51/22 increase [1] 26/18 increased [1] 31/24 increasingly [2] 18/7 18/11 incremental [2] 6/12 16/12 individual [4] 7/10 23/12 24/8 37/3 infill [1] 51/20 inform [1] 7/19 information [3] 19/22 31/3 65/17 infrastructure [4] 18/10 30/12 43/5 51/19 initiate [1] 37/23 initiated [3] 37/11 37/12 37/16 initiated either [1] 37/11 initiative [1] 53/17 initiatives [5] 9/5 9/11 9/16 16/14 17/6 innovation [4] 14/2 18/12 18/16 22/6 input [7] 8/11 8/21 25/17 25/17 29/14 48/20 55/9 instance [3] 44/15 48/12 57/15 institutional [1] 35/23 integrate [1] 45/11 integrating [2] 29/4 44/7 integration [1] 44/1 intense [1] 33/12 intent [2] 28/21 43/9 intentional [3] 43/6 43/9 43/17 intentionally [2] 48/8 48/18 interest [1] 23/20 interested [1] 53/14 interesting [2] 13/7 17/12 internally [2] 46/17 49/16 international [1] 57/12 intersections [1] 44/25 interviews [1] 11/9 into [22] 5/17 7/11 7/17 12/11 13/24 21/15	23/5 39/11 40/13 41/12 44/1 44/7 44/1 introduction [6] 4/3 5/18 5/19 9/20 23/5 33/7 inventory [1] 16/20 involve [1] 5/24 involved [2] 50/14 55/8 is [144] issue [1] 45/21 issues [8] 8/13 9/21 10/11 10/19 12/1 23/25 30/12 30/16 it [94] it'll [1] 62/11 it's [51] 4/12 7/8 7/10 13/7 13/7 15/20 18/18 18/18 20/4 20/7 21/3 21/8 21/8 21/20 21/25 22/15 32/18 34/19 35/6 36/22 38/13 38/25 40/2 41/8 41/8 43/21 45/20 46/1 49/20 53/13 53/16 54/3 54/3 54/6 55/22 56/19 56/21 56/21 56/24 56/25 57/9 58/1 60/21 60/22 62/5 62/9 63/22 63/22 64/18 64/20 65/12 item [2] 28/20 58/24 items [2] 6/11 9/14 its [13] 6/22 6/23 12/12 19/2 19/8 24/5 24/15 25/1 26/16 28/21 35/8 37/15 42/3 itself [1] 45/19 J Jaggi [3] 1/16 2/23 59/1 Jason [4] 1/16 53/18 54/17 59/1 Jenkins [1] 60/11 Jessica [2] 1/17 3/4 job [3] 14/2 24/25 55/20 jobs [4] 13/21 13/21 14/9 19/11 Judy [2] 58/19 60/5 jumps [1] 51/7 June [10] 5/16 17/1 23/15 24/12 24/21 25/6 26/21 27/21 28/5 28/24 June 6th [7] 24/12 24/21 25/6 26/21 27/21 28/5 28/24 jurisdictions [1] 27/25 just [51] 4/20 5/6 7/2 11/15 11/18 11/21 12/15 13/19 17/1 20/10 20/12 21/6 21/11 23/4 23/19 27/20 33/17 34/12 34/22 35/13 37/14 38/6 39/7 40/15

J just... [27] 40/16 40/20 41/15 41/19 42/16 45/3 45/19 46/20 48/22 49/8 49/16 51/23 52/20 52/22 53/3 53/16 55/5 56/5 57/24 61/5 61/23 62/14 63/20 64/15 65/21 66/3 66/17	leader [2] 6/24 16/18 leaf [1] 39/17 leakage [2] 13/10 13/11 lease [1] 54/4 least [1] 51/11 Leave [1] 42/12 leaving [2] 44/5 44/5 left [1] 50/21 legislative [1] 38/5 Leslie [1] 37/17 less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	market [1] 54/24 Martin [1] 58/2 master [1] 30/14 matrix [1] 9/15 matter [2] 3/18 46/1 matters [1] 29/1 mature [2] 5/22 16/16 maturing [1] 18/18 maximizes [1] 13/18 may [5] 8/17 34/5 34/8 35/9 60/17 maybe [18] 34/24 38/16 38/18 42/9 45/2 45/12 45/12 46/1 46/5 46/15 49/8 49/8 49/20 49/21 49/23 50/1 54/25 61/5 Mayor [1] 54/18 Mayor's [1] 16/19 McLaughlin [4] 1/21 1/22 68/4 68/14 me [5] 7/2 44/25 58/21 59/2 61/8 mean [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21 means [1] 38/9 measures [1] 46/25 meaty [1] 66/20 medians [1] 39/18 meet [2] 8/20 25/11 meeting [30] 1/1 1/2 2/2 2/3 4/15 5/9 5/10 5/16 12/15 23/15 24/12 24/22 25/6 25/15 26/22 27/21 28/5 28/25 39/3 52/25 54/16 60/18 61/12 63/18 63/22 63/25 66/16 67/2 67/12 67/14 meetings [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7 members [3] 4/9 10/18 31/8 mention [3] 13/16 33/15 34/6 mentioned [2] 27/21 32/3 mentions [1] 33/3 Meramec [1] 60/12 met [2] 8/20 27/1 method [1] 11/1 method of [1] 11/1 metro [2] 31/21 31/24 microphone [2] 55/13 55/18 might [3] 10/21 31/7 64/1 millennial [2] 18/6 21/16 millennials [2] 17/15 57/7 millineals [2] 21/7 21/9 mind [1] 45/18 minutes [1] 3/16	MISSOURI [4] 1/3 60/12 68/1 68/1 mitigate [2] 16/14 50/5 mitigates [1] 51/8 mixed [2] 61/22 62/13 mixed-use [2] 61/22 62/13 MO [4] 1/22 1/23 68/13 68/14 MO-CCR [3] 1/22 68/13 68/14 mobile [1] 56/7 mobility [3] 27/23 43/17 44/21 modified [2] 24/11 28/6 momentarily [1] 13/16 Monday [1] 66/16 Monsanto [1] 57/12 more [27] 18/1 18/1 20/21 21/23 26/8 27/17 30/21 32/7 32/18 35/18 43/7 44/3 44/8 45/10 47/13 47/24 49/23 51/7 51/23 53/12 56/16 60/17 61/14 62/4 62/11 62/14 64/1 most [3] 19/4 28/24 28/24 motion [4] 3/8 3/11 66/23 67/3 move [4] 3/9 23/2 26/13 66/24 movement [2] 16/8 16/11 moving [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9 Mr [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9 Mr. [6] 2/9 2/13 2/15 2/19 3/12 42/19 Mr. Carney [1] 2/9 Mr. Magruder [2] 2/13 3/12 Mr. Rovak [1] 2/15 Mr. Rovak's [1] 42/19 Mr. Schuh [1] 2/19 Mrs. [1] 7/5 Mrs. Hall [1] 7/5 Ms [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15 Ms. [2] 2/17 5/6 Ms. Kistner [1] 5/6 Ms. Silverman [1] 2/17 MSD [2] 30/17 30/20 much [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3 multi [5] 60/20 60/21 61/25 62/10 63/2 multi-family [5] 60/20 60/21 61/25 62/10 63/2 multiple [2] 48/17 48/17 municipal [5] 40/24	
K Kansas [1] 68/6 keep [3] 27/8 42/9 61/18 Kelly [2] 1/17 3/1 key [12] 7/15 7/24 8/15 8/24 9/21 10/11 12/10 12/16 12/20 23/22 23/24 29/6 kind [17] 5/22 18/9 21/12 21/15 32/10 32/18 36/4 38/13 41/12 41/19 42/19 43/11 50/20 62/15 62/21 62/22 63/21 Kirkwood [4] 57/15 57/15 58/5 58/5 Kistner [3] 1/13 5/6 64/15 Kling [1] 60/11 knew [1] 60/24 know [34] 11/25 33/25 38/3 38/13 38/20 38/23 40/9 40/19 40/20 41/5 41/12 41/19 41/22 42/21 42/25 43/6 45/17 45/23 46/23 46/24 47/4 47/9 47/12 48/24 49/6 49/8 50/12 53/5 54/19 55/11 56/25 61/9 61/11 64/16 knowing [2] 38/4 49/3 known [2] 34/23 41/23 knows [2] 4/10 37/21 KS [3] 1/22 68/13 68/14 KS-CCR [3] 1/22 68/13 68/14	less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	made [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17 Magruder [3] 1/14 2/13 3/12 mainly [1] 58/19 maintain [2] 18/1 19/11 maintaining [2] 14/17 21/5 maintains [1] 42/7 maintenance [1] 39/17 major [6] 17/19 18/25 25/2 25/15 28/15 45/8 make [20] 10/21 14/13 30/21 32/22 34/23 40/20 40/22 41/20 42/14 49/8 51/15 53/16 55/6 59/3 59/9 59/15 59/17 64/1 65/25 66/24 makes [1] 17/2 making [2] 45/17 46/2 manage [1] 27/25 management [4] 16/13 50/8 51/6 51/19 managers [2] 53/6 53/12 Manor [1] 53/2 Manors [1] 60/14 many [8] 7/15 16/10 54/5 54/11 57/17 57/19 59/2 59/23 map [2] 64/17 64/19 maps [1] 9/18 Marfine [3] 52/22 52/24 55/17 Mark [3] 46/19 53/18 54/17	may [5] 8/17 34/5 34/8 35/9 60/17 maybe [18] 34/24 38/16 38/18 42/9 45/2 45/12 45/12 46/1 46/5 46/15 49/8 49/8 49/20 49/21 49/23 50/1 54/25 61/5 Mayor [1] 54/18 Mayor's [1] 16/19 McLaughlin [4] 1/21 1/22 68/4 68/14 me [5] 7/2 44/25 58/21 59/2 61/8 mean [10] 14/9 33/24 38/14 40/19 41/2 41/5 49/20 51/13 51/25 59/21 means [1] 38/9 measures [1] 46/25 meaty [1] 66/20 medians [1] 39/18 meet [2] 8/20 25/11 meeting [30] 1/1 1/2 2/2 2/3 4/15 5/9 5/10 5/16 12/15 23/15 24/12 24/22 25/6 25/15 26/22 27/21 28/5 28/25 39/3 52/25 54/16 60/18 61/12 63/18 63/22 63/25 66/16 67/2 67/12 67/14 meetings [7] 3/23 3/24 8/19 10/14 49/22 53/18 60/7 members [3] 4/9 10/18 31/8 mention [3] 13/16 33/15 34/6 mentioned [2] 27/21 32/3 mentions [1] 33/3 Meramec [1] 60/12 met [2] 8/20 27/1 method [1] 11/1 method of [1] 11/1 metro [2] 31/21 31/24 microphone [2] 55/13 55/18 might [3] 10/21 31/7 64/1 millennial [2] 18/6 21/16 millennials [2] 17/15 57/7 millineals [2] 21/7 21/9 mind [1] 45/18 minutes [1] 3/16	MISSOURI [4] 1/3 60/12 68/1 68/1 mitigate [2] 16/14 50/5 mitigates [1] 51/8 mixed [2] 61/22 62/13 mixed-use [2] 61/22 62/13 MO [4] 1/22 1/23 68/13 68/14 MO-CCR [3] 1/22 68/13 68/14 mobile [1] 56/7 mobility [3] 27/23 43/17 44/21 modified [2] 24/11 28/6 momentarily [1] 13/16 Monday [1] 66/16 Monsanto [1] 57/12 more [27] 18/1 18/1 20/21 21/23 26/8 27/17 30/21 32/7 32/18 35/18 43/7 44/3 44/8 45/10 47/13 47/24 49/23 51/7 51/23 53/12 56/16 60/17 61/14 62/4 62/11 62/14 64/1 most [3] 19/4 28/24 28/24 motion [4] 3/8 3/11 66/23 67/3 move [4] 3/9 23/2 26/13 66/24 movement [2] 16/8 16/11 moving [9] 12/8 14/16 16/2 17/25 28/17 43/2 46/2 48/18 56/9 Mr [9] 1/13 1/14 1/15 1/16 1/16 2/23 3/12 55/17 67/9 Mr. [6] 2/9 2/13 2/15 2/19 3/12 42/19 Mr. Carney [1] 2/9 Mr. Magruder [2] 2/13 3/12 Mr. Rovak [1] 2/15 Mr. Rovak's [1] 42/19 Mr. Schuh [1] 2/19 Mrs. [1] 7/5 Mrs. Hall [1] 7/5 Ms [7] 1/13 1/14 1/15 1/17 1/17 2/11 64/15 Ms. [2] 2/17 5/6 Ms. Kistner [1] 5/6 Ms. Silverman [1] 2/17 MSD [2] 30/17 30/20 much [8] 5/5 38/14 41/21 49/22 58/14 60/3 60/4 62/3 multi [5] 60/20 60/21 61/25 62/10 63/2 multi-family [5] 60/20 60/21 61/25 62/10 63/2 multiple [2] 48/17 48/17 municipal [5] 40/24
L lack [1] 59/8 Ladue [1] 53/2 Lake [1] 49/5 land [6] 7/9 7/14 9/11 14/13 14/21 48/13 landmark [1] 37/3 landscapes [1] 26/17 landscaping [1] 39/18 Lane [1] 58/18 language [1] 51/22 large [1] 58/1 largely [4] 16/16 18/18 18/19 27/20 last [4] 5/16 16/17 50/5 53/9 later [6] 4/23 51/1 51/14 52/8 63/6 68/8 lead [1] 29/4	less [3] 14/13 21/22 33/12 less-intense [1] 33/12 lesser [1] 50/1 let [3] 54/19 61/9 64/16 letter [3] 55/2 57/3 57/24 level [5] 33/13 39/25 40/23 41/24 42/2 life [1] 6/2 lifestyle [2] 17/19 21/23 like [43] 3/18 12/4 18/12 18/16 20/24 21/23 31/20 31/22 31/23 32/2 33/14 34/9 38/7 40/1 40/13 40/25 41/4 41/6 44/8 44/23 48/15 50/7 52/14 54/24 54/25 55/3 55/5 55/6 55/10 55/22 55/23 56/2 56/13 56/15 56/18 57/14 58/3 59/11 61/23 63/1 63/3 63/20 65/1 Likewise [1] 27/9 limb [1] 39/17 limits [1] 13/23 line [2] 51/7 52/10 linear [1] 44/13 lines [1] 56/1 link [1] 16/6 list [1] 31/10 listed [3] 7/20 33/23 35/6 listen [1] 55/19 listening [1] 38/12 litigation [1] 62/17 little [20] 6/8 15/20 15/22 20/7 30/21 32/18 35/18 38/6 39/7 42/20 46/5 48/25 49/16 49/23 51/4 51/7 51/14 51/23 56/16 64/7 livability [2] 6/2 6/7 livable [1] 6/18 live [5] 13/23 19/10 24/7 57/18 58/17 local [4] 34/16 34/21 35/12 46/9 locate [1] 18/7 located [1] 18/18 locations [2] 18/10 64/21 locus [1] 59/19 logic [1] 50/25 long [1] 64/9	longer [1] 18/9 look [25] 14/1 17/9 17/9 17/10 17/10 18/4 20/12 22/4 27/10 28/7 38/16 38/18 38/20 39/2 45/15 45/15 46/22 49/2 56/13 56/20 57/25 58/3 58/4 58/11 61/7 looked [1] 32/13 looking [13] 5/11 13/6 14/7 16/2 21/22 40/21 44/18 47/11 49/16 49/24 53/23 54/10 57/5 looks [1] 44/8 losses [1] 21/20 lost [2] 45/22 65/24 lot [13] 12/13 15/23 16/10 17/17 23/11 32/4 35/15 50/19 55/21 55/25 56/10 57/6 62/18 lots [1] 55/9 Louis [8] 1/23 5/21 17/4 37/17 37/20 58/2 60/12 68/2 love [2] 58/9 58/9 low [3] 49/17 50/8 51/5 Lumley [2] 1/16 2/20	made [7] 23/14 27/17 29/23 46/16 54/16 54/16 54/17 Magruder [3] 1/14 2/13 3/12 mainly [1] 58/19 maintain [2] 18/1 19/11 maintaining [2] 14/17 21/5 maintains [1] 42/7 maintenance [1] 39/17 major [6] 17/19 18/25 25/2 25/15 28/15 45/8 make [20] 10/21 14/13 30/21 32/22 34/23 40/20 40/22 41/20 42/14 49/8 51/15 53/16 55/6 59/3 59/9 59/15 59/17 64/1 65/25 66/24 makes [1] 17/2 making [2] 45/17 46/2 manage [1] 27/25 management [4] 16/13 50/8 51/6 51/1		

M municipal... [4] 41/4 41/24 42/10 42/17 municipality [1] 17/3 Muriel [1] 1/14 must [1] 19/8 my [18] 31/14 40/18 41/22 52/24 52/24 53/2 53/7 58/7 58/19 60/10 60/19 61/18 62/15 62/21 62/25 65/14 65/17 66/4	not [42] 3/18 10/21 11/18 14/3 17/15 17/16 21/19 24/9 24/11 25/5 26/2 26/10 27/1 27/16 28/9 28/11 30/22 35/4 35/20 36/19 36/22 38/11 39/1 43/1 45/25 45/25 46/12 46/15 47/21 48/8 53/2 53/5 53/10 55/2 57/13 57/20 57/22 58/23 61/4 63/16 65/1 65/10 note [5] 7/4 13/7 33/16 55/24 57/2 notes [1] 59/22 nothing [2] 35/7 50/21 November [8] 5/9 5/10 8/8 8/21 11/5 11/18 66/17 67/2 November 15 [1] 11/18 November 21st [1] 5/10 November 7 [1] 67/2 November 7th [1] 66/17 now [25] 3/18 4/11 4/20 7/5 22/21 25/13 30/2 33/15 35/9 35/21 36/6 37/17 45/6 51/5 52/19 54/1 54/13 55/14 56/4 56/8 57/12 58/2 62/2 62/9 63/4 nuance [2] 39/11 49/21 number [6] 16/22 18/23 23/23 56/17 56/18 64/17 numbered [1] 10/21 numbers [2] 20/8 20/15	53/1 53/7 on [77] on-going [1] 29/5 one [45] 3/23 4/14 4/17 5/20 7/2 10/19 13/16 14/4 14/25 16/1 19/18 19/22 20/11 23/19 23/19 24/9 24/10 28/4 33/1 33/25 35/1 38/24 39/11 39/20 42/9 42/11 42/17 43/7 45/13 45/13 45/16 47/24 49/19 49/22 53/5 53/5 54/21 54/25 55/23 56/17 59/21 62/8 64/10 66/1 66/16 ones [2] 11/5 34/3 ongoing [2] 6/12 54/20 online [1] 56/6 only [8] 12/22 13/7 14/3 15/20 17/3 42/25 55/6 61/25 open [9] 15/24 16/2 26/14 26/19 32/18 43/12 44/13 44/18 44/19 opening [1] 3/21 operations [2] 40/2 41/8 opportunities [13] 4/8 5/23 6/20 16/1 16/10 18/5 18/20 21/4 22/5 22/6 25/1 27/11 27/11 opportunity [2] 17/18 52/19 opposed [1] 44/14 options [2] 39/6 44/21 or [72] order [7] 2/2 10/2 10/24 19/7 26/4 46/1 50/25 ordinance [6] 30/13 34/17 34/21 35/12 50/14 52/8 ordinances [3] 16/23 51/1 51/3 organized [2] 23/7 23/21 Originally [1] 27/13 other [29] 9/18 9/19 10/24 13/11 14/15 20/12 21/10 22/4 25/20 25/22 26/2 26/7 27/24 31/6 33/24 34/1 34/7 40/14 41/9 41/18 42/17 49/19 50/18 52/16 55/22 60/1 60/6 64/20 66/10 otherwise [2] 27/19 46/20 our [26] 2/6 2/22 2/25 3/3 3/6 3/21 4/6 4/17 4/21 22/15 28/9 31/18 38/13 46/11 48/25 49/3 49/7 49/12 49/12 49/16 49/22 54/21 55/1 57/13 58/9 66/14	out [24] 9/15 13/24 15/5 15/8 16/16 18/18 18/19 21/11 37/15 37/21 40/25 41/13 41/16 41/20 42/6 42/20 46/5 46/13 47/15 51/7 61/23 62/5 62/6 62/16 outlined [1] 5/6 outside [5] 13/23 25/24 35/11 49/6 59/10 over [21] 5/1 7/12 9/3 12/22 12/25 12/25 13/21 13/22 14/5 14/8 14/14 16/10 16/17 19/3 19/5 19/12 25/21 27/10 32/6 53/18 59/11 overall [2] 14/18 18/2 overlaps [1] 17/19 overly [1] 48/8 overview [7] 5/13 9/1 10/15 12/9 12/16 19/13 31/2 own [2] 37/15 37/23 owned [4] 15/24 27/12 29/18 30/3 owner [1] 27/16 owners [2] 53/5 53/13	pedestrian [6] 16/5 28/16 43/4 43/4 45/8 pedestrians [1] 44/24 pediatrician [1] 45/7 people [11] 11/25 13/22 16/3 21/5 21/7 21/10 21/13 45/3 50/18 52/18 53/24 per [15] 12/25 15/19 15/21 23/7 46/7 48/5 48/11 48/11 48/13 48/13 48/13 48/13 49/17 49/17 49/17 percent [5] 12/22 13/22 14/13 15/4 15/5 perhaps [3] 32/6 34/6 34/24 period [1] 29/20 permitted [3] 15/3 15/6 15/9 person [1] 37/17 perspective [2] 30/18 36/1 Phase [5] 16/25 17/2 17/4 17/4 29/7 phrases [1] 50/5 physical [3] 6/23 9/6 26/16 pick [2] 39/17 43/24 pick-up [1] 39/17 picky [1] 19/18 picture [1] 63/21 piece [1] 62/6 place [8] 24/6 36/21 46/5 46/14 47/12 56/3 56/18 64/18 placemaking [4] 6/22 14/11 24/3 33/2 placement [1] 9/11 places [2] 36/15 57/14 placing [1] 56/22 plan [62] 1/10 2/7 3/25 5/12 5/16 5/18 5/19 5/19 5/25 6/4 6/4 6/5 6/9 6/9 6/13 6/14 7/8 7/13 7/21 7/22 8/13 8/16 8/22 8/23 9/4 9/7 9/10 9/16 9/21 10/1 10/12 10/21 11/4 11/8 12/12 16/19 16/25 17/2 17/5 17/8 23/21 25/22 29/8 29/11 29/20 30/14 30/15 31/3 31/18 48/24 50/24 55/24 56/14 58/25 59/9 59/23 60/2 61/3 61/20 62/2 66/19 67/1 Planner [2] 1/17 2/25 planning [16] 1/2 1/17 2/4 3/3 7/20 7/23 8/3 9/23 23/25 25/18 25/18 29/12 54/13 59/4 67/2 68/7 plans [3] 7/14 7/16 48/15 Plant [4] 14/2 18/16 22/5 57/8
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P plats [1] 48/15 play [3] 19/10 24/7 57/17 Plaza [3] 53/1 53/6 58/5 please [2] 60/5 61/17 pleased [1] 59/2 pledge [1] 16/24 PLUNKETT [2] 65/4 65/8 podium [1] 4/12 point [8] 14/11 30/25 32/14 34/13 34/23 61/23 62/6 62/16 points [2] 8/15 12/16 police [8] 39/25 40/9 40/16 40/25 41/9 42/7 42/17 47/11 policy [2] 7/9 28/18 population [5] 18/2 19/23 20/4 21/21 49/17 portion [1] 44/2 position [2] 19/9 25/1 possibly [1] 62/22 potential [6] 14/1 14/3 14/4 17/11 17/14 62/12 pound [1] 58/21 power [2] 13/9 56/20 practice [2] 50/14 51/6 practices [3] 50/8 51/12 51/19 precedent [1] 14/7 preeminent [1] 5/21 preface [1] 62/15 preference [1] 18/13 preferences [5] 16/24 17/20 17/24 18/6 18/7 prematurely [1] 64/7 premier [2] 6/18 19/9 prepared [1] 4/16 present [9] 2/10 2/14 2/16 2/18 2/21 2/24 3/2 3/5 14/25 presentation [7] 4/5 4/17 5/2 23/6 31/1 31/2 66/12 presented [5] 9/25 10/2 12/14 31/6 60/17 preservation [6] 6/6 10/4 24/14 26/19 36/17 51/18 preserve [4] 24/15 33/20 34/15 38/25 preserving [3] 6/19 14/17 38/3 prevent [2] 35/8 62/22 previously [3] 7/14 28/7 29/7 primarily [4] 21/9 28/25 31/20 35/2 Primary [1] 2/6 principle [1] 27/18 principles [2] 28/13 28/14 printed [1] 65/11 prior [2] 4/15 4/15 priorities [6] 9/15 9/22	9/25 10/12 10/20 23/25 prioritization [1] 10/3 prioritized [1] 30/16 priority [1] 45/25 private [3] 15/23 35/10 48/3 privately [2] 15/23 54/18 proactively [2] 50/5 51/8 probably [8] 14/3 28/23 33/17 39/1 39/10 48/19 61/4 62/18 problems [3] 30/11 30/17 30/18 procedures [3] 46/9 46/24 47/14 process [14] 6/1 6/17 7/23 9/9 9/19 9/24 12/15 23/15 24/1 27/7 37/10 47/7 53/4 55/8 processes [1] 36/20 productive [1] 66/11 products [2] 29/25 30/5 Professional [1] 68/4 programs [1] 59/25 progresses [1] 53/15 projected [7] 9/2 12/24 17/17 19/3 19/5 21/19 21/20 projections [2] 12/11 12/21 projects [1] 57/25 prominence [2] 59/8 59/8 prominence or [1] 59/8 promote [2] 30/4 34/13 promoting [1] 29/16 properties [12] 6/3 33/21 34/8 34/14 34/18 35/15 35/24 37/22 38/21 59/12 59/12 62/1 property [12] 5/24 19/1 24/16 27/16 34/22 35/6 37/4 53/13 54/21 58/9 61/21 62/7 property's [1] 62/4 proposed [2] 29/23 62/18 prosper [2] 6/18 19/7 protect [1] 45/3 protection [4] 10/4 15/10 16/19 25/25 proud [1] 17/7 provide [10] 6/10 12/16 13/19 25/2 25/9 33/8 42/1 44/6 50/25 66/1 provided [7] 12/1 26/2 33/7 41/11 64/18 64/19 64/20 providers [1] 53/12 provides [4] 9/1 9/18 12/9 44/6 providing [3] 5/12	31/20 41/24 provision [1] 26/1 public [44] 1/9 3/21 3/22 3/23 4/9 4/18 5/7 5/8 5/9 5/16 6/16 6/17 8/1 8/2 9/5 12/14 15/24 23/15 24/12 24/22 25/6 25/9 25/10 25/15 26/18 26/22 27/21 28/5 28/24 29/18 29/19 29/19 29/19 30/3 30/11 39/18 40/13 48/3 52/18 63/16 66/15 66/25 68/8 68/10 public-accessible [1] 48/3 purchase [2] 13/12 35/5 purchasing [1] 16/23 purpose [4] 2/6 7/7 8/11 8/19 purposes [2] 10/20 52/25 purview [2] 26/9 35/11 pushback [1] 50/19 pushed [1] 55/25 put [5] 26/9 45/13 50/13 51/13 57/24 putting [1] 54/11 Q qualified [1] 36/23 qualifying [2] 36/12 36/21 quality [5] 6/2 24/15 25/10 50/6 51/9 Queenly [1] 49/6 question [10] 12/4 15/12 21/1 22/10 31/11 40/8 42/20 47/24 65/15 66/3 questions [13] 10/17 11/24 17/13 19/15 19/16 23/17 26/11 31/5 31/7 31/9 52/16 63/9 66/10 Questover [6] 60/13 60/14 60/14 60/15 60/23 62/16 quick [1] 66/6 quotes [1] 20/3 R Racket [1] 27/14 rain [1] 50/14 raised [1] 32/15 range [1] 21/12 ranked [1] 45/25 ranking [1] 10/3 rate [1] 12/22 ratio [8] 48/2 48/4 48/7 48/11 48/14 48/25 49/3 49/12 rationale [1] 51/1 re [8] 16/15 26/8 28/12 29/9 32/7 38/20 39/2 48/15 re-enforcing [1] 16/15 re-look [2] 38/20 39/2	re-plats [1] 48/15 re-worded [3] 26/8 28/12 29/9 re-wording [1] 32/7 reaching [1] 30/22 read [1] 55/3 readers [1] 20/12 reads [7] 24/14 24/24 25/8 26/15 27/23 29/3 30/2 ready [2] 31/9 58/11 real [2] 53/10 53/11 really [39] 5/20 5/22 6/1 6/14 9/24 10/12 11/8 12/9 12/21 13/18 14/18 15/16 15/24 16/4 16/9 16/17 17/14 18/9 18/20 19/11 19/18 23/24 26/4 30/18 34/4 37/19 38/4 40/2 44/2 44/12 44/12 44/17 50/21 55/16 56/16 58/7 59/14 59/20 59/22 reason [1] 43/25 reasons [1] 56/5 recently [1] 58/24 recognition [1] 35/3 recognizable [1] 6/23 recognize [2] 13/8 55/21 recognized [4] 26/17 28/14 33/25 51/12 recognizing [1] 38/3 recommendation [2] 30/7 30/22 recommendations [9] 6/10 7/16 9/6 9/10 9/12 10/13 12/12 43/11 66/19 recommended [2] 15/22 48/12 record [2] 4/13 7/5 recorder [1] 4/21 Recording [2] 1/17 3/4 recreation [5] 17/22 26/19 27/4 44/6 49/1 recreational [1] 43/16 recycling [7] 30/1 30/5 39/17 59/8 59/10 59/14 59/14 redesignated [1] 61/24 redevelop [1] 54/21 redevelopment [8] 5/24 6/3 7/12 18/20 18/21 54/10 62/12 62/19 reduce [1] 27/25 reduced [1] 68/9 redundant [3] 25/20 26/6 39/7 reference [6] 23/18 27/15 30/20 33/16 64/16 64/17 referenced [2] 29/7 57/16 referencing [1] 33/8 referred [1] 59/17	referring [1] 34/4 refers [2] 33/9 reflect [1] 15/13 reflects [1] 10/3 refocused [1] 6/1 regard [3] 42/4 43/18 62/23 region [11] 5/21 7/1 14/5 16/18 17/4 18/19 19/9 29/4 35/25 41/24 42/8 regional [6] 6/24 19/2 24/5 25/2 31/15 49/5 regionally [2] 18/24 26/17 regionally-recognized [1] 26/17 register [4] 35/2 35/7 36/15 37/23 Registered [1] 68/4 regular [3] 27/4 29/10 66/16 regulate [1] 34/20 regulates [1] 34/17 regulations [2] 51/3 56/15 regulatory [5] 9/6 35/5 35/12 36/5 38/5 reinvestment [1] 6/12 relate [2] 56/6 61/6 related [4] 22/10 29/1 30/11 59/25 relating [1] 43/20 relation [1] 43/22 relatively [2] 20/17 49/4 relevant [2] 7/16 12/17 remain [3] 6/24 26/17 34/14 remained [1] 24/20 remaining [1] 5/23 remarks [1] 58/7 removal [1] 35/8 remove [1] 26/9 removed [2] 27/17 30/20 renewable [4] 29/16 29/17 30/3 30/4 renowned [1] 18/24 rental [1] 59/12 repeated [1] 33/17 repeating [1] 62/22 replacement [1] 18/21 report [1] 23/7 reported [1] 68/7 reporter [6] 4/22 65/5 68/5 68/5 68/6 68/7 Reporting [1] 1/21 representatives [1] 8/15 reputation [2] 19/2 42/8 request [2] 61/24 62/24 requests [2] 46/9 60/19 require [1] 40/12 research [2] 36/24
--	---	---	--	---

R research... [1] 56/16 resident [5] 4/14 8/6 15/20 48/5 48/11 residential [11] 6/20 10/5 14/19 15/10 24/13 24/16 37/5 51/17 53/2 57/21 62/9 residents [13] 15/16 15/21 19/11 23/17 25/12 27/1 27/5 29/17 30/1 30/5 42/24 49/7 62/19 resilience [2] 16/19 28/23 respect [1] 59/24 respects [1] 54/12 respond [1] 4/17 responded [2] 3/14 67/11 responsibility [1] 59/16 restriction [2] 56/3 56/10 restrictions [3] 35/9 56/19 56/23 result [1] 58/25 results [1] 13/23 resume [1] 66/15 retail [20] 13/6 13/9 13/10 13/10 13/11 13/12 13/13 13/15 18/21 18/25 54/5 55/25 56/3 56/3 56/5 56/6 56/7 56/11 56/21 56/23 retailer [1] 56/17 retailers [2] 56/19 56/23 revenues [2] 14/15 14/15 review [4] 3/24 4/3 5/15 28/9 reviewed [2] 46/16 47/8 reviewing [1] 48/14 revised [5] 5/15 25/14 26/21 27/3 31/6 revision [3] 25/15 28/24 29/23 revisions [1] 23/14 revitalization [3] 6/6 6/12 29/5 revitalize [1] 15/11 rich [1] 18/8 right [22] 5/17 20/22 20/22 21/17 35/16 36/6 38/8 42/22 45/5 47/18 49/10 49/14 49/18 51/5 51/16 52/2 56/4 56/8 62/2 62/9 65/23 66/9 rightfully [1] 17/7 road [3] 1/4 16/9 27/15 roads [1] 45/8 roadways [2] 28/8 28/15 robust [3] 7/22 13/21 18/25 roll [1] 2/8	roughly [1] 15/21 Rovak [3] 1/15 2/15 67/9 Rovak's [1] 42/19 RPR [3] 1/22 68/13 68/14 runoff [2] 50/6 51/8 runs [1] 36/14 S safe [2] 45/2 45/8 safety [4] 44/24 45/6 45/19 59/25 said [1] 11/10 same [3] 36/5 54/13 57/14 say [7] 36/6 40/23 42/16 51/5 51/11 53/3 63/11 saying [1] 15/7 says [1] 24/4 Schaberg [2] 60/9 60/11 schedule [1] 29/10 scheduled [3] 3/24 5/7 5/8 schematic [1] 8/21 schools [1] 18/24 Schuh [1] 2/19 Science [1] 57/8 Sciences [3] 14/2 18/16 22/5 scope [1] 29/22 screen [1] 29/24 second [6] 3/10 3/12 7/2 67/7 67/8 67/9 Secretary [2] 1/17 3/4 section [8] 4/9 11/4 12/3 20/23 23/6 25/13 26/5 61/3 sections [3] 8/24 12/6 44/1 see [29] 13/2 15/3 16/10 17/11 17/24 20/13 21/19 21/20 29/24 33/15 39/3 41/20 43/10 43/25 44/6 44/23 49/20 50/4 52/14 54/2 54/24 55/21 56/5 58/6 58/10 58/10 59/2 63/1 66/23 seeing [2] 3/20 53/14 seek [2] 42/19 42/20 seem [2] 39/5 39/7 seems [2] 32/2 46/5 seen [1] 11/22 sense [6] 10/21 17/23 34/16 35/12 49/8 64/1 sentence [1] 42/17 separate [3] 14/25 25/23 42/9 series [2] 8/5 8/18 serve [2] 7/8 59/19 service [8] 13/19 26/1 31/25 36/13 36/14 36/18 40/10 58/1 services [21] 1/21 10/9 13/12 19/23 24/24	25/3 25/22 31/14 39/16 39/18 39/25 40/24 41/4 41/9 41/24 42/1 42/10 42/17 42/24 53/10 53/11 session [2] 29/15 55/4 sessions [4] 8/15 11/8 11/9 57/17 set [5] 7/11 28/14 42/3 47/5 47/9 sets [1] 9/15 seven [4] 9/8 15/18 23/22 33/9 several [3] 15/18 50/5 50/18 shape [1] 7/11 she [7] 59/2 59/6 59/6 59/7 59/9 59/15 59/17 She'll [1] 60/6 she's [1] 2/12 Shire [1] 65/9 shop [1] 24/7 shopping [3] 53/7 54/5 60/22 short [2] 55/2 57/3 Shorthand [1] 68/6 should [16] 7/18 13/17 17/6 17/7 17/7 27/4 27/10 28/7 28/13 28/17 29/10 30/18 30/19 33/16 43/15 66/7 show [3] 11/15 12/21 66/1 showing [1] 61/20 shown [1] 62/1 shows [1] 59/21 SHPO [1] 36/17 side [1] 55/22 sides [1] 62/7 significance [1] 36/25 significant [3] 36/1 36/2 51/21 significantly [1] 28/6 Silverman [2] 1/15 2/17 similar [7] 32/3 39/5 43/3 43/22 57/20 57/21 57/22 simply [3] 42/16 45/24 46/1 since [10] 5/16 23/14 24/11 24/11 24/21 25/5 25/14 26/21 28/24 63/19 single [2] 27/16 62/9 single-family [1] 62/9 singles [2] 21/23 22/11 Sir [1] 66/4 sitting [1] 55/9 six [1] 8/10 size [2] 22/15 22/16 slides [1] 31/4 small [3] 16/12 22/16 49/4 so [106] so and [1] 44/15 some [38] 5/24 7/20	10/24 11/5 12/10 12/16 22/1 22/4 23/14 25/19 25/21 26/5 27/13 28/19 28/25 34/25 35/21 35/23 38/16 38/21 41/10 41/11 41/14 41/14 42/25 44/25 48/20 50/12 50/16 51/22 53/18 54/13 54/16 54/16 54/17 57/24 60/19 63/19 somebody [1] 37/23 someone [1] 37/7 something [15] 30/23 32/3 34/9 40/1 44/23 47/12 51/4 51/6 51/13 52/7 52/12 53/13 55/1 61/6 63/24 somewhat [3] 25/14 50/9 50/10 somewhere [1] 33/24 soon [1] 39/1 sooner [1] 66/7 sort [10] 5/24 11/15 16/12 17/10 21/9 22/8 23/19 35/4 54/19 66/20 sound [1] 43/21 south [1] 60/21 space [11] 15/24 16/3 21/23 26/14 26/19 27/12 43/12 44/13 44/18 44/19 49/17 spaces [1] 34/1 speak [12] 3/18 4/10 4/19 4/24 12/2 26/12 46/20 52/19 55/13 55/17 60/17 65/1 speaker [4] 4/11 11/25 65/2 65/5 Speakers [1] 4/22 speaking [1] 64/7 special [2] 1/1 2/3 specific [15] 9/5 12/1 23/17 24/20 26/12 27/14 27/15 40/9 48/9 48/19 51/23 60/16 61/6 61/14 63/4 specifically [5] 6/10 23/7 42/6 60/20 62/18 specificity [1] 35/18 specified [1] 28/11 specify [1] 35/12 spent [1] 53/9 split [1] 42/20 square [1] 13/14 squared [1] 61/21 SR [2] 61/25 63/2 SR-1 [2] 61/25 63/2 SS [1] 68/1 St [3] 1/23 37/17 68/2 St. [5] 5/21 17/4 37/20 58/2 60/12 St. Louis [5] 5/21 17/4 37/20 58/2 60/12 stable [2] 19/1 24/16 staff [11] 4/15 4/16 5/15 6/16 8/5 8/9 8/15 25/17 28/10 29/23	50/12 staff's [1] 30/1 stakeholder [7] 8/7 8/10 8/12 8/18 11/9 11/11 29/14 stakeholders [1] 55/16 stand [1] 4/20 standard [3] 15/23 49/1 49/15 standards [3] 28/8 28/11 46/23 start [7] 2/8 3/21 5/2 52/20 65/6 66/13 66/14 started [1] 12/19 starting [3] 5/17 21/11 21/13 state [10] 4/12 27/3 28/12 29/9 34/7 36/16 36/16 36/17 36/25 68/1 stated [2] 28/7 33/10 statement [18] 6/15 23/8 23/9 23/23 24/4 24/14 24/24 25/8 26/15 27/2 27/17 27/23 29/3 29/9 32/18 33/18 38/6 38/20 states [4] 6/17 45/6 48/25 51/18 Station [2] 57/15 58/5 stay [1] 22/8 stenographically [1] 68/8 still [4] 4/24 7/16 47/16 47/20 stipulation [1] 56/3 stock [1] 18/22 stops [2] 31/21 31/22 stormwater [7] 30/11 30/13 30/13 30/16 50/6 51/8 51/18 strategies [30] 9/4 12/18 23/3 23/9 23/11 23/12 23/23 24/9 24/10 24/20 25/5 25/13 25/19 25/21 26/6 26/7 26/12 26/20 27/19 28/3 29/12 30/16 30/21 31/5 31/7 43/7 43/21 45/17 45/24 65/11 strategy [32] 4/4 26/7 26/23 27/3 27/9 27/13 28/6 28/12 28/21 29/6 29/13 29/13 29/22 30/2 30/10 31/14 32/14 33/20 34/4 34/19 39/4 39/12 39/14 43/3 43/3 45/6 45/13 46/2 46/8 48/1 51/17 58/24 streamline [1] 26/5 street [2] 57/10 57/23 Streets [2] 28/13 28/18 streetscapes [1] 16/13 strength [1] 40/6 strengthen [1] 25/1 strengthened [1] 50/10
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S strictly [1] 52/1 strong [4] 17/23 39/25 40/23 59/6 stronger [2] 38/14 51/4 structure [2] 36/8 54/3 structured [3] 7/24 8/23 9/7 structures [1] 36/7 struggle [2] 54/7 54/8 struggled [1] 54/4 Studio [1] 6/15 Studios [1] 4/6 Stutte [2] 1/17 3/4 subdivision [4] 33/25 35/10 48/15 60/23 Subdivisions [2] 60/14 62/16 submits [1] 37/22 submitted [2] 4/15 29/21 subsequent [1] 10/14 substantially [1] 26/21 subtly [1] 49/21 suburban [5] 18/8 33/12 33/14 61/24 63/1 success [1] 8/12 such [1] 37/5 suggest [3] 10/23 20/10 33/13 Suite [1] 60/12 summary [6] 5/13 9/21 10/15 12/16 19/13 31/2 summer [1] 54/15 supercede [1] 7/14 supplements [1] 15/24 supply [1] 13/6 support [3] 13/9 13/14 23/23 supported [5] 9/17 24/8 24/19 25/5 50/19 sure [18] 10/22 11/14 32/5 32/12 38/11 40/5 40/20 41/17 42/15 50/15 51/10 59/3 59/9 59/15 59/17 60/7 63/17 65/8 survey [2] 36/23 36/24 sustainability [8] 10/6 16/18 16/23 28/23 29/1 29/5 48/1 48/5 sustainability-related [1] 29/1 sustainable [2] 6/19 19/11 swear [1] 4/21 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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
4772 Gatesbury Drive
St. Louis, MO 63128
(314)974-1199

CHAIRMAN KISTNER: Good evening, everyone.
We're going to open the Monday, November 7th,
2016 meeting for Planning and Zoning Commission.

We'll start with our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Aye.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Present.

CHAIRMAN KISTNER: Our City Attorney, Carl
Lumley?

MR. LUMLEY: Present.

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

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And our Planning

Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

CHAIRMAN KISTNER: Before we open up our --
resume our hearing on the Comprehensive Plan, do we --
actually do I need to do first the --

MR. LUMLEY: Yeah.

CHAIRMAN KISTNER: Okay. We have approval of
minutes -- acceptance of agenda. Sorry.

MR. MAGRUDER: I so move.

MR. ROVAK: Second.

CHAIRMAN KISTNER: We have two meetings. This
is the meeting of --

MR. LUMLEY: We're still doing the agenda.

CHAIRMAN KISTNER: Oh. Any changes? All in
favor?

(All responded aye.)

CHAIRMAN KISTNER: All right. Chair votes aye.
I'm going to get it together.

We have two minutes to approve; the October 20,
2016 and the October 17th, 2016 minutes.

Have you all had a chance to look them over?

Do we have any changes?

Do we have a motion to approve?

MS. SILVERMAN: I so move.

MR. CARNEY: Second.

CHAIRMAN KISTNER: All right. All in favor?

(All responded aye.)

CHAIRMAN KISTNER: Aye. Chair votes aye.

Now, we have anybody in the audience who wishes to speak to something other than the Comprehensive Plan, now would be the time.

If not, we'll move into Unfinished Business.

We have a public hearing that's continuing, Application No. 16-028, Comprehensive Plan Update Adoption.

Anybody who wants to speak at this hearing should come up now to be sworn in. If you had a speaker card, come up now.

If you choose to do so later, you can always come back, but if you know you're going to speak, please stand up now.

(The speakers were sworn in by the court reporter.)

CHAIRMAN KISTNER: Okay. Thank you, all.

MR. TIMOTHY BREIHAN: Great. Thank you, everyone.

My name is Tim Breihan, principal with H3 Studios. We're here to continue the public hearing on the Creve Coeur Comprehensive Plan update.

So, just as a reminder, last time on

October 20th, we conducted the first portion of the public hearing, which covered Chapters 1, 2 and 3 of the Draft Comprehensive Plan update.

Based on feedback from the Commission and feedback from citizens, we have prepared a memorandum of revisions, which outlines all of the request revisions that will be included in the final adopted plan.

That was distributed with your packets on Friday, last week.

And so at this point, we'd like to do tonight, before we get into the discussion of Chapter 4, just open it up to -- for any questions or comments from the Commission on the revisions as they were outlined in the memo.

CHAIRMAN KISTNER: Anybody have any questions?

MR. TIMOTHY BREIHAN: Very good.

So with that then, we will proceed to tonight's content, Chapter 4, Plan Recommendations.

Again, as last time, this will follow the format of the -- of Chapter 4 in the document. And we will be breaking periodically through the presentation to take any questions or comments from the Commission.

So the -- the plan recommendations really build upon the goals and objectives that were outlined in Chapter 3 that we discussed last week. And these provide

more specific geographically based recommendations for how to achieve the goals and objectives articulated in the plan.

And these are broadly organized by the system of Community Placed Type Districts. I'll give a brief overview, cause we'll talk about these in more detail, but the Community Placed Type Districts, essentially, comprise the future land use plan of this Comp Plan update, and they are designed to -- to integrate land use, future land use recommendations in a framework that will serve -- that can potentially serve as the basis for future zoning code updates.

And so as far as that is concerned, they deal both with -- with recommended land use, but also each of the districts has a particular vision that's associated with it that was developed in conjunction with feedback from the community.

And those -- that -- that vision is -- is qualitative, so it describes the type of place, broadly speaking, that each of these districts will represent, and looks at issues of future development character, streetscape character and other physical development issues as they relate to the city.

There are eleven Place Type Districts in total. There are five Residential Place Type Districts, which

largely follow the -- the existing Residential Zoning Districts. There are two Civic and Campus Place Type Districts, which deal with special use, institutional land uses throughout the city, and then there are four Commercial Place Type Districts, which are focused primarily along Olive Boulevard and North Lindbergh Boulevard.

And, again, we'll -- we'll speak about these in a little more detail in just a minute.

A couple of key items that have been revised since the June 6th public workshop that will be -- that are reflected in the Draft Comprehensive Plan document and will be reflected in the presentation tonight.

First, the East Olive Corridor and Lindbergh Boulevard, which formerly had been combined into a Single Place Type District, the Neighborhood -- Neighborhood Commercial Place Type District, those have been split into two separate sections to reflect the different character, existing conditions of each of those areas.

And Lindbergh Boulevard has been reclassified in the Mixed-Use -- Mixed-Use District Place Type, which -- which was deemed to be more -- more in keeping in line with the current and future character of that area.

We're also looking at a distinction between the Central Business District and a smaller Downtown Area

boundaries, and recommendations for each of those areas. And that's consistent with the way in which the Creve Coeur Central Business District and Downtown Area Implementation Strategy, which was done in 2006, differentiates and defines those two areas.

Finally, we previously had two Campus Typologies; the Campus Suburban Typology and a Campus Urban Typology, and those have been combined into a Single Campus Place Type.

It was based on the fact that we, through the process, developed a separate place type for the Plant Sciences Innovation District, and also based on the redevelopment plans for the BJC West Campus.

It no longer made sense to have two campus place types, so -- so those were combined. And, again, we'll talk about -- talk about those in more detail as we go through.

So starting with the Residential Districts, and I'll go through this pretty quickly. This information is very familiar to everyone. But some of the key issues that residential neighborhoods in Creve Coeur currently face, much of the zoning permit site coverage ratios that are higher, sometimes significantly higher than the existing as-built conditions. The zoning currently has no regulations to preserve a consistent orientation of homes

to the street; there are inconsistencies in calculating building height for infill development; there's no limit on pervious pavement that can be excluded from lot coverage calculations, and, finally, there, because of the teardown and infill process that's currently going on, there -- there is a demonstrated market obsolescence of some homes in some neighborhoods in the city.

And so what that means is that under the current zoning code, the city will continue to face some of the issues that have currently -- that have been articulated with teardowns and infill development not being compatible with the character of the existing neighborhood, and sometimes causing stormwater runoff and other issues for neighboring property owners.

And so the recommendations for the Residential Districts have been designed to address those key issues.

We did a detailed analysis of the existing conditions of each of the proposed Residential Place Types, ranging from the countryside estate, which are large lots, largely built around areas of existing common ground; Estate Neighborhood -- Estate Neighborhood Type 2, large lots that typically don't have common ground, but will oftentimes have more space within the lots; Estate Neighborhood Type 1, smaller areas, much of this is -- is in the -- is east of 270. These are some of the

neighborhoods that are actually experiencing the greatest number of teardowns and infills currently; the Suburban Neighborhood Type 2, which really describes the areas on the extreme and eastern end of Olive, these are kind of the smallest and densest single-family neighborhoods within Creve Coeur, and then finally the Suburban Multi-Family Neighborhoods, which address a number of multi-family -- current multi-family developments.

And so for each of those Residential District -- for each of those Residential Districts, a series of recommendations have been developed, which are intended, through implementation, to actually be keyed to the existing conditions in the neighborhood.

So just to go through those quickly. And they're -- they, basically, fall into four categories, so beginning with lot development standards. It's the recommendation that per each Residential Place Type, that a front build-to lines be established in place of front setback lines for all lots, and these should be developed separately for each Place Type to reflect each Place Type's articulated vision.

This will help to ensure more consistent orientation of homes to the street, and help to preserve the existing characters of those neighborhoods.

It's recommended that there be a maximum amount

of pervious pavement that does not count toward site coverage. Existing grades and building heights should be utilized to determine the height allowances for residential infill construction. And it's recommended that floor area ratio limitations, which are the way in which the current zoning is keyed, would be -- would be eliminated and replaced with building height limits, which could be, again, more -- more carefully calibrated to match the existing conditions.

In terms of stormwater and runoff mitigation, one of the key issues, and this applies citywide, is the development of a local stormwater ordinance that would address land disturbances of less than 1 acre.

Currently, MSD regulations address land disturbances of greater than 1 acre, but -- but many of the -- of the runoff and water quality issues that Creve Coeur faces are on land disturbances of less than 1 acre.

Likewise, the plan recommends that there should be a regulatory incentives provided for increased stormwater detention and recharge. There should be tree planting and tree coverage standards for private lots subject to redevelopment, common ground and street trees in the redevelopment of single lots, multiple lots in subdivisions. And, finally, the plan recommends that there should be a minimum percentage of green space to be

preserved on site when sites are subject to redevelopment.

So, again, these are a series of recommendations that would apply consistently to all Residential Community Place Types, but the specifics of how those recommendations are written would be keyed specifically to each individual place type in order to preserve the existing character of the neighborhoods, and guide development in such a way that it does not result in negative impacts to existing homes and existing homeowners.

So are there any questions or comments for Residential Place Types?

MR. SCHUH: Yeah, sure.

The -- a few of the sections mentioned optional features such as street lighting, sidewalks.

MR. TIMOTHY BREIHAN: Uh-huh.

MR. SCHUH: What would be the -- the determination for whether those would go in or future plans would be for those to go in?

MR. TIMOTHY BREIHAN: Sure.

So, again, the -- the purpose of articulating those in the vision is to help to, basically, develop a vision that -- that -- that broadly matches what the existing characteristics of the neighborhoods are.

In terms of how those would be implemented, some

of that, quite honestly, would be subject to more specific regulations that would be developed in -- in the implementation of the plan, so updates to the zoning code, for example.

Some of these would also -- would also work in conjunction with broader recommendations for street improvements, for example.

But what -- what we really wanted to do was to ensure that within particular Community Place Type Districts that redevelopment or the -- either a larger redevelopments or re-platting as part of subdivision development or the individual teardown and rebuild of homes in existing neighborhoods, that there be some parameters established in the Comprehensive Plan -- presented in the Comprehensive Plan to serve as guidance for the city in approving development proposals to make sure that certain minimum standards would be met to help match those -- those place types.

So in terms of the specifics of how they would be -- of how those things would be implemented, that's kind of a step beyond the Comprehensive Plan. It really gets into kind of the implementation of the plan, the development of more detailed regulatory ordinances.

MR. JAGGI: And if I could maybe just even go a little bit further than that relative to your question.

I mean what we're really dealing with here in Creve Coeur is we have a built-out community, and then we have only very small parcels of land that are yet to be developed, and that's quickly running out.

So we're more geared towards a lot of these recommendations in terms of implementation would be to tweak our ordinance to allow new homes to be built, because they're going to happen whether we control them or not, it's going to happen.

And I don't think we're necessarily talking about architectural controls at this point, but mostly how we develop these sites and how we maintain some of the existing, you know, grading on these sites, how we look at height to make sure they're not towering above neighboring homes. Things of these type of character issues is what we're talking about in terms of the recommendations of the Comprehensive Plan.

CHAIRMAN KISTNER: And to that point, the -- the recommendation under lot development standards to utilize existing grades and building heights to determine the height, so that would all be in the implementation phase of it, but the idea would be to not necessarily fix them where they are, but that they -- there would be some relation to existing grades and existing building heights?

MR. JAGGI: That's correct, yes.

CHAIRMAN KISTNER: Any other questions?

MR. ROVAK: Well, I just have a -- maybe it's really kind of administrative question.

Just two narrative -- too small to be called presentations -- but as you opened in this, the Community Place Types, and there was some opening remarks that you've just given, and those which you are now giving in the Residential District Recommendations.

MR. TIMOTHY BREIHAN: Yeah.

MR. ROVAK: Which, I think provides a very good segue and a rationale for what is in here, and I think it might be useful to have that.

I -- maybe I blew right by it as I was looking in here, or I was drilling down into the individuals already, but I think the rationale that you gave on both of that, and now on this, I'd like to see in some way in here, unless I'm just, like I say, I may have overlooked it in the document itself.

I see some that it's not structured like you have it, and I feel like your presentation was maybe more easily swallowed --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- and understood than what I've seen here. It's kind of a bridge.

MR. TIMOTHY BREIHAN: Right. So -- so the --

the -- so as it pertains specifically to the Residential Neighborhood recommendations on page 64 of the document, that's where the information that I just summarized, some of the key issues, are presented. That's at the -- at the beginning of the Residential Neighborhood recommendations subsection.

MR. ROVAK: Yeah, I was looking at that.

MR. TIMOTHY BREIHAN: Yeah.

MR. ROVAK: Right. And I guess I was just trying to get these two --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- correlated, so to speak. Cause I find myself already in the woods in the document, and that was more succinct and --

MR. LUMLEY: That's page 71.

MR. ROVAK: Okay. Well --

MR. TIMOTHY BREIHAN: Correct, yeah.

MR. ROVAK: Right.

MR. CARNEY: I had a question. Community Center District, the difference --

MR. ROVAK: Okay. Thank you.

MR. CARNEY: I'm sorry, are you still --

MR. ROVAK: No, asked and answered. Thank you.

MR. CARNEY: The Community Center District and the Mixed-Used District pretty similar. It looks to me

like the difference would be kind of like some city parks and some enhancements to that particular portion of that?

MR. TIMOTHY BREIHAN: So we're going to get into that -- we're going to get into that next.

MR. CARNEY: Okay. Okay.

MR. TIMOTHY BREIHAN: So are there any other questions or comments on the Residential Place Types recommendations before we move on?

CHAIRMAN KISTNER: Is there anyone in the audience? I -- we didn't talk about this beforehand, but I think it probably makes sense to talk about these as we go through.

Mr. Klearman. Were you sworn in?

MR. KLEARMAN: I'm sorry, I didn't hear you.
Oh.

CHAIRMAN KISTNER: If you have a question -- if you have a comment about the Residential Districts --

MR. KLEARMAN: Yeah.

CHAIRMAN KISTNER: Okay. Then you would need to be sworn in.

(Mr. Mel Klearman was sworn in by the court reporter.)

MR. KLEARMAN: I just have one --

CHAIRMAN KISTNER: Start with your name and address for the record.

MR. KLEARMAN: Oh, Mel Klearman, 739 Bergerac Drive.

I just have one question, as far as testimony from city officials or fire district officials or police officials, and that's emergency response time on our streets.

I live in Bellerive Estates. It's a 50-foot wide road right-of-way. The street pavement is 26 feet wide. And when a -- neighbors will give a party and park cars -- park on both sides, that doesn't leave much room for a fire engine to get through, if -- if there is room, or a police car, whatever.

Recently contacted the Creve Coeur Fire Protection District. They came before the Council. It's a shame that some members of the Planning & Zoning were present -- weren't presented or invited, because it was a very interesting meeting.

But in future development of residential areas, I -- their testimony from Monarch Fire District and the Creve Coeur Fire District should be present before you finalize your Comprehensive Plan, is all I want to say.

Thank you.

CHAIRMAN KISTNER: Thank you. Thank you very much.

MR. MCCOY: I just have a comment.

CHAIRMAN KISTNER: If you do -- were you sworn in? Were you sworn in?

MR. MCCOY: No.

(Mr. David McCoy was sworn in by the court reporter.)

MR. MCCOY: I'm Dave McCoy, I'm 831 Montmartre Court in Bellerive Estates. And I'm in the Parks and Recs Committee.

I was just wondering on here where -- I know everybody likes to have a cul-de-sac, but I think one of the issues that we talked about at one time was how do we --

CHAIRMAN KISTNER: Make sure you stay by the microphone.

MR. MCCOY: -- how do we allow these cul de sacs to connect to other areas, so that we have trails through the subdivisions or through the residential districts.

And I -- I don't remember reading that in the -- in the study, but it might be something that needs to be on here to say, as we lay out the residential areas, that we allow for three ways between the different streets, you know, so people can walk through from one neighborhood to another without having to go all the way around.

MR. SCHUH: Section 9 -- Chapter 9 references that.

MS. SILVERMAN: Yeah. There is something that talks about making sure that there's connectivity.

MR. JAGGI: And we will cover that later this evening, if you have time to stay.

MR. MCCOY: I just wonder if it shouldn't be in this section, cause sometimes when it's in another section, it's like, okay, it's there, but it's -- people forget about it.

MS. SILVERMAN: Well, even in here it says, you know, "Develop bicycle facilities, pedestrian and multi-use pathways, refer to pages 102, 103".

MR. MCCOY: Yeah, no, I'm just thinking in this --

CHAIRMAN KISTNER: You would like to see it in this section?

MR. MCCOY: In that section with the rec, so it doesn't get lost.

CHAIRMAN KISTNER: We'll take that point. Thank you very --

MR. LUMLEY: Actually that point -- that street and connectivity standards, which is on page 71, isn't on that slide, so --

MS. SILVERMAN: Right, it's not there.

MR. LUMLEY: But it is in the report.

CHAIRMAN KISTNER: It's in the plan, it's not on

this particular set of recommendations.

MR. TIMOTHY BREIHAN: Yeah, the -- the -- the -- in the interest of -- of time, some -- these slides represent some of the kind of what we considered to be some of the key recommendations as they relate to development.

Some of the other recommendations, which appear in the plan, and would certainly be intended to be adopted as part of the final plan, just don't show up on some of these slides, just in the interest of brevity, so.

So are there any other questions or comments before we move on to the Central Business District?

CHAIRMAN KISTNER: Okay. Proceed.

MR. TIMOTHY BREIHAN: So the -- the vision for Creve Coeur's Downtown and Central Business District is to create a vibrant walkable amenity rich Mixed-Use Commercial Center for the community surrounded by -- surrounding a high intensity downtown core.

The Central Business District is intended to be a regional destination, and it will provide a central gathering place for community events and serve as the identifiable heart of Creve Coeur.

This -- these recommendations address a number of the key priorities that were -- I brought up the process and some of the goals and objectives of the plan

as they pertain to community identity particularly.

This really kicks off the discussion of a variety of Commercial and Mixed-Use Districts. And those Commercial and Mixed-Use Districts are -- the recommendations are organized according to a Commercial and Mixed-Use District frontage plan.

So I want to give just a quick introduction to that before proceeding to some of the specific recommendations.

But, effectively, the way that it's organized is that there are four Commercial and Mixed-Use Community Place Type Districts. There's the Neighborhood Commercial District, the Mixed-Use District, the Community Center District and the Mixed-Use Innovation Campus District, each of which has an articulated vision for future development.

And then within those districts, there are three street functional classifications.

And so the recommendations for guiding development in these areas is really based upon how development relates to streets based on those functional classifications.

So just to illustrate with a -- with an example, looking at a section of the Central Business District, which is currently classified as the Mixed-Use District

and is adjacent to downtown, as you can see here, this would be the CityPlace development and the office park to the south of Olive. Olive running through the middle.

The existing conditions as they are today and have -- have evolved based on the current zoning code, the frontage recommendations would begin to put in place regulations about how new infill development, incremental infill development would begin to address the streets through setbacks, build-to lines and recommendations for the location of parking and other service amenities.

And so the goal is that over time these areas would begin to transition from a condition where you have a large lot, typically with parking in front and buildings located towards the back or in the center of the lot, to a condition where buildings are increasingly located around the perimeter, sharing parking facilities in the middle.

And, again, these -- the specifics of how these recommendations apply to each of the Community Place Type Districts varies depending on their existing character and their envisioned future use. But the idea being that, overall, the goal here is to begin to establish a consistent and identifiable identity for the main thoroughfares and corridors within -- within the city, and provide a predictability and regularity of development, and ensure that the development on adjacent parcels that

might be under different ownership works -- works sort of in -- in cooperation and begins to incrementally build to that vision.

Within the Creve Coeur Downtown and Central Business District areas --

CHAIRMAN KISTNER: Excuse me one second.

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: I had a question. On that page that you're summarizing --

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: -- on page 62 --

MR. TIMOTHY BREIHAN: Yes.

MR. LUMLEY: -- has a statement that allows for a maximum of twelve frontage characteristics. I didn't really understand maximum. I mean there really would be, if you have -- well, implementation, you'd have all twelve, wouldn't you?

MR. TIMOTHY BREIHAN: Yes, and -- yeah, and, in fact, that statement, I think could be -- could be removed, if it's deemed to be confusing, but, yeah, the idea being that there are different combinations of -- of street classifications and Place Type District characteristics.

CHAIRMAN KISTNER: So it allows for twelve frontage --

MR. TIMOTHY BREIHAN: Sort of --

CHAIRMAN KISTNER: -- frontage or --

MR. TIMOTHY BREIHAN: -- frontage types, yes.

CHAIRMAN KISTNER: -- characteristics?

MR. TIMOTHY BREIHAN: So -- so speaking specifically about the Downtown and Central Business District areas. There are a variety of existing conditions that currently exist in this area ranging from sort of some high density office development, but in a somewhat suburban model in CityPlace to some more walkable street oriented development, King's Landing and others.

And the vision that was articulated through the public engagement process drew on examples, including the Station Plaza in Kirkwood, some development in -- in Brentwood and Richmond Heights, the Boulevard, and, basically, a desire to see, within this district, a greater degree of walkability, shared parking, community outdoor amenities supported by retail and dining and -- and other -- other types of businesses that would help to support a vibrant -- a vibrant community character moving forward.

And within this, we're also looking at the -- and there has been some -- some discussion about the boundaries of these districts, so this is one area where there has been some -- some fairly significant revision

compared to what was presented back on June 6th, and so we'd like to get the Commission's feedback on that tonight.

Currently, the Community Center District, which is really a subset of the Central Business District boundary, is this red boundary here. It's basically from Old Ballas Road on the east to New Ballas Road with a -- with a little piece that jogs over behind the Plaza Motors development, and then from Olive south to Old Ballas where it turns into Olde Cabin.

This -- this district is consistent with what was presented as the downtown boundary in the Creve Coeur CB Downtown Implementation Strategy from 2006.

However, since then there's been draft worked on on a form-based code for this area, and the form-based code boundary is this black boundary here, which does not go west of North New Ballas Road, as you can see.

And so one of the questions for the Commission is, as we move forward with the plan, what -- what is the desired boundary for this area.

And another question is, what if a town center development becomes economically feasible on an adjacent site. So while this area, basically, between North New Ballas Road and Old Ballas Road has historically been -- been conceived of as the downtown through various planning

efforts, it's -- there's also a feasibility of a town center development occurring on the office park site to the east.

And so in the plan -- in the current draft plan we, basically, made recommendations that if -- if an economically viable proposal for areas adjacent to kind of the identified Downtown District were to come up, that the development of a form-based code or other more specific regulatory recommendations could be extended to those areas to help ensure that -- that these things develop in a coordinated manner.

So we wanted to get some feedback from you all tonight on those issues, particularly -- particularly the boundary of downtown, and what really is sort of the -- the best functional definition of Downtown Creve Coeur, and whether or not it makes sense to include any areas west of North New Ballas Road.

CHAIRMAN KISTNER: Any thoughts?

MR. CARNEY: Well, that -- that was one I was bringing up. I was asking the question, and I'm more concerned with the residential aspect of the office park and what we call the Mixed-Use versus the City Center, which is outlined in black. They seem like a very similar type of a area right now.

MR. TIMOTHY BREIHAN: Uh-huh.

MR. CARNEY: The only difference really, from reading this, is that maybe the streetscapes, the landscaping and maybe some public amenities, the parks, would be different.

MR. TIMOTHY BREIHAN: Correct. And so -- so, yeah, we will get into the recommendations in just a moment.

But you're absolutely right, the -- the difference between sort of the broader Central Business District boundary, which would be inclusive of a lot of the -- the office development, it would be inclusive of CityPlace, these other areas, that would be a generally less intensive type of urban environment. Whereas, this smaller core, whatever kind of the final boundary is, whether it goes west of New Ballas Road or not, would really be kind of your more traditional downtown where you had, you know, storefront-type businesses oriented to the sidewalk, more intensive Mixed-Use development, greater -- a greater density, although not necessarily greater height of buildings, but generally more dense, more intense development.

MR. CARNEY: And what -- it says multi-family residential. Would you consider that to be townhomes? Condos? Highrise apartments? What would you -- would they all fall into that or --

MR. TIMOTHY BREIHAN: I think it could take a variety of forms, certainly.

I think, you know, in this -- in this area, the recommendations are that maximum building heights would be -- would be five to six stories, so it's not -- I mean it really isn't a highrise-type of situation, but, yes, it could be -- it could be attached townhomes, it could be multi-unit buildings with a single lobby entrance or something like that.

MR. CARNEY: Okay. Thanks.

CHAIRMAN KISTNER: On the subject of the, sort of that western extension --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- the part west of --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- excuse me -- Ballas, I mean given the development that's occurred to date, that seems like a unnecessary, sort of a -- an add-on that doesn't make a lot of sense.

Obviously, if, you know, a development occurred extensively in those other two regions --

MR. TIMOTHY BREIHAN: Right.

CHAIRMAN KISTNER: -- perhaps that might move west. But what are really the -- I guess I can't think of any real reason to include that -- that western --

MR. TIMOTHY BREIHAN: Yeah, I mean the -- the -- the primary -- I think the primary logic would be to try and get a two-sided street condition along Ballas, along New Ballas.

The problem is that when you get, basically, when you get north of Studt Avenue, you're -- that's sort of precluded by the -- the low likelihood of Plaza ever redeveloping.

So in some ways it kind of becomes a moot point because you're only dealing with a section, and you're not actually getting all the way to Olive.

And -- and I would tend to agree with the sentiment that should maybe be a little more focused to maximize the impact in an area where it's -- it's going to be most feasible and have kind of the most positive -- positive impact.

CHAIRMAN KISTNER: Plus a road like Ballas, there isn't going to be a lot of crossing back and forth. It's not --

MR. TIMOTHY BREIHAN: Correct.

CHAIRMAN KISTNER: -- going to be a pedestrian crossing, so --

MR. TIMOTHY BREIHAN: Correct.

CHAIRMAN KISTNER: -- I can't see any reason.

MR. MAGRUDER: What's in there right now?

MR. TIMOTHY BREIHAN: There's a -- there's some kind of small strip developments with -- just have a couple retail stores. There's some -- I think there actually may be some support uses for Plaza back there, some parking areas and things like that, but there's not -- there's not -- it's fairly low -- low intensity kind of commercial development.

MR. JAGGI: I think it's -- if I could just add a comment to that.

I think it's important that we all understand, from a very basic conceptual standpoint, of what this plan is talking about, and that being that we have a larger Central Business District area, which is shown on that kind of dashed line, so that's our most intense Commercial Mixed-Use area where we -- we would look to have housing mixed in, which, to some degree, we already have, and then our most intense commercial uses, our highest level of activity would be centered in this area. Okay.

Within that we would have a -- a core downtown area that would be more of a Main Street type feel; that's the vision. Now that's a very longterm vision. But the fact being that within that area, we do have some cases of obsolescence of property that is not functioning very well within the core downtown area. So we still think there's some potential for that to occur in the future.

But it would take -- either it can happen incrementally over time, which this plan has been designed to be flexible in that regard, where as new projects are proposed, we would steer them more of a downtown model. Or if a master developer or some larger project were to come in and kind of spearhead this and really kickstart it, obviously, we would be prepared for that.

But, you know, any reason that the city would have to really determine what level of involvement we would like to have in that to really move it forward. That is the question that is still before us as to how -- how we want to try to do that. If there's a mood for that at all.

But I just want the Commission and members of the public to understand that's the basic concept here with the Central Business District versus the Downtown.

And I know we may have some members in the audience that want to comment on that. But we've had some planning studies that have been done over the past year that also kind of point somewhat in this direction, but it's been a little muddled in terms of what's what.

This plan seeks to clarify that; what's the distinction between the two. So, you know, you have hotels, you have kind of all the -- all the traditional uses of a downtown within the bigger CBD, but then we have

a really -- an intense dense core, but it's not necessarily, you know, the highrises and so forth. It's more of the Main Street-type feel where we'd have a central civic gathering place, and we'd be very careful about how that were to be developed, if we ever had the opportunity.

So I just wanted to kind of state that for everyone to let you know conceptually big picture what we're looking at here.

MR. TIMOTHY BREIHAN: So another -- another subset of -- of the Central Business District discussion is the -- the Creve Coeur Municipal Golf Course.

So the 2002 Comprehensive Plan calls for a partial redevelopment of the northwest corner of the golf course, which is described to be a public park with a plaza, to serve as an anchor for the Central Business District.

I think, you know, given some of the planning studies and the focus on the downtown core, that the location of that within the -- within the golf course doesn't make a lot of sense, but -- but the current Comprehensive Plan does call for a partial redevelopment of that -- of that property.

And for this Comp Plan update, to date we have developed scenarios at the -- at the direction of Planning

and Zoning Commission regarding the future of the golf course.

So these have been presented. These are -- currently have not been revised or changed since the June 6th public meeting.

I do want to reiterate that -- that -- that you all, the Planning and Zoning Commission, developed the following statement regarding the future use of the golf course, which states that if the golf course were not to continue to be used as a golf course, the whole property should be maintained as a public asset providing public accessibility and use.

A statement that would preclude the partial or full development of that property for some sort of private or for profit use.

And so we've developed, again, four -- four scenarios looking at the potential future use of that.

And, Jason, if you wanted to -- want to take over from here on this issue.

MR. JAGGI: Yeah, thanks, Tim.

As you recall, this was discussed with the Commission, I believe, back in May about trying to kind of set -- set the parameters for how scenarios for how the golf course, in the event that it were to ever change from its current use, which is -- which is functioning as a

municipal golf course.

Since that time, as you all are aware, we've had -- the Council has moved in the direction where they placed a proposition on the ballot that will be there tomorrow, and that could kind of set maybe a different direction or possibly the elimination of two of these four options.

And I think it's important and it's timely for this Commission to discuss whether it's still something you desire to have in this plan to discuss the -- the concept of a government center or a police -- even perhaps a police station being over there. Because it's very -- it seems highly unlikely that that would happen, based on the direction that Council's taking.

That's not to say that -- you're an independent body and you can choose to -- what you want to in terms of a longterm plan. But I think it's something that the committee needs to talk about this evening, whether it makes sense to still move forward with some of these ideas, and maybe you just wait until the next meeting, and we'll know after the proposition, and that'll tell you for sure.

But I just want to keep this kind of in your mind and in your thought process as we move forward because I don't think we want to get in the situation

where, you know, we're going to have a Comprehensive Plan that maybe speaks differently to something that's just not going to happen.

But if you feel strongly about it, you know, these things can remain because you are separate from the Council. But I just wanted to try to link the two together for you this evening.

CHAIRMAN KISTNER: Would you all agree that we defer discussion of this until after the election tomorrow?

MR. MAGRUDER: Sure.

MR. TIMOTHY BREIHAN: Okay. Great.

So now we'll talk about some of the specific recommendations as they pertain to particularly the differences between the Central Business District, which is within the Mixed-Use Community Place Type and the -- and Downtown Creve Coeur within the -- which is within the Community Center Community Place Type.

The Central Business District recommendations for primary streets would be to promote active ground floor uses, establishing a front build-to line in place of existing lot -- or setbacks to encourage consistent location of buildings, locating parking in primarily in shared facilities behind building -- behind buildings, developing consistent landscaping standards along Olive,

encouraging public site amenities, and requiring certain levels of pedestrian activity between the street parking facilities and buildings.

So that would be for the Central Business District as a whole.

And we get into the Downtown District, the more intensive urban core of that Central Business District.

The recommendations would be to require active ground floor uses and storefront commercial buildings that have a direct relationship to the street and the sidewalk.

Looking at buildings -- building heights of three to six stories to kind of maintain that Main Street feel. And putting a fairly restrictive 10-foot setback with no site coverage limits.

These are items which have been outlined in the draft downtown form-based overlay district for this area.

Establishing front build-to lines in place of lot frontages. And, again, locating parking in shared structures behind buildings, development consistent landscape standards and requiring the development of public site amenities.

So in this area within the Downtown District that you would be to allow greater site coverage, more -- more consistent building height, so they're not necessarily highrises, sort of walkable commercial

sidewalks, and those types of development patterns would really encourage the development of shared parking facilities to help promote walkability in the district.

Looking at the -- at kind of the Downtown Central Business District as a whole.

On secondary streets there would be a greater variety of ground floor uses with a -- with recommendations to still guide, develop, to take a more consistent orientation to the street.

Signage recommendations are a big issue that have come up in the commercial areas.

The plan recommends that building signs should be allowed and encouraged on all buildings. Monument or ground signs should never be permitted to be located between a primary building facade and the street. And that the ground signs themselves should be restricted to larger commercial developments with five or more tenants needing a minimum site area, and located only at a primary entrance.

And then lot development standards would include completion and adoption of a downtown form-based code or overlay district to guide development, updating specific downtown architectural design guidelines to ensure high quality among these buildings, and establishing site coverage limits for surface parking lots, and discouraging

the expansion of existing surface parking lots, again, to encourage centralized parking facilities to help promote walkability in the district in general.

And, again, this is -- this is only sort of an excerpt of the full set of recommendations for the -- for the district, which are found on pages 76 and 77.

So any -- any questions or comments on -- on this subject?

CHAIRMAN KISTNER: Mr. Rovak.

MR. ROVAK: I have one, and really isn't -- it's not a problem, I guess, it's really the general tone.

Everything has been very general and very much in the way of adopting guidance.

The last one that was just spoken of, commercial developments, and with citing numbers, five or more commercial tenants, one monument, one -- this is much more specific in its tone in -- in -- in its recommendation than almost everything we've seen --

MR. TIMOTHY BREIHAN: Sure.

MR. ROVAK: -- thus far.

Is it -- is it premature to be that specific at this point? And that's kind of -- I don't know, maybe a rhetorical question, or maybe it's something you can address, because it's -- it's completely counter to the tone of everything so far in that specificity.

MR. TIMOTHY BREIHAN: Sure. And that's a -- I think that's a good comment. Something that I agree with.

I know that in sort of working through the recommendations with staff, the issue of signage has come up a number of times, and it seems to be one of the -- and a more -- more immediate issues that the city is dealing with in terms of development proposals.

And, Jason, I don't know if you want to -- if you want to add anything?

MR. JAGGI: No, I think -- I think Mr. Rovak makes a very good point.

MR. TIMOTHY BREIHAN: Yeah.

MR. JAGGI: This probably, now that I look at it again, I think you're right, I think it's probably little too specific.

But -- but, again, with the concept, with the higher level nature of the Comp Plan, what we're talking about here is -- is trying to calibrate our standards to fit more of a Central Business District.

MR. ROVAK: Uh-huh.

MR. JAGGI: And it goes back to the whole concept here of a place type. And we have a place type, we're trying to make some distinctions between our central core versus the Olive and other areas that maybe shouldn't have the same standards.

And right now we don't do a very -- we don't do as nice clean job as we'd like to. So regarding that, yeah, I think we can be a little more general about that and maybe get into the more details at another time when we look at.

MR. MAGRUDER: Good.

MS. SILVERMAN: I think it would be nice if it talked about the signs more in terms of general feeling that you're trying to accomplish, rather than the specifics of the tenants. Because I don't know that that hits the point that you were just making.

MR. JAGGI: That's true.

MS. SILVERMAN: I think that would be better.

MR. JAGGI: And the sign ordinances are such that they're -- they're challenging because it's tough to -- to get everything 100 percent right on a sign code.

MS. SILVERMAN: Right.

MR. JAGGI: So, yeah, I agree, I think we should probably go back to them and reword that not to be quite as specific and save that for another day.

MR. TIMOTHY BREIHAN: Sure.

MR. MAGRUDER: Good.

MR. TIMOTHY BREIHAN: I agree.

MR. ROVAK: And one other comment. And, actually, I'm very supportive of, for instance, a build-to

rather than a setback.

All of this I'm very much in favor of.

But I wonder if we need some additional, and I don't know if it would be within the document or outside of the document, some additional rationale, because, you know, the previous meeting, we heard some fairly strongly worded comments from some fairly significant large property owners, if you will, commercial, who were very much opposed.

And I don't know if, again, if it's, you know, if it's -- it would for the consultant or for the staff, but I think if we can make the case by similar developments or similar, I don't want to say restrictions, but maybe to encouragement of this type of thing in other communities, and make a case that it has been very successful and has not driven out or frightened away the commercial developers. Because they seen -- that was the tone I got from their comments last time.

I wasn't convinced that they were right, but I was convinced that that's how they saw it, and they were very concerned.

And I'd like to see in what context, whether from the staff or from the consultant, that we can, again, draw examples and show this is not something to be frightened of, and it has been successful, assuming that

it has, and I -- I know I buy into it, but I don't want to --

MR. JAGGI: I would say every city is unique.

There are unique situations that can't -- you can't just duplicate what one city does --

MR. ROVAK: Right.

MR. JAGGI: -- and say the exact same thing can be done here.

MR. ROVAK: Sure.

MR. JAGGI: There's too many dynamics going on from community to community.

But in terms of examples of these types of developments that have occurred, we could come up, very easily, with a list of -- of developments around the country.

Now, do we have a lot of them in the St. Louis metro area, no, we do not. We have a few. And we have -- mostly we have some developments where they already have existing downtowns, and these are, you know, they're infill projects or they're redevelopment projects that are a little easier to do because they're -- they're within a downtown context that already exists.

That's the unique challenge I would say that we have. But in terms of what's our Central Business District, what's the downtown core, a lot of those pieces

are already in place. We have a lot of the uses. We have a lot of that already kind of here. It's just kind of nurturing that and bringing it forward a little more, as we get new development.

That's my -- that's my recommendation and take on it.

I know there's some other viewpoints. We heard those at the last meeting. There are challenges to trying to move forward with some of these concepts because it's -- it's development that's a little bit different, that's not as common here as it is in other places.

But in terms of users, if you look at a lot of the retailers we have right now, if you go in other cities and other municipalities, they're in an environment that is -- that is uniquely urban.

The Trader Joe's, you know, they're -- a lot of these retailers that we have, they're in walkable suburban-type neighborhood districts. And our market study has suggested that that's kind of what people like to have. They like that sense of place. They like that -- the feeling of being someplace rather than just a generic type of development.

So it's challenging trying to get there, but that's what this plan is talking about, is building those elements to attract people because they like the

environment in which they're in.

So we can definitely do that, Mr. Rovak. We can give you some examples.

MR. ROVAK: Yeah, it's like preaching to the choir --

MR. JAGGI: Yeah.

MR. ROVAK: -- but like I say, I do buy into this, and I support it. But I want to make sure that we reached out to those who show those concerns, and, you know, they are very active in development and in commercial leasing.

MR. JAGGI: Yeah.

MR. ROVAK: And making sure, you know, doing what we can to make sure that they're comfortable with it because --

MR. JAGGI: And I do know we have some members of the audience that will probably give you some opinions as well.

And, you know, we want to -- we want to get all these concepts to, you know, to be -- to be doable and whatnot, and we want them to try to be accepted. But, you know, that's how we see it in the plan. Some of these concepts have been tested before. There's been some challenges with them. But it is a longterm plan as well so.

MR. ROVAK: Yeah. Thank you.

CHAIRMAN KISTNER: To that point, and actually it's -- yesterday I actually had the unusual circumstance, I shopped at Trader Joe's twice, one in Chicago and one in St. Louis at Creve Coeur. And the Chicago one was a go to the front line, and you, you know, parking in the interior. It was -- you know, and it was great. Very easy, in and out. And I came back and did my regular weekly shopping here, which I always do, and it just -- it's very different. You can see how it can work the other way.

One question I have is the build-to, so how should we be thinking about Olive Boulevard compared to other streets? So, for example, if we had a town center area where the build-to line could be on the interior, so not -- not looking so much at the Olive Boulevard, which is pretty challenging when you've got a six lane --

MR. TIMOTHY BREIHAN: Right.

CHAIRMAN KISTNER: -- in some places, state highway. And should we be thinking separately between Olive Boulevard and other places where that build-to line might be easier to --

MR. TIMOTHY BREIHAN: And so the -- the class -- the functional classification of streets within each of those districts is designed to address the differences

between, for example, an arterial road like Olive, to what would actually function as more of a walkable Main Street within -- within the area.

And, obviously, the specifics of that have not been articulated in the Comp Plan, those need to be articulated in the subsequent zoning form-based code.

But -- but you're absolutely right, the idea would not be to try to make Olive Boulevard a walkable Main Street necessarily because the status of it as a state highway, and its existing built characteristic would preclude a lot of that.

However, there are opportunities to improve the consistency and the visual appearance of -- of the Olive corridor even if it's primarily experienced by people in cars driving through.

So -- so it really depends on how the -- on how the build-to line or setback line regulations and landscaping requirements and other things like that are employed for each of these frontage types. And those can be keyed by -- by -- and would be envisioned to be keyed to particular streets.

MS. KELLY: If I could also add to that.

Our current zoning regulations in the Core Business District requires a maximum setback of 80 feet along Olive and 15 feet along any other street.

So it is in keeping with the prior downtown plan, as well as --

CHAIRMAN KISTNER: They're different.

MS. KELLY: Yeah.

MR. JAGGI: In terms of your -- and I would also add to that, is that in terms of how do we envision Olive, I think we envision Olive, the whole length of the city, very differently, depending on where you are on Olive.

If you're in the core Central Business District area, we're calling it, it's going to resemble, in terms of a vision, an urban thoroughfare. We had some conversations about that internally, but that seems to be kind of a term that -- we don't think it's the walkable Main Street-type environment. It's just too busy for that. It's not to be -- I mean here's Olive with all that traffic.

But an urban thoroughfare, if you can visualize that, and I hope we're doing a good job of trying to explain that. But, you know, you would have kind of a dense environment, you know, you would have some of the landscaping and trees along the roadway, but it's not the main street. That needs to be on a side street that would have less traffic, that would have a little more intimate-type character, if you will.

So those are -- these are some of the

distinctions.

CHAIRMAN KISTNER: Okay. Thank you.

MR. TIMOTHY BREIHAN: So that concludes the Central Business District and Downtown.

Do we want to open it up for --

CHAIRMAN KISTNER: And I'd like to ask -- and I do have a couple speaker cards. I don't know who's here for what areas, but if there's anybody who would like to speak on this topic of Downtown and Central Business District.

Okay. Would you like to come first?

Have you been sworn in?

MS. CAMPBELL: No, I have not.

CHAIRMAN KISTNER: Okay.

(Ms. Judy Campbell was sworn in by the court reporter.)

MS. CAMPBELL: Judy Campbell, 314 Lyonnais.

CHAIRMAN KISTNER: Can you come forward a little bit.

MS. CAMPBELL: Okay. That's okay. That's fine.

Is there any thought of trying to direct it to make like a triangle? In other words, from the downtown to the Central -- Central Business District to the city core, wherever that may be? Where there -- you know, they can somehow -- you can go from one section to the

next section, as far as making it plans to be able to do this before you -- I just didn't know.

CHAIRMAN KISTNER: I'm not sure what you mean by a triangle. It's sort of a rectangle the way it's envisioned.

MS. CAMPBELL: Well -- well, everything seems to be on the east side of Olive -- on the east side of 270. So over here you have --

MS. SILVERMAN: I see what you're saying.

MS. CAMPBELL: Yeah. Over here you have the City Plaza and the downtown. And then over here you're going to have the Central Business Core closer to the golf course. And then where could we put like a community center or the heart of the city?

In other words, is there a way to connect things? Everything seems to be on the west side of 270, and they're all --

CHAIRMAN KISTNER: East. You mean east.

MS. CAMPBELL: East side of 270, yes.

CHAIRMAN KISTNER: Okay.

MS. CAMPBELL: But these all are kind of lined up not too far from one another.

CHAIRMAN KISTNER: Good point. 270 is a fairly significant -- it's hard to connect those two.

MS. CAMPBELL: Right, no, but I mean -- I mean

if you think of CityPlace and you think of Olive, and then you think over here is the Central Business District, that's not that far away. And then if you go off slightly to the east, and you might have a city core or a town center, you know, they're -- they're not that far apart.

I'm just thinking ahead that if you -- if, you know, everybody was thinking along the lines of creating things, type of a road system that would connect and a walkability.

CHAIRMAN KISTNER: So are you thinking more about north and south of Olive or east and west of 270?

MS. CAMPBELL: All -- all east of 270.

CHAIRMAN KISTNER: Oh, okay.

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: I'm sorry, I was thinking you were --

MS. CAMPBELL: And then north and south.

In other words, CityPlace, and then south of --

CHAIRMAN KISTNER: Right.

MS. CAMPBELL: -- CityPlace would be the Central Business District, and then slightly to the east would be the heart.

CHAIRMAN KISTNER: Got it.

MS. CAMPBELL: Yes.

CHAIRMAN KISTNER: Now I've got your triangle.

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: Okay.

MS. CAMPBELL: It's not equal.

CHAIRMAN KISTNER: Yeah.

MS. CAMPBELL: Yeah. I mean as far as -- what is the vacancy rate for the Central Business District?

CHAIRMAN KISTNER: And there is -- I'm not --

MS. CAMPBELL: Yeah.

CHAIRMAN KISTNER: -- really in a position to --

MS. CAMPBELL: Right, right. But I'm saying that, you know, there was some talk about doing some things with the Central Business District. I just wondered if the vacancy rate was high or low in that area. Just a thought.

Anyway, thank you.

CHAIRMAN KISTNER: Thank you. Okay.

Yes.

MR. HILTON: I have not been sworn in.

(Mr. Paul Hilton was sworn in by the court reporter.)

MR. HILTON: My name is Paul Hilton. My home address is 16 Mosley Acres. I -- I'm also an owner of the Creve Coeur Plaza Shopping Center.

Couple of things I'd like to say tonight.

First of all, little bit of my background, I've

been in the commercial real estate business for thirty years. And in that thirty-year period, my focus has always been on selling commercial real estate. I've sold many, many properties along Olive in Creve Coeur, in Creve Coeur Executive Park. I can go on and on and on. I can tell you every one.

So I tell you that only because what I'm about to say comes from experience of, you know, what people expect, what people look at, et cetera.

I'm very much in support of the Comprehensive Plan. Very much in support of upgrading what is going on on Olive right now. It's kind of a mishmosh, little bit of this, little bit of that. A cohesive plan makes a lot of sense.

Where we have concerns, and it was mentioned earlier, and I forget who mentioned it, is about the setback requirements for the shopping center.

We have heard tonight that Kirkwood Station as a reference of what people are looking for. You know, places people can walk to.

We submitted a letter last -- last meeting that had some statistics attached to it. But just to reiterate.

The population from Kirkwood Station, 1 mile ring, is 40 percent greater than it is from Creve Coeur

Plaza, 1 mile ring.

To get to Kirkwood Plaza -- or Kirkwood Station, you go across -- the worst you have to go across is Lindbergh, and it's two lanes in that argue. The rest of it is primarily residential streets.

To get to Creve Coeur Plaza you got to cross Olive, you got to cross Ballas, you have to cross 270, you have to walk past five car dealerships. It's not a walking environment.

So we have to really be cognizant and encourage you to be cognizant of the fact that for people to come to Creve Coeur Plaza to shop, they have to drive there. They're not going to, you know, push their stroller up Olive and get there. So that's -- that's point number one.

The other area people point to is Wildwood Town Center. Is -- if that's been in some of the statistics, some of the pictures, if you're familiar with Wildwood Town Center, it's where Wildwood has their city hall. It's exactly what is being depicted here. It's a walking environment, two-story, you have a hotel, you have all these amenities.

I was involved with selling pieces of that. The developer baled on the project after receiving significant tax money from the city. They baled on the project

because financially it made no sense for him. Sold it off in pieces, stopped the development, never finished the development. Put the parking in the center. They put the parking in the back. It just -- it hasn't worked.

And I can cite -- for as many of these projects that have been successful, I can show you as many that have not been successful.

I can also tell you that most of these have been done with significant tax dollars from the city. And I'm assuming, maybe I'm wrong, that the city doesn't have a huge appetite to assist developers with redevelopment projects.

I can go on and on and on, I won't take everybody's time. I'll be happy to, you know, answer any questions.

But one thing I'm here to encourage you is to remain openminded and flexible to this plan. Right now it's very, very specific about requirements. Three to six-story buildings. You're talking, you know, residential right up against the fire station. Who wants to live there.

Office. I can give you the fifty reasons why office doesn't make any sense. The traffic it generates, et cetera.

And so what I'd like to encourage you is this

plan is very specific with what is required in this Central Business District. Please remain openminded. It's, you know, it is the core of the city. Love to see it improved substantially.

But I think what is being proposed right now is not answer. Wasn't the answer in 2006. Not the answer right now.

CHAIRMAN KISTNER: Just a question.

MR. HILTON: Sure.

CHAIRMAN KISTNER: What would you like to see?

MR. HILTON: You know, we have not -- we have talked about engaging an architect to come up with a plan to meet some of their -- you know, to make it more of a appealing atmosphere.

Let's face it, retail is dead. Right? I mean the days of the small shop retailers are nonexistent. If you look what's in retail centers today, you have -- you have, you know, hair salons, nail salons, you know, medical uses and restaurant uses, and lots of restaurant uses.

And in our center in particular, if you look at the successful tenants in our center, they're all related around food.

And so while we don't have a specific plan, and we had talked about hiring an architect, but we don't want

to do that because if the requirement is going to build three to six-story buildings with parking and office on top, we just don't want to spend the money to do it.

Here we see a very high-end development with nice area patio areas for people to have dinner, have a drink, you know, things such of that nature, that's what we see as -- as an alternate. Maybe even a drive-through. I know it's not in the ordinance, but portions of the property could be used -- used for that. They generate a lot of tax dollars. They satisfy a lot of the demands for the people of the city.

CHAIRMAN KISTNER: Okay. Thank you very much.

MR. HILTON: Thank you.

MR. SCHUH: Quick question.

MR. HILTON: Sure.

MR. SCHUH: Where you mentioned that the town center concept --

MR. HILTON: Uh-huh.

MR. SCHUH: -- has been tested, it's worked well in some places, not in others.

MR. HILTON: Uh-huh.

MR. SCHUH: Other than the tax -- the tax situation --

MR. HILTON: Right.

MR. SCHUH: -- that's being offered, could you

just share some of the situations where it's -- some of the factors where it has worked and where it hasn't, and what you think applies here in Creve Coeur that doesn't permit -- you know, what applies here that would be favorable to working and what -- what applies here that wouldn't be favorable.

MR. HILTON: So the ones -- and I'm trying to remember the name of the development that's in Kansas City that is more of a town center development.

MR. JAGGI: Zona Rosa?

MR. HILTON: Pardon?

MR. JAGGI: Zona Rosa?

MR. HILTON: No, there's -- maybe that's one, but there's another one.

MR. JAGGI: By the airport?

MR. HILTON: No, no, this one's --

MR. JAGGI: Leawood Town Center?

MR. HILTON: Leawood Town Center.

So Leawood Town Center is a great development. Huge success. Big rents. The difference is it was developed on raw land, so you're not starting, you know, with a center that, you know, has a lot of -- like our center, has a lot of value as it sits, so you can't just tear it down and assume you're starting at land value. You have to take into consideration what is there. That

development's coming from scratch.

It is had a -- the whole area was planned from the beginning, so there's lots of synergy, walking paths and, again, access to that center, which make it a success.

Unfortunately, because we're an older community, a lot of those avenues are not available to us.

You know, could you, if Monsanto were to move out to Chesterfield, which is the rumor, take that whole development and turn that into a beautiful large-scale walking, yes, it's on the edge of our city, but you, in essence, have a large tract of land, you can make -- you can do a lot of synergy, you know, create a lot of synergy with what's on there, that would work. Is that --

MR. SCHUH: No, I appreciate that.

MR. JAGGI: In terms of -- if I can ask a question.

In terms of demographics, it's been noted in the report that we have a strong daytime population of approximately 50,000 people during the day. That seems to be very different from even Kirkwood and definitely different than Wildwood.

MR. HILTON: Right.

MR. JAGGI: Where you mentioned there is some demographic and market differences to Creve Coeur, does

that change the dynamic for a development here, because you certainly have the income to support a lot of this type of development here.

You do have a fair amount of rooftops in the area, and, certainly, this one speaks to increasing the density, and offering more housing in our commercial districts.

Largely, most any commercial district, we would say yes to a housing project, if it made sense, and if it was the right type of housing development. That all contributes to rooftops and income.

So what's the difference between that and Wildwood and Kirkwood in terms of the market studies, based on your experience?

MR. HILTON: Well, the daytime population is what, you know, helps the restaurant. The reason our restaurants and restaurants in a lot of the centers is so successful is that what's important to restaurants is that you have a daytime and an evening population.

Because if you have just one, you think about it, it makes sense, you're only serving people at one time slot, so it's really hard to make money, significant money, if you're a restaurant operator.

So that is -- is a huge advantage. And that's why, you know, people are, you know, keep asking for

drive-through restaurants because people want food because that's what the daytime wants, and that's what some of the evening want.

I'm sorry, what was the second part of the question?

MR. JAGGI: No, I think it was just trying to compare other types of projects in other cities locally that -- or there's some differences and characteristics.

MR. HILTON: Yeah, another one is the Galleria. So that is currently under contract to be sold. The prior -- Prudential owns the current -- not the Galleria, but the --

MR. JAGGI: Boulevard.

MR. HILTON: Boulevard, across from the Galleria. So that's owned by Prudential.

And so, believe it or not, it has not performed like Prudential wanted it to do.

They have owned that land that is adjacent to The Boulevard for many, many years, and Pace Properties, for those who are familiar with that firm, a very well-respected development firm, owned it before selling it to Prudential.

No one could make it work, even with significant tax dollars. There is now a developer out of Chicago who has it under contract. He has a, what I believe to be a

grocery store chain that's going to anchor part of that, and he's going to give it a shot and try to make it work.

It hasn't worked. It didn't work in Wildwood Town -- this is my opinion, this is just opinion, not fact. It hasn't worked -- didn't work in Wildwood Town Center; it didn't work at The Boulevard because there's not enough synergies to create enough opportunity for people to have things to do.

So if there's, you know, if you look at The Boulevard, there's a handful of restaurants, there's a handful of, you know, retailers there that have come and gone, by the way. There's just not enough there for people to park in their garage, spend time walking around. It needs to be a much more of a large-scale development to make it -- make that work.

And I would say, you know, Wildwood hurts from that, from the fact it's not large-scale, and also from the fact it's really more -- there's not enough density in that area to support Wildwood Town Center.

MR. JAGGI: Thank you.

MR. MAGRUDER: I have a question.

MR. HILTON: Yes, sir.

MR. MAGRUDER: Comprehensive Plan, let's go back there.

MR. HILTON: Yes, sir.

MR. MAGRUDER: I'm not clear what changes you're recommending to the plan.

MR. HILTON: Well, I'm not recommending specific changes, other than I am really opposed to having buildings pushed up against the streets and having the garages -- you know, parking garages are very expensive to operate, very expensive to build, and, you know, and people want convenience, you know, I could keep you guys here all night.

But the most -- the highest rents that are achieved in a retail center are the ones where you have good visibility of the main street and good in and out access.

We have rents in our center that range from \$30 a foot, that fit those descriptions, to \$7 a foot, that meet those descriptions. So there's a huge, you know, difference between those.

So what I'm -- what I'm here to say is, please don't restrict us to the concept of pushing the buildings all the way to the street. And please keep this Comprehensive Plan a lot more general than it currently exists, so that we do have flexibility to propose something that is much more higher scale than -- than what is there today, and that is financially feasible to pull off, because, otherwise, we're going to be stuck,

unfortunately.

CHAIRMAN KISTNER: And when you say -- when you talk about build-to, are you speaking specifically to Olive and Ballas --

MR. HILTON: Uh-huh.

CHAIRMAN KISTNER: -- or any street?

MR. HILTON: Well, I --

CHAIRMAN KISTNER: In that district.

MR. HILTON: I -- you know, I'm specifically speaking about Olive and Ballas because of my center. But I would tell you that, and I think you're going to hear from others tonight, but pushing the buildings up against the street is just -- is not a good solution.

You know, you look at the Knolls development that Steve Knolls did where his Imo's Pizza is on Olive across from Mosley, you know, he struggles to maintain tenants, and there's some other reasons, there's, you know, it's not a great location, et cetera.

But you look at CityPlace, how it's set off on the road, and you look at the rents that are achieved on the CityPlace section where Creve Coeur Camera used to be, there's ones that have great visibility to Olive, parking in front, those are getting your highest rents out of any -- any of his retail there. Because retailers have options. They don't, you know, there's not as many

retailers today. If they don't like what they see, they'll go to the next community because they're not just looking, you know, their world is not just us, unfortunately, it's anywhere, so if they don't get what they want, they're not going to come here.

CHAIRMAN KISTNER: Thank you very much.

MR. HILTON: Thank you for your time.

MR. MAGRUDER: Appreciate it.

MR. ROVAK: Well, I was just going -- and maybe this is rhetorical, but I'll offer it anyway.

In your mind, is the difference between parking in front -- is it parking in front versus structured parking, or do you consider also parking in front versus parking in an interior? In other words, ringed by buildings facing and close to the streets, but adequate surface parking behind them --

MR. HILTON: So --

MR. ROVAK: -- rather than just structured parking, which we know how that is.

MR. HILTON: Right, so I'll cite another example of the -- so Town and Country Crossing, the Whole Foods. If you're familiar with that center at Clayton and 141 area.

So they have property -- they have the -- the center -- the retail on portions of that center that are

built up against Clayton Road.

So there has been constant turnover of tenants in that. And you might ask why. And there -- it creates challenge -- there's a couple things that are a problem. People want simplicity. People want, you know, in today's society, it's going to be quick and it has to be easy. And having to navigate around and -- and park in the middle and then walk around to the front of stores is not easy.

The other thing, it creates a lot of logistical issues with, and I know the city is big on this, with trash and deliveries.

There's a lot of little things that retailers don't like about having your building pushed up against the street because how do you -- think about, how do you get any significant deliveries. They're either going to the middle of that parking lot with all the cars or they're having to truck it around to the back of the sites. None of which are convenient. You know, where do you go with your trash? There's a lot of little nuances associated with doing that that -- that create problems.

MR. ROVAK: Thank you.

CHAIRMAN KISTNER: Thanks very much.

MR. HILTON: Thank you.

MR. TIMOTHY BREIHAN: All right. So if there

are no other comments on the Business District section, we'll move on to the West Olive and Large Commercial Property Recommendations.

So this section deals primarily, again, with the Mixed-Use Community Place Type. And the vision for West Olive is to create a visually distinctively and regionally recognized commercial corridor that improves walkable and bikeable access to retail and services business for the day-to-day use of Creve Coeur's residents and workers.

However, it's important to note, as articulated in the plan, that these -- that this geographical area of Olive and these recommendations are really designed to maintain very high levels of -- of vehicular access, because we see that even over the medium to longterm, these -- these areas will continue to be served primarily by people arriving by car.

Before we get into some of the recommendations, I did want to mention that there has been a -- a proposed revision that we've made since the -- the public hearing on October 20th, and that was based on some -- a specific comment that was received about the section along Cross Creek Drive, what is currently a multi-family residential development or condominiums.

You can see in the original plan, this -- this whole block here, which was developed as a -- as a

mixed-use plan or development was -- was included in the Mixed-Use Place Type.

However, there was some concern about the -- what implications that might have for future redevelopment of that multi-family residential area.

Upon reviewing it with -- with staff, it was deemed that -- that changing that area to the Suburban Multi-Family Residential District really would -- would still be keeping within the overall vision for the place type, particularly because there's no -- no sort of likely redevelopment potential for that area anyway.

And so we do want to offer that -- that change as a revision to the overall Community Place Types maps.

MR. JAGGI: Before we go on from that, Tim.

MR. TIMOTHY BREIHAN: Yeah.

MR. JAGGI: That -- that was a comment that was provided at the last meeting.

It was originally developed, like Tim said, as a Planned Development, so it had various use components that was the design of that development from the very beginning to have a retail on the frontage, office use in the middle of the site, then the lake and then the apartments. So it was a Planned Development with all those types of uses.

The Place Type map kind of mapped it all as a mixed-use area, which would suggest that any and all types

of commercial activity would be acceptable that far in off of Olive.

And so we did go back and look at that and thought, well, maybe that's not -- it's not really portraying an accurate picture.

MR. TIMOTHY BREIHAN: Right.

MR. JAGGI: And actually if this stays Suburban Multi-Family, that's a good transition between the commercial and residences single-family to date, so I just want to provide that context as to why we made the change and went back. It was a comment that was made as well, so kind of felt like this was the right thing to do.

MR. MAGRUDER: I drove through there, and it fits what you've done.

MR. JAGGI: The reason why we hadn't shown this mixed-use to begin with, cause it is a mixed-use development, that's what it is, but it makes sense to split out a little bit in this way as we have.

MR. TIMOTHY BREIHAN: Yeah.

So, again, in this -- in this area currently there are a variety of types of development on large properties.

And moving forward, you know, the vision for this, again, would be to provide somewhat more consistent orientation of buildings to Olive, and improving the

overall visual character of Olive Boulevard through landscaping and other -- other public realm improvements.

But, again, really maintaining high levels of -- of automobile access and parking while bringing in improved pedestrian access from Olive from public transit and -- and -- and to and from adjacent neighborhoods.

This area is longterm, as I said, I just wanted to reiterate again, envisioned to be a primarily auto-accessed type of commercial -- commercial area.

So in terms of the recommendations for West Olive along primary street frontages, the plan recommends to promote active and office ground floor uses and encourage uniform setbacks on neighboring lots to establish consistent location, orientation of building facade frontages to the primary streets.

Parking, would be recommended that it could be located in front of buildings, but parking, either behind buildings and/or in shared facilities would be encouraged.

However, with that being said, it is recommended that large areas of surface parking be broken up with outdoor public space amenities or landscaping to sort of prevent or discourage just large expanses of parking, and many of the developments incorporate those -- those types of features today.

Establishing a landscape and pedestrian zone

along Olive Boulevard and encourage or -- and -- sorry, discourage parking within the zone, so ensure that they are, again, similar to a consistent relationship with buildings to the street; encourage that there's also a consistent landscaping zone along Olive, which would -- which would include landscaping standards and other -- and other pedestrian amenities.

And then including public site amenities, including outdoor dining plazas, and other -- and other amenities within -- within these developments.

Along secondary street frontages, again, the idea would be that there would -- that uses would be much more flexible. Residential uses should also be allowed as ground floor uses. And along secondary streets, side lot and rear lot parking frontages would be -- would be permitted, as you sort of move from the main corridor to streets that are -- that are geared more towards access and connection to neighboring residential areas.

Again, the signage recommendations, which are largely in line with what we presented, and so the same comment about the specificity of that would pertain here.

And then in terms of lot development standards, establishing guidelines for pedestrian connectivity between parking facilities and buildings, establishing requirements for pedestrian facilities between the

buildings and the public sidewalk, promoting cross-access between adjacent sites to reduce curb cuts on primary streets, particularly Olive, and then allowing various sustainability in other development best practices, including pervious pavement, incentivizing low-voltage site lighting, encouraging energy efficient roofing materials, and counting green roofs as on-site stormwater detention, would all help to generally improve the performance of buildings within these large commercial developments.

So any questions on the West Olive recommendations?

CHAIRMAN KISTNER: One question about the encouraging the reflective white roofing --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- also the incentivizing low-voltage LED. Why would those be only here and not on other --

MR. TIMOTHY BREIHAN: So we do -- we do include those --

CHAIRMAN KISTNER: Actually not on the previous.

MR. TIMOTHY BREIHAN: So -- so just, and, again, this is one of the -- one of the issues of just the -- the trying to be brief in the presentation tonight, but those recommendations are consistent across all of the

Commercial Place Types as -- as outlined in the plan document, so on pages 76 and 77, in the Central Business District recommendations, we have those -- those recommendations for --

CHAIRMAN KISTNER: Right. You're right. Sorry.

MR. TIMOTHY BREIHAN: It's actually on page 77, lot developments standard. Likewise, in the East Olive Corridor.

But I wanted to highlight those here, mainly because these sites are so much larger, and they do tend to have larger building footprints.

But, no, those would be recommendations that would be consistent on -- on commercial developments.

CHAIRMAN KISTNER: Questions on this section before we ask the public on it?

Is there any comment from the public on this section?

Have you been sworn in?

MS. SCHABERG: I have been.

My name is Abby Schaberg, with Jenkins & Kling, P.C. with offices 150 North Meramec Avenue, Suite 400, St. Louis, Missouri 63105.

I just wanted to get up and say, thank you for carefully considering my comments from the last meeting.

I would like to add though to what Jason and the

consultant said about the Questover Subdivisions' residents feeling that Mixed-Use is inappropriate for that area, that, again -- I'm having trouble articulating -- the Westgate Apartments, I guess, is what they might be called. We don't think that a Mixed-Use designation for that parcel is appropriate.

So I just wanted to say, thank you for your time, consideration for that and staff's as well.

I wasn't planning on speaking about this, but I also do represent some commercial property owners in Creve Coeur. And I haven't seen the suggestion that no monument signs should be permitted between the facade and the primary or secondary street, so I haven't had very much time to speak with my clients about it, or give -- been able to give much thought to it. But I can guarantee that they wouldn't be happy to see something like that.

Those signs are extremely important for their tenants to gain visibility and attract customers.

And I would like to add on those on Mr. Rovak's comments that I think recommendations such as that are a little too specific for something as general as, you know, the future of the city for the next twenty years.

So I just wanted to get that on the record. And thank you for your time and consideration.

CHAIRMAN KISTNER: Thank you.

MR. MAGRUDER: Thank you.

CHAIRMAN KISTNER: Is there anyone else that wants to speak about this section of the plan -- draft plan?

MR. LUMLEY: I had a question.

I don't think those sign recommendations are in the West Olive section.

CHAIRMAN KISTNER: They're not.

MR. TIMOTHY BREIHAN: So --

MR. LUMLEY: On page 86, I don't see any of those. I don't know if that was just inadvertently carried over from the prior -- I mean they are in the prior --

MR. TIMOTHY BREIHAN: You know what, you're absolutely right. That -- that is a mistake in the presentation. I apologize for that.

MR. LUMLEY: Okay.

MR. TIMOTHY BREIHAN: The -- you're absolutely correct.

The signage recommendations on page 87 for the West Olive Corridor are -- are less restrictive based on the -- the larger character.

I apologize for that mistake in the presentation of any misrepresentation of that.

MR. JAGGI: Thank you. Cause I was getting

confused as well. Something's not adding up here.

CHAIRMAN KISTNER: Yeah.

MR. JAGGI: And, actually, the text, this slide, yeah, there's an error there.

Actually it says, you know, the use of a ground sign --

CHAIRMAN KISTNER: Right.

MR. JAGGI: -- on all developments shall be permitted.

CHAIRMAN KISTNER: Right.

MR. JAGGI: So, again, going back to, this is a different area of Olive, and it's -- it's got automobile orientation to it for more of a corridor that monument signs and things like that would be acceptable, so, as Tim indicated, sorry, we didn't catch that earlier.

MR. TIMOTHY BREIHAN: So if there's no -- no other comments, move on to the East Olive Corridor.

So this is -- this is clearly a challenging area and it has been for a long time.

And the vision statement for East Olive, which really is -- is a relatively short stretch of Olive, roughly between Mosley and Spoele Road, sort of connecting the Central Business District to the new Plant Sciences District, is to create a walkable corridor destination, retail, boutiques, neighborhood services, small-scale

restaurants and attached townhomes and low density multi-family homes.

Development should encourage walkability between neighboring lots while accommodating car access and easy parking.

So one of the key challenges here, as has been articulated numerous times in the past, is the fact that these lots are small. They're shallow. And so, therefore, there's -- it's -- it's increasingly challenging to get developments of scale and accommodate the required parking within some of the lot constraints. And that's a condition that has been exacerbated over time as more restrictive parking regulations and landscape requirements, which, of course, are not bad things, but -- but they do have unintended consequences.

So the overall goal with the East Olive Corridor recommendation is to sort of better calibrate and coordinate development standards for these lots in a way that maximizes the impact of parking and landscape recommendations while at the same time sort of maximizing the buildable area of the site.

Some -- some vision character images that have come up through the public engagement process for these would include some retail developments along -- along Clayton Road and Ladue, which are, you know, typically

have a very high -- high quality of architectural design and detail. They have a consistent sort of second tier pedestrian zone that's set back from the street, and they offer some parking in front with additional parking either on the side or in the back. And these types of developments also tend to provide good access to adjacent residential areas from walkability standpoints that people can live nearby can easily walk and access these developments.

Also looking at townhome developments and other non-commercial uses to create a Mixed-Use corridor along East Olive.

And I'm going to go through the recommendations and then show some examples of how this might work, some visual examples.

But in terms of primary street frontages, again, we would recommend that there be no -- no limitation on ground floor uses within this corridor, but that there -- that we would encourage uniform setbacks on neighboring lots, so that there is a consistent location of the primary building facade along the primary street.

We believe that some parking should be located or could be located in front of buildings, but the majority of parking should be located behind or on sides of buildings and shared facilities. And when parking is

located in front of a building, that there be, again, a consistent zone of pedestrian amenities, including the sidewalk, landscaping, trees and pedestrian lighting that should be provided along the front facade of the building to create kind of a second tier private sidewalk, so that it's easy to walk from storefront to storefront, and in fact, even lot to lot, to access these parks or the park ones have easy pedestrian access. And this is one of -- this characteristics of many of the example developments that the community brought up as we were looking at this.

And then, again, in terms of secondary street frontages, allowing a greater flexibility with the understanding that many of the service aspects of the site, including sidewalk parking, and that would be -- could be accessed from the secondary streets.

East Olive, because it is lower density and because the buildings would be located more -- more consistently to the street, we would envision having more restrictive signage recommendations along here, including a greater restriction on ground signs, and a -- and a -- and a preference towards building signs.

And, again, we will -- we will look at the way in which those recommendations are worded to ensure that they're not too specific.

And in terms of lot development standards,

again, establishing requirements for pedestrian facilities between buildings, establishing requirements for cross-lot facilities to ensure that there is walkable access between lots, establishing guidelines for pedestrian connectivity from parking facilities and buildings, promoting cross-lot access to minimize curb cuts on Olive, and then establishing standards for buffers between neighboring commercial districts and adjacent residential district lots. Make sure that their negative impacts are mitigated or minimized to the extent possible.

So the -- now, this -- this is just a sort of one possible example of how these things could -- could begin to be developed, so this is the existing conditions of some example lots at Olive Boulevard and Mary Meadows Lane as they exist today.

I mean, as you can see, there is inconsistency in terms of where parking is located, where buildings are located. You have some -- some consistent facade alignments, but -- but very little pedestrian connectivity provided between lots. Parking is located, some cases, in front of buildings, some cases it's split between front and back, sometimes it's primarily in front.

So these recommendations, for example, would -- would seek to establish a consistent setback line along Olive, so that you have consistent alignment of facades

from neighboring lots. And also to set consistent side setback lines, as well as residential buffers between the commercial lots and existing residential areas.

And then in terms of the building development, again, within that -- within that setback, there would be a variety of ways in which parking and other site amenities could be handled, but the key is that we would want to establish a consistent pedestrian zone along -- along the front.

In this particular illustration, the buildings are located fairly close to Olive, allowing for either a double-loaded parking lot or sort of a secondary street with parallel parking and some outdoor site amenities in front of buildings. But that setback could -- could vary.

The -- the key really is to ensure that we have some consistent -- sort of that consistent second tier of walkability along those buildings, and to ensure that -- that from lot to lot that second tier of walkable zone connects, so that it's easy for -- for people patronizing these businesses to be able to walk from -- from building to building and lot to lot.

So, again, any questions on -- questions or comments on East Olive Corridor recommendations?

MR. CARNEY: I have one question.

The lot sizes on those lots, there's quite a bit

of variance --

MR. TIMOTHY BREIHAN: Yes.

MR. CARNEY: -- how deep they are.

So if you have a fairly small lot, you may not have room for a sidewalk, parking in the front and parking in the back and a buffer for residential.

MR. TIMOTHY BREIHAN: Correct.

MR. CARNEY: Have we looked at taking that back a set certain amount of feet, so that that next adjacent lot could be used for commercial property owners interested in that?

MR. TIMOTHY BREIHAN: Right. So -- so, again, some of the dimensional specifics are kind of beyond the scope of the Comprehensive Plan and would need to be considered when developing a future zoning code updates or revisions.

But you're absolutely right. The idea would be to, looking at a variety of lot configurations, and, again, it's not to say that there has to be a -- a rigid, you know, 60-foot or 50-foot or 80-foot, whatever the case may be, setback. But that -- that with -- with adjacent lots, you try to maximize the degree to which the building facades are aligning along Olive to be able to maximize that pedestrian zone.

And -- and I think, as, you know, there -- there

are many lots that would, you know, support kind of a fairly standard dimensional relationship where it would need to be adjusted based on specific lot condition, but the principle is really to kind of maintain that pedestrian zone and maintain that line.

MR. CARNEY: The other question is, do you perceive the businesses sharing that parking, or would each, you know, each person just get their little spot?

I mean it seems to me it would almost work better if we had a rear parking lot that it was more of a public parking.

MR. TIMOTHY BREIHAN: Right. And -- and that's -- that is one of the -- one of the intended benefits of -- of a -- of these recommendations, is that there would be a greater opportunity for shared parking, and that would be promoted through the setback requirements, but also through promoting cross-lot access. So that -- so that each parcel is not required to have a curb cut and a parking lot that only serves its building.

And -- and that gets back to one of the -- the major issues that we heard from a lot of commercial property owners along this section of Olive, which is that parking requirements, which have gotten more restrictive in terms of number of spaces required and landscaping requirements and other things, have reduced the buildable

areas of these lots.

So there's a -- there is a condition where it's not financially feasible for someone to teardown and rebuild a development because it would have to be built smaller than what's currently allowed.

We -- we understand that that's an issue, and so -- but by the same token, we also understand that -- that there needs to be some consistency in terms of visual character and also the accessibility.

So this system is designed to -- to help address both of those issues simultaneously.

MR. MAGRUDER: Your example was on the south side --

MR. TIMOTHY BREIHAN: Yes.

MR. MAGRUDER: -- and the north side of the lots are even more narrow, and be difficult for -- so what you're suggesting, I think, is that you have a consistent distance from the street to any buildings you put in, even on the north side?

MR. TIMOTHY BREIHAN: Yes. And, again, it's not to say that there -- that there can't be adjustment to that based on particular lot condition.

Likewise, some of the permitted, and actually encouraged uses along the section, would be for -- for small scale office development and for attached

residential buildings and things like that, which would have less -- less restrictive parking, or could have less restrictive parking requirements.

So perhaps some of those uses would be suited for certain lots and -- and larger lots would be more suitable for commercial development.

CHAIRMAN KISTNER: One of the --

MR. MAGRUDER: One of the issues on the north side is that the boundary of Creve Coeur is narrow, but there are properties behind that that could be purchased and how would we -- then what we have here wouldn't be consistent with a property that was expanding in size because somebody purchased in St. Louis County.

MR. TIMOTHY BREIHAN: Right. And that -- that gets to a broader issue of some annexation potential, which we will talk about in a little bit.

But you're absolutely correct, that is a -- that is a problem that's been mentioned, and even in the absence of annexation, you know, clearly there -- there are challenges in terms of if you're purchasing, consolidating into a property that --

MR. MAGRUDER: Uh-huh.

MR. TIMOTHY BREIHAN: -- falls outside the property.

MR. MAGRUDER: So then the plan doesn't --

suddenly doesn't fit that piece of property?

MR. TIMOTHY BREIHAN: Potentially.

MR. MAGRUDER: Thank you.

MR. JAGGI: Mr. Magruder's kind of given an example, and it's unfortunate that we don't have an aerial that we can point to tonight, but an example of maybe of what we're talking about, Noodles & Company, that that center with Froyo, I think that's a pretty good -- pretty good example of what's built, that -- it's very consistent with what we're talking about here, East Olive corridors that we have.

We do have parking allowed in the front. We gotten a lot of feedback from some of the business -- business members and property owners in that area in terms of the retail environment.

I think that works as a pretty good model. You've got -- you've got two separate buildings, but you've got shared parking. You've got pretty decent connections to these buildings. You've some green space in front along Olive.

So that particular development, I think, fits pretty well with what we're talking about.

And then as you move further west, you've got the Walgreens, which is a newer development. But there's -- there's a fair amount of consistency there with

the building placement and with the parking locations, so forth, and it all seems to work pretty good, with the exception, I would say, that those sites are probably over parked.

So we don't want to -- and that's one of the other comments that we've gotten, is that, you know, when you throw into the mix all of the city's zoning requirements right now with development, especially on Olive, East Olive, something has to give.

So if we have -- if we have these great deep buffers from residential areas, and then we want some of the -- the nice landscaping along Olive, we want all this stuff, right, which we do, well, we don't have the room to accommodate all that.

So it's either a situation where you're going to force, you know, you have to acquire residential property, which in some cases, to your point, may be doable if a buyer is willing -- or a property owner is willing to sell, but in other cases, it would be off the table.

That's a -- that's an example, I think, Tim, that's kind of what we're talking about in terms of -- of buildable area and whatnot.

In terms of single-lot development, I would point you to the Goddard School on the south side as a single-lot development that works pretty well. It's got

nice landscaping on the front. It's got some parking along the frontage as well, and then a lot of it's off to side.

So it's just trying to bring about a consistent character to that part of Olive, but recognizing that there are a lot of development challenges to deal with over there.

And then also allowing some -- some different types of residential that may work in that area in the form of attached townhomes or something that would also be very appropriate for that part of the corridor.

What our plan says now in 2002, it calls for, you know, accepting that there's residential properties there that have commercial uses in them, and that's actually a strategy to do that.

This plan, you know, allows that. Wouldn't necessarily say that can't continue, but in terms of a strategy, that's almost like an interim strategy for those properties. There's a better calling for them down the road.

And so our plan doesn't speak to that as a recommended strategy, that that be our goal.

MR. MAGRUDER: I agree.

MS. SILVERMAN: I think that what you spoke to in terms of that pedestrian zone is really critical on

East Olive.

I know especially when we refer back to last meeting talking about needing to make sure that we're encouraging young people to move in to Creve Coeur, especially because of the kind of the proximity to the Plant Sciences District that we're talking about, and while we can certainly develop, you know, condos and apartments there, this will be the housing that we're looking at.

And knowing that that's what people want. I mean one of the biggest I hear from my peers in terms of moving into Creve Coeur is that feeling of landlocked.

Even if there are things that could be walked to, it doesn't feel like particularly want to.

And I think some of the images I looked at, or the examples in terms of looking at them, the Market at McKnight, I don't know that we've got the depth anywhere along East Olive to make something like that happen. But I think more of, you know, if you think about Maryland and Ladue where kind of what they did where that Wild Oats --

MR. JAGGI: Uh-huh.

MS. SILVERMAN: -- was, there's -- there's a minimal amount of kind of landscaping, but it's still very attractive with the -- with the lot and that pedestrian zone.

MR. JAGGI: You're referring to the Ladue Marketplace, that development?

MS. SILVERMAN: Yes.

MR. JAGGI: Okay. Yeah, that is a good example. Yeah.

MS. SILVERMAN: I mean I --

MR. JAGGI: Uh-huh.

MS. SILVERMAN: -- think something like that could really work along there.

You've got the Marketplace on Clayton Road across the street, what's happening there, I think that's a great example of taking these 1950s old strip malls and the way that they've been redone to really work for -- for today.

CHAIRMAN KISTNER: Mr. Rovak.

MR. ROVAK: Yeah.

Actually, what I've got to say is -- longterm, is unimportant.

I'm very much in favor of what you've said about the green roofs and counting them. And I would encourage that.

I only want to put my comment on record, so I wouldn't later contact staff and it appear to be an off-record or a back channel or something, so that's why I'll make this very picky comment.

Count green roofs as on-site stormwater detention. And there's some very technical distinctions that have to be made, certain types of on-site detention for, basically, flood control versus detention that serves water quality, they address different requirements.

So I only want to -- I only want to put that on record. It doesn't -- I don't think anybody really would be concerned about it. And I'm in agreement with what you want to do here.

Just want to make that distinction so, again, that I can say that on record and not worry that I'm trying to make a back channel communication at some other point.

Thank you.

MR. TIMOTHY BREIHAN: Okay. Thank you.

CHAIRMAN KISTNER: According to the recommendation about establish a landscape pedestrian zone along Olive Boulevard and discourage parking within the zone.

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: I just want to bring that up in reference to the current plan's green line park, because that was a -- was a very difficult recommendation in the previous plan that sounded good on paper, but just did not work, again, the narrow lots that we're talking

about.

And so this is not very specific, so I'm not exactly sure, you know, what that might be, but when you put that on top of the recommendation for the -- the consistent -- the landscaped pedestrian zone up alongside the building, it gets to the comment that we were -- what we were just discussing, that you can't have everything on these --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- narrow lots, so I just want to kind of put that caution in there.

MR. TIMOTHY BREIHAN: Sure.

CHAIRMAN KISTNER: And that one particular reminded me very much of the green line --

MR. TIMOTHY BREIHAN: Uh-huh.

CHAIRMAN KISTNER: -- park that just, you know, never was feasible, so I want to be clear.

MS. SILVERMAN: I would agree, and I think when we're looking at other examples that -- that work on these narrow lots and other municipalities locally, you kind of have a very narrow landscape and then parking and then it's a clear pedestrian zone that's not necessarily landscaped, but it's nicely done and wide enough to make it --

CHAIRMAN KISTNER: Planters or something.

MS. SILVERMAN: Or something.

I think the idea that you're going to have this whole -- that whole idea is not going to work out, you know, I think you're going to see -- continue to see less redevelopment as we have been.

MR. JAGGI: I think the intent here, and correct me if I'm wrong, Tim, but I think the intent here is to have landscaped frontages, not to the full extent of a green line park.

It would -- it's just really to have landscaped frontages along Olive that would include a public sidewalk, because I believe, by law, you're supposed to have one of those.

So if we're trying to look at this concept with a -- with a secondary -- second tier sidewalk, I believe, you know, that's -- we're talking about a frontage and activated space in front of a building, that's a little bit separate from the parking areas, you know, where you can have amenities and so forth. That's not the same as a public sidewalk along a street frontage, so that's why we spoke to it that way. But I don't think it would be anything, at least not what we're talking about and what's been presented over the last several months, would be anywhere near the level of some green line park that's in our current plan.

CHAIRMAN KISTNER: Well, it's just the words "discourage parking within this zone" --

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: -- leads me to think that it's bigger than just a sidewalk --

MR. JAGGI: Okay.

CHAIRMAN KISTNER: -- with a landscape so.

MR. JAGGI: Well, we don't want this to be defined, this landscape frontage.

And I would agree with Ms. Silverman, that it doesn't need to be a very deep frontage necessarily, because then -- then we're back in the same situation where now we don't have room for things. But some type of frontage along -- along Olive, I think is -- otherwise we're going to have parking right up against the street, and, you know, that's very unpleasant to look at so.

MS. SILVERMAN: Some of the sidewalk is trees and planters.

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: So how does that -- the recommendation about establishing the landscape pedestrian zone along Olive discouraging parking with it, and then the next one, develop consistent landscaping standards along Olive.

MR. JAGGI: Uh-huh.

CHAIRMAN KISTNER: Because that one, to me, speaks to more what would fit here. That there would be consistent landscaping standards, streetlights, street trees, lighting, pedestrian amenities. I don't know what that one -- that first one actually means that suggests something closer to that green line park --

MR. JAGGI: Okay.

CHAIRMAN KISTNER: -- that didn't really work so.

MR. TIMOTHY BREIHAN: So I think the -- just -- and I don't mean to interrupt, but the intent for that would be, and it's also important to note that between the different districts or the different sections of Olive, that the dimension of that could certainly change.

So when you're in the West Olive Corridor where the lots are much larger, and you're dealing with parking lots that are typically going to be in front of the buildings, the desire would be that you would have a wider landscaped zone.

Whereas, in the East Olive Corridor, as has been mentioned by -- by several folks tonight, you know, it could just be a fairly narrow tree lawn or, you know, planting bed with a sidewalk behind it.

But that the landscape zone sort of speaks to the dimensional zone. And the landscape standards

would -- would -- would speak to the -- kind of the qualitative -- qualitative standards for what goes in that in terms of the trees, the lighting, pedestrian amenities, street furniture, things like that.

CHAIRMAN KISTNER: I think I understand that, but I would just maybe suggest you take a look at --

MR. TIMOTHY BREIHAN: Sure. Sure.

CHAIRMAN KISTNER: -- specifically for East Olive where it is --

MR. TIMOTHY BREIHAN: Change the language, yeah.

CHAIRMAN KISTNER: -- where it is very narrow and just, you know, look at the requirements, and make sure that we're not --

MR. TIMOTHY BREIHAN: Yeah, and I think -- I mean my sense would be that given the -- given the fact that there are the existing dimensional limitations of the lot, that we could potentially be more specific in this -- in this one, and just specifically mention that it's -- that it's a planting strip of the sidewalk or something like that, as opposed to this more general description of the zone, which -- which I -- I can -- I can see the -- the potential for confusion about how that would suggest something more than just kind of the street -- the street -- public street, right.

CHAIRMAN KISTNER: Thank you.

And you're going to -- somewhere on these signage recommendations --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- primary and secondary streets --

MR. TIMOTHY BREIHAN: Yes.

CHAIRMAN KISTNER: -- it's going to be taken out?

I'm losing track.

Do we have public comment on this section?

All right. So I --

MR. JAFFE: I haven't been sworn in yet, cause I wasn't going to speak.

(Mr. Martin Jaffe sworn in by the court reporter.)

MR. JAFFE: My name is Martin Jaffe, and I live at 12173 Winrock.

I only have a couple comments.

I just heard in the presentation just before this about shared parking. I don't know very much about commercial zoning and commercial developments because I'm primarily a residential builder and developer.

But we happen to own many apartments, which we share parking lots, and we've had these for over twenty years, and all the plans in the beginning are really

great. Everybody agrees to do everything. The lawyers draw up the documents. It's all agreed upon how everything's going to be paid for, and it usually works out for a short time. Then all of a sudden you get somebody who says, no, I'm not going to pay. No, I'm not going to pay. So you end up with a lot of lawsuits and a lot of problems.

So my experience in shared parking has really been disastrous over the years. It's cost us a lot of money and a lot of problems with our tenants.

The other thing I want to say is, I don't know that I have a lot of opinions about what's been said about these various areas, but I just hope that the Planning Commission takes into consideration that this plan, this Comprehensive Plan, is going to be a guideline for a long time.

And I don't think any of us are smart enough to know what the next five years are going to be, much less next couple of years, so I hope we leave a lot flexibility for the developers with good guidelines for them, but let them be the -- the ones who bring the plan to you and don't tie their hands too badly.

Thank you.

CHAIRMAN KISTNER: Thank you.

MS. SILVERMAN: Thank you.

MR. STERN: I'm Tom Stern, 233 Brookdale Court.
I'm a 32-year resident of Creve Coeur.

CHAIRMAN KISTNER: Were you sworn in before?

MR. STERN: Yes.

CHAIRMAN KISTNER: Okay.

MR. STERN: As with Paul Hilton, I'm a 50-year commercial real estate broker with Gershman Commercial Real Estate. Our firm manages approximately 200,000 square feet of office and retail properties in the City of Creve Coeur.

We've reviewed the proposed plan and participated in the planning process.

The number one priority under community issues and priorities is business preservation and maintaining a strong economic base. Twenty percent of the city's land produces 67 percent of the revenue.

And it's our belief that what's entailed in the Comprehensive Plan, at this point, will not help in maintaining that, but rather take the amount of revenue that the city will generate from its business properties and increase the burden on residences.

There's a great opportunity to improve things, particularly along East Olive, and has been mentioned here, we're dealing with lots that are shallow and properties that were built.

I'd like to speak specifically about a property that we manage on the southwest corner of Olive and Graeser. It's an 8,000 square foot shopping center that was built in 1963. And as was the case with Creve Coeur Plaza, which was seeing construction started in the '60s, over the past sixty years, we've seen a lot of changes in the Planning and Zoning ordinances of the city.

Our concern is that there's nothing in the plan, and there was nothing in the plan from 2002 and 2006 that would allow a property opener to redevelop their property and have it being financially viable.

We've asked an architect that we work with to design a building for us on that site that would meet the current requirements, and I have here copies for you.

This is a site of just over 1 acre. The current improvements are an 8,000 square foot strip shopping center.

As you can see from -- from this drawing, in order to comply with the current zoning, we'd have to replace that building with a new building of 7,200 square feet. And there's a note that the architect is concerned that even with that size building, they might have difficulty complying with the green space requirement of 37 percent.

So there's no incentive in the Comprehensive

Plan or in anything that has been talked about that would encourage property owners to redo their properties with new development.

If you can't replicate the kind of income that you're getting, even given the fact that it would be extensive additional investment that would be required.

So we'd certainly like to see something in the plan that would at least allow property owners to replicate the size of buildings that they have now, or even to expand them as an incentive to be able to redevelop those properties.

As was mentioned, the situation exists that these lots are quite narrow, and abut residential properties, particularly on the south side.

Many of those residences were built after the commercial properties were developed. But redevelopment will be impacted by those residences and the required setbacks. No problem with that, but that should be taken into account when you require parking, when you require landscaping, when you look at water detention.

We have great concerns with regard to the build-to street requirement. Paul mentioned a number of the concerns and a number of the areas that have had issues with that.

One that wasn't mentioned was the fact that

those stores are required to have two front doors; one on the street for pedestrians, and one for those who would use the parking lot, if it were to be located in the rear.

It causes tremendous problems as far as store layout, as where to put storage, bathrooms. There's security issues when you have two front doors. It really is not something that we would recommend.

Lastly, I'd like to call your attention to the retail marketplace as it exists today.

Jason talked about retail being Trader Joe's. That's a grocery store. I don't consider that retail in the terms of a shoe store, a men's clothing shop, a dress shop.

We manage the Westgate Centre, which is in the West Olive Corridor. When that center was built there were ten retail tenants. Today there are two.

We do a lot of property management in the City of Clayton. Clayton has, for the last thirty years, Jason, required retail on the first floor of any new development, and if you go through and look at the new buildings, you'll see lots of restaurants, you'll see financial institutions, but you will not see any soft good retailers. You'll see some -- some jewelry stores.

But our retail environment today is big box retailers and the internet. So the small retailer is not

a target market for East Olive, for the development or redevelopment of our properties. And the city needs to take that into account and the plan needs to be flexible enough to allow that.

CHAIRMAN KISTNER: What would you -- what kind of tenant would you see on your property if you had the flexibility that you're looking for?

MR. STERN: Well, as I say, we're not necessarily seeing retail tenants. You are seeing restaurants. You seen a restaurant -- there -- there was discussion had of the property to the east of Walgreens, and the fact that there's parking in the rear and there's shared parking. Those two buildings were developed by the same developer, by the way. But you've had a national restaurant chain that's gone out, followed by Bandanna's, who went out, and you now have a urgent care sitting there.

So it's service kinds of uses that are going to be there. There are going to be restaurants, medical users, Edward Jones, State Farm, financial institutions, but the dress shop and the men's clothing store really don't exist except in rare instances.

CHAIRMAN KISTNER: So the tenants you would want to redevelop for are the services?

MR. STERN: They would necessarily have to be

unless the City sees fit to open zoning to things like restaurants that provide drive-throughs and whatnot, which, as Paul alluded to, is something that a great number of our daytime population would like.

CHAIRMAN KISTNER: Okay. Any questions for Mr. Stern?

Thank you very much.

MR. STERN: Thank you.

MS. SILVERMAN: A quick question.

Would there be -- I mean I know that, you know, if I think about in Clayton where you're talking about there's also a fair number of retailers that are marketing specialty things; dogs, kids, things that apply to the residents around the area.

MR. STERN: I think you'd find that the exception rather than the rule.

If you go down Forsyth Boulevard, you will not find many retailers. You'll see Lola & Penelope's, who caters to pets; you'll see some jewelry stores, a shoemaker.

MS. SILVERMAN: Right, you see Urban Sprouts and there's another toy store and --

MR. STERN: Well, now you're talking about Maryland, and that's a rule then to itself. That one block.

MS. SILVERMAN: Right, but I mean it's within the same area.

MR. STERN: Okay. I --

MS. SILVERMAN: I just -- I think that -- I do think that there is a market for those residents for things like that. But I wouldn't want that to be kind of x'd out of our entire plan.

MR. STERN: We would certainly embrace any retailer that wanted to be a tenant.

I'm just reflecting on what our experience has been over the last number of years. And if you look at the population of any of the properties along Olive, you're not going to see a lot of retail tenants.

I would like to make one other comment. And, Tim, if you could show the Olive and Mary Meadows.

The parking in the rear on the property on the west end side is the Masonic Lodge. So their use is totally different than the other tenants, who are retail or service in nature and whose parking is in the front. So parking in the rear is not for everyone. It can work for specialized kinds of uses.

I do have copies of my remarks, which I'll leave.

Thank you.

MR. JAGGI: Just a point of clarification.

I do want to mention that this -- this plan does not -- does not prohibit parking along the frontage. That's not what's being contemplated in this part of the city. In other areas of the city, yes, that would -- that would be counter to the goals. But in this area, it's recognized that there -- there is a value and it's fitting to have some parking in the front or side or even perhaps the rear. But I don't think it's -- it's demanded that it be in the rear only.

So I just wanted to make that point. That was some feedback that we did receive earlier on, that that was just going a little bit too far for this part of town, and we recognize that.

But the point of having some consistency with where we're going to put parking, where we're going to put our buildings and so forth, that is what we're trying to get after here.

And shared parking, just a comment on that. That can be very difficult to do. Property owners have to encumber those rights upon both properties, and that doesn't always happen, and we haven't been very successful in forcing that to happen. But when it does happen, it can work pretty well.

But, nonetheless, cross-access between properties does seem to be fairly easy to -- to get and

that accomplishes, basically, the same type of thing because if you park in one spot and you go to the next, it's achieving the same thing, it's just an ownership issue, so I just wanted to comment on that too.

MR. SCHUH: And just so it's clear on the record, I know that at one point there was a reference to public parking. There's no contemplation of the city --

MR. JAGGI: No, I wouldn't -- I wouldn't envision public parking to be a demand or a good fit in this part of town, right, I would agree with that.

MR. SCHUH: Okay.

MR. TIMOTHY BREIHAN: Great. Thank you.

So now we'll move along to the Plant Sciences and Innovation District recommendations.

So the Plant Sciences and Innovation District was an area that was -- it was a New Place Type. It was added somewhat late in the process, but prior to the June 6th public meeting.

And the purpose of this was really to provide a specific place type to support the outcomes of the -- of the Plant Sciences Master Plan that's currently being conducted for -- for this area.

The vision is to create a sustainable hub for cutting-edge research jobs, communities and amenities that encourages innovation, collaboration and entrepreneurship

in a vibrant, mixed-use environment. And the recommendations are designed to support that vision.

And -- and I'll touch upon a few of these, but, again, the major takeaway for this -- for the recommendations of this place type are to ensure that certain -- certain best practices for site sustainability and -- and other -- other development characteristics that are priorities of the City of Creve Coeur and Creve Coeur residents are met in the future implementation of the Plant Sciences District Master Plan.

So this -- these recommendations are, again, designed to -- to allow for that plan to be -- to be adopted and implemented over time while ensuring that certain development characteristics are met.

Those would include, again, a variety of -- of in a mix of uses, ensuring a walkable vibrant environment with -- with centralized parking, shared parking facilities, variety of lot development standards that touch on different areas of building performance and sustainability, as have already been discussed.

But, again, one of the -- one of the key characteristics of this district to keep in mind is that improvements to this area over time, development of this area over time, will largely be -- be implemented as large-scale development projects by a single developer or

a small group of developers that specialize in life science -- life science districts.

So these recommendations are, again, a way of incorporating those -- those basic principles of that Plant Sciences Master Plan into the Comprehensive Plan update and allow for the adoption of that.

So are there any -- any questions or comments on -- on this piece?

Okay.

Should we go ahead and move on to the --

(Chairman Kistner left the room.)

MR. LUMLEY: Gene, you're in charge.

MR. CARNEY: I'd just like to make one --

MR. TIMOTHY BREIHAN: Yeah.

MR. CARNEY: I've been to some of the Plant Science Center presentations, and they are really not specific about what they want to do with that --

MR. TIMOTHY BREIHAN: Yes.

MR. CARNEY: -- so I assume what they're doing is going to be the big determinant on what happens in that area?

MR. TIMOTHY BREIHAN: Yes. Yeah, absolutely.

And, again, this -- you know, this plan was, obviously, being developed concurrently with their planning process.

We -- this plan is designed to take some of their -- their key principles, establish a district for that master plan in which that master plan can be developed, and set some -- some standards for lot development priorities that are -- that are key priorities of the city and the city's residents, but it's not to be prescriptive about what their specific development is going to be doing, simply because it's been developed through a -- an intensive and detailed planning process for that area specifically.

MR. ROVAK: Questions?

Public comment.

The Chair is back.

(Chairman Kistner is back in the room.)

CHAIRMAN KISTNER: Thank you.

MR. ROVAK: No.

CHAIRMAN KISTNER: I don't know where we are.

MR. ROVAK: We were ready for public comment on the Life Sciences -- Plant Science Innovation Center.

CHAIRMAN KISTNER: Do we have anybody who wants to speak to that?

(Ms. Campbell is speaking from the audience, but inaudible.)

CHAIRMAN KISTNER: Well, I'm sorry, if you want to speak, you'll have to come up to the --

MS. CAMPBELL: Oh, that's okay.

MR. TIMOTHY BREIHAN: Okay. So moving to the
next --

CHAIRMAN KISTNER: Well, so before we move on --

MR. TIMOTHY BREIHAN: Yeah.

CHAIRMAN KISTNER: -- I think it's a good time
to do one of two things, either take a short break, or
talk about how far we're going to get tonight, and whether
we might want to choose to break here and continue at a
future meeting.

MR. JAGGI: We still actually -- we have a fair
amount still to cover.

CHAIRMAN KISTNER: I -- I thought so.

MR. JAGGI: I think we can get through it
tonight, but it's nine o'clock.

The other challenge before us is the next
meeting on the 21st, we do have a fair amount of
applications on that meeting, which were not expected, so
we may be looking at a situation where we may have to go
into the first meeting in December, just to get through
all of it, but I'm okay with that.

I think Tim is probably fine with that as well.

But it's really up to the Commission whether you
want to try to just get through the rest of it tonight.

CHAIRMAN KISTNER: I don't want to start putting

less attention --

MR. JAGGI: Yeah.

CHAIRMAN KISTNER: -- and energy into it because it's getting late.

I would rather extend it to another meeting and -- and be fresh as we go through.

MR. JAGGI: I think that's a good idea.

CHAIRMAN KISTNER: This is the meat of it. This is --

MR. JAGGI: I think what we can do, Tim, and let me know what you think, I think we can kind of pick up the rest of this on the 21st, and seek to cover the rest of that.

The last Chapter 5, which is kind of the implementation, I think we could probably get through that fairly quickly, and whether we can do it at the next meeting, I'm not quite sure, because we do have four applications in front of us. But if that has to carry over to one more meeting before we wrap everything up, I don't think that's a large issue --

MR. TIMOTHY BREIHAN: So just to --

MR. JAGGI: -- at all.

MR. TIMOTHY BREIHAN: So just to let you know what content we still need to go through.

We have the recommendations for Lindbergh

Boulevard, which I think will -- will bear some discussion.

We have the Campus and Institutional Districts, which will be little more straightforward.

And then we have the Citywide Systems, which comprises the parks or recreation, open space recommendations, the bike and ped recommendations, streets and public art.

And then that will -- that will conclude Chapter 4.

So I would -- I would venture to say that it's probably another thirty to forty minutes of content with -- including public comment, you know, what we would sort of anticipate.

As Jason was mentioning, for the -- for Chapter 5, what we really want to do is sort of touch on the -- the key implementation principles, and then talk about the early action items.

That chapter also contains sort of a detailed prioritization of all of the key recommendations, which I don't feel is probably necessary to go through, but the early action items and those identified items are important.

I would -- I would image that that's probably another ten to fifteen minutes of time. So I think that

we could -- we could probably present and get public comment on the balance of the document in about forty-five minutes, which, depending on the agenda at the meeting on the 21st, might be possible to get through all of.

MR. JAGGI: I think it would be possible. I'm just concerned with the items that are on the next agenda.

MR. TIMOTHY BREIHAN: Sure.

MR. JAGGI: So I think, realistically, I think we can get through the rest of this chapter next -- on the 21st. That would probably be about it.

CHAIRMAN KISTNER: And then pick up the implementation plan in December.

MR. JAGGI: Along with the applications we'll have.

Yeah, and then pick up Chapter 5, any remaining items, what have you, and then we could possibly, if the Commission is comfortable and direct staff to do so, we'd prepare a draft resolution toward accomplishment. We can do all that first meeting of December, which is December 5th, I believe, so.

CHAIRMAN KISTNER: Is everyone in agreement with that.

MR. MAGRUDER: Yes.

I have a question.

If we have concerns over something that was

presented tonight, but we haven't talked about this chapter amongst ourselves, you know, at this level, when do we do that?

CHAIRMAN KISTNER: Well, I thought we were doing it sort of as we were going through.

MR. MAGRUDER: Okay.

CHAIRMAN KISTNER: But we're also going to have a time, you know, as the whole report comes back --

MR. MAGRUDER: Okay.

CHAIRMAN KISTNER: -- to pick up any outstanding concerns.

MR. MAGRUDER: Okay.

MR. SCHUH: Just -- just one quick thing on the last meeting. Would that require any sort of public notice for the last --

MR. JAGGI: We've already done a public notice, and these are formal public hearings, so we're covered with that.

We might be able -- we could continue the public hearing to the 5th, and that would be very appropriate to do, I think, and close the public hearing when we're ready for adoption.

Mr. Lumley, I don't know if you have any other thoughts, but that maybe be the best way to go.

But, you know, I don't think any of us are here

to rush this thing through. I mean if it's taking a little bit more time like it has tonight, then that's what happens, so. I think we're moving along at a good clip and a good pace. And I don't think there's going to be --

CHAIRMAN KISTNER: And we're taking time.

MR. JAGGI: And we're taking the time, yeah, and I think when you reflect a little bit, and I've heard some comments tonight that Tim and I will go back and kind of tweak some things a little bit to clarify some of the content, and then we can talk about that on the 21st.

But I do think we need to plan that we're going to be going beyond the 21st.

CHAIRMAN KISTNER: Okay.

All right. Then let's see, we have to have a motion to continue this -- or do we -- we have a motion to continue the public hearing?

MR. ROVAK: So moved.

CHAIRMAN KISTNER: Okay. Mr. Rovak.

And a second from --

MR. MAGRUDER: Second.

CHAIRMAN KISTNER: -- Mr. Magruder.

All in favor?

(All responded aye.)

CHAIRMAN KISTNER: Chair votes aye.

That'll -- well, that'll finish the public

hearing for tonight, but it continues.

(The public hearing ended at 8:58 p.m.)

CERTIFICATE

STATE OF MISSOURI)

) SS

COUNTY OF ST. LOUIS)

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

Deborah K. McLaughlin

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

CHAIRMAN KISTNER: [133]**MR. CARNEY: [17]**
2/5 3/24 16/18 16/21
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82/7 83/5 109/12
109/14 109/18**MR. HILTON: [28]**
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62/21 62/24 63/2 64/4
64/6 64/8 65/6 65/16
65/19 66/23**MR. JAFFE: [2]** 97/11
97/15**MR. JAGGI: [61]** 2/21
13/23 14/24 20/2 31/7
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45/15 48/4 58/9 58/11
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116/5**MR. KLEARMAN: [4]**
17/13 17/17 17/22
17/25**MR. LUMLEY: [13]**
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109/11**MR. MAGRUDER: [24]**
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115/11 116/19**MR. MCCOY: [6]** 19/2
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20/15**MR. ROVAK: [30]**
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116/16**MR. SCHUH: [13]**2/15 12/12 12/16 19/23
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MR. STERN: [10]
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104/22 105/2 105/7**MR. TIMOTHY BREIHAN: [82]** 4/19
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112/22 114/6**MS. CAMPBELL: [19]**
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51/19 51/23 51/25 52/2
52/4 52/7 52/9 110/25**MS. HALL: [1]** 2/7
MS. KELLY: [3] 2/23
47/21 48/3**MS. SCHABERG: [1]**
73/18**MS. SILVERMAN: [22]**
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79/15
accessibility [2] 34/12
84/9
accommodate [2]
77/10 87/14
accommodating [1]
77/4
accomplish [1] 41/9
accomplishes [1]
107/1
accomplishment [1]
114/18**according [2]** 22/5
91/16
account [2] 101/19
103/3
accurate [2] 69/5
117/15
achieve [1] 6/2
achieved [2] 63/11
64/20
achieving [1] 107/3
acquire [1] 87/16
acre [4] 11/13 11/15
11/17 100/15
Acres [1] 52/22
across [6] 54/3 54/3
61/14 64/16 72/25
90/11
action [2] 113/18
113/22
activated [1] 93/17
active [4] 36/20 37/8
45/10 70/12
activity [3] 31/18 37/2
69/1
actually [20] 3/5 10/1
10/12 20/20 30/11 31/4
41/25 46/2 46/3 47/2
69/7 72/21 73/6 76/3
76/5 84/23 88/15 90/17
95/5 111/11
actually do [1] 3/5
add [7] 29/18 31/8
40/9 47/22 48/6 73/25
74/19
add-on [1] 29/18
added [1] 107/17
adding [1] 76/1
additional [4] 42/3
42/5 78/4 101/6
address [12] 9/16 10/7
11/13 11/14 17/25
21/23 23/8 39/24 46/25
52/22 84/10 91/5
adequate [1] 65/15
adjacent [11] 23/1
23/25 26/22 27/6 61/18
70/6 72/2 78/6 80/8
82/9 82/21
adjusted [1] 83/3
adjustment [1] 84/21
administrative [1]
15/3
adopted [3] 5/7 21/8
108/13
adopting [1] 39/13
adoption [5] 1/9 4/10
38/21 109/6 115/22
advantage [1] 60/24
aerial [1] 86/5
after [5] 35/21 36/9
54/24 101/15 106/17
again [45] 5/19 7/8
8/15 11/8 12/2 12/21
23/17 34/16 37/18 39/1
39/4 40/14 40/16 42/10
42/23 59/4 67/4 69/20
69/24 70/3 70/8 71/3
71/11 71/19 72/22 74/3

6.1.t

A again... [19] 76/11 78/16 79/1 79/11 79/22 80/1 81/5 81/22 82/12 82/19 84/20 91/10 91/25 108/4 108/11 108/15 108/21 109/3 109/23 against [6] 55/20 63/5 64/12 66/1 66/14 94/15 agenda [4] 3/8 3/13 114/3 114/6 agree [9] 30/12 36/8 40/2 41/18 41/23 88/23 92/18 94/10 107/10 agreed [1] 98/2 agreement [2] 91/8 114/21 agrees [1] 98/1 ahead [2] 51/6 109/10 airport [1] 58/15 aligning [1] 82/23 alignment [1] 80/25 alignments [1] 80/19 all [63] 3/14 3/16 3/17 3/21 4/1 4/1 4/2 4/19 5/6 10/19 12/3 14/21 18/21 19/23 24/16 27/12 28/25 30/11 31/10 32/13 32/24 32/24 34/7 35/2 36/8 38/13 42/2 45/19 48/15 50/17 50/21 51/12 51/12 52/25 54/21 56/22 60/10 63/9 63/20 66/17 66/25 68/23 68/24 68/25 72/8 72/25 76/8 87/2 87/7 87/12 87/14 97/11 97/25 98/2 98/4 111/21 112/22 113/20 114/4 114/19 116/14 116/22 116/23 allow [9] 14/7 19/15 19/21 37/23 100/10 101/8 103/4 108/12 109/6 allowances [1] 11/3 allowed [4] 38/13 71/13 84/5 86/12 allowing [4] 72/3 79/12 81/11 88/8 allows [3] 24/13 24/24 88/16 alluded [1] 104/3 almost [3] 39/18 83/9 88/18 along [46] 7/6 30/3 30/3 36/25 47/25 47/25 48/21 51/7 53/4 67/21 70/11 71/1 71/5 71/11 71/14 77/24 77/24 78/11 78/21 79/4 79/19 80/24 81/8 81/9 81/17 82/23 83/22 84/24 86/20 87/12 88/2 89/18 90/9 91/18 93/11 93/20 94/14 94/14 94/22 94/24 99/23 105/12	106/2 107/13 114/13 116/3 along Cross [1] 67/21 alongside [1] 92/5 already [9] 15/15 16/13 31/16 43/18 43/22 44/1 44/2 108/20 115/16 also [30] 6/14 7/24 8/12 13/5 13/5 25/22 27/1 32/20 47/22 48/5 52/22 55/8 62/17 65/13 71/4 71/13 72/16 74/10 78/6 78/10 81/1 83/17 84/7 84/9 88/8 88/10 95/12 104/12 113/19 115/7 alternate [1] 57/7 although [1] 28/19 always [4] 4/14 46/9 53/3 106/21 am [1] 63/4 amenities [17] 23/10 25/18 28/3 37/1 37/21 54/22 70/21 71/7 71/8 71/10 79/2 81/7 81/13 93/19 95/4 96/3 107/24 amenity [1] 21/16 among [1] 38/24 amongst [1] 115/2 amount [8] 10/25 60/4 82/9 86/25 89/23 99/19 111/12 111/17 analysis [1] 9/17 anchor [2] 33/16 62/1 and -- and [1] 108/7 and other [1] 70/2 and they're [1] 50/17 and/or [1] 70/18 annexation [2] 85/15 85/19 another [15] 19/23 20/6 26/21 33/10 33/10 41/4 41/20 50/22 58/14 61/9 65/20 104/22 112/5 113/12 113/25 answer [4] 55/14 56/6 56/6 56/6 answered [1] 16/23 anticipate [1] 113/14 any [45] 3/14 3/22 5/12 5/15 5/21 12/11 15/1 17/6 21/11 27/16 27/18 29/25 30/24 32/8 39/7 39/7 47/25 49/21 55/14 55/23 60/8 64/6 64/24 64/24 66/16 68/25 72/11 73/16 75/10 75/24 81/22 84/18 98/17 102/19 102/22 104/5 105/8 105/12 109/7 109/7 114/15 115/10 115/14 115/23 115/25 anybody [6] 4/4 4/11 5/15 49/8 91/7 110/20 anyone [2] 17/9 75/2 anything [3] 40/9	93/22 101/1 anyway [3] 52/15 65/10 68/11 anywhere [3] 65/4 89/17 93/24 apart [1] 51/5 apartments [5] 28/24 68/22 74/4 89/8 97/23 apologize [2] 75/16 75/23 appealing [1] 56/14 appear [2] 21/7 90/23 appearance [1] 47/13 appetite [1] 55/11 APPLICATION [2] 1/8 4/9 applications [3] 111/18 112/18 114/13 applies [4] 11/11 58/3 58/4 58/5 apply [3] 12/3 23/18 104/13 appreciate [2] 59/15 65/8 appropriate [3] 74/6 88/11 115/20 approval [1] 3/7 approve [2] 3/19 3/23 approving [1] 13/16 approximately [2] 59/20 99/8 architect [4] 56/12 56/25 100/12 100/21 architectural [3] 14/11 38/23 78/1 are [139] area [56] 7/23 7/25 8/3 11/5 25/8 25/24 26/15 26/20 26/23 27/24 29/3 30/14 31/13 31/15 31/18 31/20 31/22 31/24 37/16 37/22 38/18 43/17 46/15 47/3 48/10 52/13 54/16 57/5 59/2 60/5 62/19 65/23 67/11 68/5 68/7 68/11 68/25 69/20 70/7 70/9 74/3 76/12 76/18 77/21 86/14 87/22 88/9 104/14 105/2 106/5 107/16 107/22 108/23 108/24 109/21 110/10 areas [34] 7/19 8/1 8/5 9/20 9/24 10/3 18/18 19/16 19/20 22/20 23/11 24/5 25/7 27/6 27/10 27/16 28/12 31/5 38/11 40/24 49/8 57/5 67/15 70/20 71/18 78/7 81/3 84/1 87/11 93/18 98/13 101/23 106/4 108/19 argue [1] 54/4 around [10] 9/20 19/23 23/15 43/14 56/23 62/13 66/7 66/8 66/18 104/14 arriving [1] 67/16	art [1] 113/8 arterial [1] 47/1 articulated [9] 6/2 9/10 10/21 22/15 25/12 47/5 47/6 67/10 77/7 articulating [2] 12/21 74/3 as [122] as-built [1] 8/24 ask [4] 49/6 59/16 66/3 73/15 asked [2] 16/23 100/12 asking [2] 27/20 60/25 aspect [1] 27/21 aspects [1] 79/13 asset [1] 34/11 assist [1] 55/11 Assistant [2] 1/17 3/1 Assistant/Recording [2] 1/17 3/1 associated [2] 6/15 66/21 assume [2] 58/24 109/19 assuming [2] 42/25 55/10 at [75] 4/11 5/10 6/21 7/24 14/11 14/13 16/4 16/4 16/7 19/11 22/24 25/22 32/13 33/9 33/25 33/25 34/17 37/11 38/4 38/4 38/18 39/21 40/13 41/4 41/5 44/8 44/12 46/4 46/5 46/16 53/9 56/21 58/24 60/21 62/6 62/9 64/14 64/19 64/20 65/22 68/17 69/3 77/20 78/10 79/10 79/22 80/14 82/8 82/18 89/9 89/15 89/16 89/16 91/12 92/19 93/14 93/22 94/16 96/6 96/12 97/17 99/18 101/8 101/20 102/20 105/11 107/6 111/9 111/19 112/16 112/22 114/3 115/2 116/3 117/2 atmosphere [1] 56/14 attached [5] 29/7 53/22 77/1 84/25 88/10 ATTENDANCE [1] 1/11 attention [2] 102/8 112/1 Attorney [2] 1/15 2/17 attract [2] 44/25 74/18 attractive [1] 89/24 audience [5] 4/4 17/10 32/18 45/17 110/22 auto [1] 70/9 auto-accessed [1] 70/9 automobile [2] 70/4 76/12 available [1] 59/7 Avenue [2] 30/6 73/21 avenues [1] 59/7	aware [1] 35/2 away [2] 42/16 aye [8] 2/8 3/16 3/17 4/2 4/3 4/3 116/23 116/24 B back [29] 4/15 23/14 26/1 30/18 31/4 34/22 40/21 41/19 46/8 55/4 62/23 66/18 69/3 69/11 76/11 78/3 78/5 80/22 82/6 82/8 83/20 89/2 90/24 91/12 94/12 110/13 110/14 115/8 116/8 background [1] 52/25 bad [1] 77/14 badly [1] 98/22 balance [1] 114/2 baled [2] 54/24 54/25 BALLAS [16] 1/3 26/7 26/7 26/9 26/17 26/24 26/24 27/17 28/15 29/16 30/3 30/4 30/17 54/7 64/4 64/10 ballot [1] 35/4 Bandanna's [1] 103/15 base [1] 99/15 based [19] 5/4 6/1 8/10 8/12 22/20 22/21 23/5 26/15 26/15 27/8 35/13 37/16 38/21 47/6 60/14 67/20 75/21 83/3 84/22 basic [3] 31/11 32/15 109/4 basically [9] 10/15 12/22 25/16 26/6 26/23 27/5 30/5 91/4 107/1 basis [1] 6/11 bathrooms [1] 102/5 be [253] bear [1] 113/1 beautiful [1] 59/10 because [48] 9/4 14/8 18/16 30/10 35/12 35/25 36/5 39/24 41/10 41/15 42/5 42/17 43/21 44/9 44/25 45/15 47/9 53/7 55/1 57/1 59/6 60/1 60/20 61/1 61/1 62/6 63/25 64/10 64/24 65/2 66/15 67/14 68/10 73/10 79/16 79/17 84/4 85/13 89/5 91/23 93/12 94/12 95/1 97/21 107/2 110/8 112/3 112/17 becomes [2] 26/22 30/9 bed [1] 95/23 been [58] 7/10 7/15 7/17 7/20 8/8 9/10 9/16 10/11 25/23 25/25 26/14 26/24 26/25 32/2 32/19 32/21 34/3 34/4 37/15 39/12 42/15
---	--	---	--	--

B been... [37] 42/25 45/23 45/23 47/5 49/12 52/18 53/1 53/3 54/17 55/6 55/7 55/8 57/19 59/18 66/2 67/18 73/18 73/19 74/14 76/19 77/6 77/12 85/18 90/13 93/5 93/23 95/20 97/12 98/9 98/12 99/23 101/1 105/11 106/21 108/20 109/15 110/8 before [19] 3/3 5/11 17/8 18/14 18/20 21/12 22/8 32/11 45/23 50/2 61/21 67/17 68/14 73/15 97/19 99/3 111/4 111/16 112/19 beforehand [1] 17/10 begin [6] 23/6 23/8 23/12 23/21 69/16 80/13 beginning [5] 10/16 16/5 59/3 68/20 97/25 begins [1] 24/2 behind [9] 26/8 36/24 36/24 37/19 65/16 70/17 78/24 85/10 95/23 being [16] 9/11 23/20 24/21 31/12 31/22 35/12 44/21 54/20 56/5 57/25 70/19 100/11 102/10 106/3 107/21 109/24 belief [1] 99/17 believe [7] 34/22 61/16 61/25 78/22 93/12 93/15 114/20 Bellerive [2] 18/7 19/7 benefits [1] 83/14 Bergerac [1] 18/1 best [4] 27/15 72/4 108/6 115/24 Beth [1] 1/12 better [4] 41/13 77/17 83/10 88/19 between [29] 7/24 19/21 26/23 28/9 32/23 36/15 37/2 38/15 40/23 46/20 47/1 60/12 63/17 65/11 69/8 71/24 71/25 72/2 74/12 76/22 77/3 80/2 80/3 80/7 80/20 80/21 81/2 95/12 106/24 beyond [3] 13/21 82/13 116/12 bicycle [1] 20/10 big [6] 33/8 38/10 58/20 66/11 102/24 109/20 bigger [2] 32/25 94/5 biggest [1] 89/11 bike [1] 113/7 bikeable [1] 67/8 bit [14] 13/25 44/10 49/19 52/25 53/12	53/13 69/18 81/25 85/16 93/18 106/12 116/2 116/7 116/9 BJC [1] 8/13 black [2] 26/16 27/23 blew [1] 15/13 block [2] 67/25 104/25 body [1] 35/16 both [5] 6/14 15/15 18/10 84/11 106/20 both of [1] 84/11 Boulevard [20] 7/6 7/7 7/15 7/20 25/15 46/13 46/16 46/21 47/8 61/13 61/14 61/19 62/6 62/10 70/1 71/1 80/14 91/18 104/17 113/1 boundaries [2] 8/1 25/24 boundary [10] 26/6 26/6 26/12 26/16 26/16 26/20 27/14 28/10 28/14 85/9 boutiques [1] 76/25 box [1] 102/24 break [2] 111/7 111/9 breaking [1] 5/21 Breihan [1] 4/22 Brentwood [1] 25/15 brevity [1] 21/10 bridge [1] 15/24 brief [2] 6/5 72/24 bring [3] 88/4 91/21 98/21 bringing [3] 27/20 44/3 70/4 broader [3] 13/6 28/9 85/15 broadly [3] 6/4 6/19 12/23 broken [1] 70/20 broker [1] 99/7 Brookdale [1] 99/1 brought [2] 21/24 79/10 buffer [1] 82/6 buffers [3] 80/7 81/2 87/11 build [15] 5/23 10/18 23/9 24/2 36/21 37/17 41/25 46/12 46/15 46/21 47/17 57/1 63/7 64/3 101/22 build-to [11] 10/18 23/9 36/21 37/17 41/25 46/12 46/15 46/21 47/17 64/3 101/22 buildable [3] 77/21 83/25 87/22 builder [1] 97/22 building [32] 9/2 11/2 11/7 14/20 14/24 29/4 36/24 37/11 37/24 38/12 38/15 44/24 66/14 70/14 73/11 78/21 79/1 79/4 79/21 81/4 81/20 81/21 82/22 83/19 87/1 92/6 93/17	100/13 100/20 100/20 100/22 108/19 buildings [44] 23/13 23/15 28/20 29/8 36/23 36/24 37/3 37/9 37/11 37/19 38/13 38/24 55/19 57/2 63/5 63/19 64/12 65/15 69/25 70/17 70/18 71/4 71/24 72/1 72/9 78/23 78/25 79/17 80/2 80/5 80/17 80/21 81/10 81/14 81/17 84/18 85/1 86/17 86/19 95/18 101/9 102/21 103/13 106/16 built [12] 8/24 9/20 14/2 14/7 47/10 66/1 84/4 86/9 99/25 100/4 101/15 102/15 built-out [1] 14/2 burden [1] 99/21 business [42] 4/7 7/25 8/3 21/12 21/15 21/19 22/24 24/5 25/6 26/5 28/9 31/13 32/16 33/11 33/16 36/15 36/19 37/4 37/7 38/5 40/19 43/24 47/24 48/9 49/4 49/9 49/23 50/12 51/2 51/21 52/6 52/12 53/1 56/2 67/1 67/8 73/2 76/23 86/13 86/14 99/14 99/20 businesses [4] 25/19 28/17 81/20 83/7 busy [1] 48/14 but [156] buy [2] 43/1 45/7 buyer [1] 87/18 C Cabin [1] 26/10 calculating [1] 9/1 calculations [1] 9/4 calibrate [2] 40/18 77/17 calibrated [1] 11/8 call [4] 2/4 27/22 33/22 102/8 called [2] 15/4 74/5 calling [2] 48/10 88/19 calls [2] 33/13 88/12 came [2] 18/14 46/8 Camera [1] 64/21 Campbell [3] 49/15 49/17 110/22 campus [9] 7/2 8/6 8/7 8/7 8/9 8/13 8/14 22/14 113/3 can [58] 4/14 6/11 9/3 19/22 23/1 26/17 32/1 35/16 36/5 39/23 41/3 42/12 42/23 43/7 45/2 45/2 45/14 46/10 46/10 47/19 48/17 49/18 49/25 49/25 53/5 53/5 53/20 55/5 55/6 55/8 55/13 55/22 59/12	59/13 59/16 67/24 74/15 78/8 78/8 80/16 86/6 89/7 91/11 93/19 96/21 96/21 100/18 105/20 106/19 106/23 110/3 111/14 112/10 112/11 112/16 114/9 114/18 116/10 can cite [1] 55/5 can't [9] 29/24 30/24 43/4 43/5 58/23 84/21 88/17 92/7 101/4 car [4] 18/12 54/8 67/16 77/4 card [1] 4/13 cards [1] 49/7 care [1] 103/16 careful [1] 33/4 carefully [2] 11/8 73/24 Carl [2] 1/15 2/17 Carney [2] 1/12 2/5 carried [1] 75/12 carry [1] 112/18 cars [3] 18/10 47/15 66/17 case [4] 42/12 42/15 82/20 100/4 cases [5] 31/22 80/20 80/21 87/17 87/19 catch [1] 76/15 categories [1] 10/15 caters [1] 104/19 cause [6] 6/6 16/12 20/6 69/16 75/25 97/12 causes [1] 102/4 causing [1] 9/13 caution [1] 92/11 CB [1] 26/13 CBD [1] 32/25 CCR [6] 1/22 1/22 117/18 117/18 117/19 117/19 center [43] 16/19 16/24 21/17 22/13 23/14 26/4 26/21 27/2 27/22 35/11 36/18 46/14 50/14 51/5 52/23 53/17 54/17 54/19 55/3 56/21 56/22 57/17 58/9 58/17 58/18 58/19 58/22 58/23 59/4 62/6 62/19 63/11 63/14 64/10 65/22 65/25 65/25 86/8 100/3 100/17 102/15 109/16 110/19 centered [1] 31/18 centers [2] 56/17 60/17 central [37] 7/25 8/3 21/12 21/15 21/19 21/20 22/24 24/4 25/6 26/5 28/9 31/13 32/16 33/4 33/11 33/16 36/15 36/19 37/4 37/7 38/5 40/19 40/23 43/24 48/9 49/4 49/9 49/23 49/23	50/12 51/2 51/20 52/6 52/12 56/2 73/1 centralized [2] 39/2 108/17 Centre [1] 102/14 certain [8] 13/17 37/1 82/9 85/5 91/3 108/6 108/6 108/14 certainly [8] 21/8 29/2 60/2 60/5 89/7 95/14 101/7 105/8 CERTIFICATE [1] 117/4 Certified [3] 117/10 117/11 117/11 certify [1] 117/12 cetera [3] 53/9 55/24 64/18 chain [2] 62/1 103/15 Chair [5] 1/12 3/17 4/3 110/13 116/24 Chairman [2] 109/11 110/14 challenge [3] 43/23 66/4 111/16 challenges [5] 44/8 45/24 77/6 85/20 88/6 challenging [5] 41/15 44/23 46/17 76/18 77/10 chance [1] 3/21 change [6] 34/24 60/1 68/12 69/10 95/14 96/10 changed [1] 34/4 changes [5] 3/14 3/22 63/1 63/4 100/6 changing [1] 68/7 channel [2] 90/24 91/12 chapter [12] 5/11 5/18 5/20 5/25 19/24 112/14 113/9 113/15 113/19 114/9 114/15 115/2 Chapters [1] 5/2 character [15] 6/21 6/22 7/18 7/23 9/12 12/7 14/15 23/19 25/20 48/24 70/1 75/22 77/22 84/9 88/5 characteristic [1] 47/10 characteristics [9] 12/24 24/14 24/23 25/4 61/8 79/9 108/7 108/14 108/22 characters [1] 10/24 charge [1] 109/12 Chesterfield [1] 59/9 Chicago [3] 46/4 46/5 61/24 choir [1] 45/5 choose [3] 4/14 35/16 111/9 circumstance [1] 46/3 cite [2] 55/5 65/20 cities [2] 44/13 61/7 citing [1] 39/15
---	---	---	---	---

C citizens [1] 5/5 city [44] 1/2 1/15 1/16 2/17 2/23 6/23 7/4 9/7 9/9 13/16 17/1 18/4 23/23 27/22 32/8 40/6 43/3 43/5 48/7 49/23 50/11 50/14 51/4 54/19 54/25 55/9 55/10 56/3 57/11 58/8 59/11 66/11 74/22 99/9 99/20 100/7 102/17 103/2 104/1 106/4 106/4 107/7 108/8 110/6 city's [3] 87/7 99/15 110/6 CityPlace [8] 23/2 25/10 28/12 51/1 51/18 51/20 64/19 64/21 citywide [2] 11/11 113/5 civic [2] 7/2 33/4 clarification [1] 105/25 clarify [2] 32/22 116/9 class [1] 46/23 classification [1] 46/24 classifications [3] 22/18 22/22 24/22 classified [1] 22/25 Clayton [7] 65/22 66/1 77/25 90/10 102/18 102/18 104/11 clean [1] 41/2 clear [4] 63/1 92/17 92/22 107/5 clearly [2] 76/18 85/19 clients [1] 74/14 clip [1] 116/3 close [3] 65/15 81/11 115/21 closer [2] 50/12 95/6 clothing [2] 102/12 103/21 code [11] 6/11 9/9 13/3 23/5 26/15 26/16 27/8 38/21 41/16 47/6 82/15 COEUR [34] 1/2 4/24 8/3 8/21 10/6 11/17 14/2 18/13 18/20 21/22 24/4 26/12 27/15 33/12 36/17 46/5 52/23 53/4 53/5 53/25 54/6 54/12 58/3 59/25 64/21 74/11 85/9 89/4 89/12 99/2 99/10 100/4 108/8 108/8 Coeur's [2] 21/15 67/9 cognizant [2] 54/10 54/11 cohesive [1] 53/13 collaboration [1] 107/25 combinations [1] 24/21 combined [3] 7/15 8/8	8/15 come [16] 4/12 4/13 4/15 27/7 32/6 38/11 40/4 43/13 49/11 49/18 54/11 56/12 62/11 65/5 77/23 110/25 comes [2] 53/8 115/8 comfortable [2] 45/14 114/17 coming [1] 59/1 comment [22] 17/17 18/25 31/9 32/18 40/2 41/24 67/21 68/16 69/11 71/21 73/16 90/22 90/25 92/6 97/10 105/14 106/18 107/4 110/12 110/18 113/13 114/2 comments [17] 5/12 5/22 12/11 17/7 21/11 39/7 42/7 42/18 67/1 73/24 74/20 76/17 81/23 87/6 97/18 109/7 116/8 commercial [45] 7/5 7/17 21/17 22/3 22/4 22/5 22/11 22/12 31/7 31/14 31/17 37/9 37/25 38/11 38/17 39/14 39/16 42/8 42/17 45/11 53/1 53/3 60/6 60/8 67/2 67/7 69/1 69/9 70/9 70/9 72/9 73/1 73/13 74/10 78/11 81/3 82/10 83/21 85/6 88/14 97/21 97/21 99/7 99/7 101/16 commercial [1] 80/8 COMMISSION [14] 1/1 2/3 5/4 5/13 5/22 26/18 32/14 34/1 34/7 34/22 35/9 98/14 111/23 114/17 Commission's [1] 26/2 committee [2] 19/8 35/18 common [4] 9/20 9/22 11/22 44/11 communication [1] 91/12 communities [2] 42/15 107/24 community [32] 1/16 2/20 6/5 6/7 6/17 12/3 13/9 14/2 15/5 16/19 16/24 21/17 21/21 22/1 22/11 22/13 23/18 25/17 25/20 26/4 36/16 36/18 36/18 43/11 43/11 50/13 59/6 65/2 67/5 68/13 79/10 99/13 Comp [4] 6/8 33/24 40/17 47/5 Company [1] 86/7 compare [1] 61/7 compared [2] 26/1 46/13	compatible [1] 9/11 completely [1] 39/24 completion [1] 38/21 comply [1] 100/19 complying [1] 100/23 components [1] 68/19 COMPREHENSIVE [23] 1/9 3/4 4/5 4/9 4/24 5/3 7/12 13/14 13/15 13/21 14/17 18/21 33/13 33/22 36/1 53/10 62/23 63/21 82/14 98/15 99/18 100/25 109/5 comprise [1] 6/7 comprises [1] 113/6 conceived [1] 26/25 concept [7] 32/15 35/11 40/16 40/22 57/17 63/19 93/14 concepts [3] 44/9 45/20 45/23 conceptual [1] 31/11 conceptually [1] 33/8 concern [2] 68/3 100/8 concerned [6] 6/13 27/21 42/21 91/8 100/21 114/6 concerns [6] 45/9 53/15 101/21 101/23 114/25 115/11 conclude [1] 113/9 concludes [1] 49/3 concurrently [1] 109/24 condition [7] 23/12 23/15 30/3 77/12 83/3 84/2 84/22 conditions [8] 7/19 8/24 9/18 10/13 11/9 23/4 25/8 80/13 condominiums [1] 67/23 condos [2] 28/24 89/7 conducted [2] 5/1 107/22 configurations [1] 82/18 confused [1] 76/1 confusing [1] 24/20 confusion [1] 96/22 conjunction [2] 6/16 13/6 connect [4] 19/16 50/15 50/24 51/8 connecting [1] 76/22 connection [1] 71/18 connections [1] 86/19 connectivity [5] 20/2 20/21 71/23 80/4 80/19 connects [1] 81/19 consequences [1] 77/15 consider [3] 28/23 65/13 102/11 consideration [4] 58/25 74/8 74/24 98/14 considered [2] 21/4	82/15 considering [1] 73/24 consistency [4] 47/13 84/8 86/25 106/14 consistent [33] 8/2 8/25 10/22 23/22 26/11 36/22 36/25 37/19 37/24 38/9 69/24 70/14 71/3 71/5 72/25 73/13 78/2 78/20 79/2 80/18 80/24 80/25 81/1 81/8 81/16 81/16 84/17 85/12 86/9 88/4 92/5 94/23 95/3 consistently [2] 12/3 79/18 consolidating [1] 85/21 constant [1] 66/2 constraints [1] 77/11 construction [2] 11/4 100/5 consultant [3] 42/11 42/23 74/1 contact [1] 90/23 contacted [1] 18/13 contains [1] 113/19 contemplated [1] 106/3 contemplation [1] 107/7 content [4] 5/18 112/24 113/12 116/10 context [3] 42/22 43/22 69/10 continue [10] 4/23 9/9 34/10 67/15 88/17 93/4 111/9 115/19 116/15 116/16 continues [1] 117/1 continuing [1] 4/8 contract [2] 61/10 61/25 contributes [1] 60/11 control [2] 14/8 91/4 controls [1] 14/11 convenience [1] 63/8 convenient [1] 66/19 conversations [1] 48/12 convinced [2] 42/19 42/20 cooperation [1] 24/2 coordinate [1] 77/18 coordinated [1] 27/11 copies [2] 100/14 105/22 core [15] 21/18 28/14 31/19 31/24 33/1 33/19 37/7 40/24 43/25 47/23 48/9 49/24 50/12 51/4 56/3 corner [2] 33/14 100/2 correct [9] 14/25 16/17 28/5 30/20 30/23 75/19 82/7 85/17 93/6 correlated [1] 16/12 corridor [17] 7/14	47/14 67/7 71/16 73/8 75/21 76/13 76/13 76/24 77/16 78/11 78/18 81/23 88/11 95/15 95/20 102/15 corridors [2] 23/23 86/10 cost [1] 98/9 could [42] 11/8 13/24 24/19 24/19 27/9 29/1 29/7 29/7 29/7 31/8 35/5 43/13 46/15 47/22 50/13 57/9 57/25 59/8 61/23 63/8 70/16 78/23 79/15 80/12 80/12 81/7 81/14 81/14 82/10 85/2 85/10 89/13 90/9 95/14 95/22 96/17 105/15 112/15 114/1 114/1 114/16 115/19 Council [3] 18/14 35/3 36/6 Council's [1] 35/14 count [2] 11/1 91/1 counter [2] 39/24 106/5 counting [2] 72/7 90/20 country [2] 43/15 65/21 countryside [1] 9/19 County [2] 85/13 117/7 couple [7] 7/10 31/3 49/7 52/24 66/4 97/18 98/19 course [11] 33/12 33/15 33/20 34/2 34/9 34/9 34/10 34/24 35/1 50/13 77/14 court [11] 1/21 4/17 17/21 19/4 19/7 49/15 52/19 97/14 99/1 117/10 117/11 cover [3] 20/3 111/12 112/12 coverage [7] 8/22 9/4 11/2 11/21 37/14 37/23 38/25 covered [2] 5/2 115/17 create [9] 21/16 59/13 62/7 66/21 67/6 76/24 78/11 79/5 107/23 creates [2] 66/4 66/10 creates challenge [1] 66/4 creating [1] 51/7 Creek [1] 67/22 CREVE [36] 1/2 4/24 8/2 8/21 10/6 11/16 14/2 18/13 18/20 21/15 21/22 24/4 26/12 27/15 33/12 36/17 46/5 52/23 53/4 53/4 53/25 54/6 54/12 58/3 59/25 64/21 67/9 74/10 85/9 89/4 89/12 99/2 99/10 100/4 108/8 108/8
---	--	--	---	--

C critical [1] 88/25 cross [9] 54/6 54/7 54/7 67/21 72/1 80/2 80/5 83/17 106/24 cross-access [2] 72/1 106/24 cross-lot [3] 80/2 80/5 83/17 crossing [3] 30/18 30/22 65/21 CSR [3] 1/22 117/18 117/19 cul [2] 19/10 19/15 cul-de-sac [1] 19/10 curb [3] 72/2 80/6 83/19 current [15] 7/23 9/8 10/8 11/6 23/5 27/4 33/21 34/25 47/23 61/11 91/22 93/25 100/14 100/15 100/19 currently [16] 8/21 8/24 9/5 9/10 10/2 11/14 22/25 25/8 26/4 34/4 61/10 63/21 67/22 69/20 84/5 107/21 customers [1] 74/18 cut [1] 83/19 cuts [2] 72/2 80/6 cutting [1] 107/24 cutting-edge [1] 107/24	definitely [2] 45/2 59/21 definition [1] 27/15 degree [3] 25/17 31/16 82/22 deliveries [2] 66/12 66/16 demand [1] 107/9 demande [1] 106/8 demands [1] 57/10 demographic [1] 59/25 demographics [1] 59/18 demonstrated [1] 9/6 dense [3] 28/20 33/1 48/20 densest [1] 10/5 density [6] 25/9 28/19 60/6 62/18 77/1 79/16 depending [3] 23/19 48/8 114/3 depends [1] 47/16 depicted [1] 54/20 depth [1] 89/17 described [1] 33/15 describes [2] 6/19 10/3 description [1] 96/20 descriptions [2] 63/15 63/16 design [4] 38/23 68/20 78/1 100/13 designation [1] 74/5 designed [9] 6/9 9/16 32/2 46/25 67/12 84/10 108/2 108/12 110/1 desire [3] 25/16 35/10 95/18 desired [1] 26/20 destination [2] 21/20 76/24 detail [4] 6/6 7/9 8/16 78/2 detailed [4] 9/17 13/23 110/9 113/19 details [1] 41/4 detection [6] 11/20 72/8 91/2 91/3 91/4 101/20 determinant [1] 109/20 determination [1] 12/18 determine [3] 11/3 14/20 32/9 develop [7] 12/22 14/12 20/10 27/10 38/8 89/7 94/23 developed [19] 6/16 8/11 10/11 10/19 13/2 14/4 33/5 33/25 34/7 34/16 58/21 67/25 68/18 80/13 101/16 103/13 109/24 110/4 110/8 developer [6] 32/5 54/24 61/24 97/22	103/14 108/25 developers [4] 42/17 55/11 98/20 109/1 developing [2] 36/25 82/15 development [94] 1/16 2/21 6/21 6/22 9/2 9/11 10/16 11/12 12/8 13/12 13/16 13/23 14/19 18/18 21/6 22/16 22/20 22/21 23/2 23/7 23/8 23/24 23/25 25/9 25/11 25/14 26/9 26/22 27/2 27/8 28/11 28/18 28/21 29/17 29/20 31/7 34/14 37/19 37/20 38/1 38/2 38/20 38/22 40/7 44/4 44/10 44/22 45/10 55/2 55/3 57/4 58/8 58/9 58/19 59/10 60/1 60/3 60/10 61/21 62/14 64/14 67/23 68/1 68/19 68/20 68/23 69/17 69/21 71/22 72/4 77/3 77/18 79/25 81/4 84/4 84/25 85/6 86/21 86/24 87/8 87/23 87/25 88/6 90/2 101/3 102/20 103/1 108/7 108/14 108/18 108/23 108/25 110/5 110/7 development's [1] 59/1 developments [21] 10/8 31/2 38/17 39/15 42/13 43/13 43/14 43/18 70/23 71/10 72/10 73/7 73/13 76/8 77/10 77/24 78/6 78/9 78/10 79/9 97/21 did [8] 9/17 46/8 64/15 67/18 69/3 89/20 91/25 106/11 didn't [9] 17/10 17/14 24/14 50/2 62/3 62/5 62/6 76/15 95/8 difference [8] 16/20 17/1 28/1 28/9 58/20 60/12 63/17 65/11 differences [4] 36/15 46/25 59/25 61/8 different [18] 7/18 19/21 24/1 24/21 28/4 35/5 44/10 46/10 48/3 59/21 59/22 76/12 88/8 91/5 95/13 95/13 105/18 108/19 different sections [1] 95/13 differentiates [1] 8/5 differently [2] 36/2 48/8 difficult [3] 84/16 91/23 106/19 difficulty [1] 100/23 dimension [1] 95/14 dimensional [4] 82/13 83/2 95/25 96/16	dining [2] 25/18 71/9 dinner [1] 57/5 direct [3] 37/10 49/21 114/17 direction [5] 32/20 33/25 35/3 35/6 35/14 Director [2] 1/16 2/20 disastrous [1] 98/9 discourage [4] 70/22 71/2 91/18 94/2 discouraging [2] 38/25 94/22 discuss [2] 35/9 35/10 discussed [3] 5/25 34/21 108/20 discussing [1] 92/7 discussion [7] 5/11 22/2 25/23 33/11 36/9 103/11 113/2 distance [1] 84/18 distinction [3] 7/24 32/23 91/10 distinctions [3] 40/23 49/1 91/2 distinctively [1] 67/6 distributed [1] 5/8 district [76] 7/16 7/17 7/21 7/25 8/3 8/12 10/9 15/8 16/20 16/24 16/25 18/4 18/14 18/19 18/20 21/12 21/15 21/19 22/6 22/13 22/13 22/14 22/14 22/24 22/25 24/5 24/22 25/7 25/16 26/4 26/5 26/11 27/7 28/10 31/13 32/16 33/11 33/17 36/15 36/19 37/5 37/6 37/7 37/16 37/22 38/3 38/5 38/22 39/3 39/6 40/19 43/25 47/24 48/9 49/4 49/10 49/23 51/2 51/21 52/6 52/12 56/2 60/8 64/8 67/1 68/8 73/3 76/23 76/24 80/8 89/6 107/14 107/15 108/10 108/22 110/2 districts [28] 6/5 6/7 6/15 6/20 6/24 6/25 7/2 7/3 7/5 8/18 9/16 10/10 13/10 17/17 19/17 22/3 22/4 22/12 22/17 23/19 25/24 44/18 46/25 60/7 80/8 95/13 109/2 113/3 disturbances [3] 11/13 11/15 11/17 do [73] 3/4 3/5 3/5 3/22 3/23 4/14 5/10 13/8 19/1 19/11 19/15 31/22 32/12 34/6 41/1 41/1 43/16 43/17 43/21 45/2 45/7 45/16 46/9 48/6 49/5 49/7 50/1 57/1 57/3 59/13 60/4 61/17 62/8 63/22 65/13 66/15 66/15 66/19 68/12 69/12 72/19 72/19 73/10 74/10	77/15 83/6 86/12 87/13 88/15 91/9 97/1 6.1.t 102/17 105/4 105/22 106/1 106/19 109/17 110/20 111/7 111/17 112/10 112/16 112/17 113/16 114/17 114/19 115/3 115/3 115/21 116/11 116/15 117/12 doable [2] 45/20 87/17 document [9] 5/20 7/12 15/18 16/2 16/13 42/4 42/5 73/2 114/2 documents [1] 98/2 does [11] 11/1 12/8 26/16 33/22 43/5 59/25 94/20 106/1 106/2 106/22 106/25 doesn't [14] 18/10 20/17 29/19 33/21 55/10 55/23 58/3 85/25 86/1 88/21 89/14 91/7 94/11 106/21 dogs [1] 104/13 doing [8] 3/13 45/13 48/18 52/11 66/21 109/19 110/8 115/4 dollars [3] 55/9 57/10 61/24 don't [52] 9/22 14/10 19/18 21/9 35/25 39/22 40/8 41/1 41/1 41/10 42/4 42/10 42/13 43/1 48/13 49/7 56/24 56/25 57/3 63/19 64/25 65/1 65/4 66/14 74/5 75/6 75/10 75/11 86/5 87/5 87/13 89/17 91/7 93/21 94/8 94/13 95/4 95/11 97/20 98/11 98/17 98/22 102/11 103/22 106/8 110/17 111/25 112/20 113/21 115/23 115/25 116/4 done [7] 8/4 32/19 43/8 55/9 69/14 92/23 115/16 doors [2] 102/1 102/6 double [1] 81/12 double-loaded [1] 81/12 down [4] 15/14 58/24 88/19 104/17 downtown [34] 7/25 8/3 21/15 21/18 23/1 24/4 25/6 26/12 26/13 26/25 27/7 27/14 27/15 28/16 31/19 31/24 32/4 32/16 32/25 33/19 36/17 37/6 37/16 37/22 38/4 38/21 38/23 43/22 43/25 48/1 49/4 49/9 49/22 50/11 downtowns [1] 43/19 draft [7] 5/2 7/12 26/14 27/4 37/16 75/3 114/18 draw [2] 42/24 98/2 drawing [1] 100/18
--	---	---	--	---

D dress [2] 102/12 103/21 drew [1] 25/13 drilling [1] 15/14 drink [1] 57/6 drive [7] 1/22 18/2 54/12 57/7 61/1 67/22 104/2 drive-through [2] 57/7 61/1 drive-throughs [1] 104/2 driven [1] 42/16 driving [1] 47/15 drove [1] 69/13 duplicate [1] 43/5 during [1] 59/20 dynamic [1] 60/1 dynamics [1] 43/10	encourage [13] 36/22 38/2 39/2 54/10 55/16 55/25 70/13 71/1 71/4 77/3 78/19 90/20 101/2 encourage or [1] 71/1 encouraged [3] 38/13 70/18 84/24 encouragement [1] 42/14 encourages [1] 107/25 encouraging [4] 37/1 72/6 72/14 89/4 encumber [1] 106/20 end [4] 10/4 57/4 98/6 105/17 ended [1] 117/2 energy [2] 72/6 112/3 engagement [2] 25/13 77/23 engaging [1] 56/12 engine [1] 18/11 enhancements [1] 17/2 enough [7] 62/7 62/7 62/12 62/18 92/23 98/17 103/4 ensure [11] 10/22 13/9 23/25 27/10 38/23 71/2 79/23 80/3 81/15 81/17 108/5 ensuring [2] 108/13 108/16 entailed [1] 99/17 entire [1] 105/7 entrance [2] 29/8 38/19 entrepreneurship [1] 107/25 environment [11] 28/13 44/14 45/1 48/14 48/20 54/9 54/21 86/15 102/24 108/1 108/16 envision [4] 48/6 48/7 79/18 107/9 envisioned [4] 23/20 47/20 50/5 70/8 equal [1] 52/3 error [1] 76/4 especially [3] 87/8 89/2 89/5 essence [1] 59/12 essentially [1] 6/7 establish [6] 23/21 70/14 80/24 81/8 91/17 110/2 established [2] 10/18 13/14 establishing [11] 36/21 37/17 38/24 70/25 71/23 71/24 80/1 80/2 80/4 80/7 94/21 estate [8] 9/19 9/21 9/21 9/23 53/1 53/3 99/7 99/8 Estates [2] 18/7 19/7 et [3] 53/9 55/24 64/18 even [17] 13/24 20/9	35/11 47/14 57/7 59/21 61/23 67/14 79/7 84/16 84/18 85/18 89/13 100/22 101/5 101/10 106/7 evening [6] 2/1 20/4 35/18 36/7 60/19 61/3 event [1] 34/24 events [1] 21/21 ever [3] 30/7 33/5 34/24 every [2] 43/3 53/6 everybody [3] 19/10 51/7 98/1 everyone's [1] 55/14 everyone [6] 2/1 4/21 8/20 33/8 105/20 114/21 everything [9] 39/12 39/18 39/25 41/16 50/6 50/16 92/7 98/1 112/19 everything on [1] 92/7 everything's [1] 98/3 evolved [1] 23/5 exacerbated [1] 77/12 exact [1] 43/7 exactly [2] 54/20 92/3 example [17] 13/4 13/7 22/23 46/14 47/1 65/20 79/9 80/12 80/14 80/23 84/12 86/5 86/6 86/9 87/20 90/4 90/12 examples [8] 25/13 42/24 43/12 45/3 78/14 78/15 89/16 92/19 except [1] 103/22 exception [2] 87/3 104/16 excerpt [1] 39/5 excluded [1] 9/3 excuse [2] 24/6 29/16 Executive [1] 53/5 exist [3] 25/8 80/15 103/22 existing [29] 7/1 7/19 8/24 9/12 9/17 9/20 10/13 10/24 11/2 11/9 12/7 12/9 12/9 12/24 13/13 14/13 14/20 14/24 14/24 23/4 23/19 25/7 36/22 39/1 43/19 47/10 80/13 81/3 96/16 exists [4] 43/22 63/22 101/12 102/9 expand [1] 101/10 expanding [1] 85/12 expanses [1] 70/22 expansion [1] 39/1 expect [1] 53/9 expected [1] 111/18 expensive [2] 63/6 63/7 experience [4] 53/8 60/14 98/8 105/10 experienced [1] 47/14 experiencing [1] 10/1 explain [1] 48/19 extend [1] 112/5	extended [1] 27/9 extension [1] 29/12 extensive [1] 101/6 extensively [1] 29/21 extent [2] 80/10 93/8 extreme [1] 10/4 extremely [1] 74/17 F facade [6] 38/15 70/15 74/12 78/21 79/4 80/18 facades [2] 80/25 82/23 face [3] 8/22 9/9 56/15 faces [1] 11/17 facilities [14] 20/10 23/16 36/24 37/3 38/3 39/2 70/18 71/24 71/25 78/25 80/1 80/3 80/5 108/18 facing [1] 65/15 fact [13] 8/10 24/19 31/22 54/11 62/5 62/17 62/18 77/7 79/7 96/15 101/5 101/25 103/12 factors [1] 58/2 fair [5] 60/4 86/25 104/12 111/11 111/17 fairly [12] 25/25 31/6 37/13 42/6 42/7 50/23 81/11 82/4 83/2 95/22 106/25 112/16 fall [2] 10/15 28/25 falls [1] 85/23 familiar [4] 8/20 54/18 61/20 65/22 family [11] 10/5 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 69/9 77/2 far [13] 6/13 18/3 39/20 39/25 50/1 50/22 51/3 51/5 52/5 69/1 102/4 106/12 111/8 Farm [1] 103/20 favor [5] 3/15 4/1 42/2 90/19 116/22 favorable [2] 58/5 58/6 feasibility [1] 27/1 feasible [5] 26/22 30/15 63/24 84/3 92/17 features [2] 12/15 70/24 feedback [7] 5/4 5/5 6/16 26/2 27/12 86/13 106/11 feel [7] 15/20 31/20 33/3 36/4 37/13 89/14 113/21 feeling [4] 41/8 44/21 74/2 89/12 feet [6] 18/8 47/24 47/25 82/9 99/9 100/21 felt [1] 69/12 few [3] 12/14 43/17 108/3 fifteen [1] 113/25 fifty [1] 55/22	final [3] 5/7 21/9 28/14 finalize [1] 18/1 finally [4] 8/6 9/4 10/6 11/24 financial [2] 102/22 103/20 financially [4] 55/1 63/24 84/3 100/11 find [3] 16/13 104/15 104/18 fine [2] 49/20 111/22 finish [1] 116/25 finished [1] 55/2 fire [6] 18/4 18/11 18/13 18/19 18/20 55/20 firm [3] 61/20 61/21 99/8 first [9] 3/5 5/1 7/14 49/11 52/25 95/5 102/19 111/20 114/19 fit [6] 40/19 63/15 86/1 95/2 104/1 107/9 fits [2] 69/14 86/21 fitting [1] 106/6 five [7] 6/25 29/5 38/17 39/15 54/8 98/18 114/2 fix [1] 14/22 flexibility [4] 63/22 79/12 98/19 103/7 flexible [4] 32/3 55/17 71/13 103/3 flood [1] 91/4 floor [8] 11/5 36/21 37/9 38/7 70/12 71/14 78/18 102/19 focus [2] 33/19 53/2 focused [2] 7/5 30/13 folks [1] 95/21 follow [2] 5/19 7/1 followed [1] 103/15 following [1] 34/8 food [2] 56/23 61/1 Foods [1] 65/21 foot [9] 18/7 37/13 63/15 63/15 82/20 82/20 82/20 100/3 100/16 footprints [1] 73/11 force [1] 87/16 forcing [1] 106/22 forget [2] 20/8 53/16 form [7] 26/15 26/15 27/8 37/16 38/21 47/6 88/10 form-based [6] 26/15 26/15 27/8 37/16 38/21 47/6 format [1] 115/17 format [1] 5/19 formerly [1] 7/15 forms [1] 29/2 Forsyth [1] 104/17 forth [5] 30/18 33/2 87/2 93/19 106/16 forty [2] 113/12 114/2 forty-five [1] 114/2 forward [9] 25/21
---	--	---	---	---

F forward... [8] 26/19 32/10 35/19 35/24 44/3 44/9 49/18 69/23 found [1] 39/6 four [7] 7/4 10/15 22/11 34/16 34/16 35/6 112/17 framework [1] 6/10 fresh [1] 112/6 Friday [1] 5/9 frightened [2] 42/16 42/25 front [32] 10/18 10/18 23/13 36/21 37/17 46/6 64/23 65/12 65/12 65/13 66/8 70/17 78/4 78/23 79/1 79/4 80/21 80/21 80/22 81/9 81/14 82/5 86/12 86/20 88/1 93/17 95/17 102/1 102/6 105/19 106/7 112/18 frontage [15] 22/6 23/6 24/14 24/25 25/2 25/3 47/19 68/21 88/2 93/16 93/20 94/9 94/11 94/14 106/2 frontage or [1] 25/2 frontages [9] 37/18 70/11 70/15 71/11 71/15 78/16 79/12 93/8 93/11 Froyo [1] 86/8 full [3] 34/14 39/5 93/8 function [1] 47/2 functional [4] 22/18 22/21 27/15 46/24 functioning [2] 31/23 34/25 furniture [1] 96/4 further [2] 13/25 86/23 future [18] 6/8 6/9 6/11 6/21 7/23 12/18 18/18 22/15 23/20 31/25 34/1 34/8 34/17 68/4 74/22 82/15 108/9 111/10	generates [1] 55/23 generic [1] 44/22 geographical [1] 67/11 geographically [1] 6/1 Gershman [1] 99/7 get [41] 3/18 5/11 16/10 17/3 17/4 18/11 20/17 26/2 27/12 28/6 30/3 30/5 30/6 35/25 37/6 41/4 41/16 44/4 44/23 45/19 54/2 54/6 54/14 65/4 66/16 67/17 73/23 74/23 77/10 83/8 98/4 106/17 106/25 111/8 111/14 111/20 111/24 112/15 114/1 114/4 114/9 gets [4] 13/22 83/20 85/15 92/6 getting [5] 30/11 64/23 75/25 101/5 112/4 give [10] 6/5 18/9 22/7 45/3 45/17 55/22 62/2 74/14 74/15 87/9 given [7] 15/7 29/17 33/18 86/4 96/15 96/15 101/5 giving [1] 15/7 go [34] 8/16 8/19 10/14 12/18 12/19 13/24 17/12 19/23 26/17 41/19 44/13 46/5 49/25 51/3 53/5 54/3 54/3 55/13 62/23 65/2 66/20 68/14 69/3 78/13 102/20 104/17 107/2 109/10 111/19 112/6 112/24 113/21 115/24 116/8 goal [4] 23/11 23/21 77/16 88/22 goals [4] 5/24 6/2 21/25 106/5 Goddard [1] 87/24 goes [3] 28/15 40/21 96/2 going [57] 2/2 3/18 4/15 9/5 14/8 14/9 17/3 17/4 30/14 30/18 30/21 36/1 36/3 43/10 48/10 50/12 53/11 54/13 57/1 62/1 62/2 63/25 64/11 65/5 65/9 66/6 66/16 76/11 78/13 87/15 93/2 93/3 93/4 94/15 95/17 97/1 97/7 97/13 98/3 98/5 98/6 98/15 98/18 103/18 103/19 105/13 106/12 106/15 106/15 109/20 110/8 111/8 115/5 115/7 116/4 116/11 116/12 golf [10] 33/12 33/14 33/20 34/1 34/8 34/9 34/10 34/24 35/1 50/12 gone [2] 62/12 103/15 good [27] 2/1 5/16	15/10 40/2 40/11 41/6 41/22 48/18 50/23 63/12 63/12 64/13 69/8 78/6 86/8 86/9 86/16 87/2 90/4 91/24 98/20 102/22 107/9 111/6 112/7 116/3 116/4 got [17] 42/18 46/17 51/23 51/25 54/6 54/7 76/12 86/17 86/17 86/18 86/18 86/23 87/25 88/1 89/17 90/10 90/17 gotten [3] 83/23 86/13 87/6 government [1] 35/11 grades [3] 11/2 14/20 14/24 grading [1] 14/13 Graeser [1] 100/3 great [13] 4/20 36/12 46/7 58/19 64/18 64/22 87/10 90/12 98/1 99/22 101/21 104/3 107/12 greater [11] 11/15 25/17 28/18 28/19 28/19 37/23 38/6 53/25 79/12 79/20 83/15 greatest [1] 10/1 green [11] 11/25 72/7 86/19 90/20 91/1 91/22 92/14 93/9 93/24 95/6 100/23 grocery [2] 62/1 102/11 ground [13] 9/21 9/22 11/22 36/20 37/9 38/7 38/14 38/16 70/12 71/14 76/5 78/18 79/20 group [1] 109/1 guarantee [1] 74/15 guess [4] 16/9 29/24 39/11 74/4 guidance [2] 13/15 39/13 guide [3] 12/7 38/8 38/22 guideline [1] 98/15 guidelines [4] 38/23 71/23 80/4 98/20 guiding [1] 22/19 guys [1] 63/8	handled [1] 81/7 hands [1] 98/22 happen [10] 14/8 14/9 32/1 35/13 36/3 89/18 97/23 106/21 106/22 106/22 happening [1] 90/11 happens [2] 109/20 116/3 happy [2] 55/14 74/16 hard [2] 50/24 60/22 has [42] 6/15 7/20 8/24 22/15 24/13 25/23 25/25 26/24 32/2 35/3 39/12 40/4 42/15 42/16 42/25 43/1 44/19 53/2 54/19 57/19 58/2 58/22 58/23 61/16 61/25 61/25 66/2 66/6 67/18 76/19 77/6 77/12 82/19 87/9 95/20 98/8 99/23 101/1 102/18 105/10 112/18 116/2 hasn't [4] 55/4 58/2 62/3 62/5 have [214] haven't [5] 74/11 74/13 97/12 106/21 115/1 having [9] 19/23 63/4 63/5 66/7 66/14 66/18 74/3 79/18 106/14 he [2] 61/25 64/16 he's [1] 62/2 hear [3] 17/14 64/11 89/11 heard [6] 42/6 44/7 53/18 83/21 97/19 116/7 hearing [14] 1/8 3/4 4/8 4/11 4/23 5/2 67/19 115/20 115/21 116/16 117/1 117/2 117/13 117/15 hearings [1] 115/17 heart [3] 21/22 50/14 51/22 Heather [1] 1/14 height [7] 9/2 11/3 11/7 14/14 14/21 28/19 37/24 heights [6] 11/2 14/20 14/24 25/15 29/4 37/11 help [11] 10/22 10/23 12/22 13/17 25/19 27/10 38/3 39/2 72/8 84/10 99/18 helps [1] 60/16 here [56] 4/23 14/1 15/11 15/14 15/17 15/24 19/9 19/20 20/9 23/1 23/21 26/6 26/16 32/15 33/9 34/19 40/18 40/22 43/8 44/2 44/11 46/9 49/7 50/8 50/10 50/11 51/2 54/20 55/16 57/4 58/3 58/4 58/5 60/1 60/3 63/9 63/18	65/5 67/25 71/21 72/17 73/9 76/1 77/6 85/11 86/10 91/9 93/6 93/7 95/2 99/24 100/14 106/17 111/9 115/25 here's [1] 48/15 hereby [1] 117/12 high [9] 21/18 25/9 38/23 52/13 57/4 67/13 70/3 78/1 78/1 high-end [1] 57/4 higher [4] 8/23 8/23 40/17 63/23 highest [3] 31/17 63/10 64/23 highlight [1] 73/9 highly [1] 35/13 highrise [2] 28/24 29/6 highrise-type [1] 29/6 highrises [2] 33/2 37/25 highway [2] 46/20 47/10 Hilton [3] 52/19 52/21 99/6 him [1] 55/1 hiring [1] 56/25 his [2] 64/15 64/24 historically [1] 26/24 hits [1] 41/11 home [1] 52/21 homeowners [1] 12/10 homes [8] 8/25 9/7 10/23 12/9 13/13 14/7 14/15 77/2 honestly [1] 13/1 hope [3] 48/18 98/13 98/19 hotel [1] 54/21 hotels [1] 32/24 housing [5] 31/15 60/6 60/9 60/10 89/8 how [37] 6/1 12/4 12/25 13/19 13/20 14/11 14/12 14/13 19/11 19/15 22/20 23/7 23/17 32/11 32/12 33/5 34/23 34/23 42/20 45/22 46/10 46/12 47/16 47/16 48/6 64/19 65/19 66/15 66/15 78/14 80/12 82/3 85/11 94/20 96/22 98/2 111/8 However [5] 26/14 47/12 67/10 68/3 70/19 hub [1] 107/23 huge [4] 55/11 58/20 60/24 63/16 huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 hurts [1] 62/16
G gain [1] 74/18 Galleria [3] 61/9 61/12 61/15 garage [1] 62/13 garages [2] 63/6 63/6 Gatesbury [1] 1/22 gathering [2] 21/21 33/4 gave [1] 15/15 geared [2] 14/5 71/17 Gene [2] 1/14 109/12 general [8] 39/3 39/11 39/12 41/3 41/8 63/21 74/21 96/20 generally [3] 28/12 28/20 72/8 generate [2] 57/9 99/20	generates [1] 55/23 generic [1] 44/22 geographical [1] 67/11 geographically [1] 6/1 Gershman [1] 99/7 get [41] 3/18 5/11 16/10 17/3 17/4 18/11 20/17 26/2 27/12 28/6 30/3 30/5 30/6 35/25 37/6 41/4 41/16 44/4 44/23 45/19 54/2 54/6 54/14 65/4 66/16 67/17 73/23 74/23 77/10 83/8 98/4 106/17 106/25 111/8 111/14 111/20 111/24 112/15 114/1 114/4 114/9 gets [4] 13/22 83/20 85/15 92/6 getting [5] 30/11 64/23 75/25 101/5 112/4 give [10] 6/5 18/9 22/7 45/3 45/17 55/22 62/2 74/14 74/15 87/9 given [7] 15/7 29/17 33/18 86/4 96/15 96/15 101/5 giving [1] 15/7 go [34] 8/16 8/19 10/14 12/18 12/19 13/24 17/12 19/23 26/17 41/19 44/13 46/5 49/25 51/3 53/5 54/3 54/3 55/13 62/23 65/2 66/20 68/14 69/3 78/13 102/20 104/17 107/2 109/10 111/19 112/6 112/24 113/21 115/24 116/8 goal [4] 23/11 23/21 77/16 88/22 goals [4] 5/24 6/2 21/25 106/5 Goddard [1] 87/24 goes [3] 28/15 40/21 96/2 going [57] 2/2 3/18 4/15 9/5 14/8 14/9 17/3 17/4 30/14 30/18 30/21 36/1 36/3 43/10 48/10 50/12 53/11 54/13 57/1 62/1 62/2 63/25 64/11 65/5 65/9 66/6 66/16 76/11 78/13 87/15 93/2 93/3 93/4 94/15 95/17 97/1 97/7 97/13 98/3 98/5 98/6 98/15 98/18 103/18 103/19 105/13 106/12 106/15 106/15 109/20 110/8 111/8 115/5 115/7 116/4 116/11 116/12 golf [10] 33/12 33/14 33/20 34/1 34/8 34/9 34/10 34/24 35/1 50/12 gone [2] 62/12 103/15 good [27] 2/1 5/16	H H3 [1] 4/22 had [25] 3/21 4/12 7/15 8/6 16/19 24/8 28/17 32/18 33/5 35/3 46/3 46/14 48/11 53/22 56/25 59/2 68/19 74/13 75/5 83/10 97/24 101/23 103/6 103/11 103/14 hadn't [1] 69/15 hair [1] 56/18 hall [3] 1/13 2/7 54/19 handful [2] 62/10 62/11	handled [1] 81/7 hands [1] 98/22 happen [10] 14/8 14/9 32/1 35/13 36/3 89/18 97/23 106/21 106/22 106/22 happening [1] 90/11 happens [2] 109/20 116/3 happy [2] 55/14 74/16 hard [2] 50/24 60/22 has [42] 6/15 7/20 8/24 22/15 24/13 25/23 25/25 26/24 32/2 35/3 39/12 40/4 42/15 42/16 42/25 43/1 44/19 53/2 54/19 57/19 58/2 58/22 58/23 61/16 61/25 61/25 66/2 66/6 67/18 76/19 77/6 77/12 82/19 87/9 95/20 98/8 99/23 101/1 102/18 105/10 112/18 116/2 hasn't [4] 55/4 58/2 62/3 62/5 have [214] haven't [5] 74/11 74/13 97/12 106/21 115/1 having [9] 19/23 63/4 63/5 66/7 66/14 66/18 74/3 79/18 106/14 he [2] 61/25 64/16 he's [1] 62/2 hear [3] 17/14 64/11 89/11 heard [6] 42/6 44/7 53/18 83/21 97/19 116/7 hearing [14] 1/8 3/4 4/8 4/11 4/23 5/2 67/19 115/20 115/21 116/16 117/1 117/2 117/13 117/15 hearings [1] 115/17 heart [3] 21/22 50/14 51/22 Heather [1] 1/14 height [7] 9/2 11/3 11/7 14/14 14/21 28/19 37/24 heights [6] 11/2 14/20 14/24 25/15 29/4 37/11 help [11] 10/22 10/23 12/22 13/17 25/19 27/10 38/3 39/2 72/8 84/10 99/18 helps [1] 60/16 here [56] 4/23 14/1 15/11 15/14 15/17 15/24 19/9 19/20 20/9 23/1 23/21 26/6 26/16 32/15 33/9 34/19 40/18 40/22 43/8 44/2 44/11 46/9 49/7 50/8 50/10 50/11 51/2 54/20 55/16 57/4 58/3 58/4 58/5 60/1 60/3 63/9 63/18	65/5 67/25 71/21 72/17 73/9 76/1 77/6 85/11 86/10 91/9 93/6 93/7 95/2 99/24 100/14 106/17 111/9 115/25 here's [1] 48/15 hereby [1] 117/12 high [9] 21/18 25/9 38/23 52/13 57/4 67/13 70/3 78/1 78/1 high-end [1] 57/4 higher [4] 8/23 8/23 40/17 63/23 highest [3] 31/17 63/10 64/23 highlight [1] 73/9 highly [1] 35/13 highrise [2] 28/24 29/6 highrise-type [1] 29/6 highrises [2] 33/2 37/25 highway [2] 46/20 47/10 Hilton [3] 52/19 52/21 99/6 him [1] 55/1 hiring [1] 56/25 his [2] 64/15 64/24 historically [1] 26/24 hits [1] 41/11 home [1] 52/21 homeowners [1] 12/10 homes [8] 8/25 9/7 10/23 12/9 13/13 14/7 14/15 77/2 honestly [1] 13/1 hope [3] 48/18 98/13 98/19 hotel [1] 54/21 hotels [1] 32/24 housing [5] 31/15 60/6 60/9 60/10 89/8 how [37] 6/1 12/4 12/25 13/19 13/20 14/11 14/12 14/13 19/11 19/15 22/20 23/7 23/17 32/11 32/12 33/5 34/23 34/23 42/20 45/22 46/10 46/12 47/16 47/16 48/6 64/19 65/19 66/15 66/15 78/14 80/12 82/3 85/11 94/20 96/22 98/2 111/8 However [5] 26/14 47/12 67/10 68/3 70/19 hub [1] 107/23 huge [4] 55/11 58/20 60/24 63/16 huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 hurts [1] 62/16
				I I'd [8] 15/16 42/22 49/6

I I'd... [5] 52/24 55/25 100/1 102/8 109/13 I'll [8] 6/5 8/19 55/14 65/10 65/20 90/25 105/22 108/3 I'm [48] 3/18 15/17 16/22 17/14 19/6 19/6 19/7 20/12 27/20 41/25 42/2 50/3 51/6 51/15 52/7 52/10 52/22 53/7 53/10 55/9 55/10 55/16 58/7 61/4 63/1 63/3 63/18 63/18 64/9 74/3 78/13 90/19 91/8 91/11 92/2 93/7 97/9 97/21 98/5 98/5 99/1 99/2 99/6 105/10 110/24 111/21 112/17 114/5 I've [7] 15/23 51/25 52/25 53/3 90/17 109/15 116/7 idea [9] 14/22 23/20 24/21 47/7 71/12 82/17 93/2 93/3 112/7 ideas [1] 35/20 identifiable [2] 21/22 23/22 identified [2] 27/7 113/22 identity [2] 22/1 23/22 if [94] 4/7 4/12 4/14 4/15 13/24 17/16 17/16 18/11 18/11 19/1 20/4 20/5 24/16 24/20 26/21 27/5 27/5 29/20 31/8 32/5 32/12 33/5 34/9 34/18 36/4 40/8 40/8 41/7 42/3 42/4 42/8 42/10 42/10 42/11 42/12 44/12 44/13 46/14 47/14 47/22 48/9 48/17 48/24 49/8 51/1 51/3 51/6 51/6 52/13 54/17 54/18 56/16 56/21 57/1 59/8 59/16 60/9 60/9 60/20 60/23 62/9 62/9 65/1 65/4 65/22 66/25 69/7 75/11 76/16 82/4 83/10 85/20 87/10 87/10 87/17 89/13 89/19 93/7 93/14 101/4 102/3 102/20 103/6 104/11 104/17 105/11 105/15 107/2 110/24 112/18 114/16 114/25 115/23 116/1 IL [3] 1/22 117/18 117/19 IL-CSR [3] 1/22 117/18 117/19 Illinois [1] 117/10 illustrate [1] 22/23 illustration [1] 81/10 image [1] 113/24 images [2] 77/22 89/15 immediate [1] 40/6	Imo's [1] 64/15 impact [3] 30/14 30/16 77/19 impacted [1] 101/17 impacts [2] 12/9 80/9 implementation [12] 8/4 10/12 13/3 13/22 14/6 14/21 24/16 26/13 108/9 112/15 113/17 114/12 implemented [4] 12/25 13/20 108/13 108/24 implications [1] 68/4 important [7] 31/10 35/8 60/18 67/10 74/17 95/12 113/23 improve [3] 47/12 72/8 99/22 improved [2] 56/4 70/5 improvements [4] 13/7 70/2 100/16 108/23 improves [1] 67/7 improving [1] 69/25 in [380] inadvertently [1] 75/11 inappropriate [1] 74/2 inaudible [1] 110/23 Inc [1] 1/21 incentive [2] 100/25 101/10 incentives [1] 11/19 incinivizing [2] 72/5 72/16 include [8] 27/16 29/25 38/20 71/6 72/19 77/24 93/11 108/15 included [2] 5/7 68/1 including [8] 25/13 71/8 71/9 72/5 79/2 79/14 79/19 113/13 inclusive [2] 28/10 28/11 income [3] 60/2 60/11 101/4 inconsistencies [1] 9/1 inconsistency [1] 80/16 incorporate [1] 70/23 incorporating [1] 109/4 increase [1] 99/21 increased [1] 11/19 increasing [1] 60/5 increasingly [2] 23/15 77/9 incremental [1] 23/7 incrementally [2] 24/2 32/2 independent [1] 35/15 indicated [1] 76/15 individual [2] 12/6 13/12 individuals [1] 15/14	infill [7] 9/2 9/5 9/11 11/4 23/7 23/8 43/20 infills [1] 10/2 information [2] 8/19 16/3 innovation [6] 8/12 22/14 107/14 107/15 107/25 110/19 instance [1] 41/25 instances [1] 103/22 institutional [2] 7/3 113/3 institutions [2] 102/22 103/20 integrate [1] 6/9 intended [4] 10/11 21/8 21/19 83/13 intense [4] 28/20 31/14 31/17 33/1 intensity [2] 21/18 31/6 intensive [4] 28/13 28/18 37/7 110/9 intent [3] 93/6 93/7 95/11 interest [2] 21/3 21/10 interested [1] 82/11 interesting [1] 18/17 interim [1] 88/18 interior [3] 46/7 46/15 65/14 internally [1] 48/12 internet [1] 102/25 interrupt [1] 95/11 intimate [1] 48/24 intimate-type [1] 48/24 into [29] 4/7 5/11 7/15 7/17 8/8 10/15 13/22 15/14 17/3 17/4 26/10 28/6 28/25 37/6 41/4 43/1 45/7 58/25 59/10 67/17 85/21 87/7 89/12 98/14 101/19 103/3 109/5 111/20 112/3 introduction [1] 22/7 investment [1] 101/6 invited [1] 18/16 involved [1] 54/23 involvement [1] 32/9 is [238] isn't [4] 20/21 29/6 30/18 39/10 issue [7] 34/19 38/10 40/4 84/6 85/15 107/4 112/20 issues [21] 6/21 6/23 8/20 9/10 9/13 9/16 11/11 11/16 14/15 16/4 19/11 27/13 40/6 66/11 72/23 83/21 84/11 85/8 99/13 101/24 102/6 it [196] it is [1] 96/9 it's [133] items [7] 7/10 37/15 113/18 113/22 113/22 114/6 114/16	its [6] 34/25 39/17 39/17 47/10 83/19 99/20 itself [2] 15/18 104/24 J Jaffe [2] 97/14 97/16 Jaggi [2] 1/16 2/21 Jason [8] 1/16 2/21 34/18 40/8 73/25 102/10 102/19 113/15 Jenkins [1] 73/20 Jessica [2] 1/17 3/1 jewelry [2] 102/23 104/19 job [2] 41/2 48/18 jobs [1] 107/24 Joe's [3] 44/16 46/4 102/10 jogs [1] 26/8 Jones [1] 103/20 Judy [2] 49/15 49/17 June [4] 7/11 26/1 34/5 107/17 June 6th [3] 7/11 26/1 34/5 just [104] 4/25 5/11 7/9 10/14 13/24 15/2 15/4 15/7 15/17 16/3 16/9 17/23 18/3 18/25 19/9 20/5 20/12 21/9 21/10 22/7 22/23 28/6 31/2 31/8 32/14 33/7 35/20 35/23 36/2 36/6 39/14 41/11 43/5 44/2 44/21 46/9 48/14 50/2 51/6 52/12 52/14 53/22 55/4 56/8 57/3 58/1 58/23 60/20 61/6 62/4 62/12 64/13 65/2 65/3 65/9 65/18 69/9 70/7 70/22 72/22 72/23 73/23 74/7 74/23 75/11 80/11 83/8 88/4 91/10 91/21 91/24 92/7 92/10 92/16 93/10 94/1 94/5 95/10 95/22 96/6 96/12 96/18 96/23 97/19 97/19 98/13 100/15 105/4 105/10 105/25 106/10 106/12 106/18 107/3 107/4 107/5 109/13 111/20 111/24 112/21 112/23 114/6 115/13 115/13 just to [1] 112/21 K Kansas [2] 58/8 117/11 keep [5] 35/23 60/25 63/8 63/20 108/22 keeping [3] 7/22 48/1 68/9 Kelly [2] 1/16 2/23 key [15] 7/10 8/20 9/16 11/11 16/4 21/5 21/24 77/6 81/7 81/15 108/21	110/2 110/5 113/17 113/20 keyed [5] 10/12 11/6 12/5 47/20 47/20 kicks [1] 22/2 kickstart [1] 32/6 kids [1] 104/13 kind [53] 10/4 13/21 13/22 15/3 15/24 17/1 21/4 27/6 28/14 28/16 30/9 30/15 31/2 31/7 31/14 32/6 32/20 32/24 33/7 34/22 35/5 35/23 37/12 38/4 39/22 44/2 44/2 44/19 48/13 48/19 50/21 53/12 68/24 69/12 79/5 82/13 83/1 83/4 86/4 87/21 89/5 89/20 89/23 92/11 92/20 96/1 96/23 101/4 103/5 105/6 112/11 112/14 116/8 kinds [2] 103/18 105/21 King's [1] 25/11 Kirkwood [7] 25/14 53/18 53/24 54/2 54/2 59/21 60/13 Kistner [3] 1/12 109/11 110/14 Klearman [3] 17/13 17/21 18/1 Kling [1] 73/20 Knolls [2] 64/14 64/15 know [126] knowing [1] 89/10 KS [3] 1/22 117/18 117/19 KS-CCR [3] 1/22 117/18 117/19 L Ladue [3] 77/25 89/20 90/1 lake [1] 68/22 land [14] 6/8 6/9 6/9 6/14 7/3 11/13 11/14 11/17 14/3 58/21 58/24 59/12 61/18 99/15 Landing [1] 25/11 landlocked [1] 89/12 landscape [11] 37/20 70/25 77/13 77/19 91/17 92/21 94/7 94/9 94/21 95/24 95/25 landscaped [5] 92/5 92/23 93/8 93/10 95/19 landscaping [16] 28/3 36/25 47/18 48/21 70/2 70/21 71/5 71/6 79/3 83/24 87/12 88/1 89/23 94/23 95/3 101/20 lane [2] 46/17 80/15 lanes [1] 54/4 language [1] 96/10 large [15] 9/20 9/22 23/13 42/7 59/10 59/12 62/14 62/17 67/2 69/21
--	--	--	--	---

L large... [5] 70/20 70/22 72/9 108/25 112/20 large-scale [4] 59/10 62/14 62/17 108/25 largely [5] 7/1 9/20 60/8 71/20 108/24 larger [9] 13/10 31/12 32/5 38/17 73/10 73/11 75/22 85/5 95/16 last [18] 4/25 5/9 5/19 5/25 39/14 42/18 44/8 53/21 53/21 68/17 73/24 89/2 93/23 102/18 105/11 112/14 115/14 115/15 Lastly [1] 102/8 late [2] 107/17 112/4 later [4] 4/14 20/3 90/23 117/13 law [1] 93/12 lawn [1] 95/22 lawsuits [1] 98/6 lawyers [1] 98/1 lay [1] 19/20 layout [1] 102/5 leads [1] 94/4 leasing [1] 45/11 least [2] 93/22 101/8 leave [3] 18/10 98/19 105/23 Leawood [3] 58/17 58/18 58/19 LED [1] 72/17 left [1] 109/11 length [1] 48/7 less [11] 11/13 11/17 28/13 48/23 75/21 85/2 85/2 85/2 93/4 98/18 112/1 let [4] 33/8 98/20 112/10 112/23 let's [3] 56/15 62/23 116/14 letter [1] 53/21 level [5] 31/17 32/9 40/17 93/24 115/2 levels [3] 37/2 67/13 70/3 life [3] 109/1 109/2 110/19 lighting [5] 12/15 72/6 79/3 95/4 96/3 like [60] 5/10 15/16 15/17 15/19 15/20 17/1 17/1 20/7 20/14 26/2 27/23 29/9 29/18 30/17 31/5 32/10 41/2 42/22 44/19 44/20 44/20 44/25 45/4 45/7 47/1 47/18 49/6 49/8 49/11 49/22 50/13 52/24 55/25 56/10 58/22 61/17 65/1 66/14 68/18 69/12 73/25 74/16 74/19 76/14 85/1 88/18 89/14 89/18 90/8 96/4 96/20 100/1 101/7	102/8 104/1 104/4 105/6 105/14 109/13 116/2 likelihood [1] 30/7 likely [1] 68/10 likes [1] 19/10 Likewise [3] 11/18 73/7 84/23 limit [1] 9/2 limitation [1] 78/17 limitations [2] 11/5 96/16 limits [3] 11/7 37/14 38/25 Lindbergh [5] 7/6 7/14 7/20 54/4 112/25 line [16] 7/22 31/14 36/21 46/6 46/15 46/21 47/17 47/17 71/20 80/24 83/5 91/22 92/14 93/9 93/24 95/6 lined [1] 50/21 lines [6] 10/18 10/19 23/9 37/17 51/7 81/2 link [1] 36/6 list [1] 43/14 little [28] 7/9 13/25 26/8 30/13 32/21 40/14 41/3 43/21 44/3 44/10 48/23 49/18 52/25 53/12 53/13 66/13 66/20 69/18 74/21 80/19 83/8 85/16 93/17 106/12 113/4 116/2 116/7 116/9 live [4] 18/7 55/21 78/8 97/16 loaded [1] 81/12 lobby [1] 29/8 local [1] 11/12 locally [2] 61/7 92/20 located [15] 23/14 23/15 38/14 38/18 70/17 78/22 78/23 78/24 79/1 79/17 80/17 80/18 80/20 81/11 102/3 locating [2] 36/23 37/18 location [6] 23/10 33/20 36/23 64/18 70/14 78/20 locations [1] 87/1 Lodge [1] 105/17 logic [1] 30/2 logistical [1] 66/10 Lola [1] 104/18 long [2] 76/19 98/15 longer [1] 8/14 longterm [6] 31/21 35/17 45/24 67/14 70/7 90/17 look [22] 3/21 14/13 31/15 40/13 41/5 44/12 53/9 56/17 56/21 62/9 64/14 64/19 64/20 69/3 79/22 93/14 94/16 96/6 96/12 101/20 102/20	105/11 look at [1] 96/6 looked [2] 82/8 89/15 looking [20] 7/24 15/13 16/7 22/24 25/22 33/9 34/17 37/11 38/4 46/16 53/19 65/3 78/10 79/10 82/18 89/9 89/16 92/19 103/7 111/19 looks [2] 6/21 16/25 losing [1] 97/9 lost [1] 20/17 lot [79] 9/3 10/16 14/5 14/19 23/13 23/14 28/10 29/19 30/18 33/21 36/22 37/18 38/20 43/16 43/25 44/1 44/2 44/12 44/16 47/11 53/13 57/10 57/10 58/22 58/23 59/7 59/13 59/13 60/2 60/17 63/21 66/10 66/13 66/17 66/20 71/14 71/15 71/22 73/7 77/11 79/7 79/7 79/25 80/2 80/5 81/12 81/18 81/18 81/21 81/21 81/25 82/4 82/10 82/18 83/3 83/10 83/17 83/19 83/21 84/22 86/13 87/23 87/25 88/2 88/6 89/24 96/17 98/6 98/7 98/9 98/10 98/12 98/19 100/6 102/3 102/17 105/13 108/18 110/4 lots [38] 9/20 9/22 9/23 10/19 11/21 11/23 11/23 38/25 39/1 56/19 59/3 70/13 77/4 77/8 77/18 78/20 80/4 80/9 80/14 80/20 81/1 81/3 81/25 82/22 83/1 84/1 84/15 85/5 85/5 91/25 92/10 92/20 95/16 95/17 97/24 99/24 101/13 102/21 Louis [6] 1/23 43/16 46/5 73/22 85/13 117/7 Love [1] 56/3 low [7] 30/7 31/6 31/6 52/13 72/5 72/17 77/1 low-voltage [2] 72/5 72/17 lower [1] 79/16 Lumley [3] 1/15 2/18 115/23 Lyonnais [1] 49/17 M made [8] 8/14 27/5 55/1 60/9 67/19 69/10 69/11 91/3 Magruder [3] 1/13 2/9 116/21 Magruder's [1] 86/4 main [10] 23/22 31/20 33/3 37/12 47/2 47/9 48/14 48/22 63/12	71/16 mainly [1] 73/9 maintain [6] 14/12 37/12 64/16 67/13 83/4 83/5 maintained [1] 34/11 maintaining [3] 70/3 99/14 99/19 major [2] 83/21 108/4 majority [1] 78/24 make [32] 13/16 14/14 19/13 29/19 33/21 40/23 42/12 42/15 45/8 45/14 47/8 49/22 55/23 56/13 59/4 59/12 60/22 61/23 62/2 62/15 62/15 80/9 89/3 89/18 90/25 91/10 91/12 92/23 96/12 105/14 106/10 109/13 make one [1] 109/13 makes [7] 17/11 27/16 35/19 40/11 53/13 60/21 69/17 making [4] 20/2 41/11 45/13 50/1 malls [1] 90/12 manage [2] 100/2 102/14 management [1] 102/17 manages [1] 99/8 manner [1] 27/11 many [16] 11/15 43/10 53/4 53/4 55/5 55/6 61/19 61/19 64/25 70/23 79/9 79/13 83/1 97/23 101/15 104/18 map [1] 68/24 mapped [1] 68/24 maps [1] 68/13 market [7] 9/6 44/18 59/25 60/13 89/16 103/1 105/5 marketing [1] 104/12 marketplace [3] 90/2 90/10 102/9 Martin [2] 97/14 97/16 Mary [2] 80/14 105/15 Maryland [2] 89/19 104/24 Masonic [1] 105/17 master [6] 32/5 107/21 108/10 109/5 110/3 110/3 match [2] 11/9 13/18 matches [1] 12/23 materials [1] 72/7 Matthew [1] 1/15 maximize [3] 30/14 82/22 82/23 maximizes [1] 77/19 maximizing [1] 77/20 maximum [5] 10/25 24/14 24/15 29/4 47/24 may [11] 15/17 31/4 32/17 34/22 49/24 82/4 82/21 87/17 88/9	111/19 111/19 maybe [23] 13/15 15/13 15/20 28/2 28/3 30/13 35/5 35/20 36/2 39/22 39/23 40/24 41/4 42/14 55/10 57/7 58/13 65/9 69/4 86/6 96/6 115/24 MCCOY [3] 18/25 19/4 19/6 McKnight [1] 89/17 McLaughlin [4] 1/21 1/22 117/9 117/19 me [9] 16/25 24/6 29/16 83/9 92/14 93/7 94/4 95/1 112/11 Meadows [2] 80/14 105/15 mean [22] 14/1 24/15 29/5 29/17 30/1 48/15 50/3 50/18 50/25 50/25 52/5 56/15 75/12 80/16 83/9 89/11 90/6 95/11 96/15 104/10 105/1 116/1 means [2] 9/8 95/5 meat [1] 112/8 medical [2] 56/19 103/19 medium [1] 67/14 meet [3] 56/13 63/16 100/13 meeting [23] 1/1 2/3 3/12 18/17 34/5 35/20 42/6 44/8 53/21 68/17 73/24 89/3 107/18 111/10 111/17 111/18 111/20 112/5 112/17 112/19 114/3 114/19 115/14 meetings [1] 3/11 Mel [2] 17/21 18/1 members [5] 18/15 32/14 32/17 45/16 86/14 memo [1] 5/14 memorandum [1] 5/5 men's [2] 102/12 103/21 mention [3] 67/18 96/18 106/1 mentioned [11] 12/14 53/15 53/16 57/16 59/24 85/18 95/21 99/23 101/12 101/22 101/25 mentioning [1] 113/15 Meramec [1] 73/21 met [3] 13/17 108/9 108/14 metro [1] 43/17 microphone [1] 19/14 middle [5] 23/3 23/16 66/8 66/17 68/21 might [15] 15/12 19/19 24/1 29/23 46/22 51/4 66/3 68/4 74/4 78/14 92/3 100/22 111/9
--	--	---	---	---

M might... [2] 114/4 115/19 mile [2] 53/24 54/1 mind [3] 35/24 65/11 108/22 minimal [1] 89/23 minimize [1] 80/6 minimized [1] 80/10 minimum [3] 11/25 13/17 38/18 minute [1] 7/9 minutes [6] 3/8 3/19 3/20 113/12 113/25 114/3 mishmash [1] 53/12 misrepresentation [1] 75/24 MISSOURI [4] 1/2 73/22 117/5 117/10 mistake [2] 75/15 75/23 mitigated [1] 80/9 mitigation [1] 11/10 mix [2] 87/7 108/16 mixed [26] 7/21 7/21 16/25 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 27/22 28/18 31/15 31/16 36/16 67/5 68/1 68/2 68/25 69/16 69/16 74/2 74/5 78/11 108/1 mixed-use [24] 7/21 7/21 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 27/22 28/18 31/15 36/16 67/5 68/1 68/2 68/25 69/16 69/16 74/2 74/5 78/11 108/1 Mixed-Used [1] 16/25 MO [4] 1/22 1/23 117/18 117/19 MO-CCR [3] 1/22 117/18 117/19 model [3] 25/10 32/4 86/16 moment [1] 28/7 Monarch [1] 18/19 MONDAY [2] 1/4 2/2 money [5] 54/25 57/3 60/22 60/23 98/10 Monsanto [1] 59/8 months [1] 93/23 Montmartre [1] 19/6 monument [4] 38/13 39/16 74/11 76/13 mood [1] 32/12 moot [1] 30/9 more [70] 6/1 6/6 7/9 7/22 7/22 8/16 9/23 10/22 11/8 11/8 13/1 13/23 14/5 15/20 16/14 25/10 27/8 27/20 28/16 28/18 28/20 28/20 30/13 31/20 32/4 33/3 37/6 37/23 37/24 38/8 38/17 39/15 39/16 40/6	40/6 40/19 41/3 41/4 41/8 44/3 47/2 48/23 51/10 56/13 58/9 60/6 62/14 62/18 63/21 63/23 69/24 71/13 71/17 76/13 77/13 79/17 79/17 79/18 83/10 83/23 84/16 85/5 89/19 95/2 96/17 96/20 96/23 112/19 113/4 116/2 Mosley [3] 52/22 64/16 76/22 most [7] 30/15 30/15 31/14 31/17 55/8 60/8 63/10 mostly [2] 14/11 43/18 motion [3] 3/23 116/15 116/15 Motors [1] 26/8 move [20] 3/9 3/24 4/7 17/8 21/12 26/19 29/23 32/10 35/19 35/24 44/9 59/8 67/2 71/16 76/17 86/23 89/4 107/13 109/10 111/4 moved [2] 35/3 116/17 moving [5] 25/20 69/23 89/12 111/2 116/3 Mr [15] 1/12 1/13 1/14 1/15 1/15 1/16 2/15 17/21 18/25 19/4 40/10 52/19 74/19 97/14 116/18 Mr. [11] 2/5 2/9 2/11 17/13 39/9 45/2 86/4 90/15 104/6 115/23 116/21 Mr. Carney [1] 2/5 Mr. Klearman [1] 17/13 Mr. Lumley [1] 115/23 Mr. Magruder [2] 2/9 116/21 Mr. Magruder's [1] 86/4 Mr. Rovak [4] 2/11 39/9 45/2 90/15 Mr. Stern [1] 104/6 Ms [7] 1/12 1/13 1/14 1/16 1/17 49/15 110/22 Ms. [3] 2/7 2/13 94/10 Ms. Hall [1] 2/7 Ms. Silverman [2] 2/13 94/10 MSD [1] 11/14 much [26] 8/22 9/24 18/10 18/24 39/12 39/16 42/2 42/9 46/16 53/10 53/11 57/12 62/14 63/23 65/6 66/23 71/12 73/10 74/13 74/15 90/19 92/14 95/16 97/20 98/18 104/7 muddled [1] 32/21 multi [11] 10/7 10/8	10/8 20/11 28/22 29/8 67/22 68/5 68/8 69/8 77/2 multi-family [9] 10/7 10/8 10/8 28/22 67/22 68/5 68/8 69/8 77/2 multi-unit [1] 29/8 multi-use [1] 20/11 multiple [1] 11/23 municipal [2] 33/12 35/1 municipalities [2] 44/14 92/20 Muriel [1] 1/13 my [19] 4/22 44/5 44/5 46/8 52/21 52/21 52/25 53/2 62/4 64/10 73/20 73/24 74/14 89/11 90/22 96/15 97/16 98/8 105/22 myself [1] 16/13 N nail [1] 56/18 name [6] 4/22 17/24 52/21 58/8 73/20 97/16 narrative [1] 15/4 narrow [9] 84/16 85/9 91/25 92/10 92/20 92/21 95/22 96/11 101/13 national [1] 103/14 nature [3] 40/17 57/6 105/19 navigate [1] 66/7 near [1] 93/24 nearby [1] 78/8 necessarily [11] 14/10 14/22 28/19 33/2 37/25 47/9 88/17 92/22 94/11 103/9 103/25 necessary [1] 113/21 need [9] 3/5 17/19 42/3 47/5 82/14 83/3 94/11 112/24 116/11 needing [2] 38/18 89/3 needs [7] 19/19 35/18 48/22 62/14 84/8 103/2 103/3 negative [2] 12/9 80/9 neighborhood [14] 7/16 7/16 9/12 9/21 9/21 9/24 10/3 10/13 16/2 16/5 19/22 22/12 44/18 76/25 neighborhoods [10] 8/21 9/7 10/1 10/5 10/7 10/24 12/7 12/24 13/13 70/6 neighboring [8] 9/14 14/14 70/13 71/18 77/4 78/19 80/7 81/1 neighbors [1] 18/9 never [3] 38/14 55/2 92/17 new [17] 1/3 14/7 23/7 26/7 26/17 26/23 27/17 28/15 30/4 32/3 44/4	76/23 100/20 101/3 102/19 102/20 107/16 newer [1] 86/24 next [15] 17/4 35/20 50/1 65/2 74/22 82/9 94/23 98/18 98/19 107/2 111/3 111/16 112/16 114/6 114/9 nice [5] 41/2 41/7 57/5 87/12 88/1 nicely [1] 92/23 night [1] 63/9 nine [1] 111/15 nine o'clock [1] 111/15 no [36] 1/8 4/9 8/14 8/24 9/2 16/23 19/3 20/12 37/14 40/10 43/17 49/13 50/25 55/1 58/13 58/16 58/16 59/15 61/6 61/23 67/1 68/10 68/10 73/12 74/11 76/16 76/16 78/17 78/17 98/5 98/5 100/25 101/18 107/7 107/8 110/16 no -- no [1] 68/10 non [1] 78/11 non-commercial [1] 78/11 None [1] 66/19 nonetheless [1] 106/24 nonexistent [1] 56/16 Noodles [1] 86/7 north [12] 1/3 7/6 26/17 26/23 27/17 30/6 51/11 51/17 73/21 84/15 84/19 85/8 northwest [1] 33/14 not [113] 4/7 9/11 11/1 12/8 14/9 14/14 14/22 15/19 20/23 20/25 26/16 27/16 28/15 28/19 29/5 30/10 30/19 31/6 31/6 31/23 33/1 34/4 34/9 35/15 36/2 37/24 39/11 41/19 42/16 42/24 43/17 44/11 46/16 46/16 47/4 47/8 48/15 48/21 49/13 50/3 50/22 51/3 51/5 52/3 52/7 52/18 54/8 54/13 55/7 56/6 56/6 56/11 57/8 57/20 58/21 59/7 61/11 61/16 61/16 62/5 62/7 62/12 62/17 62/18 63/1 63/3 64/13 64/18 64/25 65/2 65/3 65/5 66/9 69/4 69/4 72/17 72/21 75/8 76/1 77/14 79/24 82/4 82/19 83/18 84/3 84/20 91/11 91/25 92/2 92/2 92/22 93/3 93/8 93/19 93/22 96/13 98/5 98/5 99/18 102/7 102/22 102/25 103/8 104/17 105/13	105/20 106/2 106/2 106/3 109/16 111/18 112/17 note [3] 67/10 95/12 100/21 noted [1] 59/18 nothing [2] 100/8 100/9 notice [2] 115/15 115/16 NOVEMBER [2] 1/4 2/2 November 7th [1] 2/2 now [29] 4/4 4/6 4/12 4/13 4/16 15/7 15/16 27/24 30/25 31/21 36/13 40/13 41/1 43/16 44/13 51/25 53/12 55/17 56/5 56/7 61/24 80/11 87/8 88/12 94/13 101/9 103/16 104/23 107/13 nuances [1] 66/20 number [12] 10/2 10/7 21/23 40/5 54/14 83/24 99/13 101/22 101/23 104/4 104/12 105/11 numbers [1] 39/15 numerous [1] 77/7 nurturing [1] 44/3 O o'clock [1] 111/15 Oats [1] 89/20 objectives [3] 5/24 6/2 21/25 obsolescence [2] 9/6 31/23 obviously [4] 29/20 32/7 47/4 109/24 occur [1] 31/25 occurred [3] 29/17 29/20 43/13 occurring [1] 27/2 October [4] 3/19 3/20 5/1 67/20 October 17th [1] 3/20 October 20 [1] 3/19 October 20th [2] 5/1 67/20 of Olive [1] 50/7 off [9] 22/2 51/3 55/1 63/25 64/19 69/1 87/19 88/2 90/24 off-record [1] 90/24 offer [3] 65/10 68/12 78/4 offered [1] 57/25 offering [1] 60/6 office [12] 23/2 25/9 27/2 27/21 28/11 55/22 55/23 57/2 68/21 70/12 84/25 99/9 offices [1] 73/21 officials [3] 18/4 18/4 18/5 oftentimes [1] 9/23 Oh [5] 3/14 17/15 18/1
---	--	---	--	--

O Oh... [2] 51/13 111/1 old [4] 26/7 26/9 26/24 90/12 Olde [1] 26/10 older [1] 59/6 Olive [83] 7/6 7/14 10/4 23/3 23/3 26/9 30/11 36/25 40/24 46/13 46/16 46/21 47/1 47/8 47/13 47/25 48/6 48/7 48/8 48/15 50/7 51/1 51/11 53/4 53/12 54/7 54/14 64/4 64/10 64/15 64/22 67/2 67/6 67/12 69/2 69/25 70/1 70/5 70/11 71/1 71/5 72/3 72/11 73/7 75/7 75/21 76/12 76/17 76/20 76/21 77/16 78/12 79/16 80/6 80/14 80/25 81/11 81/23 82/23 83/22 86/10 86/20 87/9 87/9 87/12 88/5 89/1 89/18 91/18 93/11 94/14 94/22 94/24 95/13 95/15 95/20 96/9 99/23 100/2 102/15 103/1 105/12 105/15 on [181] on-site [3] 72/7 91/1 91/3 one [68] 11/11 17/23 18/3 19/10 19/11 19/22 24/6 25/24 26/18 27/19 39/10 39/14 39/16 39/16 40/5 41/24 43/5 46/4 46/4 46/5 46/12 49/25 50/22 53/6 54/15 55/16 58/13 58/14 60/5 60/20 60/21 61/9 61/23 72/13 72/23 72/23 77/6 79/8 80/12 81/24 83/13 83/13 83/20 85/7 85/8 87/5 89/11 92/13 93/13 94/23 95/1 95/5 95/5 96/18 99/13 101/25 102/1 102/2 104/24 105/14 107/2 107/6 108/21 108/21 109/13 111/7 112/19 115/13 one's [1] 58/16 ones [5] 58/7 63/11 64/22 79/8 98/21 only [14] 14/3 28/1 30/10 38/18 39/4 53/7 60/21 72/17 83/19 90/22 91/6 91/6 97/18 106/9 open [6] 2/2 3/3 5/11 49/5 104/1 113/6 opened [1] 15/5 opener [1] 100/10 opening [1] 15/6 openminded [2] 55/17 56/2 operate [1] 63/7	operator [1] 60/23 opinion [2] 62/4 62/4 opinions [2] 45/17 98/12 opportunities [1] 47/12 opportunity [4] 33/6 62/7 83/15 99/22 opposed [3] 42/9 63/4 96/20 optional [1] 12/14 options [2] 35/7 64/25 or [96] 5/12 5/22 12/11 12/18 13/10 13/11 13/12 14/8 15/14 17/7 18/4 18/4 18/12 18/16 19/17 21/11 23/14 25/2 27/8 27/16 28/15 28/25 29/8 32/5 32/5 34/4 34/13 34/15 35/6 35/11 36/22 38/13 38/17 38/21 39/7 39/15 39/23 42/4 42/11 42/13 42/16 42/23 43/20 47/17 50/14 51/4 51/11 52/13 54/2 61/8 61/16 64/6 65/13 66/17 67/23 68/1 70/18 70/21 70/22 71/1 74/13 74/14 78/5 78/23 78/24 79/7 80/10 81/12 81/22 82/15 82/20 82/20 83/7 85/2 87/18 88/10 89/15 90/24 90/24 92/25 93/1 95/13 95/22 96/19 101/1 101/9 103/1 105/19 106/7 106/7 107/9 108/25 109/7 111/7 113/6 116/15 or do [1] 65/13 or there's [1] 61/8 order [2] 12/6 100/19 ordinance [3] 11/12 14/7 57/8 ordinances [3] 13/23 41/14 100/7 organized [3] 6/4 22/5 22/10 orientation [6] 8/25 10/23 38/9 69/25 70/14 76/13 oriented [2] 25/11 28/17 original [1] 67/24 originally [1] 68/18 other [64] 4/5 6/22 9/13 15/1 17/6 19/16 21/7 21/11 23/10 25/19 25/19 27/8 28/12 29/21 40/24 41/24 42/14 44/7 44/11 44/13 44/14 46/11 46/14 46/21 47/18 47/25 49/22 50/15 51/18 54/16 57/22 61/7 61/7 63/4 64/17 65/14 66/10 67/1 70/2 70/2 71/6 71/7 71/9 71/9 72/4 72/18	76/17 78/10 81/6 83/6 83/25 87/6 87/19 91/12 92/19 92/20 98/11 105/14 105/18 106/4 108/7 108/7 111/16 115/23 others [3] 25/11 57/20 64/12 otherwise [2] 63/25 94/14 our [37] 2/4 2/17 2/20 2/25 3/3 3/4 14/7 18/5 31/14 31/17 31/17 40/18 40/23 43/24 44/18 47/23 56/21 56/22 58/22 59/11 60/6 60/16 63/14 88/12 88/21 88/22 93/25 98/10 99/8 99/17 100/8 102/24 103/2 104/4 105/7 105/10 106/16 ourselves [1] 115/2 out [17] 14/2 14/4 19/20 42/16 45/9 46/8 59/9 61/24 63/12 64/23 69/18 93/3 97/8 98/4 103/15 103/16 105/7 outcomes [1] 107/20 outdoor [4] 25/18 70/21 71/9 81/13 outlined [5] 5/13 5/24 27/23 37/15 73/1 outlines [1] 5/6 outside [2] 42/4 85/23 outstanding [1] 115/10 over [27] 3/21 23/11 26/8 32/2 32/19 34/19 35/12 50/8 50/10 50/11 51/2 67/14 75/12 77/12 87/3 88/7 93/23 97/24 98/9 100/6 100/15 105/11 108/13 108/23 108/24 112/19 114/25 over from [1] 75/12 overall [5] 23/21 68/9 68/13 70/1 77/16 overlay [2] 37/16 38/22 overlooked [1] 15/17 overview [1] 6/6 own [1] 97/23 owned [3] 61/15 61/18 61/21 owner [2] 52/22 87/18 owners [9] 9/14 42/8 74/10 82/10 83/22 86/14 101/2 101/8 106/19 ownership [2] 24/1 107/3 owns [1] 61/11 P P.C [1] 73/21 p.m [2] 1/5 117/2 pace [2] 61/19 116/4 packets [1] 5/8	page [8] 16/2 16/15 20/21 24/8 24/11 73/6 75/10 75/20 pages [3] 20/11 39/6 73/2 paid [1] 98/3 paper [1] 91/24 parallel [1] 81/13 parameters [2] 13/14 34/23 parcel [2] 74/6 83/18 parcels [2] 14/3 23/25 Pardon [1] 58/11 park [16] 18/9 18/10 23/2 27/2 27/21 33/15 53/5 62/13 66/7 79/7 91/22 92/16 93/9 93/24 95/6 107/2 parked [1] 87/4 parking [89] 23/10 23/13 23/16 25/17 31/5 36/23 37/2 37/18 38/2 38/25 39/1 39/2 46/6 55/3 55/4 57/2 63/6 64/22 65/11 65/12 65/13 65/13 65/14 65/16 65/19 66/17 70/4 70/16 70/17 70/20 70/22 71/2 71/15 71/24 77/5 77/11 77/13 77/19 78/4 78/4 78/22 78/24 78/25 79/14 80/5 80/17 80/20 81/6 81/12 81/13 82/5 82/5 83/7 83/10 83/11 83/15 83/19 83/23 85/2 85/3 86/12 86/18 87/1 88/1 91/18 92/21 93/18 94/2 94/15 94/22 95/16 97/20 97/24 98/8 101/19 102/3 103/12 103/13 105/16 105/19 105/20 106/2 106/7 106/15 106/18 107/7 107/9 108/17 108/17 parks [5] 17/1 19/7 28/3 79/7 113/6 part [10] 13/11 21/9 29/14 61/4 62/1 88/5 88/11 106/3 106/12 107/10 partial [3] 33/14 33/22 34/13 participated [1] 99/12 particular [10] 6/15 13/9 17/2 21/1 47/21 56/21 81/10 84/22 86/21 92/13 particularly [9] 22/1 27/13 27/13 36/14 68/10 72/3 89/14 99/23 101/14 party [1] 18/9 past [4] 32/19 54/8 77/7 100/6 paths [1] 59/3 pathways [1] 20/11 patio [1] 57/5	patronizing [1] 81/19 patterns [1] 3/1 Paul [5] 52/19 52/21 99/6 101/22 104/3 pavement [4] 9/3 11/1 18/8 72/5 pay [2] 98/5 98/6 ped [1] 113/7 pedestrian [26] 20/10 30/21 37/2 70/5 70/25 71/7 71/23 71/25 78/3 79/2 79/3 79/8 80/1 80/4 80/19 81/8 82/24 83/5 88/25 89/24 91/17 92/5 92/22 94/21 95/4 96/3 pedestrians [1] 102/2 peers [1] 89/11 Penelope's [1] 104/18 people [27] 19/22 20/7 44/19 44/25 47/14 53/8 53/9 53/19 53/20 54/11 54/16 57/5 57/11 59/20 60/21 60/25 61/1 62/8 62/13 63/8 66/5 66/5 67/16 78/7 81/19 89/4 89/10 per [1] 10/17 perceive [1] 83/7 percent [5] 41/16 53/25 99/15 99/16 100/24 percentage [1] 11/25 performance [2] 72/9 108/19 performed [1] 61/16 perhaps [4] 29/23 35/11 85/4 106/7 perimeter [1] 23/16 period [1] 53/2 periodically [1] 5/21 permit [2] 8/22 58/4 permitted [5] 38/14 71/16 74/12 76/9 84/23 person [1] 83/8 pertain [3] 22/1 36/14 71/21 pertains [1] 16/1 pervious [3] 9/3 11/1 72/5 pets [1] 104/19 phase [1] 14/21 physical [1] 6/22 pick [4] 112/11 114/11 114/15 115/10 picky [1] 90/25 picture [2] 33/8 69/5 pictures [1] 54/18 piece [3] 26/8 86/1 109/8 pieces [3] 43/25 54/23 55/2 Pizza [1] 64/15 place [46] 6/19 6/24 6/25 7/2 7/5 7/16 7/17 7/21 8/9 8/11 8/14 9/18 10/17 10/18 10/20 10/20 12/4 12/6 12/12
---	--	--	--	---

P place... [27] 13/9 13/18 15/6 17/7 21/21 22/12 23/6 23/18 24/22 33/4 36/16 36/18 36/21 37/17 40/22 40/22 44/1 44/20 67/5 68/2 68/9 68/13 68/24 73/1 107/16 107/20 108/5 placed [3] 6/5 6/7 35/4 placement [1] 87/1 places [5] 44/11 46/19 46/21 53/20 57/20 plan [92] 1/9 3/4 4/5 4/9 4/24 5/3 5/7 5/18 5/23 6/3 6/8 6/8 7/12 11/18 11/24 13/3 13/14 13/15 13/21 13/22 14/17 18/21 20/25 21/8 21/9 21/25 22/6 26/19 27/4 27/4 31/11 32/2 32/22 33/13 33/22 33/24 35/10 35/17 36/1 38/12 40/17 44/24 45/22 45/24 47/5 48/2 53/11 53/13 55/17 56/1 56/12 56/24 62/23 63/2 63/21 67/11 67/24 68/1 70/11 73/1 75/3 75/4 82/14 85/25 88/12 88/16 88/21 91/24 93/25 98/14 98/15 98/21 99/11 99/18 100/8 100/9 101/1 101/8 103/3 105/7 106/1 107/21 108/10 108/12 109/5 109/5 109/23 110/1 110/3 110/3 114/12 116/11 plan's [1] 91/22 planned [3] 59/2 68/19 68/23 Planner [2] 1/16 2/23 planning [17] 1/1 1/17 2/3 2/25 18/15 26/25 32/19 33/18 33/25 34/7 74/9 98/13 99/12 100/7 109/25 110/9 117/12 plans [4] 8/13 12/19 50/1 97/25 Plant [10] 8/11 76/23 89/6 107/13 107/15 107/21 108/10 109/5 109/15 110/19 planters [2] 92/25 94/18 planting [3] 11/21 95/23 96/19 plating [1] 13/11 plaza [12] 25/14 26/8 30/7 31/4 33/16 50/11 52/23 54/1 54/2 54/6 54/12 100/5 plazas [1] 71/9 please [4] 4/15 56/2 63/18 63/20 Plus [1] 30/17 point [23] 5/10 14/11	14/18 20/18 20/20 30/9 32/20 39/22 40/11 41/11 46/2 50/23 54/14 54/16 86/6 87/17 87/24 91/13 99/18 105/25 106/10 106/14 107/6 police [4] 18/4 18/12 35/11 35/12 population [6] 53/24 59/19 60/15 60/19 104/4 105/12 portion [2] 5/1 17/2 portions [2] 57/8 65/25 portraying [1] 69/5 position [1] 52/9 positive [2] 30/15 30/16 possible [4] 80/10 80/12 114/4 114/5 possibly [2] 35/6 114/16 potential [5] 31/25 34/17 68/11 85/15 96/22 potentially [3] 6/11 86/2 96/17 practices [2] 72/4 108/6 preaching [1] 45/4 preclude [2] 34/13 47/11 precluded [1] 30/7 predictability [1] 23/24 preference [1] 79/21 premature [1] 39/21 prepare [1] 114/18 prepared [2] 5/5 32/7 prescriptive [1] 110/7 present [12] 2/6 2/10 2/12 2/14 2/16 2/19 2/22 2/24 3/2 18/16 18/20 114/1 presentation [7] 5/21 7/13 15/20 72/24 75/16 75/23 97/19 presentations [2] 15/5 109/16 presented [9] 13/15 16/4 18/16 26/1 26/12 34/3 71/20 93/23 115/1 preservation [1] 99/14 preserve [3] 8/25 10/23 12/6 preserved [1] 12/1 pretty [11] 8/19 16/25 46/17 86/8 86/8 86/16 86/18 86/22 87/2 87/25 106/23 prevent [1] 70/22 previous [3] 42/6 72/21 91/24 previously [1] 8/6 primarily [9] 7/6 36/23 47/14 54/5 67/4 67/15 70/8 80/22 97/22 primary [13] 30/2 30/2	36/20 38/15 38/18 70/11 70/15 72/2 74/13 78/16 78/21 78/21 97/4 principal [1] 4/22 principle [1] 83/4 principles [3] 109/4 110/2 113/17 prior [5] 48/1 61/11 75/12 75/13 107/17 priorities [5] 21/24 99/14 108/8 110/5 110/5 prioritization [1] 113/20 priority [1] 99/13 private [3] 11/21 34/14 79/5 probably [13] 17/11 40/13 40/14 41/19 45/17 87/3 111/22 112/15 113/12 113/21 113/24 114/1 114/10 problem [5] 30/5 39/11 66/5 85/18 101/18 problems [4] 66/21 98/7 98/10 102/4 proceed [2] 5/17 21/13 proceeding [1] 22/8 process [10] 8/11 9/5 21/25 25/13 35/24 77/23 99/12 107/17 109/25 110/9 produces [1] 99/16 Professional [1] 117/9 profit [1] 34/15 prohibit [1] 106/2 project [4] 32/5 54/24 54/25 60/9 projects [7] 32/3 43/20 43/20 55/5 55/12 61/7 108/25 promote [4] 36/20 38/3 39/2 70/12 promoted [1] 83/16 promoting [3] 72/1 80/5 83/17 properties [17] 53/4 61/19 69/22 85/10 88/13 88/19 99/9 99/20 99/25 101/2 101/11 101/14 101/16 103/2 105/12 106/20 106/25 property [29] 9/14 31/23 33/23 34/10 34/14 42/8 57/9 65/24 67/3 74/10 82/10 83/22 85/12 85/21 85/24 86/1 86/14 87/16 87/18 100/1 100/10 100/10 101/2 101/8 102/17 103/6 103/11 105/16 106/19 proposal [1] 27/6 proposals [2] 13/16 40/7 propose [1] 63/22 proposed [5] 9/18	32/4 56/5 67/18 99/11 proposition [2] 35/4 35/21 Protection [1] 18/14 provide [8] 5/25 21/20 23/24 69/10 69/24 78/6 104/2 107/19 provided [4] 11/19 68/17 79/4 80/20 provides [1] 15/10 providing [1] 34/11 proximity [1] 89/5 Prudential [4] 61/11 61/15 61/17 61/22 public [46] 1/8 4/8 4/23 5/1 7/11 25/13 28/3 32/15 33/15 34/5 34/11 34/11 37/1 37/21 67/19 70/2 70/5 70/21 71/8 72/1 73/15 73/16 77/23 83/11 93/11 93/20 96/24 97/10 107/7 107/9 107/18 110/12 110/18 113/8 113/13 114/1 115/14 115/16 115/17 115/19 115/21 116/16 116/25 117/2 117/13 117/15 pull [1] 63/24 purchased [2] 85/10 85/13 purchasing [1] 85/20 purpose [2] 12/21 107/19 push [1] 54/13 pushed [2] 63/5 66/14 pushing [2] 63/19 64/12 put [12] 23/6 50/13 55/3 55/3 84/18 90/22 91/6 92/4 92/11 102/5 106/15 106/15 putting [2] 37/13 111/25 Q qualitative [3] 6/19 96/2 96/2 quality [4] 11/16 38/24 78/1 91/5 question [22] 13/25 15/3 16/19 17/16 18/3 24/8 26/21 27/20 32/11 39/23 46/12 56/8 57/14 59/17 61/5 62/21 72/13 75/5 81/24 83/6 104/9 114/24 questions [17] 5/12 5/15 5/22 12/11 15/1 17/7 21/11 26/18 39/7 55/15 72/11 73/14 81/22 81/22 104/5 109/7 110/11 questions on [1] 81/22 Questover [1] 74/1 quick [5] 22/7 57/14 66/6 104/9 115/13	quickly [4] 8/19 10/14 14/4 112/16 quite [5] 13/1 41/19 81/25 101/13 112/17 R range [1] 63/14 ranging [2] 9/19 25/8 rare [1] 103/22 rate [2] 52/6 52/13 rather [7] 41/9 42/1 44/21 65/18 99/19 104/16 112/5 ratio [1] 11/5 rationale [3] 15/11 15/15 42/5 ratios [1] 8/22 raw [1] 58/21 re [1] 13/11 re-plating [1] 13/11 reached [1] 45/9 reading [2] 19/18 28/2 ready [2] 110/18 115/21 real [5] 29/25 53/1 53/3 99/7 99/8 realistically [1] 114/8 really [50] 5/23 10/3 13/8 13/21 14/1 15/3 22/2 22/20 24/15 24/15 26/5 27/14 28/1 28/16 29/6 29/24 32/6 32/9 32/10 33/1 38/2 39/10 39/11 47/16 52/9 54/10 60/22 62/18 63/4 67/12 68/8 69/4 70/3 76/21 81/15 83/4 88/25 90/9 90/13 91/7 93/10 95/8 97/25 98/8 102/6 103/21 107/19 109/16 111/23 113/16 realm [1] 70/2 rear [8] 71/15 83/10 102/3 103/12 105/16 105/20 106/8 106/9 reason [5] 29/25 30/24 32/8 60/16 69/15 reasons [2] 55/22 64/17 rebuild [2] 13/12 84/4 rec [1] 20/16 recall [1] 34/21 receive [1] 106/11 received [1] 67/21 receiving [1] 54/24 Recently [1] 18/13 recharge [1] 11/20 reclassified [1] 7/20 recognize [1] 106/13 recognized [2] 67/7 106/6 recognizing [1] 88/5 recommend [2] 78/17 102/7 recommendation [9] 10/17 14/19 39/17 44/5 77/17 91/17 91/23 92/4 94/21
---	---	--	---	--

R recommendations [67] 5/18 5/23 6/1 6/10 8/1 9/15 10/11 12/2 12/5 13/6 14/6 14/16 15/8 16/2 16/5 17/8 21/1 21/5 21/7 21/23 22/5 22/9 22/19 23/6 23/9 23/18 27/5 27/9 28/6 29/4 36/14 36/19 37/8 38/8 38/10 39/5 40/4 67/3 67/12 67/17 70/10 71/19 72/12 72/25 73/3 73/4 73/12 74/20 75/6 75/20 77/20 78/13 79/19 79/23 80/23 81/23 83/14 97/2 107/14 108/2 108/5 108/11 109/3 112/25 113/7 113/7 113/20 recommended [6] 6/14 10/25 11/4 70/16 70/19 88/22 recommending [2] 63/2 63/3 recommends [4] 11/18 11/24 38/12 70/11 record [7] 17/25 74/23 90/22 90/24 91/7 91/11 107/6 Recording [2] 1/17 3/1 recreation [1] 113/6 Recs [1] 19/7 rectangle [1] 50/4 red [1] 26/6 redevelop [3] 100/10 101/11 103/24 redeveloping [1] 30/8 redevelopment [14] 8/13 11/22 11/23 12/1 13/10 33/14 33/22 43/20 55/11 68/4 68/11 93/5 101/16 103/2 redevelopments [1] 13/11 redo [1] 101/2 redone [1] 90/13 reduce [1] 72/2 reduced [2] 83/25 117/14 refer [2] 20/11 89/2 reference [3] 53/19 91/22 107/6 references [1] 19/24 referring [1] 90/1 reflect [3] 7/18 10/20 116/7 reflected [2] 7/12 7/13 reflecting [1] 105/10 reflective [1] 72/14 regard [2] 32/3 101/21 regarding [3] 34/1 34/8 41/2 regional [1] 21/20 regionally [1] 67/6 regions [1] 29/21 Registered [1] 117/9	regular [1] 46/8 regularity [1] 23/24 regulations [7] 8/25 11/14 13/2 23/7 47/17 47/23 77/13 regulatory [3] 11/19 13/23 27/9 reiterate [3] 34/6 53/23 70/8 relate [2] 6/23 21/5 related [1] 56/22 relates [1] 22/21 relation [1] 14/24 relationship [3] 37/10 71/3 83/2 relative [1] 13/25 relatively [1] 76/21 remain [3] 36/5 55/17 56/2 remaining [1] 114/15 remarks [2] 15/6 105/22 remember [2] 19/18 58/8 reminded [1] 92/14 reminder [1] 4/25 removed [1] 24/20 rents [5] 58/20 63/10 63/14 64/20 64/23 replace [1] 100/20 replaced [1] 11/7 replicate [2] 101/4 101/9 report [3] 20/24 59/19 115/8 reported [1] 117/12 reporter [10] 4/18 17/22 19/5 49/16 52/20 97/15 117/10 117/10 117/11 117/12 Reporting [1] 1/21 represent [3] 6/20 21/4 74/10 request [1] 5/6 require [4] 37/8 101/19 101/19 115/14 required [8] 56/1 77/11 83/18 83/24 101/6 101/17 102/1 102/19 requirement [3] 57/1 100/23 101/22 requirements [15] 47/18 53/17 55/18 71/25 77/14 80/1 80/2 83/17 83/23 83/25 85/3 87/8 91/5 96/12 100/14 requires [1] 47/24 requiring [2] 37/1 37/20 research [1] 107/24 resemble [1] 48/10 residences [4] 69/9 99/21 101/15 101/17 resident [1] 99/2 residential [41] 6/25 7/1 8/18 8/21 9/15 9/18 10/9 10/10 10/17 11/4	12/3 12/12 15/8 16/1 16/5 17/7 17/17 18/18 19/17 19/20 27/21 28/23 54/5 55/20 67/22 68/5 68/8 71/13 71/18 78/7 80/8 81/2 81/3 82/6 85/1 87/11 87/16 88/9 88/13 97/22 101/13 residents [6] 67/9 74/2 104/14 105/5 108/9 110/6 resolution [1] 114/18 respected [1] 61/21 responded [3] 3/16 4/2 116/23 response [1] 18/5 rest [5] 54/4 111/24 112/12 112/12 114/9 restaurant [6] 56/19 56/19 60/16 60/23 103/10 103/15 restaurants [10] 60/17 60/17 60/18 61/1 62/10 77/1 102/21 103/10 103/19 104/2 restrict [1] 63/19 restricted [1] 38/16 restriction [1] 79/20 restrictions [1] 42/13 restrictive [7] 37/13 75/21 77/13 79/19 83/23 85/2 85/3 result [1] 12/8 resume [1] 3/4 retail [22] 25/18 31/3 56/15 56/17 63/11 64/24 65/25 67/8 68/21 76/25 77/24 86/15 99/9 102/9 102/10 102/11 102/16 102/19 102/24 103/9 105/13 105/18 retailer [2] 102/25 105/9 retailers [11] 44/13 44/17 56/16 62/11 64/24 65/1 66/13 102/23 102/25 104/12 104/18 revenue [2] 99/16 99/19 reviewed [1] 99/11 reviewing [1] 68/6 revised [2] 7/10 34/4 revision [3] 25/25 67/19 68/13 revisions [4] 5/6 5/6 5/13 82/16 reword [1] 41/19 rhetorical [2] 39/23 65/10 rich [1] 21/16 Richmond [1] 25/15 right [56] 3/17 4/1 15/13 15/25 16/9 16/18 18/8 20/23 27/24 28/8 29/22 30/25 40/14 41/1 41/16 41/17 42/19 43/6	44/13 46/18 47/7 50/25 51/19 52/10 52/10 53/12 55/17 55/20 56/5 56/7 56/15 57/24 59/23 60/10 65/20 66/25 69/6 69/12 73/5 73/5 75/15 76/7 76/10 82/12 82/17 83/12 85/14 87/8 87/13 94/15 96/24 97/11 104/21 105/1 107/10 116/14 right-of-way [1] 18/8 rights [1] 106/20 rigid [1] 82/19 ring [2] 53/25 54/1 ringed [1] 65/14 road [18] 1/3 18/8 26/7 26/7 26/17 26/24 26/24 27/17 28/15 30/17 47/1 51/8 64/20 66/1 76/22 77/25 88/20 90/10 roadway [1] 48/21 roll [1] 2/4 roofing [2] 72/6 72/14 roofs [3] 72/7 90/20 91/1 rooftops [2] 60/4 60/11 room [7] 18/10 18/11 82/5 87/13 94/13 109/11 110/14 Rosa [2] 58/10 58/12 roughly [1] 76/22 Rovak [7] 1/14 2/11 39/9 40/10 45/2 90/15 116/18 Rovak's [1] 74/19 RPR [3] 1/22 117/18 117/19 rule [2] 104/16 104/24 rumor [1] 59/9 running [2] 14/4 23/3 runoff [3] 9/13 11/10 11/16 rush [1] 116/1	says [5] 20/9 28/22 76/5 88/12 98/1 scale [8] 59/10 62/14 62/17 63/23 76/25 77/10 84/25 108/25 scenarios [3] 33/25 34/17 34/23 Schaberg [1] 73/20 School [1] 87/24 Schuh [2] 1/15 2/15 science [4] 109/2 109/2 109/16 110/19 Sciences [9] 8/12 76/23 89/6 107/13 107/15 107/21 108/10 109/5 110/19 scope [1] 82/14 scratch [1] 59/1 second [11] 3/10 3/25 24/6 61/4 78/2 79/5 81/16 81/18 93/15 116/19 116/20 secondary [9] 38/6 71/11 71/14 74/13 79/11 79/15 81/12 93/15 97/4 Secretary [2] 1/17 3/1 section [20] 19/24 20/6 20/7 20/15 20/16 22/24 30/10 49/25 50/1 64/21 67/1 67/4 67/21 73/14 73/17 75/3 75/7 83/22 84/24 97/10 sections [3] 7/18 12/14 95/13 security [1] 102/6 see [36] 15/16 15/19 20/14 23/1 25/16 26/17 30/24 42/22 45/22 46/10 50/9 56/3 56/10 57/4 57/7 65/1 67/14 67/24 74/16 75/10 80/16 93/4 93/4 96/21 100/18 101/7 102/21 102/21 102/22 102/23 103/6 104/18 104/19 104/21 105/13 116/14 seeing [3] 100/5 103/9 103/9 seek [2] 80/24 112/12 seeks [1] 32/22 seem [2] 27/23 106/25 seems [9] 29/18 35/13 40/5 48/12 50/6 50/16 59/20 83/9 87/2 seen [6] 15/24 39/18 42/17 74/11 100/6 103/10 sees [1] 104/1 segue [1] 15/11 sell [1] 87/19 selling [3] 53/3 54/23 61/21 sense [14] 8/14 17/11 27/16 29/19 33/21 35/19 44/20 53/14 55/1 55/23 60/9 60/21 69/17 96/15
--	---	--	--	--

S sentiment [1] 30/13 separate [5] 7/18 8/11 36/5 86/17 93/18 separately [2] 10/20 46/20 series [2] 10/10 12/2 serve [5] 6/10 6/11 13/15 21/21 33/16 served [1] 67/15 serves [2] 83/19 91/4 service [4] 23/10 79/13 103/18 105/19 services [4] 1/21 67/8 76/25 103/24 serving [1] 60/21 set [10] 21/1 34/23 34/23 35/5 39/5 64/19 78/3 81/1 82/9 110/4 setback [12] 10/19 37/13 42/1 47/17 47/24 53/17 80/24 81/2 81/5 81/14 82/21 83/16 setbacks [5] 23/9 36/22 70/13 78/19 101/18 several [2] 93/23 95/21 shall [1] 76/8 shallow [2] 77/8 99/24 shame [1] 18/15 share [2] 58/1 97/24 shared [13] 25/17 36/24 37/18 38/2 70/18 78/25 83/15 86/18 97/20 98/8 103/13 106/18 108/17 sharing [2] 23/16 83/7 shoe [1] 102/12 shoemaker [1] 104/20 shop [5] 54/12 56/16 102/12 102/13 103/21 shopped [1] 46/4 shopping [5] 46/9 52/23 53/17 100/3 100/16 short [3] 76/21 98/4 111/7 Shorthand [1] 117/11 shot [1] 62/2 should [23] 4/12 10/19 11/2 11/18 11/20 11/25 18/20 30/13 34/11 38/12 38/14 38/16 41/18 46/13 46/20 71/13 74/12 77/3 78/22 78/24 79/4 101/18 109/10 shouldn't [2] 20/5 40/24 show [6] 21/9 42/24 45/9 55/6 78/14 105/15 shown [2] 31/13 69/15 side [17] 48/22 50/7 50/7 50/16 50/19 71/14 78/5 81/1 84/13 84/15 84/19 85/9 87/24 88/3 101/14 105/17 106/7	sided [1] 30/3 sides [2] 18/10 78/24 sidewalk [14] 28/18 37/10 72/1 79/3 79/5 79/14 82/5 93/12 93/15 93/20 94/5 94/17 95/23 96/19 sidewalks [2] 12/15 38/1 sign [4] 41/14 41/16 75/6 76/6 signage [6] 38/10 40/4 71/19 75/20 79/19 97/2 significant [8] 25/25 42/7 50/24 54/24 55/9 60/22 61/23 66/16 significantly [1] 8/23 signs [9] 38/12 38/14 38/16 41/8 74/12 74/17 76/14 79/20 79/21 Silverman [3] 1/14 2/13 94/10 similar [5] 16/25 27/23 42/12 42/13 71/3 simplicity [1] 66/5 simply [1] 110/8 simultaneously [1] 84/11 since [5] 7/11 26/14 34/4 35/2 67/19 single [9] 7/15 8/8 10/5 11/23 29/8 69/9 87/23 87/25 108/25 single-family [2] 10/5 69/9 single-lot [2] 87/23 87/25 sir [2] 62/22 62/25 site [24] 8/22 11/1 12/1 26/23 27/2 37/1 37/14 37/21 37/23 38/18 38/24 68/22 71/8 72/6 72/7 77/21 79/14 81/6 81/13 91/1 91/3 100/13 100/15 108/6 sites [7] 12/1 14/12 14/13 66/19 72/2 73/10 87/3 sits [1] 58/23 sitting [1] 103/16 situation [7] 29/6 35/25 57/23 87/15 94/12 101/12 111/19 situations [2] 43/4 58/1 six [5] 29/5 37/12 46/17 55/19 57/2 six-story [2] 55/19 57/2 sixty [1] 100/6 size [3] 85/12 100/22 101/9 sizes [1] 81/25 slide [2] 20/22 76/3 slides [2] 21/3 21/10 slightly [2] 51/3 51/21 slot [1] 60/22 small [10] 14/3 15/4	31/2 56/16 76/25 77/8 82/4 84/25 102/25 109/1 small-scale [1] 76/25 smaller [4] 7/25 9/24 28/14 84/5 smallest [1] 10/5 smart [1] 98/17 so [222] society [1] 66/6 soft [1] 102/22 sold [3] 53/3 55/1 61/10 solution [1] 64/13 some [129] somebody [2] 85/13 98/5 somehow [1] 49/25 someone [1] 84/3 someplace [1] 44/21 something [27] 4/5 19/19 20/1 29/9 35/9 35/17 36/2 39/23 40/2 42/24 63/23 74/16 74/21 87/9 88/10 89/18 90/8 90/24 92/25 93/1 95/6 96/19 96/23 101/7 102/7 104/3 114/25 Something's [1] 76/1 sometimes [4] 8/23 9/13 20/6 80/22 somewhat [4] 25/10 32/20 69/24 107/17 somewhere [1] 97/1 sorry [9] 3/8 16/22 17/14 51/15 61/4 71/1 73/5 76/15 110/24 sort [29] 24/1 25/1 25/9 27/14 28/9 29/11 29/18 30/6 34/14 37/25 39/4 40/3 50/4 68/10 70/21 71/16 76/22 77/17 77/20 78/2 80/11 81/12 81/16 95/24 113/14 113/16 113/19 115/5 115/14 Sort of [1] 25/1 sounded [1] 91/24 south [8] 23/3 26/9 51/11 51/17 51/18 84/12 87/24 101/14 southwest [1] 100/2 space [7] 9/23 11/25 70/21 86/19 93/17 100/23 113/6 spaces [1] 83/24 speak [14] 4/5 4/11 4/15 7/8 16/12 49/9 74/14 75/3 88/21 96/1 97/13 100/1 110/21 110/25 speaker [2] 4/12 49/7 speakers [1] 4/17 speaking [6] 6/20 25/5 64/3 64/10 74/9 110/22 speaks [4] 36/2 60/5 95/2 95/24 spearhead [1] 32/6	special [1] 7/3 specialize [1] 109/1 specialized [1] 105/21 specialty [1] 104/13 specific [23] 6/1 13/1 22/8 27/8 36/13 38/22 39/17 39/21 40/15 41/20 55/18 56/1 56/24 63/3 67/20 74/21 79/24 83/3 92/2 96/17 107/20 109/17 110/7 specifically [9] 12/5 16/1 25/6 64/3 64/9 96/8 96/18 100/1 110/10 specificity [2] 39/25 71/21 specifics [6] 12/4 13/19 23/17 41/10 47/4 82/13 spend [2] 57/3 62/13 split [3] 7/17 69/18 80/21 Spoede [1] 76/22 spoke [2] 88/24 93/21 spoken [1] 39/14 spot [2] 83/8 107/2 Sprouts [1] 104/21 square [4] 99/9 100/3 100/16 100/20 SS [1] 117/6 St [2] 1/23 117/7 St. [4] 43/16 46/5 73/22 85/13 St. Louis [4] 43/16 46/5 73/22 85/13 staff [6] 40/4 42/11 42/23 68/6 90/23 114/17 staff's [1] 74/8 stand [1] 4/16 standard [2] 73/7 83/2 standards [21] 10/16 11/21 13/17 14/19 20/21 36/25 37/20 38/20 40/18 40/25 71/6 71/22 77/18 79/25 80/7 94/23 95/3 95/25 96/2 108/18 110/4 standpoint [1] 31/11 standpoints [1] 78/7 start [3] 2/4 17/24 111/25 started [1] 100/5 starting [3] 8/18 58/21 58/24 state [5] 33/7 46/19 47/10 103/20 117/5 statement [5] 24/13 24/19 34/8 34/13 76/20 states [1] 34/9 station [6] 25/14 35/12 53/18 53/24 54/2 55/20 statistics [2] 53/22 54/17 status [1] 47/9 stay [2] 19/13 20/4 stays [1] 69/7	steer [1] 32/4 stenographic 6.1.t 117/13 step [1] 13/21 Stern [2] 99/1 104/6 Steve [1] 64/15 still [12] 3/13 16/22 31/24 32/11 35/9 35/19 38/8 68/9 89/23 111/11 111/12 112/24 stopped [1] 55/2 storage [1] 102/5 store [6] 62/1 102/4 102/11 102/12 103/21 104/22 storefront [4] 28/17 37/9 79/6 79/6 storefront-type [1] 28/17 stores [5] 31/3 66/8 102/1 102/23 104/19 stories [2] 29/5 37/12 stormwater [6] 9/13 11/10 11/12 11/20 72/7 91/1 story [3] 54/21 55/19 57/2 straightforward [1] 113/4 strategy [6] 8/4 26/13 88/15 88/18 88/18 88/22 street [50] 9/1 10/23 11/22 12/15 13/6 18/8 20/20 22/18 24/22 25/11 30/3 31/20 33/3 37/2 37/10 37/12 38/9 38/15 47/2 47/9 47/25 48/14 48/22 48/22 63/12 63/20 64/6 64/13 66/15 70/11 71/4 71/11 74/13 78/3 78/16 78/21 79/11 79/18 81/12 84/18 90/11 93/20 94/15 95/3 96/4 96/23 96/24 96/24 101/22 102/2 Street-type [2] 33/3 48/14 streetlights [1] 95/3 streets [19] 18/6 19/21 22/21 23/8 36/20 38/6 46/14 46/24 47/21 54/5 63/5 65/15 70/15 71/14 71/17 72/3 79/15 97/5 113/7 streetscape [1] 6/22 streetscapes [1] 28/2 stretch [1] 76/21 strip [4] 31/2 90/12 96/19 100/16 stroller [1] 54/13 strong [2] 59/19 99/15 strongly [2] 36/4 42/6 structured [3] 15/19 65/12 65/18 structures [1] 37/19 struggles [1] 64/16
---	--	--	--	---

S stuck [1] 63/25 studies [3] 32/19 33/19 60/13 Studios [1] 4/23 Studt [1] 30/6 study [2] 19/19 44/19 stuff [1] 87/13 Stutte [2] 1/17 3/1 subdivision [1] 13/11 subdivisions [2] 11/24 19/17 Subdivisions' [1] 74/1 subject [5] 11/22 12/1 13/1 29/11 39/8 submitted [1] 53/21 subsection [1] 16/6 subsequent [1] 47/6 subset [2] 26/5 33/11 substantially [1] 56/4 suburban [7] 8/7 10/2 10/6 25/10 44/18 68/7 69/7 suburban-type [1] 44/18 success [2] 58/20 59/5 successful [7] 42/16 42/25 55/6 55/7 56/22 60/18 106/21 succinct [1] 16/14 such [5] 12/8 12/15 41/14 57/6 74/20 sudden [1] 98/4 suddenly [1] 86/1 suggest [3] 68/25 96/6 96/22 suggested [1] 44/19 suggesting [1] 84/17 suggestion [1] 74/11 suggests [1] 95/5 suitable [1] 85/6 Suite [1] 73/21 suited [1] 85/4 summarized [1] 16/3 summarizing [1] 24/9 support [10] 25/20 31/4 45/8 53/10 53/11 60/2 62/19 83/1 107/20 108/2 supported [1] 25/18 supportive [1] 41/25 supposed [1] 93/12 sure [29] 12/13 12/20 13/17 14/14 15/22 16/11 19/13 20/2 35/22 36/11 39/19 40/1 41/21 43/9 45/8 45/13 45/14 50/3 56/9 57/15 80/9 89/3 92/3 92/12 96/7 96/7 96/13 112/17 114/7 surface [4] 38/25 39/1 65/16 70/20 surrounded [1] 21/17 surrounding [1] 21/18 sustainability [3] 72/4 108/6 108/20	sustainable [1] 107/23 swallowed [1] 15/21 sworn [16] 4/12 4/17 17/13 17/20 17/21 19/1 19/2 19/4 49/12 49/15 52/18 52/19 73/18 97/12 97/14 99/3 synergies [1] 62/7 synergy [3] 59/3 59/13 59/13 system [3] 6/4 51/8 84/10 Systems [1] 113/5 T table [1] 87/19 take [15] 5/21 20/18 29/1 32/1 34/18 38/8 44/5 55/13 58/25 59/9 96/6 99/19 103/3 110/1 111/7 takeaway [1] 108/4 taken [2] 97/7 101/18 takes [1] 98/14 taking [6] 35/14 82/8 90/12 116/1 116/5 116/6 talk [13] 6/6 8/16 8/16 17/10 17/11 35/18 36/13 52/11 64/3 85/16 111/8 113/17 116/10 talked [7] 19/11 41/8 56/12 56/25 101/1 102/10 115/1 talking [17] 14/10 14/16 31/12 40/17 44/24 55/19 86/7 86/10 86/22 87/21 89/3 89/6 91/25 93/16 93/22 104/11 104/23 talks [1] 20/2 target [1] 103/1 tax [6] 54/25 55/9 57/10 57/22 57/22 61/24 tear [1] 58/24 teardown [3] 9/5 13/12 84/3 teardowns [2] 9/11 10/2 technical [1] 91/2 tell [5] 35/21 53/6 53/7 55/8 64/11 ten [2] 102/16 113/25 tenant [2] 103/6 105/9 tenants [13] 38/17 39/16 41/10 56/22 64/17 66/2 74/18 98/10 102/16 103/9 103/23 105/13 105/18 tend [3] 30/12 73/10 78/6 term [1] 48/13 terms [37] 11/10 12/25 13/19 14/6 14/16 32/21 35/16 40/7 41/8 43/12 43/24 44/12 48/5 48/6 48/10 59/16 59/18	60/13 70/10 71/22 78/16 79/11 79/25 80/17 81/4 83/24 84/8 85/20 86/14 87/21 87/23 88/17 88/25 89/11 89/16 96/3 102/12 tested [2] 45/23 57/19 testimony [2] 18/3 18/19 text [1] 76/3 than [24] 4/5 8/23 11/13 11/15 11/17 13/25 15/23 39/18 41/9 42/1 44/21 53/25 57/22 59/22 63/4 63/21 63/23 63/23 65/18 84/5 94/5 96/23 104/16 105/18 thank [37] 4/19 4/20 16/21 16/23 18/22 18/23 18/23 20/18 46/1 49/2 52/15 52/16 57/12 57/13 62/20 65/6 65/7 66/22 66/24 73/23 74/7 74/24 74/25 75/1 75/25 86/3 91/14 91/15 96/25 98/23 98/24 98/25 104/7 104/8 105/24 107/12 110/15 thanks [3] 29/10 34/20 66/23 that [658] that -- that [1] 29/25 that point [1] 20/18 that'll [3] 35/21 116/25 116/25 that's [82] 4/8 6/15 8/2 9/5 13/20 14/4 14/25 16/3 16/4 16/15 18/5 29/17 30/6 31/14 31/20 31/21 32/15 35/15 36/2 39/22 40/1 40/2 41/12 42/20 43/23 44/5 44/5 44/10 44/11 44/19 44/24 45/22 49/20 49/20 51/3 54/14 54/14 54/17 57/6 57/25 58/8 58/13 60/24 61/2 61/2 61/15 62/1 69/4 69/8 69/17 77/12 78/3 83/13 84/6 85/18 86/8 87/5 87/20 87/20 87/21 88/14 88/18 89/10 90/11 90/24 92/22 93/16 93/17 93/19 93/20 93/24 94/16 102/11 103/15 104/24 106/3 107/21 111/1 112/7 112/20 113/24 116/2 the 21st [1] 116/12 the report [1] 20/24 their [20] 18/19 23/19 23/20 42/18 54/13 54/19 56/13 62/13 65/3 74/17 80/9 83/8 98/22 100/10 101/2 105/17 109/24 110/2 110/2	110/7 them [16] 3/21 14/8 14/22 32/4 41/19 43/16 45/21 45/24 65/16 88/14 88/19 89/16 90/20 98/20 98/21 101/10 themselves [1] 38/16 then [50] 5/17 7/4 10/6 14/2 17/19 22/17 26/9 26/14 31/16 32/25 38/20 50/11 50/13 51/1 51/3 51/17 51/18 51/21 66/8 68/22 68/22 71/8 71/22 72/3 78/14 79/11 80/6 81/4 85/11 85/25 86/23 87/11 88/2 88/8 92/21 92/21 94/12 94/12 94/22 98/4 104/24 113/5 113/9 113/17 114/11 114/15 114/16 116/2 116/10 116/14 then south [1] 51/18 there [112] 6/24 6/25 7/2 7/4 9/1 9/4 9/6 9/6 10/25 11/18 11/20 11/25 12/11 13/13 14/23 15/6 17/6 17/9 18/11 20/1 20/7 20/23 21/11 22/11 22/17 24/15 24/21 25/7 25/23 25/25 30/18 30/25 31/3 31/4 35/4 35/12 38/6 43/4 44/8 44/23 47/12 49/21 49/24 50/15 52/7 52/11 54/12 54/14 55/21 58/25 59/14 59/24 61/24 62/11 62/12 62/24 63/24 64/24 66/2 66/3 66/25 67/18 68/3 69/13 69/21 71/12 73/16 75/2 76/4 78/17 78/18 78/20 79/1 80/3 80/16 81/5 82/19 82/25 82/25 83/15 84/2 84/8 84/21 84/21 85/10 85/19 85/19 86/25 88/6 88/7 88/14 89/8 89/13 90/9 90/11 92/11 95/2 96/16 100/9 102/15 102/16 103/10 103/10 103/17 103/19 103/19 104/10 105/5 106/6 106/6 107/6 109/7 there's [59] 9/2 20/2 22/12 26/14 27/1 31/1 31/1 31/3 31/5 31/6 31/24 32/12 43/10 44/7 45/23 49/8 58/13 58/14 59/3 61/8 62/7 62/9 62/10 62/10 62/12 62/18 63/16 64/17 64/17 64/22 64/25 66/4 66/13 66/20 68/10 71/4 76/4 76/16 77/9 81/25 84/2 86/25 86/25 88/13 88/19 89/22 89/22 91/2	99/22 100/8 100/21 100/25 102/5 therefore [1] 77/9 these [77] 5/25 6/4 6/6 6/20 7/8 9/25 10/4 10/19 12/2 13/5 14/5 14/12 14/13 14/15 16/10 17/11 19/15 21/3 21/10 21/23 22/20 23/11 23/17 23/17 25/24 27/10 28/12 34/3 34/3 35/6 35/19 36/5 37/15 38/24 43/12 43/19 44/9 44/17 45/20 45/22 47/19 48/25 50/21 54/22 55/5 55/8 67/11 67/12 67/15 67/15 71/10 72/9 73/10 77/8 77/18 77/23 78/5 78/8 79/7 80/12 80/23 81/20 83/14 84/1 86/19 87/10 90/12 92/8 92/19 97/1 97/24 98/13 101/13 108/3 108/11 109/3 115/17 they [56] 5/13 6/9 6/13 6/23 10/15 13/19 14/23 14/23 18/14 21/5 22/1 23/4 27/23 28/25 35/3 36/14 42/17 42/19 42/20 42/20 43/18 44/20 44/20 44/25 45/10 49/25 54/12 54/25 55/3 57/9 57/10 61/18 64/25 65/1 65/1 65/4 65/5 65/24 65/24 71/2 73/10 74/4 74/16 75/12 77/15 78/2 78/3 80/15 82/3 89/20 91/5 100/22 101/9 103/25 109/16 109/17 they can [1] 49/25 they'll [1] 65/2 they're [29] 10/15 14/8 14/14 37/24 41/15 41/15 43/19 43/20 43/21 43/21 44/14 44/16 44/17 45/1 45/14 48/3 50/17 51/5 51/5 54/13 56/22 65/2 65/5 66/16 66/18 75/8 77/8 79/24 109/19 they've [1] 90/13 thing [10] 42/14 43/7 55/16 66/10 69/12 98/11 107/1 107/3 115/13 116/1 things [29] 13/20 14/15 27/10 31/5 36/5 47/18 50/16 51/8 52/12 52/24 57/6 62/8 66/4 66/13 76/14 77/14 80/12 83/25 85/1 89/13 94/13 96/4 99/22 104/1 104/13 104/13 105/6 111/7 116/9
--	--	--	---	---

T think [93] 14/10 15/10 15/11 15/15 17/11 19/10 24/19 29/1 29/3 29/24 30/2 31/3 31/8 31/10 31/24 33/18 35/8 35/17 35/25 40/2 40/10 40/10 40/14 40/14 41/3 41/7 41/13 41/18 42/12 48/7 48/13 51/1 51/1 51/2 56/5 58/3 60/20 61/6 64/11 66/15 74/5 74/20 75/6 82/25 84/17 86/8 86/16 86/21 87/20 88/24 89/15 89/19 89/19 90/8 90/11 91/7 92/18 93/2 93/4 93/6 93/7 93/21 94/4 94/14 95/10 96/5 96/14 98/17 104/11 104/15 105/4 105/5 106/8 111/6 111/14 111/22 112/7 112/10 112/11 112/11 112/15 112/20 113/1 113/25 114/5 114/8 114/8 115/21 115/25 116/3 116/4 116/7 116/11 thinking [7] 20/12 46/13 46/20 51/6 51/7 51/10 51/15 thinking in [1] 20/12 thirty [4] 53/1 53/2 102/18 113/12 thirty-year [1] 53/2 this [158] thoroughfare [2] 48/11 48/17 thoroughfares [1] 23/23 those [80] 1/11 6/18 7/17 7/19 8/1 8/5 8/8 8/15 8/16 9/16 10/9 10/10 10/14 10/24 12/4 12/18 12/19 12/22 12/25 13/18 13/18 13/20 15/7 22/3 22/17 22/21 27/9 27/13 29/21 38/1 43/25 44/8 44/24 45/9 45/9 46/25 47/5 47/19 48/25 50/24 59/7 61/20 63/15 63/16 63/17 64/23 68/23 70/23 70/23 72/17 72/20 72/24 73/3 73/3 73/9 73/12 74/17 74/19 75/6 75/11 79/23 81/17 81/25 84/11 85/4 87/3 88/18 93/13 101/11 101/15 101/17 102/1 102/2 103/13 105/5 106/20 108/15 109/4 109/4 113/22 though [1] 73/25 thought [7] 35/24 49/21 52/14 69/4 74/15 111/13 115/4 thoughts [2] 27/18	115/24 three [5] 19/21 22/17 37/12 55/18 57/2 through [38] 5/21 8/10 8/17 8/19 10/12 10/14 17/12 18/11 19/16 19/17 19/22 23/3 23/9 25/12 26/25 40/3 47/15 57/7 61/1 69/13 70/1 77/23 78/13 83/16 83/17 102/20 110/9 111/14 111/20 111/24 112/6 112/15 112/24 113/21 114/4 114/9 115/5 116/1 throughout [1] 7/4 throughs [1] 104/2 throw [1] 87/7 thus [1] 39/20 tie [1] 98/22 tier [5] 78/2 79/5 81/16 81/18 93/15 Tim [12] 1/12 4/22 34/20 68/14 68/18 76/14 87/20 93/7 105/15 111/22 112/10 116/8 time [33] 4/6 4/25 5/19 18/5 19/11 20/4 21/3 23/11 32/2 35/2 41/4 42/18 55/14 60/21 62/13 65/7 74/8 74/14 74/24 76/19 77/12 77/20 98/4 98/16 108/13 108/23 108/24 111/6 113/25 115/8 116/2 116/5 116/6 time was [1] 19/11 timely [1] 35/8 times [2] 40/5 77/7 today [10] 23/4 56/17 63/24 65/1 70/24 80/15 90/14 102/9 102/16 102/24 today's [1] 66/6 together [2] 3/18 36/7 token [1] 84/7 Tom [1] 99/1 tomorrow [2] 35/5 36/10 tone [4] 39/11 39/17 39/25 42/18 tonight [17] 5/10 7/13 26/3 27/13 52/24 53/18 64/12 72/24 86/6 95/21 111/8 111/15 111/24 115/1 116/2 116/8 117/1 tonight's [1] 5/17 too [10] 15/4 40/15 43/10 48/14 50/22 74/21 79/24 98/22 106/12 107/4 top [2] 57/3 92/4 topic [1] 49/9 total [1] 6/24 totally [1] 105/18 touch [3] 108/3 108/19	113/16 tough [1] 41/15 toward [2] 11/1 114/18 towards [4] 14/5 23/14 71/17 79/21 towering [1] 14/14 town [17] 26/21 27/1 46/14 51/4 54/16 54/19 57/16 58/9 58/17 58/18 58/19 62/4 62/6 62/19 65/21 106/12 107/10 townhome [1] 78/10 townhomes [4] 28/23 29/7 77/1 88/10 toy [1] 104/22 track [1] 97/9 tract [1] 59/12 Trader [3] 44/16 46/4 102/10 traditional [2] 28/16 32/24 traffic [3] 48/16 48/23 55/23 trails [1] 19/16 transcript [1] 117/15 transit [1] 70/5 transition [2] 23/12 69/8 trash [2] 66/12 66/20 tree [3] 11/20 11/21 95/22 trees [6] 11/22 48/21 79/3 94/17 95/4 96/3 tremendous [1] 102/4 triangle [3] 49/22 50/4 51/25 trouble [1] 74/3 truck [1] 66/18 true [2] 41/12 117/14 try [8] 30/2 32/12 36/6 45/21 47/8 62/2 82/22 111/24 trying [16] 16/10 34/22 40/18 40/23 41/9 44/8 44/23 48/18 49/21 58/7 61/6 72/24 88/4 91/12 93/14 106/16 turn [1] 59/10 turnover [1] 66/2 turns [1] 26/10 tweak [2] 14/7 116/9 twelve [3] 24/14 24/17 24/24 twenty [3] 74/22 97/24 99/15 Twenty percent [1] 99/15 twice [1] 46/4 two [23] 3/11 3/19 7/2 7/18 8/5 8/6 8/14 15/4 16/10 29/21 30/3 32/23 35/6 36/6 50/24 54/4 54/21 86/17 102/1 102/6 102/16 103/13 111/7 two-sided [1] 30/3 two-story [1] 54/21 type [51] 6/5 6/7 6/19	6/24 6/25 7/2 7/5 7/16 7/17 7/21 8/9 8/11 9/21 9/24 10/3 10/17 10/20 12/6 13/9 14/15 22/12 23/18 24/22 27/24 28/13 28/17 29/6 31/20 33/3 36/16 36/18 40/22 40/22 42/14 44/18 44/22 48/14 48/24 51/8 60/3 60/10 67/5 68/2 68/10 68/24 70/9 94/13 107/1 107/16 107/20 108/5 Type's [1] 10/21 types [22] 8/15 9/19 12/4 12/12 13/18 15/6 17/7 25/3 25/19 38/1 43/12 47/19 61/7 68/13 68/23 68/25 69/21 70/23 73/1 78/5 88/9 91/3 typewriting [1] 117/14 typically [4] 9/22 23/13 77/25 95/17 Typologies [1] 8/7 Typology [2] 8/7 8/8 U Uh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 Uh-huh [15] 12/16 27/25 29/13 40/20 57/18 57/21 64/5 72/15 85/22 89/21 90/7 91/20 92/9 92/15 94/25 under [6] 9/8 14/19 24/1 61/10 61/25 99/13 understand [6] 24/15 31/10 32/15 84/6 84/7 96/5 understanding [1] 79/13 understood [1] 15/23 Unfinished [1] 4/7 unfortunate [1] 86/5 unfortunately [3] 59/6 64/1 65/4 uniform [2] 70/13 78/19 unimportant [1] 90/18 unintended [1] 77/15 unique [3] 43/3 43/4 43/23 uniquely [1] 44/15 unit [1] 29/8 unless [2] 15/17 104/1 unlikely [1] 35/13 unnecessary [1] 29/18 unpleasant [1] 94/16 until [2] 35/20 36/9 unusual [1] 46/3 up [38] 3/3 4/12 4/13 4/16 5/12 21/9 21/24 27/7 27/20 38/11 40/5 43/13 49/5 50/22 54/13	55/20 56/12 63/5 64/12 66/1 66/14 70/1 6.1.t 76/1 77/23 79/10 91/21 92/5 94/15 98/2 98/6 110/25 111/23 112/11 112/19 114/11 114/15 115/10 update [7] 1/9 4/9 4/24 5/3 6/8 33/24 109/6 updates [3] 6/12 13/3 82/15 updating [1] 38/22 upgrading [1] 53/11 upon [6] 5/24 22/20 68/6 98/2 106/20 108/3 urban [7] 8/8 28/13 37/7 44/15 48/11 48/17 104/21 urgent [1] 103/16 us [10] 32/11 59/7 63/19 65/3 98/9 98/17 100/13 111/16 112/18 115/25 use [42] 6/8 6/9 6/10 6/14 7/3 7/21 7/21 20/11 21/16 22/3 22/4 22/6 22/11 22/13 22/14 22/25 23/20 27/22 28/18 31/15 34/8 34/12 34/15 34/17 34/25 36/16 67/5 67/9 68/1 68/2 68/19 68/21 68/25 69/16 69/16 74/2 74/5 76/5 78/11 102/3 105/17 108/1 used [6] 16/25 34/10 57/9 57/9 64/21 82/10 useful [1] 15/12 users [2] 44/12 103/20 uses [24] 7/4 31/4 31/17 32/25 36/21 37/9 38/7 44/1 56/19 56/19 56/20 68/23 70/12 71/12 71/13 71/14 78/11 78/18 84/24 85/4 88/14 103/18 105/21 108/16 usually [1] 98/3 utilize [1] 14/19 utilized [1] 11/3 V vacancy [2] 52/6 52/13 value [3] 58/23 58/24 106/6 variance [1] 82/1 varies [1] 23/19 variety [9] 22/3 25/7 29/2 38/7 69/21 81/6 82/18 108/15 108/18 various [4] 26/25 68/19 72/3 98/13 vary [1] 81/14 vehicular [1] 67/13 venture [1] 113/11 versus [6] 27/22 32/16 40/24 65/12 65/13 91/4 very [63] 5/16 8/20
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V very... [61] 14/3 15/10 18/17 18/23 20/19 27/23 31/11 31/21 31/23 33/4 35/12 39/12 39/12 40/11 41/1 41/25 42/2 42/8 42/15 42/21 43/13 45/10 46/7 46/10 48/8 53/10 53/11 55/18 55/18 56/1 57/4 57/12 59/21 61/20 63/6 63/7 65/6 66/23 67/13 68/20 74/13 78/1 80/19 86/9 88/11 89/23 90/19 90/25 91/2 91/23 92/2 92/14 92/21 94/11 94/16 96/11 97/20 104/7 106/19 106/21 115/20 viable [2] 27/6 100/11 vibrant [5] 21/16 25/20 25/20 108/1 108/16 viewpoints [1] 44/7 visibility [3] 63/12 64/22 74/18 vision [19] 6/15 6/18 10/21 12/22 12/23 21/14 22/15 24/3 25/12 31/21 31/21 48/11 67/5 68/9 69/23 76/20 77/22 107/23 108/2 visual [4] 47/13 70/1 78/15 84/8 visualize [1] 48/17 visually [1] 67/6 voltage [2] 72/5 72/17 votes [3] 3/17 4/3 116/24	92/17 94/8 98/11 103/23 105/6 106/1 109/17 110/24 111/9 111/24 111/25 113/16 want to [2] 40/8 45/19 wanted [14] 13/8 27/12 33/7 34/18 36/6 61/17 70/7 73/9 73/23 74/7 74/23 105/9 106/10 107/4 wants [5] 4/11 55/20 61/2 75/3 110/20 was [88] 5/8 6/16 7/22 8/4 8/10 13/8 15/6 15/13 15/14 15/20 16/7 16/9 16/14 17/21 18/16 19/4 19/9 19/11 25/12 26/1 26/12 27/19 27/19 27/20 34/21 39/14 42/17 42/20 46/5 46/7 46/7 49/15 51/7 51/15 52/11 52/13 52/19 53/15 54/23 58/20 59/2 60/10 61/4 61/6 65/9 67/20 67/21 67/25 68/1 68/1 68/3 68/6 68/16 68/16 68/18 68/20 68/23 69/11 69/11 69/12 75/11 75/25 83/10 84/12 85/12 89/22 91/23 91/23 92/17 100/4 100/4 100/5 100/9 101/12 101/25 102/15 103/10 106/10 106/12 107/6 107/16 107/16 107/16 107/16 107/19 109/23 113/15 114/25 wasn't [5] 42/19 56/6 74/9 97/13 101/25 water [3] 11/16 91/5 101/20 way [22] 8/2 11/5 12/8 15/16 18/8 19/23 22/10 30/11 39/13 46/11 50/4 50/15 62/12 63/20 69/18 77/18 79/22 90/13 93/21 103/14 109/3 115/24 ways [3] 19/21 30/9 81/6 we [232] we'd [8] 5/10 26/2 33/3 33/4 41/2 100/19 101/7 114/17 we'll [12] 2/4 4/7 6/6 7/8 7/8 8/15 20/18 35/21 36/13 67/2 107/13 114/13 we're [47] 2/2 3/13 4/23 7/24 14/1 14/5 14/10 14/16 17/3 17/4 25/22 33/9 36/1 40/17 40/23 48/10 48/18 59/6 63/25 86/7 86/10 86/22 87/21 89/3 89/6 89/8 91/25 92/19 93/14 93/16 93/22 94/12	94/15 96/13 99/24 103/8 106/15 106/15 106/16 111/8 115/7 115/17 115/21 116/3 116/5 116/6 116/11 we've [12] 32/18 34/16 35/2 39/18 67/19 87/6 89/17 97/24 99/11 100/6 100/12 115/16 week [2] 5/9 5/25 weekly [1] 46/9 well [36] 15/2 16/16 20/9 24/16 27/19 31/23 45/18 45/24 48/2 50/6 50/6 57/19 60/15 61/21 63/3 64/7 65/9 69/4 69/11 74/8 76/1 81/2 86/22 87/13 87/25 88/2 94/1 94/8 103/8 104/23 106/23 110/24 111/4 111/22 115/4 116/25 well-respected [1] 61/21 went [2] 69/11 103/16 were [34] 4/17 5/13 5/24 8/15 17/13 18/15 19/1 19/2 21/24 27/7 32/5 33/5 34/9 34/24 41/11 42/8 42/19 42/20 51/16 59/8 79/10 92/6 92/7 99/3 99/25 101/15 101/16 102/3 102/16 103/13 110/18 111/18 115/4 115/5 weren't [1] 18/16 west [18] 8/13 26/17 27/17 28/15 29/14 29/24 50/16 51/11 67/2 67/5 70/10 72/11 75/7 75/21 86/23 95/15 102/15 105/17 western [2] 29/12 29/25 Westgate [2] 74/4 102/14 what [106] 9/8 12/17 12/23 13/8 13/8 14/1 14/15 15/11 15/23 21/4 26/1 26/11 26/19 26/19 26/21 27/14 27/22 28/22 28/24 29/24 31/11 32/9 32/21 33/8 35/16 40/17 42/22 43/5 44/19 44/24 45/14 47/1 49/8 50/3 50/9 52/5 53/7 53/8 53/9 53/11 53/19 54/20 55/25 56/1 56/5 56/10 57/6 58/3 58/4 58/5 58/5 58/25 60/16 61/2 61/2 61/4 61/25 63/1 63/18 63/18 63/23 65/1 65/4 67/22 68/4 69/14 69/17 71/20 73/25 74/4 75/14 84/16 85/11 86/7 86/10 86/22 87/21 88/12 88/24 89/10 89/20 90/17 90/19 91/8 92/3 92/6	93/22 95/2 95/4 96/2 98/18 103/5 103/5 105/10 106/16 109/17 109/19 109/20 110/7 112/10 112/11 112/24 113/13 113/16 114/16 116/2 what's [16] 30/25 32/21 32/22 43/24 43/25 56/17 59/14 60/12 60/18 84/5 86/9 90/11 93/22 98/12 99/17 106/3 whatever [3] 18/12 28/14 82/20 whatnot [3] 45/21 87/22 104/2 when [25] 12/1 18/9 20/6 30/5 30/6 41/4 46/17 64/2 64/2 78/25 82/15 87/6 89/2 92/3 92/18 95/15 101/19 101/19 101/20 102/6 102/15 106/22 115/2 115/21 116/7 where [49] 14/23 16/3 19/9 23/12 23/15 25/24 26/9 28/16 30/14 31/15 32/3 33/3 35/3 36/1 43/18 46/15 46/21 48/8 49/24 50/13 53/15 54/19 57/16 58/1 58/2 58/2 59/24 63/11 64/15 64/21 66/19 80/17 80/17 83/2 84/2 87/15 89/20 89/20 93/18 94/13 95/15 96/9 96/11 102/5 104/11 106/15 106/15 110/17 111/19 Whereas [2] 28/13 95/20 wherever [1] 49/24 whether [10] 12/18 14/8 27/16 28/15 35/9 35/18 42/22 111/8 111/23 112/16 which [79] 5/2 5/6 6/25 7/3 7/5 7/15 7/21 7/22 8/2 8/4 9/19 10/3 10/7 10/11 11/5 11/6 11/7 15/7 15/10 20/21 21/7 22/15 22/25 26/4 26/16 27/23 28/10 31/13 31/16 32/2 33/15 34/9 34/25 34/25 36/15 36/17 37/15 39/6 45/1 46/9 46/16 59/4 59/9 65/19 66/19 67/25 68/25 71/5 71/6 71/19 76/20 77/14 77/25 79/23 81/6 82/22 83/22 83/23 85/1 85/16 86/24 87/13 87/17 96/21 96/21 97/23 100/5 102/14 104/3 105/22 110/3 111/18 112/14 113/1 113/4 113/5 113/20 114/3 114/19	while [7] 26/22 56/24 70/4 77/4 77/2 108/13 white [1] 72/14 Whitney [2] 1/16 2/23 who [16] 4/4 4/11 42/8 45/9 49/8 53/16 55/20 61/20 61/24 98/5 98/21 102/2 103/16 104/18 105/18 110/20 who's [1] 49/7 whole [12] 34/10 37/5 38/5 40/21 48/7 59/2 59/9 65/21 67/25 93/3 93/3 115/8 whose [1] 105/19 why [8] 55/22 60/25 66/3 69/10 69/15 72/17 90/24 93/20 wide [3] 18/8 18/9 92/23 wider [1] 95/18 Wild [1] 89/20 Wildwood [9] 54/16 54/18 54/19 59/22 60/13 62/4 62/5 62/16 62/19 Wildwood Town [1] 62/4 will [36] 5/7 5/17 5/19 5/20 6/10 6/20 7/11 7/13 9/9 9/23 10/22 18/9 20/3 21/20 28/6 35/4 42/8 45/17 48/24 67/15 79/22 79/22 85/16 89/8 99/18 99/20 101/17 102/22 104/17 108/24 113/1 113/1 113/4 113/9 113/9 116/8 willing [2] 87/18 87/18 Winrock [1] 97/17 wishes [1] 4/4 within [36] 9/23 10/6 13/9 22/17 23/23 23/23 24/4 25/16 25/22 31/19 31/22 31/24 32/25 33/20 33/20 36/16 36/17 36/17 37/22 42/4 43/21 46/24 47/3 47/3 68/9 71/2 71/10 71/10 72/9 77/11 78/18 81/5 81/5 91/18 94/2 105/1 within the [1] 33/20 without [1] 19/23 won't [1] 55/13 wonder [2] 20/5 42/3 wondered [1] 52/13 wondering [1] 19/9 woods [1] 16/13 worded [2] 42/7 79/23 words [5] 49/22 50/15 51/18 65/14 94/1 work [22] 13/5 46/10 59/14 61/23 62/2 62/3 62/5 62/6 62/15 78/14 83/9 87/2 88/9 90/9 90/13 91/25 92/19 93/3
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W
work... [4] 95/8 100/12
 105/20 106/23
worked [6] 26/14 55/4
 57/19 58/2 62/3 62/5
workers [1] 67/9
working [2] 40/3 58/5
works [5] 24/1 24/1
 86/16 87/25 98/3
workshop [1] 7/11
world [1] 65/3
worry [1] 91/11
worst [1] 54/3
would [187]
wouldn't [9] 24/17
 58/6 74/16 85/11 88/16
 90/23 105/6 107/8
 107/8
wrap [1] 112/19
written [1] 12/5
wrong [2] 55/10 93/7

X

x'd [1] 105/7

Y

yeah [47] 3/6 12/13
 15/9 16/7 16/8 16/17
 17/18 20/1 20/12 21/2
 24/18 24/20 28/6 30/1
 34/20 40/12 41/3 41/18
 45/4 45/6 45/12 46/1
 48/4 50/10 51/14 52/1
 52/4 52/5 52/8 61/9
 68/15 69/19 76/2 76/4
 90/4 90/5 90/16 94/3
 94/19 96/10 96/14
 109/14 109/22 111/5
 112/2 114/15 116/6
year [4] 32/19 53/2
 99/2 99/6
years [10] 53/2 61/19
 74/22 97/25 98/9 98/18
 98/19 100/6 102/18
 105/11
yes [26] 14/25 24/7
 24/10 24/12 24/18 25/3
 29/6 29/15 50/19 51/24
 52/17 59/11 60/9 62/22
 62/25 82/2 84/14 84/20
 90/3 97/3 97/6 99/4
 106/4 109/18 109/22
 114/23
yesterday [1] 46/3
yet [2] 14/3 97/12
you [325]
you'd [2] 24/16 104/15
you'll [6] 102/21
 102/21 102/23 104/18
 104/19 110/25
you're [43] 4/15 24/9
 28/8 30/6 30/10 30/10
 35/15 40/14 41/9 47/7
 48/9 50/9 50/11 54/18
 55/19 58/21 58/24
 60/21 60/23 63/1 64/11
 65/22 73/5 75/14 75/18
 82/17 84/17 85/17

85/20 87/15 90/1 93/2
 93/4 93/12 95/15 95/16
 97/1 101/5 103/7
 104/11 104/23 105/13
 109/12
you've [12] 15/7 46/17
 69/14 86/17 86/17
 86/18 86/18 86/19
 86/23 90/10 90/19
 103/14
young [1] 89/4
your [22] 5/8 13/25
 15/20 17/24 18/21
 28/16 35/23 35/24 48/5
 51/25 60/14 64/23 65/7
 65/11 66/14 66/20 74/7
 74/24 84/12 87/17
 102/8 103/6

Z

Zona [2] 58/10 58/12
zone [21] 70/25 71/2
 71/5 78/3 79/2 81/8
 81/18 82/24 83/5 88/25
 89/25 91/17 91/19 92/5
 92/22 94/2 94/22 95/19
 95/24 95/25 96/21
zoning [22] 1/1 2/3
 6/11 7/1 8/22 8/24 9/9
 11/6 13/3 18/15 23/5
 34/1 34/7 47/6 47/23
 82/15 87/7 97/21 100/7
 100/19 104/1 117/13

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

CHAIRMAN KISTNER: [85] MR. BREITWEISER: [1] 24/22 MR. CARNEY: [6] 2/5 3/6 11/2 63/14 64/13 64/18 MR. HARRIS: [3] 42/9 42/12 51/1 MR. JAGGI: [32] 2/21 9/13 11/14 11/25 21/14 21/18 21/24 22/17 22/21 22/25 23/13 26/17 36/24 37/2 37/4 37/8 38/12 49/9 49/25 50/10 50/13 50/20 52/9 53/1 53/5 66/1 66/19 66/22 67/5 67/11 67/13 67/15 MR. LUMLEY: [3] 2/18 67/8 67/21 MR. MAGRUDER: [7] 2/9 7/13 7/22 38/5 38/9 41/9 41/17 MR. McCOY: [9] 36/9 36/11 37/1 37/3 37/7 37/13 38/2 38/7 38/16 MR. ROVAK: [60] 2/11 3/5 7/25 8/23 11/13 11/24 12/2 15/13 15/19 15/24 16/2 16/10 16/12 16/16 16/22 17/7 17/10 17/12 17/16 17/20 18/3 18/6 18/14 18/22 18/25 19/3 19/10 19/14 20/3 20/6 20/9 20/16 20/20 21/3 21/7 21/10 21/13 21/17 21/23 22/10 30/15 30/19 30/23 31/4 48/2 48/10 48/14 48/19 48/22 49/1 49/4 49/7 49/24 50/9 50/11 50/14 50/18 50/21 52/25 53/4 MR. SCHUH: [15] 2/15 3/14 33/18 55/13 55/17 56/7 56/13 58/2 58/4 58/6 58/15 59/14 60/5 60/8 64/20 MR. TIMOTHY BREIHAN: [82] MS. 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attractiveness [1] 59/5 audience [7] 3/24 31/8 34/6 42/6 50/24 60/12 65/22 auto [1] 13/23 automobiles [3] 42/23 43/3 43/5 availability [1] 32/6 available [2] 9/9 66/12 Avenue [11] 45/7 46/10 46/24 46/24 47/1 47/3 47/5 47/6 47/7	47/12 47/12 aware [3] 25/20 44/7 49/11 aye [5] 3/9 3/10 3/11 3/21 3/22 B baby [1] 42/19 back [3] 27/19 53/23 55/14 bad [1] 67/14 balance [1] 5/14 BALLAS [2] 1/3 39/22 ballot [1] 7/1 banners [1] 54/17 barrier [1] 63/20 based [7] 18/16 28/7 32/6 37/22 39/17 47/9 52/21 baseline [1] 33/16 basically [24] 5/13 17/2 27/4 28/24 39/3 40/10 41/12 41/14 45/5 45/14 45/23 47/2 47/25 54/1 54/14 56/24 57/2 60/4 61/2 61/8 61/10 61/13 62/5 63/18 basis [2] 33/15 61/1 be [118] beautiful [1] 27/19 because [15] 8/5 8/24 8/25 13/24 17/13 22/24 23/12 34/12 41/12 43/24 46/19 48/8 50/3 62/10 63/16 become [4] 26/1 35/11 36/4 46/20 becomes [1] 10/16 becoming [2] 9/8 50/2 been [17] 10/9 13/3 13/5 13/6 20/19 22/15 24/16 34/9 36/9 36/10 36/22 45/2 45/3 49/16 51/8 61/7 64/11 before [7] 16/24 26/19 37/1 37/13 37/14 49/3 53/8 began [1] 5/21 begin [1] 5/4 beginning [2] 30/18 42/9 begins [1] 8/8 behind [4] 14/9 18/12 31/20 57/3 being [13] 11/18 17/25 20/10 23/17 37/23 47/7 47/7 47/22 47/24 47/24 49/12 49/20 50/7 believe [7] 10/9 37/12 43/13 64/23 65/3 65/4 65/12 belong [3] 22/23 30/25 42/17 benches [1] 35/22 beneficial [4] 15/23 35/7 44/24 55/11 benefit [1] 25/25 benefits [3] 61/24 62/1	63/9 best [5] 15/6 15/10 21/9 32/7 52/9 Beth [1] 1/14 better [3] 37/25 39/15 49/23 between [15] 8/22 10/25 14/15 25/7 28/22 32/13 34/20 39/22 40/14 46/5 46/5 47/2 47/3 47/4 64/5 beyond [1] 8/13 bicycle [13] 13/14 31/15 32/11 32/14 38/21 39/5 39/6 41/8 42/4 42/16 43/5 45/21 57/9 bicycles [7] 42/2 42/17 42/20 42/22 42/25 43/4 57/13 Bicycling [1] 42/18 bicyclists [1] 41/18 big [1] 11/24 bike [8] 35/9 35/14 39/9 39/18 39/21 40/7 42/16 56/5 bikeability [2] 38/24 57/2 bikes [1] 40/9 bioswale [1] 46/8 bit [6] 10/24 23/2 23/19 36/20 37/25 40/2 BJC [2] 28/3 28/8 blank [1] 47/23 blue [1] 40/5 bond [2] 10/3 11/6 bonus [2] 16/9 22/2 bonuses [3] 16/14 17/24 19/9 both [15] 7/16 13/10 13/17 27/24 32/11 35/15 35/16 45/14 54/3 54/12 59/3 62/11 63/1 63/9 63/23 boulevard [17] 12/25 13/1 13/12 14/11 14/17 15/13 26/23 28/2 39/11 39/20 45/6 46/4 46/7 47/10 47/11 54/5 62/10 boundaries [2] 54/4 63/2 boundary [8] 29/20 30/1 60/24 61/11 61/14 61/17 63/20 64/7 break [1] 67/3 breaks [1] 16/17 Breihan [1] 5/9 Breihan's [1] 21/19 Breitweiser [4] 4/22 24/22 24/24 26/17 Breitweiser's [1] 26/19 bring [3] 15/15 36/2 36/3 broad [2] 20/2 51/17 broader [2] 23/18 50/6 brought [1] 18/19 budgetary [1] 50/2	buffer [1] 29/19 buffers [1] 27/20 build [8] 22/5 28/21 29/7 30/21 32/3 39/7 53/4 53/6 build-to [3] 28/21 29/7 30/21 building [8] 10/3 21/9 27/11 28/23 35/18 35/20 39/13 62/17 buildings [6] 14/9 14/10 27/18 27/21 29/1 29/2 builds [1] 54/21 built [2] 50/3 60/5 business [4] 47/14 47/18 67/5 67/17 but [65] 4/11 5/4 6/22 8/12 8/17 9/3 9/9 9/24 10/14 10/19 10/24 11/9 11/22 13/25 14/10 15/18 15/25 19/6 20/14 20/22 22/2 22/8 22/20 23/10 24/25 28/20 30/10 30/17 32/5 32/18 33/8 33/14 34/21 37/9 37/13 38/23 40/2 40/24 44/4 44/8 44/8 45/5 45/13 46/15 48/11 48/15 50/5 51/9 51/19 52/3 54/14 55/9 55/9 55/21 56/8 57/19 57/19 59/9 59/25 61/17 64/9 64/14 64/17 66/11 66/21 C Cabin [2] 6/19 6/24 calendars [1] 66/5 call [2] 2/4 23/6 calling [1] 44/5 Calls [1] 46/7 calming [4] 51/3 52/2 52/12 52/19 came [4] 12/20 52/11 57/25 63/23 Campbell [2] 4/22 34/18 campus [19] 13/18 27/2 27/3 27/15 27/16 27/24 27/25 28/1 28/4 28/8 28/9 28/11 28/25 29/12 30/14 65/12 65/13 65/19 65/19 campuses [3] 27/20 27/22 30/11 can [18] 5/14 17/22 27/13 35/8 37/5 40/6 42/23 46/12 51/8 51/11 51/11 52/3 52/4 52/8 52/10 53/4 56/9 66/19 can build [1] 53/4 can't [1] 49/25 capacity [1] 40/2 capital [3] 19/5 22/15 62/20 car [1] 57/12 cards [1] 4/21	Carl [2] 1/17 2/17 Carney [3] 1/17 3/8 carryover [1] 12/9 carts [1] 42/19 case [2] 9/3 9/4 cases [1] 32/22 casual [1] 35/15 cause [3] 8/23 37/22 58/8 caveat [2] 8/17 40/22 CCR [6] 1/24 1/24 68/13 68/13 68/14 68/14 Centennial [1] 62/8 center [18] 6/18 6/23 7/17 8/5 9/24 10/17 11/8 11/18 34/1 34/20 35/3 35/11 35/21 36/4 38/15 46/7 46/8 65/19 central [5] 6/14 6/17 6/22 9/8 47/14 certain [6] 10/19 33/13 50/19 58/12 59/13 59/24 certainly [4] 11/19 19/23 23/16 37/5 Certified [3] 68/5 68/6 68/6 certify [1] 68/7 cetera [1] 57/13 Chair [3] 1/14 3/11 3/22 challenge [1] 19/6 challenges [7] 18/19 33/12 41/21 59/21 61/24 62/16 63/9 chance [2] 3/14 11/20 change [2] 21/2 27/23 changeover [1] 13/21 changes [2] 10/5 49/24 chapter [12] 4/8 4/9 4/11 4/12 4/12 5/14 5/15 5/19 53/13 60/16 66/3 66/3 character [2] 30/2 30/13 characteristics [1] 59/20 characters [1] 48/1 Chasselle [1] 51/6 check [2] 53/9 66/5 children [1] 56/1 chose [1] 63/16 churches [1] 27/9 circles [1] 51/15 cities [1] 64/5 city [53] 1/2 1/17 1/18 2/17 2/23 6/14 6/17 6/22 9/9 10/11 10/20 10/25 11/20 13/15 16/3 19/8 23/6 30/9 31/12 31/14 33/6 33/9 34/24 37/17 38/19 39/4 39/14 39/16 41/5 42/1 44/21 45/1 49/12 51/7 51/15 51/17 51/19 53/18
---	---	--	--	---

C city... [15] 53/22 54/1 54/3 54/4 58/11 60/3 60/4 61/9 61/11 62/14 62/17 63/2 63/7 63/24 64/16 city's [6] 18/20 32/4 49/13 49/18 54/22 55/4 city-wide [6] 13/15 31/12 31/14 38/19 44/21 53/18 citywide [2] 23/24 53/21 civic [6] 27/6 27/7 27/13 28/12 31/3 31/3 classification [2] 45/16 56/23 classifications [1] 56/22 classified [2] 41/25 43/22 clear [4] 17/1 17/6 17/7 46/15 clearly [1] 46/13 close [2] 35/21 57/17 closing [1] 65/23 code [1] 62/18 coding [1] 46/12 COEUR [13] 1/2 5/24 23/17 30/8 35/5 35/6 36/4 38/24 39/10 51/6 59/11 62/7 62/23 Coeur's [2] 31/21 34/23 coherent [1] 53/21 colloquially [1] 65/15 color [2] 46/10 46/22 color's [1] 46/11 combined [1] 28/11 come [8] 4/19 4/23 11/20 23/8 34/8 34/14 34/16 63/15 comes [1] 50/4 comfortable [1] 59/23 coming [4] 11/13 16/8 46/13 66/25 comment [12] 3/23 5/4 24/13 26/22 34/7 37/15 42/14 43/10 43/20 50/24 51/24 65/8 comments [10] 12/21 15/12 26/19 26/21 34/5 60/7 60/10 60/12 65/7 65/21 commercial [13] 13/7 14/24 15/11 16/21 25/9 25/19 35/2 45/7 47/13 52/6 54/17 54/25 62/13 COMMISSION [9] 1/1 2/3 3/13 6/5 10/7 10/22 60/25 66/12 67/9 Commission's [1] 49/11 Commissioners [1] 66/5 committee [7] 36/14 37/18 37/21 37/23 37/25 54/22 55/9	common [2] 28/18 33/1 community [12] 1/18 2/20 12/19 13/7 13/8 25/8 27/8 29/18 45/16 53/25 65/11 65/18 commuter [1] 42/16 Comp [4] 55/12 61/4 63/12 66/23 compared [1] 8/23 compatibility [1] 30/2 competitive [1] 41/6 complete [4] 44/14 44/19 44/21 45/20 completed [1] 45/3 Complex [1] 6/15 components [2] 30/9 54/1 COMPREHENSIVE [6] 1/10 4/4 4/16 25/11 33/6 41/5 comprised [1] 27/10 comprises [3] 31/13 61/19 63/11 concept [2] 11/18 38/16 concern [1] 36/1 concerned [2] 29/2 52/23 concerning [2] 55/15 55/22 concert [1] 57/9 concluding [1] 5/16 concur [1] 7/25 condition [1] 40/12 conditions [1] 62/22 conducting [1] 44/20 cone [1] 35/17 configurations [1] 29/6 conflict [1] 25/15 connect [2] 31/21 33/25 connected [1] 34/21 connecting [1] 33/21 connection [1] 62/7 connections [6] 31/25 32/7 32/15 39/14 40/14 57/15 connectivity [13] 15/3 31/16 38/21 39/7 39/16 41/9 44/10 57/11 57/20 57/23 58/24 59/3 60/2 consensus [1] 12/4 consider [5] 21/7 44/20 60/19 60/20 62/12 consideration [5] 4/6 33/16 52/18 63/6 63/23 considered [2] 19/21 64/13 considering [1] 64/6 consist [1] 27/20 consistent [6] 14/9 14/12 23/3 28/13 28/22 40/16 constraints [2] 59/8 59/9	construct [2] 6/17 6/22 construction [1] 9/22 context [4] 27/14 59/10 59/18 60/4 continuation [1] 4/3 continue [6] 4/13 6/6 7/4 43/9 61/12 67/2 continuing [1] 5/19 continuous [1] 41/17 contributing [1] 22/16 control [2] 62/9 62/11 controlled [1] 32/24 conversations [1] 63/23 Conway [2] 39/11 39/22 cooperation [3] 33/4 57/17 64/1 coordinate [2] 37/20 53/20 coordinated [2] 33/3 37/24 coordinates [1] 37/17 coordination [2] 40/21 55/10 copy [1] 26/15 core [1] 47/13 corner [1] 61/11 corrected [2] 12/16 12/21 correspond [1] 44/17 corridor [9] 12/13 12/25 13/4 13/13 25/2 47/5 47/6 62/10 62/13 corridors [1] 32/9 cost [4] 8/12 20/8 62/19 62/20 costs [5] 8/12 9/5 9/12 62/17 62/21 could [34] 4/19 4/23 8/2 11/23 19/22 19/23 19/24 21/2 21/5 21/11 21/12 21/14 21/16 21/25 22/5 22/9 24/6 33/23 35/1 35/11 35/13 35/15 35/18 35/18 35/20 35/21 36/2 36/20 37/24 42/8 49/11 54/16 55/14 60/3 Council [6] 7/18 9/16 10/11 10/20 11/1 49/13 count [2] 15/4 29/15 counterpart [1] 24/10 Country [2] 42/14 55/24 county [8] 25/17 60/21 60/24 61/6 61/16 62/2 62/25 68/2 couple [4] 4/21 28/17 36/22 67/24 course [12] 5/25 6/3 6/6 6/7 6/11 6/13 6/16 6/21 34/21 35/1 35/14 62/16 court [7] 1/23 4/25 36/11 36/13 42/12 68/5 68/6	coverage [11] 15/5 15/6 17/4 17/19 17/25 19/9 19/20 20/18 22/2 22/6 29/16 covered [3] 23/2 23/23 36/25 Craig [1] 46/6 cream [1] 35/16 create [1] 13/12 creating [1] 41/16 credit [2] 18/1 25/8 Crest [2] 25/4 25/6 CREVE [15] 1/2 5/24 23/17 30/8 31/21 34/23 35/5 35/5 36/3 38/24 39/10 51/6 59/11 62/7 62/23 criticisms [1] 33/12 cross [1] 14/15 cross-access [1] 14/15 CSR [3] 1/24 68/13 68/14 cul [1] 57/16 cul-de-sacs [1] 57/16 curb [3] 14/16 47/8 51/13 curious [1] 58/7 current [7] 10/25 13/10 32/4 33/13 49/12 62/22 63/1 currently [8] 14/20 32/9 32/10 34/24 41/22 43/21 55/9 62/7 cuts [2] 14/16 47/9 cyclists [1] 44/7 D Danforth [1] 35/6 dark [1] 47/17 darker [1] 47/17 dashed [2] 40/7 40/15 Dave [2] 36/11 36/12 Day [3] 43/13 43/16 43/17 de [1] 57/16 deal [1] 24/1 dealing [1] 53/24 deals [3] 27/1 28/13 29/11 dealt [1] 52/1 Deaver [5] 24/24 25/4 26/2 26/3 26/6 Deborah [3] 1/24 68/4 68/14 December [2] 5/18 66/11 December 15th [2] 5/18 66/11 decision [1] 5/22 dedicated [1] 39/18 Deeds [1] 25/17 deeply [1] 27/18 deficient [1] 34/23 defined [1] 10/19 definitely [3] 4/11 8/11 46/13 definition [1] 27/20	degree [1] 50/3 demographic [1] 56/17 58/12 62/6 demographics [1] 58/18 density [1] 48/1 department [3] 49/14 52/15 52/17 depending [1] 8/7 depth [1] 13/5 design [5] 8/3 8/8 8/15 9/13 51/11 designated [5] 39/5 39/25 40/3 40/6 41/11 designating [1] 50/7 designation [6] 25/19 26/10 46/7 55/15 58/17 58/23 designations [2] 41/10 46/22 designed [4] 6/3 30/5 32/2 39/1 despite [1] 42/22 destination [1] 36/4 detail [1] 45/13 determined [1] 28/9 determines [1] 18/25 determining [1] 56/10 detrimentally [1] 26/7 develop [3] 30/24 33/7 44/14 developed [5] 6/1 6/10 29/8 35/1 59/18 developing [5] 14/12 54/24 55/2 55/3 59/25 development [26] 1/18 2/21 13/16 14/19 15/2 21/21 22/4 22/9 23/8 24/2 24/2 24/7 25/9 28/15 28/20 30/2 30/6 30/10 30/18 32/11 33/10 35/2 47/9 54/9 62/10 62/13 developments [4] 23/8 28/25 55/1 57/22 dictated [1] 62/21 did [7] 10/2 12/10 36/25 37/9 43/20 63/15 66/4 didn't [6] 15/15 34/22 36/16 37/19 46/19 51/17 Dielmann [1] 6/15 difference [5] 8/22 18/12 47/2 47/3 47/4 different [6] 10/23 21/22 29/18 35/8 57/12 59/11 differently [1] 21/25 difficult [4] 14/21 46/23 56/2 57/5 dining [1] 35/16 direct [2] 25/15 62/7 directed [2] 6/4 6/5 direction [4] 7/6 10/11 10/23 12/2 directly [3] 29/3 29/17 44/17
---	---	--	--	--

D Director [2] 1/18 2/20 disconnect [1] 10/25 discuss [3] 5/21 30/22 66/19 discussed [3] 11/6 28/6 49/12 discussion [9] 5/22 7/10 12/25 13/9 18/17 34/22 49/10 63/24 63/24 discussions [2] 19/8 52/11 distance [1] 59/23 distinctive [1] 13/13 distributed [2] 26/20 60/2 district [11] 13/19 13/25 14/24 14/25 27/2 28/3 28/5 35/7 45/17 47/14 58/24 districts [8] 15/11 16/22 24/1 27/4 29/12 29/13 35/6 47/18 diversification [1] 62/4 division [2] 63/17 64/5 do [23] 3/5 8/22 10/3 10/16 11/1 16/5 21/25 23/9 24/6 24/12 24/12 26/15 44/1 49/25 52/3 52/10 53/8 66/10 67/6 67/10 67/13 67/20 68/7 do differently [1] 21/25 document [2] 5/25 45/11 does [12] 15/4 22/23 23/5 25/19 29/15 30/11 34/8 58/2 58/3 58/5 61/16 65/23 doesn't [6] 11/12 13/24 22/2 22/3 23/5 48/17 doing [2] 20/19 24/16 domain [1] 33/7 dominated [1] 13/23 Don [1] 1/15 don't [21] 7/24 8/13 9/3 9/4 9/4 15/20 23/10 23/19 36/8 37/6 40/2 42/17 43/17 55/19 55/19 55/20 64/23 64/23 65/3 65/4 67/20 done [4] 33/3 44/22 48/3 57/17 Dorado [1] 64/25 doubt [1] 11/5 down [5] 11/9 15/18 19/15 51/10 51/12 draft [5] 3/13 13/5 25/18 26/9 42/7 drafts [1] 25/14 draw [1] 36/2 drawing [1] 47/23 Drive [1] 1/24 driven [2] 35/12 35/12 driving [1] 35/13	drop [4] 8/2 8/14 8/16 8/18 due [2] 13/4 62/2 during [3] 6/25 9/21 12/14 dwellings [1] 25/21 E each [12] 26/20 29/8 29/9 30/24 30/25 31/2 31/3 31/3 31/18 39/19 45/12 45/13 earlier [4] 13/2 27/24 28/2 52/11 early [2] 8/15 51/25 east [5] 25/1 41/16 47/5 49/15 61/11 East/West [1] 49/15 eastward [1] 25/8 easy [2] 53/17 59/24 economically [2] 8/11 9/2 economics [2] 15/21 20/14 economy [1] 20/4 edge [2] 29/24 62/15 edges [1] 27/19 educational [1] 27/18 effect [1] 21/7 effectively [1] 41/15 efficacy [1] 18/25 effort [1] 8/3 efforts [4] 41/1 54/22 55/8 55/11 either [5] 40/1 40/1 44/3 64/16 65/18 election [3] 5/23 7/1 9/21 elementary [1] 59/4 elements [1] 54/16 else [3] 10/3 10/14 38/11 email [4] 26/16 26/19 38/14 66/4 emailed [1] 25/12 eminent [1] 33/7 encourage [7] 14/7 15/21 16/6 18/13 21/2 21/22 22/10 encouraging [3] 14/9 14/14 15/7 end [3] 20/10 24/17 66/18 ended [1] 67/25 energy [1] 36/3 enforcement [1] 62/18 engagement [1] 58/1 engineering [2] 8/9 9/12 enhance [1] 59/19 enhanced [2] 13/14 54/19 enhancement [2] 54/7 55/10 enhancements [3] 45/19 45/22 57/1 enhancing [1] 57/20 enjoy [1] 36/5	enjoyment [1] 26/8 enough [1] 43/25 ensure [2] 30/10 39/3 entire [4] 6/13 6/16 6/21 43/4 entrance [1] 54/3 entrances [1] 54/4 envisioned [2] 13/11 39/20 equity [1] 38/25 especially [1] 11/5 establish [4] 14/8 29/24 30/3 30/20 establishing [3] 14/10 15/3 28/21 estimated [1] 61/21 estimates [2] 8/8 8/9 et [1] 57/13 evaluation [1] 9/5 even [7] 20/7 22/20 35/16 48/12 48/17 48/23 67/11 evening [3] 2/1 4/14 38/15 event [1] 64/2 events [1] 35/23 ever [3] 11/12 11/20 46/20 every [2] 25/13 45/1 everybody [2] 5/5 51/13 everybody's [1] 66/19 Everyone [3] 2/1 3/14 66/24 exactly [3] 20/1 24/25 57/3 example [10] 19/25 20/3 22/6 37/16 45/1 46/3 56/11 56/22 57/18 59/4 except [1] 10/4 excess [1] 40/2 exist [2] 32/9 32/10 existing [14] 13/18 40/5 40/22 45/15 45/15 45/24 54/21 54/23 59/10 59/18 60/4 61/12 61/21 62/22 exists [1] 43/17 expand [1] 6/14 expanded [1] 55/5 expanding [2] 44/4 54/23 expected [1] 43/5 expending [1] 10/2 experience [2] 37/22 58/21 exploited [1] 36/20 extend [1] 61/16 extent [2] 9/25 58/10 extra [1] 17/18 extreme [1] 61/11 extremes [1] 48/8 F facilitate [1] 14/19 facilities [10] 27/10 27/10 27/17 27/18	33/11 39/1 39/10 39/11 44/15 45/22 facility [7] 6/12 7/2 7/6 32/17 39/17 40/3 45/19 facing [2] 6/23 8/25 fact [9] 9/4 11/17 12/17 25/18 42/22 48/15 52/24 59/10 60/22 factors [1] 56/9 fairly [4] 42/21 42/25 53/17 66/14 Falaise [2] 55/24 56/11 families [1] 56/15 family [4] 25/22 26/4 26/6 59/5 far [5] 8/3 9/11 9/11 41/22 51/8 farmers [1] 35/14 fast [1] 17/13 favor [4] 3/9 3/20 10/10 56/5 feasible [1] 9/2 features [2] 22/3 35/22 Federal [1] 49/14 Federation [1] 65/19 feedback [1] 52/16 feet [1] 41/24 felt [6] 13/9 60/19 61/3 63/4 63/8 64/9 few [2] 30/7 36/21 file [2] 25/16 60/25 filter [1] 14/1 final [2] 53/18 66/17 finally [2] 54/20 62/25 financial [1] 17/2 find [1] 8/11 finding [1] 21/21 finish [4] 4/8 4/10 53/11 67/1 finished [1] 65/25 first [11] 5/19 5/20 20/7 25/4 25/7 27/6 28/23 29/23 30/22 44/19 67/4 fits [1] 30/12 five [3] 61/1 67/7 67/18 five-minute [1] 67/7 five-year [1] 61/1 flexibility [1] 30/6 floor [1] 14/6 flow [1] 14/17 focus [1] 66/16 following [2] 6/3 39/17 Force [2] 7/19 9/16 foreseen [1] 11/22 Forest [1] 55/24 form [1] 33/1 formerly [1] 13/3 forms [1] 61/13 forward [5] 4/19 4/23 7/22 33/16 34/14 found [2] 12/13 52/14 Foundation [1] 65/12 four [4] 5/12 6/2 31/13 54/1 fourth [2] 5/17 53/18	frankly [1] 56/1 frequency [1] 6.1.u front [3] 14/10 26/2 37/7 frontage [2] 23/2 26/10 frontages [2] 14/4 30/1 full [1] 33/3 fully [1] 33/3 function [1] 13/25 functional [1] 45/15 funding [2] 41/2 41/7 funds [2] 10/2 23/7 further [2] 5/22 29/7 future [13] 6/4 7/5 7/5 11/13 11/23 13/11 13/16 13/19 25/25 35/20 44/2 61/2 63/6 G garage [1] 35/24 gardens [1] 35/22 Gatesbury [1] 1/24 Gateway [3] 39/9 39/21 49/15 gateways [1] 54/2 geared [2] 28/1 59/14 Gene [1] 1/16 general [11] 5/22 6/25 16/3 21/6 49/2 51/15 52/4 52/4 53/23 54/12 57/19 generally [3] 13/23 57/23 58/5 generically [1] 47/10 geographic [2] 33/15 33/16 geographical [1] 13/6 get [16] 4/10 4/11 4/12 5/5 5/14 16/7 20/17 24/17 30/17 34/11 49/3 51/11 52/19 56/2 57/5 57/5 gets [1] 51/10 getting [3] 8/4 23/25 61/5 give [5] 20/11 20/18 33/9 33/15 51/1 given [3] 7/5 60/20 60/20 giving [1] 18/1 global [1] 23/20 go [13] 4/7 8/13 10/23 20/5 28/16 31/18 45/12 49/23 51/13 53/11 55/14 63/17 67/4 goal [7] 4/11 13/20 23/17 50/6 53/15 53/24 57/3 goals [1] 57/24 goes [1] 41/23 going [20] 2/2 4/2 4/7 4/7 4/8 4/8 4/15 4/18 5/2 5/3 7/15 7/22 9/5 13/22 45/12 46/20 49/18 55/22 59/4 59/23 golf [12] 5/24 6/2 6/6
---	---	---	--	--

G golf... [9] 6/7 6/11 6/13 6/16 6/21 10/17 34/21 34/25 35/14 gone [2] 56/9 56/14 good [14] 2/1 4/10 7/9 10/8 17/8 18/7 20/24 38/1 38/10 42/21 43/1 48/3 49/5 66/20 got [5] 4/2 4/9 8/19 52/16 67/16 gotten [1] 66/2 government [6] 6/18 6/22 7/17 9/24 10/17 11/8 Graeser [1] 46/5 grant [3] 23/6 41/1 41/6 grants [1] 22/20 Great [2] 5/8 53/7 greater [2] 47/8 57/11 green [10] 18/21 21/9 29/22 29/24 30/3 32/9 34/23 35/1 35/4 40/15 greenway [3] 32/14 40/14 62/8 greenways [1] 31/23 ground [2] 14/5 33/1 group [1] 25/12 grows [2] 35/5 35/6 guess [9] 8/6 8/24 16/11 17/21 20/23 23/12 37/15 49/14 58/21 guide [1] 59/18 guidelines [1] 15/3	hear [1] 58/7 heard [1] 65/16 hearing [12] 1/1 1/8 4/3 4/16 5/11 5/17 34/12 65/25 67/1 67/25 68/8 68/10 hearings [1] 5/12 Heather [1] 1/16 Heights [3] 61/17 63/17 64/2 held [1] 35/20 help [2] 14/18 55/4 here [15] 4/22 7/22 9/7 10/10 10/20 13/20 22/23 24/20 28/17 31/8 47/23 52/22 56/4 61/9 66/24 hereby [1] 68/7 higher [1] 62/24 highlighted [2] 36/17 54/10 highlighting [1] 54/14 Highway [1] 49/14 hilly [1] 55/25 historic [5] 36/14 36/16 36/19 36/23 37/11 hold [2] 8/18 11/23 hole [1] 16/14 homes [3] 25/7 25/22 62/5 hope [3] 23/17 56/17 56/18 hopefully [2] 53/16 57/11 horizontally [2] 29/19 29/25 hour [2] 4/5 53/10 house [2] 35/19 35/19 house to [1] 35/19 housed [1] 35/19 housed to [1] 35/19 households [3] 39/4 62/3 64/10 housing [3] 14/1 61/21 62/4 how [11] 8/3 9/11 46/19 52/5 52/6 53/3 56/10 56/15 56/16 58/17 63/15 However [2] 13/5 42/1 Hub [1] 35/6 huh [17] 15/19 16/2 18/15 19/1 20/6 20/20 23/1 30/19 30/23 38/6 48/10 49/1 49/4 53/6 56/7 56/13 65/10	I've [1] 65/16 ice [1] 35/16 idea [7] 42/21 42/24 45/13 45/18 49/6 57/15 67/14 identified [5] 36/24 44/23 61/7 61/23 64/11 identifying [1] 63/19 identity [2] 53/22 53/25 if [55] 4/10 4/18 4/19 4/22 4/23 5/14 6/6 8/15 8/18 11/5 11/20 12/1 15/20 16/4 16/9 16/9 16/18 17/6 17/6 17/22 23/10 23/19 24/17 33/19 34/8 34/25 35/11 36/19 42/8 43/4 46/10 46/13 48/17 48/23 49/10 49/18 49/21 50/25 51/15 51/22 52/10 55/14 56/8 56/8 58/7 59/1 59/2 59/21 61/10 61/10 65/15 65/23 66/11 66/12 66/19 II [10] 45/7 45/8 46/10 46/25 47/1 47/3 47/6 47/7 47/12 47/16 III [2] 45/8 47/16 IL [3] 1/24 68/13 68/14 IL-CSR [3] 1/24 68/13 68/14 Illinois [1] 68/5 impact [1] 18/18 impacts [1] 30/11 impervious [5] 17/18 17/25 20/12 20/18 35/25 implement [1] 14/21 implementation [2] 41/2 41/6 important [11] 30/8 30/8 30/9 32/16 32/18 44/10 50/15 60/19 61/6 63/5 63/8 improve [5] 6/14 14/17 14/17 38/23 57/2 improved [2] 41/14 44/9 improvement [3] 22/15 59/14 62/21 improvements [16] 6/12 7/2 7/6 9/23 9/24 10/4 23/7 40/20 40/21 44/16 44/20 44/23 45/1 45/21 50/9 55/2 in [205] inaudible [1] 19/16 Inc [1] 1/23 incentive [5] 16/10 16/18 17/2 17/3 19/19 incentives [2] 15/5 21/7 incentivize [8] 15/16 15/21 16/6 18/12 20/11 21/22 22/3 22/8 incentivized [2] 17/3	17/23 incentivizing [2] 15/6 19/16 inclined [1] 11/9 include [9] 25/19 26/20 28/20 29/21 32/8 35/13 62/1 62/16 63/5 included [6] 7/4 7/16 13/3 27/5 38/14 64/10 includes [1] 25/6 including [4] 27/9 28/2 39/10 62/17 incorporated [1] 48/7 incorporating [2] 48/4 52/9 incorporation [1] 50/16 incorrect [1] 12/22 increase [9] 17/4 19/19 22/6 59/4 62/1 62/3 62/17 62/18 62/19 increased [3] 62/3 62/9 62/20 increasingly [1] 47/25 incremental [1] 13/21 incrementally [1] 44/16 indicated [1] 54/2 indication [1] 49/8 infrastructure [2] 13/14 62/22 inherently [1] 59/13 initial [1] 8/8 initiative [1] 7/1 Innovation [1] 35/6 Innovations [1] 13/19 input [2] 25/12 25/14 inquiry [1] 38/14 inside [1] 35/16 inspection [1] 62/18 installations [1] 54/8 instance [4] 15/22 42/3 54/24 57/14 institutional [8] 27/2 27/3 27/9 27/17 28/14 30/7 30/15 31/3 institutions [1] 13/16 intended [1] 26/3 intent [1] 48/23 intents [1] 10/20 inter [2] 57/11 57/23 inter-connectivity [2] 57/11 57/23 interconnected [1] 31/22 interest [2] 58/11 58/11 interfaces [1] 24/3 interfering [1] 51/10 interiors [1] 29/4 internal [2] 18/17 19/7 interpreted [1] 49/20 Interstate [1] 54/4 interval [1] 39/2 into [20] 4/10 4/11 5/14 16/4 16/9 28/11 30/17 36/3 48/4 48/8 49/3 50/3 50/16 53/6	54/11 56/10 56/14 58/12 67/4 67/4 intra [1] 39/16 intra-city [1] 39/16 investment [1] 19/5 involve [1] 10/2 involved [4] 9/16 9/21 10/6 11/4 involvement [1] 55/1 is [133] isn't [1] 59/22 issue [4] 11/6 12/9 34/20 50/2 issues [1] 49/12 it [101] it and [1] 35/17 it's [40] 8/24 8/25 9/3 9/7 11/22 12/10 14/4 15/17 19/6 19/6 22/8 23/7 24/7 30/17 32/16 32/18 36/22 39/17 40/19 42/18 43/17 46/6 48/17 50/2 51/18 51/18 52/17 52/22 52/22 53/3 55/25 57/5 59/23 61/15 61/15 61/17 63/4 63/16 64/14 65/18 item [3] 5/20 5/21 67/4 items [1] 4/13 iterations [2] 13/2 27/24 its [12] 13/10 13/10 13/17 13/17 28/6 34/24 41/23 45/15 59/5 61/11 61/11 62/24 itself [1] 23/16 IV [1] 36/13
H H3 [1] 5/9 had [14] 3/14 7/19 8/1 11/17 12/14 12/21 13/3 19/7 27/24 30/16 37/15 51/3 52/1 52/15 Hal [3] 42/12 42/13 51/2 half [2] 4/5 39/2 halfway [1] 4/9 hall [3] 1/15 2/7 11/20 handle [2] 52/5 52/6 Hang [1] 34/11 happen [2] 37/23 55/22 happy [3] 9/14 17/9 45/25 hard [2] 15/17 59/23 Harris [3] 42/12 42/13 51/2 has [17] 7/14 10/9 10/14 13/5 13/6 28/12 34/24 41/13 49/16 50/3 51/8 56/9 56/9 56/14 60/23 60/25 61/7 have [71] haven't [2] 36/10 67/16 having [6] 20/15 41/4 44/9 57/6 61/3 61/4 healthcare [1] 27/18	I I'd [5] 9/14 11/9 18/9 45/25 58/7 I'm [26] 4/15 8/15 10/17 16/11 17/7 17/8 17/21 18/9 19/17 25/1 25/3 36/12 36/13 42/13 42/16 43/11 43/15 44/7 45/12 47/23 51/2 56/4 56/4 56/11 58/13 58/14			J Jaggi [2] 1/18 2/21 Jason [4] 1/18 2/21 8/21 9/11 Jessica [2] 1/19 3/1 Jewish [3] 65/11 65/18 65/19 job [1] 48/3 Judy [2] 4/22 34/18 jumping [1] 17/14 juncture [1] 25/13 just [57] 3/13 8/4 8/20 12/10 12/16 12/22 18/2 19/19 20/19 20/21 21/6 22/19 22/24 23/15 23/18 24/6 26/19 28/16 30/16 34/16 36/15 36/19 37/22 38/13 42/14 43/6 43/10 43/20 43/20 45/2 46/3 46/6 47/25 49/11 49/19 49/25 50/1 50/7 50/25 51/3 51/14 53/8 53/11 55/14 55/18 56/8 58/14 63/15 64/12 64/15 64/15 65/8 65/9 66/15 66/16 67/3 67/23
				K Kansas [1] 68/6

K keep [6] 6/11 8/6 8/10 9/6 11/24 63/6 keeping [2] 10/10 11/12 Kelly [2] 1/18 2/23 key [10] 14/3 28/17 29/21 31/20 39/9 44/23 47/18 54/3 54/10 54/15 keyed [1] 45/14 kids [1] 59/5 kind [11] 11/7 11/18 17/9 19/17 20/21 22/15 38/3 52/21 60/3 65/9 66/16 kinds [1] 51/16 Kistner [1] 1/14 know [32] 4/21 7/21 9/3 9/4 9/5 16/14 19/9 19/23 20/17 20/21 22/6 22/14 23/6 23/10 23/19 24/8 31/1 34/9 41/21 43/3 44/2 44/9 48/25 50/1 50/5 51/5 51/25 51/25 52/5 59/21 59/22 64/14 known [1] 25/4 knows [1] 11/22 KS [3] 1/24 68/13 68/14 KS-CCR [3] 1/24 68/13 68/14	17/3 21/1 LEDs [2] 20/4 20/14 left [3] 12/24 52/21 66/3 legal [1] 43/4 less [6] 10/18 35/25 36/1 58/22 58/22 67/19 let [1] 5/3 let's [1] 53/14 level [5] 15/17 45/24 45/24 49/13 58/24 life [1] 36/3 light [1] 9/15 lighter [1] 42/23 lighting [7] 15/7 15/22 17/4 18/13 19/3 21/2 54/18 like [19] 14/20 16/17 18/9 19/9 19/25 20/21 20/21 21/10 25/20 26/16 31/9 34/6 36/16 42/6 42/20 43/6 46/6 56/6 67/3 likely [1] 61/8 Likewise [1] 14/13 limitation [2] 14/5 14/13 limitations [2] 14/25 45/4 limited [1] 50/8 limiting [1] 19/19 Lindbergh [12] 12/25 13/1 13/12 14/11 14/16 15/12 22/16 23/4 23/13 26/23 47/11 54/5 line [5] 23/10 56/11 63/16 63/17 64/4 lines [7] 28/22 29/8 30/21 39/24 40/4 40/7 40/15 link [1] 57/15 list [2] 20/2 22/16 little [9] 10/18 10/24 20/2 23/2 23/19 36/20 37/24 40/2 64/12 live [3] 36/12 42/13 55/24 loan [1] 54/24 local [4] 52/1 55/1 55/6 63/1 located [6] 27/14 29/23 45/17 59/13 62/9 62/14 location [1] 14/9 locations [1] 53/21 logic [1] 18/11 logical [3] 62/12 63/19 64/4 long [6] 18/17 19/11 19/12 22/14 24/19 57/6 long-term [1] 18/17 longer [4] 7/5 7/12 7/24 28/9 longer-term [1] 7/5 longterm [2] 10/24 57/2 look [7] 3/14 10/16 24/8 31/1 44/3 56/24	59/25 looked [4] 27/23 37/16 45/5 63/19 looking [11] 5/16 8/13 16/18 17/14 36/15 47/6 49/21 54/23 55/5 56/11 64/2 looks [1] 46/6 lose [2] 34/25 35/1 lot [18] 13/4 13/5 15/2 15/22 24/2 24/2 24/7 27/12 28/15 28/20 29/1 29/19 29/25 30/18 36/2 41/18 42/23 44/7 lots [5] 14/8 29/4 29/17 29/18 35/25 Louis [9] 1/25 25/16 39/9 60/21 60/24 61/16 62/2 62/24 68/2 low [4] 15/6 17/3 48/1 49/20 low-voltage [2] 15/6 17/3 Lumley [5] 1/17 2/18 12/15 12/21 67/6 Lyonnais [1] 34/18	11/23 16/5 48/11 58/10 58/11 58/12 58/21 58/22 58/22 66/17 67/14 maybe [11] 11/8 15/15 17/13 24/6 30/17 52/24 53/1 53/2 53/3 56/8 66/7 McCoy [3] 36/11 36/12 38/13 McLaughlin [4] 1/23 1/24 68/4 68/14 me [2] 7/12 37/7 mean [12] 15/20 15/21 16/10 17/22 18/11 19/6 19/23 34/1 42/22 50/22 58/5 58/20 means [1] 28/24 measured [2] 29/19 29/25 measures [2] 52/2 52/19 mechanisms [1] 21/23 median [1] 46/7 meeting [18] 2/2 3/13 5/17 26/19 37/1 37/4 37/12 37/13 37/13 44/19 55/22 66/7 66/9 66/10 66/13 66/15 66/18 67/2 meetings [1] 36/23 member [1] 26/20 mention [3] 12/10 12/16 12/23 mentioned [1] 37/17 meshed [1] 18/10 microphone [1] 34/12 middle [2] 55/25 62/14 might [8] 8/25 17/23 19/20 20/22 51/16 57/7 59/6 64/1 mile [2] 39/2 39/5 miles [1] 61/20 Millstone [1] 65/12 miniature [1] 35/14 minimum [4] 17/5 27/13 27/21 30/3 minor [1] 10/4 minute [2] 67/7 67/18 minutes [5] 3/12 3/13 3/15 53/10 67/24 Mirowitz [2] 43/14 43/17 MISSOURI [3] 1/2 68/1 68/5 mistakenly [1] 12/14 mix [1] 47/12 mixed [8] 13/8 13/13 14/25 45/8 45/8 47/15 47/16 54/25 mixed-use [8] 13/8 13/13 14/25 45/8 45/8 47/15 47/16 54/25 MO [4] 1/24 1/25 68/13 68/14 MO-CCR [3] 1/24 68/13 68/14 mobility [3] 38/25	57/12 60/1 modes [1] 44/14 MoDOT [1] 49/14 MONDAY [2] 1/4 26/17 monetary [2] 16/12 16/14 Monsanto [2] 13/18 13/18 months [1] 55/5 Montmartre [1] 36/13 monument [2] 12/19 15/1 moot [1] 11/7 more [25] 9/1 13/9 16/13 19/3 19/23 20/2 21/6 23/7 23/19 24/6 32/5 32/5 36/3 36/20 39/4 41/5 41/6 46/17 51/17 58/23 59/14 62/12 62/12 64/12 66/6 most [2] 35/3 44/24 motion [3] 3/5 67/20 67/21 move [13] 3/6 3/15 7/22 12/1 20/5 31/12 35/9 48/1 53/8 56/16 56/16 58/12 67/6 Moved [1] 3/17 moving [7] 10/12 12/24 27/1 33/16 43/6 44/12 47/25 Mr [14] 1/14 1/15 1/16 1/17 1/17 1/18 2/11 3/8 21/19 21/19 24/22 26/17 26/18 67/6 Mr. [8] 2/5 2/9 2/15 3/17 12/15 12/21 26/19 38/13 Mr. Breitweiser's [1] 26/19 Mr. Carney [1] 2/5 Mr. Lumley [2] 12/15 12/21 Mr. Magruder [1] 2/9 Mr. McCoy [1] 38/13 Mr. Schuh [2] 2/15 3/17 Ms [6] 1/14 1/15 1/16 1/18 1/19 2/7 Ms. [2] 2/13 3/19 Ms. Silverman [2] 2/13 3/19 much [10] 35/4 36/6 38/9 43/2 43/8 46/16 48/18 55/19 55/20 66/25 multibuilding [1] 27/16 multifamily [4] 14/1 14/20 25/21 26/11 multimodal [2] 49/17 50/7 multiple [2] 27/21 28/25 multiuse [7] 32/10 32/11 35/18 41/25 43/23 44/3 44/4 municipal [2] 5/24
---	---	---	--	--

M municipal... [1] 6/11 municipality [1] 60/23 Muriel [1] 1/15 my [5] 5/9 8/17 11/3 37/22 58/13 N name [3] 5/9 34/17 51/1 narrative [4] 48/6 48/7 49/2 50/15 narrow [3] 41/24 42/21 42/25 narrower [1] 47/8 Neal [2] 4/22 24/24 necessarily [1] 59/9 necessary [2] 43/5 66/17 necessity [1] 20/11 need [14] 16/5 32/23 33/3 34/8 52/23 53/8 64/1 66/6 66/10 66/15 67/6 67/10 67/13 67/21 needs [2] 9/17 9/18 negative [1] 30/11 neighborhood [15] 13/7 14/24 26/12 32/12 45/9 47/21 47/22 56/2 56/18 56/21 57/14 58/13 58/25 59/2 59/11 neighborhoods [3] 32/13 58/9 59/24 neighboring [1] 14/8 network [5] 31/22 32/8 44/11 46/2 60/1 neutral [1] 63/9 never [1] 65/16 new [12] 1/3 6/14 6/17 6/17 6/22 6/22 7/1 7/6 8/5 9/22 39/22 54/7 next [9] 17/14 27/1 29/14 31/12 32/18 38/19 38/19 66/15 67/2 no [20] 7/12 12/6 12/17 12/18 14/5 14/13 16/25 17/8 27/13 28/9 33/14 34/16 36/10 39/4 40/9 42/10 46/16 53/24 60/6 67/22 non [5] 15/11 16/12 26/6 33/24 57/1 Non-monetary [1] 16/12 non-publicly [1] 33/24 Non-Residential [1] 15/11 non-single [1] 26/6 non-through [1] 57/1 none [1] 4/1 nonresidential [1] 28/18 north [5] 1/3 6/24 39/22 39/22 61/9 northern [2] 61/10 61/13 not [52] 3/25 5/2 6/6 8/15 8/24 10/2 11/22	15/4 16/5 16/23 17/6 18/9 19/12 19/12 22/19 23/11 24/25 25/19 29/15 30/11 33/5 37/13 42/21 43/1 43/23 43/25 44/2 44/24 44/25 45/12 46/11 46/13 48/11 48/12 49/22 51/9 51/18 52/22 56/4 56/4 56/18 57/7 58/4 58/13 59/9 61/16 63/17 64/6 64/7 65/23 65/25 67/14 notated [1] 62/23 note [2] 32/16 32/18 noted [1] 26/16 NOVEMBER [7] 1/4 2/3 3/12 5/18 5/23 6/25 26/17 November 21st [2] 2/3 26/17 November 7th [1] 3/12 November 8th [2] 5/23 6/25 now [10] 3/23 6/25 7/21 10/16 20/15 22/1 22/24 27/23 48/16 49/20 number [2] 57/1 57/20 numbers [2] 19/12 19/16 O object [1] 26/9 objection [2] 12/5 67/22 objective [6] 31/20 38/23 44/13 44/18 53/20 53/24 objectives [3] 37/10 52/1 55/12 obtaining [1] 23/6 obvious [1] 34/2 obviously [7] 6/25 15/17 17/17 33/23 57/16 59/21 66/6 occur [1] 32/23 off [9] 11/9 12/24 17/18 17/18 18/8 31/22 32/14 40/21 51/7 off-site [1] 18/8 off-street [3] 31/22 32/14 40/21 offers [1] 59/2 office [3] 13/13 13/23 27/17 often [2] 41/18 48/11 Oh [11] 5/6 17/8 18/23 34/15 37/2 37/8 37/14 43/11 46/11 67/10 67/20 Olde [2] 6/19 6/23 Olive [16] 12/13 13/3 25/2 25/4 25/6 25/7 25/9 26/10 28/2 39/11 39/20 47/4 47/5 47/12 62/10 62/14 on [103] one [43] 3/13 4/5 4/5	6/11 8/1 8/21 8/23 9/10 11/11 11/11 11/12 12/9 12/9 15/14 18/3 18/19 19/3 20/25 22/13 27/23 30/16 33/12 34/2 36/18 37/9 37/12 37/14 39/2 41/21 43/10 48/12 49/25 52/10 57/23 57/24 59/7 59/7 59/8 59/21 65/8 66/3 66/6 67/13 one-half [1] 39/2 one-time [1] 19/3 ones [2] 18/14 28/17 ongoing [1] 18/22 only [6] 8/17 11/3 25/22 32/21 48/17 66/3 open [21] 2/2 4/15 8/7 8/10 8/19 9/6 11/24 21/13 21/16 31/15 31/19 32/8 33/18 40/17 40/19 42/3 54/13 57/10 63/6 65/25 67/2 operated [1] 33/24 opportunities [3] 41/1 41/2 54/7 opportunity [3] 3/23 10/13 10/14 opposed [3] 14/24 17/2 34/20 opposition [1] 63/1 option [8] 8/7 8/10 8/19 9/6 10/18 10/18 11/24 63/6 optional [2] 27/11 46/8 options [5] 57/12 57/20 59/3 60/2 61/3 or [58] 4/15 5/18 6/18 6/23 7/5 8/9 8/13 9/1 9/7 9/17 10/17 12/18 15/11 15/12 21/10 21/22 23/11 24/13 26/1 26/2 26/23 27/8 27/11 28/10 29/2 31/3 32/13 32/25 33/7 33/24 34/7 35/20 36/21 39/5 42/20 44/2 44/3 46/1 46/7 46/24 48/6 54/7 56/3 56/5 56/17 56/25 57/5 58/24 59/9 61/19 63/17 63/20 63/21 64/25 65/6 65/19 67/8 67/19 order [3] 33/7 60/22 61/2 ordinance [1] 42/1 organizations [1] 55/6 oriented [1] 13/23 other [36] 4/13 11/2 11/3 12/9 14/1 15/9 17/23 18/4 18/13 18/13 19/20 21/14 22/3 22/13 28/18 29/12 29/18 29/21 31/7 33/7 33/20 33/24 34/4 35/23 37/15 39/14 40/9 40/25 41/1 42/20 43/6 59/13 60/1 60/10 65/6 65/8 others [3] 28/18 50/7	59/16 otherwise [1] 25/4 ought [1] 48/7 our [28] 2/2 2/4 2/17 2/20 3/3 4/3 4/3 4/3 4/6 4/11 5/3 25/13 25/16 25/19 25/21 26/11 37/10 49/13 52/11 52/14 53/15 55/23 58/21 58/21 59/1 63/11 65/25 67/4 ourselves [2] 16/4 23/7 out [17] 9/1 10/2 10/9 10/9 13/6 22/20 23/6 28/5 35/16 43/21 44/6 49/18 52/14 56/2 57/5 60/5 66/4 outbuildings [1] 27/11 outer [3] 29/2 29/2 39/23 outlined [1] 39/8 over [11] 6/12 9/16 11/21 14/2 23/24 28/16 50/6 51/13 54/19 62/9 62/21 overall [7] 32/3 33/17 44/11 44/11 46/2 55/12 60/1 overlay [3] 27/8 48/17 49/19 overlays [1] 29/12 overreach [1] 8/13 own [2] 20/14 28/6 owned [3] 32/23 32/25 33/24 owners [4] 15/25 33/4 40/22 57/18 P p.m [2] 1/5 67/25 package [1] 22/8 packet [1] 38/14 page [5] 24/25 25/1 32/1 43/12 65/9 pages [3] 5/25 12/13 45/10 paragraph [4] 17/14 38/3 48/6 48/7 paragraphs [1] 36/21 parallel [3] 40/11 40/11 45/23 parent [1] 56/1 park [12] 6/14 6/17 6/18 6/22 6/23 31/21 34/20 35/4 35/7 35/11 35/21 59/3 parking [2] 14/9 45/23 parks [17] 31/14 31/19 31/21 33/17 34/19 36/13 37/11 37/19 37/20 37/24 40/16 40/18 40/19 54/6 54/12 57/10 59/12 part [9] 5/4 11/5 23/24 38/15 40/25 41/4 44/10 51/7 55/21 participate [1] 23/18	participated [2] 25/10 25/12 particular [5] 13/2 24/17 24/18 54/17 56/18 particularly [13] 8/1 18/20 28/24 29/13 30/12 40/20 55/3 56/20 57/7 57/21 57/22 62/20 62/23 partnership [1] 55/7 partnerships [2] 54/20 55/5 parts [1] 40/25 pass [1] 43/5 passed [2] 10/15 20/13 passing [1] 42/20 past [2] 9/17 9/21 path [4] 41/25 43/23 44/3 44/4 paths [2] 31/22 35/14 pathway [1] 41/12 pathways [4] 32/11 32/13 40/10 40/11 pattern [1] 62/13 pause [2] 7/9 10/8 Paved [1] 40/4 pavement [3] 15/4 18/21 29/15 pedestrian [21] 13/14 14/11 15/3 22/19 31/16 32/4 32/12 32/13 32/15 38/21 39/5 39/7 40/13 40/13 41/9 41/12 43/22 44/6 44/9 57/10 57/15 pedestrians [3] 42/19 42/25 57/13 people [6] 24/19 34/25 35/3 36/2 36/5 42/19 percent [2] 49/23 54/25 percentage [1] 30/3 performing [1] 55/3 perhaps [3] 24/5 42/19 49/15 permanent [1] 48/16 perspective [1] 18/20 pertain [1] 34/19 pertains [1] 41/8 pervious [8] 15/4 17/4 17/18 18/8 18/21 19/20 20/12 29/15 physical [5] 40/3 63/19 63/20 63/20 64/4 pick [1] 46/3 pickup [1] 62/20 picture [1] 11/24 pin [1] 15/17 place [30] 12/19 13/8 13/8 27/4 27/6 27/7 27/8 27/15 27/16 27/25 28/1 28/6 28/11 28/12 28/15 28/18 29/9 29/9 29/18 30/15 31/3 35/9 36/4 36/5 45/16 52/15 52/18 53/3 58/12 58/14 placemaking [1] 53/25
--	---	--	--	--

P places [2] 36/24 41/24 plan [47] 1/10 4/4 4/16 5/25 7/4 7/8 7/21 10/24 13/3 13/5 15/17 22/15 23/25 24/21 25/11 27/24 32/1 32/4 33/6 33/9 33/13 36/15 39/9 39/13 39/21 41/5 42/7 43/22 44/5 45/10 45/19 50/5 51/16 51/18 55/12 57/24 60/24 60/25 61/4 61/7 61/23 63/5 63/12 64/11 66/10 66/16 66/23 planned [2] 28/7 62/8 Planner [2] 1/18 2/23 planning [16] 1/1 1/19 2/3 2/25 3/12 4/23 6/2 6/5 8/3 9/12 10/21 11/1 13/19 32/7 40/25 68/7 Plant [3] 13/19 28/3 28/5 play [1] 51/5 please [2] 34/14 42/8 point [8] 8/14 11/8 11/10 19/13 20/24 33/10 43/21 64/22 points [1] 54/3 police [13] 6/18 6/23 7/1 7/7 7/14 7/17 7/21 8/5 9/19 9/22 10/10 10/13 62/19 policies [1] 52/13 policing [1] 64/15 policy [2] 44/21 52/18 pool [1] 62/2 poorer [1] 57/23 population [1] 62/6 portion [11] 22/20 22/25 23/16 41/13 42/6 46/4 48/6 49/3 61/9 61/15 61/17 portions [1] 41/16 portrayed [1] 12/14 position [1] 55/21 possibility [4] 8/6 9/7 9/10 11/21 possible [5] 20/25 35/4 35/23 48/25 48/25 possibles [1] 35/20 possibly [3] 22/20 35/13 35/16 postpone [1] 5/22 potential [5] 32/6 60/17 63/5 63/12 64/3 potentially [3] 11/23 44/4 54/24 practical [1] 50/1 practices [7] 15/6 15/10 21/10 21/21 22/4 22/9 32/7 preclude [1] 11/12 precluded [1] 8/10 predominantly [2] 13/22 40/8 predominately [1] 47/20	preface [1] 55/18 prefer [2] 35/3 58/10 preliminary [1] 64/14 prepared [1] 49/23 present [14] 2/6 2/8 2/10 2/12 2/14 2/16 2/19 2/22 2/24 3/2 5/13 25/25 45/24 66/7 presentation [4] 5/3 12/12 12/14 12/22 presented [2] 25/15 45/10 preservation [4] 29/22 36/14 36/16 36/19 preserve [1] 61/2 preserved [1] 30/4 pretty [3] 10/15 10/19 52/17 previous [1] 26/23 primarily [3] 9/18 29/24 39/19 primary [8] 13/25 14/4 27/11 27/21 28/21 28/25 30/20 32/9 principal [1] 5/9 principle [1] 57/20 principles [3] 44/19 45/20 52/4 prior [1] 24/20 privately [1] 32/23 probably [3] 8/21 37/24 49/5 problematic [1] 64/16 proceed [1] 60/23 proceeds [1] 10/3 process [5] 5/17 6/2 8/15 58/1 63/25 Professional [1] 68/4 profiles [3] 48/5 49/3 50/20 program [3] 54/24 54/25 55/3 programming [2] 54/20 55/7 prohibiting [1] 25/21 prohibits [1] 42/2 promote [1] 53/21 properties [7] 14/15 26/1 26/8 26/11 28/2 30/7 62/11 property [16] 6/7 6/14 6/17 6/21 7/7 8/25 9/22 26/5 32/24 32/24 32/25 33/4 40/22 56/17 57/17 62/3 proposal [2] 25/18 26/10 propose [1] 44/25 proposed [4] 12/18 14/23 32/20 63/2 proposes [1] 39/13 proposing [1] 67/11 protected [1] 26/4 provide [9] 28/22 29/14 32/5 38/24 39/15 45/18 57/11 59/24 64/4 provided [7] 25/11 25/14 29/20 32/1 33/9	33/14 63/21 provides [2] 13/14 58/25 providing [3] 6/8 49/16 58/11 provision [1] 45/21 proximity [1] 35/21 public [38] 1/1 1/8 3/23 4/3 4/16 5/4 5/11 5/12 5/16 6/8 6/8 12/20 23/22 24/3 24/10 24/13 25/10 27/10 31/17 33/20 35/24 45/22 49/13 52/14 53/19 54/6 54/7 55/1 55/3 55/4 57/25 58/10 60/11 60/12 63/25 67/25 68/8 68/10 publically [1] 33/24 publicly [1] 33/24 pulled [2] 13/6 28/5 purple [1] 39/24 purposes [1] 10/20 pursue [2] 41/2 63/7 pushing [1] 42/19 put [2] 9/25 19/16 putting [3] 19/12 56/5 58/9 Q qualitative [1] 45/6 quarter [1] 39/4 question [17] 7/3 8/1 8/21 9/15 9/20 9/25 10/7 10/8 10/16 10/22 22/13 44/1 46/4 51/3 52/11 55/20 58/2 questions [12] 15/12 20/18 30/14 31/7 33/17 34/4 41/8 45/25 46/1 63/13 63/14 65/6 quick [1] 55/14 quickly [1] 20/5 quite [1] 30/7 quote [1] 25/25 R rabbit [1] 16/13 ran [1] 55/23 range [1] 35/13 rather [6] 15/21 16/6 17/24 35/24 43/2 62/14 read [3] 17/13 38/21 46/23 reading [1] 24/8 reads [1] 27/16 Ready [1] 43/9 real [2] 9/5 55/14 realize [1] 34/25 really [30] 9/7 13/17 13/20 13/24 14/5 15/16 16/5 18/17 18/25 19/3 22/4 22/24 23/23 24/1 28/9 28/13 29/1 33/9 33/14 36/17 40/9 48/7 49/20 51/10 51/18 54/21 56/23 58/4 62/21 63/11	realm [4] 23/22 24/3 24/10 45/22 reason [2] 26/9 33/8 reasons [1] 15/22 recall [2] 6/1 52/10 received [3] 26/18 26/18 26/21 received Mr [1] 26/18 recently [1] 45/3 recess [3] 67/7 67/11 67/19 reclassified [1] 13/7 recognizable [1] 53/22 recommend [3] 7/23 58/8 58/16 recommendation [13] 16/20 16/21 20/2 21/1 21/3 21/6 28/10 29/7 29/14 39/21 40/18 52/12 59/17 recommendations [51] 12/12 12/15 14/4 14/22 15/13 23/3 23/23 24/10 27/2 29/21 30/5 30/15 31/14 31/15 31/16 31/17 31/17 31/20 31/25 32/2 32/3 32/19 33/2 33/13 33/18 38/22 39/6 39/8 40/16 40/17 40/19 40/23 40/24 41/4 41/9 44/5 44/12 44/13 44/17 44/22 45/19 53/19 53/24 54/12 54/13 54/14 55/8 57/8 57/9 60/13 61/4 recommended [7] 7/19 12/18 14/5 27/22 31/24 32/17 32/21 recommending [1] 15/10 record [4] 12/11 26/16 34/17 38/15 Recorder [1] 25/17 Recording [2] 1/19 3/1 recreation [9] 31/15 31/19 32/9 33/18 34/19 40/17 40/19 54/12 57/10 recreational [1] 35/13 Recreations [3] 36/14 37/20 37/21 red [2] 47/17 54/10 redevelop [3] 6/13 6/16 6/21 redevelopment [2] 9/2 28/7 reduce [1] 14/16 reduced [1] 68/9 reference [4] 13/17 22/24 24/6 52/24 referred [1] 65/16 refinements [1] 66/9 reflect [1] 29/9 reflective [1] 15/7 regarding [3] 18/17 25/1 25/11 regional [4] 39/7 39/15	40/25 62/8 Registered [1] 6.1.u regular [3] 4/13 59/6 66/15 regulations [1] 29/1 regulatory [2] 17/2 21/7 rehabilitation [1] 48/21 related [3] 10/4 36/18 37/11 relates [2] 21/1 56/20 relationship [1] 28/22 relative [1] 37/11 relatively [3] 10/4 28/13 29/5 relevant [2] 7/13 28/10 religious [1] 27/9 remained [1] 28/12 reminder [1] 24/14 remiss [1] 16/23 remove [1] 12/5 removed [1] 7/8 removing [1] 7/23 renovation [1] 48/16 renovations [1] 8/5 repair [1] 49/19 reported [1] 68/7 reporter [7] 5/1 36/11 42/12 68/5 68/5 68/6 68/7 Reporting [1] 1/23 representation [1] 13/10 representatives [1] 25/13 representing [1] 25/3 requests [2] 52/1 52/19 require [2] 40/21 48/18 requirement [1] 18/24 requirements [1] 48/18 research [1] 27/17 reserved [1] 47/11 resident [1] 62/19 residential [20] 14/20 15/11 26/4 26/6 29/8 29/13 29/24 30/12 30/13 30/25 35/2 42/2 45/9 47/19 47/21 47/24 50/8 52/7 56/21 56/23 residents [4] 9/9 35/8 38/25 52/20 responded [2] 3/10 3/21 restriction [1] 12/18 restrictions [4] 20/12 25/16 25/21 25/24 result [2] 30/11 35/25 resume [2] 4/6 4/15 retail [1] 13/25 revenue [1] 62/3 revise [2] 17/9 46/14 revised [1] 5/11 revising [1] 42/1 revision [1] 25/11
---	---	---	--	---

R revisions [1] 66/17 ride [1] 44/8 right [33] 16/15 16/23 17/11 18/2 18/6 19/14 20/16 21/4 21/8 21/11 21/12 21/24 22/11 22/22 22/24 30/18 34/3 34/10 34/22 37/6 43/4 43/9 45/3 48/22 55/24 61/13 62/9 63/21 64/3 64/18 67/4 67/18 67/23 right-of-way [5] 45/3 61/13 62/9 63/21 64/3 rights [1] 50/8 rights-of-way [1] 50/8 road [22] 1/3 6/19 6/24 11/9 19/15 39/11 39/12 39/19 39/22 40/8 40/11 41/10 41/11 43/21 44/8 45/8 46/6 47/19 47/20 51/7 55/23 55/25 roads [2] 40/1 54/10 roadway [1] 26/4 roadways [1] 49/17 roll [1] 2/4 roofing [3] 15/7 15/8 17/15 roofs [2] 18/5 18/21 route [2] 39/5 57/6 routes [2] 39/15 40/7 Rovak [2] 1/16 2/11 row [1] 29/2 RPR [3] 1/24 68/13 68/14 run [1] 39/10 running [1] 56/12 runs [3] 46/4 46/6 55/24	Schuh [3] 1/17 2/15 3/17 Sciences [3] 13/19 28/3 28/5 scope [1] 50/3 second [4] 3/7 3/8 3/18 67/3 secondary [5] 14/13 14/15 28/21 30/21 47/18 Seconded [1] 3/19 Secretary [2] 1/19 3/1 section [24] 12/15 13/2 24/8 24/9 24/13 24/17 24/18 26/23 27/1 31/9 31/13 32/18 34/7 36/23 37/16 38/11 38/19 39/22 50/24 55/15 60/11 60/14 60/16 65/22 sections [4] 24/20 50/22 53/11 53/12 see [14] 8/2 8/22 17/25 18/9 19/11 37/19 39/25 40/5 41/18 43/2 46/19 51/17 52/9 66/19 seeing [2] 4/1 20/4 seeking [1] 22/20 seem [2] 36/16 64/12 seemed [1] 64/4 seems [1] 7/12 segment [1] 62/6 send [1] 66/4 sense [5] 24/4 38/5 46/17 59/1 64/12 separate [3] 13/6 31/14 40/3 separated [1] 17/22 separately [3] 29/8 30/24 31/18 series [2] 32/19 45/5 serious [1] 42/24 served [2] 56/25 56/25 service [1] 62/20 services [3] 1/23 45/24 62/19 sessions [1] 25/12 set [2] 3/13 27/19 setbacks [2] 14/8 14/14 several [2] 35/15 52/16 shall [1] 26/3 share [3] 37/5 37/6 42/25 shared [2] 39/24 42/19 shed [1] 9/15 shops [1] 35/15 Shorthand [1] 68/6 shortly [1] 23/25 should [17] 6/7 7/3 7/7 8/18 14/7 14/7 19/8 19/9 29/4 29/8 29/20 31/2 35/24 38/21 53/17 63/7 64/13 shoulders [2] 40/4 40/6 shown [1] 48/13	side [4] 22/16 25/7 39/19 50/2 sides [1] 62/11 sidewalk [12] 22/25 23/16 40/12 41/14 41/17 41/22 41/23 42/18 42/21 43/24 45/21 56/3 sidewalks [6] 35/10 41/16 42/2 49/21 49/22 56/5 signage [3] 12/15 14/22 43/3 signature [3] 54/8 54/9 54/15 significant [1] 41/13 signs [2] 12/19 15/1 Silverman [3] 1/16 2/13 3/19 similar [1] 14/23 similarity [1] 13/4 simple [1] 54/16 simply [1] 32/20 since [3] 27/24 36/23 67/16 single [7] 25/22 26/4 26/6 27/10 27/12 27/21 28/11 single-family [2] 25/22 26/4 sir [1] 55/13 site [30] 7/22 9/2 9/5 9/7 9/10 9/23 10/5 10/14 14/17 15/5 15/7 16/9 17/3 17/18 17/18 17/23 18/8 18/12 19/2 19/20 21/2 22/2 22/3 22/6 27/13 27/19 27/21 29/16 30/4 35/12 sites [3] 27/13 29/12 37/11 situation [1] 20/22 situations [1] 48/16 size [2] 27/22 34/24 sizes [1] 13/4 slide [1] 38/20 slightly [3] 24/6 47/7 47/7 sliver [1] 64/16 slow [1] 43/6 slow-moving [1] 43/6 slows [1] 51/9 small [3] 40/13 57/15 64/16 smaller [4] 28/14 28/14 39/14 62/5 snow [1] 35/17 so [97] Solomon [2] 43/13 43/16 some [55] 7/5 7/16 8/6 9/15 10/5 11/4 13/20 14/1 14/3 14/3 14/20 14/25 18/13 18/16 19/7 23/21 28/17 32/3 32/5 32/5 32/17 33/10 36/21 39/9 39/14 39/14 45/2 45/18 45/18 48/4 49/11	50/2 50/6 50/9 51/5 51/14 52/4 54/11 54/21 55/4 55/11 56/2 57/21 58/10 59/12 59/18 59/19 59/19 61/24 61/24 62/25 63/22 64/1 66/7 66/9 someone [1] 59/5 something [13] 12/20 16/5 21/6 21/10 23/17 23/18 34/7 36/20 36/21 52/3 57/16 57/25 60/18 sometimes [2] 48/9 48/17 somewhat [1] 23/5 somewhere [2] 46/5 56/3 sorry [4] 5/7 10/17 43/11 43/15 sort [23] 12/9 13/23 15/9 24/2 29/12 32/7 33/6 33/15 33/24 47/4 47/17 47/19 47/25 52/5 54/3 55/10 56/2 59/17 59/24 59/25 63/8 63/19 64/4 sorted [2] 10/9 10/9 sorts [1] 16/10 Sounds [1] 66/20 south [1] 25/7 southern [2] 61/17 64/7 space [15] 29/22 30/4 31/15 31/19 32/8 33/18 34/24 35/1 35/4 40/3 40/17 40/19 54/6 54/13 57/10 spaces [1] 55/4 speak [8] 3/24 4/23 22/4 23/5 24/18 24/20 31/9 42/6 speaker [1] 4/21 speakers [1] 4/25 speaking [6] 4/18 25/1 25/3 25/24 47/10 56/22 speaks [1] 50/5 special [1] 66/13 specialty [1] 35/15 specific [9] 32/6 33/8 45/25 46/1 50/16 51/19 55/19 55/21 58/23 specifically [8] 23/6 26/10 32/17 36/24 43/24 44/5 48/4 48/13 specifics [1] 50/19 specified [1] 17/5 speed [2] 51/11 51/12 split [1] 64/22 splitting [1] 65/5 Spode [3] 25/9 40/8 46/5 square [1] 61/20 SS [1] 68/1 St [2] 1/25 68/2 St. [7] 25/16 39/9 60/21 60/24 61/16 62/2 62/24 St. Louis [7] 25/16	39/9 60/21 60/24 61/16 62/2 62/24 staff [5] 13/9 19/8 52/8 63/24 65/23 stall [1] 35/19 stalls [1] 35/19 stand [1] 35/17 standard [3] 23/8 49/23 62/24 standards [8] 14/12 15/2 23/4 24/2 24/7 28/15 28/20 30/18 standpoint [1] 64/15 start [7] 2/4 3/3 4/2 4/7 5/3 8/8 49/21 started [1] 8/4 starting [1] 33/10 starts [1] 46/5 state [3] 31/2 34/17 68/1 statement [5] 6/4 11/16 27/7 27/15 36/18 states [3] 6/6 27/7 29/7 stating [3] 17/3 25/14 29/23 station [11] 6/18 6/23 7/1 7/7 7/15 7/17 7/21 9/19 9/22 10/10 10/13 stay [3] 7/19 10/20 65/25 stays [1] 67/2 stenographically [1] 68/8 step [1] 61/6 still [8] 4/10 9/8 9/9 10/23 11/23 13/22 17/22 42/23 stock [1] 62/4 stop [1] 51/13 storm [1] 36/1 stormwater [1] 15/5 strategic [1] 51/17 strategies [6] 37/10 51/4 51/16 52/12 54/18 54/18 strategy [2] 51/8 51/19 street [44] 7/15 14/4 28/21 28/21 28/23 30/1 30/20 30/21 31/22 32/14 40/21 44/8 44/16 45/1 45/7 45/8 45/8 45/9 45/9 45/13 45/15 46/1 47/13 47/15 47/16 47/21 47/21 47/22 47/22 48/5 48/12 48/17 48/21 49/17 49/19 50/4 50/19 51/19 56/21 56/21 56/23 57/23 58/17 58/23 streets [38] 14/13 14/16 23/2 23/23 24/9 29/3 31/16 42/17 43/2 44/12 44/13 44/14 44/14 44/19 44/21 44/23 45/2 45/6 45/17 45/20 47/17 47/18 47/19 47/24 50/6 50/8
S sacs [1] 57/16 saddled [1] 20/10 safe [1] 42/18 said [1] 46/24 sales [1] 62/2 same [3] 37/19 38/1 40/22 Saul [1] 43/13 say [8] 3/9 8/14 10/18 19/23 22/8 34/7 43/7 64/6 saying [5] 48/24 52/22 55/19 58/13 58/14 says [3] 21/6 23/12 43/12 scale [1] 64/13 Scenario [4] 6/11 6/13 6/16 6/20 scenarios [5] 5/24 6/2 6/10 7/4 7/7 Schecter [2] 43/13 43/16 scheduled [1] 5/18 school [5] 43/13 43/16 43/18 59/4 59/22 schools [3] 27/9 31/21 59/12				

S streets... [12] 54/10 54/13 54/15 54/17 54/18 55/16 56/24 57/1 57/8 60/1 62/23 62/24 streetscape [2] 45/22 54/15 streetscapes [1] 54/9 streetscaping [1] 22/17 strict [1] 49/16 striped [1] 39/18 structures [1] 27/17 Studio [1] 5/10 Stutte [2] 1/19 3/1 subdivision [12] 25/6 25/14 25/16 25/20 25/23 26/11 33/1 55/22 55/23 57/21 59/11 65/4 subdivisions [7] 32/13 40/14 52/2 56/25 57/5 57/6 64/21 subject [1] 26/1 submit [1] 60/24 submitted [3] 3/16 9/20 61/6 subsection [1] 23/24 subsequent [1] 61/5 subsequently [1] 61/5 substantially [1] 26/7 suburban [3] 26/11 27/25 48/1 successful [1] 51/9 sufficiently [1] 17/7 suggest [1] 8/23 suggested [2] 32/21 32/21 suggesting [1] 33/5 suggestion [2] 21/20 42/15 suggests [1] 23/15 suited [1] 62/5 support [3] 11/19 35/17 35/17 supports [1] 13/15 sure [26] 8/15 8/18 9/14 15/24 16/16 18/9 20/9 24/15 24/25 26/16 33/22 46/21 46/21 48/14 48/19 49/7 49/9 50/18 50/21 51/23 55/17 56/19 58/6 58/15 58/20 59/15 surface [2] 17/4 35/25 surfaces [1] 35/25 surrounded [1] 27/19 surrounding [4] 5/24 27/14 30/2 30/12 sustainability [1] 15/10 sustainable [3] 21/21 22/4 22/9 sworn [12] 4/20 4/24 4/25 5/5 34/9 36/9 36/10 36/11 42/8 42/9 42/12 50/25 system [1] 39/1 systems [7] 15/8	17/15 23/24 31/12 31/14 38/20 53/19 T take [5] 11/9 24/12 49/16 61/10 67/3 taken [2] 44/24 44/25 takings [1] 33/7 talk [2] 17/15 32/16 talked [3] 36/23 44/18 66/8 talking [4] 21/20 22/7 64/19 67/7 Task [2] 7/18 9/16 tax [2] 62/2 62/3 technically [3] 41/24 42/3 43/25 tell [1] 51/8 ten [1] 53/10 tentatively [1] 5/17 term [4] 7/5 15/16 16/5 18/17 terms [10] 10/23 14/3 15/2 17/23 20/7 41/2 51/25 58/17 63/9 64/12 text [1] 49/3 than [12] 9/2 15/21 16/6 17/24 21/25 22/3 23/18 35/24 39/4 42/23 62/14 62/24 thank [26] 5/8 12/3 12/8 22/11 24/11 24/14 24/23 26/13 26/14 26/25 31/5 31/6 31/11 36/6 36/7 38/9 38/10 38/18 43/8 43/19 49/9 51/21 51/24 60/9 60/15 66/25 Thanks [1] 5/7 that [375] that Ameren [1] 65/1 that's [38] 3/25 7/15 8/10 9/3 9/4 9/6 10/11 10/21 17/6 20/23 20/23 22/7 23/1 23/10 30/21 32/24 35/1 38/8 41/19 42/18 43/7 43/13 46/9 46/9 46/13 46/24 47/1 50/10 52/3 53/3 59/4 59/22 60/4 64/6 64/11 64/16 64/25 66/12 the packet [1] 38/14 their [6] 18/25 20/7 20/14 49/15 54/23 64/7 them [4] 3/14 23/9 45/12 57/5 themselves [1] 25/24 then [22] 4/12 5/3 5/16 7/10 8/5 8/21 10/5 20/2 21/5 21/12 21/16 30/3 32/10 37/15 40/10 47/15 47/24 54/20 55/2 61/4 61/12 67/4 there [65] 5/21 10/24 10/24 11/21 12/4 12/17 12/17 14/5 14/7 17/23 17/25 18/21 19/20 22/24 24/19 27/4 27/23	28/17 28/17 30/7 30/14 30/25 31/8 31/24 31/24 33/13 33/19 33/23 35/18 36/16 36/18 36/18 37/17 40/5 40/8 41/1 41/15 41/19 42/5 44/10 45/3 45/14 48/8 48/9 49/22 51/5 51/14 51/15 53/12 54/1 56/12 57/22 58/10 59/10 59/22 60/10 62/25 63/22 63/22 64/1 64/16 64/21 64/24 65/3 65/4 there's [20] 4/18 15/22 18/5 18/5 21/22 22/15 22/15 23/16 23/19 24/17 33/23 37/23 38/20 41/13 46/4 47/15 50/8 61/21 65/16 67/22 therefore [2] 28/10 33/2 these [31] 14/18 14/22 28/15 29/11 29/11 30/5 31/20 32/2 32/2 32/19 32/22 33/2 33/7 33/10 38/23 39/25 40/4 40/20 40/23 40/24 41/3 41/4 44/17 44/22 45/9 47/24 54/14 54/15 55/7 57/4 66/7 they [13] 17/22 20/19 21/11 30/8 32/8 33/14 37/20 43/6 52/15 52/25 53/16 58/9 63/7 they're [4] 7/24 10/21 50/7 53/3 thing [1] 49/25 things [9] 14/18 16/17 17/17 19/9 21/14 37/23 42/20 51/11 59/7 think [46] 7/18 7/24 8/17 10/7 10/13 11/4 11/7 19/7 19/11 21/19 21/20 22/7 22/12 23/1 23/16 24/25 32/16 33/22 34/10 34/19 36/8 36/18 36/24 37/22 37/23 37/25 41/23 42/18 42/24 43/17 43/17 44/1 44/10 48/3 48/6 48/24 49/2 49/6 50/5 50/10 51/6 52/3 52/21 55/10 66/14 66/15 thinking [1] 23/11 third [2] 5/11 29/17 thirds [1] 61/20 this [92] those [42] 1/13 7/7 7/19 10/3 14/14 17/17 18/10 21/22 23/7 23/21 28/10 29/3 30/11 31/18 31/25 31/25 33/4 35/23 39/13 39/15 39/19 40/5 40/15 40/15 45/20 47/18 48/13 49/24 50/9 50/17 51/5 51/11 52/19 54/8 55/10 59/6 59/12	59/19 59/19 61/1 61/5 66/9 thought [4] 10/8 11/3 11/11 56/14 thoughts [2] 7/11 11/2 three [2] 61/20 61/20 threshold [1] 49/19 through [24] 4/8 4/8 4/9 4/12 6/1 6/2 31/18 39/10 45/10 45/12 46/13 47/19 47/22 48/1 55/23 55/25 56/12 56/24 57/1 57/25 62/4 63/25 66/2 66/17 through Chapter [1] 4/8 throughout [3] 25/22 28/13 60/3 Thursday [1] 66/12 tier [3] 28/23 29/2 30/22 ties [1] 54/11 TIFF [1] 20/22 Tim [3] 1/14 5/9 66/7 time [19] 4/9 4/10 5/14 5/21 6/12 7/9 8/14 11/22 12/10 12/24 14/2 15/16 19/3 22/14 28/6 50/6 53/9 54/19 62/21 times [1] 48/9 today [1] 25/3 today's [1] 49/23 together [2] 7/20 18/10 tonight [13] 3/25 4/2 4/19 5/11 5/13 5/20 7/3 45/13 65/24 66/3 66/8 66/21 67/1 too [3] 17/13 34/2 41/24 took [1] 55/21 top [1] 38/22 totally [1] 16/7 touch [1] 5/20 toward [1] 29/15 towards [4] 10/12 15/4 28/1 59/14 town [8] 11/17 34/1 34/20 35/3 35/11 35/21 36/4 38/15 tradeoffs [1] 19/20 traffic [12] 14/17 32/12 42/4 51/3 51/9 51/10 51/12 51/14 52/2 52/12 52/19 57/12 trails [2] 32/14 40/14 transcribing [1] 34/12 transcript [1] 68/10 transition [1] 14/19 transportation [1] 44/15 trash [1] 62/20 traveling [1] 25/8 tree [1] 15/5 trend [1] 49/15 trigger [1] 48/18 true [2] 16/20 68/9 trustee [1] 25/3	trustees [1] 33/1 try [2] 9/14 20/1 trying [5] 17/1 42/24 44/25 50/6 56/24 turn [1] 9/1 turned [1] 16/9 two [15] 6/13 7/19 9/17 11/12 18/10 27/4 27/4 28/15 48/8 53/11 53/12 55/21 61/20 64/5 64/22 two-thirds [1] 61/20 tying [2] 17/24 53/23 type [44] 12/19 13/8 13/8 16/18 27/6 27/7 27/8 27/15 27/25 28/1 28/6 28/11 28/12 29/9 29/18 30/15 31/4 45/7 45/7 45/7 45/8 45/8 45/15 45/16 46/10 46/24 46/25 47/1 47/3 47/3 47/5 47/6 47/7 47/10 47/12 47/12 47/13 47/15 47/16 47/16 48/12 56/15 58/17 59/14 type's [1] 29/9 types [12] 27/4 27/16 28/16 28/19 32/17 39/17 48/8 48/9 48/20 53/20 57/12 59/11 typewriting [1] 68/9 typo [4] 30/17 31/2 38/20 65/9 typologies [2] 45/6 46/1 typology [2] 45/6 45/14 U uh [17] 15/19 16/2 18/15 19/1 20/6 20/20 23/1 30/19 30/23 38/6 48/10 49/1 49/4 53/6 56/7 56/13 65/10 uh-huh [17] 15/19 16/2 18/15 19/1 20/6 20/20 23/1 30/19 30/23 38/6 48/10 49/1 49/4 53/6 56/7 56/13 65/10 ultimately [1] 58/8 unachievable [1] 48/9 under [2] 23/2 48/16 understand [3] 8/4 32/22 64/19 understood [1] 40/20 undertake [2] 6/12 33/6 underway [1] 55/9 undivided [1] 66/15 Unfinished [1] 67/4 uniform [2] 14/8 14/14 unincorporated [1] 61/15 Union [1] 25/8 units [1] 61/21 unregulated [1] 29/5 until [5] 5/23 8/10 8/19
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U
until... [2] 10/8 34/11
up [17] 2/2 4/15 11/13
 12/20 15/15 17/5 18/19
 20/10 20/11 20/18 34/8
 47/22 49/22 52/11
 57/25 63/15 63/23
update [4] 1/10 4/17
 55/12 65/20
updated [2] 61/1 61/4
upon [4] 28/7 32/3
 39/7 54/21
urban [4] 27/25 28/1
 28/9 62/12
us [4] 8/10 10/15
 20/13 20/18
use [24] 6/4 6/9 7/5
 9/9 12/18 13/8 13/10
 13/11 13/13 14/25
 15/15 18/8 25/25 26/6
 26/8 43/4 44/7 44/8
 45/8 45/8 47/15 47/16
 54/25 59/6
used [2] 6/7 37/10
useful [1] 51/16
users [1] 44/15
uses [7] 13/21 14/1
 14/6 14/14 14/20 27/9
 28/14
using [2] 20/14 59/17
utilize [2] 6/5 44/19
utilized [1] 40/6
utilizing [1] 14/15

V
valid [1] 7/24
value [2] 26/8 33/19
values [1] 56/17
variation [1] 6/20
variety [4] 27/14 29/5
 59/3 59/10
various [5] 27/8 33/1
 48/4 48/20 55/2
vegetated [3] 15/8
 17/15 18/5
vehicle [1] 43/6
vehicular [1] 45/24
vendors [1] 35/19
venues [1] 33/20
version [1] 7/17
versions [1] 28/3
versus [1] 59/16
very [15] 14/23 15/23
 18/7 36/6 38/7 38/9
 42/23 43/8 48/18 49/16
 49/20 50/16 51/9 64/14
 66/25
viable [3] 8/11 28/10
 64/8
view [1] 49/16
Villa [1] 64/25
virtually [1] 32/22
vision [4] 13/12 27/7
 27/15 29/10
visually [1] 13/13
VMPs [3] 18/7 48/4
 48/20
voltage [2] 15/6 17/3

voted [1] 10/10
voters [3] 9/21 10/1
 10/10
votes [2] 3/11 3/22

W
Wait [1] 34/11
waited [1] 34/22
walk [4] 35/9 43/22
 44/6 56/3
walkability [2] 38/24
 57/2
walkable [1] 57/7
walking [1] 59/23
walks [3] 32/12 40/13
 57/15
want [23] 8/16 9/6
 10/16 10/22 12/1 12/10
 18/9 24/12 24/20 28/16
 30/10 33/15 33/25 34/2
 34/10 34/16 43/7 43/20
 51/12 53/8 55/20 56/16
 58/12
want to [1] 34/10
wanted [7] 5/5 5/20
 12/16 12/22 42/14
 59/25 59/25
wants [1] 10/20
Ward [1] 36/13
warmer [1] 55/5
was [57] 5/20 5/21 6/4
 7/2 9/18 9/20 9/20 9/25
 10/8 10/9 11/6 12/17
 12/20 12/22 12/25 13/9
 16/9 16/23 17/1 17/14
 18/16 18/19 18/20
 26/20 28/1 28/5 28/8
 28/8 28/9 36/11 36/15
 36/17 36/18 36/19
 36/20 37/9 37/10 37/12
 37/15 37/17 38/14
 41/19 42/12 43/23
 43/24 46/20 48/13
 52/17 55/22 57/25 60/2
 60/19 61/6 62/23 63/8
 63/22 63/22
wasn't [3] 42/10 48/23
 67/10
water [2] 35/21 36/1
way [19] 11/8 21/21
 22/5 29/11 33/5 40/9
 43/21 45/3 50/8 51/17
 59/12 60/20 61/13
 61/16 62/9 63/21 64/3
 64/7 65/16
ways [1] 59/19
we [124]
we'd [2] 8/2 26/15
we'll [14] 2/4 4/9 5/4
 5/13 23/25 31/12 31/17
 32/16 46/14 46/14
 46/14 52/8 66/14 67/4
we're [28] 2/2 4/2 4/7
 4/7 4/8 4/10 5/2 5/3
 8/13 15/10 16/4 16/18
 19/12 19/12 20/4 21/20
 22/7 24/19 24/25 33/5
 33/21 34/12 53/10 58/9

64/2 65/25 66/11 67/7
we've [13] 4/2 4/5 19/7
 24/16 44/22 44/23 59/7
 59/8 59/8 61/23 61/23
 66/2 66/8
well [25] 7/14 7/18
 9/23 10/15 10/19 13/10
 13/18 15/25 16/7 19/18
 20/22 28/3 39/15 39/21
 40/23 42/4 45/16 52/17
 53/3 54/4 54/13 60/2
 63/2 63/24 66/8
well-defined [1] 10/19
went [1] 50/16
were [11] 4/25 6/4 6/6
 17/1 17/1 25/15 28/10
 42/8 56/23 59/18 60/19
west [10] 12/13 13/3
 28/4 28/8 46/6 47/4
 49/15 51/6 57/22 61/12
what [32] 8/22 9/5
 9/25 10/21 10/25 11/23
 14/23 21/20 22/1 22/7
 23/10 24/5 24/25 28/24
 31/1 33/21 44/22 51/16
 52/9 55/22 56/9 56/10
 56/10 57/3 58/8 58/9
 58/9 58/16 62/12 63/11
 64/19 67/7
whatever [2] 22/21
 67/9
when [15] 20/12 20/19
 22/8 29/17 29/17 29/23
 30/17 37/16 41/6 44/19
 48/25 49/18 50/4 52/19
 58/10
where [21] 8/2 8/13
 12/24 16/7 17/14 22/9
 23/3 23/8 28/25 30/21
 37/20 40/5 40/8 42/17
 43/12 44/23 44/23 48/9
 48/25 57/22 62/13
whereas [2] 19/2 24/1
whether [4] 8/6 9/7
 10/22 44/2
which [53] 5/23 6/3
 6/6 6/20 8/4 8/25 12/13
 13/8 13/16 14/18 17/17
 17/25 23/23 23/25 26/1
 26/2 29/11 30/7 31/25
 32/12 32/14 35/8 35/12
 35/25 36/2 39/9 39/10
 39/18 39/20 39/24
 40/10 40/15 41/10
 41/12 41/24 42/17
 43/21 45/17 47/5 47/6
 47/13 47/16 48/13 54/2
 57/4 57/16 59/12 60/20
 62/6 62/8 62/21 65/12
 66/11
while [3] 13/21 25/18
 41/22
white [1] 15/7
Whitney [3] 1/18 2/23
 26/15
who [12] 3/24 11/22
 24/18 24/20 31/8 34/6
 34/8 42/6 50/23 50/24

56/15 56/15
who's [4] 3/24 4/18
 24/8 66/24
whole [3] 22/8 46/2
 51/20
wholly [1] 32/25
why [5] 9/6 18/2 18/2
 41/19 63/17
wide [10] 13/15 31/12
 31/14 35/9 38/19 40/12
 41/22 43/25 44/21
 53/18
width [1] 41/23
will [18] 4/12 10/12
 14/18 18/7 24/8 26/20
 41/5 52/9 56/15 56/15
 56/16 56/16 65/25 66/6
 66/10 67/1 67/2 67/3
windy [1] 55/25
wise [1] 38/7
wish [1] 22/16
wishes [3] 3/24 24/18
 50/24
within [16] 8/24 25/19
 27/3 27/3 29/21 33/9
 39/1 39/4 39/14 47/18
 59/9 59/22 60/3 60/4
 63/1 63/2
without [5] 15/16 51/9
 51/12 56/2 57/6
wonder [8] 8/18 15/20
 16/4 17/22 33/19 51/15
 56/8 58/16
wondered [1] 51/14
wondering [1] 36/19
word [1] 30/25
wording [2] 23/20
 38/3
words [3] 15/9 18/4
 65/23
work [6] 29/12 50/4
 50/16 52/8 57/9 66/16
worked [1] 59/9
worked within [1]
 59/9
working [3] 7/19 52/17
 53/3
works [3] 49/13 52/14
 60/21
workshops [2] 25/10
 25/15
worried [1] 16/13
would [82]

Y
yeah [31] 16/19 16/25
 17/16 17/20 18/4 18/23
 20/1 21/15 23/1 23/14
 33/22 36/12 36/25 37/3
 37/9 38/6 41/20 46/22
 47/2 47/10 48/3 50/1
 50/11 50/22 53/1 53/2
 53/5 60/6 65/3 66/2
 66/20
year [2] 9/17 61/1
years [2] 52/16 55/21
yellow [3] 54/2 56/10
 56/11

yes [11] 16/18 22/18
 26/18 31/4 33/1
 53/13 53/16 55/13 65/2
 65/14
yet [3] 36/10 66/1
 67/17
you [99]
you're [7] 5/2 16/8
 23/11 50/25 51/22
 56/22 64/19
you've [2] 34/9 48/3
young [1] 56/1
younger [1] 62/6
your [9] 10/23 30/9
 34/17 38/14 42/15 51/1
 58/2 62/13 66/5

Z
zone [2] 14/11 29/25
zoning [6] 1/1 2/3 3/13
 6/5 21/23 68/8

PLANNING AND ZONING COMMISSION SPECIAL MEETING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

THURSDAY, DECEMBER 15, 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: All right. We're going to
2 bring to order the meeting of Planning Zoning Commission
3 Special Meeting for Thursday, December 15th, 2016.

4 We'll start with our roll call.

5 Mr. Carney?

6 MR. CARNEY: Present.

7 CHAIRMAN KISTNER: Ms. Hall. She is absent for
8 now.

9 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: Mr. Lumley, City Attorney?

18 MR. LUMLEY: Present.

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

21 MR. JAGGI: Present.

22 CHAIRMAN KISTNER: Whitney Kelly, City Planner?

23 MS. KELLY: Present.

24 CHAIRMAN KISTNER: And, Jessica Stutte, Planning
25 Assistant/Recording Secretary?

1 MS. STUTTE: Present.

2 CHAIRMAN KISTNER: We have -- start with our
3 acceptance of the agenda.

4 Do we have a motion?

5 MS. SILVERMAN: I so move.

6 CHAIRMAN KISTNER: Second?

7 MR. CARNEY: Second.

8 CHAIRMAN KISTNER: And all in favor?

9 (All responded aye.)

10 CHAIRMAN KISTNER: We have no minutes to approve
11 tonight.

12 As we do with any meeting of the Planning and
13 Zoning Commission, we have an opportunity for public
14 comment. Anybody in the audience who is -- would like to
15 speak about something that is not on the agenda?

16 Seeing none.

17 We'll move to our Unfinished Business. This is
18 a public hearing, Application No. 16-028, a Comprehensive
19 Plan Update Adoption.

20 We have -- if there is anybody here who is going
21 to speak to -- do we swear in again? Obviously, you've
22 been --

23 So anybody who is going to speak tonight on this
24 issue, if you could please come forward to be sworn in.

25 (The speakers were sworn in by the court

1 reporter.)

2 CHAIRMAN KISTNER: And, Jason, how do you -- do
3 you have a suggestion for how you want to start this off?

4 MR. JAGGI: Yeah, my -- my suggestion would be,
5 I do have a presentation prepared this evening, and I can
6 go over the objectives for tonight, as well as part of
7 that presentation. And then Tim with H3 Studios here, and
8 he will also be reviewing some of the specific revisions
9 that are presented this evening, as well as take public
10 comment as well, so.

11 CHAIRMAN KISTNER: That would be great.

12 MR. JAGGI: Whenever you're ready for me to
13 begin, I can do so.

14 CHAIRMAN KISTNER: All right.

15 MR. JAGGI: Good evening, Members of the
16 Commission. Jason Jaggi, Director of Community
17 Development, City of Creve Coeur.

18 As I just mentioned, I thought it would be
19 helpful where we are in the process to give a -- a
20 presentation, and discuss some of the concepts that we are
21 dealing with and have been dealt with -- dealing with in
22 the past several months with this plan.

23 So our objectives, I think, for where we are on
24 the plan tonight is to review some feedback that we have
25 received from the business stakeholder community.

1 I recognize some of the members of this group
2 are here this evening as well, and I am sure they will
3 also have some comments for you to consider tonight.

4 Staff did meet with a lot of the business
5 community representatives in the last week at their
6 request to hear some of their concerns, which I will also
7 touch on tonight and, again, walk -- walk everyone kind of
8 through the process, and some of the larger concepts
9 associated with the plan for continued discussion this
10 evening.

11 So the first thing that I'll do this evening is
12 provide, again, kind of a brief framework of the
13 Comprehensive Plan focusing on the commercial areas,
14 review key issues and recommendations, and then receive
15 some discussion and direction tonight.

16 I think that's very important for where we are,
17 is to make sure that the concepts are solidified this
18 evening; if there's any adjustments, revisions, what have
19 you, that those are clearly articulated tonight, so we can
20 continue to move forward with the process.

21 After I'm done with my presentation, Tim Breihan
22 is here this evening, and he will review the specific
23 revisions that we have prepared for Chapter 4, which is
24 the Plan Recommendation section of the plan, as well as
25 Chapter 5, which deals with plan implementation. So we do

1 have a fair amount to cover this evening, but this is our
2 only topic for tonight, so.

3 So the next step --

4 CHAIRMAN KISTNER: Just -- just one second --

5 MR. JAGGI: Yes.

6 CHAIRMAN KISTNER: -- I just want to make sure
7 the record reflects that Ms. Hall is here with us.

8 MR. JAGGI: And then, finally, as we wrap all of
9 this discussion up, we'd like to -- to discuss preparation
10 of a final draft, which we would like to have posted at
11 the appropriate time in advance of a resolution, which
12 would be required, which would be the -- the final step
13 for the plan process, and discuss some of those steps with
14 the Commission.

15 So just a few things to keep in mind as we're
16 moving forward. It's been a while that this process has
17 been going on for several months. It's been going on for
18 about a year and a half actually.

19 This is an update to our Comprehensive Plan, so
20 what that -- what that means is we are not starting from
21 scratch with this process. That is a -- that was a known
22 factor when the City entered into the contract with H3
23 Studio. It was not desired that we needed to overhaul all
24 aspects of our planning document that we have in place now
25 from 2002. And, in fact, many concepts still hold true

1 and are incorporated within this plan as well. So I
2 wanted to kind of remind everybody.

3 Now, with that being said, we've also kept some
4 existing concepts. We've refined them. We've eliminated
5 some that don't seem to particularly apply any longer.
6 And then we've introduced some new concepts as well. So
7 we kind of take a lot of the work that's already been
8 done, refined it and updated it, and that's why we have an
9 updated Comprehensive Plan.

10 The approach with this plan though is a lot
11 different than the 2002 plan. This takes a different
12 approach with the place type concepts. So I'll try to
13 keep moving here.

14 Some of the -- some of the comments we had from
15 the business community stakeholders, you have letters from
16 the Chamber of Commerce that was -- that was submitted to
17 you, letters from several property owners and commercial
18 interests in the city, that information, if I could
19 summarize that, would include difficulty of redeveloping
20 sites due to existing zoning restrictions, particularly
21 along the East Olive Corridor, parking visibility and
22 convenience, building placement are important to
23 retailers, and then concerns with the concept that's been
24 prevented -- presented previously involving this -- this
25 front build-to line, which is viewed as being too

1 restrictive.

2 We also have received comments that are in your
3 packet about the Community Center District or that Town
4 Center concept. There's some questions on the market
5 demand, and I'll touch on some of these issues tonight.

6 We also have challenges with multiple owners in
7 the Community Center District. That's been an impediment
8 to implementation of that concept over the years.

9 And then related to that Town Center or
10 Community Center District concept, comments we received
11 are that public participation and/or incentives are going
12 to be needed, both zoning and financial, and possibly a
13 direct subsidy to realize the vision of the plan with the
14 Community Center District.

15 And, again, I know the members of that -- our
16 business community are here and would probably have some
17 other comments or other specific information for you
18 tonight.

19 So, framework. Again, I'm going to go over
20 briefly the Community Place Type Districts. I want to
21 focus on three areas. Those are our three areas that I
22 think are still -- there are some concerns about some of
23 the recommendations, so I think that's our focus for
24 tonight.

25 I'll share with you the boundaries, key

1 concepts, visions, and then also provide some illustrative
2 examples of how these concepts translate into what we have
3 already done here, and then also some concepts in other
4 areas of -- of the nation and so forth, just to give the
5 Commission and the audience a flavor of how this could
6 translate into a real world application.

7 So I think it's important to go through that
8 tonight as well.

9 So with the Community Place Type District, this
10 is the map that you've all seen many times before. This
11 is kind of in lieu of a future land use map, which is a
12 traditional application in a comprehensive plan, whereas,
13 you go through and you identify which areas will have
14 certain land uses and which won't, so forth. This is a --
15 kind of a innovative concept where we look at Place Type
16 Districts, where we're interested in character, how areas
17 developed, based on certain constraints, and a vision
18 within these areas of the city.

19 So tonight I'm going to focus on these three
20 neighborhoods; Commercial, the Mixed-Use District or
21 concept, and then the Community Center District.

22 So here's the Central Business District outline.
23 And this is the traditional heart and core or Downtown
24 Central Business District of Creve Coeur. This has been a
25 concept in the City's planning documents going back a

1 number of years.

2 Our plan does not necessarily change that
3 concept. We're refining it and bringing in kind of a
4 clarity to it, is the goal here.

5 So you can see the outline. It covers
6 CityPlace; it covers some additional shopping centers,
7 some shopping centers that have been here for many, many
8 years, as well as some new infill development.

9 But as you look, and this is a Google Map image,
10 as you look at it, it clearly is the City's most intense,
11 most highly-developed commercial mixed-use center, and we
12 are re-enforcing that concept moving forward.

13 The dash line in the middle is the Town Center
14 concept. That is the center of the community where we
15 want to have very detailed fine grain development to
16 support a number of objectives, which I will cover here
17 shortly.

18 So the vision for the Central Business District
19 is the vibrant, walkable, amenity rich, mixed-use
20 commercial center that surrounds a downtown core.

21 So this is the Downtown Town Center Core, and
22 this is that vibrant mixed-use, high intensity commercial
23 activity in which it surrounds. Okay.

24 This area is envisioned to be a regional
25 destination and include a central gathering place for

1 community events, which would then translate into the
2 identifiable heart of Creve Coeur. This is the -- this
3 would be the identity when it's realized.

4 The concept that we've introduced as well with
5 this plan process is the notion of this section of Olive
6 having the feel and look of an urban corridor.

7 And what we mean by that is when you have an
8 intense district, and you're within this part of Olive, it
9 needs to have that urban feel. And we've got some of that
10 already in place with some of our streetscape work in this
11 part of Olive. So kind of bringing all these concepts to
12 home. We like to think of it as an urban thoroughfare
13 through this part of Olive.

14 Key recommendations. There are several. So
15 with this area, we would support retail service, office,
16 multifamily and medium or high density setting,
17 street-oriented buildings with consistent setbacks and
18 active ground floor uses and the parking issue, so, and
19 I'm going to talk about this here a little bit more. But
20 the parking, this has been a source of considerable
21 discussion.

22 This current -- the current version of the plan,
23 the refinement that we have, is to allow the parking in
24 front of the buildings on primary street, but it's highly
25 controlled. It -- it would not be to support the vision,

1 it would not be in a Central Business District area, open
2 parking, lots of front field parking, that would be
3 counter to the vision for this area.

4 I'm going to, hopefully, explain a little bit
5 about how that lays out shortly.

6 Signage in these districts. Again, to be a
7 Central Business District, to have that vision, the
8 preference would be for wall signs, but, certainly, ground
9 signs within multi-tenant mixed-use or multi-use
10 developments would certainly be appropriate, as well as
11 outdoor site amenities, and then pedestrian connectivity.

12 And when we say pedestrian connectivity, that
13 can kind of mean a lot of different things, but what we're
14 really talking about is connectivity between the street to
15 the building, the parking to the building, and then
16 between buildings. That's what we talked about when we
17 were saying pedestrian connectivity.

18 To realize some of this, we do believe that
19 there are going to have to be some zoning incentives or
20 site -- a sustainable site development. That would be a
21 critical part of this concept. And then since it is a
22 Central Business District, we would want to look at
23 allowing higher site coverage standards. It's not a, you
24 know, farfetched suburban area. It is a -- it is a dense
25 core, so the green space requirement would be less.

1 Along with that, revising the Design Guidelines
2 to match the vision for this area. Not a broad
3 one-size-fits-all, which is what we have today, but a more
4 focused Design Guideline just for the Central Business
5 District.

6 So here's some examples that I prepared to just
7 kind of show you, again, what the -- with this being an
8 update, we are not starting from scratch. With the work
9 before I got here, with the Planner, with Whitney and
10 Paul, my predecessor, and others, obviously, City Council
11 and the Commission, you know, these are developments that
12 have already been approved. Okay. So, but this is very
13 similar, this is very consistent with some of these
14 developments that we have that are -- are close to the
15 ideals that we're looking for.

16 We have strong pedestrian linkages in between
17 these sites. Okay. We have sidewalks leading into the
18 front. This is example of the Fresh Market building.
19 There is some front field parking, but it's not -- it's
20 not excessive. Ideally you would have maybe a little bit
21 less in this corner, but, essentially, a lot of the
22 elements are already here.

23 We have good, bold architectural design where
24 when you're driving down Olive, there is a prominence of
25 the buildings. You know you're in kind of a Central Core

1 Business District here.

2 Same thing could be said with -- with the CVS.
3 Again, not a lot of -- this is the CVS right here -- not a
4 lot of parking in front, there's some, but a lot of it's
5 kind of wrapped around the side and even a little bit to
6 the building, and you have connectivity between
7 structures. This is the St. Luke's building. These are
8 all the concepts that this plan is speaking to in the
9 Central Business District.

10 But I wanted to point out, we're not prohibiting
11 parking along the front. I don't think that's realistic.
12 At the end of the day, I think we will struggle with that.
13 In our 2002 Plan and our Design Guidelines all say
14 encourage parking in the side and rear.

15 For clarity, "encourage" means it may not work.
16 We'd like it, but it may not work.

17 But in our Central Business District with the --
18 with the CB Zoning District we have here, there is a
19 limitation of a maximum 80-foot setback building -- for a
20 building. It can be no further than 80 feet back. I
21 believe that's what the Fresh Market has and the
22 Walgreens -- I'm sorry -- CVS has.

23 So you can see a lot of these concepts are
24 already in place, but we do want to see a little bit more
25 refinement in that moving forward with a zoning code

1 update, if we were to implement this plan.

2 Another example is the Plaza Jaguar. This
3 actually worked out where the building was -- was much
4 closer to the street. But you can see here, there's not a
5 lot of variation. It does provide some consistency here,
6 you know, this is probably the minimum setback, you know,
7 the closest you could probably get, maybe a little more,
8 that would be the max, but there is consistency, and
9 that's the theme that we're looking for in the Central
10 Business District.

11 Another example is the assisted living in Creve
12 Coeur. Assisted living and memory care center in this
13 area right here. This is a highly urban development. The
14 way it's laid out, you can see parking is in the rear, the
15 main entrance is here, but it has a street presence.
16 Again, very consistent with the concepts that the City has
17 already approved and that this plan is calling for.

18 When we talk -- that's the Central Business
19 District, so that's the -- the kind of ring around the
20 Town Center.

21 Moving into the Town Center, this is what the
22 plan shows. It shows a very well-defined Downtown
23 District, traditional Downtown District.

24 Staff has been working, I think in 2000 --
25 probably three or four years before I got here, there was

1 a lot of effort by this Commission to work on a form-based
2 code for this area. And a form-based code regulates, to a
3 substantial degree, how buildings look and feel as viewed
4 from the street. It emphasizes pedestrian connectivity,
5 building articulation and scale commensurate with a
6 downtown setting. That process is already -- was already
7 begun, and, in fact, the consultant was instructed before
8 I got here to look at that and implement it or, you know,
9 refine that. So that's what we have.

10 Now, with this plan we also recognize, taking
11 that a step further, we thought, well, the Creve Coeur
12 Executive Park actually has -- has some merits as well.
13 If this concept moves forward, this area has some merits
14 as well.

15 Fronts into a nice open green space, which is
16 the golf course. You have some nice -- well, you have
17 less ownership in here. You have some -- some thoughts
18 that this area is -- is somewhat obsolete in -- in its use
19 as office. Its hay-day might be a little past time. So
20 there might be some -- some opportunities in the future to
21 look at that as an alternative, knowing that some of the
22 challenges that exist in here.

23 As we discussed previously, this area has been
24 eliminated from consideration, so we're -- we're really
25 focusing on here as an alternative to the east in there.

1 So key points, you know, these concepts, just so
2 the Commission knows, and I know we have some new members
3 here, I didn't quite realize this too until doing some
4 research preparing for this presentation, but these
5 concepts go back a very long time, and that's why you see
6 the way Creve Coeur is built out today.

7 In fact, the Town Center concept goes back to
8 the '60s. That was affirmed in 2002 with the Comp Plan.
9 It was articulated in a planning document called the
10 Central Business Land Use Plan. Design Guidelines were
11 adopted. Traffic study was completed.

12 And then we have this creation that I mentioned
13 of the downtown form-based code.

14 This planning process does not deviate, to a
15 large degree, from all of these past concepts. But there
16 are some differences to it, again, with some refinements
17 added.

18 With the Town Center you want to have a front
19 build-to line. You want to have consistent streetscape.
20 It's highly important in that type of setting. Parking
21 becomes much more restrictive in terms of, not the amount
22 or not that it can't have it, but where it's placed within
23 a development.

24 Central gathering places are very important to
25 this concept, as well as scale. The three to six-story

1 buildings are -- are appropriate.

2 So these are some of the guidelines here that
3 would -- or direction that would have to be involved with
4 creating a town center.

5 One thing here that I touched on earlier is most
6 of these, and I'll show you some examples here in just a
7 second about examples around the country, I think that's
8 going to question is where else has this been done; can we
9 see some other examples, and I'll show you some of that.

10 But incentivizing redevelopment, there are
11 different ways to do that. That can be done through the
12 zoning ordinance. And then also I think there's this
13 notion of, you know, all of these developments, no matter
14 where they are, there is some type of public partnership
15 of some sort to help spur it and move it forward. And
16 that's not necessarily a -- a matter of the Planning and
17 Zoning Commission. It's really ultimately left to, if we
18 do get a proposal in the future, the Mayor and City
19 Council, to what degree they would feel comfortable doing
20 that, and to how that money would be spent. If it would
21 go -- if it would go to a public parking garage to support
22 development and it's owned by the City or some other
23 entity, that might be something that's more acceptable.

24 We also -- there also is a tool called a
25 Transportation Development District. We have two of those

1 in place in the city right now. That's a funding
2 mechanism to realize public improvements to support some
3 of these concepts. So just to give you some background.

4 So here's some examples that I found, and staff
5 had already done research on this several years ago, and I
6 found -- used those and some of the new ones.

7 But this is an example of Beaver Creek, Ohio.
8 And Beaver Creek, as you can see, is a highly suburban
9 location outside of Dayton. But they were successful
10 in -- in developing a town center. And you can see
11 there's a -- for some reason there's cars are on the
12 sidewalk, there must be a special event, I don't think
13 they're normally supposed to be there -- but, anyway,
14 there's a -- there's a public plaza here. There's, you
15 know, the buildings line the streets. You have
16 centralized parking kind of away from the main center.
17 But you can see the context is (inaudible), with also
18 finely articulated buildings. That's one example.

19 This is example that's been pretty successful in
20 terms of a highly urban setting in the city of Pittsburgh,
21 Pennsylvania. It's called South Side Works. I've
22 actually toured this several years ago. Very successful
23 development. Nice town center concept, you know,
24 buildings up to the street, evening activities and so
25 forth.

1 These are probably some newer examples that are
2 around, and we mentioned this at one of our earlier
3 meetings, the Leawood Town Center. This is a green field
4 development primarily. It's not necessarily an infill
5 project, which is what we would be looking at here. But,
6 again, you see a lot of similar concepts here. Highly
7 articulated buildings up to the street, great public realm
8 amenities here, highly pedestrian friendly with key
9 central gathering places.

10 This is Piedmont Town Center in North Carolina.
11 If you look closely, you can see the Charlotte skyline in
12 the background. These areas right here are -- you would
13 have office here, these are apartments, multifamily,
14 surrounding with ground floor retail, and a very nicely
15 done central gathering place.

16 Another example is Frisco Square, this is in
17 Frisco, Texas, which is a suburb of Dallas. Another very
18 successful development where you have -- you have, again,
19 buildings here, a nice grid system, public square and
20 lighter buildings fronting the street.

21 So those are just some examples of the concepts
22 that we're talking about for the center of Creve Coeur.

23 I'll stop there. That's -- I wanted to kind of
24 give you context of some of the -- the main points of how
25 all these recommendations lay out, the distinctions

1 between the areas and so forth.

2 And if there's any questions or discussion, I'd
3 be happy to answer it, or I can move on to East Olive
4 Corridor.

5 CHAIRMAN KISTNER: I think this is very helpful,
6 and I'm good with moving on, unless somebody has any
7 questions. Okay.

8 MR. JAGGI: Okay.

9 On East Olive, this is another area that, again,
10 we've had some comments on. There are a lot of
11 challenges, as we all know, with East Olive.

12 The reason it exists today in some areas, not
13 all certainly, but some areas, is because it's a
14 challenging portion of the Olive Corridor.

15 It's -- it's got a lot of residential
16 single-family up next to it, very shallow lots, you know,
17 difficult -- difficult slope, just a lot of challenges
18 involved here.

19 Our plan articulates all of those challenges in
20 there that are -- that are pretty well-known to most
21 people in the development community.

22 So the vision for the East Olive Corridor, as --
23 as we have in this plan, the desired uses, what would we
24 like to see in this area, what do we think is the most
25 appropriate in terms of uses in this specific section of

1 Olive.

2 Retail boutiques. And the reason why we mention
3 that is because Ladue has a pretty successful area in
4 their corridor, as an example, realizing that there's
5 challenges, you know, not every town can have little
6 boutiques, but that would be a good fit in terms of land
7 use.

8 Neighborhood service businesses. Business and
9 amenities and services that serve the predominantly
10 residential neighborhood that surrounds it.

11 Small scale retail, restaurants, attached
12 townhomes, low density multifamily.

13 We think all of those types of uses would be
14 very appropriate in that corridor.

15 With the recent application we had with Mobile,
16 I think that really brought to light some of the scale
17 issues and some of the challenges of the -- of the East
18 Olive Corridor.

19 This plan focuses on the continuation of small
20 scale in respect to the neighborhood around it.

21 It also envisions as a transition area, and
22 that's a transition between more intense commercial
23 districts for east and west. It is not -- we don't think
24 it's appropriate to have that as a very high intense
25 Commercial District.

1 It's just -- that's just not the setting. So we
2 want to steer clear of recommending bigger, larger
3 developments that would not be very compatible.

4 But, again, the overarching theme plan for this
5 area is the smaller scale, smaller scale buildings, you
6 know, one-story, maybe two-story, you know, bring some of
7 the scale a little bit lower than you would allow, for
8 example, in the Central Business District.

9 We also discussed pedestrian access between
10 developments and adjacent neighborhoods. Again, when you
11 have different developments in place along that corridor,
12 we want to accommodate pedestrians and encourage
13 additional pedestrian activity than may exist there today.

14 I am surprised certain areas of Creve Coeur you
15 wouldn't think are necessarily a lot of pedestrian
16 activity, but there are, in certain areas, a lot of
17 pedestrians along Olive, especially during the day.

18 We also have metro bus that runs through Olive,
19 and so you have pedestrian activity. So it is present and
20 that's something that we need to -- to plan for and help
21 encourage additional pedestrian activity.

22 So that's what we talk about when we say
23 pedestrian activity.

24 We recognize that that area is a predominantly
25 auto-oriented area of the city, and it is important to

1 maintain convenient parking with car -- with vehicular
2 access. That's -- that's what it is, and there's no
3 suggestion to kind of go in a different direction.

4 Consistency of streetscape. All along Olive,
5 you know, our streetscape varies. We have areas that have
6 narrow greenbelts along Olive; we have areas that are much
7 deeper; we have lots of landscaping on some sites, smaller
8 landscaping on others. One of the things that we would
9 look for in the future is trying to develop some
10 guidelines for landscaping along our frontages.

11 The current plan suggest a, not this plan, but
12 the 2002 plan, suggests this Green Line Park. That
13 concept was never really articulated very well. And I
14 think staff, over the years, wasn't quite sure how that
15 would even be adopted. This takes a little more, I think,
16 reasonable approach to it in the form of pedestrian
17 sidewalks and -- and -- and good landscaping along Olive.

18 With that, the recommendations we had suggested,
19 and this was kind of a question of what -- what does that
20 mean, but the encourage uniform setbacks for consistency.
21 Parking can be in front. We recognize that that's
22 probably, again, it's not realistic to sit there and say
23 that, you know, you can't have any parking in front. You
24 know, that's probably going to -- not going to work very
25 well. But -- but we do, again, encourage where possible,

1 side and rear, shared access through cross -- cross-access
2 easements is also encouraged.

3 Again, not looking with -- at each development
4 when it comes in as that is being that site, and we're not
5 going to look on either side of it. Because this is a
6 holistic plan that looks at the corridor cohesively, not
7 just one site and its merits versus the other.

8 We're looking for connectivity and consistency,
9 and that's the theme here.

10 When parking is in front, and I'll show you this
11 diagram, the concept that H3 Studio kind of came up with,
12 which I thought was kind of a neat idea, is the second
13 tier of sidewalks. So you have a public sidewalk along
14 Olive that -- that we're going -- you know, that you're
15 going to require to have no matter what for new
16 development.

17 But then creating kind of this idea of a
18 secondary sidewalk along building frontages that may be
19 set back from the street, and where you would have
20 amenities within that space. You would have activity.
21 You would have buffering between the parking stalls in
22 front. You would create an atmosphere that would
23 encourage people to be outdoors and to utilize and
24 socialize in these spaces. And that's the concept behind
25 this.

1 The consistent landscape, I already kind of
2 covered that.

3 And then, certainly, in this area, monument
4 signs on the primary street would be very appropriate in
5 these areas, recognizing, especially for retailers, that
6 monument signs are important. They're an important
7 element for retailers, and they would not be inconsistent
8 at all in this -- in this area. But we would, obviously,
9 want to develop standards, and we certainly have those
10 right now.

11 In this area, since it's a Neighborhood
12 Commercial District, low intensity, green -- green space
13 does become an important development characteristic.
14 Having some green space in these areas makes a lot of
15 sense for compatibility. And then, again, for willingness
16 sustainable development through zoning incentives, and
17 then look at our standards that we have for buffering.

18 Right now for East Olive Corridor our
19 regulations are 20 feet buffers from a commercial property
20 to any adjacent residential. That goes up by five -- I'm
21 sorry, Whitney, can --

22 MS. KELLY: Yeah, that's increased by 5 feet
23 increments for every acre over two.

24 MR. JAGGI: So if you have a property that's
25 2 acres or more, you're going to have 25 feet, and it's

1 going to go up from there.

2 That creates a very significant challenge for
3 redevelopment on shallow lots. And this plan does not
4 suggest that there shouldn't be good solid buffers between
5 residentials because it has to be there, but our
6 dimensions are pretty large. So when we think about
7 implementing zoning -- zoning changes, that's something
8 that -- that this plan is calling for us to do, is to kind
9 of do a reality check on some of these requirements and
10 see if adjustments are -- are needed.

11 Also, re-examining off-street parking. We might
12 want to look at that, and there's a possibility that maybe
13 we're requiring a little bit too much parking, and that's
14 driving and prohibiting some development. Again, because
15 we certainly recognize the need for redevelopment along
16 that corridor.

17 These are just some examples that H3 Studio has
18 presented in the past. I just want to briefly touch on
19 those.

20 You can see here this is -- these are the
21 existing conditions here that we have. Kind of a mix of
22 different configurations, and it's largely dependent on
23 the use, you know, different uses are going to have
24 different -- different needs. But you can kind of see
25 here just kind of a configuration of the uses,

1 configuration of lots. These go back a lot further.
2 These are on the corner, but more shallow, and so forth.

3 So early in the process we did introduce the
4 concept of maybe looking, again, going back to
5 consistency. Trying to provide some degree of consistency
6 in this corridor, is this concept of a front build-to
7 line.

8 And -- and that -- when you use the term "front
9 build-to line", it sends a message that it's absolute.
10 That when you have a front build-to line, that's your
11 build-to line, everything's got to go up to that line.
12 And once we've heard that and we kind of think, well,
13 that's not really what we're trying to say, so, you know,
14 maybe we need to rethink that just a little bit because of
15 the realities of this corridor.

16 So this was that concept of how that would lay
17 out with the front build-to line. And then you can see
18 here, here's a couple different ways of how this could be
19 achieved.

20 You'll notice a couple things here. We do have
21 kind of that second tier sidewalk in this example -- yeah,
22 I'm sorry -- this is at Olive and Mary Meadows too, by the
23 way.

24 You can see a second tier of sidewalk here that
25 we have some very limited, in this scenario, front field

1 parking. Majority of the parking is located behind the
2 buildings with pedestrian access through the buildings and
3 into this active space within the front.

4 This is another example where the buildings are
5 pushed back a little further, but, again, some of the
6 concepts here hold true where you do have some access, so
7 forth.

8 So these were just some scenarios that were
9 presented to show -- show you how -- how that could be
10 achieved.

11 Now, one of the things, and we've heard a lot of
12 comments about that that may be a little bit too -- that
13 may be a little bit too directive in terms of this level
14 of the plan and in terms of accounting for all the
15 variability that exists on East Olive. It's probably --
16 it may not work this cleanly in all situations.

17 So what I want to point out here is that if
18 you -- if you -- a lot of variables exist here, so if
19 we're going to try to maintain this level of consistency,
20 which I think is -- is a question of the Commission in
21 this corridor is as important to do that here, knowing all
22 of the challenges that we have in the corridor. A lot of
23 these concepts could still -- do still survive.

24 But we have some of the buildings pushed back a
25 little further. You can still have a lot of the concepts

1 we're talking about. But -- but I do think the reality is
2 these lots are shallow, even if you do have parking in the
3 front, you're not talking about a Dierbergs Plaza or -- I
4 mean you're not talking about that in terms of parking,
5 but I do -- I would like the Commission to kind of discuss
6 some of these comments, and we may have comments from the
7 audience too on this particular subject.

8 This is -- this is still very much, I think,
9 work discussion tonight, so.

10 One of the examples that was handed out that I
11 do want to touch on a little -- little bit that was
12 prepared and presented was, you know, how these concepts
13 lay out in the real world -- real world application.

14 This particular property would be at the
15 corner -- southwest corner of Olive and Graeser. See
16 right here, this building. These are old -- older
17 shopping centers that have been around, you know, decades
18 in this area.

19 If you were to implement some of these plans,
20 this was a concept that was presented, that you would have
21 a 7200 square foot building with 29 spaces mixed between
22 the front and back. Access off of the side street.
23 Access off Olive.

24 I think this was mentioned as, you know,
25 there -- to illustrate, there's some constraints here with

1 our suggestions, but, again, we're not talking about
2 specific zoning at this level. But I would kind of note
3 that this does -- we do recognize the challenges with some
4 of these conditions, that, first of all, you have a
5 20-foot buffer here. And I would also note that
6 they're -- they're showing a pretty significant buffer on
7 this side, which we would not look for, because there's
8 commercial right in here.

9 And then we would not -- I don't -- there's no
10 cross-access too. So I do think though if we try to build
11 on some of these recommendations, this building can get
12 bigger, we can have cross-access, and I think some of
13 the -- some of the concerns may be alleviated by doing
14 some of -- some of those adjustments, as well as looking
15 at that parking count to see if that's an acceptable
16 level.

17 These are things that I think need some
18 refinement when we look at the zoning code update, but
19 certainly want to be solid on the recommendations that we
20 have in the plan.

21 These are examples of existing developments.
22 I've mentioned before here we have the Noodles and the new
23 Total Access Urgent Care. The reason I mention this and
24 there's a -- a comment from Mr. Hutkin about that, you
25 know, we have too much parking here based on these uses.

1 This parking is not needed, but at one time it may have
2 been needed because it used to be a Piccadilly Restaurant,
3 and things have changed over the years here. But this
4 does have a lot of existing development that has a lot of
5 the concepts that we're talking about.

6 There's good pedestrian access from the roadway
7 here. We've got nice buffering along the frontage of
8 parking. You can have amenity spaces around the
9 buildings. There's connectivity here between buildings.
10 There's some landscaping along the front. You know,
11 there's a lot of stuff here, that that's kind of what
12 we're looking for, and you can also see there's parking
13 along the sides as well.

14 Again, I think -- I think we're over parked. We
15 certainly don't need all this parking. But that might be
16 something that we look for with another -- with another
17 project.

18 So, again, here's the Walgreens here. You know,
19 some of these concepts are alive and well with the
20 Walgreens that was approved. And there's the frontage of
21 the building that I was talking about before.

22 Another example of a different type of use,
23 non-retail that's recent, again, speaks very much to a lot
24 of the things that we're -- we're thinking about that
25 still hold true on East Olive is you have combinations of

1 where you place parking, side and rear. This is the
2 Goddard School. You have nice pedestrian connectivity
3 concerning the use, and it's very much residential scale
4 and character. It speaks to a lot of the concepts that
5 are in this plan.

6 Throw this out there in terms of multifamily.

7 You know, this may be a little too dense, but,
8 again, it just shows the concept. You've got some grades
9 there that maybe -- a residential concept like this,
10 attached townhomes, might be a good transitional use for
11 East Olive.

12 You can play off the grades a little bit where
13 you enter in the rear, tuck under rear garages. Have some
14 nice greenery in the front. Building set back to get you
15 away from the noise on Olive. You know, that's something
16 that this plan would support, if we ever receive the
17 proposal.

18 Those are some of the -- those are -- that
19 concludes my -- my comments for this evening.

20 I did feel like it was important for the
21 Commission, and I know we have a few members that haven't
22 been here since the very beginning, it shows you a little
23 bit of the context and some of the distinctions that we
24 have in the recommendations for this plan. We would like
25 some -- some of your feedback and direction on whether

1 these concepts still make sense.

2 And, again, I know the members of the public are
3 here this evening as well, and I think we should hear from
4 them along with it, so if there's anything else for me,
5 I'd be happy to answer for it -- answer at this time.

6 CHAIRMAN KISTNER: I have a couple of questions.

7 Does anybody else have any they want to start
8 with?

9 On the -- the question, I really appreciate and
10 approve of recognizing that the Creve Coeur Executive Park
11 might be an alternative, since -- since we're not in
12 control of how redevelopment occurs, recognizing that it,
13 depending on circumstances, it might kind of lean more in
14 one direction than another.

15 MR. JAGGI: Uh-huh.

16 CHAIRMAN KISTNER: Does the current draft plan
17 make it easy to sort of translate it, but if the momentum
18 seems to be more towards the Executive Park does -- can
19 the -- a condition sort of shift over to that area that
20 are identified for Town Center?

21 Does that make sense?

22 MR. JAGGI: Is your question then what happens
23 to the -- to option one if option two moves forward?

24 CHAIRMAN KISTNER: Sort -- right.

25 MR. JAGGI: Okay. Sure.

1 CHAIRMAN KISTNER: How is that handled --

2 MR. JAGGI: Yeah.

3 CHAIRMAN KISTNER: -- in the plan?

4 MR. JAGGI: I think what we'd probably do
5 is this is a -- is this is a overlay kind of
6 recommendation. It's a subset of the Central Business
7 District. And I'll go back, if I can --

8 CHAIRMAN KISTNER: Right.

9 MR. JAGGI: -- find that. Yeah. It's a subset
10 of the Central Business District. It's a specific place
11 type. But we would make -- if we do get that forward, I
12 think we might want to look at possibly amending this to
13 put this back into the Central Business Place Type.

14 CHAIRMAN KISTNER: And that's -- I would like it
15 to be clear that whatever is described for the Town
16 Center --

17 MR. JAGGI: Uh-huh.

18 CHAIRMAN KISTNER: -- would apply where the Town
19 Center develops and the CBD characteristics would apply --

20 MR. JAGGI: Okay.

21 CHAIRMAN KISTNER: -- outside, so -- so that
22 it's flexible enough.

23 MR. JAGGI: Okay.

24 MR. SCHUH: In the alternative?

25 CHAIRMAN KISTNER: Right.

1 MR. JAGGI: Yeah. So we know what would happen
2 under a different scenario.

3 CHAIRMAN KISTNER: Right.

4 MR. JAGGI: That makes sense. Okay. I think we
5 can include that for sure.

6 CHAIRMAN KISTNER: One other question about the
7 Central Business District.

8 West Oak, the way it is today, wouldn't really
9 fit the recommendations, is that correct?

10 MR. JAGGI: I don't think -- I wouldn't say
11 that. I would -- what I would say, West Oak today, when
12 you look at it, what we would be concerned about is what
13 happens in here. What happens along Olive.

14 If we were to get -- let's say we have the
15 Verizon Wireless building here, again, that building is
16 fairly close to the street --

17 CHAIRMAN KISTNER: Yeah, actually it does,
18 right.

19 MR. JAGGI: -- but it doesn't -- doesn't detract
20 from the vision of -- of a Central Business District.

21 What we don't -- what we would -- what I would
22 think would be more problematic is where we have the Aldi
23 Food store, I mean there's some grade issues, and
24 certainly a lot of these things come into play, but we're
25 not really -- we're not addressing the street at all in

1 that scenario -- in that particular --

2 But here, if we had a building, and that was --
3 that is shown in the plan as illustrative concept, I
4 didn't bring it tonight, but, you know, having buildings
5 here that fill in the gap a little bit would be great.

6 I don't know that we're going to see that
7 because I think this parking is fairly heavily used, so we
8 may not see that. But if there were a proposal, we would
9 look for, you know, maintaining that presence along the
10 street. Not pushing it directly up to the street, but
11 maintaining a strong presence of that building on the
12 street.

13 The parking behind it, like this shared, is not
14 a concern under the scenario we're looking at.

15 CHAIRMAN KISTNER: All right. Thank you.

16 Jason, I think this was really helpful to kind
17 of, given -- especially given how long this process is --

18 MR. JAGGI: Uh-huh.

19 CHAIRMAN KISTNER: -- you know, developed, just
20 kind of a reminder in these key areas what we're going
21 to -- what it looks like, what it allows.

22 I appreciate it. Thank you.

23 MR. JAGGI: Sure.

24 We make a suggestion, if there's members of the
25 public -- where we're going to move in next to the more

1 specific text of changes that we have prepared, but there
2 may be some comments on some of the concepts and some of
3 the other things for us to consider with members of the
4 public, if you want to take any comments now.

5 CHAIRMAN KISTNER: I think that might be --
6 since we just had this up here, I'm happy to do that if
7 there are members of the audience who wish to speak to
8 this.

9 And we are in a public hearing, so you'll need
10 to be sworn in.

11 (Mr. Tom Stern was sworn in by the court
12 reporter.)

13 MR. STERN: I'm Tom Stern. I live at 233
14 Brooktrail Court in the City of Creve Coeur.

15 You're in receipt of several letters from a
16 group of commercial property owners speaking to a number
17 of the issues that we're concerned about with regard to
18 the Comprehensive Plan.

19 And please understand that if the owners of
20 those properties were not interested in changing the
21 status quo and doing something different with their
22 properties than currently exists, we wouldn't be here.

23 We have a -- a real interest in improving our
24 properties and improving the values of those properties,
25 perhaps with different uses.

1 But our concerns are severalfold.

2 The first is that we find a lot of the
3 suggestions to be impractical. Putting parking behind the
4 building, not only doesn't appear -- appeal to our future
5 tenants, but it causes safety concerns for members of the
6 community who have to park in back, particularly in the
7 evening, and walk around the building to get into the
8 front.

9 It's not -- not anything that any of us would
10 attempt to -- to build unless we had a tenant who
11 specifically required something like that.

12 Jason pointed to the property on the southwest
13 corner of Olive and Graeser, which is a property that our
14 firm has been involved with since the early 1960s. The
15 owners are very much desirous of doing something different
16 with that property than currently exists.

17 And in the letter we explain that while the
18 property, under its current condition, could not be
19 replicated, it would be even smaller, there's absolutely
20 no incentive for that to happen from an economic
21 standpoint.

22 So while the Comprehensive Plan points to lots
23 of touchy-feely kinds of things, it has no bearing to
24 what's actually going on in the real world.

25 And, lastly, I would suggest to you that the

1 2002 plan, which doesn't vary a whole lot except with the
2 place connotations, has provided very little in -- in
3 terms of development.

4 Jason pointed to the fact that a town center or
5 a downtown Creve Coeur has been talked about since the
6 1960s, and each time it gets embellished, but nothing
7 really changes.

8 And a guy who's a lot smarter than me said if
9 you keep doing the same thing over and over again and
10 expect a different result, you have a problem.

11 And I think we need to be open-minded in the
12 city as to what we can do to improve a current situation,
13 which isn't bad, but which can be a lot better.

14 Thank you.

15 CHAIRMAN KISTNER: Could I ask you a question?

16 MR. STERN: Sure.

17 CHAIRMAN KISTNER: You mentioned that you
18 objected to parking behind buildings, but I -- I don't
19 know of any section that requires parking behind buildings
20 there.

21 And I appreciate that there have been some
22 amendments that have addressed concerns brought up by
23 businesses that allow parking in front and -- and also
24 encourages parking along sides and rear.

25 Is there anything you can point to that you

1 think requires parking in the rear?

2 MR. STERN: I think that's how we read the
3 original intent of the build-to line and buildings up on
4 the street.

5 Staff has been very helpful in meeting with us,
6 listening to our concerns, and I think some of the
7 proposed changes that came up recently speak to that.

8 But I think first and foremost, it had to do
9 with the original concept of that all the parking should
10 be away from the front, which is where, at least in the
11 retail setting, that -- that's where the clientele wants
12 to be, and that's where the retailers would like them to
13 be, so easy access into the facilities.

14 CHAIRMAN KISTNER: But there are recommended
15 changes that need to address your concerns?

16 MR. STERN: I -- I believe so. I -- hopefully,
17 those get incorporated into the -- the final plan.

18 CHAIRMAN KISTNER: Okay. Thank you.

19 MR. MAGRUDER: I have -- please, not through
20 yet. Thank you.

21 First of all, well thought-out letter and
22 appreciate it.

23 And I see -- understand some of your concerns.

24 What's missing, however, I see a letter that
25 tells me what you don't like, but I don't see anything

1 suggesting language changes within the Comprehensive Plan.

2 You haven't suggested how we would change the
3 plan, what language we would change, you've just told us
4 what you don't like about it.

5 I wonder if you could tell us how you would
6 change the language in the proposed plan.

7 MR. STERN: Well, I think if we can talk about
8 the -- the Town Center plan, it's -- it's very restrictive
9 on to what can happen within that -- those boundaries, and
10 that's why, quite frankly, I don't believe we've seen any
11 redevelopment in that area, because the concept, while
12 it's terrific, requires a whole lot of input and help from
13 the city.

14 If it's eminent domain, if it's public
15 subsidies, and, quite honestly, most of us are not in
16 favor of those, but maybe it's a more lenient zoning that
17 allows you to build bigger buildings. Doesn't have the
18 same landscape requirements.

19 A lot of these buildings were built under a
20 totally different set of regulations from the city. The
21 landscape requirement didn't exist; parking requirement
22 was different; there was no water detention; the
23 walkability between properties was not a concern. And I
24 would just say that, in my mind, at least, the fact that
25 one of the premises of this plan is that Creve Coeur be a

1 walkable community, makes -- makes development very
2 difficult.

3 MR. MAGRUDER: I guess what I'm saying is you
4 didn't -- you haven't come forward with anything that, you
5 know, suggested changes in the verbiage of the -- of the
6 plan that we're looking at right now.

7 MR. STERN: I don't think that was something we
8 were tasked with.

9 MR. MAGRUDER: Well --

10 MR. STERN: And, you know, if that's something
11 that the Planning Commission would like to see, I'm sure
12 we could put our minds to that and come up with those
13 recommendations.

14 We were trying to work through what the existing
15 conditions are and what the suggestions were from the
16 Planner.

17 MR. MAGRUDER: Well, and I really do appreciate.
18 I mean what I said, the feedback, but I don't -- I would
19 like to see, it's just me, I don't know if that's the rest
20 of the Commission, but I'd like to see what language you'd
21 like to change in the plan and the way you'd like to
22 change it.

23 MR. STERN: I'd expect we'd like really --
24 really big buildings and --

25 MR. MAGRUDER: Well, then the language might --

1 that might be your suggested change in language. We might
2 not accept it, but it would be your suggested change.

3 MR. STERN: Okay.

4 MR. SCHUH: So I have a couple more questions,
5 assuming Mr. Magruder's -- Mr. Magruder, are you -- do you
6 have anymore?

7 MR. MAGRUDER: No. Thank you.

8 MR. SCHUH: I travel quite a bit for work. And
9 as -- as I look around in urban and suburban settings, the
10 concepts that are articulated in this plan update seem to
11 represent what I see being built.

12 I'm curious, you're saying that your -- your
13 clients don't want what's being articulated, and I just be
14 curious to hear, and I don't mean it in a rhetorical
15 sense, I really mean to ask you, why do you think that's
16 what's being built around the country, if this isn't what
17 potential tenants want?

18 MR. STERN: It may be something that's being
19 built elsewhere that may not work in the City of Creve
20 Coeur. You know, the one thing the plan doesn't really
21 speak to is the economics of development.

22 Jason pointed out that he thought that
23 townhouses might be a particularly good use on the East
24 Olive Corridor. The economics of building residential on
25 property that currently is developed as commercial, I

1 would speculate will never happen. The cost of the land
2 is such that you couldn't get enough density to make it
3 practical.

4 And Jason pointed to the Leawood, Kansas
5 project. That was a green field. It was not an area that
6 was built up as the City of Creve Coeur is. So there are
7 limitations, particularly with the size of the lots on
8 East Olive, that you can't get enough mass to do the kinds
9 of things that are -- are shown. The plan pointed to
10 various developments within the St. Louis metropolitan
11 area, but none of those were done without some kind of
12 public private partnership. And, again, we're not
13 necessarily in favor of that.

14 MR. SCHUH: The other question I have, and I'd
15 be open to more input from -- from other speakers and
16 things from the Commission as well.

17 But the numbers you gave on the -- the revenue
18 differential on the diminished size of the property, you
19 said 8,000 square foot property regarding \$18 a square
20 foot for rent versus 7200.

21 Do you have -- do you have a basis for those
22 numbers or -- and do they -- do they fact -- I'm not
23 asking for an exact number.

24 MR. STERN: Well, \$15 is, give or take, the rent
25 that's currently being generated by the property.

1 MR. SCHUH: Okay. What's the 20?

2 MR. STERN: 20 is what would probably be
3 generated for the type of tenancy that would replace those
4 tenants. You know, we're not in downtown Clayton or even
5 the downtown Ladue project that you talked about where
6 rents are significantly higher.

7 Obviously, if we could generate those kinds of
8 rents, but we don't have the same kind of flexibility as
9 some of these other areas, so we're kind of limited for
10 the rents we can get.

11 MR. SCHUH: Do you think that the kind of
12 concept that's being presented would generate, if it were
13 to come into fruition, that it would be able to generate
14 more in the direction of a Ladue or a Clayton numbers than
15 what we're -- than what we have right now?

16 MR. STERN: I would be hopeful, but I would also
17 be very skeptical. You know, Olive Boulevard is a very
18 different street than Clayton Road or Forsyth Boulevard in
19 Clayton.

20 Clayton is a walkable community, at least in the
21 daytime, because of the population of the office buildings
22 and whatnot in the city.

23 I would tell you that the stores on Clayton
24 Road, we manage some buildings over there, they're not
25 walkable. Their rents are significantly higher, but you

1 have a much smaller amount of square footage of space
2 available there than you do in Creve Coeur.

3 You know, you've got an area of maybe
4 three-eighths to half a mile, and that's all of the
5 commercial space that's available in Ladue with the
6 exception of Ladue Crossing.

7 So you got demand that probably exceeds, and
8 that's not the case in Creve Coeur.

9 MR. SCHUH: Thank you.

10 MR. ROVAK: I'm sorry, one question.

11 I guess I'm picking up, but I don't know that it
12 was technicality, but maybe just something that we're
13 missing, but you -- when you compared it to the other
14 properties in Clayton or Ladue, you said we don't have the
15 flexibility -- or we don't offer, I believe you said,
16 flexibility.

17 So I guess I'd like to ask, what does that
18 flexibility entail? What is the -- what are we referring
19 to there? Because maybe it's something we've overlooked,
20 and we should look into offering it? But I -- I kind of
21 want to seize on that and see what that really meant,
22 because it went over my head.

23 MR. STERN: I -- I can't give you any specifics
24 because I haven't gone through what the zoning regulations
25 are in the City of -- of Ladue.

1 MR. ROVAK: Well, I mean are they more liberal?
2 I mean you must have had something in mind. You said we
3 don't offer that flexibility.

4 MR. STERN: No, it's --

5 MR. ROVAK: I mean what is that? What does that
6 mean, that's all I'm asking?

7 MR. STERN: Maybe it was a bad choice of words.

8 MR. ROVAK: Oh, okay, I'll accept that then.

9 MR. STERN: You know, but, you know, the fact of
10 the matter is, again, in Ladue it's a scarcity of
11 available space --

12 MR. ROVAK: Okay.

13 MR. STERN: -- as opposed to demand. But the --
14 well, let's leave it at that.

15 MR. ROVAK: Okay. Thank you.

16 MR. CARNEY: I have one more question.

17 You -- you say as a developer you like big
18 buildings. Would you envision building a new strip center
19 or building single tenant buildings if -- if this area was
20 redeveloped? What is the demand like out there?

21 MR. STERN: My -- the comment about big
22 buildings, that was a little bit facetious.

23 But the fact of the matter is I think it
24 probably would be a single tenant user, if that were to
25 come to pass.

1 It certainly could be a multi-tenant type of
2 development. But the point that I was trying to make was
3 that the economics, basically, preclude replicating what's
4 there now. So you have to find a different use that would
5 make it beneficial for redevelopment.

6 MR. CARNEY: I mean have you redeveloped any
7 strip centers --

8 MR. STERN: Yes.

9 MR. CARNEY: -- in Clayton? You have. Most --
10 most development is single tenant?

11 MR. STERN: I wouldn't say that, but in the case
12 of the property at Olive and Graeser, you're dealing with
13 a very narrow lot and adjacent residential, so you have
14 some issues that you have to work with that you may not in
15 other locales.

16 MR. CARNEY: Okay. Thank you.

17 MS. SILVERMAN: One more clarifying question.

18 Did -- did you say that -- that you didn't find
19 that that shopping center along Clayton and Ladue to be
20 particularly walkable or did I misunderstand?

21 MR. STERN: No, I did. You don't have -- you
22 don't have a very dense population along Clayton Road from
23 Highway 40 down to Conway, and that's, basically, the area
24 we're talking about.

25 MS. SILVERMAN: Okay.

1 CHAIRMAN KISTNER: Thank you.

2 (David Hutkin was sworn in by the court
3 reporter.)

4 MR. HUTKIN: My name is David Hutkin. I office
5 at 10829 Olive Boulevard in Creve Coeur with Hutkin
6 Properties Group.

7 I, first of all, on behalf of all the folks from
8 the Commercial Property Owners Group need to take a minute
9 and thank Jason Jaggi, who has demonstrated extraordinary
10 patience. And understand that he has handled us with
11 great care, and has been a very thoughtful and responsive
12 to the numerous meetings and phonecalls he has held and
13 has fielded from us, and there are more of us than are
14 here tonight.

15 I also need to thank, and would like to thank,
16 Mark Perkins and the Mayor, who also sat in on, I believe,
17 every meeting we had with Jason and the City's
18 professional consultant. So we do sort of service above
19 and beyond the call of duty, and so we very much want this
20 Commission and the City to understand there's been a lot
21 of resources provided from the City to our group, and
22 they've demonstrated a lot of sensitivity to our concerns.
23 And I think that it could not be more clearly reflected
24 than the litany of modifications to your Comprehensive
25 Plan that Jason went through tonight.

1 There are so many of those, and we received them
2 Monday, that not all of us have had a chance to read all
3 of them, fully understand them and take into account, hey,
4 wait a second, this was a pretty big move on this matter
5 or that matter.

6 I would like to address all of the questions
7 that the dais has raised, not that my perspective is any
8 clearer or better than Tom's, but it may just be
9 different, as we have different experiences.

10 But I'm encouraged that -- that the kinds of
11 questions that you raise are -- are very different from
12 what we sometimes hear when we're at the podium and you're
13 on the dais, and it's sort of a jostling. It really
14 represents a more of a collaborative approach, and we're
15 very encouraged to hear that because I think that will
16 deliver the best outcome from this plan.

17 And we had told the Mayor -- told the Mayor --
18 we expressed to the Mayor and to Mark and Jason that in
19 our group we actually have, and this isn't bragging, this
20 is basically admission of our age, we have hundreds of
21 years of experience of owning commercial property
22 collectively, and I think almost all of us had either our
23 beginning or early beginnings of our commercial real
24 estate experience in Creve Coeur.

25 I think Tom mentioned that his organization's

1 been involved with Olive and Graeser since the '60s.
2 We've been around since the '70s. Capital Land Company,
3 you know, around the same time.

4 Toby Martin, who's in the audience tonight, his
5 family arrived not long after. So it just so happens,
6 good or bad, right or wrong, that you're -- you're
7 burdened with our experiences. But I also think we can
8 provide, to the extent that you're interested in
9 continuing this collaboration, we can provide, not just
10 the historical background for the sake of impressing you
11 with our age, but also share with you how the market has
12 morphed, and not just the Creve Coeur market, but the
13 retail market and the office market.

14 And it's -- and I don't mean to speak in a
15 pedantic way that you don't understand the importance of
16 these changes, but they really are seismic shifts in our
17 business. The world of retail has changed like -- like
18 sands on a very dry beach. It's -- it's been shocking,
19 frankly, what has happened to the retail industry.

20 And, again, not just us, and we're not here
21 looking for your sympathy about, you know, how our
22 business has changed, through no fault or effort of our
23 own, but, nonetheless, our world has changed. And so we
24 have had to change how we operate within it or we will
25 perish.

1 So with that said, I would like to be able to
2 respond to all of the questions, if you -- if you're up
3 for it, but I'm going to need some help remembering.

4 And I think, Mr. Magruder, I think your question
5 was, you know, what would you recommend we do.

6 What -- what we had suggested was that we would
7 sit down, maybe three -- three members of our group from
8 different areas of expertise. We have members in our
9 group who are steeped in office building development; we
10 have some who have greater experience in retail, we have
11 some who have multi-family experience. We believe that
12 the city needs greater density of office and residential
13 development.

14 We believe that the city needs greater daytime
15 population and greater full-time population in order to
16 support retail.

17 Why is retail important to us? It goes without
18 saying; that's how we make our living. It's probably more
19 important to you than it is to us that all your retail
20 succeed because if you're deep dependents on retail sales
21 tax and utility tax. I don't have access to how much
22 utility tax is generated by the commercial core as
23 distinguished from the residential base, but my
24 commonsense tells me the commercial core is generating the
25 overwhelming majority of utility taxes. So given that

1 sales tax and utility tax is your crack cocaine, we need
2 to work together to help retail survive.

3 And the expression of "retail follows rooftops"
4 is never more true now that more people under those
5 rooftops are shopping from the convenience of their living
6 room via the internet.

7 So we would love to work with the city, Jason
8 and your paid professionals.

9 How do we find opportunities to increase density
10 of your office population and -- and your residential
11 population, which would be attached townhomes, multi-story
12 apartments like we're seeing being built within the East
13 Olive Corridor, or things that haven't been discussed or
14 thought about.

15 But we're not here to just poke holes and say,
16 hey, you know, that's not good, that's not good, but the
17 rest of it's okay.

18 We really do want to sit down in a collaborative
19 way with the city. And I sort of made -- went off on a
20 tangent. But put together a group of Jason, your
21 professional staff, maybe a couple of members of Planning
22 and Zoning, two or three members of commercial property
23 owners and, perhaps, if the Mayor or one or two members of
24 City Council, if we formed a working group, you know, we
25 really sat down, rolled up our sleeves, and it's not in a

1 sort of one person's at a podium, six people or eight
2 people are at a dais, that's a difficult environment in
3 which to really get to market-based solutions.

4 So we're up for that. And we -- you know, we
5 don't charge. Our work is free. But you get what you pay
6 for in our case.

7 And this is not meant to poke holes in anything
8 that Jason presented, cause everything he said was,
9 essentially, factually accurate. But there is a risk, I
10 believe, that when we see examples of -- from Ohio and
11 North Carolina, without really understanding the
12 demographics and the psychographics of those markets, as
13 well as what are the activity generators that are
14 supporting those developments.

15 I would love to own all of those developments
16 that I saw up on the screen. And I haven't even been to
17 any of them. But I can tell that they're -- and I'm
18 taking Jason's word, he's proven himself to be an honest
19 person, they're very successful. Love them. We'd like to
20 own them. But -- but before we can, basically, adopt
21 them, as that's what we want, well, of course, we want it,
22 will it work. And I think Tom mentioned, well, it may not
23 work in Creve Coeur. I would say it may not work -- it
24 may work -- need to know more about it, you know, behind
25 those pictures, what's going on. Is there some kind of a

1 significant activity or traffic generator that -- that
2 isn't shown in the picture, that we would benefit from
3 from understanding what makes that project tick. And are
4 those elements in place, or could those elements be put in
5 place in Creve Coeur, so that we could replicate that.

6 Cause I would love to see that, you know, the
7 east of our properties on Olive or on the west end of our
8 properties where we have properties on Ballas Road. So we
9 would like to do more research and understand what makes
10 those projects tick.

11 There were some examples shown of a Fresh Market
12 and CVS and the Jaguar Land Rover dealership as projects
13 that have a slight percentage of their total parking field
14 in front, and then the overwhelming majority of their
15 parking to the side or rear. It is -- that is the case.

16 I do appreciate enormously that Jason heard us
17 and acted on our deep concerns about the distribution of
18 parking spots throughout a development site.

19 Those particular single-user buildings provide
20 somewhat more flexibility in how you arrange and organize
21 their parking than does a multi-tenant shopping center
22 where all tenants are sharing, you know, a common parking
23 lot and they have a specific set of criteria.

24 Obviously, how one shops for a car at Jaguar
25 Land Rover is different than how they might shop at

1 Noodles or Krummenachers, and so that customer has a
2 different set of expectations as they arrive at that
3 project as to how convenient it must be.

4 My guess is if someone is serious about buying a
5 car, they plan on spending more than a few minutes in the
6 dealership before writing the check for the \$75,000
7 Jaguar. So they're probably willing to walk a little
8 further. Somebody shopping at Krummenacher or shopping at
9 a Five Guys or whoever, you know, they're on a 30-minute
10 lunch or they're running an errand at lunch to pick up
11 their drugs at Krummenacher, and they have a different --
12 the customer has a different expectation and demands a
13 greater degree of convenience than the customer shopping
14 at Jaguar Land Rover, and certainly even at Fresh Market
15 where that customer is typically spending a fair amount of
16 time in the store shopping.

17 Grocers were used here by a couple different
18 folks to talk about, whether it was parking or single use,
19 grocers are a unique animal. And I would hate to see the
20 Commission look at grocers as an asset class, and that
21 what they do can then be extrapolated to all or any other
22 retailers.

23 Grocers, by -- by virtue, you know -- you know,
24 shopping carts, six, eight bags, you know, they -- people
25 who don't typically do a lot of cross shopping when

1 they're at the grocery store. They bought perishables,
2 whether it's ice cream in July, or it's frozen foods,
3 whatever it might be, I'm not suggesting that someone
4 who's at West Oak isn't going somewhere else other than
5 Dierbergs, but once they've got their grocers --
6 groceries, they typically leave.

7 And so there's all kinds of little things that
8 go on in assorting a tenant mix in a grocery anchored
9 shopping center that we would love, and if Ken was here,
10 Ken Katz was here, he could wax eloquently about how that
11 works.

12 But, again, it's something that before we
13 extrapolate that site plan out and decide what can or, you
14 know, things across the front of it, maybe yes, maybe no,
15 why Dierbergs or Schnucks or Shop 'N Save might not agree
16 with that concept.

17 Going back to density. I heard Jason mention
18 possibly a one or two-story height restriction on East
19 Olive. Not surprisingly. Personally, I'd love to see a
20 greater height restriction everywhere, but specifically
21 East Olive reminds me a lot of a project that we were
22 involved with in Clayton, and Clayton's been talked about
23 here, as has Ladue.

24 We did a project in Clayton where the city
25 adopted an overlay district on Maryland Avenue, and the

1 project we were involved with was right on Maryland
2 Avenue, and it adjoined -- it was adjacent to
3 single-family residential. It's right, if you know where
4 Northwest Coffee is, we were on the property immediately
5 adjacent and east of the Northwest Coffee. And that --
6 that property had a three-story height restriction, as it
7 should, as opposed to the south side of Maryland, which
8 did not adjoin residential. It had, you know, some almost
9 unlimited height restriction.

10 But in order to protect single-family
11 residential, the city, in its wisdom, had a three-story
12 height restriction.

13 I would suggest to you that in today's world you
14 don't see many two-story office buildings ever getting
15 built. They just don't make economic sense. It's tough
16 to make economic sense of almost any office building, but
17 certainly a two-story one would be almost impossible to
18 justify.

19 So if we could just maybe give some discussion
20 or thought about the third story makes a big difference
21 in -- in office building development.

22 We believe that this is not an us versus them.
23 This isn't the commercial property owners versus residents
24 or commercial property owners versus the city. We believe
25 we actually are partners in this, and that if it works for

1 us, it will work for you.

2 That said, going back to our longevity here in
3 this community, we don't think you could categorize us as
4 being speculators or arbitrageurs trading in and out of
5 properties and then leaving the city behind with some
6 substandard development. We want to do good work.

7 We think, to the extent that we've done work
8 recently in the city, it's been described as good work,
9 and we would want to do more of that.

10 So we offer ourselves up, and to the extent that
11 it's of any value to you, here we are.

12 You had some questions that I thought were very
13 provocative and interesting.

14 I don't know that Ladue is more or less flexible
15 than Creve Coeur. We were involved in a property on
16 Clayton Road for over thirty years. It had as a tenant a
17 3,000 square foot drugstore that was doing an excessive
18 \$1,000 a square foot thirty years ago. Almost unheard of
19 kind of sales productivity out of that one little store.

20 I'd have no idea what that store is doing today.
21 But I know that it's the only drugstore in Ladue. And I
22 know in Creve Coeur there's two drugstores of 15,000
23 square feet, plus or -- I think maybe one's maybe 13,000,
24 one's 15, but there's 28,000 square feet just in a couple
25 blocks on Olive.

1 So I think what Tom was mentioning about, you
2 know, supply, demand, that little stretch of Clayton Road
3 that people look at, you know, there's not a lot of --
4 there is almost no density, you know. North of -- excuse
5 me -- south of Highway 40, that zoning is a 3-acre minimum
6 lot size. Not that anyone's walking, you know, from
7 Litzsinger Road on down to Clayton, but to give you an
8 idea of the density, those are 3-acre minimum lot sizes as
9 you move south of 40.

10 On the other side, there are some smaller lots,
11 especially immediately north of the retail along Clayton
12 Road, Conway Coves and some other subdivisions have
13 smaller lots.

14 But once you get past that one fine little
15 ribbon on -- on the south side of Conway, between Conway
16 and Clayton Road, there's a ribbon of fairly high, by
17 Ladue standards, high density single-family residential.

18 Once you get past that lot site, the zoning in
19 there is either 30,000 square foot minimum or 1.8 acre, so
20 there's not a lot of density.

21 And -- and you might also notice, when we talk
22 about Clayton Road, that that stretch of Clayton Road and
23 Conway to Highway 40, there's very little green space. I
24 mean it was one of the, you know, when you go through
25 there, whether you're walking or driving, you can't -- you

1 can't help but be struck by there is no green space.
2 There's street trees. And if you go by at night tonight,
3 they're really pretty cause they're lit up with the
4 Christmas lights. But other than that, there's no green
5 line, there's no, you know, grassy things, there's no
6 nothing going on there in the context of green space.

7 But I'm going to ask you to help my memory with
8 some of your other questions, cause I think they were very
9 important, and we'd all benefit from digging a little
10 deeper.

11 MR. SCHUH: I asked about the -- the context of
12 the developments that are going in and the demand of --
13 of -- of tenants --

14 MR. HUTKIN: Yeah.

15 MR. SCHUH: -- for what -- what I see around the
16 country.

17 MR. HUTKIN: Right. And, again, without knowing
18 specifically, you know, where you're traveling, what --
19 what you're seeing, there's no question there's some very
20 exciting development, especially in high-growth markets.

21 And so if you're traveling into markets like
22 Denver and Dallas, and certainly along the coasts where
23 all sorts of young people after college are moving and
24 beginning careers and starting families, that, you know,
25 family creation is an enormous driver of retail, as you

1 can imagine.

2 You know, young professionals just starting
3 their careers, you know, moving again to these high
4 employment, high growth, high-demand markets, you know, it
5 creates housing demand; it creates demand for office
6 space; it -- I mean and it's a ripple effect, and then the
7 retail follows that. It is not the other way around.

8 So first you've got to have -- you have to prove
9 up to a retailer. There's either the daytime population
10 or there's the full-time population, or there's a --
11 ideally, a combination of two, and Creve Coeur has the
12 good fortune of having the opportunity of both, but
13 doesn't quite have it yet, but has the opportunity to have
14 it.

15 That then one could, you know, legitimately
16 aspire to having that kind of development that -- without
17 seeing what you're talking about, I've got a pretty good
18 idea what you're talking about, and it sort of reflected
19 in some of Jason's imagery. It's great stuff.

20 Everybody wants to be around it. You know,
21 whether it's Kierland Commons in Scottsdale or wherever,
22 you know, they're terrific. Very exciting. The thing
23 that makes them exciting is retail, right, it's the
24 entertainment, it's the restaurants, it's comedy clubs,
25 it's straight-up retail, you know, goods and -- you know,

1 goods being sold that create and more -- more so than
2 ever, restaurants, you know, exciting restaurant concepts,
3 which we're losing here in Creve Coeur, that creates that
4 enthusiasm, excitement, there's a vibe, there's a
5 happening feeling.

6 But what comes first is not the retail. It's
7 what supports the retail and has people, you got -- you
8 know, people going in and buying, consuming, whether it's
9 food or goods or whatever.

10 MR. SCHUH: Do you think that the -- and sorry
11 to make this a back and --

12 CHAIRMAN KISTNER: No, keep going, but I did
13 think we want to make sure we keep moving along --

14 MR. SCHUH: Yeah.

15 CHAIRMAN KISTNER: -- and make sure we get --

16 MR. HUTKIN: I've only got four more hours,
17 we're going to have to pick this up.

18 MR. SCHUH: Do you think some of the concepts
19 that are in the plan concerning development of housing for
20 some younger professionals along the Plant Science
21 District and -- and coming -- coming west toward East
22 Olive, do -- are some of those a start for what you're
23 talking about?

24 MR. HUTKIN: I told the Mayor and Mark and Jason
25 the other day in one of our meetings, I think the biggest

1 opportunity that the City may have ever had is in front of
2 you, and whether you want to talk about Monsanto and where
3 they're -- you know, wherever that is going. Plant
4 Science across the street from Monsanto. It's the biggest
5 opportunity you have to really save what you have.

6 You know, the -- the -- the possibilities of,
7 you know, if you could sort of pick up cortex and drop it
8 into where Plant Science is, and then -- and then you can
9 see how cortex is now, you know, like a pebble in a pond,
10 you know, the reverberation of that is transformational in
11 what I think we all can and must admit was a very
12 challenged area, I mean there's a really pioneering
13 location. Forest Park and -- I mean, you know, my mother
14 wouldn't let me go there at night when I was, you know,
15 under her rule.

16 So think about what it could mean in the kind of
17 a quality locale that Creve Coeur offers between Warson
18 Road and 270, and what that could mean.

19 So, yeah, I think that it -- it -- it absolutely
20 could, and I'll be disappointed if it doesn't.

21 MR. ROVAK: I've got one.

22 MR. HUTKIN: Mr. Rovak, how are you?

23 MR. ROVAK: Good.

24 I guess one of the things that concerns me,
25 particularly, as you talked about maybe the population and

1 the type of residential that we would have, and how that
2 is what has -- and what is driving some of the areas,
3 other parts of the country that were referenced, getting
4 into kind of a chicken or egg kind of situation.

5 But I hear you saying that that is people,
6 younger professionals, if you will, are attracted to these
7 other types of configurations of retail and service, and
8 that's part of the thing that makes it attractive to them.

9 So, you know, we're begging the question if
10 we're saying, but instead we would rather stay with the
11 configuration that we've been comfortable with, even if
12 it's losing out in the long run. We're seeing retail
13 shrink away the service output, and I'm not sure if
14 restaurants are considered --

15 MR. HUTKIN: Retail.

16 MR. ROVAK: Retail, okay, but --

17 MR. HUTKIN: They're selling a product that's
18 consumed and generates a sales tax.

19 MR. ROVAK: But at the same time, it's a
20 service. It's something you're not, you know, you can't
21 buy it online --

22 MR. HUTKIN: Thank God.

23 MR. ROVAK: -- you don't go to a restaurant
24 online. So these are the kind of things in stores, those
25 retail that are continuing to prosper, even questionably

1 though are big box stores, and I think there's pretty much
2 the feeling that that's not the direction we want to go.

3 So if what we have now in the small strip
4 centers, the large parking lots, the -- the anchored areas
5 anchored by -- by grocery, then what is it that's going to
6 attract this next generation that you're just speaking of?

7 They're going to these other configurations.
8 And then, of course, then it feeds on itself that drives
9 even more of it. But if we stay with what we have because
10 it's comfortable, is that really what's going to work in
11 the long run, or do we have to look at what is attracting
12 people into these -- these type of other places?

13 MR. HUTKIN: So I get the impression you may
14 have answered your own question.

15 MR. ROVAK: I don't know. It's --

16 MR. HUTKIN: Yeah.

17 MR. ROVAK: -- it's only halfway rhetorical
18 question --

19 MR. HUTKIN: Yeah.

20 MR. ROVAK: -- because I've heard from you in
21 kind of in the mirror image of what I'm saying, and that's
22 what I'd like to see where do we go.

23 Because in -- in -- in my other life, so to
24 speak, we have had -- talking about environmental and
25 water resource, we've had speakers who talked about

1 different types of subdivisions that were much low impact
2 development.

3 I'm sure a lot of you have heard of that. And
4 we've had speakers who are large developers from both
5 coasts who spoke about the economics of it and how well it
6 was doing. But when MSD tried to implement some of that,
7 there was enormous pushback from HBA locally. I know
8 you're not Home Building Board. The parallel I'm trying
9 to draw is that HBA nationally found this to be a
10 tremendous asset and they were selling, and the value of
11 homes they were selling was really, really accelerating.

12 In this area of the Midwest, the local HBA
13 was -- had to be pulled kicking and screaming into
14 accepting even parts of that type of development. And yet
15 it was the developers who we saw where it was highly
16 successful nationally HBA.

17 So I'm asking, are we trying to stay with what
18 we have or -- and then how do we attract the next
19 generation of professionals?

20 That's -- and I'll ask you, is that a valid
21 question to ask you, so?

22 MR. HUTKIN: Well, I think you'll decide, based
23 on my answer, whether it's a valid question to ask me or
24 not. I suspect not.

25 You know, I'm -- you know, when it comes to

1 plant sciences and agri business, you know, I'm like the
2 dumbest person, you know, so I don't know enough about the
3 kind of people they attract and what those folks expect
4 and/or demand in terms of a living environment.

5 But it would seem to me that the order of things
6 would be you would attract those employers in some form or
7 fashion.

8 You would somehow induce them and convince them
9 this is the place they should be, and then they would
10 build a building or a series of buildings full of
11 scientists and geniuses and all kinds of folks. And
12 probably a whole spectrum of ages that are in that
13 profession.

14 And then that would -- and then many of them
15 would want to live closer to work, and so then you would
16 have a real -- a demonstrated demand for housing.

17 There might be demand for townhomes,
18 multi-family apartments for rent, single -- a different
19 kind of single-family home. There might be -- most
20 people, from what I understand, don't want to live on
21 large lots. They don't want to be spending their weekends
22 taking care of the yard. So they -- you know, so there
23 might be -- you might, at some point, and I'm sure
24 Jason's -- you might want to revisit how your residential
25 zoning classifications match up with the new consuming

1 public. And that's a whole other area that I really have
2 no knowledge or experience, but -- but, so, but you can
3 sort of see what could happen if we can attract big
4 employers, then their workers will invariably, some
5 percentage of them, will want, and in some cases, need to
6 live near where they work, and then that will expand the
7 demand for goods and services sold in -- in shopping
8 centers.

9 CHAIRMAN KISTNER: Thank you.

10 I want to --

11 MR. HUTKIN: Yeah.

12 CHAIRMAN KISTNER: -- like to -- I think we need
13 to move on with some of the plans discussion for tonight.

14 Mr. Hutkin, thank you very, very much --

15 MR. HUTKIN: Thank you for all your time.

16 CHAIRMAN KISTNER: -- for articulating extremely
17 well --

18 MR. HUTKIN: Thank you.

19 CHAIRMAN KISTNER: -- many points.

20 MR. BARTON: Can I make a (inaudible).

21 CHAIRMAN KISTNER: Well, if you want to speak --
22 if you want to speak, you have to come up and be sworn in.

23 And I -- I do think -- please be thoughtful
24 about the time, cause we still have a lot to get through
25 tonight.

1 MR. BARTON: I understand.

2 CHAIRMAN KISTNER: Be sworn in first.

3 (Mr. Toby Barton was sworn in by the court
4 reporter.)

5 MR. BARTON: My name is Toby Barton. I
6 represent Creve Coeur Plaza Associates, corner of Olive
7 and Ballas.

8 And just since we had great discussion about
9 retail, I want to make a very quick comment about the Town
10 Center development that we've seen some pictures of, and
11 we've seen some great illustrations of.

12 We talked a little bit about office development
13 in this last discussion that David shared with you.

14 And there -- I thought there was some, going
15 back to what he said about retail, some really great notes
16 about demand for retail.

17 When I got up here, I think a month or so ago, I
18 said, you know, we're in a great time of transition, and
19 really all of the real estate market. Retailers have had
20 to adapt to the biggest transition, but, clearly, in
21 St. Louis, we have a -- we have serious challenges in our
22 office market as well.

23 I'm sure, if you looked at the information that
24 I provided or others have provided about the office
25 occupancies, if you drill down in the suburban office

1 market, it's very interesting to see what's happening.

2 And you guys have a titanic shift happening in
3 East Olive, which is a huge opportunity. But also there's
4 200 acres of office that over the next five to ten years
5 is going to go through a metamorphosis. I don't know if
6 it will remain occupied, if it will change into
7 laboratories or it will become more dense. But, clearly,
8 to add more office stock closer to the center of town
9 is -- is an unknown. Okay. So I just want to leave that.

10 What I think we're faced with trying to
11 accomplish, which was the City's vision there, at Olive
12 and Ballas, is to create more of a mixed-use environment,
13 so if retail wasn't hard enough on its own, to design it
14 to be housed together with an office building and
15 residential right next to a fire station and a car
16 dealership and a gas station on the other side of the
17 street, and along -- next to a beautiful retail center
18 across the street is a challenging design situation that
19 you have to -- to contend with.

20 So I think one of the tidbits I left with a
21 month ago was be careful about the restrictions you place
22 if you can't undo them, because it's -- that type of a
23 development is going to retire -- is going to require a
24 lot of creativity and flexibility, and I believe it's
25 going to be -- it's going to require subsidy and vision

1 from the city and assistance from the city.

2 So I love the idea of this collaborative
3 discussion. I think it's going to need to be continued,
4 and I think any developer of a -- something that is
5 designed, an integrated design like that, is going to need
6 a lot of help from the city, not only from a planning
7 perspective, but most likely from an economic perspective
8 as well.

9 So I'll leave my comments there.

10 CHAIRMAN KISTNER: Thank you very much,
11 Mr. Barton.

12 MR. JAGGI: Before we -- before we begin, would
13 it be appropriate just to provide a couple comments based
14 on some of the conversation we've heard?

15 CHAIRMAN KISTNER: Sure.

16 MR. JAGGI: Okay. Thank you.

17 CHAIRMAN KISTNER: Tim, we'll get to you
18 eventually.

19 MR. JAGGI: Sorry, Tim.

20 Tim's trying to -- I just want to -- first of
21 all, I appreciate the dialogue that we're having this
22 evening. I think it's been very productive for -- for
23 both sides of the development community to hear from the
24 city of our vision, and what we're looking to have, as
25 well as some of the -- the constraints with carrying out

1 that vision, and the challenges that we would have in
2 certain areas of the city.

3 I do want to just comment on a couple things
4 just for clarity.

5 When we talk about parking, that's been a very
6 sensitive subject, I would want to make sure that we're --
7 we're not restricting parking along large sections of the
8 city.

9 We recognize that -- that that's challenging,
10 and it's probably not very realistic.

11 But I do think what this plan is saying is that
12 parking is a sensitive subject, and that it can really
13 detract from an appearance of a development from an
14 aesthetic standpoint, and that's something that we're
15 concerned about in terms of screening, creating great
16 visual viewsheds along our commercial corridors and so
17 forth.

18 So I wanted just to make that clear, is that we
19 are not dictating a very specific standard, and that would
20 be inappropriate for this level. These are big picture.
21 These are conceptual ideas. They're concepts, okay.
22 They're strategies. They're objectives that we would need
23 to do further work, which we would ask your participation
24 and comment on when we get to that point with any zoning
25 code amendment.

1 So this is not a zoning code requirement that
2 we're putting in place now, but they are concepts.

3 Couple other things that, as -- as Mr. Hutkin
4 mentioned, the one or two-story restriction. I did throw
5 that out as an example. But, again, that's not clearly
6 defined, and we're not talking specifics at this point.

7 And, again, depending on how it's done, a
8 three-story building may be -- may be perfectly
9 appropriate, so I just wanted to clarify that as well.

10 And a couple other final remarks, and then I
11 think I will let Tim present some of the specifics, is
12 we've talked about other areas and other cities, what
13 happens in other cities.

14 And I think it's important for us to know that
15 we have a lot of challenges here in St. Louis County
16 because we are one of 90 different cities. That is a very
17 challenging environment in which to work. I can only
18 imagine how difficult it is if you're working other cities
19 and trying to figure out all their rules.

20 But with that being said, you know, other areas
21 of the metro, I really appreciated that discussion when
22 you travel to different other areas of metropolitan areas,
23 what -- you see certain things happening that you come
24 home to, and I experience this, and we don't see that
25 here. Why is that? There are reasons why that is. It

1 could be we're just a -- we're just not the kind of place
2 where this sort of stuff happens. That may just be the
3 answer. Maybe it goes back to our -- our stock, our
4 ancestry here that we're just stock people and we just do
5 what we do.

6 But there is truly a connection between what
7 employers are looking for, what employees are looking for
8 when they graduate college, when they are looking to seek
9 their first job or where do they want to go to work. And
10 that's something that I think we need to get in the game a
11 little more, honestly.

12 Not just Creve Coeur, but I think as a region,
13 we need to get in the game, and we are a flat population
14 in this metropolitan area. There's a reason for that.
15 It's not just our location. There's other reasons.

16 This plan that we have articulates concepts
17 where we're parading desirable places. We need the
18 assistance of our development community to do that, and
19 that's recognized.

20 But we need to -- we need to get -- get in --
21 get with the program when it comes to these things. We
22 need to create vibrancy. That's what people are looking
23 for. When you go out and looking for fun things to do,
24 where do you go? You're going to a place where you can go
25 and have a good time and interact.

1 That's why a lot of restaurant concepts are so
2 popular, because you're right, the retailers are
3 shrinking, but the dining and -- and places to go and have
4 a nice character area where that's exciting, that is very
5 much in play and probably will continue to be so.

6 The reason why Clayton, we've mentioned, the
7 reason why Clayton is so successful, well, why is it
8 successful. Because it has great walkability, because it
9 has transit, because it has -- they've made a real strong
10 effort to get additional housing. All of that drives the
11 growth that we're talking about. So without housing,
12 without rooftops, we're not going to get a lot of this.

13 And the plan recognizes that multi-family
14 housing and housing -- increased housing can only
15 benefit -- benefit us as a city if we want these types of
16 visions to come through.

17 But, you know, the Plant Science District is a
18 very signed proposal. This plan talks very broadly about
19 that concept and saves it for the master plan, which will
20 come back to you very soon in terms of what those concepts
21 are.

22 But it's -- there's a clear need that place
23 matters. That place has a significant impact in
24 decision-making of employers and employees. This plan
25 speaks to a lot of that.

1 So I think I'll stop there, I just wanted to
2 provide a few closing remarks for your consideration.

3 Thank you.

4 CHAIRMAN KISTNER: Thank you.

5 MR. TIMOTHY BREIHAN: Thank you all.

6 Tim Breihan with H3 Studio.

7 So what I want to do now -- Jason, did you take
8 my copy of the plan?

9 MR. JAGGI: Yes. Apologize. There you go, Tim.

10 MR. TIMOTHY BREIHAN: So what I want to do now
11 is to go through some of the specific text revisions to
12 Chapter 4, which were provided to you all in the handout
13 dated December 12th.

14 And what I'm -- what I -- what I'll plan to do
15 is to sort of touch on some of the key revisions that --
16 that reiterate some of the points that -- that Jason made
17 and kind of the overall concepts for some of the key
18 districts.

19 If there are other revisions that you have
20 comments or questions on, be happy to discuss those, but I
21 don't think it's necessary to go through sort of page by
22 page, because some of these are -- are small corrections
23 and things like that.

24 One of the things that was brought up by staff
25 was to, in the introduction to the place types, and this

1 is -- would be on page 59 of the plan, would be to add a
2 description for the Central Business District boundary,
3 and its overall intent as a way of just, again,
4 reiterating the kind of the vision intent and desired uses
5 of that geographical area within the overall Community
6 Place Type plans, so you'll find that on the second page
7 of the memo revisions.

8 Moving into the -- pardon me -- specific
9 recommendations for the Central Business District and
10 the -- and the Community Center District.

11 We have made some revisions to the way in which
12 the issue of parking and the building setbacks and the
13 relationship of the buildings to the streets are portrayed
14 in the recommendations, fundamentally, to make this more
15 flexible in the -- in the context of the Comprehensive
16 Plan.

17 As Jason mentioned, the Comprehensive Plan is
18 really about articulating visions for these areas, but we
19 want to -- we want to be sure that we're not being too
20 prescriptive about the implementation, which will really
21 come through zoning code updates and other things.

22 And so, for example, on page 76, establishment
23 of a front build-to line has been revised to establish a
24 maximum front setback and designated landscape public
25 amenity zone, which is effectively what the zoning code

1 does today in the Central Business District.

2 Likewise, the recommendation of parking should
3 primarily be located in shared facilities, has been
4 revised to state that limited parking should be allowed on
5 primary street frontages and parking in shared facilities
6 or behind or on the sides of buildings should be
7 encouraged.

8 Again, that parking, as it's located in front of
9 the building between the building and the street, will
10 largely be governed by what the maximum setback is, and so
11 as Jason illustrated, within the larger CBD District that
12 is basically the way in which the zoning code is -- is
13 structured today.

14 Moving into the Community Center District.

15 Again, the recommendation of three to six
16 stories has been -- has been, and the setback has been
17 softened somewhat. This still matches the -- the general
18 intent and recommendations of the draft Downtown
19 Form-Based Code, but, again, the language has been revised
20 to allow for additional flexibility moving forward as that
21 code is finalized.

22 And then throughout the plan recommendations
23 some major revisions have been made to both the signage
24 recommendations, as well as the lot development standards.

25 So in terms of the signage recommendations,

1 there was a comment from you all last time that -- that
2 some of the dimensional requirements were too specific and
3 not appropriate for the plan, which -- which we agree
4 with.

5 We've worked with Jason and Whitney in detail to
6 craft new language that, again, brings the intent of the
7 signage recommendations for these areas forward without
8 being too prescriptive, with the understanding that that
9 will need to be addressed in detail in an updated sign
10 ordinance.

11 Likewise, in terms of lot development standards,
12 we had listed out some specific bullet points in the
13 current draft plan dealing with types of -- of incentives
14 or -- or encouraged practices as it relates to green
15 building, other low impact site development standards.

16 Again, some of the feedback that we heard last
17 time was that, you know, why were we focusing on
18 particular elements like LED site lighting, potentially to
19 the detriment of other elements. And so what we have done
20 is we've simplified those recommendations, basically
21 consolidating three bullet points into a single bullet
22 point that now reads, "Support sustainable and low impact
23 site development practices, such as permeable pavement,
24 bio retention, native landscaping and energy efficient
25 lighting through the use of zoning incentives, such as

1 site and bonuses".

2 That applies to all of the Commercial Place Type
3 recommendations.

4 Likewise, we've also added a bullet point that
5 states that specific architectural -- or rather specific
6 Design Guidelines for each district should be developed
7 appropriate to the vision of that district, and so those
8 carry through.

9 And then some other key items that have been
10 updated since last time, based on -- on specific input
11 from you all at Public Hearing No. 3, the Downtown
12 District has now been -- the boundary has now been
13 revised, as Jason indicated on the map, to exclude the
14 small portion that falls west of North New Ballas Road,
15 and also as it pertains to the golf course scenarios,
16 Scenarios 3A and 3B, and their descriptions and
17 illustrations are -- are now removed from the -- from the
18 plan given the -- given the outcome of the -- of the --
19 the ballot initiative relative to those.

20 And then, again, there are some -- a variety of
21 smaller corrections or updates, which I'd be happy to
22 discuss if there's anything that you all have questions
23 on, but I'm not sure it's worthwhile to go through them
24 sort of one by one at this -- at this point.

25 CHAIRMAN KISTNER: I read through all of these

1 thoroughly. They captured all of the -- the changes that
2 I was anticipating, and to my mind, represent good -- good
3 addition of flexibility. So that there is, as we go
4 through the -- the zone -- you know, the actual code and
5 zoning changes, it -- it allows some flexibility for that.

6 I have just a couple of things that are cosmetic
7 in nature only, and I'll just hand them to --

8 MR. TIMOTHY BREIHAN: Sure.

9 CHAIRMAN KISTNER: -- Whitney or Jason
10 afterwards --

11 MR. TIMOTHY BREIHAN: Okay.

12 CHAIRMAN KISTNER: -- for consideration.

13 Anybody else have any questions about these --
14 these revisions?

15 MR. MAGRUDER: I concur. I looked through them,
16 and I concur, I was real impressed.

17 CHAIRMAN KISTNER: Very good. Thank you.

18 MR. TIMOTHY BREIHAN: Very good.

19 So at this point then, I can switch the
20 presentations over, and we can go through the content of
21 Chapter 5, if -- if you wish.

22 CHAIRMAN KISTNER: Which is the
23 bring-it-home-chapter, correct?

24 MR. TIMOTHY BREIHAN: That's right.

25 Give me just a moment.

1 MR. JAGGI: There is a comment, I think we
2 received on the dais --

3 CHAIRMAN KISTNER: Yes.

4 MR. JAGGI: -- for your consideration.

5 I believe Mr. McCoy is here this evening as
6 well, and he is -- serves on the Parks Committee, and is
7 suggesting maybe some further revisions based upon the
8 language for Parks and Recreation.

9 I don't know if you wanted to speak, Mr. McCoy,
10 this evening.

11 MR. MCCOY: Sure.

12 CHAIRMAN KISTNER: Yes. Thank you.

13 (Mr. Dave McCoy was sworn in by the court
14 reporter.)

15 MR. MCCOY: So I'm Dave McCoy, 831 Montmartre
16 Court, and I'm on the Parks and Historical Preservation
17 Committee.

18 I just provided Jason some changes, and I was
19 just looking at trying to expand out what some of the
20 recommendations were, cause it seemed like they were kind
21 of narrowly focused around trails and a few other things,
22 and there's so much more to the parks. And I asked
23 previously, and Jason had made some changes to include
24 some of the historical preservation language in there,
25 which I thought was good.

1 But I just wanted to kind of expand it out, just
2 sort of reflect a lot of the things that we could do with
3 the parks, as well as things that we are doing with the
4 parks, and also kind of balance out what was in the park
5 section with what was in some of the other -- in the other
6 section, especially in the Arts, cause it looked like they
7 had sort of thrown a lot of things in there just to let
8 people know what that committee does and what the Arts --
9 what's going on in the Arts within the city. And so I was
10 just trying to broaden out what we had in the park
11 section. That stuff is the purpose of it.

12 I would -- I was going to mention too, though,
13 and when I was looking up some of the things I thought
14 would be in there, it was interesting when they talk about
15 what they call a signature park.

16 I don't know, Jason, if you're familiar with
17 those --

18 MR. JAGGI: Uh-huh.

19 MR. MCCOY: -- but it sort of ties in to what we
20 were talking about, the economic development, and how you
21 could use certain types of park to really encourage people
22 to come there, and spur other things around the park.

23 I know that we -- a few weeks ago we were on a
24 park tour, and we were out looking at a little plot of
25 land out there by Monsanto. It was that little strip

1 between Olive and Old Olive, I think, or that right there
2 where the --

3 CHAIRMAN KISTNER: Laverne Collins Park? No.

4 MS. SILVERMAN: No, it's not. (Inaudible) Park.

5 MR. MCCOY: It's right --

6 CHAIRMAN KISTNER: Oh.

7 MR. MCCOY: -- where the new condominiums are.

8 MS. SILVERMAN: It's the -- it's the -- there's
9 like an interior designer. There's one building.

10 MR. MCCOY: It's a little -- little house that's
11 being rundown and nobody uses it.

12 MR. JAGGI: Oh, okay. On Old Olive?

13 MR. MCCOY: Yeah.

14 MR. JAGGI: Yeah. Uh-huh.

15 MR. MCCOY: It's just kind of interesting. It's
16 stuck right there, but it's right in the middle of those
17 condominiums.

18 MR. JAGGI: Right.

19 CHAIRMAN KISTNER: There's a history to that,
20 I've heard in the past.

21 MR. MCCOY: Probably is. But I think it's
22 just -- it's one of those things that could be an
23 opportunity to just really help solidify people moving
24 into that area, if you kind of look at how we could
25 develop that as a park.

1 MR. JAGGI: Yeah, and related to that, there is
2 some, in the master plan for the Plant Science Innovation
3 area, which now has a -- a brand to it, which is 39 North,
4 and that is -- harkens back to the latitude of North
5 America, that is -- that is the agricultural production
6 zone, I believe, of -- of the world.

7 A lot of -- most of the agricultural production
8 of the world occurs around that parallel, and that's
9 the -- hence, the name for the brand.

10 But, anyway, back to that concept is there are
11 some recommendations in there for reconfiguring Lindbergh
12 and Olive, the interchange, and there would be some access
13 lanes that would bring you back up to Old Olive that would
14 be very close to that area.

15 So in the future, it could be part of that --
16 that whole discussion too, but, yeah, there --

17 MR. MCCOY: Yeah.

18 MR. JAGGI: -- there's definitely some
19 redevelopment opportunities in those areas of the corridor
20 for sure.

21 MR. MCCOY: Yeah, and just also just to kind of
22 reflect on my experiences with the park. I mean Creve
23 Coeur certainly becoming more multicultural with people
24 moving here, and the IT businesses in the area attract
25 people.

1 I see a lot more Indian people around, and those
2 people like to walk, and they're out in the parks, they're
3 out on the streets. So I think there's more interest in
4 trying to reach sort of the walkability of the city, given
5 the people that are moving here for those particular types
6 of businesses.

7 And so I think that's a way to sort of help
8 encourage more business to come here. Cause they're
9 already here, so business would relocate here cause they
10 have the resources available.

11 So, anyway, I -- but I had one other question
12 that came up when we were talking about the business
13 industry.

14 Was there any decision made or is the utility
15 lines in the center of Creve Coeur, is that sort of off
16 the table? Cause I haven't heard it discussed, and I
17 didn't see it in the plan, and I know at one time they
18 were talking about trying to get -- move those. Is that
19 an issue anymore or did you just kind of give up on it?

20 MR. JAGGI: I think it's -- I think it's a
21 little bit of both, honestly.

22 I think it's still a desirable goal to have
23 those utilities relocated underground. But I know in the
24 past the city has looked at that, and it is incredibly
25 expensive to do so. So I think we're at a position where

1 we just kind of accept it. However, if there is any --
2 any ability that would present itself for us to be able to
3 do that, I believe the City would fully support it.

4 MR. MCCOY: And no grants or anything like to
5 get --

6 MR. JAGGI: Yeah, it's just -- it's just very
7 expensive to bury those overhead lines. You got to put in
8 a lot of electrical equipment and then service it. You
9 have to have -- it's just very difficult, very -- yeah,
10 very expensive.

11 CHAIRMAN KISTNER: MoDOT right-of-way. It's --

12 MR. JAGGI: I think our -- our focus has been
13 more on the streetscape, you know, with those decorative
14 street lighting, the planters along Olive.

15 MR. MCCOY: Distract away from the --

16 MR. JAGGI: Yeah. Yeah. To try to draw your
17 attention away from some of those, but it's not in the
18 plan, I think for those specific reasons, but that doesn't
19 mean that -- that it wouldn't be great to have it --

20 MR. MCCOY: Okay.

21 MR. JAGGI: -- have them removed, yeah.

22 MR. MCCOY: And I just appreciate too, Jason,
23 your help in back and forth on the email, I appreciate
24 your feedback on stuff that I sent you.

25 MR. JAGGI: Sure.

1 MR. MCCOY: Thank you.

2 CHAIRMAN KISTNER: And thank you, Mr. McCoy.

3 Jason, a question, because I -- the
4 recommendations that he makes, all very, very positive
5 suggestions and ideas.

6 My only question would be is this level of
7 detail and specificity appropriate for our Comprehensive
8 Plan as opposed to other documents or, you know, like a
9 park plan, for example, that would have that -- that
10 degree of specificity?

11 MR. JAGGI: Yeah, I think -- I would -- I would
12 lean more toward recommending that -- that it might be a
13 little bit too in depth for this level of a plan.

14 This plan, we're flying at a higher level
15 looking at bigger picture concepts. A lot of what -- what
16 is suggested here is very detailed. But I think it's
17 important, and I can follow up with Jason Valvero, our
18 Parks Director, too to see if maybe it's appropriate at a
19 smaller parks plan document.

20 MR. MCCOY: Sure. Yeah, my only comment was --

21 MR. JAGGI: Yeah.

22 MR. MCCOY: -- that I saw that already in the
23 Arts, they had listed out all the things they were doing.

24 I thought, well, why don't we have that also, so
25 it was more to balance out --

1 MR. JAGGI: I see.

2 MR. MCCOY: -- some of the other sections.

3 And then I saw in the Parks section, they listed
4 all the schools, and it was like, well, why did they list
5 all the schools. Why not just say schools in the area,
6 you know, so we -- so that -- that was kind of --

7 MR. JAGGI: Okay.

8 MR. MCCOY: -- why I wanted to add it in there.

9 MR. JAGGI: We can certainly go back and take --
10 take another look at it to see if we can -- I do believe
11 in the big picture though the plan does speak to, you
12 know, continually surveying residents to make sure the
13 parks facilities are programmed based upon the needs of,
14 you know, as we move forward on a regular basis, that's
15 the recommendation, seeking ways to improve usability of
16 the historic structures, and then with our trails plan, so
17 I think a lot of this is covered just on a bigger --
18 larger level.

19 CHAIRMAN KISTNER: Okay. Thank you.

20 And so, again, Tim.

21 But as far as memorandum of revisions, I just
22 want to make sure that we are clear that are by -- are we
23 all in agreement that this -- this set of revisions should
24 be included? I think the answer is yes, I just want to
25 make clear for the record.

1 Okay. Thank you.

2 MR. TIMOTHY BREIHAN: Thank you.

3 So -- so the final chapter to present is Chapter
4 5, which is the Implementation Plan. And this is going to
5 be a relatively short PowerPoint, about nine slides.

6 What I really want to focus on this evening are
7 sort of the implementation principles, which are outlined
8 on pages 128 and 129 of the draft, and then the Early
9 Action Items, which are sort of the -- the key
10 recommendations that -- that we would recommend coming out
11 of this plan for the next three to five years or
12 thereabouts.

13 And then we can talk -- we can talk about some
14 of the other -- other more general implementation
15 recommendations, but these are really kind of the -- the
16 critical components in terms of really establishing the
17 overall priorities of the plan.

18 So, in terms of the implementation principles.
19 The implementation plan, and really the entire
20 Comprehensive Plan itself has been crafted to achieve
21 these five principles.

22 They are to facilitate incremental action, which
23 is really an acknowledgment that we don't want this plan
24 to sort of be really hinging upon large development
25 projects that don't have a high likelihood of occurring,

1 which is one of the critiques that we heard time and again
2 about the 2002 document.

3 And so one of the key ways that we can do that
4 is through updates to the zoning code and other
5 ordinances, which would, basically, facilitate the
6 achievement of some of these recommendations by allowing
7 things to happen by right, and sort of changing --
8 changing the -- the patterns for development within the
9 city on a project by project basis.

10 Principle No. 2 is to provide specific
11 direction. Again, one of the key criticisms that was
12 articulated to us, the 2002 plan, was that there were some
13 general recommendations, but there wasn't really good
14 roadmap of how to achieve those.

15 The Green Line Park along Olive being a good
16 example of that.

17 And so the Comp Plan was designed to provide
18 geographical specific recommendations for a whole variety
19 of -- of recommended improvements and projects over time.

20 Principle No. 3. Maintain flexibility. I think
21 a lot of the revisions that have come to the plan through
22 the public hearing process have really helped to refine
23 and make the plan more responsive to that principle.

24 The plan, we realize, it needs to, one, clearly
25 outline the city's activities; two, prioritize initiatives

1 that are both achievable and then leverage other
2 activities and investment for maximum positive impact.

3 And, No. 3, builds on a level of flexibility
4 that can allow for and accommodate unforeseen
5 circumstances, both positive and negative.

6 Principle No. 4 is an acknowledgment that the
7 initiatives and the recommendations of this plan will
8 really need to come and be -- be realized through a
9 diversification of funding.

10 The recommendations need to leverage city
11 funding with other funding opportunities, including,
12 potentially, grants and other partnerships, both public
13 and private.

14 And so many of the initiatives and
15 recommendations in this plan have been developed to
16 overlap with the activities or priorities of other
17 regional and statewide partners, and as well as -- as
18 private investment.

19 And then, finally, evaluating the success -- the
20 success of the plan. We feel it's important that there be
21 some sort of out -- ongoing outcome management process
22 where the implementation of the plan can be tracked over
23 time.

24 I know that the 2002 Comp Plan provides some
25 very prescriptive recommendations about the review and

1 update to the plan, which, quite honestly, were just not
2 feasible, given the time and capacity of the Planning
3 Commission. But that's not to say that establishing an
4 outcome management process that works is not a very
5 important.

6 Pardon me.

7 The -- the Implementation Plan outlines eight
8 Early Action Items, which are sort of prioritizations of
9 the overall recommendations and are designed to help
10 achieve those implementation principles. We'll go through
11 those one by one.

12 Early Action Item 1 is to complete the city's
13 new police station and enhancements to the government
14 center. We understand that this -- that these initiatives
15 have now been approved during November election. And we
16 also believe and have incorporated into the plan that
17 these projects should be fully funded and completed as
18 implementation priorities in this plan.

19 Early Action Item 2 is to develop and adopt a
20 stormwater ordinance for site disturbances that are less
21 than 1 acre in area.

22 This is clearly one of the biggest ongoing
23 issues that we heard, particularly as it pertains to
24 development in residential districts.

25 We also understand and acknowledge that the

1 Community Development and Public Works Departments have
2 been working with the City's Stormwater Committee to
3 develop this ordinance, and completion and adopting --
4 adoption of this ordinance will have a major positive
5 effect on land use development and environmental
6 protection, and really will achieve recommendations across
7 the full range of place types and the recommendations
8 thereof in this plan.

9 So we feel that -- that finalizing and adopting
10 that ordinance should be completed as soon as possible.

11 CHAIRMAN KISTNER: One clarifying --

12 MR. TIMOTHY BREIHAN: Yeah.

13 CHAIRMAN KISTNER: -- question. What is the
14 significance of the less than 1 acre? How is that --

15 MR. TIMOTHY BREIHAN: Sure.

16 CHAIRMAN KISTNER: -- determined?

17 MR. TIMOTHY BREIHAN: So currently under the
18 EPA's MS4 regulations, which are administered by -- and
19 are administered and enforced by MSD, site disturbances
20 greater than 1 acre currently have to meet certain
21 stormwater detention and stormwater management
22 requirements, including fundamentally a no net increase
23 and run-off condition.

24 However, that does not -- those regulations
25 don't apply to site disturbances less than 1 acre, which

1 is the source of some of the issues you find in -- in
2 teardowns and infills in residential neighborhoods.

3 CHAIRMAN KISTNER: Okay. Thanks.

4 MR. TIMOTHY BREIHAN: Uh-huh.

5 Early Action Item No. 3 is to develop and adopt
6 updates to the City's Zoning Ordinance for residential
7 districts.

8 There have been a variety of development
9 standards for residential neighborhoods that have been put
10 forth as recommendations in the Comp Plan.

11 Many of these are really sort of low-hanging
12 fruit from a -- from a zoning update standpoint.

13 And, in fact, the Residential Place Types
14 boundaries have been constructed in a way that would
15 actually allow some of these zoning updates to occur
16 within the current boundaries of the existing zoning
17 districts, would not require completely new zoning
18 districts.

19 So, again, these recommendations would deal with
20 a lot of the concerns the residents have about development
21 and changeover in residential neighborhoods, and can be
22 adopted -- developed and adopted with relative ease,
23 especially when compared to some of the recommendations
24 for commercial areas.

25 Early Action Item No. 4 is to adopt the Plant

1 Sciences Innovation District Master Plan, which is now the
2 Plant and Agricultural Sciences District Master Plan, and
3 facilitate the development of this project.

4 Again, from the -- from the outset of this
5 planning effort, the St. Louis Economic Development
6 Partnership's planning initiative was envisioned as a more
7 detailed and geographically specific initiative that would
8 be able to be folded into this plan, hence, the
9 development of the Mixed-Use Innovation Campus Place Type.

10 And, again, I think as has been mentioned by a
11 number of folks this evening, this is probably not only
12 the greatest economic development opportunity that Creve
13 Coeur will -- will be presented with probably in any of
14 our lifetimes, but -- but possibly the greatest economic
15 development opportunity for all of St. Louis County.

16 And so I think making sure that this is a
17 successful project is going to be very important, and so
18 taking action on that is a priority of this plan.

19 Number 5 would be to complete and adopt
20 substantial revisions to Creve Coeur's regulatory
21 ordinances.

22 Now, understandably, this is a more complicated
23 action item, and we would -- we would suggest that at
24 least parts of this would be somewhat longer term.

25 But there are, basically, three components of

1 this. The first would be the city's overall zoning
2 ordinance, which we would recommend to be revised, most
3 likely, sort of in sections, per the Community Place Type
4 District boundaries to ensure that there's coordination
5 between the Zoning Code and the Comp Plan.

6 Number 2 would be the Downtown Form-Based Code,
7 which would be completed from the existing draft to guide
8 development, more particularly within downtown Creve
9 Coeur, the -- the Community Center Place Type.

10 And, finally, No. 3, would be the development of
11 a detailed sustainability ordinance to be developed in
12 conjunction with the Energy and Environment,
13 Horticultural, Ecology and Beautification Committees and
14 the Stormwater Committee with -- with, obviously, with
15 input from Public Works and Planning Community Development
16 Department staff.

17 Again, these -- these items would really address
18 the way in which the recommendations from the plan get
19 codified and really become -- become reality in terms of
20 the development climate in Creve Coeur.

21 Another longer term, but still Early Action Item
22 would be to support implementation of the Regional Gateway
23 Bike Plan in Creve Coeur by completing key facility
24 deployments.

25 Those would include bike lanes on Olive

1 Boulevard and on Conway Road from New Ballas to North
2 Outer 40; shared lanes, which would consist of sharrows
3 and signage on Mason Road, North New Ballas Road and
4 Conway. And then designated bike routes, which would be
5 done through signage and enforcement on Spoeede Road.

6 And, again, these are a few of the key
7 recommendations from the overall bicycle and pedestrian
8 connectivity recommendations in the plan.

9 Along the same lines, Early Action No. 7 is
10 designed to improve and -- off-street bicycle pedestrian
11 connectivity, as well as expansion of the city's parks and
12 outdoor recreation network by constructing greenways to
13 improve bike and pedestrian connectivity.

14 And the two greenways that are identified would
15 be the Deer Creek Greenway, which we're sort of calling it
16 at this point, which is the greenway that's indicated on
17 the Union Electric owned former railroad right-of-way
18 connecting Malcolm Terrace Park to North New Ballas Road
19 behind this facility, as well as the, what we're calling
20 the Western Greenway, which would follow the existing
21 Ameren utility easement through the subdivisions of Conway
22 Downs, Ladue Downs, Country Forest and Lac Du Bois.

23 Of the two, Deer Creek Greenway, given the fact
24 that that right-of-way is owned by Union Electric, would
25 certainly be an easier and -- and more low-hanging fruit

1 initiative. The other one would require coordination with
2 the various property owners, although we do acknowledge in
3 the plan that both of these projects are located on
4 privately owned property, and can only be developed in
5 full cooperation with the property owners.

6 But, clearly, the Western Greenway will probably
7 be more impactful, given the limited north/south
8 connectivity in the western portion of the City, but
9 you're dealing with a number of subdivision trustees,
10 which this will all have to be coordinated with.

11 And then, finally, Early Action Item No. 8,
12 which is to establish an ongoing outcome reporting and
13 management system to track progress.

14 This is another thing that can happen almost
15 immediately, and it's recommended that the Planning and
16 Zoning Commission work with city staff to establish
17 implementation benchmarks and identify implementation
18 targets with a five-year assessment and update interval.

19 And it's also recommended that the city consider
20 developing a web-based community dashboard to publish the
21 outcome measurement reports as a way of kind of
22 publicizing to residents, as well as to other regional
23 stakeholders, the successes and the progress of the city's
24 making implementation of the plan.

25 So those eight Early Action Items are really

1 the -- the top, sort of short to medium term
2 implementation priorities of the plan.

3 The one thing that I will mention as well is
4 that on pages 134 to 143 of the plan there's a detailed
5 implementation matrix that's provided.

6 Basically, this is -- this is organized
7 according to the overall goals and strategies of the plan,
8 and those goals and strategies are cross-referenced with
9 the key community issues and priorities that were raised
10 during the planning process to show sort of the collective
11 impact of these different initiatives.

12 And then each of the strategies is also given
13 sort of an implement -- an anticipated implementation
14 timeframe.

15 Again, it's not to suggest that any of these
16 would have to occur within that timeframe, but this seems
17 like sort of a logical implementation projection that
18 would kind of maximize the -- the leverage potential of
19 these different initiatives while acknowledging the
20 relative ease or difficulty of them.

21 So, again, if there's any questions on that, I'm
22 not going to go through it point by point, but if anyone
23 has any questions on that after their review of it, be
24 happy to discuss that as well, so, with that, I'll open it
25 up to questions or comments from the Commission.

1 MS. SILVERMAN: I have a couple questions.

2 MR. TIMOTHY BREIHAN: Uh-huh.

3 MS. SILVERMAN: For No. 6 I -- I had two
4 questions.

5 You had mentioned when you spoke, and I didn't
6 see anything in here, that it -- it would be a longer
7 short-term plan, so some of these are so immediate, say
8 No. 8, and this one you -- you said would be longer, which
9 makes sense, but I think it in some way be denoted as
10 maybe even a, you know, that -- or if there's some kind of
11 reasoning behind the numbering and the order.

12 MR. TIMOTHY BREIHAN: Sure.

13 No, it's a good point, and we can certainly --
14 we can certainly reorder these based on sort of the -- the
15 anticipated timeframe, and we can also sort of indicate
16 what we would anticipate the timeframe might be for each
17 of these items as well.

18 MS. SILVERMAN: Right. I just think it would
19 make some sense if No. 8 was 11.

20 MR. TIMOTHY BREIHAN: Sure.

21 MS. SILVERMAN: Because the way I work
22 (inaudible) --

23 MR. TIMOTHY BREIHAN: Right.

24 MS. SILVERMAN: And then on No. 8, I was
25 wondering what the significance of Spuede, the designated

1 bike routes, you have Spoede Road, and I was wondering why
2 Spoede, seems to be Graeser or Mosley are somewhat similar
3 roads that aren't, not that they should be, I'd just like
4 to know what the thought was.

5 MR. TIMOTHY BREIHAN: Sure.

6 The -- the thought behind -- the thought behind
7 Spoede was mainly that it provides some increased
8 connectivity, particularly to the south, versus -- versus
9 Mosley or Graeser, and so it seemed to be, while both of
10 those are effective, sort of connecting between Olive
11 and -- pardon me -- between Olive and Ladue --

12 MS. SILVERMAN: Stop there.

13 MR. TIMOTHY BREIHAN: -- yeah, they stop at
14 Ladue, so -- so getting that -- that connection south of
15 Ladue --

16 MS. SILVERMAN: (Inaudible).

17 MR. TIMOTHY BREIHAN: Yeah.

18 CHAIRMAN KISTNER: I think this section's a
19 really good wrap-up of the important points and sets forth
20 a path forward, something that was missing with our
21 previous Comprehensive Plan. And I think setting the last
22 one, setting the benchmarks, the matrix, dashboards is --
23 is a really, really important point for making sure that
24 this doesn't get shelved and, you know, is -- there is not
25 accountability for, you know, keeping to it and making

1 progress as we can about that.

2 Any other comments about Chapter 5?

3 So I guess I'm -- I'm thinking about where we go
4 from here. We've been through everything. We've been
5 through revisions. We've been through the whole chapters.
6 We're getting towards the end.

7 I guess my question is -- is there -- do you
8 want to keep the public hearing open while we discuss any
9 additional changes? At what point is it appropriate to
10 close the public hearing?

11 MR. LUMLEY: You can continue to discuss changes
12 to the plan after the close of the public hearing. Based
13 on the fact that only one person is left and he's spoken.

14 CHAIRMAN KISTNER: There's no more public,
15 right.

16 MR. LUMLEY: I think pretty much exhausted the
17 public's opportunity to speak at the public hearing.

18 CHAIRMAN KISTNER: Okay. I agree.

19 MR. MAGRUDER: I do too.

20 CHAIRMAN KISTNER: So if we're in agreement, I
21 think we will let Carl make additional entries to it, and
22 then we will close this very long and Comprehensive Plan
23 Public Hearing.

24 MR. LUMLEY: Offer the following exhibits into
25 the record of this public hearing: Documentation in

1 possession of the City Clerk reflecting the notice
2 provided regarding this public hearing, the Draft 2030
3 Comprehensive Plan that was provided at the start of this
4 public hearing, memorandums from H3 that reflect various
5 changes that have been made during the course of the
6 public hearing, the City Code of Ordinances and the
7 Charter, the City Comprehensive Plan and the public file
8 regarding the application for approval of a new
9 Comprehensive Plan.

10 CHAIRMAN KISTNER: All right.

11 The hearing is closed.

12 (The public hearing was concluded at 8:47 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

CHAIRMAN

KISTNER: [74] 1/25
2/6 2/10 2/12 2/14
2/16 2/18 2/21 2/23
3/1 3/5 3/7 3/9 4/1
4/10 4/13 6/3 6/5 21/4
34/5 34/15 34/23
34/25 35/2 35/7 35/13
35/17 35/20 35/24
36/2 36/5 36/16 37/14
37/18 38/4 40/14
40/16 41/13 41/17
49/25 64/11 64/14
70/8 70/11 70/15
70/18 70/20 71/1 73/9
73/14 73/16 78/3
82/24 83/8 83/11
83/16 83/21 84/2
84/11 86/2 86/5 86/18
89/10 90/1 91/18
96/10 96/12 96/15
97/2 104/17 105/13
105/17 105/19 106/9

MR. BARTON: [3]
70/19 70/25 71/4

MR. CARNEY: [6]
2/5 3/6 48/15 49/5
49/8 49/15

MR. HUTKIN: [16]
50/3 62/13 62/16
64/15 64/23 65/21
66/14 66/16 66/21
67/12 67/15 67/18
68/21 70/10 70/14
70/17

MR. JAGGI: [46]
2/20 4/3 4/11 4/14 6/4
6/7 21/7 26/23 34/14
34/21 34/24 35/1 35/3
35/8 35/16 35/19
35/22 35/25 36/3 36/9
36/18 37/17 37/22
73/11 73/15 73/18
78/8 83/25 84/3 85/17
86/11 86/13 86/17
86/25 87/17 88/19
89/5 89/11 89/15
89/20 89/24 90/10
90/20 90/25 91/6 91/8

MR. LUMLEY: [4]
2/17 105/10 105/15
105/23

MR. MAGRUDER: [9]
2/9 41/18 43/2 43/8
43/16 43/24 44/6
83/14 105/18

MR. MCCOY: [20]
84/10 84/14 85/18
86/4 86/6 86/9 86/12
86/14 86/20 87/16
87/20 89/3 89/14
89/19 89/21 89/25
90/19 90/21 91/1 91/7

MR. ROVAK: [15]
2/11 47/9 47/25 48/4

48/7 48/11 48/14
65/20 65/22 66/15
66/18 66/22 67/14
67/16 67/19

MR. SCHUH: [13]
2/15 35/23 44/3 44/7
45/13 45/25 46/10
47/8 62/10 62/14 64/9
64/13 64/17

MR. STERN: [22]
38/12 40/15 41/1
41/15 42/6 43/6 43/9
43/22 44/2 44/17
45/23 46/1 46/15
47/22 48/3 48/6 48/8
48/12 48/20 49/7
49/10 49/20

MR. TIMOTHY BREIHAN: [18] 78/4
78/9 83/7 83/10 83/17
83/23 92/1 96/11
96/14 96/16 97/3
103/1 103/11 103/19
103/22 104/4 104/12
104/16

MS. KELLY: [2] 2/22
26/21

MS. SILVERMAN: [13] 2/13 3/4 49/16
49/24 86/3 86/7
102/25 103/2 103/17
103/20 103/23 104/11
104/15

MS. STUTTE: [1]
2/25

\$

\$1,000 [1] 60/18
\$15 [1] 45/24
\$18 [1] 45/19
\$75,000 [1] 57/6

'

'60s [2] 17/8 52/1
'70s [1] 52/2
'N [1] 58/15

0

028 [2] 1/9 3/18

1

1.8 [1] 61/19
10829 [1] 50/5
11 [1] 103/19
1199 [1] 1/25
128 [1] 92/8
129 [1] 92/8
12th [1] 78/13
13,000 [1] 60/23
134 [1] 102/4
143 [1] 102/4
15 [2] 1/4 60/24
15,000 [1] 60/22
15th [1] 2/3
16-028 [2] 1/9 3/18
1960s [2] 39/14 40/6

2

2 acres [1] 26/25
20 [2] 46/1 46/2
20 feet [1] 26/19
20-foot [1] 31/5
200 acres [1] 72/4
2000 [1] 15/24
2002 [9] 6/25 7/11
14/13 17/8 24/12 40/1
93/2 93/12 94/24
2016 [2] 1/4 2/3
2030 [1] 106/2
233 [1] 38/13
25 feet [1] 26/25
270 [1] 65/18
28,000 square [1]
60/24
29 [1] 30/21

3

3,000 square [1]
60/17
3-acre [2] 61/5 61/8
30,000 [1] 61/19
30-minute [1] 57/9
300 [1] 1/3
314 [2] 1/24 1/25
39 [1] 87/3
3A [1] 82/16
3B [1] 82/16

4

40 [5] 49/23 61/5 61/9
61/23 100/2
4772 [1] 1/24

5

59 [1] 79/1

6

63128 [1] 1/25
6:30 [1] 1/5

7

7200 [2] 30/21 45/20
76 [1] 79/22

8

8,000 square [1]
45/19
80 feet [1] 14/20
80-foot [1] 14/19
831 [1] 84/15
8:47 p.m [1] 106/12

9

90 [1] 75/16
974-1199 [1] 1/25

A

a lot [1] 61/3
a subset [1] 35/9
ability [1] 89/2
able [4] 46/13 53/1
89/2 98/8
about [80] 3/15 6/18
8/3 8/22 11/19 12/5

12/14 12/16 18/7
20/22 23/22 27/6
29/12 30/1 30/3 30/4
31/1 31/24 32/5 32/21
32/24 36/6 36/12
38/17 40/5 42/4 42/7
46/5 48/21 49/24
52/21 54/14 55/24
56/17 57/4 57/18
58/10 58/22 59/20
61/1 61/22 62/11
63/17 63/18 64/23
65/2 65/16 65/25
67/24 67/25 68/5 69/2
70/24 71/8 71/9 71/12
71/15 71/16 71/24
72/21 74/5 74/15
75/12 77/11 77/18
79/18 79/20 83/13
85/14 85/20 88/12
88/18 92/5 92/13 93/2
94/25 97/20 105/1
105/2 105/3
above [1] 50/18
absent [1] 2/7
absolute [1] 28/9
absolutely [2] 39/19
65/19
accelerating [1]
68/11
accept [3] 44/2 48/8
89/1

acceptable [2] 18/23
31/15
acceptance [1] 3/3
accepting [1] 68/14
access [15] 23/9 24/2
25/1 25/1 29/2 29/6
30/22 30/23 31/10
31/12 31/23 32/6
41/13 53/21 87/12
accommodate [2]
23/12 94/4
accomplish [1] 72/11
according [1] 102/7
account [1] 51/3
accountability [1]
104/25

accounting [1] 29/14
accurate [2] 55/9
107/10
achievable [1] 94/1
achieve [4] 92/20
93/14 95/10 96/6
achieved [2] 28/19
29/10
achievement [1] 93/6
acknowledge [2]
95/25 101/2
acknowledging [1]
102/19
acknowledgment [2]
92/23 94/6
acre [8] 26/23 61/5
61/8 61/19 95/21
96/14 96/20 96/25

acres [2] 26/25 72/4
across [4] 58/14 61/1
72/18 96/6
acted [1] 56/17
action [13] 92/9 92/22
95/8 95/12 95/19 97/5
97/25 98/18 98/23
99/21 100/9 101/11
101/25
active [2] 11/18 29/3
activities [4] 19/24
93/25 94/2 94/16
activity [9] 10/23
23/13 23/16 23/19
23/21 23/23 25/20
55/13 56/1
actual [1] 83/4
actually [9] 6/18 15/3
16/12 19/22 36/17
39/24 51/19 59/25
97/15
adapt [1] 71/20
add [3] 72/8 79/1 91/8
added [2] 17/17 82/4
addition [1] 83/3
additional [7] 10/6
23/13 23/21 77/10
80/20 105/9 105/21
address [3] 41/15
51/6 99/17
addressed [2] 40/22
81/9
addressing [1] 36/25
adjacent [5] 23/10
26/20 49/13 59/2 59/5
adjoin [1] 59/8
adjoined [1] 59/2
adjustments [3] 5/18
27/10 31/14
administered [2]
96/18 96/19
admission [1] 51/20
admit [1] 65/11
adopt [5] 55/20 95/19
97/5 97/25 98/19
adopted [5] 17/11
24/15 58/25 97/22
97/22
adopting [2] 96/3
96/9
adoption [3] 1/10
3/19 96/4
advance [1] 6/11
aesthetic [1] 74/14
affirmed [1] 17/8
after [5] 5/21 52/5
62/23 102/23 105/12
afterwards [1] 83/10
again [55] 3/21 5/7
5/12 8/15 8/19 12/6
13/7 14/3 15/16 17/16
20/6 20/18 21/9 23/4
23/10 24/22 24/25
25/3 26/15 27/14 28/4
29/5 31/1 32/14 32/18
32/23 33/8 34/2 36/15

A again... [26] 40/9 45/12 48/10 52/20 58/12 62/17 63/3 75/5 75/7 79/3 80/8 80/15 80/19 81/6 81/16 82/20 91/20 93/1 93/11 97/19 98/4 98/10 99/17 100/6 102/15 102/21 age [2] 51/20 52/11 agenda [2] 3/3 3/15 ages [1] 69/12 ago [6] 19/5 19/22 60/18 71/17 72/21 85/23 agree [3] 58/15 81/3 105/18 agreement [2] 91/23 105/20 agri [1] 69/1 agricultural [3] 87/5 87/7 98/2 Aldi [1] 36/22 alive [1] 32/19 all [68] 2/1 3/8 3/9 4/14 6/8 6/23 9/10 11/11 13/3 14/8 14/13 17/15 18/13 20/25 21/11 21/13 21/19 22/13 24/4 26/8 29/14 29/16 29/21 31/4 32/15 36/25 37/15 41/9 41/21 47/4 48/6 50/7 50/7 51/2 51/2 51/6 51/22 53/2 53/19 55/15 56/22 57/21 58/7 62/9 62/23 65/11 69/11 70/15 71/19 73/21 75/19 77/10 78/5 78/12 81/1 82/2 82/11 82/22 82/25 83/1 90/4 90/23 91/4 91/5 91/23 98/15 101/10 106/10 alleviated [1] 31/13 allow [6] 11/23 23/7 40/23 80/20 94/4 97/15 allowed [1] 80/4 allowing [2] 12/23 93/6 allows [3] 37/21 42/17 83/5 almost [7] 51/22 59/8 59/16 59/17 60/18 61/4 101/14 along [31] 7/21 13/1 14/11 23/11 23/17 24/4 24/6 24/10 24/17 25/13 25/18 27/15 32/7 32/10 32/13 34/4 36/13 37/9 40/24 49/19 49/22 61/11 62/22 64/13 64/20 72/17 74/7 74/16	89/14 93/15 100/9 already [13] 7/7 9/3 11/10 13/12 13/22 14/24 15/17 16/6 16/6 19/5 26/1 88/9 90/22 also [38] 4/8 5/3 5/6 7/3 8/2 8/6 9/1 9/3 16/10 18/12 18/24 18/24 19/17 22/21 23/9 23/18 25/2 27/11 31/5 32/12 40/23 46/16 50/15 50/16 52/7 52/11 61/21 72/3 82/4 82/15 85/4 87/21 90/24 95/16 95/25 101/19 102/12 103/15 alternative [4] 16/21 16/25 34/11 35/24 although [1] 101/2 am [2] 5/2 23/14 amending [1] 35/12 amendment [1] 74/25 amendments [1] 40/22 amenities [4] 12/11 20/8 22/9 25/20 amenity [3] 10/19 32/8 79/25 Ameren [1] 100/21 America [1] 87/5 amount [4] 6/1 17/21 47/1 57/15 ancestry [1] 76/4 anchored [3] 58/8 67/4 67/5 and/or [2] 8/11 69/4 animal [1] 57/19 another [13] 15/2 15/11 20/16 20/17 21/9 29/4 32/16 32/16 32/22 34/14 91/10 99/21 101/14 answer [6] 21/3 34/5 34/5 68/23 76/3 91/24 answered [1] 67/14 anticipate [1] 103/16 anticipated [2] 102/13 103/15 anticipating [1] 83/2 any [31] 3/12 5/18 7/5 21/2 21/6 24/23 26/20 34/7 38/4 39/9 40/19 42/10 47/23 49/6 51/7 55/17 57/21 59/16 60/11 73/4 74/24 83/13 88/14 89/1 89/2 98/13 102/15 102/21 102/23 105/2 105/8 anybody [5] 3/14 3/20 3/23 34/7 83/13 anymore [2] 44/6 88/19 anyone [1] 102/22 anyone's [1] 61/6 anything [9] 34/4 39/9 40/25 41/25 43/4	55/7 82/22 89/4 103/6 anyway [3] 19/13 87/10 88/11 apartments [3] 20/13 54/12 69/18 Apologize [1] 78/9 appeal [1] 39/4 appear [1] 39/4 appearance [1] 74/13 application [7] 1/9 3/18 9/6 9/12 22/15 30/13 106/8 applies [1] 82/2 apply [4] 7/5 35/18 35/19 96/25 appreciate [9] 34/9 37/22 40/21 41/22 43/17 56/16 73/21 89/22 89/23 appreciated [1] 75/21 approach [4] 7/10 7/12 24/16 51/14 appropriate [14] 6/11 12/10 18/1 21/25 22/14 22/24 26/4 73/13 75/9 81/3 82/7 90/7 90/18 105/9 approval [1] 106/8 approve [2] 3/10 34/10 approved [4] 13/12 15/17 32/20 95/15 arbitrageurs [1] 60/4 architectural [2] 13/23 82/5 are [166] area [41] 10/24 11/15 12/1 12/3 12/24 13/2 15/13 16/2 16/13 16/18 16/23 21/9 21/24 22/3 22/21 23/5 23/24 23/25 26/3 26/8 26/11 30/18 34/19 42/11 45/5 45/11 47/3 48/19 49/23 65/12 68/12 70/1 76/14 77/4 79/5 86/24 87/3 87/14 87/24 91/5 95/21 areas [31] 5/13 8/21 8/21 9/4 9/13 9/16 9/18 20/12 21/1 21/12 21/13 23/14 23/16 24/5 24/6 26/5 26/14 37/20 46/9 53/8 66/2 67/4 74/2 75/12 75/20 75/22 75/22 79/18 81/7 87/19 97/24 aren't [1] 104/3 around [19] 14/5 15/19 18/7 20/2 22/20 30/17 32/8 39/7 44/9 44/16 52/2 52/3 62/15 63/7 63/20 84/21 85/22 87/8 88/1 arrange [1] 56/20 arrive [1] 57/2	arrived [1] 52/5 articulated [8] 5/19 17/9 19/18 20/7 24/13 44/10 44/13 93/12 articulates [2] 21/19 76/16 articulating [2] 70/16 79/18 articulation [1] 16/5 Arts [4] 85/6 85/8 85/9 90/23 as [128] ask [8] 40/15 44/15 47/17 62/7 68/20 68/21 68/23 74/23 asked [2] 62/11 84/22 asking [3] 45/23 48/6 68/17 aspects [1] 6/24 aspire [1] 63/16 assessment [1] 101/18 asset [2] 57/20 68/10 assistance [2] 73/1 76/18 Assistant [2] 1/19 2/25 Assistant/Recording [2] 1/19 2/25 assisted [2] 15/11 15/12 associated [1] 5/9 Associates [1] 71/6 assorting [1] 58/8 assuming [1] 44/5 at [79] 5/5 6/10 9/15 10/10 12/22 14/12 16/8 16/21 20/2 20/5 25/3 25/6 26/8 26/17 27/12 28/22 30/14 31/2 31/15 31/18 32/1 34/5 35/12 36/12 36/25 37/14 38/13 41/10 42/24 43/6 46/20 48/14 49/12 50/5 51/12 55/1 55/2 56/24 56/25 57/2 57/8 57/8 57/10 57/11 57/14 57/14 57/20 58/1 58/4 61/3 62/2 65/14 66/19 67/11 69/23 71/23 72/11 75/6 82/11 82/24 82/24 83/19 84/19 85/24 86/24 88/17 88/24 88/25 90/14 90/15 90/18 91/10 98/23 100/16 104/13 105/9 105/17 106/3 106/12 atmosphere [1] 25/22 attached [3] 22/11 33/10 54/11 attempt [1] 39/10 ATTENDANCE [1] 1/13	attention [1] 89/17 Attorney [2] 1/17 attract [6] 67/6 68/18 69/3 69/6 70/3 87/24 attracted [1] 66/6 attracting [1] 67/11 attractive [1] 66/8 audience [5] 3/14 9/5 30/7 38/7 52/4 auto [1] 23/25 auto-oriented [1] 23/25 available [4] 47/2 47/5 48/11 88/10 Avenue [2] 58/25 59/2 away [6] 19/16 33/15 41/10 66/13 89/15 89/17 aye [1] 3/9 B back [25] 9/25 14/20 17/5 17/7 25/19 28/1 28/4 29/5 29/24 30/22 33/14 35/7 35/13 39/6 58/17 60/2 64/11 71/15 76/3 77/20 87/4 87/10 87/13 89/23 91/9 background [3] 19/3 20/12 52/10 bad [3] 40/13 48/7 52/6 bags [1] 57/24 balance [2] 85/4 90/25 BALLAS [8] 1/3 56/8 71/7 72/12 82/14 100/1 100/3 100/18 ballot [1] 82/19 Barton [3] 71/3 71/5 73/11 base [1] 53/23 based [16] 9/17 16/1 16/2 17/13 31/25 55/3 68/22 73/13 80/19 82/10 84/7 91/13 99/6 101/20 103/14 105/12 basically [9] 49/3 49/23 51/20 55/20 80/12 81/20 93/5 98/25 102/6 basis [3] 45/21 91/14 93/9 be [179] beach [1] 52/18 bearing [1] 39/23 Beautification [1] 99/13 beautiful [1] 72/17 Beaver [2] 19/7 19/8 because [28] 21/13 22/3 25/5 27/5 27/14 28/14 31/7 32/2 37/7 42/11 46/21 47/19 47/22 47/24 51/15
--	--	---	--	--

B because... [13] 53/20 67/9 67/20 67/23 72/22 75/16 77/2 77/8 77/8 77/9 78/22 90/3 103/21 become [4] 26/13 72/7 99/19 99/19 becomes [1] 17/21 becoming [1] 87/23 been [58] 3/22 4/21 6/16 6/17 6/17 7/7 7/23 8/7 9/24 10/7 11/20 13/12 15/24 16/23 18/8 19/19 30/17 32/2 33/22 39/14 40/5 40/21 41/5 50/11 50/20 52/1 52/2 52/18 54/13 55/16 58/22 60/8 66/11 73/22 74/5 79/23 80/3 80/16 80/16 80/16 80/19 80/23 82/9 82/12 82/12 89/12 92/20 94/15 95/15 96/2 97/8 97/9 97/14 98/10 105/4 105/4 105/5 106/5 before [11] 9/10 13/9 15/25 16/7 31/22 32/21 55/20 57/6 58/12 73/12 73/12 begging [1] 66/9 begin [2] 4/13 73/12 beginning [3] 33/22 51/23 62/24 beginnings [1] 51/23 begun [1] 16/7 behalf [1] 50/7 behind [13] 25/24 29/1 37/13 39/3 40/18 40/19 55/24 60/5 80/6 100/19 103/11 104/6 104/6 being [18] 7/3 7/25 13/7 25/4 44/11 44/13 44/16 44/18 45/25 46/12 54/12 60/4 64/1 75/20 79/19 81/8 86/11 93/15 believe [17] 12/18 14/21 41/16 42/10 47/15 50/16 53/11 53/14 55/10 59/22 59/24 72/24 84/5 87/6 89/3 91/10 95/16 benchmarks [2] 101/17 104/22 beneficial [1] 49/5 benefit [4] 56/2 62/9 77/15 77/15 best [1] 51/16 Beth [1] 1/14 better [2] 40/13 51/8 between [20] 12/14 12/16 13/16 14/6 21/1	22/22 23/9 25/21 27/4 30/21 32/9 42/23 61/15 65/17 76/6 80/9 86/1 99/5 104/10 104/11 beyond [1] 50/19 bicycle [2] 100/7 100/10 big [9] 43/24 48/17 48/21 51/4 59/20 67/1 70/3 74/20 91/11 bigger [5] 23/2 31/12 42/17 90/15 91/17 biggest [4] 64/25 65/4 71/20 95/22 bike [5] 99/23 99/25 100/4 100/13 104/1 bio [1] 81/24 bit [19] 11/19 12/4 13/20 14/5 14/24 23/7 27/13 28/14 29/12 29/13 30/11 33/12 33/23 37/5 44/8 48/22 71/12 88/21 90/13 blocks [1] 60/25 Board [1] 68/8 Bois [1] 100/22 bold [1] 13/23 bonuses [1] 82/1 both [11] 8/12 63/12 68/4 73/23 80/23 88/21 94/1 94/5 94/12 101/3 104/9 bought [1] 58/1 Boulevard [4] 46/17 46/18 50/5 100/1 boundaries [5] 8/25 42/9 97/14 97/16 99/4 boundary [2] 79/2 82/12 boutiques [2] 22/2 22/6 box [1] 67/1 bragging [1] 51/19 brand [2] 87/3 87/9 Breihan [2] 5/21 78/6 brief [1] 5/12 briefly [2] 8/20 27/18 bring [5] 2/2 23/6 37/4 83/23 87/13 bring-it-home-chapter [1] 83/23 bringing [2] 10/3 11/11 brings [1] 81/6 broad [1] 13/2 broaden [1] 85/10 broadly [1] 77/18 Brooktrail [1] 38/14 brought [3] 22/16 40/22 78/24 buffer [2] 31/5 31/6 buffering [3] 25/21 26/17 32/7 buffers [2] 26/19 27/4 build [13] 7/25 17/19	28/6 28/9 28/10 28/11 28/17 31/10 39/10 41/3 42/17 69/10 79/23 build-to [9] 7/25 17/19 28/6 28/9 28/10 28/11 28/17 41/3 79/23 building [37] 7/22 12/15 12/15 13/18 14/6 14/7 14/19 14/20 15/3 16/5 25/18 30/16 30/21 31/11 32/21 33/14 36/15 36/15 37/2 37/11 39/4 39/7 44/24 48/18 48/19 53/9 59/16 59/21 68/8 69/10 72/14 75/8 79/12 80/9 80/9 81/15 86/9 buildings [36] 11/17 11/24 12/16 13/25 16/3 18/1 19/15 19/18 19/24 20/7 20/19 20/20 23/5 29/2 29/2 29/4 29/24 32/9 32/9 37/4 40/18 40/19 41/3 42/17 42/19 43/24 46/21 46/24 48/18 48/19 48/22 56/19 59/14 69/10 79/13 80/6 builds [1] 94/3 built [8] 17/6 42/19 44/11 44/16 44/19 45/6 54/12 59/15 bullet [4] 81/12 81/21 81/21 82/4 burdened [1] 52/7 bury [1] 89/7 bus [1] 23/18 business [34] 3/17 4/25 5/4 7/15 8/16 9/22 9/24 10/18 12/1 12/7 12/22 13/4 14/1 14/9 14/17 15/10 15/18 17/10 22/8 23/8 35/6 35/10 35/13 36/7 36/20 52/17 52/22 69/1 79/2 79/9 80/1 88/8 88/9 88/12 businesses [4] 22/8 40/23 87/24 88/6 but [172] buy [1] 66/21 buying [2] 57/4 64/8 by MSD [1] 96/19 C call [3] 2/4 50/19 85/15 called [3] 17/9 18/24 19/21 calling [4] 15/17 27/8 100/15 100/19 came [3] 25/11 41/7 88/12	Campus [1] 98/9 can [72] 4/5 4/13 5/19 10/5 12/13 14/20 14/23 15/4 15/14 18/8 18/11 19/8 19/10 19/17 20/11 21/3 22/5 24/21 26/21 27/20 27/24 28/17 28/24 29/25 31/11 31/12 32/8 32/12 33/12 34/18 35/7 36/5 40/12 40/13 40/25 42/7 42/9 46/10 52/7 52/9 55/17 55/20 57/21 58/13 63/1 65/8 65/11 70/2 70/3 70/20 74/12 75/17 76/24 77/14 83/19 83/20 90/17 91/9 91/10 92/13 92/13 93/3 94/4 94/22 97/21 101/4 101/14 103/13 103/14 103/15 105/1 105/11 can't [8] 17/22 24/23 45/8 47/23 61/25 62/1 66/20 72/22 capacity [1] 95/2 Capital [1] 52/2 captured [1] 83/1 car [4] 24/1 56/24 57/5 72/15 care [4] 15/12 31/23 50/11 69/22 careers [2] 62/24 63/3 careful [1] 72/21 Carl [2] 1/17 105/21 Carney [2] 1/14 2/5 Carolina [2] 20/10 55/11 carry [1] 82/8 carrying [1] 73/25 cars [1] 19/11 carts [1] 57/24 case [4] 47/8 49/11 55/6 56/15 cases [1] 70/5 categorize [1] 60/3 cause [10] 55/8 56/6 62/3 62/8 70/24 84/20 85/6 88/8 88/9 88/16 causes [1] 39/5 CB [1] 14/18 CBD [2] 35/19 80/11 CCR [6] 1/24 1/24 107/13 107/13 107/14 107/14 center [41] 8/3 8/4 8/7 8/9 8/10 8/14 9/21 10/11 10/13 10/14 10/20 10/21 15/12 15/20 15/21 17/7 17/18 18/4 19/10 19/16 19/23 20/3 20/10 20/22 34/20 35/16 35/19 40/4 42/8 48/18 49/19 56/21	58/9 71/10 72/8 72/17 79/10 80/14 88/15 95/14 99/9 centers [6] 10/6 10/7 30/17 49/7 67/4 70/8 central [26] 9/22 9/24 10/18 10/25 12/1 12/7 12/22 13/4 13/25 14/9 14/17 15/9 15/18 17/10 17/24 20/9 20/15 23/8 35/6 35/10 35/13 36/7 36/20 79/2 79/9 80/1 centralized [1] 19/16 certain [8] 9/14 9/17 23/14 23/16 74/2 75/23 85/21 96/20 certainly [18] 12/8 12/10 21/13 26/3 26/9 27/15 31/19 32/15 36/24 49/1 57/14 59/17 62/22 87/23 91/9 100/25 103/13 103/14 Certified [3] 107/5 107/6 107/6 certify [1] 107/7 Chair [1] 1/14 challenge [1] 27/2 challenged [1] 65/12 challenges [12] 8/6 16/22 21/11 21/17 21/19 22/5 22/17 29/22 31/3 71/21 74/1 75/15 challenging [4] 21/14 72/18 74/9 75/17 Chamber [1] 7/16 chance [1] 51/2 change [10] 10/2 42/2 42/3 42/6 43/21 43/22 44/1 44/2 52/24 72/6 changed [4] 32/3 52/17 52/22 52/23 changeover [1] 97/21 changes [15] 27/7 38/1 40/7 41/7 41/15 42/1 43/5 52/16 83/1 83/5 84/18 84/23 105/9 105/11 106/5 changing [3] 38/20 93/7 93/8 chapter [8] 5/23 5/25 78/12 83/21 83/23 92/3 92/3 105/2 chapters [1] 105/5 character [3] 9/16 33/4 77/4 characteristic [1] 26/13 characteristics [1] 35/19 charge [1] 55/5 Charlotte [1] 20/11 Charter [1] 106/7 check [2] 27/9 57/6
--	---	---	--	--

C chicken [1] 66/4 choice [1] 48/7 Christmas [1] 62/4 circumstances [2] 34/13 94/5 cities [4] 75/12 75/13 75/16 75/18 city [56] 1/2 1/17 1/18 2/17 2/22 4/17 6/22 7/18 9/18 13/10 15/16 18/18 18/22 19/1 19/20 23/25 38/14 40/12 42/13 42/20 44/19 45/6 46/22 47/25 50/20 50/21 53/12 53/14 54/7 54/19 54/24 58/24 59/11 59/24 60/5 60/8 65/1 73/1 73/1 73/6 73/24 74/2 74/8 77/15 85/9 88/4 88/24 89/3 93/9 94/10 101/8 101/16 101/19 106/1 106/6 106/7 city's [11] 9/25 10/10 50/17 72/11 93/25 95/12 96/2 97/6 99/1 100/11 101/23 CityPlace [1] 10/6 clarify [1] 75/9 clarifying [2] 49/17 96/11 clarity [3] 10/4 14/15 74/4 class [1] 57/20 classifications [1] 69/25 Clayton [21] 46/4 46/14 46/18 46/19 46/20 46/23 47/14 49/9 49/19 49/22 58/22 58/24 60/16 61/2 61/7 61/11 61/16 61/22 61/22 77/6 77/7 Clayton's [1] 58/22 cleanly [1] 29/16 clear [6] 23/2 35/15 74/18 77/22 91/22 91/25 clearer [1] 51/8 clearly [9] 5/19 10/10 50/23 71/20 72/7 75/5 93/24 95/22 101/6 Clerk [1] 106/1 clientele [1] 41/11 clients [1] 44/13 climate [1] 99/20 close [6] 13/14 36/16 87/14 105/10 105/12 105/22 closed [1] 106/11 closely [1] 20/11 closer [3] 15/4 69/15 72/8 closest [1] 15/7	closing [1] 78/2 clubs [1] 63/24 coasts [2] 62/22 68/5 cocaine [1] 54/1 code [17] 14/25 16/2 16/2 17/13 31/18 74/25 75/1 79/21 79/25 80/12 80/19 80/21 83/4 93/4 99/5 99/6 106/6 codified [1] 99/19 COEUR [35] 1/2 4/17 9/24 11/2 15/12 16/11 17/6 20/22 23/14 34/10 38/14 40/5 42/25 44/20 45/6 47/2 47/8 50/5 51/24 52/12 55/23 56/5 60/15 60/22 63/11 64/3 65/17 71/6 76/12 87/23 88/15 98/13 99/9 99/20 99/23 Coeur's [1] 98/20 Coffee [2] 59/4 59/5 cohesively [1] 25/6 collaboration [1] 52/9 collaborative [3] 51/14 54/18 73/2 collective [1] 102/10 collectively [1] 51/22 college [2] 62/23 76/8 Collins [1] 86/3 combination [1] 63/11 combinations [1] 32/25 come [15] 3/24 36/24 43/4 43/12 46/13 48/25 70/22 75/23 77/16 77/20 79/21 85/22 88/8 93/21 94/8 comedy [1] 63/24 comes [4] 25/4 64/6 68/25 76/21 comfortable [3] 18/19 66/11 67/10 coming [3] 64/21 64/21 92/10 commensurate [1] 16/5 comment [10] 3/14 4/10 31/24 48/21 71/9 74/3 74/24 81/1 84/1 90/20 comments [17] 5/3 7/14 8/2 8/10 8/17 21/10 29/12 30/6 30/6 33/19 38/2 38/4 73/9 73/13 78/20 102/25 105/2 Commerce [1] 7/16 commercial [25] 5/13 7/17 9/20 10/11 10/20 10/22 22/22 22/25 26/12 26/19 31/8 38/16 44/25 47/5 50/8	51/21 51/23 53/22 53/24 54/22 59/23 59/24 74/16 82/2 97/24 COMMISSION [21] 1/1 2/2 3/13 4/16 6/14 9/5 13/11 16/1 17/2 18/17 29/20 30/5 33/21 43/11 43/20 45/16 50/20 57/20 95/3 101/16 102/25 committee [5] 84/6 84/17 85/8 96/2 99/14 Committees [1] 99/13 common [1] 56/22 Commons [1] 63/21 commonsense [1] 53/24 community [32] 1/18 2/20 4/16 4/25 5/5 7/15 8/3 8/7 8/10 8/14 8/16 8/20 9/9 9/21 10/14 11/1 21/21 39/6 43/1 46/20 60/3 73/23 76/18 79/5 79/10 80/14 96/1 99/3 99/9 99/15 101/20 102/9 Comp [5] 17/8 93/17 94/24 97/10 99/5 Company [1] 52/2 compared [2] 47/13 97/23 compatibility [1] 26/15 compatible [1] 23/3 complete [2] 95/12 98/19 completed [4] 17/11 95/17 96/10 99/7 completely [1] 97/17 completing [1] 99/23 completion [1] 96/3 complicated [1] 98/22 components [2] 92/16 98/25 comprehensive [19] 1/10 3/18 5/13 6/19 7/9 9/12 38/18 39/22 42/1 50/24 79/15 79/17 90/7 92/20 104/21 105/22 106/3 106/7 106/9 concept [32] 7/23 8/4 8/8 8/10 9/15 9/21 9/25 10/3 10/12 10/14 11/4 12/21 16/13 17/7 17/25 19/23 24/13 25/11 25/24 28/4 28/6 28/16 30/20 33/8 33/9 37/3 41/9 42/11 46/12 58/16 77/19 87/10 concepts [39] 4/20 5/8 5/17 6/25 7/4 7/6 7/12 9/1 9/2 9/3 11/11 14/8 14/23 15/16 17/1	17/5 17/15 19/3 20/6 20/21 29/6 29/23 29/25 30/12 32/5 32/19 33/4 34/1 38/2 44/10 64/2 64/18 74/21 75/2 76/16 77/1 77/20 78/17 90/15 conceptual [1] 74/21 concern [2] 37/14 42/23 concerned [3] 36/12 38/17 74/15 concerning [2] 33/3 64/19 concerns [14] 5/6 7/23 8/22 31/13 39/1 39/5 40/22 41/6 41/15 41/23 50/22 56/17 65/24 97/20 concluded [1] 106/12 concludes [1] 33/19 concur [2] 83/15 83/16 condition [3] 34/19 39/18 96/23 conditions [3] 27/21 31/4 43/15 condominiums [2] 86/7 86/17 configuration [3] 27/25 28/1 66/11 configurations [3] 27/22 66/7 67/7 conjunction [1] 99/12 connecting [2] 100/18 104/10 connection [2] 76/6 104/14 connectivity [14] 12/11 12/12 12/14 12/17 14/6 16/4 25/8 32/9 33/2 100/8 100/11 100/13 101/8 104/8 connotations [1] 40/2 consider [3] 5/3 38/3 101/19 considerable [1] 11/20 consideration [4] 16/24 78/2 83/12 84/4 considered [1] 66/14 consist [1] 100/2 consistency [8] 15/5 15/8 24/4 24/20 25/8 28/5 28/5 29/19 consistent [5] 11/17 13/13 15/16 17/19 26/1 consolidating [1] 81/21 constraints [3] 9/17 30/25 73/25 constructed [1] 97/14 constructing [1] 100/12	consultant [2] 16/7 50/18 consumed [1] 66/18 consuming [2] 64/8 69/25 contend [1] 72/19 content [1] 83/20 context [6] 19/17 20/24 33/23 62/6 62/11 79/15 continually [1] 91/12 continuation [1] 22/19 continue [3] 5/20 77/5 105/11 continued [2] 5/9 73/3 continuing [2] 52/9 66/25 contract [1] 6/22 control [1] 34/12 controlled [1] 11/25 convenience [3] 7/22 54/5 57/13 convenient [2] 24/1 57/3 conversation [1] 73/14 convince [1] 69/8 Conway [8] 49/23 61/12 61/15 61/15 61/23 100/1 100/4 100/21 cooperation [1] 101/5 coordinated [1] 101/10 coordination [2] 99/4 101/1 copy [1] 78/8 core [7] 9/23 10/20 10/21 12/25 13/25 53/22 53/24 corner [6] 13/21 28/2 30/15 30/15 39/13 71/6 correct [2] 36/9 83/23 corrections [2] 78/22 82/21 corridor [19] 7/21 11/6 21/4 21/14 21/22 22/4 22/14 22/18 23/11 25/6 26/18 27/16 28/6 28/15 29/21 29/22 44/24 54/13 87/19 corridors [1] 74/16 cortex [2] 65/7 65/9 cosmetic [1] 83/6 cost [1] 45/1 could [32] 3/24 7/18 9/5 14/2 15/7 28/18 29/9 29/23 39/18 40/15 42/5 43/12 46/7 49/1 50/23 56/4 56/5 58/10 59/19 60/3 63/15 65/7 65/16
--	--	--	--	--

C				6.1.v
could... [9] 65/18 65/20 70/3 76/1 85/2 85/21 86/22 86/24 87/15 couldn't [1] 45/2 Council [3] 13/10 18/19 54/24 count [1] 31/15 counter [1] 12/3 country [5] 18/7 44/16 62/16 66/3 100/22 County [3] 75/15 98/15 107/2 couple [13] 28/18 28/20 34/6 44/4 54/21 57/17 60/24 73/13 74/3 75/3 75/10 83/6 103/1 course [5] 16/16 55/21 67/8 82/15 106/5 court [10] 1/23 3/25 38/11 38/14 50/2 71/3 84/13 84/16 107/5 107/6 cover [2] 6/1 10/16 coverage [1] 12/23 covered [2] 26/2 91/17 covers [2] 10/5 10/6 Coves [1] 61/12 crack [1] 54/1 craft [1] 81/6 crafted [1] 92/20 cream [1] 58/2 create [4] 25/22 64/1 72/12 76/22 creates [4] 27/2 63/5 63/5 64/3 creating [3] 18/4 25/17 74/15 creation [2] 17/12 62/25 creativity [1] 72/24 Creek [4] 19/7 19/8 100/15 100/23 CREVE [36] 1/2 4/17 9/24 11/2 15/11 16/11 17/6 20/22 23/14 34/10 38/14 40/5 42/25 44/19 45/6 47/2 47/8 50/5 51/24 52/12 55/23 56/5 60/15 60/22 63/11 64/3 65/17 71/6 76/12 87/22 88/15 98/12 98/20 99/8 99/20 99/23 criteria [1] 56/23 critical [2] 12/21 92/16 criticisms [1] 93/11 critiques [1] 93/1 cross [6] 25/1 25/1	31/10 31/12 57/25 102/8 cross-access [3] 25/1 31/10 31/12 cross-referenced [1] 102/8 Crossing [1] 47/6 CSR [3] 1/24 107/13 107/14 curious [2] 44/12 44/14 current [8] 11/22 11/22 24/11 34/16 39/18 40/12 81/13 97/16 currently [6] 38/22 39/16 44/25 45/25 96/17 96/20 customer [4] 57/1 57/12 57/13 57/15 CVS [4] 14/2 14/3 14/22 56/12	defined [2] 15/22 75/6 definitely [1] 87/18 degree [6] 16/3 17/15 18/19 28/5 57/13 90/10 deliver [1] 51/16 demand [14] 8/5 47/7 48/13 48/20 61/2 62/12 63/4 63/5 63/5 69/4 69/16 69/17 70/7 71/16 demands [1] 57/12 demographics [1] 55/12 demonstrated [3] 50/9 50/22 69/16 denoted [1] 103/9 dense [4] 12/24 33/7 49/22 72/7 density [10] 11/16 22/12 45/2 53/12 54/9 58/17 61/4 61/8 61/17 61/20 Denver [1] 62/22 Department [1] 99/16 Departments [1] 96/1 dependent [1] 27/22 dependents [1] 53/20 depending [2] 34/13 75/7 deployments [1] 99/24 depth [1] 90/13 described [2] 35/15 60/8 description [1] 79/2 descriptions [1] 82/16 design [9] 13/1 13/4 13/23 14/13 17/10 72/13 72/18 73/5 82/6 designated [3] 79/24 100/4 103/25 designed [4] 73/5 93/17 95/9 100/10 designer [1] 86/9 desirable [2] 76/17 88/22 desired [3] 6/23 21/23 79/4 desirous [1] 39/15 destination [1] 10/25 detail [3] 81/5 81/9 90/7 detailed [5] 10/15 90/16 98/7 99/11 102/4 detection [2] 42/22 96/21 determined [1] 96/16 detract [2] 36/19 74/13 detriment [1] 81/19 develop [6] 24/9 26/9 86/25 95/19 96/3 97/5	developed [9] 9/17 10/11 37/19 44/25 82/6 94/15 97/22 99/11 101/4 developer [2] 48/17 73/4 developers [2] 68/4 68/15 developing [2] 19/10 101/20 development [62] 1/18 2/20 4/17 10/8 10/15 12/20 15/13 17/23 18/22 18/25 19/23 20/4 20/18 21/21 25/3 25/16 26/13 26/16 27/14 32/4 40/3 43/1 44/21 49/2 49/10 53/9 53/13 56/18 59/21 60/6 62/20 63/16 64/19 68/2 68/14 71/10 71/12 72/23 73/23 74/13 76/18 80/24 81/11 81/15 81/23 85/20 92/24 93/8 95/24 96/1 96/5 97/8 97/20 98/3 98/5 98/9 98/12 98/15 99/8 99/10 99/15 99/20 developments [12] 12/10 13/11 13/14 18/13 23/3 23/10 23/11 31/21 45/10 55/14 55/15 62/12 develops [1] 35/19 deviate [1] 17/14 diagram [1] 25/11 dialogue [1] 73/21 dictating [1] 74/19 did [14] 5/4 28/3 33/20 49/18 49/18 49/20 49/21 58/24 59/8 64/12 75/4 78/7 88/19 91/4 didn't [7] 17/3 37/4 42/21 43/4 49/18 88/17 103/5 Dierbergs [3] 30/3 58/5 58/15 difference [1] 59/20 differences [1] 17/16 different [36] 7/11 7/11 12/13 18/11 23/11 24/3 27/22 27/23 27/24 27/24 28/18 32/22 36/2 38/21 38/25 39/15 40/10 42/20 42/22 46/18 49/4 51/9 51/9 51/11 53/8 56/25 57/2 57/11 57/12 57/17 68/1 69/18 75/16 75/22 102/11 102/19 differential [1] 45/18 difficult [6] 21/17	21/17 43/2 55/2 75/18 89/9 difficulty [2] 7/19 102/20 digging [1] 62/9 dimensional [1] 81/2 dimensions [1] 27/6 diminished [1] 45/18 dining [1] 77/3 direct [1] 8/13 direction [8] 5/15 18/3 24/3 33/25 34/14 46/14 67/2 93/11 directive [1] 29/13 directly [1] 37/10 Director [4] 1/18 2/19 4/16 90/18 disappointed [1] 65/20 discuss [9] 4/20 6/9 6/13 30/5 78/20 82/22 102/24 105/8 105/11 discussed [4] 16/23 23/9 54/13 88/16 discussion [13] 5/9 5/15 6/9 11/21 21/2 30/9 59/19 70/13 71/8 71/13 73/3 75/21 87/16 distinctions [2] 20/25 33/23 distinguished [1] 53/23 Distract [1] 89/15 distribution [1] 56/17 district [46] 8/3 8/7 8/10 8/14 9/9 9/20 9/21 9/22 9/24 10/18 11/8 12/1 12/7 12/22 13/5 14/1 14/9 14/17 14/18 15/10 15/19 15/23 15/23 18/25 22/25 23/8 26/12 35/7 35/10 36/7 36/20 58/25 64/21 77/17 79/2 79/9 79/10 80/1 80/11 80/14 82/6 82/7 82/12 98/1 98/2 99/4 districts [9] 8/20 9/16 12/6 22/23 78/18 95/24 97/7 97/17 97/18 disturbances [3] 95/20 96/19 96/25 diversification [1] 94/9 do [80] 3/4 3/12 3/21 4/2 4/2 4/5 4/13 5/11 5/25 12/18 14/24 18/11 18/18 21/24 24/25 27/8 27/9 28/20 29/6 29/21 29/23 30/1 30/2 30/5 30/11 31/3 31/10 35/4 35/11 38/6 40/12 41/8 43/17 44/5 44/15 45/8 45/21

D do... [43] 45/21 45/22 45/22 46/11 47/2 50/18 53/5 54/9 54/18 56/9 56/16 57/21 57/25 60/6 60/9 64/10 64/18 64/22 67/11 67/22 68/18 70/23 74/3 74/11 74/23 76/4 76/5 76/9 76/18 76/23 76/24 78/7 78/10 78/14 85/2 88/25 89/3 91/10 93/3 101/2 105/7 105/19 107/7 document [4] 6/24 17/9 90/19 93/2 Documentation [1] 105/25 documents [2] 9/25 90/8 does [20] 10/2 15/5 17/14 24/19 26/13 27/3 31/3 32/4 34/7 34/16 34/18 34/21 36/17 47/17 48/5 56/21 80/1 85/8 91/11 96/24 doesn't [10] 36/19 36/19 39/4 40/1 42/17 44/20 63/13 65/20 89/18 104/24 doing [11] 17/3 18/19 31/13 38/21 39/15 40/9 60/17 60/20 68/6 85/3 90/23 domain [1] 42/14 Don [1] 1/15 don't [49] 7/5 14/11 19/12 22/23 31/9 32/15 36/10 36/21 37/6 40/18 41/25 41/25 42/4 42/10 43/7 43/18 43/19 44/13 44/14 46/8 47/11 47/14 47/15 48/3 49/21 49/22 52/14 52/15 53/21 55/5 57/25 59/14 59/15 60/3 60/14 66/23 67/15 69/2 69/20 69/21 72/5 75/24 78/21 84/9 85/16 90/24 92/23 92/25 96/25 done [12] 5/21 7/8 9/3 18/8 18/11 19/5 20/15 45/11 60/7 75/7 81/19 100/5 down [7] 13/24 49/23 53/7 54/18 54/25 61/7 71/25 Downs [2] 100/22 100/22 downtown [14] 9/23 10/20 10/21 15/22 15/23 16/6 17/13 40/5	46/4 46/5 80/18 82/11 99/6 99/8 draft [7] 6/10 34/16 80/18 81/13 92/8 99/7 106/2 draw [2] 68/9 89/16 drill [1] 71/25 Drive [1] 1/24 driver [1] 62/25 drives [2] 67/8 77/10 driving [4] 13/24 27/14 61/25 66/2 drop [1] 65/7 drugs [1] 57/11 drugstore [2] 60/17 60/21 drugstores [1] 60/22 dry [1] 52/18 Du [1] 100/22 due [1] 7/20 dumbest [1] 69/2 during [4] 23/17 95/15 102/10 106/5 duty [1] 50/19 E each [5] 25/3 40/6 82/6 102/12 103/16 earlier [2] 18/5 20/2 early [13] 28/3 39/14 51/23 92/8 95/8 95/12 95/19 97/5 97/25 99/21 100/9 101/11 101/25 ease [2] 97/22 102/20 easement [1] 100/21 easements [1] 25/2 easier [1] 100/25 east [21] 7/21 16/25 21/3 21/9 21/11 21/22 22/17 22/23 26/18 29/15 32/25 33/11 44/23 45/8 54/12 56/7 58/18 58/21 59/5 64/21 72/3 easy [2] 34/17 41/13 Ecology [1] 99/13 economic [8] 39/20 59/15 59/16 73/7 85/20 98/5 98/12 98/14 economics [4] 44/21 44/24 49/3 68/5 effect [2] 63/6 96/5 effective [1] 104/10 effectively [1] 79/25 efficient [1] 81/24 effort [4] 16/1 52/22 77/10 98/5 egg [1] 66/4 eight [4] 55/1 57/24 95/7 101/25 eighths [1] 47/4 either [4] 25/5 51/22 61/19 63/9 election [1] 95/15 Electric [2] 100/17	100/24 electrical [1] 89/8 electrical equipment [1] 89/8 element [1] 26/7 elements [5] 13/22 56/4 56/4 81/18 81/19 eliminated [2] 7/4 16/24 eloquently [1] 58/10 else [5] 18/8 34/4 34/7 58/4 83/13 elsewhere [1] 44/19 email [1] 89/23 embellished [1] 40/6 eminent [1] 42/14 emphasizes [1] 16/4 employees [2] 76/7 77/24 employers [4] 69/6 70/4 76/7 77/24 employment [1] 63/4 encourage [9] 14/14 14/15 23/12 23/21 24/20 24/25 25/23 85/21 88/8 encouraged [5] 25/2 51/10 51/15 80/7 81/14 encourages [1] 40/24 end [3] 14/12 56/7 105/6 energy [2] 81/24 99/12 enforced [1] 96/19 enforcement [1] 100/5 enforcing [1] 10/12 enhancements [1] 95/13 enormous [2] 62/25 68/7 enormously [1] 56/16 enough [5] 35/22 45/2 45/8 69/2 72/13 ensure [1] 99/4 entail [1] 47/18 enter [1] 33/13 entered [1] 6/22 entertainment [1] 63/24 enthusiasm [1] 64/4 entire [1] 92/19 entity [1] 18/23 entrance [1] 15/15 entries [1] 105/21 environment [5] 55/2 69/4 72/12 75/17 99/12 environmental [2] 67/24 96/5 envision [1] 48/18 envisioned [2] 10/24 98/6 envisions [1] 22/21 EPA's [1] 96/18	equipment [1] 89/8 errand [1] 57/10 especially [7] 23/17 26/5 37/17 61/11 62/20 85/6 97/23 essentially [2] 13/21 55/9 establish [3] 79/23 101/12 101/16 establishing [2] 92/16 95/3 establishment [1] 79/22 estate [2] 51/24 71/19 evaluating [1] 94/19 even [12] 14/5 24/15 30/2 39/19 46/4 55/16 57/14 66/11 66/25 67/9 68/14 103/10 evening [18] 4/5 4/9 4/15 5/2 5/10 5/11 5/18 5/22 6/1 19/24 33/19 34/3 39/7 73/22 84/5 84/10 92/6 98/11 event [1] 19/12 events [1] 11/1 eventually [1] 73/18 ever [4] 33/16 59/14 64/2 65/1 every [3] 22/5 26/23 50/17 everybody [2] 7/2 63/20 everyone [1] 5/7 everything [2] 55/8 105/4 everything's [1] 28/11 everywhere [1] 58/20 exact [1] 45/23 examining [1] 27/11 example [16] 13/18 15/2 15/11 19/7 19/18 19/19 20/16 22/4 23/8 28/21 29/4 32/22 75/5 79/22 90/9 93/16 examples [13] 9/2 13/6 18/6 18/7 18/9 19/4 20/1 20/21 27/17 30/10 31/21 55/10 56/11 exceeds [1] 47/7 except [1] 40/1 exception [1] 47/6 excessive [2] 13/20 60/17 excitement [1] 64/4 exciting [5] 62/20 63/22 63/23 64/2 77/4 exclude [1] 82/13 excuse [1] 61/4 Executive [3] 16/12 34/10 34/18 exhausted [1] 105/16 exhibits [1] 105/24 exist [4] 16/22 23/13	29/18 42/21 existing [9] 7/4 7/4 27/21 31/21 32/4 43/14 97/16 99/7 100/20 exists [4] 21/12 29/15 38/22 39/16 expand [3] 70/6 84/19 85/1 expansion [1] 100/11 expect [3] 40/10 43/23 69/3 expectation [1] 57/12 expectations [1] 57/2 expensive [3] 88/25 89/7 89/10 experience [6] 51/21 51/24 53/10 53/11 70/2 75/24 experiences [3] 51/9 52/7 87/22 expertise [1] 53/8 explain [2] 12/4 39/17 expressed [1] 51/18 expression [1] 54/3 extent [3] 52/8 60/7 60/10 extraordinary [1] 50/9 extrapolate [1] 58/13 extrapolated [1] 57/21 extremely [1] 70/16 F faced [1] 72/10 facetious [1] 48/22 facilitate [3] 92/22 93/5 98/3 facilities [4] 41/13 80/3 80/5 91/13 facility [2] 99/23 100/19 fact [11] 6/25 16/7 17/7 40/4 42/24 45/22 48/9 48/23 97/13 100/23 105/13 factor [1] 6/22 factually [1] 55/9 fair [2] 6/1 57/15 fairly [3] 36/16 37/7 61/16 falls [1] 82/14 familiar [1] 85/16 families [1] 62/24 family [10] 21/16 52/5 53/11 59/3 59/10 61/17 62/25 69/18 69/19 77/13 far [1] 91/21 farfetched [1] 12/24 fashion [1] 69/7 fault [1] 52/22 favor [3] 3/8 42/16 45/13 feasible [1] 95/2 feedback [5] 4/24
---	---	---	--	--

F feedback... [4] 33/25 43/18 81/16 89/24 feeds [1] 67/8 feel [7] 11/6 11/9 16/3 18/19 33/20 94/20 96/9 feeling [2] 64/5 67/2 feely [1] 39/23 feet [6] 14/20 26/19 26/22 26/25 60/23 60/24 few [7] 6/15 33/21 57/5 78/2 84/21 85/23 100/6 field [6] 12/2 13/19 20/3 28/25 45/5 56/13 fielded [1] 50/13 figure [1] 75/19 file [1] 106/7 fill [1] 37/5 final [5] 6/10 6/12 41/17 75/10 92/3 finalized [1] 80/21 finalizing [1] 96/9 finally [4] 6/8 94/19 99/10 101/11 financial [1] 8/12 find [7] 35/9 39/2 49/4 49/18 54/9 79/6 97/1 fine [2] 10/15 61/14 finely [1] 19/18 fire [1] 72/15 firm [1] 39/14 first [12] 5/11 31/4 39/2 41/8 41/21 50/7 63/8 64/6 71/2 73/20 76/9 99/1 fit [2] 22/6 36/9 fits [1] 13/3 five [6] 26/20 57/9 72/4 92/11 92/21 101/18 five-year [1] 101/18 flat [1] 76/13 flavor [1] 9/5 flexibility [12] 46/8 47/15 47/16 47/18 48/3 56/20 72/24 80/20 83/3 83/5 93/20 94/3 flexible [3] 35/22 60/14 79/15 floor [2] 11/18 20/14 flying [1] 90/14 focus [5] 8/21 8/23 9/19 89/12 92/6 focused [2] 13/4 84/21 focuses [1] 22/19 focusing [3] 5/13 16/25 81/17 folded [1] 98/8 folks [5] 50/7 57/18 69/3 69/11 98/11 follow [2] 90/17	100/20 following [1] 105/24 follows [2] 54/3 63/7 food [2] 36/23 64/9 foods [1] 58/2 foot [8] 14/19 30/21 31/5 45/19 45/20 60/17 60/18 61/19 footage [1] 47/1 foremost [1] 41/8 Forest [2] 65/13 100/22 form [7] 16/1 16/2 17/13 24/16 69/6 80/19 99/6 form-based [5] 16/1 16/2 17/13 80/19 99/6 formed [1] 54/24 former [1] 100/17 Forsyth [1] 46/18 forth [10] 9/4 9/14 19/25 21/1 28/2 29/7 74/17 89/23 97/10 104/19 fortune [1] 63/12 forward [14] 3/24 5/20 6/16 10/12 14/25 16/13 18/15 34/23 35/11 43/4 80/20 81/7 91/14 104/20 found [3] 19/4 19/6 68/9 four [2] 15/25 64/16 framework [2] 5/12 8/19 frankly [2] 42/10 52/19 free [1] 55/5 Fresh [4] 13/18 14/21 56/11 57/14 friendly [1] 20/8 Frisco [2] 20/16 20/17 front [31] 7/25 11/24 12/2 13/18 13/19 14/4 14/11 17/18 24/21 24/23 25/10 25/22 28/6 28/8 28/10 28/17 28/25 29/3 30/3 30/22 32/10 33/14 39/8 40/23 41/10 56/14 58/14 65/1 79/23 79/24 80/8 frontage [2] 32/7 32/20 frontages [3] 24/10 25/18 80/5 fronting [1] 20/20 Fronts [1] 16/15 frozen [1] 58/2 fruit [2] 97/12 100/25 fruition [1] 46/13 full [5] 53/15 63/10 69/10 96/7 101/5 full-time [2] 53/15 63/10	fully [3] 51/3 89/3 95/17 fun [1] 76/23 fundamentally [2] 79/14 96/22 funded [1] 95/17 funding [4] 19/1 94/9 94/11 94/11 further [8] 14/20 16/11 28/1 29/5 29/25 57/8 74/23 84/7 future [6] 9/11 16/20 18/18 24/9 39/4 87/15 G game [2] 76/10 76/13 gap [1] 37/5 garage [1] 18/21 garages [1] 33/13 gas [1] 72/16 Gatesbury [1] 1/24 Gateway [1] 99/22 gathering [4] 10/25 17/24 20/9 20/15 gave [1] 45/17 Gene [1] 1/16 general [3] 80/17 92/14 93/13 generate [3] 46/7 46/12 46/13 generated [3] 45/25 46/3 53/22 generates [1] 66/18 generating [1] 53/24 generation [2] 67/6 68/19 generator [1] 56/1 generators [1] 55/13 geniuses [1] 69/11 geographical [2] 79/5 93/18 geographically [1] 98/7 get [31] 15/7 18/18 31/11 33/14 35/11 36/14 39/7 41/17 45/2 45/8 46/10 55/3 55/5 61/14 61/18 64/15 67/13 70/24 73/17 74/24 76/10 76/13 76/20 76/20 76/21 77/10 77/12 88/18 89/5 99/18 104/24 gets [1] 40/6 getting [4] 59/14 66/3 104/14 105/6 give [10] 4/19 9/4 19/3 20/24 45/24 47/23 59/19 61/7 83/25 88/19 given [10] 37/17 37/17 53/25 82/18 82/18 88/4 95/2 100/23 101/7 102/12 given the [1] 82/18 go [35] 4/6 8/19 9/7 9/13 17/5 18/21 18/21	24/3 27/1 28/1 28/11 35/7 58/8 61/24 62/2 65/14 66/23 67/2 67/22 72/5 76/9 76/23 76/24 76/24 77/3 78/9 78/11 78/21 82/23 83/3 83/20 91/9 95/10 102/22 105/3 goal [2] 10/4 88/22 goals [2] 102/7 102/8 God [1] 66/22 Goddard [1] 33/2 goes [4] 17/7 26/20 53/17 76/3 going [57] 2/1 3/20 3/23 6/17 6/17 8/11 8/19 9/19 9/25 11/19 12/4 12/19 18/8 24/24 24/24 25/5 25/14 25/15 26/25 27/1 27/23 28/4 29/19 37/6 37/20 37/25 39/24 53/3 55/25 58/4 58/17 60/2 62/6 62/7 62/12 64/8 64/12 64/17 65/3 67/5 67/7 67/10 71/14 72/5 72/23 72/23 72/25 72/25 73/3 73/5 76/24 77/12 85/9 85/12 92/4 98/17 102/22 golf [2] 16/16 82/15 gone [1] 47/24 good [27] 4/15 13/23 21/6 22/6 24/17 27/4 32/6 33/10 44/23 52/6 54/16 54/16 60/6 60/8 63/12 63/17 65/23 76/25 83/2 83/2 83/17 83/18 84/25 93/13 93/15 103/13 104/19 goods [4] 63/25 64/1 64/9 70/7 goods and [1] 63/25 Google [1] 10/9 got [18] 11/9 13/9 15/25 16/8 21/15 28/11 32/7 33/8 47/3 47/7 58/5 63/8 63/17 64/7 64/16 65/21 71/17 89/7 governed [1] 80/10 government [1] 95/13 grade [1] 36/23 grades [2] 33/8 33/12 graduate [1] 76/8 Graeser [6] 30/15 39/13 49/12 52/1 104/2 104/9 grain [1] 10/15 grants [2] 89/4 94/12 grassy [1] 62/5 great [12] 4/11 20/7 37/5 50/11 63/19 71/8 71/11 71/15 71/18 74/15 77/8 89/19	greater [7] 53/10 53/12 53/14 53/15 57/13 58/20 96/20 greatest [2] 98/12 98/14 green [14] 12/25 16/15 20/3 24/12 26/12 26/12 26/14 45/5 61/23 62/1 62/4 62/6 81/14 93/15 greenbelts [1] 24/6 greenery [1] 33/14 greenway [5] 100/15 100/16 100/20 100/23 101/6 greenways [2] 100/12 100/14 grid [1] 20/19 groceries [1] 58/6 grocers [5] 57/17 57/19 57/20 57/23 58/5 grocery [3] 58/1 58/8 67/5 ground [3] 11/18 12/8 20/14 group [10] 5/1 38/16 50/6 50/8 50/21 51/19 53/7 53/9 54/20 54/24 growth [3] 62/20 63/4 77/11 guess [7] 43/3 47/11 47/17 57/4 65/24 105/3 105/7 guide [1] 99/7 Guideline [1] 13/4 guidelines [6] 13/1 14/13 17/10 18/2 24/10 82/6 guy [1] 40/8 guys [2] 57/9 72/2 H H3 [6] 4/7 6/22 25/11 27/17 78/6 106/4 had [36] 7/14 19/5 21/10 22/15 24/18 37/2 38/6 39/10 41/8 48/2 50/17 51/2 51/17 51/22 52/24 53/6 59/6 59/8 59/11 60/12 60/16 65/1 67/24 67/25 68/4 68/13 71/8 71/19 81/12 84/23 85/7 85/10 88/11 90/23 103/3 103/5 had one [1] 88/11 half [2] 6/18 47/4 halfway [1] 67/17 Hall [3] 1/15 2/7 6/7 hand [1] 83/7 handed [1] 30/10 handled [2] 35/1 50/10 handout [1] 78/12 hanging [2] 97/11 100/25
--	--	---	--	---

H happen [7] 36/1 39/20 42/9 45/1 70/3 93/7 101/14 happened [1] 52/19 happening [4] 64/5 72/1 72/2 75/23 happens [6] 34/22 36/13 36/13 52/5 75/13 76/2 happy [6] 21/3 34/5 38/6 78/20 82/21 102/24 hard [1] 72/13 harkens [1] 87/4 has [59] 6/16 9/24 11/20 14/21 14/22 15/15 15/16 15/24 16/12 16/12 16/13 16/23 18/8 21/6 22/3 27/5 27/17 32/4 39/14 39/23 40/2 40/5 41/5 50/9 50/10 50/11 50/12 50/13 51/7 52/11 52/17 52/19 52/22 52/23 57/1 57/12 58/23 63/11 63/13 64/7 66/2 77/8 77/9 77/9 77/23 79/23 80/3 80/16 80/16 80/16 80/19 82/12 82/12 87/3 88/24 89/12 92/20 98/10 102/23 hate [1] 57/19 have [213] haven't [7] 33/21 42/2 43/4 47/24 54/13 55/16 88/16 having [6] 11/6 26/14 37/4 63/12 63/16 73/21 hay [1] 16/19 hay-day [1] 16/19 HBA [4] 68/7 68/9 68/12 68/16 he [10] 4/8 5/22 44/22 50/10 50/12 55/8 58/10 71/15 84/6 90/4 he's [2] 55/18 105/13 head [1] 47/22 hear [7] 5/6 34/3 44/14 51/12 51/15 66/5 73/23 heard [12] 28/12 29/11 56/16 58/17 67/20 68/3 73/14 81/16 86/20 88/16 93/1 95/23 hearing [18] 1/8 3/18 38/9 82/11 93/22 105/8 105/10 105/12 105/17 105/23 105/25 106/2 106/4 106/6 106/11 106/12 107/8 107/10	heart [2] 9/23 11/2 Heather [1] 1/16 heavily [1] 37/7 height [5] 58/18 58/20 59/6 59/9 59/12 held [1] 50/12 help [12] 18/15 23/20 42/12 53/3 54/2 62/1 62/7 73/6 86/23 88/7 89/23 95/9 helped [1] 93/22 helpful [4] 4/19 21/5 37/16 41/5 hence [2] 87/9 98/8 her [1] 65/15 here [91] 3/20 4/7 5/2 5/22 6/7 7/13 8/16 9/3 10/4 10/7 10/16 11/19 13/9 13/22 14/1 14/3 14/18 15/4 15/5 15/13 15/15 15/25 16/8 16/17 16/22 16/25 17/3 18/2 18/5 18/6 19/14 20/5 20/6 20/8 20/12 20/13 20/19 21/18 25/9 27/20 27/21 27/25 28/18 28/20 28/24 29/6 29/17 29/18 29/21 30/16 30/25 31/5 31/8 31/22 31/25 32/3 32/7 32/9 32/11 32/18 33/22 34/3 36/13 36/15 37/2 37/5 38/6 38/22 50/14 52/20 54/15 57/17 58/9 58/10 58/23 60/2 60/11 64/3 71/17 75/15 75/25 76/4 84/5 87/24 88/5 88/8 88/9 88/9 90/16 103/6 105/4 here's [5] 9/22 13/6 19/4 28/18 32/18 hereby [1] 107/7 hey [2] 51/3 54/16 high [10] 10/22 11/16 22/24 61/16 61/17 62/20 63/3 63/4 63/4 92/25 high-demand [1] 63/4 high-growth [1] 62/20 higher [4] 12/23 46/6 46/25 90/14 highly [9] 10/11 11/24 15/13 17/20 19/8 19/20 20/6 20/8 68/15 highly-developed [1] 10/11 Highway [3] 49/23 61/5 61/23 himself [1] 55/18 hinging [1] 92/24 his [2] 51/25 52/4 historic [1] 91/16	historical [3] 52/10 84/16 84/24 history [1] 86/19 hold [3] 6/25 29/6 32/25 holes [2] 54/15 55/7 holistic [1] 25/6 home [5] 11/12 68/8 69/19 75/24 83/23 homes [1] 68/11 honest [1] 55/18 honestly [4] 42/15 76/11 88/21 95/1 hopeful [1] 46/16 hopefully [2] 12/4 41/16 Horticultural [1] 99/13 hours [1] 64/16 house [1] 86/10 housed [1] 72/14 housing [8] 63/5 64/19 69/16 77/10 77/11 77/14 77/14 77/14 how [44] 4/2 4/3 9/2 9/5 9/16 12/5 16/3 18/20 20/24 24/14 28/16 28/18 29/9 29/9 30/12 34/12 35/1 37/17 41/2 42/2 42/5 52/11 52/21 52/24 53/18 53/21 54/9 56/20 56/24 56/25 57/3 58/10 65/9 65/22 66/1 68/5 68/18 69/24 75/7 75/18 85/20 86/24 93/14 96/14 however [3] 41/24 89/1 96/24 huge [1] 72/3 huh [7] 34/15 35/17 37/18 85/18 86/14 97/4 103/2 hundreds [1] 51/20 Hutkin [6] 31/24 50/2 50/4 50/5 70/14 75/3	67/21 68/3 68/8 68/17 68/25 69/1 69/23 71/23 78/14 82/23 84/15 84/16 102/21 105/3 105/3 I've [7] 19/21 31/22 63/17 64/16 65/21 67/20 86/20 ice [1] 58/2 idea [6] 25/12 25/17 60/20 61/8 63/18 73/2 ideally [2] 13/20 63/11 ideals [1] 13/15 ideas [2] 74/21 90/5 identifiable [1] 11/2 identified [2] 34/20 100/14 identify [2] 9/13 101/17 identity [1] 11/3 if [92] 3/20 3/24 5/18 7/18 15/1 16/13 18/17 18/20 18/21 20/11 21/2 26/24 27/10 29/17 29/18 29/18 30/2 30/19 31/10 31/15 33/16 34/4 34/17 34/23 35/7 35/11 36/14 37/2 37/8 37/24 38/4 38/6 38/19 40/8 42/5 42/7 42/14 42/14 43/10 43/19 44/16 46/7 46/12 48/19 48/19 48/24 53/2 53/2 53/20 54/23 54/24 57/4 58/9 59/3 59/19 59/25 62/2 62/21 65/7 65/20 66/6 66/9 66/11 66/13 67/3 67/9 70/3 70/21 70/22 71/23 71/25 72/5 72/6 72/13 72/22 75/18 77/15 78/19 82/22 83/21 83/21 84/9 85/16 86/24 89/1 90/18 91/10 102/21 102/22 103/10 103/19 105/20 IL [3] 1/24 107/13 107/14 IL-CSR [3] 1/24 107/13 107/14 Illinois [1] 107/5 illustrate [1] 30/25 illustrated [1] 80/11 illustrations [2] 71/11 82/17 illustrative [2] 9/1 37/3 image [2] 10/9 67/21 imagery [1] 63/19 imagine [2] 63/1 75/18 immediate [1] 103/7 immediately [3] 59/4	61/11 101/15 impact [6] 68/1 7 81/15 81/22 94/2 102/11 impactful [1] 101/7 impediment [1] 8/7 implement [5] 15/1 16/8 30/19 68/6 102/13 implementation [20] 5/25 8/8 79/20 92/4 92/7 92/14 92/18 92/19 94/22 95/7 95/10 95/18 99/22 101/17 101/17 101/24 102/2 102/5 102/13 102/17 implementing [1] 27/7 importance [1] 52/15 important [21] 5/16 7/22 9/7 17/20 17/24 23/25 26/6 26/6 26/13 29/21 33/20 53/17 53/19 62/9 75/14 90/17 94/20 95/5 98/17 104/19 104/23 impossible [1] 59/17 impractical [1] 39/3 impressed [1] 83/16 impressing [1] 52/10 impression [1] 67/13 improve [4] 40/12 91/15 100/10 100/13 improvements [2] 19/2 93/19 improving [2] 38/23 38/24 in [350] inappropriate [1] 74/20 inaudible [5] 19/17 70/20 86/4 103/22 104/16 Inc [1] 1/23 incentive [1] 39/20 incentives [5] 8/11 12/19 26/16 81/13 81/25 incentivizing [1] 18/10 include [5] 7/19 10/25 36/5 84/23 99/25 included [1] 91/24 including [2] 94/11 96/22 inconsistent [1] 26/7 incorporated [3] 7/1 41/17 95/16 increase [2] 54/9 96/22 increased [3] 26/22 77/14 104/7 incredibly [1] 88/24 incremental [1] 92/22 increments [1] 26/23
---	---	--	---	--

I Indian [1] 88/1 indicate [1] 103/15 indicated [2] 82/13 100/16 induce [1] 69/8 industry [2] 52/19 88/13 infill [2] 10/8 20/4 infills [1] 97/2 information [3] 7/18 8/17 71/23 initiative [4] 82/19 98/6 98/7 101/1 initiatives [6] 93/25 94/7 94/14 95/14 102/11 102/19 Innovation [3] 87/2 98/1 98/9 innovative [1] 9/15 input [4] 42/12 45/15 82/10 99/15 instead [1] 66/10 instructed [1] 16/7 integrated [1] 73/5 intense [4] 10/10 11/8 22/22 22/24 intensity [2] 10/22 26/12 intent [5] 41/3 79/3 79/4 80/18 81/6 interact [1] 76/25 interchange [1] 87/12 interest [2] 38/23 88/3 interested [3] 9/16 38/20 52/8 interesting [4] 60/13 72/1 85/14 86/15 interests [1] 7/18 interior [1] 86/9 internet [1] 54/6 interval [1] 101/18 into [29] 6/22 9/2 9/6 11/1 13/17 15/21 16/15 29/3 35/13 36/24 39/7 41/13 41/17 46/13 47/20 51/3 62/21 65/8 66/4 67/12 68/13 72/6 79/8 80/14 81/21 86/24 95/16 98/8 105/24 introduce [1] 28/3 introduced [2] 7/6 11/4 introduction [1] 78/25 invariably [1] 70/4 investment [2] 94/2 94/18 involved [7] 18/3 21/18 39/14 52/1 58/22 59/1 60/15 involving [1] 7/24 is [297] is this [1] 35/5	isn't [6] 40/13 44/16 51/19 56/2 58/4 59/23 issue [4] 3/24 11/18 79/12 88/19 issues [9] 5/14 8/5 22/17 36/23 38/17 49/14 95/23 97/1 102/9 it [212] it's [114] item [7] 95/12 95/19 97/5 97/25 98/23 99/21 101/11 items [6] 82/9 92/9 95/8 99/17 101/25 103/17 its [7] 16/18 16/19 25/7 39/18 59/11 72/13 79/3 itself [3] 67/8 89/2 92/20 itself has [1] 92/20 J Jaggi [4] 1/18 2/19 4/16 50/9 Jaguar [5] 15/2 56/12 56/24 57/7 57/14 Jason [32] 1/18 2/19 4/2 4/16 37/16 39/12 40/4 44/22 45/4 50/9 50/17 50/25 51/18 54/7 54/20 55/8 56/16 58/17 64/24 78/7 78/16 79/17 80/11 81/5 82/13 83/9 84/18 84/23 85/16 89/22 90/3 90/17 Jason's [3] 55/18 63/19 69/24 Jessica [2] 1/19 2/24 job [1] 76/9 jostling [1] 51/13 July [1] 58/2 just [84] 4/18 6/4 6/4 6/6 6/15 9/4 13/4 13/6 17/1 18/6 19/3 20/21 21/17 23/1 23/1 25/7 27/17 27/18 27/25 28/14 29/8 33/8 37/19 38/6 42/3 42/24 43/19 44/13 47/12 51/8 52/5 52/9 52/12 52/20 54/15 59/15 59/19 60/24 63/2 67/6 71/8 72/9 73/13 73/20 74/3 74/4 74/18 75/9 76/1 76/1 76/2 76/4 76/4 76/12 76/15 78/1 79/3 83/6 83/7 83/25 84/18 84/19 85/1 85/1 85/7 85/10 86/15 86/22 86/23 87/21 87/21 88/19 89/1 89/6 89/6 89/9 89/22 91/5 91/17 91/21 91/24 95/1 103/18 104/3	justify [1] 59/18 K Kansas [2] 45/4 107/6 Katz [1] 58/10 keep [6] 6/15 7/13 40/9 64/12 64/13 105/8 keeping [1] 104/25 Kelly [2] 1/18 2/22 Ken [2] 58/9 58/10 kept [1] 7/3 key [15] 5/14 8/25 11/14 17/1 20/8 37/20 78/15 78/17 82/9 92/9 93/3 93/11 99/23 100/6 102/9 kicking [1] 68/13 Kierland [1] 63/21 kind [65] 5/7 5/12 7/2 7/7 9/11 9/15 10/3 11/11 12/13 13/7 13/25 14/5 15/19 19/16 20/23 24/3 24/19 25/11 25/12 25/17 26/1 27/8 27/21 27/24 27/25 28/12 28/21 30/5 31/2 32/11 34/13 35/5 37/16 37/20 45/11 46/8 46/9 46/11 47/20 55/25 60/19 63/16 65/16 66/4 66/4 66/24 67/21 69/3 69/19 76/1 78/17 79/4 84/20 85/1 85/4 86/15 86/24 87/21 88/19 89/1 91/6 92/15 101/21 102/18 103/10 kinds [6] 39/23 45/8 46/7 51/10 58/7 69/11 Kistner [1] 1/14 know [127] knowing [3] 16/21 29/21 62/17 knowledge [1] 70/2 known [2] 6/21 21/20 knows [1] 17/2 Krummenacher [2] 57/8 57/11 Krummenachers [1] 57/1 KS [3] 1/24 107/13 107/14 KS-CCR [3] 1/24 107/13 107/14 L laboratories [1] 72/7 Lac [1] 100/22 Ladue [17] 22/3 46/5 46/14 47/5 47/6 47/14 47/25 48/10 49/19 58/23 60/14 60/21 61/17 100/22 104/11 104/14 104/15 laid [1] 15/14	land [11] 9/11 9/14 17/10 22/6 45/1 52/2 56/12 56/25 57/14 85/25 96/5 landscape [4] 26/1 42/18 42/21 79/24 landscaping [6] 24/7 24/8 24/10 24/17 32/10 81/24 lanes [3] 87/13 99/25 100/2 language [10] 42/1 42/3 42/6 43/20 43/25 44/1 80/19 81/6 84/8 84/24 language might [1] 43/25 large [7] 17/15 27/6 67/4 68/4 69/21 74/7 92/24 largely [2] 27/22 80/10 larger [4] 5/8 23/2 80/11 91/18 last [6] 5/5 71/13 81/1 81/16 82/10 104/21 lastly [1] 39/25 later [1] 107/8 latitude [1] 87/4 Laverne [1] 86/3 lay [3] 20/25 28/16 30/13 lays [1] 12/5 leading [1] 13/17 lean [2] 34/13 90/12 least [4] 41/10 42/24 46/20 98/24 leave [4] 48/14 58/6 72/9 73/9 leaving [1] 60/5 Leawood [2] 20/3 45/4 LED [1] 81/18 left [3] 18/17 72/20 105/13 legitimately [1] 63/15 lenient [1] 42/16 less [7] 12/25 13/21 16/17 60/14 95/20 96/14 96/25 let [4] 65/14 75/11 85/7 105/21 let's [2] 36/14 48/14 letter [3] 39/17 41/21 41/24 letters [3] 7/15 7/17 38/15 level [10] 29/13 29/19 31/2 31/16 74/20 90/6 90/13 90/14 91/18 94/3 leverage [3] 94/1 94/10 102/18 liberal [1] 48/1 lieu [1] 9/11 life [1] 67/23	lifetimes [1] 98/14 light [1] 22/16 lighter [1] 20/20 lighting [3] 81/18 81/25 89/14 lights [1] 62/4 like [51] 3/14 6/9 6/10 11/12 14/16 21/24 30/5 33/9 33/20 33/24 35/14 37/13 37/21 39/11 41/12 41/25 42/4 43/11 43/19 43/20 43/21 43/21 43/23 47/17 48/17 48/20 50/15 51/6 52/17 52/17 53/1 54/12 55/19 56/9 62/21 65/9 67/22 69/1 70/12 73/5 78/23 81/18 84/20 85/6 86/9 88/2 89/4 90/8 91/4 102/17 104/3 like to [1] 89/4 likelihood [1] 92/25 likely [2] 73/7 99/3 Likewise [3] 80/2 81/11 82/4 limitation [1] 14/19 limitations [1] 45/7 limited [4] 28/25 46/9 80/4 101/7 Lindbergh [1] 87/11 line [15] 7/25 10/13 17/19 19/15 24/12 28/7 28/9 28/10 28/11 28/11 28/17 41/3 62/5 79/23 93/15 lines [3] 88/15 89/7 100/9 linkages [1] 13/16 list [1] 91/4 listed [3] 81/12 90/23 91/3 listening [1] 41/6 lit [1] 62/3 litany [1] 50/24 little [39] 11/19 12/4 13/20 14/5 14/24 15/7 16/19 22/5 23/7 24/15 27/13 28/14 29/5 29/12 29/13 29/25 30/11 30/11 33/7 33/12 33/22 37/5 40/2 48/22 57/7 58/7 60/19 61/2 61/14 61/23 62/9 71/12 76/11 85/24 85/25 86/10 86/10 88/21 90/13 Litzsinger [1] 61/7 live [4] 38/13 69/15 69/20 70/6 living [5] 15/11 15/12 53/18 54/5 69/4 local [1] 68/12 locale [1] 65/17 locales [1] 49/15
---	--	--	---	---

6.1.v				
L	locally [1] 68/7	low-hanging [2] 97/11 100/25	mass [1] 45/8	5/1 8/15 17/2 33/21
	located [4] 29/1 80/3 80/8 101/3	lower [1] 23/7	master [4] 77/19 87/2 98/1 98/2	34/2 37/24 38/3 38/7 39/5 53/7 53/8 54/21 54/22 54/23
	location [3] 19/9 65/13 76/15	Luke's [1] 14/7	match [2] 13/2 69/25	memo [1] 79/7
	logical [1] 102/17	Lumley [2] 1/17 2/17	matches [1] 80/17	memorandum [1] 91/21
	long [6] 17/5 37/17 52/5 66/12 67/11 105/22	lunch [2] 57/10 57/10	matrix [2] 102/5 104/22	memorandums [1] 106/4
	longer [5] 7/5 98/24 99/21 103/6 103/8	M	matter [7] 18/13 18/16 25/15 48/10 48/23 51/4 51/5	memory [2] 15/12 62/7
	longevity [1] 60/2	made [8] 54/19 77/9 78/16 79/11 80/23 84/23 88/14 106/5	matters [1] 77/23	mention [5] 22/2 31/23 58/17 85/12 102/3
	look [26] 9/15 10/9 10/10 11/6 12/22 16/3 16/8 16/21 20/11 24/9 25/5 26/17 27/12 31/7 31/18 32/16 35/12 36/12 37/9 44/9 47/20 57/20 61/3 67/11 86/24 91/10	Magruder [4] 1/15 2/9 44/5 53/4	Matthew [1] 1/17	mentioned [13] 4/18 17/12 20/2 30/24 31/22 40/17 51/25 55/22 75/4 77/6 79/17 98/10 103/5
	looking [21] 13/15 15/9 20/5 25/3 25/8 28/4 31/14 32/12 37/14 43/6 52/21 73/24 76/7 76/7 76/8 76/22 76/23 84/19 85/13 85/24 90/15	Magruder's [1] 44/5	max [1] 15/8	mentioning [1] 61/1
	looks [2] 25/6 37/21	main [3] 15/15 19/16 20/24	maximize [1] 102/18	merits [3] 16/12 16/13 25/7
	losing [2] 64/3 66/12	maintain [3] 24/1 29/19 93/20	maximum [4] 14/19 79/24 80/10 94/2	message [1] 28/9
	lot [65] 5/4 7/7 7/10 12/13 13/21 14/3 14/4 14/4 14/23 15/5 16/1 20/6 21/10 21/15 21/17 23/15 23/16 26/14 28/1 29/11 29/18 29/22 29/25 32/4 32/4 32/11 32/23 33/4 36/24 39/2 40/1 40/8 40/13 42/12 42/19 49/13 50/20 50/22 56/23 57/25 58/21 61/3 61/6 61/8 61/18 61/20 68/3 70/24 72/24 73/6 75/15 77/1 77/12 77/25 80/24 81/11 85/2 85/7 87/7 88/1 89/8 90/15 91/17 93/21 97/20	maintaining [2] 37/9 37/11	may [25] 14/15 14/16 23/13 25/18 29/12 29/13 29/16 30/6 31/13 32/1 33/7 37/8 38/2 44/18 44/19 49/14 51/8 55/22 55/23 55/24 65/1 67/13 75/8 75/8 76/2	metamorphosis [1] 72/5
	lot of [1] 87/7	major [2] 80/23 96/4	maybe [24] 13/20 15/7 23/6 27/12 28/4 28/14 33/9 42/16 47/3 47/12 47/19 48/7 53/7 54/21 58/14 58/14 59/19 60/23 60/23 65/25 76/3 84/7 90/18 103/10	metro [2] 23/18 75/21
	lots [12] 12/2 21/16 24/7 27/3 28/1 30/2 39/22 45/7 61/10 61/13 67/4 69/21	makes [11] 26/14 36/4 43/1 43/1 56/3 56/9 59/20 63/23 66/8 90/4 103/9	Mayor [7] 18/18 50/16 51/17 51/17 51/18 54/23 64/24	metropolitan [3] 45/10 75/22 76/14
	Louis [7] 1/25 45/10 71/21 75/15 98/5 98/15 107/2	making [5] 77/24 98/16 101/24 104/23 104/25	McCoy [5] 84/5 84/9 84/13 84/15 90/2	middle [2] 10/13 86/16
	love [7] 54/7 55/15 55/19 56/6 58/9 58/19 73/2	Malcolm [1] 100/18	McLaughlin [4] 1/23 1/24 107/4 107/14	Midwest [1] 68/12
	low [7] 22/12 26/12 68/1 81/15 81/22 97/11 100/25	manage [1] 46/24	me [16] 4/12 34/4 40/8 41/25 43/19 53/24 58/21 61/5 65/14 65/24 68/23 69/5 79/8 83/25 95/6 104/11	might [25] 16/19 16/20 18/23 27/11 32/15 33/10 34/11 34/13 35/12 38/5 43/25 44/1 44/1 44/23 56/25 58/3 58/15 61/21 69/17 69/19 69/23 69/23 69/24 90/12 103/16
		management [4] 94/21 95/4 96/21 101/13	Meadows [1] 28/22	mind [4] 6/15 42/24 48/2 83/2
		many [10] 6/25 9/10 10/7 10/7 51/1 59/14 69/14 70/19 94/14 97/11	mean [22] 11/7 12/13 24/20 30/4 36/23 43/18 44/14 44/15 48/1 48/2 48/5 48/6 49/6 52/14 61/24 63/6 65/12 65/13 65/16 65/18 87/22 89/19	mindful [1] 40/11
		map [4] 9/10 9/11 10/9 82/13	means [2] 6/20 14/15	minds [1] 43/12
		Mark [3] 50/16 51/18 64/24	meant [2] 47/21 55/7	minimum [4] 15/6 61/5 61/8 61/19
		market [13] 8/4 13/18 14/21 52/11 52/12 52/13 52/13 55/3 56/11 57/14 71/19 71/22 72/1	measurement [1] 101/21	minute [2] 50/8 57/9
		market-based [1] 55/3	mechanism [1] 19/2	minutes [2] 3/10 57/5
		markets [4] 55/12 62/20 62/21 63/4	medium [2] 11/16 102/1	mirror [1] 67/21
		Martin [1] 52/4	meet [2] 5/4 96/20	missing [3] 41/24 47/13 104/20
		Mary [1] 28/22	meeting [6] 1/1 2/2 2/3 3/12 41/5 50/17	MISSOURI [3] 1/2 107/1 107/5
		Maryland [3] 58/25 59/1 59/7	meetings [3] 20/3 50/12 64/25	misunderstand [1] 49/20
		Mason [1] 100/3	members [15] 4/15	mix [2] 27/21 58/8
				mixed [8] 9/20 10/11 10/19 10/22 12/9 30/21 72/12 98/9
				mixed-use [7] 9/20 10/11 10/19 10/22 12/9 72/12 98/9
				MO [4] 1/24 1/25 107/13 107/14
				MO-CCR [3] 1/24
				107/13 107/14
				Mobile [1] 22/15
				modifications [1] 50/24
				MoDOT [1] 89/11
				moment [1] 83/25
				momentum [1] 34/17
				Monday [1] 51/2
				money [1] 18/20
				Monsanto [3] 65/2 65/4 85/25
				month [2] 71/17 72/21
				months [2] 4/22 6/17
				Montmartre [1] 84/15
				monument [2] 26/3 26/6
				more [58] 11/19 13/3 14/24 15/7 17/21 18/23 22/22 24/15 26/25 28/2 34/13 34/18 36/22 37/25 42/16 44/4 45/15 46/14 48/1 48/16 49/17 50/13 50/23 51/14 53/18 54/4 54/4 55/24 56/9 56/20 57/5 60/9 60/14 64/1 64/1 64/16 67/9 72/7 72/8 72/12 76/11 79/14 84/22 87/23 88/1 88/3 88/8 89/13 90/12 90/25 92/14 93/23 98/6 98/22 99/8 100/25 101/7 105/14
				more liberal [1] 48/1
				morphed [1] 52/12
				Mosley [2] 104/2 104/9
				most [12] 10/10 10/11 18/5 21/20 21/24 42/15 49/9 49/10 69/19 73/7 87/7 99/2
				mother [1] 65/13
				motion [1] 3/4
				move [11] 3/5 3/17 5/20 18/15 21/3 37/25 51/4 61/9 70/13 88/18 91/14
				moves [2] 16/13 34/23
				moving [15] 6/16 7/13 10/12 14/25 15/21 21/6 62/23 63/3 64/13 79/8 80/14 80/20 86/23 87/24 88/5
				Mr [11] 1/14 1/15 1/16 1/17 1/17 1/18 38/11 44/5 71/3 73/11 84/13
				Mr. [14] 2/5 2/9 2/11 2/15 2/17 31/24 44/5 53/4 65/22 70/14 75/3 84/5 84/9 90/2
				Mr. Carney [1] 2/5
				Mr. Hutkin [3] 31/24

M Mr. Hutkin... [2] 70/14 75/3 Mr. Lumley [1] 2/17 Mr. Magruder [2] 2/9 53/4 Mr. Magruder's [1] 44/5 Mr. McCoy [3] 84/5 84/9 90/2 Mr. Rovak [2] 2/11 65/22 Mr. Schuh [1] 2/15 Ms [6] 1/14 1/15 1/16 1/18 1/19 2/7 Ms. [2] 2/13 6/7 Ms. Hall [1] 6/7 Ms. Silverman [1] 2/13 MS4 [1] 96/18 MSD [2] 68/6 96/19 much [19] 15/3 17/21 24/6 27/13 30/8 31/25 32/23 33/3 39/15 47/1 50/19 53/21 67/1 68/1 70/14 73/10 77/5 84/22 105/16 multi [8] 12/9 12/9 49/1 53/11 54/11 56/21 69/18 77/13 multi-family [3] 53/11 69/18 77/13 multi-story [1] 54/11 multi-tenant [3] 12/9 49/1 56/21 multi-use [1] 12/9 multicultural [1] 87/23 multifamily [4] 11/16 20/13 22/12 33/6 multiple [1] 8/6 Muriel [1] 1/15 must [4] 19/12 48/2 57/3 65/11 my [25] 4/4 4/4 5/21 13/10 33/19 33/19 42/24 47/22 48/21 50/4 51/7 53/23 57/4 62/7 65/13 67/23 68/23 71/5 73/9 78/8 83/2 87/22 90/6 90/20 105/7	18/16 20/4 23/15 45/13 necessary [1] 78/21 need [28] 23/20 27/15 28/14 31/17 32/15 38/9 40/11 41/15 50/8 50/15 53/3 54/1 55/24 70/5 70/12 73/3 73/5 74/22 76/10 76/13 76/17 76/20 76/20 76/22 77/22 81/9 94/8 94/10 needed [5] 6/23 8/12 27/10 32/1 32/2 needs [6] 11/9 27/24 53/12 53/14 91/13 93/24 negative [1] 94/5 neighborhood [4] 22/8 22/10 22/20 26/11 neighborhoods [5] 9/20 23/10 97/2 97/9 97/21 net [1] 96/22 network [1] 100/12 never [3] 24/13 45/1 54/4 new [18] 1/3 7/6 10/8 17/2 19/6 25/15 31/22 48/18 69/25 81/6 82/14 86/7 95/13 97/17 100/1 100/3 100/18 106/8 newer [1] 20/1 next [9] 6/3 21/16 37/25 67/6 68/18 72/4 72/15 72/17 92/11 nice [8] 16/15 16/16 19/23 20/19 32/7 33/2 33/14 77/4 nicely [1] 20/14 night [2] 62/2 65/14 nine [1] 92/5 no [44] 3/10 3/18 14/20 18/13 24/2 25/15 31/9 39/20 39/23 42/22 44/7 48/4 49/21 52/22 58/14 60/20 61/4 62/1 62/4 62/5 62/5 62/19 64/12 70/2 82/11 86/3 86/4 89/4 93/10 93/20 94/3 94/6 96/22 97/5 97/25 99/10 100/9 101/11 103/3 103/8 103/13 103/19 103/24 105/14 nobody [1] 86/11 noise [1] 33/15 non [1] 32/23 non-retail [1] 32/23 none [2] 3/16 45/11 nonetheless [1] 52/23 Noodles [2] 31/22 57/1	normally [1] 19/13 north [12] 1/3 20/10 55/11 61/4 61/11 82/14 87/3 87/4 100/1 100/3 100/18 101/7 north/south [1] 101/7 Northwest [2] 59/4 59/5 not [124] note [2] 31/2 31/5 notes [1] 71/15 nothing [2] 40/6 62/6 notice [3] 28/20 61/21 106/1 notion [2] 11/5 18/13 November [1] 95/15 now [26] 2/8 6/24 7/3 16/10 19/1 26/10 26/18 29/11 38/4 43/6 46/15 49/4 54/4 65/9 67/3 75/2 78/7 78/10 81/22 82/12 82/12 82/17 87/3 95/15 98/1 98/22 number [8] 10/1 10/16 38/16 45/23 98/11 98/19 99/6 101/9 numbering [1] 103/11 numbers [3] 45/17 45/22 46/14 numerous [1] 50/12	86/12 Ohio [2] 19/7 55/10 old [4] 30/16 86/1 86/12 87/13 older [1] 30/16 Olive [54] 7/21 11/5 11/8 11/11 11/13 13/24 21/3 21/9 21/11 21/14 21/22 22/1 22/18 23/17 23/18 24/4 24/6 24/17 25/14 26/18 28/22 29/15 30/15 30/23 32/25 33/11 33/15 36/13 39/13 44/24 45/8 46/17 49/12 50/5 52/1 54/13 56/7 58/19 58/21 60/25 64/22 71/6 72/3 72/11 86/1 86/1 86/12 87/12 87/13 89/14 93/15 99/25 104/10 104/11 on [138] once [4] 28/12 58/5 61/14 61/18 one [54] 6/4 13/3 18/5 19/18 20/2 23/6 24/8 25/7 29/11 30/10 32/1 34/14 34/23 36/6 42/25 44/20 47/10 48/16 49/17 54/23 55/1 56/24 58/18 59/17 60/19 61/14 61/24 63/15 64/25 65/21 65/24 72/20 75/4 75/16 78/24 82/24 82/24 86/9 86/22 88/11 88/17 93/1 93/3 93/11 93/24 95/11 95/11 95/22 96/11 101/1 102/3 103/8 104/22 105/13 one's [2] 60/23 60/24 one-size-fits-all [1] 13/3 one-story [1] 23/6 ones [1] 19/6 ongoing [3] 94/21 95/22 101/12 online [2] 66/21 66/24 only [14] 6/2 39/4 60/21 64/16 67/17 73/6 75/17 77/14 83/7 90/6 90/20 98/11 101/4 105/13 open [6] 12/1 16/15 40/11 45/15 102/24 105/8 open-minded [1] 40/11 operate [1] 52/24 opportunities [4] 16/20 54/9 87/19 94/11 opportunity [10] 3/13 63/12 63/13 65/1 65/5	72/3 86/23 98/12 98/15 105/17 opposed [3] 48/13 59/7 90/8 option [2] 34/23 34/23 or [101] 8/3 8/9 8/11 8/17 9/20 9/23 11/16 12/9 12/19 15/25 16/8 17/22 18/3 18/22 21/2 21/3 26/25 30/3 40/4 45/22 45/24 46/4 46/14 46/18 47/14 47/15 48/19 49/20 51/5 51/8 51/23 52/6 52/6 52/22 52/24 54/13 54/13 54/22 54/23 54/23 55/1 56/1 56/4 56/7 56/15 57/1 57/8 57/9 57/10 57/18 57/21 58/2 58/13 58/15 58/15 58/18 59/20 59/24 60/4 60/14 60/23 61/19 61/25 63/10 63/10 63/21 64/9 64/9 66/4 67/11 68/18 68/23 69/4 69/6 69/10 70/2 71/17 71/24 72/7 75/4 76/9 78/20 80/6 80/6 81/14 81/14 82/5 82/21 83/9 86/1 88/14 88/19 89/4 90/8 92/11 94/16 102/20 102/25 103/10 104/2 104/9 order [5] 2/2 53/15 59/10 69/5 103/11 ordinance [9] 18/12 81/10 95/20 96/3 96/4 96/10 97/6 99/2 99/11 ordinances [3] 93/5 98/21 106/6 organization's [1] 51/25 organize [1] 56/20 organized [1] 102/6 oriented [2] 11/17 23/25 original [2] 41/3 41/9 other [59] 8/17 8/17 9/3 18/9 18/22 25/7 36/6 38/3 45/14 45/15 46/9 47/13 49/15 57/21 58/4 61/10 61/12 62/4 62/8 63/7 64/25 66/3 66/7 67/7 67/12 67/23 70/1 72/16 75/3 75/10 75/12 75/12 75/13 75/18 75/20 75/22 76/15 78/19 79/21 81/15 81/19 82/9 84/21 85/5 85/5 85/22 88/11 90/8 91/2 92/14 92/14 93/4 94/1 94/11 94/12 94/16 101/1
---	---	--	--	--

O					6.1.v
other... [2]	101/22	105/2	others [3]	13/10 24/8 71/24	
our [67]	2/4 3/2 3/17 4/23 6/1 6/19 6/24 8/15 8/21 8/23 10/2 11/10 14/13 14/13 14/17 20/2 21/19 24/5 24/10 26/17 26/18 27/5 31/1 38/23 39/1 39/4 39/13 41/6 43/12 50/21 50/22 51/19 51/20 51/22 51/23 52/7 52/11 52/16 52/21 52/22 52/23 53/7 53/8 53/18 54/25 55/5 55/6 56/7 56/7 56/17 60/2 64/25 71/21 73/24 74/16 76/3 76/3 76/3 76/15 76/18 89/12 89/12 90/7 90/17 91/16 98/14 104/20		ourselves [1]	60/10	
out [35]	12/5 14/10 15/3 15/14 17/6 20/25 28/17 29/17 30/10 30/13 33/6 41/21 44/22 48/20 58/13 60/4 60/19 66/12 73/25 75/5 75/19 76/23 81/12 84/19 85/1 85/4 85/10 85/24 85/25 88/2 88/3 90/23 90/25 92/10 94/21		outcome [6]	51/16 82/18 94/21 95/4 101/12 101/21	
outdoor [2]	12/11 100/12		outdoors [1]	25/23	
Outer [1]	100/2		outline [3]	9/22 10/5 93/25	
outlined [1]	92/7		outlines [1]	95/7	
output [1]	66/13		outset [1]	98/4	
outside [2]	19/9 35/21		over [17]	4/6 8/8 8/19 24/14 26/23 32/3 32/14 34/19 40/9 40/9 46/24 47/22 60/16 72/4 83/20 93/19 94/22	
overall [8]	78/17 79/3 79/5 92/17 95/9 99/1 100/7 102/7		overarching [1]	23/4	
overhaul [1]	6/23		overhead [1]	89/7	
overlap [1]	94/16		overlay [2]	35/5 58/25	
overlooked [1]	47/19		overwhelming [2]	53/25 56/14	
own [5]	52/23 55/15 55/20 67/14 72/13		owned [4]	18/22 100/17 100/24 101/4	
owners [11]	7/17 8/6 38/16 38/19 39/15 50/8 54/23 59/23 59/24 101/2 101/5		ownership [1]	16/17	
owning [1]	51/21		P		
p.m [2]	1/5 106/12		packet [1]	8/3	
page [5]	78/21 78/22 79/1 79/6 79/22		pages [2]	92/8 102/4	
paid [1]	54/8		parading [1]	76/17	
parallel [2]	68/8 87/8		pardon [3]	79/8 95/6 104/11	
park [19]	16/12 24/12 34/10 34/18 39/6 65/13 85/4 85/10 85/15 85/21 85/22 85/24 86/3 86/4 86/25 87/22 90/9 93/15 100/18		parked [1]	32/14	
parking [58]	7/21 11/18 11/20 11/23 12/2 12/2 12/15 13/19 14/4 14/11 14/14 15/14 17/20 18/21 19/16 24/1 24/21 24/23 25/10 25/21 27/11 27/13 29/1 29/1 30/2 30/4 31/15 31/25 32/1 32/8 32/12 32/15 33/1 37/7 37/13 39/3 40/18 40/19 40/23 40/24 41/1 41/9 42/21 56/13 56/15 56/18 56/21 56/22 57/18 67/4 74/5 74/7 74/12 79/12 80/2 80/4 80/5 80/8		parks [12]	84/6 84/8 84/16 84/22 85/3 85/4 88/2 90/18 90/19 91/3 91/13 100/11	
part [7]	4/6 11/8 11/11 11/13 12/21 66/8 87/15		participation [2]	8/11 74/23	
particular [6]	30/7 30/14 37/1 56/19 81/18 88/5		particularly [10]	7/5 7/20 39/6 44/23 45/7 49/20 65/25 95/23 99/8 104/8	
partners [2]	59/25 94/17		partnership [2]	18/14 45/12	
Partnership's [1]	98/6		partnerships [1]	94/12	
parts [3]	66/3 68/14 98/24		pass [1]	48/25	
past [8]	4/22 16/19 17/15 27/18 61/14 61/18 86/20 88/24		path [1]	104/20	
patience [1]	50/10		patterns [1]	93/8	
Paul [1]	13/10		pavement [1]	81/23	
pay [1]	55/5		pebble [1]	65/9	
pedantic [1]	52/15		pedestrian [19]	12/11 12/12 12/17 13/16 16/4 20/8 23/9 23/13 23/15 23/19 23/21 23/23 24/16 29/2 32/6 33/2 100/7 100/10 100/13	
pedestrians [2]	23/12 23/17		Pennsylvania [1]	19/21	
people [24]	21/21 25/23 54/4 55/1 55/2 57/24 61/3 62/23 64/7 64/8 66/5 67/12 69/3 69/20 76/4 76/22 85/8 85/21 86/23 87/23 87/25 88/1 88/2 88/5		per [1]	99/3	
percentage [2]	56/13 70/5		perfectly [1]	75/8	
perhaps [2]	38/25 54/23		perish [1]	52/25	
perishables [1]	58/1		Perkins [1]	50/16	
permeable [1]	81/23		person [3]	55/19 69/2 105/13	
person's [1]	55/1		Personally [1]	58/19	
perspective [3]	51/7 73/7 73/7		pertains [2]	82/15 95/23	
phonecalls [1]	50/12		Piccadilly [1]	32/2	
pick [3]	57/10 64/17 65/7		picking [1]	47/11	
picture [4]	56/2 74/20 90/15 91/11		pictures [2]	55/25	
Piedmont [1]	20/10		pioneering [1]	65/12	
Pittsburgh [1]	19/20		place [32]	6/24 7/12 8/20 9/9 9/15 10/25 11/10 14/24 19/1 20/15 23/11 33/1 35/10 35/13 40/2 56/4 56/5 69/9 72/21 75/2 76/1 76/24 77/22 77/23 78/25 79/6 82/2 96/7 97/13 98/9 99/3 99/9	
placed [1]	17/22		placement [1]	7/22	
places [5]	17/24 20/9 67/12 76/17 77/3		plan [133]		
plan and [1]	43/21		Planner [4]	1/18 2/22 13/9 43/16	
planning [20]	1/1 1/19 2/2 2/24 3/12 6/24 9/25 17/9 17/14 18/16 43/11 54/21 73/6 95/2 98/5 98/6 99/15 101/15 102/10 107/7		plans [3]	30/19 70/13 79/6	
plant [8]	64/20 65/3 65/8 69/1 77/17 87/2 97/25 98/2		planters [1]	89/14	
play [3]	33/12 36/24 77/5		plaza [4]	15/2 19/14 30/3 71/6	
please [4]	3/24 38/19 41/19 70/23		plot [1]	85/24	
plus [1]	60/23		podium [2]	51/12 55/1	
point [17]	14/10 29/17 40/25 49/2 69/23 74/24 75/6 81/22 82/4 82/24 83/19 100/16 102/22 102/22 103/13 104/23 105/9		pointed [5]	39/12 40/4 44/22 45/4 45/9	
points [8]	17/1 20/24 39/22 70/19 78/16 81/12 81/21 104/19		poke [2]	54/15 55/7	
police [1]	95/13		pond [1]	65/9	
popular [1]	77/2		population [10]	46/21 49/22 53/15 53/15 54/10 54/11 63/9 63/10 65/25 76/13	
portion [3]	21/14		71/10		
82/14 101/8			portrayed [1]	79/1	
position [1]	88/25		positive [4]	90/4 94/2 94/5 96/4	
possession [1]	106/1		possibilities [1]	65/6	
possibility [1]	27/12		possible [2]	24/25 96/10	
possibly [4]	8/12 35/12 58/18 98/14		posted [1]	6/10	
potential [2]	44/17 102/18		potentially [2]	81/18 94/12	
PowerPoint [1]	92/5		practical [1]	45/3	
practices [2]	81/14 81/23		preclude [1]	49/3	
predecessor [1]	13/10		predominantly [2]	22/9 23/24	
preference [1]	12/8		premises [1]	42/25	
preparation [1]	6/9		prepared [5]	4/5 5/23 13/6 30/12 38/1	
preparing [1]	17/4		prescriptive [3]	79/20 81/8 94/25	
presence [3]	15/15 37/9 37/11		present [13]	2/6 2/10 2/12 2/14 2/16 2/18 2/21 2/23 3/1 23/19 75/11 89/2 92/3	
presentation [5]	4/5 4/7 4/20 5/21 17/4		presentations [1]	83/20	
presented [9]	4/9 7/24 27/18 29/9 30/12 30/20 46/12 55/8 98/13		preservation [2]	84/16 84/24	
pretty [10]	19/19 21/20 22/3 27/6 31/6 51/4 62/3 63/17 67/1 105/16		prevented [1]	7/24	
previous [1]	104/21		previously [3]	7/24 16/23 84/23	
primarily [2]	20/4 80/3		primary [3]	11/24 26/4 80/5	
principle [4]	93/10 93/20 93/23 94/6		principles [4]	92/7 92/18 92/21 95/10	

P priorities [5] 92/17 94/16 95/18 102/2 102/9 prioritizations [1] 95/8 prioritize [1] 93/25 priority [1] 98/18 private [3] 45/12 94/13 94/18 privately [1] 101/4 probably [21] 8/16 15/6 15/7 15/25 20/1 24/22 24/24 29/15 35/4 46/2 47/7 48/24 53/18 57/7 69/12 74/10 77/5 86/21 98/11 98/13 101/6 problem [1] 40/10 problematic [1] 36/22 process [15] 4/19 5/8 5/20 6/13 6/16 6/21 11/5 16/6 17/14 28/3 37/17 93/22 94/21 95/4 102/10 product [1] 66/17 production [2] 87/5 87/7 productive [1] 73/22 productivity [1] 60/19 profession [1] 69/13 professional [3] 50/18 54/21 107/4 professionals [5] 54/8 63/2 64/20 66/6 68/19 program [1] 76/21 programmed [1] 91/13 progress [3] 101/13 101/23 105/1 prohibiting [2] 14/10 27/14 project [13] 20/5 32/17 45/5 46/5 56/3 57/3 58/21 58/24 59/1 93/9 93/9 98/3 98/17 projection [1] 102/17 projects [6] 56/10 56/12 92/25 93/19 95/17 101/3 prominence [1] 13/24 properties [11] 38/20 38/22 38/24 38/24 42/23 47/14 50/6 56/7 56/8 56/8 60/5 property [25] 7/17 26/19 26/24 30/14 38/16 39/12 39/13 39/16 39/18 44/25 45/18 45/19 45/25 49/12 50/8 51/21 54/22 59/4 59/6 59/23 59/24 60/15 101/2 101/4 101/5 proposal [4] 18/18	33/17 37/8 77/18 proposed [2] 41/7 42/6 prosper [1] 66/25 protect [1] 59/10 protection [1] 96/6 prove [1] 63/8 proven [1] 55/18 provide [11] 5/12 9/1 15/5 28/5 52/8 52/9 56/19 73/13 78/2 93/10 93/17 provided [9] 40/2 50/21 71/24 71/24 78/12 84/18 102/5 106/2 106/3 provides [2] 94/24 104/7 provocative [1] 60/13 psychographics [1] 55/12 public [39] 1/8 3/13 3/18 4/9 8/11 18/14 18/21 19/2 19/14 20/7 20/19 25/13 34/2 37/25 38/4 38/9 42/14 45/12 70/1 79/24 82/11 93/22 94/12 96/1 99/15 105/8 105/10 105/12 105/14 105/17 105/23 105/25 106/2 106/4 106/6 106/7 106/12 107/8 107/10 public's [1] 105/17 publicizing [1] 101/22 publish [1] 101/20 pulled [1] 68/13 purpose [1] 85/11 pushback [1] 68/7 pushed [2] 29/5 29/24 pushing [1] 37/10 put [6] 35/13 43/12 54/20 56/4 89/7 97/9 putting [2] 39/3 75/2 Q quality [1] 65/17 question [23] 18/8 24/19 29/20 34/9 34/22 36/6 40/15 45/14 47/10 48/16 49/17 53/4 62/19 66/9 67/14 67/18 68/21 68/23 88/11 90/3 90/6 96/13 105/7 questionably [1] 66/25 questions [18] 8/4 21/2 21/7 34/6 44/4 51/6 51/11 53/2 60/12 62/8 78/20 82/22 83/13 102/21 102/23 102/25 103/1 103/4 quick [1] 71/9	quite [7] 17/3 24/14 42/10 42/15 44/8 63/13 95/1 quo [1] 38/21 R railroad [1] 100/17 raise [1] 51/11 raised [2] 51/7 102/9 range [1] 96/7 rather [2] 66/10 82/5 re [2] 10/12 27/11 re-enforcing [1] 10/12 re-examining [1] 27/11 reach [1] 88/4 read [3] 41/2 51/2 82/25 reads [1] 81/22 ready [1] 4/12 real [10] 9/6 30/13 30/13 38/23 39/24 51/23 69/16 71/19 77/9 83/16 realistic [3] 14/11 24/22 74/10 realities [1] 28/15 reality [3] 27/9 30/1 99/19 realize [5] 8/13 12/18 17/3 19/2 93/24 realized [2] 11/3 94/8 realizing [1] 22/4 really [55] 12/14 16/24 18/17 22/16 24/13 28/13 34/9 36/8 36/25 37/16 40/7 43/17 43/23 43/24 44/15 44/20 47/21 51/13 52/16 54/18 54/25 55/3 55/11 62/3 65/5 65/12 67/10 68/11 68/11 70/1 71/15 71/19 74/12 75/21 79/18 79/20 85/21 86/23 92/6 92/15 92/16 92/19 92/23 92/24 93/13 93/22 94/8 96/6 97/11 99/17 99/19 101/25 104/19 104/23 104/23 realm [1] 20/7 rear [9] 14/14 15/14 25/1 33/1 33/13 33/13 40/24 41/1 56/15 reason [7] 19/11 21/12 22/2 31/23 76/14 77/6 77/7 reasonable [1] 24/16 reasoning [1] 103/11 reasons [3] 75/25 76/15 89/18 receipt [1] 38/15 receive [2] 5/14 33/16 received [5] 4/25 8/2 8/10 51/1 84/2	recent [2] 22/15 32/23 recently [2] 41/7 60/8 recognize [7] 5/1 16/10 23/24 24/21 27/15 31/3 74/9 recognized [1] 76/19 recognizes [1] 77/13 recognizing [3] 26/5 34/10 34/12 recommend [3] 53/5 92/10 99/2 recommendation [5] 5/24 35/6 80/2 80/15 91/15 recommendations [40] 5/14 8/23 11/14 20/25 24/18 31/11 31/19 33/24 36/9 43/13 79/9 79/14 80/18 80/22 80/24 80/25 81/7 81/20 82/3 84/20 87/11 90/4 92/10 92/15 93/6 93/13 93/18 94/7 94/10 94/15 94/25 95/9 96/6 96/7 97/10 97/19 97/23 99/18 100/7 100/8 recommended [4] 41/14 93/19 101/15 101/19 recommending [2] 23/2 90/12 reconfiguring [1] 87/11 record [3] 6/7 91/25 105/25 Recording [2] 1/19 2/25 recreation [2] 84/8 100/12 redevelped [2] 48/20 49/6 redevelping [1] 7/19 redevelpment [7] 18/10 27/3 27/15 34/12 42/11 49/5 87/19 reduced [1] 107/9 referenced [2] 66/3 102/8 referring [1] 47/18 refine [2] 16/9 93/22 refined [2] 7/4 7/8 refinement [3] 11/23 14/25 31/18 refinements [1] 17/16 refining [1] 10/3 reflect [3] 85/2 87/22 106/4 reflected [2] 50/23 63/18 reflecting [1] 106/1 reflects [1] 6/7 regard [1] 38/17	regarding [3] 45/19 106/2 106/8 region [1] 76/12 regional [4] 10/24 94/17 99/22 101/22 Registered [1] 107/4 regular [1] 91/14 regulates [1] 16/2 regulations [5] 26/19 42/20 47/24 96/18 96/24 regulatory [1] 98/20 reiterate [1] 78/16 reiterating [1] 79/4 related [2] 8/9 87/1 relates [1] 81/14 relationship [1] 79/13 relative [3] 82/19 97/22 102/20 relatively [1] 92/5 relocate [1] 88/9 relocated [1] 88/23 remain [1] 72/6 remarks [2] 75/10 78/2 remembering [1] 53/3 remind [1] 7/2 reminder [1] 37/20 reminds [1] 58/21 removed [2] 82/17 89/21 rent [3] 45/20 45/24 69/18 rents [4] 46/6 46/8 46/10 46/25 reorder [1] 103/14 replace [1] 46/3 replicate [1] 56/5 replicated [1] 39/19 replicating [1] 49/3 reported [1] 107/7 reporter [9] 4/1 38/12 50/3 71/4 84/14 107/5 107/5 107/6 107/7 reporting [2] 1/23 101/12 reports [1] 101/21 represent [3] 44/11 71/6 83/2 representatives [1] 5/5 represents [1] 51/14 request [1] 5/6 require [5] 25/15 72/23 72/25 97/17 101/1 required [2] 6/12 39/11 requirement [4] 12/25 42/21 42/21 75/1 requirements [4] 27/9 42/18 81/2 96/22 requires [3] 40/19 41/1 42/12
---	---	--	--	--

R	5/18 5/23 78/11 78/15 78/19 79/7 79/11 80/23 83/14 84/7 91/21 91/23 93/21 98/20 105/5 revisit [1] 69/24 rhetorical [2] 44/14 67/17 ribbon [2] 61/15 61/16 rich [1] 10/19 right [39] 2/1 4/14 14/3 15/13 19/1 20/12 26/10 26/18 30/16 31/8 34/24 35/8 35/25 36/3 36/18 37/15 43/6 46/15 52/6 59/1 59/3 62/17 63/23 72/15 77/2 83/24 86/1 86/5 86/16 86/16 86/18 89/11 93/7 100/17 100/24 103/18 103/23 105/15 106/10 right-of-way [3] 89/11 100/17 100/24 ring [1] 15/19 ripple [1] 63/6 risk [1] 55/9 ROAD [20] 1/3 46/18 46/24 49/22 56/8 60/16 61/2 61/7 61/12 61/16 61/22 61/22 65/18 82/14 100/1 100/3 100/3 100/5 100/18 104/1 roadmap [1] 93/14 roads [1] 104/3 roadway [1] 32/6 roll [1] 2/4 rolled [1] 54/25 rooftops [3] 54/3 54/5 77/12 room [1] 54/6 routes [2] 100/4 104/1 Rovak [3] 1/16 2/11 65/22 Rover [3] 56/12 56/25 57/14 RPR [3] 1/24 107/13 107/14 rule [1] 65/15 rules [1] 75/19 run [3] 66/12 67/11 96/23 run-off [1] 96/23 rundown [1] 86/11 running [1] 57/10 runs [1] 23/18	sake [1] 52/10 sales [4] 53/20 54/1 60/19 66/18 same [7] 14/2 40/9 42/18 46/8 52/3 66/19 100/9 sands [1] 52/18 sat [2] 50/16 54/25 save [2] 58/15 65/5 saves [1] 77/19 saw [4] 55/16 68/15 90/22 91/3 say [17] 12/12 14/13 23/22 24/22 28/13 36/10 36/11 36/14 42/24 48/17 49/11 49/18 54/15 55/23 91/5 95/3 103/7 saying [8] 12/17 43/3 44/12 53/18 66/5 66/10 67/21 74/11 scale [9] 16/5 17/25 22/11 22/16 22/20 23/5 23/5 23/7 33/3 scarcity [1] 48/10 scenario [4] 28/25 36/2 37/1 37/14 scenarios [3] 29/8 82/15 82/16 Schnucks [1] 58/15 School [1] 33/2 schools [3] 91/4 91/5 91/5 Schuh [2] 1/17 2/15 Science [5] 64/20 65/4 65/8 77/17 87/2 sciences [3] 69/1 98/1 98/2 scientists [1] 69/11 Scottsdale [1] 63/21 scratch [2] 6/21 13/8 screaming [1] 68/13 screen [1] 55/16 screening [1] 74/15 second [9] 3/6 3/7 6/4 18/7 25/12 28/21 28/24 51/4 79/6 secondary [1] 25/18 Secretary [2] 1/19 2/25 section [8] 5/24 11/5 21/25 40/19 85/5 85/6 85/11 91/3 section's [1] 104/18 sections [3] 74/7 91/2 99/3 see [49] 10/5 14/23 14/24 15/4 15/14 17/5 18/9 19/8 19/10 19/17 20/6 20/11 21/24 27/10 27/20 27/24 28/17 28/24 30/15 31/15 32/12 37/6 37/8 41/23 41/24 41/25 43/11 43/19 43/20 44/11 47/21 55/10	56/6 57/19 58/19 59/14 62/15 65/9 67/22 70/3 72/1 75/23 75/24 88/1 88/17 90/18 91/1 91/10 103/6 seeing [5] 3/16 54/12 62/19 63/17 66/12 seek [1] 76/8 seeking [1] 91/15 seem [3] 7/5 44/10 69/5 seemed [2] 84/20 104/9 seems [3] 34/18 102/16 104/2 seen [4] 9/10 42/10 71/10 71/11 seismic [1] 52/16 seize [1] 47/21 selling [3] 66/17 68/10 68/11 sends [1] 28/9 sense [9] 26/15 34/1 34/21 36/4 44/15 59/15 59/16 103/9 103/19 sensitive [2] 74/6 74/12 sensitivity [1] 50/22 sent [1] 89/24 series [1] 69/10 serious [2] 57/4 71/21 serve [1] 22/9 serves [1] 84/6 service [7] 11/15 22/8 50/18 66/7 66/13 66/20 89/8 services [3] 1/23 22/9 70/7 set [6] 25/19 33/14 42/20 56/23 57/2 91/23 setback [5] 14/19 15/6 79/24 80/10 80/16 setbacks [3] 11/17 24/20 79/12 sets [1] 104/19 setting [8] 11/16 16/6 17/20 19/20 23/1 41/11 104/21 104/22 settings [1] 44/9 several [7] 4/22 6/17 7/17 11/14 19/5 19/22 38/15 severalfold [1] 39/1 shallow [4] 21/16 27/3 28/2 30/2 share [2] 8/25 52/11 shared [6] 25/1 37/13 71/13 80/3 80/5 100/2 sharing [1] 56/22 sharrows [1] 100/2 She [1] 2/7	shelved [1] 104/24 shift [2] 34/19 72/1 shifts [1] 52/16 shocking [1] 52/18 shop [2] 56/25 58/15 shopping [14] 10/6 10/7 30/17 49/19 54/5 56/21 57/8 57/8 57/13 57/16 57/24 57/25 58/9 70/7 shops [1] 56/24 short [3] 92/5 102/1 103/7 short-term [1] 103/7 Shorthand [1] 107/6 shortly [2] 10/17 12/5 should [13] 34/3 41/9 47/20 59/7 69/9 80/2 80/4 80/6 82/6 91/23 95/17 96/10 104/3 shouldn't [1] 27/4 show [7] 13/7 18/6 18/9 25/10 29/9 29/9 102/10 showing [1] 31/6 shown [4] 37/3 45/9 56/2 56/11 shows [4] 15/22 15/22 33/8 33/22 shrink [1] 66/13 shrinking [1] 77/3 side [13] 14/5 14/14 19/21 25/1 25/5 30/22 31/7 33/1 56/15 59/7 61/10 61/15 72/16 sides [4] 32/13 40/24 73/23 80/6 sidewalk [5] 19/12 25/13 25/18 28/21 28/24 sidewalks [3] 13/17 24/17 25/13 sign [1] 81/9 signage [6] 12/6 80/23 80/25 81/7 100/3 100/5 signature [1] 85/15 signed [1] 77/18 significance [2] 96/14 103/25 significant [4] 27/2 31/6 56/1 77/23 significantly [2] 46/6 46/25 signs [4] 12/8 12/9 26/4 26/6 Silverman [2] 1/16 2/13 similar [3] 13/13 20/6 104/2 simplified [1] 81/20 since [12] 12/21 26/11 33/22 34/11 34/11 38/6 39/14 40/5 52/1 52/2 71/8 82/10 single [12] 21/16
----------	---	--	--	---

S

safety [1] 39/5
said [15] 7/3 14/2
40/8 43/18 45/19
47/14 47/15 48/2 53/1
55/8 60/2 71/15 71/18
75/20 103/8

S single... [11] 48/19 48/24 49/10 56/19 57/18 59/3 59/10 61/17 69/18 69/19 81/21 single-family [5] 21/16 59/3 59/10 61/17 69/19 single-user [1] 56/19 sit [3] 24/22 53/7 54/18 site [16] 12/11 12/20 12/20 12/23 25/4 25/7 56/18 58/13 61/18 81/15 81/18 81/23 82/1 95/20 96/19 96/25 sites [3] 7/20 13/17 24/7 situation [3] 40/12 66/4 72/18 situations [1] 29/16 six [4] 17/25 55/1 57/24 80/15 six-story [1] 17/25 size [4] 13/3 45/7 45/18 61/6 sizes [1] 61/8 skeptical [1] 46/17 skyline [1] 20/11 sleeves [1] 54/25 slides [1] 92/5 slight [1] 56/13 slope [1] 21/17 small [5] 22/11 22/19 67/3 78/22 82/14 smaller [9] 23/5 23/5 24/7 39/19 47/1 61/10 61/13 82/21 90/19 smarter [1] 40/8 so [177] socialize [1] 25/24 softened [1] 80/17 sold [2] 64/1 70/7 solid [2] 27/4 31/19 solidified [1] 5/17 solidify [1] 86/23 solutions [1] 55/3 some [177] somebody [2] 21/6 57/8 somehow [1] 69/8 someone [2] 57/4 58/3 something [21] 3/15 18/23 23/20 27/7 32/16 33/15 38/21 39/11 39/15 43/7 43/10 44/18 47/12 47/19 48/2 58/12 66/20 73/4 74/14 76/10 104/20 sometimes [1] 51/12 somewhat [5] 16/18 56/20 80/17 98/24	104/2 somewhere [1] 58/4 soon [2] 77/20 96/10 sorry [6] 14/22 26/21 28/22 47/10 64/10 73/19 sort [37] 18/15 34/17 34/19 34/24 50/18 51/13 54/19 55/1 63/18 65/7 70/3 76/2 78/15 78/21 82/24 85/2 85/7 85/19 88/4 88/7 88/15 92/7 92/9 92/24 93/7 94/21 95/8 97/11 99/3 100/15 102/1 102/10 102/13 102/17 103/14 103/15 104/10 sorts [1] 62/23 source [2] 11/20 97/1 south [8] 19/21 59/7 61/5 61/9 61/15 101/7 104/8 104/14 southwest [2] 30/15 39/12 space [13] 12/25 16/15 25/20 26/12 26/14 29/3 47/1 47/5 48/11 61/23 62/1 62/6 63/6 spaces [3] 25/24 30/21 32/8 speak [13] 3/15 3/21 3/23 38/7 41/7 44/21 52/14 67/24 70/21 70/22 84/9 91/11 105/17 speak to [1] 3/21 speakers [4] 3/25 45/15 67/25 68/4 speaking [3] 14/8 38/16 67/6 speaks [3] 32/23 33/4 77/25 special [3] 1/1 2/3 19/12 specific [20] 4/8 5/22 8/17 21/25 31/2 35/10 38/1 56/23 74/19 78/11 79/8 81/2 81/12 82/5 82/5 82/10 89/18 93/10 93/18 98/7 specifically [3] 39/11 58/20 62/18 specificity [2] 90/7 90/10 specifics [3] 47/23 75/6 75/11 spectrum [1] 69/12 speculate [1] 45/1 speculators [1] 60/4 spending [3] 57/5 57/15 69/21 spent [1] 18/20 Spoede [5] 100/5 103/25 104/1 104/2	104/7 spoke [2] 68/5 103/5 spoken [1] 105/13 spots [1] 56/18 spur [2] 18/15 85/22 spur other [1] 85/22 square [11] 20/16 20/19 30/21 45/19 45/19 47/1 60/17 60/18 60/23 60/24 61/19 SS [1] 107/1 St [2] 1/25 107/2 St. [6] 14/7 45/10 71/21 75/15 98/5 98/15 St. Louis [5] 45/10 71/21 75/15 98/5 98/15 St. Luke's [1] 14/7 staff [9] 5/4 15/24 19/4 24/14 41/5 54/21 78/24 99/16 101/16 stakeholder [1] 4/25 stakeholders [2] 7/15 101/23 stalls [1] 25/21 standard [1] 74/19 standards [8] 12/23 26/9 26/17 61/17 80/24 81/11 81/15 97/9 standpoint [3] 39/21 74/14 97/12 start [6] 2/4 3/2 4/3 34/7 64/22 106/3 starting [4] 6/20 13/8 62/24 63/2 state [2] 80/4 107/1 states [1] 82/5 statewide [1] 94/17 station [3] 72/15 72/16 95/13 status [1] 38/21 stay [3] 66/10 67/9 68/17 steeped [1] 53/9 steer [1] 23/2 stenographically [1] 107/8 step [3] 6/3 6/12 16/11 steps [1] 6/13 Stern [2] 38/11 38/13 still [12] 6/25 8/22 29/23 29/23 29/25 30/8 32/25 34/1 70/24 80/17 88/22 99/21 stock [3] 72/8 76/3 76/4 stop [4] 20/23 78/1 104/12 104/13 store [5] 36/23 57/16 58/1 60/19 60/20 stores [3] 46/23 66/24 67/1	stories [1] 80/16 stormwater [5] 95/20 96/2 96/21 96/21 99/14 story [12] 17/25 23/6 23/6 54/11 58/18 59/6 59/11 59/14 59/17 59/20 75/4 75/8 straight [1] 63/25 straight-up [1] 63/25 strategies [4] 74/22 102/7 102/8 102/12 street [28] 11/17 11/24 12/14 15/4 15/15 16/4 19/24 20/7 20/20 25/19 26/4 27/11 30/22 36/16 36/25 37/10 37/10 37/12 41/4 46/18 62/2 65/4 72/17 72/18 80/5 80/9 89/14 100/10 street-oriented [1] 11/17 streets [3] 19/15 79/13 88/3 streetscape [5] 11/10 17/19 24/4 24/5 89/13 stretch [2] 61/2 61/22 strip [4] 48/18 49/7 67/3 85/25 strong [3] 13/16 37/11 77/9 struck [1] 62/1 structured [1] 80/13 structures [2] 14/7 91/16 struggle [1] 14/12 stuck [1] 86/16 Studio [4] 6/23 25/11 27/17 78/6 Studios [1] 4/7 study [1] 17/11 stuff [5] 32/11 63/19 76/2 85/11 89/24 Stutte [2] 1/19 2/24 subdivision [1] 101/9 subdivisions [3] 61/12 68/1 100/21 subject [3] 30/7 74/6 74/12 submitted [1] 7/16 subset [2] 35/6 35/9 subsidies [1] 42/15 subsidy [2] 8/13 72/25 substandard [1] 60/6 substantial [2] 16/3 98/20 suburb [1] 20/17 suburban [4] 12/24 19/8 44/9 71/25 succeed [1] 53/20 success [2] 94/19 94/20 successes [1] 101/23 successful [10] 19/9	19/19 19/22 20/18 22/3 55/19 68/16 77/8 98/17 such [3] 45/2 81/23 81/25 suggest [6] 24/11 27/4 39/25 59/13 98/23 102/15 suggested [7] 24/18 42/2 43/5 44/1 44/2 53/6 90/16 suggesting [3] 42/1 58/3 84/7 suggestion [4] 4/3 4/4 24/3 37/24 suggestions [4] 31/1 39/3 43/15 90/5 suggests [1] 24/12 summarize [1] 7/19 supply [1] 61/2 support [10] 10/16 11/15 11/25 18/21 19/2 33/16 53/16 81/22 89/3 99/22 supporting [1] 55/14 supports [1] 64/7 supposed [1] 19/13 sure [32] 5/2 5/17 6/6 24/14 34/25 36/5 37/23 40/16 43/11 64/13 64/15 66/13 68/3 69/23 71/23 73/15 74/6 79/19 82/23 83/8 84/11 87/20 89/25 90/20 91/12 91/22 96/15 98/16 103/12 103/20 104/5 104/23 surprised [1] 23/14 surprisingly [1] 58/19 surrounding [1] 20/14 surrounds [3] 10/20 10/23 22/10 surveying [1] 91/12 survive [2] 29/23 54/2 suspect [1] 68/24 sustainability [1] 99/11 sustainable [3] 12/20 26/16 81/22 swear [1] 3/21 switch [1] 83/19 sworn [9] 3/24 3/25 38/10 38/11 50/2 70/22 71/2 71/3 84/13 sympathy [1] 52/21 system [2] 20/19 101/13 T table [1] 88/16 take [9] 4/9 7/7 38/4 45/24 50/8 51/3 78/7 91/9 91/10 takes [2] 7/11 24/15 taking [4] 16/10 55/18
--	--	--	---	--

T					6.1.v
taking... [2]	69/22	78/5 83/17 84/12 90/1	13/24 14/18 15/8	76/21 77/15 78/22	56/10 56/19 61/8
98/18		90/2 91/19 92/1 92/2	15/25 16/20 16/25	79/18 81/7 82/25	64/22 66/24 69/3
talk [11]	11/19 15/18	Thanks [1]	17/15 18/10 18/14	83/13 83/14 92/15	77/20 78/20 81/20
23/22 42/7 57/18		that [607]	18/24 19/12 19/13	92/21 93/6 95/14	82/7 82/19 85/17
61/21 65/2 74/5 85/14		that maybe [1]	20/23 21/10 21/20	95/17 97/11 97/15	86/16 86/22 87/19
92/13 92/13		that that [1]	23/13 23/16 24/22	97/19 99/17 99/17	88/1 88/5 88/18 88/23
talked [8]	12/16 40/5	that's [86]	27/1 27/4 27/5 30/25	100/6 101/3 102/11	89/7 89/13 89/17
46/5 58/22 65/25		7/8 7/23 8/7 8/23	33/6 33/9 37/8 38/1	102/15 102/19 103/7	89/18 93/14 95/10
67/25 71/12 75/12		12/16 14/11 14/21	38/7 40/20 40/21	103/14 103/17	95/11 96/24 99/25
talking [18]	12/14	15/9 15/18 15/19 16/9	40/25 41/14 42/22	they [47]	101/25 102/8 104/10
20/22 30/1 30/3 30/4		17/5 18/7 18/16 18/23	45/6 46/24 47/2 47/19	5/2 18/14	though [5]
31/1 32/5 32/21 49/24		19/1 19/18 19/19	48/20 49/4 50/13 51/1	18/19 19/9 26/7 34/7	7/10 31/10
63/17 63/18 64/23		20/23 22/22 23/1	55/9 55/25 56/11 61/4	45/22 45/22 48/1	67/1 85/12 91/11
67/24 75/6 77/11		23/20 23/22 24/2 24/2	61/10 61/19 61/25	52/16 56/23 56/25	thought [15]
85/20 88/12 88/18		24/21 24/24 25/9	62/1 62/6 65/14 68/7	57/2 57/5 57/11 57/21	4/18
talks [1]	77/18	25/24 26/22 26/24	69/17 69/19 69/22	57/24 58/1 58/6 59/15	16/11 25/12 41/21
tangent [1]	54/20	27/7 27/13 28/10	71/14 71/14 72/11	62/8 68/10 68/11 69/3	44/22 54/14 59/20
targets [1]	101/18	28/13 31/15 32/11	73/9 75/25 76/6 78/1	69/9 69/9 69/21 69/22	60/12 71/14 84/25
tasked [1]	43/8	32/23 33/15 35/14	78/9 78/19 81/1 82/20	70/6 75/2 76/8 76/8	85/13 90/24 104/4
tax [6]	53/21 53/21	41/2 41/11 41/12	83/3 84/1 84/24 85/7	76/9 83/1 84/20 85/6	104/6 104/6
53/22 54/1 54/1 66/18		42/10 43/10 43/19	85/14 85/22 85/25	85/14 85/15 88/9	thought-out [1]
taxes [1]	53/25	44/15 44/18 45/25	86/1 86/16 87/1 87/10	88/17 90/23 90/23	41/21
teardowns [1]	97/2	46/12 47/4 47/5 47/8	87/11 87/12 87/16	91/3 91/4 92/22 104/3	thoughtful [2]
technicality [1]	47/12	48/6 49/23 53/18	88/14 89/1 91/8 93/12	104/13	50/11
tell [3]	42/5 46/23	54/16 54/16 55/2	93/13 94/20 97/8	they're [23]	16/17
55/17		55/21 66/8 66/17 67/2	98/25 104/12 104/24	19/13	three [16]
tells [2]	41/25 53/24	67/5 67/21 68/20 70/1	105/7	26/6 31/6 31/6 46/24	8/21 8/21
ten [1]	72/4	74/5 74/9 74/14 75/5	there's [65]	55/17 55/19 57/7 57/9	9/19 15/25 17/25 47/4
tenancy [1]	46/3	76/10 76/19 76/22	5/18 8/4	57/10 58/1 62/3 62/3	53/7 53/7 54/22 59/6
tenant [9]	12/9 39/10	77/1 77/4 83/24 86/10	14/4 15/4 18/12 19/11	63/22 65/3 66/17 67/7	59/11 75/8 80/15
48/19 48/24 49/1		87/8 88/7 91/14 95/3	19/11 19/14 19/14	74/21 74/22 74/22	81/21 92/11 98/25
49/10 56/21 58/8		100/16 102/5	19/14 21/2 22/4 24/2	88/2 88/2 88/8	three-eighths [1]
60/16		their [18]	27/12 30/25 31/7 31/9	they've [3]	47/4
tenants [5]	39/5	5/5 5/6 22/4	31/24 32/6 32/9 32/10	50/22 58/5	three-story [3]
44/17 46/4 56/22		38/21 46/25 54/5	32/11 32/12 32/20	77/9	59/11 75/8
62/13		56/13 56/14 56/21	34/4 36/23 37/24	thing [9]	through [38]
term [5]	28/8 98/24	57/11 58/5 63/3 69/21	39/19 50/20 58/7	5/11 14/2	5/8 9/7
99/21 102/1 103/7		70/4 75/19 76/9 82/16	60/22 60/24 61/3	18/5 40/9 44/20 63/22	9/13 11/13 18/11
terms [17]	17/21	102/23	61/16 61/20 61/23	66/8 101/14 102/3	23/18 25/1 26/16 29/2
19/20 21/25 22/6		them [23]	62/2 62/4 62/5 62/5	things [38]	41/19 43/14 47/24
29/13 29/14 30/4 33/6		7/4 34/4	62/19 62/19 63/9	6/15	50/25 52/22 61/24
40/3 69/4 74/15 77/20		41/12 51/1 51/3 51/3	63/10 63/10 64/4 64/4	12/13 24/8 28/20	70/24 72/5 77/16
80/25 81/11 92/16		55/17 55/19 55/20	65/12 67/1 72/3 76/14	29/11 31/17 32/3	78/11 78/21 79/21
92/18 99/19		55/21 59/22 63/23	76/15 77/22 82/22	32/24 36/24 38/3	81/25 82/8 82/23
Terrace [1]	100/18	66/8 69/8 69/8 69/14	84/22 86/8 86/9 86/19	39/23 45/9 45/16	82/25 83/4 83/15
terrific [2]	42/12	70/5 72/22 82/23 83/7	87/18 88/3 99/4 102/4	54/13 58/7 58/14 62/5	83/20 93/4 93/21 94/8
63/22		83/15 89/21 102/20	102/21 103/10 105/14	65/24 66/24 69/5 74/3	95/10 100/5 100/21
Texas [1]	20/17	theme [3]	there's a [1]	75/3 75/23 76/21	102/22 105/4 105/5
text [2]	38/1 78/11	15/9 23/4	19/11	76/23 78/23 78/24	105/5
than [28]	7/11 14/20	25/9	thereabouts [1]	79/21 83/6 84/21 85/2	throughout [2]
23/7 23/13 34/14		then [58]	92/12	85/3 85/7 85/13 85/22	56/18
38/22 39/16 40/8		4/7 5/14 6/8	thereof [1]	86/22 90/23 93/7	80/22
46/14 46/15 46/18		7/6 7/23 8/9 9/1 9/3	96/8	think [111]	throw [2]
47/2 50/13 50/24 51/8		9/21 11/1 12/11 12/15	these [83]	32/24	33/6 75/4
53/19 56/21 56/25		12/21 17/12 18/12	8/5 9/2	105/3	thrown [1]
57/5 57/13 58/4 60/15		25/17 26/3 26/15	9/18 9/19 11/11 12/6	third [1]	85/7
62/4 64/1 95/21 96/14		26/17 28/17 31/9	13/11 13/13 13/17	59/20	THURSDAY [2]
96/20 96/25		34/22 43/25 48/8	14/7 14/23 17/1 17/4	60/16 60/18	1/4
thank [30]	37/15	56/14 57/21 60/5 63/6	17/15 18/2 18/6 18/13	this [244]	2/3
37/22 40/14 41/18		63/15 65/8 65/8 67/5	19/3 20/1 20/12 20/13	thoroughfare [1]	56/3 56/10
41/20 44/7 47/9 48/15		67/8 67/8 68/18 69/9	20/25 25/24 26/5	11/12	tidbits [1]
49/16 50/1 50/9 50/15		69/14 69/14 69/15	26/14 27/9 27/17	thoroughly [1]	72/20
50/15 66/22 70/9		70/4 70/6 75/10 80/22	27/20 28/1 28/2 29/8	those [64]	25/13 28/21
70/14 70/15 70/18		82/9 82/20 83/19 89/8	29/23 30/2 30/6 30/12	1/13 5/19	28/24
73/10 73/16 78/3 78/4		91/3 91/16 92/8 92/13	30/16 30/19 31/4	6/13 8/21 18/25 19/6	ties [1]
		94/1 94/19 100/4	31/11 31/17 31/21	20/21 21/19 22/13	85/19
		101/11 102/12 103/24	31/25 32/19 34/1	26/9 27/19 31/14	Tim [9]
		105/22	36/24 37/20 42/19	33/18 33/18 38/20	1/14 4/7 5/21
		there [95]	46/9 52/16 63/3 66/6	38/24 41/17 42/9	73/17 73/19 75/11
		3/20 8/22	66/24 67/7 67/12	42/16 43/12 45/11	78/6 78/9 91/20
		11/14 12/19 13/19	67/12 74/20 74/21	45/21 46/3 46/7 51/1	Tim's [1]
				54/4 55/12 55/14	73/20
				55/15 55/25 56/4 56/4	time [23]
					6/11 16/19
					17/5 32/1 34/5 40/6
					52/3 53/15 57/16
					63/10 66/19 70/15
					70/24 71/18 76/25
					81/1 81/17 82/10
					88/17 93/1 93/19

T time... [2] 94/23 95/2 timeframe [4] 102/14 102/16 103/15 103/16 times [1] 9/10 titanic [1] 72/2 to have [1] 89/9 Toby [3] 52/4 71/3 71/5 today [9] 13/3 17/6 21/12 23/13 36/8 36/11 60/20 80/1 80/13 today's [1] 59/13 together [3] 54/2 54/20 72/14 told [4] 42/3 51/17 51/17 64/24 Tom [5] 38/11 38/13 51/25 55/22 61/1 Tom's [1] 51/8 tonight [22] 3/11 3/23 4/6 4/24 5/3 5/7 5/15 5/19 6/2 8/5 8/18 8/24 9/8 9/19 30/9 37/4 50/14 50/25 52/4 62/2 70/13 70/25 too [19] 7/25 17/3 27/13 28/22 29/12 29/13 30/7 31/10 31/25 33/7 79/19 81/2 81/8 85/12 87/16 89/22 90/13 90/18 105/19 tool [1] 18/24 top [1] 102/1 topic [1] 6/2 total [2] 31/23 56/13 totally [1] 42/20 touch [5] 5/7 8/5 27/18 30/11 78/15 touched [1] 18/5 touchy [1] 39/23 touchy-feely [1] 39/23 tough [1] 59/15 tour [1] 85/24 toured [1] 19/22 toward [2] 64/21 90/12 towards [2] 34/18 105/6 town [21] 8/3 8/9 10/13 10/21 15/20 15/21 17/7 17/18 18/4 19/10 19/23 20/3 20/10 22/5 34/20 35/15 35/18 40/4 42/8 71/9 72/8 townhomes [4] 22/12 33/10 54/11 69/17 townhouses [1] 44/23 track [1] 101/13 tracked [1] 94/22 trading [1] 60/4	traditional [3] 9/12 9/23 15/23 traffic [2] 17/11 56/1 trails [2] 84/21 91/16 transcript [1] 107/10 transformational [1] 65/10 transit [1] 77/9 transition [4] 22/21 22/22 71/18 71/20 transitional [1] 33/10 translate [4] 9/2 9/6 11/1 34/17 Transportation [1] 18/25 travel [2] 44/8 75/22 traveling [2] 62/18 62/21 trees [1] 62/2 tremendous [1] 68/10 tried [1] 68/6 true [5] 6/25 29/6 32/25 54/4 107/9 truly [1] 76/6 trustees [1] 101/9 try [4] 7/12 29/19 31/10 89/16 trying [14] 24/9 28/5 28/13 43/14 49/2 68/8 68/17 72/10 73/20 75/19 84/19 85/10 88/4 88/18 trying to [1] 73/20 tuck [1] 33/13 two [16] 18/25 23/6 26/23 34/23 54/22 54/23 58/18 59/14 59/17 60/22 63/11 75/4 93/25 100/14 100/23 103/3 two-story [5] 23/6 58/18 59/14 59/17 75/4 type [20] 7/12 8/20 9/9 9/15 17/20 18/14 32/22 35/11 35/13 46/3 49/1 66/1 67/12 68/14 72/22 79/6 82/2 98/9 99/3 99/9 types [10] 22/13 66/7 68/1 77/15 78/25 81/13 85/21 88/5 96/7 97/13 typewriting [1] 107/9 typically [3] 57/15 57/25 58/6 U Uh [7] 34/15 35/17 37/18 85/18 86/14 97/4 103/2 Uh-huh [7] 34/15 35/17 37/18 85/18 86/14 97/4 103/2 ultimately [1] 18/17 under [8] 33/13 36/2 37/14 39/18 42/19	54/4 65/15 96/17 underground [1] 88/23 understand [11] 38/19 41/23 50/10 50/20 51/3 52/15 56/9 69/20 71/1 95/14 95/25 understandably [1] 98/22 understanding [3] 55/11 56/3 81/8 undo [1] 72/22 Unfinished [1] 3/17 18/25 unforeseen [1] 94/4 unheard [1] 60/18 uniform [1] 24/20 Union [2] 100/17 100/24 unique [1] 57/19 unknown [1] 72/9 unless [2] 21/6 39/10 unlimited [1] 59/9 until [1] 17/3 up [38] 6/9 19/24 20/7 21/16 25/11 26/20 27/1 28/11 37/10 38/6 40/22 41/3 41/7 43/12 45/6 47/11 53/2 54/25 55/4 55/16 57/10 60/10 62/3 63/9 63/25 64/17 65/7 69/25 70/22 71/17 78/24 85/13 87/13 88/12 88/19 90/17 102/25 104/19 update [10] 1/10 3/19 6/19 13/8 15/1 31/18 44/10 95/1 97/12 101/18 updated [4] 7/8 7/9 81/9 82/10 updates [5] 79/21 82/21 93/4 97/6 97/15 upon [3] 84/7 91/13 92/24 urban [6] 11/6 11/9 11/12 15/13 19/20 44/9 Urgent [1] 31/23 us [24] 6/7 27/8 38/3 39/9 41/5 42/3 42/5 42/15 50/10 50/13 50/13 51/2 51/22 52/20 53/17 53/19 56/16 59/22 60/1 60/3 75/14 77/15 89/2 93/12 usability [1] 91/15 use [23] 9/11 9/20 10/11 10/19 10/22 12/9 12/9 16/18 17/10 22/7 27/23 28/8 32/22 33/3 33/10 44/23 49/4 57/18 72/12 81/25 85/21 96/5 98/9	used [4] 19/6 32/2 37/7 57/17 user [2] 48/24 56/19 uses [11] 9/14 11/18 21/23 21/25 22/13 27/23 27/25 31/25 38/25 79/4 86/11 utilities [1] 88/23 utility [6] 53/21 53/22 53/25 54/1 88/14 100/21 utilize [1] 25/23 V valid [2] 68/20 68/23 value [2] 60/11 68/10 values [1] 38/24 Valvero [1] 90/17 variability [1] 29/15 variables [1] 29/18 variation [1] 15/5 varies [1] 24/5 variety [3] 82/20 93/18 97/8 various [3] 45/10 101/2 106/4 vary [1] 40/1 vehicular [1] 24/1 verbiage [1] 43/5 Verizon [1] 36/15 version [1] 11/22 versus [7] 25/7 45/20 59/22 59/23 59/24 104/8 104/8 very [74] 5/16 10/15 13/12 13/13 15/16 15/22 17/5 17/24 19/22 20/14 20/17 21/5 21/16 22/14 22/24 23/3 24/13 24/24 26/4 27/2 28/25 30/8 32/23 33/3 33/22 39/15 40/2 41/5 42/8 43/1 46/17 46/17 49/13 49/22 50/11 50/19 51/11 51/15 52/18 55/19 60/12 61/23 62/8 62/19 63/22 65/11 70/14 70/14 71/9 72/1 73/10 73/22 74/5 74/10 74/19 75/16 77/4 77/18 77/18 77/20 83/17 83/18 87/14 89/6 89/9 89/9 89/10 90/4 90/4 90/16 94/25 95/4 98/17 105/22 via [1] 54/6 vibe [1] 64/4 vibrancy [1] 76/22 vibrant [2] 10/19 10/22 viewed [2] 7/25 16/3 viewsheds [1] 74/16 virtue [1] 57/23 visibility [1] 7/21 vision [15] 8/13 9/17	10/18 11/25 12/3 12/7 13/2 21/22 36/20 72/11 72/25 73/24 74/1 79/4 82/7 visions [3] 9/1 77/16 79/18 visual [1] 74/16 W wait [1] 51/4 Walgreens [3] 14/22 32/18 32/20 walk [5] 5/7 5/7 39/7 57/7 88/2 walkability [3] 42/23 77/8 88/4 walkable [5] 10/19 43/1 46/20 46/25 49/20 walking [2] 61/6 61/25 wall [1] 12/8 want [55] 4/3 6/6 8/20 10/15 12/22 14/24 17/18 17/19 23/2 23/12 26/9 27/12 27/18 29/17 30/11 31/19 34/7 35/12 38/4 44/13 44/17 47/21 50/19 54/18 55/21 55/21 60/6 60/9 64/13 65/2 67/2 69/15 69/20 69/21 69/24 70/5 70/10 70/21 70/22 71/9 72/9 73/20 74/3 74/6 76/9 77/15 78/7 78/10 79/19 79/19 91/22 91/24 92/6 92/23 105/8 wanted [9] 7/2 14/10 20/23 74/18 75/9 78/1 84/9 85/1 91/8 wants [2] 41/11 63/20 Warson [1] 65/17 was [99] 6/21 6/23 7/16 7/16 15/3 15/3 15/25 16/6 16/7 17/8 17/9 17/11 24/13 24/19 25/12 28/16 30/10 30/11 30/12 30/20 30/20 30/24 32/20 32/21 33/20 37/2 37/16 38/11 42/22 42/22 42/23 43/7 45/5 45/5 45/6 47/12 48/7 48/19 48/22 49/2 49/2 50/2 51/4 53/5 53/6 55/8 57/18 58/9 58/10 59/1 59/2 60/17 61/1 61/24 65/11 65/14 68/6 68/7 68/11 68/13 68/15 68/15 71/3 71/14 72/11 72/21 78/24 78/25 81/1 81/17 83/2 83/16 84/13 84/18 84/25 85/4 85/5 85/9
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was... [21] 85/12 85/13 85/14 85/25 88/14 90/20 90/25 91/4 91/6 93/11 93/12 93/17 98/6 103/19 103/24 104/1 104/4 104/7 104/20 106/3 106/12	10/8 11/4 12/10 15/22 16/11 16/12 16/14 16/16 17/25 21/20 24/13 24/25 28/12 31/14 32/13 32/19 34/3 41/21 42/7 43/9 43/17 43/25 45/16 45/24 48/1 48/14 55/13 55/21 55/22 68/5 68/22 70/17 70/21 71/22 73/8 73/25 75/9 77/7 80/24 84/6 85/3 90/24 91/4 94/17 100/11 100/19 101/22 102/3 102/24 103/17	25/19 29/4 29/6 33/1 33/12 35/18 36/22 37/25 41/10 41/11 41/12 46/5 56/8 56/22 57/15 58/24 59/3 62/18 62/22 65/2 65/8 67/22 68/15 70/6 76/2 76/9 76/17 76/24 76/24 77/4 86/2 86/7 88/25 94/22 105/3	101/6 101/10 102/3 105/21 105/22	10/8 15/25 19/5 19/22 24/14 32/3 51/21 60/16 60/18 72/4 92/11
wasn't [3] 24/14 72/13 93/13	well-defined [1] 15/22	whereas [1] 9/12	willing [1] 57/7	yes [7] 6/5 49/8 58/14 78/9 84/3 84/12 91/24
water [2] 42/22 67/25	well-known [1] 21/20	wherever [2] 63/21 65/3	willingness [1] 26/15	yet [3] 41/20 63/13 68/14
wax [1] 58/10	went [3] 47/22 50/25 54/19	whether [8] 33/25 57/18 58/2 61/25 63/21 64/8 65/2 68/23	Wireless [1] 36/15	you [356]
way [20] 15/14 17/6 28/23 36/8 43/21 52/15 54/19 63/7 79/3 79/11 80/12 88/7 89/11 97/14 99/18 100/17 100/24 101/21 103/9 103/21	were [44] 3/25 12/17 15/1 17/10 19/9 29/8 29/8 30/19 36/14 37/8 38/20 42/19 43/8 43/14 43/15 45/11 46/12 48/24 56/11 57/17 58/21 59/1 59/4 60/12 60/15 62/8 66/3 68/1 68/10 68/11 78/12 81/2 81/17 84/20 84/20 85/20 85/23 85/24 88/12 88/18 90/23 93/12 95/1 102/9	which [68] 5/6 5/23 5/25 6/10 6/11 6/12 7/25 9/11 9/13 9/14 10/16 10/23 11/1 13/3 16/15 20/5 20/17 25/12 29/20 31/7 39/13 40/1 40/13 40/13 41/10 54/11 55/3 59/7 64/3 72/3 72/11 74/23 75/17 77/19 78/12 79/11 79/20 79/25 80/12 81/3 81/3 82/21 83/22 84/25 87/3 87/3 92/4 92/7 92/9 92/22 93/1 93/5 95/1 95/8 96/18 96/25 98/1 99/2 99/7 99/18 100/2 100/4 100/15 100/16 100/20 101/10 101/12 103/8	wisdom [1] 59/11	you in [1] 67/20
ways [4] 18/11 28/18 91/15 93/3	west [7] 22/23 36/8 36/11 56/7 58/4 64/21 82/14	while [7] 6/16 39/17 39/22 42/11 102/19 104/9 105/8	wish [2] 38/7 83/21	you'd [2] 43/20 43/21
we [318]	western [3] 100/20 101/6 101/8	Whitney [6] 1/18 2/22 13/9 26/21 81/5 83/9	within [19] 7/1 9/18 11/8 12/9 17/22 25/20 29/3 42/1 42/9 45/10 52/24 54/12 79/5 80/11 85/9 93/8 97/16 99/8 102/16	you'll [4] 28/20 38/9 68/22 79/6
we'd [6] 6/9 14/16 35/4 43/23 55/19 62/9	what [135]	who [16] 3/14 3/20 3/23 38/7 39/6 39/10 50/9 50/16 53/9 53/10 53/11 57/25 67/25 68/4 68/5 68/15	without [8] 45/11 53/17 55/11 62/17 63/16 77/11 77/12 81/7	you're [32] 4/12 11/8 13/24 13/25 25/14 26/25 30/3 30/4 38/15 44/12 49/12 51/12 52/6 52/6 52/8 53/2 53/20 61/25 62/18 62/19 62/21 63/17 63/18 64/22 66/20 67/6 68/8 75/18 76/24 77/2 85/16 101/9
we'll [4] 2/4 3/17 73/17 95/10	what's [10] 39/24 41/24 44/13 44/16 46/1 49/3 55/25 67/10 72/1 85/9	who's [3] 40/8 52/4 58/4	won't [1] 9/14	you've [6] 3/21 9/10 33/8 42/3 47/3 63/8
we're [72] 2/1 6/15 9/16 10/3 12/13 13/15 14/10 15/9 16/24 16/24 20/22 25/4 25/8 25/14 27/13 28/13 29/19 30/1 31/1 32/5 32/12 32/14 32/24 32/24 34/11 36/24 36/25 37/6 37/14 37/20 37/25 38/17 43/6 45/12 46/4 46/9 46/15 47/12 49/24 51/12 51/14 52/20 54/12 54/15 55/4 64/3 64/17 66/9 66/10 66/12 71/18 72/10 73/21 73/24 74/6 74/7 74/14 75/2 75/6 76/1 76/1 76/4 76/17 77/11 77/12 79/19 88/25 90/14 100/15 100/19 105/6 105/20	whatever [3] 35/15 58/3 64/9	whoever [1] 57/9	wonder [1] 42/5	young [2] 62/23 63/2
we've [28] 7/3 7/4 7/4 7/6 11/4 11/9 21/10 28/12 29/11 32/7 42/10 47/19 52/2 60/7 66/11 67/25 68/4 71/10 71/11 73/14 75/12 77/6 81/5 81/20 82/4 105/4 105/4 105/5	whatnot [1] 46/22	whole [7] 40/1 42/12 69/12 70/1 87/16 93/18 105/5	wondering [2] 103/25 104/1	younger [2] 64/20 66/6
web [1] 101/20	when [38] 6/22 11/3 11/7 12/12 12/16 13/24 15/18 23/10 23/22 25/4 25/10 27/6 28/8 28/10 31/18 36/11 47/13 51/12 55/10 57/25 61/21 61/24 65/14 68/6 68/25 71/17 74/5 74/24 75/21 76/8 76/8 76/21 76/23 85/13 85/14 88/12 97/23 103/5	why [19] 7/8 17/5 22/2 42/10 44/15 53/17 58/15 75/25 75/25 77/1 77/6 77/7 77/7 81/17 90/24 91/4 91/5 91/8 104/1	words [1] 48/7	your [29] 8/2 28/10 33/25 34/22 41/15 41/23 44/1 44/2 44/12 44/12 50/24 52/21 53/4 53/19 54/1 54/8 54/10 54/10 54/20 62/8 67/14 69/24 70/15 74/23 78/2 84/4 89/16 89/23 89/24
web-based [1] 101/20	Whenever [1] 4/12	will [35] 4/8 5/2 5/6 5/22 9/13 10/16 14/12 45/1 51/15 52/24 55/22 60/1 66/6 70/4 70/5 70/6 72/6 72/6 72/7 75/11 77/5 77/19 79/20 80/9 81/9 94/7 96/4 96/6 98/13 98/13	work [32] 7/7 11/10 13/8 14/15 14/16 16/1 24/24 29/16 30/9 43/14 44/8 44/19 49/14 54/2 54/7 55/5 55/22 55/23 55/23 55/24 60/1 60/6 60/7 60/8 67/10 69/15 70/6 74/23 75/17 76/9 101/16 103/21	Z
week [1] 5/5	where [48] 4/19 4/23 5/16 9/15 9/16 10/14 13/23 15/3 17/22 18/8 18/14 20/18 24/25		workers [1] 70/4	zone [3] 79/25 83/4 87/6
weekends [1] 69/21			working [4] 15/24 54/24 75/18 96/2	zoning [38] 1/1 2/2 3/13 7/20 8/12 12/19 14/18 14/25 18/12 18/17 26/16 27/7 27/7 31/2 31/18 42/16 47/24 54/22 61/5 61/18 69/25 74/24 75/1 79/21 79/25 80/12 81/25 83/5 93/4 97/6 97/12 97/15 97/16 97/17 99/1 99/5 101/16 107/8
weeks [1] 85/23			works [6] 19/21 58/11 59/25 95/4 96/1 99/15	
well [58] 4/6 4/9 4/10 5/2 5/24 7/1 7/6 9/8			world [9] 9/6 30/13 30/13 39/24 52/17 52/23 59/13 87/6 87/8	
			worthwhile [1] 82/23	
			would [167]	
			wouldn't [7] 23/15 36/8 36/10 38/22 49/11 65/14 89/19	
			wrap [2] 6/8 104/19	
			wrap-up [1] 104/19	
			wrapped [1] 14/5	
			writing [1] 57/6	
			wrong [1] 52/6	
			Y	
			yard [1] 69/22	
			yeah [30] 4/4 26/22 28/21 35/2 35/9 36/1 36/17 62/14 64/14 65/19 67/16 67/19 70/11 86/13 86/14 87/1 87/16 87/17 87/21 89/6 89/9 89/16 89/16 89/21 90/11 90/20 90/21 96/12 104/13 104/17	
			year [2] 6/18 101/18	
			years [13] 8/8 10/1	

Attachment: Public Hearing Transcripts: PZ 12-15-16 (2301 : #16-028 Comp Plan Adoption)



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APPLICATION TO PLANNING AND ZONING COMMISSION
#17-003: SITE DEVELOPMENT PLAN APPROVAL FOR BARNES JEWISH WEST
COUNTY REPLACEMENT HOSPITAL, NEW ATTACHED MEDICAL OFFICE
BUILDING, AND ASSOCIATED PARKING

FOR THE MEETING OF: February 21, 2017

LOCATION: 12634 Olive Boulevard. Zoned PH Planned Hospital District

REQUEST: George Stock, of Stock and Associates, has submitted an application on behalf of Barnes-Jewish West County Hospital, at 12634 Olive Boulevard, Creve Coeur, MO, 63141, for a site development plan on the BJC medical campus that will include a 260,000 square foot new replacement hospital; a 100,000 square foot, attached medical office building; and, associated parking.

ADDITIONAL INFORMATION: This Staff Report will focus on the architectural changes to the building per the discussion at the prior Planning and Zoning Commission Meeting. Also included is the Traffic Signal Analysis for the intersection of Mason Road and Executive Parkway from Lochmueller, and the City's traffic engineer consultant comments. The Traffic Signal Analysis report states that it is recommended that a traffic signal be installed at the intersection of Mason Road and Executive Parkway (south) in conjunction with the proposed Phase 1 expansion of the Barnes-Jewish West County Campus.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References

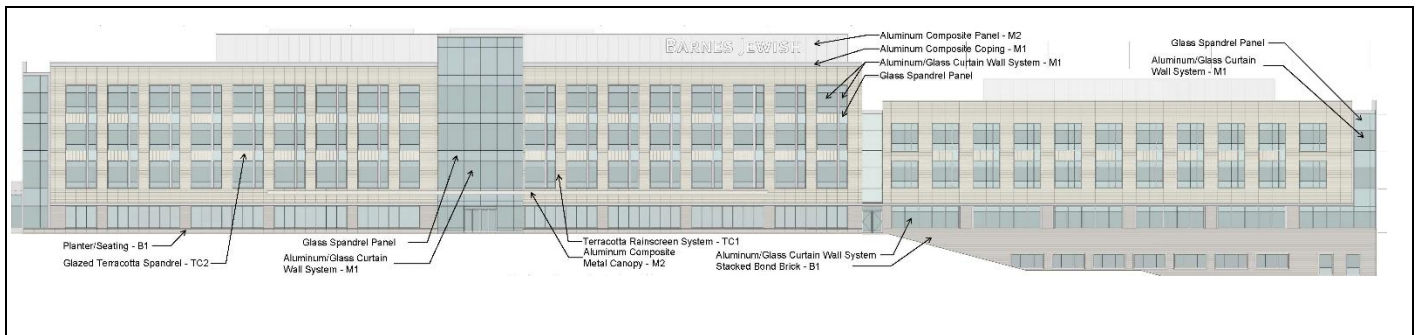
- West Olive Corridor

Zoning Code References

- Section 405.310 "PH" Planned Hospital District
- Section 405.1080: Site Concept, Site Development And Minor Site Plan Approval

APPLICANT: Trish Lollo, President
Barnes West County Hospital
12634 Olive Boulevard
Creve Coeur, MO 63141

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Assoc. Consulting Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005



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

DATE: 2/16/2017

ATTACHMENTS: Applicant's Revised Elevation Materials submitted February 15, 2017
Applicant's Response Letter submitted February 15, 2017
Applicant's Traffic Signal Analysis
Response to the City's Traffic Consultants Comments
Draft Ordinance

BACKGROUND

The Planning and Zoning Commission first reviewed this application at the February 6, 2017, meeting. The Commission was in general agreement with the elements of the site plan including parking layout, landscaping and vehicular and pedestrian circulation. The status of the traffic mitigation impacts associated with the development were not fully resolved at the time, with the attention focused on the additional volume of traffic at the Mason/Executive Parkway intersection. Further, the Commission requested additional detail regarding the articulation of the building elevations, clarification of the exterior materials, and design adjustments to reduce the building massing and appearance of continuous long wall planes.

This report will address the status of the traffic impacts and the revisions made to the architectural elevations to further the project toward the Design Guidelines based on comments received by staff and the Commission.

REVISED ELEVATIONS AND INFORMATION

In response to the prior discussion of the architectural review of the building, the Applicant has revised the drawings to address the following areas of the Design Guidelines:

Chapter 2 / Buildings

A. General Architectural Guidelines

1. *The City of Creve Coeur strongly encourages interesting, articulated and high quality structures. Long or continuous wall planes should be avoided. Buildings should exhibit detail and elements appropriate for pedestrian view.*
3. *Building surfaces two (2) stories high or more or 60 feet in length should be relieved with changes of wall plane that provide strong shadow or visual interest.*

C. Design

9. *Building elements, such as parapet walls, penthouses or screen walls should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure. All rooftop equipment, including, but not limited to, satellite and other telecommunication equipment, air handling units, elevator equipment, cooling towers and exhaust fans are to be screened from view. Building screens should be part of the architectural design with similar detailing and materials and not appear as add-ons.*

The applicants have provided amendments to the design as follows:

- The corner window elements on the east and west sides of the hospital and Medical Office Building have been lowered to provide additional visual interest and reduce the massing of the building
- Additional detail has been added to the cornice of the hospital building to provide greater articulation
- Aluminum composite panels have been added to the main body of the building, canopies and entries to provide architectural consistency with the rooftop screening.
- The connection between the juncture of Hospital and MOB has been stepped back to break-up the line of the two buildings with a spandrel glass element
- The window pattern in the MOB building has been modified to reduce the sense of repetition and monotony along the elevation.

Also included are further details to show the exterior materials and the offset and changes in plane in the elevations with the window treatments.

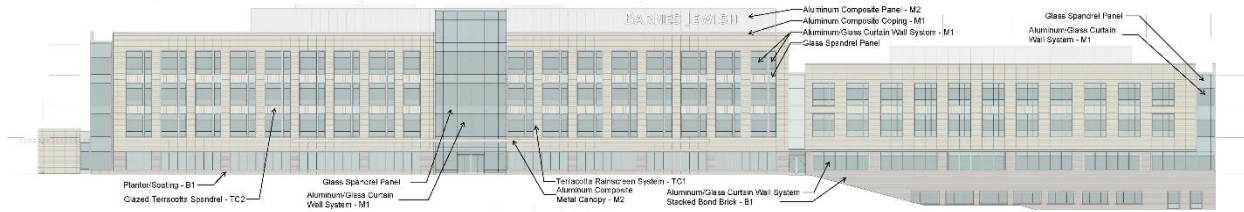


Figure 1: North Elevation of the Proposed Hospital

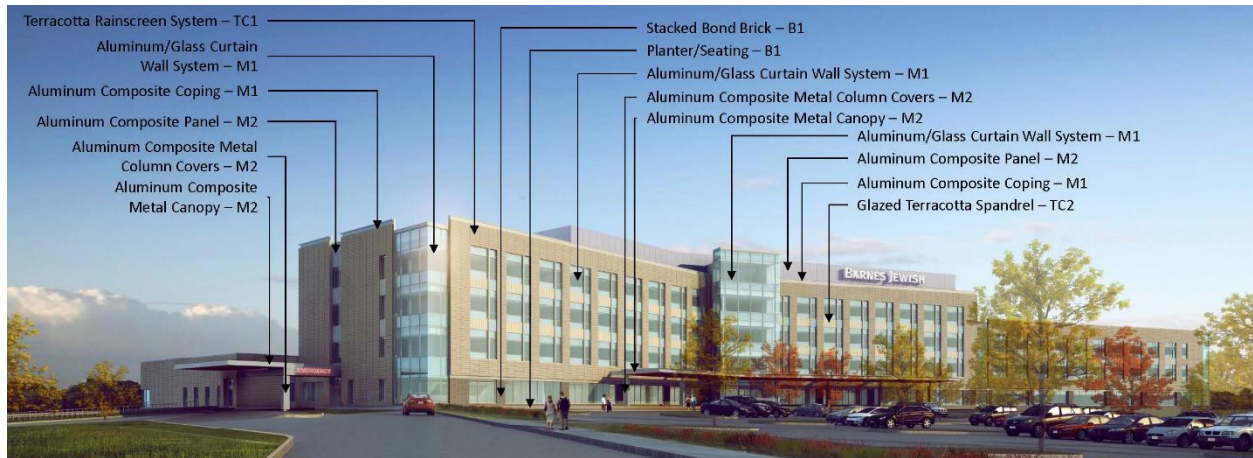


Figure 2: Architectural rendering elevation, note how the tower element stands out and away from the rooftop screening.

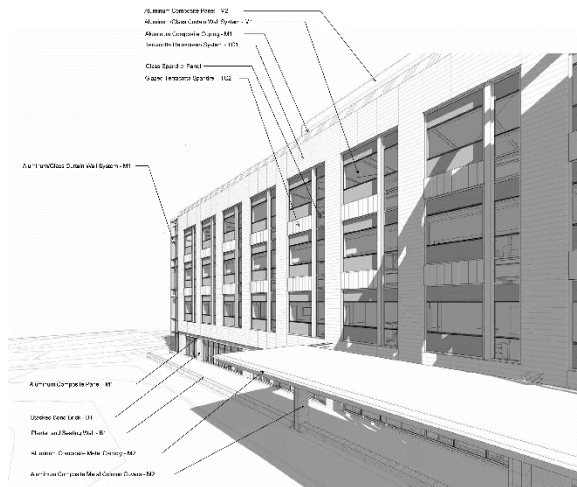


Figure 3: Facade Depth to indicate the change in planes in the window treatment to create interest along the hospital facade.



Figure 4: Applicants view indicating the use of the metal (shown in red) that is incorporated in the building and rooftop screen to create architectural consistency.

The project architect has provided a response letter articulating the design and changes made for review by the Commission. The letter is attached to this report for reference.

One of the primary design considerations at this time is the relationship of the mechanical screening to the building design. The applicant notes that the increased use of the Aluminum composite panels to 20% of the façade enclosure creates the architectural consistency to meet with the intent of the recommendations of the Design Guidelines. Further, the use of the mechanical screen as the backdrop for the building signage is a design strategy that is similar to the Barnes Jewish Hospital in the Central West End (below) and is of importance to BJC for identity purposes.



Figure 5: Close-up of the roofline of the Barnes Jewish Hospital in the Central West end that the Applicant has indicated that they are wanting to create architectural consistency with the Creve Coeur facility (Note that the photo shows that the building is still under construction).

Staff would note that large buildings, and in particular, hospitals, require large mechanical equipment to be either placed on the roof, on the ground, or a combination of both. The mechanical equipment for this building places the cooling tower and generators on the ground within the service area with the remaining equipment on the roof. Further, there is no standard approach to screening rooftop equipment; however, the common alternatives are to have a mechanical penthouse (roofed structure), a screen wall, or a raised parapet.

The proposed rooftop screening design utilizes materials that are found elsewhere on the building in conformance with the Design Guidelines. Because this mechanical screen is such a prominent feature of the building (both for the hospital and attached MOB), staff suggests that this design element be reviewed with the applicant at the meeting. Another option to discuss

with the applicant would be to include a cap to the screen wall which provides design unification with the cornice of the building.

Staff also discussed with the applicant, the connections of the tower element to the mechanical screen and the design does provide a connection between the two elements which extends along the sides of the entry tower back toward the mechanical screen.

Finally, the service area panel includes an aluminum screen wall to match the material of the mechanical screen. The height of this wall will be approximately 14-feet in height and will have a significant presence as viewed from Barnes West Drive. Aluminum panels are not typically used to screen service areas and; therefore, staff has listed a condition that the material be changed to brick masonry to match the building.

Traffic Impact Study

The Applicants have included a Traffic Signal Analysis report as a follow up to the submitted Traffic Impact Analysis from the Lochmueller Group that recommends a traffic signal be installed at the intersection of Mason Road and Executive Parkway (south) in conjunction with the proposed Phase 1 expansion of the Barnes-Jewish West County Campus. With the installation of the signal at this location, the Level of Service upon completion of this phase is not anticipated to fall below a level of “C”. The Traffic Signal Analysis has been reviewed by the City’s consulting traffic engineer who has no additional comments at this time. It should be noted that final review and approval of the traffic impacts associated with this development have not been provided by St. Louis County or MoDOT. Therefore, a condition of approval includes that a new signal will be provided prior to occupancy of the new building and that the applicant implement any traffic mitigation measures as required by either agency.

SUMMARY AND CONCLUSION

While largely keeping the original design intact, the applicant has made several adjustments to the details of the design to address the prior concerns of the Commission. With this in mind, a draft ordinance has been prepared to address all aspects of the development including traffic mitigation, site improvements, future signage, etc. Staff has incorporated additional minor modifications in regard to the rooftop screening into the draft ordinance. These additional design considerations as suggested by Staff should be discussed with the Applicant along with a review of all other suggested conditions as provided in the draft ordinance.

The primary conditions of approval are summarized below:

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations received February 15, 2017, as bound together and submitted in conjunction with Application #17-003 by Christner and as amended below.
2. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the “Site Development Plans,” and the “Overall Concept Planting Plans” submitted on February 2, 2017, as bound together and submitted in conjunction with Application #17-003 by Stock and Associates, and as amended below.

3. The rooftop screening used in all areas of the building shall fully screen the mechanical equipment and be of a material consistent with the main building to include a horizontal cap at the top of all screening panels to provide visual relief and meet with the recommendations of the City's Design Guidelines for the Zoning Administrator's approval.
4. The sidewalks shown as future on the Site Development Plan on the western portion of the parking lot shall be provided in connection with the future build out of the campus to provide additional pedestrian connections from the parking areas to the buildings.
5. All sidewalk connections at intersections, crosswalks and the primary building entrances shall provide for a change in color, texture or material.
6. The traffic signal at the intersection of Mason Road and Executive Parkway at the western vehicular entrance to the hospital campus as recommended in the Traffic Impact Study shall be installed prior to final occupancy of the new building with the approval of St. Louis County. The signal structures shall be painted with a black powder coated finish per city standards as approved by the Department of Public Works.
7. That the applicant coordinate and implement any additional traffic impact mitigation requirements as requested by MoDOT and/or St. Louis County based upon their review of roadways under their jurisdiction.
8. The proposed public artwork along the Olive Boulevard frontage shown on the Site Development Plan shall be submitted to the Arts Committee for their review and recommendations for final approval by the Planning and Zoning Commission in the form of a minor site development plan that shows the integration of the artwork and landscape with pedestrian linkages, prior to approval of final occupancy.
9. That all features of the Site Amenities Plan (Sheet LP1.7 of the Site Development Plan) be installed as part of this phase of the Hospital Campus Master Plan in conjunction with the Site Improvement Permit with any adjustments with respect to final siting of these features to be approved by the Zoning Administrator.
10. A Final Landscape Plan shall be submitted with the Site Improvement Plans that is consistent with the Overall Concept Planting Plans, and the requirements of Ordinance 5509, and the Comprehensive Plan recommendation for a green line park, that includes a variety of plantings with year round interest on the street side of the berm, with additional street trees provided along Barnes West Drive frontage for the Zoning Administrator's approval.
11. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
12. The modular block retaining wall material shall be submitted with the Site Improvement Plans for consistency in color with the materials of the building to meet with the City's Design Guidelines for the Zoning Administrator's approval.
13. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.
14. Any ground mounted mechanical equipment installed for the site shall be properly screened with approved materials. The service area enclosure shall be brick-faced to match the building for the Zoning Administrator's approval.

15. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with an amended Master Sign Plan to be submitted for review by the Planning and Zoning Commission and approved City Council prior to any sign permits being issued.

ACTION AND MOTION

Should the Commission concur that all design issues have been satisfactorily resolved, they may make a motion for a recommendation to City Council for the proposed plans as submitted. Staff recommends the conditions shown in the attached ordinance be incorporated into any such motion (or as may be modified based upon discussion at the meeting), which includes the condition of a signal to be provided for the Mason Road and Executive Parkway intersection.

The following is an example of an appropriate motion for this application, if the Commission wishes to make a recommendation to the City Council:

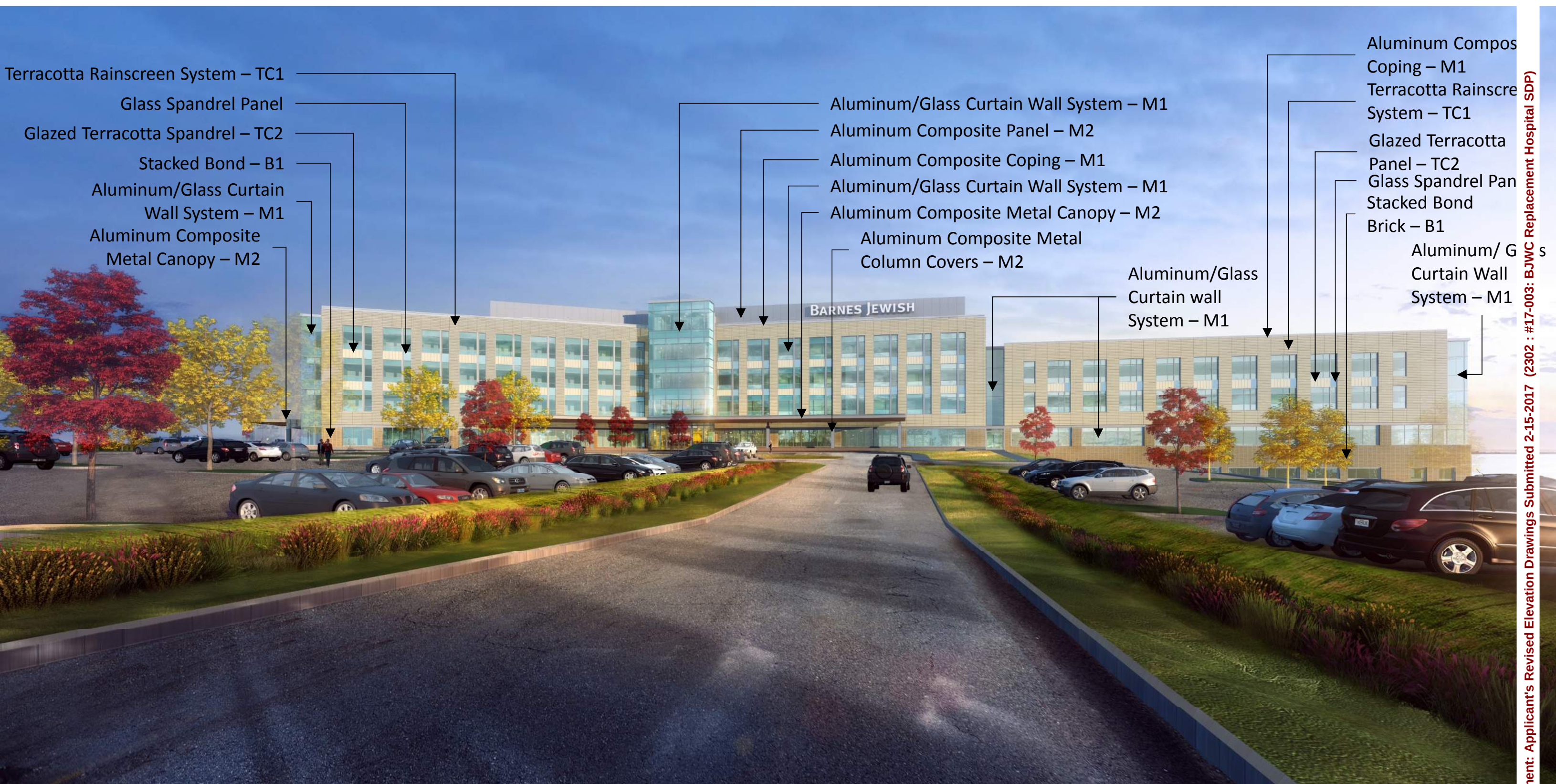
“I move to recommend approval of the site development plan and landscape plan as bound together with Application #17-003, as presented to the Planning and Zoning Commission, subject to the conditions contained in the draft ordinance for the meeting of February 21, 2017” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

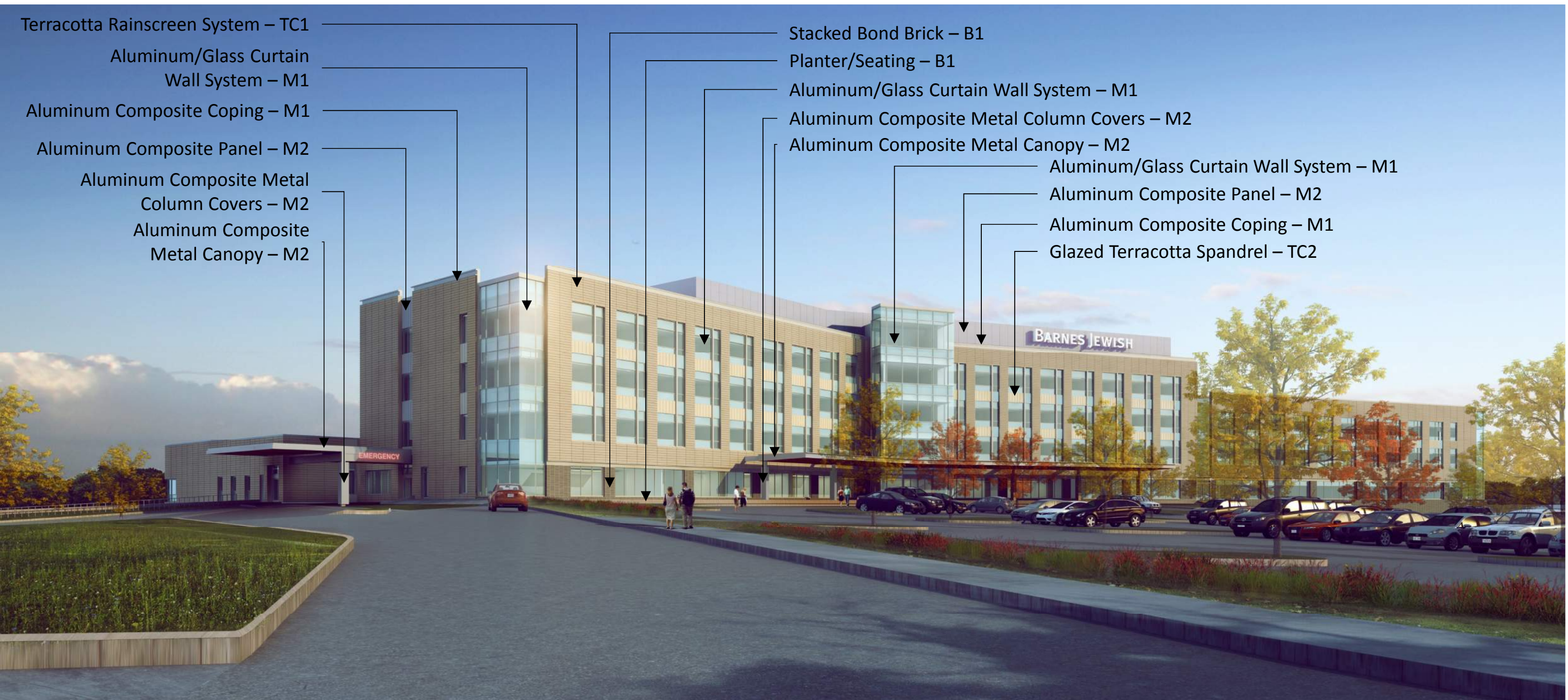
APPENDIX 2: ZONING CODE

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



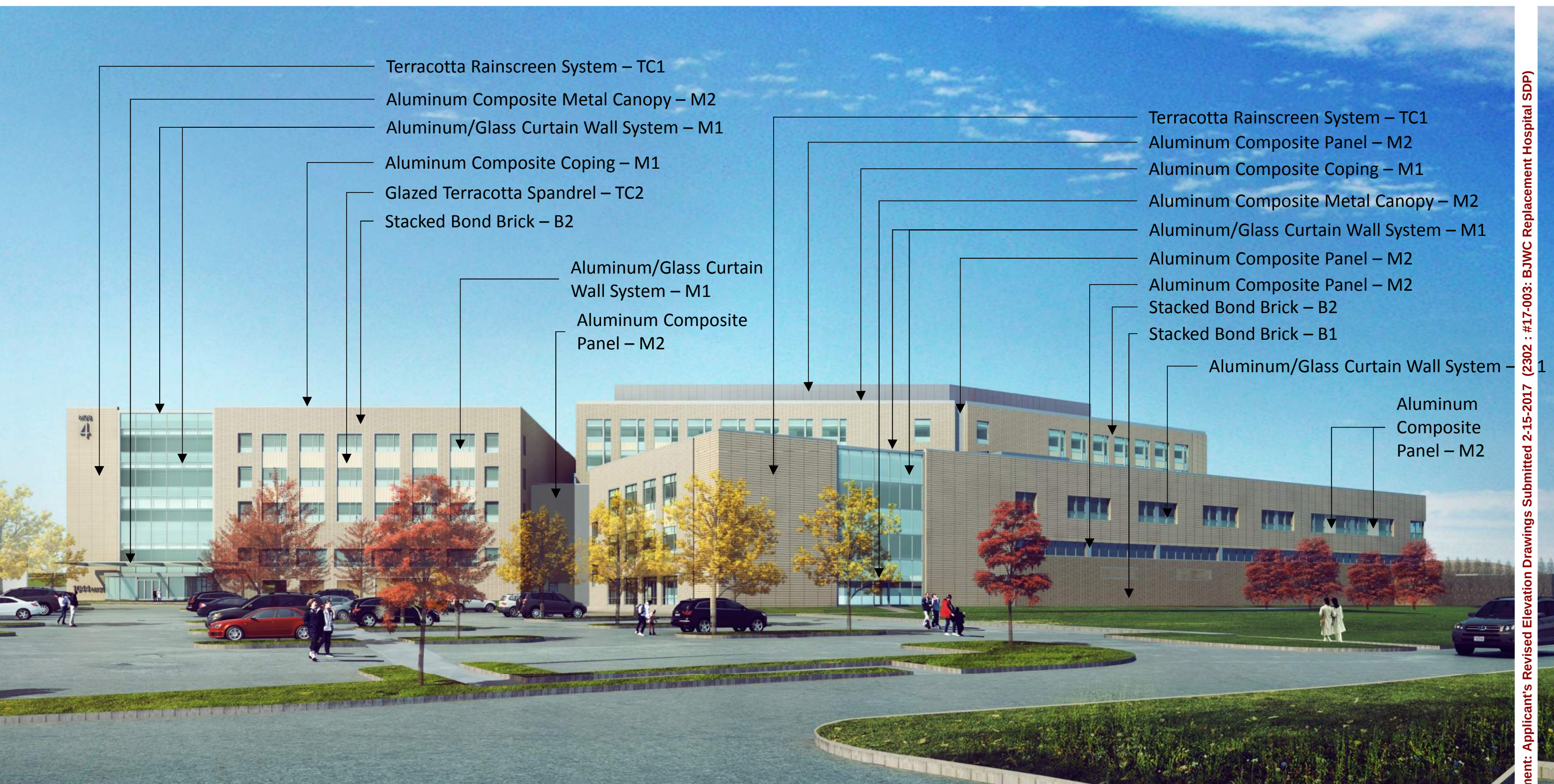
Attachment: Applicant's Revised Elevation Drawings Submitted 2-15-2017 (2302 : #17-003: BJWC Replacement Hospital SDP)

VIEW FROM NORTH



Attachment: Applicant's Revised Elevation Drawings Submitted 2-15-2017 (2302 : #17-003: BJWC Replacement Hospital SDP)

VIEW FROM NORTH



Terracotta Rainscreen System – TC1
Aluminum Composite Metal Canopy – M2
Aluminum/Glass Curtain Wall System – M1
Aluminum Composite Coping – M1
Glazed Terracotta Spandrel – TC2
Stacked Bond Brick – B2

Aluminum/Glass Curtain
Wall System – M1
Aluminum Composite
Panel – M2

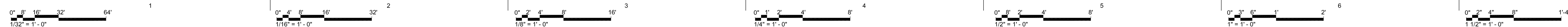
Terracotta Rainscreen System – TC1
Aluminum Composite Panel – M2
Aluminum Composite Coping – M1
Aluminum Composite Metal Canopy – M2
Aluminum/Glass Curtain Wall System – M1
Aluminum Composite Panel – M2
Aluminum Composite Panel – M2
Stacked Bond Brick – B2
Stacked Bond Brick – B1

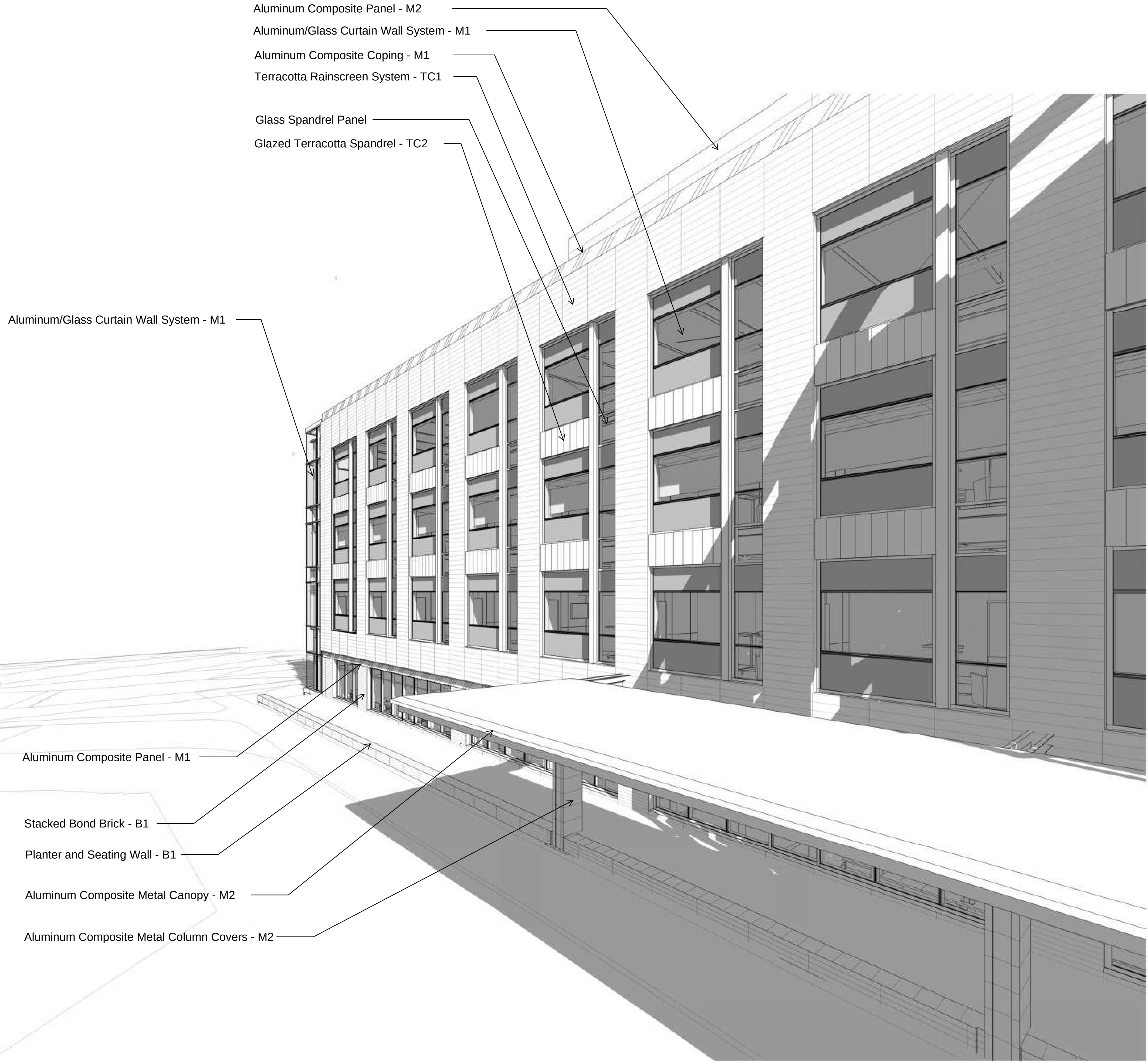
Aluminum/Glass Curtain Wall System –
Aluminum
Composite
Panel – M2

VIEW FROM SOUTH

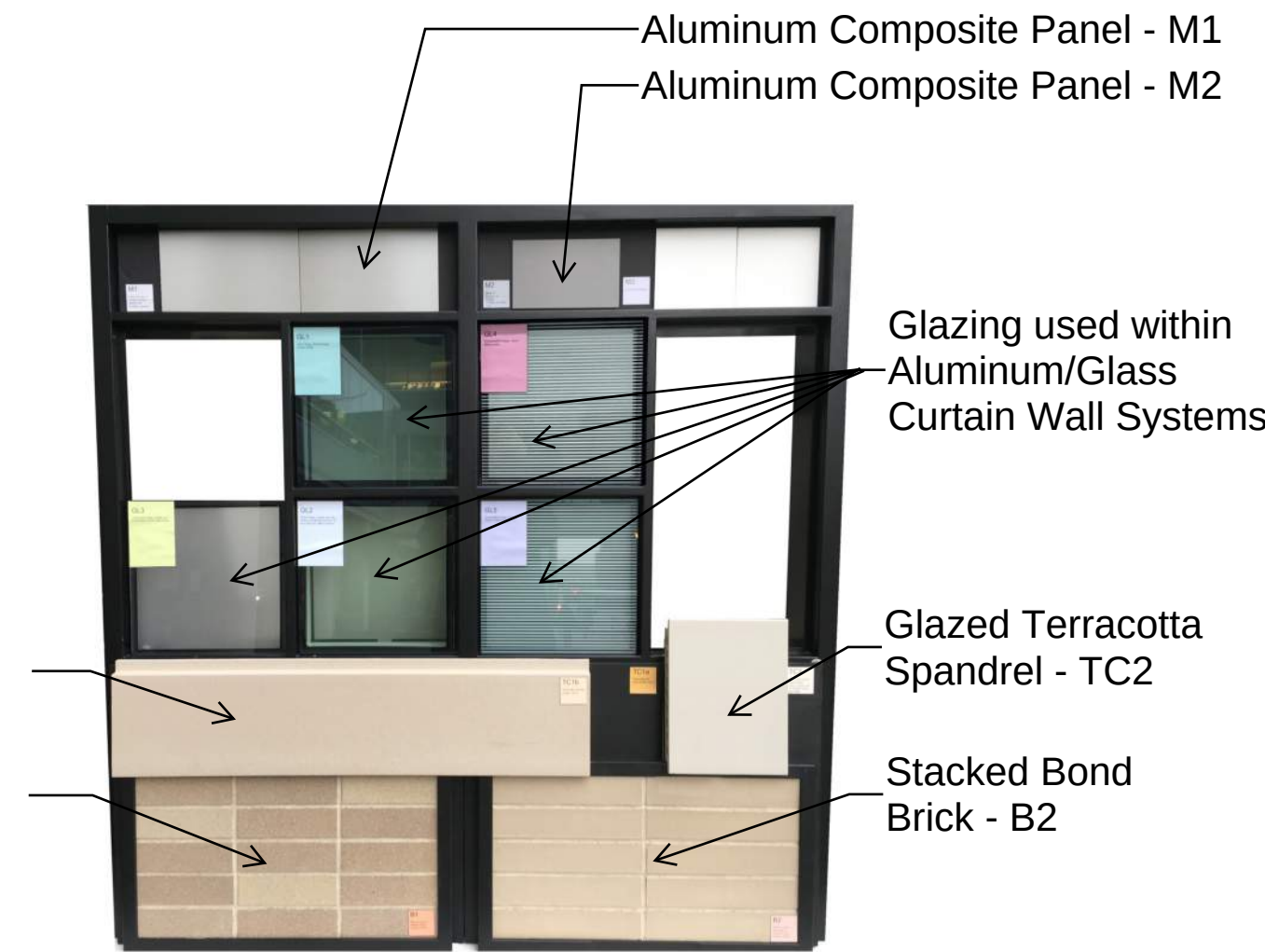
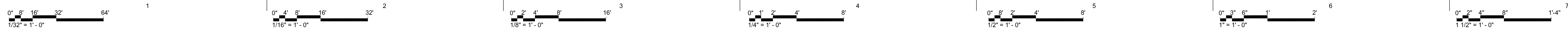


MATERIAL KEY





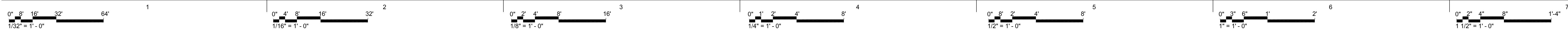
FACADE DEPTH: BIM MODEL IMAGE



MATERIAL KEY



* RED HIGHLIGHTED AREAS ARE DIAGRAMATIC ONLY AND INDICATE LOCATION OF ALUMINUM COMPOSITE PANEL
* ALUMINUM COMPOSITE PANEL MAKES UP 21% OF THE BUILDING SURFACE AREA



February 14, 2017

Via E-Mail: (jjaggi@crevecoeurmo.gov)

City of Creve Coeur
300 North New Ballas Road
St. Louis, MO 63141

Attention: Mr. Jason W. Jaggi, AICP, Director of Community Development

**Re: Responses to Staff and Planning Commission Review Comments: Application #17-003
Barnes Jewish West County Hospital Site Development Plan – 12634 Olive Blvd.**

Dear Mr. Jaggi:

In response to the Department of Community Development Staff Review Comments dated 1/6/17, comments from our Planning Commission Review on 2/6/17, and subsequent meetings with Department of Community Development staff, we respectfully offer the following responses and revised drawings.

In addition to the (4) sets of 30x42" drawings that you require, we are also submitting (10) sets of 11x17" renderings. These smaller prints will be more color accurate than the larger drawings.

Response to Architectural Review:

Introduction:

In response to both the written comments made by the Creve Coeur staff, the verbal comments made by the Planning Commission, and the subsequent conversations with the Creve Coeur staff, we have made the following improvements to the design.

- We have amended the corner window elements on the east and west sides of the Hospital and Medical Office Building.
- We have added more detail to the cornice of the hospital building.
- We have better integrated aluminum composite panels into the main body of the buildings, canopies and entries. Aluminum comprises over 20% of the exterior cladding of the building.
- We have added a significant architectural juncture between the Hospital and the Medical Office Building.
- We have amended the window pattern in the Medical Office building to reduce the sense of repetition and 'monotony'.

Please see our responses below and drawing for more detailed explanations of these comments.

Comment 1(from original staff review): Please provide material samples, perspective drawings, and full color exterior elevation drawings to aid in the review process. Provide close - up elevation details for building entrance.

Response:

Material samples have been provided already. Revised perspective, color exterior elevations are submitted here. We have also included photographs of mockups and a graphic key of materials.

(See material key and mock up photos; see elevations and comments below)

Comment 2. The City's Design Guidelines encourages visually interesting, articulated and high quality structures, that exhibit detail and elements appropriate for pedestrian view. Long or continuous wall planes should be avoided. The building design appears monotonous and lacks offsets or other building elements that may help reduce the scale of larger buildings.

Responses:

A visually interesting and articulated facade:

The facades of the building have an extraordinary amount of depth and sculptural relief. Wall assemblies that are extra deep allow for a design that pushes and pulls elements in the facade to create depth and shadows. The design establishes 3 planes to the typical façade. An outer plane defined by the exterior cladding, a middle plane defined by most windows and spandrel panels, and a deep recessed plane defined by a deep-set window that occurs regularly in the hospital facade. As a response to comments, we have added detail to the hospital cornice that will create a shadow edge at the top of the building.

In addition to the enclosure assembly of the façade, please note that there is a raised planter and garden along the entry level façade that engages with the enclosure of the building. This adds a layer of depth to the façade along the lobby by integrating a raised garden with the experience of the public space there.

(See envelop detail illustration)

A high-quality structure:

Our building is designed be a 'hundred year' building, utilizing finishes and enclosure systems that are of institutional quality. The palette is simple, elegant and timeless. Terracotta panels are the predominate enclosure material, and this system is both natural (because it's a clay product) and modern because it uses advanced technologies to create a high performing facade. Brick, glass and metal panel are the other primary materials on this project. Brick works well with the terracotta because it is also a clay product. The glass used has several finishes to increase the energy performance of the building and to give it architectural depth

and interest. Aluminum composite panels are used throughout the project, highlighting special moments like joints in the building, entry canopies, etc. Wood is a secondary material and it is used under all of the canopies as a soffit material; it acts as a transition from the outside to the inside.

(See annotated elevations; annotated perspectives)

The facade on Olive has been modulated:

The long north facing facade on Olive is broken down by architectural elements that modulate the length of the facade into three lengths. These elements include special recessed glass corners at the east and west ends (we have amended the design of these to step down from the rest of the facade), a monumental glass entry tower, and a recessed glass juncture that separates the Hospital from the Medical Office Building. Additionally, a fold in the primary hospital facade breaks down the length of the facade and adds a dynamic quality to its appearance.

(See annotated elevations; annotated perspectives)

Reduce scale and monotony of length of building:

As mentioned above, a new glass juncture has been added into the design to break down the length of the building. Additionally, smaller windows at the ends of the Medical Office Building facade have been introduced to differentiate the window group there from that of the main Hospital - expressing the fact that it's a programmatically distinct building.

Within the hospital, the window configuration adds complexity and interest by creating an asymmetrical and materially rich window bay at the patient rooms. The extra attention given to this window bay is intended to symbolize the importance of the patient to the BJWCH health care community.

Finally, the entry canopy and the landscape planters are other elements that helps break up the length of the north facade and humanize its scale.

(See annotated elevations; annotated perspectives)

***Comment 3.** The Design Guidelines also discuss that primary building entrances should be clearly defined and provide a sense of entry and should be oriented to the street and provide protection from the elements. While such a feature has been provided, the overall design does not create the presence needed for the scale of the building. It also is not in line with the entrance into the site from Olive Boulevard, nor does it create a visual connection with the sculpture along Olive Boulevard, as discussed on Item 4 and 5 of Site Plan Review and 1 of Design Guidelines Review above. Staff would like to further discuss this comment at a meeting.*

Response:**A clearly defined sense of entry.**

Our glass tower identifies the entry to the hospital. This iconic structure houses the entry vestibule at the entry level and family waiting areas above. It is conceived as orientation marker and as a symbol of the importance of the family and the community in the healing process. Because the function of the tower allows for openness, transparency, and illumination within, the tower will act as a 'lantern' device at night clearly marking the front door.

(See annotated elevations; annotated perspectives)

***Comment 4.** Building element, such as parapet walls, penthouses or screen walls should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure. All rooftop equipment, including, but not limited to, satellite and other telecommunication equipment, air handling units, elevator equipment, cooling towers and exhaust fans are to be screened from view. Building screens should be part of the architectural design with similar detailing and materials and not appear as add-ons. The elevations indicate a rooftop screening that is inconsistent with this recommendation. Please revise the elevations to further the project toward the Design Guidelines. Additionally, details of the service yard screen wall have not been provided. All accessory buildings or facilities such as storage and utility buildings are to be designed to directly relate in material, character and detail to the primary buildings on the site. Please provide this information to be consistent with the Design Guidelines.*

Response:**Screen walls should be treated as an integral part of the architecture.**

Because of the stringent technical demand of providing a high quality sterile environment for medical procedures, the equipment demands of a hospital are extraordinary. By technical necessity, our hospital has very large service yards and very large pieces of mechanical equipment. We have integrated the screening of this equipment by using one of our primary building enclosure system, aluminum composite panels. These panels are integrated throughout our design and are included at our entry canopies, at the major breaks in the building, at the monumental patient room windows and as a framing system for all the window openings. Aluminum composite panels are a high-quality enclosure system; Aluminum comprises about 20% of our façade enclosure system.

Additionally, we have incorporated the mechanical screen above the hospital into the signage system at the hospital. This strategy pulls the screen towards the building enclosure to provide an architectural backdrop for the building signage. This strategy is similar to the strategy adopted for BJC's flagship project in the central west end, and it is essential to their institutional identity.

(See annotated elevations; annotated perspectives)

Comment 5. Please provide representative color and material information for all proposed retaining walls. Retaining walls should be complimentary in color and material to the main building, or natural features of the project, and should be minimized in height and length with appropriate landscaping. Retaining wall in excess of four (4) feet should be terraced in accordance with the Design Guidelines.

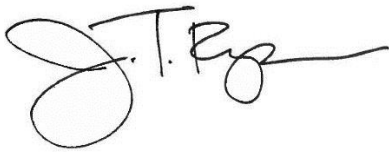
Response:

Material samples have been provided already. Revised perspective, color exterior elevations are submitted here. These drawings have photographic keys of materials on them.

Hopefully, this information addresses the comments contained in your 1/6/17 letter, comments from our Planning Commission Review on 2/6/17, and . Should you have any further comments and/or questions, please feel free to contact me.

We greatly appreciate your assistance and cooperation.

Sincerely,



Jeff Ryan, AIA
Director of Design
Principal

CC: Ms. Donna Ware, BJC (donna.ware@bjc.org)
Ms. Nancy Coleman, BJC (nancy.coleman@bjc.org)
Ms. Trisha Lollo, BJC (trisha.lollo@bjc.org)
Mr. Tom VanLandingham, Christner (tom.vanlandingham@christnerinc.com)
Mr. Steve Myers, Christner (steve.myers@christnerinc.com)
Mr. Joseph Fischer, Stock & Associates (joe.fischer@stockassoc.com)
Mr. George Stock, Stock & Associates (george.stock@stockassoc.com)



MEMORANDUM

To: Mr. Mike Hayes, MBA, LEED AP
BJC Planning, Design and Construction

From: Dustin Riechmann, PE, PTOE

Date: February 14, 2017

Subject: Traffic Signal Warrant Analysis
Mason Road and Executive Parkway (south)
Creve Coeur, Missouri

In response to a request by St. Louis County and the City of Creve Coeur, Lochmueller Group has completed a traffic signal warrant analysis for the intersection of Mason Road and Executive Parkway. This evaluation was in response to concerns related to potentially lengthy side-street delays at the intersection following the planned expansion of the Barnes-Jewish West County Campus, as described in our recent traffic impact study.

The 2019 forecasted traffic (Exhibit 4 in the traffic impact study) was used as the basis for this analysis with a focus on the southern intersection of Executive Parkway with Mason Road, which is located opposite the hospital driveway. In addition, supplemental traffic counts were collected at the northern intersection of Executive Parkway and Mason since some motorists could be diverted to the southern intersection if a traffic signal was provided.

The forecasted traffic at the intersection was compared to the standard warrants for signalization as published by the United States Department of Transportation in the Manual on Uniform Traffic Control Devices (MUTCD).

Warrant 1, Eight-Hour Vehicular Volume, is generally most applicable. Warrant 1 has two conditions, one of which must be met to satisfy the warrant. Condition "A" (Minimum Vehicular Volume) is intended for application where large volumes of intersecting traffic on both roadways are the principal reason for a signal. Condition "B" (Interruption of Continuous Traffic) is intended where traffic volumes on a major street are heavy and create excessive delays or conflict for traffic on the minor intersecting street.

Warrant 1A is most applicable at the subject location, and it is common practice to discount side-street right turns (which do not benefit greatly from signalization) and treat the minor street as a one-lane approach for the purposes of signal warrant analyses. Consequently, Warrant 1A requires 600 vehicles per hour (vph) on the major street (total of both approaches on Mason Road) for a minimum of eight hours on a typical weekday. During the same period, the volume of traffic entering from the higher volume minor-street approach (Executive Parkway) must exceed 150 vehicles.

Although hourly traffic counts were not collected during the entire day, a total of six hours were captured during the morning, midday and evening peak periods. These counts indicate that traffic on both Mason Road and Executive Parkway is very consistent from mid-morning through the early



evening, which would be expected given the preponderance of medical office uses in the immediate area.

Consequently, it was assumed that the midday traffic counts (12:00-1:00 p.m.) represent approximately the 8th Highest Hour of a typical weekday. During this hour, major street volumes at the subject intersection total 675 vph while minor street left-turn/through volumes total 125 vph.

Throughout the day, the northern intersection of Mason Road and Executive Parkway serves 60-90 side-street left turns per hour. It is reasonable to assume that at least 30 left turns would divert from the northern intersection to the south to take advantage of consistent service via a traffic signal. As a result, the side-street volumes at the subject intersection would exceed the 150 vph threshold.

Therefore, it was concluded that **the intersection of Mason Road and Executive Parkway would satisfy the requirements of Warrant 1A**. In addition, the spacing of the intersection 1,400 feet south of Olive Boulevard is appropriate for signalization, and it appears that a traffic signal would likely fit within the available right-of-way and "Roadway Maintenance Sidewalk and Utility Easement" (pb. 165, pages 62-63) at the intersection, as shown in the attached concept plan.

Finally, the intersection was evaluated to ensure that a traffic signal would mitigate side-street delays without creating undue delay for motorists on Mason Road. It would be appropriate to design the signal with side-street actuation so the signal remains on green for Mason Road until vehicles are present and require service on Executive Parkway/West Entrance.

The operational analysis is summarized in **Table 1**. As shown, **the installation of a traffic signal would significantly improve side-street conditions**, as the eastbound approach would improve from Level of Service (LOS) F to C during all peak periods. Furthermore, the signal would not create undue delay for the major street, as **the Mason Road approaches would operate at Level of Service A with minimal delays**. Overall, the intersection would operate at LOS A/B with the installation of a traffic signal.

Based on the above analysis, **it is recommended that a traffic signal be installed at the intersection of Mason Road and Executive Parkway (south) in conjunction with the proposed Phase 1 expansion of the Barnes-Jewish West County Campus.**

Please contact me at driechmann@lochgroup.com or 618-667-1411 with any additional questions you may have regarding this analysis.



Table 1: 2019 Forecasted Operating Conditions

Intersection/Approach	AM Peak Hour	MD Peak Hour	PM Peak Hour
<i>Mason Road at Executive Parkway / West Entrance – WITHOUT Signalization</i>			
Eastbound Approach	F (50.2)	F (85.8)	F (56.8)
Westbound Approach	C (21.9)	B (14.3)	C (17.1)
Northbound Left-Turn	A (8.5)	A (7.9)	A (0.0)
Southbound Left-Turn	A (8.6)	A (8.1)	A (8.0)
<i>Mason Road at Executive Parkway / West Entrance – WITH Signalization</i>			
Eastbound Approach	C (24.2)	C (23.3)	C (20.5)
Westbound Approach	B (14.5)	B (11.6)	B (12.2)
Northbound Approach	A (2.9)	A (6.9)	A (7.3)
Southbound Approach	A (3.1)	A (7.1)	A (8.5)
Overall Intersection	A (5.1)	B (11.0)	B (11.2)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)



MEMORANDUM

To: Mr. Mike Hayes, MBA, LEED AP

From: Dustin Riechmann, PE, PTOE

Date: February 14, 2017

Subject: Response to TIS Comments
Barnes-Jewish West County Campus
Creve Coeur, Missouri
516-0133-0TE

Lochmueller Group has prepared the following memo in response to comments received from GBA pertaining to our traffic impact study for the redevelopment of the Barnes-Jewish West County campus. The comments were provided in a memo dated January 31, 2017.

The majority of the comments, as summarized on page 5 of the memo, pertain to requests for verbiage, documentation or clarification to be added to the report. These "narrative" comments include the following:

GBA Narrative Comments:

- *Barnes West Drive/Heritage Parkway is noted as local street where it is actually a private roadway. Please change this notation in the study.*
- *The study proposed the use of local trip rates for the medical office building; these rates are lower than those provided by ITE. It is recommended that additional information be provided regarding the development of these local trip rates as well as verify the new medical office building would have similar operations to the sites included in the trip rate study to support their use.*
- *It was determined in the review that the inbound versus outbound percentages for new trips during each peak hour were based upon the ITE percentages. Please note this in the study.*
- *New trips for MOB #4 were assigned to the roadway network based on existing traffic. It is recommended that the intended operations of the campus and the new medical office building for which trips were generated be reviewed and compared to the proposed trip assignments.*

- *It is also recommended that a campus signing plan for the internal and external roadways that guides patrons to the appropriate driveway and parking areas be provided. This plan should support the trip assignments presented.*
- *Exhibits 4 and 7 depicting the 2019 and 2039 Forecasted Traffic Volumes, respectively, should be reviewed for calculation errors. Synchro models should be updated as necessary to be consistent with any revised volume exhibits.*
- *To better understand the impact of the development on side street operations, it is recommended that the analysis be broken down to a per lane or per movement basis for both the eastbound and westbound approaches at the Mason Road and Executive Parkway intersection.*
- *Future phases of the medical campus redevelopment will include three new medical office buildings and the removal of MOB #1. It is expected that an additional 200,000 s.f. will be added with these improvements. The hospital is also expected to add 23 beds in the future. It should be noted that supplemental traffic studies will be required for approval of any new construction. Improvements needed for future phases will be identified in these studies and required at that time.*

We concur with these requests and will incorporate them into a final report following the receipt of any comments from MoDOT.

The remaining two comments suggested potential site plan changes or off-site improvements. Those comments are noted and addressed below.

GBA Comment: *"The driveway on Barnes West Drive is to be relocated to the north. It is recommended that queues from the signal at Olive be reviewed to identify any blocking of the driveway. It is also recommended that the study identify any issues that may be created due to the resulting offset from the shopping plaza driveway on the east side of Barnes West Drive."*

The hospital driveway would be relocated approximately 130 feet to the north. This is required due to topographic constraints associated with the elevation of the adjacent new emergency room and drop-off area.

The queuing for the northbound approach was reviewed, and the relocated hospital driveway would not be blocked under the proposed condition. Given the inbound movement is a right turn, there would also not be any operational concerns for southbound traffic potentially impacting Olive Boulevard.

It is important to note that the driveway on the east side of the road is effectively a service drive for the retail center. It serves low traffic volumes with only approximately 10 vehicles entering or exiting during the peak hours. In addition, Barnes West Drive is a private roadway that terminates into the park to the south, so through traffic is also relatively light.

It is also important to note that the relocated driveway would be approximately 130 feet from the retail service drive so any inbound left-turn movements into the service drive and the hospital drive (very minimal) would have adequate separation to operate safely.

In summary, the proposed driveway relocation on Barnes West Drive is not anticipated to have any adverse safety or operational impacts.

GBA Comment: “The eastbound approach at the stop-controlled intersection of Mason Road and Executive Parkway is expected to degrade to LOS F during peak hours...it is recommended that this intersection be improved to maintain acceptable levels of operations with the first phase.”

Specifically, the eastbound left-turn movement is expected to degrade from LOS E to LOS F with the addition of new site traffic. All other movements at the intersection would continue to operate satisfactorily.

After conferring with St. Louis County, this issue was studied further and it is recommended that a traffic signal be installed at this intersection in conjunction with the Phase 1 expansion. As detailed in a separate signal warrants analysis summary (also dated 2/14/17), the installation of a traffic signal would correct the above-noted issue, satisfactorily accommodate future growth, and avoid a significant negative impact to traffic flows on Mason Road.

We trust that this memorandum addresses GBA’s traffic-related concerns related to the proposed redevelopment. Please do not hesitate to contact us at (314) 621-3395 should you have any questions concerning this information.

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE APPROVING A SITE DEVELOPMENT PLAN FOR BARNES
JEWISH WEST COUNTY REPLACEMENT HOSPITAL, ATTACHED MEDICAL
OFFICE BUILDING, AND ASSOCIATED PARKING**

WHEREAS, Section 405.310 (D) of the Municipal Code states that any site concept plans and development and/or redevelopment plans for properties within “PH” Planned Hospital district require Planning and Zoning Commission and City Council review and approval; and

WHEREAS, an application was made by George Stock, Stock & Associates, on behalf of Barnes-Jewish West County Hospital, at 12634 Olive Boulevard, Creve Coeur, MO, 63141, for a site development plan on the BJC medical campus that will include a 260,000 square foot new replacement hospital; a 100,000 square foot, attached medical office building; and, associated parking, consistent with the prior approved Site Concept Plan, Ordinance 5509; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, February 06, 2017, beginning at 6:30 p.m., or immediately following the close of the previous agenda item, on said application for the site development plan as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote, recommended approval of the site development plan, subject to conditions, at its meeting on Tuesday, February 21, 2017; and

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

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

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

Section 1: The Site Development Plan is hereby approved subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the building elevations received February 15, 2017, as bound together and submitted in conjunction with Application #17-003 by Christner and as amended below.
2. The applicant is required to submit Site Improvement Plans, showing all exterior site improvements, for all new construction to the Division of Planning for review, as

BILL NO. _____

ORDINANCE NO. _____

- required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Site Improvement Plans shall be in substantial conformance with the "Site Development Plans," and the "Overall Concept Planting Plans" submitted on February 2, 2017, as bound together and submitted in conjunction with Application #17-003 by Stock and Associates, and as amended below.
3. The rooftop screening used in all areas of the building shall fully screen the mechanical equipment and be of a material consistent with the main building to include a horizontal cap at the top of all screening panels to provide visual relief and meet with the recommendations of the City's Design Guidelines for the Zoning Administrator's approval.
 4. The sidewalks shown as future on the Site Development Plan on the western portion of the parking lot shall be provided in connection with the future build out of the campus to provide additional pedestrian connections from the parking areas to the buildings.
 5. All sidewalk connections at intersections, crosswalks and the primary building entrances shall provide for a change in color, texture or material.
 6. The traffic signal at the intersection of Mason Road and Executive Parkway at the western vehicular entrance to the hospital campus as recommended in the Traffic Impact Study shall be installed prior to final occupancy of the new building with the approval of St. Louis County. The signal structures shall be painted with a black powder coated finish per city standards as approved by the Department of Public Works.
 7. That the applicant coordinate and implement any additional traffic impact mitigation requirements as requested by MoDOT and/or St. Louis County based upon their review of roadways under their jurisdiction.
 8. The proposed public artwork along the Olive Boulevard frontage shown on the Site Development Plan shall be submitted to the Arts Committee for their review and recommendations for final approval by the Planning and Zoning Commission in the form of a minor site development plan that shows the integration of the artwork and landscape with pedestrian linkages, prior to approval of final occupancy.
 9. That all features of the Site Amenities Plan (Sheet LP1.7 of the Site Development Plan) be installed as part of this phase of the Hospital Campus Master Plan in conjunction with the Site Improvement Permit with any adjustments with respect to final siting of these features to be approved by the Zoning Administrator.
 10. A Final Landscape Plan shall be submitted with the Site Improvement Plans that is consistent with the Overall Concept Planting Plans, and the requirements of Ordinance 5509, and the Comprehensive Plan recommendation for a green line park, that includes a variety of plantings with year round interest on the street side of the berm, with additional street trees provided along Barnes West Drive frontage for the Zoning Administrator's approval.
 11. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
 12. The modular block retaining wall material shall be submitted with the Site Improvement Plans for consistency in color with the materials of the building to meet with the City's Design Guidelines for the Zoning Administrator's approval.
 13. All lighting shall be installed or modified to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance.

BILL NO. _____

ORDINANCE NO. _____

14. Any ground mounted mechanical equipment installed for the site shall be properly screened with approved materials. The service area enclosure shall be brick-faced to match the building for the Zoning Administrator's approval.
15. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code, and in substantial compliance with an amended Master Sign Plan to be submitted for review by the Planning and Zoning Commission and approved by City Council prior to any sign permits being issued.
16. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
17. No site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.

Section 2: All other conditions of Ordinance 5509, shall remain in effect where applicable.

Section 3: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2017.

ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2017.

BARRY GLANTZ
MAYOR

ATTEST:

DEBORAH RYAN, MPCC
CITY CLERK



city of CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION
#17-003: SITE DEVELOPMENT PLAN APPROVAL FOR BARNES JEWISH WEST
COUNTY REPLACEMENT HOSPITAL, NEW ATTACHED MEDICAL OFFICE
BUILDING, AND ASSOCIATED PARKING

FOR THE MEETING OF: February 6, 2017

LOCATION: 12634 Olive Boulevard. Zoned PH Planned Hospital District

REQUEST: George Stock, of Stock and Associates, has submitted an application on behalf of Barnes West County Hospital, at 12634 Olive Boulevard, Creve Coeur, MO, 63141, for a site development plan on the BJC medical campus that will include a 260,000 square foot new replacement hospital; a 100,000 square foot, attached medical office building; and, associated parking.

ADDITIONAL INFORMATION: The City Council approved the overall site concept plan on December 12, 2016 that included several conditions for any future review of site development plans, including that adequate landscaping be provided to meet with the “green line park” recommendations of the Comprehensive Plan, that an additional 10 feet of buffer along Olive Boulevard be provided should it be deemed necessary, additional landscaping to address missing buffering adjacent to residential properties along the east property line, and that a Traffic Impact Study shall be submitted with each phase as identified on the Site Concept Plan prepared by Stock & Associates dated 11-7-16, in conjunction with a site development plan application.

APPLICANT: Trish Lollo, President
Barnes West County Hospital
12634 Olive Boulevard
Creve Coeur, MO 63141

APPLICANT’S REPRESENTATIVE: George Stock
Stock & Assoc. Consulting
Engineers, Inc.
257 Chesterfield Business Pkwy
Chesterfield, MO 63005

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request follow the Design Guidelines?

Comp. Plan References

- West Olive Corridor

Zoning Code References

- Section 405.310 “PH” Planned Hospital District
- Section 405.1080: Site Concept, Site Development And Minor Site Plan Approval

Attachment: 17-003.Staff Report.2-6-2017 (2302 : #17-003: BJCWC Replacement Hospital SDP)



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

DATE: 2/2/2017

ATTACHMENTS: Applicant’s Materials submitted February 2, 2017
Applicant’s Traffic Impact Study and response to City’s consultant review
City’s Consulting Traffic Engineer Memo; St. Louis County comments
Ordinance 5509 approving the Site Concept Plan

BACKGROUND AND PROPOSAL

The Barnes-Jewish West County Hospital campus consists of 54.34 acres and is zoned PH Planned Hospital District. Site concept and site development plan approval by the Planning and Zoning Commission and City Council is required. The proposal building is for the 260,000 square foot new replacement hospital and the attached, 100,000 square foot medical office building (identified as MOB 4) and, associated parking.

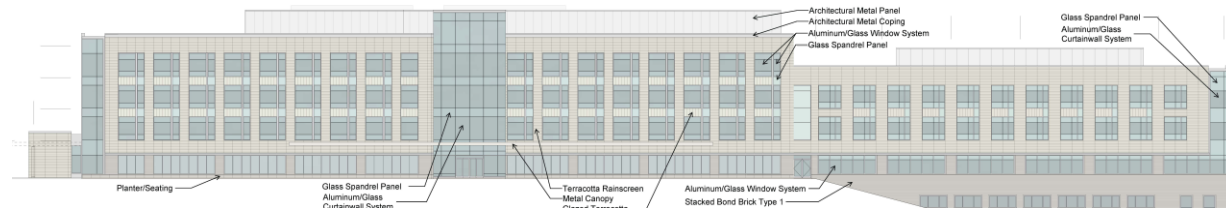


Figure 1: North Elevation of the Proposed Hospital



Figure 2: Site Amenities Plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Office, Retail, Restaurant	CB Core Business District	Olive Boulevard
South	School, Park	C Single Family Residential	N/A
East	Office, Retail Residential	GC General Commercial District/AR Attached Single Family & B Single Family Residential Districts	N/A
West	Retail, Restaurant/Office Residential	GC General Commercial District/PO Planned Office District/ D Single Family Residential District	Mason Road

COMPREHENSIVE PLAN REVIEW

As discussed during the review for the Site Concept Plan, the subject property is located within the West Olive Corridor Action Area that has a vision to include a high-quality, contained business area that connects with and co-exists in a compatible fashion with the adjacent single-family neighborhoods. Open spaces and pedestrian facilities will be increased with pedestrian connections between residential and commercial areas. The Subject Property is specifically addressed as Key Property 4, where it is envisioned to continue to develop and expand as a hospital campus, where special attention should be given to any negative impacts associated with site development, building design and materials, landscaping access, signage, parking lot locations and lighting, as well as other impacts.

A significant point of discussion during the Site Concept approval was the degree of landscaping along Olive Boulevard to break-up the amount of surface parking as well the need to meet with the “green line park” recommendation. The Applicant has indicated that they are preserving the existing street trees that maintain the character of the surrounding neighborhood. A 30” high earth berm with natural shrubs plantings is proposed to aid in the visual and physical screening of the site. The arrangement of trees at the perimeter of parking areas, the berms and the “street trees” planted in the right-of-way create a shaded and landscaped area to complement to the public sidewalk. The grouping of the trees creates relationships to interior green spaces with planted lawns and the use of existing and proposed pedestrian sidewalks for connections to amenities, the potential sculpture with a garden plaza with seating and lighting, meets with the intent of the “green line park”. Below is a typical detail of the amount of landscaping provided along Olive Boulevard.

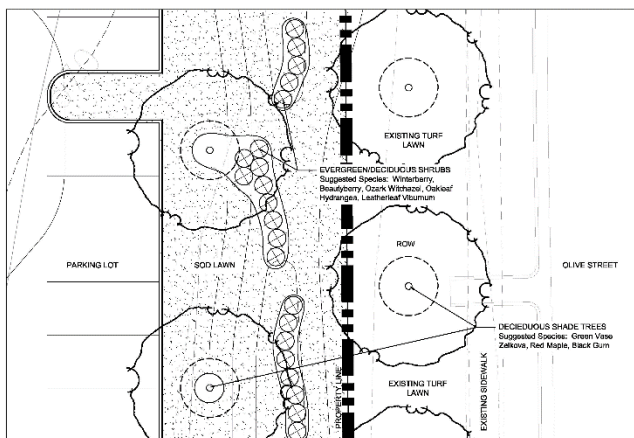


Figure 3: Green Line Park Planting Concept Typical Detail

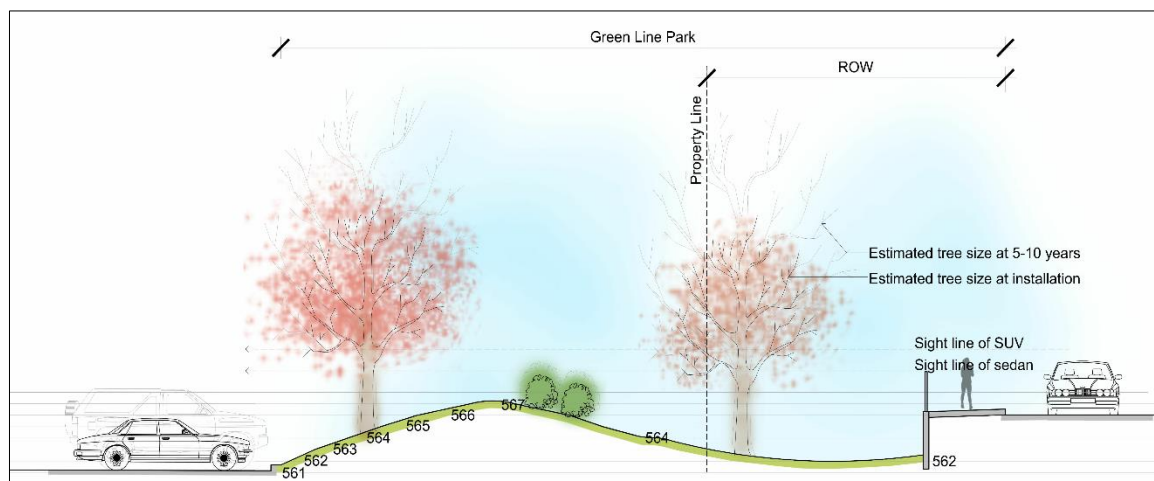


Figure 4: Section Detail of Berm along Olive Boulevard

DESIGN GUIDELINES ANALYSIS

The City's Design Guidelines calls for high quality architecture, and where building façades which provide linear repetitive streetscape appearance are strongly discouraged. Special attention and detail should be given to the design of a building at street level and varied and interesting building façades are key to creating a "pedestrian oriented" place. Streets with monotonous and unarticulated buildings, are strongly discouraged. Additionally, rooftop screening should be treated as an integral part of the architecture, incorporating similar design, detail and materials as the primary structure and be part of the architectural design with similar detailing and materials and not appear as add-ons. Overall the building appears flat and lacks significant articulation along the front particularly where no setback or differentiating elements been provided between the main hospital and the MOB 4 building. And while the hospital portion of the building is angled near the middle, the overall appearance is a long flat wall, with little architectural interest to break up the façade as suggested by the Design Guidelines.

The Applicants have indicated that the MOB portion of the north façade to the hospital is intended to convey a unified experience for the patients with the difference in the two demarked by a transparent link. Staff finds that due to the length of the building, greater detail is warranted to break up the two portions of the building, as the main entrance for the MOB 4 is located on the south side of the building. The Commission should discuss this further with the applicant.

Additionally, the roof top screen is a typical metal screening that is inconsistent with the Design Guidelines. The Applicant's contend that the screen is constructed of a high-quality architectural metal, finished in hues related to those of the cornices and window frames, provides for sufficient architectural detail as the main building, and that it serves as a backdrop for the entry tower and the building signage. Whereas the main building materials are a limestone brick. However this would not be the case for the rooftop screening of the MOB4 Building. Staff recommends that the roof top screen should match the main building and include a cornice or other architectural detail in order to move the project further towards the Design Guidelines.

The applicant is proposing a sculptural art piece in the front of the site near Olive Boulevard. The specific details and design elements of the piece have not been provided at this time. The Design Guidelines do encourage the use of artwork in a project, and the Applicants have indicated a location for a future potential installation. Therefore Staff suggests a condition be included that requires details of the art piece be submitted to the City's Art Committee for review and recommendation to the Planning and Zoning Commission, in conjunction with a more detailed site development plan pertaining specifically for the art piece.

The Design Guidelines also suggest that parking lots need to be broken up into smaller spaces with landscaped pedestrian linkages. The applicant has included several landscaped areas within the parking lot to break up the surface areas; however, the Commission should review the pedestrian connections and sufficiency of the landscaping as further discussed below in the Zoning Review section.

ZONING REVIEW

As the zoning was reviewed with the overall Campus Plan for the Site Concept Plan, a detail review of the project with Section 405.310 PH District is not necessary with this application. Therefore, zoning review will be limited to the other sections of the Code.

Landscaping

Section 405.540 discusses the landscaping requirements of a site development plan. Street trees are required at a ratio of 1, three inch tree for every lineal feet of roadway frontage. The plans show conformance with this requirement along Olive Blvd. The Barnes West Drive frontage does not provide the same quantity; therefore staff has listed a condition that additional trees be planted along this frontage to meet with the requirement to be provided with a final landscape plan for staff approval.

The parking lots contain appropriate landscaping as required by code and the Design Guidelines which require parking rows be broken up by landscaped islands. The plans show the required amount of internal landscaping to meet with this requirement. The islands are proposed to be planted with deciduous trees with additional areas of planted greenspaces which will also serve as bio-retention for stormwater and open lawns. Small amounts of plantings are proposed along the face of the building.

As discussed with the Site Concept Plan review, the applicant is proposing a gentle sloped landscaped berm to screen the parking lot from Olive. The design of this berm appears to be effective to screen the vehicles without the need for additional depth along the Olive frontage.

Sidewalks

Section 405.730 Sidewalks requires that all sidewalks shall be safe, clearly defined and direct, buffered from the street vehicular traffic and parking areas by a minimum of 3 foot greenspace or landscape area, provide safe clearly defined and direct access between buildings from the principal building's entrance to the public side walk, and all internal sidewalks in non-residential developments shall be at least 6 feet in width or 8 feet if used as a curb stop. The Applicants have provided for a wide 12 foot path from the sidewalk to the main entrance to accentuate the building entrance from the street and to provide a pedestrian connection from the building to the street and within the parking lot. The additional sidewalk width, greater than required, is being proposed in lieu of a landscaped strip on either side due to the opposing stalls and the maintenance issues that come with landscaping in these areas. All other internal sidewalks are shown to be 6-feet in width to meet with the City's requirements. The sidewalks along Olive are to remain. A new, 6-foot wide sidewalk is shown on the western side of Barnes West Drive to provide a new pedestrian connection from Olive through the hospital campus, terminating at Millennium Park.

Staff had requested an additional sidewalk connecting the hospital entrance and the western end of the parking lot which would also serve the existing bus stop on Olive Boulevard. The location of this additional sidewalk is shown; however, BJC is requesting that the sidewalk not be required at this time and that it be considered in conjunction with the medical office building at the corner of Olive and Mason when that building is proposed. The Commission should review this request with the applicant.

Because this phase does not involve changes to the Mason Road frontage, the existing sidewalks, a good portion of which do not meet the City's minimum width of 6-feet, are to be reviewed at a later date in association with a future phase.

SITE AMENITIES PLAN/GENERAL PEDESTRIAN PLAN

The applicant has provided an overall site amenities plan which includes a connected sidewalk plan to serve the campus which will also tie into Millennium Park; bench rest areas, bike racks, and campus walkway signage. BJC is also providing electric car charging and bicycle repair stations and the aforementioned art sculpture. These site improvements will replace the existing pedestrian connections on the hospital campus and provide additional amenities to serve the users of this campus.

CAMPUS SIGNAGE

Since new signage is required for this building and throughout the hospital campus, a condition should be placed on the approval that requires BJC to submit a new Master Sign Plan for review by the Commission with final approval by the City Council. The new campus would benefit from adequate ground signage which would assist with vehicular traffic being more evenly dispersed throughout the site and optimization of the access points leading into the campus.

TRAFFIC IMPACT STUDY

A traffic impact study report was prepared by the applicant's consulting traffic engineering firm, Lochmueller Group on January 19, 2017. The study was prepared to determine the amount of additional traffic that would be generated by the proposed redevelopment, evaluate its impact upon the adjacent

roadway network and to assess the safety aspects of motorists entering and exiting the site at each access point. The scope of the study was based upon agreed to terms at a meeting held where City planning staff, representatives from MoDOT, St. Louis County, BJC and their design team were present. The study analyzed the impacts to the roadways based on upon the proposed use and the following access points to the hospital campus which are not proposed to change:

- Olive Boulevard at Mason Road
- Olive Boulevard at Barnes West Drive/Heritage Place
- Olive Boulevard right in/right-out drive in front of the hospital
- Mason Road entrance at intersection with Executive Parkway

The City's traffic consultant, GBA, has reviewed the study and has provided comments which are attached to this staff report. The applicant's traffic consultant has responded to GBA's comments that the additional requested documentation will be included in a final report following receipt of comments from MoDOT or St. Louis County.

Overall, the study has found that the additional traffic generated by the site can be accommodated within the existing roadway network with the exception of Executive Parkway/Mason Road and the west entrance to the hospital campus. Specifically, the eastbound left-turn movement is expected to degrade from a LOS (Level of Service) E to F with the addition of new site traffic. The Lochmueller Group in their February 2, 2017 response indicates that they are continuing their review of this intersection to determine an acceptable solution which could include a signalized intersection at this location or, in the alternative, a roundabout. The City's traffic consultant and the City Engineer have both requested that this roadway impact be mitigated now as part of this phase of the hospital campus's redevelopment.

Olive Boulevard is under the jurisdiction of MoDOT and Mason Road is under the jurisdiction of St. Louis County. Review comments from St. Louis County have been provided. The County's comments conclude that traffic control changes to Mason Road can be delayed until a future phase which expands the medical office use. It should be noted; however, that the traffic delays will largely affect Executive Parkway which is a City-controlled roadway. The project engineer has indicated to staff that the likelihood is that a signalized intersection for Mason/Executive Parkway will be the preferred option although a roundabout is also a possibility. Given the potential impacts to Mason Road, the lack of review comments from MoDOT which could generate further comments, and that an acceptable solution is not fully known at this time for the Mason/Executive Parkway intersection, the Commission should discuss this matter with the applicant in greater detail at the meeting and make a determination whether it is appropriate to proceed with a recommendation to City Council.

SUMMARY AND RECOMMENDATION

The site development plan is consistent with the recently approved Site Concept Plan for the BJC West County Hospital campus. Staff and the applicant have conferred frequently on this application in preparation for review by the Commission. While staff finds that most of the requirements of the Zoning Ordinance have been met, there are a few notable discussion items the Commission members should review and provide direction to the Applicant, and therefore a draft ordinance has not been prepared at this time. Further, additional study is required as a result of the traffic impacts recommendations as a result of this project, namely involving the Executive Parkway/Mason Road intersection. The County is requesting from the City that the traffic study be expanded to include a traffic signal warrant analysis for Mason. The City has not fully reviewed this information nor has such additional information been provided at this time.

In addition to the traffic and roadway impacts, the Commission should consider these key items for review with the applicant in relation to the City's design guidelines and as discussed with the approval of the Site Concept Plan:

- The berming and level of landscaping along the Olive Road frontage as discussed during the Site Concept Plan review.
- The architectural design of the building in relationship to the Design Guidelines. Specifically, the level of articulation of the building as viewed from Olive Blvd. taking into account the length of the building. Material samples have been provided for the Commission's review and the architect will be present at the meeting.
- The sufficiency of the pedestrian connections throughout the parking lot; namely the western portion of the lot.

After discussion with the applicant, if the Planning and Zoning Commission finds that the Application is in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code and all impacts have been addressed, it may vote on a recommendation to the City Council with any changes discussed and made by separate actions. Staff will then prepare a draft ordinance for City Council based upon the Commission's decision.

ACTION

The following is an example of an appropriate motion for this application:

"I move to continue Application #17-004 for a Site Development Plan for Barnes Jewish West County Replacement Hospital and Medical Office Building at 12634 Olive Blvd. until the February 21, 2017 meeting to allow the Applicant to address any desired changes and to provide additional information based upon the discussion and direction from the Commission; and, to provide further information resulting from the findings of the traffic impact analysis." (conditions may be added, eliminated, or modified by preceding motion).

Should the Commission wish to move the project forward to City Council for review, the following is an example of an appropriate motion:

"I move to recommend approval of Application #17-004 for a Site Development Plan for Barnes Jewish West County Replacement Hospital and Medical Office Building at 12634 Olive Blvd. and direct Staff to prepare a draft ordinance based upon the discussion from the meeting of February 6, 2017, including all conditions recommended in Staff's report." (specific conditions discussed and approved by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 4: SITE PHOTOGRAPHS

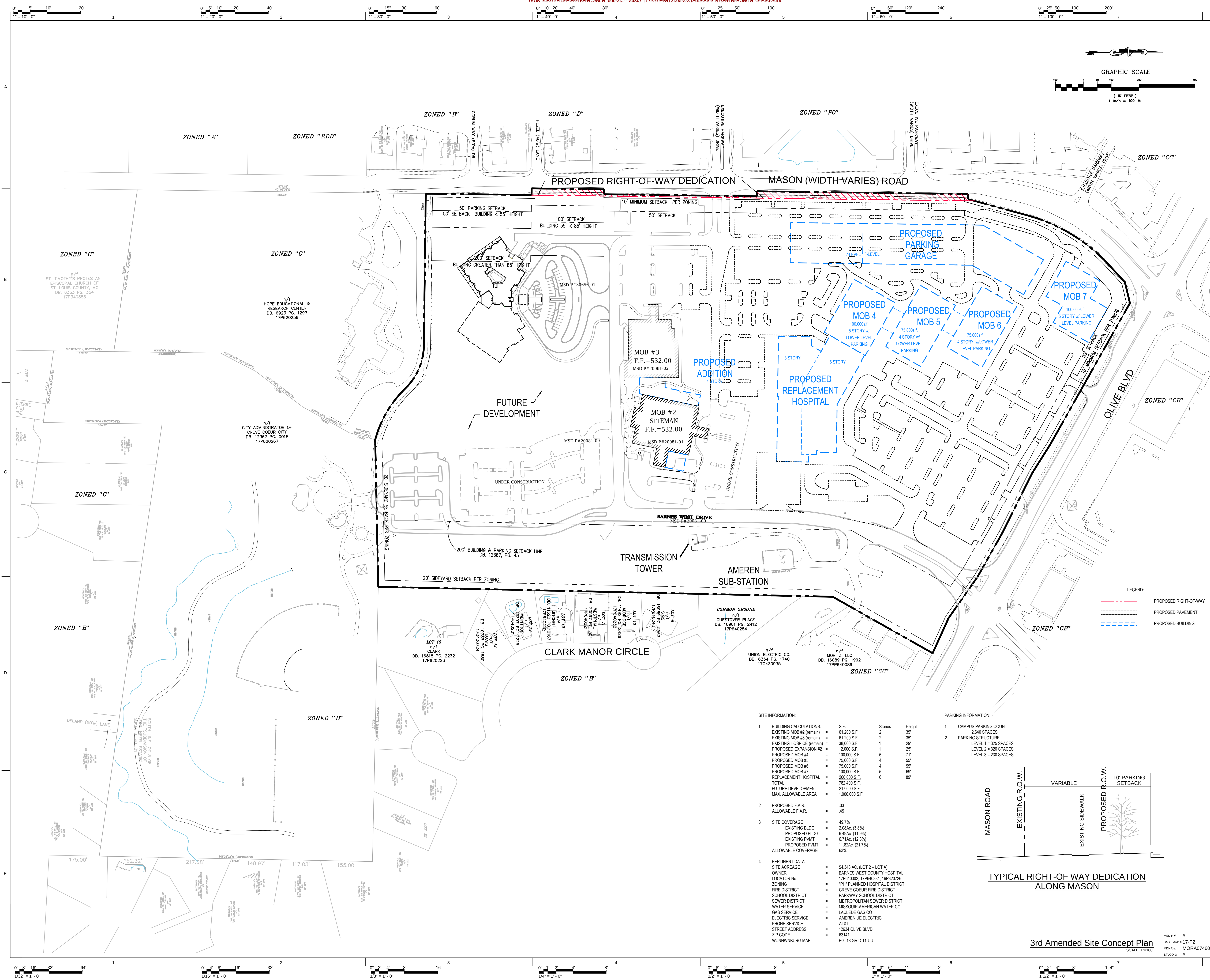
Photo Date:10/14/2014



Description: Google Maps View looking west along Olive Boulevard. The existing medical campus frontage is visible on the left.



Description: Google Map View looking south on Mason Road. The medical office building and surface parking lot is shown on the left.



SITE INFORMATION:					PARKING INFORMATION:				
1	BUILDING CALCULATIONS:	S.F.	Stories	Height	1	CAMPUS PARKING COUNT			
	EXISTING MOB #2 (remain)	= 61,200 S.F.	2	35'		2,640 SPACES			
	EXISTING MOB #3 (remain)	= 61,200 S.F.	2	35'	2	PARKING STRUCTURE			
	EXISTING HOSPICE (remain)	= 38,000 S.F.	1	29'		LEVEL 1 = 325 SPACES			
	PROPOSED EXPANSION #2	= 12,000 S.F.	1	25'		LEVEL 2 = 320 SPACES			
	PROPOSED MOB #4	= 100,000 S.F.	5	71'		LEVEL 3 = 230 SPACES			
	PROPOSED MOB #5	= 75,000 S.F.	4	55'					
	PROPOSED MOB #6	= 75,000 S.F.	4	55'					
	PROPOSED MOB #7	= 100,000 S.F.	5	69'					
	REPLACEMENT HOSPITAL	= 280,000 S.F.	6	89'					
	TOTAL	= 782,400 S.F.							
	FUTURE DEVELOPMENT	= 217,600 S.F.							
	MAX. ALLOWABLE AREA	= 1,000,000 S.F.							
2	PROPOSED F.A.R.	= .33							
	ALLOWABLE F.A.R.	= .45							
3	SITE COVERAGE	= 49.7%							
	EXISTING BLDG	= 2.08Ac (3.8%)							
	PROPOSED BLDG	= 6.49Ac (11.9%)							
	EXISTING P.V.M.T	= 6.71Ac (12.3%)							
	PROPOSED P.V.M.T	= 11.82Ac (21.7%)							
	ALLOWABLE COVERAGE	= 63%							
4	PERTINENT DATA:								
	SITE ACREAGE	= 54.343 AC. (LOT 2 + LOT A)							
	OWNER	= BARNES WEST COUNTY HOSPITAL							
	LOCATOR No.	= 17P640302, 17P640331, 16P230726							
	ZONING	= "PH" PLANNED HOSPITAL DISTRICT							
	FIRE DISTRICT	= CREVE COEUR FIRE DISTRICT							
	SCHOOL DISTRICT	= PARKWAY SCHOOL DISTRICT							
	SEWER DISTRICT	= METROPOLITAN SEWER DISTRICT							
	WATER SERVICE	= MISSOURI-AMERICAN WATER CO							
	GAS SERVICE	= LACLEDE GAS CO							
	ELECTRIC SERVICE	= AMERIEN UE ELECTRIC							
	PHONE SERVICE	= AT&T							
	STREET ADDRESS	= 12634 OLIVE BLVD							
	ZIP CODE	= 63141							
	WUNNINBURG MAP	= PG. 19 GRID 11-JUJ							

CHRISTNER

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MEP/ELECTRICAL ENGINEER: KJWW
Civil Engineer: Stock & Associates Consulting Engineers, Inc.
Structural Engineer: Optimal Engineering Solutions
Food Service: Mills & Associates
Kitchen Equipment: KH Lemp Elevator
Associate Architect: CORE10 Architecture
Code Consultant: CCI

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER E-25116
JAN 25, 2017
Jan 25, 2017
GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000996
Stock and Associates Consulting Engineers, Inc. and the undersigned engineer have no responsibility for services provided to others to expedite the improvement shown on this plan and all other drawings when the undersigned engineer's seal appears. The contractor means and methods are the sole responsibility of the owner and contractor. Stock and Associates shown on this plan unless specifically engaged and authorized to do so by the owner or contractor.

Project: Barnes-Jewish West County Hospital
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan

BARNES JEWISH
West County Hospital
BJS HealthCare

No. Issue Description: Date:
.01 Issue Date: 12/16/2016

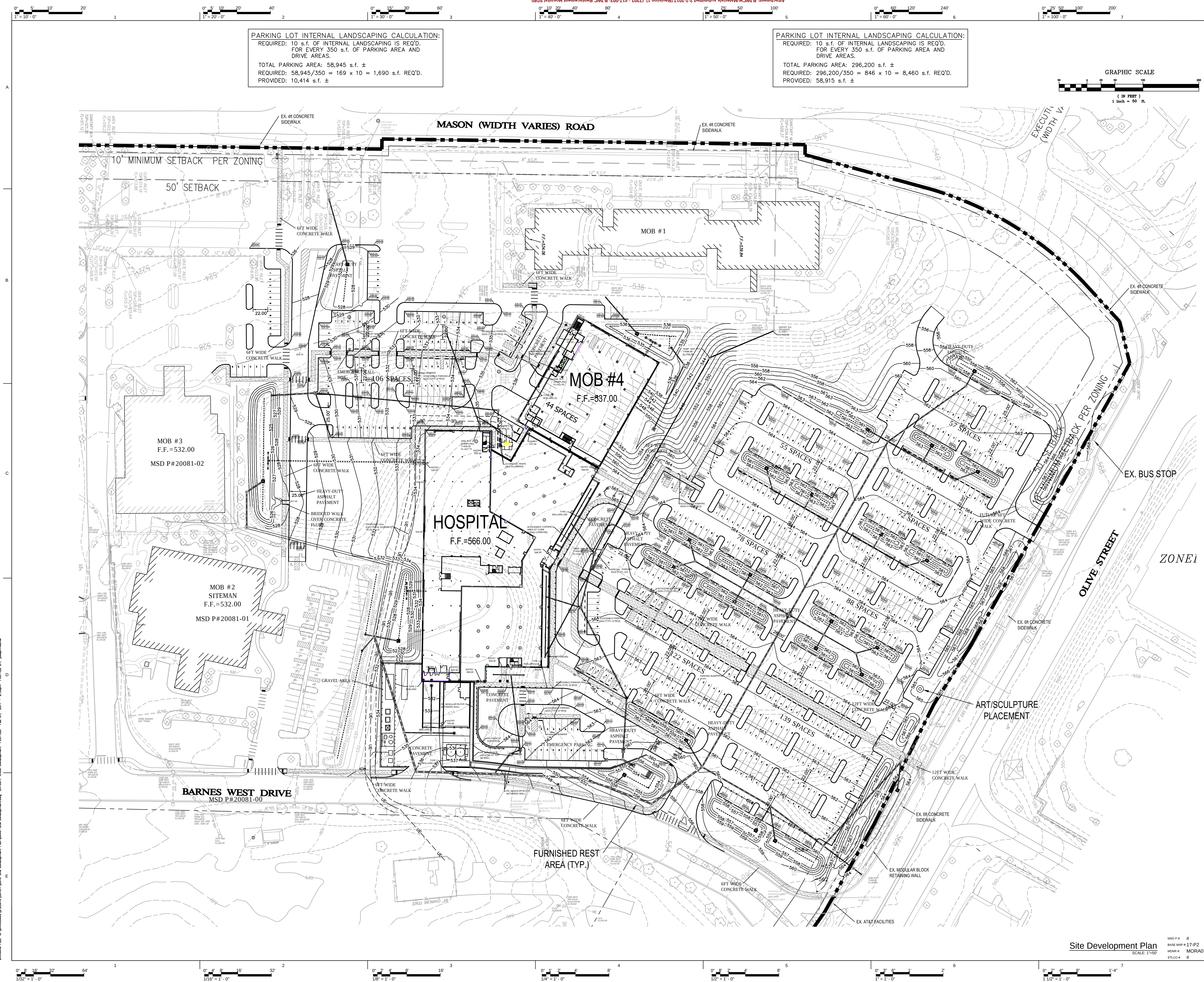
No. Revision Description: Date:
.01 City Comments: 1/25/2017

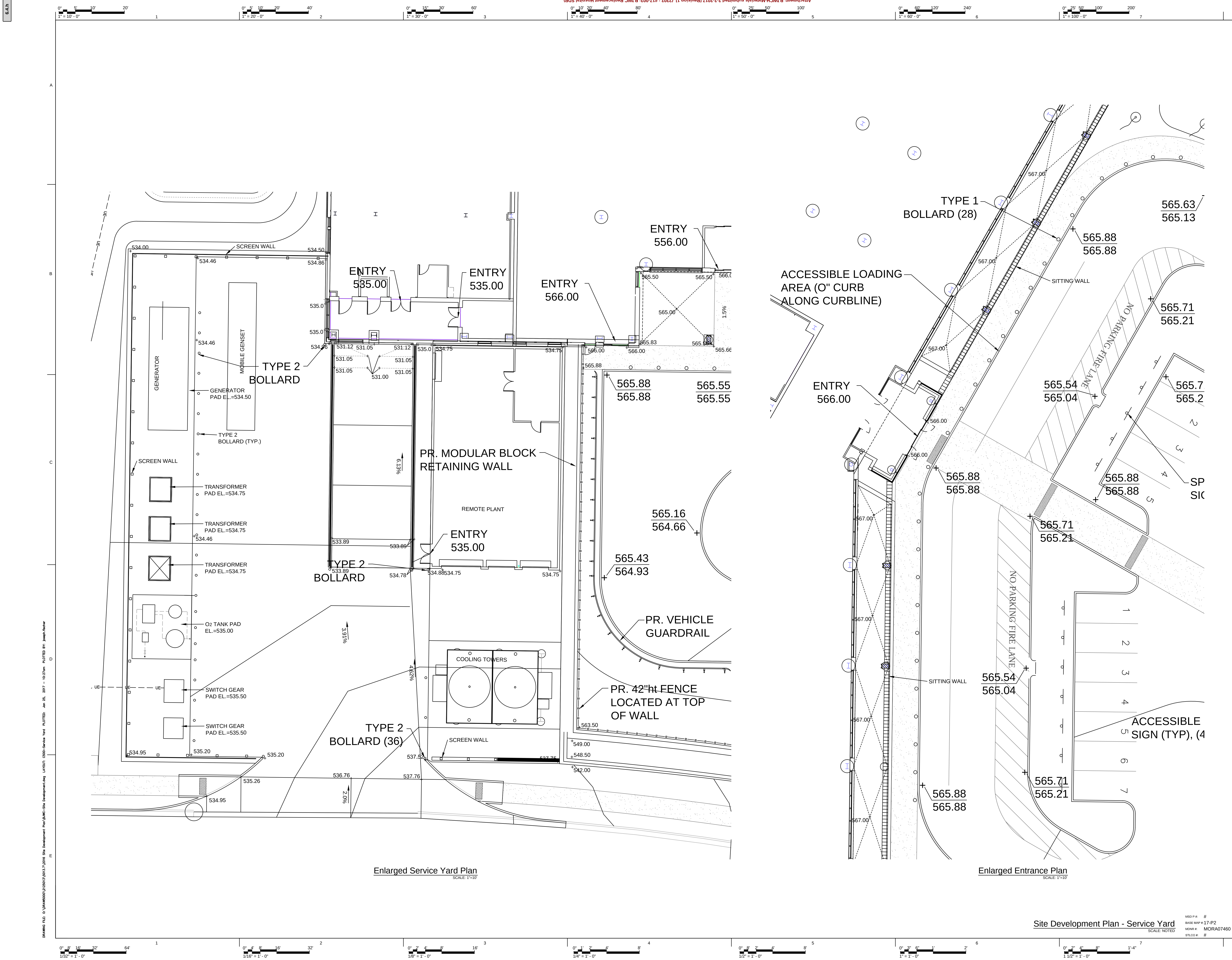
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AJE Project Number: 251-5013.7 Issue Date: 12/16/2016
Facility Notes No.:

Sheet Title:
3rd Amended Site Concept Plan

Sheet Number:
C-200

MSD P.R.: #
BASE MAP # 17-P2
WUNNINBURG # MORA07460
STLCO # #





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ARCHITECTS | DESIGNERS | PLANNERS | LANDSCAPE ARCHITECTS
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Custom Engineers
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Structural Engineer: Optimal Engineering Solutions
Food Service: Mills & Associates
Elevator: KH Lemp Elevator
Assoc. Architect: CORE10 Architecture
Code Consultant: CCI

Jan 25, 2017
GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000996

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Project: **Barnes-Jewish West County Hospital**
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan

No. Issue Description: Date:
.01 Issue Date: 12/16/2016

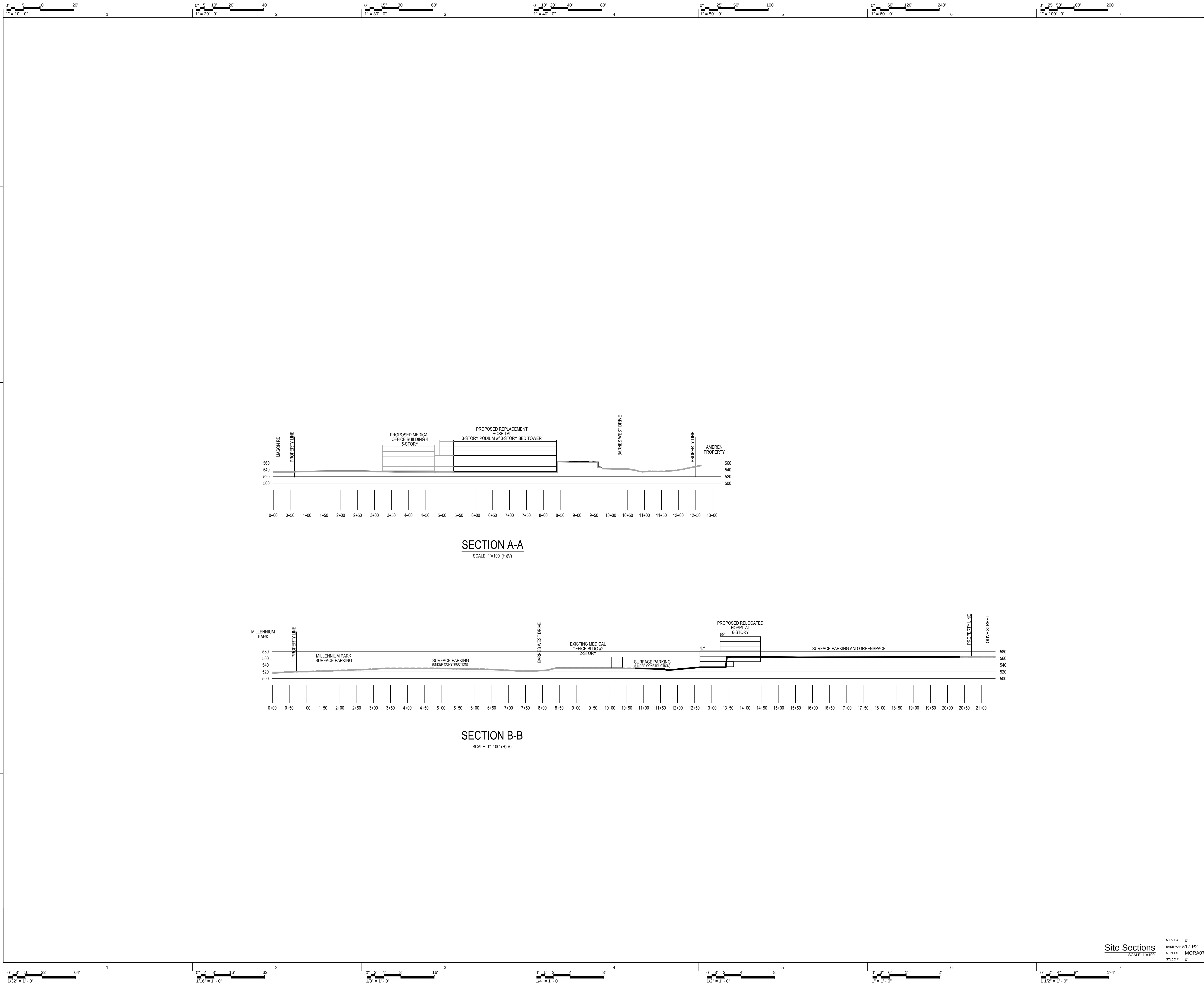
No. Revision Description: Date:
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Drawn by: J.E.F. Reviewed by: G.M.S.
AJE Project Number: 212-5013.7 Issue Date: 12/16/2016
Facility Notes No.:

Sheet Title:
Site Development Plan - Service Yard

Sheet Number:
C-500

DRAWING FILE: Q:\P\H\W\0000\2125013\0011\3\2016 Site Development Plan\JWC-Site Development.dwg LAYOUT: 0300-Sections PLOTTED: Jan 25, 2017 - 10:56am PLOTTED BY: Joseph Reuser
m



Site Sections
SCALE: 1"=100'

MSO P.R.: #
BASIC MAP #17-P2
NEW # MORAD7460
STLCO # #

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Custom Engineers

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Structural Engineer:
Optimal Engineering Solutions

Food Service:
Mills & Associates

Elevator:
KH Lemp Elevator

Assoc. Architect:
CORE10 Architecture

Code Consultant:
CCI

Jan 25, 2017

GEORGE M. STOCK, E-25116 CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NUMBER 000996

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Project:

Barnes-Jewish West County Hospital

12634 Olive Street Road
BJC Project No. 14C0018010

Site Development Plan

BARNES JEWISH

West County Hospital

BJS HealthCare

No.:

Issue Description:

Date:

.01

Issue Date:

12/16/2016

No.:

Revision Description:

Date:

.01

City Comments:

1/25/2017

Drawn by:

J.E.F.

Reviewed by:

G.M.S.

ATC Project Number:

212-5013.7

Issue Date:

12/16/2016

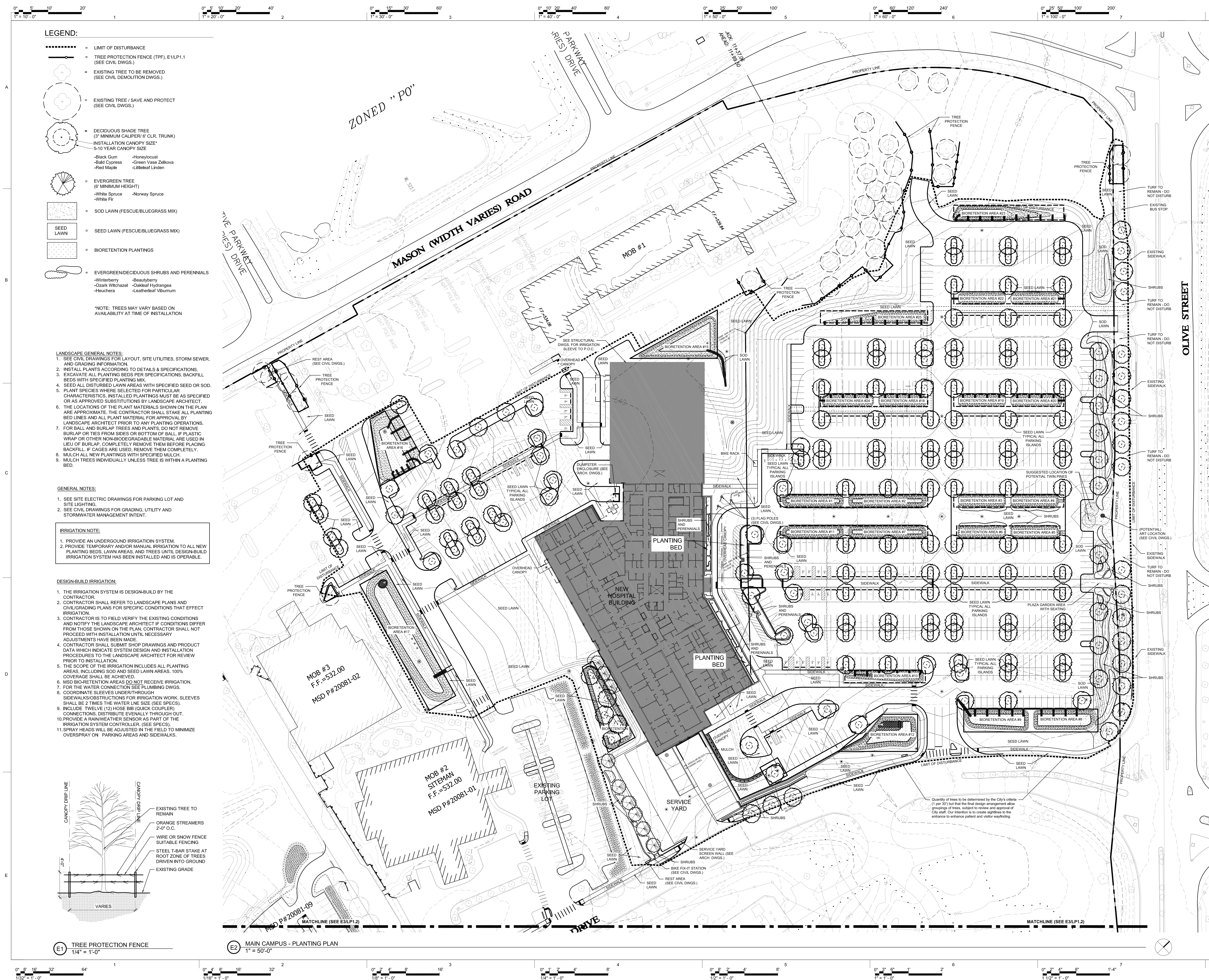
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Sheet Title:

Site Sections

Sheet Number:

C-600



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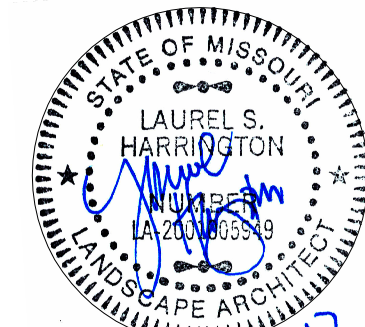
ARCHITECTS | DESIGNERS | PLANNERS | LANDSCAPE ARCHITECTS
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TEL: 314.725.2027 | FAX: 314.725.2028 | CHRISTNERINC.COM
CERTIFICATE OF AUTHORITY: 00862

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Optimal Engineering SolutionsFood Service:
Mills & AssociatesElevator:
KH Lamp ElevatorAssoc. Architect:
CORE10 Architecture

Code Consultant:

CCI



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Project:
Barnes-Jewish West County Hospital
Replacement Hospital & New
Medical Office Building
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan

BARNES-JEWISH
West County Hospital
UIC HealthCare

No.	Issue Description:	Date:
01	Site Development Plan	12/15/2016

No.	Revision:	Date:
01	City Comments	1/25/2017
02	City Comments	2/20/2017

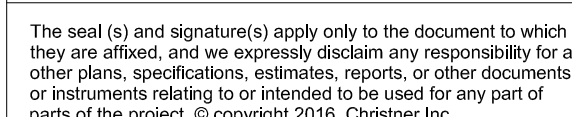
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A/E Project Number: 15025
Facility Index No:

Reviewed by: SEW
Issue Date: 1/25/2017

Sheet Title:
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Planting Plan

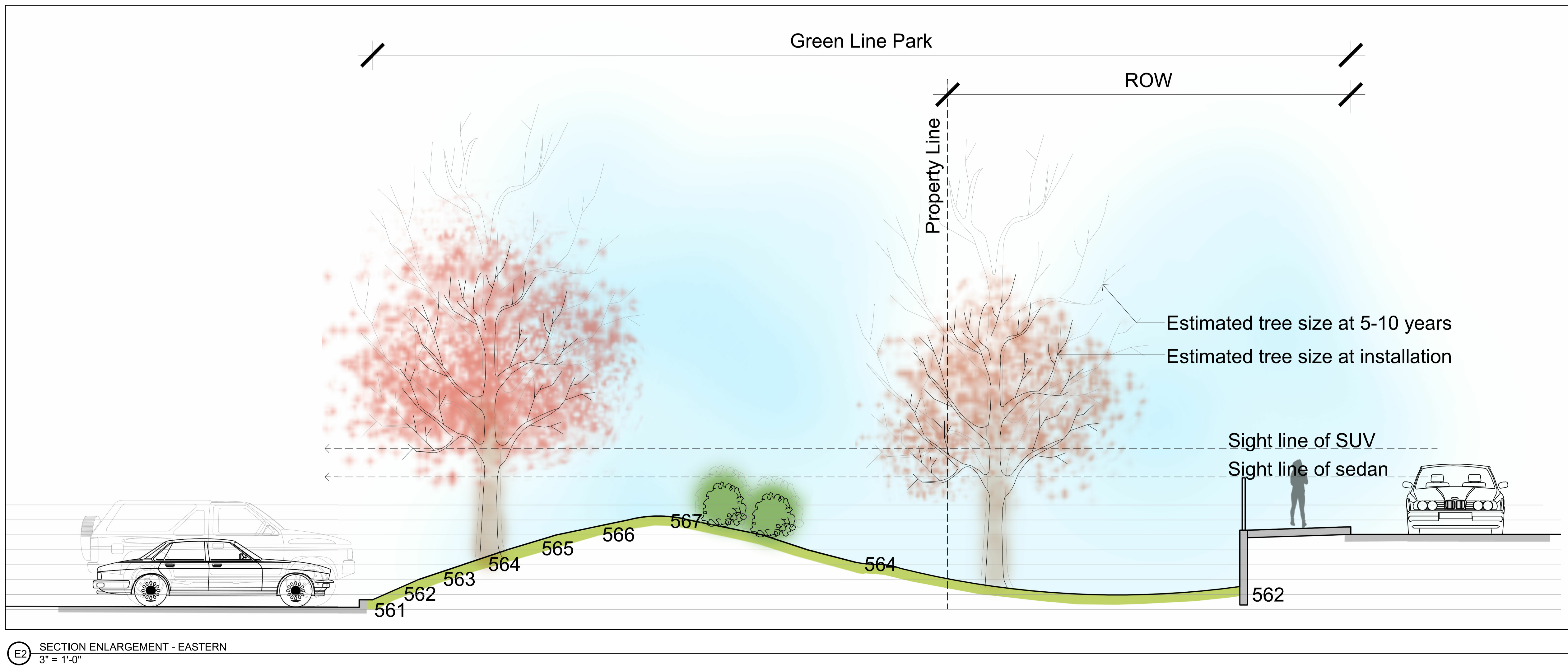
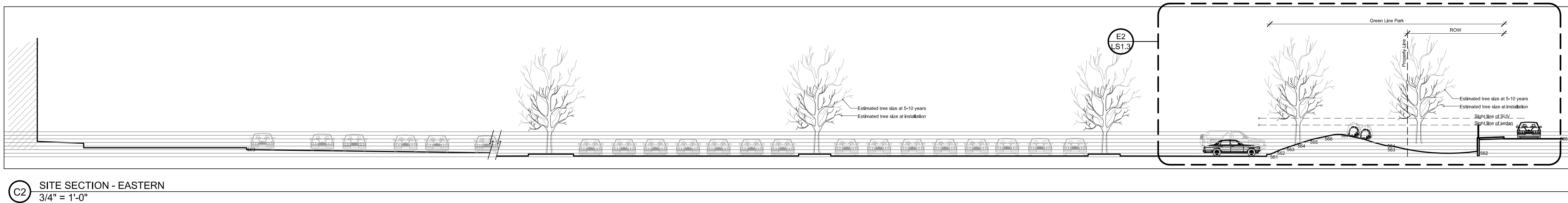
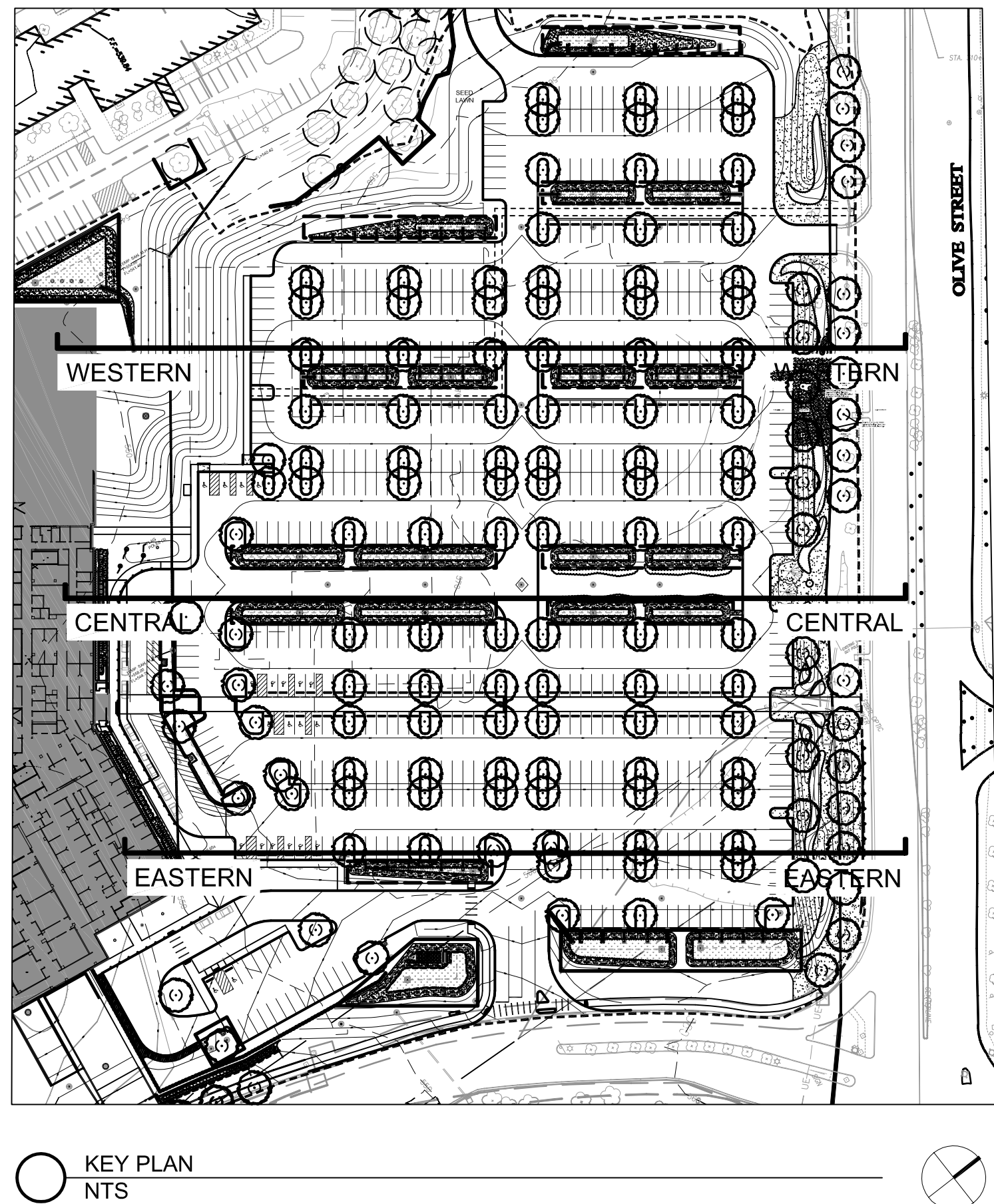
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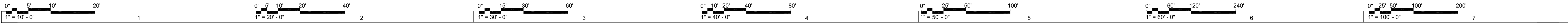
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Sheet Number:

LP1.3





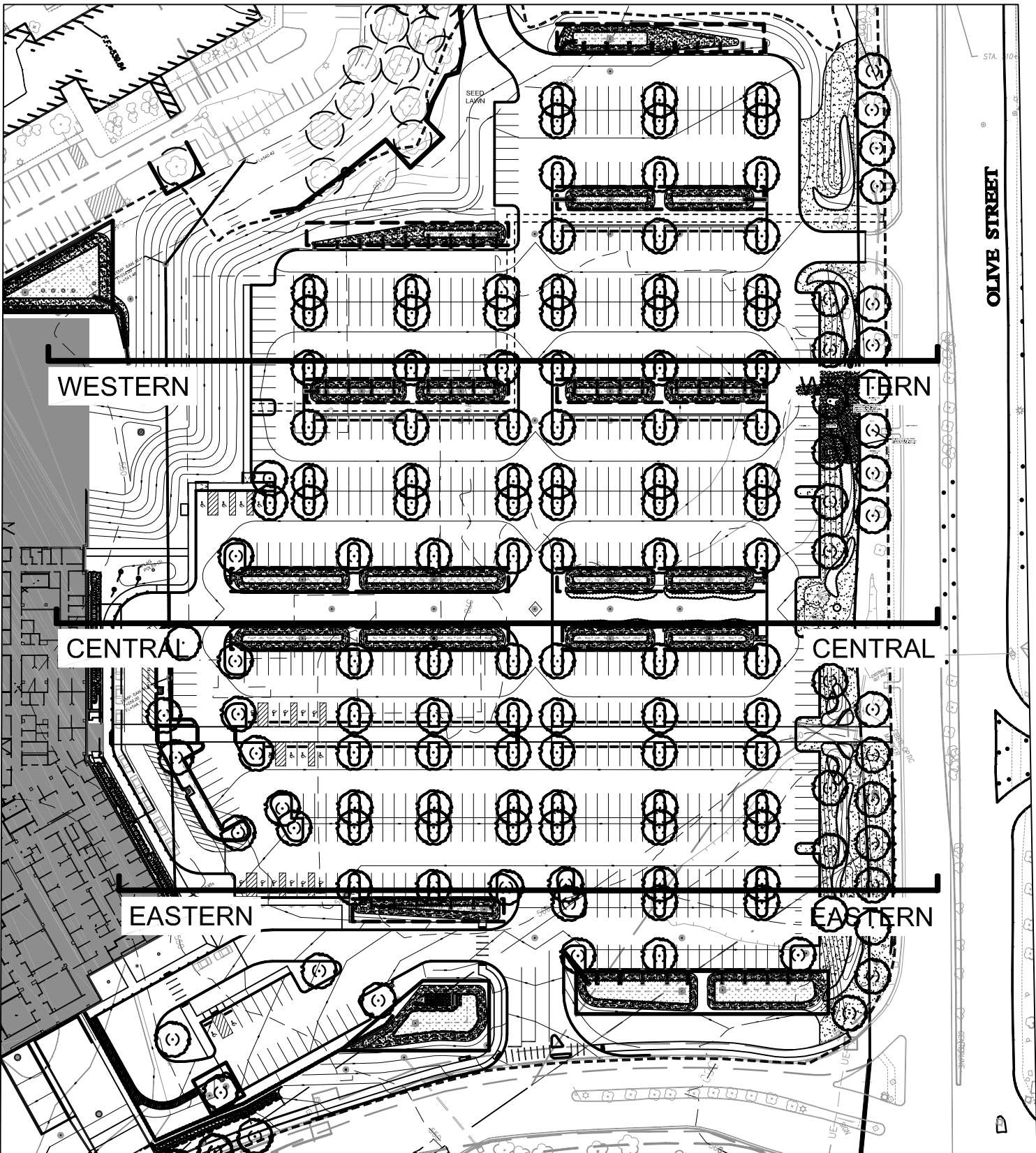
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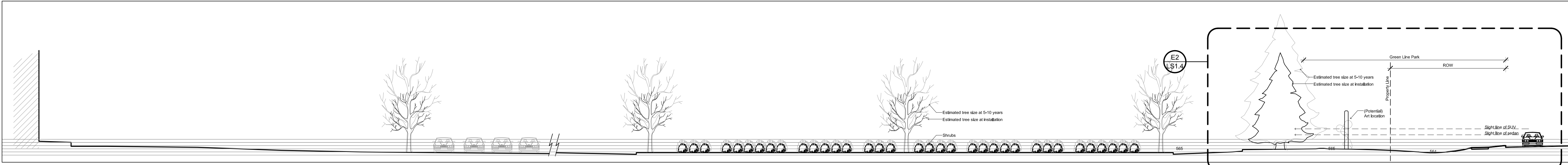
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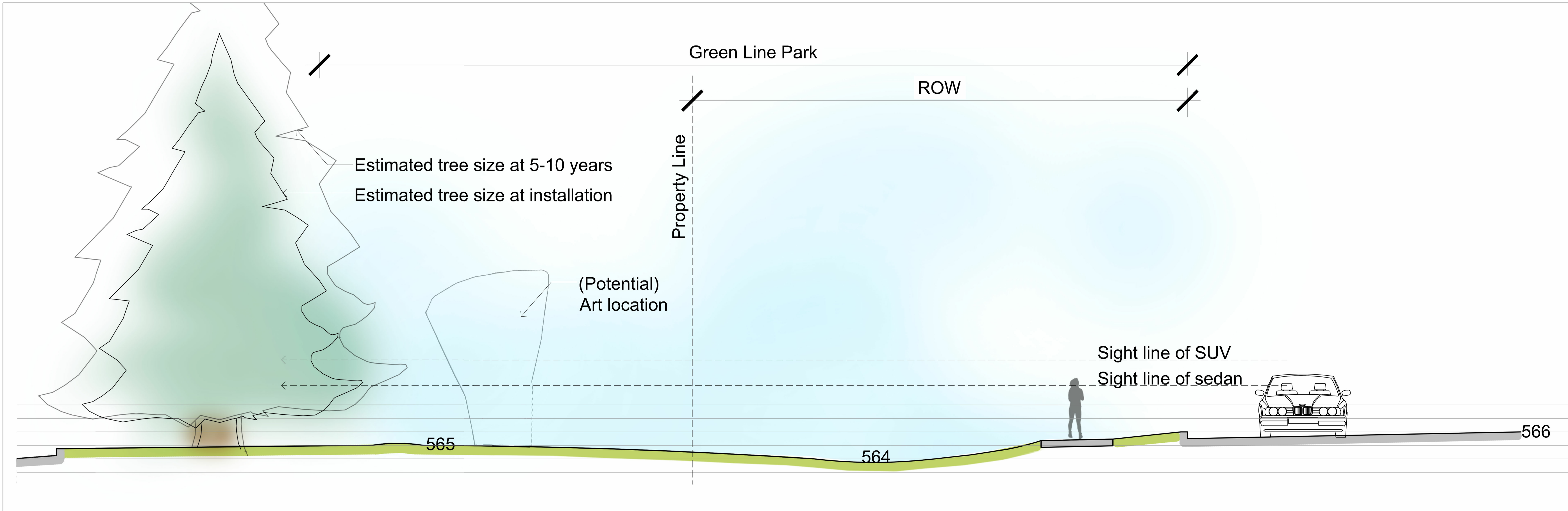
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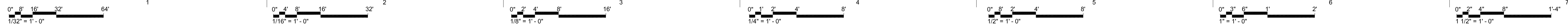
KEY PLAN
NTS



C1 SITE SECTION - CENTRAL AXIS
3/4" = 1'-0"

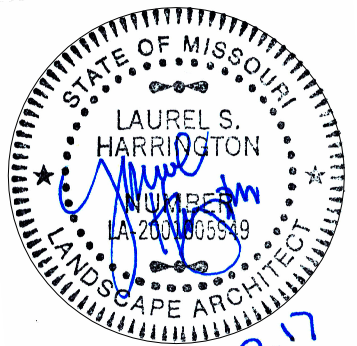


E2 SECTION ENLARGEMENT - CENTRAL
3" = 1'-0"



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KJWW
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Structural Engineer:
Optimal Engineering Solutions
Food Service:
Millis & Associates
Elevator:
KH Lemp Elevator
Assoc. Architect:
CORE10 Architecture
Code Consultant:
CCI



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Project:
**Barnes-Jewish West County Hospital
Replacement Hospital & New
Medical Office Building**
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan



No.	Issue Description:	Date:
01	Site Development Plan	12/18/2016

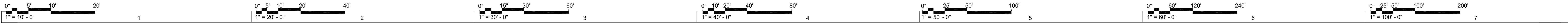
No.	Revision Description:	Date:
01	City Comments	1/25/2017
02	City Comments	2/23/2017

Drawn by: ADM
A/E Project Number: 15025
Facility Index No:

Reviewed by: SEW
Issue Date: 1/25/2017

Sheet Title:
Site Section - Central

Sheet Number:
LP1.4



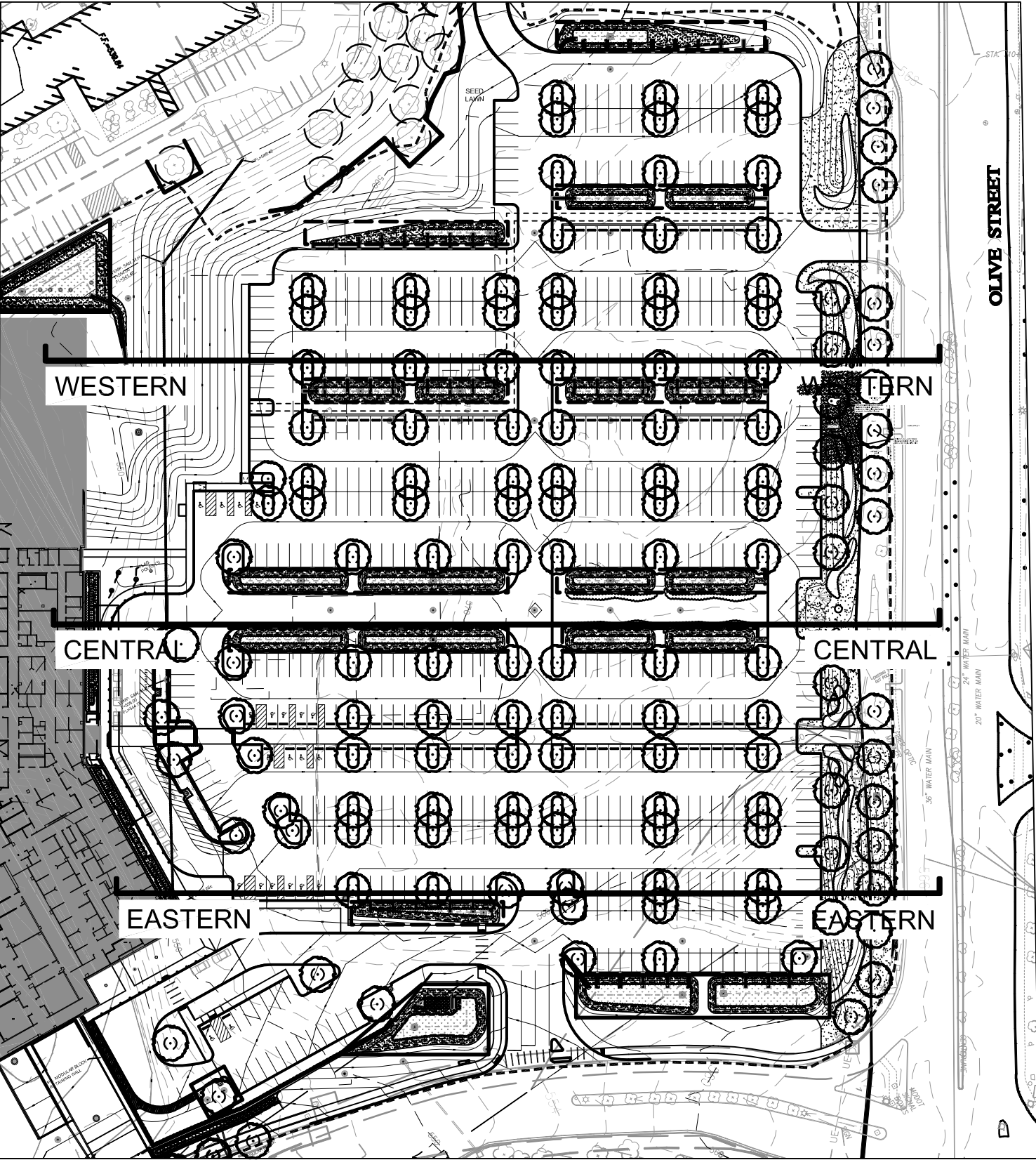
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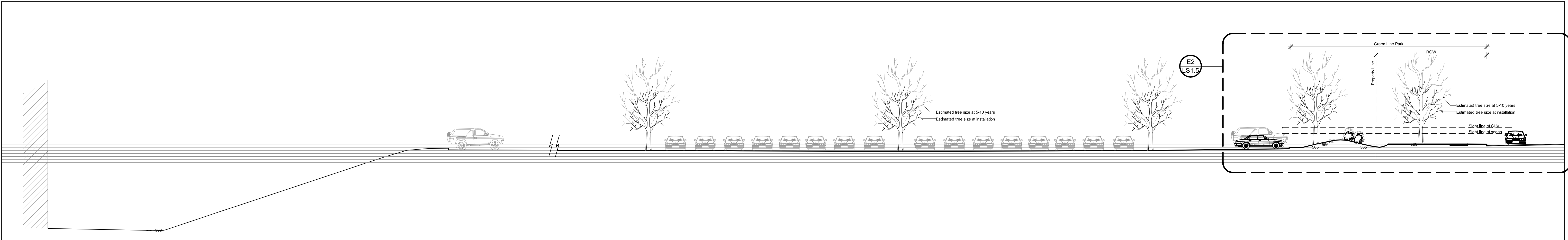
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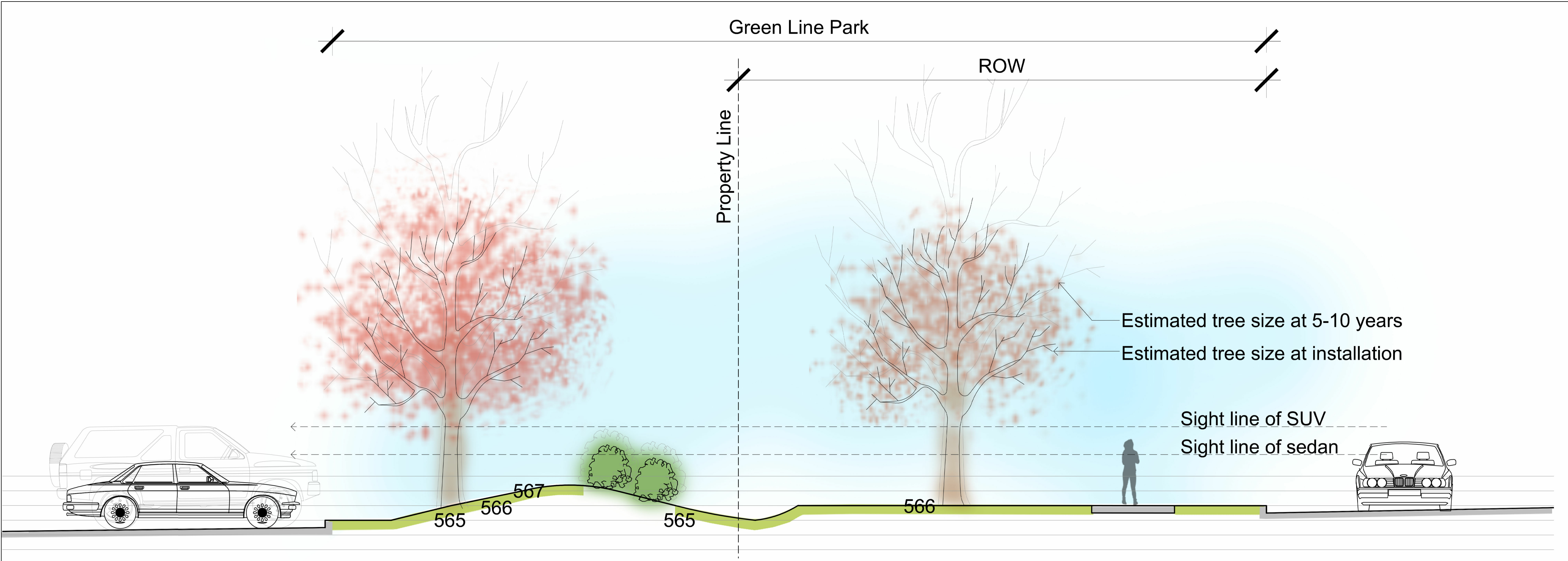
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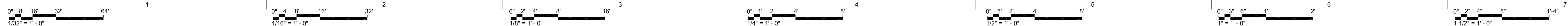
KEY PLAN
NTS



C1 SITE SECTION - WESTERN
3/4" = 1'-0"



E2 SECTION ENLARGEMENT - WESTERN
3" = 1'-0"



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Structural Engineer:
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Food Service:
Millis & Associates
Elevator:
KH Lemp Elevator
Assoc. Architect:
CORE10 Architecture
Code Consultant:
CCI



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Project:
**Barnes-Jewish West County Hospital
Replacement Hospital & New
Medical Office Building**
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan



No.	Issue Description	Date:
01	Site Development Plan	12/18/2016

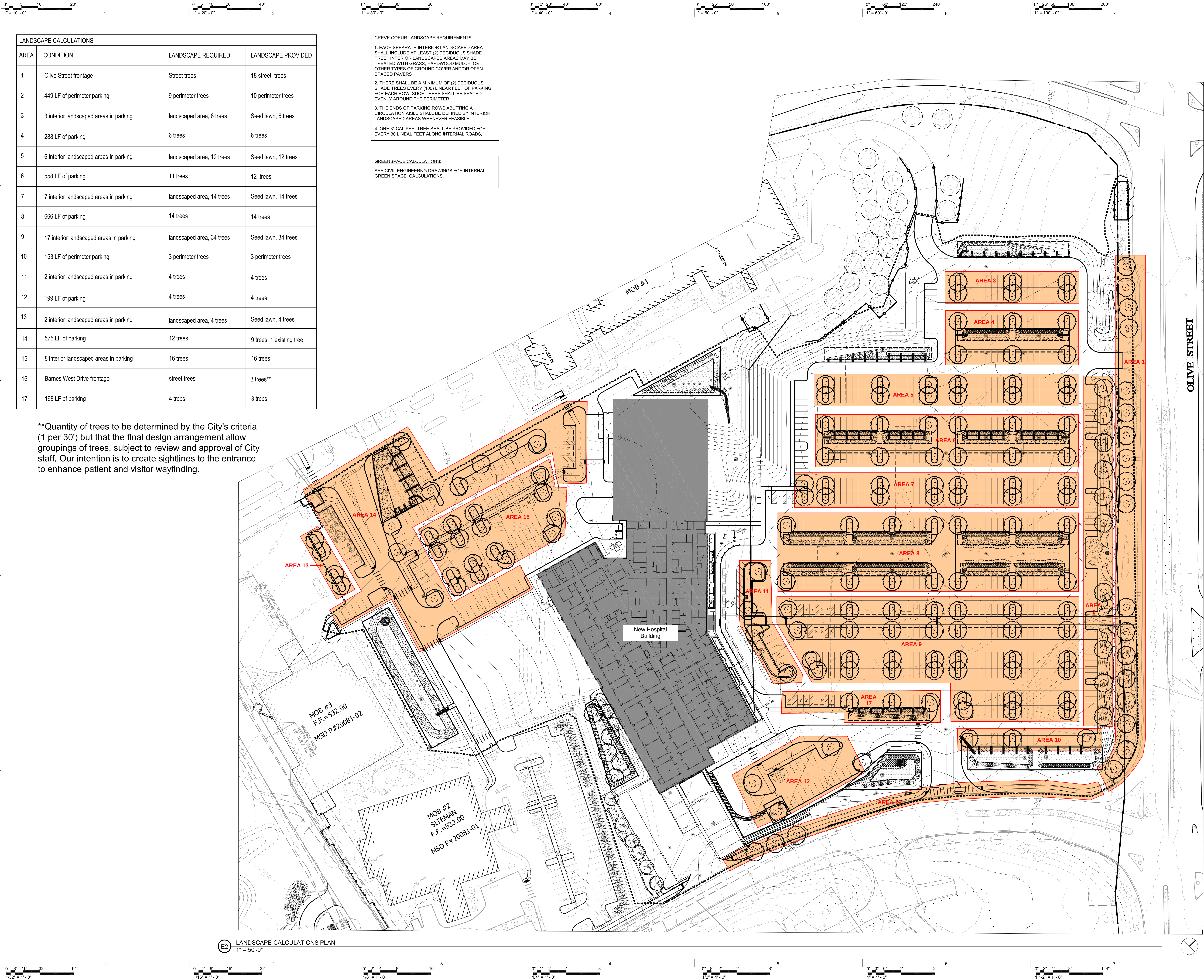
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01	City Comments	1/25/2017
02	City Comments	2/23/2017

Drawn by: ADM
A/E Project Number: 15025
Facility Index No:

Reviewed by: SEW
Issue Date: 1/25/2017

Sheet Title:
Site Section - Western

Sheet Number:
LP1.5



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CERTIFICATE OF AUTHORITY: 00862

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Structural Engineer:
Optimal Engineering Solutions
Food Service:
Mills & Associates
Elevator:
KH Lemp Elevator
Assoc Architect:
CORE10 Architecture
Code Consultant:
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Laurel S. Harrington
Landscape Architect
LA-20071005949

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Project:
**Barnes-Jewish West County Hospital
Replacement Hospital & New
Medical Office Building**
12634 Olive Street Road
BUC Project No. 14C00180.10
Site Development Plan

BARNES-JEWISH
West County Hospital
BUC HealthCare

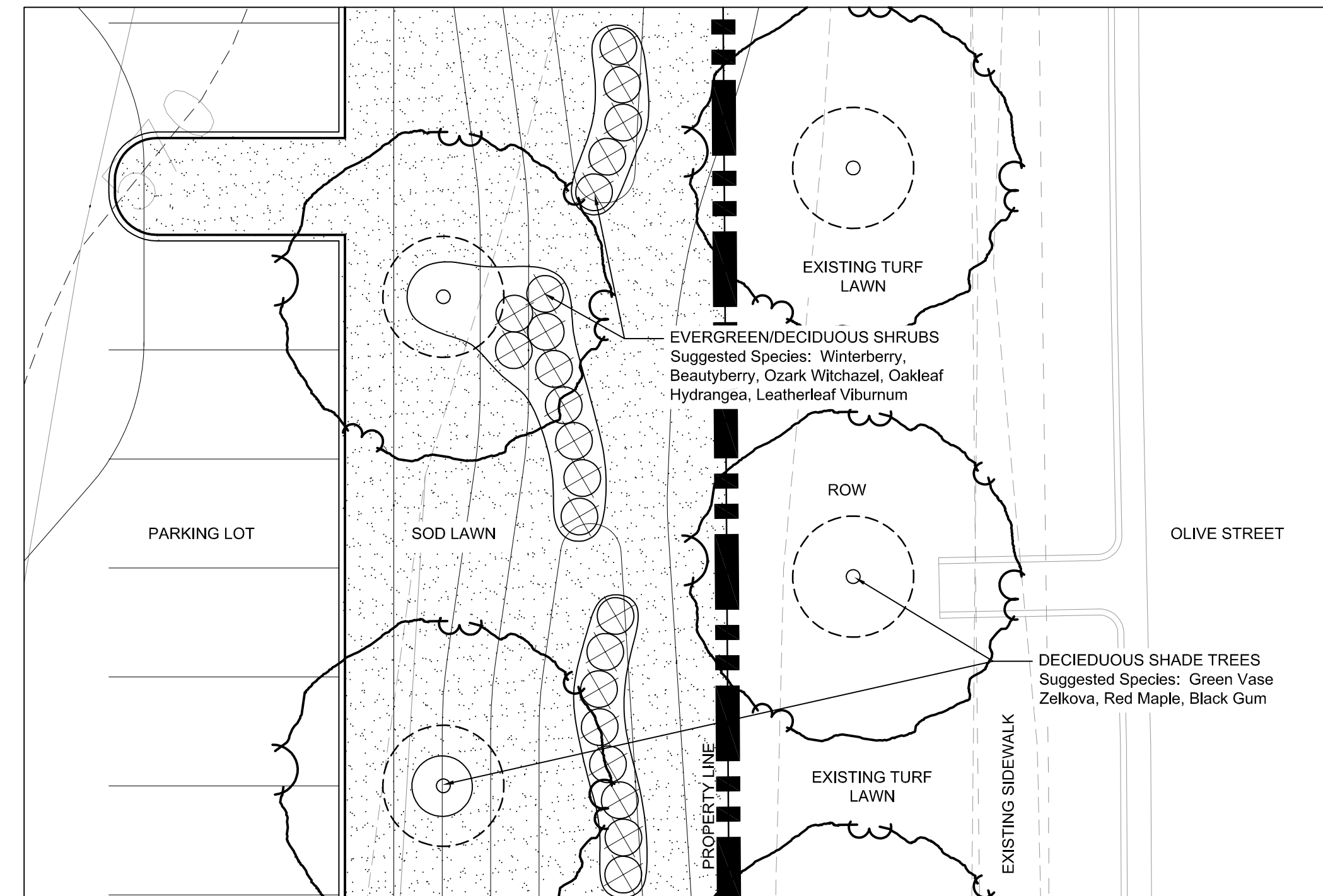
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01	Site Development Plan	12/18/2016

No.	Revision Description	Date
01	City Comments	1/25/2017
02	City Comments	2/28/2017

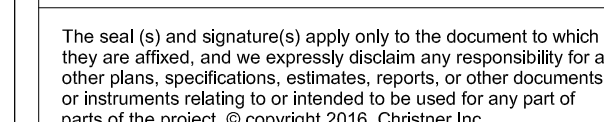
Drawn by: ADMReviewed by: SEW
A/E Project Number: 15025Issue Date: 1/25/2017
Facility Index No:

Sheet Title:
Landscape Calculations

Sheet Number:
LP1.6



(B5) Green Line Park Planting Concept Plan (Typical Along Olive Street)
1" = 10'-0"



E1 Site Amenities Plan
1" = 100'-0"

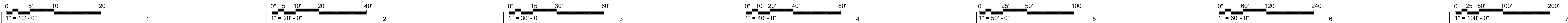
BARNES JEWISH
West County Hospital
BJC HealthCare

Drawn by: ADM	Reviewed by: SEW
A/E Project Number: 15025	Issue Date: 1/25/2017
Facility Index No:	

Sheet Title:

Site Amenities Plan

Sheet Number:
LP1.7



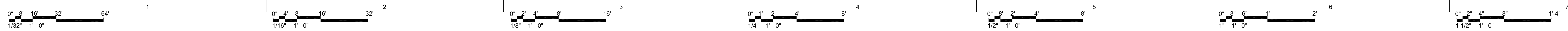
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Structural Engineer:
Optimal Engineering Solutions

Food Service:
Millis & Associates

Elevator:
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Code Consultant:
CCI

John Thomas Vanlandingham Jr., Architect
A-4208

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Project:

Barnes-Jewish West County Hospital
Replacement Hospital & New
Medical Office Building
12634 Olive Street Road
BJC Project No. 14C0018010
Site Development Plan

BARNES JEWISH
West County Hospital
BJC HealthCare

No.	Issue Description:	Date:
02	City Comments	01/25/2017

No.	Revising Description	Date:

Drawn by: XYZ

Reviewed by: XYZ

A/E Project Number: 15025

Issue Date: 01/25/2017

Facility Index No:

Sheet Title:

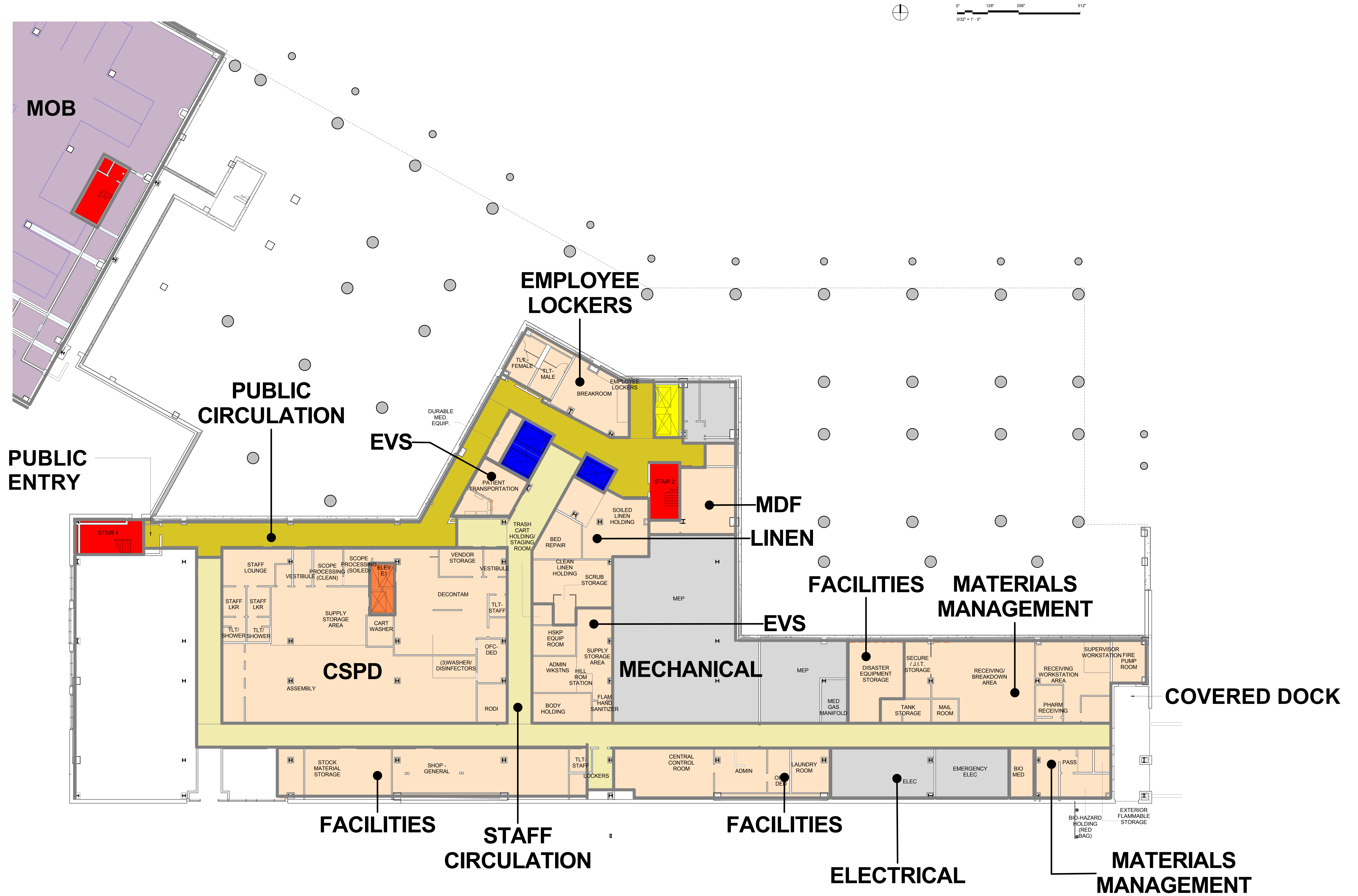
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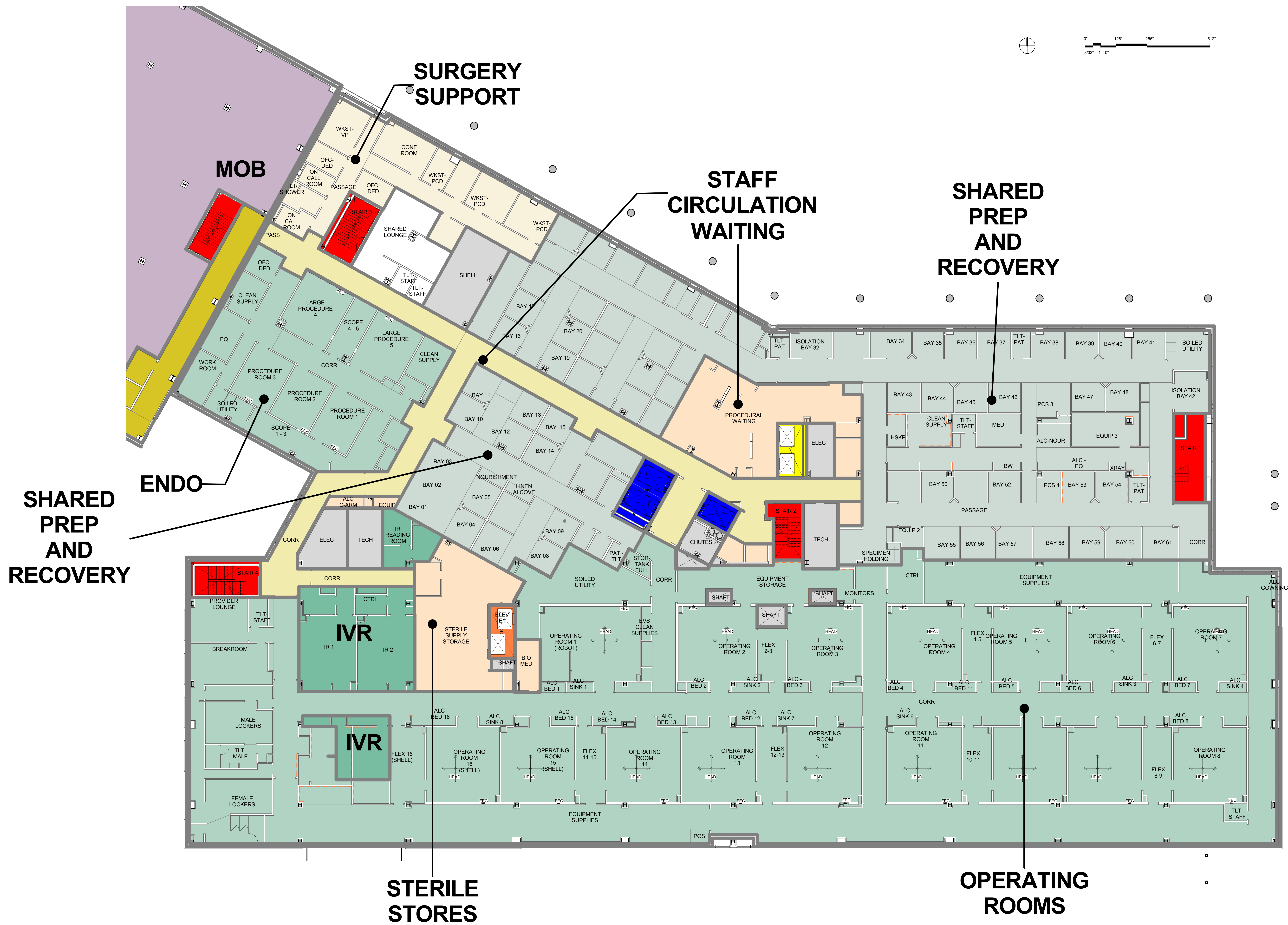
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Attachment: BJWCH-Materials submitted 2-2-2017 [Revision 1] (2302 : #17-003: BJWCH Replacement Hospital SDP)

Packet Pg. 681



1 Level B2 - DEPARTMENT AREAS



1 Level B1 - DEPARTMENT AREAS

OWNER

BJC HEALTHCARE

PROJECT

BARNES JEWISH WEST COUNTY REPLACEMENT HOSPITAL

SHEET NO.

DE-B1

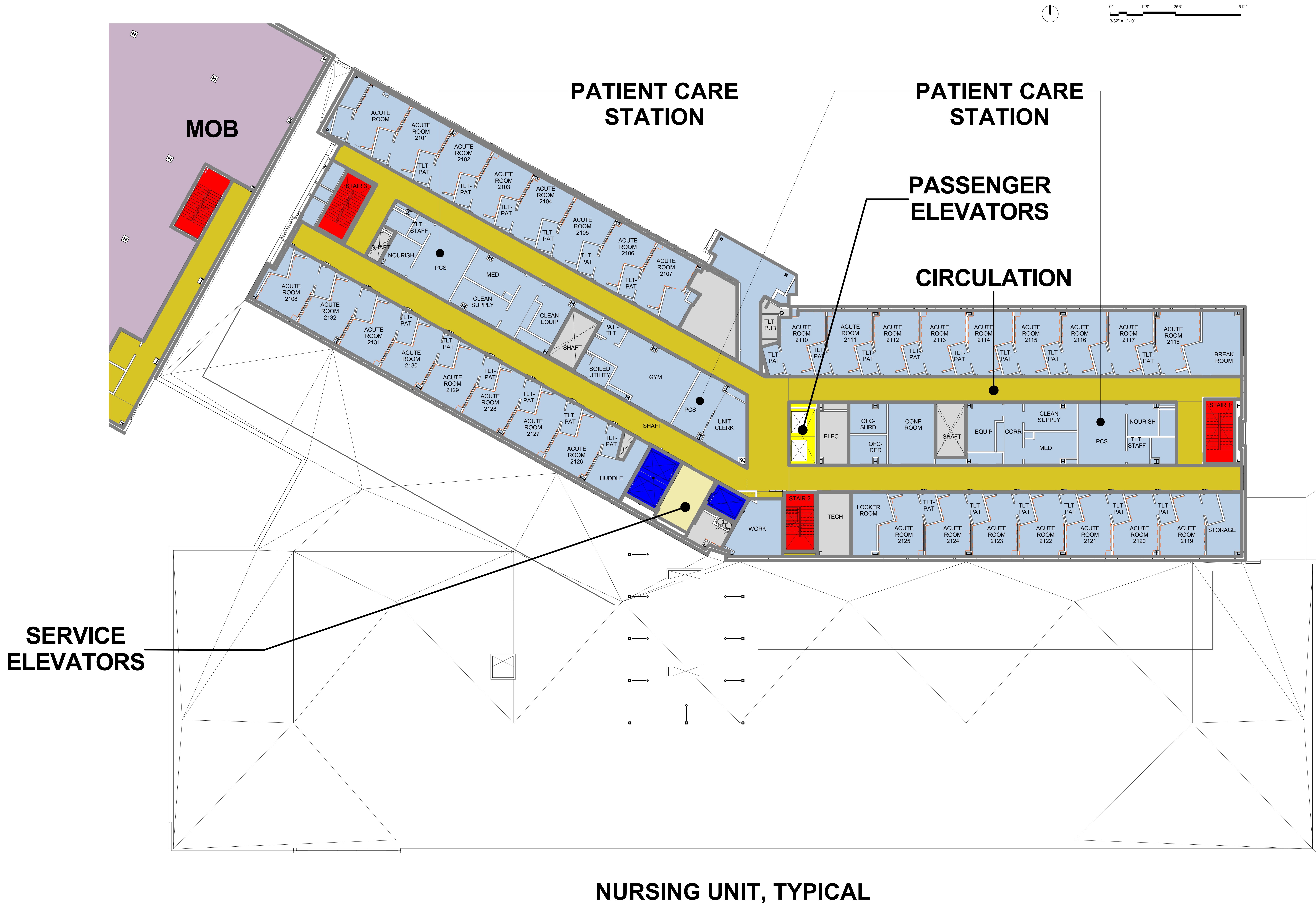
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01/19/17

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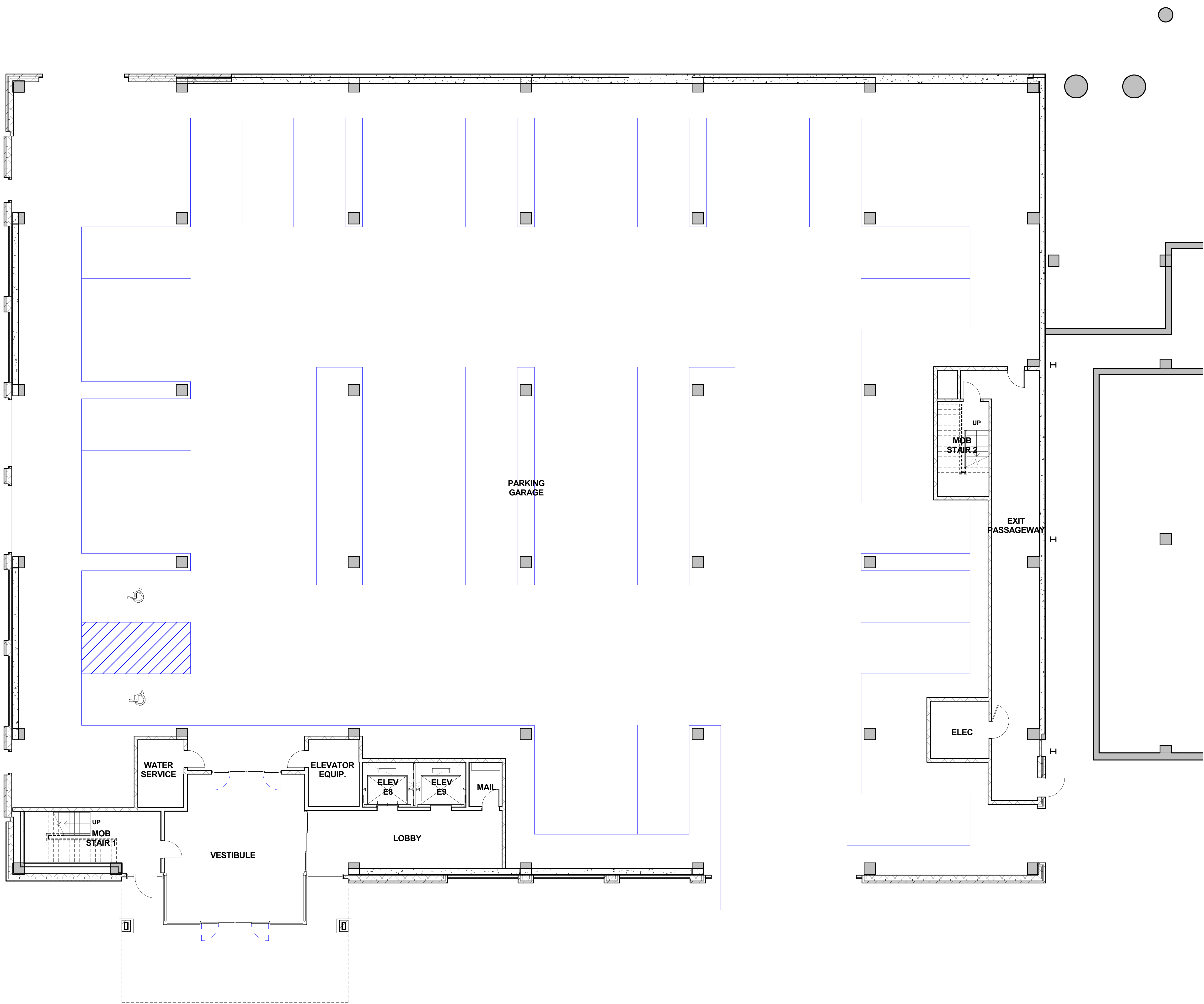
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TEL 314.725.2627 | FAX 314.725.2628 |
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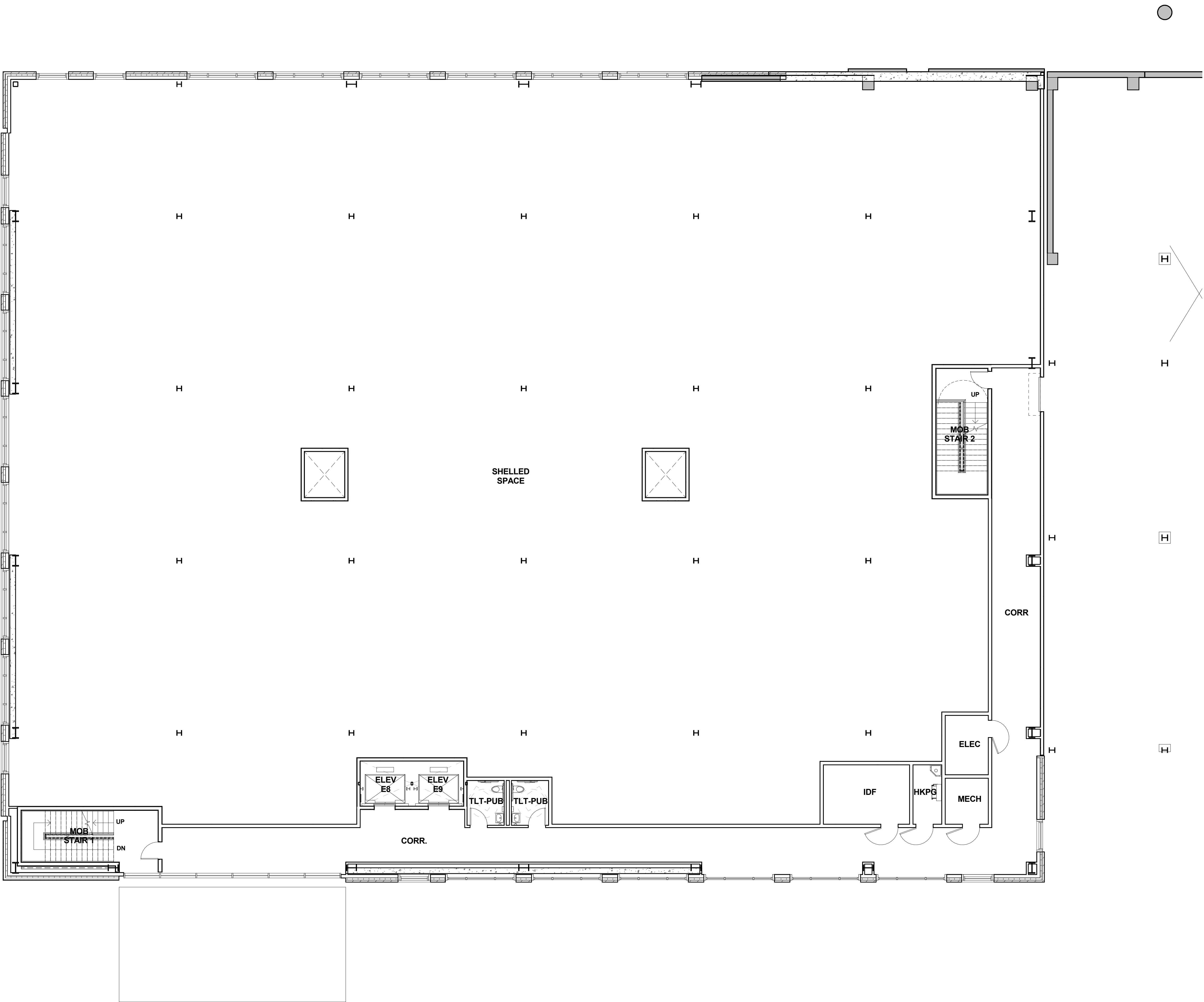


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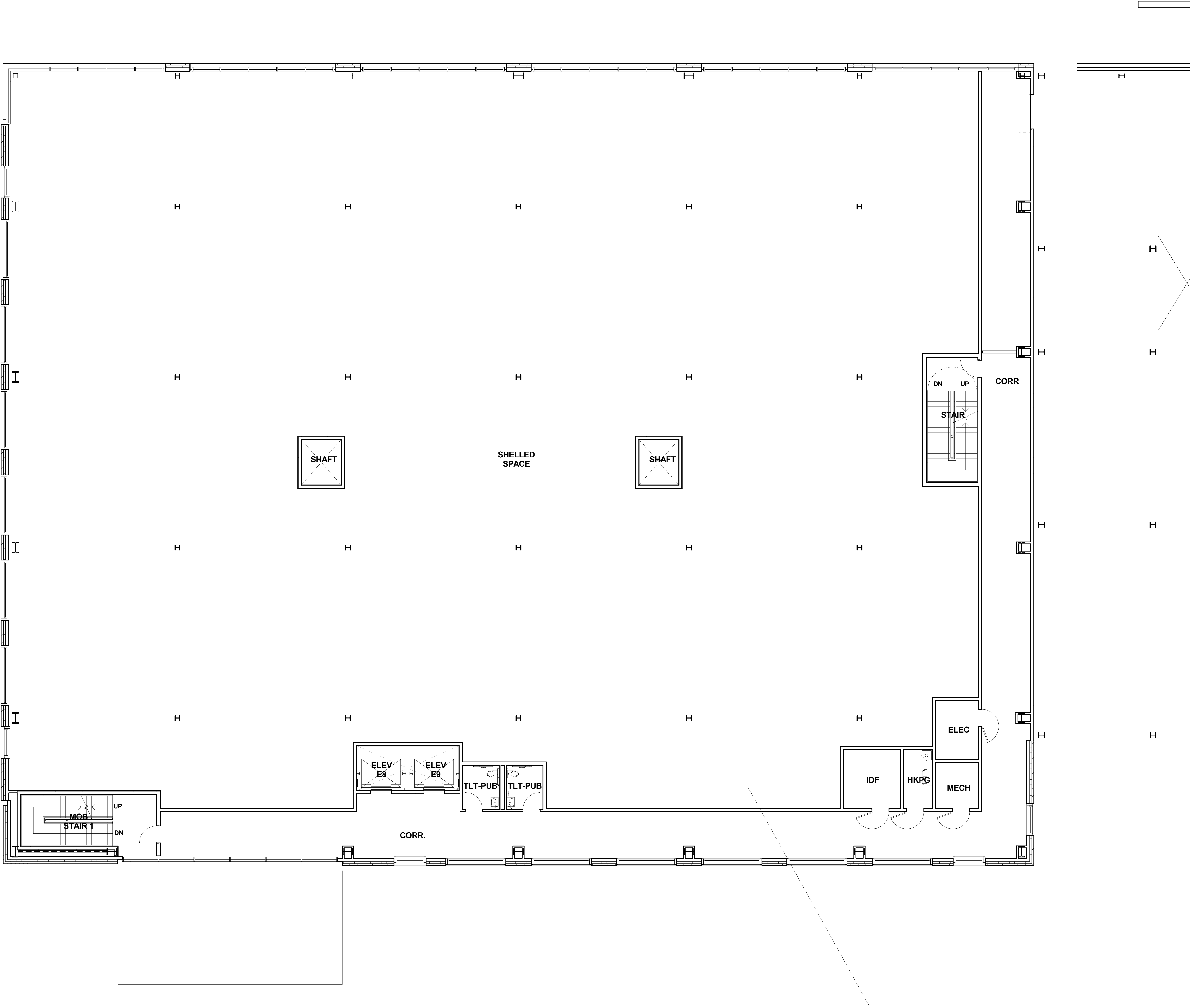
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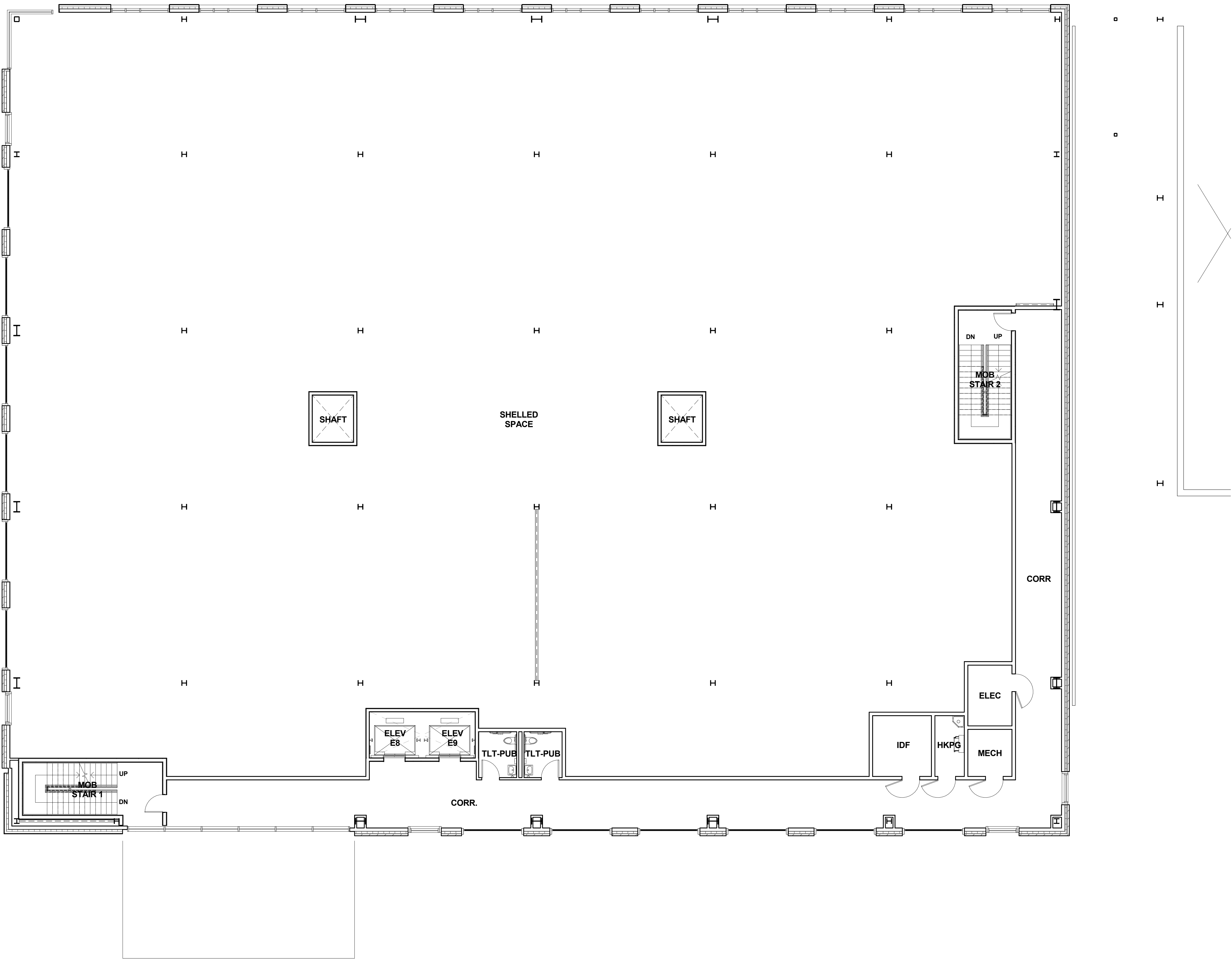
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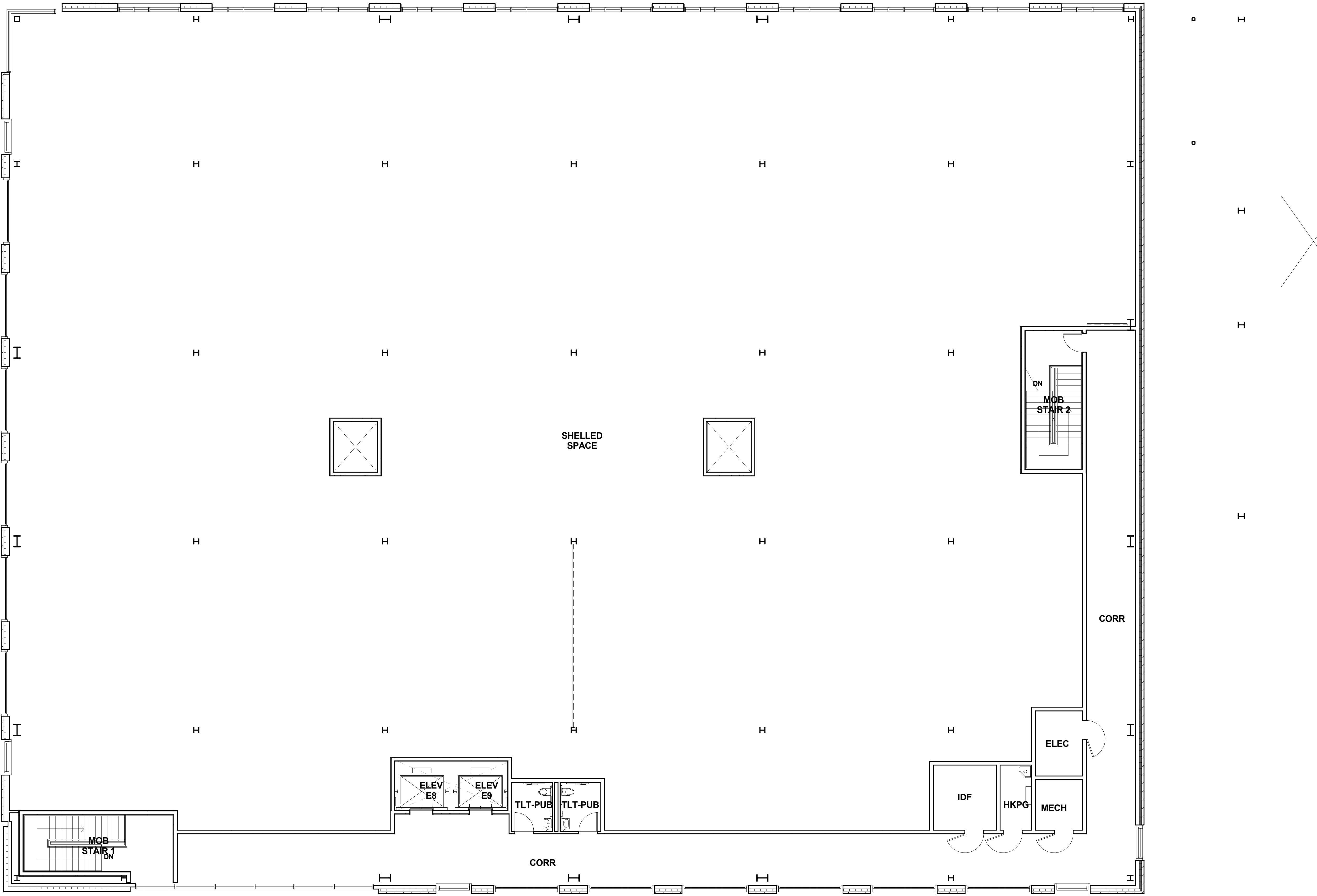
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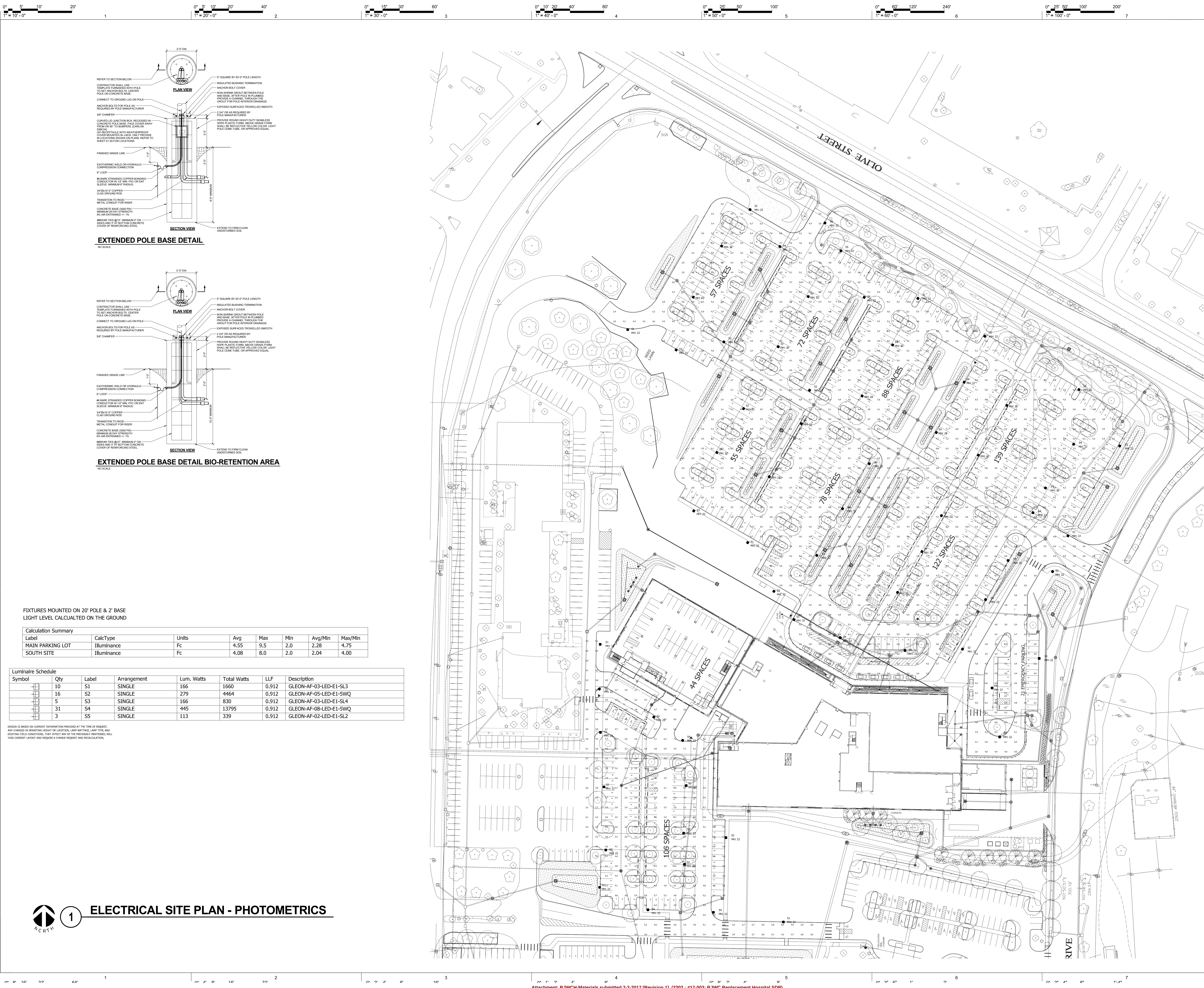


MOB Level 2



MOB Level 3





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email: general@stockassociates.com Web: www.stockassociates.com

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KJWW
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Stock & Associates Consulting Engineers, Inc.
Structural Engineer:
Optimal Engineering Solutions
Food Service:
Millis & Associates
Elevator:
KH Lemp Elevator
Access Architect:
CORE10 Architecture
Code Consultant:
CCI

SEAL OF THE CITY OF ST. LOUIS

MICHAEL J. LAWLESS

NUMBER PE-2010-0114

2/2/17

Project:

Barnes-Jewish West County Hospital

12634 Olive Street Road
BJC Project No. 14C00018010
Site Development Plan

BARNES JEWISH
West County Hospital
BJC HealthCare

No. Issue Description Date

.01 Issue Date 12/16/2016

No. Revision Description Date

.01 City Comments 1/25/2017

Drawn by: Reviewed by:

ATC Project Number: 212-5013.7 Issue Date: 12/16/2016
Facility Index No:

Sheet Title:
ELECTRICAL SITE PLAN -
PHOTOMETRICS

Sheet Number:
E1.01

REFER TO SECTION BELOW

CONTRACTOR SHALL USE TEMPLATES TURNED WITH POLE TO SET ANCHOR BOLT IN CENTER POLE ON CONCRETE BASE. CONNECT TO GROUND BUS ON POLE.

ANCHOR BOLT IS FOR POLE AS REQUIRED BY POLE MANUFACTURER.

5/8" CHAMFER

CURVED JOINT JUNCTION BOX, NEEDED IN CONCRETE POLE BASE. FACE COVER AWAY FROM OR UP TO WEATHER. EXPOSED SURFACES TROWELED SMOOTH.

2 3/4" OR AS REQUIRED BY POLE MANUFACTURER.

PROVIDE ROUND HEAVY DUTY SEAMLESS HOPE PLASTIC FORM ABOVE GRADE FORM SHALL BE SELECTIVE YELLOW COLOR. LIGHT POLE CURE TUBE, OR APPROVED EQUAL.

FINISHED GRADE LINE

EXTEND TO FIRM CLEAN UNDISTURBED SOIL

EXTENDED POLE BASE DETAIL

NO SCALE

REFER TO SECTION BELOW

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FINISHED GRADE LINE

EXTEND TO FIRM CLEAN UNDISTURBED SOIL

EXTENDED POLE BASE DETAIL BIO-RETENTION AREA

NO SCALE

FIXTURES MOUNTED ON 20' POLE & 2' BASE
LIGHT LEVEL CALCULTED ON THE GROUND

Calculation Summary	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
MAIN PARKING LOT	Illuminance	Fc	4.55	9.5	2.0	2.28	4.75
SOUTH SITE	Illuminance	Fc	4.08	8.0	2.0	2.04	4.00

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Watts	Total Watts	LLF	Description
	10	S1	SINGLE	166	1660	0.912	GLEON-AF-03-LED-E1-SL3
	16	S2	SINGLE	279	4464	0.912	GLEON-AF-05-LED-E1-5WQ
	5	S3	SINGLE	166	830	0.912	GLEON-AF-03-LED-E1-SL4
	31	S4	SINGLE	445	13795	0.912	GLEON-AF-08-LED-E1-5WQ
	3	S5	SINGLE	113	339	0.912	GLEON-AF-02-LED-E1-SL2

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST. ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE, AND EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PROVIDED RECOMMENDATIONS, WILL VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.

1

ELECTRICAL SITE PLAN - PHOTOMETRICS

Attachment: BJWCH-Materials submitted 2-2-2017 (Revision 1) (2302 : #17-003: BJWCH Replacement Hospital SDP)

Packet Pg. 691

64h



January 18, 2017

Mr. Mike Hayes, MBA, LEED AP
BJC Planning, Design, And Construction
8300 Eager Road, Suite 600C
St. Louis, MO 63144

RE: Traffic Impact Study
Barnes-Jewish West County Campus
Creve Coeur, Missouri
516-0133-0TE

Dear Mr. Hayes:

Lochmueller Group has completed a traffic impact study pertaining to the proposed redevelopment of the Barnes-Jewish West County medical campus in Creve Coeur, Missouri. The site is located in the southeast quadrant of the intersection of Olive Boulevard (Missouri Route 340) and Mason Road. A preliminary site plan is shown in **Exhibit 1**.

It is our understanding that the current hospital would be removed and replaced with a new hospital, while a net total of approximately 100,000 square feet (ft²) of medical office space would be added to the campus. In the future, the hospital capacity would increase by 23 beds, ultimately, and up to three additional medical office facilities could be added along with the removal of existing MOB 1, though those plans would be subject to further detailed study at that time.

Access to the site would remain unchanged from its current configuration: signalized access on Olive opposite Heritage Place, a right-in/right-out driveway on Olive, and one full-access drive on Mason Road opposite Executive Parkway Drive.

The purpose of this study was to determine the amount of additional traffic that would be generated by the proposed redevelopment, evaluate its impact upon the adjoining road system, and assess the ability of motorists to safely enter and exit the site at each access point.

Our analysis included evaluations of the following intersections:

- Olive Boulevard at Mason Road
- Olive Boulevard at Barnes West Drive/Heritage Place
- Olive Boulevard at the site's right-in/right-out drive
- Mason Road at the site's drive/Executive Parkway

Conditions were evaluated during the a.m., midday and p.m. peak periods of commuter traffic for a typical weekday.

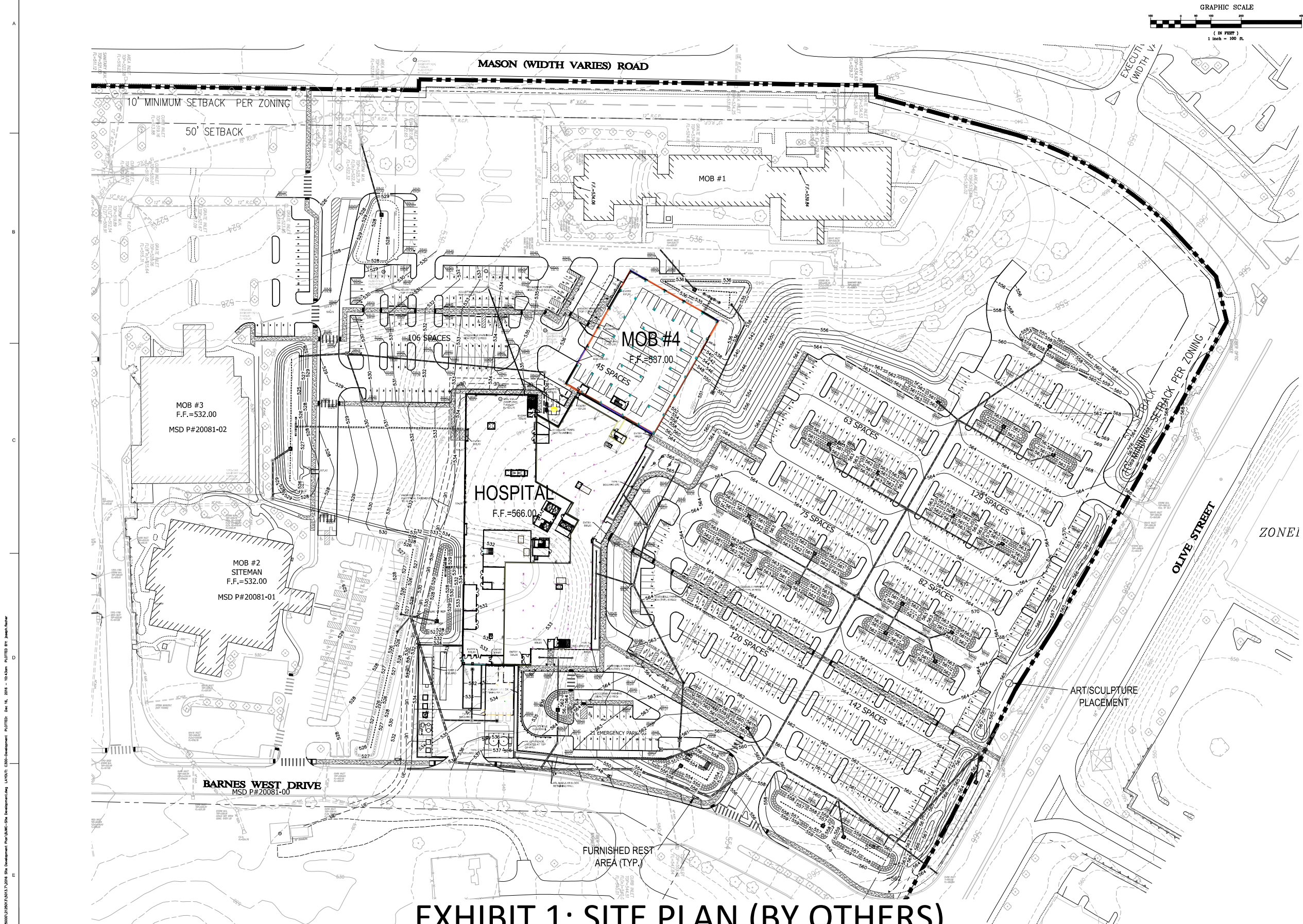


EXHIBIT 1: SITE PLAN (BY OTHERS)

Site Development Plan

MSD 序: 4
BASE MAP #: 17-P2
MDNR 記: MORA07460

[illegible]

Project:	Barnes-Jewish West County Hospital
	12634 Olive Street Road
	BJC Project No. 14C0018010
	Site Development Plan

[illegible]

EXISTING CONDITIONS

Before analyzing the impacts of the proposed medical campus redevelopment, it was necessary to establish the existing traffic conditions on the adjacent roadways.

Existing Roadway Conditions

Olive Boulevard (Missouri Route 340) is a state arterial that provides a connection from western St. Louis County to University City. Adjacent to the site, it runs east-west and consists of four travel lanes (two through lanes in each direction) with a divided median. The intersections of Olive Boulevard with Mason Road and Heritage Place/Barnes West Drive are signalized, and auxiliary turn lanes are provided at these locations.

The signalized intersections with Olive Boulevard operate as part of a coordinated system that progresses traffic along Olive. As a result, east-west traffic receives prioritized green times that may remain activated long after vehicles have cleared the intersection in anticipation of future arrivals.

Mason Road is an urban collector that provides north-south connections from Manchester Road to Olive Boulevard. Heritage Place/Barnes West Drive is a local street.

As an initial step in quantifying existing traffic conditions within the study area, turning movement counts were collected at the four study area intersections during the typical weekday morning (7:00 to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.) and afternoon (4:00 to 6:00 p.m.) peak periods. It was determined that the peak hours of traffic flow are 7:30 to 8:30 a.m., 12:00 to 1:00 p.m. and 5:00 to 6:00 p.m., respectively.

These peak periods of the adjacent roadway would coincide with the peak trip generation times for the proposed use. Therefore, if the additional traffic from the proposed redevelopment can be accommodated at these times, it can be reasoned that adequate capacity would be available throughout the remainder of the day. The existing traffic volumes are summarized in **Exhibit 2**.

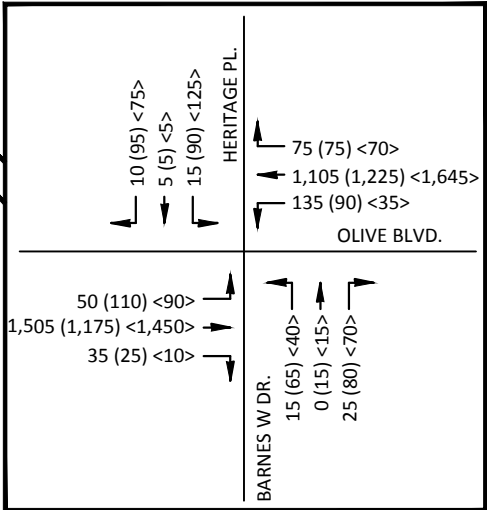
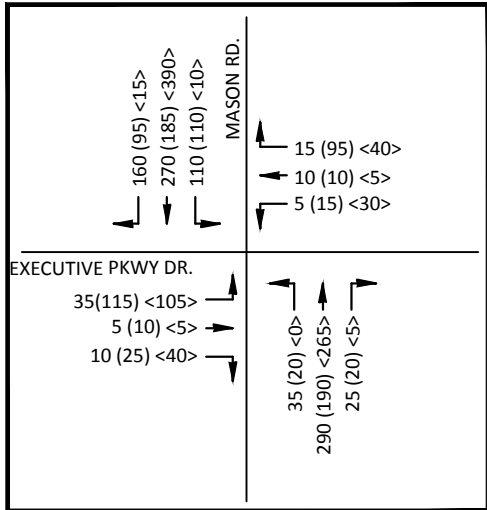
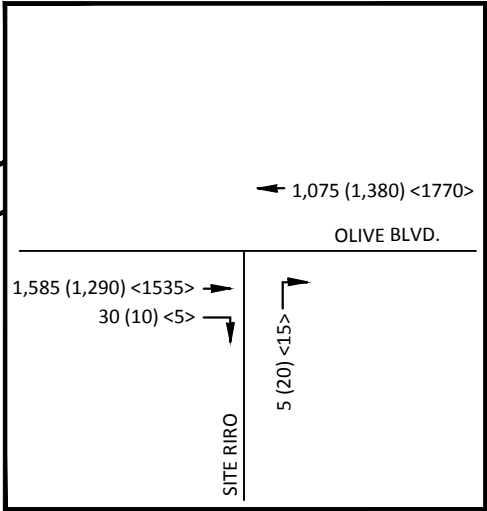
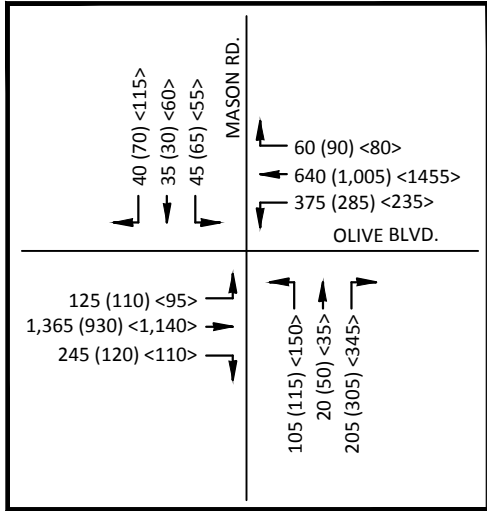


EXHIBIT 2: EXISTING PEAK HOUR TRAFFIC

Existing Operating Conditions

The intersections within the study area were evaluated to quantify existing operating conditions. The analysis was completed using Synchro 9, which is based upon the methodologies outlined in the “Highway Capacity Manual” (HCM) published in 2010 by the Transportation Research Board. The capacity of an intersection is quantified by the Level of Service (LOS), which is based upon the delay an average vehicle experiences at a particular intersection.

Table 1 summarizes the criterion for both signalized and unsignalized intersections, as defined in the Highway Capacity Manual. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, LOS D is considered acceptable for peak period conditions in urban and suburban areas.

Table 1: Intersection Level of Service Thresholds

Level of Service	Control Delay per Vehicle (sec/veh)	
	<i>Signalized</i>	<i>Unsignalized</i>
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The existing operating conditions at the study intersections are summarized in **Table 2**. As shown, the intersections adjacent to the site generally operate satisfactorily during each peak hour. The eastbound approach of Executive Parkway operates at LOS E during the midday peak period and is near the delay threshold for LOS E during the morning and evening peaks.

Table 2: Existing Operating Conditions

Intersection/Approach	AM Peak Hour	MD Peak Hour	PM Peak Hour
<i>Olive Boulevard at Mason Road (signalized)</i>			
Eastbound Approach	C (21.0)	A (8.5)	C (21.2)
Westbound Approach	B (18.4)	B (13.7)	B (15.9)
Northbound Approach	C (34.6)	C (28.3)	D (41.0)
Southbound Approach	D (40.8)	C (27.8)	D (42.8)
Overall Intersection	C (22.4)	B (15.4)	C (23.8)
<i>Olive Boulevard at RIRO (unsignalized)</i>			
Northbound Approach	C (17.6)	C (15.1)	C (17.3)
<i>Olive Boulevard at Barnes West Drive (signalized)</i>			
Eastbound Approach	A (5.3)	B (14.8)	A (7.7)
Westbound Approach	A (4.6)	B (10.3)	B (18.0)
Northbound Approach	C (25.5)	C (32.1)	D (39.6)
Southbound Approach	D (44.8)	C (33.5)	E (57.9)
Overall Intersection	A (5.8)	B (15.0)	B (18.0)
<i>Mason Road at Executive Parkway / West Entrance (unsignalized)</i>			
Eastbound Approach	D (33.1)	E (41.4)	D (33.7)
Westbound Approach	C (20.1)	B (12.5)	C (15.8)
Northbound Left-Turn	A (8.5)	A (7.9)	A (0.0)
Southbound Left-Turn	A (8.3)	A (7.9)	A (7.9)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

2019 FORECASTED CONDITIONS

Once the baseline roadway and traffic conditions have been established, the impacts of the additional traffic generated by the proposed redevelopment and its associated access needs can be analyzed. The purpose of this forecasted scenario was to identify the impacts of the proposed development and determine if any improvements would be necessary to support the resulting traffic demands.

Trip Generation Estimate

As previously noted, the redevelopment of the site would add approximately 100,000 ft² of medical office space by 2019. The replacement hospital would “right-size” existing facilities but would not add any new patient beds until future phases, so no additional trip generation would be anticipated for that use.

Data for the medical office building was based upon data collected at several medical offices in the region. Today’s medical office buildings contain a variety of uses including ambulatory care, outpatient surgery, diagnostics, and therapy in addition to traditional physician offices.

The evolution of these facilities from singular-use to a multitude of uses has largely invalidated ITE data for Land Use Code: 720 Medical Offices. The data is skewed by a preponderance of traditional medical offices, which have a higher-turnover of patient visits and density of activities that generate more trips than modern facilities. In fact, ITE categorizes this data with other office uses rather than medical uses.

The local data rates are shown in **Table 3**. It should be noted that a review of existing traffic generation from the site confirms trip rates well below even the Local Medical Office Data, so these estimates should be considered conservative. Additionally, as neither ITE nor the local data quantifies trip generation for the weekday midday peak, the evening rate was used for the midday. The resulting traffic projection for the proposed development is summarized in **Table 4**.

Table 3: Medical Office Trip Generation Rates

Source	Morning Commuter Peak Hour	Evening Commuter Peak Hour
Local Medical Office Data	1.71	1.95

Note: Trip rates are expressed as total trips (in + out) per 1,000 square feet

Table 4: Estimated Trip Generation for Barnes-Jewish West County in 2019

<i>Land Use</i>	<i>Size</i>	AM Peak Hour			MD Peak Hour			PM Peak Hour		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
MOB	100,000 ft ²	135	35	170	100	95	195	55	140	195
Total		135	35	170	100	95	195	55	140	195

As summarized in Table 4, the medical office space would be expected to generate a total of approximately 170, 195 and 195 trips during the a.m., midday and p.m. peak hours, respectively.

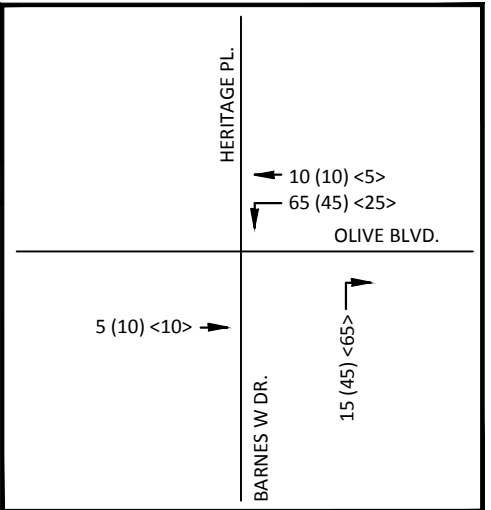
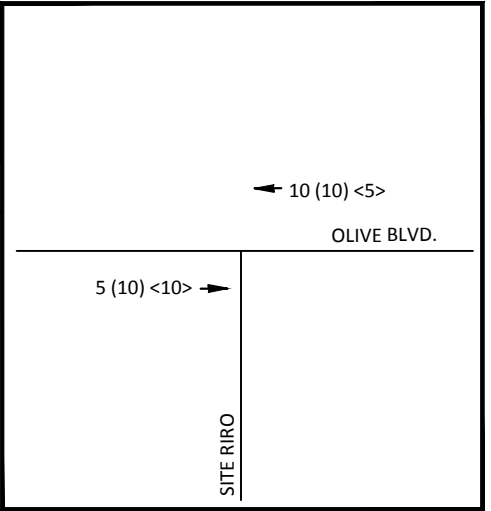
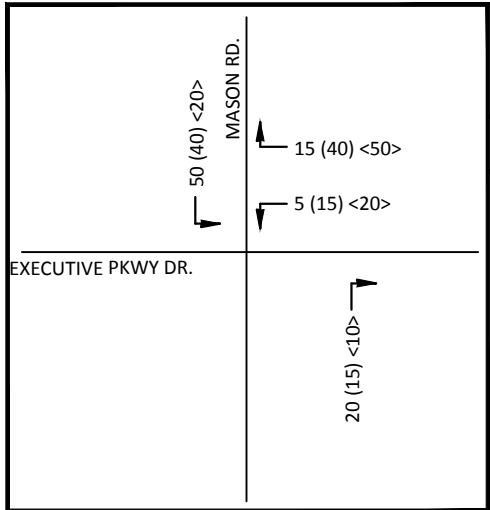
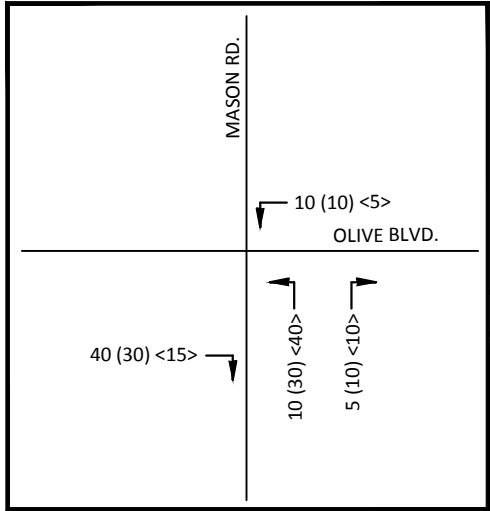
Directional Distribution of New Trips

The development-generated trips were assigned into and out of the site based upon the anticipated directional distribution of motorists, which is expected to remain similar to existing traffic patterns.

The resulting distribution of new site-generated trips was assumed as follows:

- To/from the east on Olive Boulevard.....55%
- To/from the west on Olive Boulevard.....30%
- To/from the south on Mason Road.....15%

Based on these trip generation and distribution estimates, the site-generated traffic was assigned to the adjoining road system as shown in **Exhibit 3**. The site-generated volumes were aggregated with existing traffic volumes to produce the traffic forecast shown in **Exhibit 4**.



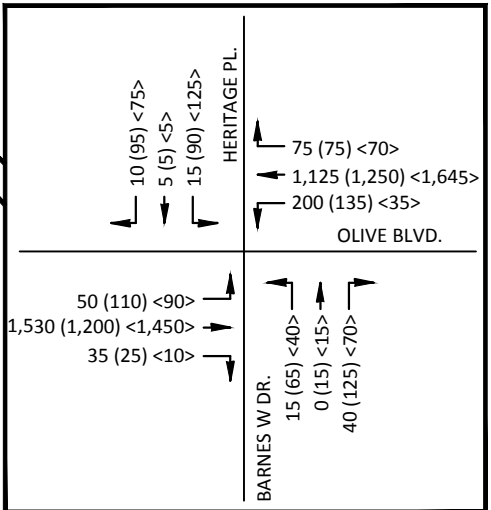
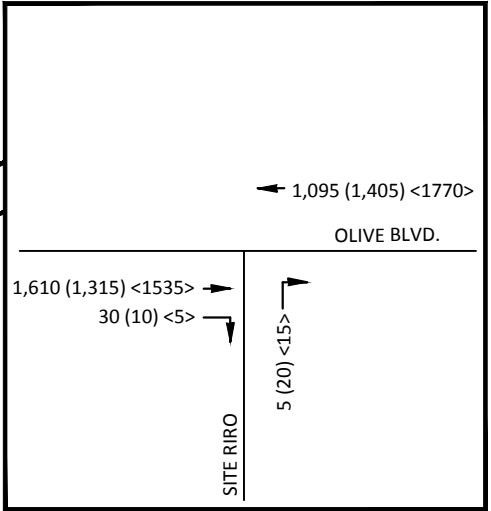
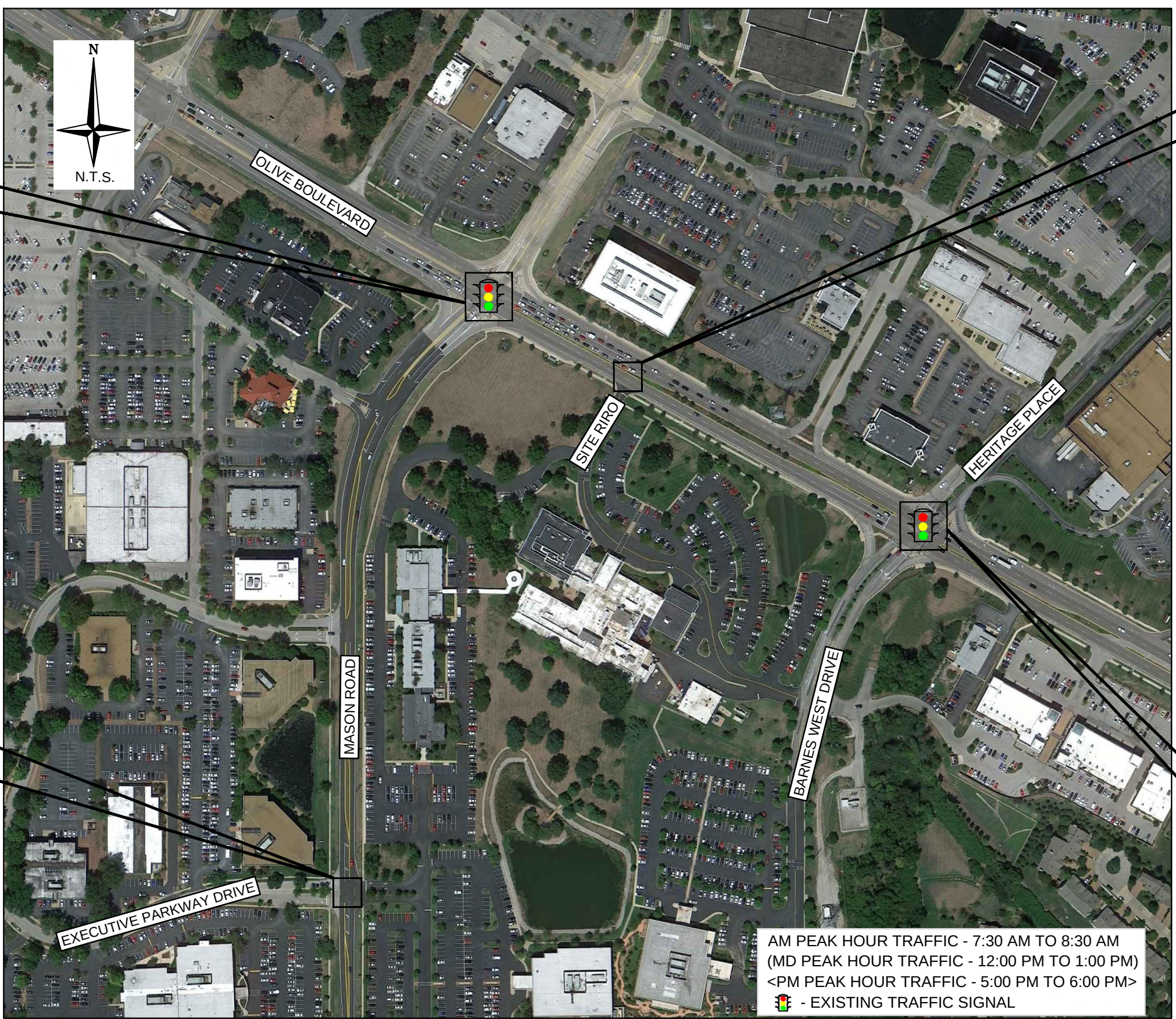
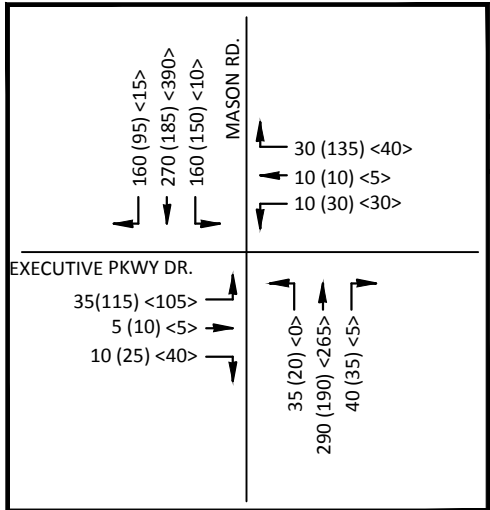
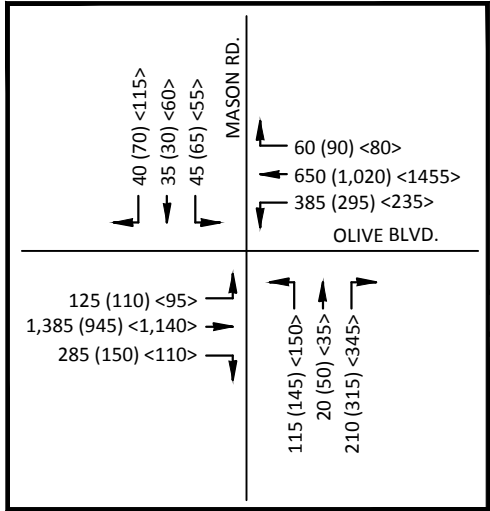


EXHIBIT 4: 2019 FORECASTED PEAK HOUR TRAFFIC

2019 Forecasted Operating Conditions

The operating conditions for the study intersections were analyzed using the forecasted traffic volumes depicted in Exhibit 4. The results of the forecasted capacity analyses are summarized in **Table 5**.

As shown, conditions at the signalized intersections of Olive Boulevard with Mason Road and Barnes West Drive would remain relatively unchanged. It should be noted that *no signal timing changes were assumed at either intersection* to ensure the proposed redevelopment could be accommodated without meaningfully impacting signal operations along Olive Boulevard.

The only location that would be expected to experience a meaningful increase in delay is the eastbound approach at the intersection of Mason Road and Executive Parkway/West Entrance. As noted above, this approach currently operates at LOS E, and the addition of site traffic on the medical campus would increase delays and degrade the approach to LOS F during peak periods.

Table 5: 2019 Forecasted Operating Conditions

Intersection/Approach	AM Peak Hour	MD Peak Hour	PM Peak Hour
<i>Olive Boulevard at Mason Road (signalized)</i>			
Eastbound Approach	C (21.6)	A (8.9)	B (16.6)
Westbound Approach	B (18.9)	B (14.8)	B (19.2)
Northbound Approach	D (35.6)	C (29.8)	C (34.4)
Southbound Approach	D (40.7)	C (27.5)	D (42.4)
Overall Intersection	C (23.0)	B (16.4)	C (22.6)
<i>Olive Boulevard at RIRO (unsignalized)</i>			
Northbound Approach	C (17.9)	C (15.3)	C (17.6)
<i>Olive Boulevard at Barnes West Drive (signalized)</i>			
Eastbound Approach	A (5.4)	B (14.9)	B (12.5)
Westbound Approach	A (7.2)	B (10.9)	B (18.5)
Northbound Approach	B (19.4)	C (29.2)	D (42.9)
Southbound Approach	D (44.8)	C (33.5)	E (57.9)
Overall Intersection	A (7.0)	B (15.3)	C (20.5)
<i>Mason Road at Executive Parkway / West Entrance (unsignalized)</i>			
Eastbound Approach	F (50.2)	F (85.8)	F (56.8)
Westbound Approach	C (21.9)	B (14.3)	C (17.1)
Northbound Left-Turn	A (8.5)	A (7.9)	A (0.0)
Southbound Left-Turn	A (8.6)	A (8.1)	A (8.0)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

Signal Progression Analysis along Olive Boulevard

At the request of MoDOT, the proposed development's potential impact to the existing traffic signal progression along Olive Boulevard was reviewed. As noted above, no signal timing changes are anticipated at Mason Road or Barnes West in conjunction with the redevelopment, so no meaningful impact would be anticipated.

Nevertheless, the corridor performance along Olive from Route 141 to I-270 was reviewed for the existing and 2019 forecasted conditions. As shown in **Table 6**, corridor travel times would remain relatively unchanged as a result of the proposed redevelopment.

Table 6: Corridor Travel Time Analysis – Olive between Route 141 & I-270

Time Period	Measurement	Existing	2019 Forecasted
AM	Eastbound Total Travel Time (hr)	259	261
	Westbound Total Travel Time (hr)	153	155
	Network Total Travel Time (hr)	648	653
Midday	Eastbound Total Travel Time (hr)	190	191
	Westbound Total Travel Time (hr)	357	358
	Network Total Travel Time (hr)	686	693
PM	Eastbound Total Travel Time (hr)	251	250
	Westbound Total Travel Time (hr)	634	635
	Network Total Travel Time (hr)	1065	1069

The small increases are attributed to additional traffic on the corridor as well as less instances of the side-street “gapping out” and returning green time to Olive during peak periods at the two study intersections.

2039 CONDITIONS

In order to understand the ultimate needs of the adjoining road system, a 20-year analysis horizon was also considered. It was agreed by MoDOT that a 0.50% annual growth rate would be appropriate to assume for Olive Boulevard, while no background growth would be anticipated on Mason Road.

Exhibit 5 summarizes the 2039 no-build traffic forecasts, which reflect background growth but no additional development on the Barnes-Jewish West County campus. These volumes were then analyzed, and the results are summarized in **Table 7**. As shown, conditions would degrade slightly with the additional background growth but generally remain satisfactory throughout the study area.

Table 7: 2039 No-Build Operating Conditions

Intersection/Approach	AM Peak Hour	MD Peak Hour	PM Peak Hour
<i>Olive Boulevard at Mason Road (signalized)</i>			
Eastbound Approach	C (26.0)	B (10.0)	B (18.7)
Westbound Approach	B (17.6)	B (16.2)	C (24.8)
Northbound Approach	C (34.8)	C (28.3)	C (31.6)
Southbound Approach	D (40.9)	C (27.8)	D (42.8)
Overall Intersection	C (24.7)	B (16.7)	C (25.0)
<i>Olive Boulevard at RIRO (unsignalized)</i>			
Northbound Approach	C (19.5)	C (16.2)	C (18.8)
<i>Olive Boulevard at Barnes West Drive (signalized)</i>			
Eastbound Approach	A (7.3)	B (16.1)	B (13.0)
Westbound Approach	A (5.0)	B (11.8)	C (24.7)
Northbound Approach	C (25.5)	C (32.1)	D (39.6)
Southbound Approach	D (44.8)	C (33.5)	E (57.9)
Overall Intersection	A (7.0)	B (16.1)	C (23.0)
<i>Mason Road at Executive Parkway / West Entrance (unsignalized)</i>			
Eastbound Approach	D (33.4)	E (41.4)	D (33.7)
Westbound Approach	C (20.1)	B (12.5)	C (15.8)
Northbound Left-Turn	A (8.5)	A (7.9)	A (0.0)
Southbound Left-Turn	A (8.3)	A (7.9)	A (7.9)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

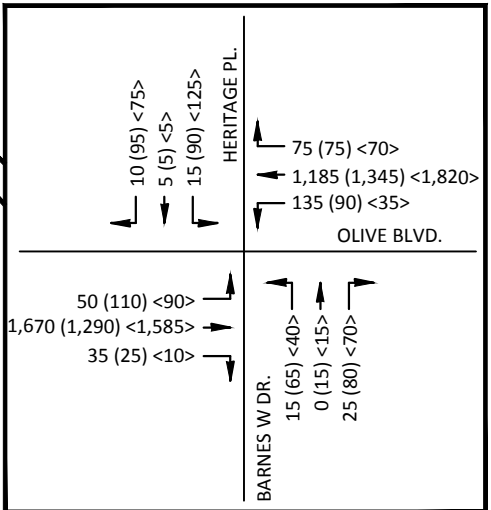
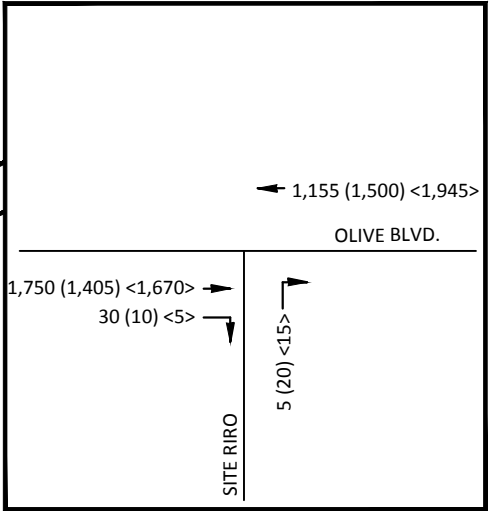
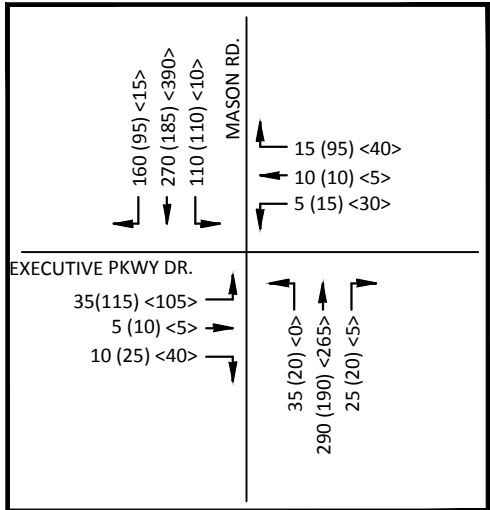
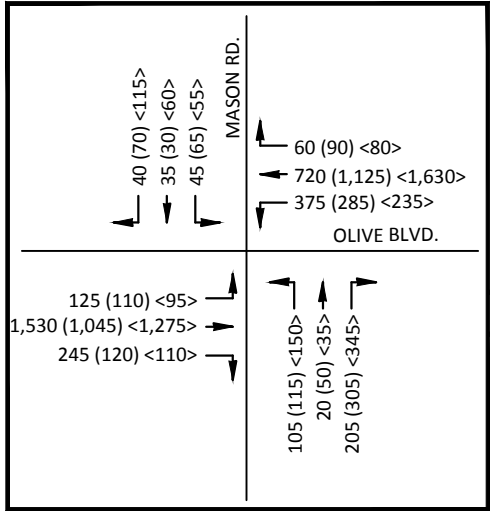


EXHIBIT 5: 2039 NO-BUILD PEAK HOUR TRAFFIC

Future Development of Barnes-Jewish West County

In the future, the hospital capacity would increase by 23 beds, ultimately, and up to three additional medical office facilities could be added along with the removal of existing MOB 1. With the removal of MOB 1 and the addition of three medical office buildings, the total medical office space could increase by approximately 200,000 ft². As shown in **Table 8**, these additions could add approximately 375, 420 and 420 trips during the a.m., midday and p.m. peak hours, respectively.

Table 8: Estimated Trip Generation for Full Build of the Master Plan

Land Use	Size	AM Peak Hour			MD Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
MOB	200,000 ft ²	270	75	345	200	185	405	110	275	385
Hospital	23 beds	20	10	30	20	15	35	10	25	35
Total		290	85	375	220	200	420	120	300	420

It is our understanding that this represents the *maximum potential* development based upon the master plan for the campus. However, given the timing and specific sizes of any future development are speculative, the City of Creve Coeur has required that separate traffic studies be completed to evaluate the associated impacts if/when new buildings are proposed.

Nevertheless, in order to understand the potential long-term needs of the adjoining road system, an analysis was completed for the 2039 forecasted conditions. The additional site-generated traffic is shown in **Exhibit 6**, and this traffic was aggregated with the 2039 no-build to produce the 2039 forecast summarized in **Exhibit 7**.

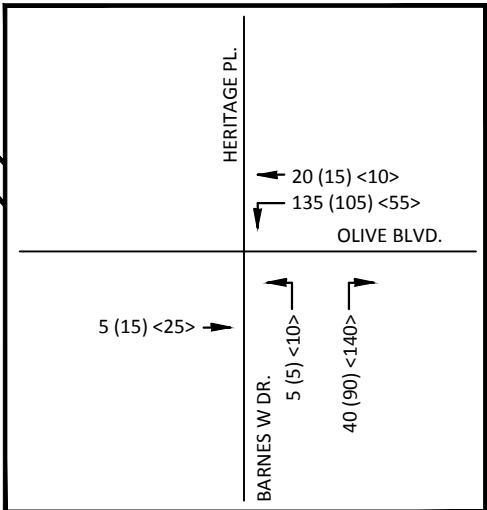
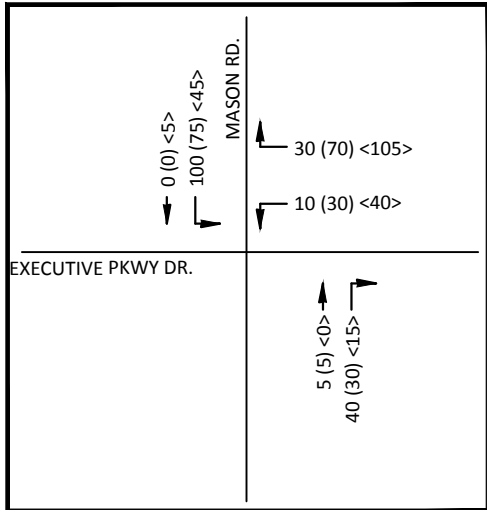
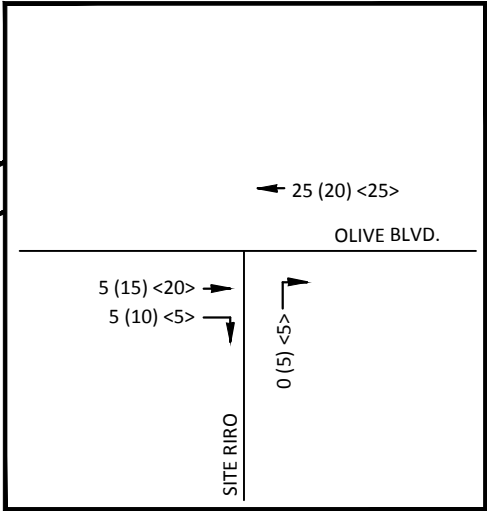
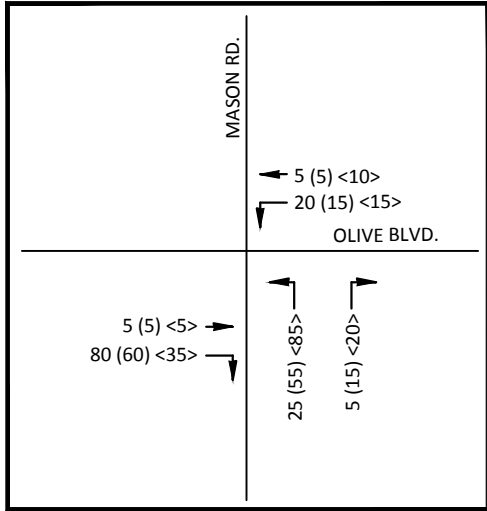


EXHIBIT 6: 2039 FUTURE SITE GENERATED PEAK HOUR TRAFFIC

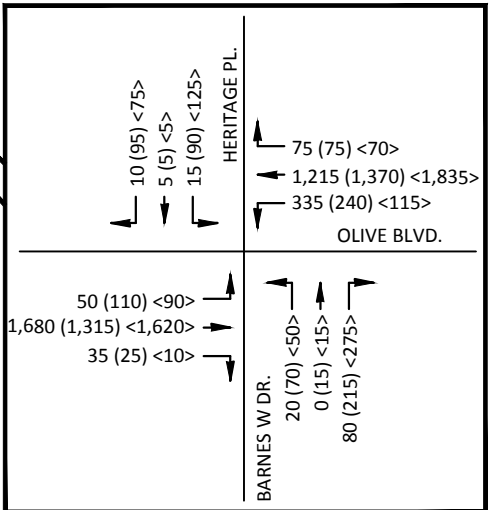
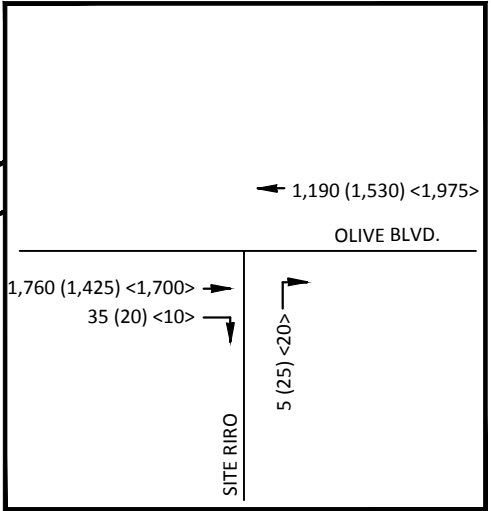
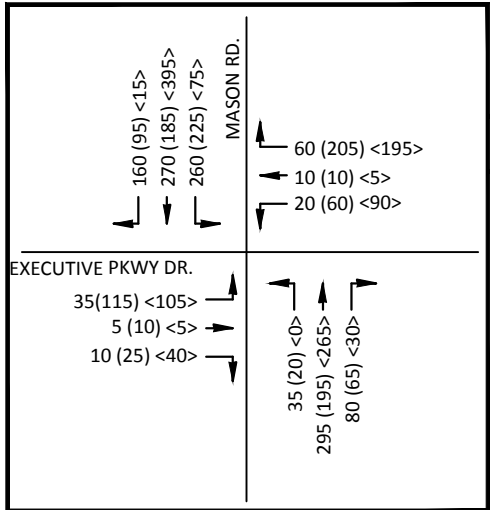
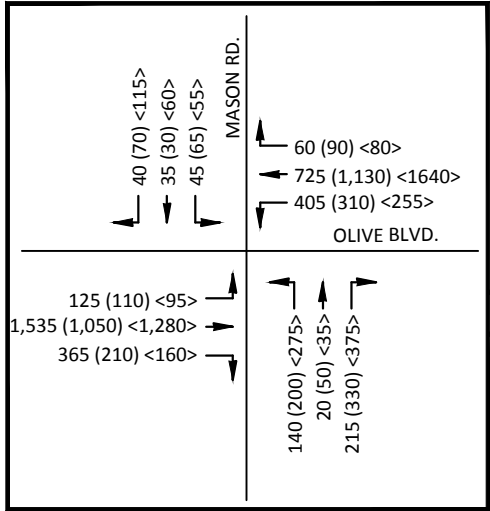


EXHIBIT 7: 2039 FORECASTED PEAK HOUR TRAFFIC

Finally, the forecasted conditions were analyzed and summarized in **Table 9**. As shown, at full build-out, conditions for the northbound approach of Barnes West Drive at Olive Boulevard would degrade to LOS F during the p.m. peak period. This is an indication that additional capacity for the northbound approach may be necessary in the future.

Also, increased traffic control in the form of a traffic signal or roundabout may be needed at the intersection of Mason Road and Executive Parkway/Site Access. The timing and specifics of these long-term needs would be addressed by future studies coinciding with specific development proposals.

Table 7: 2039 Forecasted Operating Conditions

Intersection/Approach	AM Peak Hour	MD Peak Hour	PM Peak Hour
<i>Olive Boulevard at Mason Road (signalized)</i>			
Eastbound Approach	C (28.9)	B (10.9)	C (23.2)
Westbound Approach	C (20.2)	B (19.0)	D (45.1)
Northbound Approach	D (39.9)	D (38.7)	D (54.5)
Southbound Approach	D (40.8)	C (27.2)	D (42.3)
Overall Intersection	C (27.8)	C (20.4)	D (39.3)
<i>Olive Boulevard at RIRO (unsignalized)</i>			
Northbound Approach	C (19.7)	C (16.7)	C (19.6)
<i>Olive Boulevard at Barnes West Drive (signalized)</i>			
Eastbound Approach	A (8.7)	B (16.7)	B (15.6)
Westbound Approach	D (49.5)	C (20.5)	C (28.5)
Northbound Approach	B (19.3)	D (38.5)	F (179.6)
Southbound Approach	D (44.8)	C (33.5)	E (57.9)
Overall Intersection	C (28.1)	C (21.3)	D (39.1)
<i>Mason Road at Executive Parkway / West Entrance (unsignalized)</i>			
Eastbound Approach	F (163.8)	F (288.1)	F (187.2)
Westbound Approach	E (36.0)	C (20.7)	D (28.9)
Northbound Left-Turn	A (8.5)	A (7.9)	A (0.0)
Southbound Left-Turn	A (9.3)	A (8.4)	A (8.1)

X (XX.X) - Level of Service (Average vehicular delay in seconds per vehicle)

CONCLUSION

Based on the preceding discussion, the following may be concluded regarding the proposed redevelopment of the Barnes-Jewish West County campus:

1. The proposed addition of approximately 100,000 ft² of additional medical office space would be expected to generate a total of 170, 195 and 195 trips during the weekday a.m., midday and p.m. peak hours, respectively.
2. The site's existing access to Olive Boulevard at both Mason Road and Barnes West Drive/Heritage Place would continue to operate satisfactorily following the proposed redevelopment and would not require any capacity improvements.
3. Overall, it was concluded that the campus redevelopment could be accommodated satisfactorily, as proposed.
4. In the future, if/when the full campus master plan is realized, it may be necessary to provide additional capacity for the northbound approach of Barnes West Drive at Olive Boulevard. Also, increased traffic control in the form of a traffic signal or roundabout may be needed at the intersection of Mason Road and Executive Parkway/Site Access. The timing and specifics of these long-term needs would be addressed by future studies coinciding with specific development proposals.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed redevelopment of the Barnes-Jewish West County campus. Please do not hesitate to contact our office should you have any questions regarding this information.

Sincerely,

Lochmueller Group



Dustin B. Riechmann, PE, PTOE
Traffic Engineering Manager



creating remarkable solutions
for a higher quality of life

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MEMORANDUM

To: Whitney Kelly, AICP (City of Creve Coeur)
Jason Jaggi, AICP (City of Creve Coeur)

From: Kelly Schaefer, P.E., PTOE
Mike Erdtmann, P.E.
Mandy Anderson, P.E., PTOE

Date: January 31, 2017

Subject: Proposed Barnes Jewish West County Hospital Expansion –
Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the Barnes Jewish West County medical campus, located in Creve Coeur, Missouri south of Olive Boulevard and bound by Mason Road to the west and Barnes West Drive to the east. The study was prepared by Lochmueller Group (Lochgroup) and submitted on January 19, 2017.

It is our understanding from the report as well as a review of the site plan shown in Exhibit 1 that the existing hospital will be reconstructed and rebuilt, adding no additional square footage. A new medical office building, MOB #4 on the plans, will also be constructed to the northwest of the hospital and will add 100,000 square feet (s.f.) of new medical office space. Parking for this facility will be located south of MOB #4.

Currently, access is provided with two full driveways, located on Mason Road and Barnes West Drive, and a right-in, right-out (RIRO) driveway on Olive Boulevard. It is our understanding that these points would remain unchanged with respect to the number and type of driveways. It should, however, be noted that the driveway located on Barnes West Drive has been shifted to the north and closer to Olive Boulevard, as shown in the proposed site plan. The existing driveway is approximately 385 feet from the northbound stop bar at the Olive Boulevard signal. Estimating from the site plan and aerial images, it appears that the new driveway is proposed approximately 250 feet from the stop bar.

Attachment: GBA-BJC West County Hospital Memo 1-31-2017 (2302 : #17-003: BJWC Replacement Hospital SDP)

The relocation of this driveway results in the misalignment of the hospital driveway with the driveway that services the shopping plaza to the east of Barnes West Drive. Due to the offset of the driveways, left turning vehicles into both driveways will potentially be in conflict. *It is our recommendation that these driveways be evaluated to identify any impacts due to interlocking left turns.*

As part of this study, Lochgroup utilized trip generation estimates that had been previously developed by CBB Transportation in a similar study. These rates were used due to the changed nature of the Institute of Transportation Engineer's (ITE) "Trip Generation Manual, Edition 9" for Land Use 720 - Medical Office Building. The study suggests that modern medical facilities provide more services than just medical office trips, including ambulatory care, outpatient surgery, and therapy, and that these facilities generate fewer trips than the ITE code suggests. The study recommends using trip rates of 1.71 trips per 1,000 s.f. in the morning peak hour and 1.95 trips per 1,000 s.f. for both the midday and evening peak hours. The trip rates provided by ITE for Land Use 720 for the morning and evening peak hours are 2.39 and 3.57 trips per 1,000 s.f., respectively. This difference in trip rates equates to 68 fewer trips in the morning peak and 162 fewer trips in the midday and afternoon peaks.

It is our opinion that the local trip rates are appropriate to use in this study given the data was collected locally at potentially similar facilities. *It is recommended that more information regarding the development of these rates be included in the text of this study (locations studied, year/date of data collection, traffic data information or summary) or the CBB study be appended to and referenced in it. It is also recommended that the study provide more details or supporting statements regarding the intended operations of the new hospital facility to back the use of these rates.*

Based upon the trip generation rates for local medical office buildings, the redevelopment of Barnes Jewish West County would be expected to create 170 new trips in the morning peak hour and 195 trips in both the midday and evening peak hours. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE's percentages (79% in/21% out, 51% in/49% out and 28% in/72% out for the morning, midday and evening peaks). *It is recommended that this assumption is noted in the study to provide additional information regarding the trip generation.*

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns, shown in Exhibit 3. The exhibit shows the majority or all of new trips from the east to use the Barnes West County driveway and most or all from the west utilizing Mason Road. Given the driveway on Mason Road provides the closest access to the MOB #4 parking lot and based on how the campus is currently signed for the existing buildings on site, it would be assumed that the majority of new

trips would utilize Mason Road. *It is recommended that the intended traffic operation of the redeveloped medical campus be discussed in the report, specifically with regard to access to the new medical office building.*

In addition, a detailed signing plan for the campus should be provided. This would include signing along the internal and external roadway networks to guide patrons to the appropriate driveway and parking areas for the hospital and various medical office buildings on site. The site-generated traffic assignments shown in Exhibit 3 should be in agreement with the signing plan.

Exhibit 4 depicting the 2019 forecasted traffic volumes does not equal the summation of existing plus site-generated traffic. Exhibit 7 with 2039 forecasted traffic volumes also has calculation errors. *It is recommended that these exhibits and the corresponding Synchro models be reviewed for accuracy and consistency.*

In reviewing the 2019 Build Synchro files, the redevelopment is not expected to have a substantial impact on the signalized intersections on Olive Boulevard. However, operations do degrade considerably at the intersection of Mason Road and Executive Parkway for the eastbound approach. Delay for this approach overall increases by 17.1, 44.4 and 20.1 seconds per vehicle in the morning, midday and evening peak hours, respectively. The eastbound left turn specifically is forecasted to operate with 147.2 and 95.3 seconds of delay in the midday and evening peak hours, respectively. This left turn currently experiences 60.6 and 46.6 seconds of delay in the same respective peak hours. To better understand the impact of the development on side street operations, *it is recommended that the analysis be broken down to a per lane or per movement basis for both the eastbound and westbound approaches at the Mason Road and Executive Parkway intersection.*

Given the dramatic increase and ultimate level of delays for this approach, specifically the left-turn movement, it is recommended that the developer improve the intersection of Mason Road and Executive Parkway during this first phase of redevelopment to maintain acceptable operations.

If additional traffic is shifted to this driveway for the first phase after reviewing traffic operations for the campus and developing the signing plan, it is imperative that this intersection is reanalyzed and improvements studied to avoid further degradation of eastbound operations.

With respect to the traffic analysis, it is recommended that queue lengths be reported at the intersection of Olive Boulevard and Barnes West Drive due to the relocation of the hospital driveway closer to the

northbound stop bar. The relocated driveway is approximately 250 feet from the stop bar and any impact queues from the signal have on the driveway should be recognized and discussed.

Progressing to the future design scenarios, the assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is considered reasonable for this location due to the limited potential for other new developments in the surrounding area.

Using the previous methods of analyses, the study forecasted conditions in the 20-year design horizon that included the additional three medical office buildings that are planned for the campus. These new buildings, along with the removal of MOB #1, would result in a net 200,000 s.f. of new medical office space. It is forecasted that this improvement would generate approximately 375 new trips in the morning peak and 420 new trips in the midday and evening peaks. These trips were layered onto the roadway network with 20 years of growth and the study intersections reanalyzed.

Forecasted conditions in the 2039 design scenario show acceptable overall operations for the signalized intersections on Olive Boulevard at Mason Road and Barnes West Drive. Some capacity improvements will likely be needed at the time to better accommodate specific movements into and out of the site. For example, the westbound left turn at the Barnes West Drive intersection is expected to be over capacity in the morning and midday peaks.

The 2039 build scenario results also indicate the need for improvements to the intersection of Mason Road at Executive Parkway: the approach is expected to operate at LOS F during all peak periods with delays between 163 and 288 seconds of delay per vehicle.

As stated in the report, it should again be noted that supplemental traffic impact studies will be required for any future development on the site beyond the first phase. Improvements identified in these studies will be required at such time in order to maintain acceptable traffic operations on the adjacent network.

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed redevelopment of the Barnes Jewish West County medical campus, located in Creve Coeur, Missouri south of Olive Boulevard and bound by Mason Road to the west and Barnes West Drive to the east.

It is our understanding that the existing hospital will be reconstructed and rebuilt, adding no additional square footage. A new medical office building, MOB #4 on the plans, will also be constructed to the northwest of the hospital and will add 100,000 square feet (s.f.) of new medical office space. Parking for this facility will be located south of MOB #4.

Access to the medical campus will remain relatively unchanged with two full access driveways located on Mason Road and Barnes West Drive and a right-in, right-out driveway on Olive Boulevard.

Below is a summary of recommendations and conclusions for the traffic impact study review:

- Barnes West Drive/Heritage Parkway is noted as local street where it is actually a private roadway. Please change this notation in the study.
- The driveway on Barnes West Drive is to be relocated to the north on Barnes West. It is recommended that queues from the signal at Olive Boulevard be reviewed to identify any blocking of the driveway. It is also recommended that the study identify any issues that may be created due to the offset of the hospital driveway and the shopping plaza driveway that were previously aligned.
- The study proposed the use of local trip rates for the medical office building; these rates are lower than those provided by ITE. It is recommended that additional information be provided regarding the development of these local trip rates as well as verify the new medical office building would have similar operations to the sites included in the trip rate study to support their use.
- It was determined in the review that the inbound versus outbound percentages for new trips during each peak hour were based upon the ITE percentages. Please note this in the study.
- New trips for MOB #4 were assigned to the roadway network based on existing traffic. It is recommended that the intended operations of the campus and the new medical office building for which trips were generated be reviewed and compared to the proposed trip assignments.
- It is also recommended that a campus signing plan for the internal and external roadways that guides patrons to the appropriate driveway and parking areas be provided. This plan should support the trip assignments presented.
- Exhibits 4 and 7 depicting the 2019 and 2039 Forecasted Traffic Volumes, respectively, should be reviewed for calculation errors. Synchro models should be updated as necessary to be consistent with any revised volume exhibits.
- The eastbound approach at the stop-controlled intersection of Mason Road and Executive Parkway is expected to operate at LOS F during all three peak hours with the addition of the first medical office building. More specifically, the eastbound left turn is forecasted to operate with 147 and 95 seconds of delay per vehicle in the midday and evening peak hours, respectively. It is recommended that this intersection be improved to maintain acceptable levels of operations with this first phase.

- To better understand the impact of the development on side street operations, it is recommended that the analysis be broken down to a per lane or per movement basis for both the eastbound and westbound approaches at the Mason Road and Executive Parkway intersection.
- Future phases of the medical campus redevelopment will include three new medical office buildings and the removal of MOB #1. It is expected that an additional 200,000 s.f. will be added with these improvements. The hospital is also expected to add 23 beds in the future. It should be noted that supplemental traffic studies will be required for approval of any new construction. Improvements needed for future phases will be identified in these studies and required at that time.

cc: file



Jason Jaggi <jjaggi@crevecoeurmo.gov>

RE: Traffic Impact Study Guidelines for BJC West County Hospital Expansion

1 message

Henninger, Glenn <GHenninger@stlouisco.com>

Fri, Feb 3, 2017 at 1:39 PM

To: "Delaney, Lauren" <LDelaney@lochgroup.com>

Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>, "wildecj.town-and-country.org" <wildecj@town-and-country.org>, "denver.seay@bjc.org" <denver.seay@bjc.org>, "mlh2254@bjc.org" <mlh2254@bjc.org>, "Riechmann, Dustin" <DRiechmann@lochgroup.com>, "george.stock.stockassoc.com" <george.stock@stockassoc.com>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "Spector, Adam" <ASpector@stlouisco.com>

Lauren,

We have completed a review of the attached study. We basically agree with the conclusion that traffic control changes at the Mason Road entrance can be put off until the future phase that expands MOB uses on the site. However, please note that we would like an acknowledgement from the City that the study shows a negative impact to the Executive Parkway, opposite BJC's Mason Road access. The County will not be initiating a project in the future to correct this should side street delays become an issue before it is restudied in the next phase.

If the City wishes to initiate something through the current proposal for additional traffic control on Mason, I ask that the traffic study be expanded to include traffic signal warrant analysis for both opening year and future conditions. Alternative intersection treatments such as a roundabout can be considered. The signal warrant analysis is more of a gauge to show if interruption of Mason Road traffic is warranted.

Glenn E. Henninger, P.E.

Transportation Studies Manager

St. Louis County Department of Transportation

ph (314) 615-8506/Cell (314) 392-8173

**From:** Delaney, Lauren [mailto:LDelaney@lochgroup.com]**Sent:** Thursday, January 19, 2017 11:58 AM

To: PHILLIP R PIERSON <Phillip.Pierson@modot.mo.gov>; Leah J. White <Leah.White@modot.mo.gov>; JEANETTE K RUGGERI <Jeanette.Ruggeri@modot.mo.gov>; Whitney Kelly <wkelly@crevecoeurmo.gov>; [wildecj.town-and-country.org](mailto:wildecj@town-and-country.org) <wildecj@town-and-country.org>; Federico Lagos <Federico.Lagos@modot.mo.gov>; Anna A. Otto <Anna.Otto@modot.mo.gov>; Henninger, Glenn <GHenninger@stlouisco.com>; denver.seay@bjc.org;

mlh2254@bjc.org; Riechmann, Dustin <DRiechmann@lochgroup.com>; george.stock@stockassoc.com <george.stock@stockassoc.com>; JOHN "JAY JAY" BRADEN <John.Braden@modot.mo.gov>; jjaggi@crevecoeurmo.gov; KAREN D YEOMANS <Karen.Yeomans@modot.mo.gov>
Subject: RE: Traffic Impact Study Guidelines for BJC West County Hospital Expansion

Good morning,

Attached is the traffic impact study for Barnes West. We ask that you review the attached report. Traffic analysis files (Synchro 8) are also attached for your review and comment. Also attached is an excerpt two studies completed for St. Luke's hospital (2006 Study completed by CBB, 2015 study completed by Lochmueller Group) which outlines the local MOB trip generation rates used in this study.

Feel free to contact Dustin Riechmann or myself with any questions that you may have.

Thanks,

Lauren Delaney, PE, PTOE

Project Engineer



314.621.3395 x2630 | 314.412.3360

LDelaney@lochgroup.com

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From: PHILLIP R PIERSON [<mailto:Phillip.Pierson@modot.mo.gov>]

Sent: Friday, January 06, 2017 4:03 PM

To: Leah J. White <Leah.White@modot.mo.gov>; JEANETTE K RUGGERI <Jeanette.Ruggeri@modot.mo.gov>; Whitney Kelly <wkelly@crevecoeurmo.gov>; wildecj.town-and-country.org <wildecj@town-and-country.org>; Federico Lagos <Federico.Lagos@modot.mo.gov>; Anna A. Otto <Anna.Otto@modot.mo.gov>; gheinner@stlouisco.com; denver.seay@bjc.org; mlh2254@bjc.org; Riechmann, Dustin <DRiechmann@lochgroup.com>; Delaney, Lauren <LDelaney@lochgroup.com>; george.stock@stockassoc.com <george.stock@stockassoc.com>; JOHN "JAY JAY" BRADEN <John.Braden@modot.mo.gov>; jjaggi@crevecoeurmo.gov; KAREN D YEOMANS <Karen.Yeomans@modot.mo.gov>

Subject: Traffic Impact Study Guidelines for BJC West County Hospital Expansion

Good afternoon,

Thank you for attending the scoping meeting this past Wednesday for the proposed BJC West County Hospital Expansion Project on MO 340 (Olive Blvd) between Mason Rd and Barnes West Dr. Attached are the corresponding Traffic Impact Study Guidelines.

Please let me know if you need anything else at this time.

Sincerely,

Phil Pierson

Intermediate Traffic Studies Specialist

Missouri Department of Transportation – St. Louis District

Southwest St. Louis County

Cell Phone: (314) 550-7461

Fax: (573) 522-6491



Barnes West TIS 01192017.pdf
6889K

Attachment: St. Louis County TIS Review Comments 2-3-17 (2302 : #17-003: BJWC Replacement Hospital SDP)

MEMORANDUM

To: Mr. Mike Hayes, MBA, LEED AP

From: Dustin Riechmann, PE, PTOE

Date: February 2, 2017

Subject: Response to TIS Comments
Barnes-Jewish West County Campus
Creve Coeur, Missouri
516-0133-0TE

Lochmueller Group has prepared the following memo in response to comments received from GBA pertaining to our traffic impact study for the redevelopment of the Barnes-Jewish West County campus. The comments were provided in a memo dated January 31, 2017.

The majority of the comments, as summarized on page 5 of the memo, pertain to requests for verbiage, documentation or clarification to be added to the report. We concur with these requests and will incorporate them into a final report following the receipt of any comments from MoDOT or St. Louis County.

Two of the comments suggested potential site plan changes or off-site improvements. Those comments are noted and addressed below.

GBA Comment: "The driveway on Barnes West Drive is to be relocated to the north. It is recommended that queues from the signal at Olive be reviewed to identify any blocking of the driveway. It is also recommended that the study identify any issues that may be created due to the resulting offset from the shopping plaza driveway on the east side of Barnes West Drive."

The hospital driveway would be relocated approximately 130 feet to the north. This is required due to topographic constraints associated with the elevation of the adjacent new emergency room and drop-off area.

The queuing for the northbound approach was reviewed, and the relocated hospital driveway would not be blocked under the proposed condition. Given the inbound movement is a right turn, there would also not be any operational concerns for southbound traffic potentially impacting Olive Boulevard.

It is important to note that the driveway on the east side of the road is effectively a service drive for the retail center. It serves low traffic volumes with only approximately 10 vehicles entering or exiting during the peak hours. In addition, Barnes West Drive is a private roadway that terminates into the park to the south, so through traffic is also relatively light.

It is also important to note that the relocated driveway would be approximately 130 feet from the retail service drive so any inbound left-turn movements into the service drive and the hospital drive (very minimal) would have adequate separation to operate safely.

In summary, the proposed driveway relocation on Barnes West Drive is not anticipated to have any adverse safety or operational impacts.

GBA Comment: "The eastbound approach at the stop-controlled intersection of Mason Road and Executive Parkway is expected to degrade to LOS F during peak hours...it is recommended that this intersection be improved to maintain acceptable levels of operations with the first phase."

Specifically, the eastbound left-turn movement is expected to degrade from LOS E to LOS F with the addition of new site traffic. All other movements at the intersection would continue to operate satisfactorily.

In order to improve this movement to an acceptable Level of Service without negatively impacting other movements, it appears that an increased level of traffic control (signalization or roundabout) could be required. However, given that Executive Parkway intersects Mason Road at two points, further study of the northern intersection is warranted to assess available capacity at that location. Given this roadway is under the jurisdiction of St. Louis County, further coordination will be required to establish a satisfactory solution, and those efforts are underway.

We trust that this memorandum addresses GBA's traffic-related concerns related to the proposed redevelopment. Please do not hesitate to contact us at (314) 621-3395 should you have any questions concerning this information.

BILL NO. 5630ORDINANCE NO. 5509

**AN ORDINANCE APPROVING A NEW SITE CONCEPT PLAN FOR THE
BARNES JEWISH WEST COUNTY HOSPITAL CAMPUS ON THE PROPERTY
ADDRESSED AS 12634 OLIVE BOULEVARD.**

WHEREAS, Section 405.310 (D) of the Municipal Code states that any site concept plans and development and/or redevelopment plans for properties within "PH" Planned Hospital district require Planning and Zoning Commission and City Council review and approval; and

WHEREAS, an application was made by George Stock, Stock & Associates, on behalf of Barnes-Jewish West County Hospital, for a new Site Concept Plan for the Barnes-Jewish, West County Hospital campus, which includes a replacement hospital, medical office buildings and parking structure, as provided by Section 405.1080.D., Site Concept Plans, of the Zoning Ordinance; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, November 21, 2016, beginning at 6:30 p.m., or immediately following the close of the previous agenda items, on said application for the concept plan as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a 7-0 vote, recommended approval of the new site concept plan, subject to conditions, at its meeting on November 21, 2016; and

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

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

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

Section 1: SITE CONCEPT PLAN

1. Prior Site Concept Plan approvals are hereby repealed and the new Site Concept Plan for Barnes Jewish West County Hospital is hereby approved as depicted on the "Site Concept Plan" prepared by Stock and Associates, and dated November 7, 2016, in conjunction with Planning and Zoning Application #16-029, which property is more specifically described as follows:

A tract of land being part of Lot 3 of the John Hazel Estate, as conveyed to Barnes Jewish West County Hospital (f.k.a. Barnes West County Hospital) by instrument recorded in Book 8647, Page 11645 and Barnes Jewish West County Hospital by

BILL NO. 5630ORDINANCE NO. 5509

instrument recorded in Book 12367, Page 13 and Lot 2 of Barnes-Jewish West County Hospital according to the plat thereof as recorded in Plat Book 12367, Page 5 all of the St. Louis County Records located in U.S. Survey 1923, Township 45 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at the northeastern corner of above said Barnes West County Hospital tract, said point also being located on the southwestern right-of-way line of Olive Boulevard, variable width, said point also being the northwestern corner of a tract of land as conveyed to Moritz, LLC by instrument recorded in Book 16089, page 1992 of above said records; thence along the east line of said Barnes West County Hospital tract, South 29 degrees 45 minutes 38 seconds West, 342.72 feet and South 01 degrees 33 minutes 02 seconds West, 679.43 feet to the northeast corner of above said Lot 2; thence along the east line of Lot 2, South 01 degrees 33 minutes 02 seconds West, (South 01 degrees 23 minutes 00 seconds West), 677.83 feet to the southeast corner of said Lot 2; thence along the southern lines of said Lot 2 the following courses and distances: South 89 degrees 06 minutes 38 seconds West, 439.62 feet (South 88 degrees 49 minutes 29 seconds West, 440.46 feet) to the beginning of a curve to the right having a radius of 333.50 feet; along said curve with an arc length of 180.00 feet and a chord which bears North 59 degrees 15 minutes 35 seconds West, 177.82 feet to a point of reverse curvature to the left having a radius of 181.50 feet; along said curve with an arc length of 143.17 feet, and a chord which bears North 66 degrees 23 minutes 44 seconds West, 139.49 feet to a point of tangency and North 88 degrees 59 minutes 36 seconds West, (North 89 degrees 02 minutes 56 seconds West), 453.60 feet to the eastern right-of-way line of Mason Road, variable width; thence along said right-of-way line the following courses and distances: North 01 degrees 03 minutes 38 seconds East, 315.92 feet; North 88 degrees 53 minutes 50 seconds West, (North 89 degrees 02 minutes 42 seconds West), 19.90 feet; North 01 degrees 03 minutes 30 seconds East, 215.58 feet, (North 01 degrees 01 minutes 26 seconds East, 215.79 feet); South 89 degrees 53 minutes 59 seconds East, 14.70 feet; North 01 degrees 03 minutes 30 seconds East, 456.63 feet; North 88 degrees 55 minutes 58 seconds West, 15.00 feet; North 01 degrees 03 minutes 30 seconds East, 630.57 feet; South 88 degrees 56 minutes 30 seconds East, 15.00 feet; North 15 degrees 35 minutes 37 seconds East, 177.81 feet to the beginning of a curve to the right having a radius of 512.96 feet; along said curve with an arc length of 294.65 feet and a chord which bears North 31 degrees 13 minutes 24 seconds East, 290.62 feet; North 47 degrees 41 minutes 07 seconds East, 70.88 feet and North 76 degrees 46 minutes 06 seconds East, 63.96 feet to the southwestern right-of-way line of above said olive Boulevard; thence along said right-of-way line the following courses and distances: South 60 degrees 18 minutes 35 seconds East, 485.30 feet; South 57 degrees 26 minutes 51 seconds East, 100.12 feet; South 63 degrees 10 minutes 20 seconds East, 200.25 feet; South 60 degrees 18 minutes 36 seconds East, 150.00 feet; South 54 degrees 35 minutes 57 seconds East, 150.75 feet and South 65 degrees 16 minutes 45 seconds East, 115.44 feet to the Point of Beginning and containing 2,367,197 square feet or 54.343 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. on September 16, 2014.

2. The approval of said Site Concept Plan is subject to the following conditions:
 - a. Site development plan approval by the City Council upon recommendation by the Planning and Zoning Commission is required for all future development of the site depicted on the Site Concept Plan, in accordance with Section 405.1080 of the Zoning Ordinance.

BILL NO. 5630ORDINANCE NO. 5509

- b. Subject to approval by St. Louis County Department of Highways and Traffic, all applicable site development plans shall include the dedication of land to the public to form a consistent right-of-way along Mason Road with adequate width for sidewalks and landscaping to meet with Section 405.540 Landscaping, including street trees.
- c. All site development plans shall provide adequate landscaping along Olive Boulevard to meet with the intent of the landscaping requirements and the "green line park" goal of the Comprehensive Plan, and the Commission may require up to an additional ten (10) feet of buffer along Olive Boulevard should it deem it necessary. Any landscaping to be located within the Olive Boulevard right-of-way will require prior approval from the Missouri Department of Transportation.
- d. Significant landscape treatments in combination with the design of the parking structure along Mason Road should be provided as part of that phase to be reviewed in conjunction with the site development plan.
- e. Future site development plans should depict pedestrian and site amenities as appropriate to each phase.
- f. The Applicant shall provide additional landscaping to address missing buffering adjacent to residential properties along the east property line.
- g. A Traffic Impact Study shall be submitted with each phase as identified on the Site Concept Plan prepared by Stock & Associates dated 11-7-16, in conjunction with a site development plan application.

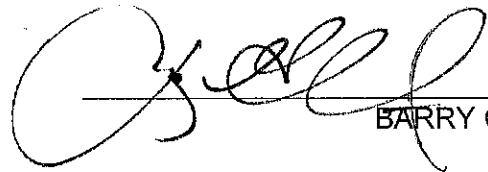
Section 2: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS 12th DAY OF December, 2016.



ELLEN LAWRENCE
PRESIDENT OF CITY COUNCIL

APPROVED THIS 12th DAY OF December, 2016.



BARRY GLANTZ
MAYOR

ATTEST:



DEBORAH RYAN, MPCC
CITY CLERK

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, FEBRUARY 6, 2017

6:30 P.M.

PUBLIC HEARINGS

Application No. 17-006

Application No. 17-007

Application No. 17-003

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chair

Mr. Tim Carney

Ms. Muriel Hall

Mr. Gene Rovak

Ms. Heather Silverman

Mr. Matthew Schuh

Mr. Curtis Lee, Acting 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 (Ms. Silverman is now present.)

2 CHAIRMAN KISTNER: Moving to Item No. 3,
3 Application No. 17-003, site development plan approval for
4 Barnes-Jewish West County replacement hospital, new
5 attached medical office building and associated parking.

6 Good evening, Mr. Stock.

7 MS. KELLY: Chair. Madam Chairman, again, we
8 apologize, it was not noted as being a public hearing, but
9 it is.

10 CHAIRMAN KISTNER: Anybody who's going to be
11 speaking.

12 (The speakers were sworn in by the court
13 reporter.)

14 MR. STOCK: Good evening, Madam Chairman,
15 Members of the Commission.

16 For the record, my name's George Stock. I'm
17 here tonight on behalf of BJ West County Hospital, and
18 we're requesting your consideration for approval of the
19 site development plan.

20 Joining me this evening is our entire team,
21 Trish Lollo, who's the president of Barnes-Jewish West
22 County Hospital is joining us; Kathleen Bresch (phonetic),
23 who is a BJC communication; Mr. Tom Van Landingham, who is
24 with Christner Architects, the architect on the project;
25 we also have Mr. Dustin Riechmann with Lochmueller Group,

1 who's the traffic consultant, and then also Mr. Joseph
2 Fischer with Stock & Associates, he's project manager.

3 We certainly appreciate your time, and before we
4 get into this presentation, which we're really going to
5 divide between myself and Tom Van Landingham, where I'll
6 go over the site development plan, landscape plan, traffic
7 study, and then turn it over to Tom with regard to
8 architecture.

9 But we do want to acknowledge and give special
10 thanks to staff, Ms. Whitney Kelly and Mr. Jason Jaggi.
11 We have been submitting a lot of information. They have
12 been very prompt in their responses, and we have tried to
13 do the same.

14 So we're going to go through this project
15 tonight, try to answer any questions this Commission may
16 have, and move forward.

17 This project should not be unfamiliar to the
18 Commission. We were before the Commission in December
19 with the concept plan.

20 But with that said, I'll take a few minutes just
21 to refresh you on the site.

22 The site itself is 54.34 acres. Currently
23 located on the site is the hospital, which is
24 125,000 square feet. It has 77 beds. There's also the
25 Medical Office Building No. 1, which is located along

1 Mason Road, which is 50,000 square feet. It's located
2 here. And then to the south are two medical office
3 buildings known as MOB 3 and the Siteman Cancer Center.
4 Respectfully those buildings are 61,200 square feet.

5 And then in the southwest portion of the site is
6 the Hospice House. Any of you been by there recently, you
7 know that's very far along, at least the Phase I, which is
8 the first 16 beds, and then it's expandable to another 16
9 beds.

10 In the southeast is a parking lot that was
11 approved last year, which is under construction. There
12 was also an interim parking lot along Olive Street Road in
13 this location with the 1200 feet.

14 And so today the hospital is in the center of
15 the campus, and if you would recall when we came before
16 you with the concept plan, we had indicated on the third
17 concept plan that the replacement hospital which would be
18 located immediately to the south.

19 And this is that concept plan. So the concept
20 plan was formally approved by the City Council on
21 December 12th, 2016. And what it included, and I'll first
22 go through the graphics and then go through the drawing
23 itself, but was a multi-story replacement hospital of
24 260,000 square feet with a total of 100 beds. Today
25 there's 77.

1 First phase would be 68 beds, and then there
2 would be an additional floor that would be able to
3 accommodate 32 beds.

4 There was also Medical Office Building No. 4,
5 five stories, 100,000; Medical Office Building 5, 75,000;
6 Medical Office Building 6, 75,000; Medical Office Building
7 7, which was 100,000, and then the total build-out of
8 Hospice is about 38,000 square feet. That all equals
9 about 650,000 square feet.

10 In the Planned Hospital, and you may recall that
11 on this site of 54 acres an FAR .45 is allowed to be about
12 a million square feet, as long as the site coverage
13 doesn't exceed 63 percent. And we will, little bit
14 further in this presentation, go through those coverages.

15 But, basically, this is that plan. So the
16 access, which is Barnes West Drive, a signalized
17 intersection, remains unchanged. There is a drive ride
18 in, ride out, which is located off Olive Street Road.
19 Then we have another point of access to Mason Road, which
20 is also the Executive Parkway intersection.

21 So under the full build out or Phase I, there's
22 the replacement hospital, and attached to the replacement
23 hospital is what we call MOB 4, which is five stories, and
24 100,000 square feet.

25 And those are three subsequent medical office

1 buildings. And that's somewhat important in the land
2 planning when we move forward to the next slide, you're
3 not going to see those three medical office buildings, nor
4 are you going to see that future parking garage. The
5 parking garage would occur at such time as additional MOB's
6 are constructed.

7 There was also some miscellaneous connections
8 between the Siteman Cancer Center and the medical office
9 buildings, which is shown in yellow between, and then the
10 possibility of the additional linear accelerator added to
11 the Siteman Cancer Center. The parking lot that I
12 mentioned to the south.

13 And then we have our buffers. So we have our
14 large green space buffer, which is adjacent to Questover
15 on the east. We have our large berm, which is located
16 adjacent to Mason, is fully constructed.

17 So that is the site concept plan, and most of
18 you, I think, if not all of you, were here and saw that
19 plan.

20 So this is our site development plan. And as I
21 mentioned before, it is a multi-story replacement
22 hospital, total of six stories, four of which will face
23 the north or Olive Street Road, and then six will face the
24 south.

25 It's ultimately going to be constructed to

1 accommodate 100 beds. It will have 68 in Phase I. And
2 that will be 100,000 square foot medical office building.
3 And then there's 782 new parking spaces.

4 So when I say new parking spaces, there are
5 parking spaces on the site today, but they're being
6 displaced.

7 So relative to the access, again, what I have
8 highlighted right there is Barnes West Drive and Olive
9 Street Road. Barnes West remains unchanged.

10 And as you come in going south, the new entrance
11 to the highway will be actually split a little bit further
12 to the north towards Olive than where it is today.

13 Today it aligns with this drive that many of you
14 are familiar with. It's a backage drive that services the
15 Ameren substation and also the retail developments, a back
16 door for the retail development. We're moving the
17 driveway about 120 feet north.

18 As you enter into the site, you have the ability
19 to go due west, and that's kind of the magenta or purple
20 line, that takes you to a point that's virtually the
21 center of the hospital where you're able to turn left.
22 And then, basically, the main entrance, you're able to
23 come up, turn left, drive down the drive and get located
24 underneath the canopy or the front door of the hospital.

25 At the front door of the hospital there's a

1 sidewalk, pedestrian walkway, that extends all the way out
2 to Olive. It's 12-foot wide and it's about 632 feet long.
3 That pedestrian walkway is connected with the bus stop,
4 which is located here to the west. Existing sidewalk,
5 which runs along the frontage of Olive Street Road, brings
6 the connection into this location.

7 The parking lot, as you see, has a lot of green
8 areas and landscaped areas to break up the parking.

9 During the concept plan, you remember a lot of
10 discussion about what this might look like and how do you
11 view it from Olive Street Road. So a lot of time has been
12 spent relative to the green line park, which is adjacent
13 to Olive Street Road and provides sight lines from the
14 cars, but also provides adequate sight lines to be able to
15 see the hospital, which is important to BJC, the
16 community, people arriving.

17 Also, as you come in the emergency room. The
18 emergency room is located here on the southwestern portion
19 of the hospital. So you come in, you have that choice to
20 be able to come in, go to the front door, drop off.
21 Patient parking, employee parking is a little bit further
22 away. Emergency, you come in, you have drop off. You
23 have the ability to have some emergency parking located in
24 here. And you're able to egress back out. And then
25 continue Barnes West Drive.

1 What we have is the service area of the
2 hospital, which is located here on the southwest corner.
3 Really the lowest elevation, so this is two levels below
4 the elevation right here.

5 So as I mentioned, the hospital's six stories
6 tall; four facing Olive and then four -- or six facing to
7 the south. So this is really our service area here.

8 The hospital is located exactly, as where we
9 showed it on the concept plan, relative to the Questover
10 Subdivision, so it's 400 feet to the west of the eastern
11 property line, and it's approximately 224 feet north of
12 the Siteman Cancer Center from the building.

13 The medical office building, actually the front
14 door of the medical office building is really facing
15 south. This is Medical Office Building No. 1, which will
16 remain after the construction, so Medical Office Building
17 4 would have a front door entry facing south. It would
18 have underground parking. This would be the ingress,
19 egress for the underground parking, a service area, and
20 then it has additional surface parking that provides for
21 the building itself.

22 The purple lines are really the vehicular
23 circulation. It's what we're trying to highlight here is
24 that while this parking lot's being constructed with full
25 access to Barnes West Drive, the ride in, ride out from

1 Olive, there also is the connection with the drive to
2 Medical Office Building No. 1, Medical Office Building
3 No. 4. And then you come out, you have the ability to
4 egress with Mason, or there will be a new connector drive
5 in an east/west direction that comes across the front,
6 Medical Office Building 4 ties into Barnes West Drive, and
7 then you have the loop road that comes around the back
8 side of the two medical office buildings, the Hospice
9 House, which is located here, its service, and then Barnes
10 West continue on down to Millennium Park.

11 And I've given a little more detail on the
12 landscape plan, but some of those dimensions from Olive
13 Street Road.

14 So this is the curve of Olive Street Road. So
15 the actual green area with one -- with the sidewalk
16 intervening, it's 64 feet to our parking lot, and then
17 from the right-of-way line, that width varies between 28
18 and 30 feet of -- of green space.

19 So, generally, just over 60 feet of green space
20 from the curb to the parking lot, and then when we get
21 into further slides, you'll see vertically how the parking
22 lot is lower than Olive Street Road as well.

23 Little bit more blow-up. There was some
24 questions about what's in the service area.

25 So the majority of all the equipment for the

1 hospital is in a service area that's fully screened.
2 There is a one-story screened wall. One point of ingress
3 and egress from Barnes West Drive. The loading area that
4 comes into the building. But generally this is the
5 majority of the equipment; cooling towers, generators,
6 that service the hospital. And then a level above is the
7 emergency, so there's a retaining wall that's located
8 here. This is that emergency drop-off.

9 At the front door, again, convenience and being
10 able to stage a lot of traffic that would be coming in and
11 dropping off patients, it's really a three-lane section
12 that comes through here with parking and zero curb access,
13 so this is all ADA accessible to the front door. You have
14 a bypass lane, and then you have the emergency vehicle
15 parking all under a large canopy, and then you have your
16 accessible parking, which is very convenient, and that is
17 12-foot sidewalk that is going out to the front of the
18 campus.

19 So the landscape plan. So all in all, the
20 campus is -- is 54 acres, but what's really being
21 disturbed of the 54 is just under 18 acres. So there's
22 17.86 or 8 acres of disturbance for this project. Again,
23 MOB 1 to the west stays in place; MOB 3, Siteman Cancer
24 Center stay in place, and Barnes West Drive stays in
25 place. So all the construction is really happening

1 within -- in this area, and it's happening in two phases.

2 So the existing hospital, which sits right here
3 in front, will stay and stay in operation, along with its
4 parking. The hospital and the medical office building
5 would be constructed, it would be completed, and then this
6 parking would be phased as it comes in.

7 So the landscape plan intends to meet the
8 objectives of the Comprehensive Plan and the Design
9 Guidelines where we have the green street, which is a
10 paralleling layers, off-setting trees, both deciduous with
11 shrubs. There's a berm. There's about a 30-inch -- a
12 minimum of 30-inch high berm above Olive Street Road.

13 These linear areas that you see here are the
14 bio-retention. So those are the rain gardens, and they're
15 about every 120-foot interval as you come from the west,
16 120, 120, and then they run the full length more south.

17 So the parking lot's generally rolling up and
18 down, all sheet drainage to the bio-retention, such that
19 all our parking lot water is treated in a manner that
20 induces infiltration evaporation, and at the same time,
21 creates a comprehensive landscape plan that's consistent
22 with the theme that's along the green line along Olive
23 Street Road.

24 Now, within the review there was a comment
25 relative to Barnes West Drive, and there's a section where

1 we're not showing currently on the landscape plan the
2 trees every 30 feet. We do not intend to circumvent that
3 requirement.

4 What we would like to do, and this is a note
5 that's actually on the landscape plan, I'm trying to blow
6 it up a little bit larger. But the quantity of the trees
7 to be determined by the City's criteria, one every 30
8 feet. But the final design arrangement allows grouping of
9 the trees subject to review and approval of the City
10 staff.

11 Our intention is not to cut trees, but our
12 intention is in that area where the main entrance is is to
13 cluster the trees so that there is good sight lines to the
14 front door. And so I think in the staff report it
15 indicated that we weren't meeting that. And I'm not sure
16 that this note was -- it was on the landscape plan, but
17 not very visible. So we're not trying to circumvent.

18 We have those 30-foot trees going all the way
19 down to Millennium Park, and it's just this front area
20 that we want to look at how they're staggered, and we
21 would work to -- to accomplish that.

22 So this is the landscape plan, and somewhat
23 colored, so all these are the deciduous trees, and this is
24 representative of autumn and the color of the trees, so
25 you see the yellows and reds.

1 Relative to where we're at in this first phase,
2 if you remember the concept plan, there were a lot of
3 maximum site coverage at 63 percent. We're at 44.46
4 percent, and that's made up of buildings being 4.5
5 percent; new buildings another 4.5; pavement being 20.8;
6 additional pavement 15.11.

7 So we're about 18.5 percent under the
8 63 percent.

9 Now, remember the concept plan, again, this
10 medical office building, this hospital, which is fronting
11 Olive, it's going to be -- more or less be offset because
12 of the three medical office buildings that would take this
13 up. So that site coverage is going to get a little closer
14 to 63 percent, but there's still a lot of green areas.
15 The concentration is really focused in the center core of
16 the site. The larger buffers along the west and the east
17 would stay in place.

18 A little bit about the green line park concept.
19 What we did is we cut some sections. So the eastern
20 section right here at the corner of the building, and then
21 we cut it -- we actually cut three, one down the central
22 and one down the western portion. But this is the green
23 line park, and this is how we buffered the cars.

24 So, basically, at that eastern end, which is
25 near Barnes West Drive. This is Olive Street Road. And

1 those of you familiar that have ever walked it, there's a
2 sidewalk and there's a fence, and then there's a drop-off,
3 and the reason that's there there's a bunch of AT&T
4 fiberoptics here.

5 But so the grade would continue to swoop down,
6 stay low to protect this, and then we would berm up. And
7 so we would berm up and then we would berm down, such
8 those cars are below Olive Street Road, and your eyesight
9 here on Olive is really directed at the hospital and not
10 the cars.

11 It's a little bit different as you go to the
12 west because what's happening is the grade of the parking
13 lot's rising with Olive. So here you don't see the large
14 dip and the retaining wall, what you have is Olive Street
15 Road, you have the existing sidewalk. And there are some
16 existing street trees, and we're filling those in in a
17 regular, and then there is some open range. There's the
18 right-of-way line.

19 And then this is that distance that I was saying
20 was between 28 and 34 feet from this point, 64 feet at
21 that location. But there's the berm up, and then, again,
22 there's the car that's down.

23 So this is what we, again, back in December we
24 talked about what this would look like, and that we needed
25 to pay special attention to that. We believe we have paid

1 special attention to it, and this is just kind of a block
2 of what happens there, and this repeats itself where you
3 have the four deciduous trees; you have the evergreen
4 shrubs, and the deciduous trees, sod, and then the lines
5 running through there, those are the -- the contouring,
6 and again, the minimum height is 30 inches, some areas
7 it's 3 feet, and some areas it's 3.5 feet.

8 So our neighbors, I don't see them here this
9 evening, but I visited the -- Mrs. Westfall about two
10 weeks ago, and been over there several times, and, again,
11 we've been studying what's going on there.

12 Again, that is the Questover Subdivision, which
13 is generally south of the hospital, so the homes, the
14 actual resident homes are not immediately east of the
15 hospital, they're to the south. So they have been more
16 concerned about the parking lot that's really under
17 construction.

18 But this is a photo, it's pretty heavily
19 vegetated in that green area, which is the transmission,
20 it's evidenced there. This was a few weeks ago, so it
21 does turn brown in the wintertime, and so that was summer.

22 And then this is, again, another shot of that.
23 And what I'm trying -- I'm trying -- there's plenty of
24 evergreens there on the berm, but there needs to be some
25 additional evergreens to create the screening from their

1 houses.

2 And this is two weeks ago, so that's what it
3 looks like standing on their deck.

4 In the background, that is a parking lot that's
5 under construction that's 350 feet away. But you can see
6 these pine trees, but what happens is they don't continue
7 to the north. So, really, to address that issue, we are
8 proposing to add some large pine, spruce along that berm
9 from their line of sight looking over at the parking lot.

10 So I believe they're satisfied. Again, these
11 are some more --

12 CHAIRMAN KISTNER: Is that the -- the east side
13 or is that south?

14 MR. STOCK: So you're -- this is -- this is the
15 line with Questover, so this is going east, that's going
16 west.

17 CHAIRMAN KISTNER: Okay.

18 MR. STOCK: So the hospital -- the hospital's
19 up, actually this is the drive that goes behind the -- the
20 medical office buildings. This is the new parking lot,
21 which is located right here. And -- and the hospital, so
22 that's what I'm saying, this is the last resident. This
23 is Questover's common ground and our hospital's up here.
24 But what you're seeing is just some more photos from their
25 backyard. So I mean they're pretty well protected in six

1 months out of the year, eight months out of the year, and
2 I think these evergreen trees is additional, which are on
3 the higher ground. That's actually -- that ground's
4 higher than what it is on their property line. That's the
5 berm. That is the remnant -- or that's part of the berm
6 that was constructed with Millennium Park.

7 So I will continue the dialogue with them, but I
8 think they're satisfied. I don't see anybody here
9 tonight, and I think this is generally what they agreed on
10 a couple weeks ago.

11 So also part of the project, it being consistent
12 with the Comprehensive Plan and the goals and objective,
13 which is, one, is an expansion of the hospital, but also
14 amenities and pedestrian ways and open spaces and how do
15 you accomplish those.

16 So this project will complete a sidewalk and
17 loop. Today there is a sidewalk that's along Mason Road.

18 Now, that sidewalk doesn't meet the criteria of
19 the City's guidelines for its ultimate width, but that's a
20 sidewalk we would utilize in this phase, and look at
21 replacing it some time in future with medical office
22 buildings.

23 It is connected with Olive Street Road. As I
24 mentioned a few minutes ago, we have the connection to the
25 front door of the hospital, and then there's some

1 additional sidewalks internal to this parking lot,
2 primarily located here and around the emergency room to
3 have the interconnection between the doors and the
4 hospital.

5 The Barnes West Drive, we will be constructing
6 the sidewalk that will take you the last length all the
7 way down to Millennium Park. We have some sidewalk
8 connections within here around the parking lot that take
9 you back out to Mason Road. We'll also have a new
10 sidewalk that runs -- with that new road that I mentioned
11 in east/west direction, which is located here.

12 We believe this plan is consistent with the West
13 Olive Corridor Action Plan. It's providing high-quality
14 open spaces, pedestrian facilities, and it's all part of
15 an expanded hospital campus. So --

16 CHAIRMAN KISTNER: Mr. Stock, while you're in
17 the -- talking about sidewalks there, I think there was a
18 suggestion or question by staff about a sidewalk going
19 from the hospital entrance through to the west.

20 MR. STOCK: There is. And on our drawings, we
21 show a sidewalk generally in this location. It's -- it's
22 dashed right here. It's really a future sidewalk because
23 building it today is going to be in conflict with the
24 future medical office building. So we have asked
25 consideration to hold that sidewalk out.

1 We believe that from the bus stop, you have the
2 ability, as I mentioned a few minutes ago, you have an
3 alternate route to the front door of the hospital.

4 So while this sidewalk ultimately, if you think
5 back at the concept plan, it's going to link these
6 buildings back to this building. But for the real -- for
7 the purpose of the bus stop, there is that adequate
8 location.

9 So, but you're right, that's pointed out in the
10 staff report to give consideration to the Commission.
11 And, really, we're just asking that to be deferred to the
12 future. But that is that particular sidewalk that is
13 referenced.

14 MR. SCHUH: Mr. Stock, while we're -- while
15 we're talking about sidewalks, you mentioned a sidewalk on
16 the south side of the proper -- or the plan connecting the
17 east, the west.

18 MR. STOCK: Yes.

19 MR. SCHUH: Did I understand correctly, earlier
20 you said that would be drivable as well?

21 MR. STOCK: No, not drivable, no. No.

22 MR. SCHUH: Okay.

23 MR. STOCK: No, this is strictly pedestrian --

24 MR. SCHUH: Okay.

25 MR. STOCK: -- right here. This is the new

1 drive.

2 MR. SCHUH: That's the driveway.

3 MR. STOCK: This is the new drive. This one
4 exists today between the Hospice House, the medical
5 office. Today that's the lake.

6 MR. SCHUH: Okay.

7 MR. STOCK: So, basically, what you're doing is
8 you're -- you're bridging the Mason Drive with the direct
9 access to medical office buildings, and, again, the Barnes
10 West. And in orange would be the pedestrian access drive
11 adjacent to it.

12 MR. SCHUH: Okay.

13 MR. STOCK: So along -- along these sidewalks,
14 we have some amenities that go along with that. So one of
15 the features that's right out in front would be a
16 sculpture component that would be subject to the Arts
17 Commission. Come back to the Planning Commission sometime
18 in the future. But we have that placeholder, that green
19 area, which is located there.

20 And, again, this is a focal point from Olive
21 down that sidewalk. Actually, we moved this. I just
22 noticed this.

23 MR. JAGGI: Mr. Stock, I was just going to note,
24 I think that -- that's an old version.

25 MR. STOCK: It is. I apologize. I just caught

1 myself. We've actually moved the sculpture.

2 Let me just do this because I don't want to
3 confuse -- because I just confused myself. It just dawned
4 on me when we looked at that.

5 So in one of those meetings with staff, we
6 looked at kind of rearranging where the -- where the
7 sculpture was and some green area, and the amenities plan
8 shows the sculpture over here, but in reality, we've moved
9 that sculpture really to be here along the sidewalk,
10 sitting area, and then you have a large green lawn, which
11 is located in here, which is another focal point going to
12 the building.

13 And then this is really the pedestrian focal
14 point on, you know, more usable is the sidewalk. So it
15 looks likes, and, again, when I tell you they've been
16 responding really fast, that's because like we changed
17 things last Wednesday, we submitted them on Thursday, and
18 we asked to be here on Monday night, so we're behind on a
19 couple drawings.

20 So our amenities drawing, at least relative to
21 what the position of the sculpture is, is outdated by
22 about three or four days.

23 So as I come around, and you'll see these little
24 dots and color coded, we have emergency call boxes, which
25 are the aqua dots. Those are emergency.

1 We have some bike fix-it stations, which go
2 along with some bike racks, so we have bike racks in the
3 front of the hospital, off to the side. The yellow dot.
4 We have a bike rack, which is located on the back of the
5 hospital, and then we have another bike rack, which is
6 located down at -- in between the two parking lots located
7 there.

8 We also have a little bike fix-it station, which
9 is on the primary sidewalk, which is on Barnes West Drive
10 between Millennium and Olive Street Road.

11 We have a couple electrical car receptacles for
12 charging, both in this parking lot, and then one up in
13 front of the hospital in the parking lot.

14 And then we have a number of benches along the
15 walk and the trail. And then the bike racks, as I
16 mentioned before. And then we have a little bit of
17 signage identification, you know, relative to the length
18 of the loop on this campus.

19 All and combined between the loop here and the
20 loop that's already in Millennium Park and here on this
21 drive, there's quite a bit of trails.

22 So, again, what we're trying to do here is
23 further those Design Guidelines that are outlined in the
24 City's Code.

25 So little bit about traffic. And you'll

1 remember this. This was a condition in the concept plan
2 that we do a traffic impact study. So shortly thereafter
3 the approval of the concept plan, again, which was in
4 December, we went about arranging a meeting with MoDOT.
5 That occurred on January 4th.

6 Lochmueller, Mr. Riechmann, he completed the
7 traffic impact study on January 19th. It was submitted to
8 all agencies; County, City of Creve Coeur and City of Town
9 and Country and MoDOT.

10 The George Butler & Associates, which was the
11 City's consultant, issued a letter commenting on 1/31;
12 Lochmueller's responded to those on February 2nd, and the
13 County Highway responded on Friday. They probably would
14 have done it today, but we called them and asked them to
15 respond on Friday.

16 The only agency that we're waiting on right now
17 is MoDOT. And MoDOT is the jurisdiction authority for
18 Olive Street Road.

19 But the long and the short, and this come right
20 out of the traffic study, the intersections that were
21 studied were Mason and Olive; they were Barnes West Drive,
22 they were the ride in and ride out, and they were the
23 Executive Parkway Drive.

24 And what we studied with the one that was
25 aligned to us, Executive Parkway Drive, many of you are

1 familiar, is a loop, and that actually has another point
2 of ingress and egress to Mason Road. Further connects to
3 the shopping center, comes off of Olive.

4 But our focus was, what are we doing to the
5 driveway that's opposite our site. So when they study it,
6 what they do is they look at levels of services. I know
7 many of you know, are familiar, A is the highest level of
8 service, F is the lowest level of services. And so the
9 intersection, and we look at a.m., we look at midday and
10 we look at the p.m. And so, basically, the main
11 intersection, Olive and Mason, is operating at level
12 services C, D and C. So C in the morning, D midday, C in
13 the p.m. Barnes West Drive is -- well, the ride in, ride
14 out operates at a C, which is the one line, and then the
15 Barnes West Drive is an A in the morning; it's a B at
16 midday, and it's a B in the p.m. Then the Executive
17 Parkway. So there's -- there's four movements at that
18 intersection.

19 And what I've highlighted in yellow is what's
20 going on today. So if any of you have experienced
21 Executive Parkway, and you're trying to come out, you want
22 to make a left turn to go north, you have to wait. So in
23 the morning for level service, B, midday it's a level
24 service B, and then at night it's a B.

25 But all the rest of the movements make a right

1 or shooting straight through, no problem. There's no
2 problem with those.

3 So when we add our 100,000 square feet, and we
4 add our replacement hospital, we changed the character of
5 that. Again, Olive and Mason are good; C, B and C. A
6 ride in and ride out are all Cs. The Barnes is a A, B and
7 C, but then we get to that northbound left, which is an F,
8 F, F.

9 So that caught the attention of George Butler &
10 Associates. It's not that it didn't catch the attention
11 of Lochmueller that it was degraded, but we looked at it
12 more as, you know, what will we do with it in the future.
13 The City says no, and we agree with that 100 percent. So
14 we were fully committed to solving.

15 St. Louis County's response on Friday was an
16 email, and, basically, that's in your packet, but,
17 basically, the good news is Mason Road's the County's;
18 Executive Parkway is the City's, and they're willing to
19 allow us to make some traffic changes.

20 And you really have two options; you have a
21 signal or you have a roundabout. I think we would lean
22 more toward the signal, takes up less space. And what
23 they're saying in this email is Lochmueller will do some
24 more studies. Study a little bit. Figure out the
25 traffic.

1 But what we want certain with the City is BJC's
2 committed to fixing that as part of Phase I. Now when is
3 that? That's two years from now. This hospital takes two
4 years to build. So we will get the solution as quick as
5 possible as to how to mitigate that northbound left turn
6 lane.

7 With that said, I'm going to turn it over to
8 Tom.

9 MR. VAN LANDINGHAM: Thank you.

10 My name is Tom Van Landingham. I'm principal
11 with Christner. We're the architects for the project.

12 And speaking to the exterior design of the
13 project, hospitals are -- are a challenge in that they
14 incorporate many different functions inside, a lot like
15 some expression of that, while still bringing it together
16 in a whole is -- is one of the things that we do.

17 This first image of the hospital rendering is as
18 you would approach the -- the hospital building from the
19 interior drive.

20 Key elements that -- at -- at this distance, the
21 key elements that we would like to focus on are those that
22 help with the wayfinding of the project.

23 George mentioned earlier aspects of the
24 wayfinding, visibility. If you can see where the entry
25 is, that -- that assists people in knowing what the next

1 decision is that they need to make.

2 So the large glass transparent element of the
3 center of the hospital facade actually will be something
4 different on these upper patient room floors. It will be
5 family waiting area, and that's why we're able to provide
6 a different kind of envelope for that. But it's directly
7 above the -- the entry to the building and to either side
8 of the entry, we have quite a long canopy, as George
9 pointed out, so that we can -- we can approach and do a
10 counterclockwise drive-up to the front door, which allows
11 you to discharge passengers directly on to the sidewalk
12 and then continue the loop and circulate back into the --
13 into the parking areas.

14 The -- so the -- the central two elements that
15 you see there, the hospital building element to the right
16 is the MOB. The MOB actually enters from the opposite
17 side, so it -- it does not share the -- this element that
18 we have over the entryway of the hospital.

19 Taking -- taking the next view; this would be as
20 you would -- would approach the emergency department.
21 That's on the eastern end of the building.

22 And here's where we begin to break down the
23 scale of the facade.

24 The upper three floors are the inpatient floors.
25 We'll have 96 patient rooms there. They're all private

1 rooms. They, because they -- we design them one to be
2 identical to the next, so that their features are always
3 the same, staff will always know where things are within
4 those rooms, we move other functions out to the corners,
5 and that would be the case here where we're terminating
6 this end of the elevation again with a more transparent
7 element.

8 You'll note that the first floor of the building
9 on this side uses different materials. We'll probably use
10 the brick material for the wall material there. We'll use
11 a terra cotta material for the three floors up above.

12 Thank you.

13 MR. STOCK: This is the terra cotta?

14 MR. VAN LANDINGHAM: That's the terra cotta.

15 And you'll see that because we -- we have more
16 public spaces on the ground floor, we have the entry, we
17 have the lobbies and waiting areas. We have the dining
18 and cafe areas that's available to visitors on this floor.
19 Inpatient registration, that sort of thing. We have much
20 more glass on this floor to, both to let natural light in
21 and also help people understand what's -- what's inside
22 the building.

23 As we look at the upper floors of the building,
24 we begin to break this down in a number of ways. You see
25 that the inpatient floors are framed with terra cotta.

1 The rooms are divided with using terra cotta vertically,
2 but then we have groups of windows for three rooms, and
3 that -- that begins to -- to break down the scale of the
4 elevation. And within each of those windows for the
5 inpatient rooms, there's -- there's further breakdown in
6 that scale in that we actually drop one panel down, vision
7 panel, just a bit lower, so that the patient who have
8 their head along that wall can actually look out and down
9 and they're not looking over a window sill up to the -- to
10 the sky. And then the opaque panels are used above and
11 below the window to complete that -- that composition.

12 CHAIRMAN KISTNER: Could I ask you a question --

13 MR. VAN LANDINGHAM: Sure.

14 CHAIRMAN KISTNER: -- on the -- on those upper
15 story elevations?

16 MR. VAN LANDINGHAM: Sure.

17 CHAIRMAN KISTNER: When you zoom in on those,
18 the -- this elevation makes it look like it's sort of a
19 brick style, but the terra cotta that you showed would
20 actually be sort of smooth and monolithic, is that
21 correct?

22 MR. VAN LANDINGHAM: The terra cotta is -- is a
23 much larger panel, as we expect to use it here.

24 CHAIRMAN KISTNER: The design in there looks
25 sort of hatched in a way that makes it look like brick.

1 MR. VAN LANDINGHAM: A little bit of that is
2 just the effect of the -- the electronic rendering and
3 then reproducing it, so you're getting some patterns
4 there, but it's -- so this is -- this is -- it would be
5 used horizontally in between the windows, and then we --
6 in a slightly different color, we're proposing to
7 introduce the terra cotta panels so that they run
8 vertically from floor to floor in -- in these locations.

9 MS. SILVERMAN: And it's that size, correct?

10 MR. VAN LANDINGHAM: What's that?

11 MS. SILVERMAN: It's the -- the panel you're
12 speaking of is the size or the -- would be --

13 MR. VAN LANDINGHAM: This is roughly the height
14 of it, but the width would be about 24 to 30 inches. We
15 need to -- to size it to the --

16 CHAIRMAN KISTNER: So it would -- it would
17 effectively look like one smooth monochromatic surface?

18 MR. VAN LANDINGHAM: It does have -- it would
19 have more the appearance that if you're using brick
20 masonry and had mortar that -- that was close to the color
21 of the brick would add that appearance, yeah.

22 CHAIRMAN KISTNER: But they're not brick size,
23 they're --

24 MR. VAN LANDINGHAM: Yes.

25 CHAIRMAN KISTNER: -- large panels?

1 MR. VAN LANDINGHAM: Yes.

2 CHAIRMAN KISTNER: And are there two different
3 colors between underneath the windows versus in the -- the
4 vertical --

5 MR. VAN LANDINGHAM: Yes.

6 CHAIRMAN KISTNER: -- columns?

7 MR. VAN LANDINGHAM: We're proposing this be a
8 lighter color, that this be a slightly darker color.

9 And then the -- there's two colors of metal.
10 There's a single color of metal paneling here, and then a
11 single color of the vision glass. That would be
12 consistent across.

13 And as -- as you look at this, it's also true
14 that some of the elements are more forward in the wall.
15 These would be more forward. You can see from the shadow
16 line that that second stack of elements would set further
17 back into the wall -- into the wall.

18 CHAIRMAN KISTNER: Thank you.

19 MR. VAN LANDINGHAM: Sure.

20 CHAIRMAN KISTNER: Sometimes we've seen a --
21 the -- the watercolor renderings are not always exactly
22 true to --

23 MR. VAN LANDINGHAM: Well, this -- yes, that can
24 be an issue, and given the number of levels of approval
25 that we go through with this client, we want these to --

1 to be very representative of the final product, so that
2 there are no surprises to you or to -- to anyone else in
3 the project.

4 Then to the -- to the opposite side of the
5 building, we're now southwest of the building looking back
6 to the northeast, and the -- the elements to the left on
7 this is the medical office building.

8 It's entered from this side, and so we've --
9 we've used these, again, changing material here. There is
10 a similar change in material here to indicate those two
11 locations where patients might enter. Certainly, the
12 medical office building, but we have, just off the screen
13 to the right, is the building that houses Siteman Cancer
14 Center. And the -- in the discussion about what services
15 the, you know, the opportunity for Siteman, simply walk
16 over to the hospital building should they need something
17 there, desire to do that, is part of the plan, so that is
18 signaled as being an entry for patients as well.

19 This is the side of the building we -- you enter
20 from the opposite side. We have those lobby functions,
21 that's also the floor where we have the emergency
22 department. It's where we have the imaging department.
23 That's very much outpatient department. So we expect much
24 of the daily traffic to be to and from that area.

25 The floor just below that, so this would

1 represent the imaging department, the floor just below
2 that in this building is the procedural floor where the
3 operating rooms, interventional radiology, endoscopy
4 and -- and their support services are located. And then
5 there is a third level here, and that's -- that's the
6 support for the hospital. This is -- this is mechanical
7 rooms. It's the engineering facilities. Some storage,
8 central sterile processing and the like is at that level
9 of the building.

10 But as far as patients are concerned, this is
11 the -- the destination that they're seeing for the medical
12 office building.

13 CHAIRMAN KISTNER: Any questions?

14 Are you going to be addressing the -- the metal
15 screening above the -- the hospital and the medical office
16 building? It was brought up in staff report.

17 MR. VAN LANDINGHAM: Sure. The -- what we're --
18 so the -- this -- this view, what we're talking about
19 here, and what is visible in this view is actually what's
20 above the -- the hospital. What we require above the MOB
21 is not visible at -- either in that elevation or this one.
22 And then this is the front.

23 The material that we're anticipating is -- would
24 be finished to match these -- these elements in the
25 curtain wall system here and here, across the top.

1 And the overall point of that composition is
2 to -- is to work with the -- the entry generally,
3 including this family waiting element, but also to serve
4 as a backdrop and highlight where the building
5 identification signage in this elevation.

6 CHAIRMAN KISTNER: And do you have a elevation
7 that shows what would be on the medical office building
8 roof or is there some screening on the medical office
9 building roof?

10 MR. VAN LANDINGHAM: There is. Let me -- let me
11 find it.

12 Now, these -- and these -- these are the
13 technical drawings that are provided. These are
14 elevations, so they're -- they're -- they're viewed flat,
15 as if you were able to see everything in its true
16 dimension.

17 And the screening for the medical office
18 building is here, but it's -- it's far enough in from the
19 exterior of the building that you -- you have to be a
20 pretty good distance away to even see the upper portions
21 of that.

22 We're using rather taller parapets on the
23 building to, again, provide the proportioning of this
24 element of the -- of the top of the elevation and to make
25 the -- this part of it diminished in size, even though we

1 have quite sizeable equipment up there, we are disguising
2 that.

3 CHAIRMAN KISTNER: Well, two questions.

4 Do you have a piece of that material here as
5 well? And also did you consider using the same material,
6 and if not, why -- why not?

7 MR. VAN LANDINGHAM: It's, typically, we go to
8 this -- this kind of construction, just given the fact
9 that it's exposed both front and back, and the -- the wall
10 elements are typically only anticipated to be exposed from
11 the front to -- to moisture, rain, those -- those sorts of
12 things.

13 As a part of the composition, we often camp the
14 buildings this way with something that's very simple
15 element instead of trying to make it the same material
16 here, yet applied as a -- as a blank wall. It's a choice.

17 CHAIRMAN KISTNER: And so this is the -- the one
18 that is on the hospital?

19 MR. VAN LANDINGHAM: Yes, and that same --
20 that's a -- that's a paint finish, and it would be the
21 same for all the elements that you see there that are --

22 CHAIRMAN KISTNER: And something else would be
23 on the medical office building, and you don't have that
24 material here?

25 MR. VAN LANDINGHAM: No, it would -- it would --

1 it would be this same -- same color, same finish.

2 CHAIRMAN KISTNER: Oh, I thought --

3 MR. VAN LANDINGHAM: So they -- they are
4 consistent in that.

5 CHAIRMAN KISTNER: Okay. Maybe I'm confused. I
6 thought -- well, I'll wait until you're speaking in your
7 report.

8 Okay.

9 MR. VAN LANDINGHAM: Sure.

10 CHAIRMAN KISTNER: Thank you.

11 MR. VAN LANDINGHAM: Other questions?

12 CHAIRMAN KISTNER: So, I know staff will bring
13 this up when they -- when they talk, but they have
14 expressed a concern about the long, flat front appearance
15 and the lack of articulation or architectural interest to
16 sort of break up that long line.

17 I know Jason's going to bring that up --

18 MR. VAN LANDINGHAM: Sure.

19 CHAIRMAN KISTNER: -- but you have some comments
20 about that?

21 MR. VAN LANDINGHAM: So I think there are two,
22 maybe three things that -- that we would point to.

23 One is that -- that we use -- we -- there is
24 some change in this, and we've used that change to signal
25 some very clear things. And one is to signal the entry

1 points of the building and not repeat that in that way
2 anywhere else on the campus, so the wayfinding and the
3 design is -- is clear.

4 The second thing that I would point out is that
5 there's -- there's about a 30-degree angle between this
6 portion of the building and this portion of the building,
7 and that -- that means that throughout the day the
8 lighting is going to look different on those two portions,
9 and they will always look differently.

10 The last thing is rather than moving big pieces
11 of the building in and out relative to what that does with
12 the planning of -- the internal planning of the building,
13 to look at these areas of the building in a very
14 articulated way, to divide them, subdivide them, move them
15 back into the wall, to provide differences as you move
16 across, provide the kind of shade and -- and shadow
17 differentiation that -- but it's -- it's -- it's -- these
18 are not -- these are not big moves, they're not heroic
19 moves, but we think they're appropriate to this -- this
20 kind of building where we're -- we're trying to instill a
21 peaceful presence.

22 And the last thing that I would point out,
23 because there was a comment about the continuation of this
24 across to the -- to the west, assuming that this first
25 endeavor is successful and the rest of the plan gets

1 executed, this -- this facade, essentially, is going to
2 disappear behind more medical office buildings that are
3 added to the -- to the front portion of this site.

4 So the -- the differentiation ultimately --
5 George, will you help me get back to the slide --

6 MR. STOCK: Shrink it down.

7 MR. VAN LANDINGHAM: Okay. Thank you.

8 So, ultimately that -- that lengthy elevation is
9 going to become a set of stepped building elevations in
10 the final development of this site.

11 CHAIRMAN KISTNER: Will their designs be
12 different substantially or will they be more of a
13 continuation of MOB 4?

14 MR. VAN LANDINGHAM: I haven't -- haven't been
15 retained to design those yet, but it, I would expect,
16 based on client's aspiration for very clear identity for
17 this site, that if not matching, they would be similar in
18 their execution.

19 CHAIRMAN KISTNER: Thank you.

20 Any questions?

21 MR. CARNEY: I have a question, and you may not
22 know the answer, but has there been any estimate of an
23 amount of construction workers that will be working on
24 this site during the construction?

25 MR. VAN LANDINGHAM: Actually there has been

1 estimation of -- of that. I don't have those numbers
2 handy.

3 At its peak when we move -- begin the interior
4 finish of the building, there will be a lengthy period
5 while the frame is coming up and we get the exterior on,
6 the contractor gets the envelope on.

7 When we start to the interior -- fit out of the
8 building is when the numbers increase substantially
9 because we have a number of floors, and the -- the
10 interior construction of these buildings is quite complex,
11 so lots -- lots of skilled individuals.

12 If you're in the IT or electrical industry, you
13 know, you need to be at the -- at the upper end of your
14 profession to expect to be working on this. Lot of
15 critical systems that have to be installed.

16 MR. CARNEY: That's great.

17 My concern is if the traffic changes are not
18 made until the project is done, I just wonder what the
19 traffic will be like while the construction's going on, or
20 do you think they would implement some of the traffic
21 remedies before construction begins, or do you know what
22 that --

23 MR. VAN LANDINGHAM: Which --

24 MR. CARNEY: -- timing is on that?

25 MR. VAN LANDINGHAM: Which -- which changes are

1 you referring to?

2 MR. CARNEY: Well, we're talk -- into the
3 Executive Parkway, I think it was called, or the entrance
4 on to Mason, were you guys considering finishing that by
5 the time the hospital was done, or were you considering
6 making some changes to that signal before?

7 MR. STOCK: Well, we're going to -- we're going
8 to work on that signal immediately.

9 But what Dustin just said to me, the
10 construction workers are just a fraction of what's driving
11 that -- that -- what's driving that traffic issue on Mason
12 Road is the MOB being in operation.

13 A lot of the MOB patients are going to use Mason
14 as opposed to Barnes West Drive. And we can pretty much
15 control access, construction workers, where they come in
16 the morning with trucks.

17 What happens, when you increase the traffic on
18 Mason, it's the southbound traffic coming off Olive that
19 want to make -- that wants to make a left turn into BJ's
20 west campus, that cueing is what's blocking people from
21 coming out of Executive to make a left turn.

22 So that's not going to -- where that happens all
23 day long because medical office building gets a turnover
24 of patients, that's not going to happen with construction
25 workers.

1 MR. CARNEY: So you can control it by the timing
2 they arrive and --

3 MR. VAN LANDINGHAM: We can --

4 MR. CARNEY: -- access in here?

5 MR. VAN LANDINGHAM: Well, that's -- that's part
6 of the purpose of building this -- this first lot here is
7 to be able to phase all of the activities on site and then
8 have space for both the interim needs of construction and
9 also the final needs of staff, patients and the like.

10 MR. CARNEY: Okay. Thank you.

11 CHAIRMAN KISTNER: Questions?

12 MS. HALL: I have a question. So right there at
13 Olive, in regards to the parking lot, and not being able
14 to view the -- the cars, how high is that berm going to
15 be?

16 MR. STOCK: The berm is a minimum of 30 inches
17 above Olive Street Road, and then the cars are sitting
18 down below.

19 So what you're trying to hide is the front of
20 the bumpers, you know, between the berm and the
21 landscaping that's across the top of it, so you're --
22 you're not -- you don't have cars at the same level when
23 you're on Olive Street Road looking, you know, you're
24 looking over the cars, and what you're seeing is the
25 hospital.

1 MS. HALL: Uh-huh. So what this going to do,
2 it's just going to be high enough to -- to kind of obscure
3 the bumpers and not really --

4 MR. STOCK: Well -- well, here.

5 So on the eastern section, that's the most
6 dramatic, the cars are below Olive Street Road.

7 So you see how much higher they are? But as you
8 get to the western portions of the parking lot, the car,
9 the top of the car, so the top of the car is screened by
10 the combination of the buffer and the shrubs right there,
11 so it's going right over the top of the car.

12 CHAIRMAN KISTNER: But that's the car closest to
13 Olive. You can still see --

14 MR. STOCK: Here you're going to be able to
15 see --

16 CHAIRMAN KISTNER: A lot of cars --

17 MS. HALL: Right.

18 CHAIRMAN KISTNER: -- in between.

19 MR. STOCK: But it's broken up.

20 In all fairness, I mean there's a lot of
21 internal trees and green islands and green space within
22 the parking lot.

23 So it's -- and I do think staff noted that, you
24 know, it's broken up very well in compliance with the
25 Design Guidelines in the Code.

1 But you're going to know there's a parking lot.
2 You know there's a parking lot there today. You know, you
3 drive by.

4 MS. HALL: Okay. Thank you.

5 I like the plan. I just wanted to --

6 MR. STOCK: Sure.

7 MS. HALL: -- to just have an idea. Thank you.

8 MR. STOCK: You're welcome.

9 CHAIRMAN KISTNER: Jason.

10 MR. JAGGI: Yes. I'll -- Mr. Stock, if you
11 don't mind, I'll just use your -- your -- rather than
12 trying to --

13 MR. STOCK: Absolutely. Then you're going to
14 want one.

15 MR. JAGGI: Jason Jaggi, Director of Community
16 Development, City of Creve Coeur.

17 I think Mr. Stock and the architects have gone
18 over a lot of -- a lot of the basics of the proposal. I
19 won't try to rehash any of that this evening.

20 But I did want to touch base on a few things
21 here.

22 First of all, I mean the Commission and the City
23 Council as well, this is -- you've already kind of seen a
24 first blush look at the whole campus and what -- what's
25 going to come forth.

1 You know, this -- this stage in the process is a
2 site development plan, so we get to look at the more
3 particular details of -- of the project in terms of, in
4 this case, it's the replacement hospital, as well as the
5 attached medical office building and the associated
6 parking.

7 So when we reviewed the site development plan,
8 and Mr. Stock mentioned to it earlier, this is a big
9 project. This is a very big project for Creve Coeur.
10 We're talking about a whole new hospital and the
11 additional space of a -- of a medical office building.

12 So significant project for the City, and a lot
13 of information, a lot of review has gone into -- into it
14 thus far.

15 But we did have a few things that we wanted the
16 Commission to look at and provide feedback this evening.

17 With that in mind, I'll go over some of those
18 again, just some of the highlights, and then maybe the
19 Commission can talk about what information you'd like to
20 see, any comments you have on the plan moving forward with
21 the review process.

22 So one of the things that was discussed at the
23 site concept plan when it was reviewed by this Commission
24 in November and then ultimately at City Council was the
25 discussion of the -- of the front parking on Olive.

1 I think, as you can see the plans, there has
2 been a sincere effort to try to -- to maximize the
3 screening of that large parking lot, and that was always a
4 source of discussion, was the resulting impact of this
5 project and the very large parking, surface parking area
6 in front. That's a big discussion when this project went
7 through the concept review, and you can see this plan
8 articulates some of the attempts to -- to minimize the
9 impact.

10 And we have worked with Mr. Stock to try to take
11 the best look at it knowing that it is a big parking lot,
12 there's only so much you can do with this. But in terms
13 of introducing some green spaces to help break it up, I
14 think this plan achieves that.

15 We worked with them on this -- this area here.
16 You can see that large green -- large -- the large green
17 space here. We really looked at trying to tie in the
18 identity and the main focal point of the building with the
19 public realm as you -- as you experience it on Olive when
20 you drive by and trying to have that connection. This
21 result this evening is a -- is a way to try to address
22 that in terms of having a strong pedestrian connection in
23 the plan.

24 You can see here, that really ties in with the
25 entrance of the building.

1 What we weren't able to achieve was to try to
2 have a lot of green space along with that pedestrian
3 connection, simply because of the drive aisle here in the
4 configuration.

5 But -- but this is a pretty strong compromise in
6 that this is proposed to be a 12-foot wide walk from the
7 entrance to the hospital all the way to Olive Street Road,
8 which is -- is a very strong pedestrian connection.

9 You can also see here there's pedestrian
10 connections all the way throughout the campus. As
11 Mr. Stock noted and staff had a comment that we did notice
12 that there's a -- somewhat of a weak -- weakness, if you
13 will, in the pedestrian connection as we move to the west
14 of the parking lot.

15 We have pedestrian access here and here and so
16 forth along the public road. But we don't have a whole
17 lot over here. So we asked them to look at that. BJC is
18 proposing to hold off, I think that would be their
19 request, until this medical office building is being
20 considered, and then perhaps it could tie into that
21 project at that time.

22 That's ultimately decision for the Commission,
23 but we don't know how long this will take before this gets
24 here. And to us, it did seem like this area does not have
25 the pedestrian access within the lot that gets you to the

1 main source of activity like this area does. So that's --
2 that's why that comment was generated.

3 In terms of the -- the berming here, it was
4 described pretty well. I think we were -- we were, at the
5 staff level, we were concerned about not having a very
6 tall berm along Olive because I think that would look a
7 little out of place. But it does appear to have
8 sufficient width here on the private side, again, where
9 the property line is here, there does appear to be
10 sufficient width to have a generous amount of landscaping,
11 as well as street trees.

12 One thing that we would want to condition though
13 is that the bulk of the landscaping occur on the street
14 side of that berm for more visual impact.

15 We think that the attempt that's being made in
16 the -- in the landscape plan, but we didn't -- couldn't
17 tell for sure. So that would be something I think we
18 would want to condition as we move forward --

19 MR. VAN LANDINGHAM: Sure.

20 MR. JAGGI: -- with these plans.

21 Beyond that, we had some -- some comments,
22 Mr. Stock talked about it already with the street trees,
23 that we -- that is common to make some adjustments to
24 where the Code says the ratio shall be provided one for
25 every 30 linear feet. Those can and have been adjusted

1 where special design consideration warrant, so that's
2 something, again, that could be conditioned, but we did
3 notice there was a discernible lack of street trees in
4 this area where we have a consistent pattern along Olive.
5 And then that pattern also continues along Barnes West
6 Drive. So that was one of the comments we had as well.

7 The artwork. It was touched on earlier. This
8 is the location for the proposed artwork.

9 Barnes-Jewish Hospital does not have any
10 specific designs for this piece at this time, although the
11 plan is calling for it. If this project gets approved, we
12 would expect, shown on the site plan, that that public art
13 piece would come forward, but that it would come forward
14 at a later date pending the commission of the piece by
15 BJC.

16 As such, since it is a public art piece as we
17 described it in the City's processes, the Arts Committee
18 should -- should also have a role and review that piece in
19 terms of the City's art plan. They have been aware that
20 BJC is looking to include that, and have been apprised
21 that that's something that the details will follow later.

22 A condition would also need to be attached that
23 this art piece go through that process where the Arts
24 Committee can look at it, can make recommendations where
25 the artist has identified the details of the piece that

1 provided and so forth.

2 Since the Art Committee is a recommending body,
3 they would review it first. They would come back and
4 provide a recommendation to you, and the Planning and
5 Zoning Commission would make final approval on that as a
6 site plan amendment. So that's something that -- that
7 we're kind of going to have to box this area out, so to
8 speak, and have them come back with more details at the
9 appropriate time.

10 So that would be something we would want to
11 condition with the approval of the project.

12 In terms of the architectural elevations --
13 well, I'm sorry, let me just touch base before we get into
14 that.

15 There was some mention of the sidewalks, and we
16 asked the question, what's the condition of the current
17 sidewalk, the public sidewalks along the perimeter of the
18 property on Mason Road, as well as Olive. The -- the
19 engineer has come back and these -- the sidewalk that you
20 see here today on Olive is a 6-foot wide sidewalk that
21 does meet with the City's requirements, so there's no
22 proposal to modify that public sidewalk along here.

23 As Mr. Stock mentioned, there will be new
24 sidewalk added that was shown in the concept plan that
25 will be a significant benefit for the City and for

1 pedestrians in this area that will connect Olive back to
2 Millennium Park where there is no pedestrian connection,
3 so that is a -- that is a big benefit with this -- with
4 this plan.

5 The sidewalks, we also asked about the sidewalks
6 on Mason Road. Those are not in conformance with the
7 City's sidewalk plans and requirements. I believe some of
8 those sections might be 3 or 4 feet at the maximum in
9 width. BJC is requesting that those be looked at with
10 future phases.

11 So with that, those existing sidewalks would
12 be -- would remain in place, and we don't have a concern
13 with that at this time since it's -- it's pretty much out
14 of the scope of the work that's being done in the first
15 phase.

16 That's something we would look to in the future
17 to bring these sidewalk conditions up to current standards
18 along the development that would occur in this area in the
19 future.

20 In terms of signage, we also touched on that in
21 the staff report. This BJC's campus currently is
22 governed, in terms of signage, by a master sign plan.

23 That's a provision in our sign code that allows
24 large campuses with multiple buildings to, basically,
25 develop their own sign plan standards, and have that

1 reviewed by the Planning and Zoning Commission, as well as
2 City Council. That's adopted by ordinance and is site
3 specific for these large campus projects.

4 We have discussed this with the applicant that
5 with the new hospital, obviously, there's going to be some
6 signage and we -- further that BJC take a total new look
7 at all the signage there, and propose their revised sign
8 plan prior to any sign -- new signs being installed on the
9 new campus, and I don't believe there's any objection to
10 doing that. That's something we would look for before any
11 signs are proposed.

12 The traffic study. Let's touch on that.
13 This -- this has -- there's been a lot of information on
14 the traffic study, and Mr. Stock mentioned it, and I think
15 he summarized it very well.

16 I would say, at this point, it seems to be
17 pretty clear, based on our continued discussions, that --
18 let me get my bearings here -- right in here. These are
19 the two main -- main points of review that our City's
20 traffic consultant looked at.

21 One is the level of service is dropping to a
22 generally viewed unacceptable level in this area here.
23 That created a lot of attention. It is a limited movement
24 that it's mostly the eastbound lanes of Executive Parkway
25 turning left and going northbound onto Mason. There is a

1 dedicated left turn lane as you exit Executive Parkway,
2 and there are significant -- well, depends on the
3 viewpoint, but I think fairly large delays during the peak
4 hours that it would be difficult for you to make a left
5 and go northbound on to Mason Road.

6 That's something that our traffic consultant
7 looked at, and our city engineer also performed and
8 looked at this traffic study as well. We think this is
9 something that needs to be dealt with sooner rather than
10 at a future phase because you're adding 100 square feet of
11 new medical office building where none existed, and the
12 first phase traffic is what's driving some of the analysis
13 where the level of service is dropping below a typical
14 standard.

15 So we would expect that a traffic signal, at the
16 very least, would probably be required. That's what the
17 studies are showing. But there's still some analysis left
18 to be done, and the information you received from
19 St. Louis County, they're requiring cause they maintain
20 Mason, that a traffic warrant signal analysis be made, so
21 you can fully identify what the impacts would be if this
22 would be signalized, or to justify it in determining what
23 the traffic flow patterns would be using this way to get
24 out of Executive Parkway to the north.

25 So that information is not complete, but all

1 signs are pointing to that this will, at the very least,
2 have to be signalized.

3 Another option would be a roundabout. We just
4 don't know yet what that option is. Obviously, those
5 require a little more land and much more involved in the
6 signals. So that information is still ongoing.

7 And I know their traffic consultant is working
8 with the County on trying to develop a little more
9 analysis on that.

10 CHAIRMAN KISTNER: Question on that.

11 MR. JAGGI: Yes.

12 CHAIRMAN KISTNER: What is the likely timing?
13 Is that something that will happen within the next two
14 weeks or is that going to be a longer --

15 MR. JAGGI: I'll let the project engineer speak
16 to that, but, you know, after -- after it's reviewed from
17 this -- from this Commission, it goes on to the City
18 Council where there's an additional meeting.

19 I think some of the concern that staff has at
20 where we are at this point of the review is that this
21 information was given to us relatively recently, and there
22 is general agreement, I believe now, that maybe wasn't
23 there several days ago, but that this is going to have to
24 happen as part of Phase I. I think what the City should
25 have is some comfort level and some commitment from BJC

1 that I'm hearing that they're willing to do that, is to --
2 is to provide a signal here, and then the timing of which
3 that signalized, you know, that's something that the
4 traffic engineering analysis in terms of when does it
5 blink flashing yellow in the off hours; is it going to
6 be -- is it going to be a constant green on Mason, and,
7 you know, unless the cars on the intersection trigger that
8 to stop, you know, to turn red. All of that really has
9 not been done yet.

10 But I think before -- before the approval
11 occurs, I think the City needs to have a pretty firm
12 understanding of what the solution is based on a little
13 bit additional engineering analysis, so I don't know that
14 we're there this evening.

15 CHAIRMAN KISTNER: Before approval of the site
16 concept plan or the approval of the --

17 MR. JAGGI: No, the site development plan. I
18 think we need a little more information. Yeah.

19 Mr. Stock, I don't know if you had any further
20 comments.

21 MR. STOCK: Well, I think -- well, what I would
22 say is Lochmueller is here. They're going to do what
23 St. Louis County, which is the warrants, and that can
24 probably happen within the next couple weeks. I mean
25 we're not going to stop working on this. The commitment

1 from BJC is they're going to fix it. They're going to
2 mitigate, obviously. But the roundabouts out there, I
3 don't -- I don't know about the roundabout. Takes up too
4 much. I think it's a signal. I mean we pretty much --
5 but the commitment to the Commission and the City of Creve
6 Coeur is we're going to do it as part of Phase I, not a
7 later phase.

8 CHAIRMAN KISTNER: Okay. Thank you.

9 MR. JAGGI: I think that's something, when we
10 get to that point, something that would need to be
11 addressed and some sort of the condition of the approval,
12 that that be dealt with in -- in an appropriate time and
13 manner.

14 Regarding the -- back to the elevations. And
15 the architect provided the rationale for the submitted
16 design, as was mentioned earlier, our report, we did exam
17 it. We do realize that the -- the hospital building
18 itself here does have, you know, it's not a flat monotone
19 facade, and the fact that it is angled, there is a key
20 central element with this here, and then you have the
21 canopy, you know, but our -- our concern was just, you
22 know, visually looking at this design. It's a long
23 building because the medical office building is attached
24 to the hospital itself, there is no separation. It reads,
25 by -- by all accounts, as a very long continuous building

1 with a lot of the same design elements going all the way
2 down through it.

3 When we asked this question earlier, I think
4 there was -- the architect was aware it, and it's
5 something that they have studied extensively and felt that
6 this was -- this was the appropriate design.

7 I would note that it does step down a little
8 bit. There is a different change in grade here, you're
9 going to get more exposure on this lower level on this end
10 of the building.

11 And as was pointed out, future buildings
12 would -- would largely block this. But, nonetheless,
13 we -- we felt this was something that our Design
14 Guidelines speaks to something that we should be avoiding
15 in terms of long, but not in this type building.

16 And there is some articulation, we certainly
17 acknowledge that, there is some recesses with the windows
18 and some of the other things. But the overall massing of
19 the building appears to be very, you know, just kind of a
20 long continuous plane, again, especially in this area, so
21 we wanted to -- I think we wanted the Commission and the
22 architect to at least speak to -- to the feelings on that,
23 what our Design Guidelines suggested, there be some other
24 treatments to avoid that appearance.

25 And it's mainly the Olive section. I think, as

1 was shown, when you look at the other portions of the
2 building, you know, here's the side and the rear
3 elevation, you know, you get a little more variation,
4 that's not as critical, but -- but as it's viewed from --
5 from Olive Boulevard, it -- it just presents a very long
6 building, so we wanted to bring that to your attention as
7 well.

8 Finally, the -- my last comment was, I think
9 it -- there was some talk about construction parking and
10 activity when the project's being constructed. I will say
11 that's something now their contractor has been in
12 discussion with city staff on -- on a staging plan and a
13 parking plan for the employees, because this site, when it
14 is under construction, will have a lot of activity on it,
15 just with the existing hospital remaining in operation,
16 along with all the workers, and everybody trying to build,
17 it will have a lot of activity, and we're just now
18 starting to look at, you know, a plan to try to address
19 that and minimize the impact.

20 I believe I'll stop there, and if there's any
21 questions.

22 MS. KELLY: Were you going to --

23 Oh, yes, thank you. Whitney pointed out, our
24 last concern with architecture, and it was already
25 discussed, was this mechanical rooftop screening.

1 Again, going back to the Design Guidelines, it
2 suggested that that be an integral part of the design of
3 the building.

4 As you see here, there is some effort that's
5 being made to -- to have architectural treatment to these
6 panels. However, we're not totally sure that that's
7 actually an element of -- and a continuation of the actual
8 design of the building.

9 One thing that I noticed appearing tonight is
10 there's some rain screen panels that we saw that were kind
11 of in these areas here. Maybe that's something that can
12 be used to tie in some of the -- the material a little bit
13 more closer so that --

14 CHAIRMAN KISTNER: There are what panels?

15 MR. JAGGI: They're called rain screen panels.
16 It was the material that was shown earlier.

17 It's not the masonry that will surround the
18 buildings, but it's the interior portion.

19 Okay. If you want to -- the architect can come
20 back and speak to that, but --

21 CHAIRMAN KISTNER: So it's the parts that are
22 around the windows?

23 MR. JAGGI: Yes.

24 MS. SILVERMAN: Yeah, the middle part.

25 MR. JAGGI: Yes, in here, I believe that if I'm

1 correct, they're in this area, is in between the windows,
2 panels --

3 MR. VAN LANDINGHAM: That's correct.

4 MR. JAGGI: Okay.

5 So this is the -- the building, as described by
6 the architect, this is all brick in here. It's a stack
7 bonded brick, so when you have brick patterns, typically,
8 they are offset with your mortar, and they go like this,
9 and that's a typical brick course.

10 This is a stack bonded, so they're going to
11 actually be stacked like this.

12 CHAIRMAN KISTNER: I didn't understand that the
13 medical office building above the first floor was brick.

14 MR. JAGGI: Yeah. This area, if I'm not
15 mistaken, I believe this whole area here is brick.

16 CHAIRMAN KISTNER: No.

17 MR. JAGGI: Within these panels, it's not.

18 CHAIRMAN KISTNER: I think it's the --

19 MR. JAGGI: Just the lower end?

20 CHAIRMAN KISTNER: Yes.

21 MR. JAGGI: Okay. Is -- is this brick then?

22 All this --

23 MR. VAN LANDINGHAM: That's all rain screen.

24 CHAIRMAN KISTNER: That's what I was saying --

25 MR. JAGGI: Okay.

1 CHAIRMAN KISTNER: -- it looks like it in the
2 elevation --

3 MR. JAGGI: Well --

4 CHAIRMAN KISTNER: -- it has the appearance of
5 brick, but it's not.

6 MR. JAGGI: It does, and I know when we looked
7 at it at staff level, the material costs did have that
8 shown as brick, so maybe something we could --

9 MR. VAN LANDINGHAM: Let's make sure we clarify
10 that with you with a set of elevations.

11 MR. JAGGI: Okay. I think that's something --

12 CHAIRMAN KISTNER: That's what I was asking
13 about earlier.

14 MR. JAGGI: But, anyway, with the rain screen
15 panel, going back to the original comment, maybe there's
16 an opportunity again to tie into that material to the
17 mechanical screen and to tie the elements together. That
18 may be an option. That was something that we also
19 mentioned.

20 Those are really -- I think those address some
21 of the staff's perspective on a lot of the -- a lot of the
22 issues and areas that we analyzed.

23 By and large, I think a lot of the -- a lot of
24 the questions have been raised. It's consistent with the
25 site concept plan. And the amenity plan, as you saw, is

1 fairly extensive. That adds a lot of different site
2 features to this property where none exist today.

3 You know, bike fix-it stations, bike racks, even
4 some electric car charging stations, and certainly the
5 inclusion of that public art piece would also have a much
6 bigger impact in terms of -- of the City's view of the
7 project from some of the main -- main streets in the area.

8 I will stop there. And if there's any
9 questions, I will be happy to answer.

10 CHAIRMAN KISTNER: Okay.

11 Anybody have questions for Jason?

12 I just want to make sure, so I don't forget, I
13 know the answer to this. If anybody in the audience
14 wishes to speak to this, they can.

15 Okay. Seeing none.

16 Do we have any other questions or things we
17 think we want to clarify during this public hearing, and
18 then we can -- if not, we can close the public hearing and
19 then continue discussion.

20 MR. STOCK: I have nothing further.

21 MR. CURTIS: The City would like to introduce
22 the following exhibits: The notice of -- public notice
23 documentation which is in the possession of the City
24 Clerk, the specific documents, staff reports, P and Z
25 letters and excerpts, documents of all the presenters,

1 including written submittals, the City Code of Ordinances
2 and the Charter, the City Comprehensive Plan and the
3 public file regarding this application.

4 CHAIRMAN KISTNER: Let me -- let me pause before
5 we do close it.

6 If -- if we were to decide or recommend that
7 some additional information or maybe some further changes
8 would be brought forward, do we close the public hearing
9 or do we leave it open for continuation?

10 MR. JAGGI: I would say we should probably leave
11 it open. That would be my recommendation. Until your --
12 until you have all the information, you're ready for a
13 vote, then you would close the public hearing.

14 I don't know, Mr. Curtis, you have any other
15 thoughts on that? But you could do it both ways.

16 MR. CURTIS: Yeah, I think the public hearing is
17 really for the public to put all this on the record, which
18 has been done, and no one is here to speak to it.

19 I think you can do it either way. Close the
20 public hearing, and then you're down to deliberation and
21 discussion and additional information.

22 CHAIRMAN KISTNER: Without restarting the public
23 hearing?

24 MR. CURTIS: You do not have to -- the public
25 hearing is sufficient right now.

1 CHAIRMAN KISTNER: Okay.

2 MR. SCHUH: Just -- just to be clear though,
3 if -- if we wanted to hear public input on new aspects of
4 the plan, then if we closed it, we wouldn't be able to
5 hear that, correct?

6 CHAIRMAN KISTNER: You can hear it, it's not
7 part of the hearing.

8 MR. SCHUH: Oh, okay.

9 CHAIRMAN KISTNER: Okay.

10 With that in mind, I think closing the public
11 hearing is in order, so hearing is closed.

12 (The public hearing was concluded at 8:37 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 hearings stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearings.

_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR



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MEMO TO THE PLANNING & ZONING COMMISSION

Meeting Date: February 21, 2017

Subject: Work Agenda: Plant Science and Technology Master Plan (39 North)

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

Development of the Plant Science and Technology Master Plan is nearing completion. This initiative has been spearheaded by the St. Louis Economic Development Partnership (SLEDP) with the City participating as a partner in this process. The SLEDP was successful in obtaining a planning grant from the US Department of Commerce to fund the planning study. Other partners in the planning process include Monsanto, the Donald Danforth Plant Science Center, Wexford Science and Technology, St. Louis County, Missouri Department of Economic Development, and BRDG Park.

As called for in the draft Creve Coeur 2030 Comprehensive Plan, the Master Plan for the Plant Science District, known as 39 North Master Plan, will need to be reviewed and formally adopted by the Planning and Zoning Commission. A public hearing would need to be conducted and adoption would be by resolution. After adoption, the City will use this document as a guide to evaluate land use applications within the limits of the study area and to support other initiatives as called for in the plan.

Staff would like to obtain feedback regarding the future review of the draft master plan by the Commission.

The 39 North Master Plan website may be of use to prepare for the discussion:

<http://plantsciencemasterplan.com/>

Attachment: 39NorthMasterPlanProcessMemo (2306 : 39 North Master Plan)